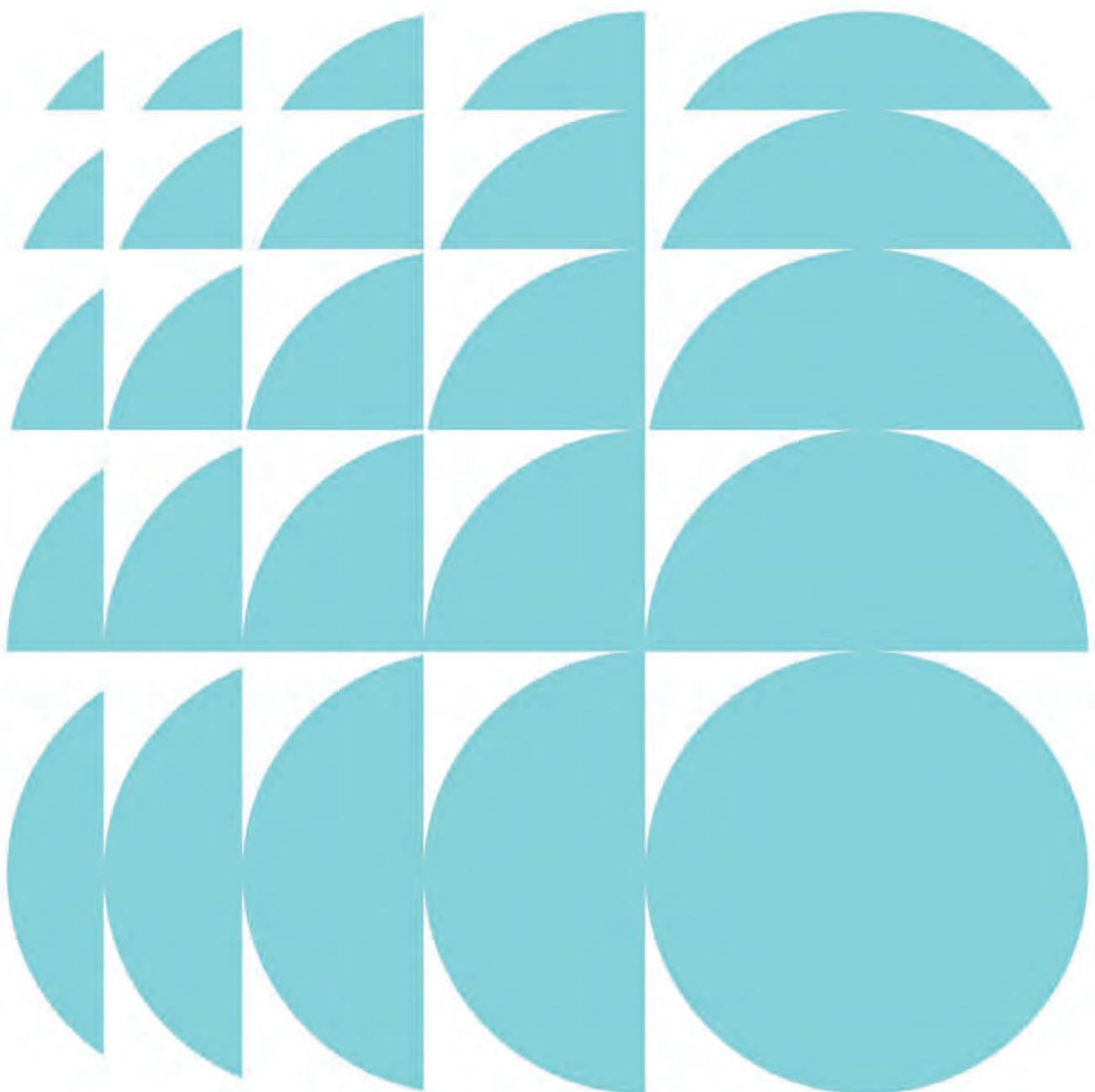


Submitted to Mt Wellington Cable Car

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1.0 Executive Summary

The Mountain plays a central role in the psyche of Hobart residents, as the pre-eminent representation of place. It looms over the city, with its vast scale providing a consistent bulk and mass as the backdrop to most westerly aspects within the wider city. Its form is an anchoring feature for people in Hobart, for its constant presence provides an immediately accessible landmark to orient oneself. In addition to grounding its viewers in place, its constant presence too serves to ground viewers in time, as an ever-present reminder of geological deep-history and the relative fleetingness and impermanence of the lives of those living below and playing upon its mass. The Mountain symbolises not only permanence and grounded-ness, but is the very symbol itself of the 'wilderness' that is central to Hobart and Tasmania's identity and sense of place. It signifies the wilderness that exists beyond the human settlement of Hobart, serving as a reminder and evidence of this defining juxtaposition from the built form and settlement that most often sits in the fore and mid-ground of views to its recognisable form and bulk.

Given that it is both a symbol of the wilderness characteristic of Hobart, and also the grounding reminder of geological timescales, any element of change that is proposed or potential must be considered with utmost care to ensure it will not disrupt or interfere with its performance of a symbol and representation of meaning and sense of place.

1.1 Scope

The scope of this report comprises of a preliminary study on the visual impact of the proposed Mount Wellington Cable Car. This report will establish the visual character of Mount Wellington and assess the visual impact of the modelled effects associated with the proposed cable car.

Relevant policy and legislation relating to the landscape and visual character of Mount Wellington were identified, in addition to the identification of existing visual and landscape conditions of the area. Key tasks undertaken included:

- Literature review of strategic, policy and historical documents;
- Identification of landscape characteristics;
- Identification of visual characteristics;
- Identification of potential visual impacts;
- Assessment of visual effects and impact;
- Assessment of significance of effects and impact.

1.2 Landscape Character

Mount Wellington is a significant landscape feature of Tasmania and is characterised by its heavily vegetated slopes and ridges, creating primarily a large and wild character contrasting the urban settlements along the base of the mountain. It is a focal point in the wider Hobart landscape with flat, open rocky landforms at the summit surrounded by steep slopes, providing a transition to the forested areas. It contains a strongly defined vegetation pattern with a variety of native alpine vegetation, in addition to major streams and reservoir catchments. The Organ Pipes are another distinctive scenic feature on the Eastern face of Mount Wellington, featuring dolerite rock columnar cliffs.

It is important to note that while Mount Wellington largely possesses a natural, wild and mountainous landscape character, the Pinnacle on Mount Wellington is distinctively different to the rest of the Wellington Park area. The Pinnacle represents a developed area on Mount Wellington for the purposes of tourism and industry. It is home to a car park, telecommunications tower and its associated infrastructure, viewing shelter and boardwalk. These elements combine to create a more built environment in comparison to other parts of the mountain. This difference is acknowledged in the Management Plan as a specific area.

The character of the eastern face of Mount Wellington also differs from the majority of the Park, in that it represents the wall or edge that separates the city below from the 'wilds' beyond (Shipway, 2002). The line of cleared trees

formed by Pinnacle Road (or 'Ogilvie's Scar') visually connects the settled fringe of the city to the summit. At the summit the modified area of the Pinnacle with its 'colonising flag' of the communications tower and other infrastructure including a lookout shelter, represents the conquering of this lofty peak by human exploration, and a crucial vantage from which the uninhabited 'wilds' can be surveyed from safety of the peak of the 'wall', the limiting edge between the 'known' of the Hobart basin below, and the 'unknown' beyond the ramparts.

1.3 Visual Character

Assessing the visual character of a landscape feature involves consideration of both the social / cultural values of the landscape and the determination of the aesthetic values. The visual values of the Mountain are complex and interwoven with the social and cultural values of it and the wider setting that constitutes Hobart as a 'place'. There is an extraordinary wealth of literature detailing the what the Mountain means to residents and visitors of Hobart alike, and whilst the persistent recognition is that it represents and signifies different meaning to different people, the common valued characterisations of the Mountain are intrinsically linked to its visual nature:

- The Mountain as a picturesque and commodified backdrop to the city,
- The Mountain as a symbol of place,
- The Mountain as a protective bulwark against the 'chastening non-human spaces' that lurk behind it, or
- The Mountain as a conduit for the above non-human spaces, and
- The Mountain as a neighbour.

This assessment does not aim to rank or prioritise any one value above another, but rather concludes that the Mountain is of the highest social and cultural value to the people of Hobart, and that this value is intrinsically connected to the visual elements of the Mountain.

1.3.1 Aesthetic Values

The assessment of the Mountain as a landscape feature determines the aesthetic values of the Mountain that are consistent to the common representations, meanings and cultural values of it. In order to determine the overall aesthetic value of landscape, three 'landscape components' are assessed:

- **Landscape feature**
The Mountain, emblematic of the wider Wellington Park landscape, is highly distinctive, attracting numerous views in the region and in particular from the settlement of Hobart below, and is demonstrated in a wealth of literature, art and popular culture to inspire and evoke a highly emotional response.
- **Edges or contrasts**
The edges and contrasts of the Mountain provide a high level of visual variety in their transitory nature and high levels of visual interest, and are considered to be highly aesthetically compelling.
- **Composition**
The compositional elements of the Mountain combine to provide a unified whole of outstanding compositional quality, evidenced by its highly photographed nature and role as a representative symbol for Hobart and many of its constituent communities.

In order to determine a level of aesthetic significance for each landscape component, and ultimately each landscape, the following 'rating considerations' are applied:

- Exemplary
- Iconic
- Scarce

Levels of significance are attributed to each landscape component, and an overall significance level in relation to aesthetic value is determined. The significance levels are:

Moderate = Local Significance
High = Regional Significance
Exceptional = State Significance (Or Higher)

The Mountain rates Exceptional in all aesthetic categories, and as such is considered of State Significance for aesthetic value.

1.3.2 Significant Visual Elements

The following visual elements are the key components of the above aesthetic value, and are consistently cited in references to the Mountain. The impact of the modelled effects of the proposal upon these elements is considered in the impact analysis of section 7.2.

1. Skyline
2. Tree-line and change in texture
3. Edge of settlement
4. Variability (colour and 'mood')
5. Scale (height, bulk, mass)
6. Geological features

1.3.3 Pattern of Viewing

Views associated the Mountain can be grouped into four categories, distant views, mid-distance from the surrounding city, close from within the reserve, off the Mountain.

There are a range of expected and potential visual effects associated with the development of a cable car on Mount Wellington. In particular, this section assesses the visible components of the cable car and includes the Pinnacle Centre and tramway infrastructure. This represents the full range of possible effects on the landscape and visual amenity of the mountain, with further discussion regarding impact on specific views in section 7.2. A number are derived from the Mount Wellington LVCA and supplemented with effects identified as part of this report.

1.4 Visual Effects of the Proposal

The following effects have been described, independent of any view or vantage point. The actual visual impact of the visual effects must take into account the impact that these effects have on the character or elements of specific views.

- Degree of existing modification / dominance of man-made elements verses naturalness and stability
- Scale of proposed alteration
- Relation to existing uses and / or pattern
- Deviation from existing character
- Soil colour
- Soil erosion potential
- Existing vegetation pattern
- Vegetation screening potential
- Topographic screening potential
- Slope of the mountain
- Bushfire
- Materiality
- Demolition
- Short-term temporary effects
- Reversibility of effects

1.5 Visual Impact Assessment

1.5.1 Viewpoints

A sample of viewpoints were chosen (by others) to assess the visual impact of the proposed cable car from specific locations that attract high numbers of viewers and represent the popular views from around Mount Wellington. A visual catchment analysis has not been undertaken as part of this assessment and its scope is limited to assessing the impact on the following viewpoints nominated for which visualisations have been produced:

- Viewpoint 1 – Hobart Waterfront
- Viewpoint 2 – Summit to City
- Viewpoint 3 – From South Hobart
- Viewpoint 4 – From Kingston
- Viewpoint 5 – From Glenorchy
- Viewpoint 6 – From Salamanca

1.5.2 Summary of Visual Impact Significance

Table 1 Significance of Impact Summary

		Viewpoint						
		1	2	3	4	5	6	
Impact	Significant Visual Element	1	Minor	Negligible	Minor	Moderate	Moderate	Minor
		2	Minor	Moderate	Moderate	Minor	Minor	Minor
		3	Negligible	Moderate	Negligible	Negligible	Negligible	Negligible
		4	Minor	Negligible	Moderate	Minor	Minor	Minor
		5	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
		5	Minor	Negligible	Minor	Minor	Moderate	Minor
Viewpoint Sensitivity		High	High	High	Medium	High	High	
Total		Low	Moderate	Moderate	Low	Moderate	Low	

The viewpoint impact significance ratings range from Low to High, with three rated Low and three Moderate. The Moderate ratings reflects the particular visual effects in the foreground from the Pinnacle, the increased sensitivity from viewing locations closer to the mountain, and the effects created when a specific viewing angle positions the cable car upper tower such that it is associated with the significant visual element of the Organ Pipes. The viewpoints from the more populous and popular viewing areas of the Hobart city centre and waterfront are rated Low, largely owing to the distance from the proposal and the ability for the Pinnacle Centre and upper tower to harmonise with the landscape below the skyline from these perspectives.

The weighted significance of visual impact from these viewpoints is Moderate. Given the High sensitivity of all but one of the assessed viewpoints, and the lack of screening opportunities or further mitigation opportunities it is considered that this is a reasonable level of impact on the assessed landscape and visual values.

2.0 Introduction

2.1 Project Overview

Mount Wellington Cableway Company (MWCC) is proposing to construct a new cableway at Mount Wellington that spans 2,040 metres from the base station at the fringe of Wellington Park, to a new visitor centre at the Pinnacle.

This preliminary visual impact assessment relates to the whole proposal which comprises:

- 6.9m x 3.9m 'Skytram' cable cars;
- New, replacement visitor centre ('Pinnacle Centre') that incorporates new amenities such as a Park Ranger office, medical room, seating, security, waste management and parenting rooms;
- New non-slip elevated and ramped boardwalk, removing the existing non-compliant restrictive timber walkways;
- The removal of the rooftop and glazing from the existing lookout at the summit of Mount Wellington;
- Operational hub on the fringe of Wellington Park at the base of Mount Wellington;
- New road from McRobies Road, including underground services.

Vegetation is proposed to be cleared as part the development, however this is largely contained to the two towers near the base station. The base station is positioned in existing cleared land, however will require minor vegetation modification for bushfire management purposes. Whilst the Pinnacle Centre requires clearing of land, it is located near the summit in an area of sub-alpine vegetation featuring low lying shrubs and groundcovers, and won't require the clearing of any areas of trees or forest. Additionally, the tramway will not carry any electricity to the summit which ensures that there is no requirement for a cleared vegetation easement below the cable cars. A bushfire assessment report has also confirmed that vegetation clearance is minimised for bushfire management purposes, with some minor vegetation modification on the lower side of the base station.

2.2 Study Area

The Mount Wellington Cable Car is proposed at Mount Wellington, Wellington Park, Tasmania, with a visitor centre at the Pinnacle of the Mountain (Pinnacle Centre) and a base station at the existing clearing on the Main Fire Trail on the fringe of Wellington Park. The cable car aerial tramway will connect the Base Station and Pinnacle Centre over a distance of 2,040 metres above the forest canopy.

The Pinnacle Centre will sit within the Pinnacle Specific Area of the Management Plan and includes a new visitor centre that introduces amenities such as a Park Ranger office, medical room, seating, security, waste management and parenting rooms. The proposal also includes the removal of the existing lookout structure and boardwalks.

The Base Station will be sited within an existed cleared area of land on the outskirts of Wellington Park. It is positioned to minimise vegetation clearing and will host the cableway motor room, backup generator, loading bay and utility services, as well as the front ticket office, mountain bike hire and staff amenities. A new road from McRobies Road will be installed, along with other infrastructure that contribute to the operations and bushfire management.

2.3 Purpose of the Report

The purpose of this report is to provide a Visual Impact Assessment of the Mount Wellington Cable Car to determine the extent and significance of visual impacts from the proposal. For the purpose of this assessment, the extent of impact has been determined by considering the sensitivity of the viewpoint and the magnitude of change expected as a result of the cable car, which is then considered against established values to determine the significance of the impacts. If necessary, mitigation measures or design modifications that could avoid or minimise impacts have been recommended.

This report has been prepared and reviewed by Tim Nichols, a Registered Landscape Architect and qualified urban planner with over 12 years of professional post-graduate experience. Tim has prepared a number of Landscape and Visual Impact Assessments across Tasmania, Victoria, and NSW, including expert evidence for the Resource Management and Planning Appeals Tribunal in Tasmania and input into an Environmental Effects Assessment process in Victoria.

3.0 Methodology

The methodology is derived from, and consistent with, the Guidelines for Landscape and Visual Impact Assessment (LI & IEMA 2013). There is no guidance on the assessment of landscape and visual impacts specific to Australia, however the Guidelines are an accepted professional guidance document in this country.

The significance of the landscape values was established in accordance with the principles outlined in the *Burra Charter*, using the methodology outlined in Kerr (1990). In particular, this followed the process of 'Understanding the Place'; gathering evidence (documentary and physical), coordinating and analysing evidence, and assessing and stating significance.

3.1 Scope

The scope of this report comprises of a preliminary study on the visual impact of the proposed Mount Wellington Cable Car. This report will establish the visual character of Mount Wellington and assess the visual impact of the modelled effects associated with the proposed cable car.

Relevant policy and legislation relating to the landscape and visual character of Mount Wellington were identified, in addition to the identification of existing visual and landscape conditions of the area. Key tasks undertaken included:

- Literature review of strategic, policy and historical documents;
- Identification of landscape characteristics;
- Identification of visual characteristics;
- Identification of potential visual impacts;
- Assessment of visual effects and impact;
- Assessment of significance of effects and impact.

3.1.1 Limitations and Assumptions

This visual impact assessment is limited by a number of assumptions and limitations that were required to be made at the outset of the assessment, as detailed below:

- This Preliminary Visual Impact Assessment considers the Pinnacle Centre, base station, cables and cable way infrastructure as one project, and considers their impact accordingly.
- A site survey was not conducted as part of this Preliminary Visual Impact Assessment.
- A visual catchment analysis has not been undertaken as part of this Preliminary Visual Impact Assessment and its scope is limited to assessing the impact on the viewpoints nominated for which visualisations were produced prior to the assessment.
- This Preliminary Visual Impact Assessment. considers the views represented in the visualisations produced by Riser and Gain Pty Ltd only, which are understood to be informed by viewpoints identified in the *Wellington Park Landscape and Visual Character Assessment*, Inspiring Place 2011.
- Visualisations assessed were produced by Riser and Gain Pty Ltd, with spatial accuracy undertaken by Eagle Vision Pty Ltd. Initial site photography by Pitt & Giblin. See Appendix A for full images.
- This Preliminary Visual Impact Assessment considers the social or cultural values associated with the Mountain to determine the level of visual sensitivity, however does not assess any potential wider social impacts that changes to the scenic value may entail.
- The scope of this impact assessment only considers daylight hours and does not model or consider the impact of lighting.
- The scope of this study does not consider Aboriginal heritage visual values or assess the impact on Aboriginal or heritage cultural associations of landscape.

3.2 Visual Character Analysis

The first step in this visual character analysis is to understand the compile the visual values from a review of the existing literature surrounding Mount Wellington. This establishes the consistent qualities and features of the mountain that contribute to the visual character and ensures those features are considered throughout the assessment. These visual elements are assessed in terms of their aesthetic value employing landscape character assessment methodology pioneered by Ethos Urban (under previous name Planisphere) that has become accepted standard practice in Victoria and since been used in other Australian states including Tasmania. Then, the nature of viewing with relation to the landscape character in the area identified.

In considering the pattern of viewing the visual character of the study area was identified through the background literature review. This review identified the study area’s contribution to views within the visual catchment, including both the physical contribution to composition of views and the contribution to meaning and significance of the views.

Potential places of visual significance in terms of natural, cultural or scenic value were identified by Mount Wellington Cable Company and these were described in terms of the nature and frequency of views from that location. Clusters of people or places that will be visually affected by the changes were identified as “visual receptors”. Visual receptors can include people who live or work in the area, people travelling through or by, people visiting promoted landscapes or attractions, and people engaged in recreation of various types.

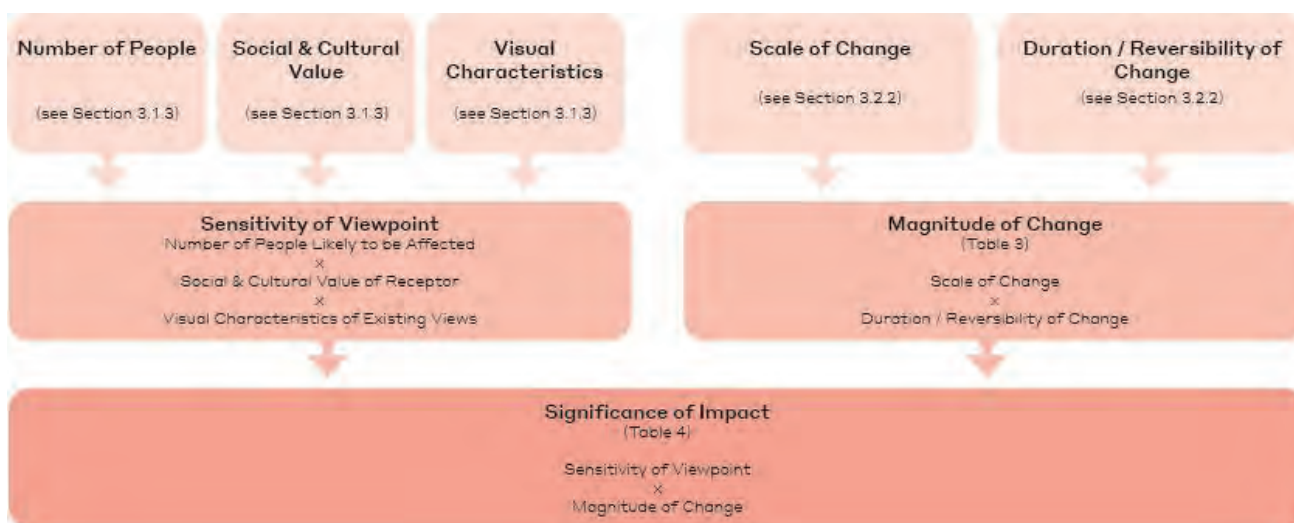
The viewpoints associated with each visual receptor were identified and categorised in terms of whether they are representative of a number of similar views (representative), specific viewpoints at key or promoted viewing locations (specific), or viewpoints that will demonstrate a particular effect or issue relating to the proposed cable car (illustrative).

Each viewpoint was then assessed in terms of their sensitivity, with the following considered to identify the high, medium and low sensitivity receptors:

- Number of people likely to be affected and their sensitivity
- Distance and duration of the view
- Viewing direction to the proposed development
- Social and cultural value of the viewpoint
- Visual characteristics of the existing views (nature of view, composition, foci and scale).

3.3 Significance Assessment

The outcomes of the visual analysis described in the preceding section were then brought together with the modelled effects of the cable car to predict the visual impact.



3.4 Photos and Visualisations

The visualisations produced and used as part of this Visual Impact Assessment were developed by Eagle Vision, who were commissioned by Mount Wellington Cableway Pty Ltd for the proposal. The methodology used to produce the photomontages is attached at Appendix A. It should be noted that these visualisations were not produced to reflect the human eye and are to a higher level of zoom, therefore represent an exaggerated view of Mount Wellington and as such exaggerate the potential visual effects of the proposed cable car and Pinnacle Centre.

3.4.1 Magnitude of Change

The effect's magnitude of change on the viewpoint was assessed in terms of its size or scale of change, the geographical extent of area influenced, and the duration and reversibility of the change. The size and scale of the change describes the scale of the change (major, moderate, minor or insignificant) considering the following, as well as whether it affects a wide or restricted geographical area within the view:

- The scale of loss or new features within the view;
- The degree to which the loss or modification alters the compositional qualities of the view;
- The nature of the view (i.e. extended view, filtered, glimpse);
- The effect of loss or new features on the environmental conditions (such as soil and vegetation pattern);
- The amount of interference with the social or recreational enjoyment of the viewpoint.

The duration of the change considers whether the change is persistent or has a limited life span, and the reversibility considers the practicality of removing the effect. The magnitude of change is determined by assessing the scale of change against the duration and/or reversibility of the change as detailed in Table 2:

Table 2: Magnitude of Change - Visual Effects

		Duration and/or Reversibility of Change			
		An ongoing and irreversible change	An ongoing change that is able to be reversed	A change with a limited life of 5-10 years	A change with a limited life of less than 5 years
Scale of Change	A major change affecting a wide area	Dominant	Considerable	Considerable	Noticeable
	A major change over a restricted area, or A moderate change over a wide area	Considerable	Considerable	Noticeable	Noticeable
	A moderate change over a restricted area, or A minor change over a wide area	Considerable	Noticeable	Noticeable	Perceptible
	A minor change over a restricted area, or An insignificant change	Perceptible	Perceptible	Perceptible	Imperceptible
	An imperceptible change	Imperceptible	Imperceptible	Imperceptible	Imperceptible

3.4.2 Significance of Impact

The magnitude of change caused by the likely effects were then assessed against the sensitivity of the setting within which they are proposed to take place, to determine the significance of the impact caused as per Table 3:

Table 3: Significance of Visual Impacts

		Magnitude of Change				
		Dominant Change	Considerable Change	Noticeable Change	Perceptible Change	Imperceptible Change
Viewpoint Sensitivity	High	Major	High	Moderate	Low	Negligible
	Medium	High	Moderate	Low	Low	Negligible
	Low	Moderate	Low	Low	Negligible	Negligible
	Negligible	Low	Low	Negligible	Negligible	Negligible

4.0 Legislations and Policy

A review of the broader statutory framework and existing studies relating to landscape and visual qualities has informed the identification of the visual values of Mount Wellington.

4.1 Commonwealth Legislation

No commonwealth legislation is specifically relevant to the Visual Impact Assessment.

4.2 State Legislation

4.2.1 Land Use Planning and Approvals Act 1993

The Land Use Planning and Approvals Act establishes a framework for planning the use, development and protection of land in Tasmania. It sets the broader objectives for planning in Tasmania and the procedures for preparing and amending the Tasmanian planning scheme. This proposal requires planning approval under this Act, and the mechanism for approval is the Hobart Interim Planning Scheme. This scheme has been used to identify landscape and visual values in the study area.

4.3 Hobart Interim Planning Scheme 2015

Mount Wellington and the cable car infrastructure are within the City of Hobart. The following sections of the Hobart Interim Planning Scheme are relevant to this Visual Impact Assessment.

4.3.1 29.0 Environmental Management Zone

The purpose of the Environmental Management Zone is:

‘To provide for the protection, conservation and management of areas with significant ecological, scientific, cultural or aesthetic value, or with a significant likelihood of risk from a natural hazard.’

‘To only allow for complementary use or development where consistent with any strategies for protection and management.’

‘To facilitate passive recreational opportunities which are consistent with the protection of natural values in bushland and foreshore areas.’

Applicable provisions relevant to this study (see section 8.1.1):

- 29.4.1 Building Height 1

- 29.4.2 Setback 1, 2
- 29.4.3 Design 1, 2, 3

4.3.2 E14.0 Scenic Landscapes Code

This code is not used in this planning scheme.

4.3.3 F3.0 Wellington Park Specific Area Plan

The purpose for the Specific Area Plan is:

'The purpose of this specific area plan is to ensure that use and development in Wellington Park is undertaken in accordance with the Wellington Park Management Plan.'

Application of the Specific Area Plan

This specific area plan applies to Wellington Park as defined (L1) in the Wellington Park Act 1993.

Notwithstanding any other provision of this planning scheme, any use or development of land in Wellington Park must be undertaken in accordance with the provisions of the Wellington Park Management Plan (L2).

Footnotes

L1

Wellington Park means:

(a) the area of land indicated as bounded by a heavy black line on Plan No. 2789 in the Central Plan Register, a reduced copy of which is set out, by way of illustration only, in Schedule 1 (Wellington Park Act 1993); or

(b) that area of land as varied pursuant to sections 6, 7 and 8 of the Wellington Park Act 1993.

L2

Management plan means any management plan approved under section 23 (Wellington Park Act 1993) and for the time being in force in respect of Wellington Park.

4.4 Local Plans and Policies

4.4.1 Wellington Park Management Plan Amended 2015

As noted in section 4.3.3 above, the planning scheme requires use and development of the subject land to be undertaken in accordance with the *Wellington Park Management Plan*.

The *Wellington Park Management Plan* was prepared by the Wellington Park Management Trust and outlines the vision for the Park and the components required to achieve it. The plan encompasses the entirety of Wellington Park and ensures that a balance between the natural and cultural values, community desires and recreational opportunities is achieved. This plan identifies a number of key outcomes for the area and a selection of park values that are applicable to the Pinnacles area. Development associated with the cable car needs to ensure compliance with these outcomes and not diminish the promoted values of the wider Wellington Park.

The key desired outcomes of the Wellington Park Management Plan include (pg. 26):

- The enhancement of the visitor experiences in the Park;
- The protection, maintenance and, where appropriate, restoration of the ecological and cultural integrity of the Park;
- The enhancement of an ethic of care for the Park within the community consciousness.

The most important identified values of Wellington Park, after walkability, include (in order of importance):

- Naturalness / wildness of the Park;
- Landscape of the Park at a general level;

- Park's location as a natural area next to Hobart, or bookending Hobart with the Derwent on the other side;
- Native biota;
- Park's general aesthetic quality.

Management Zoning

The proposal area is within three management areas of Mount Wellington, the Recreation Zone, Natural Zone and the Pinnacle Specific Area in accordance with the Wellington Park Management Plan (2015). The Pinnacle Specific Area encompasses the built-up summit and the associated tourism and industry infrastructure, while the Natural Zone comprises the surrounding landscape.

The Recreation Zone provides for easily accessible, relatively high use nature-based tourism and recreation in a predominantly natural or natural looking setting in a number of separate locations in the park. The proposed Base Station, Towers 1 & 2, and part of the access road are located in the Recreation Zone.

The key management objectives for the Recreation Zone include:

- Provide for relatively high levels of nature based tourism and recreational day use and enjoyment of the area;
- Preserve environmental and cultural features and values;
- Provide education about and promote, the values of the Park via high quality signs, interpretation and visitor activities;
- Develop key visitor services and facilities in the Zone appropriate to the allowable level and type of use; and,
- **Protect the scenic qualities of the Zone when viewed both from within the Zone and from outside the Park.**

The Natural Zone includes large parts of undisturbed forest and alpine areas, with disturbance limited to existing access corridors. Parts of the natural zone area is of significance to flora and fauna conservation and contains features of geodiversity and forested landscapes for recreation. This zone aims preserve the undisturbed condition of the land, protect the biodiversity and scenic qualities of the area in addition to the appropriate development of tourism services and facilities in limited locations. The proposed tramway and Tower 3 are located in the Natural Zone.

The key management objectives for the Natural Zone include:

- Preserve the Zone in an undisturbed condition, except for where necessary disturbance associated with approved use and development;
- Protect cultural features and values;
- **Protect the scenic qualities of the Zone when viewed both from within the Zone and from outside the Park;**
- Develop visitor services and facilities in a few, limited locations in the Zone appropriate to the permitted level and type of use;
- Compatible with the above objectives, provide a variety of environmentally low impact, low density, non-intrusive visitor opportunities in a natural setting.

The Wellington Park Management Plan also provides an outline specifically for the Pinnacle at the summit of Mount Wellington. This is known as the Pinnacle Specific Area Plan and provides guidelines for change at this specific location on the mountain. In particular, the plan identifies that the focus of the Pinnacle is the provision of a variety of tourism and recreational opportunities based on sightseeing of the environment. The landscape and visual values associated with the area and eastern face of the mountain should be maintained and enhanced. Additionally, sustainable development at the Pinnacle is facilitated by this plan through the protection of the scenic qualities of the area when observed from inside and outside Wellington Park and minimising skyline intrusions. Important scenic and visual components of the landscape can then be maintained for future generations.

The Pinnacle Specific Area includes the Pinnacle of Mount Wellington and indicates a major visitor and communications site on the mountain. This zone covers the summit of the mountain and allows for a variety of uses, including telecommunications infrastructure, commercial activities, transport depots and visitor services. It aims to develop and provide for a range of daily tourism and recreation opportunities based on sightseeing and scenic

tourism. Consolidation of existing visitor facilities is encouraged, and the management zone seeks to protect the environmental and cultural qualities of the area. The proposed Pinnacle Centre and associated access are located within the Pinnacle Specific Area Plan.

The management objectives for the Pinnacle Specific Area include:

- Provide for a range of day-use tourism and recreational opportunities based on sightseeing, scenic tourism and appreciation of the alpine environment;
- Consolidate and contain existing visitor facilities by enhancing or removing them;
- Protect environmental and cultural features and values;
- **Protect the scenic qualities of the area when viewed both from within and from outside the Park and, except for existing or already approved communications facilities, minimise skyline intrusions when the Zone is viewed from municipalities surrounding the Park.**

This plan also outlines a number of relevant objectives that contribute to the assessment of visual impact from the cable car. These are listed below, and detailed in section 8.2:

Recreation Zone and Natural Zone

- Issue 2: Flora and Fauna Conservation, Geoconservation and Natural Process
- Issue 5: Landscape, Visual Quality and Amenity

Pinnacle Specific Area

- Issue 2: Flora and Fauna Conservation, Geoconservation and Natural Process
- Issue 5: Landscape, Visual Quality and Amenity
- Issue 9: Building Design
 - (a) Building Height
 - (b) Building Size
 - (c) Appearance and Lighting
- Issue 10: Building Siting

4.4.2 Wellington Park Landscape and Visual Character Assessment 2011

The Wellington Park Landscape and Visual Character Assessment (LVCA) was prepared by Inspiring Place for the Wellington Park Management Trust and aims to understand the landscape character, visual quality and scenic values for the entire Wellington Park for management purposes. This LVCA is an unpublished document and informs the Wellington Park Management Plan, providing descriptions of the landscape and visual character of Wellington Park, identifies threats to the desired future character and outlines management priorities for the protection and management of visual values.

The Wellington Park LVCA outlines several factors that affect the significance of impact from potential developments to the landscape. These factors Assessment are outlined in Figure 1 below, addressed in our methodology and integrated into our visual impact assessment. In responding to the visual impact, we refer to the relevant factors identified in this assessment in order to ensure consistent evaluation of visual effects and impact from all viewpoints.

Category	Criteria	Potential Significance of Impact		
		High	Medium	Low
viewing situation	number of viewers/views	high		low
	sensitivity of viewers	high		low
	viewing time	long		short
	viewing distance	near (e.g. foreground)		far (background or distant background)
	viewing angle to aspect	facing perpendicular to view and targeted, straight ahead	oblique	angled away from view
	observer position	above	level	below
	target position	alteration viewed on skyline or in a prominent site		alteration not viewed in the skyline or is subordinate to existing features
existing character	degree of existing modification/ dominance of man-made elements verses naturalness and stability	unmodified (e.g. naturally appearing/ wilderness)	semi-natural	Modified to highly modified (e.g. developed or previously disturbed land)
	features of high scenic quality	many		few
nature of proposed alteration	scale	major		minor
	relation to existing uses and/or pattern	introduces new land-use type/ in contrast to colour or form/pattern of existing land-uses		consistent with existing land-uses/existing land-uses continue
	deviation from existing character	introduces contrasting line, form, colour, etc. (incl. shadow) against natural elements	borrow from existing line, form, colour and texture	repeats existing line, form, colour, texture, scale

nature of proposed alteration (cont.)	scenic interest ²³	low scenic interest	high scenic interest	n/a
environmental conditions ²⁴	soil colour	bright		dark
	soil erosion potential	high		low
	existing vegetation pattern	uniformly dense or open		varied, partially open
	vegetation screening potential	low height		high height
	topographic screening potential	none		high
	slope	steep		flat
cultural conditions	interferes with artistic/cultural associations with past landscapes (Aboriginal or European)	substantially modifies the identified cultural or artistic value so as to make it unrecognizable		maintains artistic or cultural links to past landscapes
	interferes with the social or recreational enjoyment of a location (e.g. by overpowering presence or effect).	on-going interference or interference at high use times	intermittent interference	minimal interference or interference at low-use times only).
management considerations	potential for mitigation of impacts (alternatives)	low		high
	cost of mitigation measures	high		low

Figure 1: Factors Affecting Visual Impact (from WPLVCA 2012)

The Wellington Park LVCA also outlines a number of visual objectives for the Mount Wellington area, this includes:

- Avoid introducing visibly contrasting zones especially on steep slopes;
- Not disturbing vegetation on steep slopes greater than 1 in 3 and target development towards less steep slopes and hidden zones.
- Avoid visual interference to the mountain skyline and ridgelines from exposed structures, seen from both on and off the mountain. Combined with below point;

Additionally, the LVCA states that a cable car from urban areas to the mountain possesses potential for contrast from the disturbance of an unvegetated skyline and the visible traits of vegetation on the slopes below. Distance from the city is ideal for a view of these elements and any visible changes will disrupt the character of the mountain and summit. The objective for cable car developments is therefore to:

- Avoid skyline exposure;
- Avoid any introduced contrasting changes of line or point on exposed forested slopes.

4.4.3 Wellington Park Social Values and Landscape 2012

The social values of Wellington Park are intrinsically bound within the landscape values of the Park, and in some cases border on a “spiritual attachment”. The assessment is intended to provide information critical to successful long-term management of the park.

The relevant results of the survey and assessment indicate that while the whole of the Park is valued for a range of reasons, the strong focus of values is on Mount Wellington. It also finds that landscape and place values are valued more highly than personal or community meanings or associations. The following places and features within the Park were identified as being of special social value.

- Summit of Mount Wellington (most highly valued natural place),
- the Springs,
- the Organ Pipes,
- Sphinx Rock,
- the Pipeline Track,
- and the Zig Zag Track.

The most important single values identified by the assessment (in order of importance) are –

1. the ability to walk in the Park on what is seen as a good track network;
2. the naturalness/wilderness quality of the Park;
3. the landscape of the Park at a general level;
4. the Park’s location next to Hobart, as a natural area next to Hobart, or bookending Hobart with the Derwent on the other side;
5. the native biota; and
6. the aesthetics of the Park at a general level.

Other important values (ie, noted by more than 20% of respondents) include –

- the views to/of Mount Wellington,
- the changeability and variability of the Park,
- the atmospheric nature of the Park (primarily Mount Wellington),
- Mount Wellington and the Park as a backdrop to Hobart,
- the sense/spirit of place of Hobart engendered by Mount Wellington and the Park,
- that Mount Wellington is a landmark (or signature) for Hobart and ‘home’,
- family associations,
- bike riding, and
- the accessibility of the Park.

5.0 Existing Conditions - Landscape Character

The following description of the landscape character of Mount Wellington utilises the assessment conducted as part of the *Wellington Park Landscape and Visual Character Assessment 2011*, and is a summary of the relevant sections of that report.

Landscape characteristics are informed and defined by physical features and evident transitions in geology, geomorphology, topography, hydrology, vegetation and development pattern. The Mount Wellington study area is considered to be a “High Mountains” landscape character type in accordance with Forestry Tasmania (Forest Practice Authority, 1990).

Mount Wellington is a significant landscape feature of Tasmania and is characterised by its heavily vegetated slopes and ridges, creating primarily a large and wild character contrasting the urban settlements along the base of the mountain. It is a focal point in the wider Hobart landscape with flat, open rocky landforms at the summit surrounded by steep slopes, providing a transition to the forested areas. It contains a strongly defined vegetation pattern with a variety of native alpine vegetation, in addition to major streams and reservoir catchments. The Organ Pipes are another distinctive scenic feature on the Eastern face of Mount Wellington, featuring dolerite rock columnar cliffs.

It is important to note that while Mount Wellington largely possesses a natural, wild and mountainous landscape character, the Pinnacle on Mount Wellington is distinctively different to the rest of the Wellington Park area. The Pinnacle represents a developed area on Mount Wellington for the purposes of tourism and industry. It is home to a car park, telecommunications tower and its associated infrastructure, viewing shelter and boardwalk. These elements combine to create a more built environment in comparison to other parts of the mountain. This difference is acknowledged in the Management Plan as a specific area.

The character of the eastern face of Mount Wellington also differs from the majority of the Park, in that it represents the wall or edge that separates the city below from the ‘wilds’ beyond (Shipway, 2002). The line of cleared trees formed by Pinnacle Road (or ‘Ogilvie’s Scar’) visually connects the settled fringe of the city to the summit. At the summit the modified area of the Pinnacle with its ‘colonising flag’ of the communications tower and other infrastructure including a lookout shelter, represents the conquering of this lofty peak by human exploration, and a crucial vantage from which the uninhabited ‘wilds’ can be surveyed from safety of the peak of the ‘wall’, the limiting edge between the ‘known’ of the Hobart basin below, and the ‘unknown’ beyond the ramparts.

6.0 Existing Conditions - Visual Character

6.1 Visual Character Assessment

Assessing the visual character of a landscape feature involves consideration of both the social / cultural values of the landscape and the determination of the aesthetic values. The visual values of the Mountain are complex and interwoven with the social and cultural values of it and the wider setting that constitutes Hobart as a ‘place’. There is an extraordinary wealth of literature detailing the what the Mountain means to residents and visitors of Hobart alike, and whilst the persistent recognition is that it represents and signifies different meaning to different people, the common valued characterisations of the Mountain are intrinsically linked to its visual nature:

- The Mountain as a picturesque and commodified backdrop to the city,
- The Mountain as a symbol of place,
- The Mountain as a protective bulwark against the ‘chastening non-human spaces’ that lurk behind it, or
- The Mountain as a conduit for the above non-human spaces, and
- The Mountain as a neighbour.

This assessment does not aim to rank or prioritise any one value above another, but rather concludes that the Mountain is of the highest social and cultural value to the people of Hobart, and that this value is intrinsically connected to the visual elements of the Mountain.

The following is an assessment of the Mountain as a landscape feature to determine the aesthetic values of the Mountain that are consistent to the common representations, meanings and cultural values of it. In order to determine the overall aesthetic value of landscape, three 'landscape components' are assessed:

- Landscape feature
- Edges or contrasts
- Composition

In order to determine a level of aesthetic significance for each landscape component, and ultimately each landscape, the following 'rating considerations' are applied:

Exemplary

How representative or illustrative is the landscape (and its features, edges or contrasts, and composition)? Is it 'the best' of its type? Is it exemplary within the local, regional or state context?

Iconic

Is the landscape (and its features, edges or contrasts, and composition) instantly recognisable? Is it symbolic for its visual qualities? Has it been represented in art, photography, literature etc.? Is it iconic within the local, regional or state context?

Scarce

How uncommon, rare or endangered is the landscape (and its features, edges or contrasts, and composition)? Is it scarce within the local, regional or state context?

Levels of significance are attributed to each landscape component, and an overall significance level in relation to aesthetic value is determined. The significance levels are:

*Moderate = Local Significance
High = Regional Significance
Exceptional = State Significance (Or Higher)*

The final determination of significance level for aesthetic value is not a matter of adding up the number of 'moderate' or 'high' ratings. Rather, if a landscape rates 'high' for example in one or more of the landscape components, that level is the overall significance rating attributed to the aesthetic values of that landscape. (Just as the usual standard for listing a place on a heritage register, for instance, is that a place meets one or more criteria.)

6.1.1 Landscape Feature

A landscape feature is a topographic feature or prominent landmark such as a headland, mountain range or volcanic cone that is visually dramatic and provides the landscape with its 'wow' factor. The prevalence or concentration of a particular landscape element or vegetation type e.g. River Red Gums, rocky outcrops, dry stone walls etc., may also be classified as a landscape feature. In relation to landscape features, the following criterion has been developed, which informs the determination and level of significance:

The landscape is distinctive or inspirational for its landscape feature or features that attract the viewer and may evoke an emotional response.

Mount Wellington is a landmark that is highly prominent and visually dramatic. Its prominence and drama is largely defined by its sheer scale, its significant height at some 1,250m and extensive bulk in the table-top form. These elements combine to the oft-cited characteristic of mass, which links its form to the characteristic of its permanence. The scale of the Mountain is a consistent element in literature, described often as 'lofty' and looming over Hobart.

The appearance of the eastern face of the Mountain can vary dramatically depending on the weather, season and time of day, attracting views and serving as a continual reminder of its presence.

The geological feature that is the Organ Pipes are a prominent element within the overall eastern face, and can also be said to be a landscape feature within the overall feature of the Mountain.

The Mountain, emblematic of the wider Wellington Park landscape, is highly distinctive, attracting numerous views in the region and in particular from the settlement of Hobart below, and is demonstrated in a wealth of literature, art and popular culture to inspire and evoke a highly emotional response.

6.1.2 Edges and Contrast

Edges or contrasts include the point of intersection between two landscape elements e.g. the coastline (the boundary between sea and land); the edge of a forest or a lake; the boundary between vegetation types or different landform types; the intersection between a mountain range and a plain; or an incised valley etc. The existence of edges or contrasts in the landscape provides visual diversity, a quality associated with scenic value. In relation to edges or contrasts, the following criterion has been developed:

The landscape is aesthetically compelling for its edges or contrasts that provide visual variety and interest.

The most significant edge associated with Mount Wellington is its skyline, which provides a distinctive outline to its form. The skyline is the most distinctive element in distant views, in particular from the south and north where the westerly plateau lends the Mountain a table-top form. From closer, yet still long-distance views such as those from Hobart city below, the skyline of the landform is punctuated by the communications tower, and to a lesser extent the lookout shelter. However, in low light these elements read as part of the skyline. The skyline is a sharp distinction, in particular in certain light conditions such as days of high cloud or when silhouetted, the high contrast between the Mountain and sky beyond darkens the form of the Mountain, increasing its sense of bulk and scale. The skyline is given extra significance by the valued 'wildness' of the Mountain and Park, representing the limiting edge between the known, and the unknown beyond the ramparts.

Additional horizontal lines representing the edges of different land cover progressively emphasise the height of Mount Wellington. The next below the skyline is the tree-line, the point at which the forested slopes transition to the sub-alpine vegetation above, where the geology becomes more pronounced and the geomorphology of the Mountain is revealed, in particular the cliff face of the Organ Pipes where strong vertical lines are a unique and contrasting feature, the vertical columns emboldened by a play of light and shadow. The tree-line is enhanced in the opposite light conditions to those that exaggerate the skyline, particularly the early morning light that dramatically draws the pink, yellow and purple hues out of the rocks in contrast to the duller matte of the forested slopes below.

When the Mountain is capped by snow there is a temporary line of contrast that marks the extent of the snowfall, often in heightened contrast to the darker slope below. This line is temporary and transitory, at times extending further down the Mountain or completely blanketing it. Often when heavy snow falls, the Organ Pipes stand out as the only element not covered. Another temporary and transitory line of contrast is the edge between the Mountain and shrouding mists or clouds on days where the Mountain is concealed.

The limit of sub-urban development's march up the slopes forms a distinct edge condition, and one that is deeply connected to the Mountain's valued 'wildness'. It marks the distinction between the settlement of Hobart and the Park, a visible distinction between housing and solid forested slopes above. However, it also marks the boundary where human settlement and the transition to the 'wilds' of the Park beyond.

The edges and contrasts of the Mountain provide a high level of visual variety in their transitory nature and high levels of visual interest, and are considered to be highly aesthetically compelling.

6.1.3 Composition

The composition of a landscape is its make-up or constitution, including arrangements or patterns of colour, textures, features etc. and the form, scale and unity of these and other elements. In relation to composition, the following criterion has been developed:

The landscape has outstanding compositional qualities, the combination of which achieve a unified whole, and provide the setting or subject of notable views.

The main compositional quality of the Mountain is its role as a backdrop to Hobart, forming a distinct darker band of consistent matte slope fringed in mottled rocky summit and defined by a sharp skyline. The immense scale of the backdrop provides the setting for elements in the fore or mid-ground, a setting of geological deep history and wilderness against which the foreground of built form (human ingenuity) can be contrasted. This is a common theme in representations of built form, in particular heritage buildings, for example around the waterfront, Salamanca, Cascade Brewery. These elements in foreground, as for the Mountain itself, would be features of notable views on their own, however the composition of the two as unified yet contrasting element elevates these views to a unique and iconic status.

More detailed compositional elements characterise the feature of the Mountain itself. The gradation of pattern and texture from forested tree-tops to rocky slopes. The ever-changing colouration of the eastern face that acts as a canvas for changes in light and weather. The geological feature of the Organ Pipes, a highly visible focal point within the Mountain's form.

The Mountain also contributes as a vantage point to outstanding views. Its height affording humbling and scarce views of the incredibly scenic landscape formed by Hobart's urban form laid out along the Derwent, contrasting to the rolling hills beyond that extend into a series of peninsulas cut by inlets of rivers and bays extending impossibly far toward the horizon. In these views the Mountain becomes the foreground, for example where the viewing infrastructure and slope above the Organ Pipes define the foreground in the iconic view from the Pinnacle, with the dramatic drop cutting out the mid-ground and attracting the eye naturally outward across the landscape laid out beyond.

The compositional elements of the Mountain combine to provide a unified whole of outstanding compositional quality, evidenced by its highly photographed nature and role as a representative symbol for Hobart and many of its constituent communities.

6.1.4 Significance Rating

Exemplary

Mount Wellington is a prominent landmark, and symbol of place. It is Highly exemplary of the High Mountains landscape character type (though other mountains, particularly in the southwest are more exemplary of this character type). However the Mountain also exemplifies the meeting of the High Mountains landscape character type with the settled area of Hobart, a relationship that gives meaning and prominence to the city. For this it is undoubtedly the best example of mountainous backdrop to a centre of population in the State, and draws international comparisons such as Ben Nevis in Scotland and Table Mountain in South Africa. For this reason it is considered Exceptionally exemplary.

Iconic

Its role as a symbol is demonstrated in its persistent use in marketing such as logos, where the distinctive form of the skyline and Organ Pipes in particular are used to symbolise the Mountain and in a broader sense Hobart. The significant body of literature and art that represent its form demonstrates the emotional connection with Hobart residents and the inspiration drawn from its slopes. In this sense it is Exceptionally iconic

Scarce

The Mountain and its compositional relationship to Hobart is a one-of-a-kind arrangement that is not found anywhere else in the State, and as such is considered Exceptionally scarce.

Significance

The Mountain rates Exceptional in all aesthetic categories, and as such is considered of State Significance for aesthetic value.

6.1.5 Summary of Significant Visual Elements

The following visual elements are the key components of the above aesthetic value, and are consistently cited in references to the Mountain. The impact of the modelled effects of the proposal upon these elements is considered in the impact analysis of section 7.2.

1. Skyline
2. Tree-line and change in texture
3. Edge of settlement
4. Variability (colour and 'mood')
5. Scale (height, bulk, mass)
6. Geological features

6.2 Pattern of Viewing

Views associated the Mountain can be grouped into four categories, distant views, mid-distance from the surrounding city, close from within the reserve, off the Mountain.

Distant

From the regional setting where the Mountain appears as a "sentinel in the regional landscape from distant points such as Dunalley in the east, Spring Hill on the Midlands highway, and Port Huon in the south" (Inspiring Place, 2011, p27).

From these views, the key visual element is the skyline of the Mountain's recognisable summit. The scale of the Mountain's form is also a visual element perceived from these distant views.

Mid-Distance from Surrounding City

The Mountain is a dominating feature within views from surrounding townscapes, such as the Hobart, Kingborough and Glenorchy urban areas. The Wellington Park skyline is characterised by the rocky summit, cliffs and forested slopes of Mount Wellington with views towards the Park from distance encompassed by the sheer scale and structure of the Mountain. The shape and silhouette of the Mountain is a key focal point of the views towards Wellington Park with seasonal effects of lighting, shadows and weather also contributing to the visual character of the Mountain. Unique landforms such as the Organ Pipes represent locations of high scenic quality. From angle oblique to the eastern face such as the visual units of Glenorchy and Kingston, the steep face and Organ Pipes are pronounced in profile.

Most houses of Hobart feature an outlook toward the Derwent river or up to the Mountain, or both. Part of the daily ritual for many residents is to 'look up at the Mountain and check its 'mood'. This mood can vary dramatically depending on the weather, season and time of day, and in particular when a cold snap has dusted, sprinkled or dumped a covering of snow on the peak. When this happens the snow highlights the rocky top of the Mountain, sparing and isolating the Organ Pipes, and also illuminating the contrast to the lower treed slopes. On a clear day the early morning light illuminates the eastern face in spectacular array of colour, in particular the dolerite Organ Pipes. Evening light is foreshortened by the massive bulk of the Mountain, in particular on the western side of the Derwent where it can reduce daily sunlight by as much as 30 minutes. Once the sun disappears behind its bulk, its outline becomes prominent, with other features reduced to a dark mass. It can be shrouded in a cloak of fog, and on cloudy days the Mountain can, somewhat disconcertingly, retreat from view altogether.

All significant visual elements are key to typical views from the surrounding city and built-up areas.

Close from Within Reserve

In addition to views towards the mountain from distance, Mount Wellington is also a significant feature within views from within the Wellington Park area. A variety of walking trails and parks, in addition to the Springs visitor area, all below the summit of the Mountain provide important scenic views with the silhouette of the peak in the background. The typical view from the eastern face within the reserve is enclosed and confined to foreground detail by vegetation, until one emerges from the tree-line at height. Openings permit wider views and allow for the viewer to orient themselves and gauge distances, in particular where feature such as the Organ Pipes or Mountain skyline are visible.

From these views, the key visual elements are the skyline of the Mountain's recognisable summit and the geological features of the Organ Pipes. The tree-line is also an element that is visible and experienced upon crossing the threshold, and the variability of colours and weather effects are also visible at an intimate scale.

From on the Mountain

For visitors the mountain not only provides a consistent landmark to orient oneself for wayfinding. Its peak draws visitors to its summit, which is one of the top sights to see in the city¹. From the summit, sweeping panoramas are afforded across the Hobart landscape. Its height affording humbling views of the scenic landscape formed by Hobart's urban form laid out along the Derwent, contrasting to the rolling hills beyond that extend into a series of peninsulas cut by inlets of rivers and bays extending impossibly far toward the horizon. In these views the Mountain becomes the foreground, for example where the viewing infrastructure and slope above the Organ Pipes define the foreground in the iconic view from the Pinnacle, with the dramatic drop cutting out the mid-ground and attracting the eye naturally outward across the landscape laid out beyond.

Views on the summit also extend along the Mountain's plateau to the east, where the complete absence of visible human intervention in the landscape stands out in stark contrast to the views of the greater Hobart area to the north, east and south-east.

¹ Listed third Top Sight on the Lonely Planet 'Experiences' section of the online guide. <https://www.lonelyplanet.com/australia/tasmania/hobart> accessed 16/11/2018

7.0 Visual Impact Analysis

The *Wellington Park Landscape and Visual Character and Quality Assessment* (Inspiring Place, 2011) identified a number of key issues for the visual management of Mount Wellington (pg. 90). The mountain possesses large areas with a high scenic quality and these areas, the skyline and slopes are all sensitive to impact. Disturbance to the continuity of vegetation cover and soils will increase the contrast between the vegetation and rocky landforms, as well as the impact on the texture and patterns of vegetation as viewed from surrounding areas, ultimately negatively affecting the visual connectedness of the mountain and Park. This section will present the expected and potential visual effects associated with the cable car and provide the visual impact assessment from key viewpoints.

7.1 Visual Effects of the Proposal

There are a range of expected and potential visual effects associated with the development of a cable car on Mount Wellington. In particular, this section assesses the visible components of the cable car and includes the Pinnacle Centre and tramway infrastructure. This represents the full range of possible effects on the landscape and visual amenity of the mountain, with further discussion regarding impact on specific views in section 7.2. A number are derived from the Mount Wellington LVCA and supplemented with effects identified as part of this report.

The following describes these effects, independent of any view or vantage point. The actual visual impact of the visual effects must take into account the impact that these effects have on the character or elements of specific views.

Degree of existing modification / dominance of man-made elements verses naturalness and stability

The elements to be inserted into the landscape are the Pinnacle Centre, the base station and associated towers, the tramway cables and the cable cars themselves. All of these elements represent existing modification and 'human-made' elements.

The base station and associated towers are not located in prominent locations. The Pinnacle Centre has adopted design measures and recommendations of the Wellington Park Infrastructure and Design Guidelines and references the proximate landscape elements in order to minimise the 'human-made' character of the built form when viewed from close range, and to harmonise with the surrounding landscape when viewed from afar. The tramway cables are thin and light elements that are visually recessive, in particular at medium to long distance and when viewed against the dark mass of the Mountain, and the cable cars are small elements, in particular when viewed against the massive scale of the Mountain.

[Notwithstanding, the term 'naturalness' is problematic as it places humans outside of 'nature', denying the longstanding human associations and involvement with this landscape.]

Scale of proposed alteration

The visually recessive nature of the tramway cable and the associated cable cars mean that the entire proposal will not be perceived in its entirety from any singular vantage point. The visible portion of the cables will be minimal in any view. The cable cars will also be minimal in distant views where viewed for an extended time, or more substantial in closer although brief views. The scale of the proposed alterations are highly dependent on the vantage points from which they are viewed, for example the Pinnacle Centre is one of larger elements, yet will be of almost insignificant scale when viewed from the long-distance vantage points below. When visible from more proximate vantage points, the siting of the building below topography and into the landscape reduces its scale similar to that of surrounding development.

Relation to existing uses and / or pattern

The Summit of Mount Wellington is home to existing tourism uses, including a lookout building, boardwalks and extensive car parking. The Pinnacle Centre is in keeping with the existing uses and development pattern of the Summit area. The tramway cables represent change to the existing use of the forested areas on the slopes, however the actual visibility of these must be appraised from each view.

Deviation from existing character

The landscape character of Mount Wellington and the wider Wellington Park is that of a wild landscape, and this theme is central to the community's sense of place. As such the introduction of new 'human-made' elements

into this landscape has the potential to detract from the perceived 'wildness'. However, as noted in section 5.0 the character of the eastern face of Mount Wellington differs from the majority of the Park, in that it represents the wall or edge that separates the city below from the 'wilds' beyond (Shipway, 2002), so there is greater capacity to absorb the proposed elements without fundamentally changing the character. The extent to which the new elements will alter the existing character is dependant on the view that they are considered from. The significant visual elements of the Mountain's visual character are identified in section 6.1.5. *Scenic interest of proposed alteration*

Scenic interest refers to the aesthetic qualities of the proposal, and the existing context of the aesthetic qualities of its setting. The visual character of the mountain is derived from the primary visual catchment of the city below, where the recognisable skyline and Organ Pipes feature, in addition to the contrast of the dark bulk and mass of the Mountain from the settlement below, and the consistent cover of vegetation form a consistent yet ever-changing backdrop. From these vantage points these elements of scenic interest will not be altered. From atop the Mountain, the scenic interest differs, with a wider view to the city of Hobart and its existence within the wider landscape. This view is gained from the tourism infrastructure at the Pinnacle. Within this view the Pinnacle Centre is an element of scenic interest, providing foreground compositional value and contrast to the distant views beyond.

It must be noted as well, that the cable car and Pinnacle Centre provide a dramatic increase in scenic amenity as viewed from the proposal itself. The Pinnacle Centre provides an increase in diversity of viewing experience at the summit, and the cable cars offer a completely new scenic experience, one previously limited to paragliders.

Soil colour

A potential consequence of the construction process is the exposure of sub-soils that are lighter in colour than the surrounding rock. These soils will be visible in the landscape and contribute to the visual effects of the development. While the proposed buildings will ensure that these soils are not visible, the construction process and possible future removal of the infrastructure may expose these soils. Large areas of exposed soils would have a significant impact on the wider views. This is not an intended visual effect of the proposal and as such is a construction management issue.

Soil erosion potential

As above, this is a potentially significant impact on the visual character of the area, although is not intended and is a construction management issue.

Existing vegetation pattern

A significant potential visual effect for development of Mount Wellington's eastern face is a prominent scar left by cleared trees such as that of the existing roadway. This is due to the steep slope which permits views from below to perceive gaps in the vegetation. The cable car will not clear vegetation along the mountain slopes (aside from two small and not at all prominent areas near the base station) and this allows the forests along the face of the mountain to absorb the visual change resulting from the tramway. Minor vegetation clearing will occur as part of the development of the Pinnacle Centre, however this is very low vegetation that is not utilised for screening and will be replaced by built form that has been designed to visually integrate and reference the landscape. This ensures that there will be no disruption to the vegetation pattern on the mountain and the visual character created by the vegetation will be maintained. No screening vegetation is available at the summit and along the tramway due to the use of the Pinnacle Centre as a lookout and the practical needs of a clear tramway.

Vegetation screening potential

The broader Wellington Park features an expansive forested area, however elevated nature of a cable car lowers the potential for screening vegetation. Nevertheless, the tower infrastructure associated with the cable car is surrounded by forested areas, screening them from the road and the abundant vegetation throughout the lower parts of the mountain screen the Pinnacle Centre from particular views. The operational requirement of a clear tramway also lowers the potential for screening vegetation of the cable car.

Topographic screening potential

The proposal extends above and along the face of the mountain, reducing the potential for screening from topographical features. The Pinnacle Centre at the summit of Mount Wellington does have a high potential for topographical screening when viewed from lower parts of the mountain. The sheer cliffs of the Organ Pipes screen

a large proportion of the development at the Pinnacle and ensures the impact of development is minimised when viewed from lower elevations.

Slope of the mountain

The steep slope of Mount Wellington's eastern face and high vegetation cover raise the potential for some significant potential visual effects. The exposure of soil and erosion are discussed above, as is the clearing of vegetation. Another potential visual effect is for built form to project above the slope, and above skylines or ridgelines. The proposed buildings do not project above the skylines or ridgeline from any vantage point studied, and are designed to be set down into the slope as much as possible to avoid visual prominence and even reference the fine grain nature of the slope at the Pinnacle, with a broken façade form echoing the nature of the rocky slope.

Bushfire

Fire and its effects are an influence on the character of the landscape and will change the nature of views and visual character of Mount Wellington. While the aftermath of a bushfire has not been assessed as part of this visual impact assessment, it is expected that the magnitude of impact from all development on the mountain will be compounded as a result, however the significant effects will be that of the reduced canopy coverage. Bushfire may open certain views to the proposed Pinnacle Centre currently screened (such as from Pinnacle Road), and as such it is important to consider the effects bushfire may have on visual and scenic amenity in bushfire management.

Materiality

Materiality is an important consideration in regarding visual effects as it affects the development's ability to harmonise with its surroundings. A potentially significant visual effect is for the proposal to visually intrude through introduced and prominent materials. The proposal, where possible, utilises a simple and raw vocabulary in its palette of materials in accordance with the *Wellington Park Design and Infrastructure Manual 2006*. This, in combination with the built form design strategy of breaking up facades to reference the scale of the geomorphological context of the site, allows the Pinnacle Centre in particular to harmonise with its setting and not be visually dominant. For more detail, see Appendix B

Demolition

The proposal removes the existing lookout rooftop and glazing, leaving only the footprint of the structure. This structure although relatively small in size, currently projects above the skyline of Mount Wellington which is an important visual feature associated with the Mountain's visual character. Removing the structure will reduce the amount of built structures interrupting the 'natural' skyline of the Mountain, and also reduce the extent of built form visible at the summit from views around Hobart. It currently forms part of the foreground of the view from the summit and Pinnacle Road at the carpark at the summit, and as such its removal will facilitate greater range of views of Hobart and the broader landscape below. Existing walkways at the summit are also proposed to be removed and replaced.

The demolition will alter the viewer experience at the summit as the lookout will no longer be sheltered, however this effect is largely mitigated by the creation of new sheltered viewing opportunities in the Pinnacle Centre.

Short-term temporary effects

Construction works represent the expected short-term effects associated with the cable car. The construction methodology is tailored to this proposal and will ensure that there is minimal ground disturbance at the site, however significant temporary change is expected as a result of the construction equipment and works. Material storage, temporary ramps and a small tracked crane will increase the presence of bulky features at the Pinnacle for a period of time, however these will be removed once works are complete and the landscape at the summit will be restored. These effects are considered to be major, though restricted in their location, for the extent of construction.

Reversibility of effects

The cable car and associated infrastructure can be decommissioned and removed in the future, and the reversibility of effects should be considered. The tramway cables and cable cars could be completely removed without any lasting effects. The base station building is proposed in an existing clearing and as such could be removed with no lasting effects of significance. However, the tower locations near the base station and the Pinnacle Centre require modification to the landscape in the form of clearing / earthworks that will have lasting effects beyond any future demolition.

The towers near the base station require clearing of existing vegetation. Removal of these towers could involve revegetation of the sites, however this may take time to reach the maturity of the surrounding vegetation and as such there would be a lasting effect. Though it is noted that these locations are not prominent.

The change on the landscape as a result of the construction of the Pinnacle Centre is considered to be lasting, and the restoration of the land at the site is considered to be slow due to the alpine climate. Whilst remediation of the landscape could be undertaken to a standard at which the average visitor may not notice or ever perceive of the change, the likelihood is that to the trained eye the change would be subtly perceptible and therefore permanent. This creates permanent change to the terrain of the Mountain and results in a modified landscape at the Pinnacle.

7.2 Viewpoints

A sample of viewpoints were chosen (by others) to assess the visual impact of the proposed cable car from specific locations that attract high numbers of viewers and represent the popular views from around Mount Wellington. A visual catchment analysis has not been undertaken as part of this assessment and its scope is limited to assessing the impact on the viewpoints nominated for which visualisations have been produced. This section will appraise the extent of the visual effects on specific viewpoints towards Mount Wellington.

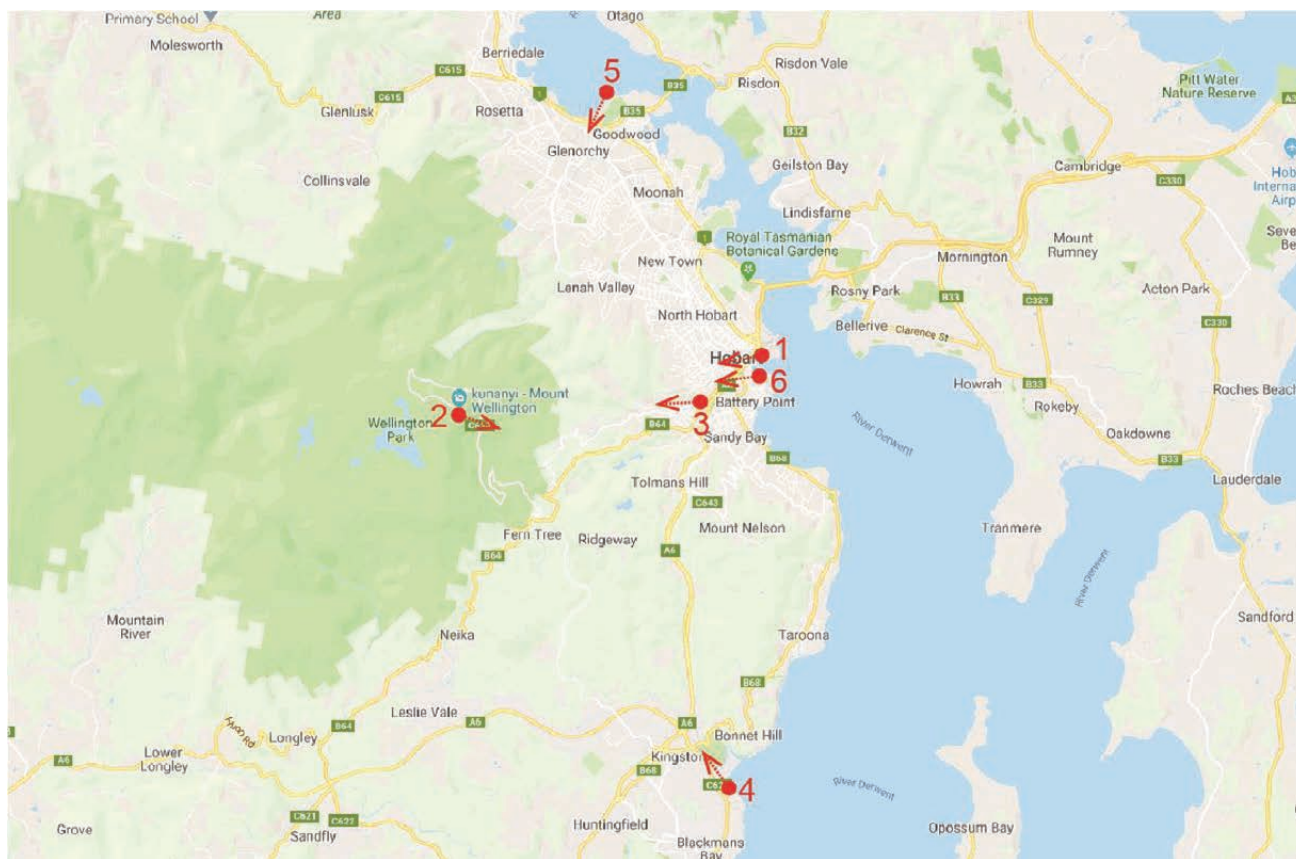


Figure 2: Viewpoint Locations

7.2.1 Viewpoint 1 – Hobart Waterfront

The Hobart Waterfront is an important visual receptor due to its reputation as a bustling market and maritime area, experiencing high volumes of visitors. Viewpoint 1 from the intersection of Hunter Street and Davey Street was selected as a representative viewpoint generally from the Hobart Waterfront.

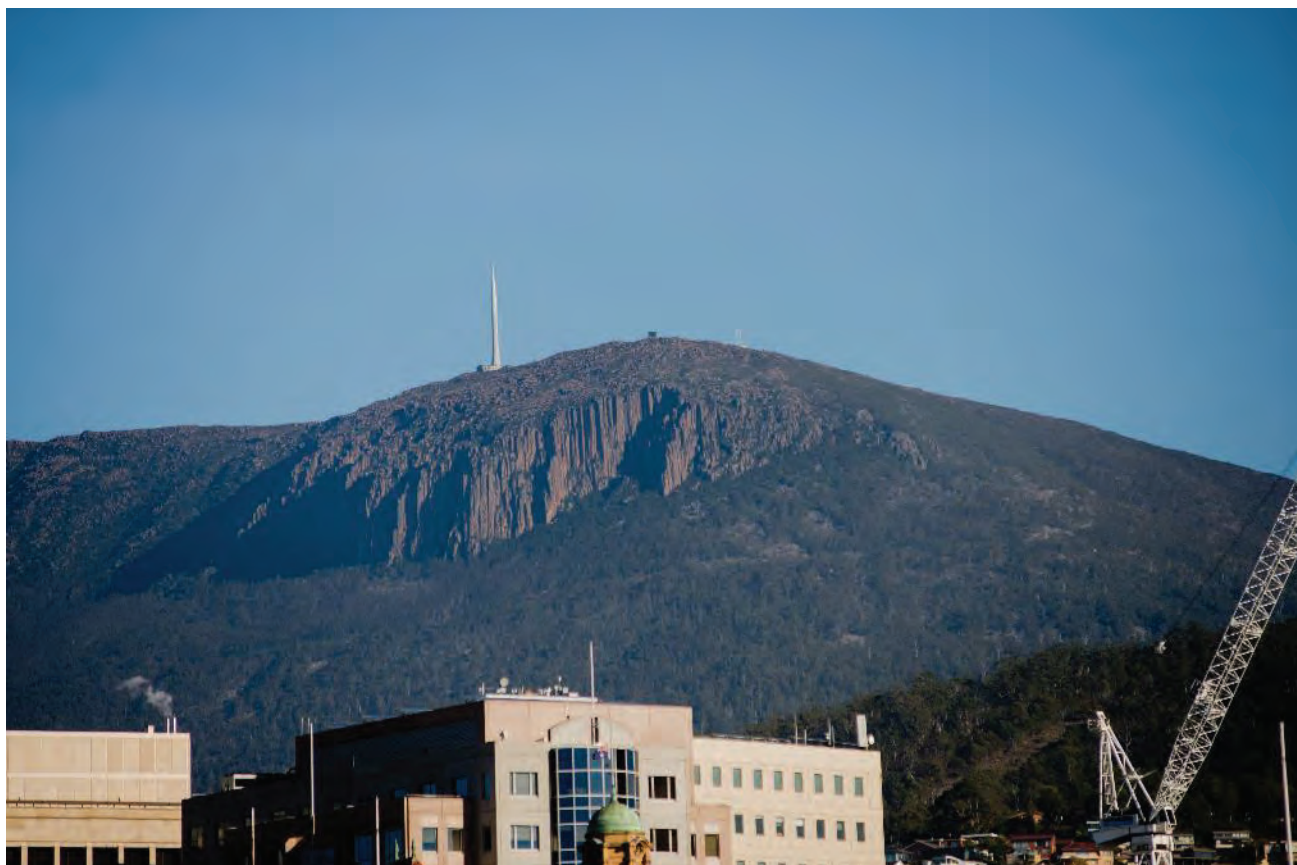


Figure 3: Viewpoint 1 Original Photograph (source: Pitt & Giblin)

Visual Character

This viewpoint represents a key view towards Mount Wellington that residents and visitors to Hobart all experience. Hobart waterfront is a popular destination for locals and tourists of Hobart, attracting a significant number of viewers for its markets and insight into Hobart's maritime activity. An abundance of restaurants, galleries and hotels complement the waterfront and accentuates the social and cultural amenity of the area. Mount Wellington is a prominent visual feature in the background of the waterfront and this viewpoint is a popular location for visitors.

Two views are typically associated with this viewpoint, short-range views towards the waterfront, and long-range views along the River Derwent and across Hobart to Mount Wellington. This viewpoint is a full, stationary view approximately 6-8 kilometres away from the proposed cable car infrastructure and the viewing direction to the cable car is due west into the mountain. The view type is 'Mid-Distance from Surrounding City', and is composed of all the significant visual elements (as defined in section 6.1):

1. Skyline
2. Tree-line and change in texture
3. Edge of settlement
4. Variability (colour and 'mood')
5. Scale (height, bulk, mass)
6. Geological feature of the Organ Pipes

As a result of the combination of these visual characteristics, high number of viewers and the social and cultural amenity of the viewpoint, it is considered that this viewpoint is of a high sensitivity.

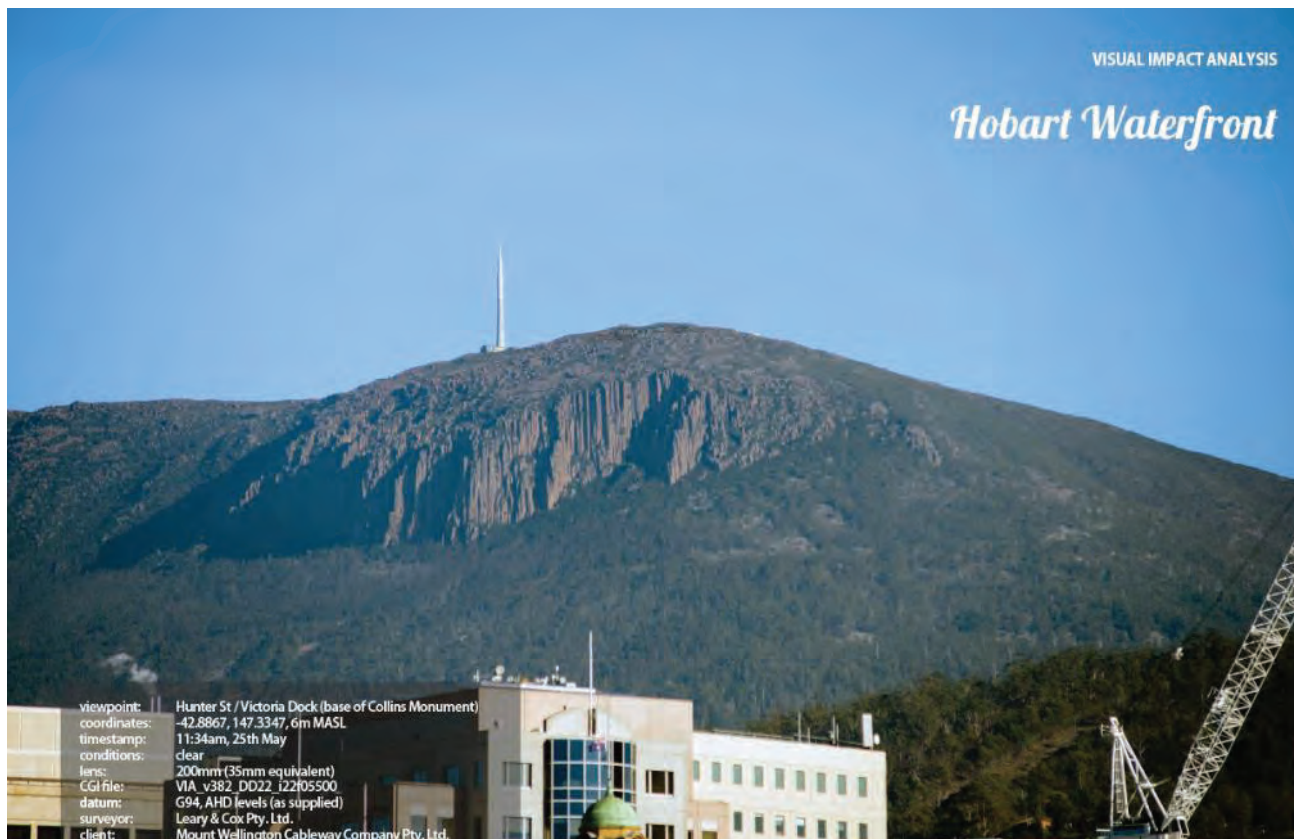


Figure 4: Viewpoint 1 Visualisation (source: Riser & Gain)

Visual Effects/Impact

The Pinnacle Centre at the summit of Mount Wellington is visible from this viewpoint, while the base station is not visible from this location. The cable and cable cars along the tramway are not perceptible. Considering the element of movement associated with the cable cars, there is potential for these elements to become perceptible at this zoomed level, however it is estimated that these will remain imperceptible to the human eye. The Pinnacle Centre at the summit is situated in a prominent location on the mountain with an unobstructed view from the Hobart Waterfront, while the tramway extends along the face of the mountain towards Hobart.

Although no screening vegetation is available, the distance between this viewpoint and the visible cable car infrastructure mitigates any impact on the view. Along with the reduced bulk of the demolished existing lookout, the visible components of the proposal will be a barely perceptible element in the context of a larger panoramic view and is therefore a restricted view of the cable car facilities from the Hobart Waterfront.

The proposed Base Station is not visible from this viewpoint due to its location at the base of the mountain. A significant number of existing buildings and vegetation as part of the Hobart town screen this element of the proposal from the viewpoint.

The proposal will alter the skyline of the Mountain as seen from this viewpoint, with the demolition of the lookout shelter roof and walls reducing the built elements within the skyline. This is considered a minor change as perceived from this viewpoint.

The proposal will not alter the tree-line of the Mountain, although the Pinnacle Centre will cause change to the texture of the rocky upper slopes. However, this change is minimal as perceived from this vantage point, as the façade design and materiality references the scale and texture of the landscape in this areas and succeeds in harmonising the built form with the surrounding landscape. This is considered a minor change as perceived from this viewpoint.

The proposal will not alter the distinction between the edge of the settlement and the slopes of the Mountain as seen from this viewpoint.

The proposal has the potential to alter the variability in lighting and weather of the upper rocky slopes, with early morning light and snowfall conditions likely to increase the perceived change to the landscape in this location. However, recessed and angled windows will avoid impacts caused by light reflection, and the façade design and materiality has been designed to reflect the scale and texture of the landscape and as such the effect of snowfall will be similar to that of the existing condition. This is considered a minor change as perceived from this viewpoint.

The proposal will not alter the scale of the Mountain as seen from this viewpoint.

The proposal's cable car will possibly be perceptible from this viewpoint as it moves across the Organ Pipes. This will barely be perceptible to the human eye, and the miniscule scale of the cable car against these features is likely to increase their sense of drama and scale. This is considered a minor change as perceived from this viewpoint.

Assessment of Visual Impact

Therefore, the proposed cable car is considered to be a Minor change over a restricted area given that the magnitude of change from this viewpoint is minimised due to the small scale of the development visible from this location. Moreover, the proposed development is an ongoing change that is able to be reversed as the associated infrastructure can be decommissioned and removed. This results in a Perceptible magnitude of change for the proposal. The significance of impact of the cable car on the Hobart Waterfront is therefore Low in accordance with Table 3.

Construction works pertaining to the development of the cable car infrastructure is expected to be more visible than the final constructed outcome. Equipment and works associated with the construction of new facilities will temporarily cause minor alteration to the skyline. Equipment and works will also cause greater change to the existing texture of the upper slopes, as unfinished buildings and equipment such as cranes will appear in contrast to the surroundings to the human eye from this viewpoint. This will substantially increase the presence of infrastructure visible on the Mountain. These changes are considered a major change to the view over a restricted portion of the view. Construction works, and the associated equipment are a change with a limited life of less than 5 years, as they will be removed once construction of the cable car is complete. The magnitude of change associated with the construction of the cable car is therefore Perceptible, with the significance of impact considered to be Low.

In the event that the cable car and associated infrastructure is decommissioned it is anticipated that remediation works would restore the landscape of the Pinnacle Centre back to a condition as close as possible to that of the original landscape. In this event, the resultant change would be Imperceptible from the existing condition from this viewpoint, and the significance of the impact considered to be Negligible.

The overall significance of impact from Viewpoint 1 is considered to be Low.

7.2.2 Viewpoint 2 – Summit to City

The summit of Mount Wellington is a popular tourist location and overlooks the Greater Hobart area and out across the River Derwent. Viewpoint 2 is from the summit of Mount Wellington at the Pinnacle Carpark and was selected as a specific viewpoint of a promoted location in the Greater Hobart landscape. The view type is 'From on the Mountain', and is composed of the following significant visual elements (as defined in section 6.1):

- Tree-line and change in texture
- Edge of settlement



Figure 5: Viewpoint 2 Original Photograph (source: Pitt & Giblin)

Visual Character

This viewpoint is a specific view from Mount Wellington towards the city of Hobart and is a key promoted view of Tasmania. The Pinnacle is a highly popular destination, predominantly for tourists, although local residents also visit as there are a number of high quality recreational trails on the mountain. The promoted view from this location overlooks Hobart and the surrounding suburbs, and is recognised as a highly significant view of Tasmania and contributes to a high social and cultural amenity at this location.

This viewpoint is located in a publicly accessible area and is a full, stationary view towards Hobart. It is approximately 100 metres from the proposed cable car infrastructure and is a built-up area within the wider Mount Wellington landscape. The primary viewing direction is eastwards, towards Hobart and over the proposed location for the Pinnacle Centre. Various geological features exist at the Pinnacle and contribute to the overall visual interest of the viewpoint.

It should be noted that currently the primary viewing location is from the existing lookout shelter, and not the summit where this viewpoint is taken from. It should also be noted that one of the proposal's main visual effects on the summit area is to shift the primary viewing to the Pinnacle Centre's lookout points. Given the high number of viewers at this location, importance as a promoted view and high social and cultural amenity, it is considered that this is a viewpoint of high sensitivity.



Figure 6: Viewpoint 2 Visualisation (source: Riser & Gain)

Visual Effects

The Pinnacle Centre is the only part of the proposal that is visible from this viewpoint. It is located within close proximity to the viewpoint at the summit and is situated directly between the viewpoint and the views towards Hobart.

As the summit of Mount Wellington possesses a lack of vegetation due to the existing built forms at the Pinnacle, no screening vegetation is available to minimise or mitigate the visual effects of the Pinnacle Centre from this viewpoint. The close proximity between the viewpoint and the visible cable car infrastructure increases the magnitude of impact on the view. Part of the proposed changes involve the removal of the existing lookout shelter, which will have a positive impact on the views from the summit and carpark, increasing the area of the broader panorama beyond.

The proposal will not alter the tree-line, though represents significant change to the foreground view that takes in the rocky summit slopes. However, from this viewpoint the existing extent of road, parking and tourism infrastructure takes up a considerable portion of the foreground. In this sense while the extent of the change introduced to the foreground is sizeable, it does not introduce foreign elements into the character of the foreground, and is a restricted area of the view given the primary view is directed above the proposal toward the City centre, River Derwent, and landscape beyond. This is considered a Major change to the foreground as perceived from this viewpoint, though restricted to a part of the view that is not the primary focus and thus moderated in effect.

Assessment of Visual Impact

Therefore, the proposal is considered to be a moderate change over a restricted area.. The proposed development is an ongoing change that is able to be reversed as the associated infrastructure can be decommissioned and removed (see discussion below regarding permanent effects). This results in a noticeable magnitude of change for the proposal. The significance of impact of the cable car on the summit of Mount Wellington is therefore Moderate in accordance with Table 3.

Construction regarding the development of the cable car infrastructure is expected to be highly visible at the summit of the mountain. Equipment and works associated with the construction of new facilities is of a large scale at this

viewpoint and disrupts the use and views from this location, as there is significant potential for construction equipment impeding the view from the summit. The scale of change is therefore considered to be a major change to an extended area of view. Works and equipment associated with construction are a change with a limited life of less than 5 years, as they will be removed once construction of the cable car is complete. The magnitude of change associated with the construction of the cable car is therefore Noticeable, with the significance of impact considered to be Moderate.

In the event that the cable car and associated infrastructure is decommissioned it is anticipated that remediation works would restore the landscape of the Pinnacle Centre back to a condition as close as possible to that of the original landscape. Whilst remediation of the landscape could be undertaken to a standard at which the average visitor may not notice or ever perceive of the change, the likelihood is that to the trained eye the change would be subtly perceptible and therefore permanent. The scale of change as viewed from the Pinnacle is therefore considered to be a minor change to a restricted area of view, with the resulting magnitude of change expected to be Perceptible at this highly sensitive location. In accordance with Table 3, the significance of impact is considered to be Low.

The overall significance of impact from Viewpoint 2 is considered to be Moderate.

7.2.3 Viewpoint 3 – From South Hobart

South Hobart is a core residential area of Hobart and holds key roads that lead towards Mount Wellington. Viewpoint 3 is from the intersection of Elboden Street and Macquarie Street, South Hobart, and is a representative viewpoint generally from the South Hobart residential areas.



Figure 7: Viewpoint 3 Original Photograph (source: Pitt & Giblin)

Visual Character

This viewpoint is representative of a typical view from residential areas of South Hobart. The Hobart community makes up the population of expected viewers from this viewpoint, in addition to visitors passing through this location on their way to the Cascades Female Factory and Cascade Brewery approximately 1.5 and 2 kilometres away

respectively. This group of viewers has high sensitivity as residents of this area enjoy views towards the mountain from their homes, as well as tourists who expect a clear view of the mountain. The proposal will also attract more tourists, as Macquarie Street will be a key connecting road to the new Base Station of the cable car.

The South Hobart visual receptor is a location of high social and cultural value, with this viewpoint located in a predominantly residential area. A number of parks, schools and community facilities are located in close proximity to this viewpoint, including the Hobart Rivulet and Jane Franklin Hall, indicating the presence of social values within this residential area. In addition, a number of important cultural sites are located within this visual receptor and generate a high cultural value for the area. These sites include the world heritage listed Cascades Female Factory and the iconic Cascade Brewery.

This viewpoint is a full, stationary view approximately 4 to 6 kilometres from the proposed elements, with a viewing direction due west into the mountain.

The view type is 'Mid-Distance from Surrounding City', and is composed of all the significant visual elements (as defined in section 6.1):

- Skyline
- Tree-line and change in texture
- Edge of settlement
- Variability (colour and 'mood')
- Scale (height, bulk, mass)
- Geological feature of the Organ Pipes

It is therefore considered that this viewpoint is of High sensitivity given the combination of high expected viewers, high social and cultural value and unobstructed visual characteristics.



Figure 8: Viewpoint 3 Visualisation (source: Riser & Gain)

Visual Effects

The Pinnacle Centre at the summit of Mount Wellington is visible from this viewpoint. The cable and cable cars along the tramway are not perceptible, however, considering the element of movement associated with the cable cars, there is potential for these elements to become perceptible at this zoomed level, however it is estimated that these will remain imperceptible to the human eye. The Pinnacle Centre is located in a prominent location on the mountain with an unobstructed view from South Hobart, while the tramway extends along the slopes of the mountain towards the viewpoint.

The moderate distance between the Pinnacle Centre and this viewpoint minimises the magnitude of impact from the proposal on the view. The reduced bulk of the existing lookout will be a positive change to the skyline and the visible components of the proposal will be minor in the context of the wider panoramic view. This qualifies the proposal as a change over a restricted area of view.

The proposal will alter the skyline of the Mountain as seen from this viewpoint, with the demolition of the lookout shelter roof and walls reducing the built elements within the skyline, and a very slight altering of the skyline caused by the Pinnacle Centre roofline, imperceptible to the human eye. This is considered a minor change as perceived from this viewpoint.

The proposal will not alter the tree-line of the Mountain, although the Pinnacle Centre will cause change to the texture of the rocky upper slopes. The façade design and materiality references the scale and texture of the landscape in these areas, and while the scale of the built form is larger than the surrounding rock forms, these design considerations succeed in harmonising the built form with the surrounding landscape, minimising the visual effects. This is considered a moderate change as perceived from this viewpoint.

The proposal will not alter the distinction between the edge of the settlement and the slopes of the Mountain as seen from this viewpoint.

The proposal has the potential to alter the variability in lighting and weather of the upper rocky slopes, with early morning light and snowfall conditions likely to increase the perceived change to the landscape in this location. However, recessed and angled windows will avoid impacts caused by light reflection, and the façade design and materiality has been designed to reflect the scale and texture of the landscape and as such the effect of snowfall will be similar to that of the existing condition. This is considered a moderate change as perceived from this viewpoint.

The proposal will not alter the scale of the Mountain as seen from this viewpoint.

The proposal's cable car will possibly be perceptible from this viewpoint as it moves across the Organ Pipes. This will barely be perceptible to the human eye, and the minuscule scale of the cable car against these features is likely to increase their sense of drama and scale. This is considered a minor change as perceived from this viewpoint.

Assessment of Visual Impact

Therefore, the proposal is considered to be a Moderate change over a restricted area given that the magnitude of change from this viewpoint is minimised due to the small scale of the development visible from this location. The proposed development is an ongoing change that is able to be reversed as the cable car infrastructure can be decommissioned and removed. This results in an imperceptible magnitude of change for the proposal. The significance of impact of the cable car on South Hobart is therefore Moderate in accordance with Table 3.

Construction works pertaining to the development of the cable car infrastructure is expected to be more visible than the final constructed outcome. Equipment and works associated with the construction of new facilities will temporarily cause minor alteration to the skyline. Equipment and works will also cause greater change to the existing texture of the upper slopes, as unfinished buildings and equipment such as cranes will appear in contrast to the surroundings to the human eye from this viewpoint. This will substantially increase the presence of infrastructure visible on the Mountain. These changes are considered a major change to the view over a restricted portion of the view. Construction works, and the associated equipment are a change with a limited life of less than 5 years, as they will be removed once construction of the cable car is complete. The magnitude of change associated with the construction of the cable car is therefore Perceptible, with the significance of impact considered to be Low.

In the event that the cable car and associated infrastructure is decommissioned it is anticipated that remediation works would restore the landscape of the Pinnacle Centre back to a condition as close as possible to that of the original landscape. In this event, the resultant change would be Imperceptible from the existing condition from this viewpoint, and the significance of the impact considered to be Negligible.

The overall significance of impact from Viewpoint 3 is considered to be Moderate.

7.2.4 Viewpoint 4 – From Kingston

Kingston is a predominantly quiet residential area with its own centre. Viewpoint 4 is from the southern end of Kingston Beach, close to the waterfront, by the intersection of Mount Royal Road / Osborne Esplanade and Kingston Heights track. It is a representative viewpoint generally from the Kingston open space and residential areas.



Figure 9: Viewpoint 4 Original Photograph (source: Pitt & Giblin)

Visual Character

The Kingston visual receptor is a location that features a popular beach and golf course complementing the residential uses of the area, with varying social and cultural amenity. This viewpoint from Kingston is representative of a typical view from the residential areas of the suburb. Kingston is recognised as a quiet and peaceful location, with important views towards Mount Wellington. Residents are expected to comprise many of the viewers from this viewpoint, as well as the users of the range of open space and community amenity. The sensitivity of the visual receptor of Kingston is moderated by significant distance separating viewers from the proposed development. Undulating hills make up the landscape between this viewpoint and Mount Wellington, however the mountain and its cliff faces remain an unobstructed visual feature in the Kingston skyline.

The viewpoint is a full, stationary view approximately 12 kilometres from the proposed cable car on Mount Wellington, with a viewing direction of north-west towards the mountain. The promoted view from Kingston is towards the waterfront and beach, with Mount Wellington a background feature in the area. Nevertheless, Mount Wellington remains a prominent visual feature in the landscape and views away from the beach will typically include

the Mountain. The view type is 'Mid-Distance from Surrounding City', and is composed of all the significant visual elements (as defined in section 6.1):

- Skyline
- Tree-line and change in texture
- Edge of settlement
- Variability (colour and 'mood')
- Scale (height, bulk, mass)
- Geological feature of the Organ Pipes

It is therefore considered that visual receptor of Kingston is of Medium sensitivity due to the moderate sensitivity of the receptor, high social value and unobstructed visual characteristics.



Figure 10: Viewpoint 4 Visualisation (source: Riser & Gain)

Visual Effects

Primarily the tramway infrastructure is visible from this viewpoint. Although the Pinnacle Centre is located in a prominent location on the mountain, given the high distance between the cable car and viewpoint, it is not clearly visible to the human eye at this location. The remodelled lookout at the summit of the mountain helps to restore some of the natural ridgeline of the mountain, however a very small part of the Pinnacle Centre also projects above the skyline. The viewing direction from Kingston Beach creates the visual effect of the tramway cables and tower projecting above the existing skyline.

The proposal will alter the skyline of the Mountain as seen from this viewpoint, with the primary change being the introduction of the cable car tower and tramway into the skyline. This will increase the presence of visible infrastructure in the skyline from this viewpoint. The demolition of the lookout shelter roof and walls will reduce the built elements within the skyline, although there will also be a slight addition as well caused by the Pinnacle Centre roofline, though imperceptible to the human eye. Overall this is considered a moderate change as perceived from this viewpoint.

The proposal will not alter the tree-line of the Mountain, although the Pinnacle Centre will cause change to the texture of the rocky upper slopes. However, this change is minimal as perceived from this vantage point, as the façade design and materiality references the scale and texture of the landscape in this areas and succeeds in harmonising the built form with the surrounding landscape. This is considered a minor change as perceived from this viewpoint.

The proposal will not alter the distinction between the edge of the settlement and the slopes of the Mountain as seen from this viewpoint.

The proposal has the potential to alter the variability in lighting and weather of the upper rocky slopes, with early morning light and snowfall conditions likely to increase the perceived change to the landscape in this location. However, recessed and angled windows will avoid impacts caused by light reflection, and the façade design and materiality has been designed to reflect the scale and texture of the landscape and as such the effect of snowfall will be similar to that of the existing condition. This is considered a minor change as perceived from this viewpoint.

The proposal will not alter the scale of the Mountain as seen from this viewpoint.

The proposal's cable car will possibly be perceptible from this viewpoint as it moves across the Organ Pipes. This will barely be perceptible to the human eye, and the miniscule scale of the cable car against these features is likely to increase their sense of drama and scale. This is considered a minor change as perceived from this viewpoint.

Assessment of Visual Impact

Therefore the proposal is considered to be a Moderate change over a restricted area given the addition of infrastructure elements within the skyline. The proposed development is an ongoing change that is able to be reversed, since the cable car can be decommissioned and removed. This results in a Noticeable magnitude of change for the proposal. The resulting significance of impact is Low in accordance with Table 3.

Construction works pertaining to the development of the cable car infrastructure is expected to be more visible than the final constructed outcome. Equipment and works associated with the construction of new facilities is will temporarily cause minor alteration to the skyline. Equipment and works will also cause greater change to the existing texture of the upper slopes, as unfinished buildings and equipment such as cranes will appear in contrast to the surroundings to the human eye from this viewpoint. This will substantially increase the presence of infrastructure visible on the Mountain. These changes are consider a major change to the view over a restricted portion of the view. . Construction works, and the associated equipment are a change with a limited life of less than 5 years, as they will be removed once construction of the cable car is complete. The magnitude of change associated with the construction of the cable car is therefore Perceptible, with the significance of impact considered to be Low.

In the event that the cable car and associated infrastructure is decommissioned it is anticipated that remediation works would restore the landscape of the Pinnacle Centre back to a condition as close as possible to that of the original landscape. In this event, the resultant change would be Imperceptible from the existing condition from this viewpoint, and the significance of the impact considered to be Negligible.

The overall significance of impact from Viewpoint 4 is considered to be Low.

7.2.5 Viewpoint 5 – From Glenorchy

Glenorchy features a mix of commercial and residential uses and although it is a suburb of Greater Hobart, it features its own centre of activity with differing cultural and social amenities. Viewpoint 5 is from the Glenorchy Art and Sculpture Park, by the Glenorchy waterfront, and is a representative viewpoint generally from the Glenorchy area.

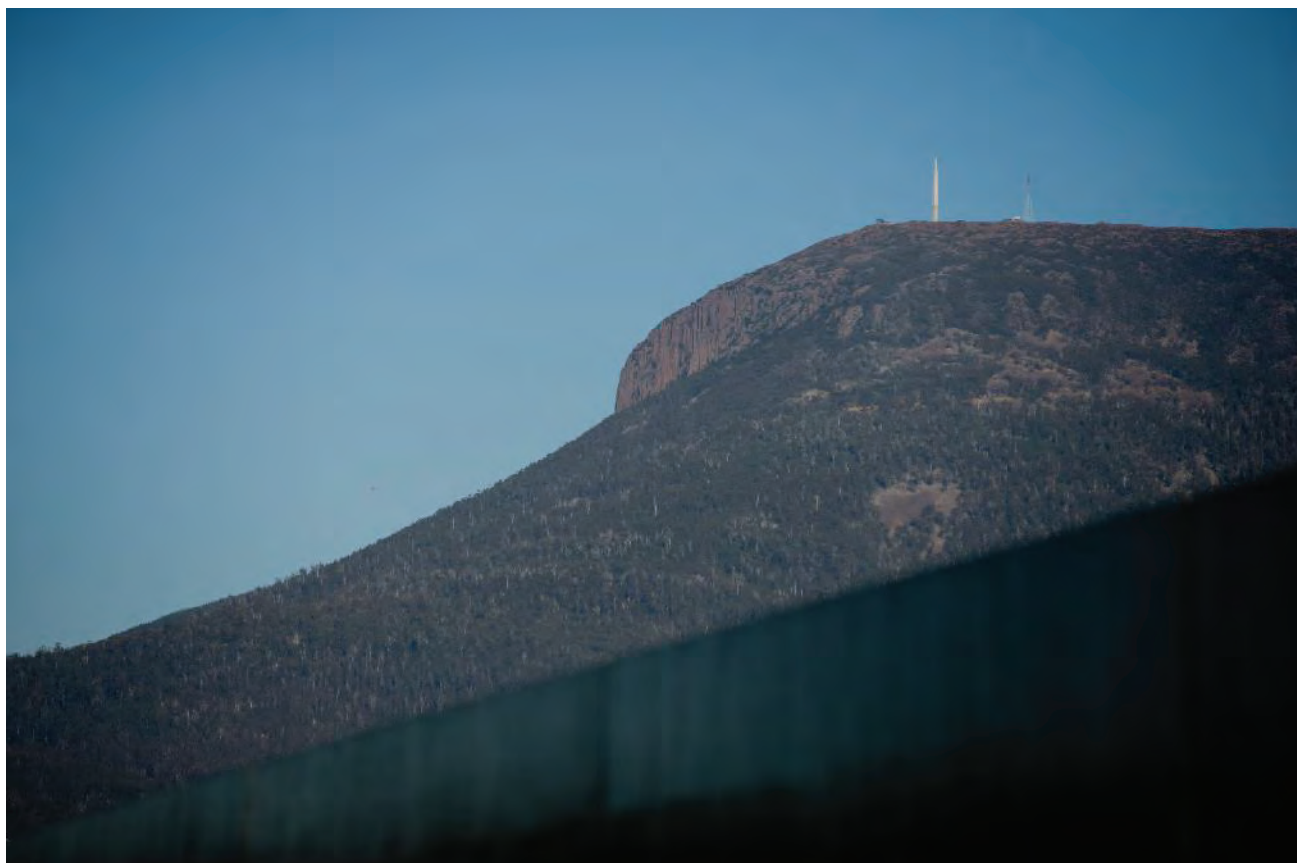


Figure 11: Viewpoint 5 Original Photograph (source: Pitt & Giblin)

Visual Character

This viewpoint is representative of a typical view from the Glenorchy area toward the Mountain. Located on the foreshore at the Glenorchy Art & Sculpture Park it is a publicly accessible location with a high expected number of viewers. However, the viewpoint is generally representative of the kind of oblique mid-distance view from a number of residential, community, and commercial uses throughout the built-up area, in particular toward the River Derwent. Local residents and tourists are expected to be the majority of users of this viewpoint, with a largely unobstructed view of the summit of Mount Wellington. These users are considered to be highly sensitive given the views from homes and public spaces towards the mountain. The form of Mount Wellington is clearly visible from this viewpoint with the cliffs and other geological aspects as key visual features of the Glenorchy skyline. From this northerly angle, the Organ Pipes are a particular feature of the Mountain's skyline, protruding beyond the main ridge with the steep drop of the cliff face clearly evident.

The viewpoint is a full, stationary view approximately 8-9 kilometres away from the proposed cable car, with a viewing direction of south west towards the mountain. Mount Wellington is a prominent element in the Glenorchy skyline and is a core visual feature of the area. The view type is 'Mid-Distance from Surrounding City', and is composed of all the significant visual elements (as defined in section 6.1):

- Skyline
- Tree-line and change in texture
- Edge of settlement
- Variability (colour and 'mood')
- Scale (height, bulk, mass)
- Geological feature of the Organ Pipes

Therefore, it is considered that this is a viewpoint of high sensitivity given the combination of sensitive viewers, high social and cultural value and unobstructed views towards the mountain.

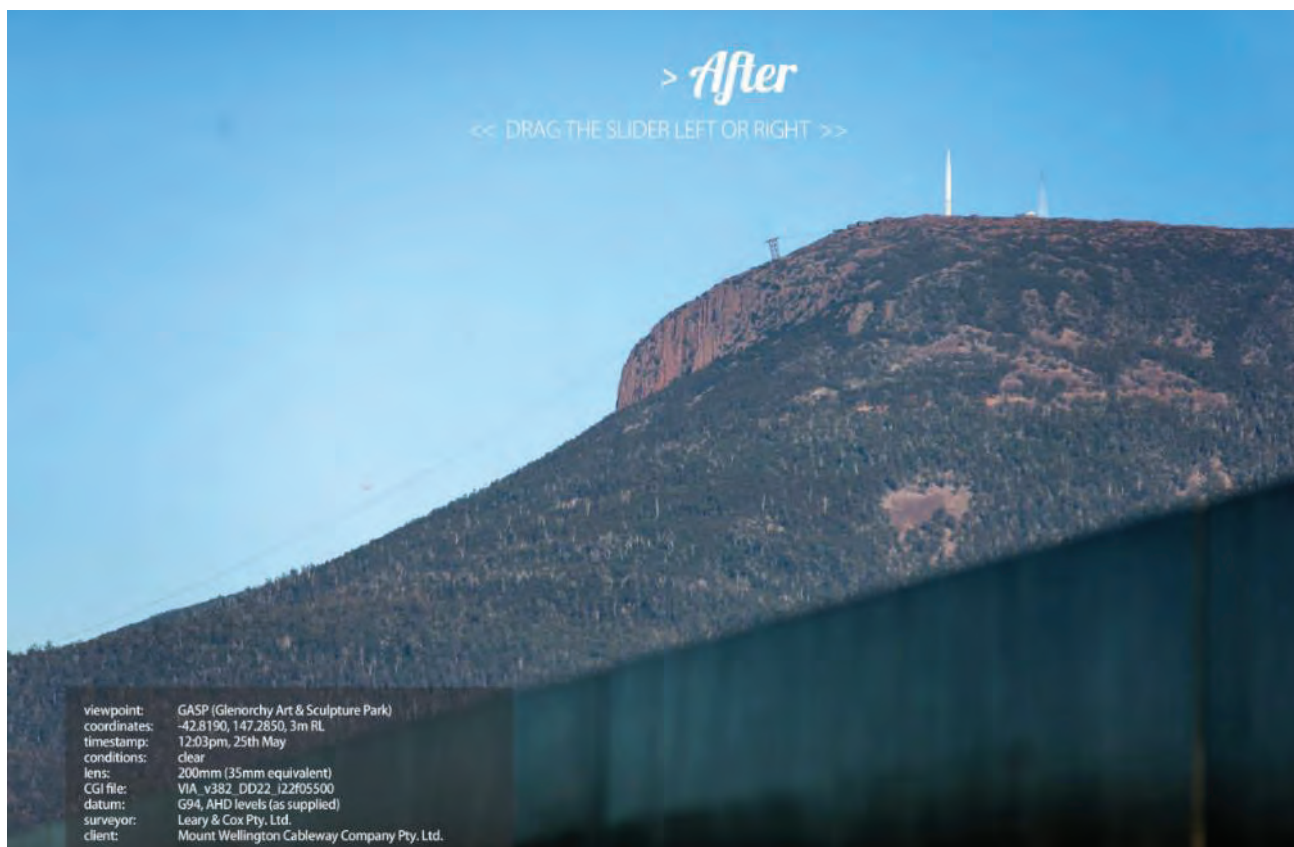


Figure 12: Viewpoint 5 Visualisation (source: Riser & Gain)

Visual Effects/Impact

The primarily visible elements of the proposal from this location are the tramway and tower infrastructure. The Pinnacle Centre is located in a prominent location on the mountain but is not clearly visible from views at this location, given the high distance between the cable car and viewpoint. The viewing direction from Kingston Beach creates the visual effect of the tramway cables and tower projecting above the existing skyline.

The proposal will alter the skyline of the Mountain as seen from this viewpoint, with the primary change being the introduction of the cable car tower and tramway into the skyline. This will increase the presence of visible infrastructure in the skyline from this viewpoint. The demolition of the lookout shelter roof and walls will reduce the built elements within the skyline, although there will also be a slight addition as well caused by the Pinnacle Centre roofline, though imperceptible to the human eye. Overall this is considered a moderate change as perceived from this viewpoint.

The proposal will not alter the tree-line of the Mountain, although the Pinnacle Centre will cause change to the texture of the rocky upper slopes. However, this change is minimal as perceived from this vantage point, as the façade design and materiality references the scale and texture of the landscape in this areas and succeeds in harmonising the built form with the surrounding landscape. This is considered a minor change as perceived from this viewpoint.

The proposal will not alter the distinction between the edge of the settlement and the slopes of the Mountain as seen from this viewpoint.

The proposal has the potential to alter the variability in lighting and weather of the upper rocky slopes, with early morning light and snowfall conditions likely to increase the perceived change to the landscape in this location. However, recessed and angled windows will avoid impacts caused by light reflection, and the façade design and materiality has been designed to reflect the scale and texture of the landscape and as such the effect of snowfall will be similar to that of the existing condition. This is considered a minor change as perceived from this viewpoint.

The proposal will not alter the scale of the Mountain as seen from this viewpoint.

The cable car tower is located in close proximity to the Organ Pipes as seen from this viewpoint, and as such will impact on the geological feature. This effect is to expand the presence of infrastructure and built elements off the flatter part of the plateau, down on to the upper rocky slopes of the Mountain, expanding the perceivable built-footprint. From this distance the tower will only just be perceptible and as such will not significantly interfere with the ability to perceive and appreciate the feature of the Organ Pipes. The proposal's cable car will possibly be perceptible from this viewpoint as it moves across the Organ Pipes. This will barely be perceptible to the human eye, and the miniscule scale of the cable car against these features is likely to increase their sense of drama and scale. Cumulatively these are considered a moderate change as perceived from this viewpoint.

Assessment of Visual Impact

Therefore the proposal is considered to be a Moderate change over a restricted area given the addition of infrastructure elements within the skyline in close proximity to the Organ Pipes. The proposed development is an ongoing change that is able to be reversed, since the cable car can be decommissioned and removed. This results in a Noticeable magnitude of change for the proposal. The resulting significance of impact is Moderate in accordance with Table 3.

Construction works pertaining to the development of the cable car infrastructure is expected to be more visible than the final constructed outcome. Equipment and works associated with the construction of new facilities is will temporarily cause minor alteration to the skyline. Equipment and works will also cause greater change to the existing texture of the upper slopes, as unfinished buildings and equipment such as cranes will appear in contrast to the surroundings to the human eye from this viewpoint. This will substantially increase the presence of infrastructure visible on the Mountain. These changes are consider a major change to the view over a restricted portion of the view. Construction works, and the associated equipment are a change with a limited life of less than 5 years, as they will be removed once construction of the cable car is complete. The magnitude of change associated with the construction of the cable car is therefore Perceptible, with the significance of impact considered to be Low.

In the event that the cable car and associated infrastructure is decommissioned it is anticipated that remediation works would restore the landscape of the Pinnacle Centre back to a condition as close as possible to that of the original landscape. In this event, the resultant change would be Imperceptible from the existing condition from this viewpoint, and the significance of the impact considered to be Negligible.

The overall significance of impact from Viewpoint 5 is considered to be Moderate.

7.2.6 Viewpoint 6 – From Salamanca

Salamanca is an area with a heavy mix of residential, recreational and commercial uses in the heart of Hobart, and is a highly popular location in the city. Viewpoint 6 is from the Silo Apartments adjacent to the Salamanca Wharf by the Hobart waterfront. It is a representative viewpoint generally from the Salamanca area, though also a specific viewpoint that captures the 'Cove Wall' of built-form fronting Salamanca Place, with the Mountain prominently featuring above and behind, a highly documented view.



Figure 13: Viewpoint 6 Original Photograph (source: Pitt & Giblin)

Visual Character

The viewpoint from this location represents a typical view from the Salamanca area, located in a heavily used place by locals and tourists alike. The Salamanca market is in close proximity to this viewpoint and is recognised as the most visited attraction in Tasmania, bringing a high number of viewers to this location in addition to the local residents. These users are considered to be highly sensitive as the location is known for its waterfront market and public spaces with views towards the mountain which contribute to the appeal of the area. Mount Wellington is clearly visible, and the landform of the mountain is an important visual feature of the views from this viewpoint.

This viewpoint is a full, stationary view of the mountain, located approximately 6-8 kilometres away from the proposed cable car infrastructure, with a viewing direction due west into the mountain. The view type is 'Mid-Distance from Surrounding City', and is composed of all the significant visual elements (as defined in section 6.1):

- Skyline
- Tree-line and change in texture
- Edge of settlement
- Variability (colour and 'mood')
- Scale (height, bulk, mass)
- Geological feature of the Organ Pipes

It is considered that this is a viewpoint of high sensitivity given the high expected number of sensitive viewers, high social and cultural value and unobstructed views of the mountain.



Figure 14 Viewpoint 6 Visualisation (source: Riser & Gain)

Visual Effects

The Pinnacle Centre at the summit of Mount Wellington is visible from this viewpoint, while the base station is not visible from this location. The cable and cable cars along the tramway are not perceptible. Considering the element of movement associated with the cable cars, there is potential for these elements to become perceptible at this zoomed level, however it is estimated that these will remain imperceptible to the human eye. The Pinnacle Centre at the summit is situated in a prominent location on the mountain with an unobstructed view from the Hobart Waterfront, while the tramway extends along the face of the mountain towards Hobart.

The proposed Base Station is not visible from this viewpoint due to its location at the base of the mountain. A significant number of existing buildings and vegetation as part of the Hobart town screen this element of the proposal from the viewpoint.

The proposal will alter the skyline of the Mountain as seen from this viewpoint, with the demolition of the lookout shelter roof and walls reducing the built elements within the skyline. This is considered a minor change as perceived from this viewpoint.

The proposal will not alter the tree-line of the Mountain, although the Pinnacle Centre will cause change to the texture of the rocky upper slopes. However, this change is minimal as perceived from this vantage point, as the façade design and materiality references the scale and texture of the landscape in this areas and succeeds in harmonising the built form with the surrounding landscape. This is considered a minor change as perceived from this viewpoint.

The proposal will not alter the distinction between the edge of the settlement and the slopes of the Mountain as seen from this viewpoint.

The proposal has the potential to alter the variability in lighting and weather of the upper rocky slopes, with early morning light and snowfall conditions likely to increase the perceived change to the landscape in this location.

However, recessed and angled windows will avoid impacts caused by light reflection, and the façade design and materiality has been designed to reflect the scale and texture of the landscape and as such the effect of snowfall will be similar to that of the existing condition. This is considered a minor change as perceived from this viewpoint.

The proposal will not alter the scale of the Mountain as seen from this viewpoint.

The proposal’s cable car will possibly be perceptible from this viewpoint as it moves across the Organ Pipes. This will barely be perceptible to the human eye, and the miniscule scale of the cable car against these features is likely to increase their sense of drama and scale. This is considered a minor change as perceived from this viewpoint.

Assessment of Visual Impact

Therefore, the proposed cable car is considered to be a Minor change over a restricted area given that the magnitude of change from this viewpoint is minimised due to the small scale of the development visible from this location. Moreover, the proposed development is an ongoing change that is able to be reversed as the associated infrastructure can be decommissioned and removed. This results in a Perceptible magnitude of change for the proposal. The significance of impact of the cable car on the Hobart Waterfront is therefore Low in accordance with Table 3.

Construction works pertaining to the development of the cable car infrastructure is expected to be more visible than the final constructed outcome. Equipment and works associated with the construction of new facilities is will temporarily cause minor alteration to the skyline. Equipment and works will also cause greater change to the existing texture of the upper slopes, as unfinished buildings and equipment such as cranes will appear in contrast to the surroundings to the human eye from this viewpoint. This will substantially increase the presence of infrastructure visible on the Mountain. These changes are consider a major change to the view over a restricted portion of the view. Construction works, and the associated equipment are a change with a limited life of less than 5 years, as they will be removed once construction of the cable car is complete. The magnitude of change associated with the construction of the cable car is therefore Perceptible, with the significance of impact considered to be Low.

In the event that the cable car and associated infrastructure is decommissioned it is anticipated that remediation works would restore the landscape of the Pinnacle Centre back to a condition as close as possible to that of the original landscape. In this event, the resultant change would be Imperceptible from the existing condition from this viewpoint, and the significance of the impact considered to be Negligible.

The overall significance of impact from Viewpoint 1 is considered to be Low.

7.3 Summary of Visual Impact Significance

Table 4 Significance of Impact Summary

		Viewpoint						
		1	2	3	4	5	6	
Impact	Significant Visual Element	1	Minor	Negligible	Minor	Moderate	Moderate	Minor
		2	Minor	Moderate	Moderate	Minor	Minor	Minor
		3	Negligible	Moderate	Negligible	Negligible	Negligible	Negligible
		4	Minor	Negligible	Moderate	Minor	Minor	Minor
		5	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
		5	Minor	Negligible	Minor	Minor	Moderate	Minor
Viewpoint Sensitivity		High	High	High	Medium	High	High	
Total		Low	Moderate	Moderate	Low	Moderate	Low	

Significant Visual Elements

1. Skyline
2. Tree-line and change in texture
3. Edge of settlement

4. Variability (colour and 'mood')
5. Scale (height, bulk, mass)
6. Geological features

The viewpoint impact significance ratings range from Low to High, with three rated Low and three Moderate. The Moderate ratings reflects the particular visual effects in the foreground from the Pinnacle, the increased sensitivity from viewing locations closer to the mountain, and the effects created when a specific viewing angle positions the cable car upper tower such that it is associated with the significant visual element of the Organ Pipes. The viewpoints from the more populous and popular viewing areas of the Hobart city centre and waterfront are rated Low, largely owing to the distance from the proposal and the ability for the Pinnacle Centre and upper tower to harmonise with the landscape below the skyline from these perspectives.

The weighted significance of visual impact from these viewpoints is Moderate. Given the High sensitivity of all but one of the assessed viewpoints, and the lack of screening opportunities or further mitigation opportunities it is considered that this is a reasonable level of impact on the assessed landscape and visual values.

8.0 Response to Planning Scheme & Management Plan Provisions

8.1 Hobart Interim Planning Scheme 2015

8.1.1 29.0 Environmental Management Zone

29.4.1 Building Height

Objective:

To ensure that building height **contributes positively to the landscape** and does not result in unreasonable impact on residential amenity of adjoining land.

Acceptable Solution A1

Building height comply with any of the following:

- (a) as prescribed in an applicable reserve management plan;
- (b) be no more than 7.5m.

Performance Criteria P1

Building height must satisfy all of the following:

- (a) be consistent with any Desired Future Character Statements provided for the area or, if no such statements are provided, **have regard to the landscape of the area**;
- (b) be sufficient to prevent unreasonable adverse impacts on residential amenity on adjoining lots by:
 - (c) overlooking and loss of privacy;
 - (d) visual impact when viewed from adjoining lots, due to bulk and height;
- (e) be reasonably necessary due to the slope of the site or for the functional requirements of infrastructure.

A1: The proposed buildings are taller than 7.5m, and as such do not meet the acceptable solution and must satisfy the Performance Criteria.

P1: (a) The base station and lower towers are sited amongst screening vegetation in a location that is not prominent. The upper tower must be taller than 7.5m for operational reasons, and careful siting has ensured that is able to visually disappear into the backdrop of the summit landscape from the majority and most sensitive viewpoints considered in this assessment.

The height of the Pinnacle Centre is largely created by the steep slope of the land. This visual effects of this height on the eastern façade has been minimised by ‘fragmenting’ the building and siting each fragment within natural topographical depressions and ‘pockets’, and mitigated by ‘fragmenting’ the façade to reference and harmonise with the surrounding landscape. This is demonstrated by the minimal interruption of the skyline and minimal perceptibility of the building from viewpoints assessed in the impact assessment.

As such the building design has regard to the landscape.

(d) Adjoining lots are not residential, and as such the building’s bulk and height will not cause visual impact to neighbouring amenity.

The proposal satisfies the performance criteria.

29.4.2 Setback

Objective:

To maintain **desirable characteristics of the landscape**, protect amenity of adjoining lots, avoid land use conflict and fettering of use on nearby rural land and protect environmental values on adjoining land zoned Environmental Living and adjoining land in the World Heritage Area.

Acceptable Solution A1

Building setback from frontage must comply with any of the following:

Performance Criteria P1

Building setback from frontage must satisfy all of the following:

29.4.2 Setback

<ul style="list-style-type: none"> (a) as prescribed in an applicable reserve management plan; (b) be no less than 30m. 	<ul style="list-style-type: none"> (a) be consistent with any Desired Future Character Statements provided for the area or, if no such statements are provided, have regard to the landscape; (b) minimise adverse impact on the landscape as viewed from the road; (c) be consistent with the prevailing setbacks of existing buildings on nearby lots; (d) minimise loss of native vegetation within the front setback where such vegetation makes a significant contribution to the landscape as viewed from the road.
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A1: The applicable management plan does not contain reference to building setbacks. No buildings are proposed within 30m of frontage, and as such the proposal complies with the Acceptable Solution

<p>Acceptable Solution A2 Building setback from side and rear boundaries must comply with any of the following:</p> <ul style="list-style-type: none"> (a) as prescribed in an applicable reserve management plan; (b) be no less than 30 m. 	<p>Performance Criteria P2 Building setback from side and rear boundaries must satisfy all of the following:</p> <ul style="list-style-type: none"> (a) be consistent with any Desired Future Character Statements provided for the area or, if no such statements are provided, have regard to the landscape; (b) be sufficient to prevent unreasonable adverse impacts on residential amenity on adjoining lots by: <ul style="list-style-type: none"> i. overlooking and loss of privacy; ii. visual impact, when viewed from adjoining lots, through building bulk and massing.
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A2: The applicable management plan does not contain reference to building setbacks. The Pinnacle Centre building is proposed within 30m of a side boundary and as such does not comply with the acceptable solution and must respond to the performance criteria.

P2: (a) The siting of the Pinnacle Centre has been selected to allow the building ‘fragments’ to sit within existing depressions and ‘pockets’ of the terrain, in order to minimise landscape effects caused by building height. As such it has reference to the landscape.
(b) Adjoining lots are not residential.

The proposal satisfies the performance criteria.

29.4.3 Design

Objective:
*To ensure that the location and appearance of buildings and works **minimises adverse impact** on natural values and **on the landscape**.*

<p>Acceptable Solution A1 The location of buildings and works must comply with any of the following:</p> <ul style="list-style-type: none"> (a) be located on a site that does not require the clearing of native vegetation and is not on a skyline or ridgeline; 	<p>Performance Criteria P1 The location of buildings and works must satisfy all of the following:</p> <ul style="list-style-type: none"> (a) be located in an area requiring the clearing of native vegetation only if:
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29.4.3 Design

<ul style="list-style-type: none"> (b) be located within a building area, if provided on the title; (c) be an addition or alteration to an existing building; (d) as prescribed in an applicable reserve management plan. 	<ul style="list-style-type: none"> i. there are no sites clear of native vegetation and clear of other significant site constraints such as access difficulties or excessive slope; ii. the extent of clearing is the minimum necessary to provide for buildings, associated works and associated bushfire protection measures; iii. the location of clearing has the least environmental impact; <p>(b) be located on a skyline or ridgeline only if:</p> <ul style="list-style-type: none"> i. there are no sites clear of native vegetation and clear of other significant site constraints such as access difficulties or excessive slope; ii. there is no significant impact on the rural landscape; iii. building height is minimised; iv. any screening vegetation is maintained. <p>(c) be consistent with any Desired Future Character Statements provided for the area or, if no such statements are provided, have regard to the landscape.</p>
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A1: The proposed buildings and works do not comply with any of the acceptable solutions and as such must satisfy the performance criteria.

P1: (b) ii. The Pinnacle Centre and upper cable car tower are located on the skyline of the Mountain as perceived from some of the assessed viewpoints. The interruptions to the skyline by the Pinnacle Centre are minimal and will not be perceptible to the human eye. The interruptions to the skyline caused by the upper tower are located in the context of the existing towers of the summit, and as such are do not change the character of this area, merely the extent of this character. This does not cause a significant impact on the character of the landscape.

(c) As noted in response to 29.4.1 P1 the siting of the buildings has regard to the landscape.

The proposal satisfies the performance criteria.

<p>Acceptable Solution A2 Exterior building surfaces must be coloured using colours with a light reflectance value not greater than 40 percent.</p>	<p>Performance Criteria P2 Exterior building surfaces must avoid adverse impacts on the visual amenity of neighbouring land and detracting from the contribution the site makes to the landscape, views and vistas.</p>
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A1: Light reflectance values of building surfaces have not been assessed as part of this assessment, as such the performance criteria is considered.

P1: As detailed in Appendix C, materials and finishes of exterior building surfaces are derived from the local context and to reduce the potential for reflection of light to ensure that the building harmonises with the surrounding landscape from lower views, and avoid detracting from views and vistas of the landscape.

The proposal satisfies the performance criteria.

<p>Acceptable Solution A3</p>	<p>Performance Criteria P3</p>
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29.4.3 Design

<p>Fill and excavation must comply with all of the following:</p> <ul style="list-style-type: none"> (a) height of fill and depth of excavation is no more than 1 m from natural ground level, except where required for building foundations; (b) extent is limited to the area required for the construction of buildings and vehicular access. 	<p>Fill and excavation must satisfy all of the following:</p> <ul style="list-style-type: none"> (a) there is no adverse impact on natural values; (b) does not detract from the landscape character of the area; (c) does not impact upon the privacy for adjoining properties; (d) does not affect land stability on the lot or adjoining land. there is no adverse impact on natural values;
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A3: No cut and fill is proposed beyond the extent required for the construction of buildings and vehicular access, and changes to ground level greater than 1m are only for the purpose of building foundations. As such the proposal complies with the acceptable solution.

8.1.2 F3.0 Wellington Park Specific Area Plan

The purpose for the Specific Area Plan is:

‘The purpose of this specific area plan is to ensure that use and development in Wellington Park is undertaken in accordance with the Wellington Park Management Plan.’

Application of the Specific Area Plan

This specific area plan applies to Wellington Park as defined (L1) in the Wellington Park Act 1993.

Notwithstanding any other provision of this planning scheme, any use or development of land in Wellington Park must be undertaken in accordance with the provisions of the Wellington Park Management Plan (L2).

Footnotes

L1

Wellington Park means:

- (a) the area of land indicated as bounded by a heavy black line on Plan No. 2789 in the Central Plan Register, a reduced copy of which is set out, by way of illustration only, in Schedule 1 (Wellington Park Act 1993); or*
- (b) that area of land as varied pursuant to sections 6, 7 and 8 of the Wellington Park Act 1993.*

L2

Management plan means any management plan approved under section 23 (Wellington Park Act 1993) and for the time being in force in respect of Wellington Park.

8.2 Wellington Park Management Plan Amended 2015

8.2.1 Recreation Zone & Natural Zone Provisions

Issue 2: Flora, and Fauna Conservation, Geoconservation and Natural Process

Objective:
To conserve flora, fauna, geological and geomorphological values, and to protect natural processes.

<p>Acceptable Solution A2.3 The proposal does not impact on any sites which are listed as significant in this Management Plan or in a trust endorsed scientific assessment, or listed on the Tasmanian Geoconservation Database.</p>	<p>Performance Criteria P2.3 Any adverse impacts on any geoheritage values must be avoided, remedied or mitigated.</p>
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Issue 2: Flora, and Fauna Conservation, Geoconservation and Natural Process

A2.3: Tower 3 is located within the mapped extent of the District significance Organ Pipes Columnar Jointing. From the majority of viewpoints assessed the tower is a barely perceptible / imperceptible element within the view of the Mountain and specifically the Organ Pipes.

The cable car tower is located in close proximity to the Organ Pipes as seen from this viewpoint, and as such will impact on the geological feature. This effect is to expand the presence of infrastructure and built elements off the flatter part of the plateau, down on to the upper rocky slopes of the Mountain, expanding the perceivable built-footprint. From this distance the tower will only just be perceptible and as such will not significantly interfere with the ability to perceive and appreciate the feature of the Organ Pipe, however is considered a Moderate change to this viewpoint largely relating to the increased visual presence of infrastructure adjacent this significant feature. It is also considered that the visual effects will increase with greater proximity to the Organ Pipes and as such that the tower will have a Moderate significance of impact on the visual character relating to these geoheritage features.

However, the tower facilitates the cable car alignment that passes over the Organ Pipes which will increase the accessibility and ability to view these features from up close, a view that is currently limited to persons undertaking active recreation pursuits such as rock-climbing. The increased visual amenity provided by the cable car’s potential views of these features is considered to counteract or remedy the impacts on them caused by the tower. As such it is considered that the proposal complies with the acceptable solution.

It is recommended that the development provides the opportunity for interpretation and educational material to further assist in the understanding of these significant features from newly created viewing opportunities.

Issue 5: Landscape, visual quality and amenity

Objective:

To protect and enhance the landscape and visual quality of Wellington Park.

Acceptable Solution A5.1

Buildings and structures (other than park furniture or park signage) are not located within areas identified as High or Moderate Visual Sensitivity as shown in Map 4 of this Management Plan.

Performance Criteria P5.1

Buildings and structures (other than Park furniture or replacement of an existing building or structure of the same size and location) in prominent locations visible from within or outside of the Park, or identified as of High or Moderate Visual Sensitivity in accordance with the Wellington Park Management Plan, must be designed and sited to minimise or remedy any loss of visual values or adverse impacts on the visual character of the affected area.

A5.1: The proposal does not meet the acceptable solution as it involves new buildings and structures (Towers 1, 2 & 3, and the Base Station) within areas identified as High or Moderate Sensitivity, and as such must satisfy the performance criteria.

P5.1: Towers 1 & 2, and the Base Station are not located in areas of high prominence within in the Mountain, and utilise existing screening vegetation to minimise any loss of visual values or adverse impacts on the visual character of the area.

The upper cable car tower is located in a prominent area of the upper slopes of the Mountain, designated High sensitivity in the Management Plan. The siting of this structure has minimised the visual effects of this location to the greatest extent possible by locating the tower such that it appears below the skyline from the majority of viewpoints around the Hobart area, and designing the tower to appear as light and visually recessive as possible.

The siting of the tower means that it appears below the skyline from the most populous and majority of viewpoints. However, this siting also positions it closer to the significant features of the Organ Pipes. As the response to P2.1 details, this impact level is considered Moderate, though remedied by the enhanced visual amenity provided by the cable car which is facilitated by the tower’s location.

Issue 5: Landscape, visual quality and amenity

The design of the tower minimises visual impacts. The siting of the tower minimises the impact on the majority of views, and the creation of new views remedies the impact of its siting within proximity of the Organ Pipes. As such the performance criteria is considered satisfied.

Issue 9: Building Design – (a) Building Height

Objective:

To ensure that buildings do not cause visual intrusion due to excessive height.

Acceptable Solution A9.1

The maximum building height is 3.5m and any building is not more than 1 storey.

Performance Criteria P9.1

For any building greater than 3.5m in height, it must be shown that the building will not visually intrude into the landscape in relation to:

- (a) Local natural and environmental features;
- (b) Views from either the Pinnacle or elsewhere in the Park, and
- (c) Views from settled areas of Hobart and suburbs through the preparation of a Visual Impact Analysis conducted by a suitably qualified person.

Any building design must give consideration to the Wellington Park Infrastructure and Design Guidelines.

A9.1: The proposed buildings are greater than 3.5m and as such do not comply with the acceptable solution and must satisfy the performance criteria.

P9.1: The upper cable car tower and Pinnacle Centre building are located in prominent areas of the upper slopes of the Mountain, designated High sensitivity in the Management Plan. The Pinnacle Centre is designed to harmonise with the surrounding landscape and the upper tower is located proximate to existing towers and similar infrastructure on the Mountain summit so that it does not introduce a new character on the Mountain. In this sense the proposed built form references existing patterns and forms on the Mountain summit and is not intruding into this landscape. Key views were considered to inform a building envelope that minimised interruption to the skyline.

The proposal satisfies the performance criteria.

Issue 9: Building Design – (b) Building Size

Objective:

To ensure that buildings are of a size and dimension that fits in with the overall nature of low key development of the Pinnacle.

Acceptable Solution A9.2

Maximum floor area of any building is 100m².

Performance Criteria P9.2

Any proposal for a building of more than 100m² in floor area is to show that the building will not:

- (a) Cause visual intrusion,
- (b) Require infrastructure that cannot be provided in accordance with the infrastructure provision standards, or
- (c) Be a dominant element in the landscape through the preparation of a Visual Impact Analysis conducted by a suitably qualified person.

A9.2: The floor area of the proposed Pinnacle Centre is greater than 100m² and as such does not comply with the acceptable solution and must satisfy the performance criteria.

Issue 9: Building Design – (b) Building Size

P9.2: In siting the Pinnacle Centre key views were considered to inform a building envelope that minimised intrusion to the skyline and views of and from the summit. This Visual Impact Assessment finds that the visual impact caused by the proposal is reasonable given the sensitivity of viewpoints and lack of available mitigation measures. Regardless the Pinnacle Centre will not be a dominant element in the landscape, barely discernible from the majority of views, and when perceptible has been designed to ensure that it references the surrounding forms and patterns of the landscape and is read amongst the context of surrounding infrastructural elements.

The proposal satisfies the performance criteria.

Issue 9: Building Design – (c) Appearance and Lighting

Objective:

- (i) To ensure that all buildings are of a high architectural design standard.*
- (ii) To ensure that buildings blend with the local environment and do not cause visual intrusion.*
- (iii) To ensure lighting minimises impact on the local environment.*

Acceptable Solution A9.3

Appearance and Lighting

The colour of external walls and roofs visible from off the site is to have a light reflectance value of less than 10%. Roofs are to be clad with materials in non-reflective, muted natural colours and dark tones. External lighting assists orientation only and is focused towards the ground.

Performance Criteria P9.3

Appearance and Lighting

The design of buildings and structures is to take into account the unique qualities of the pinnacle area while using innovative and high quality architectural solutions. The colour and materials of external surfaces are to blend with the local environment and the dominant colours of the adjoining areas of the Park. Lighting and reflection must be managed to adverse impacts on natural and cultural values.

A9.3: Light reflectance values of building surfaces and impacts of lighting have not been assessed as part of this assessment, as such the performance criteria is considered.

P9.3: Appendix C – Architectural Statement details the innovative and high quality architectural solutions that reference and harmonise with the surrounding landscape. Colours and materials are selected to reference and harmonise with the surrounding landscape.

The effectiveness of these strategies is demonstrated in the visual impact assessment visualisations, which demonstrate that the Pinnacle Centre will not be perceptible to the human eye for the viewpoints assessed from below the Mountain.

Lighting impacts have not been assessed as part of the scope of this assessment, however Appendix C details the methods employed by the building design to ensure that lighting does not impact on views to the Mountain or from the summit.

The proposal satisfies the performance criteria.

Issue 10: Building Siting

Objective:

To ensure that buildings are located in areas where they do not cause a reduction in the values associated with the Pinnacle.

Acceptable Solution A9.3

There is no acceptable solution for this element.

Performance Criteria P9.3

Proposals for buildings facing on to or directly visible from the Pinnacle Road must show that there will be no diminution of values of the site either during the construction of the building or in its use and operation. Buildings and structures (other than Park furniture or replacement of an existing building or structure of the same size and location) in prominent locations visible

Issue 10: Building Siting

	from within or outside of the Park, or in areas identified as of High or Moderate Visual Sensitivity in accordance with the Wellington Park Management Plan, must be designed and sited to avoid, remedy or mitigate any loss of visual values through the inclusion of a Visual Impact Analysis conducted by a suitably qualified person.
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P9.3: The proposed buildings do not face on to Pinnacle Road. A viewshed analysis has been undertaken to assess the theoretical zone of visibility of the Pinnacle Centre, as shown in Figure 15. This assessment indicates that the building will be potentially visible from Pinnacle Road at the summit carpark, and also where the road passes by The Springs. Assessment of photography from the 6 points (Figure 16-20) on Pinnacle Road indicated on Figure 15 demonstrates that roadside vegetation screens views to the summit and site of proposed buildings. From the remaining area of visibility at the summit, the visual impact assessment of Viewpoint 2 demonstrates that the proposal will not significantly alter the existing character of the view from this area of the summit as the current view features foreground tourism and road infrastructure similar to that proposed. The findings of this visual impact analysis are that the proposal is sited and designed to minimise, avoid and mitigate impact on visual values to the greatest extent possible.

The proposal satisfies the performance criteria.

8.2.2 Pinnacle Specific Area Provisions

**Pinnacle Specific Area
Issue 2: Flora, and Fauna Conservation, Geoconservation and Natural Process**

Objective:
To conserve flora, fauna, geological and geomorphological values, and to protect natural processes.

Acceptable Solution A2.3 The proposal does not impact on any sites which are listed as significant in this Management Plan or in a trust endorsed scientific assessment, or listed on the Tasmanian Geoconservation Database.	Performance Criteria P2.3 Any adverse impacts on any geoheritage values must be avoided, remedied or mitigated.
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A2.3: The proposed Pinnacle Centre is located within the State significance Wellington Range Periglacial Terrain. This terrain operates on a landscape-wide scale and is significant as an extent rather than for specific features or areas. The Pinnacle Centre is confined to a specific footprint, and as such does not adversely impact the ability to view and appreciate the contribution that this feature makes to the landscape character of the area, and it is considered that the increased diversity of viewing experience provided by the proposal increases the ability to view and appreciate this terrain. As such it is considered that the proposal complies with the acceptable solution.

It is recommended that the development provides the opportunity for interpretation and educational material to further assist in the understanding of these significant features from newly created viewing opportunities.

Issue 5: Landscape, visual quality and amenity

Objective:
To protect and enhance the landscape and visual quality of Wellington Park.

Acceptable Solution A5.1 The proposal does not involve a building or structure, apart from Park furniture or Park signs.	Performance Criteria P5.1 Buildings and structures (other than Park furniture or replacement of an existing building or structure of the same size and location) in prominent locations visible from within or outside of the Park, or identified as of High or Moderate Visual Sensitivity in accordance with the Wellington Park Management Plan, must be designed and sited to minimise or remedy any loss of
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Issue 5: Landscape, visual quality and amenity

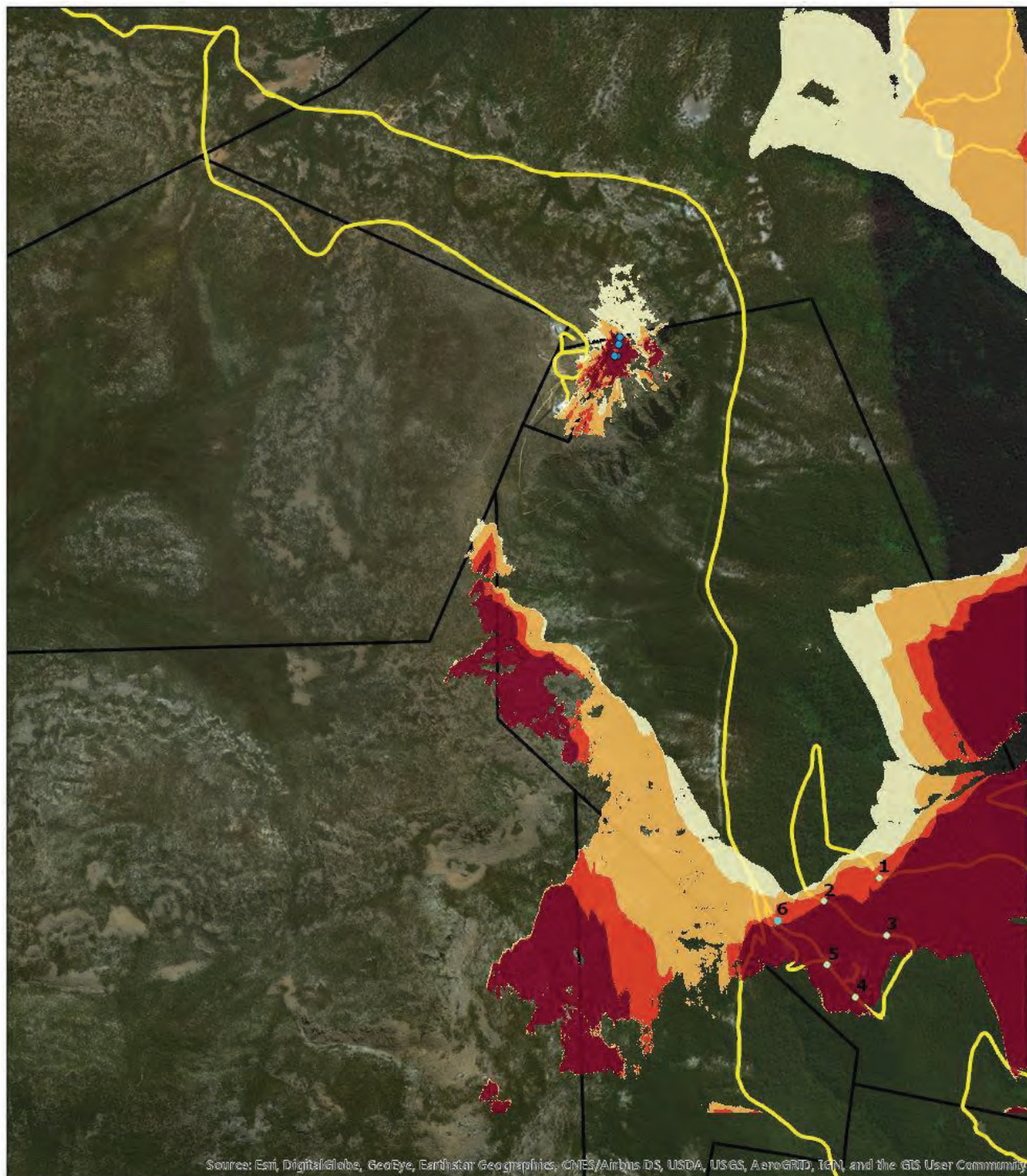
	visual values or adverse impacts on the visual character of the affected area.
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A5.1: The proposal does not meet the acceptable solution as it involves a new building, and as such must satisfy the performance criteria.

P5.1: The upper Pinnacle Centre building is located in prominent areas of the upper slopes of the Mountain, designated High sensitivity in the Management Plan. The siting of the building has minimised the visual effects of this location to the greatest extent possible by:

- Siting the Pinnacle Centre within existing depressions and ‘pockets’ of the summit landscape to minimise visual effects and minimise interruption to the skyline below that perceivable, and
- ‘Fragmenting’ the façade of the Pinnacle Centre and using materials and finishes that reference the rocky slopes of the summit to harmonise the building with the surrounding landscape to mitigate the potential visual effect of new built form in this upper area of the Mountain.

The impact assessment demonstrates the effectiveness of these measures. As such the performance criteria is considered satisfied.



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Legend

Locations Seen
(no. of observers)

- 1
- 2
- 3
- 4

- Pinnacle Centre Points
- Road
- Wellington Park Parcels
- Observer Locations

0 0.25 0.5 1 Kilometers



Figure 15: Pinnacle Centre Zone of Theoretical Visibility Assessment



Figure 16: Pinnacle Road Location 1 (source: Google Streetview)



Figure 17: Pinnacle Road Location 2 (source: Google Streetview)



Figure 18: Pinnacle Road Location 3 (source: Google Streetview)



Figure 19: Pinnacle Road Location 4 (source: Google Streetview)



Figure 20: Pinnacle Road Location 5 (source: Google Streetview)



Figure 21: Pinnacle Road Location 6 (source: Google Streetview)

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