

Visual Impact Assessment – extract from Planning Permit Application

Lune River Road is a part sealed/part unsealed road flanked by a mixture of button grass plains and areas of thick forest, occasionally punctuated by cleared housing lots. The road corridor accommodates above ground power infrastructure and is occasionally crossed by the Ida Bay Railway network. On the northern approach, the site is flanked on the right hand side of Moonlight Flats and Lune Sugarloaf. From the southern approach, there is a row of housing on the western side of Lune River Road and some significant cleared areas along the road, to assist as a fire break. The backdrop to the southern approach are the forested hills north of Hastings including Shingle Hill and Coal Hill. The site also sits to the east of Lune River Quarry which is a significant entry point into the South-west conservation area including the Moonlight Ridge/Precipitous Bluff walking track and the main Mystery Creek Cave entrance.

The important view sheds are defined as follows:

- View shed 1 - The northern approach on Lune River Road (180m);
- View shed 2 - The southern approach on Lune River Road (300m); and
- View shed 3 - Western views from the Tasmanian World Heritage Area in particular:
 - Lune Sugarloaf (3.6km);
 - Moonlight Ridge (5.3km);
 - Mount Alexandra (13km);
 - Adamson's Peak (12km); and
 - Moonlight Flats (5.3km).

The Northern Approach on Lune River Road (see Figure 1)

The northern approach to the site is currently dominated by the existing railway shed, largely due to the zero setback of this structure from the road reserve. Due to its size this will continue to be the dominant structure, in the proposal, but the new café/amenity part of the visitors centre will sit both in front and further back, than the existing railway shed. The western portion of the proposed new workshop will be visible to the left of the railway crossing, but the majority of the building will be screened by the existing mature vegetation. The proposed car park will not be visible from the northern approach as it is located behind the railway shed from this angle. Whilst there will be some loss of vegetation from this viewpoint, the large eucalypts will maintain their dominant presence. The red roof and much of the cladding of the railway shed will be retained and will draw the eye away from the more neutral colours and profile of the new café/amenity portion of the visitor centre. The most significant impact from this view point is the increased gravel verge on the western side of Lune River Road which will remove some of the grassed areas. The view from the approach is a short range view of only 180m and by car will only be brief before the facility is reached. The artwork will not be visible from Lune River Road due to the intervening vegetation and buildings.



Figure 1 View south on Lune River Road (approaching from the north)

The Southern Approach on Lune River Road (see Figure 2)

The southern approach to the site is less dominated by the existing railway shed as attention is drawn to the row of cottages fronting Lune River Road. The eucalypts on the eastern side of the road dominate the view field, with large eucalypts on the site also providing background. Again there will be some vegetation loss through the removal of potentially two trees, but this is not significant given the large number of trees that are being retained. The backdrop of the Coal Hill and Adamsons Peak will not change. The new café/amenities part of the visitors centre will not be visible as it is located behind the existing railway shed. The proposed workshop will be screened from view by the existing vegetation. The largest impact from this view is the proposed car park and its entry points. This is largely hidden behind the existing cottages and as a gravel area will fade into the ground cover. Landscaping proposed around the car park will also assist in this. The artwork is not visible from this direction on Lune River Road either. As with the northern approach, the distances of these views are short being only 200-300m and will be relatively short in duration before the facility is reached.



Figure 2 View north on Lune River Road (approaching from the south)

Western views from the Tasmanian World Heritage Area

The Tasmanian World Heritage area is 2.4km from the site at its closest point. The most likely structure to be visible is the art installation given it is located outside the existing tree canopy and the access path to it. There are also some construction access works which will also be visible, but these are only temporary and noting construction access is largely achieved through the use of existing roads and tracks. The art installation itself is clad in concrete panels which are buried into the landscape with local rocks. The height of the facility at 5.5m above ground level the installation will not project above the trees which will act as the back to the facility from the western viewpoints.

The western views from the Tasmanian World Heritage Area are shown in Figure 3 below.

The installation at its widest point is 35.8m, thus the most likely visual impact from longer distances is the geometric form of the facility and the linear form of the walkway across the landscape when viewed from height, such as Lune Sugarloaf (3.6km), Moonlight Flats (5.3km) or Moonlight Ridge (5.3km). However, the earthen roof and the curvaceous form of the walking track will ameliorate the view from these distances. Elements of the facility such as the car parks and visitor centre will not be visible as they will be under the canopy of existing trees. From longer distance perspectives, such as Mount Alexandra (13km) and Adamson's Peak (12km), this will also be the case.

One aspect of visual impact is a potential impact the World Heritage Area is reflectivity from the internal mirrors of the installation. For this reflectively to impact beyond the site there would need to be mirrored surfaces facing in a northerly direction with surfaces angled to reflect direct sunlight away from the facility in these directions. The art installation is proposed at ground level within a slope with the aim to capture the reflection of the lower landscape rather than the sky and other higher components of the landscape. To achieve this reflection, the mirrors on the large side walls will be angled at 6.7 degrees from the central axis of each tunnel, or 83.3 degrees from the plane of the end of the tunnel. The back wall of each tunnel will face downwards at an angle of 13.6 degrees from vertical and the roof mirror is at 10.6 degrees angle from horizontal, other than the central tunnel in which the back wall mirror is perpendicular to the floor. With this

arrangement, the mirrors will primarily reflect the external landscape to observers standing inside the building.



Figure 3 View sheds to the west of the site

Further views from higher viewpoints will look down on the facility making views of the internal surfaces impossible. Views from low elevations within the Tasmanian World Heritage area will view the installation through the landscape and thus it will be obscured by the intervening vegetation from the distances of over a kilometre (see Figure 4). Reflective views at low angles will be reflections of either the internal stone floor or re-reflected external environment further decreasing its visibility.



Figure 4 View north east from South Lune Road.