

Drysdale Bypass Amendment C369

Landscape & Visual Impact Assessment

Expert evidence report

FINAL

18th July 2017

Report prepared for HWL Ebsworth Lawyers on behalf of VicRoads South Western Projects

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1 BACKGROUND & PROFESSIONAL EXPERIENCE

1.1 Background

This report is based upon my experience in landscape architecture and the planning, design, landscape and visual assessment of landscapes over the past 31 years.

I am a Principal of Tract Consultants Pty Ltd that specialises in landscape architecture, urban design and town planning.

I am a Registered Landscape Architect (No 650) with 31 years' experience. Details of my qualifications and project experience are described in Appendix B.

I have been retained by VicRoads South Western Projects and instructed by HWL Ebsworth Lawyers.

My evidence is based on an assessment of the following:

- Spiire (April 2017), *Drysdale Bypass Project – Landscape & Visual Impact Assessment, Rev B*
- Spiire (March 2017), *Drysdale Bypass – Landscape Planning Concept Report*
- VicRoads (2017), *Summary of submissions received for the Drysdale Project, June 2017*
- VicRoads, *engineering concept design (overall alignment), 60528402-SKE-0003*
- Briefing information, public submissions and expert technical reports provided by HWL Ebsworth Lawyers and VicRoads, between 26th June 2017 & 14th July 2017
- Site inspection, 11th July 2017

Report Appendices address the following matters:

Appendix A Expert Evidence – Practice Direction No. 2 Statement of Independent Expertise

Appendix B Abbreviated Curriculum Vitae

Appendix C Glossary of Terms

Appendix D Nature & Magnitude of Impacts – Definition

1.2 Summary of opinion

1. The planning policy framework is focussed on maintaining places like Drysdale as separate townships that retain their own character and identity and connection to their landscape settings. On the basis of this assessment, the proposed road development does not optimise those relationships and values.

Recommendation:

- Consider the role and design standards that should apply to a rural or peri-urban township and the way in which these objectives could express themselves with the design outcome.
2. The LVIA methodology used for the project does not produce a systematic and site specific analysis of baseline values within the study area or provide a separate assessment for landscape and visual effects. Site observation has been used as a substitute for systematic assessment of baseline values. As a result, descriptions of likely impacts and mitigation measures are often

general in nature and applicable to the whole site. This does not necessarily invalidate individual site assessments or photomontage modelling results, but does limit the capacity of the design to respond to site specific factors.

Recommendation:

- Reassess the baseline values across the study area to provide separate definitions of landscape and visual values
 - Provide more detailed assessments of landscape character, landscape quality ratings and pattern of viewing across the study area
 - Identify community perceptions related to landscape and environment that may inform the landscape character assessment process
3. There appears to be a general lack of appreciation of the landform, wetlands and drainage, ecological systems and cultural landscape patterns that are distinctive characteristics of this setting, or the related design qualities that could define the relationship between the town and its rural setting. These are factors which relate specifically to the regional planning objectives and are likely to influence community perceptions of the project in the long term.
- Recommendation:**
- Provide a more detailed analysis of terrain, EVC vegetation, wetlands and cultural landscape patterns (ie block and windrow patterns) at the site level
 - Develop a principles for the ways in which these characteristics of the local landscape will be expressed within the future road / road corridor landscape
4. The detailed visual receptor locations are all in close proximity to the road corridor. There is no evaluation of other potential view points or view areas that are identified within the ZTV model.
- Recommendation:**
- Develop a broader based assessment of potential visual impacts across the study area
5. The mitigation measures described in the LVIA report represented within the landscape concept are generic in nature and effectively lead to a similar design response across the whole alignment. Mitigation measures primarily focus on visual impact mitigation rather than landscape mitigation.
- Recommendation:**
- Design the landscape to be a part of its landscape surroundings rather than a visually separate feature.
 - Provide mitigation measures that address both landscape and visual impacts
 - Consider mitigation measures that could apply to locations beyond the ROW
 - Use the whole ROW within the landscape design response
6. The proposed landscape design response uses formal design devices that are more characteristic of urban freeways than rural townships. This approach results in the visual separation of the road alignment from surrounding landscapes rather than help to integrate the infrastructure with its setting.
- Recommendation:**
- As per point 2
7. The landscape concept focusses on decorative planting and sculptural intersection features but does not generally utilise the whole ROW area or address ecological systems, wetland systems or cultural landscape patterns of the existing landscape. This reduces the site specific nature of the design. The complexity of design forms potentially adds to the visual complexity that is already a part of the road design.
- Recommendation:**
- Consider more place specific design treatments that use the whole of the ROW and engage with adjoining landscapes
 - Ensure that drivers have viewing opportunities to the regional landscape and township – they should have an intuitive understanding of where they are and the nature of the landscape through which they are passing. They should not be visually isolated within a landscape corridor
 - Consider less complex design treatments that can be more easily maintained at roundabouts

8. The engineering project objectives do not include environmental and landscape outcomes and this is potentially reflected in the current design outcome.

Recommendation:

- Reduce the amount of cut and fill where possible in order to allow the road alignment to follow the natural terrain more closely. Consider varying batter grades and forms to avoid standard profiles and integrate the road formation into the existing landscape
- Develop the WSRD system to integrate with the natural wetlands and floodways of the site. Maintain natural drainage and ecological links as much as possible – this may include the use of open span bridge sections rather than culverts
- Further develop the pedestrian access system to maximise pedestrian connectivity along and across the road alignment. The path system may need to develop beyond the minimum in order to offset the effects of local road terminations

9. The quality of the physical and visual connection to the school / community centre setting appears to be a problem in the current design.

Recommendation:

- Consider the use of an open span bridge to create a more open, safe and visually open connection. This connection could also be developed to include wetland and other habitat features
- Consider moving the school / community centre access road to the south to allow for a continuous wetland connection between the existing wetland areas that adjoin the road reservation

10. The design response to the rail crossing point also appears to be inconsistent with the nature of the setting and the LVIA assessment results which highlight the crossing as a 'major adverse impact'. On that basis, it is questionable to design the bridge and abutment system as an enclosed decorative portal.

Recommendation:

- Consider a more low key design treatment for the bridge crossing that maximises views between the Murradoc Road residential precinct and the landscape east of the road alignment. This could take the form of a simple, maximum span bridge with vertical abutments. The design can be contemporary and well designed but simple in form.

11. Public submissions primarily focus on issues related to:

- The school / community centre road and pedestrian connection.
- Visual impacts on private properties.

Overall finding

The LVIA process has a structure and level of detail that leads to relatively generic, 'whole of alignment' findings that ultimately do not reflect the site specific environment and character of the landscape, or the character of a rural township.

The road design proposal reflects the nature of the LVIA findings and as a result is mainly generic and repetitive in nature and relying on design treatments and decorative devices that are typically seen in urban freeways, rather than a style of design that engages with the Drysdale landscape.

With additional analysis and development of the LVIA data, the landscape concept can be further developed within the existing proposed road alignment to create a design approach that is more site specific and with higher environmental and visual values.

2 CONTEXT

2.1 Introduction

I have been asked by HWL Ebsworth Lawyers (Ms Gabby McMillan and Mr Mark Bartley), on behalf of VicRoads South Western Projects, to prepare an Expert Witness Statement for matters relating to the landscape and visual effects associated with the proposed Drysdale Bypass Amendment C369 (Greater Geelong Planning Scheme).

My evidence is primarily based on an evaluation of the Landscape and Visual Impact Assessment (LVIA) Technical Report (April 2017) and the Landscape Planning Concept Report (March 2017) prepared by Spiire Consultants, public submissions relating to the proposed design and my own general inspection of the site.

Only the currently 'preferred' engineering concept was assessed within the LVIA technical report.

No independent modelling or research has been conducted to verify the accuracy or completeness of the information presented in the LVIA technical report.

2.2 Reference material

In producing this Statement I have reviewed a range of reference material including:

- Spiire (April 2017), *Drysdale Bypass Project – Landscape & Visual Impact Assessment, Rev B*
- Spiire (March 2017), *Drysdale Bypass – Landscape Planning Concept Report*
- VicRoads (2017), *Summary of submissions received for the Drysdale Project, June 2017*
- VicRoads, *engineering concept design (overall alignment), 60528402-SKE-0003*
- Briefing information, public submissions and expert technical reports provided by HWL Ebsworth Lawyers and VicRoads, between 26th June 2017 & 14th July 2017
- Site inspection, 11th July 2017

2.3 Scope of this assessment

This review provides the following:

1. An assessment of the LVIA technical report to:
 - Assess the scope and validity of the project methodology.
 - Assess the validity and completeness of the findings.
 - Assess the validity of the proposed mitigation actions.
 - Consider alternative mitigation strategies that could further enhance project outcomes and mitigate the adverse effects of the project.
2. An assessment of the landscape planning concept design to:
 - Assess the appropriateness of the proposed design concept
 - Identify any siting and design changes that could enhance the overall quality of the project outcome and / or mitigate adverse impacts that result from the existing design concept.
3. An assessment of the engineering concept design to:
 - Identify any siting and design changes that could enhance the overall quality of the project outcome and / or mitigate adverse impacts that result from the existing design concept.
4. An assessment of the public submissions received by VicRoads to:
 - Provide comment responding to LVIA related matters.
5. Provide an evaluation of the likely overall landscape and visual effects of the proposed development based on the review of existing technical studies and independent assessment.
6. Provide recommendations for possible improvements to the current design proposal

2.4 Project description

The Drysdale Bypass is intended to provide an alternative route to the Portarlington Road and High Street for motorists travelling from Melbourne and Geelong to Portarlington and surrounding coastal areas.

The objective of the bypass is to remove traffic from the Drysdale town centre, particularly freight and heavy vehicles which compromise the safety, efficiency and general rural atmosphere of the town.

The project comprises approximately 6km of road pavement, varying between one and two carriageways in each direction (east and west bound). The majority of the road infrastructure is within the existing Public Acquisition Overlay, but additional land acquisition is required to accommodate the current design.

Project infrastructure will include the development of signalised at-grade intersections, four roundabouts, the realignment of Jetty Road, a bridge over the heritage Bellarine Rail-Trail, a pedestrian underpass near the school / community complex, new access into the school / community complex and the realignment or truncation of local roads.

The bypass is not intended to function as an internal arterial road for residents, but the proposed road design does allow for four primary access locations:

- Western entrance.
- Princess Street.
- Murradoc Road.
- Northern entrance.

And two secondary access locations:

- Gillies Road (Geelong bound in/out).
- Drakes Road (Geelong bound in/out).

3 ASSESSMENT OF TECHNICAL INFORMATION SOURCES

3.1 Scope

The following section provides a brief assessment of the technical documents and information sources that most directly relate to the assessment of landscape and visual quality impacts and related landscape design and impact mitigation strategies.

3.2 Greater Geelong Planning Scheme

This is a brief overview only of factors that directly inform the LVIA.

The City of Greater Geelong Planning Scheme (Clause 21.14) describes key issues, objectives and strategies relating to the Bellarine Peninsula as a whole and the Drysdale / Clifton Springs setting in particular.

A number of these findings represent community perceptions and aspirations relating to landscape character and scenic quality and therefore act as a measure for changes to existing values that may result from property acquisition and road infrastructure development.

Key values and objectives relating to the Bellarine Peninsula:

- Rural and coastal areas on the Bellarine Peninsula form an important non-urban break between settlements and are valued for their scenic attributes, tourism and environmental functions, and lifestyle appeal. Protection and enhancement of these qualities is important.
- Preservation of the individual character, identity and role of each township is important.

What the planning scheme clauses suggest is that places like Drysdale are seen as essentially rural townships, or at least peri-urban townships with a specific relationship to their rural and coastal settings. The quality of the surrounding rural landscape is important and the link between townships and those landscapes is equally important, as that visual relationship underpins the 'preservation of the individual character, identity and role' of the township.

This suggests that the design of road infrastructure, landscape treatments and impact mitigation measures must specifically consider:

- The specific landscape character and visual qualities of the existing Drysdale landscape.
- The ways in which the township can maintain landscape and visual links with the surrounding rural landscape.

3.3 Landscape & Visual Impact Assessment (Rev B, April 2017)

The report provides a comprehensive landscape and visual impact assessment for the proposed Drysdale Bypass alignment, including photo-montage modelling for ten key visual receptor locations identified through the effects modelling process.

The following assessment reviews the methodology and findings of each part of the technical study and identifies key issues that may affect the validity of the study findings.

A note on the structure of the LVIA report

LVIA technical reports are typically divided into the following structure:

- Introduction
- Project description
- Policy context
- Baseline conditions assessment for both landscape and visual values

- Impact assessment of new conditions for both landscape and visual values
- Mitigation and enhancement measures
- Evaluation
- Conclusion

The Drysdale project LVIA report does not establish a clear baseline values assessment and the impact assessment is combined with the existing conditions section, making it difficult to identify the nature and magnitude of predicted changes and the importance of those changes.

3.3.1 Scope of the study

The study provides an overall assessment of the landscape and visual resources and values of the road corridor and also considers alternative design treatments for the Geelong – Portarlington Road / Jetty Road / Grubb Road intersection.

The overall project scope, assumptions and limitations are generally typical of large scale infrastructure construction of this type, but the following factors have the potential to affect the study findings:

- Night time lighting impacts have not been assessed. Lighting has the potential to change the nature and magnitude of visual impacts in the short and long term and therefore increase the impact ratings for individual receptor locations.
- Assumptions regarding the functional design have been taken from VicRoads. While VicRoads expertise is not in question, it does limit the discussion / assessment of alternative functional design treatments that may avoid or mitigate landscape and visual impacts and change the nature of the relationship between the township and the surrounding rural landscape.
- The Zone of Theoretical Visibility (ZTV) does not consider noise barriers and the heights of barriers were not confirmed at the time of the assessment. As the extent of visibility is already extensive, it appears unlikely that further modelling including the noise walls would significantly alter the range of receptor locations, although the extent (magnitude) of visibility may change.
- Public consultation is mentioned in relation to the consideration of the alternative design treatments for the Geelong – Portarlington Road / Jetty Road / Grubb Road intersection (p 18), but there is no explanation of whether that consultation specifically considered community perceptions of landscape and visual values at that site or the wider study area.

3.3.2 Project objectives

The project objectives as set out by VicRoads (section 2.3) do not include references to environment, landscape or visual quality outcomes. This is an omission given the focus on these values in the local planning scheme and raises a question about whether the engineering option(s) being assessed through the LVIA represent the optimum 'starting point'.

The landscape planning sub-objectives listed in the study are derived from legislation, policy and guidelines and appear to be appropriate, although they do not specifically acknowledge the special relationship between the township and its rural setting.

3.3.3 Methodology

The technical reference for the project is the publication *Guidance for Landscape and Visual Assessment* (third edition 2013), published by the Landscape Institute (UK) and the Institute for Environmental Management and Assessment (UK), which is an appropriate standard.

Definition of terms (section 3.1)

In terms of the methodology used, I feel that there is some confusion over the definition of the terms landscape impact assessment and visual impact assessment. The definition provided in section 3.1 Introduction and the description provided in section 3.3 suggest that landscape character impacts relate to responses that sensitive visual receptors experience as a result of development related changes. The definition of visual impact is described as the extent to which new developments are visible within the visual catchment. I don't believe either definition is accurate.

The following definitions should apply:

Landscape assessment deals with the potential effects on the quality of the landscape setting (landscape character qualities + values and scenic quality values), considered as an environmental resource, independent of views of that landscape.

Visual assessment deals with potential effects on the visual resources of the setting from changes in the composition and quality of views, people's response to likely changes and the overall effect on visual amenity. These measures go beyond the 'extent of visibility'.

Definition of landscape character units (section 3.3.3)

The report definition describes landscape character components such as landform, vegetation, water-form and land-use, but then suggests that landscape character impacts relate to the nature of views and the viewing experience. In my opinion the landscape character categorisation and analysis is unrelated to views and the nature of the viewing experience, which is addressed within the visual impact assessment.

The landscape character units shown in Figure 9 of the LVIA report broadly describe existing land use but they do not effectively represent or value the importance of underlying landscape features such as the undulating landform, wetland patterns or cultural landscape patterns (ie windrow plantations), which are so characteristic of the study area and subject to change as a result of the proposed road development.

As a result, the methodology fails to establish relative values (high, moderate and low quality values) for the characteristics which define each Landscape Character Unit, which means that the analysis cannot evaluate the effects or importance of development related changes to each landscape character type or location.

References to the Planisphere (2006) Coastal Spaces Landscape Assessment Study and the Biogeographic Regionalisation data source are appropriate general sources of information but are unlikely to provide the finer grain, site specific information that is required for an assessment project of this type.

Definition of the visual catchment (section 3.3.4)

The method for establishing a Visual Catchment and a Zone of Theoretical Visibility (ZTV) is not clearly defined. The report suggests that the visual catchment was determined through a desktop study of aerial photography and topographic maps. The ZTV description suggests that a 10m contour terrain model and a viewing height of 1.65m and that the results of the modelling process were used to determine 'potentially impacted viewpoints'.

A 10m contour terrain model has a margin of inaccuracy that may be significant in modelling and photomontage results.

Figure 8 shows an overall ZTV area without levels of impact. This data shows possible viewpoints but not the magnitude of the effect. Sensitive visual receptors appear to have been selected on the basis of field work alone.

More typically linear developments of this type model viewpoints at regular intervals along the road itself (at say 50m intervals) and then model the number of points that can be seen from any location within the visual catchment. This produces a model that indicates both the view potential and the likely magnitude of the view. This data can then be used to determine the most affected view-points which can then be verified through field observation.

I do not suggest that the selected photo montage locations do not represent high sensitivity view points, but the modelling data does not appear to systematically assess the visual catchment or specifically confirm the photo montage locations selections as being the most representative or most affected locations.

Potentially highly sensitive visual receptor locations such as High Street and civic locations such as the Lake Lorne Reserve are not systematically evaluated or considered within the photomontage selection process.

Photomontages (section 3.4.3)

My understanding of the technical standards referenced in the text is that photomontages related to the visual assessment process are limited to 50mm fixed focal length (not 24mm wide angle) and that the images should be presented in an A3 format with a specific image frame that when viewed at a distance of between 300mm and 500mm from the eye represents a realistic human view of the proposed change. The stated method does not appear to meet these requirements, at least in the report format.

The general approach to model construction and rendering appear to be consistent with normal practice.

Landscape modification (section 3.4.4)

Table 1 of the report applies a definition to landscape modifications, but again the definitions do not separate landscape impacts from visual impacts.

The level of modification considers positive and negative change but the definitions only appear to consider neutral or negative change.

Appendix D of this report provides an alternative definition of the nature and magnitude of landscape and visual impacts.

Visual sensitivity (section 3.4.5)

Visual sensitivity is typically defined as *'the extent to which a landscape can change without unacceptable adverse effects on its visual character or scenic quality'*. The term primarily relates to changes in the nature of the view, not to the specific visual receptor (the viewer), whose sensitivity to changes in amenity may be influenced by a range of factors.

Duration of impact (section 3.4.6)

No comment

Impact type (section 3.4.7)

The nature and magnitude of an impact requires a more detailed definition that considers the degree of change and the effect the change has on baseline values. The definition provided is simplistic.

Appendix D of this report provides an alternative definition of the nature and magnitude of impacts.

Significance of impact (section 3.4.8)

The text suggests that only impacts of **major** and **high** significance have been considered which seems arbitrary, given that actual community perceptions have not been measured and that the rating system is based on an assumed value system.

I suggest that the study would be more robust if it also considered **moderate** impact ratings, given that the subsequent landscape planning objectives define moderate as neutral mid-point of acceptability.

Landscape planning objectives assessment (section 3.4.9)

It is not clear whether the Table 6 definitions assume full mitigation measures or whether the ratings reflect short and / or long term outcomes.

Mitigation (section 3.4.10)

The description of mitigation objectives and measures is generally appropriate.

3.3.4 Legislation, policies and guidelines**Commonwealth (section 4.1)**

It would be appropriate to identify whether the EPBC Act does affect the project as this would assist in identifying:

- Landscapes with designated value (landscape assessment)
- Offset requirements that may involve project land or other sites. This may affect the mitigation strategy, including requirements for connected habitat areas etc or land acquisition requirements.

State legislation (section 4.2)**Local planning policy (section 4.3)****Identification of key landscape planning objectives (section 4.4)**

No comment

3.3.5 Existing conditions

Note. The LVIA report does not contain a defined baseline study. The existing conditions section represents both baseline analysis and impact analysis.

Vegetation

- There is little analysis of existing vegetation. It would be useful to have a plan showing pre 1750 EVC so that vegetation, geology, topography and drainage could be linked in order to provide a more coherent view of the composition of the natural landscape and to inform the mitigation plan.
- There is no analysis of the cultural landscape of the area. Given that much of the site landscape is characterised by rural landscapes with a mosaic of paddock forms, farm building clusters, windrow plantations and dams, it would be useful to have an analysis of how these features influence landscape character and patterns of viewing.

Hydrology

- Figure 1 is incomplete and does not provide an analysis of the influence of hydrology on the landscape of the road alignment. The Cardno flood model provides more detail on existing hydrology and how those patterns will be affected by the proposed road works but these findings are not interpreted in terms of.
 - The visibility of water within the local landscape
 - The relationship between water and vegetation communities
 - The potential influences of hydrology on the pattern of mitigation planting
 - Potential links with WSRD measures
 - Potential links with Shared Use Path locations and recreation systems

Landscape character

- As per the comments provided in section 3.3.3, the landscape character description provided in LVIA report section 5.2 describes features that are typical of the study area but the categorisation of landscape character units is based entirely on land use. As a result, the descriptions are generalised across a number of locations that potentially have different landscape characteristics.
- The classification of landscape character units is incomplete and does not address all areas affected by the road development (areas adjacent to the road reservation).

- There is no structured assessment of the relative quality or condition of the landscape on which to develop baseline values. As a result, the later assessment of likely project impacts is based on isolated observations rather than a direct comparison with baseline values.

Viewing locations, ZTV and visual receptor sensitivity

- As per the comments provided in section 3.3.3.
- Site observation of likely viewing locations (figure 7) may be accurate but these observations are not confirmed by the ZTV modelling, or by the four photo images provided to represent key existing views (p51-52)
- Receptor sensitivity is described in terms of categories of people with a potential interest in visual amenity (section 5.2.3), but there is no systematic classification of high, moderate and low sensitivity receptor types and therefore no site wide understanding of sensitivity levels. As a result, all the nominated viewpoint locations (Figure 7) and receptor types that are listed in section 5.2.3 are effectively given the same sensitivity status. A number of receptor types and key locations such as the primary and secondary school setting are not represented by the photomontage locations (Figure 7) are not evaluated.

Construction phase impacts – route wide impacts

Section 5.5 represents the start of the impact analysis

- This section is based on an assessment of ‘route wide’ impacts. While some impacts will be route wide, others may be site specific. The existing conditions (baseline) analysis is mainly generic and does not allow for an analysis of place specific risks and impacts.
- The descriptions do differentiate between landscape and visual values.
- Section 5.5 & 5.5.1 indicates that construction phase activities are likely to result in a greater area of disturbed land than the operational phase footprint. The description also notes that off-site impacts on landscape character and visual amenity would arise from use of the surrounding road network. These comments are likely to be accurate, however because there is no effective baseline study that provides a site specific categorisation of higher value or more sensitive locations, it is not possible to identify specific high risk impact areas or to mitigate those impacts.
- Section 5.5.2 provides a description of likely changes related to the construction process. These factors are accurate but the analysis refers to a changing ‘high adverse visual sensitivity’ to construction. In fact the sensitivity of the viewer won’t change, just the nature and magnitude of the impact.
- Section 5.5.3 indicates that the construction phase is likely to lead to major adverse impacts. It is assumed that this rating relates to both landscape and visual values.

Operational phase – route wide impacts

- This section is based on an assessment of ‘route wide’ impacts. While some impacts will be route wide, others may be site specific. The existing conditions (baseline) analysis is mainly generic and does not allow for an analysis of place specific risks and impacts.
- Section 5.6.1 provides descriptions of overall landscape changes. The elements described are accurate but there is no way of calculating the nature and magnitude of changes from the baseline conditions, or related site specific mitigation measures.
- Section 5.6.1 describes likely impacts at each of the nominated viewing locations. The descriptions and ratings appear reasonable, subject to earlier comments on definitions and methodology.
- I suggest that viewing location 4 (Peninsula Drive / school area) probably warrants a higher impact rating on the basis that landscape and visual changes affect a large number of people in a sensitive location and that those changes significantly alter the relationship that people have with that landscape.

Photomontage images – Figures 10-21

- **Photomontage 4** does not appear to fairly represent the nature and magnitude of impacts likely to be experienced by the schools or people visiting the community centre. This is a significant community destination and both the way of travelling to the site and the destination should be evaluated.
- **Photomontage 5** does not address the culvert underpass which is potentially a significant visual impact.
- **Photomontage 6** again is located a long distance from the development and on an alignment that partly obscures the development. The viewpoint selection should represent either a 'typical' or 'worst case' scenario. It is not clear what justifies this view point.
- **Photomontage 7** again is located a long distance from the development and on an alignment that partly obscures the development. The viewpoint selection should represent either a 'typical' or 'worst case' scenario. It is not clear what justifies this view point, as opposed to a closer residence.

Implications of the planning objectives

The design and mitigation measures described appear to be appropriate, however the enhancement measures do not consider potential changes to the engineering design, which have the potential to improve project outcomes at a site specific level. These engineering changes could include:

- Changes to the grade line of the road
- Changes to batter grades and overall landforms
- Realignment of minor access roads to allow for the consolidation of potential habitat areas or the establishment of more substantial landscape reserves.
- Change from culverts to open span bridge sections in areas with critical pedestrian movement, habitat connection and wetland habitat values.

3.3.6 Mitigation measures

As with previous sections the mitigation measures section focusses on site wide measures rather than site specific measures. These have been partly addressed within the viewpoint analysis (section 5.6), but not systematically addressed across the whole site.

- Mitigation measures do not separately address landscape and visual effects.
- Design strategies are mainly generic VicRoads standards and design objectives and do not reference specific situations (such as the school zone), that are likely to be highly sensitive to the local community.
- Many of the mitigation measures are aspirational and objectives based. There is no evidence given that the proposed measures can be made to work within the actual constraints of the road reserve. As there is no baseline study, there is effectively no way to measure the appropriateness or effectiveness of mitigation actions.
- Landscape in these terms is primarily seen as a visual management device rather than as part of a broader landscape and habitat system. Habitat considerations may require an above standard or unique, site specific landscape response.
- Water sensitive road design measures have not been discussed as a design or mitigation outcome, but are likely to be a potentially important feature in an area with extensive wetlands and flood prone areas.
- With the exception of the Western Gateway setting there is no separate definition of off-site enhancements or visual management strategies that may reduce the overall impact of the proposed development.

3.3.7 Residual impacts

Again, the lack of a detailed baseline study and measurable site specific mitigation actions prevents a site specific evaluation of likely residual effects. On that basis, it is inappropriate to allocate significance ratings to residual landscape and visual effects that vary quite widely across the site.

3.3.8 Cumulative impacts

This analysis should first identify whether the project will lead to cumulative effects based on existing landscape and visual qualities (baseline values compared to residual impacts). Predictable future changes can then be considered.

The description in section 8 suggests, by omission, that there are no cumulative effects based on the project outcomes. This should be explicitly stated.

3.3.9 Conclusion & recommendations

The conclusion (section 9) states that there is an expectation of change within the community because of the long term road reservation. The text implies that this is relevant to the analysis of landscape and visual effects. In my view this is not relevant to the LVIA as the perception of impacts will be assessed against existing (baseline) values.

The conclusion is based on the mainly generic assessments described in earlier sections. The 'moderately adverse significance' rating described in the conclusion may be accurate, but the assessment and mitigation process that leads to this conclusion is open to question and therefore the conclusion is also open to question.

3.4 Drysdale Bypass Landscape Planning Concept (March 2017)

The report has been prepared in direct response to the findings of the Landscape and Visual Impact Assessment.

The purpose of the document is to provide a landscape and urban design concept for Option 1 (preferred) road design and some discussion of the Option 2 design.

3.4.1 Introduction and vision

Objectives

As discussed in section 3.3.2, the project objectives identified in this report are those set out by VicRoads. These objectives do not refer to environment, landscape or visual quality outcomes. This is an omission given the focus on these values in the local planning scheme and raises a question about whether the engineering option(s) being assessed through the LVIA represent the optimum 'starting point'.

Further principles and objectives are defined later in the report.

3.4.2 Existing conditions

Natural features

My concern is that the descriptions of natural features provided in the report are fragments that are seen in isolation without any interpretation of how they function as a natural or cultural landscape system.

There are clear differences across the study area in terms of:

- Topographical variation
- Remnant vegetation
- The type and distribution of EVC communities
- Patterns created by paddocks and windrow plantations
- Distribution of water bodies
- Distribution of recreation reserves

These differences should form the basis of a site specific design response.

Landscape character units

As per the comments provided in section 3.3.3, the landscape character description provided in Figure 6 of the design report categorises landscape character units on the basis of land use only. As a result, the descriptions are generalised across a number of locations that potentially have different landscape and environmental characteristics.

Opportunities and constraints

It is not clear how the natural features analysis and the landscape character unit classification fit with the visual context classification, as they each seem to be referring to different boundaries, or why the opportunities and constraints are then entirely based on the visual context boundaries.

3.4.3 Landscape concept

Design philosophy and principles

The design philosophy and principles are appropriate.

Design approach

The design approach is generally appropriate, although it is not clear how heritage or rural cultural landscape values are expressed in the design (figure 9). Again, environment and habitat systems are not included.

Species selection

The listed species cover a range of EVC types. It is not clear whether the intention is to use plant material generically or in EVC groups with a specific purpose.

- The plant list does not include a specific exotic / native trees related to windrow plantations which are characteristic of the rural landscape of this area.
- Exotic natives such as *Angophora costata*, *Eucalyptus sideroxylon* and *Araucaria cunninghami* are shown in photos but it is not clear what relationship these species have with the site.

Landscape concept plans

- The concept contains planting forms and decorative devices that are common to freeway planting in other places. It is not clear why a regional bypass road with a close relationship to the local community should be designed as a landscape that appears different from its surroundings.
- It is not clear why the combination of formal and informal planting is used along the length of the road alignment when the earlier analysis suggested that there should be differences according to location. The constant linear plantation is at odds with the character of the existing rural landscape and leads to a virtually uniform visual outcome.
- It is not clear why areas within the right of way (ie Figure 12 SUP alignment) are left without planting or any form of integration with their surroundings, including windrow plantations and other landscape features which are clearly evident in surrounding areas. The right of way width is an asset that should be used to create better, more site sensitive design.
- The overall level of planting appears very low.
- There appears to be no use of wetlands or similar features to take advantage of naturally low lying areas within the alignment.
- The rail overpass bridge abutment treatment seems over designed given that the LVIA focusses on minimising visual impacts in this area. In this situation, the rail corridor should be seen as the most important element.

3.4.4 Urban design elements

Portarlington Rd / Grubb Rd interchange

The Portarlington Rd / Grubb Rd interchange is a significant location in terms of town access and identity. The township is still located within an essentially rural setting and it is important to retain a level of simplicity and connection to the surrounding landscape that is in keeping with the nature of the place.

In this respect, both landscape design options appear over designed with complex landscape patterns and visual devices that may add to an already complex engineering arrangements.

Option 1

Option 1 is functionally simpler and occupies a smaller overall footprint, although the number of turning lanes adds significantly to the carriageway widths and visual impact.

The design could be improved by:

- Reducing the number of turning lanes.
- Maintaining median plantations up to the signalised intersection (avoiding the turning lane tapers that do not allow tree planting).
- Simplifying the landscape treatment. The road should appear to exist within the landscape, not the landscape be seen to exist as a series of features that are shaped by the road.
- Allowing windrow and settlement patterns to express themselves within the road landscape rather than treating the road alignment as a separate landscape.
- Eliminating all overhead power infrastructure.

Option 2

Option 2 is functionally more complex and occupies a larger overall footprint, and effectively becomes an interchange. The off ramp system creates a complex arrangement of roadways that will appear as an interchange rather than an intersection. It is also likely to create conditions where motorists and others look from one piece of infrastructure to another, particularly in situations where no tree planting is possible. The design could be improved by:

- Minimising long lane tapers and median reserves that do not allow tree planting.
- Simplifying the landscape treatment. The road should appear to exist within the landscape, not the landscape be seen to exist as a series of features that are shaped by the road.
- Allowing windrow and settlement patterns to express themselves within the road landscape rather than treating the road alignment as a separate landscape.
- Eliminating all overhead power infrastructure.

Overall Option 1 is likely to provide the lowest level of landscape and visual effects and a design outcome that best fit the local landscape context.

Rail trail overpass

The rail alignment has cultural heritage value and is actively used by walkers, cyclists and periodically by train enthusiasts. Journeys begin from the old station setting near Lake Lorne. On that basis, the rail corridor should be considered an important feature of the local landscape.

This viewpoint is considered to have a high / major adverse impact on the view receptor (LVIA report). That suggests that the design intent should be to minimise the visual dominance of the structure, not make it a more prominent feature that blocks views of the rural landscape beyond.

The proposed designs are aesthetically interesting but dominant visual features that would seem to be at home in an urban setting, but fit less comfortably into a rural township setting.

A simpler open span bridge treatment that integrates with tree planting (a contemporary version of a traditional rail bridge) is likely to be less visually intrusive than structures that deliberately enclose the space to create a decorative portal.

Underpass

The concept of a culvert underpass appears to be at odds with the role of the location as a place that connects the town with its community and education hub.

Culvert crossings create actual and perceived safety problems for people, particularly vulnerable people and are unappealing at night. They also do not function effectively for wildlife wanting to move between wetland and reserve areas, which is a consideration in this location.

I consider that a wider open span bridge option should be considered in this location, along with a small separation of carriageways to allow natural light. The role of this connection would also be enhanced if a road connection also used the space.

The quality of connecting pathways and lighting (adjoining parkland) should also be considered as an integral part of the link project.

Noise attenuation

This is a peri urban setting, not an urban freeway, and on that basis the design approach should be reasonably low key and with a minimum of place-making / place-marking devices. The design options presented in section 4.4.1 are appropriate.

Shared path

The overall design approach is appropriate.

- There appears to be a general lack of integration between the SUP system and the general township pathway and trail network.
- The alignment of the SUP should be integrated with planting and habitat design (not reflected on the current concept plan). This may require the use of timber boardwalks or alternative treatments to maximise the value of the SUP system and the quality of the user experience.

Intersection treatments

Decorative groundcover treatments, sculpted lawn surfaces and the like do not work in the long term in rural settings where there is minimal maintenance. I would also suggest that this level of design is out of character with the Drysdale landscape and community.

This road is intended to function as a bypass, but with frequent functional connections that link the road to the township. I suggest that the road landscape should strongly link with its landscape surroundings, not present as a separate 'freeway' style landscape that has no connection with its surroundings unless through 'gateway icons'.

3.5 Engineering Concept

This report does not consider the specific civil or traffic engineering requirements of the project, but provides general comment on the ways in which the civil design enhances or detracts from landscape and visual quality.

Key issues are:

The 'rural township' concept

Planning policy refers to Drysdale / Clifton Springs as a township in a rural landscape. It is expected to remain separated from other townships and to retain a character that is related to the coast and rural landscapes that surround the town.

The road is expected to be a bypass for through traffic that retains a close connection to the town. It is not expected to function as a freeway that is disconnected from the town.

What this suggests is:

- That engineering design should be as 'low key' as possible. Infrastructure should meet a 'peri-urban' design standard, not a central Melbourne standard.
- The road design should follow local terrain as closely as possible, which means a minimum use of cut and fill batters (cut situations are less sensitive) even if there is an excess of fill material.
- Local access connections should be as simple as possible and reflect local movement patterns.

Ecological connection

- The site has a distinctive topography and surface drainage pattern that leads to a network of waterbodies and ephemeral wetlands. These are important qualities in this landscape and features that should be retained within the ROW.
- The road will become a barrier to the movement of animals. Design should consider ecological pathways and seasonal drainage patterns and where possible, connect WSRD measures to natural systems in order to support those systems.

Pedestrian movement

- The SUP system is part of a larger system of pathways. Access to local roads is being severed by the new road development. Cross connections should be considered where rural roads have been cut off by new road works.

3.6 Public Submissions

Refer attachment

4 CONCLUSION & RECOMMENDATIONS

4.1 Conclusion & recommendations

1. The planning policy framework is focussed on maintaining places like Drysdale as separate townships that retain their own character and identity and connection to their landscape settings. On the basis of this assessment, the proposed road development does not optimise those relationships and values.

Recommendation:

- Consider the role and design standards that should apply to a rural or peri-urban township and the way in which these objectives could express themselves with the design outcome.
2. The LVIA methodology used for the project does not produce a systematic and site specific analysis of baseline values within the study area or provide a separate assessment for landscape and visual effects. Site observation has been used as a substitute for systematic assessment of baseline values. As a result, descriptions of likely impacts and mitigation measures are often general in nature and applicable to the whole site. This does not necessarily invalidate individual site assessments or photomontage modelling results, but does limit the capacity of the design to respond to site specific factors.

Recommendation:

- Reassess the baseline values across the study area to provide separate definitions of landscape and visual values
 - Provide more detailed assessments of landscape character, landscape quality ratings and pattern of viewing across the study area
 - Identify community perceptions related to landscape and environment that may inform the landscape character assessment process
3. There appears to be a general lack of appreciation of the landform, wetlands and drainage, ecological systems and cultural landscape patterns that are distinctive characteristics of this setting, or the related design qualities that could define the relationship between the town and its rural setting. These are factors which relate specifically to the regional planning objectives and are likely to influence community perceptions of the project in the long term.

Recommendation:

- Provide a more detailed analysis of terrain, EVC vegetation, wetlands and cultural landscape patterns (ie block and windrow patterns) at the site level
 - Develop a principles for the ways in which these characteristics of the local landscape will be expressed within the future road / road corridor landscape
4. The detailed visual receptor locations are all in close proximity to the road corridor. There is no evaluation of other potential view points or view areas that are identified within the ZTV model.

Recommendation:

- Develop a broader based assessment of potential visual impacts across the study area

5. The mitigation measures described in the LVIA report represented within the landscape concept are generic in nature and effectively lead to a similar design response across the whole alignment. Mitigation measures primarily focus on visual impact mitigation rather than landscape mitigation.

Recommendation:

- Design the landscape to be a part of its landscape surroundings rather than a visually separate feature.
 - Provide mitigation measures that address both landscape and visual impacts
 - Consider mitigation measures that could apply to locations beyond the ROW
 - Use the whole ROW within the landscape design response
6. The proposed landscape design response uses formal design devices that are more characteristic of urban freeways than rural townships. This approach results in the visual separation of the road alignment from surrounding landscapes rather than help to integrate the infrastructure with its setting.

Recommendation:

- As per point 2
7. The landscape concept focusses on decorative planting and sculptural intersection features but does not generally utilise the whole ROW area or address ecological systems, wetland systems or cultural landscape patterns of the existing landscape. This reduces the site specific nature of the design. The complexity of design forms potentially adds to the visual complexity that is already a part of the road design.

Recommendation:

- Consider more place specific design treatments that use the whole of the ROW and engage with adjoining landscapes
 - Ensure that drivers have viewing opportunities to the regional landscape and township – they should have an intuitive understanding of where they are and the nature of the landscape through which they are passing. They should not be visually isolated within a landscape corridor
 - Consider less complex design treatments that can be more easily maintained at roundabouts
8. The engineering project objectives do not include environmental and landscape outcomes and this is potentially reflected in the current design outcome.

Recommendation:

- Reduce the amount of cut and fill where possible in order to allow the road alignment to follow the natural terrain more closely. Consider varying batter grades and forms to avoid standard profiles and integrate the road formation into the existing landscape
 - Develop the WSRD system to integrate with the natural wetlands and floodways of the site. Maintain natural drainage and ecological links as much as possible – this may include the use of open span bridge sections rather than culverts
 - Further develop the pedestrian access system to maximise pedestrian connectivity along and across the road alignment. The path system may need to develop beyond the minimum in order to offset the effects of local road terminations
9. The quality of the physical and visual connection to the school / community centre setting appears to be a problem in the current design.

Recommendation:

- Consider the use of an open span bridge to create a more open, safe and visually open connection. This connection could also be developed to include wetland and other habitat features

- Consider moving the school / community centre access road to the south to allow for a continuous wetland connection between the existing wetland areas that adjoin the road reservation
10. The design response to the rail crossing point also appears to be inconsistent with the nature of the setting and the LVIA assessment results which highlight the crossing as a 'major adverse impact'. On that basis, it is questionable to design the bridge and abutment system as an enclosed decorative portal.

Recommendation:

- Consider a more low key design treatment for the bridge crossing that maximises views between the Murradoc Road residential precinct and the landscape east of the road alignment. This could take the form of a simple, maximum span bridge with vertical abutments. The design can be contemporary and well designed but simple in form.
11. Public submissions primarily focus on issues related to:
- The school / community centre road and pedestrian connection.
 - Visual impacts on private properties.

Overall finding

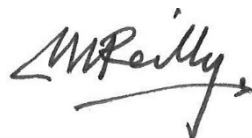
The LVIA process has a structure and level of detail that leads to relatively generic, 'whole of alignment' findings that ultimately do not reflect the site specific environment and character of the landscape, or the character of a rural township.

The road design proposal reflects the nature of the LVIA findings and as a result is mainly generic and repetitive in nature and relying on design treatments and decorative devices that are typically seen in urban freeways, rather than a style of design that engages with the Drysdale landscape.

With additional analysis and development of the LVIA data, the landscape concept can be further developed within the existing proposed road alignment to create a design approach that is more site specific and with higher environmental and visual values.

4.2 Declaration

I have made all the enquiries that I believe are desirable and appropriate and no matters of significance which I regard as relevant have to my knowledge been withheld from the Panel.



Mark Reilly
Principal Landscape Architect
Tract Consultants Pty Ltd

5 APPENDIX

- Appendix A** Expert Evidence – Practice Direction No. 2 Statement of Independent Expertise
- Appendix B** Abbreviated Curriculum Vitae
- Appendix C** Glossary of Terms
- Appendix D** Nature & Magnitude of Impacts Definition

Appendix A

Expert evidence – Practice Direction No 2 Statement of Independent Expertise

Mark Reilly
Principal Landscape Architect
Tract Consultants Pty Ltd

195 Lennox Street
Richmond VIC 3121
(03) 9429 6133

Qualifications

1988 – Master of Landscape Architecture (Melbourne University)
1979 – Bachelor of Education (Environmental Studies), Victoria College Rusden
Registered Landscape Architect (No 650)

Experience

Tract Consultants	2005 to present
City of Boroondara	2004
Self-employed consultant	1998 – 2003
Gerner Consulting	1992 – 1997
Clouston	1991 – 1992
Tract Consultants	1989 – 1990
City of Caulfield	1987 – 1988
Road Construction Authority	1985 – 1987

Areas of expertise

Landscape and visual impact assessment
Landscape planning
Site planning & design
Problem analysis
Design related to major transport infrastructure.

Appendix B

Abbreviated Curriculum Vitae

Mark Reilly

Principal Landscape Architect, Tract Consultants

Education

1988 – Master of Landscape Architecture (Melbourne University)

1979 – Bachelor of Education (Environmental Studies), Victoria College Rusden

Affiliations

Australian Institute of Landscape Architects (1991)

Registered Landscape Architect (No 650)

Description

Mark has extensive experience within the private and public sector in Victoria and the Northern Territory, in all aspects of landscape architecture and project management with a strong background in landscape and visual impact assessment, problem analysis, site planning and design related to major infrastructure.

Key Projects

Some of the key projects Mark has been responsible for include:

- Anakie Quarry Landscape & Visual Impact Assessment, Anakie VIC
- Deer Park Landfill Landscape & Visual Impact Assessment, Deer Park VIC
- Rye Landfill Extension Visual Impact Assessment, Rye VIC
- Grantville Sand Extraction Landscape & Visual Impact Assessment, Grantville VIC
- Yarra Valley Quarry Landscape & Visual Impact Assessment, Launching Place VIC
- Point Nepean Quarantine Station Landscape & Visual Impact Assessment, Portsea VIC
- Alcoa Anglesea Landscape & Visual Impact Assessment, Anglesea VIC
- Yaloak Wind Farm Landscape & Visual Impact Assessment, Ballan VIC
- Low Head Management Plan, Landscape & Visual Impact Assessment, George Town TAS
- Wartook Reservoir Rehabilitation Landscape & Visual Impact Assessment, Grampians VIC
- Cranbourne Bypass Landscape & Visual Impact Assessment, Cranbourne VIC
- Donnybrook Quarry Landscape & Visual Impact Assessment, Donnybrook VIC
- Balcombe Creek Valley Landscape Assessment, Mornington VIC
- ANCO Boathouse Siting & Design Guidelines, Geelong VIC

Appendix C

Glossary of terms

<i>Amenity</i>	A measure of scenic quality.
<i>Analysis</i>	Process of breaking down landscape or visual attributes into component parts to understand how it is made or valued.
<i>Assessment</i>	General term for description, classification and analysis of landscape or visual attributes.
<i>Classification</i>	A process of sorting the landscape into different types using selected criteria, but without attaching relative values to the different kinds of landscape.
<i>Community</i>	A group with shared culture, traditions and activities based within a defined locality.
<i>Community values</i>	Commonly held perceptions and values that the community attach to environmental attributes or qualities. These can include individual views.
<i>Cumulative effect</i>	Collective impact of past, present and foreseeable future effects and actions.
<i>Designated landscape</i>	A landscape area formally listed by government as a park, reserve or area with valuable natural or cultural attributes and specific management requirements.
<i>Duration of effects</i>	Measure of both time and the reversibility of effects.
<i>Effect</i>	A consequence of change.
<i>Enhancement</i>	Landscape improvement through restoration, reconstruction or mitigating action.
<i>Impact</i>	A positive or negative change to the landscape or the visual environment.
<i>Indirect impact</i>	Secondary impacts on the environment that occur away from the development site, as a direct result of the new development.
<i>Intervisibility</i>	Situation where an area is subject to overlapping visibility from more than one visual receptor
<i>Landscape</i>	A distinctive physical area as perceived by people, whose character is the result of the action and interaction of natural and / or human factors. Human perception of the land conditioned by knowledge and identity with a place.
<i>Landscape assessment</i>	Deals with the potential effects on the quality of the landscape setting, considered as an environmental resource, independent of views of that landscape.
<i>Landscape character</i>	A distinct and recognisable pattern of landscape elements or characteristics that occur consistently in a particular type of landscape.
<i>Landscape quality</i>	A judgement about the relative physical condition of an area, related to its intactness, character and visual, functional and ecological condition.
<i>Landscape sensitivity</i>	The extent to which a landscape can change without unacceptable adverse effects on its landscape character.
<i>Landscape value</i>	The relative value or importance attached to a landscape, which expresses agreed community values because of its quality, scenic beauty, tranquillity, wildness, cultural associations, conservation or other special value.
<i>LVIA</i>	Landscape and Visual Impact Assessment
<i>Magnitude of effect</i>	Combination of scale, extent and duration of an effect.
<i>Mitigation</i>	Measures to avoid, reduce or compensate for adverse landscape and visual effects.

<i>Perception of landscape</i>	The psychology of seeing and potentially attaching value or meaning to a landscape
<i>Receptor</i>	Physical landscape resource, viewer or special element that will experience an effect as a result of change.
<i>Scenic quality</i>	A relative judgement, based on common community perceptions, about the visual qualities associated with a landscape type or character area.
<i>Sense of place</i>	A relative judgement, based on common community perceptions, about the essential character and spirit of an area.
<i>Sensitivity</i>	The extent to which changes in landscape and visual resources can accept change without unacceptable, adverse effects on its character.
<i>Sensory characteristics</i>	Perceptual characteristics or capacities that underpin a person's ability to view, comprehend and respond to the landscape.
<i>Significance</i>	A relative measure of the importance of a landscape or visual change against a defined value system
<i>Study area</i>	Combination of the proposed development site and the surrounding area, typically to a radius of at least 6km. Landscape character references are likely to relate to a larger regional area.
<i>Viewshed</i>	A region visible to an observer, defined by reference to an actual view or area of theoretical visibility determined by a ZVI analysis.
<i>Visualisation</i>	A computer simulation, photomontage or technique to illustrate the appearance of a proposed development.
<i>Visual absorption capability</i>	Index of an areas ability to accommodate changes without a significant reduction in landscape and visual quality or amenity.
<i>Visual amenity</i>	The value of a particular area or view in terms of what is seen.
<i>Visual assessment</i>	Deals with potential effects on the visual resources of the setting from changes in the composition and quality of views, people's response to likely changes and the overall effect on visual amenity.
<i>Visual sensitivity</i>	The extent to which a landscape can change without unacceptable adverse effects on its visual character or scenic quality.
<i>Zone of Visual Influence</i>	An area within which a proposed development may have an effect on visual amenity (ZVI). This is also referred to as the 'Zone of Theoretical Visibility'.

Appendix D – Nature & magnitude of impacts definitions

Nature of impact Magnitude of impact	Definition Landscape impacts	Definition Visual impacts
Major adverse HIGH (6)	<p>Total or substantial alteration to key features of the baseline conditions</p> <p>Effects are at considerable variance with the landform, scale and pattern of the landscape and cannot be substantially mitigated.</p> <p>Would cause a high quality or designated landscape to be substantially changed and its quality and values diminished.</p>	<p>Total or substantial alteration to key features of the baseline conditions.</p> <p>The proposal forms a significant and dominant part of a view of high scenic quality. Other scenic elements become subordinate and diminished in value.</p> <p>The valued scenic character of the site is markedly changed.</p> <p>Sensitive visual receptors are adversely affected by the change.</p>
Moderate adverse MODERATE (5)	<p>Would be noticeably out of scale with the landscape and clearly at variance with key landscape attributes identified within the baseline conditions.</p> <p>Will leave an adverse impact on a landscape of recognised quality</p>	<p>The proposal forms a clearly visible and recognisable new element within the overall scene that is readily noticed by the receptor.</p> <p>The scenic character and quality of the site is diminished.</p>
Minor adverse LOW (4)	<p>Will have an apparent but not obvious or dominant effect on an area of recognised landscape character or its key attributes.</p>	<p>The proposal constitutes a discernible but minor component of the wider view.</p> <p>Awareness of the element will have a negative but not a marked effect on overall scenic quality.</p>
Neutral impact NEGLIGIBLE (3)	<p>Only a very slight change to baseline conditions and maintains existing landscape character and quality.</p> <p>New features complement the scale, landform and pattern of the site landscape and its broader setting</p>	<p>No part of the development proposal or associated activity is visually discernible.</p> <p>The activity or feature is visible but has an insignificant effect on the perceived values or scenic quality of the setting</p>
Minor beneficial NEGLIGIBLE (2)	<p>Likely to enable the restoration of valued landscape characteristics or features lost or diminished through existing land use activities.</p> <p>Potential to contribute to the development of a new and higher quality landscape character.</p>	<p>The proposal fits comfortably within the existing visual landscape</p> <p>The proposal helps to articulate existing visual character and amenity values</p> <p>Potential for the proposed development to contribute to the development of a new and higher value visual character.</p>
Moderate / Major beneficial NEGLIGIBLE (1)	<p>Fits comfortably within the existing landscape character and clearly contributes to the development of higher landscape values.</p> <p>Results in a significant improvement to the quality of the landscape through the rehabilitation of damaged areas or the removal of features or activities that have a negative impact on landscape values.</p> <p>Results in a distinctive landscape feature that has the potential to add new values to the landscape without diminishing existing valued landscape characteristics.</p>	<p>Fits comfortably within the existing landscape character and clearly contributes to the development of higher landscape values.</p> <p>Results in a significant improvement to the visual quality of the landscape through the rehabilitation of damaged areas or the removal of features or activities that have a negative impact on scenic values.</p> <p>Results in a distinctive landscape feature that has the potential to add new visual or tourism values to the landscape without diminishing existing valued visual characteristics.</p>

