

Visual Impact Assessment

SITE ONE - LAKE MUNMORAH



site: 405-415 PACIFIC HIGHWAY
client: DARKINJUNG LOCAL ABORIGINAL LAND COUNCIL
council: CENTRAL COAST COUNCIL
by: KH
date: 20.8.18
project no: 11788.5
revision: B

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01 EXECUTIVE SUMMARY

1. Darkinjung Local Aboriginal Land Council (DLALC) is applying to have 1.64ha of vacant vegetated land rezoned to R2 Low Density Residential (58ha), and E2 Environmental Conservation (106ha). The site is located on the northern side of the Pacific Highway, approximately 300m north east of the intersection with Elizabeth Bay Drive which provides access to settlement of Lake Munmorah.
2. The visual prominence of the vegetated hill faces and skyline is considered to make a significant contribution to the character of the Wyong landscape (DCP 1.09 - West Wyong Area 2005). This Visual Impact Assessment (VIA) will identify and consider the impact of the development on the land from important viewpoints, provide information to assist in developing a master plan for future development and make recommendations to minimise or maintain the visual quality and vegetated character of the area.
3. The development site is currently Zoned E3 - Environmental Management. It is proposed to rezone 58ha to R2 - Low Density Residential. The objectives of this zone which relate to visual impact as per the Wyong City Council LEP are:
 - To maintain and enhance the residential amenity and character of the surrounding area.
 - To provide a residential character commensurate with a low density residential environment.
4. The local visual character north of the site is undulating vegetated terrain due to the presence of Lake Munmorah State Recreation area and Lake Macquarie State Conservation Area occurring either side of the Pacific Highway. The Pacific Highway a major road corridor linking the Central Coast to Newcastle. The highway bisects the two northern conservation areas and forms an eastern edge to the site. For motorists and other users of the highway it is generally visually contained to a narrow view corridor defined by the vegetated bush adjoining the highway. The subject site marks the transition from mixed land use including low density lake side suburbs adjoining the highway with associated infrastructure to vegetated bushland associated with the two conservation areas.
5. The site lies on the north western side of the Pacific Highway and is divided into two sections by Chain Valley Bay Road. The site generally slopes to the northwest.
6. The visibility of the site is restricted to the local vicinity (within 300m of the site boundary) due to the topography of the site and the vegetation that exists adjacent to the site.
7. A visual impact assessment was undertaken by Terras Landscape Architects during May 2018. A viewpoint analysis was also undertaken which identified a number of key locations where the proposed development would be visible. This was documented in a series of Viewpoint Data Sheets.
8. It was acknowledged that the development would be highly visible from certain locations mainly associated with the roads that passed the site.
9. It was determined that the greatest visual impact would be experienced by people travelling along the Pacific Highway and those using Chain Valley Bay Road. The impact was mainly localised and the high percentage of viewer access will be for short periods from within passing vehicles.
10. The site lies under the jurisdiction of the newly formed Central Coast City Council. With the amalgamation of the Wyong and Gosford City Councils to form the Central Coast Council, planning instruments from both have been referenced in preparation of this report. Lake Macquarie City Council Guidelines are also far best practice preparation of Visual

Impact Assessments.

11. It was concluded that the proposed rezoning of the site would have a moderate visual impact on the local area subject to the inclusion of integration measures including retaining existing vegetation along road frontages and supplementary planting within landscaped setbacks. This would help to minimise any impact with future allowable development, thereby reducing the visual effect.

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Figure 1: Site location (Google Earth, 2018)

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02 INTRODUCTION

PREAMBLE

Terras Landscape Architects (TLA) has been engaged by the Darkinjung Local Aboriginal Land Council (DLALC) to undertake a Visual Impact Assessment (VIA) to support a planning proposal to amend the Wyong Local Environmental Plan 2013 (LEP 2013) to rezone Lot 642 DP 102731 (405-415 Pacific Highway), Lot 100 DP 1044282 (425 Pacific Highway) and Lot 644 DP 1027231 (2 Kanangra Drive). The intended outcome of the rezoning of the site is to enable future low density residential development, approximately 58ha in size. The remainder of the site (approximately 106ha) is proposed for retention in the ownership of the DLALC for conservation purposes and is proposed to be rezoned accordingly to E2 - Environmental Conservation.

The proposed development will occur on vacant bush land which has remained largely unchanged since 1975 (Preliminary Site Investigation, Douglas Partners 2017). The bush land forms part of the vegetated corridor which visually contains the Pacific Highway north of Lake Munmorah.

The site is defined as having moderate visual sensitivity due to its location on a major travel corridor (Foreground 0-1 km, Visual Sensitivity Table, Appendix B).

Following a desktop analysis, a visual assessment was undertaken from vantage points surrounding the site within the pre-determined visual catchment area (refer to site location 03) for the purpose of determining the local visual character and to determine what visual impacts may result from development of the site and to determine how such impacts, if acceptable, may be minimised.

Fieldwork was undertaken in May 2018.

TERMINOLOGY

The below meanings for the following terms shall apply to this report:

- The proposal/development site is that activity which has the potential to produce a visual impact either during the works or as a result of it. In this case it refers to the development which may result from the rezoning which in this case would be mainly low density residential including roads and other infrastructure.
- The subject site (referred to also as the site) is defined as the land area directly affected by the proposal within defined boundaries (Approximately 164 ha - 58ha proposed for rezoning).
- The study area consists of the subject site plus the immediate surrounding land potentially affected by the proposal during its construction and operation phase.
- The study locality is the area of land within the regional visual catchments whereby the proposal can be readily recognised. Generally this is confined to a six-kilometre radius beyond which individual buildings are difficult to discern especially amongst other development where contrasts are low. Further, visual sensitivity generally declines significantly beyond this range due to the broad viewing range that can be had from vantage points. For this study the locality has been limited to the visual catchments that have distances less than 1 kilometre, as views beyond this are restricted by the topography and development that bounds the site.

OBJECTIVES

The objectives of this report are as follows:

- To identify and describe the existing visual/landscape environment and to evaluate its current qualities.
- To determine the likely impacts the proposed development will have on the visual/

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- landscape quality of the area.
- To propose methods, where possible, to reduce the scenic impact of the proposed development or methods to increase the existing scenic quality.

METHODOLOGY

The methodology applied to this study involves systematically evaluating the visual environment pertaining to the site and using value judgements based on community responses to scenery as outlined in Appendix A (Visual Quality Assessment Table).

The assessment was undertaken in three stages as noted below:

- A description of the existing visual environment.
- The undertaking of a viewpoint analysis to identify sites likely to be affected by development of the site. Viewpoints are chosen that represent those locations where impacts will affect significant groups within the population (e.g. major roads) and Significant Natural Features.
- An assessment of the possible visual impacts.

The purpose of the above methodology is to reduce the amount of subjectivity entering into the impact assessment and to provide sufficient data to allow for third party verification of results.

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Village "Exclusive Lifestyle for 50's and the gated community of "Pacific Lakes". Both are low density housing developments.

03 EXISTING VISUAL ENVIRONMENT

LOCAL AREA CHARACTER

The site lies within the former local government area of Wyong (which was amalgamated with Gosford to form The Central Coast Council in 2016).

Wyong is defined by the Pacific Ocean to the east with Lake Munmorah, Lake Tuggerah and Lake Budgevul providing a lake system adjoining the coast which contains scattered lake side suburbs including Berkely Vale, Lake Haven, The Entrance, Wyong, Toukley and Lake Munmorah. These suburbs are serviced by the Pacific Highway providing a major transport link between Sydney and Newcastle which runs north east, south west through Wyong. The land north of the Pacific Highway generally falls gradually towards Lake Macquarie. Vegetated undulating terrain blankets the landscape. South of the Highway the land falls gradually towards the coast.

The Gosford DCP Part 2 - Scenic Quality and Character guidelines are designed to protect and enhance environmental character that distinguishes Gosford City identity and to enhance the Cities identity by development that displays improved standards of scenic urban and civic design quality. Character is defined here as:

- Dominating elements associated with landforms across the region include Lake Macquarie, Tuggerah Lakes and the hinterland to the far west

The visual prominence of the vegetated hill faces and skyline is considered to make a significant contribution to the character of the Wyong landscape (West Wyong Area 2005 - DCP 109)

The Ridges and Hillsides encircling the lakes are integral to the visual environment of the lake itself. These landforms form a strong dominant visual backdrop to views across and around the lakes.

The visual quality of the study locality surrounding the site is medium with undulating vegetated terrain being dominant adjoining a major transport corridor. The development of lake side suburbs is concealed from the Highway for the most part. Significant stretches of vegetation cover the valleys, slopes and ridge lines adjoining the Highway north of the site along the Highway. South of the site along the Highway commercial and residential infrastructure associated with the Highway and the lake side suburbs exist.

The site is located approximately 17km to the north-west of Wyong town centre and is located at the eastern end of the Lake Munmorah Township. The area is characterised by its close proximity to state and national conservation areas. Munmorah State Conservation Area lies adjacent to the Pacific Highway south east of the site and Lake Macquarie State Conservation Area lies directly north of the site. The suburb of Chain Valley Bay lies to north west of the site adjoining Lake Macquarie, serviced by Chain Valley Bay Road.

Munmorah State Conservation Area, which occurs at the southern boundary of the site is recognised for its ability to accentuate the scenic quality of the region being a large recreation area of vegetated bush land zoned E1 - National Parks and Nature Reserves.

The site is surrounded primarily by land zoned E2 - Environmental Conservation and E3 - Environmental Management. Worth noting is a small parcel of land zoned E3 Environmental Management on the southwest corner of the site which is currently vegetated and provides screening to the southern approach of the site. Land zoned SP2 - Infrastructure lies west of the site which contains 4 existing schools servicing the local area accessed by Carriers Road. A pedestrian overpass across the Pacific Highway provides access to the schools from the adjacent Lake Munmorah suburb zoned R2 - Low Density Residential to the south. The overpass provides elevated views along the Pacific Highway in both directions. In addition, adjacent to the western boundary lies land zoned RU6 - Transitional. South of the Pacific Highway a vegetated buffer of approximately 50m has been established filtering views into and out of this area. Beyond the buffer, Land zoned RE2 - Private Recreation contains Park Trees

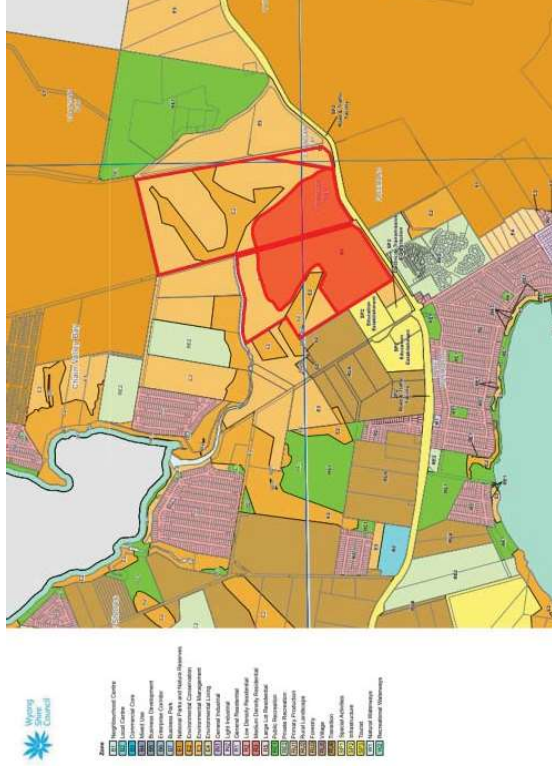


Figure 2: Wyong LEP zoning map

Although the proposed rezoning will be in contrast to the existing visual environment Once the future low density residential development is established, the cumulative effect of additional boundary landscaping, setbacks layout out, form and materials and colours is likely to result in a low to moderate overall visual impact.

The site is considered as having moderate visibility as it occurs in a Visually Prominent Area, adjacent to a main transport route. Views of the site from surrounding areas are restricted to within a 0.5km radius of the site due to the topography and vegetation coverage of the surrounding area. Viewing time is restricted due to the 80km speed restriction applying to the Highway in the vicinity of the site.

The site is identified in the North Wyong Shire Structure Plan as being part of a green corridor and habitat network. A key objective of the plan is "to improve the visual amenity of the region and provide an attractive landscape setting for future development".

SITE CHARACTER

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The subject site is approximately 164ha in size. The subject site is located on the Northern side of the Pacific Highway at the intersection with Chain Valley Bay Road. Chain Valley Bay Road divides the site in two.

Karigan Creek defines the Northern boundary of the site. The Pacific Highway, a major transport corridor defines the Southern Boundary. St. Brendans School and the adjacent parish centre to the west of the site will be separated from the western boundary of the site by a narrow buffer zone of native vegetation. There are no existing residential properties directly adjacent to the site. Lake Macquarie State Conservation Area lies to the east.

The study area slopes generally north west down towards Lake MacQuarie and is divided in

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two main areas separated by a dry creek bed which slopes towards Karigan Creek to the north of the site. The eastern side of the study area is approximately 32m above sea level, sloping down to the western side to less than 10m above sea level.

With the exception of minor dirt tracks in the southern and central sections of the site the majority of the site is comprised of bush land and has a grass understorey. The site is located within a patch of remnant native vegetation composing two plant community types

- Scribbly gum-red Bloodwood - Angophora inapina heathy woodland on lowlands of the Central coast
- Broad- Leaved Paperbark - Swamp mahogany - Swamp Oak- Saw Sedge forest of the Central Coast and Lower North Coast
(Bio diversity Certification assessment Report April 2018)

The majority of the site contains the Doyalson Erosional soil landscape (Gosford-Lake Macquarie 1:100,000 Soil Landscapes), which is defined as gently undulating rises, slope gradients of <10%, local relief to 30m, broad crests and ridges and long gently inclined slopes with predominantly cleared eucalypt forests.

The development site is irregular in shape and occupies approximately 51 hectares with the Primary access to the site from the Pacific Highway and Chain Valley Bay Road.

VISUAL ENVIRONMENT OF THE STUDY AREA

The site and surrounds have a moderate visual amenity, due the naturalness of hillsides and ridges with native trees dominant which the site is part of as an extension of the Munmorah State Recreation area landscape type.

The study area consists of the subject site plus the roads and land that are within the visual catchment and potentially affected by the proposal. The study area for this site takes in a 0.5m radius from the site. The visual accessibility of the site is locally contained due to the surrounding topography and adjacent vegetation.

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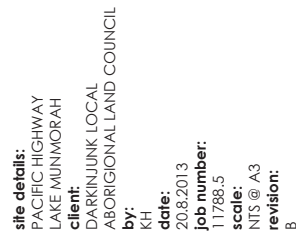
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Figure 3: Site context images

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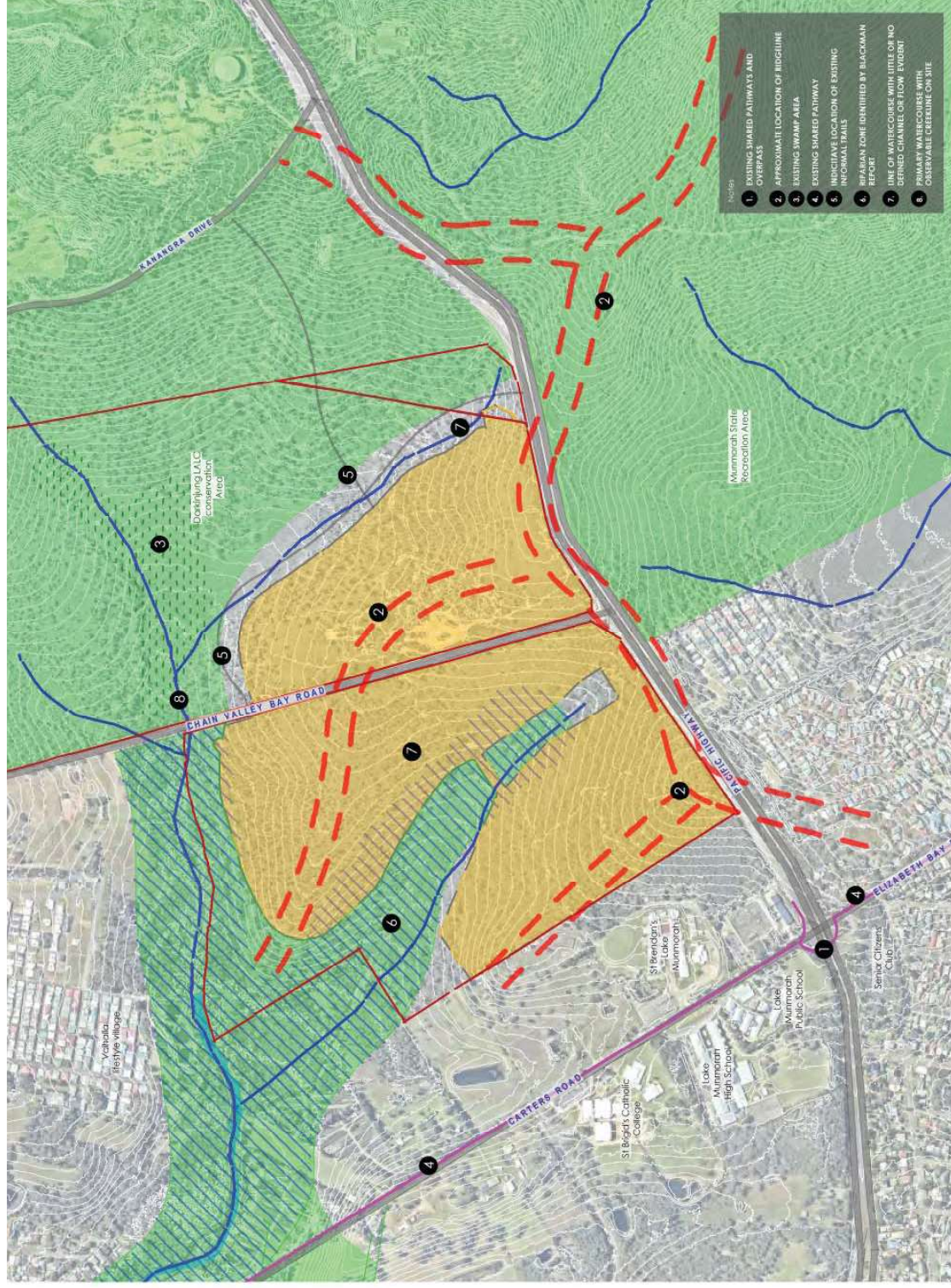


Figure 5: Site Character

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04 THE PROPOSAL

A request has been received to prepare a planning proposal to rezone 3 lots occupying approximately 1.64ha currently zoned E2 - Environmental Conservation and E3 - Environmental Management to a proposed zoning of R2 - Low Density Residential and E2 - Environmental Conservation to enable development of parts of the site for low density residential purposes. The intended outcome of the rezoning of the site is to enable future low density residential development with an estimated potential yield of 549 lots.

The development site to be rezoned R2 - Low density residential is discussed in this VIA as it has the potential to change the visual character and quality of the area. The proposal to retain the remainder of the site as E2 - Environmental Conservation is of significance to this report as this will ensure a significant portion of vegetation surrounding the site will be retained and protected.

The objectives of the proposed rezoning land use according to the Wyong LEP 2013 are as follows:

Zone R2 - Low Density Residential

- To provide for the housing needs of the community within a low density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To maintain and enhance the residential amenity and character of the surrounding area.
- To provide a residential character commensurate with a low density residential environment.

Zone E3 Environmental Management

- To protect, manage and restore areas with special ecological, scientific, cultural or aesthetic values.
- To provide for a limited range of development that does not have an adverse effect on those values.

The greatest potential exposure of the proposal shall occur along the interface with the Pacific Highway and Chain Valley Bay Road. The visual impact from Chain Valley Bay Road and the Pacific Highway can be mitigated by building setback, retention of existing vegetation and additional planting along these road frontage boundaries to provide screening of views into the development site.

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Figure 6: Proposed Site Plan [Source: Google Earth, 2018] Figure 6: Proposed Site Plan [Source: Google Earth, 2018]

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05 VIEWPOINT ANALYSIS

(Refer to separate worksheets, Appendix D).

This section of the scenic assessment considers the likely impact that the proposed development may have on the local environment. This is done by identifying and selecting particular sites, referred to as viewpoints, conducting inspections and determining what part of the development will be visible from those viewpoints and the visual impact of that development proposal. The evaluation is based on the criteria detailed in the appendices of this report.

A desktop study was undertaken to determine the visibility of the site from regional influences identified including Munmorah, The Pacific Highway, Chain Valley Bay Road and Surrounding urban development. A site visit was then undertaken to confirm identified viewpoints.

Viewpoints which required further investigation were selected. The viewpoints as shown in appendix C, were selected on the basis of where the development would appear to be most prominent either based on degree of exposure or the number of people likely to be affected. Viewpoints 1 - 7 were identified as significant with viewpoints A - D attempted and discounted.

The images were taken using a SLR digital camera with a focal length of 50mm. The attached landscape format viewpoint worksheets provide analysis data.

06 IMPACT ASSESSMENT

A visual impact and suggested amelioration of negative visual impacts is required. The West Wyong Area DCP identifies the ridges and hillsides encircling the lakes as integral to the visual environmental of the lake itself. The area generally includes a mix of land uses adjoining the highway including expanses of remnant bushland.

The locality of the site on the edge of the Lake Munmorah suburb means the subject site will not be viewed in isolation. Notwithstanding that, new development must be considered in terms of ameliorating negative visual impacts and to appreciate the elements that contribute to negative visual impact. Negative elements may include:

- Tall structures inconsistent with the character of the area
- High visibility colours (white, bright colours)
- Interruption or loss of ridge line canopy vegetation
- Loss of natural vegetation on site
- Loss of natural foreshore vegetation and form
- Excessive Clearing of natural vegetation
- Extensive mass of built form.

The approach to the site from the North along the Pacific Highway although a main transport corridor has a natural character with undulating vegetated terrain associated with Munmorah State Recreation areas and Lake Macquarie State conservation Area. Views are generally visually contained along the highway with remnant bush up to the road edges. From this approach the development site will provide an introduction to a change in landscape character with the beginning of commercial and residential infrastructure associated with the Highway including the Lake Munmorah residential suburb which adjoins the Highway south of the site. Viewer access is restricted to within 300m of the development site boundary due to the terrain, vegetation and camphor of the road therefore from this approach the potential to change the visual quality of the area is restricted to within the immediate vicinity. (ref viewpoint 2)

From the southern approach along the Pacific Highway, as from the north, viewer access is restricted due to the undulating terrain and adjacent vegetation. The visual impact is restricted to within the local vicinity of the development site. From this approach motorists have come through landscape of a degraded nature including commercial development associated with Lake Munmorah and the Highway. The development site will appear as an extension of the built up landscape of Lake Munmorah when viewed in this context. (ref viewpoint 4)

These are the typical views of motorists in vehicles traveling north or south along the Pacific Highway and as such the access is high due to the highway being a major transport corridor. As motorists approach the site it will become more apparent; however viewing time will be limited due to the speed zone of 80km adjacent to the site.

The proposed low density residential zoning of the development site would require some landscape screening to the boundary with the Pacific Highway to soften the interface between the development and the road to retain the existing natural character of the site. Currently remnant vegetation occurs up to the road edge and it would be appropriate to retain the existing vegetation and augment with additional planting within a landscaped buffer zone. This would also help to screen views of the proposed site from the Tree Top Village to the South of the site.

Visual access to the proposed development site from the footbridge overpass over the Pacific Highway at the intersection with Carters Road will be partially obscured due to the vegetation existing adjacent to the southwestern boundary of the site. The overpass currently provides a physical edge to the built form (with the exception of the Munmorah electrical substation) of Lake Munmorah, north of Carters Road. If not appropriately screened the development site will significantly change the visual character from this view point providing an extension of built form along the highway. It is acknowledged that the highway degrades the natural

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quality of the area however beyond this, from this viewpoint vegetated bush land extends as far as the eye can see. (refer viewpoint 5)

The Visual impact of the proposed development site will be low from Carfers Road due to the existence of a vegetation corridor adjoining the site and the proposal to zone the remainder of the site E2 – Environmental conservation. This ensure the visual character of the subject site remains unchanged north of the development site. The existing schools to the west of the site will have little to no long term degraded visual impact. There is a small section of the development site that extends north beyond the vegetation buffer on the western boundary of the site therefore this should be considered should the development proceed. (ref viewpoint 6 & 7)

Chain Valley Road dissects the site in two. Chain Valley Road is a minor road providing access to Chain Valley Bay including Ingertia Lifestyle and Teraglin Lakeshore Home village. The road currently has a rural vegetated nature. The proposed development site will frame the entry of Chain Valley Road from the Pacific Highway. To ensure the vegetated character of Chain Valley Road is retained it would be advisable to continue the landscape buffer zone proposed adjacent to the Pacific Highway along Chain Valley Road. (refer viewpoint 1).



Figure 7: Visual Access (Source: Google Earth, 2018)

The Visual Access Mapping above (Figure 7) provides a summary of potential visual access to the site and confirms the viewpoint selection. The plan confirms the contained nature of the site with main view corridors contained to the local area. Adjacent to the site visual access into the site from The Pacific Highway and Chain Valley Bay Road will need to be considered. Further field visual access from Carters Road to the west is possible however will be limited.

The rezoning of the northern section of the site to E2 – Environmental conservation limits the number of future adjacent residents that will likely be visually affected by the development site. Retention and protection of vegetation within this zone will also screen views of the development site on the approach from the north.

The development of Lake Munmorah is characterised as a vegetated suburb. Should the proposed rezoning be accepted it would be important to retain areas of the development site where existing vegetation can be retained and protected within the low density development to ensure the visual character of the local area is retained.

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07 CONCLUSIONS AND RECOMMENDATIONS

It is considered that the proposed will not have a detrimental impact on the visual quality of the area which is a mixture of road networks, commercial and residential land use and remnant bush land if appropriately integrated.

It is acknowledged that 106ha of the site are to be rezoned E2 – Environmental Conservation and this will help to retain the natural character of the area while ensuring that the development site is generally screened from the north.

Whilst it is acknowledged that the proposed development site will be highly visible from certain locations, specific landscaping components would assist in contributing to minimising the visual impact.

Due to the contained nature of the proposed development site a high percentage of viewer access will be for short periods from within passing vehicles and therefore observed from a broader development context. It is the site's relationship with the Pacific Highway, a major transport corridor linking Sydney to Newcastle and to a lesser degree, the extension of Chain Valley Road where the major impact will occur due to the high level of visual access that is afforded from these two roads.

To ensure that the proposal is adequately screened from its outset, it is recommended that a vegetation buffer zone be established to ensure trees located adjacent to the Pacific Highway and Chain Valley Bay Road be protected and retained with supplementary planting to provide screening from these frontages. New trees are to be planted at a size that produces an early effect. It is felt the proposed development site will noticeably contrast with its viewed landscape however with appropriate integration measures the visual effect will be moderate to low.

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VISUAL QUALITY ASSESSMENT TABLE(Clouston, 1995)

	Low	Medium	High
RELIEF / LANDFORM Diversity & Contrast	Flat terrain dominant. Ridgelines not often seen.	Undulating terrain dominant. Little contrast or ruggedness. Ridgelines prominent in only half or less of landscape unit.	High hills in foreground and middle ground. Presence of cliffs, rocks and other geological features. High relief (eg: steep slopes rising from water or plain). Ridgelines prominent in most of landscape unit.
VEGETATION Diversity & Contrast	One or two vegetation types present in foreground. Uniformity along skyline.	Patterning in only one or two areas. 3 or 4 vegetation types in foreground. Few emergent or feature trees.	High degree of patterning in vegetation. 4 or more distinct vegetation types. Emergent trees prominent and distinctive to region. Stands of specimen or accent vegetation (eg: palms, pines, etc).
NATURALNESS	Dominance of development within many parts of a landscape unit.	Some evidence of development, but not dominant. Traditional built character. Development in background and / or partially concealed.	Absence of development or minimal disturbance within landscape unit. Presence of parkland or other open space including beach, lakeside, etc.

	Low	Medium	High
WATER Presence, Extent & Character	Little or no view of water. Water in background without prominence. Presence of polluted water or stagnant water.	Moderate extent of water. Presence of calm water. No islands, channels meandering water. Intermittent streams, lakes, rivers, etc.	Dominance of water in foreground and middleground. Presence of flowing water, turbulence and permanent water. Intricate shapes and river edges.
DEVELOPMENT Form & Identity	Presence of commercial and industrial structures. Presence of large scale development (eg: mining, infrastructure, etc). Newer residential development prominent.	Presence of established residential development. Small scale industrial etc in middleground. Presence of sports and recreation facilities.	Presence of rural structures (eg: farm buildings, fences, etc). Heritage buildings and other structures apparent. Isolated domestic scale structures.
CULTURAL	No evidence present. Area free of cultural landmarks. Presence of new development.	Presence of established, well landscaped development, esp in middleground and background.	Presence of established, maintained landscapes (eg: farmlands, forests, gardens, etc), old towns and buildings etc.

Table 1: Visual Quality Assessment Table
(Source: After Clouston & Brouwer, 1995 and Williamson, 1978)

site details:
 PACIFIC HIGHWAY
 LAKE MUNMORAH
client:
 DARKINJUNK LOCAL
 ABORIGINAL LAND COUNCIL
by:
 KH
date:
 20.8.2013
job number:
 11788.5
scale:
 NTS @ A3
revision:
 B

VISUAL ASSESSMENT PRINCIPLES

VISUAL QUALITY

Visual quality of an area is essentially an assessment of how viewers may respond to designated scenery. Scenes of high visual quality are those that are valued by a community for the enjoyment and improved amenity that they can create. Conversely, scenes of low visual quality are of little scenic value to the community with a preference that they be changed and improved, often through the introduction of landscape treatments (e.g. screen planting).

As visual quality relates to aesthetics, its assessment is largely subjective. There is evidence to suggest that certain landscapes are continually preferred over others with preferences related to the presence or absence of certain elements.

The rating of visual quality of this study has been based on the following generally accepted conclusions arising from scientific research (DOP, 1988).

- Visual quality increases as relative relief and topographic ruggedness increases.
- Visual quality increases as vegetation pattern variations increase.
- Visual quality increases due to the presence of natural and/or agricultural landscapes.
- Visual quality increases owing to the presence of waterforms (without becoming common) and related to water quality and associated activity.
- Visual quality increases with increases in land use compatibility.

Appendix A contains a Visual Quality Assessment Table that has a more detailed breakdown of the above elements and their impact on visual quality.

VISUAL SENSITIVITY

Another aspect affecting visual assessments is visual sensitivity. This is the estimate of the significance that a change will have on a landscape and to those viewing it. For example, a significant change that is not frequently seen may result in a low visual sensitivity although its impact on a landscape may be high.

Its assessment is based on a number of variables such as the number of people affected, viewer location including distance from the source, viewer position (i.e. interior, neutral, superior), the surrounding land use and degree of change. Generally the following principles apply:

- Visual sensitivity decreases as the viewer distance increases.
- Visual sensitivity decreases as the viewing time decreases.

Visual sensitivity can also be related to viewer activity (e.g. a person viewing an affected site while engaged in recreational activities will be more strongly affected by change than someone passing a scene in a car travelling to a desired destination).

The following table is a guide to visual sensitivity based on the above criteria (EDAW, 2000). It describes general ratings, however, consideration also must be given to particular conditions that may modify the results for particular sites.

Visual Sensitivity Table				
distance zones				
existing land use	foreground (0-1km)	middleground (1-6km)	background (>6km)	
Residential: Rural or Urban	High Sensitivity	High Sensitivity	Moderate Sensitivity	
Tourist or Passive Recreation	High Sensitivity	High Sensitivity	Moderate Sensitivity	
Major Travel Corridors	Moderate Sensitivity	Moderate Sensitivity	Low Sensitivity	
Tourist Roads	High Sensitivity	Moderate Sensitivity	Low Sensitivity	
Minor Roads	Moderate Sensitivity	Low Sensitivity	Low Sensitivity	
Agricultural Areas	Moderate Sensitivity	Low Sensitivity	Low Sensitivity	
Industrial Areas	Low Sensitivity	Low Sensitivity	Low Sensitivity	

Table 2: Visual Sensitivity Table
(Source: EDAW, 2000)

Although the above table is to be used as a general guide, the following viewpoint ranges shall be used for this assessment, as detailed in the LM SQG.

- Close foreground - less than 300m
- Foreground - 300m to 1km
- Mid-Ground - 1 - 5km
- Distant - Over 5km.

VISUAL EFFECT

Visual effect is the interaction between a proposal and the existing visual environment. It is often expressed as the level of visual contrast of the proposal against its setting or background in which it is viewed. This is particularly important should any proposed develop extend above the skyline unless, once again, there are particular circumstances that may influence viewer perception and/or visual impact.

Low visual effect occurs when a proposal blends in with its existing viewed landscape due to a high level of integration of one or several of the following: form, shape, pattern, line, texture or colour. It can also result from the use of effective screening often using a combination of landform and landscaping.

Moderate visual effect results where a proposal noticeably contrasts with its viewed landscape, however, there has been some degree of integration (e.g. good siting principles employed, retention of significant existing vegetation, provision of screen landscaping, careful colour selection and/or appropriately scaled development.)

appendix b

SITE ONE - LAKE MUNMORAH

B

High visual effect results when a proposal presents itself with high visual contrast to its viewed landscape with little or no integration and/or screening.

It should be noted that a high visual effect does not necessarily equate with a reduction in scenic quality. It is the combination of both visual sensitivity and visual effect that results in visual impact.

VISUAL IMPACT

Visual impact is the assessment of changes in the appearance of the landscape as the result of some intervention typically man-induced. To the visual quality of an area having regard to visual sensitivity and visual effect and the other attributes that these elements embody as discussed above. Visual impact may be positive (i.e. beneficial or an improvement) or negative (i.e. adverse or a defraction). When visual impacts are negative, the loss of visual quality needs to be determined and when they are found to be undesirable or unacceptable, then mitigation measures need to be formulated with the aim of reducing the impact to within, at least acceptable limits.

The following table illustrates how visual effect and visual sensitivity levels combine to produce varying degrees of visual impact.

VISUAL IMPACT TABLE		Visual Effects Levels			
Visual Sensitivity Levels		High	Moderate	Low	Negligible
	High	High Impact	High Impact	Moderate Impact	Negligible Impact
	Moderate	High Impact	Moderate Impact	Low Impact	Negligible Impact
	Low	Moderate Impact	Low Impact	Low Impact	Negligible Impact
	Negligible	Negligible Impact	Negligible Impact	Negligible Impact	Negligible Impact

Table 3: Visual Impact Table
(Source: EDAW, 2000)

site details:
PACIFIC HIGHWAY
LAKE MUNMORAH

client:
DARKINJUNK LOCAL
ABORIGINAL LAND COUNCIL

by:
KH

date:
20.8.2013

job number:
11788.5

scale:
NTS @ A3

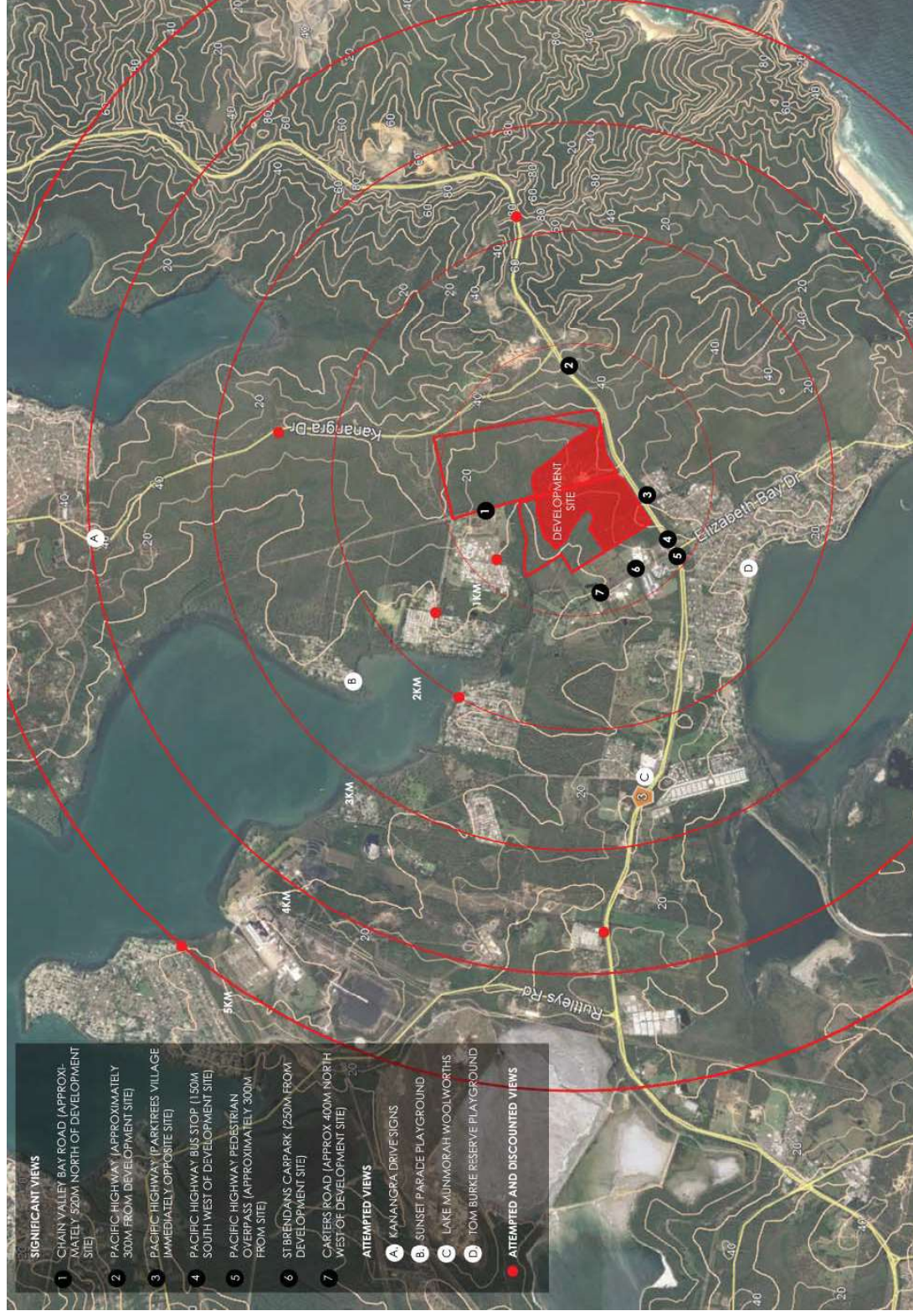
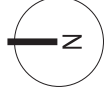
revision:
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appendix c - viewpoint location

SITE ONE - LAKE MUNMORAH

B



site details:
PACIFIC HIGHWAY
LAKE MUNMORAH
client:
DARKINJUNK LOCAL
ABORIGINAL LAND COUNCIL
by:
KH
date:
20.8.2013
job number:
11788.5
scale:
NTS @ A3
revision:
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appendix d - viewpoint 1

B

SITE ONE - LAKE MUNMORAH



Viewpoint location map

VIEWPOINT LOCATION

Chain Valley Bay Road. Distance to the development site boundary from the viewpoint is 520m.

COMMENTS:

As Chain Valley Road is a minor road with the development site located in the Foreground (within 1km), the visual sensitivity of this viewpoint is Moderate. The visual effect will be reduced by appropriate setbacks, retention of existing vegetation and provision of screen landscaping. The retention of the land and vegetation to the north of the development site will help to screen views from this viewpoint. As the viewer approaches the site travelling south on Chain Valley Bay Road the development site will become more apparent which is where appropriate integration measures will be important. Visual access is moderate due to the development site siting either side of Chain Valley Bay Road

CONCLUSION:

Visual effect is low due to the proposed retention of vegetation north of the development site helping to screen views to the site. Integration measures will be critical from this viewpoint location with setback and screen landscaping either side of Chain Valley Road ensuring the visual effect is minimised.

EVALUATION CRITERIA

location of site:	close	distant	foreground	middleground
viewer position:	inferior		neutral	superior
viewer access:	low		medium	high
visual sensitivity:	low		medium	high
visual effect:	low		medium	high
visual impact:	low		medium	high

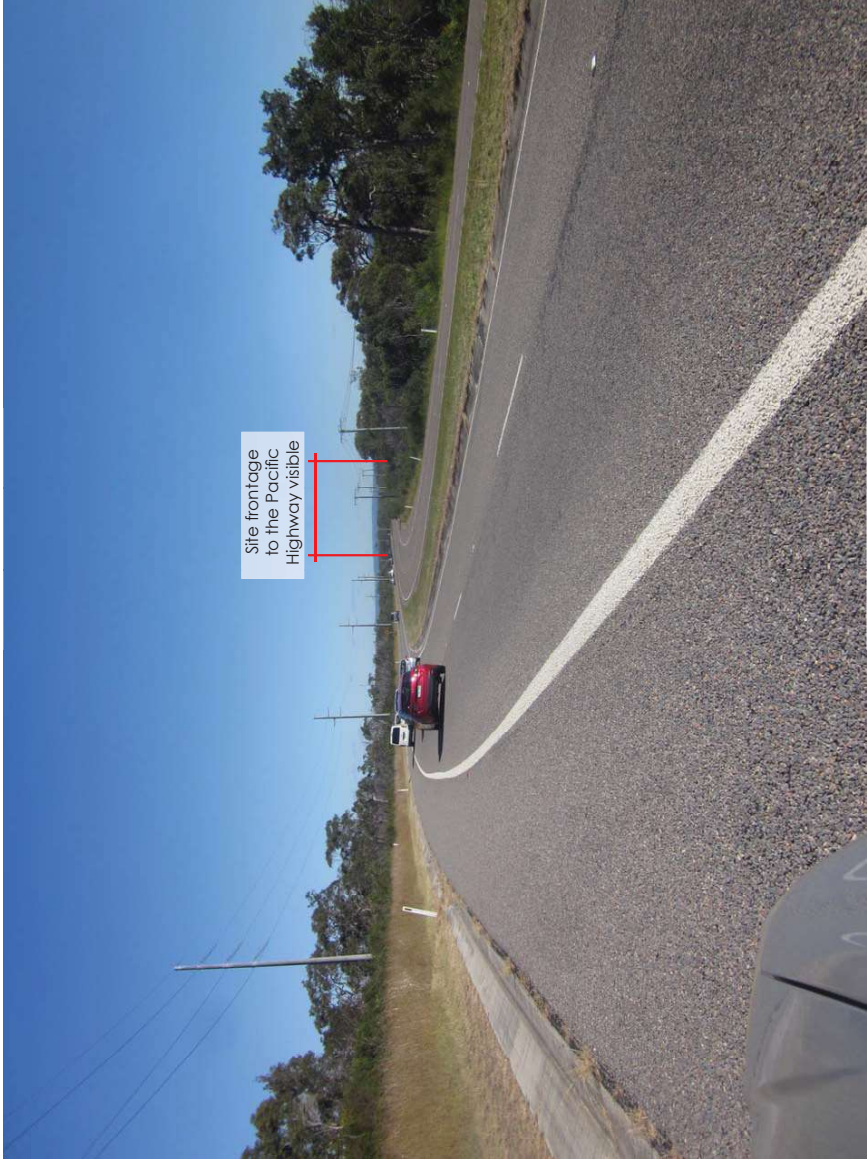
site details:
PACIFIC HIGHWAY
LAKE MUNMORAH
client:
DARKINJUNK LOCAL
ABORIGINAL LAND COUNCIL
by:
KH
date:
20.8.2013
job number:
11788.5
scale:
NTS @ A3
revision:
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appendix d - viewpoint 2

SITE ONE - LAKE MUNMORAH

B



Viewpoint location map

VIEWPOINT LOCATION

Pacific Highway. Distance to the Development site from this viewpoint is approximately 300m.

COMMENTS:

Viewer position is slightly elevated from this position and is the typical view of motorists travelling South along the Pacific Highway. Visual access is high due to the high viewing numbers. This is the first view of the site with the site screened from view further back by the vegetation either side of the Highway, the undulating terrain and the curved nature of the Highway. Vegetated hillsides can be seen in the distance. Visual sensitivity is moderate due to the viewpoint being on a major travel corridor.

CONCLUSION:

From this viewpoint the development will appear to be in contrast with the surrounding vegetated landscape and as the viewer continues to travel along the Highway this will become more apparent. It will be essential to use integration measures such as setbacks, vegetated buffers to ensure the visual effect is minimised.

EVALUATION CRITERIA

location of site:	close foreground	foreground	middleground
	distant		
viewer position:	inferior	neutral	superior
viewer access:	low	medium	high
visual sensitivity:	low	medium	high
visual effect:	low	medium	high
visual impact:	low	medium	high

site details:
PACIFIC HIGHWAY
LAKE MUNMORAH
client:
DARKINJUNK LOCAL
ABORIGINAL LAND COUNCIL
by:
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date:
20.8.2013
job number:
11788.5
scale:
NTS @ A3
revision:
B



appendix d - viewpoint 3

B

SITE ONE - LAKE MUNMORAH



Viewpoint location map

VIEWPOINT LOCATION

Park Trees Village, immediately opposite the site

COMMENTS:

Viewer access to the site is low due to the number of viewers. The Road provides single access to Park Trees Village which is a small mobile home community and therefore will only be viewed by those living here and their visitors. Visual sensitivity is moderate due to the distance to the development site from this location. Viewing time will be low as this will only be the view of those exiting the Village.

Retention of existing vegetation adjoining the Highway with supplementary buffer planting to integrate the proposal into the existing environment will ensure the visual effect is moderate from this location.

CONCLUSION:

The site will be highly visible from this location however viewer exposure time will be limited due to activities focused around exiting the Village and viewer numbers will be low therefore resulting in low moderate visual impact.

EVALUATION CRITERIA

location of site:	close		foreground		middleground
	distant				
viewer position:	inferior		neutral		superior
viewer access:	low		medium		high
visual sensitivity:	low		medium		high
visual effect:	low		medium		high
visual impact:	low		medium		high

site details:
PACIFIC HIGHWAY
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client:
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scale:
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revision:
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appendix d - viewpoint 4

SITE ONE - LAKE MUNMORAH

B



Viewpoint location map

VIEWPOINT LOCATION

Pacific Highway. Bus stop, 1.50m south west of site

COMMENTS:

Viewer access is restricted from this location due to the vegetated section of land south west of the site adjacent to the Pacific Highway screening views however this view is typical of motorists travelling North along the Pacific Highway and as they approach the site the development site will become more apparent. The speed limit in this location is 80km/hr. Visual sensitivity is moderate due to the viewpoint occurring on a major travel corridor. From this location views along the highway are contained by the vegetation either side of the road creating a narrow view corridor. Visual integration measures will be important from this location to ensure the development sits well within the existing environment including retaining vegetation, setbacks and additional landscape buffer planting.

CONCLUSION:

Views of motorists travelling north on the Pacific Highway and the development will become apparent as they approach however is currently screened by vegetation adjoining the site from this viewpoint. Visual integration will ensure visual impact is moderate.

EVALUATION CRITERIA

location of site:	close	foreground	middleground
	distant		
viewer position:	inferior	neutral	superior
viewer access:	low	medium	high
visual sensitivity:	low	medium	high
visual effect:	low	medium	high
visual impact:	low	medium	high

site details:
PACIFIC HIGHWAY
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client:
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date:
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job number:
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scale:
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revision:
B



appendix d - viewpoint 5

B

SITE ONE - LAKE MUNMORAH



Viewpoint location map



View south along pedestrian bridge

VIEWPOINT LOCATION

Pacific Highway. Pedestrian overpass approximately 300m from the development site.

COMMENTS:

This is the typical view of students and public accessing the pedestrian overpass. From this view the Highway is seen as a travel corridor dissecting vegetated bush land. The section of bush adjoining the site adjacent to the Pacific Highway will help to screen the development site and if combined with suitable integration measures such as appropriate setbacks and vegetation retention with additional planting to the interface with the Pacific Highway, the visual impact from this location will be low.

CONCLUSION:

From this location viewer access will be partially obscured due to the protection fencing to the overpass and although elevated viewer access will be moderate. From this location it will be important to retain existing vegetation and supplementary plant adjoining the Highway to provide screening of the development site.

EVALUATION CRITERIA

location of site:	close		foreground		middleground
		distant			
viewer position:		inferior		neutral	superior
viewer access:		low		medium	high
visual sensitivity:		low		medium	high
visual effect:		low		medium	high
visual impact:		low		medium	high

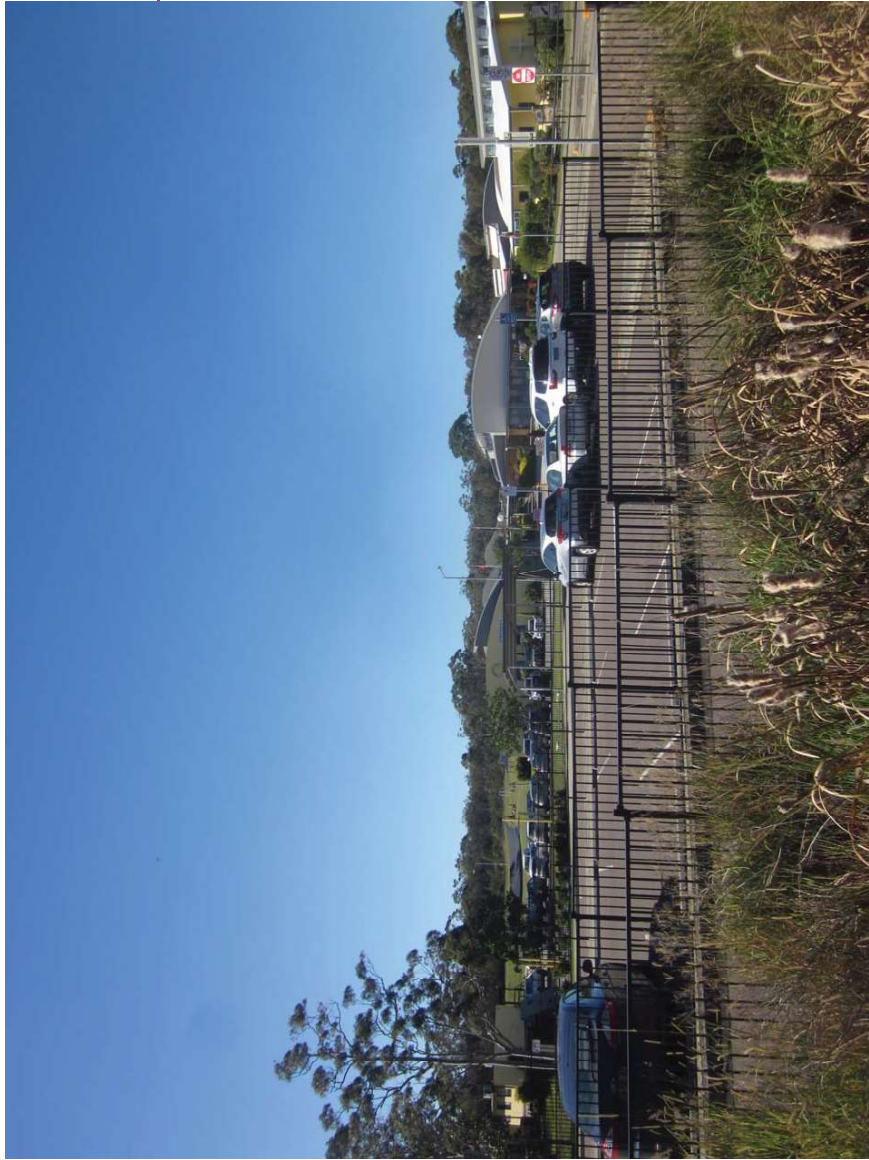
site details:
PACIFIC HIGHWAY
LAKE MUNMORAH
client:
DARKINJUNK LOCAL
ABORIGINAL LAND COUNCIL
by:
KH
date:
20.8.2013
job number:
11788.5
scale:
NTS @ A3
revision:
B



appendix d - viewpoint 6

B

SITE ONE - LAKE MUNMORAH



Viewpoint location map

VIEWPOINT LOCATION

St. Brendans Carpark - 250m from Development site

COMMENTS:

This view is typical of students and staff accessing the grounds of St. Brendans and also Lake Munmorah High School and Public Schools to the south west. Although the school is the most proximate neighbor to the development site a vegetated strip of land occurs between the site and the school which will screen views of the development site from this location. The bush land is within the schools grounds and therefore relies on their retention to provide ongoing screening of the development site.

CONCLUSION:

The vegetated backdrop to the school primarily lies within the schools grounds and will screen the proposed development site as long as it is retained.

EVALUATION CRITERIA

location of site:	close	foreground	middleground
	distant		
viewer position:	inferior	neutral	superior
viewer access:	low	medium	high
visual sensitivity:	low	medium	high
visual effect:	low	medium	high
visual impact:	low	medium	high

site details:
PACIFIC HIGHWAY
LAKE MUNMORAH
client:
DARKINJUNK LOCAL
ABORIGINAL LAND COUNCIL
by:
KH
date:
20.8.2013
job number:
11788.5
scale:
NTS @ A3
revision:
B



appendix d - viewpoint 7

B

SITE ONE - LAKE MUNMORAH



Viewpoint location map

VIEWPOINT LOCATION

Carters Road - 400m north west of development.

COMMENTS:

This view is typical of motorists using Carters Road and staff and students of St. Brigids Catholic College. This is a minor road. Views towards the site are across grassland beneath canopy trees. The majority of the development site from this location will be screened by the bush land on adjacent St. Brendans rear boundary and the vegetation to be retained on site beyond the development site. There is a section of the development site which borders the open grass land. , this is mostly screened by a stand of trees to the west.

CONCLUSION:

Views from Carters Road rely on the vegetated bushland to the east of St Brendans and the E2 - Environmental Conservation land zoning proposed beyond the development site to screen future development. A small section of the development site may be visible from this location.

EVALUATION CRITERIA

location of site:	close		foreground		middleground	
viewer position:		inferior		neutral		superior
viewer access:		low		medium		high
visual sensitivity:		low		medium		high
visual effect:		low		medium		high
visual impact:		low		medium		high

site details:
PACIFIC HIGHWAY
LAKE MUNMORAH
client:
DARKINJUNK LOCAL
ABORIGINAL LAND COUNCIL
by:
KH
date:
20.8.2013
job number:
11788.5
scale:
NTS @ A3
revision:
B



appendix d - attempted views

SITE ONE - LAKE MUNMORAH

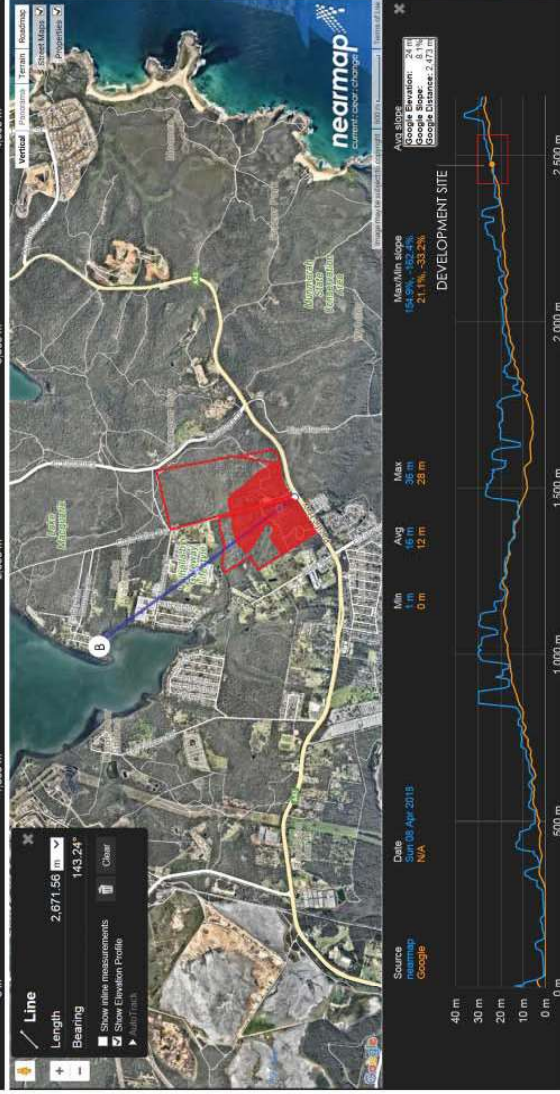
B



VIEWPOINT A

4KM NORTH OF THE SITE ON KANANGRA DRIVE
UNDULATING TERRAIN AND EXISTING VEGETATION RESTRICTS VIEWS OF THE DEVELOPMENT SITE FROM THIS LOCATION AS CAN BE SEEN IN THE ELEVATION PROFILE.

VEGETATION EITHER SIDE OF KANANGRA DRIVE CREATES A VISUAL SCREEN RESTRICTING VIEWS BEYOND THE ROAD CORRIDOR FOR THE LENGTH OF THE ROAD.



VIEWPOINT B

2.5KM NORTH WEST OF THE SITE FROM SUNSET PARADE PLAYGROUND

ALTHOUGH THE SITE IS ELEVATED FROM THIS VIEWPOINT, UNDULATING TERRAIN AND EXISTING VEGETATION RESTRICTS VIEWS OF THE DEVELOPMENT SITE FROM THIS LOCATION AS CAN BE SEEN IN THE ELEVATION PROFILE.

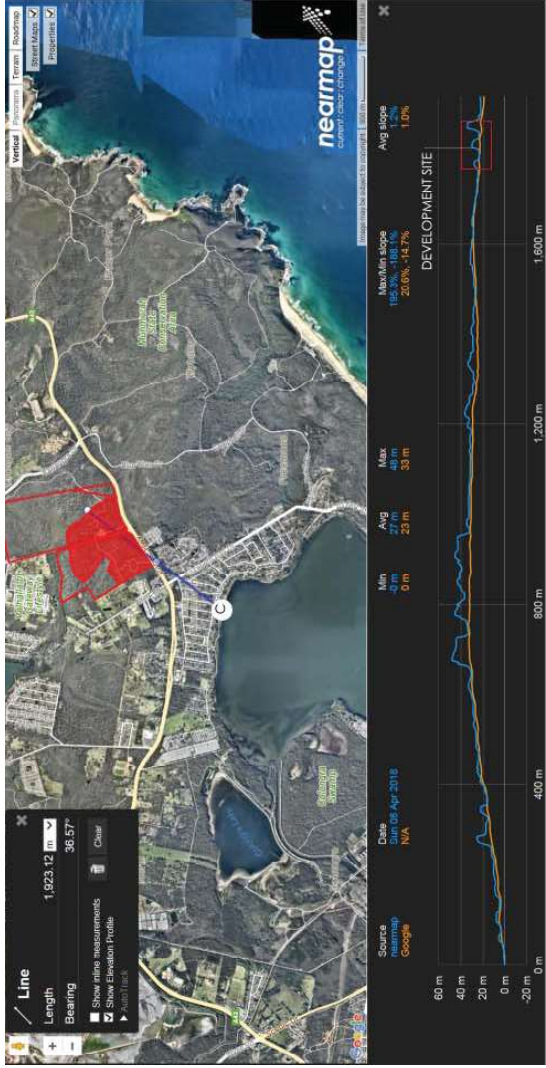


site details:
PACIFIC HIGHWAY
LAKE MUNMORAH
client:
DARKINJUNK LOCAL
ABORIGINAL LAND COUNCIL
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11788.5
scale:
NTS @ A3
revision:
B

appendix d - attempted views

B

SITE ONE - LAKE MUNMORAH



VIEWPOINT C

2KM SOUTHWEST OF THE SITE, END OF DIANNE AVE.
RESIDENTIAL HOUSES WITH A VEGETATED BACKDROP SCREEN VIEWS
BEYOND THE IMMEDIATE VICINITY TO THE SITE.



VIEWPOINT D

2.5KM WEST OF THE SITE FROM TALL TIMBERS ROAD, LAKE
MUNMORAH WOOLWORTHS
TALL TIMBERS ROAD WHICH ADJOINS THE WOOLWORTHS IS
SLIGHTLY ELEVATED HOWEVER THE WOOLWORTHS IS SUR-
ROUNDED BY A VEGETATED BACKDROP WHICH SCREENS THE
DEVELOPMENT SITE FROM VIEWS FROM THIS LOCATION.



site details:
PACIFIC HIGHWAY
LAKE MUNMORAH
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revision:
B

Gosford City Council DCP – Section 2 – Scenic Quality and Character	
2.1.11.1 Illustrated Guidelines	
Is your development proposal consistent with the predominant desired land use and the preferred density?	n/a
- Is your proposal consistent with uses that are permitted by Gosford LEP 2014, the Gosford Planning Scheme Ordinance and Interim Development Order No 122 (whichever is relevant)? - Is your proposal consistent with any density provisions of the Gosford LEP 2014, the Gosford Planning Scheme Ordinance and Interim Development Order No 122 (whichever is relevant)?	The site comes under the Wyong Local Government area however as there are no Scenic Quality Guidelines within the Wyong DCP the Gosford DCP has been referenced here (noting the Wyong and Gosford councils are currently amalgamating to become Central Coast City Council).
Is your proposal compatible with the desired land use?	No – The application is for re zoning. Currently the land is zoned E2 – Environmental Conservation and Bushland. The proposed development is for re zoning the site R2 – Low density residential development for the development site (58ha). The remainder of the site will be zoned E2 Environmental Conservation. This will help to retain the desired land use to a portion of the site.
Is your proposal consistent with levels of neighbourhood or private amenity that are typically associated with the desired use?	No – The application is for re zoning. Currently the land is zoned E2 – Environmental Conservation and Bushland. The proposed development is for re zoning the site R2 – Low density residential development for the development site (58ha). The remainder of the site will be zoned E2 Environmental Conservation. This will help to retain the desired land use to a portion of the site.
2.1.11.3 Scenic prominence + distinctiveness	
Is your development site in a scenically-prominent neighbourhood?	The development site can be seen from major road and has two street frontages being Chain Valley Bay Road and the Pacific Highway.
Can it be seen from surrounding suburbs, main roads, major reserves, and/or town or village centres?	No
- Is it located adjacent to an ocean beach frontage or facing a sheltered coastal waterway? - Does it have more than one frontage that can be seen from a public street, a park or a reserve, or a waterway?	The development has remnant bushland
Is your development site in a scenically distinctive locality?	No
Is it located on a ridge-top, a hillside or a waterfrontage that has remnant bushland?	No
Is your development site surrounded by traditional housing development that reflects significant stages in the development history of Gosford?	No
- Are there cottages from the early Twentieth Century on neighbouring properties, or facing the surrounding streets? - Are there bungalows from the mid Twentieth Century on neighbouring properties, or facing the surrounding streets?	No
How does your development proposal protect and enhance the desired scenic character of the surrounding locality?	
The proposed re zoning of a portion of the site to E2 Environmental Conservation will help to protect the scenic character of the surrounding area, in particular views from the north. Retaining vegetation adjacent to the Pacific Highway and Chain Valley Road, integrated with supplementary planting with appropriate setbacks would help to protect the scenic character of the surrounding area.	
2.1.11.4 Natural features	
On your development site, or on any neighbouring property, are there natural features that contribute to the scenic character of the surrounding locality?	The site is covered in remnant bushland. 106ha of this is proposed to be protected and retained. The majority of the vegetation within the development site (58ha) is proposed to be cleared with the exception of a 'Conservation Corridor' within the western portion.
Is there remnant bushland on your development site, including:	
- Older trees or groves of trees? - Undisturbed understorey? - Waterfront sedges or reed-beds? - Mangroves or saltmarsh?	No
Are there prominent rock faces or outcrops?	No
Is the location prominent, for example:	
- A ridge-line or an elevated hillside? - An ocean foreshore or dune? - A foreshore to a sheltered coastal waterway, lagoon or creek?	No
How does your development proposal protect and enhance existing natural features that contribute to the desired scenic quality of your site and its surroundings?	
106ha of the subject site area is proposed to be rezoned E2 – Environmental Conservation with the existing vegetation to be protected and retained. 58ha is proposed to be cleared for low density residential development which will clear a significant	

Does your proposal affect or remove any natural features? If so, what is the likely effect of your proposal with regard to desired scenic quality?	section of bushland adjacent to the Pacific Highway however this can be mitigated against with an appropriate landscape buffer and retention of existing vegetation adjacent to the Highway.
2.1.11.5 Patterns of buildings + surrounding gardens	
Is your development site located on level or gently sloping land?	The site is located on gently sloping land.
- Do allotments have a regular shape and size? - Are the siting, size and shape of surrounding buildings consistent? (both principal and secondary structures) - Are setbacks consistent? (street front, plus rear and side boundaries) - Do gardens in the surrounding locality support a consistent pattern of trees.	R2 – Low Density Residential Development is proposed on the development site. Setbacks from the Pacific Highway and Chain Valley Bay Road would need to be considered where existing vegetation is retained and supported with supplementary planting
Along back fences, forming a backdrop to buildings? Through side fences, forming a backdrop to buildings? On front gardens, framing and / or screening buildings? Lining the street?	Along back fences, forming a backdrop to buildings? Through side fences, forming a backdrop to buildings? On front gardens, framing and / or screening buildings? Lining the street?
Is your development site located on a hillside?	The site is located on undulating terrain gently sloping to the north to Lake Macquarie.
- Do allotments have an irregular shape and size? - Do the siting, size and shape of surrounding buildings vary? (both principal and secondary structures) - Do gardens and street verges in the surrounding locality support a continuous canopy of scenically distinctive trees, in particular bushland remnants: - Along rear boundaries, forming a backdrop to buildings? - Across front or side gardens, screening and / or framing buildings? - Lining the street - Are trees, shrubs, do gardens support scattered trees and natural features that are visually prominent streetscape features?	The site is located on undulating terrain gently sloping to the north to Lake Macquarie. There is a school precinct to the west of the site on Carters Road. The northern and eastern boundaries of the site are surrounded by vegetated bushland which is typical of the surrounding area.
Do local patterns influence the privacy and general amenity enjoyed by existing neighbouring dwellings?	There are no residential properties adjacent to the site. St Brendan's School lies to the west but is screened from the site by a vegetation corridor.
- The relative siting and elevation or height of neighbouring buildings? - The width of gardens, plus natural screens of existing trees and / or rock outcrops?	The Tree Park Village to the south of the site have filtered views of the site across the Pacific Highway. The village has a 50m vegetated setback from the Highway.
How do the footprint and siting of your development proposal protect or enhance the desired scenic quality or neighbourhood character?	
The proposed development site will be screened from the north and east by the existing vegetated bushland surrounding the site and the section of the site intended to be re zoned E2. Views of the site from St Brendan's are screened by a vegetation corridor within the schools boundary therefore the school will not be visible from the proposed development. The current character of the area from the footbridge/overpass however these Views to the site from the Village to the south are	
proposal protect or enhance the desired scenic quality or neighbourhood character?	
Does your development proposal affect the level of amenity currently enjoyed by any neighbouring property?	
2.1.11.6 Height, scale + construction of buildings	
Is your proposed development compatible with the height, size and relative scale of surrounding buildings?	R2 – Low density Residential is compatible with the Park Trees Village and the suburban settlement of Lake Munmorah to the south west of the site.
Do buildings have a finished height that is taller than neighbours?	This VIA is commenting on the proposed rezoning and not on specific lot layout.
Have you employed appropriate design techniques to minimise any apparent contrasts in height:	
- Pitched roofs with shady eaves? - Increased side setbacks, landscaped to frame and screen the taller walls? - Is your floorplan larger, and broader or deeper than surrounding buildings?	
Have you employed appropriate design techniques to minimise any apparent contrasts in size:	
- Building mass distributed into pavilions that are separated by landscaped courtyards? - Building bulk disguised by wings that project from the Federal building? - Feasible public places are articulated by walks that step in plan and / or cross-section?	

appendix e - GCC scenic quality

SITE ONE - LAKE MUNMORAH

B

If your development site is located on a hillside, does your proposal use design and construction techniques that protect or enhance natural features? Do buildings avoid disturbing hillside but also sit close to ground level: • Is cut-and-fill minimised? • Are floor levels stepped? • Are visually-significant trees preserved? • Is there adequate distance separation between buildings and trees? • Are elevated floor systems used? Are proposed buildings compatible with scenic quality: • Do roof-lines generally follow the line of hillside topography? • Does the surrounding tree canopy maintain a visible backdrop to buildings? • Do rooflines generally sit beneath the canopy of surrounding trees? How does the proposed building envelope and construction techniques protect or enhance the desired scenic quality and neighbourhood character?	The surrounding tree canopy will maintain a visible backdrop to proposed low density residential development.
2.1.11.7 Architectural form + details Is your development site located in an area where surrounding dwellings are predominantly traditional housing types from the early-to-mid Twentieth Century? Does your development reflect design features that are typical of Gosford City's traditional neighbourhoods? Do facades that can be seen from public places minimise their scale and bulk: • Are long or tall walls stepped and divided into smaller sections, or are they screened behind verandas and balconies? • Do walls incorporate generous windows that are screened by eaves, verandas, or exterior sunscreens? • Are walls capped by pitched roofs with wide shady eaves? • Do walls incorporate an overall variety of materials and finishes, and include some painted surfaces rather than presenting extensive areas of plain masonry? Do facades that can be seen from public places maximise visible activity: • Is visible activity supported by verandas or balconies, shop-fronts or living rooms, major entrances or front doors? • Do wide garages or blank walls dominate facades and conceal indoor activity? Could the architectural form of your proposal substantially impact the amenity enjoyed by any neighbour or within any public place? • Do buildings primarily face public streets and reserves rather than neighbours? • Do proposed building forms affect any outlook, view or vista? • Would building forms affect existing solar access or daylighting? • Would privacy be affected by the location of proposed windows and entrances, considered in conjunction with the proposed activities to be accommodated? How do the architectural form and detailing of your proposal protect or enhance desired scenic quality and neighbourhood character? Would the amenity of any property or public place be affected substantially by the orientation and form of your proposal?	N/A This VIA is commenting on the proposed rezoning and not on specific lot layout. It would be advisable to have buildings set back from both the Pacific Highway and Chain Valley Bay Road with appropriate vegetation buffers to protect the scenic quality of the area.
2.1.11.8 Gardens, outdoor structures + street verges	

Do the size of gardens and proposed landscaping provide a leafy setting for buildings? • Do gardens conserve natural features? • Are proposed garden plants appropriate to protect existing vegetation that is scenically significant or visually distinctive? • Mature vegetation upon the site? • Remnant bushland on neighbouring properties and public reserves? • Do gardens promote high levels of residential amenity? • Do gardens provide attractive frontages to roads and public reserves? Do gardens that face public streets or reserves have an appropriate civic quality? • Are natural features protected or enhanced by landscaping? • Are significant natural features or mature trees along street verges protected and enhanced? • Do shrubs and trees frame or screen buildings, screening the appearance of a continuous street-wall of buildings? • Do shrubs and trees screen or frame outdoor structures such as driveways, retaining walls and garages? • Are there filtered views between the street and each dwelling? • Are there glimpses from the street towards any scenic backdrops? Are gardens or courtyards that face rear or side boundaries designed appropriately? • Are natural features protected and enhanced? • Are prominent trees that can be seen from the street preserved? • Do gardens and courtyards promote private recreation? • Do gardens and courtyards provide for service activities, including sheds, and garages, as well as screening those activities from any neighbouring property? How do proposed gardens or courtyards protect or enhance the desired scenic quality or neighbourhood character?	This VIA is commenting on the proposed rezoning and not on specific lot layout. This VIA is commenting on the proposed rezoning and not on specific lot layout. The development site is contained for the most part due to surrounding vegetation. The frontages likely to affect the scenic quality of the area are adjacent to Chain Valley Bay Road and the Pacific Highway which could be mitigated with appropriate setbacks and retention of existing vegetation.
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Gosford City Council DCP (Section 2 - Scenic Quality and Character)

2.1.6 What is character?

"Character" has two components:

- "Existing character" relates to current patterns of natural and urban geography, that can be observed on each development site and surroundings;
- "Desired character" provides objectives for future development that emphasise important existing qualities or features that should be protected or enhanced.

Note that desired character also includes best practice approaches to scenic planning, urban design and environmental amenity, that are particularly important for locations where previous development practices have been unsatisfactory.

2.1.7 Why is character important?

- There are two reasons why character is important for Gosford City:
 - For the wider community, "character" provides a straightforward yardstick to determine whether new development is appropriate to the environmental qualities of places where they live and work, and
 - "Character" provides for a "place-based" approach to strategic planning and development assessment that responds to policy commitments made by Gosford City Council.

site details:
PACIFIC HIGHWAY
LAKE MUNMORAH

client:
DARKJUNK LOCAL
ABORIGINAL LAND COUNCIL

by:
KH

date:
20.8.2013

job number:
11788.5

scale:
NTS @ A3

revision:
B

