



# **VISUAL IMPACT ASSESSMENT ADDENDUM**

## **225 TERRANORA ROAD, TERRANORA NSW**

Prepared for Wrenn Pty Ltd  
By Planit Consulting Pty Ltd

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## VISUAL IMPACT ASSESSMENT ADDENDUM – 225 TERRANORA ROAD, TERRANORA NSW

In supporting a previous Planning Proposal for the abovementioned subject site, a Visual Impact Assessment was prepared by Planit Consulting in November 2017 (VIA 2017). This addendum refreshes the VIA 2017 by having regard to the draft Tweed Scenic Landscape Strategy (draft SLS) currently being prepared by Tweed Shire Council.

In response to Tweed Shire's continued residential growth and scenic landscapes, Council has pursued the preparation the draft SLS to ensure that the exceptional and unique landscape qualities of Tweed are protected. The draft SLS contains a Visual Risk Evaluation Matrix and identifies critical elements for standard or expanded visual impact assessments.

In terms of the Visual Risk Evaluation Matrix, the proposed development type is defined as 'Intermediate', the site, after review, is affected by 3 mapped priority viewsheds and the VIA of 2017 concludes an expected visual alteration being 'Minor/negligible'. These results require the preparation of a Visual Impact Assessment – Standard.

The VIA 2017 is considered to fulfil these requirements; however, the following comments augment previous assessment to more directly relate to the common assessment structure sought under the draft SLS. In addition, the comments below reflect the targeted focus of the draft SLS on views from public vantage points, as opposed to private views, which are subject to tests established through the Land and Environment Court.

### 1. Considerations of the Draft Scenic Landscape Strategy

#### 1.1 Define the Study Area

Element	Comment
<b>Location and spatial extent of the proposal</b>	As detailed within Figure 6 of the VIA 2017, the spatial extent of the proposal (visually) extends primarily in a southerly direction, shaped by localised ridgelines and existing vegetation. Scattered views of the development will be possible from west of the site, however the majority are afforded from the Tweed River, Pacific Highway, Tweed Valley Way and surrounding agricultural lands.
<b>Views to and from the development site</b>	Whilst Council's online map viewer identifies the subject property as being affected by 10x Priority 1 and 14x Priority 2 viewing locations, the site-specific analysis of VIA 2017 prevails over the theoretical analysis of the online viewer. As per the VIA 2017 viewshed, Tweed Valley Way, Pacific Highway and Tweed River Panoramas linear viewsheds are applicable
<b>Landscape Character</b>	The subject site is split by 'Urban' and 'Rural Hills & Valleys' landscape character units. The interface of the units doesn't particularly correlate with any specific landform feature or planning layer, however the majority of the proposed development envelope is located within the 'Urban' character unit. The subject site also borders with the 'Rivers and Creeks' unit, which applies to the Tweed River, likewise the site can be viewed from land within the 'Sugar Cane' unit.

## 1.2 Inventory of Visual Elements

Element	Comment
Viewing experience	Views from Tweed Valley Way and the Pacific Highway viewsheds are both confined to vehicle traffic. Whilst the viewing experience is obtained at high speeds (80 and 100kmph signposted along Tweed Valley Way and 110kmph signposted on the Pacific Highway), the distance and orientation of the view means that the subject site is visible for a duration in the order of 60 seconds northbound and 20 seconds southbound on the Pacific Highway and approximately 90 seconds northbound along Tweed Valley Way (including some overlap as Tweed Valley Way joins the Pacific Highway).
	Both the Pacific Highway and Tweed Valley Way comprise a mixture of local traffic and tourism-based movements, whilst the Pacific Highway also serves inter and intra-regional roles. The Pacific Highway currently carries an average of 22,158 <sup>1</sup> northbound vehicle trips per day through the viewshed to the site.
	When travelling northbound, the Terranora ridgeline forms part of a longer sequence of views, and presents as the commencement of an increasingly populated outlook as users progress towards Banora Point, South Tweed and Tweed Heads. Whilst not a sharp threshold, the Terranora ridgeline has an increased presence for Pacific Highway users as similar 'urban' type views have not been experienced since Pottsville, if not Ballina.
Visual character and quality of surrounding landscape	Views of the subject site from the Tweed River are experienced by recreation and tourist users, travelling at relatively low speeds. Despite the reduced speed and distance of the view, the Tweed River is not highly 'trafficked', limiting the number of affected viewers.
	Whilst mapped as a mixture of Urban and Rural Hills & Valleys character units, the subject site, and wider locale, present predominately as rural, but with a large lot residential built form hugging the cleared portions towards the ridgeline. Further to the east, formal streets allow more genuine street access down the southern slope of Terranora Ridge, which increasingly presents as an urban setting.
Proposed development	In this sense, the proposal maintains the prevailing character by containing the development footprint to the cleared area, pursuing large lots which will limit the visual proportions of built form and utilising a singular access road, limiting the formality and geometrics of built form within a peri-urban setting.
	The Planning Proposal itself does not include new structures, roads, landforming or vegetation removal. Whilst the Planning Proposal enables future access and built form, the shape, colour, scale, reflectivity, materials and overall character can be prescribed at the subdivision and/or built form development application stage if necessary. The findings of the VIA 2017 however do not identify any specific need to pursue mitigation measures.

<sup>1</sup> NSW RMS, 2019, accessed 28 March 2019. <https://www.rms.nsw.gov.au/about/corporate-publications/statistics/traffic-volumes/qadt-map/index.html#/?z=16&lat=-28.250775400420665&lon=153.54291296617077&yr=2019&id=THSTC&df=0&tb=0>

### 1.3 Analysis of Impact

Element	Comment
Impact on viewer experience	As described within Section 9 of the VIA 2017, the proposal does not significantly alter existing views.
	Whilst the Pacific Highway viewfield is theoretically where the site is most 'exposed', the viewing distance is approximately 1,300m to the development footprint and as such, whilst the ultimate built form would be visible, individual detail or elements are not likely to be specifically identifiable.
	The areas of moderate and minor visual impact are instead experienced from along the Terranora ridgeline itself. In this regard, these views are not identified as Priority 1 or 2 viewing areas and are more private than public in their nature (i.e. local access streets as opposed to tourist routes.) Accordingly, the view sharing principles established by the Land and Environment Court for Development Assessment provide a more relevant tool than the draft SLS for these areas.
Impacts of landscape character and quality	As described within the VIA 2017, the proposal is anticipated to result in a change of minor significance to the visual landscape. Future development enabled by the Planning Proposal is considered to be complimentary of the wider locale character, being the placement of large lot residential development within cleared areas, close to the Terranora ridgeline. The Planning Proposal does not seek excess development standards with regard to building height, likewise, the use of Floor Space Ratio provisions within the R5 zone are predominately redundant to control building bulk. Whilst minimal benefit would be obtained, opportunities are present through future processes (such as subdivision and individual development applications) to consider set provisions of profile, height, scale, form, density, colours, reflectivity of materials etc.

### 1.4 Management

Element	Comment
Mitigation measures	In light of the limited impact no specific mitigation measures are incorporated into the Planning Proposal
Scenic Management Principles	The proposal is considered to uphold the management principles of the Rivers and Creeks, Rural Hills and Valleys and Urban character units. Specifically, the Planning Proposal preserves the existing proportions and patterns between forested and cleared large lot residential areas, retains vegetation, is of limited scale does not reduce the ecological qualities or conditions of the Tweed River.
	In addition, the proposal is considered to satisfy Scenic Management Principles 2, 3, 4 and 5 through the siting of development potential within existing cleared areas, below the Terranora Ridgeline and to a scale that will result in minimal visual intrusion or site landforming. In light of the existing access limitations to the subject site and its desired scale, pursuing viewing opportunities from public places, as per Principle 1, are not considered suitable.



## 2. Conclusion

We trust the information provided within the Addendum assists the consideration of the Visual Impact Assessment 2017 (VIA 2017) in line with Council's draft Scenic Landscape Strategy (draft SLS). It remains our view that the VIA 2017 remains valid, likewise, satisfactory compliance with the draft SLS is obtained by the Planning Proposal as submitted.

Should you have any questions relating to the above advices or wish to discuss further, please don't hesitate to contact our office on 02 6674 5001.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Josh Townsend".

Josh Townsend  
Planit Consulting Pty Ltd