Victor Harbor Landscape Amenity

Report for the City of Victor Harbor

Dr Andrew Lothian
Scenic Solutions

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VICTOR HARBOR LANDSCAPE AMENITY
EXECUTIVE SUMMARY

Introduction

In 2005, the City of Victor Harbor initiated the Urban Growth Management Strategy to guide development through to the year 2030.

As an input to the development of the Strategy, the Council commissioned Scenic Solutions to report on the landscape amenity aspects relevant to the future development of the urban area. This would cover the significant scenic attractiveness of Victor Harbor and its immediate hinterland. It will identify and define the significant attributes of the landscape amenity in a form useful for strategic planning.

The outcomes from the landscape amenity project sought by the Council were as follows:

- A publicly defensible assessment of scenic quality of the study area;
- A comprehensive description of the landscape characteristics of the study area and of significant viewpoints and viewsheds;
- Recommendations covering landscape amenity for use in strategic planning;
- Maps using GIS and a comprehensive report detailing the study and its finding.

Nature of Scenic Quality

Scenic quality is the aesthetic quality of the landscape which, as a qualitative resource, requires people for its assessment. Its characteristics are described.

Landscape quality is worth looking after several reasons including recreation and tourism, quality of life; contribution to land values; psychological value; and the image of a country. Overall, landscape quality comprises a significant economic, environmental & social resource.

Landscape resources should be maintained, managed and enhanced to enable it to continue to contribute to the nation. Its economic worth can be measured in $/sq km.

Early attempts to measure scenic quality treated it as a physical entity of land forms, vegetation, land use etc but its scenic quality did not emerge from these analyses. Rather it needed to be treated as an affective resource, based on people’s likes and dislikes (preferences) which could be measured.

The methodology that the consultant has developed and applied in six studies of landscape quality assessment in South Australia derives from the science of psychophysics and is based on community preferences. The results of these were used to derive scenic ratings for the Victor Harbor area.

Landscape Analysis

The landscape of the area is analysed in respect of its land forms, land cover (e.g. native vegetation and trees), land use, and the presence of water, which comprises in this area, views of the sea. Maps of each are presented.

In addition, viewpoints along the Ring Route and high points are identified and maps for the viewsheds from these presented. Each of these is described and photographs included.

Landscape Units

Following the detailed landscape analysis, landscape units are defined on the basis of similar characteristics - land form, land cover and land use. Landscape units were defined by reference to:

**Terrain**
- Flat
- Gentle slopes or undulating
- Steeper slopes or hill

**Vegetation and trees**
- Areas of native vegetation
- Streamside and roadside trees
- Scattered trees

**Seaview**
- Areas with a seaview

**Land use**
- Existing built-up development
- Open space
- Rural living
- Broadacre agriculture
Scenic Quality Ratings

Scenic quality ratings of the area are derived based on the previous studies. Ratings ranged from 4 to 7 on a 1 (low) – 10 (high) point scale.

The ratings for the area were as follows:

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<tr>
<td>4</td>
<td>22.6</td>
</tr>
<tr>
<td>5</td>
<td>17.0</td>
</tr>
<tr>
<td>6</td>
<td>50.6</td>
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<td>7</td>
<td>9.8</td>
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Overall the high ratings comprise the Rivers Hindmarsh and Inman, the high points of Brown Hill, Crozier Hill, Newland Hill the hills faces adjacent to these, the densely treed rural living areas and roads with trees alongside. Much of this land has a sea view. The middle rating areas (5) comprise gently sloping land, often with scattered trees, and generally without the sea view. The lowest rating areas comprise treeless agricultural areas and some flat treeless areas near the rivers.

Strategic Planning

The Project Brief required the preparation of recommendations to guide strategic planning in reference to maintaining, protecting and enhancing the scenic quality of the Study Area.

The key scenic components of the area comprise the hills faces, trees, rivers, and the sea view.

Recommendations are made covering planning objectives and policies, and other provisions.

Objectives

1. To maintain, protect and enhance the scenic quality of the region’s landscapes including the views to the sea.

2. To minimise the visual impact of land division, developments and structures, and infrastructure through careful design and regard to scale, height, bulk, siting, site coverage, external materials and colours, and use of planting materials and screening.

3. Protect skylines from buildings and structures which would form a silhouette against the sky when viewed from the Ring Route, the Bluff, Granite Island, or other significant viewing points.

4. Minimise the visual impact of land division, developments and structures, and infrastructure through careful design and regard to scale, height, bulk, siting, site coverage, external materials and colours, and use of planting materials and screening.

Strategic Planning

The Project Brief required the preparation of recommendations to guide strategic planning in reference to maintaining, protecting and enhancing the scenic quality of the Study Area.

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Objectives

1. To maintain, protect and enhance the scenic quality of the region’s landscapes including the views to the sea.

2. To minimise the visual impact of land division, developments and structures, and infrastructure through careful design and regard to scale, height, bulk, siting, site coverage, external materials and colours, and use of planting materials and screening.

Planning and Development Policies

1. Protect the natural character and form of the hills faces of the Newland Hill – Porters Hill, Crozier Hill and Brown Hill by preventing further subdivision and developments, structures and infrastructure that would affect their scenic quality.

2. Protect the vistas available from the Ring Route and from significant viewpoints including the Bluff, Waitpinga Road, the Inman Valley Road (particularly from Porters Hill) and from Greenhills Road and Day Road.

3. Protect skylines from buildings and structures which would form a silhouette against the sky when viewed from the Ring Route, the Bluff, Granite Island, or other significant viewing points.

4. Minimise the visual impact of land division, developments and structures, and infrastructure through careful design and regard to scale, height, bulk, siting, site coverage, external materials and colours, and use of planting materials and screening.

5. Ensure lots are of sufficient size for planting and screening around houses and require these in providing approvals.

6. Establish a maximum proportion of the lot than can be occupied by the house, shed and other structures (including pools and decks) to ensure adequate space around it for planting and open space. A maximum of fifty per cent developed is suggested.

7. Ensure the colours of roofing and wall materials of all buildings and structures are of subdued toning and blend with the environment to minimise visual impact.

8. Encourage a reasonable sharing of views between properties of significant landscape features.

9. Incorporate in subdivision plans, building envelopes or restrictions designed to achieve a reasonable sharing of views between properties.

10. Ensure planting of appropriate plants to lessen the visual impact of housing developments, associated structures, and infrastructure.

11. Ensure any buildings and structures on the existing subdivision on the northern side of Croziers Hill are constructed as
near the base of the hill as possible to minimise their impact on the hills face.

12. Establish buffer areas across the region as listed to maintain the open character of the area.

13. Prevent further subdivision and building development on land adjacent to the Adelaide – Victor Harbor Road as described.

14. Restrict housing and associated structures from along sections of the Ring Route between near Morgan Park through to Greenhill Road as indicated.

15. Along the Ring Route between Days Road and Greenhill Road, retain the large lots and set well back any houses.

16. West of the Ring Route between the Greenhill Road overpass and the roundabout, retain the large blocks south of Greenhill Road, and further south, retain the open natural character and recreational facilities.

17. Retain the agricultural uses along the more prominent localities including the Ring Route and Waggon Road.

18. Plan potential development areas west of the existing built-up area on an integrated basis and design the layout to maximize access to views.

Environmental Policies

19. Ensure no net loss in the number and coverage of existing trees and native vegetation.

20. Protect the streamside vegetation adjacent to the Inman and Hindmarsh River.

21. Ensure the protection of roadside vegetation and encourage its further establishment.

22. Encourage and assist rural land owners to maintain and where possible extend tree cover on their properties.

23. Encourage and assist plantings on the hills faces of Newland Hill – Porters Hill escarpment, Crozier Hill and Brown Hill.

24. Plantings of non-indigenous tree crops (e.g. olives, blue gums) on these hills faces should be so as to maintain the natural appearance through avoiding straight rows and straight borders.

25. Prefer the use of indigenous species raised from the local seed provenance.

26. Encourage home owners to maintain their properties so as to enhance the scenic quality of the locality and to minimise their visual impact.

27. Rehabilitate worked out quarries on Waterport Road and Tugwell Road.

28. Limit the southward expansion of the Porters Hill quarry and maintain the east and west skylines to obscure the quarry from view.

29. Establish lookouts on the Inman Valley Road as it rounds Porters Hill and on Waitpinga Road on the down track.

30. Establish public parks on Crozier Hill and Brown Hill.

31. Negotiate with landowners public access walkways to the top of Crozier Hill and Brown Hill.

32. Establish linear parks along the Inman and Hindmarsh Rivers.

33. Establish visitor facilities and walking and cycling trails along the Inman and Hindmarsh Rivers.

34. Close the existing waste depot inland from Kings Head and establish a new waste depot in an inland position away from the coast.
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1. INTRODUCTION

In 2005, the City of Victor Harbor initiated the Urban Growth Management Strategy to guide development through to the year 2030. The Strategy is an integral part of the Victor Harbor Futures Strategy Review.

The Urban Growth Management Strategy will integrate a wide range of considerations and inputs relevant to defining both the current context and future constraints and directions for Victor Harbor.

As an input to the development of the Strategy, the Council commissioned Scenic Solutions to report on the landscape amenity aspects relevant to the future development of the urban area. The landscape amenity input is intended to cover the significant scenic attractiveness of Victor Harbor and its immediate hinterland. It will identify and define the significant attributes of the landscape amenity in a form useful for strategic planning.

This report summarises the findings of the landscape amenity aspects for consideration in the development of the Urban Growth Management Strategy.
2. **BACKGROUND**

2.1 **URBAN GROWTH MANAGEMENT STRATEGY**

The vision and goals adopted by the Council for the Strategy are as follows:

**Vision**

A unique, prosperous and sustainable regional centre offering a wide range of attractive, high amenity lifestyle choices to our local community, the wider Fleurieu region, our visitors, and future generations.

**Goals**

To manage growth in order to encourage a greater proportion of our population being comprised of younger families and those of working age. This goal involves affordable housing strategies and increasing investment and job creation opportunities.

To reach a critical population threshold by 2030 and achieve adequate diversity of population to enable the effective provision of physical infrastructure and community services in accordance with the changing needs and expectations of our community.

To balance the pressures and implications of a high level of growth with safeguarding the environmental and rural amenity of Victor Harbor. Our ability to achieve this balance will determine the future quality of life in Victor Harbor.

2.2 **PROJECT COMPONENTS**

The outcomes from the landscape amenity project sought by the Council were as follows:

- A publicly defensible assessment of scenic quality of the study area;
- A comprehensive description of the landscape characteristics of the study area and of significant viewpoints and viewsheds;
- Recommendations covering landscape amenity for use in strategic planning;
- Maps using GIS and a comprehensive report detailing the study and its findings.

Figure 2.1 defines the urban boundary of Victor Harbor together with the boundary of the study area for the Victor Harbor Futures Strategic Review. The study area lies to the immediate west of the closely built up area and includes the rural living, future living and general farmland areas. It extends from Jagger Road in the south to the boundary with Alexandrina Council in the north-east.

The area is zoned General Farming, Future Residential, Rural Living and Light Industry with a Recreation zone along the Hindmarsh River. The study is intended to cover all of this area, the parts which are already developed (e.g. for rural living) as well as the undeveloped agricultural land.

The landscape project was described in the project brief and comprised the following components.

**Definition of Landscape Units**

The consultant will identify and delineate landscape units being areas of similar landscape characteristics in terms of land form, land use, land cover, land division and other attributes.

Within each landscape unit, the consultant will describe the significant landscape characteristics present including:

- Land cover – tree distribution, tree health, roadside trees, streamside trees
- Land forms – river valleys, hills, escarpments
- Land uses – e.g. agriculture, rural living
- Presence of water – dams, rivers
- Eyesores and other features which detract from scenic amenity
- Other distinctive features

**Landscape analysis**

The consultant will identify significant viewpoints, delineate viewsheds from a range of significant viewpoints, identify skylines and other landscape features present in the study area. Views to the sea and to distant hills will be included.

The viewshed analysis will be undertaken using GIS and provide an indication of the extent by which particular features such as hills and escarpments can be viewed from a range of viewpoints.

**Scenic quality ratings**

The consultant will estimate the scenic quality rating of the landscape units within the study area based on knowledge gained from...
Figure 2.1 Victor Harbor Urban Boundary and Study Area
previous studies of landscape quality in South Australia.

These ratings will indicate the relative ranking of the landscape units within the study area and assist in determining recommendations.

Recommendations

The consultant will prepare recommendations to guide strategic planning in reference to maintaining, protecting and enhancing the scenic quality of the study area.

2.3 NATURE OF SCENIC QUALITY

Scenic quality is the aesthetic quality of the landscape. The term landscape quality is used interchangeably with scenic quality.

Landscape resources are a subjective quality which can be objectively measured (see below). In economic terms, they comprise a public good like the air and wind and are not privately owned – although often housing prices reflect the availability of a fine view. Viewing landscapes does not involve their consumption and lessening them through use (e.g. as for visiting parks). Landscape quality may be changed, e.g. through mining activities, but never totally destroyed.

Being a qualitative resource, landscape quality derives from human perception and is dependent of human perception for its assessment.

Landscape quality exists whether or not the area is accessible for viewing; the argument that an area is not seen so it does not matter if it is degraded is considered invalid. This argument does not hold for other environmental resources such as biodiversity and therefore would not apply to scenic quality. Moreover, areas are often viewed by many means other than from a car – e.g. by walking, cycling, from the sea or by air. An area without vehicular access now may be provided with access in the future.

Landscape quality is worth looking after for several reasons including:

- Quality of life – they contribute to people’s well being and enjoyment and hence their quality of life;
- Contribution to land values – a view is reflected in the value of house blocks and can add significantly to their value;
- Psychological value – through contributing to people’s well being landscape quality undoubtedly assist in their mental health and sense of fulfillment;
- Image of a country – the image by which people describe their country often reflect its landscapes. Its landscapes are also reflected strongly in the art and literature of a nation.

Overall, landscape quality comprises a significant economic, environmental & social resource. As a resource it should be maintained, managed and enhanced to enable it to continue to contribute to the community. In Switzerland, the value of the landscape to the nation from tourism is measured in dollars per square km. The same principal applies to the Victor Harbor area – the landscape contributes to the economic well being of the region.

As a qualitative attribute, scenic quality derives from the preferences of people; it reflects their likes and dislikes. These preferences derive instantly and without analysis; they do not derive from a detailed consideration of a scene. They derive from our affective faculty, not our cognitive faculty.

The dictionary defines aesthetics as **things perceptible by the senses as opposed to things thinkable or immaterial** (Shorter Oxford).

Early attempts to measure and map scenic quality sought to analyse its attributes – the land forms, land use, vegetation and other features that were present in the expectation that the quotient of scenic quality would result. However although these attempts gained much understanding of what landscapes comprise, they failed to derive any measure of scenic quality that was objective and replicable. The difficulty with many of these methods was that they derived from the preferences of the person or persons undertaking the analysis and were thus inherently subjective and non-replicable by others.

A basic requirement in research is that the results be replicable by anyone applying the same methodology but these methods
produced as many results as the number of individuals carrying them out.

The methodology that the consultant has developed and applied in six studies of landscape quality assessment in South Australia derives from the science of psychophysics and is based on community preferences. It requires a large number of participants (~400) who view a large number of photographs of scenes of the subject area and rate these on a scale of 1 (low) to 10 (high). The photographs meet criteria of being an adequate substitute for field assessment of the scenes: i.e. they are of standard horizontal formal, 50 mm focal length, not composed artistically, avoid extreme light conditions, and were taken on sunny cloud-free days.

The methodology involves photographing the area, classifying the area into units of similar characteristics, selecting photographs representative of its characteristics, having the photographs rated by participants, and applying the ratings to areas of the region with similar characteristics.

Scenic Solutions has completed the following projects involving assessment of scenic quality or the application of the knowledge gained:

- Assessing the impact of wind farms in coastal and inland locations in South Australia
- Assessing the scenic amenity value of large remnant trees on agricultural land in South Australia
- Measuring and mapping the landscape quality of the South Australian coast (4,800 km)
- Assessing the impact on scenic quality of coastal developments including housing, marinas and aquaculture
- Measuring and mapping the scenic quality of the Barossa region
- Advising a power authority about the scenic quality impact of wind farms in a range of localities across South Australia
- Advising wind farm companies about the scenic quality impact of wind farms at Myponga-Sellicks and Yankalilla

The results of these studies were be utilised in the current project to determine the scenic rating of the study area. The project was not of sufficient size to warrant a community based survey so the ratings of scenes elsewhere were applied in the study area. It is possible to do this because of the principle of equivalence; two similar scenes of a given type of landscape, e.g. grazing area with scattered trees on undulating terrain, should yield similar ratings. The location is thus not critical, rather it is the characteristics which are present that determine the rating.

2.4 TERMINOLOGY

Terms which are used in this report are defined as follow.

Scenic quality or landscape quality refers to the aesthetic quality of the landscape.

Quality refers to the aesthetic worth of a scene, generally on a high – low continuum.

Landscape comprises the physical characteristics that are present including land form, land use, land cover, the presence of water and other attributes.

Land form comprises the terrain of the landscape including hills and valleys.

Land use covers human use of the land including agriculture and forests, but also non-uses such as national parks and conservation reserves.

Land cover refers mainly to the presence of vegetative cover, trees, shrubs, grasses, but can refer also to crops, olive groves, plantations and viticulture.
3. LANDSCAPE ANALYSIS

The objective is to identify and delineate landscape units and to identify significant viewpoints, viewsheds, skylines and other significant landscape features present in the study area.

In broad terms, the landscape of the study area comprises undulating to hilly terrain with scattered trees and some dense native vegetation. Arable land is used for grazing and cereals or, where it has been subdivided into large blocks, used for rural living. Water occurs in the Hindmarsh and Inman Rivers and in farm dams. The nearby sea is visible from many parts of the Study Area.

This section provides the information basis for these tasks by examining the land forms, land cover, land use and other attributes including the presence of water in the Study Area.

Two scenes from the air illustrate the overall geography of the survey area (Google Earth™ images).

3.1 LAND FORMS

Landscapes with hills and mountains, cliffs, and steep land will generally rate higher in scenic quality than flat areas.

Figure 3.1 shows the contours for the Study Area. The highest features are Newland Hill (173 m) and Crozier Hill (161 m). The Bluff is 100 m and Brown Hill is 254 m high.

Victor Harbor has two watercourses flowing through it to the sea, the Hindmarsh River in the north and the Inman River in the south. The two valleys associated with these rivers are defining landforms for the region as between them on higher land the main township of Victor Harbor is located.

Further inland, beyond the Study Area, the Inman Valley is lined by steep high escarpments along the southern and northern sides. These U-shaped land forms were formed by Permian glaciation 270 million years ago. Steep hills also overlook the shorter Hindmarsh Valley.

Steep land occurs in several localities, some associated with ridges, others with the rivers:

- Extending from the Bluff to Newland Hill and north to Porters Hill; the north-eastern slopes of this area are largely subdivided and built on while the western slopes comprise mainly farmland except for a rural living area on Porters Hill.
- The Inman River gorge east of Swains Crossing Road is a short narrow valley leading to the open flat area near the coast.
- Crozier Hill links to the western ridge and comprises quite steeply sloping land on the western and eastern sides. It appears to have the shape of a *roche moutonée* (an elongated mound of bedrock worn smooth and rounded by glacial abrasion), a unique round shape like a cockle shell formed by the action of Permian glaciation moving over it from the south east about 270 million years ago.
- The western half of the Victor Harbor township proper rises sharply to higher land which connects to the Greenhill Road ridge.
- The Hindmarsh River gorge occurs opposite Hayborough where the river meanders against higher land to the south.
- Though largely outside the Study Area, the lower slopes of Brown Hill rise steeply to a high ridge.

Although the study area does not extend to the sea, there are many locations within it where the sea is visible.

Flat land occurs along the coastal plains at Encounter Bay north to the Inman River and the lower part of the Victor Harbor township. Flats also occur along the Inman River valley east of Crozier Hill, and near the new Morgan Park raceway north of the Hindmarsh River.

3.2 LAND COVER

Trees are important in landscape terms as they enhance scenic quality; other things being equal, a scene with trees will rate higher than a barren scene. The more natural the appearance of the trees, the higher the rating.

1. Professor Bob Bourman, Professor of Geomorphology at the University of South Australia, informed me that “there is no definitive evidence that Crozier Hill is a roche moutonée, but quite a lot of inferential material suggests that it was formerly one but subsequently modified when direct lines of evidence, e.g. striated surfaces, were destroyed.”

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View over Victor Harbor (RHS), Crozier Hill, the ring route and Brown Hill in background. The Rivers Inman (foreground) and Hindmarsh lined by dense trees are visible. (brown summer image)

View over Encounter Bay showing Encounter Lakes housing, the Bluff (LHS), Kings Head and Newland Head on the distant coast. Porters Hill is half way up on the RHS and large allotments extend from there across the low escarpment. (green winter image)
VICTOR HARBOR FUTURES STRATEGIC REVIEW

Figure 3.1 Study Area and Contours
Figure 3.2 Land Cover

Vegetation cover of Victor Harbor

© Dr Andrew Lothian, Scenic Solutions
Figure 3.3 Land Use
Figure 3.4 Land with a Sea View
Thus pines, an introduced tree, do not rate as high as indigenous species such as eucalypts.

Figure 3.2 indicates the vegetation cover for the Study Area. It indicates areas of dense native vegetation including densely scattered trees in some of the rural living areas. Some areas of dense vegetation occur on hill slopes such as Brown Hill and Newland Hill, and other areas occur near streams and roadside vegetation.

Less densely scattered trees, which create a pastoral-like landscape of trees and grass are also shown. Some of these scattered trees occur naturally on farmland, others have been planted, particularly in the rural living areas which are often marked with trees and gardens.

Trees along roadsides and significant shelterbelts are shown including areas of native vegetation, planted indigenous and introduced trees such as pines along Greenhills Road on the southern ridge overlooking Hindmarsh River valley. Being near or along the ridge these are highly visible from across the Hindmarsh River valley.

Streamside vegetation which generally comprises indigenous trees (red gums), reeds and sedges are shown along the two principal rivers and the Hall Creek, a small tributary of the Inman River.

Despite the many areas with trees and other land cover, some occurring naturally, other areas planted, there remain considerable areas without any tree cover. The agricultural areas in the west of the Study Area are fairly barren of trees and the areas west of Porters Hill as well as the north-eastern part of the Porter Hill ridge are also without many trees.

Most of the trees appear healthy, however among the areas of scattered trees in paddocks some die-off is apparent. Examples include along Waterport Road, parts of the Ring Road and west of Three Gullies Road. Over time, without regeneration from existing tree stock, the risk is that the scattered trees will eventually die and disappear and the land will appear barren as a result. Scenic quality will diminish as a result.

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3.3 LAND USE

Figure 3.3 summarises the land use for the Study Area. This has been derived from Planning SA’s data base but simplified into four categories.

The rural living areas are a significant land use in the study area. These comprise houses, some quite substantial, on large allotments. The allotments also include many planted trees, mown grasses and lawns, fences, rainwater tanks, sheds, pools and often several vehicles and ride-on mowers. These areas either change the generally open barren farmland or are located in dense indigenous trees, many of which are removed for the housing and gardens. Through extensive greening, rural living areas cause major environmental and landscape change to the area.

The Victor Harbor Golf Course and the McCracken Country Club are major areas of open space, although the latter lies outside the Study Area. The Greenhills Adventure Park is also included as open space. The area along the Inman River includes, as well as the golf course, bowling club, and an oval.

The sewage treatment plant, located adjacent to the Inman River is shown as part of the built-up or developed area. The Study Area lies to the west of the major built up areas.

Agriculture occupies much of the area not utilized by rural living. Much of this is zoned future living. Included within the agriculture area is the quarry on Porters Hill.

3.4 PRESENCE OF WATER

Water has a significant positive influence on scenic quality, unless it is badly polluted or discoloured.

Within the Study Area, water is not a major feature. It is present in the two rivers which are permanent water features but the water is not visible from a wide distance and it therefore has only a localized visual impact. There are a number of farm dams in the Study Area but these are relatively small and insignificant. A small lake is located adjacent to the Ring Road off Crozier Road but has considerable algal growth in it. The effluent ponds near the golf course are extensive but are largely hidden behind mounding, trees and fences.

The significant water feature which influences scenic quality lies outside the Study Area and comprises the sea. This is visible from many parts of the Study Area.

Figure 3.4 indicates the land visible from the sea and, conversely, the land with a sea view.

Positions approximating the horizon at 6.2 km distance from the shore were selected at 5 km intervals around the coast. The figure of 6.2 km represents the distance visible at sea from eye level to a point 1.5 m above sea level (Figure 3.5).

From these positions, the land within a 20 km radius was plotted. This was plotted for successive 5 km positions parallel to the coast so that a location not visible from one position may be visible from one or more other positions.

The data did not consider the blocking effect of trees or buildings on the viewshed – these do not comprise permanent features on the landscape and could be removed.

The sea view map provides a detailed assessment of the land visible from the sea. Conversely it identifies the locations of land with a sea view. Where this land is undeveloped, it identifies land with development potential.

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2. Based on the formula: Distance = 112.88*$\sqrt{\text{height}}$ (in km) where 112.88 is the square root of the Earth’s radius (6371 km). The distance visible from 1.5 m above the horizon (eye level) to another point 1.5 m above the horizon is 6.2 km.
South of the Inman Valley Road, the major area with a view of the sea extends east of the Porters Hill – Newland Hill ridge. Inland of this are small isolated patches east of the Sheoak Hill ridge with a sea view. These however lie west of the Study Area.

Between the Inman Valley Road and the Adelaide – Victor Harbor Road are two high ridges leading inland which provide sea views. One ridge extends from Crozier Hill north along Cartwright Road and the other ridge extends along Greenhills Road and Hutchinson Road and encloses the Hindmarsh River valley. Most of these ridges lie outside the Study Area, however their sea views may result in pressure for their inclusion in the future development of Victor Harbor.

The land facing the Hindmarsh River valley along Welch Road (Ring Road) also has a sea view. This land lies within the Study Area and is already partly developed into large allotments.

Between the Adelaide – Victor Harbor Road and the Victor Harbor – Pt Elliot Road, the built up area occupies some of the land with a sea view. However there is also an undeveloped area on a low ridge extending towards Waterport Road with a sea view.

Brown Hill and the ridge leading to Crows Nest Road inland from Port Elliot has extensive visibility of the sea. This is a steep and distinctive hill in the area.

Viewed overall, it is evident that much of the existing development of Victor Harbor has occurred in areas with a sea view. Much of the Study Area includes areas without the benefit of a sea view.

3.5 VIEWPOINTS

The project brief includes the identification of significant viewpoints in the Study Area. Figure 3.6 indicates the location of viewpoints. These include the viewpoints from the high hills including the Bluff and Brown Hill outside the Study Area which were displayed above. The names of roads are included on Figure 3.3. Viewpoints along the Ring Road are examined and then viewpoints in other parts of the Study Area.

3.6 VIEWSHEDS

Nine viewpoints were identified from which viewsheds were mapped using Planning SA’s Geographic Information System. Viewpoints were selected covering:

- Each of the five high points in the Study Area and surrounds: the Bluff, Newland Head, Porters Hill, Crozier Hill and Brown Hill
- Four points along the Ring Road where good views are available and from a low point near the Inman River.

The viewsheds from each of these points are shown in the maps: Figure 3.6 to 3.15.
Figure 3.6 Viewshed from the Bluff

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From the Bluff, views take in all of Victor Harbor, the coast towards Kings Head and Newland Head and the distant hills along the Inman Valley – Inman Hill and Hindmarsh Tiers together with Brown Hill.

The view towards Kings Head along the southern coast is iconic, having been painted by Sir Hans Heysen and many other painters and being among the most photographed scene in South Australia.

In the far distance from the Bluff, Port Elliot and the Goolwa Beach around to the Murray...
Mouth are visible. The two ridges west of the town along Cartright and Greenhills Roads can also be seen.

The view from the Bluff of the Study Area includes Newland Hill and the eastern escarpment of Porters Hill, Crozier Hill, the rural living area west of the town, the eastern slopes of the Hindmarsh River valley (overlooking Morgan Park Raceway), and the lower slopes of Brown Hill.

The view from the Bluff is comparable with those from Crozier Hill and Brown Hill in respect of the area visible.
Figure 3.7 Viewshed from Newland Hill
Newland Hill has considerable native vegetation near the summit which obscures the view. However the GIS analysis ignores this and shows what the unobscured view would be.

Good views east to the Bluff are over a steep bare field which lies uphill from the Three Gullies Road, a roller coaster road adjacent to the existing housing development.

Agricultural land extends west of Newland Hill and is used for grazing and cereals.

The view towards Victor Harbor opens up down the Waitpinga Road and over Encounter Lakes to the town and Granite Island.
Figure 3.8 Viewshed from Porters Hill
The views are from the narrow ridge leading to Porters Hill. Good views may be had both to the east and west; in the east overlooking much of Victor Harbor through to Port Elliot in the distance and around to the Bluff, and in the west up the Inman Valley and to the ridges north of Crozier Hill and the Brown Hill – Hindmarsh Tiers area.

Within the Study Area, the view is restricted to the ridge leading to Newland Hill, as well as Croziers Hill, the rural living area west of the town and with the flat land to the east around Newland and the lower slopes of Brown Hill.
Figure 3.9 Viewshed from Crozier Hill
Crozier Hill viewed from Inman Valley Road (west)

Crozier Hill viewed from Glenbrook track (south west)

Crozier Hill viewed from Glastonbury Road, Porters Hill (south)

Crozier Hill viewed from entrance to Swains Crossing Road (south east)

Crozier Hill viewed from Clydesdale Road (east)

Crozier Hill and water treatment plant viewed from Greenhill Road (north)
From Crozier Hill summit, north east to Brown Hill

From Crozier Hill summit, east to Victor Harbor

From Crozier Hill summit, south towards Porters Hill, the Bluff, and Newland Hill. Note quarry on Porters Hill

From Crozier Hill summit, south west across the Bluff, Newland Hill, Wilson Hill & Inman Valley

From Crozier Hill summit, west to Inman Valley, Inman Hill & Tower of Babel

From Crozier Hill slopes towards rural living area west of Victor Harbor

From Crozier Hill summit, north to Hindmarsh Tiers, Peeralilla Hill & Brown Hill

© Dr Andrew Lothian, Scenic Solutions
The distinctive shape of Cozier Hill is illustrated from various viewpoints.

The top of Crozier Hill offers excellent 360° views in all directions. These include much of Victor Harbor from the Bluff to Port Elliot, the Inman Valley and Back Valley, the high ridges north of Crozier Hill and the Brown Hill – Hindmarsh Tiers – Inman Hill area.

Within the Study Area are visible the Porters Hill ridge across to Newland Hill, the rural living area west of the town, the eastern slopes of the Hindmarsh River valley (overlooking Morgan Park Raceway), and the lower slopes of Brown Hill. The quarry on Porters Hill is particularly visible from Crozier Hill.

These views are not very accessible as Crozier Hill comprises private land.
Figure 3.10 Viewshed from Brown Hill
Because of its height and location, Brown Hill provides excellent views across Victor Harbor, the Study Area and the areas to the west.

The panoramas were photographed from the south-west slopes of the hill, at about 190 m (Brown Hill is 254 m high to provide an unobstructed view of the Study Area).

These views are not very accessible as Brown Hill comprises private land.

The photographs are taken from the southern slopes of Brown Hill which provide better views over Victor Harbor than the top of the hill where the flatness obscures the nearby areas.

From the southern slopes views are available extending from the housing north of Victor Harbor across the town to the Bluff inland to the Inman Valley and Hindmarsh Tiers.

Figure 3.11 aggregates all of these viewsheds into a single map. Localities which are visible from eight or nine of these points are the Bluff and Newland Hill. The summit of Crozier Hill and a small area on Greenhills Road are also visible. Many areas are visible from six or seven points including Brown Hill, Crozier Hill, the southern part of Porters Hill, and the Encounter Lakes development and housing near Waitpinga Road. Parts of the rural living area west of the town are also visible from many points.

Overall the viewshed analysis indicates that while the high points within the Study Area – Crozier Hill, Newland Hill, Porters Hill are widely visible, much of the Study Area is largely hidden from view. This particularly includes the valleys of the Inman River and Hindmarsh River, and the western slopes of the Porters Hill – Newland Hill ridge. These areas are of course visible from points further to the west of the town but not from the town or its vicinity.

Viewed in combination with the views available of the sea (Figure 3.4), it is apparent that many of these areas are without the sea view.
Figure 3.11 Aggregate viewsheds
Ring Route

The Ring Route opens up vistas of the Victor Harbor area quite different from those available near the coast which are seen by most visitors.

From the Adelaide – Victor Harbor Road near the Urimbirra Fauna Park, the road rises to a low hill which overlooks the Hindmarsh River valley and the Morgan Park Raceway and Equestrian Centre. The view extends west up the valley to Greenhills Road which runs along the skyline.

Crossing the Hindmarsh River, the road rises through a low cutting and a further wide open flat valley opens to the west, again bounded by the continuation of Greenhills Road.

Image of the Study Area showing the Ring Road. Urimbirra Wildlife Park on lower LHS, Morgan Park Raceway on lower RHS. Hindmarsh River flows from lower right to left and is lined by trees. Inman River is near top.
Figure 3.12 Viewpoints within Victor Harbor Region
Figure 3.13 Ring Road Viewpoint 6
VP 6 Looking south over the Morgan Park Raceway from the eastern slopes of the Hindmarsh River and to the distant Inman Valley hills.

Brown Hill from first cutting south of Hindmarsh River.

Perallila Hill and Brown Hill from near Days Road overpass

VP7 Just north of the Day Road overpass, a wide vista over the wide valley to the west and Brown Hill to the north.
Figure 3.14 Ring Road Viewpoint 7
Figure 3.15 Ring Road Viewpoint 8

Victor Harbor Landscape Amenity

© Dr Andrew Lothian, Scenic Solutions
From Greenhills Road, the Bluff (LHS), Newland Hill and Crozier Hill.

VP 8 Just south of the Greenhills Road overpass, looking south over the golf course to Newland Hill, Porters Hill and Crozier Hill.
Figure 3.16 Ring Road Viewpoint 9

Viewshed Analysis of Victor Harbor Region
Point 9 - Ring Road

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Waitpinga Road Viewpoints

South from Greenhills Road, the Ring Road is too low to gain good viewpoints. Waitpinga Road provides the continuation of the Ring Road up Newland Hill, providing good views back over Victor Harbor and, from the lookout, towards the Bluff.

VP 10 Waitpinga Road intersection with Battye Road. Driving north down Waitpinga Road, the view towards Victor Harbor is confined by cuttings and then widens out.

VP 11 Waitpinga Road lookout. Views to Victor Harbor and to the Bluff.

Viewpoints west of Newland Hill and Porters Hill

The remaining viewpoints are from the higher land inland of the coast, from north of Newland Hill around to Greenhills Road and Waterport Road.

VP 12 From Waitpinga Road looking north west over farmland (Tramontana) towards Inman Valley and Inman Hill in distance. Slopes up on the right to Newland Hill.

VP 13 From Tugwell Road a glimpse down Hall Creek towards Hindmarsh Tiers and Crozier Hill. Glassenbury Road is on the right.
VP 14 From the end of Glassenbury Road (near Porters Hill) towards Hall Creek (with line of trees), Inman River valley & Crozier Hill. Slopes up on right to Porters Hill.

VP 15 From the end of Ferrier Road on Porters Hill overlooking Victor Harbor from Brown Hill around to the Bluff. This view is available to the houses along Ferrier Road. Top scene – Brown Hill & Victor Harbor; middle scene - Victor Harbor & Encounter Lakes; bottom scene – Encounter Bay, the Bluff & Newland Hill

VP 16 Tjilbruke Drive (Newland Hill) overlooking Crozier Hill, Brown Hill and Victor Harbor
VP 17 Fr Butler Rise view over Victor Harbor, Brown Hill and Encounter Bay

VP 18 From Tugwell Road the vista widens as one drives east down this road towards the Waitpinga Road intersection. Initially of Victor Harbor is confined (top scene) but as one drives further down this road a wider vista (middle & bottom scenes) from Porters Hill around to Encounter Lakes is available.

Crozier Hill – Greenhills Road Viewpoints

VP 19 From Inman Valley Road towards Crozier Hill and the Inman River. The view opens as one drives around Porters Hill and west towards the Inman Valley.
VP 20 Overlooking Victor Harbor Golf Course club house to Victor Harbor and the Bluff

VP 21 West from Greenhills Road (outside Study Area).

VP 22 From Day Road west of Ring Road over the Hindmarsh River valley to the Hindmarsh Tiers, Peeralilla Hill and Brown Hill. The sea is not visible from this section of the road until around the intersection with Greenhills Road. The view to the south of the road is limited by trees.
VP23 From Greenhills Road looking west towards Crozier Hill with the new water treatment plant in the mid distance, Crozier Hill and Inman Valley. Further to the right, the hills overlooking the Inman Valley are visible in the distance.

![VP23 Image](image1)

VP 24 From Greenhills Road, looking east over the Hindmarsh River valley, with Peeralilla Hill on LHS and Brown Hill on RHS. Sea on extreme RHS.

![VP24 Image](image2)

VP 25 From Hutchinson Road. This scene was from outside the Study Area but overlooks part of it. It overlooks the Hindmarsh River valley through to the sea with Brown Hill on the LHS.

![VP25 Image](image3)

Ring Route between Days Road and Greenhills Road overpasses

Passing under the Greenhills Road the road slopes down to the Inman River floodplain, providing views west over the valley and golf course to Newland Hill, Porters Hill and Crozier Hill in the distance. The land between the road and Canterbury Road which forms the western boundary of the town comprises open fields. A small lake is located east of the Ring Road. West of the road, the sewage treatment works are situated amidst dense tree cover.

East of the road are fields used for cropping and grazing. The road rises to underpass Day Road, and looking back to the north provides good vistas of Brown Hill and the Hindmarsh River valley. The road continues south across undulating land bound by the rural living areas with scattered housing amidst trees and small fields.

The road crosses the Inman River and continues across flat land to Newland, with the golf course and oval on its west and open fields on the east. The road then joins the Inman Valley Road and the roads which link to Victor Harbor, Encounter Bay and the Waitpinga Road.
4. LANDSCAPE UNITS

Landscape units are defined to provide the basis for assigning scenic quality ratings. They therefore need to have similar characteristics in regard to land form, land cover and land use.

4.1 LANDSCAPE FEATURES

Landscape quality is enhanced by:

- Presence of trees - higher and denser the better
- Terrain – hilly and steep land
- Presence of water or view of water
- Naturalness – the degree by which the landscape appears natural (i.e. perceived naturalness, not necessarily ecological naturalness)
- Diversity – the busyness of the scene as the sum total of the land forms, land cover, land uses etc.

These factors were considered in the delineation of landscape units. The following landscape features are present in the Study Area.

Sea View

The area with a sea view has special landscape significance as it will normally rate more highly in landscape quality.

Rural living

Rural living areas are characterised by the many planted trees and scattered housing generally on undulating terrain present diverse landscapes. There are six areas of rural living:

- Southern Porters Hill and western slopes of Newland Hill;
- Between the golf course and Crozier Hill, including a new subdivision north of Crozier Hill only partly developed;
- The extensive rural living area north of the Inman River and extending to Day Road in the north, Greenhills/ Cartwright/ Glenvale Roads in the west, and the built up area of Victor Harbor in the east;
- The pocket area of rural living on Panorama Drive off Greenhills Road;
- A small linear strip along Waggon Road;
- The new rural living subdivision north and east of the Morgan Park Raceway along Lippizana Road and Arabian Court, plus areas on the flats under development.

As in any process of development, the extent to which the final landscape appearance has been reached varies according to the age of the development. Mature rural living areas, with extensive tree cover and established gardens include southern Porters Hill, the area north of the Inman River and the Wagon Road development. Rural living areas which appear somewhat raw because they are still in the process of being established include the slopes of Newland Hill, Crozier Hill, Panorama Drive and especially the new area near the Morgan Park Raceway.

Streamside Trees

The Rivers Hindmarsh and Inman meander through the Study Area on their way to the sea and comprise the river and flats adjacent to the river which are often well vegetated with large red gums and shrubs. Hall Creek is a small but significant landscape feature lined by trees adjoining the rural living area near Porters Hill.

These linear features are important landscape features in the Study Area and comprise significant natural areas within the increasingly developed region. The water present in the watercourses is confined visually and is not visible beyond the immediate vicinity. However the accompanying trees which mark the routes of the streams are significant landscape features.
In landscape terms the streams are significant as they are natural features, contain water with extensive tree cover line their banks. They often provide quite diverse landscapes.

**Roadside Trees**

In a generally barren landscape, the presence of trees and native vegetation alongside roads can contribute significantly to landscape quality. There are several roads with such vegetation including:

- Tugwell Road
- Waitpinga Road
- Halls Creek Road (off Waitpinga Road)
- Inman Valley Road
- Glenvale Road
- Days Road
- Greenhill Road
- Waggon Road
- Adelaide – Victor Harbor Road
- Waterport Road

These linear features provide natural elements amidst agricultural landscapes.

**Areas of Native Vegetation & Tree Cover**

As well as along the streams and roads, there are several areas with broadacre tree cover including:

- Newland Hill
- Victor Harbor Golf course
- Greenhills Adventure Park
- Slopes of Brown Hill
- Urimbirra Wildlife Park
- Nangawooka Flora Reserve

The Golf Course and the Greenhills Adventure Park both have extensive tree cover, mainly planted, to help create the right environment for the recreational activities of each.

The presence of trees, including indigenous and planted, provides a natural appearance in the landscape.

**Scattered Trees**

The presence of scattered trees on farmland creates attractive pastoral landscapes. Such scenes occur adjacent to Waterport Road, south of Waggon Road, amidst the rural living area west of Victor Harbor and between Newland Hill and Porters Hill.

**Agriculture**

Surrounding the Study Area on the western side, and extending into parts of it, is broadacre agriculture, comprising grazing and cereal growing land.

This area is generally of undulating to hilly terrain and is often fairly barren of trees.
although some occur along roads and creeklines.

Comprising modified landscapes, agricultural areas are not of a natural appearance, and their grazing or monocultural cereals results in little diversity. The landscape quality of agricultural areas is enhanced by scattered trees or broadacre trees.

**Major Hills**

Prominent in or adjacent to the Study Area are several hills:

- Newland Hill
- Porters Hill
- Crozier Hill
- Brown Hill

Apart from Newland Hill which has scattered trees and clumps of native vegetation near its summit, the other three are fairly barren of trees, although there are some patches of low vegetation on the lower slopes of Brown Hill.

Being the high points, these hills provide significant landmarks in the region.

**Other features**

There are several recreational and industrial facilities in the Study Area. These are:

- Oval and bowling greens near golf course
- Morgan Park Raceway and Equestrian Centre
- Porters Hill quarry

The quarry on Porters Hill, although well hidden and screened from the Victor Harbor side, is visible from the Crozier Hill side.

**4.2 DEFINITION OF LANDSCAPE UNITS**

Based on the presence of these features, the landscape units of the Study Area can be defined. The most significant features in terms of landscape quality are:

**Terrain (land form)**
- Steep slopes and hills rate higher than flat land and moderate slopes;

**Trees (land cover)**
- The presence of trees, particularly high and dense rate highly.
- Indigenous trees rate more highly than introduced trees.

**Sea view**
- The presence of a sea view will add about 1.5 to the rating of a scene. Thus differentiating the land with and without a sea view is important in landscape quality.

**Land use**
- Generally the more natural the appearance of the land use the higher the landscape quality rating. Thus bare flat fields of monoculture rate lower than a rural living area of scattered housing but with considerable tree cover. The golf course and adventure parks also rate high with their dense tree cover.

Each of these was mapped (Figure 4.1) by the following:

<table>
<thead>
<tr>
<th>Terrain</th>
<th>Flat</th>
<th>Moderate slopes or undulating</th>
<th>Steeper slopes or hill</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vegetation and trees</td>
<td>Areas of native vegetation</td>
<td>Streamside and roadside trees</td>
<td>Scattered trees</td>
</tr>
<tr>
<td>Seaview</td>
<td>Areas with a seaview</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Land use</td>
<td>Existing built-up development</td>
<td>Open space</td>
<td>Rural living</td>
</tr>
</tbody>
</table>

The various combinations of these provide the basis for assigning scenic quality ratings.
Figure 4.1 Landscape Units
5. SCENIC QUALITY RATING

5.1 GENERIC RATINGS

The basis of determining scenic quality ratings for the Victor Harbor Study Area is the principle of equivalence: providing the characteristics are similar, the ratings from one scene are applicable to another scene. The location is not important; rather it is the content or characteristics which are present which determine its scenic rating. Thus the rating for a pastoral scene of scattered trees on flat grassland can be applied to other similar scenes.

Six studies of landscapes within South Australia have been undertaken and these provide over 600 scenes covering a wide range of landscapes, many of which are not present in the Study Area.

However there are nearly 300 covering agricultural, horticultural (excluding the Barossa study), native vegetation and scenes with water (excluding the coastal surveys).

Analysis of these scenes by land form, land cover, and land use yielded the mean ratings shown in Table 5.1.

<table>
<thead>
<tr>
<th>Land cover &amp; Land form</th>
<th>Mean Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barren, flat</td>
<td>3.98</td>
</tr>
<tr>
<td>Barren, gentle slope</td>
<td>4.80</td>
</tr>
<tr>
<td>Barren, steep slope</td>
<td>5.43</td>
</tr>
<tr>
<td>Scattered trees, flat</td>
<td>5.28</td>
</tr>
<tr>
<td>Scattered trees, gentle slope</td>
<td>5.44</td>
</tr>
<tr>
<td>Scattered trees, steep slope</td>
<td>5.81</td>
</tr>
<tr>
<td>Roadside trees</td>
<td>6.31</td>
</tr>
<tr>
<td>Streamside trees</td>
<td>5.93</td>
</tr>
<tr>
<td>Native vegetation, flat</td>
<td>6.58</td>
</tr>
<tr>
<td>Native vegetation, gentle slope</td>
<td>5.23</td>
</tr>
<tr>
<td>Native vegetation, steep slope</td>
<td>6.38</td>
</tr>
<tr>
<td>Water (inland)</td>
<td>6.31</td>
</tr>
<tr>
<td>Horticulture</td>
<td>5.47</td>
</tr>
</tbody>
</table>

Examples of most of these scenes are shown below.
Figure 5.1 examines the ratings for scenes with changes of terrain, from flat through sloping to steep.

**Figure 5.1 Influence of Land Form on Ratings**
Figure 5.3 Slopes

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For the scenes which are barren of trees or with scattered trees, the ratings increase steadily. However with the scenes with native vegetation the ratings start high and then fall with the growing steepness of the land. These figures were based on relatively few scenes and were considered an aberration. Therefore the ratings for scattered trees were adopted with the addition of 1:

Native vegetation, flat  6.28
Native vegetation, gentle slope  6.44
Native vegetation, steep slope  6.81

In the South Australian landscapes study, scenes with water averaged 6.82 compared with 5.31 for scenes without water, a 1.5 difference, a figure comparable to that above.

In the Mt Lofty Ranges, the presence of dams with water lifted ratings; scenes with dams 6.06 scenes without dams 5.21, a difference of 0.85. This did not however involve a sea view which rates higher.

Based on these findings, the figure of 1.4 increment due to the sea view was adopted for the Study Area. This means that a scene based on its land form and land cover might rate 4.6 but with the sea view would rate 6.0.

The landscape unit map (Figure 4.1) included land uses – residential, open space, rural living and broadacre agriculture. In terms of scenic quality, the influence of these is largely reflected by the presence of trees and, to a lesser extent, the terrain. Rural living areas for example are largely well treed so are identified under scattered trees category. The rural farming areas by contrast are largely barren and are mainly differentiated by terrain, particularly whether flat or undulating. Open space areas such as the golf course and the Rivers Inman and Hindmarsh are clearly identifiable by the dense or scattered trees.

5.2 RATING SUMMARY

The ratings ranged from 4 to 7. The Study Area was examined in detail, identifying areas of common land form, land cover and land use and considering factors such as the sea view. The map was produced from the data contained in the GIS.

Most of the Study Area comprises areas rated 5 and 6, the areas of 4 and particularly 7 are relatively small. Figure 5.4 shows the ratings for the region. The pixels are 50 m square. Figure 5.4 is also reproduced at A3 size attached.

The following summarises each rating level.

Rating 4. This is the lowest grade in the Study Area and mainly comprises the treeless agricultural land to the west. The land is either flat or moderate sloping. Flat bare areas near the Inman River also rated 4.

Rating 5. Compared with the areas rated 4, the areas rated 5 are enhanced either...
Figure 5.4 Scenic Quality Rating of Victor Harbor Region

Landscape Analysis of Victor Harbor Region
Scenic Quality Ratings

© Dr Andrew Lothian, Scenic Solutions
by steeper land or the presence of scattered tree cover, or both. It includes parts of the valleys of the Rivers Hindmarsh and Inman. There are also several flatter areas between the sea and the hills that scored 5 because of the sea view.

Rating 6. There is an extensive area of the highly rated 6 land. It comprises areas with scattered trees, including many of the rural living areas, Newland Hill, Porters Hill and Crozier Hill, the hills face land along Porters Hill – Newland Hill and also adjacent to Brown Hill. These areas score high because of their steep slopes and sea view. Roads with dense roadside vegetation also rated 6.

Rating 7. The highest rating was reserved for the significant areas of native vegetation on Newland Hill, the Victor Harbor golf course and lower Inman River, and the steep well vegetated land along the lower Hindmarsh River. The visibility of the sea from these locations lifts the ratings into the 7s.

Overall the high ratings comprise the areas of native vegetation and the high points of Brown Hill and the Bluff, Crozier Hill, Newland Hill – Porters Hill, the hills face adjacent to these, the densely treed rural living areas and roads with trees alongside. Most of this land has a sea view. The middle rating areas (5) comprise moderate sloping land, often with scattered trees. The lowest rating areas comprise treeless agricultural areas and some flat treeless areas near the rivers, all without a sea view.

Table 5.2 Proportion of Ratings, Study Area

<table>
<thead>
<tr>
<th>Rating</th>
<th>% area</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>22.6</td>
</tr>
<tr>
<td>5</td>
<td>17.0</td>
</tr>
<tr>
<td>6</td>
<td>50.6</td>
</tr>
<tr>
<td>7</td>
<td>9.8</td>
</tr>
</tbody>
</table>

Table 5.2 summarises the proportions for each rating and indicates that over half is rated as 6.

These ratings do not apply to the coast which has been subject to separate ratings in the Coastal Viewscapes project. This found that the section of coast from Commodore Point at Port Elliot to the mouth of the Hindmarsh River rated 7 and from there around to the Bluff it rated 6.
6. PROTECTION OF SCENIC QUALITY

The Project Brief required the preparation of recommendations to guide strategic planning in reference to maintaining, protecting and enhancing the scenic quality of the Study Area.

This chapter commences with a summary of the key scenic components of the Study Area followed by proposed planning objectives and policies, other provisions, and recommendations.

6.1 KEY SCENIC COMPONENTS

The key components which form the attractive natural character of the Study Area are:

Hills Faces

The hills faces of Newland Hill – Porters Hill escarpment, Crozier Hill and Brown Hill provide a sense of enclosure to the coastal region and thus help define it in minds of visitors. While some housing has been established on some of these hills faces, it is considered vital that they be maintain in an essentially natural state, although normal farming activities such as grazing would be acceptable.

Rural living areas should not be established on these hills faces as the housing, other structures, and associated uses would alter their character substantially.

Planting of the hills faces with indigenous trees and shrubs would enhance their natural character and thereby lift their scenic quality rating.

Planting by non-indigenous tree crops (e.g. olives, blue gums) may be acceptable but should be planted so as to appear natural – avoid straight rows and straight borders. Planting of vines would need to be considered carefully as they would diminish the natural character of the area.

Activities such as quarries should be avoided – the existing quarry on Porters Hill could continue but not expand significantly along the ridge. Quarrying should maintain the skyline from the east and west.
Crozier Hill has been subdivided on its northern side into large allotments. Any houses and structures constructed in these should be located as far down on the hill as possible to avoid marring its striking form. It is particularly unfortunate that this subdivision was approved on such a significant hills face.

Trees

A key determinant of scenic quality is naturalness – the more natural the area appears to be, the higher the rating. Trees comprise a significant component in creating this natural appearance. They are a symbol of naturalness and always lift the scenic quality rating of an area. For this reason, the planting of more trees is proposed in many parts of the Study Area.

While any trees enhance scenic quality, the more there are, and the higher and denser they are, the greater the scenic quality. Thus scattered trees rate higher in scenic quality than a barren landscape and dense native vegetation rate higher than scattered trees.

Trees and native vegetation have many additional important benefits, in particular for biodiversity, prevention of land erosion and salinisation, moderation of flooding, carbon sink, honey and timber products, etc. On the other hand they can also present a fire hazard.

Indigenous trees grown from the local seed provenance are preferred as these maintain the ecological benefits to the area and are better suited to its soils and climate. They will appear more natural and thus better enhance scenic quality.

Planting of barren areas, allowing trees to regenerate in paddocks, protecting and managing areas of native vegetation (e.g. by weed control) are among the positive measures that can be taken to enhance scenic quality. Areas of trees along roadsides and watercourses need to be protected and encouraged to extend.

Rivers

The Rivers Inman and Hindmarsh are defining features in the Study Area and are significant landscape features. While the water they contain is not generally visible much beyond the river banks, this is not to diminish their important recreational, ecological and scenic value. Rather their landscape importance lies in the dense tall trees which line their banks and extend across their floodplains.

The floodplains should form linear parks for the region, extending inland from the coast to the hinterland and providing valuable recreational, biodiversity and amenity areas.

Sea view

The visual access to the sea view across so much of the Study Area is a significant asset. Building so as to block the sea view from other properties should be avoided and the opportunity for a sea view maximised across
properties. There is considerable evidence that a sea view has a significant positive effect on property values (thereby reflected in rates) and thus the sea views need to be protected. There are many viewpoints across the Study Area which provide opportunities to view the sea and the hills inland as well as the Victor Harbor area itself.

**Eyesores**

There are various developments across the Study Area which detract from its visual attractiveness, particularly houses on prominent hillslopes without screening trees, as well as former quarries and other features.

There are several small worked out quarries on Waterport Road and Tugwell Road, as well as operating quarries on Waitpinga Road (west of Newland Hill) and Porter Hill. Application should be made to the Extractive Industries Rehabilitation Fund under the Minister for Mines and Energy for rehabilitation of the former workings.

### 6.2 PLANNING OBJECTIVES AND POLICIES

An Appendix to this chapter contains a range of relevant planning documents covering:

- State coastal planning policies
- Sea change coastal town planning policies
- Scenic amenity provisions for hinterland of high landscape quality areas in Queensland & NSW

Drawing upon these planning documents, objectives and policies are defined relating to maintaining, protecting and enhancing the scenic quality of the Study Area.

#### OBJECTIVES

1. To maintain, protect and enhance the scenic quality of the region’s landscapes including the views to the sea.

2. To minimise the visual impact of land division, developments and structures, and infrastructure on viewsheds, skylines and the key components of landscape quality.

#### POLICIES

1. Protect the natural character and form of the hills faces of the Newland Hill – Porters Hill, Crozier Hill and Brown Hill by preventing further subdivision and developments, structures and infrastructure that would affect their scenic quality.
2. Protect the vistas available from the Ring Route and from significant viewpoints including the Bluff, Waitpinga Road, the Inman Valley Road (particularly from Porters Hill), and from Greenhills Road and Day Road.

3. Protect skylines from buildings and structures which would form a silhouette against the sky when viewed from the Ring Route, the Bluff or other significant viewing points.

4. Minimise the visual impact of land division, developments and structures, and infrastructure through careful design and regard to scale, height, bulk, siting, site coverage, external materials and colours, and use of planting materials and screening.

5. Ensure the colours of roofing and wall materials of all buildings and structures are of subdued toning and blend with the environment to minimise visual impact.

6. Encourage a reasonable sharing of views between properties of significant landscape features.

7. Incorporate in subdivision plans, building envelopes or restrictions designed to achieve a reasonable sharing of views between properties.

8. Ensure planting of appropriate plants to lessen the visual impact of housing developments, associated structures, and infrastructure.

9. Ensure no net loss in the number and coverage of existing trees and native vegetation.

10. Protect the streamside vegetation adjacent to the Inman and Hindmarsh River.

11. Ensure the protection of roadside vegetation and encourage its further establishment.

12. Encourage and assist rural land owners to maintain and where possible extend tree cover on their properties.

13. Encourage home owners to maintain their properties so as to enhance the scenic quality of the locality and to minimise their visual impact.

STRATEGIC PLANNING

The Victor Harbor region is the premier coastal resort in South Australia and among the most popular nationally. Protection of its character is therefore vital to maintain its attractiveness. Expanding the existing developed area with seemingly endless suburbia stretching westward must be avoided. The natural character of the region needs to be protected and enhanced to retain its attractiveness.
Several measures should be considered to assist in these objectives.

- Ensure the retention of adequate buffer areas between developed areas. These are vital to break up areas of housing development and can significantly assist in maintaining the open character of the region.
- Ensure lots are of sufficient size for planting and screening around houses and require these in providing approvals.
- Establish a maximum proportion of the lot than can be occupied by the house, shed and other structures (including pools and decks) to ensure adequate space around it for planting and open space. A maximum of fifty per cent developed is suggested.
- Ensure the retention of views across and within the area to maintain its open character.

**Buffer Areas**

These should comprise open areas to help maintain the character of the area. Areas suitable for this purpose include:

- Porters Hill south to the existing subdivision along Ferrier and Glassenbury Drives;
- Crozier Hill and the hills face of Brown Hill;
- The Victor Harbor Golf Course and the McCracken Country Club;
- The Inman and Hindmarsh Rivers and associated floodplain and tree cover.
- Hall Creek from the Inman River south to Tugwell Road;
- Areas of native vegetation which include:
  - Newland Hill and to the west and south of the hill;
  - A small block of native bush between the golf course and bowling greens;
  - The Urimbirra Fauna Park and the adjacent Nangawooka Flora Reserve

These areas of native vegetation should be protected through Heritage Agreements with landowners.

**ACCESS ROUTES**

The Adelaide – Victor Harbor Road provides the main entrance to the region for most visitors and a negative impression gained here can have significant effects. The entrance between the well vegetated Urimbirra Fauna Park and the Nangawooka Flora Reserve opposite provides an attractive entrance, and the roadside trees through to the McCracken Country Club reinforce this.

The rather dilapidated information bay just south of the Waterport Road intersection could be improved.

Unfortunately housing development has encroached over the hill north from the Hindmarsh River valley along Arabian Court. This housing is plainly visible from the Adelaide – Victor Harbor Road between the Urimbirra Fauna Park and the Wild Rose Gardens and Miniature Village. It is vital that the remaining area between the skyline and the main road be kept free of further subdivision and housing development to maintain and attractive entrance to the region.

Housing and other developments should also be excluded from the area south of Welch Road (i.e. Ring Route) and east of the skyline to the McCracken Country Club.

To maintain the entrance, the area to the east of the Adelaide – Victor Harbor Road should be retained as open farmland and not be subdivided for housing. This includes the area north of the Nangawooka Flora Reserve, the Flora Reserve itself and the adjacent pumping station area, and the triangle bound by the Adelaide – Victor Harbor Road and Waterport Road. The existing housing adjacent to this
triangle should not extend north of Springbett Drive and Kleinig Drive. This will retain the attractive open entrance to the Victor Harbor area.

The area between Waterport Road and Brown Hill should also be kept free of dense housing development although being further from the main access road, low density rural living areas would be acceptable. The commercial area on Waterport Road should not be extended.

It is unfortunate that a small commercial area was located on the hilltop adjacent to the Ring Route and overlooking the Hindmarsh River. The lock-up storage sheds are plainly visible from across the Ring Route to the south.

RING ROUTE

As the Ring Route provides a key access road from which the region may be viewed, it is vital that housing development be restricted from encroaching along most of it. The objective should be to maintain the open natural image of the area.

Between the crest of the ridge south of the Urimbirra Fauna Park (adjacent to the storage sheds) and the Hindmarsh River, the eastern view is blocked by the higher land until halfway down the road. The western view is across the Morgan Park Raceway and the Hindmarsh River valley to the farmland rising to the ridge with Greenhill road.

The road crosses the Hindmarsh River and rises to a low cutting. Looking back the view is across the river to Brown Hill. Between the cutting and Days Road overpass, the land to the west opens up to a wide flattish treeless valley. On both sides of the road is agricultural land used for grazing and cereals. Looking north from near the Days Road overpass, good views may be had across to Peeralilla Hill and Brown Hill.

The open appearance of this area adjacent to the road should be retained and the views across the road to the distant hills protected. It is therefore proposed that housing and associated structures are restricted in the hatched areas on Figure 1 which are the major viewsheds from the road. Within these areas, open rural living developments could be established but on the basis that any housing and other significant structures (e.g. sheds, tanks) be located well back from the road.

The section between the Days Road and Greenhill Road overpasses is straight and gently sloping through the rural living area. Houses are placed well back and the area is particularly well treed which help obscure the housing and provides a natural appearance. Houses should not be located so as to overlook the Ring Route or be adjacent to it. They should be well set back and preferably well screened. The large blocks should be
RING ROUTE

Overlooking Morgan Park, Hindmarsh River to Greenhill Road ridge

East of Ring Route, from near crest of hill north of Hindmarsh River

Brown Hill and Hindmarsh River from cutting south of Hindmarsh River on Ring Route

West of Ring Route, just north of Day Road overpass

Peerallila Hill and Brown Hill from Ring Route, just north of Day Road overpass

East of Ring Route just north of Day Road overpass

© Dr Andrew Lothian, Scenic Solutions
Figure 6.1 Ring Route between Urimbirra Fauna Park and Days Road overpass
South of the Greenhill Road overpass the road passes alongside the open fields to the east and treed fields to the west before running adjacent to the flat floodplain of the River Inman. The sewage treatment works and draught horse agistment area are located on the flats. After crossing the River, the golf course, oval and recreational facilities are located west of the road. East of it is an extensive open area with the Encounter Centre.

The extensive native vegetation throughout the rural living area west of Victor Harbor should be retained and where possible, extended over formerly cleared areas.

In the rural living area west of Victor Harbor, including north along Waggon Road, there are extensive agricultural uses, including grazing, cereal growing, orchards, horse agistment, a protea farm and vineyards. These help provide an open agricultural character to the area. While in the long term it is perhaps inevitable that some of these will give way to higher density urban uses, it would be beneficial to retain the agricultural uses along the more prominent localities such as the Ring Route and Waggon Road near the Greenhills Adventure Park.

Uses such as camps (e.g. Toc H) and recreational areas (e.g. the Greenhills Adventure Park and the small raceway on Day Road near Waggon Road intersection) should be encouraged in the rural living area. There may need to be provision for car parking and restrictions on their hours of operation to avoid noise impact.

**POTENTIAL DEVELOPMENT AREAS**

Some of the areas within the Study Area west of Victor Harbor have potential as future housing areas. These include:

- East of the Ring Route north of the Hindmarsh River (GF)
- East of the Ring Route south of the Hindmarsh River (FR)
- West of the Ring Route along the Hindmarsh River valley south to Day Road and Greenhills Road (RuL1)
- East of Porters Hill (R)
- West of Porters Hill to the Inman Valley Road (GF)
- West of Newland Hill to Halls Creek Road and Tugwell Road (GF)

Note: GF = general farming, FR = future residential, RuL1 = rural living, R = residential

Some of these are zoned as future residential and others as general farming.

If and when these areas are developed for housing, the objectives and policies listed earlier will be relevant. It is also important that each of these areas is planned on an integrated basis covering each area as a whole, not ad hoc with each new subdivision.
The overall plan should identify the main views to be had from the area and design the layout of roads so as to ensure access to views is maximised across all lots.

6.3 OTHER PROVISIONS

Parks

- Establish public parks on Crozier Hill and Brown Hill.
- Negotiate with landowners public access walkways to the top of Crozier Hill and Brown Hill.
- Establish linear parks along the Inman and Hindmarsh Rivers. The Inman River park should ultimately extend from the mouth through to west of Crozier Hill and the Hindmarsh River park from the mouth up the valley to the crossing of Hutchinson Road;
- Establish visitor facilities and walking and cycling trails along the Inman and Hindmarsh Rivers.
- The waste depot for Victor Harbor is currently located inland from Kings Head adjacent to a coastal creek. Though beyond the Study Area, it is a significant coastal environment which will be of increasing importance to the growing population of Victor Harbor. It is therefore suggested that it be closed and a new waste depot located in an inland position away from the coast.

Viewpoints

As well as the viewpoints from the high points – the Bluff, Waitpinga Road and Porters Hill, Crozier Hill and Brown Hill, the Ring Route provides excellent vistas, particularly over the Hindmarsh River towards Brown Hill and also over the Inman River to Crozier Hill, Newland Hill and the Bluff.

The Inman Valley Road provides good vistas of the area as it rounds Porters Hill and a lookout could be established here, near the entrance to the golf course.

The Waitpinga Road provides good vistas of the area as it comes down Newland Hill and a pull off lookout area has been established. However this is on the up track and it would be preferable for a further lookout to be established on the western side of the road to avoid crossing against traffic.

Lake

Scenes with water, apart from the sea, are relatively scarce in the region as the rivers have only immediate visual impact. The small lake adjacent to the Ring Route and Crozier Road is an asset which should be retained. It needs to be managed to avoid algae buildup.
6.4 RECOMMENDATIONS

It is recommended that the following objectives and policies covering planning, development and the environment be adopted. Figure 6.2 summarises the recommendations where appropriate. An A3 version of Figure 6.2 is appended to the report.

Objectives

3. To maintain, protect and enhance the scenic quality of the region’s landscapes including the views to the sea.

4. To minimise the visual impact of land division, developments and structures, and infrastructure on viewsheds, skylines and the key components of landscape quality.

Planning and Development Policies

35. Protect the natural character and form of the hills faces of the Newland Hill – Porters Hill, Crozier Hill and Brown Hill by preventing further subdivision and developments, structures and infrastructure that would affect their scenic quality.

36. Protect the vistas available from the Ring Route and from significant viewpoints including the Bluff, Waitpinga Road, the Inman Valley Road (particularly from Porters Hill) and from Greenhills Road and Day Road.

37. Protect skylines from buildings and structures which would form a silhouette against the sky when viewed from the Ring Route, the Bluff, Granite Island, or other significant viewing points.

38. Minimise the visual impact of land division, developments and structures, and infrastructure through careful design and regard to scale, height, bulk, siting, site coverage, external materials and colours, and use of planting materials and screening.

39. Ensure lots are of sufficient size for planting and screening around houses and require these in providing approvals.

40. Establish a maximum proportion of the lot than can be occupied by the house, shed and other structures (including pools and decks) to ensure adequate space around it for planting and open space. A maximum of fifty per cent developed is suggested.

41. Ensure the colours of roofing and wall materials of all buildings and structures are of subdued toning and blend with the environment to minimise visual impact.

42. Encourage a reasonable sharing of views between properties of significant landscape features.

43. Incorporate in subdivision plans, building envelopes or restrictions designed to achieve a reasonable sharing of views between properties.

44. Ensure planting of appropriate plants to lessen the visual impact of housing developments, associated structures, and infrastructure.

45. Ensure any buildings and structures on the existing subdivision on the northern side of Croziers Hill are constructed as near the base of the hill as possible to minimise their impact on the hills face.

46. Establish buffer areas across the region as listed to maintain the open character of the area.

47. Prevent further subdivision and building development on land adjacent to the Adelaide – Victor Harbor Road as described.

48. Restrict housing and associated structures from along sections of the Ring Route between near Morgan Park through to Greenhill Road as indicated.

49. Along the Ring Route between Days Road and Greenhill Road, retain the large lots and set well back any houses.

50. West of the Ring Route between the Greenhill Road overpass and the roundabout, retain the large blocks south of Greenhill Road, and further south, retain the open natural character and recreational facilities.

51. Retain the agricultural uses along the more prominent localities including the Ring Route and Waggon Road.

52. Plan potential development areas west of the existing built-up area on an integrated
basis and design the layout to maximize access to views.

**Environmental Policies**

53. Ensure no net loss in the number and coverage of existing trees and native vegetation.

54. Protect the streamside vegetation adjacent to the Inman and Hindmarsh River.

55. Ensure the protection of roadside vegetation and encourage its further establishment.

56. Encourage and assist rural land owners to maintain and where possible extend tree cover on their properties.

57. Encourage and assist plantings on the hills faces of Newland Hill – Porters Hill escarpment, Crozier Hill and Brown Hill.

58. Plantings of non-indigenous tree crops (e.g. olives, blue gums) on these hills faces should be so as to maintain the natural appearance through avoiding straight rows and straight borders.

59. Prefer the use of indigenous species raised from the local seed provenance.

60. Encourage home owners to maintain their properties so as to enhance the scenic quality of the locality and to minimise their visual impact.

61. Rehabilitate worked out quarries on Waterport Road and Tugwell Road.

62. Limit the southward expansion of the Porters Hill quarry and maintain the east and west skylines to obscure the quarry from view.

63. Establish lookouts on the Inman Valley Road as it rounds Porters Hill and on Waitpinga Road on the down track.

64. Establish public parks on Crozier Hill and Brown Hill.

65. Negotiate with landowners public access walkways to the top of Crozier Hill and Brown Hill.

66. Establish linear parks along the Inman and Hindmarsh Rivers.

67. Establish visitor facilities and walking and cycling trails along the Inman and Hindmarsh Rivers.

68. Close the existing waste depot inland from Kings Head and establish a new waste depot in an inland position away from the coast.
Figure 6.2 Victor Harbor Scenic Amenity Recommendations
APPENDIX

The Appendix covers:

- State coastal planning policies
- Sea change coastal town planning policies
- Scenic amenity provisions for hinterland of high landscape quality areas in Queensland & NSW

STATE COASTAL PLANNING POLICIES

The following provisions describe policies relating to scenic quality in the coastal zone and also to the consideration of development within that zone. They cover all Australian states. This is drawn from the consultant’s work on the Coastal Viewscapes project.

QUEENSLAND

State Coastal Management Plan, 2001(?)

Queensland’s Coastal Policy 87

Schedule 2: Scenic coastal landscapes

Areas of state significance (scenic coastal landscapes)

Coastal landscapes with either ‘Level 1 Scenic Quality’ and/or ‘High Scenic Management Priority’ are determined to be ‘areas of state significance (scenic coastal landscapes)’ for the purposes of coastal management (refer to policy 2.7.1).

The Queensland coastline was divided into 58 individual coastal landscapes and classified into one of the following coastal landscape character types:

- regional city;
- linear coastal strip;
- low intensity coastal plain;
- extensive coastal plain;
- coastal valley;
- steep coastal range;
- major peninsula and island groups;
- major island groups.

The report investigated the scenic quality as well as priority areas for management of scenic landscape values for each of the 58 individual coastal landscapes.

Scenic management issues

The report identified relevant scenic management issues for each of the coastal landscape types.

A description of the coastal landscape type and relevant scenic management issues are outlined below. These issues are to be considered when undertaking regional and local planning within the relevant ‘areas of state significance (scenic coastal landscapes)’.

State Coastal Management Plan—Queensland’s 88 s Coastal Policy

Regional cities

This coastal landscape character type focuses on the state’s major coastal urban centres. Typically, they are based on a major river system and comprise mostly established or developing areas. Examples include the Brisbane basin, Cairns and Townsville. The following scenic management issues are relevant:

(a) maintaining the integrity of major river corridors and estuaries;
(b) protecting scenic/mountainous backdrops to cities and urban areas;
(c) avoiding development unsympathetic to the landscape and built form;
(d) minimising development of prominent foothills;
(e) maintaining urban scenic character;
(f) maintaining major areas of remnant vegetation, particularly on prominent hills and ridges;
(g) protecting headlands;
(h) sensitive design and location of major city infrastructure such as roads, power stations and transmission lines;
(i) scenic management of harbour and port areas;
(j) preventing merging of coastal villages and townships into continuous urban form; and
(k) scenic management of quarries and extractive industries.

Linear coastal strips

These coastal landscape character types are coastal landscapes that comprise major urban centres, however they are distinguished by the concentration of built development towards the land/water edge, with more scattered development located inland. An example is the Sunshine Coast. The following scenic management issues are relevant:

(a) avoiding development in close proximity to the land/sea edge;
(b) controlling the scale and height of development;
(c) protecting headlands subject to development pressure;
(d) maintaining the integrity of river corridors and estuaries;
(e) avoiding inappropriate development of foothills and rolling landscapes;
(f) maintaining rural landscapes as a scenic feature;
(g) protecting coastal wetlands and lakes;
(h) avoiding the modification of rivers and low lying areas into canals; and
(i) avoiding uncontrolled continuation of linear development.

**Low intensity coastal plains**

This coastal landscape character type, the predominant for the Queensland coast, is characterised mostly by gently undulating lowlands and plains with a range from rural to low intensity townships and urban areas to semi-natural and natural areas. The major difference between this category and ‘Extensive coastal plain’ is that the distance from the shoreline to the dominant coastal range is far less, usually in the vicinity of 10km.

Examples include Keppel Bay/Yeppoon, Mossman/Port Douglas and St Helens. The following scenic management issues are relevant:

(a) avoiding the merging of coastal villages and townships;
(b) protecting the setting of landscape features such as prominent mountains and hills from inappropriate development;
(c) protecting ‘passage’ landscapes;
(d) maintaining areas of natural character;
(e) avoiding extensive land clearing close to the land/sea edge;
(f) inappropriate development of river mouths and estuaries;
(g) growth of villages along rivers and creeks;
(h) protecting backdrop to growing cities and townships;
(i) protecting natural settings of headlands and bay settings;
(j) maintaining the integrity of river corridors;
(k) protecting prominent peninsulas;
(l) protecting natural character of smaller islands, close to shore;
(m) enhancing foreshore areas in developed areas;
(n) scenic management of harbors and port areas;
(o) visual integration of large scale industrial and processing facilities;
(p) maintaining natural character of wetland areas;
(q) protecting rural character; and
(r) sensitive design and location of utility infrastructure such as roads, power stations and transmission lines.

**Coastal valleys**

This classification applies to both:

- inland coastal valleys based on major river systems which run either parallel or perpendicular to the coast; and
- inland coastal ‘hinterland’ areas of sufficient size and contrast to the adjoining landscape.

Examples include the Blackall Range, Endeavour River, Gold Coast Hinterland and Mulgrave River.

The following scenic management issues are relevant:

(a) avoiding inappropriate development of foothills and backdrops;
(b) appropriate management of scenic routes;
(c) avoiding the merging of villages and townships;
(d) protecting the estuaries from inappropriate development;
(e) maintaining field/rural pattern; and
(f) maintaining the natural character of prominent ridge and ranges.

**NEW SOUTH WALES**

**NSW Coastal Policy, 1997**

The 1997 NSW Coastal Policy responds to the fundamental challenge to provide for population growth and economic development without placing the natural, cultural, spiritual and heritage values of the coastal environment at risk.

It specified nine goals of equal importance including:

- Protecting and enhancing the aesthetic qualities of the coastal zone.

Its objectives included:

- Protection of areas of high aesthetic quality.
- Cultural heritage items and landscapes managed & conserved.
Key actions included:

- The aesthetic qualities of both the natural and built environments will be identified, protected and promoted through the continued acquisition of coastal lands under the Coastal Lands Protection Scheme and the implementation of design guidelines, planning instruments, management plans, programs and regulations.

VICTORIA

Victorian Coastal Strategy, 2002

The Strategy aimed to encourage:

- recognising the established and valued community uses of the coast

The Vision was introduced by:

"It is a vision that preserves the diversity of our coast, its flora and fauna, its natural beauty, and the diversity of activities you'll find there.

The hierarchy of principles for planning and management of the coast included the protection and management of significant environmental features. This included:

- Coastal and marine features of ecological, geological, geomorphological, cultural, landscape, scientific and historical significance will be protected.
- Parts of the coast will remain largely inaccessible to protect and retain areas with a sense of remoteness and exploration.

A further principle was Suitable Development for the coast. Under this, the following actions were defined:

- There are relatively pristine areas and important vistas along the coast where no development will be appropriate.
- Appropriate coastal development is development that (inter alia):
  - is sensitively sited and designed, having regard to the 'Siting and Design Guidelines for Structures on the Victorian Coast' and 'Landscape Setting Types for the Victorian Coast'?

Objectives and actions for the coast were set out under six themes yet they scarcely covered scenic quality. It did include the promotion and protection of the values of scenic coastal roads (presumably the values of people who use these roads!).

The Built Environment and Coastal Infrastructure theme provided for the protection of the scenic landscape. This was solely through:

"the application of planning scheme overlays to manage development in visually sensitive and prominent areas as determined in the 'Landscape Setting Types for the Victorian Coast' will be encouraged."

The same theme provided to:

- Ensure sensitive sites are identified to protect against inappropriate development and use.

An action under this was that:

- Information on sensitive sites (vegetation, fauna, cultural, geomorphological, coastal forms and processes, landscape units) will be identified and made available to coastal managers.

The Victorian coast was defined to include State waters and land and inland waters within the coastal catchment.

TASMANIA

Tasmanian State Coastal Policy 1996 (Revised 2003)

The policy’s principles included the protection of natural and cultural values. The principle recognised that:

- the natural character of the coastal zone is of special cultural value to Tasmanians and to visitors from elsewhere.

The policy required:

- Places and items of cultural heritage will be identified, legally protected, managed and conserved where appropriate

The policy did not specifically cover scenic resources. However it did require in relation to development:

- The design and siting of buildings, engineering works and other infrastructure, including access routes in
the coastal zone, will be subject to planning controls to ensure compatibility with natural landscapes.

The coastal zone covered state waters and extended 1 km inland of HWM.

SOUTH AUSTRALIA

Planning Strategy for Regional South Australia

The Strategy included under the heading of Environment & Resources:

Landscapes
South Australia has a diversity of landscapes and scenic areas ranging from arid lands, rivers, lakes, coasts, remote islands and areas of native vegetation. There is an increasing appreciation and valuing of natural landscapes for recreation and tourism. The quality of South Australia’s landscape resources should be assessed and managed.

Development Plan

Development Plans have been prepared for all councils and included many common themes and measures. The following samples relevant coastal provisions from a selection of coastal councils. It does not attempt to be exhaustive.

Coastal Development Objectives included:

- Development liable to detract from the appearance of the land should not be undertaken in areas of landscape significance.
- Preserve areas of high landscape amenity value including stands of vegetation, exposed cliffs, headlands, islands and hilltops, and areas which form an attractive background to urban and tourist developments.
- Maintain and protect the spectacular coastal scenery, vistas and scenic outlooks.
- Protection or management of areas or places of heritage and cultural significance including places of aesthetic, historic, scientific or social value for past, present or future generations.

- The amenity of localities not impaired by the appearance of land, buildings and objects.

Coastal Development Principles included:

- Development which is proposed to be located outside urban and tourist zones should be sited and designed to not adversely affect:
  - The natural, rural or heritage character of the area;
  - Areas of high visual or scenic value;
  - Views from the coast, near-shore waters, public reserves, tourist routes & walking trails
  - The amenity of public beaches by intruding into undeveloped areas
  - Development should not prejudice the (coastal) zone’s landscape qualities

Objectives and principles are also specified covering the Coastal Zone.

WESTERN AUSTRALIA

Coastal Zone Management Policy for Western Australia, 2001

The Policy’s vision was based on a ESD approach and whole-of-government management of the coastal zone.

Its principles, derived from the 1997 State Planning strategy included:

Environmental principle:
To protect and enhance the key natural and cultural assets of the State and deliver to all Western Australians a high quality of life which is based on environmentally sustainable principles.

Its environmental objective included:

- Protection and conservation of areas of environmental and cultural significance through appropriate means...

Government policies for planning and management of the coast included:

12. Scenic values are an important aspect of community enjoyment of the coast. In order to protect the visual amenity of the coast, the design of coastal developments should be in harmony with coastal landscapes.
SEA CHANGE COASTAL TOWN PLANNING POLICIES

The planning policies of several sea change type communities, analogous to Victor Harbor, are listed. They included Lorne in Victoria, Shoalhaven in NSW and Cairns in Queensland.

Lorne
Lorne comprises part of the Surf Coast Planning Scheme. The township is set “in a natural amphitheatre of wooded slopes” of the Otway Ranges. While there is constant pressure to expand the town’s boundaries, there is “a strong community commitment to containing the township in order to preserve the scenic and environmental values of the hinterland.”

There are particular concerns to protect the native tree cover, the panoramic views that are available around the town, and to protect the character of Lorne.

Planning objectives include:
“To protect the environmental and scenic values of Lorne and its interfaces with the coast and the Otway Ranges.”

The Surf Coast Planning Scheme includes various strategies and policies and relevant extracts are included below.

Coastal Development Policy
Objectives
• To retain and extend existing native tree canopies, heathlands and understorey vegetation cover by minimising the removal of native vegetation and encouraging planting and landscaping which enhances streetscapes and protects the character of towns and natural landscape features along the Great Ocean Road and its hinterland.

• To protect viewsheds and ensure that development is sited and designed to blend with the surrounding environment, particularly when viewed from the Great Ocean Road and other significant public viewing points.

• To protect amenity by encouraging a reasonable sharing of views between new and established properties, particularly where the view is of a significant landscape feature, including views of the ocean and coastal shoreline, coastal forest and mountains, rivers and estuaries and notable cultural landscape features.

Policy
The primary consideration is whether the proposal protects the key assets which distinguish coastal character in Surf Coast Shire from conventional urban and suburban areas, namely:
• The extent and type of vegetation cover - whether the township or locality is characterised by a significant tree canopy or vegetation cover (including understorey) which could be compromised in the long term by the combined effects of individual developments seeking to maximise the development potential of the site.

• Building scale, landscapes and viewsheds - whether the bulk, height, dwelling size and the degree of excavation and/or fill required could create a building which is visually prominent relative to its surroundings or within important viewsheds.

• The urban design and architectural features which differentiate and give a special character to Surf Coast - whether the architectural features, materials and colours of a building complement or add to the character of the neighbourhood, township or viewscape.

• Protect residential amenity by encouraging a reasonable sharing of views between new and established properties, particularly where the view is of a significant landscape feature, including views of the ocean and coastal shoreline, coastal forest and mountains, rivers and estuaries and notable cultural landscape features.

Building Siting
It is policy that, where practical alternative locations exist, buildings should not be located:
• On or near ridgelines where the building would form a silhouette against the sky when viewed from the Great Ocean Road or any other significant viewing point;

It is policy that:
• The height of buildings be determined by the surrounding context, taking into account the following principles:
  o Buildings should not protrude above the tree canopy in areas where the canopy is a key feature of the area;
  o Buildings should not protrude above ridge lines to form a silhouette against the sky when viewed from the Great Ocean Road or any significant public viewing point;
Building heights should not cause a building to be visually prominent in the context of the surrounding streetscape or coastal viewshed when viewed from the Great Ocean Road or any significant public viewing point.

Building heights should be consistent with the surrounding streetscape character where the character is itself consistent with the above principles.

Buildings should not exceed a maximum height of 7.5 metres above natural ground level, although a lesser or greater height will be considered based on an assessment against the principles outlined above.

A building height exceeding 7.5 metres may only be permitted where a proposal is consistent with all of the above principles and betters one or more of the performance standards outlined elsewhere in this policy.

The site coverage or plot ratio may be increased where all of the following apply:

- The land is not in an area where tree canopy or vegetation cover is a feature of the surrounding landscape;
- The proposed building will not be visually intrusive or prominent when viewed from the Great Ocean Road or any other significant public viewing point;
- The land is virtually flat and the increased intensity of buildings will not impact on the character of the landscape and surrounding area;
- The landscape plan increases vegetation cover or otherwise makes a positive contribution to the vegetation or streetscape character of the locality.

View Sharing

It is policy that:

- Buildings be sited and designed to achieve a reasonable sharing of views between properties of significant landscape features.
- The colour of the roofing material of all buildings be of subdued toning to blend with the natural bush environment and minimise the visual impact and glare of the roof when viewed from beyond the site.
- Subdivision plans may incorporate building envelopes or restrictions designed to achieve a reasonable sharing of views between properties.

Building Design

The emerging Surf Coast Style concept will be promoted by ensuring that architectural form, massing and articulation of dwellings complement or add to the elements which give coastal settlements their distinctive ‘beach and bush’ style character.

It is policy that:

- The site analysis and design response should provide the basis for the design and assessment of all proposed buildings and works.
- Buildings should be designed and sited to complement or enhance the character of the streetscape and general area in which they are located. Attention should be given to architectural style, massing and articulation, type of materials used and the extent to which design features and external colours address the principles in the Surf Coast

Rural and Environmental Development Policy

Objectives (inter alia)

- To ensure that any subdivision of land or the excision of dwellings will not result in the fragmentation or loss of good quality agricultural land or detract from the scenic or environmental qualities of rural areas.
- To protect good quality agricultural land and land with environmental significance from small lot subdivision and encroachment by urban uses, particularly the establishment of rural living nodes and hobby farms outside areas designated for these purposes.

Environmental Rural Zone

Purpose (inter alia)

To conserve and permanently maintain flora and fauna species, soil and water quality and areas of historic, archaeological and scientific interest and areas of natural scenic beauty or importance so that the viability of natural eco-systems and the natural and historic environment is enhanced.

Environmental Issues (inter alia)

The impact on the character and appearance of the area or features of architectural, historic or scientific significance or of natural scenic beauty or importance.

Design and Siting Issues (inter alia)

- The design, colours and materials to be used and the siting, including the provision of development and effluent envelopes for any building or works.
• The location of any building or works with respect to the natural environment, major roads, vistas and water features and the measures to be undertaken to minimise any adverse impacts.
• The location and design of existing and proposed roads and their impact on the landscape and whether the use or development will cause significant traffic generation which will require additional traffic management programs to be initiated.

Rural Living Zone
Purpose (inter alia)
To protect and enhance the natural resources, biodiversity and landscape and heritage values of the area.

Environmental Issues (inter alia)
The impact of the use or development on the flora, fauna and landscape features of the locality.

Design and Siting Issues (inter alia)
• The impact of the siting, design, height, bulk, colours and materials to be used, on the natural environment, major roads, vistas and water features and the measures to be undertaken to minimise any adverse impacts.
• The impact on the character and appearance of the area or features of architectural, historic or scientific significance or of natural scenic beauty or importance.
• The location and design of existing and proposed infrastructure including roads, gas, water, drainage, telecommunications and sewerage facilities.

Significant Landscape Overlay
Purpose (inter alia)
• To identify significant landscapes.
• To conserve and enhance the character of significant landscapes.

Landscape Character and Objectives (inter alia)
A schedule to this overlay must contain:
• A statement of the nature and key elements of the landscape.
• The landscape character objective to be achieved.

Decision Guidelines (inter alia)
Before deciding on an application the responsible authority must consider:
• The statement of the nature and key elements of the landscape and the landscape character objective contained in a schedule to this overlay.
• The conservation and enhancement of the landscape values of the area.
• The impact of the proposed buildings and works on the landscape due to height, bulk, colour, general appearance or the need to remove vegetation.
• The extent to which the buildings and works are designed to enhance or promote the landscape character objectives of the area.
• The impact of buildings and works on significant views.

The detailed provisions of the Significant Landscape Overlays for the Great Ocean Road and Coastal Environs are appended. The Schedules cover:
Schedule 1
• Statement of nature and key elements of landscape
• Landscape character objective to be achieved
• Permit Requirements for:
  ○ Buildings & works
  ○ Plans for approval - type and colour of external materials
  ○ Vegetation
  ○ Decision guidelines

The 2nd Schedule covers Coastal Township Character and the 3rd Schedule covers Angelsey.

GREAT OCEAN ROAD AND COASTAL ENVIRONS
1.0 Statement of nature and key elements of landscape
The Victorian south west coast is internationally significant and includes spectacular coastline, untouched landscapes and scenic views of the ocean and vegetated areas from the Great Ocean Road and other coastal locations. Key elements of the landscape are its forests, mountains, valleys and a diversity of coastal landscapes, including the shorelines, rivers and estuaries, rugged cliffs and headlands and long sandy beaches and dunes.

The natural beauty of the coastal environment can be enjoyed from viewing points and viewsheds all along the Great Ocean Road and other scenic areas on the coast and from significant viewing areas within privately owned properties. It is a major tourist asset for the Shire. The lifestyle and amenity it offers both permanent and non-permanent residents
are key reasons they choose to locate in these areas.

The preservation of remnant native vegetation is crucial to the protection of scenic vistas and the maintenance of biodiversity links. Many areas along the coast are of high conservation significance, containing diverse, and in some cases threatened, flora and fauna.

The purpose of this overlay is to ensure that future development does not compromise the quality of these assets in order to maintain and protect significant viewsheds and the amenity of individual properties.

2.0 Landscape character objective to be achieved

• To preserve and enhance the scenic landscape values and environmental qualities within viewsheds of the Great Ocean Road and coastal environs.
• To protect and enhance the low density residential character and natural bush setting of the coastal settlements.
• To ensure that development and uses do not impact on significant remnant vegetation.
• To maintain the individual identity and landscape character of each township.
• To promote development which complements or is sympathetic to the streetscape character.
• To ensure that development of properties abutting the Great Ocean Road and Mountjoy Parade does not detract from the scenic and landscape values of the area.
• To provide for a reasonable sharing of views of significant landscape features, including
  • views of the ocean and coastal shoreline, coastal forest and mountains, rivers and estuaries, and notable cultural landscape features which form an important part of the amenity of coastal properties.

Plans for approval - type and colour of external materials

Plans must be submitted to the satisfaction of the responsible authority prior to the commencement of any of the following buildings or works:

• External alterations to a building by structural work, rendering, sandblasting or in any other way;
• External painting of a building.

The responsible authority must be satisfied that the materials and colours are compatible with the natural surroundings so as to minimise the visual impact of structures when viewed from beyond the site. When approved the materials and colours must thereafter be maintained to the satisfaction of the responsible authority.

This does not apply to the maintenance or repair of an existing structure if the same schedule of external materials and colours is used and the schedule complies with the Surf Coast Subdued Colours List (2003).

Vegetation

A permit is required to remove, destroy or lop native vegetation except where:

• The land is outside the area shown on the Schedule 1 Habitation Envelope Areas, and:
  • The vegetation is dead.
  • The vegetation is less than 2 metres in height and is not shown on an approved landscape plan or site plan specifying its retention.
  • The vegetation is on the building side of a vertical line 2 metres from the outer edge of the roof of an existing or approved building.
  • The vegetation is listed as an environmental weed in Clause 22.
  • The land is within the area shown on the Schedule 1 Habitation Envelope Maps, and the vegetation is located within an approved habitation envelope.

COASTAL TOWNSCAPE CHARACTER

1.0 Statement of nature and key elements of landscape

The coastal settlements of the Shire offer a unique lifestyle within a natural bush environment which combines the beauty of the Otway Ranges with the spectacular scenic elements of the coast.

2.0 Landscape character objective to be achieved

• To protect and enhance the low density residential character and natural bush setting of the coastal settlements.
• To maintain the individual identity and landscape character of each township.
• To promote development which complements or is sympathetic to the streetscape character.

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• To ensure that development of properties abutting the Great Ocean Road and coastal boulevards does not detract from the scenic and landscape values of the area.
• To provide for a reasonable sharing of views of significant landscape features, including views of the ocean and coastal shoreline, coastal forest and mountains, rivers and estuaries, and notable cultural landscape features which form an important part of the amenity of coastal properties.
• To preserve the natural environment and existing vegetated areas.
• To ensure that relocated buildings are designed, sited, renovated and finished in a manner that is compatible with the landscape character of the locality.

3.0 Permit requirement

Buildings and works
A permit is not required to construct a building or construct or carry out works where:

- The height of any part of the building, excluding any television antenna, chimney or flue, is less than 5 metres above the natural surface of the ground directly below that part.
- The total building site coverage (including outbuildings and balconies) is less than 200m2 or 35% of the total land area, whichever is the lesser.
- The lot has an area of at least 450 square metres.
- A change in the natural ground level resulting from excavation or filling does not exceed a total of two metres.
- The building is not being relocated from another place.

Plans for approval - type and colour of external materials
Whether or not a permit is required to construct a building, plans for approval must be submitted showing the type and colour of external materials of all buildings and works. This does not apply to the maintenance or repair of an existing structure if the same schedule of external materials and colours is used and the schedule complies with the Surf Coast Style and Colours Policy (Clause 22).

All proposals will be assessed against the provisions of the Surf Coast Style and Colours Policy (Clause 22). When approved the materials and colours must thereafter be maintained to the satisfaction of the responsible authority.

Vegetation
A permit is required to remove, destroy or lop any native vegetation except where:

- The vegetation is dead.
- The vegetation is less than 2 metres in height and is not shown on an approved landscape plan or site plan specifying its retention.
- The vegetation is on the building side of a vertical line 2 metres from the outer edge of the roof of an existing or approved building.
- The vegetation is listed as an environmental weed in Clause 22.01.

ANGLESEA

2.0 Landscape character objective to be achieved

• To retain and enhance the native vegetation cover, with emphasis on indigenous species and the Coastal Moonah Woodland vegetation community in particular.
• To encourage the replacement of environmental weeds with indigenous species in landscaping associated with new developments.
• To maintain a low density of development and sense of space around buildings, unencumbered by hard surfaces, to support the preservation and re-establishment of vegetation that enhances screening of the development from adjoining properties and public areas.
• To maintain a low profile building height that minimises the visibility of buildings in the broader landscape, particularly where the vegetation canopy height is low or a site is prominently located.
• To ensure that buildings are sited and designed to avoid protruding over or above ridgelines or form a silhouette against the sky when viewed from the Great Ocean Road or any other significant viewing point.
• To protect residential amenity by achieving a reasonable sharing of views of significant landscape features, including views of the ocean and coastal shoreline, the Anglesea River and surrounds and natural bushland in the hinterland.
• To encourage development and infrastructure that retains a non-suburban and informal appearance.
• To encourage the use of pale or subdued tones as opposed to strong, bold or dark...
colours schemes that allow buildings to blend with the natural surroundings.

- To retain a sense of openness between properties by encouraging the use of open style fencing and vegetation in preference to solid paling fences.
- To protect the flora and fauna values of adjoining public land from the effects of residential development.
- To discourage the establishment of recreational structures such as tennis courts and swimming pools that prevent long term enhancement of the vegetation cover.

3.0 Permit requirement

A permit is not required to construct a building or construct or carry out works where all of the following requirements are met:

- The height of the building is less than 5 metres.
- The area of the site covered by buildings is less than 150 square metres.
- The area of the site covered by buildings and surfaces that are not available for landscaping (including hard paved areas, pervious driveways and recreational structures such as swimming pools and tennis courts) is less than 210 sq m.
- A change in the natural ground level resulting from excavation or filling does not exceed a height of 1 metre, and the works are not within 3 metres of a native tree for which a permit is required for removal under this Schedule.
- The lot has an area of at least 550 square metres.
- Where the land is a corner site, the building has a setback of more than 4 metres from the side street boundary.
- Where both lots adjoining the site are vacant, the building is setback more than 9 metres from the street boundary.
- The finished surface of a roof of a building is not uncoated zincalume or galvanised iron.
- No part of the site has a slope exceeding 25%.
- A permit is required to construct a fence, except where it is of post and wire construction or open steel rod type construction of similar permeability, and is not more than 1.5m in height.

A permit is required to remove, destroy or lop any native vegetation except where:

- The vegetation is dead.
- The vegetation is less than 2m in height, is not shown on an approved landscape plan or site plan specifying its retention, and is not a species of Grass Tree (Xanthorrhoea).
- The vegetation is on the building side of a vertical line 2m from the outer edge of the roof of an existing or approved building.

Application Requirements

Where a permit is required to construct a building or to construct or carry out works, or to remove vegetation, the following information must be provided with an application, as appropriate:

- Details of the type and colour of all external building materials.

A landscape plan that shows:

- The location of existing vegetation that is to be retained and removed.
- Where a native tree is proposed to be removed, the location of five replacement indigenous canopy trees sited so that no more than 25% of the canopy when mature will overhang a dwelling.
- A detailed planting schedule using species predominantly selected from the ‘Indigenous Planting Guide (2003)’, with emphasis on the use of Moonah (Melaleuca lanceolata subsp. lanceolata), Messmate Stringybark (Euc. obliqua), Manna Gum (Euc. viminalis), Swamp Gum (Euc. ovata), Narrow-leaf Peppermint (Euc. radiata).
- Replacement of environmental weeds listed in ‘Environmental Weeds – Invaders of our Surf Coast’ At least six indigenous canopy trees and ten indigenous shrubs around a proposed building on a site of medium to low vegetation cover, sited so that no more than 25% of the canopy when mature will overhang a dwelling.

The landscape plan must be supported by an arborist report that details:

- The structural health and species of native vegetation of a site, including trees.
- The expected impact of proposed works on native vegetation that is proposed to be retained in a development, and recommended measures to suitably protect retained trees from damage during the proposed works.
- Recommended means of retaining mature trees as a preference to removal.
Where a site has a slope exceeding 25%, a geo-technical report that addresses where relevant:
- Potential for erosion, susceptibility to landslip or other land degradation.
- The need to stabilise disturbed areas by engineering works or re-vegetation.
- Unless the application is for minor alterations to existing buildings or works.

4.0 Decision guidelines
Before deciding on an application the responsible authority must consider, as appropriate:
- The impact of earthworks or other disturbance on the root zone of native vegetation.
- The need to provide a range of external colour schemes in multi-dwelling developments to provide a diversity of building colours within the site.
- The impact of recreational structures such as tennis courts and swimming pools on the ability of the site to achieve long term enhancement of the vegetation cover.

Whether a bond should be paid to the responsible authority to ensure that:
- Vegetation being retained in a development is adequately protected from damage during construction of new buildings and/or works; and
- Vegetation is adequately established and maintained in accordance with approved landscape plans.
- The impact of solid fencing on the open and informal character of the area.


SCENIC AMENITY PROVISIONS FOR HINTERLAND OF HIGH LANDSCAPE QUALITY AREAS

This lists provisions from Queensland and NSW associated with the protection of scenic amenity near coastal areas of high landscape value.

QUEENSLAND

FAR NORTH QUEENSLAND REGIONAL PLAN, 2000

REGIONAL GOALS
Goal 4: Visual Amenity

Protect and enhance the visual amenity of the region’s landscapes and seascapes, and in particular the natural visual qualities of the coastal ranges.

Goal 5: Rehabilitation and Natural Areas
Promote rehabilitation and management of degraded natural areas in order to restore natural ecological processes and landscape values.

PART D - REGIONAL STRUCTURE PLAN

The Regional Structure Plan has been derived through the evaluation of a range of regional growth options against a number of criteria addressing environmental, social and economic issues.

The criteria assessed in the evaluation of structure plan options included:
- land suitability and availability;
- natural area and biodiversity values;
- scenic amenity;

ENVIRONMENT
Maintenance of the region’s biodiversity, scenic amenity, water quality and other natural environmental values is critical to the region’s long term sustainability. The form and structure of the region’s settlement pattern and urban development processes will have a significant implications for these values.

Potential impacts include clearing of land for development, disruption or removal of natural habitats and corridors, disruption of watercourses and wetlands, introduction of pests and exotic wildlife into natural areas and pollution of air and water resources through stormwater runoff, sewerage and traffic.

Provision of infrastructure services to support urban development may also impact upon natural environmental values, particularly in terms of clearing of corridors and sites for infrastructure facilities, waste and drainage discharges and extraction of water resources.

Potential conflicts between urban development and environmental protection need to be carefully assessed and managed. In relation to future urban settlement patterns, consideration should be given to:

- minimising or avoiding development in critical or environmentally important area;
- maintaining the integrity and connectivity of the region’s natural habitats and ecosystem functions;
- maintenance of hillslopes environmental and scenic values;

Settlement Pattern Considerations
The factors to consider in relation to environmental issues include:

- natural areas and associated biodiversity values;
- scenic amenity;
- waterways, wetlands and coastal processes; and
- environmental quality (air, water and noise).

**NORTH COAST**

**THE ISSUES**
The Daintree - Cape Tribulation area is recognised as an area of outstanding scenic beauty and environmental value and is a significant destination for visitors to the region. For these reasons, the north coast area is likely to continue to be a major attraction for visitors and new residents.

**THE STRATEGY**
Given the above factors, the north coast has a restricted capacity to accommodate major urban growth demands.

Growth management will need to focus on:

- Restricting expansion of urban development north of the Daintree River in order to protect the scenic quality and environmental values of the Daintree - Cape Tribulation area.
- Developing strategies for provision and maintenance of infrastructure services which do not unduly impact on scenic and environmental quality.

**SOUTH COAST**

**THE STRATEGY**
Urban development in coastal locations on the south coast needs to be carefully planned to minimise impacts on scenic amenity, sensitive environmental areas and valuable agricultural land. Accordingly, urban and tourist growth should consolidated around existing centres to reduce pressure to establish new urban nodes.

**SOUTH EAST QUEENSLAND REGIONAL PLAN**

**The regional vision for SEQ is:**

A future for SEQ which is sustainable, affordable, prosperous and liveable; where (inter alia):

- development is sustainable, well-designed and the subtropical character of the region is recognised and reinforced;
- ecological and culturally significant landscapes are valued, celebrated and protected;

Desired regional outcome 3

*The key environmental, economic, social and cultural resources of the regional landscape are identified and secured to meet community needs and achieve ecological sustainability.*

3.1 Regional Landscape and Rural Production Area Policies

3.1.1 Recognise important environmental, landscape, cultural and economic links between the rural and urban areas of the region.

3.1.2 Define, plan for and manage lands within the Regional Landscape and Rural Production Area in collaboration with state agencies, local government, regional natural resource management bodies and local communities.

3.1.3 Support the integrated management and prudent use of the Regional Landscape and Rural Production Area by developing a regional landscape planning framework.

3.1.4 Develop rural precinct plans where appropriate to achieve the most suitable use of lands within the Regional Landscape and Rural Production Area.

Notes

Regional landscape areas can have diverse values and functions. Table 1 describes the key regional landscape areas in the Regional Landscape and Rural Production Area and outlines the planning intent for each.

Improved knowledge and understanding of the relationships between rural and urban economies and lifestyles is required to evaluate the ecosystem, social, cultural and economic services provided by the regional landscape. Improved knowledge will assist in achieving desirable regional outcomes and the development of a regional landscape planning framework. It is intended that this framework will further define and describe key regional resources, regional landscape areas and regional objectives.

The framework will be developed alongside the *Rural Futures Strategy* and will reflect

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desired rural planning outcomes. The framework will recognise the critical role of private landowners and regional natural resource management bodies in the sustainable management of land and water resources.

The development of rural precincts within the Regional Landscape and Rural Production Area will assist in managing regional landscape areas and values at a local level.

Table 1 - Regional landscape areas

<table>
<thead>
<tr>
<th>Regional landscape areas</th>
<th>Support one or more regionally significant landscape values:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Nature conservation areas</td>
</tr>
<tr>
<td></td>
<td>Supporting nature conservation values of international, national, state or regional significance.</td>
</tr>
<tr>
<td></td>
<td>• Rural production areas</td>
</tr>
<tr>
<td></td>
<td>Supporting rural production activities, including clusters of rural industries that capitalise on the availability of particular soil types, water, climate or proximity to markets and processing facilities.</td>
</tr>
<tr>
<td></td>
<td>• High scenic amenity areas</td>
</tr>
<tr>
<td></td>
<td>Displaying high levels of regional scenic amenity, including areas or features with high visual exposure containing scenery highly preferred by the community.</td>
</tr>
<tr>
<td></td>
<td>• Landscape heritage areas</td>
</tr>
<tr>
<td></td>
<td>Displaying Indigenous and non-Indigenous heritage values.</td>
</tr>
</tbody>
</table>

**Planning intent:** Regional landscape areas are managed to protect their functions and values.

**Landscape corridors**

Link regional landscape areas and include inter-regional links such as the coastline and bioregional wildlife corridors.

**Planning intent:** Landscape corridors are maintained and enhanced to ensure land uses and activities within the corridor are compatible with corridor functions.

3.2 Scenic amenity

**Principle**

Acknowledge, protect and manage significant scenic amenity areas and features.

**Policy**

3.2.1 Identify and manage areas of high scenic amenity in the regional landscape.

3.2.2 Improve knowledge and understanding of the region's scenic amenity and its contribution to the liveability and sense of place for residents and the attraction for visitors and tourists.

3.2.3 Retain and enhance public access to significant and popular viewpoints and protect important views from intrusive development.

3.2.4 Inform regional and local planning and decision making by adopting a common method of assessing scenic amenity, including design and siting of prominent developments and infrastructure.

**Notes**

The region has a diverse range of outstanding landforms and seascapes that combine to create the region's unique scenic amenity. These include mountain ranges, beaches, rivers, valleys, natural areas, wetlands, estuaries and islands. The quality of these scenes relates mainly to the natural visual features or combinations of natural and made elements. Many of the region's landforms and seascapes have high environmental, cultural, traditional and/or spiritual values.

The region's scenery contributes significantly to the quality of life of local communities and to visitors' experience of SEQ. Areas of high scenic amenity with outstanding natural beauty include the Gold Coast hinterland, Moreton Bay Islands, Glass House Mountains, Currumbin Valley, Tamborine Mountain, Beechmont, Montville, Blackall Range, Locker Valley, Scenic Rim and Loganholme Wetlands.

Public access to significant and popular viewpoints is important for both local residents and visitors. Access to viewpoints may include public access to privately-owned lands where voluntary arrangements have been formally established to effectively manage public access and use.

The design and siting of buildings and infrastructure must consider potential impacts on scenic amenity values.
NEW SOUTH WALES

Illawarra Regional Environmental Plan No 1

This plan applies to the land ... within the Cities of Shoalhaven and Wollongong, the Municipalities of Kiama and Shellharbour and the Shire of Wingecarribee.

Part 2 Provisions relating to rural lands
Division 1 Objectives relating to rural lands

11 Objectives
(h) to retain the scenic attributes of rural areas

Division 3 Draft local environmental plans—rural lands

18 Valuable natural environments
A draft local environmental plan applying to land shown on the map as land with landscape or environmental attributes shall be prepared having regard to recommendations contained in the Illawarra Region Landscape and Environmental Study published by the Department of Environment and Planning in August 1981.

Part 12 Provisions relating to the escarpment
Division 1 Objective relating to the escarpment

101 Objective
The objective relating to the escarpment is to protect the natural environmental and scenic amenity of land shown on the map as escarpment area, while promoting its use for recreational purposes and accommodating the needs of the coal industry.

Division 2 Development applications—the escarpment

102 Escarpment area
In deciding whether to grant consent to a development application to carry out development of any land shown on the map as escarpment area the consent authority shall:
(a) consider the visual impact of the proposed development when viewed from a public place, and take such measures that will, in its opinion, minimise any visual impact,
(b) consult with the Director of the National Parks and Wildlife Service, the Executive Director, Fisheries, Department of Agriculture and the Forestry Commission in accordance with clause 15, and
(c) be satisfied that the development will not be subject to slip hazard.

Part 14 Provisions relating to recreation and tourism
Division 1 Objectives relating to recreation and tourism

118 Objectives
The objectives relating to recreation and tourism are:
(a) to promote a wide range of leisure opportunities,
(b) to conserve and promote the region’s natural, historical and cultural features which are the bases of the tourist industry, and
(c) to preserve access to natural resources and public lands which have recreational value.

Part 15 Provisions relating to environmental heritage
Division 1 Objectives relating to environmental heritage

124 Objectives
The objectives relating to environmental heritage are:
(a) to encourage the conservation of the environmental heritage of the region, and
(b) to control the demolition and renovation of items identified by this plan as items of the environmental heritage of the region.

Division 2 Development applications—environmental heritage

125 Definitions
item of the environmental heritage means a building, work, relic, or place of historic, scientific, cultural, social, architectural, archaeological, natural or aesthetic significance described in Schedule 1.

128 Development in the vicinity of an item of the environmental heritage
The consent authority shall not consent to the carrying out of development in the vicinity of an item of the environmental heritage unless it has made an assessment of the effect which the carrying out of that development would have on the historic, scientific, cultural, social, archaeological, architectural, natural or aesthetic significance of the item of the environmental heritage and its setting.

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