

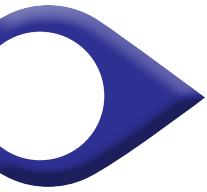


EPCAD

Wattle Grove

Visual Landscape Evaluation

28 February, 2024



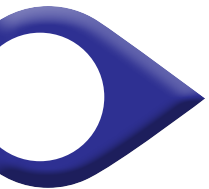
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Executive Summary

This report provides a visual landscape evaluation of an area of land in Wattle Grove, proposed to be rezoned from 'Rural' to 'Urban', in the Metropolitan Region Scheme.

The Visual Landscape Evaluation has been prepared in response to the Instructions for Environmental Review No 2335. The evaluation, in accordance with the WAPC's Visual Landscape Planning in Western Australia (VLPWA) manual, considers how the existing landscape is viewed, experienced and valued. It considers the character of the landscape and its function within its setting.

The report identifies the area as having five distinctive landscape character units, embodied within a mature vegetation matrix that separates the individual landscape characters. The overall character can be described as being "semi rural coastal plain". This landscape consists of broadly level topography, mature trees defining a variety of large lots, and a diversity of uses from open paddocks and a turf farm, to stands of bushland and commercial industrial uses.

The local landscape is experienced primarily by those persons that live and work within the subject area. Existing residents experience the landscape as defined by the uses on their land, and from the roads servicing the area which are not "through roads". Views to the subject area are also experienced obliquely by vehicles travelling on Tonkin Highway, Crystal Brook Road and Welspool Road East.

A public look out on the high ground 2.5 kilometres to the east, the Lions Lookout in the Korunga National Park, does not have clear views of the subject area. The lookout provides broad panoramic views of the urban metropolitan area. Walking trails in this location do provide views of the subject area set within the broader extreme panorama.

The Brixton Street Wetlands, located to the west of Tonkin Highway, and the public roads in that area, are visually divorced from the subject land and unaffected by potential land use changes.

The landscape character units that make up the area are very diverse. The well maintained larger residential lots have a rural character that is based on a European idyl. Landscape character units containing mature bushland present a rural scene commonly encountered visually with open pasture or large rural-residential properties. Landscape character units also include areas of dereliction and neglect as well as commercial urban activities. Hence the element that accommodates these diverse characteristics, is the mature trees, exotic and native, that both separate and divide character units and form an overall impression of the area. The landscape of the area does not include any significant features of high value.

Urbanisation obviously changes the existing character. Visual management measures should be adopted within the planning process to integrate potential changes to the landscape character of the area over time.

01 INTRODUCTION

5 1.1 INTRODUCTION

VLPA STEP 01: SCOPE

02 VISUAL LANDSCAPE EVALUATION

6 SCOPE

7 TB-1 VISUAL LANDSCAPE EVALUATION PROCESS TABLE

8 FIG-1 SITE LOCATION PLAN

9 FIG-2 BASE MAP

03 DEFINE SCOPE AND CONTEXT

10 3.1 AREA/SUBJECT OF THE EVALUATION

3.2 WHY THE EVALUATION IS NEEDED, WHO WILL USE IT AND FOR WHAT PURPOSE?

3.3 LEVEL OF VISUAL LANDSCAPE EVALUATION

3.4 DETAIL REQUIRED FOR VISUAL LANDSCAPE EVALUATION AT THE REGIONAL LEVEL

11 3.5 RELEVANT STAKEHOLDERS AND LEVEL OF COMMUNITY ENGAGEMENT

VLPA STEP 02

04 VISUAL LANDSCAPE CHARACTER

12 4.1 CONTEXTUAL LANDSCAPE

13 FIG-3 TOPOGRAPHIC MAP

14 4.1.1 TOPOGRAPHY

4.1.2 PATTERN OF DEVELOPMENT

4.1.3 VEGETATION

17 4.1.4 BUILT FORM

19 4.1.5 NEIGHBOURING LAND

20 FIG-4 LANDSCAPE CHARACTER UNITS (MAP 1)

21 4.2 LANDSCAPE CHARACTER UNITS

23 TB-2 LANDSCAPE CHARACTERS IDENTIFIED TABLE

29 FIG-5 SPEED AND TIMING PLAN

VLPA STEP 03

05 VISUAL LANDSCAPE EXPERIENCE AND VALUES

30 5.1 KEY VIEWS AND VIEWING LOCATIONS

31 TB-3 LEVELS OF SIGNIFICANCE FOR VIEWING LOCATIONS AND VIEWER EXPERIENCE

5.1.1 VIEWS OF STATE AND REGIONAL SIGNIFICANCE

32 FIG-6 PHOTO LOCATIONS PLAN

73 5.1.2 VIEWS OF LOCAL SIGNIFICANCE

5.2 EVALUATION OF LANDSCAPE VALUES

5.2.1 TONKIN HIGHWAY

74 5.2.2 CRYSTAL BROOK ROAD AND WELSHPOOL ROAD EAST

75 5.2.3 LIONS LOOKOUT AND TRAILS

77 FIG-7 LIONS LOOKOUT PLAN

78 FIG-8 LIONS LOOKOUT & TRAIL VIEWING EXPERIENCE PLAN

91 5.2.4 VISUAL LANDSCAPE PREFERENCE INDICATORS

92 TB-4 VISUAL LANDSCAPE PREFERENCE INDICATORS TABLE

5.2.5 STATE AND REGIONAL LANDSCAPE VALUES

93 5.3 DISCUSSION OF GENERALISED COMMUNITY ATTITUDES, PERCEPTIONS AND VALUES

94 5.3.1 5.3.1 THE LOCAL LANDSCAPE

5.3.2 COMMUNITY ATTITUDES AND POTENTIAL IMPACTS

96 TB-5-8 LANDSCAPE EXPERIENCE TABLES

VLPA STEP 04

06 VISUAL LANDSCAPE CHARACTER MANAGEMENT STRATEGIES

100 6.1 PRIORITY AREAS, FEATURES AND ISSUES REQUIRING MANAGEMENT

6.2 VISUAL MANAGEMENT OBJECTIVES

6.3 DEVELOPMENT OF VISUAL LANDSCAPE CHARACTER MANAGEMENT STRATEGIES

101 6.3.1 KEY VISUAL LANDSCAPE MANAGEMENT STRATEGIES

102 TB-9 DEVELOPMENT OF VISUAL LANDSCAPE CHARACTER MANAGEMENT STRATEGIES TABLE

VLPA STEP 05

07 IMPLEMENTATION OF STRATEGIES INTO PLANNING OUTCOMES

103 7.1 KEY OUTCOMES

7.2 CONCLUSIONS

7.2.1 POTENTIAL EFFECTS

104 TB-10 PLANNING MECHANISMS FOR IMPLEMENTATION OF VISUAL LANDSCAPE CHARACTER MANAGEMENT STRATEGIES TABLE

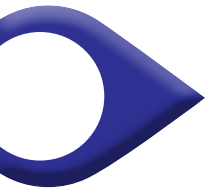
08 APPENDICES

108 1 VLPWA - EXTRACT 2.2 VISUAL LANDSCAPE EVALUATION

109 2 VLPWA EXTRACT TABLE 5 LEVELS OF SIGNIFICANCE

110 3 VLPWA EXTRACT VISUAL LANDSCAPE CHARACTER PREFERENCE INDICATORS

112 4 INTRODUCTION TO THE WESTERN AUSTRALIAN PLANNING SYSTEM - WAPC 2014



1 | INTRODUCTION

EPCAD were commissioned to undertake a study of the potential visual effects of Metropolitan Region Scheme Amendment 1388/57 ('MRS amendment'), which proposes to rezone 126 ha of land in Wattle Grove from Rural to Urban. The MRS amendment area is situated approximately 20km east of the Perth CBD, immediately south of Crystal Brook Road and east of Tonkin Highway.

The Environmental Protection Authority (EPA) has decided to undertake an environmental impact assessment of the MRS amendment under Part IV of the Environmental Protection Act 1986 (EP Act) and has issued instructions for Environmental Review No.2335 to the Western Australian Planning Commission (WAPC), as the Responsible Authority for the amendment.

This study specifically addresses Requirement 54 and 56 of the EPA's instructions, which are:

(54) Identify and discuss the potential visual amenity impact from the change in land use on residents within and adjacent to the amendment area, and broader area.

(56) Describe the planning mechanisms that are to be applied to ensure impacts are managed to meet the EPA's objectives

The study has been undertaken in accordance with the WAPC's Visual Landscape Planning in Western Australia (VLPWA) manual (November 2007). The VLPWA manual is the key guiding document utilised by the WAPC, EPA, other state agencies and local government in the evaluation, protection and management of visual amenity and landscape values in Western Australia.

The photographs contained within this report are views taken from the public realm and represent a general cover of possible viewpoints of the MRS amendment area. In some instances the photographs have been taken from a vehicle where that is the way the landscape is experienced.

The site survey and analysis that has informed this study has been completed by two experienced landscape architects.

Glossary of Terms Featured in This Report:

CBD: Central Business District

CoK: City of Kalamunda as the local government authority

EPCAD/The landscape architect: EPCAD Pty Ltd, Landscape Architects; Author of this report and conductor of this Visual Assessment.

Ha: Hectare

Hesperia: The client, acting on behalf of the WAPC for which this assessment was conducted for.

LCU Landscape Character Unit,

MRS: Metropolitan Regional Scheme

MRWA Main Roads Western Australia, the State government agency responsible for the highway.

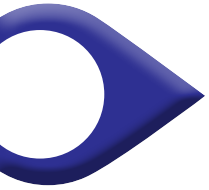
The site / The proposal / The development site / The subject land / The subject site / The proposed development site: The site as identified on the Base Map (**Figure 2**)

Viewer/Observer/Member of public: Normal person with potential viewing experience of the proposal

Viewing Locations / View Locations / Key Views: The locations selected where images were taken from.

VLPWA: Visual Landscape Planning in Western Australia

WAPC: Western Australian Planning Commission



2 | VISUAL LANDSCAPE EVALUATION (STEP 1 - SCOPE)

Requirement 54 of the EPA's instructions calls for the identification and discussion of "potential visual amenity impacts" that may occur as a result of the change in land use from Rural to Urban proposed by the MRS amendment.

It is important to note that at this early stage in the planning process (i.e. at the Metropolitan Region Scheme stage) the exact nature of any potential impacts to visual amenity cannot be predicted with certainty. This is because changes to land use alone do not result in any direct impacts on visual amenity.

It is only when landowners and developers choose to act on the change in land use, and submit proposals for the subdivision and development of land in later stages of the planning process, will the nature and extent of any visual amenity impacts become clearer.

Urban development is variable and can take many forms, both spatially and visually. Landowners and developers will have their own unique ideas about what form they would like their development to take. Their ideas might be responsive to the surrounding visual landscape or not.

Subdivision and development proposals provide the tangible details that are needed to undertake visual amenity impact assessments. Such details include the density and siting of new buildings, the height of new buildings, how much open space will be provided, where the open space will be located and will existing trees and other existing features be retained. Tangible details such as these are absent from planning schemes.

However the planning system in Western Australia provides the opportunity for state and local planning authorities to adopt visual management planning policies, strategies and controls, to guide the individual ideas of landowners and developers, in order to ensure that future development responds to its surrounding environment. This generally occurs during the early stages of the planning process, in the preparation of planning schemes and overarching strategic planning documents.

A flow chart and brief explanation of the Western Australian planning system is provided in Appendix 4 of this report to further illustrate this process.

The Visual Landscape Planning in Western Australia (VLPWA) manual provides guidance and tools to use at each stage of the planning process to evaluate, protect and manage visual amenity and landscape values. It recommends that visual landscape evaluation be used in the preparation and amendment of planning schemes by state and local planning authorities and that visual impact assessment be utilised in the assessment of





subdivision and development applications submitted by landowners and developers. In this regard the VPLWA manual advises that:

“Visual landscape evaluation is a proactive process used in the preparation of planning strategies and schemes. Visual impact assessment is essentially reactive in nature for use in the assessment of development proposals. Visual landscape evaluation should precede visual impact assessments to provide the background landscape description, establish the appropriate visual character objectives and form the basis of criteria and rules in strategies and planning schemes.”

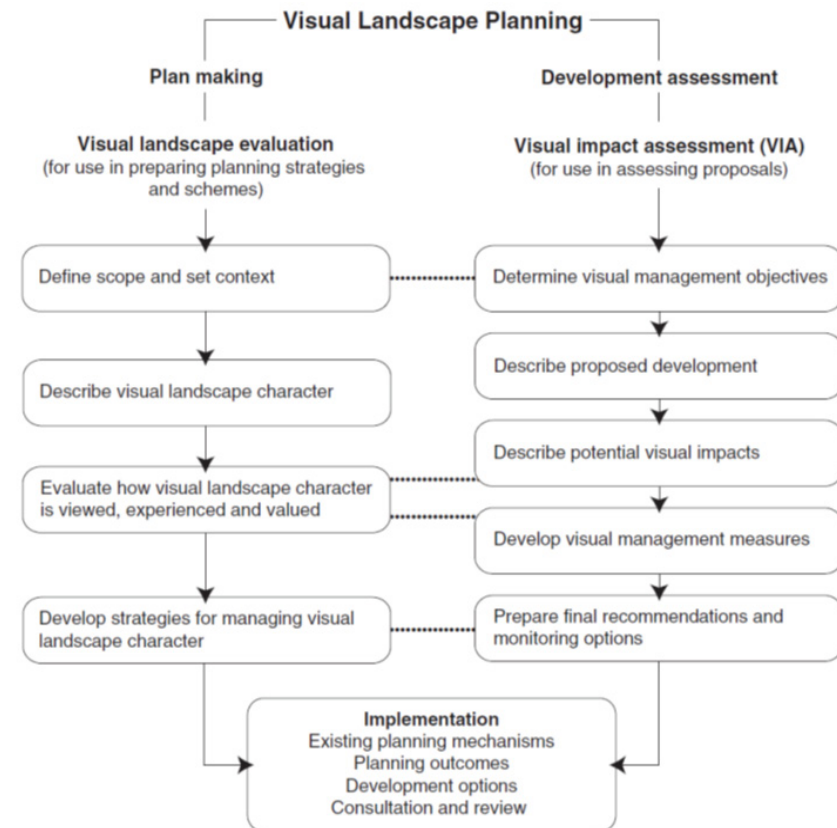
The manual includes Table 1 following to illustrate the relationship between visual landscape evaluation and visual impact assessment, and where they belong in the planning process. As the EPA wishes to consider the potential visual effects of an amendment to the Metropolitan Region Scheme, a visual landscape evaluation is the appropriate tool that will be used in this study to address the EPA’s requirements.

This visual landscape evaluation will create early awareness of any particular visual landscape values or issues within the MRS amendment area and provide recommendations for their further investigation and management, at the appropriate stages later in the planning process.

The process for undertaking a visual landscape evaluation is outlined in Appendix 1. Each of the five steps in this process are addressed in the ensuing chapters of this report.

TABLE 1 – VISUAL LANDSCAPE EVALUATION PROCESS

Requirement 54 of the EPA’s instructions

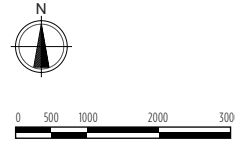




SITE LOCATION PLAN

- Legend
-  Subject Land
 -  Evaluation Distances Considered
 -  Lions lookout
 -  Greater Brixton Street Wetlands

**Figure 1: Site Location Plan
NTS**





BASE MAP

Legend


 Subject Land

Figure 2: Base Map





3 | DEFINE SCOPE & CONTEXT

The first step of visual landscape evaluation is to clearly define the scope and context. The VPLWA manual recommends the following should be scoped and defined:

- The area / subject of the evaluation.
- Why the evaluation is needed, who will use the evaluation and for what purpose.
- The appropriate level of evaluation - i.e. regional, local or site level.
- Depending on the level of evaluation, what detail will be provided and evaluated.
- The relevant stakeholders and level of community engagement.

Each of these aspects are discussed below.

3.1 Area/Subject of the Evaluation

An MRS amendment that proposes to rezone 126 ha of land in Wattle Grove from Rural to Urban is the subject of this visual landscape evaluation. The location and boundaries of the MRS amendment area are defined in Figures 1 and 2.

3.2 Why the Evaluation is Needed, Who Will Use It and For What Purpose?

This visual landscape evaluation will be used by the EPA in an environmental impact assessment of the MRS amendment under Part IV of the EP Act. The environmental impact assessment will assess the potential environmental consequences of the MRS amendment across a range of environmental factors, including Inland Waters, Flora and Vegetation, Terrestrial Fauna, Social Surroundings and Greenhouse Gas.

The environmental impact assessment will in turn be used by the EPA to make a recommendation to the Minister for the Environment on the environmental acceptability of the MRS amendment and whether or not it can be implemented.

The EPA has decided that consideration of potential visual amenity impacts will form part of their assessment of the environmental acceptability of the MRS amendment. Specifically the EPA wish to consider:

- The potential visual amenity impacts of the proposed change in land use from Rural to Urban on residents within and adjacent to the amendment area, and broader area; and
- The planning mechanisms that can be applied to manage any potential impacts.

This visual landscape evaluation will address these specific considerations identified by the EPA.

3.3 Level of Visual Landscape Evaluation

The VPLWA manual advises that visual landscape evaluation can be completed at one of three levels - regional, local or site, which represent the primary levels of the planning process in Western Australia (refer Appendix 4 for further details). The applicable level of evaluation for an amendment to the Metropolitan Region Scheme is regional.

3.4 Detail Required for Visual Landscape Evaluation at the Regional Level

The VPLWA manual provides guidance regarding the relevant detail required for visual landscape evaluation



at the regional, local and site level. The manual advises that the following level of detail should be provided for visual landscape evaluations at the regional level:

- Broad inventory and assessment of regional scale patterns and landscape characteristics.
- Understanding of visual landscape character, community perceptions, values and issues.
- Recommendations to address broad-scale landscape issues and generalised community attitudes and values.

The required level of detail for visual landscape evaluation increases as the planning for an area or site moves through subsequent stages of the planning process.

At the local level, in the preparation of local planning schemes, local planning policies and structure plans, visual landscape evaluation is no longer limited to just broad, regional scale visual landscape patterns. At the local level, the landscape character of local places, as experienced and valued by discrete local populations, also needs to be considered.

Subdivision and development proposals at an individual site level must respond to visual landscape matters of regional and local significance, as well as any site specific considerations.

3.5 Relevant Stakeholders and Level of Community Engagement

The key stakeholders in this visual landscape evaluation are:

- The WAPC / DPLH, as the Responsible Authority

for the MRS amendment.

- The EPA, as the body responsible for assessing the environmental acceptability of the MRS amendment.
- Residents within and adjacent to the MRS amendment area, and the broader area, who have been identified in the EPA's instructions for Environmental Review as the receptors for potential visual amenity impacts.
- The Ministers for Planning and the Environment, who are the decision makers responsible for the MRS amendment and the associated environmental impact assessment respectively.

Officers of the EPA and DPLH were consulted in the scoping of this visual landscape evaluation.

As this visual landscape evaluation will form part of a Public Environmental Review, the community will also have the opportunity to review and provide written comments and suggestions. Any comments received will be taken into consideration and if required, the visual landscape evaluation will be refined in response to the comments received.

The visual landscape evaluation, together with any comments received from the community, will then inform the EPA and the Minister for the Environment, when making their respective recommendations and decision on the environmental acceptability of the MRS amendment. This evaluation has also been informed by public comments made at meetings held City of Kalamunda offices in 2021. Diverse opinions held by landowners, residents and council members were expressed in regard to the landscape values of the subject land by those in attendance.

4 | VISUAL LANDSCAPE CHARACTER (STEP 2)

The second step of a visual landscape evaluation involves studying and describing the visual landscape character of the area being evaluated. This begins with a description of the predominant characteristics and features that make up the landscape.

From there the VLPWA manual recommends characterising the area according to the Landscape Character Units (LCUs) that are present. LCUs are defined as “areas of homogenous (similar) patterns of visual characteristics such as landform, vegetation, water form and land use as well as individual features.”

In the sections that follow, the contextual landscape of the MRS amendment area is explored and described. This then leads into an analysis and discussion of the LCUs that make up the area.

4.1 Contextual Landscape

The MRS amendment area is located in Wattle Grove, approximately 20km east of the Perth CBD, as illustrated in Figure 1. It is located immediately south of Crystal Brook Road and east of Tonkin Highway (see Figure 2). It is located within the City of Kalamunda and is currently zoned Rural, displaying this character throughout as shown in Plate 1.

The immediate landscape setting of the MRS amendment area is dominated by the presence of Tonkin Highway to the west, which in turn acts as a clear visual barrier to the landscape and land uses further west of the highway. At the 100km/h speed limit for the highway, the MRS amendment area is quickly passed by and with the exception of a few gaps in the vegetation, very little of the area is visible



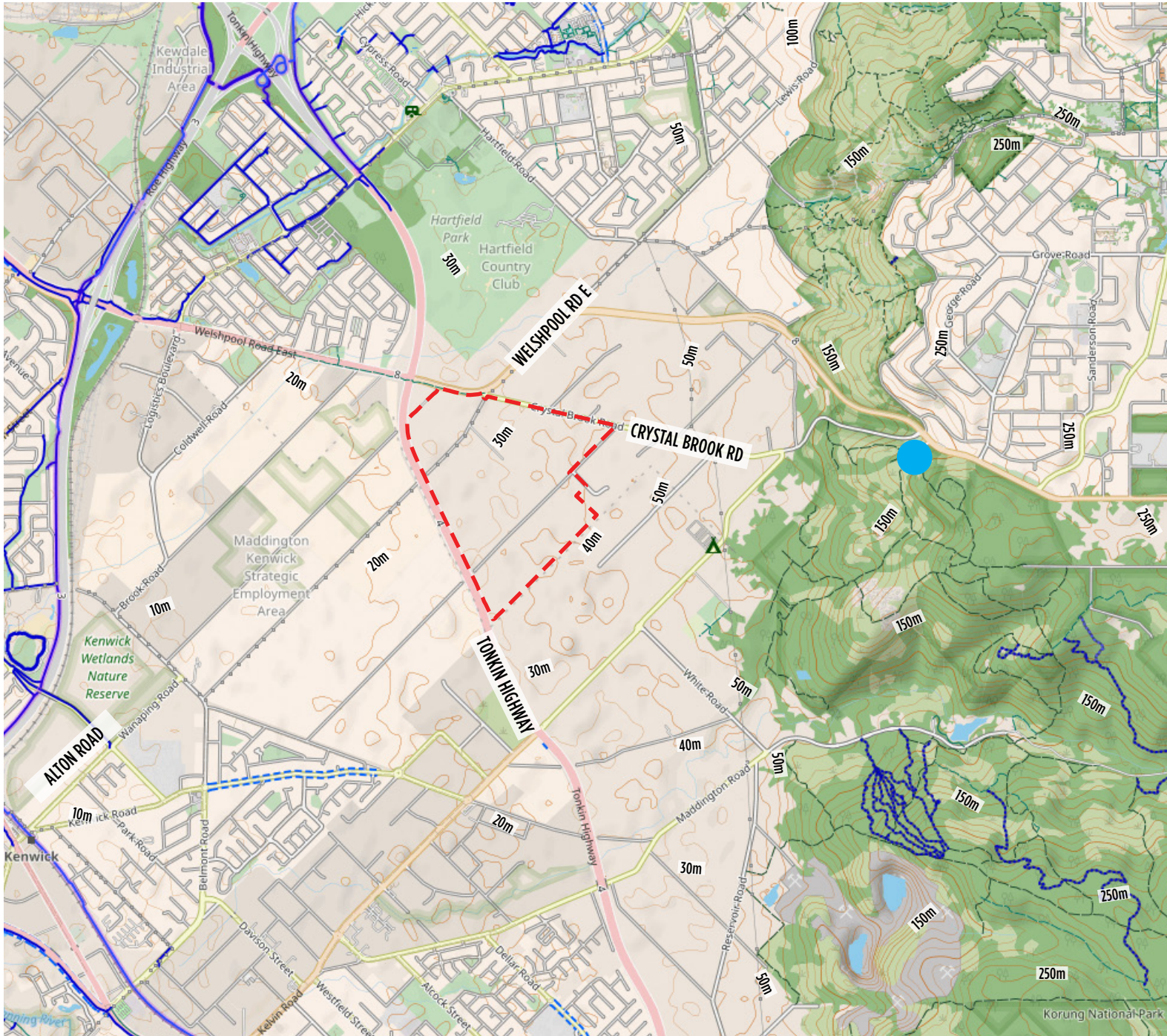
Plate 1: Typical Rural Scene from Within the Subject Land.

through a corridor of retained native vegetation that runs parallel to the highway.

For the balance of the surrounds, the MRS amendment area is bordered by a recently decommissioned refuse tip and a mix of semi-rural farmlets and residencies, set amongst predominantly small and medium sized native canopies of trees and shrubs.

When travelling along Crystal Brook Road at the 70km/h speed limit, much of the view into the MRS amendment area is obscured by largely native retained vegetation. The contextual landscape character of the Kalamunda Hills forms a backdrop to many views out from the MRS amendment area.

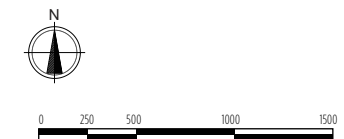
The Korung National Park and ‘Lions Lookout’ within the park form part of the regional contextual landscape. The landscape character experienced from the lookout is dominated by the broad panoramic



TOPOGRAPHIC MAP

- Legend
- Subject Land
 - Lions lookout

Figure 3: Topographic Map Data - Open Street Map





view of immediate bushland in the foreground and the expansive metropolitan area in the distance.

4.1.1 Topography

The MRS amendment area is as relatively flat with a few gentle undulations as shown in Figure 3. The western end along Crystal Brook Road presents slightly higher with a gentle fall across the land from west to east. There is also a noticeable berm along the length of Tonkin Highway which contains native vegetation. Whilst the MRS amendment area is relatively level, it is apparent that the borrowed landscape of the Kalamunda Hills form a subtle presence to the east.

4.1.2 Pattern of Development

The existing pattern of land subdivision and settlement within the MRS amendment area is best described as 'rural residential'. The area is characterised by 'farmlot' allotments that are predominantly 2 ha in size and long and narrow in shape. The majority of street frontages are 60m wide and typical lot depths are around 330m.

There are some exceptions to this predominant settlement pattern where lots have been further subdivided into smaller 1 ha parcels. There are also a few larger allotments of 4 to 5 ha that are notable within the landscape. These larger allotments have wider 120m street frontages and are typically occupied by rural-commercial and rural-industrial uses including a turf farm and a former poultry farm. As the turf farm is spread over four allotments, its

street frontage is wider again, spanning a distance of approximately 350m.

4.1.3 Vegetation

The MRS amendment area contains a diverse mix of species at various stages of maturity, however most native tree and shrub species can be characterised as mature (see Plate 2). The native vegetation within the MRS amendment area can be classified into three categories:

- Woodland stands of native trees forming a dense visual block.
- Significant canopy with minimal signs of built form - often just a driveway and a building obscured by the vegetation.
- Individual and grouped native tree canopy retained in pasture grasses, often with livestock grazing beneath the trees.

The majority of exotic species within the MRS amendment area have been introduced through development, as an element of formality such as deciduous trees framing driveways, a mix of large trees providing a border to properties or highly manicured topiary hedges.

The majority of these exotic trees and shrubs are of good health and maturity, likely due to the heavily manicured nature of the landscape they sit in. Whilst they are not always immediately apparent when travelling along the periphery of the MRS amendment area, the more mature exotic specimens are particularly evident when viewed from within the area. Specifically



Plate 2: Typical Rural lot with Native Vegetation Within Subject Site Along Victoria Road



Plate 3: Typical Rural Lot with Exotic Vegetation within a manicured lawn along Brentwood Rd

at the time of the survey, the bright orange-red of the *Erythrina* sp. Was very striking.

As shown in Plate 2, 3, 4 and 5, there is a diverse mix of vegetation and canopy types within the rural-residential farmlets and residencies that make up the majority of the MRS amendment area. These range from retained native vegetation, to dense canopy with an understorey of native and exotic species, through to topiarised shrubs set in manicured lawns and an absence of canopy trees.

Along the majority of the western (Tonkin Highway) and northern (Crystal Brook Road / Welshpool Road East) edges of the MRS amendment area, native vegetation patches and a corridor of trees have been retained as shown in Plate 6.

Considering the alignment and location of this vegetation, it is more than likely that despite being native, it was planted onto the constructed berm or open drain (depending on the location) when the adjoining roads were constructed.

There is also a significant dense patch of native vegetation running through Lot 210, in a south-westerly direction from Crystal Brook Road to the centre of the MRS amendment area, where it meets Lots 501 to 504 adjacent to the turf farm.

Another remnant patch of native vegetation visible within the landscape is located in the northern most corner of the MRS amendment area, at the intersection of Tonkin Highway and Welshpool Road East. Plate 7 shows this group of trees was left standing after development of these roads and the industrial land to the south-east.



Plate 4: Typical Rural Lot with mix of Exotic and Native Vegetation along Victoria Road



Plate 5: Typical Rural lot with Exotic and Native Trees and Shrubs



Plate 6: Typical View of Native Vegetation corridor along Tonkin Hwy from within the site



Plate 7: Typical View of Native Vegetation Patch in western corner from within site



Vegetation within the balance of the MRS amendment area is characterised either as large open paddocks with minimal trees (mostly exotics limited to the perimeter of paddocks) or rural industrial and commercial land uses, which contain little landscape value due to the high level of hardstand pavement.

4.1.4 Built Form

The existing buildings within the MRS amendment area are diverse in character and range from large new-build single storey brick houses (refer Plates 8-9), modest aged rural houses, some with rural sheds or stables (Plates 10-11) and medium-sized rural industrial sheds (refer Plates 12-13).

On allotments containing new-build houses, the landscape is dominated by the built form of these houses and is framed by manicured lawns. Other rural-residential allotments are either partially or completely dominated by the landscape canopy, in some cases being almost completely hidden from the public roads.

Generally, the larger new-build houses are set further back from the road, with the older houses proportionally closer to the road. The setbacks of the large sheds are consistent with most houses within the MRS amendment area, however due to their size and lack of landscape amenity seem more imposing. Some of these structures are degraded. The areas containing rural-commercial and industrial uses are dominated by built form and adjacent flat surfaces of hardstand.

The colouration and materiality of building types is not particularly uniform, other than sheds and agricultural



Plate 8: Built Form - Typical Large Single Storey Brick House Set Back From the Road on a Large Lot.



Plate 9: Built Form - Large residence set Back from road with formal boundary wall and fence.



Plate 10: Built Form - Typical View Into a Rural Lot on the Subject Land Showing Various Private Buildings, Sheds and Water Tower Amongst Trees.



Plate 11: Neighbouring Property - Typical View Into a Rural Lot Directly South of the Subject Land.



Plate 13: Built Form - Typical View of Large Building.



Plate 14: Neighbouring Property - Typical View of Urban Development Directly North of the Subject Land.



buildings being mostly steel sheeting (Colorbond) in a range of colours. Boundary fencing on rural-residential lots is very diverse and not uniform to any building type. Rural-commercial and industrial use lots use only wire mesh and Colorbond fencing types.

4.1.5 Neighbouring Land

As shown in Plate 22, the entire western edge of the MRS amendment area is bounded by Tonkin Highway, which along with the retained vegetation running parallel to the highway, forms a strong visual barrier from an evaluation point of view.

Opposite the MRS amendment area, along the north-eastern side of Crystal Brook Road (and a small section of Welshpool Road East), the landscape is characterised almost exclusively by larger new-build houses and hobby farms. Generally the extent of native vegetation within these lots increases the further you head east along Crystal Brook Road towards the Kalamunda Hills.

To the south-west of the MRS amendment area is a recently decommissioned refuse tip. A small number of properties within the MRS amendment area back onto this former tip site, including a rural-industrial site containing abandoned chicken farming sheds. As such views of the tip site are restricted from public areas within the MRS amendment area.

The Greater Brixton Street Wetlands are located to the West of Tonkin Highway adjacent the North West corner of the subject land. This important ecological site is located on very flat, seasonally waterlogged land. The place has aesthetic value for its undisturbed



Plate 15: Part of the vegetation corridor that forms the southern boundary of the site with Tonkin Hwy



Plate 16: View east from Victoria Road towards the rural industrial Chicken Farming Sheds (obscured by vegetation)



LANDSCAPE CHARACTER UNITS

Legend

-  SUBJECT LAND
-  REMNANT WOODLAND
-  URBAN FRINGE
Commercial and industrial character,
disrepair and neglected
-  RURAL OPEN PLAIN
Paddock, Level grassland, arable, no or few
trees
-  RURAL RESIDENTIAL PLAIN
Diverse individual characteristics from
gardenesque to equestrian estates with mix
of mature vegetation and building forms
-  OPEN WOODLAND
Mature native trees over grassland

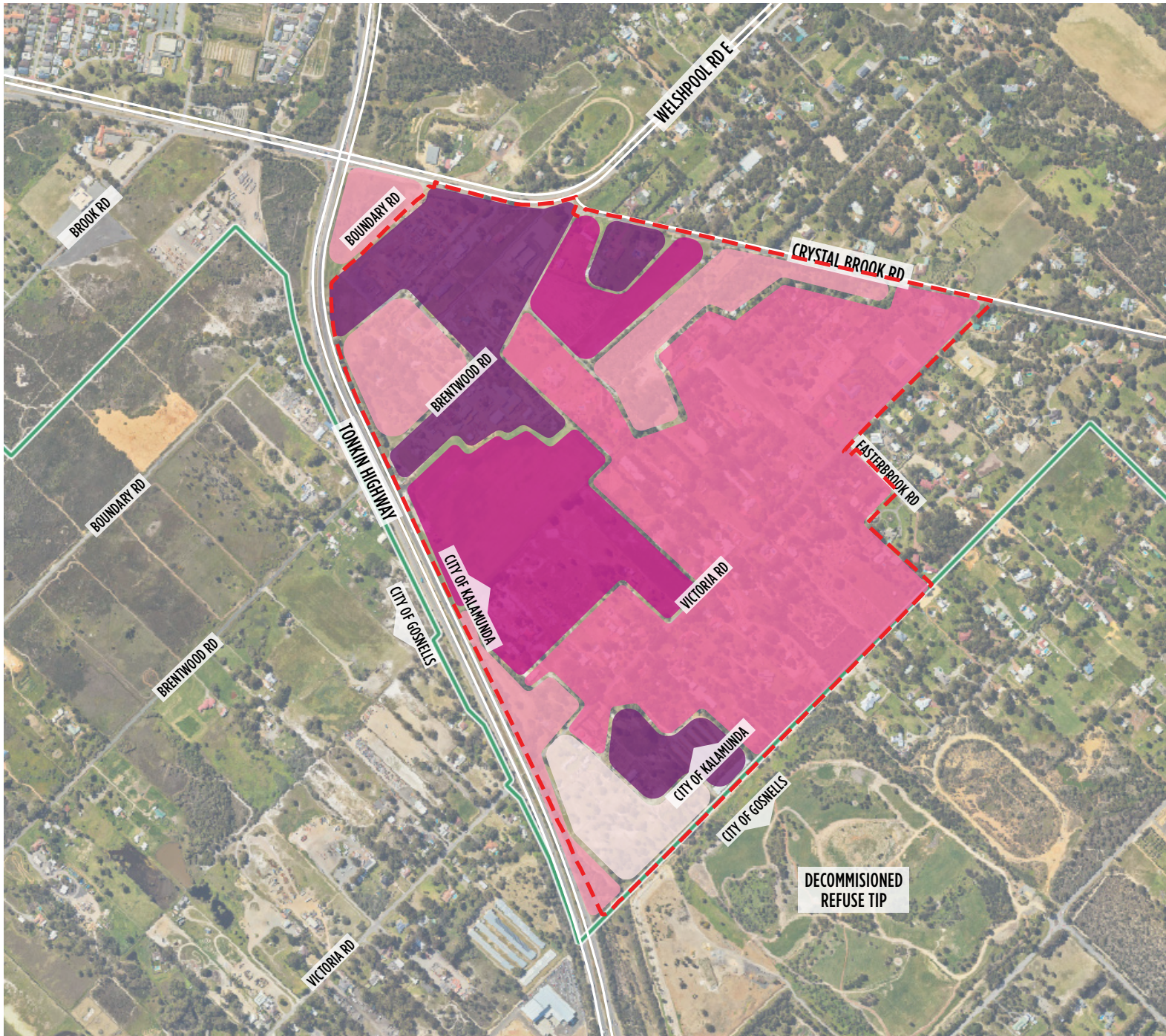


Figure 4: MAP 1 - Landscape Character Units



mixture of wetlands with fringing vegetation. Due to the elevation of Tonkin Highway, intervening vegetation and the low lying nature of the wetlands, the MRS amendment area is not visible from the greater Brixton Street Wetlands. Refer plates 17-18.

4.2 Landscape Character Units

As outlined above, LCUs are best described as discrete areas containing homogenous patterns of visual characteristics. The VPLWA manual provides guidance on how to go about identifying and describing the LCUs that existing within the landscape.

As a starting point, the landscape should be characterised as being predominantly natural, rural or built form, or a combination of more than one of these three typical landscape settings.

From there, the visual elements within the landscape should be studied to identify the existence of any homogenous patterns or features that are distinguishable within the landscape, and therefore enable the characterisation of discrete and distinct LCUs within the broader natural, rural or built form setting.

The MRS amendment area is a predominantly rural landscape. The elements that should be considered in the identification of LCUs for rural landscapes include:

- Agricultural crop patterns, colour and scale.
- Plantation density and location, scale, colours, textures.
- Remnant vegetation stands.



Plate 17: View from Brook Road East towards the site (Obstructed by remnant vegetation)



Plate 18: Kenwick wetlands seen on the left, Eastern View towards site obstructed by residential along Alton Street.



- Individual remnant or exotic trees.
- Presence of natural features such as landform and valley slopes.
- Location and rural character of farm homesteads and associated buildings.
- Settlement patterns of rural towns.
- Land tenure and zoning.
- Diversity in agricultural land uses.
- Mining activities (e.g. quarries).
- Utilities (including powerlines, water pipelines, wind turbines, mobile phone towers).
- Road patterns and character.
- Roadside vegetation pattern, density and naturalness.
- Ephemeral features such as wildflowers, fauna, and water conditions.
- Individual features such as windmills, historic buildings, bridges, fences, livestock and landmarks that are perceived as rural icons of cultural significance.

The landscape character of the MRS amendment area can be broadly described as “semi-rural coastal plain”. Five distinct LCUs have been identified within the MRS amendment area, as set out in Table 2 on the following page.

The five LCUs that make up the MRS amendment area are mapped in Figure 4 and further details and visual depictions of each LCU are provided on the following pages.

Remnant Woodland:

This LCU occupies approximately 10% of the MRS amendment area. It is found predominantly on the outside edges of the MRS amendment area, along

the interfaces with Tonkin Highway, Welshpool Road East and Crystal Brook Road. It is experienced as a predominantly unmodified landscape on level ground, with medium to dense established vegetation of a high quality and fairly modest mix of plant species (refer Plates 26-27).

Open Woodland:

This LCU represents only 5% of the MRS amendment area and is found in only one discrete location, in the south-western corner of the area. This area consists a broadly level topography with mature, remnant, native trees, with cleared shrub layer. The trees stand as individual specimens over cleared ground. The mature scale of the individual trees combine to present the observer a landscape that has a dominant element of trees but with a very open character due to the lack of any field or shrub layer.

Rural Open Plain:

The Rural Open Plain LCU occupies approximately 20% of the MRS amendment area and is predominantly made up of the Lovegrove Turf Farm (on the corner of Brentwood Road and Tonkin Highway) and adjoining areas of open grassland to the south-east. There is also another pocket of cleared and open grassland near the intersection of Crystal Brook Road and Welshpool Road East that exhibits similar visual landscape characteristics. Examples of this category are shown in Plates 19 & 23.

Rural Residential Plain:

This is the dominant LCU within the MRS amendment area, occupying around half of the total area. It is experienced as areas of typical Western Australian rural-residential and hobby farms. Road signage is



TABLE 2 –LANDSCAPE CHARACTERS IDENTIFIED






<p>Remnant Woodland</p>		<p>This LCU consists of visually strong groups of remnant native trees with occasional exotic species. Three discrete remnant woodland areas have been identified within the MRS amendment area.</p> <p>As a whole, the stand of trees within each remnant woodland area present as a cohesive mature element. The scale of each woodland is small, creating sky line features when viewed from adjacent LCUs.</p>
<p>Open Woodland</p>		<p>This LCU comprises remnant mature trees that are well spread out, with grazing and incidental rural uses below their canopy. There is a lack of shrub layer, and the canopy trees stand both in groups and as individual specimens. The character of this LCU is informed by the nearby Tonkin Highway corridor, adjacent decommissioned tip site and Urban Fringe LCU comprising neglected old chicken farm sheds. The Open Woodland LCU contributes to the overall visual presence of mature trees along Tonkin Highway, but at an intimate level within the MRS amendment area it has a feeling of neglect.</p>
<p>Rural Open Plain</p>		<p>This LCU is characterised by level land with broad open views across it. The land is grassland, being a turf farm or managed grass, arable or grazed. There are few or no trees and the extent of the LCU is defined by fencing boundaries or adjacent mature trees within other LCUs.</p> <p>The overall character is one of a strong horizontal form with a monochrome colour, whether that be the green of grass or muted colours of crop stubble, grazing areas or earth.</p>
<p>Rural Residential Plain</p>		<p>This LCU generally consists of flat managed gardens, arable and grazing land. Views to this LCU are most often from public roads and are often restricted by the density and scale of vegetation. A range of large exotic tree species and shrubs often create the foreground. Fencing is variable with white post and rail, post and wire and other materials, punctuated by entry gateposts and feature gateways in masonry.</p> <p>This LCU has an encompassing character, but is diverse with individual landscapes at a very intimate level, ranging from discordant elements of vegetation and suburban building styles, to simple rural characteristics of harmonious tree planting and low-key buildings.</p>
<p>Urban Fringe</p>		<p>This LCU is comprised of urban elements such as large commercial buildings, vehicle and material storage areas and incremental vegetation set on level ground.</p> <p>Areas of neglect or dereliction, both to built form and land, are present within the LCU. There are angular elements of built form, with formal elements arranged along roads and vehicle accessways.</p> <p>This LCU is visible within the foreground and middle distances.</p>



Plate 19: View west from Victoria Road of cleared paddock framed by Remnant Woodland LCU.



Plate 20: View east of Brentwood Rd (from N-S section of Brentwood Rd) of formalised exotic perimeter species to Rural Lots (left) and paddock (right).



Plate 21: view from Welshpool Road East / Tonkin Intersection (70km/h)



Plate 22: View towards old chicken farming sheds with screening vegetative corridor from Tonkin Hwy (100km/h)





Plate 23: View east from Tonkin Hwy through gap in Vegetative corridor to turf farm, Rural Open Plain LCU



Plate 24: Typical example of Urban Fringe LCU with stockpiles of materials and plant, minimal tree canopy, gravel hardstand with expansive grass to the background



Plate 25: Typical example of Urban Fringe LCU with large areas of hardstand, minimal landscape and visually imposing industrial scale buildings



Plate 26: Typical example of Remnant Woodland LCU is the large native vegetative corridor along Tonkin Hwy planted on a berm (within a drain in other areas)



infrequent and there are overhead services on timber poles, generally located on one side of the road.

The Rural Residential Plain LCU is characterised by large lots with wide frontages. Some lots have been completely or partially cleared and landscaped with open manicured lawns, sparse or formalised exotic trees and often small to medium exotic shrubs (refer Plates 28-29).

Other lots contain a mix of native and exotic trees that form a predominantly closed canopy to lot frontage areas (refer Plate 30). The tree canopy is not exclusively aligned to the lot boundaries and covers other sections within the lots.

The visual landscape of the Rural Residential LCU is characterised by the following features and patterns:

- A matrix of different sized rural lots (generally 1 to 2 ha in size) containing various uses from rural-residential living to typical rural land uses, include equestrian / agistment and hobby-style farming
- Lots predominantly semi-cleared of vegetation, with some remnant pockets and stands of vegetation retained, particularly along fence lines, within planted windbreaks, or within depressions and low lying drainage areas not suitable for agriculture. Vegetation within properties and verges exists up to a maximum height of 50m.
- A diverse architectural style and quality of homes. Most dwellings are located a significant distance away from the road frontage. Generally dwellings are not overly obtrusive or prominent in the landscape to the point of being a feature, although



Plate 27: Example of Remnant Woodland LCU with retained native vegetation and very few human interventions such as the driveway

occasionally distinctive buildings do draw the viewers' attention.

- Typical infrastructure associated with rural pursuits, including open style post and wire fence lines, water tanks, sheds, jumps, horse shelters and dwellings.
- Occasional signage at driveway entrances.
- Narrow roads, both sealed and unsealed surfaces, with no line markings or kerbs predominately with native vegetation within the road reserves.

Urban Fringe

This LCU occupies approximately 15% of the MRS amendment area and is found predominantly within the western and southern sections of the area. The

LCU includes an old disused chicken farm with a complex of large industrial scale buildings that are in poor repair.

Land in this LCU is either being actively utilised for rural-commercial and industrial purposes, contains stored or stockpiled plant and/or materials, or is neglected and there is little native vegetation or tree canopy. Any vegetation is limited to planted exotic trees, juvenile street trees and manicured exotic shrubs. Examples of this LCU are shown in Plates 24-25.



Plate 28: Example of Rural Residential Plain LCU showing no native vegetation, manicured lawns and formalised exotic trees



Plate 29: Example of Rural Residential Plain LCU showing minimal retained vegetation to the perimeter, manicured lawns and topiarised shrubs



Plate 30: Example of Rural Residential Plain LCU showing retained large native canopy trees that obscure the view of the majority of the lot.




Plate 31: Example of Rural Residential Plain LCU showing a mix of native and exotic species providing a closed canopy across the frontage of the lot



SPEED AND TIMING PLAN

Legend

 Subject Land

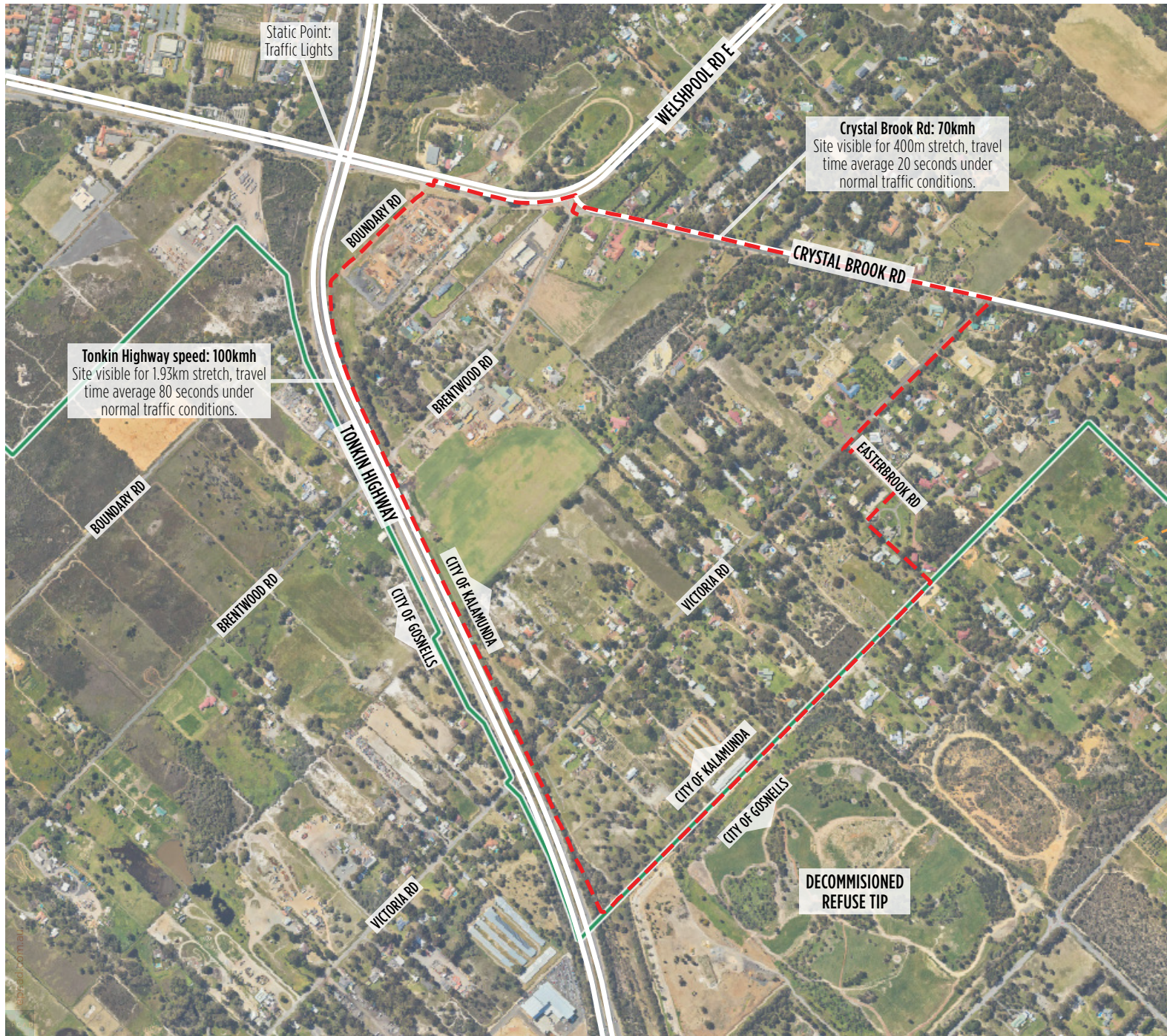


Figure 5: Speed and timing plan





5 | VISUAL LANDSCAPE EXPERIENCE AND VALUES (STEP 3)

At Step 3 of the visual landscape evaluation process, the VLPWA manual calls for the viewing experiences and values within the MRS amendment area to be mapped, illustrated and described.

The landscape character of the MRS amendment area is viewed and experienced in four main ways:

- As a resident or land user that experiences this landscape internally at an intimate local level.
- As a neighbouring community member that visits the area or has property immediately adjacent.
- As a road user travelling within a vehicle on the main roads along two of the boundaries of the area.
- As a visitor to Korung National Park and Lions Lookout.

The LCUs that make up the MRS amendment area will similarly be valued by different users in different ways. The Urban Fringe LCU does not present a highly valued aesthetic, but may be valued by a landowner or user within the LCU in a different manner to that of a visitor that may consider the character as conflicting with other areas.

The road user travelling at high speed on adjacent main roads will view the MRS amendment area obliquely and for a short period of time. There will be many individuals experiencing the landscape in this manner and their appreciation of distinct characteristics will differ considerably from a pedestrian or static view where these experiences are available.

The existing residents within the MRS amendment area will most likely value the characteristics of the landscape that they have created or maintained.

The individual large lots have distinct and varied characteristics that reflect the interests, use and aspirations of the landowner. The Rural Residential Plain LCU is experienced primarily by the owners or users of the specific properties therein.

The landscape is also experienced intimately from immediately adjacent land, such as the properties on the opposite side of Crystal Brook and Victoria Roads, which orientate towards the MRS amendment area. Residences that are set back will have obscured views to the area primarily through verge side vegetation along the road and within lots.

Visitors and walkers in the Korung National Park enjoy panoramic elevated views over the coastal plain and metropolitan Perth. The opportunity therefore exists to see the MRS amendment area within this broad panorama.

5.1 Key Views and Viewing Locations

The VPLWA manual advises that viewing locations and experiences should be mapped and photographed providing both general viewing experiences and specific key individual views. The viewing locations and experiences of the MRS amendment area are mapped in Figures 6 to 8. Photographs of the mapped locations and experiences are presented in the following pages.

In Section 5.1.1, the viewing locations and experiences are broadly outlined according to the three categories in Table 3, with an emphasis on identifying the viewing experiences of state and regional experience, that are of most relevance at this stage of the planning



TABLE 3 –LEVELS OF SIGNIFICANCE FOR VIEWING LOCATIONS AND VIEWER EXPERIENCE

<p>Level 1: national/state significance</p> <ul style="list-style-type: none"> • State highways and other main roads (sealed or unsealed) with high levels of vehicle usage; • designated tourist routes, scenic drives; • recreation, conservation, cultural or scenic sites, areas, viewpoints and lookouts of state or national significance, including their access routes; • walking, cycle or bridle tracks of national or state significance; • towns, settlements or residential areas; • passenger rail lines; • navigable waterways of national or state recreation importance; • ocean sites of national or state recreation importance eg surf breaks; and • views of national or state importance.
<p>Level 2: regional significance</p> <ul style="list-style-type: none"> • main roads with moderate levels of vehicle usage (sealed or unsealed); • recreation, conservation, cultural or scenic sites, areas, viewpoint, and lookouts of regional or high local significance (including their access routes); • navigable waterways of regional recreation significance; • walk, cycle or bridle paths of regional significance; and • views of regional importance.
<p>Level 3: local significance</p> <ul style="list-style-type: none"> • all remaining roads with low levels of vehicle usage; • locally significant roads or tracks; • recreation and other use areas of local significance; • navigable waterways of local recreational significance; • walk, cycle or bridle paths of local significance; and • views of local importance.

process. As stated in the VPLWA, panoramic views are most frequently considered significant and a detailed evaluation of elevated views follows in Section 5.2.3.

5.1.1 Views of State and Regional Significance

Views into the MRS amendment area from outside of the area are obtained from the boundary roads, being Tonkin Highway, Welshpool Road East, Crystal Brook Road and a portion of Victoria Road. These views are predominantly experienced by drivers and passengers of cars travelling along these roads. The views are non-static and are also often screened by existing vegetation.

There is no pedestrian or cycleway along the portion of Tonkin Highway abutting the MRS amendment area. There is a dual use path along Welshpool Road East and Crystal Brook Road, however pedestrian and cyclist usage of this path is low.

Due to the status of Tonkin Highway as a state highway with high levels of vehicle usage, views of the MRS amendment area from vehicles travelling along it should be afforded consideration at a state level of significance, as provided for in table 3.

Crystal Brook Road and Welshpool Road East are main roads with moderate levels of vehicle usage, so the views experienced from vehicles travelling along these roads should be afforded consideration at a regional level of significance.

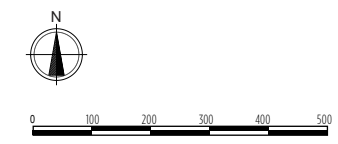
The context of the MRS amendment area within the panoramic elevated views experienced by visitors and walkers from Lions Lookout in the Korung National Park should also be afforded consideration at a regional, if not state level of significance. Views into the MRS ammendment area from the regionally/ state significant Greater Brixton Wetlands are not obtainable.

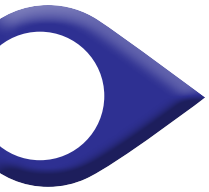


PHOTO LOCATIONS

- Legend
-  Subject Land
 -  Location of Image & Direction of View

Figure 6: MAP 2 - Photo Location Plan

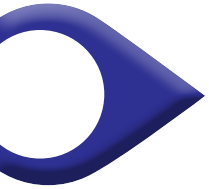




Location 1A - Welshpool Rd East just past the Tonkin Highway intersection



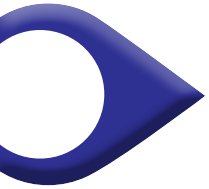
Distant views of the elevated subject land are experienced from moving and stationary vehicles at the intersection. A continuous, maturely vegetated skyline is presented. No pedestrian footpath is present.



Location 1B - Tonkin Highway - just beyond the intersection with Welshpool Rd East



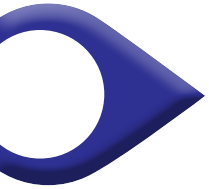
Moving along Tonkin Highway in a south-easterly direction at 100km/h, the back of the industrial shed is visible as there is a gap in the vegetation corridor. No pedestrian footpath is present.



Location 2 - Tonkin Highway - approaching the turf farm



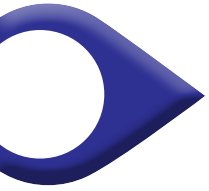
Moving along Tonkin Highway in a south-easterly direction at 100km/h, the turf farm is beginning to become visible as a gap in the native vegetation corridor starts to open up. No pedestrian footpath is present. The view represents the Rural Open Plain LCU.



Location 3 - Tonkin Highway



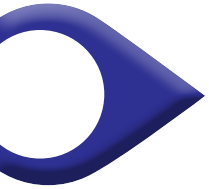
Moving along Tonkin Highway in a south-easterly direction at 100km/h, the turf farm is completely visible and exposes the existing vegetation on properties behind it. The view is also framed by the Kalamunda Hills in the background. No pedestrian footpath is present. Rural Open Plain LCU.



Location 4 - Tonkin Highway



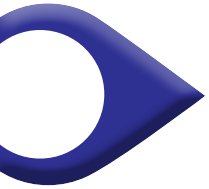
Moving along Tonkin Highway in a south-easterly direction at 100km/h, the old Chicken Farm Sheds within the Urban Fringe LCU are barely visible through the native vegetation screen. No pedestrian footpath is present.



Location 5 - End of Victoria Rd, looking south-west



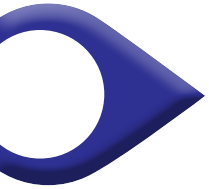
The view to Tonkin Hwy is completely obscured by the berm and the native vegetation corridor being the Remnant Woodland LCU. No pedestrian footpath is present.



Location 6 - Victoria Rd, looking west



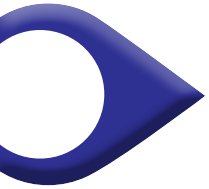
Rural Open Plan LCU used for hobby farms framed by retained native trees retained to the perimeter. No pedestrian footpath is present.



Location 7 - Crystal Brook Rd, looking south-west



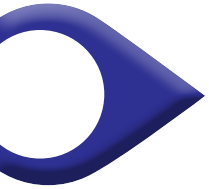
Travelling west along Crystal Brook Rd at 70km/h, mature native vegetation of the Remnant Woodland LCU provides a closed canopy view into the site. A farm fence denotes the boundary as the only point of formality. Pedestrian footpath is present.



Location 8 - Crystal Brook Rd, looking south-west



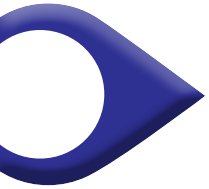
Travelling west along Crystal Brook Rd at 70km/h, adjacent to the mature native vegetation is a large clearing that presents as Rural Open Plain LCU. View exposes the adjacent rural residential lots that form a small Rural Residential Plain LCU. Permeable barbed wire fence define the boundary. Winding pedestrian footpath is present.



Location 9 - Crystal Brook Rd, looking south-west



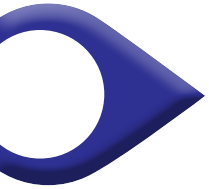
Travelling west along Crystal Brook Rd at 70km/h, the western end contains Rural Residential Plain LCU type lots where there is little tree canopy, with the exception of a handful of formally laid out exotic trees and shrubs. Winding pedestrian footpath is present.



Location 10 - Brentwood Rd, looking south



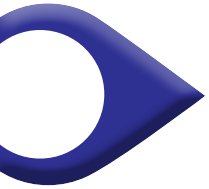
This locations illustrates the far end of the view shown in **Location 8** - A large clearing that presents as part of the turf farm. This is a degraded area of the Rural Open Plain LCU. View exposes the adjacent rural residential. No fencing is present, which adds to the informality of this area. No pedestrian footpath is present.



Location 11 - Brentwood Rd, looking into the turf farm reception area



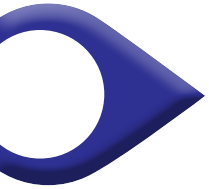
No pedestrian footpaths. Exotic tree species line the driveway turnaround area to reception. View of Industrial sheds and reception including partially obstructed buildings. The landscape character unit is Urban Fringe.



Location 12 - Brentwood Rd, looking into the turf farm back of house area



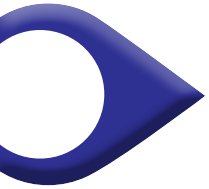
Significant gravel hardstand, materials and plant stockpiles. Large imposing sheds. A single exotic tree. The landscape character unit is Urban Fringe.



Location 13 - Brentwood Rd, looking into the turf farm back of supplementary storage area



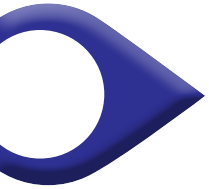
Significant gravel hardstand, materials and plant stockpiles. Minimal landscape with turf farm expanse to background of view. The area is considered Urban Fringe LCU loosely over to Rural Open Plain LCU.



Location 14 - End of Brentwood Rd, looking west



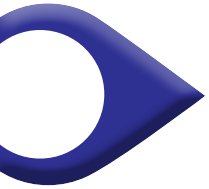
The view to Tonkin Hwy is completely obscured by the berm and the native vegetation corridor forming a strip of Remnant Woodland LCU. No pedestrian footpath is present. A row of native trees formalises the perimeter of the adjacent rural lot being used for grazing hobby farming livestock



Location 15 - Brentwood Rd, looking north



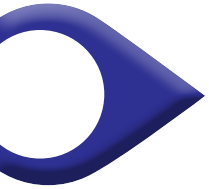
A portion of Brentwood Rd is an interface between existing remnant woodland (some of which is located on very minimalist hobby farms) and the Urban Fringe. No street trees or footpaths are present in this area.



Location 16 - Brentwood Rd, looking west



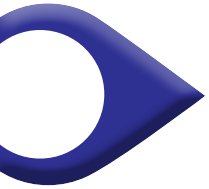
Minimalist hobby farms where much of the existing native vegetation has been maintained. Little formal exotic landscape and farming infrastructure is present and visually un-obtrusive to the native aesthetic. The area is one of the diverse Local Landscape Characters within the Rural Residential Plain LCU.



Location 17 - Brentwood Rd, looking west



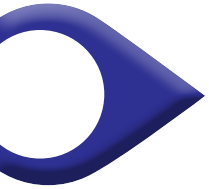
Within the Rural Residential Plain LCU diverse local landscapes exist and are seen where the vegetation is cleared. Here, clearing has taken place and sparse native vegetation remains. No fencing, footing or street trees are present.



Location 18 - Brentwood Rd, looking west



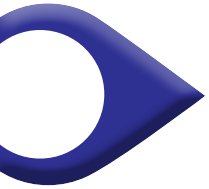
A large supplementary industrial scale storage yard is flanked by tall fences and paved in gravel hardstand, creating a harsh Urban Fringe landscape. Landscape softening is achieved with the borrowed landscape and juvenile street trees. No footpath is present.



Location 19 - Brentwood Rd, looking west into the large industrial lot



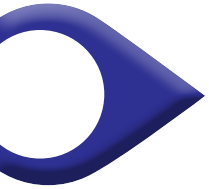
Industrial shed is imposing with little landscape to soften the colourbond shed finish that accompanies the gravel hardstand pavement. The Juvenile street tree will grow over time, but will not do much to temper the imposing nature of the industrial shed in maturity. Urban Fringe LCU.



Location 20 - Brentwood Rd (access road), looking east



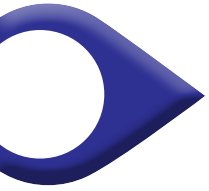
Brentwood Rd (access Road) is the interface between the informality of the Rural Open Plain LCU paddock (left) and the formality of exotic trees to the front of the Rural Residential Plain LCU. There are no footpaths, however the grassed verges are clearly well maintained and would be easily trafficable.



Location 21 - Brentwood Rd (access road), looking east towards final lot



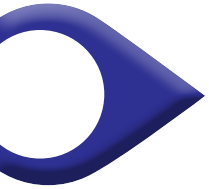
Significant existing native vegetation has been retained which almost completely obscures the view into the residence and expresses the request for privacy. Rural Residential Plain LCU.



Location 22 - Brentwood Rd (access road), looking south



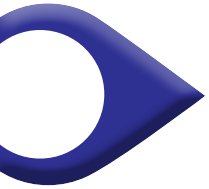
Despite being 100m apart from **location 21**, this view is the juxtaposition with no existing vegetation, sparse exotic tree canopy cover provided by formal rows to each side of the driveway. The residence is set well back from the road.



Location 23 - End of Brentwood Rd looking west



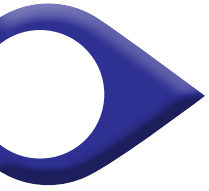
View is a mix of cleared grazing land for a hobby farm (likely due to the gas easement), framed by the trees that are a combination of planted native trees formally planted to the edge of the lot and native vegetation corridor (behind) that runs parallel to Tonkin Hwy.



Location 24 - Brentwood Rd looking west



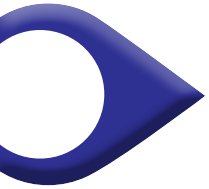
As with **Location 16**, a hobby farm is present in this view where much of the existing native vegetation has been maintained. No formal exotic landscape and little farming infrastructure is present.



Location 25 - Brentwood Rd looking north



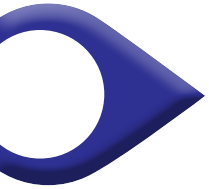
Urban Fringe LCU aesthetic of hard built surfaces and buildings is present Overhead powerlines are to both sides of the road and no footpath is present



Location 26 - Brentwood Rd looking north-east towards the Kalamunda Hills.



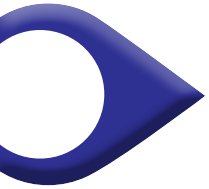
The immediate landscape is sparse consisting of a cleared paddock as part of the turf farm Rural Open Plain LCU. The trees behind and the the Kalamunda Hills in the distance form the skyline and enclosure.



Location 27 - Brentwood Road (access road) - looking north-east



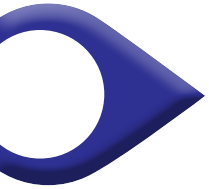
This takes in the view of the existing native vegetation from Brentwood Road (access road). Native vegetation in this area is thick and of good quality. Remnant Woodland LCU.



Location 28 - End of Victoria Road - looking west



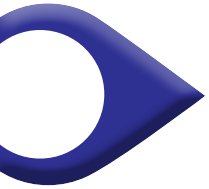
The interface with Tonkin Hwy with native vegetation within the adjacent lot. Remnant Woodland LCU.



Location 29 - End of Victoria Road - looking east towards the Chicken Farming Sheds



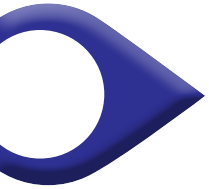
This view is the closest the public can currently get to viewing the Chicken Farm sheds from within the site. This lot is being used for and has been largely cleared with sparse existing vegetation remaining. There are no footpaths, street trees or overhead powerlines on equestrian paddock. The view is of 'Open Woodland LCU'.



Location 30 - Tonkin Hwy - heading past the turf farm



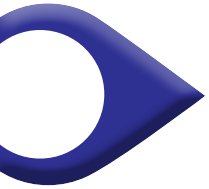
Moving along Tonkin Highway in a north-westerly direction at 100km/h. For much of the drive in this direction median planting obscures the view.



Location 31 - Welshpool Rd East - looking towards the Landscape yard



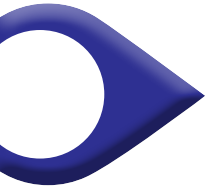
Moving east at 70km/h along Welshpool Rd East, the view is dominated by exotic trees, landscape products (pots, pavers etc.) and gravel hardstand. Overhead powerlines are at a similar scale to the exotic palms. Urban Fringe LCU.



Location 32 - View from Lions Lookout towards subject land (outside the subject land).



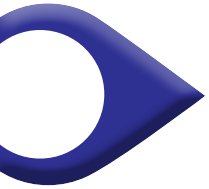
The view from Lions Lookout where the subject site is a component of the panorama view of the entire Coastal Plain. Refer detailing study..



Location 33 - Victoria Road.



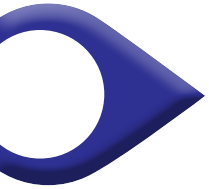
The old chicken farm still is used for commercial operations and presents a harsh landscape. Urban Fringe LCU.



Location 34 - Victoria Road looking North East.



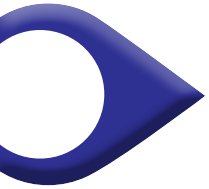
The view is typical of a street view within the Rural Residential Plain LCU. The diverse tree species within lots fronting the road.



Location 35 - Victoria Road looking South West.



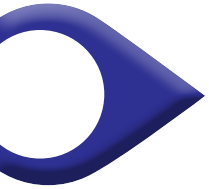
The view is typical of a street view within the Rural Residential Plain LCU. The diverse tree species within lots fronting the road.



Location 36 - Brook Road looking South East toward the subject land.



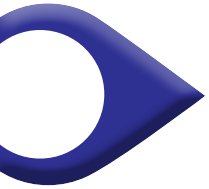
The view across an open pasture lot to screening area of vegetation of the Greater Brixton St Wetlands.



Location 37 - Brentwood Road looking South East.



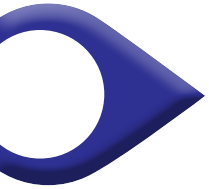
The view is from the edge of the Greater Brixton Street Wetlands from Brentwood Road verge.



Location 38 - Boundary Road looking East towards site.



A small length of the wetland abuts Tonkin highway at the end Boundary Road. The end of Boundary road has no unobstructed views due to vegetation screening on both sides of Tonkin Highway.



Location 39 - Internal track, Brixton Street Wetlands.



A viewing experience within the Greater Brixton Street Wetlands on a public track. The wetlands mature vegetation limit mid distance and distant views.



5.1.2 Views of Local Significance

Views into the MRS amendment area from outside of the area are also experienced from the rural residential properties on the opposite sides of Crystal Brook and Victoria Roads, as well as a small number of properties on Easterbrook Place and Valcan Roads, which back onto the MRS amendment area. As these views are only experienced by a small number of local residents, they are categorised as being of local significance.

Similarly the views experienced by the small number of pedestrians and cyclists passing the MRS amendment area along Crystal Brook Road also fall into the local significance category.

There are only three internal roads providing access within the MRS amendment area - Boundary, Brentwood and Victoria Roads. Views along these internal roads are obtained from vehicles and also at a pedestrian level, by people using the roads for walking activities.

Due to the disconnected nature of these internal roads, terminating at Tonkin Highway, they are only accessible from Crystal Brook Road. Accordingly, these roads experience low levels of usage by only local residents, workers and visitors to the area. Views from these internal roads are therefore categorised as being of local significance, in accordance with Table 3.

5.2 Evaluation of Landscape Values

Now that the views and viewing experiences from a cross section of locations within the MRS amendment area have been mapped and visually illustrated through

photographs, the next part of Step 3 in the visual landscape evaluation process is to use this material to complete an evaluation of landscape values.

As outlined in Section 3.3 of this report, this is a regional level visual landscape evaluation. Accordingly the focus of the evaluation is on landscape values at a state and regional level - i.e. what aspects of the visual landscape within the MRS amendment area contribute to the overall value of the regional landscape and/or the Western Australian landscape?

In order to understand this, an evaluation of the viewing experiences of state and regional significance (identified in the sections above) is required. This includes the views from vehicles on Tonkin Highway, Welshpool Road East and Crystal Brook Road and visitors to Lions Lookout in the Korung National Park.

Each of these viewing experiences of state and regional significance are analysed and discussed in detail below. This has then been used to inform the identification of state or regional landscape values within the MRS amendment area. The identification of values has been undertaken with reference to the 'visual landscape preference indicators' contained in the VPLWA manual, which is further explained in Section 5.2.4 below.

5.2.1 Tonkin Highway

Tonkin Highway is a high speed (100km/h) arterial road designed to move vehicles and people efficiently across the Perth metropolitan area. It is also a major truck route utilised by road trains. It is known as State Route 4 and forms part of a network of strategic



highways and freeways, connecting the city with regionally significant destinations both within and outside the metropolitan area.

Those experiencing views of the MRS amendment area from the viewpoint of Tonkin Highway include residents from the MRS amendment area, the broader locality and people residing and working in other parts of the metropolitan area and regional Western Australia. The highway is predominantly used for commuting purposes and other regional travel.

Travelling south-east along Tonkin Highway, a vegetative corridor along the boundary of the MRS amendment area acts as a screen and obscures views into the majority of the area. The views of this vegetative corridor (as depicted in Location 4) are fairly typical of the views experienced along most major highways and freeways in Perth.

There are small gaps in the vegetation when driving along Tonkin Highway in this direction, revealing occasional sheds and a landscape salvage yard. The only clear view into the MRS amendment area is on the approach to, or while travelling alongside, the Lovegrove turf farm where the view is completely unimpeded, as can be seen in Plate 23. This reveals the Rural Open Plain LCU.

When travelling along Tonkin Highway in the opposite (north-easterly) direction, views into the MRS amendment area are mostly obscured by vegetation in the highway median.

Views into the MRS amendment area from Tonkin Highway are experienced obliquely and at high speeds.

The entire 1.8km length of the MRS amendment area is passed in just over one minute, significantly limiting the opportunity for meaningful views into the area. There is also an absence of any notable or eye catching features within the landscape that draw the viewer's eye to it.

Views into the MRS amendment area from Tonkin Highway vary depending on whether they are experienced as a passenger or as a driver. The quality of views experienced as a driver are low, as their line of sight is predominantly on the road with only peripheral views of the MRS amendment area, that may not even be noticed or processed by the driver's mind. Views into the MRS amendment area may be further obscured when overtaking trucks and other large vehicles.

A passenger of a vehicle may have more opportunity to view the MRS amendment area, however due to the high speed of travel, lack of notable features in the landscape and typical appearance of the vegetation dominating the landscape, it is highly questionable that any views of this particular stretch of Tonkin Highway are uniquely memorable or highly valued by the majority of its users. The remnant vegetation within the MRS amendment area would likely have some value, not as an isolated or individual view, but as part of an overall viewing experience when travelling along Tonkin Highway.

5.2.2 Crystal Brook Road and Welshpool Road East

Views into the MRS amendment area from vehicles travelling along Crystal Brook Road are dominated by vegetation and rural style boundary fences, including



post and rail and post and wire fences. Intermittent views into the MRS amendment area become available when there are breaks in the vegetation – these views include homestead style houses, sheds and open paddocks. The views experienced from a vehicle travelling along Crystal Brook Road are illustrated in Location 7 to 9.

The Crystal Brook Engagement Report (Roberts Day, April 2020) provides the results of a community engagement process undertaken by the City of Kalamunda from November 2019 to April 2020, to inform the preparation of the City's Crystal Brook Concept Plan. Community feedback received during this engagement process provides insight into what they value within the Crystal Brook Road streetscape.

Feedback indicated that the natural, un-engineered, rural look and feel of the road is valued, as is the mature tree canopy. The 'rural aesthetic' of homes in the surrounding area is also valued. It can be expected that drivers and passengers will experience and value some of these visual landscape characteristics when travelling along Crystal Brook Road at a speed of 70km/h.

Views into the MRS amendment area from vehicles travelling along Welshpool Road East are predominantly of remnant vegetation and a large landscape salvage yard. Whilst views of the remnant vegetation are likely to have some value, the views of the landscape salvage yard are likely to be of little to no value.

5.2.3 Lions Lookout and Trails

Lions Lookout is a formalised lookout in Korung National Park, in the Darling Range, located approximately 2km to the east of the MRS amendment area. The lookout marks the beginning of a bush walking trail and is equipped with carparking, benches and picnic facilities. The primary viewing vantage point is from the carpark. This is considered a level 1 viewing experience of state significance.

Lions Lookout offers expansive panoramic views of the city at an unusually vast horizontal scale, that are rare in the context of metropolitan Perth. The Perth CBD skyline is visible in the distance and the metropolitan area is viewed as a heterogenous patchwork of human settlement, in which areas of dense urban settlement and untouched native bushland provide a distinct visual contrast, which is not unpleasing to the eye. With the exception of the Perth CBD, the areas of urban settlement within the panoramic views are relatively consistent in scale and height (i.e. 1 to 2 storeys), which contributes significantly to the expansiveness and vast horizontal scale of the views.

Representative views from Lions Lookout are provided on the following pages. Each panoramic view has been created by stitching together a series of four to eight photos in each view. The photos were taken near to the equivalent focal length of a 50mm lense, at 1.75m of height off the ground. This was done to replicate the viewing experience of an average height park user periodically stopping at points to take in the view, which is generally oblique to the path direction of travel.



Efforts to accurately locate the MRS amendment area within the photos was made possible by locating key and easily identifiable features within the landscape, including:

- Perth CBD skyline.
- Intersection of Welshpool Road East and Tonkin Highway.
- Bunnings Distribution Centre in Maddington.
- K-Trans industrial buildings in Kenwick.
- A high voltage power transmission line, approximately 1km to the east of the MRS amendment area.
- Specific houses that stand out amongst the landscape (due to their colour).

As evidenced in the panoramic views, the MRS amendment area is barely visible from the lookout and is almost insignificant in the context of the entire viewshed, which takes in the 20km distance leading to the city skyline. The five LCUs that make up the MRS amendment area are not distinguishable in the context of the overall panoramic views, nor are there any features within the area that catch the viewer's eye.



View towards the site from Lions Lookout



LIONS LOOKOUT

Legend





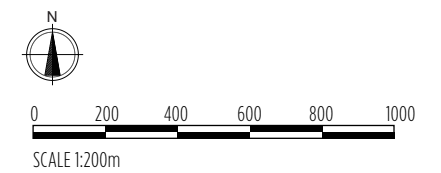
-  Subject Land
-  Lions Lookout
-  Lions Lookout Trail
-  Power Transmission Line Major (330KV)



Figure 7: Lions Lookout



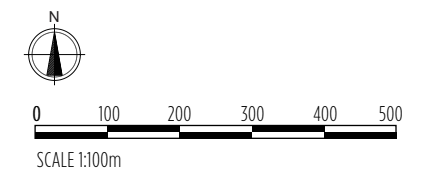


LIONS LOOKOUT & TRAIL VIEWING EXPERIENCE

Legend

- Lions lookout
- Lions Lookout Trail
- 0 Lions Lookout Trail Views

Figure 8: Lions Lookout & Trail Viewing Experience





View 1:

- Location Height (AHD) 177m (Taken on top of Boulder in carpark).
- Identifiable features: Perth City.
- View of site: Minimal.

LEGEND

- Subject Land
- Trail View
- Approximate Field of View
- Intersection
- Distribution Centre
- Perth City



View 1:



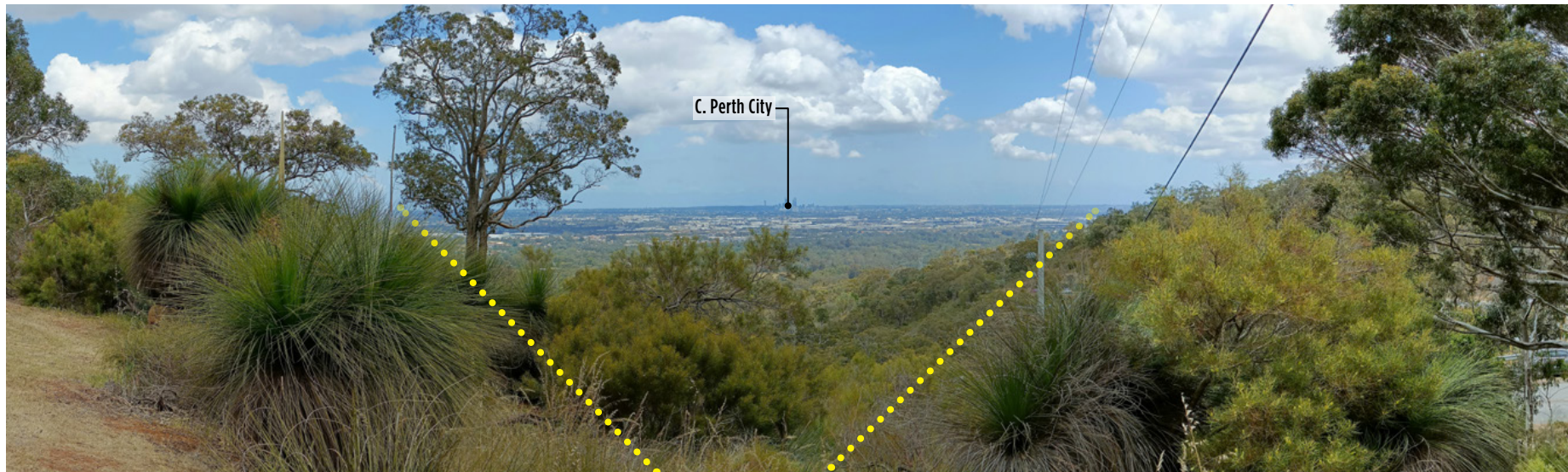
View 2:

- Location Height (AHD) 177m
- Identifiable features: Perth City.
- View of site: Minimal.

- LEGEND**
- Subject Land
 - Trail View
 - Approximate Field of View
 - Intersection
 - Distribution Centre
 - Perth City



Lions Lookout



View 2:



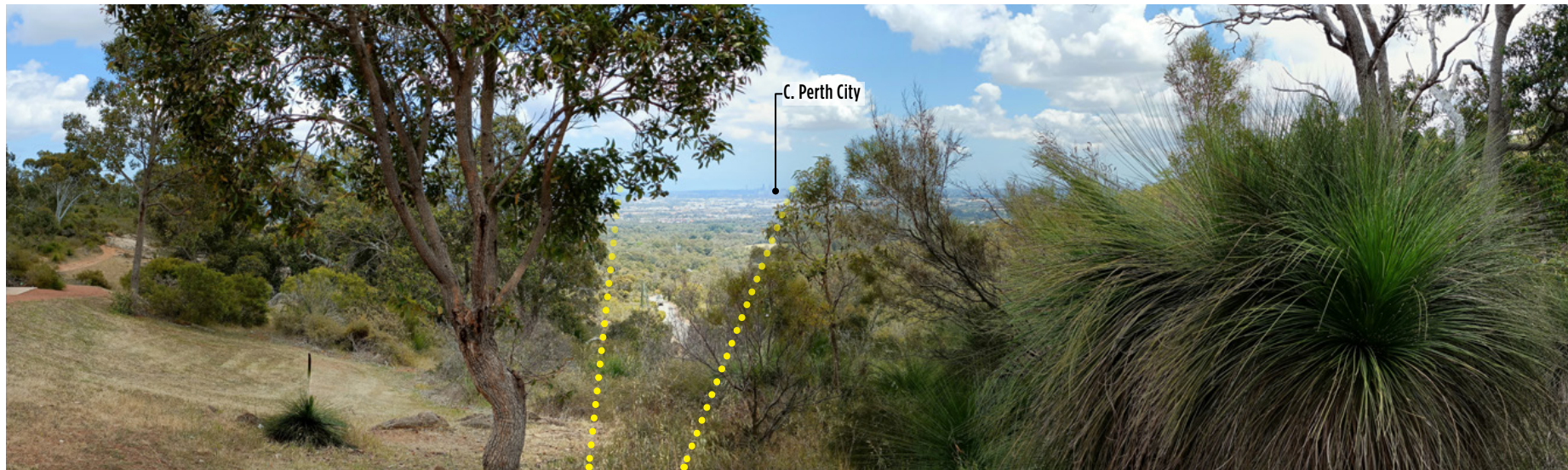
View 3:

- Location Height (AHD) 177m
- Identifiable features: Intersection, Distribution Centre, Perth City
- View of site: Minimal.

- LEGEND**
- Subject Land
 - Trail View
 - Approximate Field of View
 - Intersection
 - Distribution Centre
 - Perth City



Lions Lookout




View 3:





View 4:


- Location Height (AHD) 177m
- Identifiable features:
Intersection, Distribution
Centre, Perth City
- View of site: Minimal.


LEGEND


Subject Land 

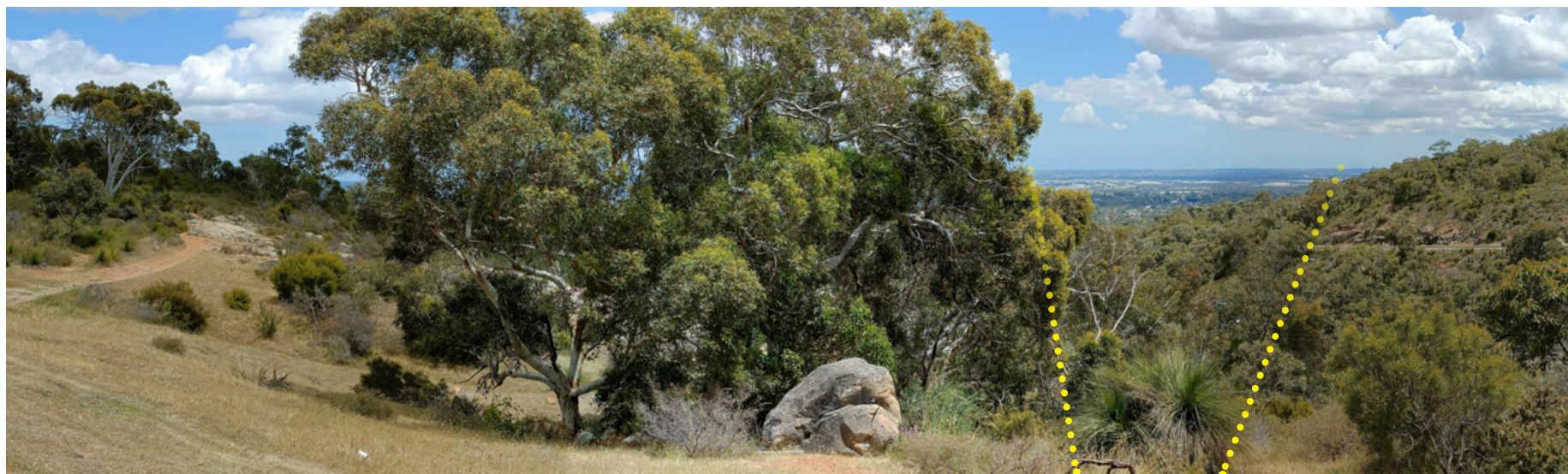
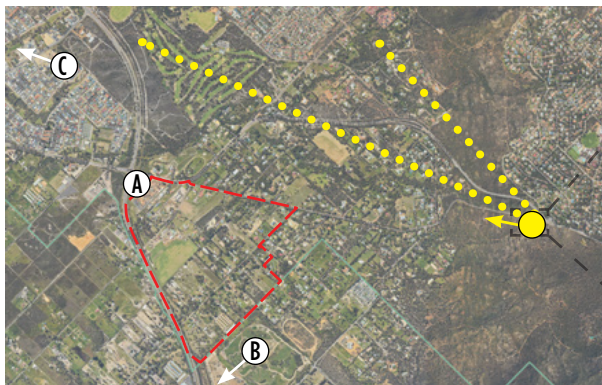
Trail View 

Approximate
Field of View 

Intersection 

Distribution
Centre 

Perth City 



View 4:



View 5:

- Location Height (AHD) 177m
- Identifiable features:
Intersection, Distribution Centre, Perth City
- View of site: Distant within context of metropolitan urban area and costal plain tree canopy.

- LEGEND**
- Subject Land
 - Trail View
 - Approximate Field of View
 - Intersection
 - Distribution Centre
 - Perth City



View 5:



View 6:

- Location Height (AHD) 177m
- Identifiable features: Intersection, Distribution Centre, Perth City
- View of site: Minimal.

- LEGEND**
- Subject Land
 - Trail View
 - Approximate Field of View
 - Intersection
 - Distribution Centre
 - Perth City

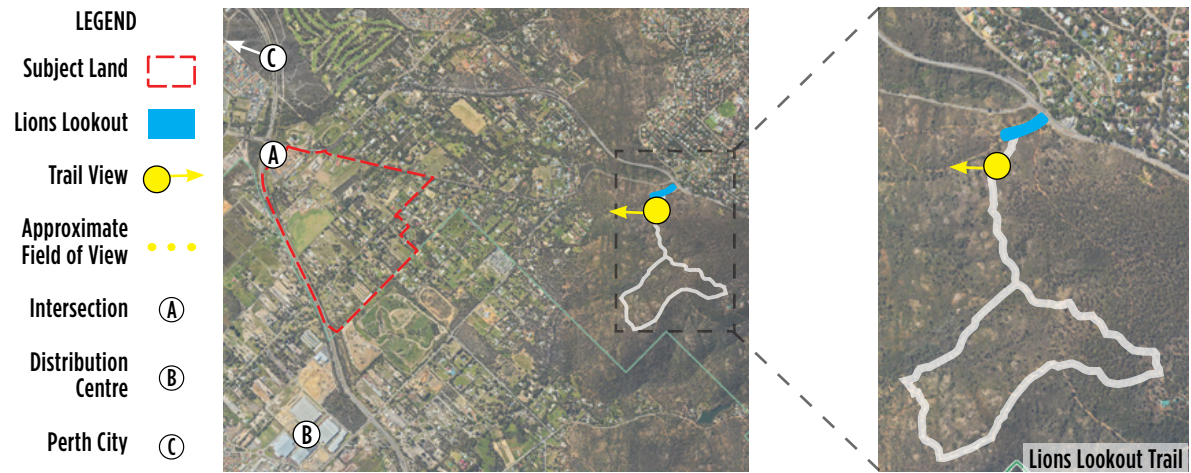


View 6:



View 7:

- Location Height (AHD) 177m
- Identifiable features: Intersection, Distribution Centre, Perth City
- View of site: Screened

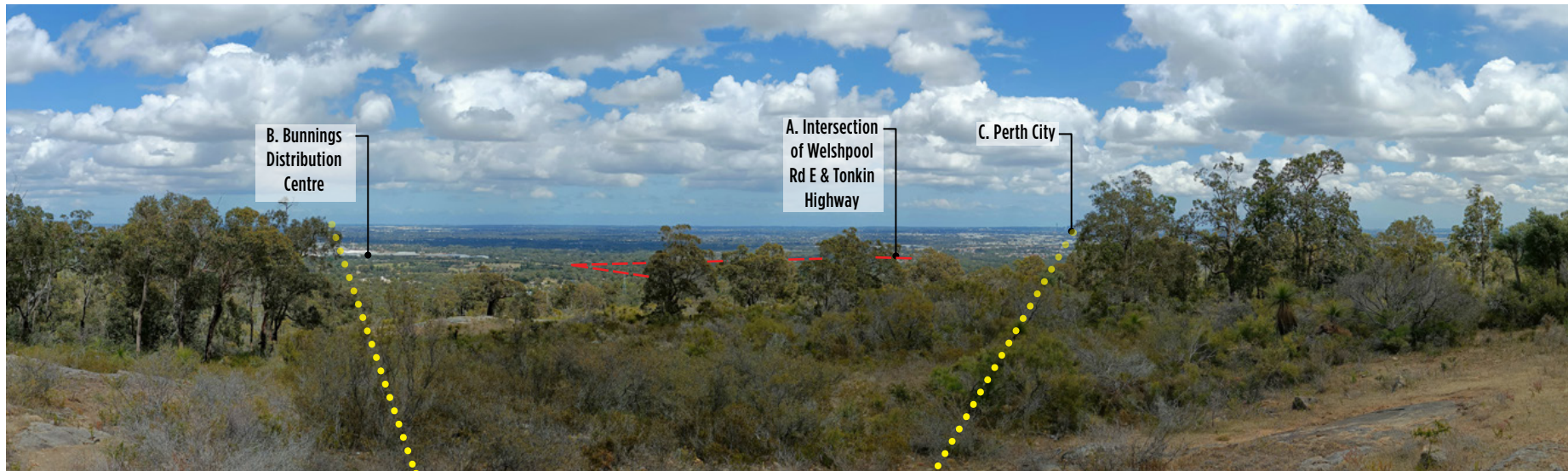
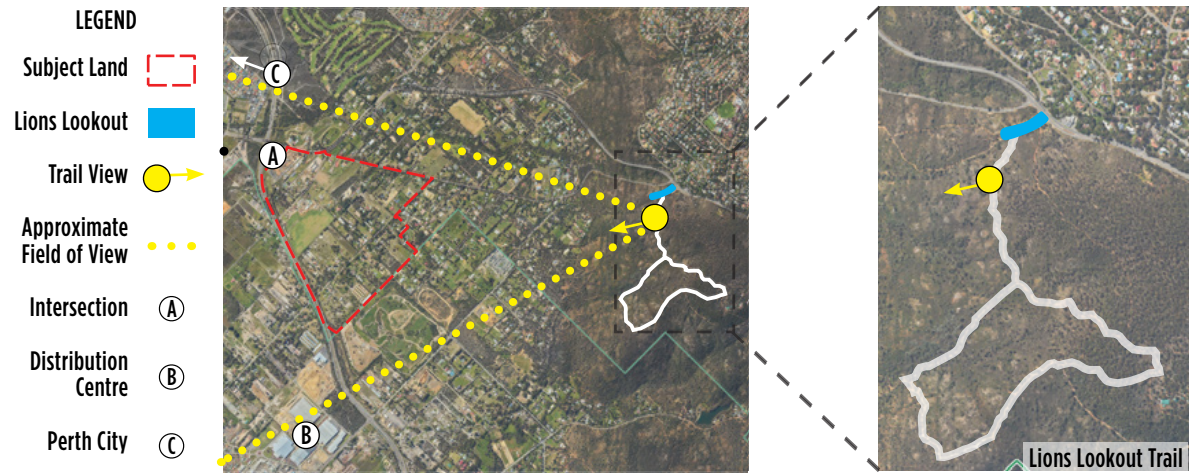


View 7:



View 8:

- Location Height (AHD) 177m
- Identifiable features: Intersection, Distribution Centre, Perth City
- View of site: Minimal.



View 8:

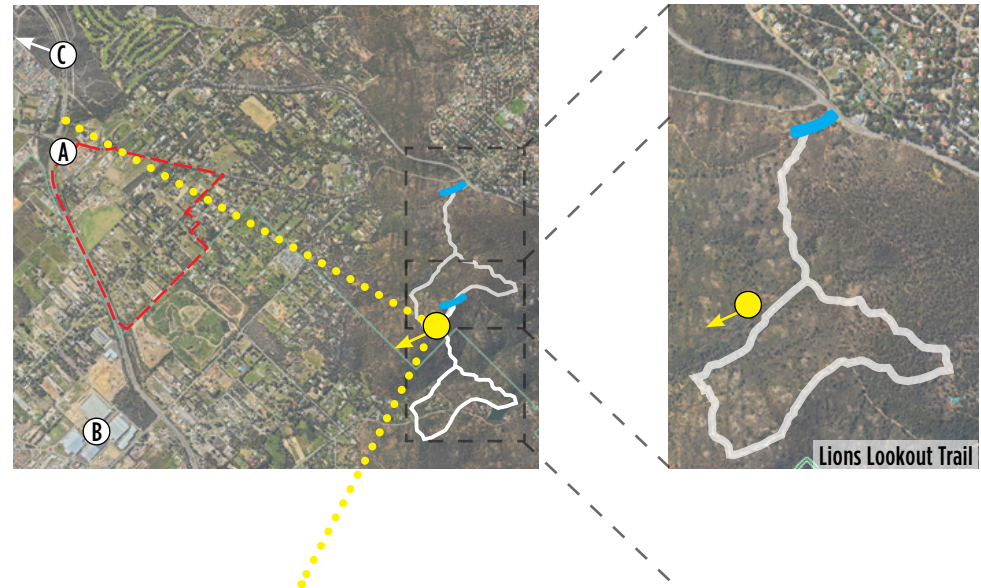


View 9:

- Location Height (AHD) 177m
- Identifiable features: Intersection, Distribution Centre, Perth City
- View of site: Distant within context of metropolitan urban area and costal plain tree canopy.

LEGEND

Subject Land	
Lions Lookout	
Trail View	
Approximate Field of View	
Intersection	
Distribution Centre	
Perth City	



View 9:

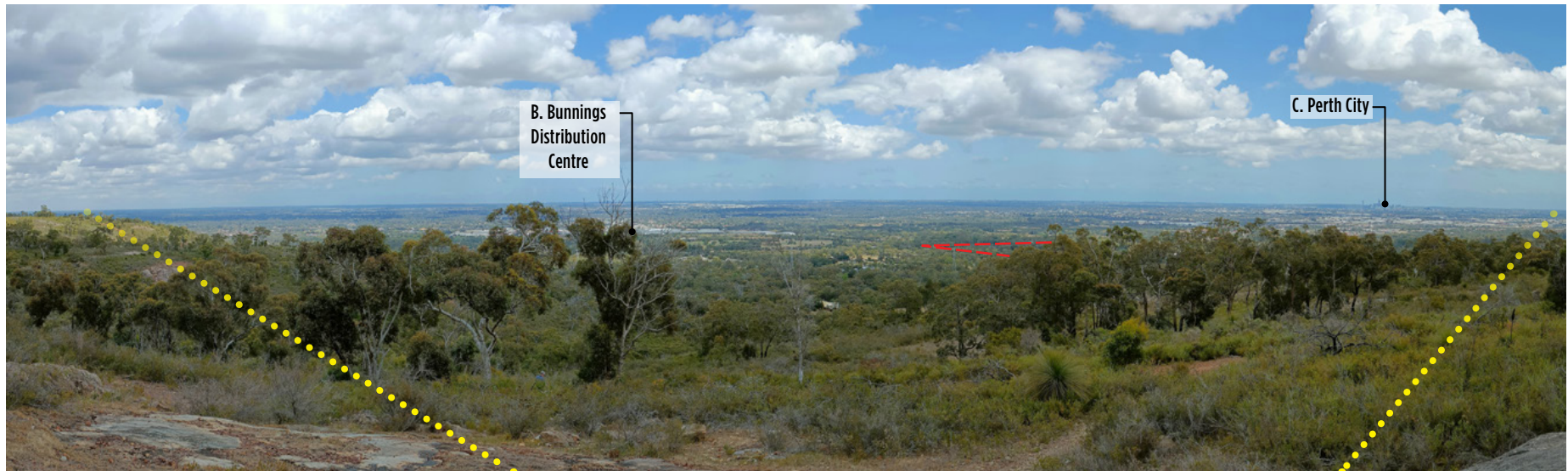
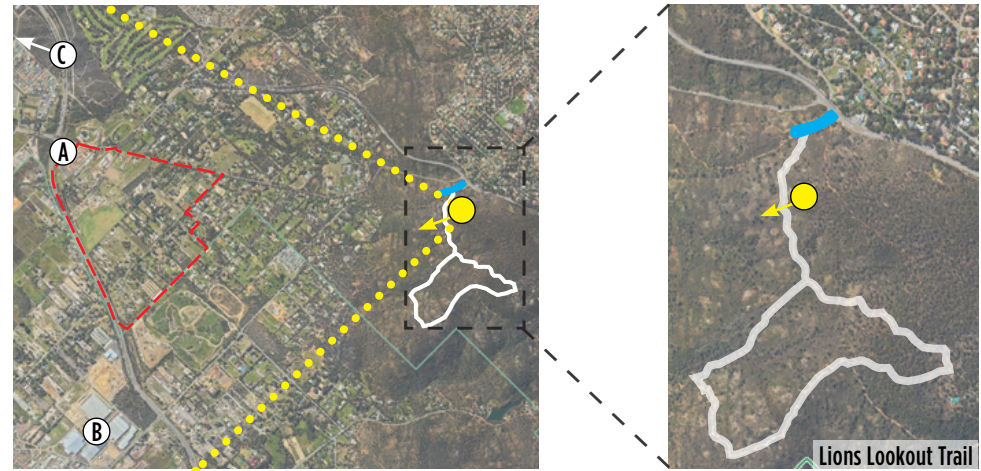


View 10:

- Location Height (AHD) 177m
- Identifiable features: Intersection, Distribution Centre, Perth City
- View of site: Distant within context of metropolitan urban area and costal plain tree canopy.

LEGEND

Subject Land	
Lions Lookout	
Trail View	
Approximate Field of View	
Intersection	
Distribution Centre	
Perth City	



View 10:

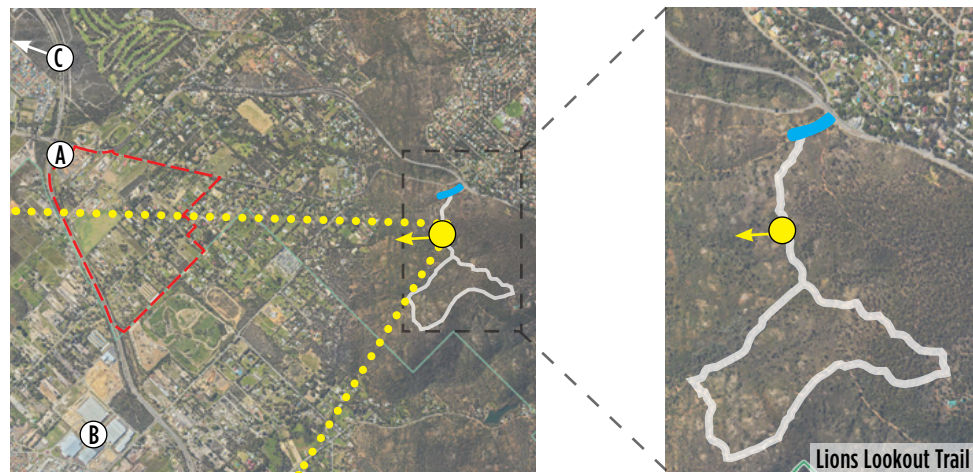


View 11:

- Location Height (AHD) 177m
- Identifiable features: Intersection, Distribution Centre, Perth City
- View of site: Distant within context of metropolitan urban area and costal plain tree canopy.

LEGEND

Subject Land	
Lions Lookout	
Trail View	
Approximate Field of View	
Intersection	
Distribution Centre	
Perth City	



View 11:

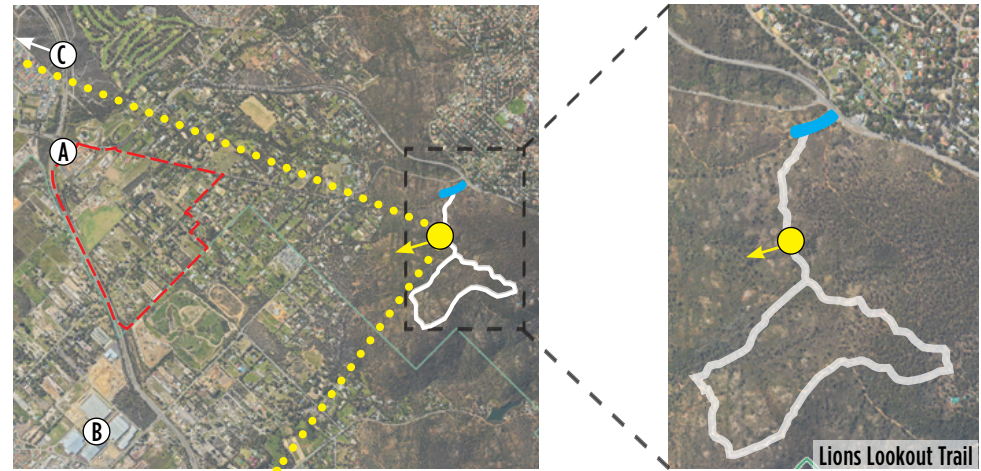


View 12:

- Location Height (AHD) 177m
- Identifiable features: Intersection, Distribution Centre, Perth City
- View of site: Distant within context of metropolitan urban area and costal plain tree canopy.

LEGEND

Subject Land	
Lions Lookout	
Trail View	
Approximate Field of View	
Intersection	
Distribution Centre	
Perth City	



View 12:



5.2.4 Visual Landscape Preference Indicators

The VLPWA manual recommends using the list of ‘visual landscape preference indicators’ in Appendix 3 of this report as a starting point to identify landscape values. These indicators were developed using community preference research to identify criteria that are relevant to community evaluation of landscape character.

The VPLWA manual goes on to advise that the landscape values identified from the indicators can then be refined through direct community input, where feasible or appropriate. As this visual landscape evaluation forms part of a Public Environmental Review, the public review period will provide this opportunity for community input into values.

Visual landscape preference indicators are best explained as distinct landscape characteristics that are representative of, or found within, three typical landscape settings – natural, rural and built form. Some of these characteristics will be pleasing to the eye and others will not. The extent to which they are visually appealing may vary depending on their setting.

Appendix 3 sets out a list of typical landscape characteristics that are broadly representative of natural, rural and built form settings and classifies them as either most preferred or least preferred by the community. They provide broad indicators of visual preferences that are particularly useful in identifying landscape values. For example, a towering skyscraper may be visually appealing in the built form context of the Perth CBD skyline,

but unappealing if it were situated on the edge of a natural gorge in the Pilbara.

The ‘rural landscape character’ indicators are of most relevance to the MRS amendment area and have been predominantly utilised to evaluate visual preferences and values. The ‘built form landscape character’ indicators have also been used in the evaluation of the Urban Fringe LCU within the area. Some examples of rural landscape characteristics that are classified as ‘most preferred’ include:

- Agricultural patterns, colours and textures that complement natural features.
- Topographic variety and ruggedness.
- Significant landscape features such as trees and tree stands, historic relics, windmills etc.

Some examples of rural landscape characteristics that are classified as ‘least preferred’ include:

- Areas of extensive weed infestation.
- Land use areas with conflicting landscape characteristics, e.g. mines, utility towers and industrial areas.
- Abandoned structures in a state of disrepair or destruction.

Table 4 below sets out the landscape preference indicators that are considered to best represent community preferences in relation to how the MRS amendment area is viewed from locations of regional and state significance. Separate landscape preference indicators have been assigned to each LCU that is visible from each location, as preferences will change depending on what is being viewed.



As recommended by the VPLWA manual, the indicators in Appendix 3 have been adapted to suit the MRS amendment area, by adding to them or removing irrelevant features as necessary.

5.2.5 State and Regional Landscape Values

As recommended by the VPLWA manual, the landscape preference indicators in the table above have been utilised to identify state and regional landscape values for the MRS amendment area. As also recommended, documentary evidence of

TABLE 4 –VISUAL LANDSCAPE PREFERENCE INDICATORS

LANDSCAPE CHARACTER UNIT	LANDSCAPE CHARACTERISTICS	LANDSCAPE PREFERENCE INDICATORS FOR VIEWING EXPERIENCES OF STATE & REGIONAL SIGNIFICANCE			
		VEHICLES ON TONKIN HIGHWAY	VEHICLES ON WELSHPOOL ROAD EAST	VEHICLES ON CRYSTAL BROOK ROAD	VISITORS TO LIONS LOOKOUT
Remnant Woodland	<ul style="list-style-type: none"> • Distinctive remnant vegetation located along roadsides and in paddocks. • Significant landscape features (trees and tree stands). 	Most preferred	Most preferred	Most preferred	Not separately distinguishable from other LCUs
Open Woodland	<ul style="list-style-type: none"> • Distinctive remnant vegetation located along roadsides and in paddocks. • Significant landscape features (trees and tree stands). 	Most preferred	Not Visible	Not Visible	Not separately distinguishable from other LCUs
Urban Fringe	<ul style="list-style-type: none"> • Derelict industrial areas (junkyards). • Arterial highways with strip commercial and light industrial developments, lacking trees and other vegetation. • Lack of vegetation. 	Least preferred	Least preferred	Not Visible	Not separately distinguishable from other LCUs
Rural Open Plain	<ul style="list-style-type: none"> • Land use areas that contrast from natural landscape characteristics: • Expansive areas cleared of vegetation. • Turf farm. • Mobile phone tower. 	Least preferred	Not Visible	Least preferred	Not separately distinguishable from other LCUs
Rural Residential Plain	<ul style="list-style-type: none"> • Significant landscape features (trees and tree stands). • Distinctive remnant vegetation located along roadsides and in paddocks. • Rural aesthetic of built form including houses, outbuildings and fencing. 	Not Visible	Not Visible	Most preferred	Not separately distinguishable from other LCUs



community preferences and values has been utilised in the identification of values – i.e. the Crystal Brook Engagement Report (Roberts Day, April 2020).

The landscape values of regional significance that have been identified are:

- Natural woodland views experienced from vehicles travelling along Tonkin Highway.
- Natural woodland views experienced from vehicles travelling along Welshpool Road East.
- Natural woodland views and the rural look and feel of the landscape experienced from vehicles travelling along Crystal Brook Road.

With respect to the last dot point above, the visual characteristics that contribute to the landscape value of Crystal Brook Road include the aesthetic of the road itself (e.g. un-engineered, no kerbing, gravel shoulders) and the rural aesthetic of built form and boundary fencing visible from the road. However it is the mature tree canopy and areas of remnant woodland that dominate views of the MRS amendment area from vehicles travelling along Crystal Brook Road. This is considered of most value.

The landscape of the MRS amendment area when viewed from Welshpool Road East, characterised by salvage and storage yards, hard stand areas and an absence of mature trees, is of least value.

No visual landscape preference indicators have been attributed to the MRS amendment area in the context of the panoramic views from Lions Lookout. This is due to the MRS amendment area being barely visible from the lookout, and the indistinguishability

of the separate LCUs and individual landscape features within the area when viewed from the lookout.

Notwithstanding this, the low rise nature of existing built form within the MRS amendment area sits comfortably within the vast and relatively consistent horizontal scale of the panoramic views from Lions Lookout. It is this vast horizontal scale that makes the views from the lookout unique and sought after. This should be considered in the context of any future urban development of the MRS amendment area and is discussed in more detail in Section 6 of this report.

5.3 Discussion of Generalised Community Attitudes, Perceptions and Values

Whilst the VLPWA manual only requires detailed consideration of regional scale patterns and landscape characteristics in visual landscape evaluations undertaken at the regional level (such as this one), it does however also require that generalised community attitudes, perceptions and values be addressed, which is not necessarily limited to those at a regional level.

This is of particular relevance in the context of this visual landscape evaluation, which has been prepared to inform the EPA's environmental impact assessment of the MRS amendment, which includes potential visual amenity impacts on residents within and adjacent to the MRS amendment area.

As such, this section will address the potential changes that will occur to the local landscape as a result of the proposed change in land use from Rural to Urban and how this may impact on local residents.



5.3.1 The Local Landscape

As outlined earlier in this chapter, the internal road network within the MRS amendment area does not facilitate through traffic, so the local landscape is predominantly viewed and experienced by the local population residing within the area, as well as the residents of a small number of rural-residential properties along the opposite sides of Crystal Brook and Victoria Roads, that are orientated towards the area.

The local landscape is experienced very differently from within the area to that of the external viewing locations discussed above. Internally views are local and immediate. Views from within the MRS amendment area itself are site-specific experiences and include views from the internal roads and the few open areas. The landscape experienced by local residents will also be of the landscape character that is created on their properties and others surrounding them.

With the exception of the dual use path along Crystal Brook Road, there are no footpaths, circuit walks or paths traversing the MRS amendment area, however pedestrians are able to walk on the roads. The lack of formalised footpaths adds to the rural aesthetic creating a pleasant environment for walking. As the internal roads terminate at Tonkin Highway and do not have onward destinations, vehicles users travelling within the MRS amendment area witness the landscape as a corridor view in both directions, but are not presented with any panoramas or views to a specific feature.

The way in which the local landscape within the MRS amendment area is viewed and valued by its residents will depend on various factors, such as the extent to which local residents utilise the internal streets for car travel and walking, the siting and setback of residential dwellings and other inhabited areas from the internal streets, and the presence of vegetation on individual properties that may create enclosed canopied views and obstruct longer views out to surrounding properties. These same principles apply to the viewing experiences of those residents residing immediately opposite the MRS amendment area on Crystal Brook and Victoria Roads.

Overall there is not one overarching view or specific class of features within the local landscape that is commonly experienced by all users. Therefore views, viewing experiences and attitudes towards what is of value within the local landscape will be highly personal and unique to each individual. Although very local trees may be considered individually aesthetically valuable, no significant landscape features or elements are present within the area.

5.3.2 Community Attitudes and Potential Impacts

Attitudes towards the potential changes that will occur to the local landscape as a result of the rezoning from Rural to Urban will also be influenced by the intentions of local residents to remain in or leave the area, if the rezoning proceeds.

The MRS amendment area has been earmarked for urban development since the release of the WAPC's North-East Sub-regional Planning Framework in 2018. In the five years that have ensued, a number of residents have come to accept this proposed change to their local environment



and have made the decision to sell and move out of the area if the MRS rezoning proceeds. Accordingly these residents will not be impacted by any changes to the visual landscape of the area as a result of the rezoning.

The extent to which other residents within and adjacent to the MRS amendment are impacted by the changing landscape will depend on the location of their properties, their viewing experiences (for example properties with views orientated towards Crystal Brook Road won't experience any change in their outlook of the rural-residential properties on the opposite side of the road that are not subject to the proposed rezoning), and the extent to which any existing vegetative buffers provide separation from and screen future urban development.

The impacts of the changing visual landscape on existing residents who remain in the area will also depend on the rate of urbanisation, which typically occurs over a timescale of 15 to 25 years in an area the size of the MRS amendment area.

It is conceivable that during this time, a number of these residents will have moved on or out of the area for a variety of reasons (lifestyle, relocation for work or family reasons, illness or death, or to realise the commercial value of the land) before they experience any significant impacts to their visual amenity and experience of the local landscape.

Their properties will either be purchased for development, or by new owners who are accepting of the urban zoning and the changes in the landscape that this will bring.

Any potential changes to the local landscape can be addressed at the local level, through local structure plans or subdivision plans. This is addressed in Section 6 of this report.



TABLE 5 –LANDSCAPE EXPERIENCE - TONKIN HIGHWAY




HOW THE LANDSCAPE IS EXPERIENCED			
From Tonkin Highway: Level 1 Sensitive Receptor			
Landscape Character Unit	How the Landscape is Experienced	Typical View	Community Preferences
Remnant Woodland	From a vehicle heading south up to 100 Kph		Most Preferred
Urban Fringe	From a vehicle heading south up to 100 Kph		Least Preferred
Rural Open Plain	From a vehicle heading south up to 100 Kph		Moderate Preference



TABLE 6 –LANDSCAPE EXPERIENCE - WELSHPOOL ROAD





HOW THE LANDSCAPE IS EXPERIENCED			
From Welshpool Road: Level 1 Sensitive Receptor			
Landscape Character Unit	How the Landscape is Experienced	Typical View	Community Preferences
Remnant Woodland	From a vehicle heading south, east or west up to 80 Kph		Most Preferred
Urban Fringe	From a vehicle heading south, east or west up to 80 Kph		Least Preferred
Rural Open Plain	From a vehicle heading south, east or west up to 80 Kph		Moderate Preference
	80 Kph		Moderate



TABLE 7 –LANDSCAPE EXPERIENCE - CRYSTAL BROOK ROAD


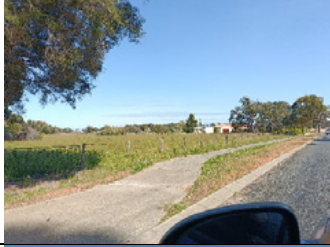






HOW THE LANDSCAPE IS EXPERIENCED			
From Crystal Brook Road: Level 2 Sensitive Receptor			
Landscape Character Unit	How the Landscape is Experienced	Typical View	Community Preferences
Remnant Woodland	From a vehicle heading east or west up to 70 Kph		Most Preferred
Rural Open Plain	From a vehicle heading east or west up to 70 Kph		Moderate Preference
Rural Residential Plain	From a vehicle heading east or west up to 70 Kph		Moderate Preference



TABLE 8 –LANDSCAPE EXPERIENCE - LIONS LOOKOUT & KORUNG NATIONAL PARK TRAILS

HOW THE LANDSCAPE IS EXPERIENCED			
From Lions Lookout & Korung National Park Trails: Level 1 Sensitive Receptor			
Landscape Character Unit	How the Landscape is Experienced	Typical View	Community Preferences
Overall	From public lookout and walking trails		Most Preferred
Remnant Woodland as a distant element within broad panorama.	From public lookout and walking trails		Most Preferred
Urban Fringe as a distant element within broad panorama.	From public lookout and walking trails		Least Preferred
Rural Open Plain as a distant element within broad panorama.	From public lookout and walking trails		Moderate Preference
Rural Residential Plain as a distant element within broad panorama.	From public lookout and walking trails		Moderate Preference



6 | VISUAL LANDSCAPE CHARACTER MANAGEMENT STRATEGIES (Step 4)

At Step 4 of the visual landscape evaluation process, management strategies are developed in response to any specific areas, features, values or issues within the landscape that require attention. The VPLWA manual sets out a few techniques and steps to follow to inform the development of these strategies:

1. Identify and map the exact areas, features and values in each LCU that require particular attention.
2. Describe the landscape issues affecting the areas or features that have been identified.
3. Set visual management objectives for each LCU, to address the areas, features and issues that have been identified.
4. Develop strategies to guide the management of changes to the landscape over time, ensuring that the changes respond to the desired outcomes and objectives identified in the steps above.

6.1 Priority Areas, Features and Issues Requiring Management

The specific areas and features requiring attention within the MRS amendment area have been identified with reference to the landscape preference indicators and values identified. These areas and features are mapped in Figure 9, along with the specific issues and opportunities that they may potentially encounter, if the proposed rezoning proceeds and the area is gradually urbanised over time.

6.2 Visual Management Objectives

When setting visual management objectives in response to the priority areas, features, values, issues and opportunities identified, the three broad objectives adopted in the VPLWA manual should be utilised. They are:

- **Best Practice Siting and Design:** The implementation of planning and design guidelines, strategies and controls to provide practical planning direction and establish design requirements that are responsive to landscape character, values and issues.
- **Protection and Maintenance of Visual Landscape Character:** Any alterations to the existing visual landscape character should be planned and designed to have minimal visual impact, meaning development should typically either be not evident or blend with its landscape setting. All features and views should be considered with the aim of retaining the established character as much as possible in response to changes to the landscape.
- **Restoration and/or Enhancement:** Enhancement of the landscape through the implementation of initiatives to improve low value LCUs, such as visually degraded areas or features requiring rehabilitation.



6.3 Development of Visual Landscape Character Management Strategies

The development of effective management strategies to guide changes in visual character over time begins with an understanding of all of the landscape elements, values, issues, opportunities and management objectives that have been identified up to this stage of the visual landscape evaluation. To assist with this understanding, all of these items have been succinctly summarised in Table 9.

Through careful analysis and evaluation of this table, six key visual landscape character management strategies have been developed to guide the future urbanisation of the MRS amendment area, in the event that the proposed rezoning of the area proceeds.

The strategies are primarily aimed at protecting the existing landscape character and values identified through this visual landscape evaluation and encouraging the revitalisation and enhancement of areas where opportunities for improved visual amenity outcomes exist.

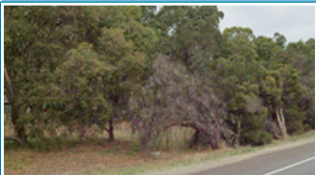





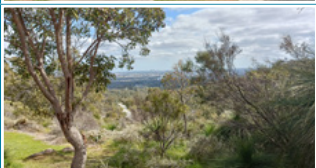
The management of locally significant landscape values in later stages of the planning process is also highlighted as a strategy. This should respond to the changing aspirations, attitudes and perceptions of the community, that are anticipated to evolve over time, given that the rate of urbanisation will be gradual over a period of around 15-25 years.

6.3.1 Key Visual Landscape Management Strategies

- Where possible retain and protect existing views of remnant and open woodland areas from Tonkin Highway, Welshpool Road East and Crystal Brook Road.
- Where possible retain and protect existing views of the existing mature tree canopy from Crystal Brook Road.
- Provide for an appropriate graduation and transition in landscape character from the existing rural residential properties on the north-eastern side of Crystal Brook Road to future urban development within the MRS amendment area.
- Protect the integrity of panoramic views from Lions Lookout in Korung National Park, by ensuring that new development within the MRS amendment area is of a height and scale that does not interrupt or detract from the vast horizontal scale and expansiveness of the views.
- Enhance and improve the visual amenity of the Welshpool Road East streetscape through the revitalisation and redevelopment of land within the Urban Fringe LCU.
- Minimise the impacts of new development on any locally significant landscape values identified in subsequent stages of the planning process, having regard for the community aspirations, attitudes and perceptions current at that time.

TABLE 9 – DEVELOPMENT OF VISUAL LANDSCAPE CHARACTER MANAGEMENT STRATEGIES



LANDSCAPE CHARACTER UNIT	AREA OF FOCUS	VALUES	LANDSCAPE ISSUES & PRESSURES	TYPICAL VIEW	HOW THE LANDSCAPE IS EXPERIENCED	VISUAL MANAGEMENT OBJECTIVES		
						BEST PRACTICE SITING & DESIGN	PROTECTION & MAINTENANCE	RESTORATION AND/OR ENHANCEMENT
REMNANT WOODLAND	TONKIN HIGHWAY INTERFACE	NATURAL WOODLAND VIEWS	CHANGE IN LAND USE FROM RURAL TO URBAN COULD LEAD TO CLEARING OF WOODLAND AREAS		AS A PASSENGER OR DRIVER OF A VEHICLE TRAVELLING AT 100KM/H	●	●	
	CRYSTAL BROOK ROAD INTERFACE	NATURAL WOODLAND VIEWS	CHANGE IN LAND USE FROM RURAL TO URBAN COULD LEAD TO CLEARING OF WOODLAND AREAS		AS A PASSENGER OR DRIVER OF A VEHICLE TRAVELLING AT 70KM/H	●	●	
	WELSHPOOL ROAD EAST INTERFACE	NATURAL WOODLAND VIEWS	CHANGE IN LAND USE FROM RURAL TO URBAN COULD LEAD TO CLEARING OF WOODLAND AREAS		AS A PASSENGER OR DRIVER OF A VEHICLE TRAVELLING AT 80KM/H	●	●	
OPEN WOODLAND	TONKIN HIGHWAY INTERFACE	NATURAL WOODLAND VIEWS	CHANGE IN LAND USE FROM RURAL TO URBAN COULD LEAD TO CLEARING OF WOODLAND AREAS		AS A PASSENGER OR DRIVER OF A VEHICLE TRAVELLING AT 100KM/H	●	●	
URBAN FRINGE	WELSHPOOL ROAD EAST INTERFACE	NIL	OPPORTUNITY TO IMPROVE VISUAL CHARACTER AND AMENITY OF STREETScape		AS A PASSENGER OR DRIVER OF A VEHICLE TRAVELLING AT 80KM/H	●		●
RURAL RESIDENTIAL PLAIN	CRYSTAL BROOK ROAD INTERFACE	RURAL LOOK AND FEEL OF THE LANDSCAPE, DOMINATED BY VIEWS OF MATURE TREE CANOPY AND RURAL STYLE BOUNDARY FENCING	CHANGE IN LAND USE COULD RESULT IN THE RURAL LOOK AND FEEL OF THE LANDSCAPE MAKING WAY FOR A MORE URBAN AESTHETIC		AS A PASSENGER OR DRIVER OF A VEHICLE TRAVELLING AT 70KM/H	●		
ALL LCUS	LIONS LOOKOUT	VAST HORIZONTAL SCALE AND EXPANSIVENESS OF VIEWS FROM LIONS LOOKOUT.	DEVELOPMENT WITHIN THE MRS AMENDMENT AREA SHOULD BE OF A HEIGHT AND SCALE THAT SITS COMFORTABLY WITHIN THE HORIZONTAL SCALE OF VIEWS FROM THE LOOKOUT.		FROM PUBLIC LOOKOUT AND WALKING TRAILS	●		



7 | IMPLEMENTATION OF STRATEGIES INTO PLANNING OUTCOMES (Step 5)

Step 5 is the final stage of visual landscape evaluation, where a road map for the implementation of visual landscape character management strategies within the planning system is prepared, to ensure the strategies influence the direction and outcome of future planning decisions.

This requires consideration of the various planning mechanisms that exist at the various stages in the planning process and matching strategies with those mechanisms that will be most effective for their implementation.

In the event that the land is rezoned from Rural to Urban in the MRS, it is recommended that the management strategies identified in this visual landscape evaluation be implemented through a series of planning mechanisms at subsequent stages in the planning process, as set out in Table 6.

The strategies and planning mechanisms contained within the table below specifically address Requirement 56 of the EPA's instructions for Environmental Review, which calls for the identification of planning mechanisms that can be implemented to ensure any visual amenity impacts as a result of the proposed MRS amendment can be managed.

7.1 Key Outcomes

The key outcomes of this landscape evaluation are that any planning procedure for urbanisation must include appropriate mechanisms that configure urban form to :

- Minimise the potential changes to the valued views

- from the Lions Lookout and associated trails.
- Maintain and enhance a matrix of mature tree canopy across the subject land
- Where possible, protect and maintain remnant woodland and develop an urban tree canopy throughout the area.
- Where possible, maintain and enhance roadside vegetation along Crystal Brook Road.

7.2 Conclusions

This landscape evaluation identifies that the overall rural character of the area containing five Landscape Character Units, can be described as being "semi rural Coastal Plain". The key viewing experience of the area is from the Lions Lookout and Korung National Park.

7.2.1 Potential effects

Potential effects of change to landscape character are determined based on the sensitivity of the existing landscape to the proposed change, and the level of change that is likely to occur. The landscape's sensitivity is determined by the capacity of the landscape to accommodate the change of a specific type and scale.

The most notable element in forming the landscape character of this land is the vegetative framework of mature trees, exotic and native, that accommodates a diversity of landscape character units.



TABLE 10 – PLANNING MECHANISMS FOR IMPLEMENTATION OF VISUAL LANDSCAPE CHARACTER MANAGEMENT STRATEGIES

VISUAL LANDSCAPE CHARACTER MANAGEMENT STRATEGY	LOCAL PLANNING SCHEME	STRUCTURE PLAN	SUBDIVISION PLAN OR DEVELOPMENT APPLICATION
Where possible, retain and protect existing views of remnant and open woodland areas from Tonkin Highway, Welshpool Road East and Crystal Brook Road	Zoning of land in City of Kalamunda Local Planning Scheme No.3 to require the preparation of a structure plan to guide future urban development.	Include provisions and/or mapping within structure plans that facilitate the protection of natural woodland views from Tonkin Highway, Welshpool Road East and Crystal Brook Road, where practical.	Areas of remnant vegetation and/or stands of trees that are identified for retention in structure plans are to be designated on plans of subdivision.
Where possible, retain and protect views of the existing mature tree canopy along Crystal Brook Road.	Zoning of land in City of Kalamunda Local Planning Scheme No.3 to require the preparation of a structure plan to guide future urban development.	Include provisions and/or mapping within structure plans that facilitate the protection of views of the existing mature tree canopy along Crystal Brook Road, where practical.	Areas of remnant vegetation and/or stands of trees that are identified for retention in structure plans are to be designated on plans of subdivision.
Provide for an appropriate graduation and transition in landscape character from the existing rural residential properties on the north-eastern side of Crystal Brook Road to future urban development within the MRS amendment area.	Zoning of land in City of Kalamunda Local Planning Scheme No.3 to require the preparation of a structure plan to guide future urban development.	Include provisions and/or mapping in structure plans that: <ul style="list-style-type: none"> • Designates an 'interface development zone' within the MRS amendment area along the boundary with Crystal Brook Road. • Require new development within the 'interface development zone' to reflect a contemporary rural aesthetic that is responsive to its surrounds. 	
Enhance and improve the visual amenity of the Welshpool Road East streetscape through the revitalisation and redevelopment of land within the Urban Fringe LCU.	Zoning of land in City of Kalamunda Local Planning Scheme No.3 to require the preparation of a structure plan to guide future urban development.	Structure plan to require the preparation of a local development plan or design guidelines to address the enhancement of the Welshpool Road East streetscape.	Approval of local development plan or design guidelines by the City of Kalamunda must precede any application for subdivision or development.
Protect the integrity of panoramic views from Lions Lookout by ensuring that new development within the MRS amendment area is of a height and scale that does not interrupt or detract from the vast horizontal scale and expansiveness of the views.	Zoning of land in City of Kalamunda Local Planning Scheme No.3 to require the preparation of a structure plan to guide future urban development.	Structure plan to include provisions requiring the preparation and approval of a visual impact assessment for any development over 9m in height, to demonstrate that the height and scale of the proposed development will not interrupt or detract from the vast horizontal scale and expansiveness of views from Lions Lookout.	Approval of development over 9m height shall be conditional upon the approval of a visual impact assessment (by the City of Kalamunda), demonstrating that the height and scale of the proposed development will not interrupt or detract from the vast horizontal scale and expansiveness of views from Lions Lookout.
Minimise the impacts of new development on any locally significant landscape values that are identified in subsequent stages of the planning process, having regard for the community aspirations, attitudes and perceptions current at that time.	Zoning of land in City of Kalamunda Local Planning Scheme No.3 to require the preparation of a structure plan to guide future urban development.	Visual amenity management plan to be prepared and submitted with structure plan, addressing the mitigation of impacts on any locally significant landscape values. Identification of values is to be informed by the community aspirations, attitudes and perceptions of visual amenity current at that time.	Subdivision plans and development applications respond to and implement any required visual amenity management measures.



7.2.2 Summary Conclusions

- The landscape values of the subject land can be said to be of moderate to low value with no significant landscape features.
- The overall area exhibits a landscape character of semi-rural coastal plain
- The area consists of 5 diverse local Landscape Character Units
- The landscape is experienced primarily from roads
- The mature trees that are distributed around and through the land separate and define Landscape Character Units including Urban Fringe, low visual quality land uses.
- The subject land forms a part of the panoramic views experienced in the Korung National Park.
- The planning process going forward, should adopt Landscape Management Strategies to address changes to the existing landscape that are inevitable in rural land becoming urban.



APPENDIX 1

VLPWA - EXTRACT 2.2 VISUAL LANDSCAPE EVALUATION

2.2 Visual landscape evaluation

The visual landscape evaluation method developed for this manual consists of five steps. Each step is explained in detail, as well as helpful hints and mapping tips in each step. The steps are outlined at the beginning of this section for easy referral. Figure 2.2 illustrates each step of the method, including mapping outputs. In this section the term 'landscape character' predominately means 'visual landscape character'.

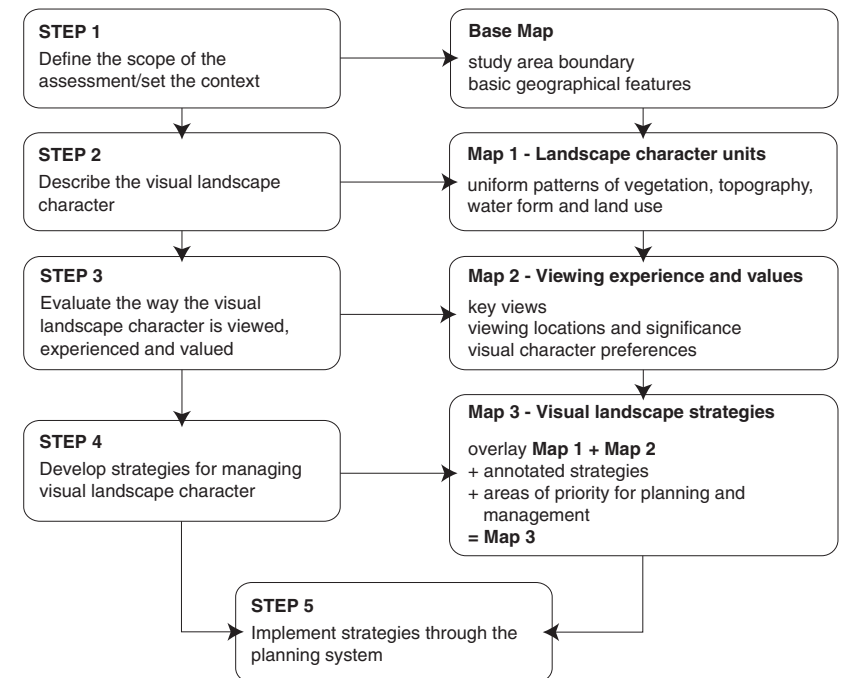


Figure 2.2: Visual landscape evaluation method with mapping outputs.

APPENDIX 2

VLPWA EXTRACT TABLE 5 LEVELS OF SIGNIFICANCE

Table 5: Levels of significance for viewing locations and viewer experience

Level 1: national/state significance

- State highways and other main roads (sealed or unsealed) with high levels of vehicle usage;
- designated tourist routes, scenic drives;
- recreation, conservation, cultural or scenic sites, areas, viewpoints and lookouts of state or national significance, including their access routes;
- walking, cycle or bridle tracks of national or state significance;
- towns, settlements or residential areas;
- passenger rail lines;
- navigable waterways of national or state recreation importance;
- ocean sites of national or state recreation importance eg surf breaks; and
- views of national or state importance.

Level 2: regional significance

- main roads with moderate levels of vehicle usage (sealed or unsealed);
- recreation, conservation, cultural or scenic sites, areas, viewpoint, and lookouts of regional or high local significance (including their access routes);
- navigable waterways of regional recreation significance;
- walk, cycle or bridle paths of regional significance; and
- views of regional importance.

Level 3: local significance

- all remaining roads with low levels of vehicle usage;
- locally significant roads or tracks;
- recreation and other use areas of local significance;
- navigable waterways of local recreational significance;
- walk, cycle or bridle paths of local significance; and
- views of local importance.

Explanatory note - Significance increases with the:

- importance of views, including type, features, rarity;
- volume of use of roads, trails and navigable waterways;
- degree of sensitivity of viewers; those who are more likely to be more sensitive include wilderness users, other recreational users, tourists, people who choose to live in an area because of its landscape character and views (eg assessed by noting how vocal observers are about specific travel routes or use areas, indicated in letters, protests etc);
- degree to which experiencing the landscape is integral to enjoyment of a travel route or site. Is it the focus of the use, as in recreational use, or just incidental, as is more likely with people using a route to work? and
- length of duration of a view; range could include glimpses from a high speed road, longer duration views obtained from roads used for sightseeing or from recreation sites and lookouts and very long and frequent views from the main living areas of homes.

APPENDIX 3

VLPWA EXTRACT VISUAL LANDSCAPE CHARACTER PREFERENCE INDICATORS

Appendix 7

Visual landscape character preference indicators

Effective planning and management of visual landscapes must be based on a comprehensive understanding of community perceptions, preferences and values. This knowledge can be gained from various sources including a large body of existing perception research, surveys and community testing, workshops and personal interviews.

Where comprehensive project based perception studies are not available, assumptions should be based on community workshops and surveys. In addition, perception research conducted in WA and elsewhere in Australia indicates substantial agreement as to indicators of visual landscape character in natural, rural and built landscapes.

The list opposite suggests some of the key character indicators that provide a basis for classification of landscape and features into two preference categories: **most preferred**; and **least preferred**.

Every project will be different. Project managers should use the character indicator lists during the community consultation process to stimulate discussion and as guidelines to be modified and/or refined to suit local conditions and preferences.

The character indicators have been established for the three land categories: **natural**, **rural** and **built** landscapes.

Visual landscape character preference indicators

"Most preferred":

Character indicators for **most preferred** can be defined as landscapes and features that are highly valued by the community, and that contribute to the visual character of the landscape.

Natural landscape character:

- high degrees of perceived naturalness;
- high degree of topographic variety or vertical relief (dramatic relief, ruggedness, rock outcropping, outstanding ridgelines and beach forms);
- vegetative diversity (distinctive patterns, species composition, height, colour and texture);
- diversity of vegetation age and density (structural complexity);
- unusually expansive landforms or vast horizontal scale (desert landscapes, beach and dune fields, rolling hills);
- presence of water bodies (waterfalls, rivers, estuaries, oceans, lakes, inundated areas);
- distinctive displays of colour: soils, vegetation (often seasonal), topography, rock formations or water bodies;
- distinctive landscape features (waterfalls, unique plants, reefs, geological formations such as ranges, cliff faces and granite outcrops);
- outstanding combinations of landform, vegetation patterns and water features in one area;
- seascapes (combinations of ocean, reefs, beach, dune formation, coastal rocks, coastal vegetation); and
- areas or sites frequently prone to ephemeral features (fauna, water or wave conditions, beach erosion scarps, climatic conditions).

Rural landscape character

- unusual diversity in agricultural landscapes (colour and contrast or species diversity of cropping);
- agricultural patterns, colours and textures that complement natural features;
- gradual transition zones between agricultural land and natural landscape;
- topographic variety and ruggedness;
- presence of water bodies (dams, lakes, inundated areas) that borrow location, shape, scale and edge configuration from natural elements;
- areas or sites frequently prone to ephemeral features (presence of fauna, distinctive crop rotations, water conditions and climatic conditions);
- significant landscape features (trees and tree stands, historic relics, some windmills and areas of unusual topographic variation);
- settlement patterns and individual structures that strengthen the local rural character (silos, windmills, water tanks, historic buildings, bridges, hay bales and dams);
- historic features and land use patterns that strengthen the local rural character (historic farm machinery, old shearing sheds, windmills and historic buildings); and
- distinctive remnant vegetation located along streamsides, roadsides and in paddocks (parkland cleared paddocks).

Built landscape character

- presence of trees, greenery, parks and gardens, street trees, canopied streets, median strip vegetation;
- complementary building styles in neighbourhoods;
- diverse building styles in neighbourhoods;

- built developments that do not impinge on dominant natural features (for example, the Darling Scarp, river foreshores and coastal landscapes);
- coherence of industrial buildings in one area (eg industrial parks and buffers);
- elevated landforms and undulating terrain;
- presence of water bodies;
- presence of natural rock features (eg limestone cliffs, granite outcrops);
- historic features including land uses that strengthen the local urban character;
- well maintained gardens (native and exotic);
- incorporation of significant cultural and environmental features into urban design;
- urban water management (water bodies that are well maintained, and open drains with a complementary appearance to the surrounding built form);
- development sites supporting and enhancing the urban context in which they are located;
- development sites designed so they strengthen local character and promote a sense of community;
- design which takes account of landscape features, vegetation and landform;
- services being underground to reduce cabling and severance of street trees;
- unobtrusive mobile phone towers and other utility towers;
- unobtrusive advertising;
- presence of community artworks;
- multi-storey buildings that maintain the CBD character (graduated skyline and gaps between clusters of buildings to allow views).

Visual landscape character preference indicators

“Least preferred”:

Character indicators for **least preferred** can be defined as landscapes and features that are not valued by the community, and to detract from the visual character of the landscape.

Natural landscape character

- disturbed areas with little evidence of naturalness;
- areas of diseased, dead or dying vegetation;
- areas with severe weed infestations in a natural landscape;
- areas of soil erosion (especially where human-induced);
- water bodies with degraded banks, weed infestations, stagnation, eutrophication, algae or litter; and
- evidence of mining (gravel pits, sand mines, limestone).

Rural landscape character

- areas of soil salinity/salt scalds or dead, dying or diseased vegetation;
- areas of extensive weed infestation;
- eroded areas;
- tips, dumps and landfill areas;
- recently harvested areas (stumps, debris, abandoned off-cuts);
- land use areas that contrast significantly from natural landscape characteristics (can include plantations, mines, rural settlement and/or housing, utility towers, roads and fencing);
- abandoned structures in a state of disrepair or destruction;
- unmanaged roads and access tracks;
- farm structures and buildings in a state of disrepair;

- jetties and other marine structures that are either closed or not maintained; and
- eutrophied dams, lakes and water bodies.

Built landscape character

- derelict industrial areas (junkyards);
- large carparks without trees;
- run-down residential areas (dead grass, bare sand, dead vegetation, derelict housing and/or buildings, abandoned and/or trashed cars)
- graffiti;
- intrusive billboards (particularly along roads and railway reserves);
- buildings which contrast sharply from the surrounding built character (large isolated shopping centres, apartments, hotels);
- arterial highways with strip commercial and light industrial developments, lacking trees and other vegetation;
- utilities (towers, transmission lines, overhead powerlines);
- severed or badly pruned street trees;
- lack of vegetation;
- degraded areas prone to depreciative uses and unregulated vehicle activities;
- poorly maintained waterways and drains prone to stagnation, pollution and littering;
- extensive areas of urban sprawl lacking vegetation or public open space;
- extensive retaining walls which result in concrete canyon effects on roadways;
- buildings that create a solid wall effect (no gaps to allow views between buildings).



APPENDIX 4

INTRODUCTION TO THE WESTERN AUSTRALIAN PLANNING SYSTEM - WAPC 2014

	Legislation	Strategic Planning	Spatial Planning	Statutory Planning	Applications
State	P&D Act 2005 TP Regs 1967 DAP Act 2010 DAP Regs 2011	State Planning Strategy State Planning Policies DC Policies Guidelines and Manuals Planning Bulletins			
Region	MRA Act 2011	State Planning Policies DC Policies Guidelines and Manuals Planning Bulletins	Regional Planning and Infrastructure Frameworks (incl. Directions 2031)	Region Planning Schemes Regional Interim Development Orders	
Sub-region	Swan & Canning Rivers Act 2006	State Planning Policies DC Policies Guidelines and Manuals Planning Bulletins	Sub-Regional Structure Plans		
Local Government		Local Planning Strategies Local Planning Policies		Local Planning Schemes Local Interim Development Orders	
District	Perry Lakes Act 2005 Hope Valley Wattleup Act 2000 Swan Valley Act 1995		District Structure Plans	Local Interim Development Orders Improvement Plans & Schemes	
Locality	State Agreement Acts		Local Structure Plans (incl. Activity Centre Plans)	Improvement Plans & Schemes Planning Control Areas	Subdivision
Street/lot			Local Development Plans		Subdivision Development
Other	EP Act 1986 Heritage Act 1990 Contaminated Sites Act 2003 Mining Act 1978			Note: Certain planning instruments may in some cases fall within more than one column eg Local Structure Plans and Local Development Plans are spatial documents but often have statutory weight	



In Western Australia, the use and development of land is governed by the Planning and Development Act 2005 (PD Act). From a process perspective, the planning system begins with the designation and control of land use through a hierarchy of planning schemes.

Planning schemes set out the pattern and location of land uses and set aside land for essential infrastructure. The role of planning schemes is to ensure there is sufficient land for a range of purposes to meet the needs of the population, whilst also ensuring that land uses and infrastructure are appropriately located to avoid undesirable environmental impacts and conflicts between incompatible uses. Planning schemes are statutory instruments gazetted under the PD Act. This means they are law and must be prescriptively followed, like any other law.

Regions schemes sit at the top of the hierarchy of planning schemes and are governed by the WAPC. There are three region schemes in operation in Western Australia - the Metropolitan Region Scheme, Peel Region Scheme and Greater Bunbury Region Scheme. They divide their respective regions into a series of Zones (e.g. Urban, Rural or Industrial) and Reserves (e.g. Parks and Recreation, Railways, Public Purposes for hospitals, prisons etc).

Local planning schemes sit under region schemes in the hierarchy and provide the next (local) level of zoning and reservation detail. Local planning scheme Zones and Reserves must be consistent with region scheme Zones and Reserves. For example, Residential and Retail are local planning scheme zones that are consistent with the Urban zone in a region scheme, whereas Heavy Industry is not.

In addition to designating land uses, planning schemes also set out statutory general requirements

that new development proposals must adhere to e.g. requirements for the provision of car parking.

Planning policies and strategies can be adopted pursuant to planning schemes, but because they are not statutory instruments they do not need to be prescriptively followed. Planning decision makers are required to have 'due regard' for policies, which means there is a degree of flexibility in how they can be applied when planning decisions are made. However to have "due regard" means that planning policies should not be lightly departed from. When departing from a policy, decision makers must demonstrate sound reasons for doing so, that are grounded in planning law and principle.

Planning approval is required for the subdivision or amalgamation of any land in Western Australia (with no exemptions) and most new development, although there are some exemptions for minor or temporary development works. Applications for subdivision and development proposals are assessed against the planning schemes, strategies and policies that apply to the land or 'site' that the proposal is located on.

Region planning schemes and policies address broad scale regional matters affecting regional populations. Local planning schemes and policies drill down into the next level of detail, addressing matters that are unique to discrete, localised areas and populations. Subdivision and development proposals must respond to planning matters of regional and local significance, as well as any site specific considerations.

The VPLWA manual advises that visual landscape evaluation and assessment can be completed at one of three levels - regional, local and site, which represent the primary levels of the planning process in Western Australia outlined above.