

Briens Road, Northmead Bulk Storage Facility

14 August 2006

Prepared for Coca-Cola Amatil



Visual impact assessment

Architectus Sydney Pty Ltd
ABN 11 098 489 448
41 McLaren Street
North Sydney
NSW 2060 Australia
T 61 2 9929 0522
F 61 2 9959 5765
sydney@architectus.com.au
www.architectus.com.au

Contents

1	Introduction	1
2	Methodology	1
2.1	Outline of approach	1
2.2	Photomontages and 3-dimensional modelling	2
3	Assessment criteria	3
3.1	Visibility	3
3.2	Visual absorption capacity	4
3.3	Visual impact rating	5
4	Location	6
5	Existing visual environment	7
5.1	Landform	7
5.2	Land use	8
5.3	Building heights	9
5.4	Existing controls	11
5.5	Viewing zones	15
5.5.1	Immediate vicinity (<500m)	16
5.5.2	Local views (500m-1km)	19
5.5.3	Regional views (1-3km)	21
6	Description of the proposal	23
7	Visual impact assessment	26
7.1	Visual impact on views in the immediate vicinity	26
7.2	Visual impact on local views	40
7.3	Visual impact on regional views	50
8	Visual impacts and mitigation measures	57
8.1	Street corridor views	57
8.2	Building proportions	57
8.3	Building heights	58
8.4	Building forms	58
8.5	Façade treatment and colours	58
8.6	Landscape	59
8.7	Terminating views	59
9	Summary	60

Quality Assurance

Reviewed by

.....
Michael Harrison

Director
 Urban Design and Planning
 Architectus Sydney Pty Ltd

.....
 Date

This document is for discussion
 purposes only unless signed.

Figures

Figure 1: View over Westmead Oval with cranes in position	2
Figure 2: View over Westmead Oval with photomontage of proposed development	2
Figure 3: Location of Northmead site	6
Figure 4: Topographic analysis	7
Figure 5: Northmead site and surrounding land uses	8
Figure 6: Elevation of Briens Road showing relative building heights	10
Figure 7: View and vistas map, Parramatta DCP 2005	12
Figure 8: Parramatta DCP 2005 View 14	13
Figure 9: Parramatta DCP 2005 View 15	13
Figure 10: Parramatta DCP 2005 View 17	14
Figure 11: Map of viewing zones	15
Figure 12: Views in the immediate vicinity (<500m)	16
Figure 13: View 1 - Briens and Redbank Roads, Northmead	17
Figure 14: View 2 - Edward and Christine Street, Northmead	17
Figure 15: View 3 - Old Windsor Road, Northmead	17
Figure 16: View 4 - Arthur Phillip Park, Park Street, Northmead	18
Figure 17: View 5 - Westmead Hospital Oval	18
Figure 18: View 6 - Redbank Road, Northmead	18
Figure 19: Local views (500m-1km)	19
Figure 20: View 7 - Balmoral Street, Northmead	20
Figure 21: View 8 – Upper Constitution Road, Wentworthville	20
Figure 22: View 9 – Lower Constitution Road, Wentworthville	20
Figure 23: View 10 - Old Windsor and Hammers Road, Old Toongabbie	20
Figure 24: Regional views 1-3km	21
Figure 25: View 11 - Caloola Road Reserve, Wentworthville	22
Figure 26: View 12 - Wessex Lane, Wentworthville	22
Figure 27: View 13 - Buckleys and Oakes Road, Winston Hills	22
Figure 28: Staging plan	24
Figure 29: Landscape plan	24
Figure 30: Part north elevation	25
Figure 31: Part north elevation	25
Figure 32: East elevation	25
Figure 33: South elevation	25
Figure 34: West elevation	25
Figure 35: Existing view from cnr of Briens and Redbank Roads, Northmead	28
Figure 36: Proposed development from cnr Briens and Redbank Roads, Northmead	28
Figure 37: Existing view cnr Edwards and Christine Streets, Northmead	30
Figure 38: Proposed development from cnr Edwards and Christine Streets, Northmead	30
Figure 39: Existing view Old Windsor Road, Northmead	32
Figure 40: Proposed view Old Windsor Road, Northmead	32

Figure 41: Existing view across Arthur Phillip Reserve, Park Street, Northmead	34
Figure 42: Proposed development as viewed across Arthur Phillip Reserve, Park Street, Northmead	34
Figure 43: Existing view across Westmead Hospital Oval, Westmead	36
Figure 44: Proposed development viewed across Westmead Hospital Oval	36
Figure 45: Existing view from Redbank Road, Northmead	38
Figure 46: Proposed development from Redbank Road, Northmead	38
Figure 47: Existing view Balmoral Road, Northmead	42
Figure 48: Proposed development from Balmoral Road, Northmead	42
Figure 49: Existing view along Constitution Road, Wentworthville	44
Figure 50: Proposed development from Constitution Road, Wentworthville	44
Figure 51: Existing view at the bottom of Constitution Road, Wentworthville	46
Figure 52: Location of proposed development in view from bottom of Constitution Road, Wentworthville	46
Figure 53: Existing view cnr Old Windsor and Hammers Roads, Old Toongabbie	48
Figure 54: Proposed development from cnr Old Windsor and Hammers Roads, Old Toongabbie	48
Figure 55: Existing view from Caloola Road Reserve, Wentworthville	52
Figure 56: Proposed development from Caloola Road Reserve, Wentworthville	52
Figure 57: Existing view Wessex Lane, Wentworthville	54
Figure 58: Proposed development location from Wessex Lane, Wentworthville	54
Figure 59: Existing view cnr Buckleys and Oakes Roads, Winston Hills	56
Figure 60: Proposed development from cnr Buckleys and Oakes Roads, Winston Hills	56

1 Introduction

The Visual Impact Assessment has been prepared to accompany the Statement of Environmental Effects for an application under Part 3A of the Environmental Planning and Assessment Act 1979 (EP&A Act) of a proposed high-rise automated bulk storage facility on the Coca-Cola Amatil site at Northmead.

The report will assess the visual impact of the storage facility on the immediate vicinity and surrounding suburbs. The assessment will focus on the views towards the site from surrounding major road arterials and views across the site towards Parramatta city centre skyline.

The proposed method for the visual assessment is described in Section 2 below. Section 3 describes the proposed criteria to be used to assess the visual impact of the proposal.

2 Methodology

2.1 Outline of approach

This visual impact assessment for the Coca-Cola Amatil bulk storage building is based on the following key tasks:

- Field research;
- Analysis of the existing visual environment in terms of the immediate, and local contexts;
- Establishment of assessment criteria and assessment locations;
- 3D computer visual simulations (photomontages) of the CCA storage facility from important vantage points in the public domain within the visual catchment with a particular emphasis on significant views from public locations. The position and height of the camera positions for each of these vantage points were determined by a registered surveyor;
- Description of the visual impact of the proposal from selected viewing points in terms of visibility, visual absorption capacity resulting in the visual impact rating for each view.

The methodology proposed draws on Architectus' experience of preparing various visual impact assessment reports including the following studies:

- the Chatswood Transport Precinct (2005) and the Chatswood Transport Precinct Project (undertaken during 2004)
- the assessment of a mixed use residential tower at West Ryde
- the Port Botany EIS
- the North Wallarah Peninsula Project Local Environmental Study

The method also draws from the approach used for the Sydney Airport Third Runway EIS and various cases in the Land and Environment Court.

The visual impact assessment considers views towards and across the site from the immediate vicinity (short range), local (mid range) and regional (long range) views.

2.2 Photomontages and 3-dimensional modelling

Plans, sections and elevations are typically used to describe the design and the bulk and scale of a development. For more significant developments it is appropriate to use perspectives and/or a physical or 3D model. While these explain the design and shape of a building it is difficult to interpret the visual impact on the surrounding streets and public spaces from this type of information.

In order to illustrate the potential visual impacts of the CCA storage facility a set of photomontages were prepared. These photomontages are accompanied by existing views from a designated viewing point for comparison with the simulated views of the storage facility.

The views have been chosen to show a streetscape view of the development from a designated viewing point that is publicly accessible at a single moment in time. The use of a single digital photograph has been used to ensure that the image does not reflect multiple views and bias the assessment of views of the proposed development. Accordingly views in the immediate vicinity might only show a portion of the development in the streetscape view whilst wider local views may provide an indication of the overall building form and the impact on the skyline views.

The visual impact assessment considers views from areas within the public domain including views along key streets within the local area and from areas of local public open space. The impact on views from individual residential properties has not been assessed.

The photomontages are presented in Section 7 of this report.

Preparation of the photomontages involved the following steps:

- An extended crane arm was positioned on site at diagonal corners of the proposed storage facility in order to accurately identify the height and location of the building from each viewing point. These cranes were surveyed into the correct height and position by a registered surveyor.
- Digital photographs using a 50mm focal length lens were taken from each of the selected viewing points in the direction of the location of the proposed storage facility
- A computer generated 3D model of the storage facility was generated using architectural plans
- The model was 'pasted' into the photographs (with the top corner of the proposed building coinciding with the cranes) to illustrate the likely visual impact. Accuracy is considered sufficient for the visual impact assessment.



Figure 1: View over Westmead Oval with cranes in position



Figure 2: View over Westmead Oval with photomontage of proposed development

3 Assessment criteria

The approach to rating the visual impact of the CCA storage facility is based on two factors: visibility and the visual 'absorption' capacity of the landscape/built environment. Combining these factors generates a visual impact rating.

Commentary is provided with each visual assessment regarding the visual impact rating and its acceptability or otherwise and appropriate mitigation measures. Visibility, visual absorption capacity and visual impact rating are described in detail below.

3.1 Visibility

Visibility is a measure of the extent to which particular activities/ components of a proposal may be visible from surrounding areas, relative number of viewers, period of view, viewing distance and context of view.

The rationale for this aspect of visual assessment is that if a proposal is not visible the impact is nil. If the number of people who would potentially see the proposal is low, then the visual impact would be lower than if a large number of people had the same view.

For the purposes of this study, categories of visibility have been defined as:

- High (H) – where a large number of people would see the proposed buildings at close distances over a long period of time
- Moderate (M) – where a medium number of people would see the proposed buildings at medium distance over a moderate period of time, or a large number of people would see it over a short period of time, or a small number of people would see it over a long period of time from short distance
- Low (L) – where the proposal was essentially not visible or of negligible visibility.

The procedure for assessing visibility involved:

- Determination of various categories and situations from which components of the proposed development could potentially be visible (eg person in the public domain, motorist, resident); and
- Field inspection to determine the extent of visibility.

For the purpose of this study the following quantitative criteria have been determined and used in the visibility assessment.

Viewer type

Public domain

Motorist

Residential/private

Institutional (Westmead Hospital)

Relative number of viewers	Definition
• High	• >1,000 people per day
• Moderate	• 100 – 1,000 people per day
• Low	• <100 people per day

Period of view	Definition
• Long term (high)	• >120 minutes
• Moderate term (moderate)	• 1-120 minutes
• Short term (low)	<1 minute

3.2 Visual absorption capacity

‘Visual absorption capacity’ is an estimation of the capacity of the landscape and built environment to absorb development without creating significant visual change resulting in a reduction in scenic or visual quality. This is usually dependent on vegetation cover, landform and existing built form and this is influenced by the level of visual contrast between the proposed development and the existing elements in the landscape.

Developed centres with a large number of tall buildings and high site coverage (eg central Parramatta) generally have a high visual absorption capacity. Existing and future tall buildings provide a visual backdrop, particularly in the more distant and regional views. Views across the site towards central Parramatta (particularly from the north-west) are an important component of the assessment, as well as views from major parklands in the city centre.

The degree of contrast between a development and the existing landscape setting in which they are located results from the scale, shape, colour, texture and reflectivity of the development. For the purpose of this study, qualitative criteria listed below have been determined and used in the assessment of visual absorption capacity.

Criteria

- High

- Moderate

- Low

Definition

- Existing landscape and built environment able to absorb development. Low degree of visual contrast will result.

- Existing landscape able to absorb some development. Some visual contrast will result.

- Existing landscape unable to absorb development. High degree of visual contrast will result.

3.3 Visual impact rating

Table 1 provides a matrix that compares the visibility rating with the visual absorption capacity rating to determine the visual impact rating for each view. Commentary is provided with the visual impact rating for each view to indicate the acceptability or otherwise of the impact.

Visual impact rating		Visibility		
		Low	Moderate	High
Visual Absorption Capacity	Low	Moderate	High	High
	Moderate	Low	Moderate	High
	High	Low	Low	Moderate

Table 1. Visual impact rating matrix

The overall visual impact rating is determined by comparing the visibility rating and visual absorption capacity rating. As an example, a view that has a high visual absorption capacity because of other tall buildings in the photomontage and a moderate visibility due to the moderate duration of view experienced by a moderate number of people (100-1000 people per day estimated) results in a low visual impact rating.

4 Location

The site is located at 102 Briens Road, Northmead. The site is on the southern side of the intersection of Briens Road and Old Windsor Road and has a frontage of 110m to Briens Road. The site comprises a major distribution centre for Coca-Cola Amatil.

Regionally, the site is 2km north-west of the Parramatta CBD and approximately 20km west of the Sydney CBD. The site will operate as the production and primary distribution centre for Coca-Cola Amatil products.

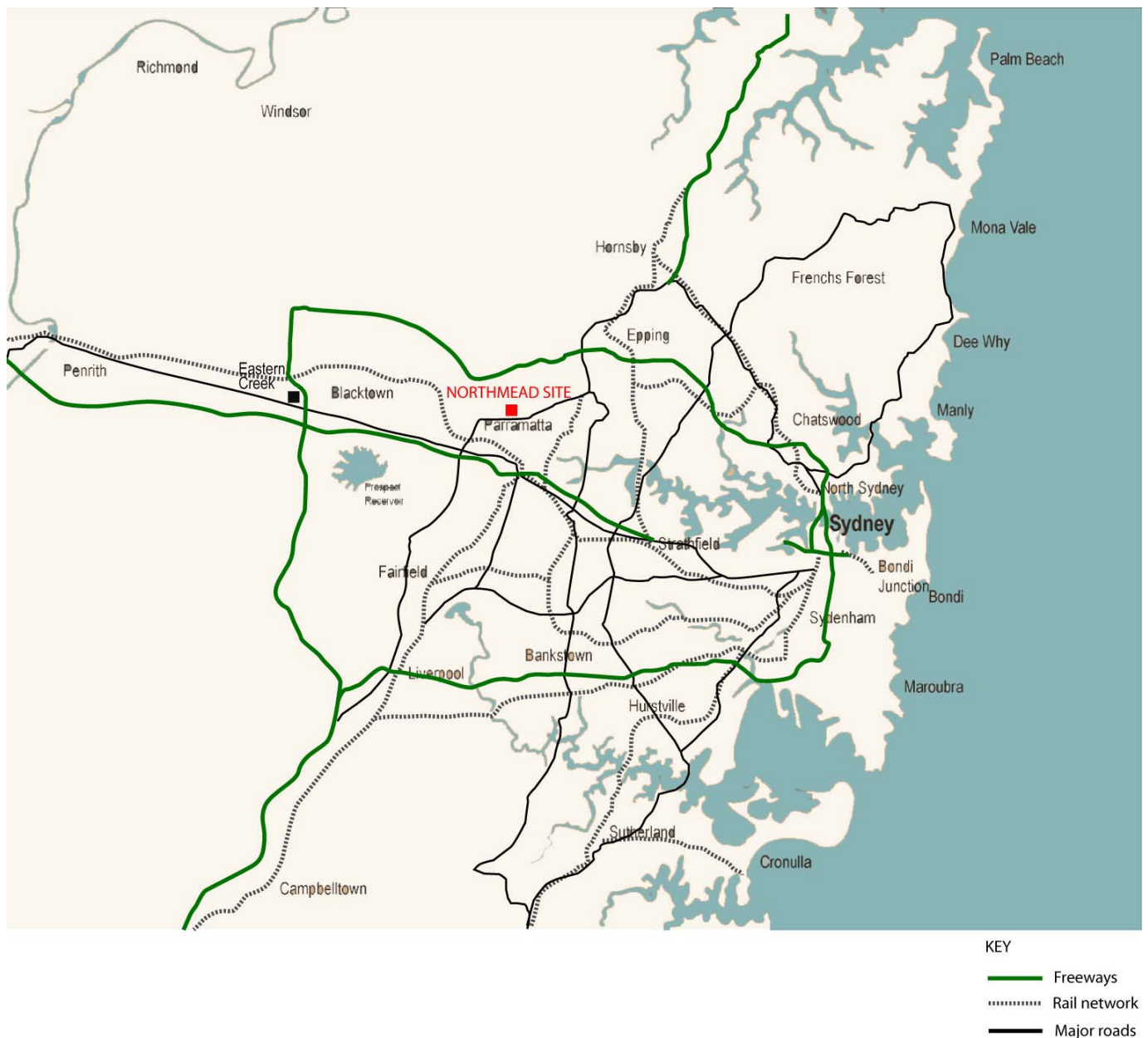


Figure 3: Location of Northmead site

5 Existing visual environment

5.1 Landform

The Coca-Cola Amatil site is located in a low lying area on the north side of Toongabbie Creek which is part of a regional river basin. This basin is overlooked by the surrounding suburbs of Winston Hills, Old Toongabbie to the north, Wentworthville to the west and Mays Hill and Holroyd to the south.

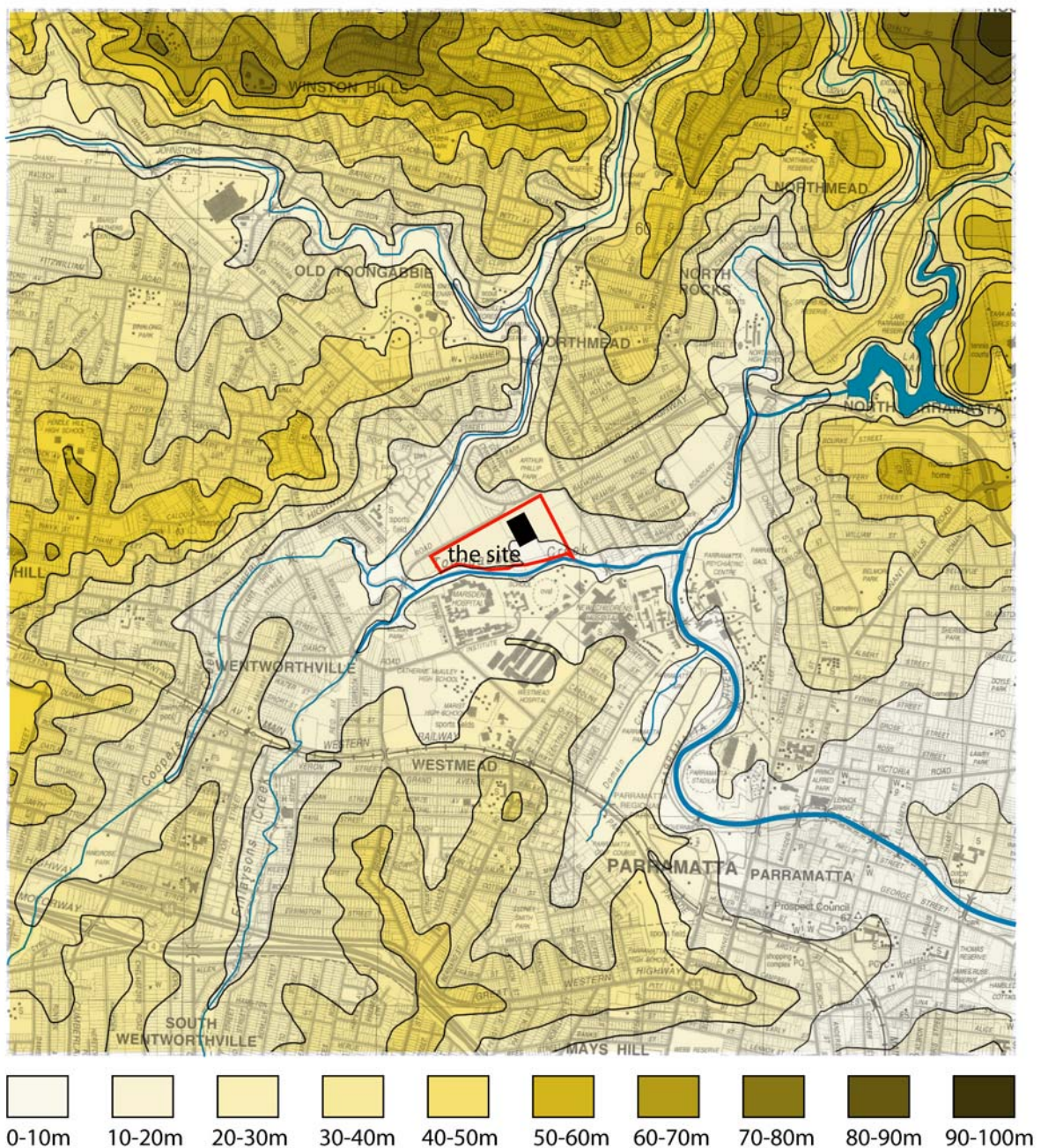


Figure 4: Topographic analysis

5.2 Land use

The site is located in an industrial zone north of medical uses of Westmead Hospital and other institutional and industrial in that area. To the north, east and west residential uses predominate with riparian zones dividing the residential along the creek lines.



KEY

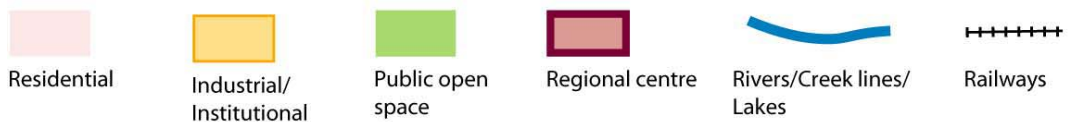


Figure 5: Northmead site and surrounding land uses

5.3 Building heights

The tallest buildings in the area are located at Westmead Hospital directly south of the site and in the Parramatta CBD to the south west. Westmead Hospital is located on the other side of Toongabbie Creek and there are buildings with considerable height as indicated in Figure 7. Further south than Westmead Hospital is an employment zone that comprises large footprint industrial buildings. These form the visual context for the views of the proposed development from the north and the western ridgelines. The Sydney CBD skyline can also be seen in the eastern horizon of some of these views. Suburbs to the north of the proposed development on the slopes that rise to the northern and western ridgelines are predominantly residential development of 1 to 2 storeys.

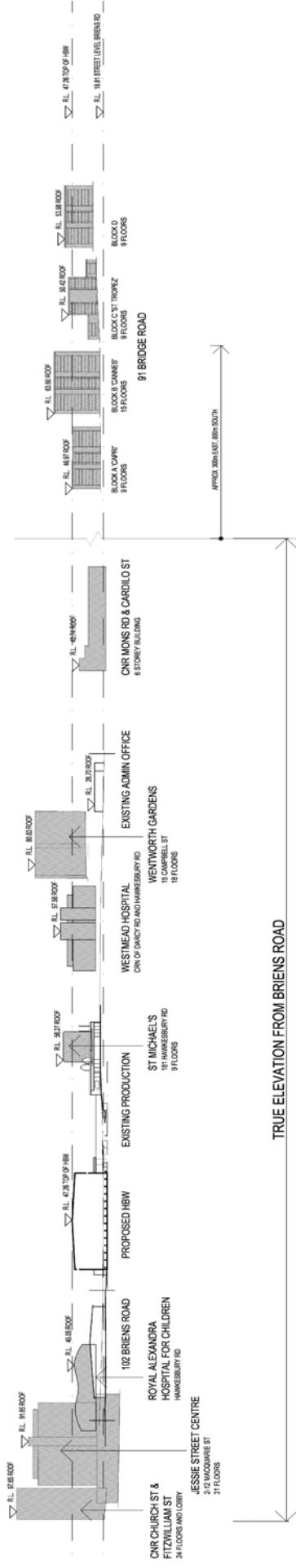


Figure 6: Elevation of Briens Road showing relative building heights

5.4 Existing controls

The Parramatta DCP 2005 identifies significant district views outlined in Section 4. Part 4.1.1 of the DCP discusses views and vistas that are to be preserved:

The topographical setting of Parramatta, located in a river basin and bounded by hills to the north and west means that there are significant views and vistas which contribute to the sense of place for Parramatta. Preservation and where possible enhancement of public views to landmark and landscape features allows people to interpret and appreciate the special character of Parramatta.

View sharing between properties is also important to balance access to private views from properties.

Objectives

- 1. To preserve and enhance district and local views which reinforce and protect the City's urban form and legibility.*
- 2. To encourage view sharing through complementary siting of buildings, responsive design and well-positioned landscaping.*
- 3. To ensure highly visible sites are designed in scale with the City's setting and encourage visual integration and connectivity between places.*

Design Principles

- 1. Development is to preserve views of significant topographical features such as ridges and natural corridors, the urban skyline, landmark buildings, sites of historical significance and areas of high visibility, particularly those identified in Appendix Views and Vistas.*
- 2. Buildings should reinforce the landform of the City and be designed to preserve and strengthen areas of high visibility. In such locations, this may be achieved through uniform heights and street walls as a means of delineating the public view corridor.*
- 3. Landscaping of streets and parks is to reinforce public view corridors.*
- 4. Building design, location and landscaping is to encourage view sharing between properties.*

The DCP Views and Vistas map below indicates where significant views are available. Three views in the DCP Appendix Views and Vistas list affect this Visual Impact Assessment and are itemised below.

Map 14: Views and Vistas

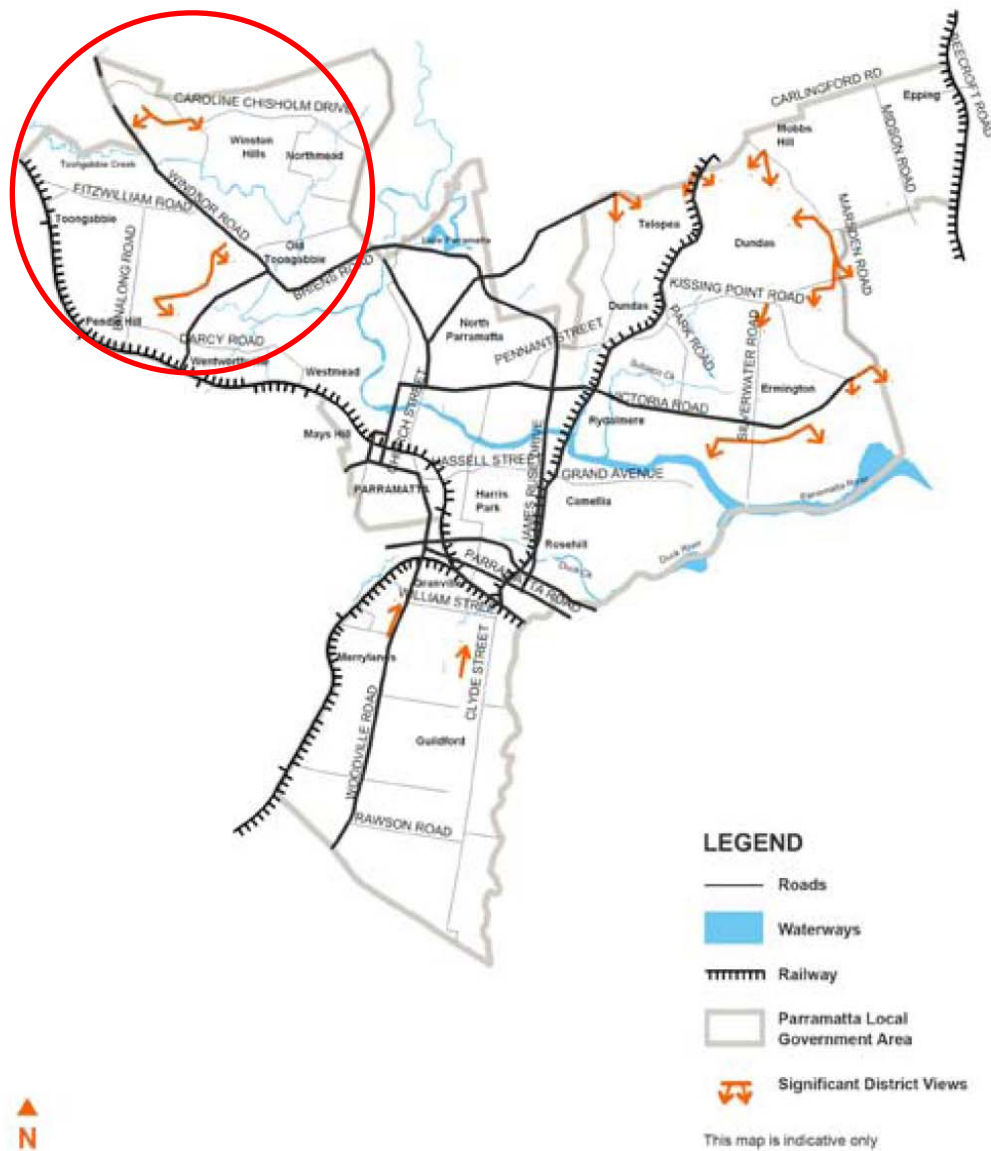
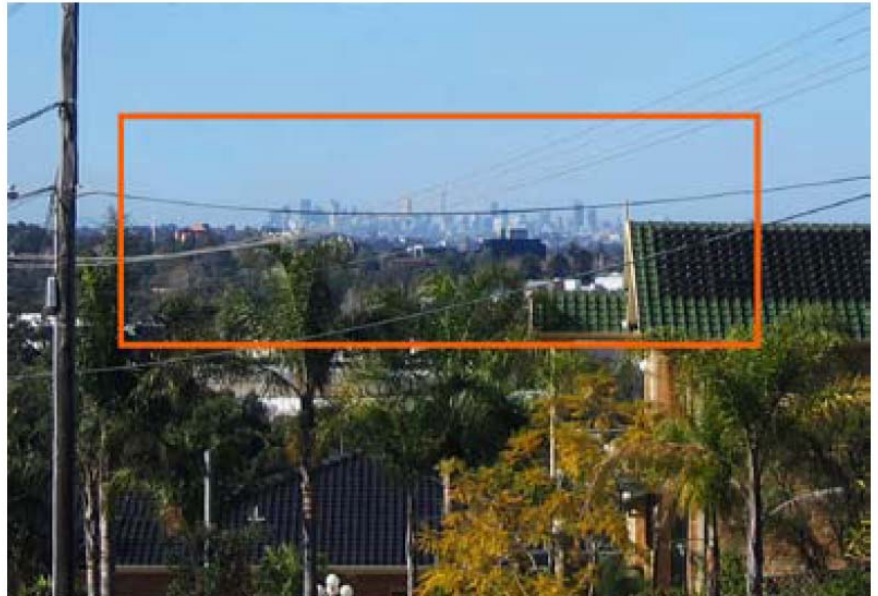


Figure 7: View and vistas map, Parramatta DCP 2005
 The area inside the red circle is the subject of this section.

The selected views that affect this visual assessment are:

- Parramatta DCP 2005 View 14: Looking South East towards Sydney City, Constitution Road, Wentworthville



View 14: Looking South East towards Sydney City, Constitution Road Wentworthville

Figure 8: Parramatta DCP 2005 View 14

A distant view of the Sydney CBD skyline to the south east is available from this location as highlighted by the red box.

- Parramatta DCP 2005 View 15: Looking South East towards Parramatta City Centre, Wessex Lane, Wentworthville



View 15: Looking South East towards Parramatta City Centre, Wessex Lane, Wentworthville

Figure 9: Parramatta DCP 2005 View 15

A view of the Parramatta CBD skyline to the south east is available from this location as highlighted in the red box.

- Parramatta DCP 2005 View 17: Looking South East towards Parramatta City Centre, Buckleys Road, Winston Hills



View 17: Looking South East towards Parramatta City Centre, Buckleys Road, Winston Hills

Figure 10: Parramatta DCP 2005 View 17

A distant view of the Parramatta CBD skyline to the south east is available from this location as highlighted by in the red box.

For assessment of the impacts on these views refer to Section 7 & 8 of this report.

5.5 Viewing zones

In order to establish the potential visual impacts of the Proposal the viewing zones are separated into three components:

- Immediate vicinity -short range (< 500m);
- Local area – mid range (500m-1km);
- Regional views – long range (>1km)

These zones are illustrated in the figure below.



Figure 11: Map of viewing zones

5.5.1 Immediate vicinity (<500m)

The area in the immediate vicinity of the Northmead CCA site is characterised by residential areas. Public open space located within the immediate vicinity includes Redbank Reserve,

The topography in the immediate vicinity gradually slopes down to Toongabbie Creek from the north.

Views were selected from public streets and significant public open spaces in the immediate vicinity of the precinct that are either highly trafficked or are socially significant. The significance of each vantage point is described in the following section. The selected views are:

View 1 – Briens Road and Redbank Road, Northmead

View 2 – Edward Street and Christine Street, Northmead

View 3 – Old Windsor Road, Northmead

View 4 – Arthur Phillip Park, Park Street, Northmead

View 5 – Westmead Hospital Oval, Westmead

View 6 – Redbank Road, Northmead

The figure below illustrates the location of significant views in the immediate vicinity of the site. The significance of these views is described in the following section.

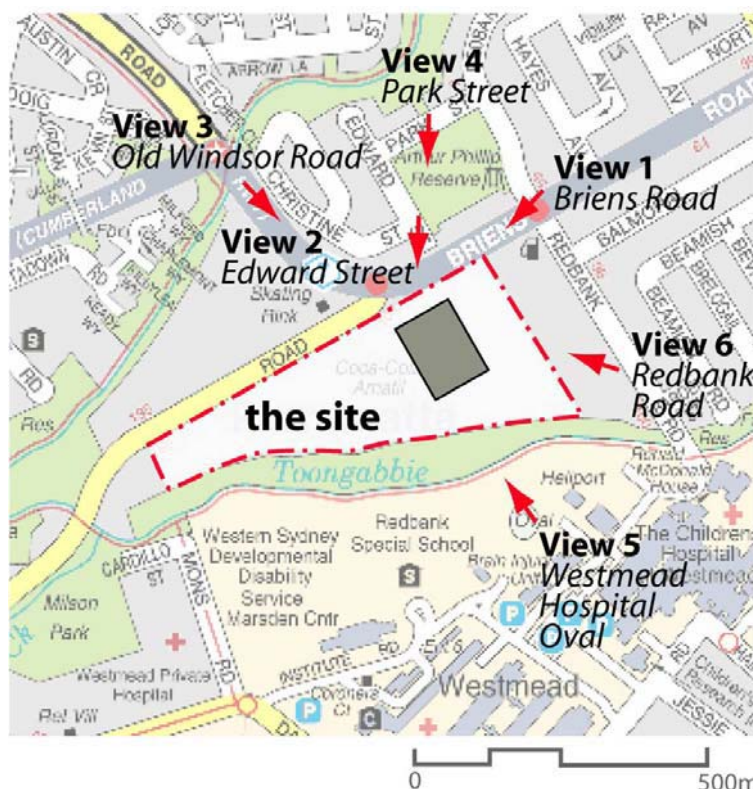


Figure 12: Views in the immediate vicinity (<500m)

Views down public streets and parks were chosen as the significant viewing opportunities in the public realm.

Each view is described below.



Figure 13: View 1 - Briens and Redbank Roads, Northmead
View looking west.

View 1 – Briens Road and Redbank Road, Northmead

Briens Road is a major east west arterial road that turns north into Old Windsor Road, a major northern feeder to Baulkham Hills and beyond. It is an extension of the Cumberland Highway/James Ruse Drive to the east. It has very large traffic volume throughout the day. This view is taken at the intersection of Briens Road and Redbank Road, a residential cross street, where cars stop at the traffic lights.

The view was selected as it is a long distance vehicular view of the site from a major traffic route. It will be seen by a high number of motorists as well as pedestrians.



Figure 14: View 2 - Edward and Christine Street, Northmead
View looking south.

View 2 – Edward Street and Christine Street, Northmead

Edward Street and Christine Street are located to the north of the site in the closest residential area. Edward Street has been closed at Briens Road end and is used to access the residential pocket based around Christine Street.

This view was selected as it is the closest residential street view to the CCA storage facility. The view will be predominantly seen by pedestrians and those motorists who live in this residential area.



Figure 15: View 3 - Old Windsor Road, Northmead
View looking south east.

View 3 – Old Windsor Road, Northmead

Old Windsor Road is a major arterial road that links the M2 to the M4 via the Cumberland Highway. It therefore experiences high traffic volumes although these would have started to drop off by the time Old Windsor Road curves past the site and becomes Briens Road.

This view was taken approximately 100m north of the intersection between Old Windsor Road and Briens Road and was selected because of the importance of the road and the prominent view that is available of the proposed development from this location.

This view will be seen by motorists and pedestrians.



Figure 16: View 4 - Arthur Phillip Park, Park Street, Northmead
View looking south

View 4 – Arthur Phillip Park, Park Street, Northmead

Arthur Phillip Park is located between Park Street, Redbank Road and Edward Street at the back of residential dwellings on the north side of Briens Road, north of the site. Park Street is the northern edge of Arthur Phillip Park, a large open space used for both passive and active recreational purposes for the surrounding community.

This view was selected as it is located on the largest and closest public space to the site.

The view will mainly be seen by pedestrians and the vehicular traffic on Park Street accessing the residential area, but also by users of the park – both players and spectators.



Figure 17: View 5 - Westmead Hospital Oval
View looking north

View 5 – Westmead Hospital Oval, Westmead

Westmead Oval is located south of the site and Toongabbie Creek within the grounds of Westmead Hospital at its north edge. It is the only open green space in Westmead Hospital and is used for both passive and active recreation. The hospital's helicopter-pad is located on the north-east side of the oval.

This view was chosen because it is directly south of the site and has open views towards the proposed storage facility.

The view will be seen by users of the oval. There will also be similar views from hospital buildings.



Figure 18: View 6 - Redbank Road, Northmead
View looking north west.

View 6 – Redbank Road (south), Northmead

Redbank Road on the south side of Briens Road is located to the east of the site. Industrial and commercial uses lie to the west with residential to the east. Redbank Street (south) provides access to these areas and also provides access to the north side of Westmead Hospital. Three medium density residential developments have been recently built along Redbank Road. This view was taken looking north-west toward the site.

This view was selected because it is a residential street close to the site and the street is well used by those accessing Westmead Hospital.

The view will be mainly seen by motorists (short-tem) and pedestrians.

5.5.2 Local views (500m-1km)

The local views have been selected as representative of views from key regional streets and significant public open space around the CCA storage facility site. These views are represented by:

View 7 – Balmoral Road, Northmead

View 8 & 9 – Constitution Road, Wentworthville

View 10 – Old Windsor Road/Hammers Road, Old Toongabbie

The figure below illustrates the location of significant views from surrounding streets and public spaces.

Views were selected from nearby public open spaces and public streets that are either highly trafficked, on local high points or have been identified in other planning documents for nearby areas. This includes view 8 which is identified in the Parramatta DCP 2005 as a key district view. The visual impact of the proposed development on this view is required to be assessed.

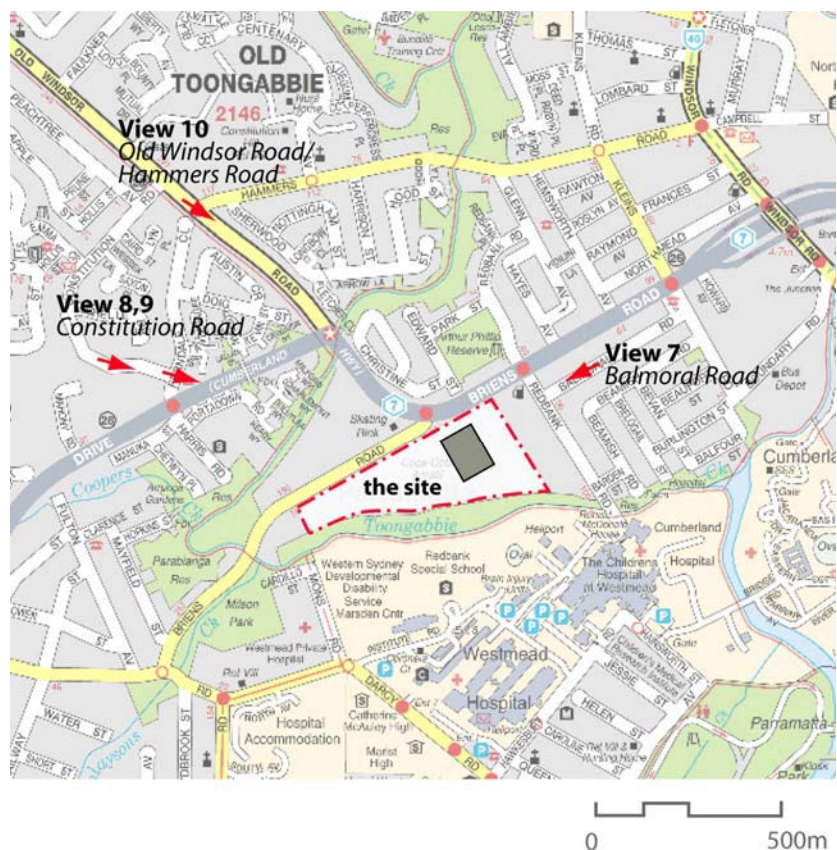


Figure 19: Local views (500m-1km)

Views down public streets and from public spaces were chosen as the significant viewing opportunities in the local area from the public domain.

The significance of the vantage points selected is described in the following sections of this report.



Figure 20: View 7 - Balmoral Street, Northmead
View looking west.

View 7 – Balmoral Road, Northmead

Balmoral Road is a local street located west of the site in Northmead. It is a residential street, parallel to Briens Road. The street is an alternative route to Westmead Hospital from the north via Kleins Road.

This view was selected as it is a street corridor view where the proposed development will terminate the vista along the street.

This view will be seen by pedestrians and motorists.



Figure 21: View 8 – Upper Constitution Road, Wentworthville
View looking south east.

View 8 – Upper Constitution Road, Wentworthville

Constitution Road is located north-west of the site and is a well-used north-south local road. The road follows an east-west ridgeline then flows down the hill. This view is taken looking down that hill. The surrounding residential area has views down to the site.

This view was selected because it is a view that the Parramatta DCP 2005 has identified as a key district view (See Figure 8: PDCP 2005 View 14). It is significant because it has distant vistas of the Sydney CBD skyline.

This view will be predominantly seen by motorists and pedestrians.



Figure 22: View 9 – Lower Constitution Road, Wentworthville
Looking south east

View 9 – Lower Constitution Road, Wentworthville

This view is taken from the lower end of Constitution Road, Wentworthville, north-west of the site. Constitution Road is a well used north south connecting local road that links Old Windsor Road and the Cumberland Highway. The proposed development is still visible from this viewing position, but slips out of view as the viewer approaches the intersection with the Cumberland Highway.

This view will be predominantly be seen by motorists and pedestrians.



Figure 23: View 10 - Old Windsor and Hammers Road, Old Toongabbie
View looking south

View 10 – Old Windsor Road and Hammers Road, Old Toongabbie

Old Windsor Road is a regional road which provides access from the northern hills suburbs to the south and south-west. It has six lanes of traffic and a very heavy flow – 70-80,000 motorists a day (figure quoted by Stephen Kerr from Parramatta Council).

This view was selected as it is a vehicular view from a major traffic route.

This will be seen by a high number of motorists travelling down Old Windsor Road and those stopped at the traffic lights.

5.5.3 Regional views (1-3km)

The regional views have been selected as representative of views from streets and public open space from high points around the CCA Northmead Storage Facility.

View 11 – Caloola Road Reserve, Wentworthville

View 12 – Wessex Lane, Wentworthville

View 13 – Corner Buckleys Road and Oakes Road, Winston Hills

The proposed development will be visible from surrounding high points particularly in Winston Hills and Wentworthville. The topography of the area, which rises from the Parramatta basin to the ridge lines of the northern and north-western suburbs, forms a natural amphitheatre. The areas to the south and south west and are generally low lying and have little visibility of the facility.

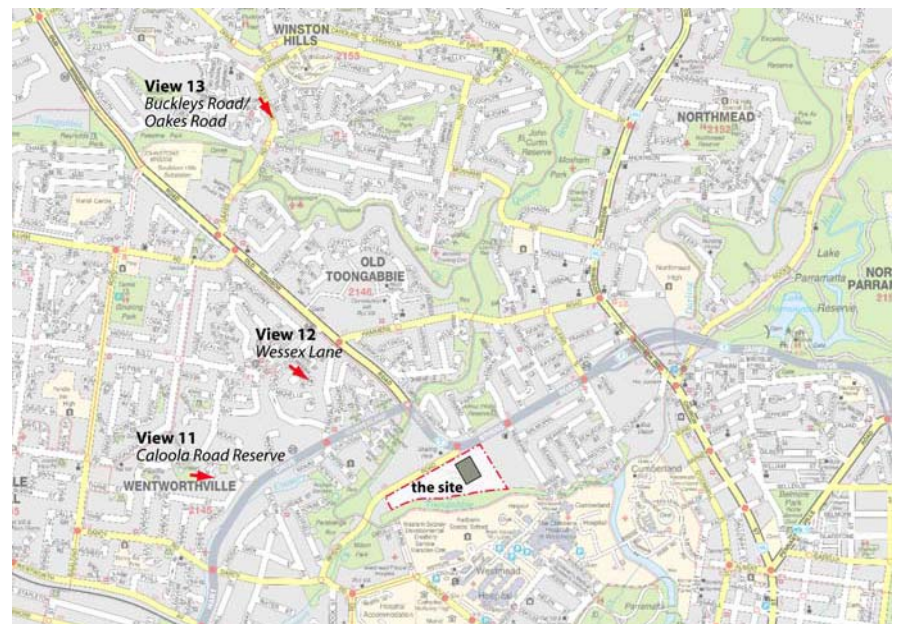


Figure 24: Regional views 1-3km

Each view is described below.



Figure 25: View 11 - Caloola Road Reserve, Wentworthville
Looking east

View 11 – Caloola Road Reserve, Wentworthville

Caloola Road Reserve is located west of the site in Wentworthville, a suburb in the surrounding hills that overlooks Parramatta basin. The reserve has social significance as it was a significant site during the battle of Vinegar Hill which took place on 5 March 1805. At this site (Constitution Hill) the rebels rested enroute to Parramatta. The reserve has prominent views east to the site and is a local public space that is used mainly for passive recreation.

This view was selected as it has social significance and is a reasonably large public open space.

This view will be seen by the users of the reserve.



Figure 26: View 12 - Wessex Lane, Wentworthville
Looking south east

View 12 – Wessex Lane, Wentworthville

Wessex Lane is located south off the Constitution Road ridge line north-west of the site.

This view was selected because it is a view that the Parramatta DCP 2005 has identified as a key district view (See Figure 9: PDCP 2005 View 15). It is significant because it provides a vista of the Parramatta CBD skyline.

This view will be seen by some motorists using Constitution Road and those using Wessex Lane accessing residential dwellings. It will be mainly viewed by pedestrians and from private properties.



Figure 27: View 13 - Buckleys and Oakes Road, Winston Hills
Looking south east

View 13 – Buckleys Road and Oakes Road, Winston Hills

Buckleys Road and Oakes Road are major local roads in Winston Hills, a suburb that looks down into the Parramatta basin.

This view was selected because it is a view that the Parramatta DCP 2005 has identified as a key district view (See Figure 10: PDCP 2005 View 17). It is significant because it looks towards the Parramatta CBD skyline.

This view is an example of a long distance view of the Northmead site from the surrounding area.

6 Description of the proposal

The bulk storage facility comprises a series of buildings, existing and proposed, that perform storage and production roles. Vehicular circulation is separate for cars and trucks with cars confined to the western end of the site. Trucks enter the site west of the intersection between Briens Road and Old Windsor Road and circulate in loop around the perimeter of the site.

The largest building and the subject of this visual impact assessment is the high bay warehouse which is located in the eastern portion of the site with production buildings located on its western side. The proposed automated bulk storage facility in the high bay warehouse will have an area of 16,000 square metres and will be capable of accommodating a minimum of 50,000 goods pallets configured in 13 high (30m) double deep racking serviced by 13 independent cranes. The building has a maximum height of 32m and is to be constructed as part of a consolidated site upgrading to rationalise the company's distribution operations.

The form of the high bay warehouse is therefore predicated on its function, being to house the racking on which the product is stored. This racking is a standardised system, so the building form is by necessity a large rectangular box. Therefore, the common approach to reducing massing and articulating form by breaking it down into smaller components is not able to be employed in this instance. Any articulation of the façade will by necessity therefore be only through applied patterns. The danger is that any complex applied pattern will draw attention to rather than reduce the impact of the façade. The design approach to minimise visual impact is therefore to keep the form and any applied patterning on the façade simple. Façade materials have also been chosen to ensure no reflectivity impacts.

It is proposed to extensively landscape the road frontage to the proposed development. Avenue planting of *Ficus hillii* are proposed as these trees are a comparable scale to that of the building. These figs along with a layered understorey will also be used to screen fences and car parks creating a distinct quality to the footpath and streetscape for workers and pedestrians. Seasonal colour will be used to signal the entry to the site with specimen planting to provide identity.

The main building and particularly office areas will be planted with native trees and understorey to provide a green outlook into and out of the development. The car park will incorporate mass plantings of eucalypts and native grasses to provide shade and relief to paved areas.

Wetland planting along the interface with the riparian zone will enhance the dry creek character and ensure good water quality.

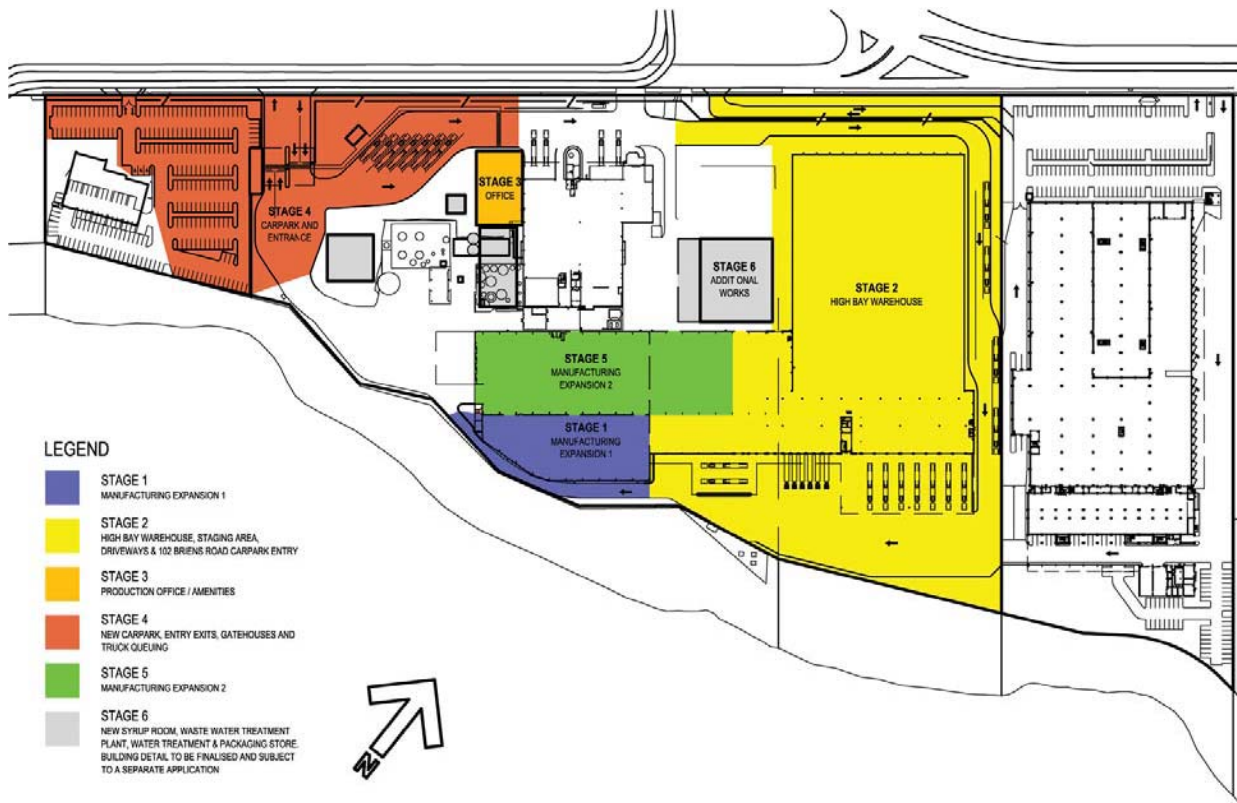


Figure 28: Staging plan

This drawing highlights the different components of the facility. The high bay warehouse is shown in yellow, with adjacent production components coloured green and blue. Parking areas are coloured red.



Figure 29: Landscape plan

This drawing shows proposed landscape zones along Briens Road.



Figure 30: Part north elevation



Figure 31: Part north elevation

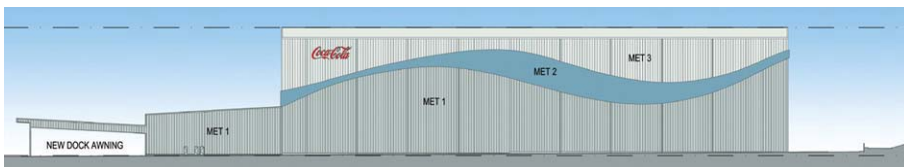


Figure 32: East elevation



Figure 33: South elevation



Figure 34: West elevation

7 Visual impact assessment

Section 5 of this report describes the existing visual catchment in terms of views from the following locations:

- Immediate vicinity (<500m);
- Local area (500m-1km);
- Regional views (1-3km)

This section of the report assessed the visual impact of the proposed development on the selected views described in Section 5.

7.1 Visual impact on views in the immediate vicinity

The selected views (refer to Section 5.5.1) are:

View 1 – Briens Road and Redbank Road, Northmead

View 2 – Edward Street and Christine Street, Northmead

View 3 – Old Windsor Road, Northmead

View 4 – Park Street, Northmead

View 5 – Westmead Hospital Oval, Westmead

View 6 – Redbank Road, Northmead

Figure 12 illustrates the location of these views in the immediate vicinity of the CCA storage facility.

The visual impact on views in the immediate vicinity is evaluated in order below by presenting the existing view and the photomontage of the proposal in the existing view following. A table detailing each view is included which rates the visual impact of the nominated view and provides commentary.

View 1 – Briens Road and Redbank Road, Northmead

Visual impact rating

Viewing situation	Looking southwest along Briens Road at the signalised intersection with Redbank Road toward the proposed development.
Category of view	Motorists and pedestrians
Context of view	Street view
Likely period of view	Short to medium term
Relative number of viewers	High
Distance of view	< 500m
Visibility	Moderate
Visual absorption capacity	High
Visual impact rating	Low
Comment	Whilst the proposed development is taller than existing buildings and trees in the foreground, its visual impact is tempered by the high level of visual absorption provided by these trees and existing development in the foreground and also by the choice of façade colour which tones in with the colour of the sky.



Figure 35: Existing view from cnr of Briens and Redbank Roads, Northmead



Figure 36: Proposed development from cnr Briens and Redbank Roads, Northmead

View 2 – Edwards and Christine Street, Northmead

Visual impact rating

Viewing situation	Looking south toward the proposed development from Edwards Street at the intersection with Christine Street.
Category of view	Motorists and pedestrians
Context of view	Street view
Likely period of view	Short term
Relative number of viewers	Low
Distance of view	< 500m
Visibility	High
Visual absorption capacity	High
Visual impact rating	Moderate
Comment	Whilst the proposed development is taller than existing buildings and trees in the foreground, its visual impact is tempered by the high level of visual absorption provided by these trees and existing development in the foreground and also by the choice of façade colour which tones in with the colour of the sky.



Figure 37: Existing view cnr Edwards and Christine Streets, Northmead



Figure 38: Proposed development from cnr Edwards and Christine Streets, Northmead

View 3 – Old Windsor Road, Northmead

Visual impact rating

Viewing situation	Looking south east along Old Windsor Road towards the site.
Category of view	Motorists and pedestrians
Context of view	Street view
Likely period of view	Short to medium term
Relative number of viewers	High
Distance of view	< 500m
Visibility	High
Visual absorption capacity	Low
Visual impact rating	High
Comment	This is a prominent view which terminates the vista along Old Windsor Road prior to the eastwards curve into Briens Road. Large traffic volumes and the prominence of the proposed development in this view result in a high visual impact rating.



Figure 39: Existing view Old Windsor Road, Northmead



Figure 40: Proposed view Old Windsor Road, Northmead

View 4 – Arthur Phillip Reserve, Park Street, Northmead

Visual impact rating

Viewing situation	Looking south across Arthur Phillip Reserve in Park Street Northmead, just north of the proposed development.
Category of view	Pedestrians and users of the park both active and passive.
Context of view	Public open space view
Likely period of view	Limited to length of visit for passive and active users – moderate to long term
Relative number of viewers	Low
Distance of view	< 500m
Visibility	Moderate
Visual absorption capacity	Moderate
Visual impact rating	Moderate
Comment	Whilst the proposed development is taller than existing trees in the foreground, its visual impact is tempered by the moderate level of visual absorption provided by these trees and also by the choice of façade colour which tones in with the colour of the sky. This park is not on a main road but will be visited as a specific destination for defined periods of time by small groups of people – for example players and watchers of a sporting fixture.



Figure 41: Existing view across Arthur Phillip Reserve, Park Street, Northmead



Figure 42: Proposed development as viewed across Arthur Phillip Reserve, Park Street, Northmead

View 5 – Westmead Hospital Oval, Westmead

Visual impact rating

Viewing situation	Looking north west over Westmead Hospital Oval toward the proposed development.
Category of view	Pedestrians and users of the park both active and passive.
Context of view	Public open space view
Likely period of view	Limited to length of visit for passive and active users – moderate to long term
Relative number of viewers	Moderate
Distance of view	< 500m
Visibility	High
Visual absorption capacity	Low
Visual impact rating	High
Comment	This view is over a public open space that is associated with one of Sydney's major hospitals. The proposed development is significantly taller than existing trees in the foreground. This is the view that users of the hospital buildings will also see.



Figure 43: Existing view across Westmead Hospital Oval, Westmead



Figure 44: Proposed development viewed across Westmead Hospital Oval

View 6 – Redbank Road, Northmead

Visual impact rating

Viewing situation	Looking north west from Redbank Road toward the proposed development.
Category of view	Motorists and pedestrians
Context of view	Street view
Likely period of view	Short term
Relative number of viewers	Low to moderate
Distance of view	< 500m
Visibility	Low
Visual absorption capacity	High
Visual impact rating	Low
Comment	This street contains employment uses on the western side and medium density residential uses on the eastern side. It also is an alternative route to Westmead Hospital. Whilst there may be higher than usual traffic volumes along the street, it is a through route, not a destination except for residents and workers. In addition, the employment uses and trees in the foreground provide a high level of visual absorption, thus rendering the visual impact of the development in this view as low.



Figure 45: Existing view from Redbank Road, Northmead



Figure 46: Proposed development from Redbank Road, Northmead

7.2 Visual impact on local views

The selected views (refer to Section 5.5.2) are:

View 7 – Balmoral Road, Northmead

View 8 – Constitution Road, Wentworthville

View 9 – Bottom of Constitution Road, Wentworthville (not visible)

View 10 – Old Windsor Road/Hammers Road, Old Toongabbie

Figure 19 illustrates the location of views in the local area of the vicinity.

The visual impact on views in the immediate vicinity is evaluated (in order) by presenting the existing view and the montage of the proposal in the existing view following. A table detailing each view is included which rates the visual impact of the nominated view and provides commentary.

View 7 – Balmoral Road, Northmead**Visual impact rating**

Viewing situation	Looking south west along Balmoral Road, Northmead toward the development.
Category of view	Motorists and pedestrians
Context of view	Street view
Likely period of view	Short term
Relative number of viewers	Low to moderate
Distance of view	500m-1km
Visibility	Moderate
Visual absorption capacity	Moderate
Visual impact rating	Moderate
Comment	This street is a residential street which is an alternative route to Westmead Hospital. Whilst there may be higher than usual traffic volumes along the street, it is a through route, not a destination except for residents. The proposed development is significantly higher than existing development terminating the vista along this street. However, the trees and telegraph poles in the foreground are higher than the proposed development providing a modicum of visual absorption, thus rendering the visual impact of the development in this view as moderate.



Figure 47: Existing view Balmoral Road, Northmead



Figure 48: Proposed development from Balmoral Road, Northmead

View 8 – Upper Constitution Road, Wentworthville

Visual impact rating

Viewing situation	Looking south east down Constitution Road toward the proposed development.
Category of view	DCP key view – motorists and pedestrians
Context of view	Street view
Likely period of view	Short term
Relative number of viewers	Low to moderate
Distance of view	500m-1km
Visibility	Low
Visual absorption capacity	High
Visual impact rating	Low
Comment	Whilst this is a well used local road, it is a through route with no intersections. The proposed development is well below the distant ridgeline and does not interfere with the Sydney City skyline view in the distance. Surrounding development and tree canopy provide a high level of visual absorption, hence the low visual impact rating.



Figure 49: Existing view along Constitution Road, Wentworthville



Figure 50: Proposed development from Constitution Road, Wentworthville

View 9 – Lower Constitution Road, Wentworthville

Visual impact rating

Viewing situation	Looking south east from the lower end of Constitution Road toward the proposed development.
Category of view	motorists and pedestrians
Context of view	Street view
Likely period of view	Short term
Relative number of viewers	Low to moderate
Distance of view	500m-1km
Visibility	Low
Visual absorption capacity	High
Visual impact rating	Low
Comment	Whilst this is a well used local road, it is a through route with no intersections. The proposed development is still below the ridgeline and tree canopy in the distance. The Sydney City skyline view is obscured by existing trees in the foreground in this view. Surrounding development and tree canopy provide a high level of visual absorption, hence the low visual impact rating.



Figure 51: Existing view at the bottom of Constitution Road, Wentworthville



Figure 52: Location of proposed development in view from bottom of Constitution Road, Wentworthville

View 10 – Old Windsor and Hammers Road, Old Toongabbie

Visual impact rating

Viewing situation	Looking south east down Old Windsor Road at the signalised intersection with Hammers Road, Old Toongabbie.
Category of view	Motorists and pedestrians
Context of view	Street view
Likely period of view	Short to moderate term
Relative number of viewers	High
Distance of view	500m-1km
Visibility	Moderate
Visual absorption capacity	High
Visual impact rating	Low
Comment	Whilst this is a major road and a high number of viewers are able to see the proposed development for a short to moderate time, it is positioned below the ridgeline and amongst surrounding development which offers a high degree of visual absorption, hence the low visual impact rating.



Figure 53: Existing view cnr Old Windsor and Hammers Roads, Old Toongabbie



Figure 54: Proposed development from cnr Old Windsor and Hammers Roads, Old Toongabbie

7.3 Visual impact on regional views

The selected views (refer to Section 5.5.3) are:

View 11 – Caloola Road Reserve, Wentworthville

View 12 – Wessex Lane, Wentworthville (DCP view – proposed development is not visible from this point)

View 13 – Corner Buckleys Road and Oakes Road, Winston Hills

Figure 24 illustrates the location of the views from the regional vicinity. The visual impact on regional views in the immediate vicinity is evaluated in order below by presenting the existing view. A table detailing each view is included which rates the visual impact of the nominated view and provides commentary.

View 11 – Caloola Road Reserve, Wentworthville

Visual impact rating

Viewing situation	Looking east toward the proposed development across Caloola Road Reserve, Wentworthville.
Category of view	Pedestrians and users of the park both active and passive.
Context of view	Public open space view
Likely period of view	Limited to length of visit for passive and active users – moderate to long term
Relative number of viewers	Low
Distance of view	1-3km
Visibility	Moderate
Visual absorption capacity	Moderate
Visual impact rating	Moderate
Comment	Whilst the proposed development is clearly seen from this view point, it is partially obscured by development in front of it and well below the ridgeline beyond.



Figure 55: Existing view from Caloola Road Reserve, Wentworthville



Figure 56: Proposed development from Caloola Road Reserve, Wentworthville

View 12 – Wessex Lane, Wentworthville (DCP view)

Visual impact rating

Viewing situation	Looking south east toward the proposed development from Wessex Lane, Wentworthville.
Category of view	DCP key view – motorists and pedestrians
Context of view	Street view
Likely period of view	
Relative number of viewers	
Distance of view	1-3km
Visibility	Not visible
Visual absorption capacity	
Visual impact rating	None
Comment	This view is taken from a laneway which will be used solely by residents whose properties back onto it, or by locals as a connecting route between local streets. The proposed development is not visible from this position in Wessex Lane, Wentworthville, being obscured by existing trees in the foreground.



Figure 57: Existing view Wessex Lane, Wentworthville



Figure 58: Proposed development location from Wessex Lane, Wentworthville

View 13 – Buckleys and Oakes Road, Winston Hills

Visual impact rating

Viewing situation	Looking south east toward the proposed development from Oakes Road near its intersection with Buckleys Road, Winston Hills.
Category of view	Motorists and pedestrians
Context of view	Street view
Likely period of view	Short term
Relative number of viewers	Moderate to high
Distance of view	1-3km
Visibility	Low
Visual absorption capacity	High
Visual impact rating	Low
Comment	Whilst this is a well used connecting road to a major arterial, it is quite distant from the proposed development which is visually absorbed by surrounding development and well below the ridgeline. It does not interfere with the vista of the Parramatta CBD skyline visible from this point. Therefore the visual impact is rated as low.



Figure 59: Existing view cnr Buckleys and Oakes Roads, Winston Hills



Figure 60: Proposed development from cnr Buckleys and Oakes Roads, Winston Hills

8 Visual impacts and mitigation measures

This section provides an overview of urban design elements (street corridor views, building proportions, building height, building form, architectural details, terminating views, colours and materials and landscape) that influence visual impacts arising from the views assessment in Section 7. The visual contrast between the proposed development and the existing buildings and public spaces can be reduced by careful consideration of the issues of building location, building proportions and building form and the structures and details. Generally these issues have been successfully addressed in the design of the proposed development however consideration of the following measures are recommended during future detailed design work to enhance the final visual quality.

8.1 Street corridor views

Vistas that terminate at the site from along streets can either be addressed by buildings or spaces between buildings that are the same width as the street. The long slim proportions of the site in this case and the storage and loading program dictate the site layout where the largest building is located in the part of the site with the greatest depth – i.e. the eastern end near the intersection of Briens Road with Old Windsor Road. The configuration of the intersection is a shallow curve, ensuring that only oblique views are available of the high bay warehouse rather than a perpendicular terminating vista to the street corridor. New landscaping proposed along this alignment will reduce the visual impact of the building.

8.2 Building proportions

The building proportions are based on the minimum height to accommodate the standard racking in the high bay warehouse. Short, mid and high range interrupted views are available for the high bay warehouse. The proposed development is located in an existing employment zone in close proximity to Westmead Hospital. The existing context comprises large footprint industrial buildings or tall hospital buildings. The proposed development is therefore consistent with its context and the high bay warehouse is very similar in height and proportion to the Children's Hospital on the Westmead Hospital campus. Refer Figure 6.

The building footprint is so big that its full extent does not tend to be obvious in immediate and local views. The view is interrupted by surrounding existing development and landscaping. It is only in regional views that a sense of the full scale of the building is available. These views are distant views where the building sits against a backdrop of other urban development of an equal or greater height.

8.3 Building heights

As indicated in Figure 6, the proposed development is consistent with the median ridge line RL of other buildings in close proximity. The high bay warehouse is 32m high to the ridgeline which is equivalent to 9 storeys in height. The Jessie Street Centre adjacent to Westmead Hospital behind the site is 21 storeys with a ridgeline RL of 91.65 AHD. Westmead Hospital itself has a ridgeline RL of 57.58 AHD. The residential buildings next to Westmead Hospital on Bridge Road vary from 9 to 15 storeys with a ridgeline RL of 53.98 AHD.

The visual impact of the height tends to be greater in immediate views than local and regional views. This is particularly apparent where the height is set against existing low scale residential development to the north.

8.4 Building forms

The form of the high bay warehouse is predicated on its function, being to house the racking on which the product is stored. This racking is a standardised system, so the building form is by necessity a large rectangular box. The common approach to reducing massing and articulating/modulating form by breaking it down into smaller components is therefore not able to be employed in this instance. A simple applied façade treatment discussed in the next section has been selected which successfully mitigates visual impact.

8.5 Façade treatment and colours

The approach to keep the façade treatment as simple as possible assists in mitigating visual impacts. Colours have been selected to minimise the visual impact of the high bay warehouse. A long shallow serpentine curve dissects the façade close to ground level and continues smoothly around corners in order to reduce the visual impact of the building when viewed from a distance. The same shallow curves are used on short and long facades. The bottom part of the curve is broken by the ground line anchoring the building and colours graduate upward from the ground, where darkest is at the base and lightest at the top, with the roof being the same colour as the top band. The dark colours near the base relate to darker colours of surrounding development and landscaping, whilst the lighter colour near the top relates to the light blue of the sky near the skyline.

Complex applied façade treatments have the effect of drawing attention to the size of the building, thereby increasing visual impact rather than reducing it. Applying different façade treatments to different facades will result in confusion to long distance views where two different adjoining façade treatments may be visible. The proposed simple applied façade treatment applied to the whole building as a unified single three dimensional entity is therefore the best available measure by which to minimise visual impact.

8.6 Landscape

The landscaping character aims to mitigate visual impacts and improve the amenity of the site, both for users and those viewing it from a distance. The proposed *Ficus hillii* trees along the Briens Road alignment aim to introduce a mitigating element between the scale of the high bay warehouse and the street. Taller thinner trees such as eucalypts (e.g. spotted gum *Corymbia maculata* or yellow box *Eucalyptus melliodora*) would have a more beneficial mitigating effect on visual impact than the *Ficus hillii* as they have a smaller canopy. The smaller canopy spread will allow a greater number of individual trees to be planted in the narrow landscape zones proposed.

8.7 Terminating views

The proposed development terminates the vista along Old Windsor Road prior to the intersection with Briens Road. Measures to mitigate the visual impact of this terminating vista are primarily an increased amount of landscaping to augment the existing trees. More thickly planted landscape zones with similar species to those that exist will serve to screen a greater area of the façade visible from this location and thereby reduce its visual impact.

9 Summary

The visual impact of the CCA bulk storage facility will vary with viewing distance, view point location, the number of viewers and the period of time viewed. Generally the high bay warehouse will affect views from the public domain (streets and parks) in the immediate area and more distant vantage points. The development will have a low to high impact on immediate views depending on whether the view is seen in a residential or open space context or in an industrial context. Visual impact is reduced in local and regional views as the development will be viewed in the context of a background of other urban development.

Immediate vicinity

In the immediate vicinity (<500m) of the CCA bulk storage facility, visual impacts range from low to high. Existing development in the immediate area is both residential and larger scale industrial and hospital development. Where the proposed development is viewed in the context of a residential street or as a backdrop to a park it tends to have a higher visual impact than where it is viewed in the context of commercial, hospital or other industrial development. Other commercial and industrial development tends to have a higher level of visual absorption than residential development.

Situations where the visual impact in the immediate vicinity (<500m) is low are described below:

- Briens Road at the corner of Redbank Road, Northmead (View 1)
- Redbank Road, Northmead (View 6)

The visual absorption capacity in these instances has been rated as high as the surrounding existing development is similarly simple in form with strong colours and in the case of Briens Road there is a lot of signage to focus the view away from the development.

Situations where the visual impact in the immediate vicinity (<500m) is moderate are described below;

- Corner Edwards and Christine Streets, Northmead (View 2)
- Arthur Phillip Reserve, Park Street, Northmead (View 4)

A moderate to high level of visual absorption is provided by existing landscaping that partially obscures the high bay warehouse. In addition, in these situations one views only a portion of the total development, therefore resulting in a moderate visual impact rating.

Situations where the visual impact in the immediate vicinity (<500m) has been rated as high are described below:

- Old Windsor Road, Northmead (View 3)
- Westmead Hospital Oval, Westmead (View 5)

The visual absorption capacity in these situations is low with the entire width of the façade visible for two thirds to three quarters of its total height. In the case of Westmead Oval, the foreground is a grassed playing field, so the proposed development presents in complete contrast to the context of this view. The playing field is in the foreground of one of Sydney's major public hospitals which has a number of people using it combined with those using the hospital. The visual impact rating is therefore high. In the case of Old Windsor Road, the facade of the high bay warehouse is the major feature of this view and there is very little else to aid visual absorption.

Local views

For local views (500m-1km), the visual impact of the CCA bulk storage facility will generally be moderate to low. The visual absorption capacity for local views is moderate to high due to the views being slightly elevated resulting in the proposed development being viewed in the context of other urban development and below the distant ridgelines. Where visual impacts are moderate it is because the proposed development is being seen in contrast with existing residential development in the immediate vicinity.

Situations where the visual impact for local views (500m-1km) is rated as moderate are described below:

- Balmoral Road, Northmead (View 7)

The proposed development terminates the vista down the street in this situation. Its visual impact is rated as moderate because the development is significantly higher than existing development in the foreground.

Situations where the visual impact for local views (500m-1km) is rated as low are described below:

- Upper Constitution Road, Wentworthville (View 8, DCP View 14)
- Lower Constitution Road, Wentworthville (View 9)
- Old Windsor Road at the corner of Hammers Road Old Toongabbie (View 10)

The visual absorption capacity in these situations is high as the proposed development appears in the context of other urban development and falls below the distant ridgeline. View 8 shows the proposed development in DCP View 14. This view is specified in the DCP because a view of Sydney CBD skyline appears in the distance. In accordance with the Design Principle P.1 set out in Parramatta DCP 2005, the proposed development preserves the view of the Sydney CBD skyline and it sits well below the ridgeline.

Regional views

For regional views (1-3km), the visual impact of the CCA bulk storage facility is moderate to low. The visual absorption capacity for regional views is moderate to high due to the views being slightly elevated resulting in the proposed development being viewed in the context of other urban development and below the distant ridgelines. Where visual impact has been rated as moderate, the proposed development presents in complete contrast to the context of the view – in this situation, a park view where the foreground is grassed and open.

Situations where the visual impact for regional views (1-3km) is rated as moderate are described below:

- Caloola Road Reserve, Wentworthville (View 11)

In this situation, the western façade of the proposed development is viewed almost in its entirety through an opening in the trees that surround the reserve. It is a distant view however and the proposed development is viewed in the context of other urban development resulting in a moderate visual impact rating.

Situations where the visual impact for regional views (1-3km) is rated as low are described below:

- Corner Buckleys & Oakes Rds Winston Hills (View 13, DCP View 17)

The visual absorption capacity in this situation is high as the proposed development appears in the context of other urban development and falls

below the distant ridgeline. View 13 shows the proposed development in DCP View 17. This view is specified in the DCP because a view of Parramatta CBD skyline appears in the distance. In accordance with the Design Principle P.1 set out in Parramatta DCP 2005, the proposed development preserves the view of the Parramatta CBD skyline and it sits well below the ridgeline.

Situations where the proposed development has no visual impact on regional views (1-3km) are described below:

- Wessex Lane, Wentworthville (View 12 DCP View 15).

This view is specified in the DCP because the view down the lane is terminated by a skyline view of the Parramatta CBD. The proposed development falls to one side and is obscured by trees in the foreground, thus, in accordance with the Design Principle P.1 set out in Parramatta DCP 2005, the proposed development preserves the view of the Parramatta CBD skyline and it sits well below the ridgeline.

Conclusion and recommendations

The proposed development would have a limited impact on regional views which is considered acceptable. The impacts on views in the immediate and local contexts are mitigated by the simple façade treatment. Selection of taller thinner trees than is currently proposed will increase the mitigating effects of landscaping. The form, height and proportions of the high bay warehouse are relative to its context which is an existing employment zone adjacent to Westmead Hospital. The proposed development does not affect views of the Sydney and Parramatta CBDs that have been itemised as significant in the Parramatta DCP 2005.