



APPENDIX K

VISUAL IMPACT ASSESSMENT REPORT



Central Sydney Industrial Estate incorporating the Sustainable Road Resource Centre

Visual Impact Assessment

envisage

CENTRAL SYDNEY INDUSTRIAL ESTATE INCORPORATING THE SUSTAINABLE ROAD RESOURCE CENTRE

VISUAL IMPACT ASSESSMENT

DATE: 09 September 2020

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1 Introduction

1.1 Purpose of this report

VE Property Pty Ltd proposed to develop the Central Sydney Industrial Estate within the former Oil Refinery site at Clyde (referred to as the 'project'). This report assesses visual changes associated with the project's subdivision and civil works, and development of Stage 1 which comprises the Sustainable Road Resource Centre (referred to as 'Stage 1'), to be operated by Downer.

This report addresses the Secretary's Environmental Assessment Requirements (SEARs) issued by the Department of Planning, Industry and Environment (DPIE, 28/5/2020) regarding 'visual' issues. It has been prepared for Element Environment Pty Ltd on behalf of the proponent to inform the Environmental Impact Statement (EIS).

1.2 Project overview

The project comprises:

- The staged subdivision of the western area of Lot 100 DP 1168951 (part of the former Oil Refinery site) into eight new industrial lots.
- Preparation of the lots via earthworks and civil works for future re-development (by future applications).
- Development of Stage 1 (Sustainable Road Resource Centre) via occupation of the newly created Lot 6 and construction and operation of the following on the lot:
 - Reclaimed asphalt pavement (RAP) processing operations.
 - Asphalt plant (including a RAP elevator at 40.8 m high, which is the tallest component of Stage 1).
 - Reconomy facility.
 - A modern bitumen product manufacturing plant.

The project site has a history of industrial development and was formerly occupied by the Clyde facility which operated from 1928 as a refinery, and then from 2012 as a fuel import, storage and distribution terminal. It is adjacent to the Parramatta Terminal, which has operated since 1964. Following the cessation of refinery operations, progressive demolition was undertaken and completed in 2020. Demolition of the refinery component involved removal of five chimney stacks in February 2016, with three being over 100m high¹.

A location map is provided as FIGURE 1-1 illustrating the surrounding industrial context. A detailed project description is provided in SECTION 2 and further detailed in the project EIS.

¹ Clyde Terminal Community Update February 2016. Conversion Project Fact Sheet - Demolition of Chimney Stacks.

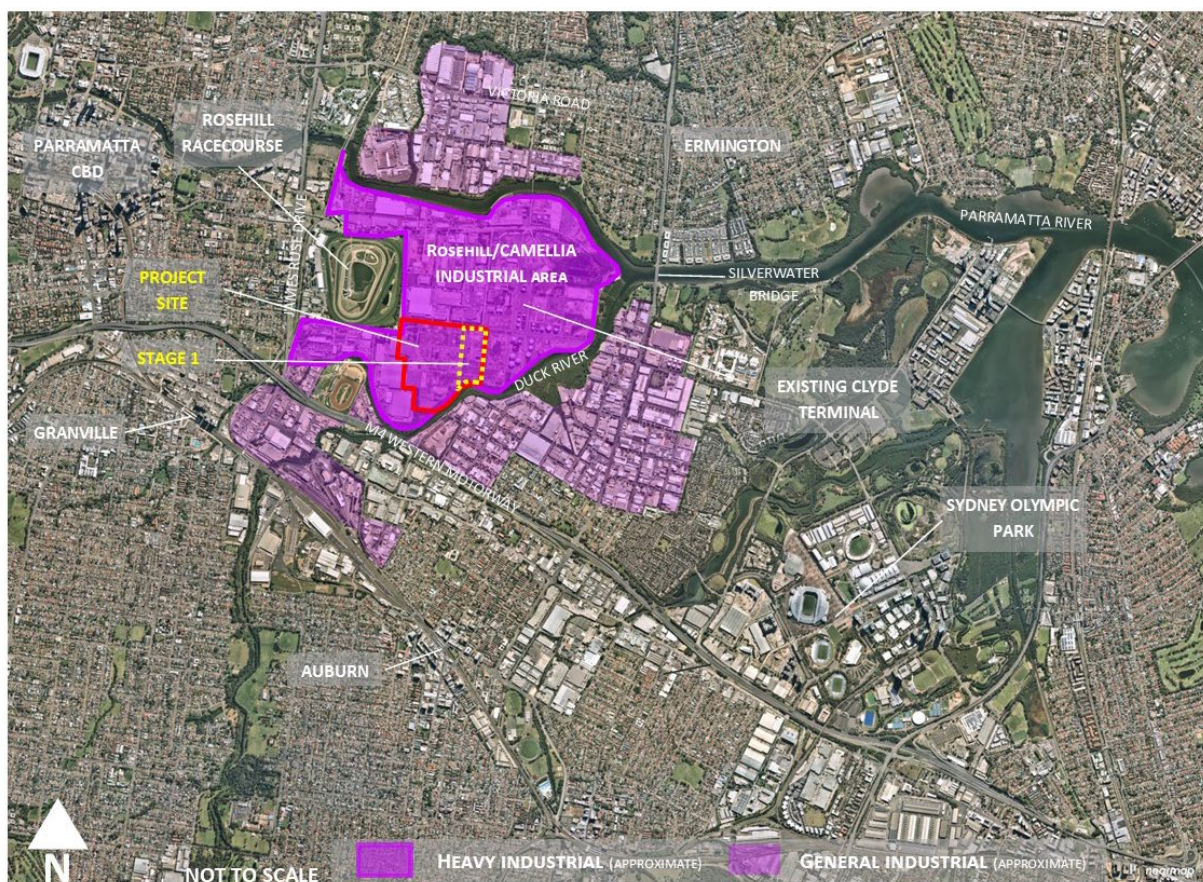


FIGURE 1-1: PROJECT LOCATION

1.3 Visual assessment requirements - SEARs

The relevant SEARs state the assessment of Visual Impact should include:

- A visual impact assessment (including photomontages and perspectives) of the development layout and design (buildings and storage areas), including staging, site coverage, setbacks, open space, landscaping, height, colour, scale, building materials and finishes, façade design, signage and lighting, particularly in terms of potential impacts on:
 - nearby public and private receivers
 - significant vantage points in the broader public domain
- Detailed plans showing suitable landscaping which incorporates endemic species.

The requirements of the SEARs, and the relevant sections of this report where these requirements are met are identified in TABLE 1-1.

TABLE 1-1: SEARS VISUAL REQUIREMENTS AND WHERE ADDRESSED IN THIS REPORT

Visual Requirement	Where addressed in this report
A visual impact assessment (including photomontages and perspectives) of the development layout and design (buildings and storage areas), including staging, site coverage, setbacks, open space, landscaping, height, colour, scale, building materials and finishes, façade design, signage...	Whole of report. A detailed description of all components is provided in SECTION 2 , including perspectives. Photomontages are provided in the visual impact assessment in SECTION 5 . A full comprehensive set of photomontages and analysis images, including some identifying historic features, is provided in APPENDIX A . Key findings are provided in SECTION 7 .
...and lighting...	Night lighting is assessed in the main EIS.
... particularly in terms of potential impacts on: - nearby public and private receivers - significant vantage points in the broader public domain	SECTION 5 and SECTION 7. (KEY FINDINGS) - likely affects to surrounding key viewpoints, both public and private (note that no significant vantage points in the broader public domain have been identified).
Detailed plans showing suitable landscaping which incorporates endemic species.	A Landscape Plan has been prepared (using mostly local native plant species) as described in SECTION 2.3.10 .

1.4 Report format

The report is presented in the following format:

SECTION 2	Describes the Project and its main visual changes
SECTION 3	Defines the methodology for the assessment
SECTION 4	Describes the visual context, the project's broad visibility
SECTION 5	Assesses the potential visual impact to public and private viewpoints
SECTION 6	Describes measures that have been, and could be, incorporated to improve the visual outcome
SECTION 7	Presents a summary and key findings.

2 Project description

This section outlines the major components and work items of the project.

2.1 Proposed activities

The application proposes (collectively referred to as the 'project'):

- The staged subdivision of the western area of Lot 100 DP 1168951 into eight new industrial lots.
- Prepare the lots via earthworks and civil works for future re-development (by future applications).
- Stage 1 (Sustainable Road Resource Centre, referred to in this report as the 'Stage 1') – occupy the newly created Lot 6 and construct and operate the following on the lot:
 - RAP processing operations.
 - Asphalt plant.
 - Reconomy facility.
 - A modern bitumen product manufacturing plant.

These project components are shown in FIGURE 2-1 and described below. A more detailed description is provided in the project EIS.

2.2 Subdivision and lot preparation

VE Property Pty Ltd (VEP) proposes the staged development of the Central Sydney Industrial Estate on lands known as the Western Area of the former Oil Refinery at Clyde. Stage 1 of the development would comprise the Sustainable Road Resource Centre, to be operated by Downer, described in the following section.

VE Property proposes the following on the site:

- The staged subdivision of the site into eight lots. Development of the lots for new industrial uses (in accordance with current zoning), which would be subject to future applications.
- Earthworks/filling to bench the lots to form a flat pad in the northern half of the site then gradually grading down towards Duck River in the southern half of the site.
- Construction of a new public access road running south from an intersection with Devon Street, providing access to those lots that don't front onto Devon Street, in accordance with Parramatta Council specifications.
- Implementation of erosion and sediment controls to manage water quantity and quality over the lots until they are sold and developed,

when permanent water management infrastructure would be installed.

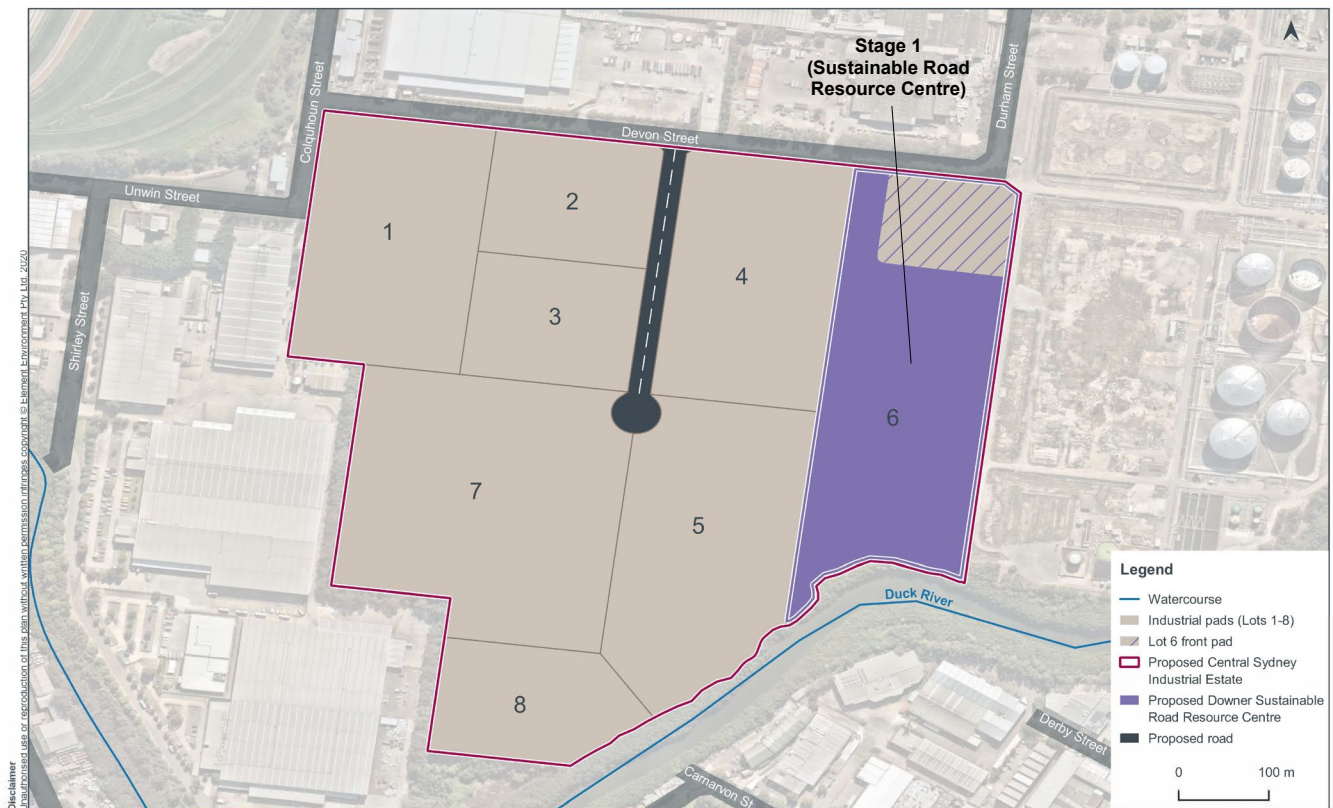


FIGURE 2-1: OVERALL PROJECT LAYOUT

- The extension of key municipal services to suit the needs of each of the lots comprising:
 - Potable water – potentially construction of a ring main linking the main under Colquhoun Street to the main under Durham Street (subject to separate approval by Sydney Water).
 - Wastewater (sewer) – extension of the rising main along Devon Street and minor sideline extension of the gravity sewer along Colquhoun Street (subject to separate approval by Sydney Water).
 - Electricity – supply may be required to each lot from the high voltage line along Devon Street (subject to separate approval by Endeavour Energy).
- A 30 m riparian corridor along Duck River.
- Development of Lot 6 (Stage 1) for the land uses described below.

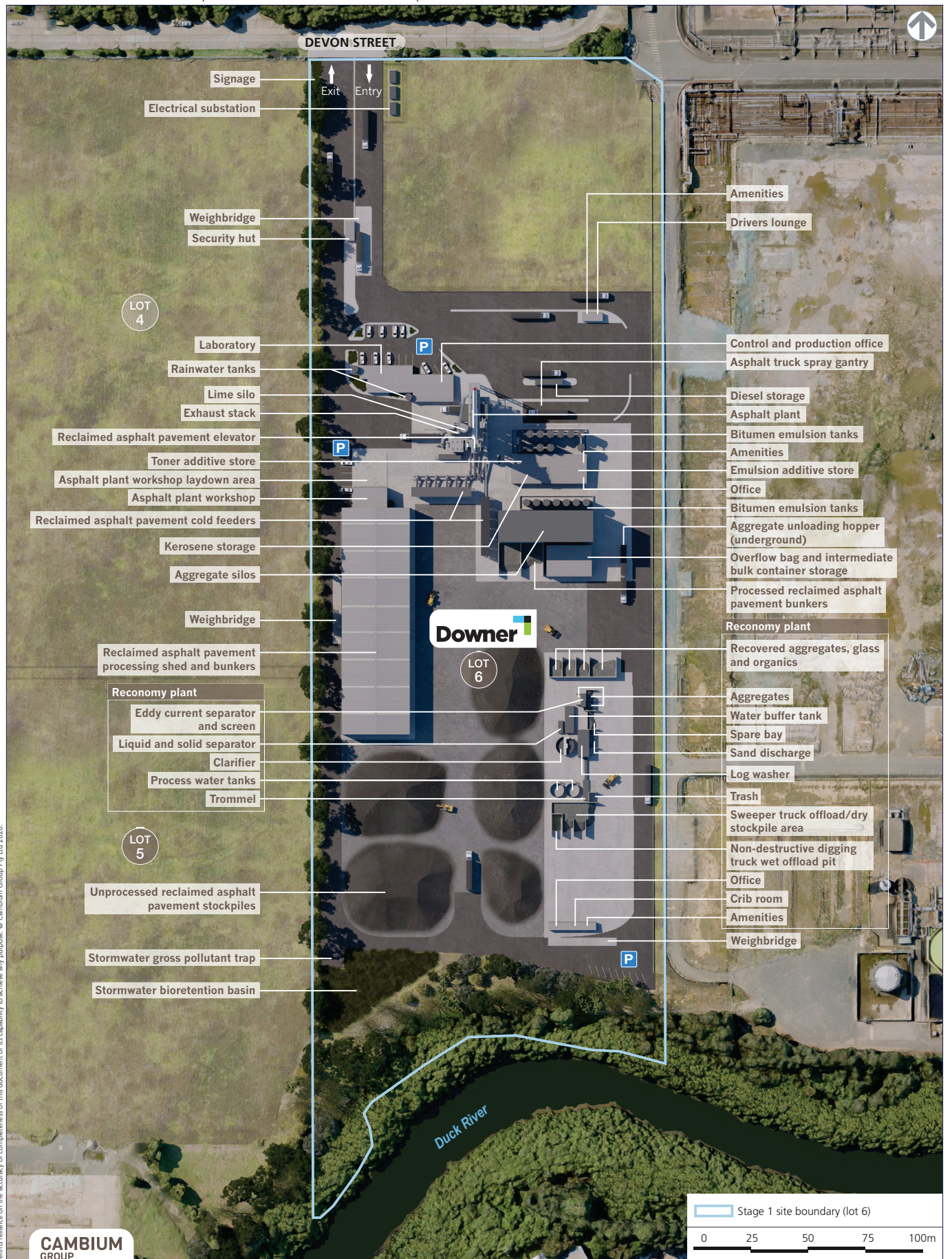
2.3 Stage 1 –Sustainable Road Resources Centre

2.3.1 Overview

The Lot 6 site plan (i.e. Stage 1) is provided as FIGURE 2-2.

Figure 2-2
Lot 6 site plan (Stage 1)

Central Sydney Industrial Estate incorporating the Sustainable Road Resource Centre
STATE SIGNIFICANT DEVELOPMENT | ENVIRONMENTAL IMPACT STATEMENT | VISUAL IMPACT ASSESSMENT



Stage 1 would be aligned north-south as per the Lot 6 orientation and would comprise the separate facilities described in the following sections.

Elevations of Stage 1 are provided in FIGURE 2-3 and perspective illustrations of Stage 1 as FIGURES 2-4 to 2-7.

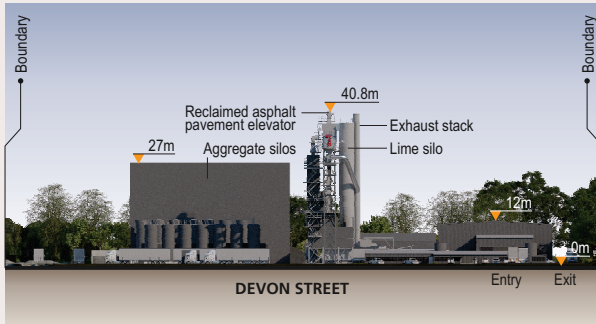
2.3.2 Site preparation and construction

Site preparation (civil works) would take approximately 30 weeks and would comprise:

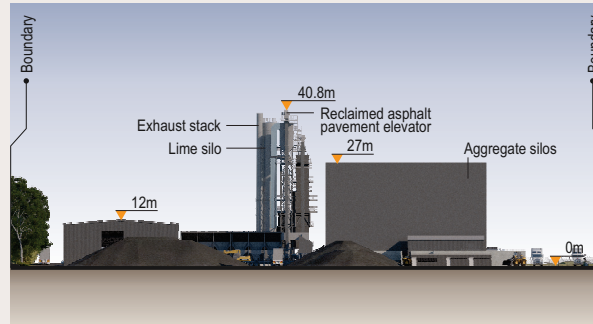
- Site establishment – installation of site office, generator and toilet.
- Earthworks/filling - to bench the lot to form two flat pads, one in the northern third of the lot and the other in the southern two thirds of the lot.
- Drainage – stormwater management structures would be constructed.
- Services – water, sewer, electrical, gas and telecommunications services would be installed.
- Footings and slabs – after the ground surface is prepared, footings would be excavated/piled and filled with concrete in areas where structures would require stabilisation, and concrete building pads would be poured.
- Pavement areas of Lot 6 requiring extra stabilisation and strengthening (e.g. heavily trafficked areas) would be paved with concrete and remaining areas would be paved with asphalt.
- Barriers – aluminium, concrete and/or water filled plastic barriers would be installed in areas where traffic must be separated from pedestrian areas and/or to prevent vehicles crossing lanes/protect structures.
- Line marking and signage – lines would be marked on internal roads and speed limit and other signs would be erected.

Figure 2-3
Stage 1 elevations

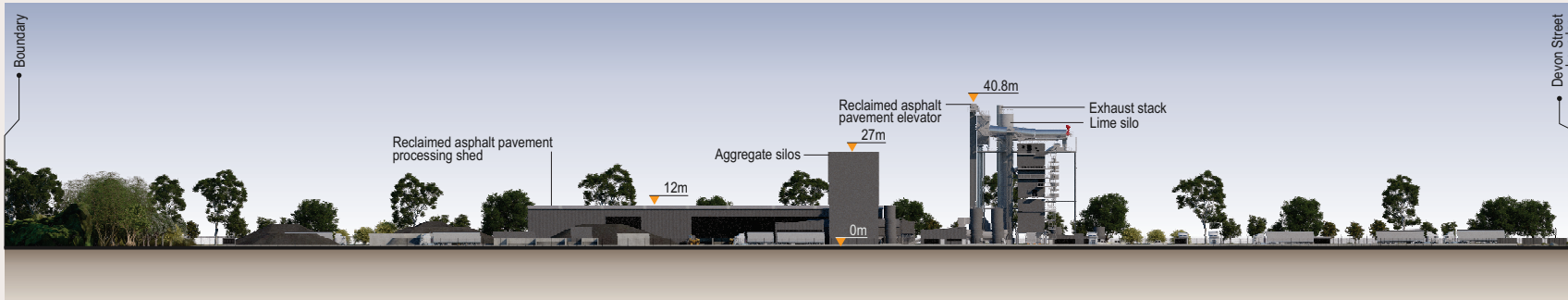
Central Sydney Industrial Estate Incorporating the Sustainable Road Resource Centre
STATE SIGNIFICANT DEVELOPMENT | ENVIRONMENTAL IMPACT STATEMENT | VISUAL IMPACT ASSESSMENT



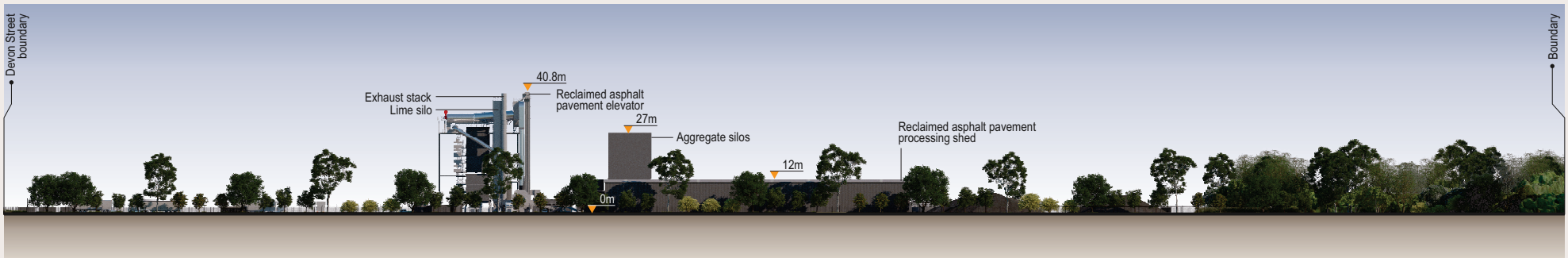
North elevation



South elevation



East elevation



West elevation

Figure 2-4
Perspective view of stage 1 looking north-east

Central Sydney Industrial Estate incorporating the Sustainable Road Resource Centre
STATE SIGNIFICANT DEVELOPMENT | ENVIRONMENTAL IMPACT STATEMENT | VISUAL IMPACT ASSESSMENT



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Figure 2-5
Perspective view of stage 1 looking south-east

Central Sydney Industrial Estate incorporating the Sustainable Road Resource Centre
STATE SIGNIFICANT DEVELOPMENT | ENVIRONMENTAL IMPACT STATEMENT | VISUAL IMPACT ASSESSMENT



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Figure 2-6
Perspective view of stage 1 looking south-west

Central Sydney Industrial Estate incorporating the Sustainable Road Resource Centre
STATE SIGNIFICANT DEVELOPMENT | ENVIRONMENTAL IMPACT STATEMENT | VISUAL IMPACT ASSESSMENT



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Figure 2-7
Perspective view of stage 1 looking north-west

Central Sydney Industrial Estate incorporating the Sustainable Road Resource Centre
STATE SIGNIFICANT DEVELOPMENT | ENVIRONMENTAL IMPACT STATEMENT | VISUAL IMPACT ASSESSMENT



The Stage 1 components would be constructed simultaneously, and some activities would overlap with the civil works. Construction of the Stage 1 components would typically comprise:

- Construction of concrete foundations including piled foundations for certain plant.
- Construction of frames for sheds.
- Erection and installation of plant.
- Installation of tanks and silos.
- Wall and roof cladding
- Stormwater connection.

2.3.3 Asphalt plant

A fixed Ammann Universal HRT Stationary asphalt plant would be constructed on Lot 6, which would produce up to 550,000 tpa of asphalt and would comprise:

- Cold feed bins to receive aggregate, sand and RAP.
- Conveyors to transport aggregates to a dryer.
- Conveyors to transport RAP to a mixer.
- Hot aggregate storage bins.
- Hot RAP storage bins.
- A mixer for mixing materials in weighed proportions.
- A batch tower with a screen deck for sizing the hot aggregates.
- Weigh hoppers for aggregates, bitumen, lime baghouse fines and RAP weighing.
- Enclosed bucket elevator for elevating the heated aggregates to the top of the batch plant.
- Hot bitumen storage tanks with bitumen pumped from these to the batch plant.
- Lime filler silo to receive lime and pneumatic conveyors to convey lime to the batch plant.
- Fabric filter baghouse for cleaning exhaust gases from the dryer.
- Fan and stack for exhausting the gases from the baghouse.
- Recycled filler silo for storage of baghouse reclaimed fines and pneumatic conveyors to convey recycled filler to the batch plant.
- Control room containing plant switchboard and controls.
- Soap spray station for lining truck trays with an anti-stick film.

The asphalt plant has the tallest component of Stage 1, that being the RAP elevator at 40.8 m high.

The asphalt manufacturing process would comprise drying and mixing aggregates and combining them in specified quantities with heated bitumen

and a filler and discharging the resulting 'hot' and 'warm' mix into trucks. Operation of the asphalt plant would comprise:

- Delivery of virgin aggregates and sand from offsite, tipped into an underground hopper and transferred via conveyor for temporary storage in one of 16 vertical silos. Virgin aggregates and sand are then transferred to the cold feeder bins via conveyor. Reclaimed aggregates, sand and glass produced by the on-site Reconomy facility and processed RAP is temporarily stored in above ground storage bays, then transferred to the asphalt plant cold feeder bins by front end loader.
- Imported filler material would be pneumatically pumped into silos from tankers and bitumen would be stored in heated/insulated tanks at approximately 160°C.
- Aggregates in the cold feeder bins would be metered by belt feeders into the rotary dryer.
- Filler would be pneumatically conveyed and bitumen pumped into a weigh hopper then discharged into a pugmill mixer for mixing with aggregates. Exhaust emissions would be drawn off into a bag house for treatment with recovered fines and reused in the asphalt process.
- Asphalt would be transferred to hot asphalt storage bins.
- The inside of the truck bodies is sprayed with bitumen release agent at the spray station (truck spray gantry), then trucks drive below the hot storage bins and are loaded. Pre-mix (cold mix asphalt) can be loaded into trucks as required.

2.3.4 Reclaimed asphalt pavement (RAP) facility

As Downer's lease at the Camellia site is coming to an end, it is proposing to relocate the RAP operations to Lot 6.

Up to 250,000 tpa of RAP would be cold planed from pavements with specialist equipment and transported in tip trucks (truck and trailers or semi-trailers) to the site. It would then be stored on gravel hard stand areas.

The RAP plant would be inside an approximately 12 m high shed that would be enclosed on the north, west and south sides. The east side would be partly open so the front-end loader can feed the RAP plant and remove the finished products.

The RAP would be crushed and screened on an as required basis for use in the onsite production of asphalt (as a substitute for aggregates and bitumen) or for export for pavement materials. Up to 90,000 tpa of RAP would be stored on site at any one time on a 10,000 m² stockpile area. Stockpiles would be a maximum 10 m high.

2.3.5 Bitumen products plant

A next generation, co-located bitumen emulsion plant is proposed on Lot 6 to produce approximately 15,000 tpa of bitumen products for use in onsite asphalt production and export offsite. This investment would mark a first for Downer to

have not only a combined blending facility but also situating the investment on the same site as its asphalt and Reconomy plants.

The bitumen products plant would comprise:

- Maximum 6 m high shed with roller door access on the southern side containing:
 - 150 t emulsifier and emulsion additives store containing up to 150 intermediate bulk containers.
 - 60 kilolitre (kl) kerosene store.
 - Office and toilet.
- An additional 8 m high shed for the overflow storage of emulsifier and emulsion additives.
- Maximum 6 m high toner additive storage shed with roller door access on the southern and western sides.
- Two 80 kl 12 m high (total 160 t) bitumen tanks.
- Four 80 kl 12 m high warm emulsion and seven 60 kl 12 m high cold emulsion tanks (total 740 t).

2.3.6 Reconomy facility

Downer proposes to replicate their existing Reconomy facility from the Unwin Street site at Lot 6. The facility would process up to 40,000 tpa of road sweepings, gully waste and mud from non-destructive excavation, and would comprise:

Receipt of incoming material into handling pits adjacent to the resource recovery plant. The handling pits would be impermeable and partially sunk into the ground.

Material would be separated during the recovery process and temporarily stockpiled adjacent to the recovery plant at the separation points and removed as required. Recovered aggregates would be beneficially reused almost immediately in the adjacent asphalt plant and would require an external storage bay as a collection point prior to transport to the asphalt plant by front end loader.

The Reconomy facility would comprise:

- Conveyors.
- Hoppers.
- Trommel.
- Log washer.
- Clarifier.
- Water tanks.
- Water pumps.
- Centrifuge.
- Screen deck (with vibrator).

- Wash screens (with vibrator).
- Eddy current separator.
- Hydrocyclone and ferromagnetic separator.

The maximum height of fixed equipment would be 8 m and an in-ground wet waste receiving pit would be 2 m below ground surface.

Downer intends to beneficially reuse the recovered aggregates and sand (approximately 20,000 tpa) in asphalt production and application to road surfaces. The proposed beneficial reuse of recovered aggregate and sand would reduce the use of virgin aggregate and sand from quarries in NSW. Recovered plastics, toner cartridges, glass and rubber are also likely to be incorporated into the production of asphalt, replacing filler and/or aggregate.

Downer does not propose to reuse the recovered organic material in the production of asphalt. The recovered organic material would be transported to an approved composting facility for beneficial reuse. Recovered metals would be transported to an appropriate metal recycling facility for beneficial reuse.

Any remaining recovered material which cannot be directly reused in the asphalt plant could be transported to recycling facilities near the site.

There would be a water recycling plant to treat water used during the process and a storage tank for future re-circulation of treated water or disposal as trade waste. The water loss factor for the resource recovery plant is low due to a portion of the incoming waste material being wet or semi-dry.

2.3.7 Ancillary infrastructure, hours of operation and employment

The Sustainable Road Resources Centre would also comprise the following ancillary infrastructure to facilitate the above land uses:

- 34 car parking bays.
- 25 truck parking bays.
- Site offices.
- Laboratory.
- Workshop building.
- Weighbridges.
- Stormwater management infrastructure.
- Services and utilities including electrical substations.
- Landscaping, fencing and signage.

The Sustainable Road Resources Centre is proposed to operate 24-hours a day, seven days a week, 365 days a year. This reflects the demand for asphalt to be provided at night due to government requirements that road works minimize interference with traffic.

2.3.8 Signage

Downer has identified the location of the main site signage for Stage 1 as the north-west corner of the site on the Devon Street frontage.

The sign would be approximately 5m high and 2m wide and illuminated at night. A concept design for the main sign is illustrated at right.

2.3.9 Materials and colour treatment

Materials used to construct Stage 1 would include metal cladding such as Colourbond, and other types of metal such as steel.

The proposed colours and finishes of Stage 1 components have been selected to minimise visual contrast and hence potential visual impact (discussed in more detail in SECTION 6).

The proposed colour range is consistent with the illustration of Stage 1 shown in the perspectives and photomontages (refer APPENDIX A).

2.3.10 Landscape Plan

A Landscape Plan has been prepared for the overall project (refer FIGURE 2-8), and has been designed to achieve the following outcomes²:

- Strengthen local character with the use of endemic and native species. These are to be selected predominantly from the Paramatta City Council species lists and from the Vegetation Management Plan (VMP) prepared by AECOM.
- Preserve and retain street trees along Devon Street wherever possible and strengthen visual character of the estate through the use of street trees along the new access road.
- Maintain a 5m landscape setback along Devon Street and Colquhoun Street. Planting design within this setback is subject to a future approval.
- Create a visual buffer along the western boundary of the Lot 6 Downer site, with a dense mix of native evergreen tree and shrub planting.
- Manage stormwater by planting the swale along Lot 6's eastern boundary, the bioretention basin and the stormwater outlet rip-raps with suitable native grass species.
- Hydroseed or tackifier use in disturbed areas for erosion and sediment control immediately after subdivision earthworks.
- Protect and enhance the existing ecological character by revegetating areas identified within the riparian management zone. Tree canopy cover to constitute at least 60% of revegetation area and include species that have been listed in the VMP.



² Project Landscape Plan and Landscape Design Report (Geoscapes, 2020)



FIGURE 2-1: CONCEPT LANDSCAPE PLAN

3 Assessment methodology

3.1 Methodology overview

The applied methodology has been tailored to the project, drawing from widely adopted visual assessment methodologies and taking account of the site's context and the nature of the development.

The methodology is broadly based on a number of well-regarded visual assessment guidelines used by government authorities and professional organisations in Australia and internationally, including:

- NSW Roads and Maritime Services' 2018 '*Environmental Impact Assessment Guidance Note – Guidelines for Landscape Character and Visual Impact Assessment*.'
- Australian Institute of Landscape Architects, 2018. '*Guidance Note for Landscape and Visual Assessment*'.
- The United Kingdom's widely used '*Guidelines for Landscape and Visual Impact Assessment*,' 2013, the Landscape Institute and Institute of Environmental Management and Assessment.

3.2 Visual impact assessment

The assessment of visual effects addresses how the project would change the view seen by people in the surrounding landscape. The level of visual effects (or impacts) considers two main aspects:

1. The sensitivity of the viewpoint, which considers aspects such as:
 - Distance from the project
 - General value placed on the view
 - Type and number of viewers
 - Visual characteristics of existing view.
2. Magnitude of proposed change, which considers aspects such as:
 - Scale of change to the view (loss or addition of features and changes in its composition)
 - Extent to which it would be visually obvious in the overall scene (e.g. degree of contrast or integration of any new features or changes in the landscape (size, scale, form, introduction of built objects, changes to existing skyline profile etc))
 - Nature of the view of project (in terms of distance, relative amount of time it would be seen (e.g. stationary or transient) and whether views would be full, partial or glimpses).

The predicted level of visual effect (or impact) takes into account the nuanced relationship between the two aspects of 'sensitivity of the viewpoint' and 'magnitude of change' to arrive at an overall impact level.

TABLE 3-1 defines the six broad impact categories for visual impact used in this assessment.

The visual impact assessment is presented in SECTION 5.

TABLE 3-1: BROAD DEFINITION OF VISUAL IMPACT CATEGORIES

Impact	General description
Negligible	No part of the project, or work or activity associated with it, is discernible from a particular viewpoint or discernibly reduces the scenic quality of the scene.
Low	Only a very small part of the project is discernible and/or is at such a distance that it is scarcely appreciated. Consequently, it would have very little effect on the scenic quality scene when seen from a particular viewpoint.
Low-Moderate	The project constitutes a minor component of the wider view, which might be missed by the casual observer or receptor. Awareness of the project would not have a marked effect on the overall scenic quality of the scene when seen from a particular viewpoint.
Moderate	The project forms a visible and recognisable new element within the overall scene that affects and changes its scenic quality and overall landscape character, potentially in an adverse way, when seen from a particular viewpoint.
High-Moderate	The project forms a significant and immediately apparent part of the scene that adversely affects and changes its overall scenic quality and valued landscape characteristics, when seen from a particular viewpoint.
High	The project becomes a dominant and overall negative feature of the scene to which other elements become subordinate when seen from the viewpoint and significantly and adversely affect the scenic quality of the scene and its valued landscape characteristics.

3.3 Identification of potential visibility and viewpoints

An early step in any assessment is to identify the general area of the project's visibility and possible sensitive viewpoints.

For this project, an area of 'theoretical' visibility was identified that focussed on viewpoints within approximately 2km as beyond that Stage 1 would not be easily discerned within the industrial area.

The visibility is 'theoretical' as it maps visibility according to the highest component (e.g. the roof of a building), yet in reality there would usually be no viewers from such a location apart from possibly where access is possible to the roof of apartment buildings.

More detailed assessment and ground-truthing was undertaken for possible viewing positions such as from public recreational areas, arterial roadways, residential areas and local streets.

Photographs were taken from key viewpoints which represent the most prominent potential viewing locations, and photomontages (i.e. simulated images) were prepared for these viewpoints (see below), thereby illustrating a 'worst case' scenario.

3.4 Photomontages and photography

Photomontages representing the main viewpoints are provided in SECTION 5, with APPENDIX A providing a more comprehensive set of images (including depiction of historic features).

All images in APPENDIX A were independently prepared by Cambium Group, specialists in simulated image production. The photomontages are consistent with the requirements of the NSW Land and Environment Court³, including using photographs taken using a 50mm focal length. Such images are generally accepted as reflecting the closest to what we see in our central (i.e. focussed) field of vision. The Court does not support 'panoramic' type images due to their inherent distortion.

Some photographs were taken from a drone due to restrictions with accessing some potential viewpoints such as the grandstands in Rosehill Racecourse and elevated apartments. Drone photographs were taken on 19 June 2020 by the company Australian Unmanned Aerial Vehicle (AUAV). All other photographs in the report were taken by Envisage Consulting on 20 June 2020. On both days, the weather was dry and sunny with good visibility.

The location of photographs used for the photomontages are identified in the assessment in SECTION 5 and APPENDIX A.

³ Use of Photomontages (undated guideline), NSW Land and Environment Court

4 Context of visual environment

This section sets the context of the project's visual environment, including its historic context.

4.1 General context

FIGURE 4-1 illustrates the general visual context of the project.

The site sits within the Rosehill/Camellia industrial area which is part of an extensive heavy industrial zone within Clyde/Silverwater (an area of some 8km²). Heavy Industrial uses occupy the majority of the area from James Ruse Drive, Rosehill, east to Newington, and south from the M4 Western Motorway to past Victoria Road, Rydalmere, in the north.

West of the project site, Rosehill Racecourse is surrounded by heavy industrial on three sides (north, east and south). There are two major waterways flowing partially through the wider industrial area: Parramatta River which flows through the north of the industrial area; and Duck River which flows through the south-east of the industrial area and into Parramatta River near Silverwater Bridge. Riparian vegetation along most of these waterways provides landscape screening.

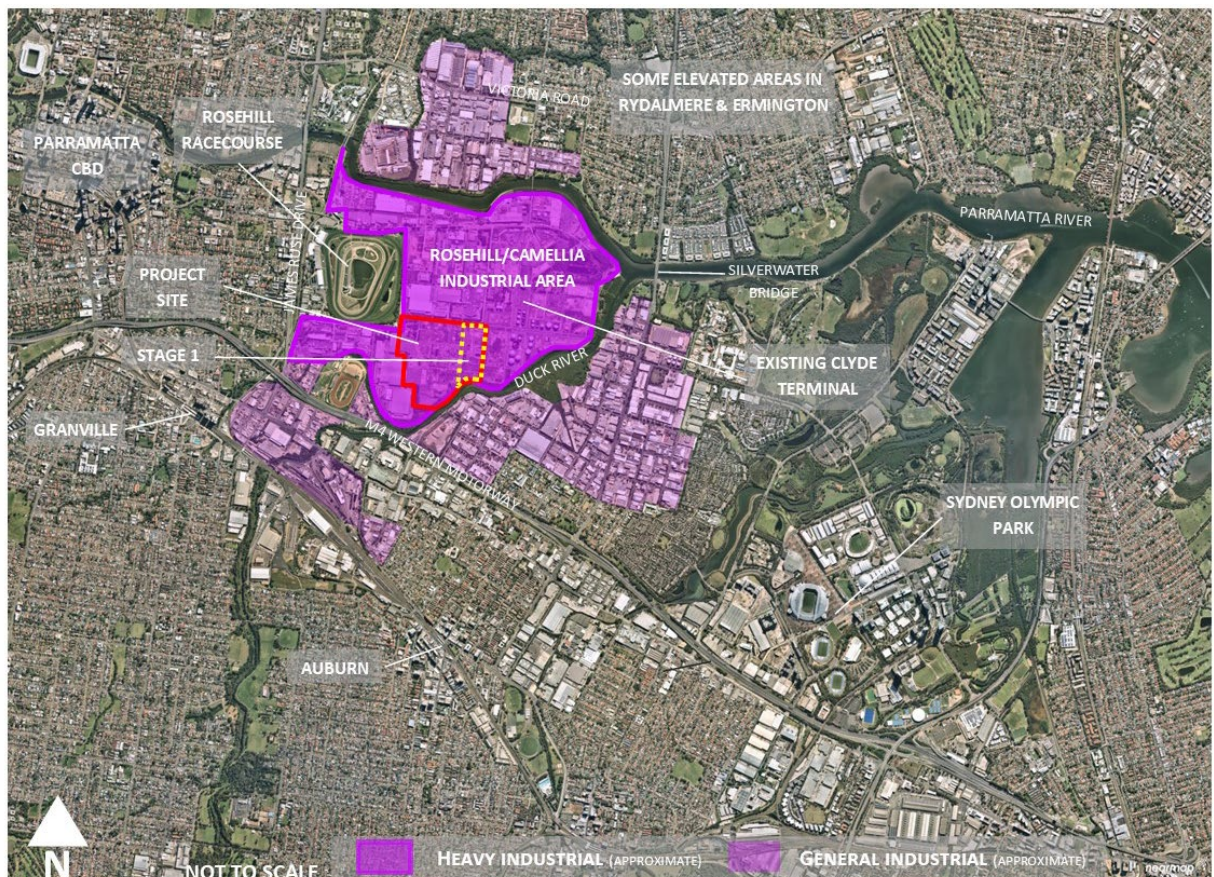


FIGURE 4-1: VISUAL CONTEXT OF PROJECT

4.2 Historic visual environment

Refinery operations ceased at the Clyde Terminal in late 2012 and processing units, storage tanks and other infrastructure associated with refining have since been demolished (completed in 2020). The Clyde Terminal currently only receives, stores, and distributes finished petroleum products and no longer includes very tall industrial elements, with the largest remaining structures being storage tanks.

Demolition of the refinery components included the removal of five very tall chimney stacks with three being over 100m high⁴. The stacks were demolished less than five years ago. FIGURES 4-2 and 4-3 show images of the site prior to the major demolition works. Due to the scale and height of the historic refinery infrastructure, both private and public viewers would have for decades (and until recently) become used to the project site being characterised by tall industrial structures that shaped the local landform and dominated the skyline.



FIGURE 4-2: HISTORIC IMAGE OF PREVIOUS CLYDE TERMINAL, JANUARY 2014⁵

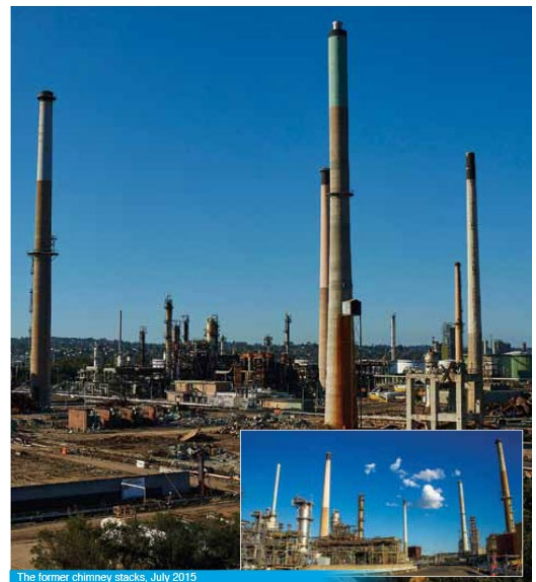


FIGURE 4-3: FORMER CHIMNEY STACKS, CLYDE TERMINAL, JULY 2015⁶

⁴ Clyde Terminal Community Update February 2016. Conversion Project Fact Sheet - Demolition of Chimney Stacks.

⁵ Ibid

⁶ Ibid

Additional images showing estimated massing of former industrial elements across the industrial area are provided in the visual analysis mapping package (refer APPENDIX A).

4.3 Scenic quality and character

The scenic quality and character of the Rosehill/Camellia industrial area heavy industrial area is consistent with its long history as a major Sydney centre for heavy industries. The zone still functions as an important location for industry and houses large warehouses, clusters of tall storage tanks, tall plant facilities and substantial parking and storage areas. Traffic on local roads throughout the zone is heavy and includes large haulage trucks, b-doubles and delivery vans. Trees and other vegetation line roads, the Parramatta River and Duck River.

Typical images of the surrounding Rosehill/Camellia industrial area are shown in FIGURE 4-4. The area is characteristic of a large, heavy industrial area and is not highly valued for its scenic quality, yet existing trees and other vegetation perform a role in improving the general visual amenity.



FIGURE 4-4: VARIOUS IMAGES OF NEARBY INDUSTRIAL AREA SHOWING TYPICAL INDUSTRIAL CHARACTER AND SCENIC QUALITY

5 Visual impact assessment

This section describes the project's broad visibility and assesses the visual impact to private and public viewpoints.

5.1 Approach to assessing different elements of the project

The assessment has been divided into:

- A brief assessment of visual changes that would be seen from within the Rosehill/Camellia industrial area (for both the staged subdivision/earthworks and Stage 1)
- Followed by a detailed assessment of the visual changes associated with Stage 1 as seen from outside the industrial area.

5.2 Visibility from within Rosehill/Camellia industrial area

Current views of the project site from the nearest street location, that being Devon Street, are shown in FIGURES 5-1 and 5-2.

As the industrial area does not have through roadways, potential viewers are generally limited to those on private industrial properties that border the project site or those customers or workers using the roadways to access the industrial area.

Devon Street is the closest location within the industrial area from where there would be views possible. There would also be some potential views along the north-south orientated streets of Durham Street and Colquhoun Street, and the east-west orientated Unwin Street, yet views would be partially obstructed by existing structures and street trees.

5.2.1 Staged subdivision and earthworks

The subdivision and earthworks would result in only minor visual changes due to most works occurring at grade to existing ground level. The new public road proposed within the centre of the Central Sydney Industrial Estate, west of Stage 1, is planned to have street trees which would increase the visual amenity of this part of the industrial area. Rehabilitation works are also planned along Duck River which would improve the visual value of this area.

Overall, visual changes associated with the staged subdivision and earthworks would cause minimal visual change and have therefore not been further assessed in any detail. The proposed landscape and rehabilitation works would represent an improvement to the natural and visual environment.

5.2.2 Stage 1 (Sustainable Road Resource Centre)

Views of Stage 1 from Devon Street (the closest location within the industrial area) would be of the proposed Downer Sustainable Road Resource Centre, set-back approximately 100m from the street and separated from viewers by an elevated block of land at the northern end of Lot 6. Downer would initially use this area of

Lot 6 as a site compound and laydown area during construction of Stage 1 and would then either lease or sell this land for future industrial development. Access to Stage 1 would be via a 127m driveway that extends along the north western boundary of Lot 6, from Devon Street to Stage 1.



FIGURE 5-1: SECTION OF DEVON STREET NEAR PROJECT SITE (STAGE 1 SITE ON RIGHT)



FIGURE 5-2: EXISTING VIEW OVER SITE FROM DEVON STREET (NEAR STAGE 1)

The largest elements of Stage 1 that would dominate the view from Devon Street include the proposed RAP elevator, exhaust stack and lime silo, which are the tallest components of the asphalt plant, and the aggregate silos. Closer to ground level, the RAP processing shed and asphalt plant workshop would also be visible down the driveway as well as a proposed truck parking area, bordered by proposed warehouse-type buildings (control and productions offices and

laboratory) and various bitumen tank structures. The block of land at the northern end of Lot 6 is elevated approximately 0.7m above the remainder of the lot and even while it remains vacant, this elevated block of land would partly screen views of the lower structures of Stage 1 from Devon Street.

The taller proposed components would also be seen from the proposed new public road within the centre of the Central Sydney Industrial Estate. From the new public road, over time, the lower components would be screened by proposed landscape planting along the western boundary of Stage 1 and from future development of the other industrial lots.

5.3 Visibility from outside of Rosehill/ Camellia industrial area

The proposed staged subdivision and earthworks would involve minimal visual changes, mostly at ground level, and would not be visible beyond the Rosehill/Camellia industrial area.

The proposed Stage 1 development would be 40.8 metres (m) high at its tallest point and would be visible from a number of surrounding viewpoints outside of the industrial zone. A 'theoretical visibility map' (developed with lidar surveying) is provided as FIGURE 4-4 and identifies areas with potentially visibility.

Withing the areas of theoretical visibility, ground-truthing was undertaken to confirm possible sensitive or popular viewing locations such as public recreational areas, arterial roadways, residential areas and local streets. Few ground-level viewing positions were identified, and no public or private viewpoints were identified within 1.4km from outside of the Rosehill/Camellia Industrial area.

Following the confirmation of potential visibility, five key viewpoints (VPs) were selected to represent locations (within 2km) with views of Stage 1:

- VP1: Rosehill Racecourse (also indicative of Rydges hotel and apartment building just north of Rydges hotel)
- VP2: Residential apartments (James Ruse Drive, Rosehill, south of Rydges hotel)
- VP3: Residential apartments (River Road/Allambie Street, Ermington)
- VP4: Silverwater Bridge
- VP5: Patricia Street, Rydalmere (indicative of some higher streets in this vicinity).

These five key viewpoints are shown on FIGURE 5-3 and described in Section 5.3.1.

Figure 5-3
'Theoretical visibility' map and assessed viewpoints

Central Sydney Industrial Estate incorporating the Sustainable Road Resource Centre
STATE SIGNIFICANT DEVELOPMENT | ENVIRONMENTAL IMPACT STATEMENT | VISUAL IMPACT ASSESSMENT



Stage 1 site boundary	Viewpoints with no or negligible views	Viewpoints with limited views	Representative main viewpoints (Photomontages provided)
Stage 1 theoretical visibility based on 40.8m high RAP elevator*	NV1 Rydalmere Wharf and nearby parkland	LV1 Victoria Road	VP1 Rosehill Racecourse Members Stand
	NV2 Eric Primrose Reserve	LV2 M4 Western Motorway	VP2 Residential apartments, James Ruse Drive, Rosehill. (indicative view from Rosehill Racecourse stable area)
	NV3 Wilson Park	LV3 Primrose Street / Fallon Street	VP3 Residential apartments (indicative view Allambi Street foreshore, Ermington)
	NV4 Silverwater Park	LV4 River Road	VP4 Silverwater bridge, Silverwater
	NV5 Asquith Street residential		VP5 Patricia Street, Rydalmere

*derived from 7.5cm 3D digital model (LiDAR) including trees and buildings.

0 0.25 0.5 0.75 1km

No other viewpoints were identified within 2km. In particular, views would not to be possible from:

- **Rydalmere Wharf and linear parkland along Parramatta River** (in the general vicinity of Rydalmere Wharf)
- **Public parkland around Silverwater Bridge** (Eric Primrose Reserve, Wilson Park and Silverwater Park)
- **Small residential area, Asquith Street, Silverwater** (sits within industrial development).

Some very limited viewing opportunities (all within 2km) and more distant potential viewpoints were identified from:

- **Victoria Road** (public viewpoints along Victoria Road, Rydalmere, to the north) - as this main road is partly along a local ridgeline, some glimpses would be possible through a number of small gaps between buildings and trees, yet no sustained, wide view corridors have been identified.
- **M4 Western Motorway** (public views) – glimpses of Stage 1 would be possible from the elevated entry ramp to the M4 Western Motorway from James Ruse Drive. Those views, however, would be brief, transient, and seen in the context of the wider industrial area and thus of little concern.
- **Ermington and Rydalmere** (private residential viewpoints in a small number of the most elevated (low density) residential streets such as around the northern ends of River Road, Fallon Street and Primrose Street) - there is the potential for views of Stage 1 from a small number of private properties in those areas, mostly from the upper level of some two-storey residences (note, however, that there were no clear view corridors identified during ground-truthing along the corresponding public streets so any view potential seems to be from the upper levels).
- **More distant apartments (2 – 2.5km)** - some private views would also be possible from some of the taller apartment buildings clustered within Parramatta CBD, and around Auburn Railway Station and Granville Railway Station.

None of these limited and/or more distant viewing locations were determined to have views of the project that would be more than very minor and hence are not included in the detailed assessment.

5.3.1 Representative viewpoints

The five key viewing positions selected to represent the main viewpoints of Stage 1 are assessed in TABLES 5-1 to 5-5. Included with each assessment is an existing image taken from each representative viewpoint (or as close to that viewpoint as could be arranged), followed by a photomontage of the predicted likely look of the project from that same position.

TABLE 5-6, following the viewpoint assessment, summarises the predicted visual impact of Stage 1 on the five main representative viewpoints.

APPENDIX A provides a comprehensive set of images prepared to aid the impact assessment for each representative viewpoint, those being:

- Existing view – recent photograph taken from each representative viewpoint
- An 'historic massing' image – illustrating major elements of the Clyde Refinery demolished between 2015 and 2020
- A combined 'project massing and historic features' image - illustrating a block model of the proposed tallest structures of Stage 1, as well as the major elements of the Clyde Refinery demolished between 2015 and 2020
- A 'project massing model' – showing the visual massing (block model) of the project (general outline of project)
- A 'detailed photomontage' - a detailed realistic image of the final project based on 3D modelling of the concept design.

TABLE 5-1: VP1 - ROSEHILL RACECOURSE (ALSO REPRESENTATIVE OF RYDGES HOTEL AND APARTMENT BUILDING TO WEST)

Viewpoint characteristics	This viewpoint represents general views from Rosehill Racecourse (i.e. from higher locations, in this instance from upper levels of Members' Stand) and similar views from the Rydges hotel to the west and the nine-storey apartment building north of hotel).
Potential viewers	Potential viewers include members of Rosehill Racecourse and visitors to it (as well as being representative of private views from the Rydges hotel to the west and apartment building just to the north of the hotel).
Existing visual sensitivity (refer photograph of existing view taken from Members' Stand at racecourse in APPENDIX A)	The assessed sensitivity of this viewpoint was determined with regard to: ▪ Stage 1 site is 1.4km away (to the closest VP1 viewers). ▪ There are extensive views over the racecourse, with the Sydney CBD skyline in the far distance (approximately 18km away) on a clear day. In the mid-ground (approximately 5km away) are seen the tall commercial buildings and main stadium of Sydney Olympic Park. ▪ Currently the project site is not distinguished from the surrounding industrial area. ▪ Panoramic views from higher vantage points of Rosehill Racecourse (such as the Members' Stand) are assumed to be valued by members and their visitors. ▪ From the racecourse there are a high number of private viewers (members and visitors) present during race events and other functions at the racecourse. ▪ Historically, views from the racecourse included substantially more industrial elements i.e. prior to the demolition of various very tall structures and stacks associated with the Clyde Refinery (refer APPENDIX A).
Magnitude of change (refer images illustrating historic massing and predicted views from Members' Stand at Rosehill Racecourse in APPENDIX A)	The predicted magnitude of visual change (specifically to views from Rosehill Racecourse members' Stand) is: ▪ Minor in scale, with Stage 1 evident and appearing to the right-hand side of the view (i.e. south-eastern side) as an element of comparable scale to other structures seen, and not preventing views of the Sydney CBD skyline. ▪ Stage 1 would be slightly taller than the nearest industrial elements, however, it would not be particularly visually obvious in the overall scene. The low-lying nature of the site, and extensive industrial area, have a relatively high capacity to absorb change. ▪ Stage 1 would appear lower than Olympic Park's tall commercial buildings (which would be seen in the background, approximately 5km away) which would reduce potential for visual contrast, with Stage 1 seen against other buildings (within Sydney Olympic Park) and not dominating the skyline. That effect is shown in the photomontage in APPENDIX A of the viewpoint from the racecourse Members' Stand. Similar visual changes would be seen from higher levels of the Rydges hotel (including upper floor function area) and the apartment building north of hotel.
Level of predicted visual impact (defined in TABLE 3-1)	Low-Moderate - Stage 1 would constitute a minor component of the wider view, which might be missed by casual observers. Awareness of the Stage 1 would not have a marked effect on the overall quality of the scene when seen from within the racecourse (illustrated in APPENDIX A) and similarly to views from the Rydges and apartments north of hotel. From the racecourse, at race times there would be a relatively high number of viewers who could see Stage 1, yet it would not overly dominate the skyline or block city views. <u>From lower levels of Rydges hotel and apartment building there would be a lower or nil impact on views.</u>

TABLE 5-2: VP2 - RESIDENTIAL APARTMENTS, JAMES RUSE DRIVE, ROSEHILL (SIX BUILDINGS SOUTH OF RYDGES HOTEL)

Viewpoint characteristics	This represents a range of viewpoints from six apartment buildings (110 James Ruse Drive and five apartment buildings to south), on the western side of James Ruse Drive, which are the closest such buildings to the west. Heights range from 6-12 storeys, with most being six.
Potential viewers	Potential viewers are permanent residents of the apartment buildings (higher levels with views in that direction).
Existing visual sensitivity (refer photograph of existing representative view (taken above racecourse stables) in APPENDIX A)	The assessed sensitivity of this viewpoint was determined with regard to: ▪ Stage 1 site is 1.5km away (from closest apartments). ▪ There are a high number of private residential viewers. ▪ Depending upon the viewer's position, some viewers have extensive views over the Rosehill Racecourse with Sydney CBD skyline in the far distance (18km) on a clear day. In the mid-ground (5km) are the tall commercial buildings and main stadium of Sydney Olympic Park. ▪ Where available, the most valued views are likely to be distant views of the Sydney CBD skyline, views over the racecourse and of the distinct outline of the main stadium in Sydney Olympic Park. ▪ Historically, prior to 2015, views from the same apartments (by that time constructed) included substantial industrial features of the Clyde Refinery, since removed (refer APPENDIX A).
Magnitude of change (refer images illustrating historic massing and predicted views (based on photographs taken above racecourse stables) in APPENDIX A)	The predicted magnitude of visual change is: ▪ Minor in scale, depending upon the position of the viewer, with the greatest effect to higher-level apartments. ▪ The scale of Stage 1 would be comparable to other elements seen in the view, such as the commercial buildings in the Sydney Olympic Park, yet as a closer element. ▪ The images in APPENDIX A are indicative of one possible view from approximately level six of the apartments on the opposite side of James Ruse Drive (using a drone photograph taken from above the racecourse stable area due to access restrictions). It illustrates that from this and similar viewpoints from the remaining five apartment buildings to south), Stage 1 would be most visually evident when protruding into the skyline or partially obscuring views of the CBD. ▪ Sustained views of these visual changes would be possible to the permanent residents of the apartments (higher levels).
Level of predicted impact (defined in TABLE 3-1)	Low-moderate – Stage 1 would constitute a minor component of the wider view, which might be missed by the casual observer. Awareness of the Stage 1 would not have a marked effect on the overall quality of the scene when seen from the apartments, however, for some resident's views of the city skyline would be partially blocked. <u>From lower levels of the apartment buildings there would be low or nil impact on views.</u>

TABLE 5-3: VP3 - RESIDENTIAL APARTMENTS, RIVER ROAD/ALLAMBIE STREET (NORTH-EAST, SILVERWATER BRIDGE), ERMINGTON

Viewpoint characteristics	This viewpoint represents a range of viewpoints from a number of apartment buildings on River Road and Allambie Street, Ermington, just north-east of Silverwater Bridge.
Potential viewers	Potential viewers are permanent residents of the apartment buildings (on higher levels).
Existing visual sensitivity (refer photograph of existing representative view (taken above Allambie Street foreshore) in APPENDIX A)	The assessed sensitivity of this viewpoint was determined with regard to: ▪ Stage 1 site is approximately 1.5km away. ▪ There are a high number of private residential viewers. ▪ Available views are panoramic and mostly quite elevated (varies with floor level). ▪ Existing views (from those on the western and southern sides with views in the direction of Stage 1) have in the foreground Parramatta River and Silverwater Bridge, dominated by the surrounding large industrial area. The closest industrial elements are a cluster of large white tanks on the opposite side of the river, which are part of the Clyde Terminal. ▪ The most valued views would depend on the apartment's location, with potential views ranging from east around to the west for those with views in the direction of Stage 1. For some, elements seen within the wider view corridor of highest value would include the Sydney CBD skyline (approximately 15km away to south-east).
Magnitude of change (refer images illustrating historic massing and predicted views (based on photographs taken above Allambie Street foreshore) in APPENDIX A)	The predicted magnitude of visual change is: ▪ Minor in scale, with Stage 1 evident, yet appearing as a small additional element set within the wider industrial zone. ▪ The images in APPENDIX A are indicative of one possible view from approximately level three of these apartments (using a drone photograph taken from Allambie Street foreshore). As shown, from this viewpoint, Stage 1 would slightly protrude into the skyline and therefore to a degree be noticeable. ▪ However, Stage 1 would not be particularly visually obvious in the overall scene and largely blend into the wider industrial infrastructure which includes other tall structures. It would also be seen within the wider view that includes more distant high-rise buildings such as those to the west within Parramatta CBD. ▪ Sustained views of these visual changes would be possible to residents. ▪ Views of the Sydney CBD would not be affected.
Level of predicted visual impact (defined in TABLE 3-1)	Low-Moderate – Stage 1 would constitute a minor component of the wider view, which might be missed by the casual observer. Awareness of Stage 1 would not have a marked effect on the overall quality of the scene when seen from the affected apartments. There would be no particularly valued views lost for any residents as views in the direction of Stage 1 are dominated by the wider industrial area. <u>From lower levels of the apartment buildings there would be low or nil impact on views.</u>

TABLE 5-4: VP4 - VIEW FROM SILVERWATER BRIDGE

Viewpoint characteristics	This viewpoint represents public views from Silverwater Bridge.
Potential viewers	Potential viewers are the public users of Silverwater Bridge. The footpath/cycleway on the western side of the bridge presents the longest viewing opportunity, with road users (generally those travelling south) having the potential for only glimpses.
Existing visual sensitivity (refer images illustrating historic massing and predicted views in APPENDIX A)	The assessed sensitivity of this viewpoint was determined with regard to: ▪ Stage 1 site is approximately 1.4km away ▪ There are a moderate number of public viewers. ▪ Existing views have Parramatta River in the foreground and are dominated by the surrounding large industrial area. ▪ The closest industrial elements are a cluster of large white tanks seen on the opposite side of the river (associated with the Clyde Terminal). ▪ Historically, prior to 2015, views from Silverwater Bridge provided the main public viewing location from where the substantial industrial features of the Clyde Refinery, including the five tall chimney stacks, could be seen. The facility at this time dominated this viewpoint and represented a familiar sight to commuters crossing the bridge (refer APPENDIX A).
Magnitude of change (refer images illustrating historic massing and predicted views in APPENDIX A)	The predicted magnitude of visual change is: ▪ Of a minor scale, with Stage 1 evident, yet appearing as a small additional element set within the wider industrial zone. It would be seen behind the existing cluster of large white tanks on the other side of the river, with those industrial elements dominating the foreground views. ▪ As shown in the photomontage in APPENDIX A, Stage 1 would be higher than elements in the surrounding industrial area and be noticeable and seen against the skyline in the distance. Yet viewed in the overall scene from this viewpoint, Stage 1 would be of a similar scale to the more distant, taller buildings within Parramatta CBD. ▪ The public would mostly be travelling over the bridge and therefore experience a transient, brief change to existing views. ▪ Stage 1 represents a small change in comparison to the substantial refinery elements previously seen from this public viewpoint prior to 2015 (refer APPENDIX A).
Level of predicted visual impact (defined in TABLE 3-1)	Low-Moderate – Stage 1 would constitute a minor component of the wider view, which might be missed by the casual observer or receptor. Awareness of Stage 1 would not have a marked effect on the overall quality of the scene when seen by the public from Silverwater Bridge. There would be a relatively high number of public viewers yet the view change would be small and likely not overly noticed by most transient observers using the bridge.

TABLE 5-5: VP5 - PATRICIA STREET, RYDALMERE

Viewpoint characteristics	This represents viewpoints from a very limited part of the higher residential area of Rydalmere, from where some views of Stage 1 would be possible. The clearest views would be from Patricia Street, near the intersection with Gladys Street. There may be other minor vantage points from where similar views are possible, however, this viewpoint represents the clearest identified view within the public realm from this general area.
Potential viewers	Potential viewers are permanent residents of a small number of houses in this location, as well as public viewers on a short section of Patricia Street and possibly some other nearby streets.
Existing visual sensitivity (refer images illustrating historic massing and predicted views in APPENDIX A)	The assessed sensitivity of this viewpoint was determined with regard to: ▪ Stage 1 site is approximately 1.7km away. ▪ A low number of residents and of public viewers (in streets) have views in the direction of Stage 1. ▪ The available views towards Stage 1 are to the north-east of Rosehill/Camellia industrial area and slightly elevated above it. Views are dominated by the industrial area in the mid-ground with tall industrial structures clearly evident. High rise buildings are seen further in the distance and against the skyline. ▪ The views are not of high scenic value yet provide an opportunity for some regional views not available from other nearby areas. ▪ Historically, views from this viewpoint would have included other substantial industrial elements prior to 2015 associated with the Clyde Refinery (refer APPENDIX A), with those elements since removed.
Magnitude of change (refer images illustrating historic massing and predicted views in APPENDIX A)	The predicted magnitude of visual change is: ▪ Of very minor scale, with Stage 1 evident, yet appearing as a small additional element set within the wider industrial zone. ▪ As shown in the photomontage (refer APPENDIX A) Stage 1 would slightly protrude into the skyline and therefore be noticeable to a degree. ▪ However, Stage 1 would not be particularly visually obvious in the overall scene and largely blend into the wider industrial infrastructure. The change is substantially less than the scale of the previous, historic industrial elements. ▪ Sustained views of these visual changes would be possible to the permanent residents and more transient views to users of the public streets.
Level of predicted impact (defined in TABLE 3-1)	Low - Only a very small part of Stage 1 would be discernible and/or at such a distance that it is scarcely appreciated. Consequently, it would have very little effect on the scene when seen from this viewpoint. Stage 1 would be evident, yet appear as a small additional element set within the wider industrial zone.

5.4 Summary of visual impact

TABLE 5-6 summarises the predicted visual impact of Stage 1 on the five main representative viewpoints:

TABLE 5-6: SUMMARY OF PREDICTED VISUAL IMPACT TO REPRESENTATIVE VIEWPOINTS

Representative viewpoint		Assessed visual impact
VP1	Rosehill Racecourse (also representative of Rydges hotel to west and apartments to north of Rydges)	Low-moderate
VP2	Residential apartments south of Rydges hotel, James Ruse Drive, Rosehill	Low-moderate
VP3	View from residential apartments, River Road/Allambie Street, Ermington	Low-moderate
VP4	View from Silverwater Bridge	Low - moderate
VP5	View from Patricia Street, Rydalmere	Low

In terms of private viewpoints (within 2km), views of Stage 1 would in the most part be only possible from elevated viewing positions (well above ground-level). Those positions include from the grandstands within Rosehill Racecourse, some apartment buildings and the Rydges hotel to the west of James Ruse Drive. No more than a low - moderate impact is predicted to any private viewpoints.

Overall, there would be very limited opportunity for publicly available views, with no potential views identified from any parks or public places such as Rydalmere Wharf and parkland along Parramatta River and around Silverwater Bridge. The main public viewpoint would be Silverwater Bridge, from where Stage 1 would be seen as a small element in the distance within the wider industrial area whilst transiting the bridge, resulting in a predicted low - moderate visual impact.

6 Recommendations

This section makes recommendations to reduce the visibility of Stage 1 as far as possible.

Background to Colour Selection

Recommendations for colour use presented below are partially based on a detailed study undertaken in New Zealand⁷ on how colours influence the visibility of structures in a landscape⁸. The study concluded that:

- Reflectivity and greyness are the colour attributes which generally have the greatest impact on visibility of buildings.
- Recessive colours create less glare and as a result generally enable structures to appear more unobtrusive within a landscape.
- The recessive nature of a colour largely relates to its reflectivity, with lighter colours having a higher reflectivity than darker colours.
- However, although higher reflectance generally causes colours to be more obvious, their dominance is influenced by the amount of greyness the colour contains.
- In summary, colours usually appear more muted and less dominant as 'greyness' increases.

In addition, visibility is highly dependent on the colour and visual complexity of the background⁹. A dark and more visually complex background is better able to "mask" an object than a more uniform, finely grained, and lighter background such as the sky. Therefore, recommended colour use in this report takes background colour into account.

Colour treatment

Colours for Stage 1 have been selected to minimise potential visual impact by reducing visual contrast when seen against its surrounding visual environment.

The dominant materials used to construct Stage 1 would be metal cladding such as Colourbond, and other types of metal such as steel.

The recommended colour treatment is for an overall colour of mostly light/mid-grey tone for the tallest, most visible components of Stage 1 (i.e. the RAP elevator, exhaust stack, lime silo, aggregate silos and any associated infrastructure). The use of highly reflective materials on the tallest components should be minimised and limited to those components that require unpainted

⁷ Auckland City Council (2006). *Colour for Buildings*

⁸ The study specifically considered the visibility of buildings on vegetated hillsides when seen from a distance, with visibility thus influenced by the contrast with both the surrounding vegetation and other buildings. That visual environment is notably different to the industrial environment of the project, however, the broad conclusions are applicable to understanding the relationship between visibility and colour treatment.

⁹ Sullivan, R. and M Meyer. 2014. *Guide to evaluating visual impact assessments for renewable energy projects*. Natural Resource Report NPS/ARD/NRR— 2014/836; and National Park Service, Fort Collins, Colorado, and United States Department of the Interior. 2013 *Best Management Practices for Reducing Visual Impacts of Renewable Energy Facilities on BLM-Administered Lands*. Bureau of Land Management. Cheyenne, Wyoming.

steel/stainless steel finished surfaces as they need to withstand high temperatures.

That colour range is generally consistent with the depiction of Stage 1 shown in the photomontages (refer APPENDIX A) and elevations and perspectives (refer FIGURES 2-3 to 2-6, SECTION 2).

Mid to darker grey tones are the most suitable for the lower elements of Stage 1 not readily visible from a distance. Such grey tones would blend best with background vegetation and present a lower visual contrast.

Recommendations

- Colour the tallest, most visible components of Stage 1 a light/mid-grey tone similar to that shown in illustrations.
- Paint or colour-treat the lower elements of Stage 1 to blend with the surroundings and decrease their visibility and contrast. Choose a colour two to three shades darker than the background colour such as mid/dark grey.
- Do not paint components white or brightly coloured unless there is a safety or functional requirement to do so.
- Ensure all external structures have a non-reflective finish. Avoid highly reflective elements (such as glossy silver/steel) except where unavoidable (note with time any glossy steel components would weather to more of a matt grey)).
- Use semi-gloss finish rather than flat or gloss finish.

7 Summary & key findings

This report assesses visual changes associated with VE Property Pty Ltd (VEP) proposed staged development of the Central Sydney Industrial Estate on lands known as the Western Area of the former Oil Refinery at Clyde (referred to as the 'project'). The entire site has a long history of industrial development and is part of the extensive industrial area of Rosehill and Camellia and surrounds which has numerous existing large plants and structures. Due to the scale and height of the historic refinery infrastructure, both private and public viewers would have for decades (and until recently) become used to the project site being characterised by tall industrial structures that shaped the local landform and dominated the skyline.

'Stage 1' comprises the Sustainable Road Resource Centre to be operated by Downer and is the focus of this assessment. The tallest component would be the asphalt plant (RAP elevator is at 40.8 m high). Other proposed activities such as the earthworks to establish the industrial pads across the industrial subdivision would cause minimal visual change.

Existing vegetation is confined to the riverine boundary along Duck River where rehabilitation works and further planting forms part of the project. Other landscape improvements include street trees along the proposed new access road into the centre of the Central Sydney Industrial Estate and screen planting along the western side of Stage 1.

Visibility and visual impact assessment

Parts of Stage 1 would be visible from a number of surrounding viewpoints outside of the Rosehill/Camellia industrial area. Five viewpoints were selected to represent potential viewing positions as illustrated in APPENDIX A, with some images depicting historic industrial features.

Private views of Stage 1 would be primarily possible from elevated viewing positions (well above ground-level). Those positions include the grandstands within Rosehill Racecourse, some apartment buildings and the Rydges hotel. A low-moderate visual impact or lower is predicted to identified private viewpoints.

There would be very limited opportunity for public views, with no views identified from popular parks or public places such as Rydalmere Wharf, linear parkland along Parramatta River and parks around Silverwater Bridge. The main public viewpoint would be from Silverwater Bridge, from where Stage 1 would be seen as a small element in the distance within the wider industrial area by transient viewers, resulting in a predicted low - moderate visual impact.

Recommended colour treatment

Recommendations include colouring the tallest, most visible components of Stage 1 a light/mid-grey tone (i.e. upper parts of RAP elevator, exhaust stack, lime silo, aggregate silos and any associated infrastructure) and limiting the use of highly reflective materials on the tallest structures to those components that

require unpainted steel/stainless steel finished surfaces as these need to withstand high temperatures.

Conclusion

The project would introduce new tall structures within the established industrial area of Rosehill/Camellia – a visual environment of lower scenic quality which includes a number of bulky and tall structures. Yet overall, there would be limited opportunity for publicly available views and no more than a low - moderate impact to such views, with the clearest public views from Silverwater Bridge.

There would also be no more than a low-moderate impact to private views. Views from Rosehill Racecourse are predicted to be impacted to a low-moderate level, with valued city views remaining unaffected. Other private viewpoints would have no more than a predicted low-moderate impact.

The project is consistent with the visual environment expected of this major heavy industrial zone which supports (historically and currently) substantial industrial elements visible from outside viewpoints. Although there would be an impact to some viewpoints, the overall visual impact would not be significant considering the site's visual context.

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Appendix A: Visual analysis package including photomontages

VISUAL ANALYSIS

Central Sydney Industrial Estate incorporating
the Sustainable Road Resource Centre

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Prepared for Element Environment
01 September 2020

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Figure 4 VP1 Photomontage - Project massing and historic features

Figure 5 VP1 Photomontage - Massing model

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Figure 1
Stage 1 theoretical visibility and viewpoint identification

Central Sydney Industrial Estate incorporating the Sustainable Road Resource Centre
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Stage 1 site boundary	Viewpoints with no or negligible views	Viewpoints with limited views	Representative main viewpoints (Photomontages provided)
Stage 1 theoretical visibility based on 40.8m high RAP elevator*	NV1 Rydalmere Wharf and nearby parkland	LV1 Victoria Road	VP1 Rosehill Racecourse Members Stand
	NV2 Eric Primrose Reserve	LV2 M4 Western Motorway	VP2 Residential apartments, James Ruse Drive, Rosehill. (indicative view from Rosehill Racecourse stable area)
	NV3 Wilson Park	LV3 Primrose Street / Fallon Street	VP3 Residential apartments (indicative view Allambi Street foreshore, Ermington)
	NV4 Silverwater Park	LV4 River Road	VP4 Silverwater bridge, Silverwater
	NV5 Asquith Street residential		VP5 Patricia Street, Rydalmere

*derived from 7.5cm 3D digital model (LiDAR) including trees and buildings.

0 0.25 0.5 0.75 1km

Figure 2
VP1 Existing view
Rosehill Racecourse Members' Stand (representative of views from the Rydges Hotel and the apartment building to the north)
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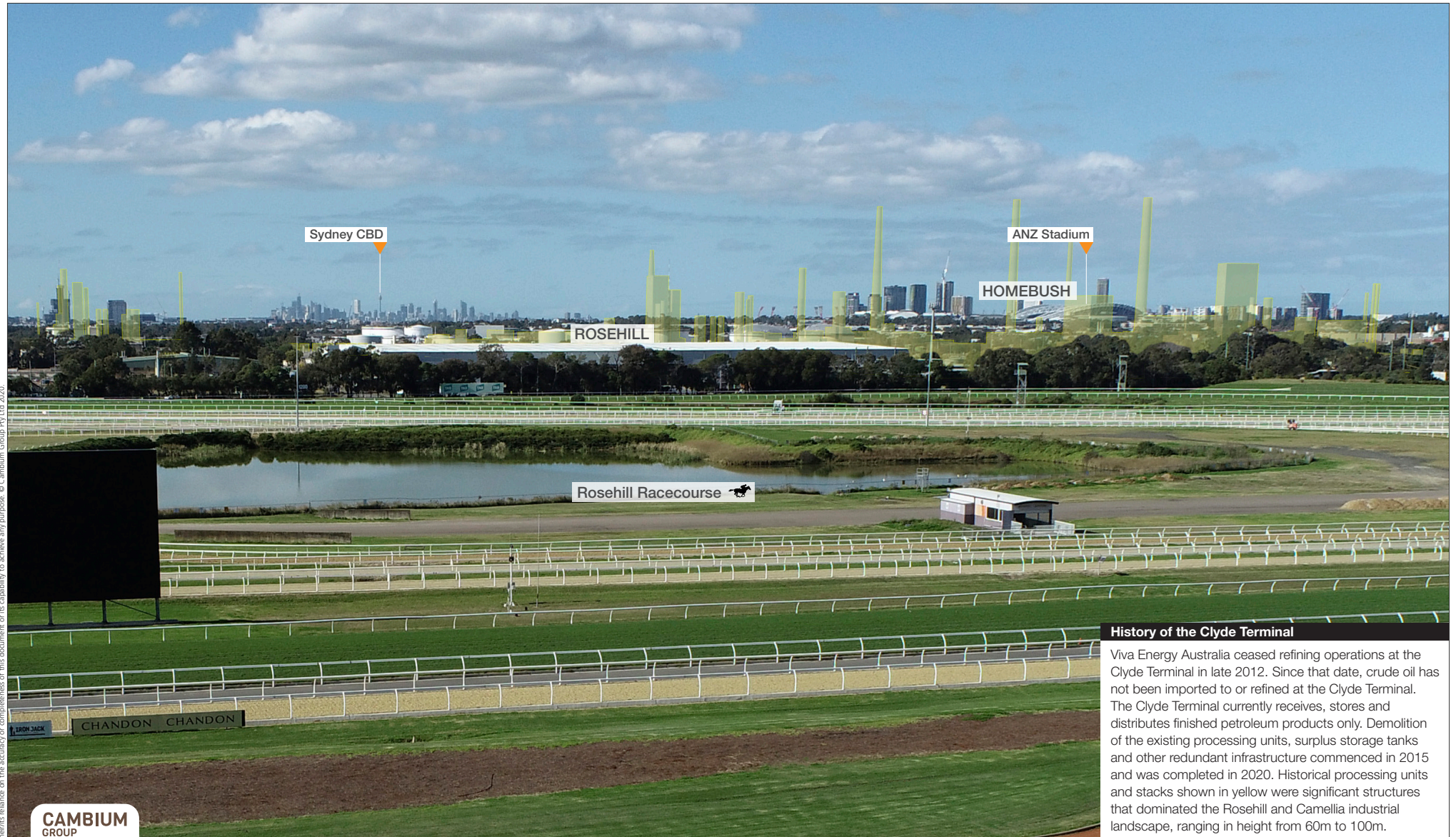
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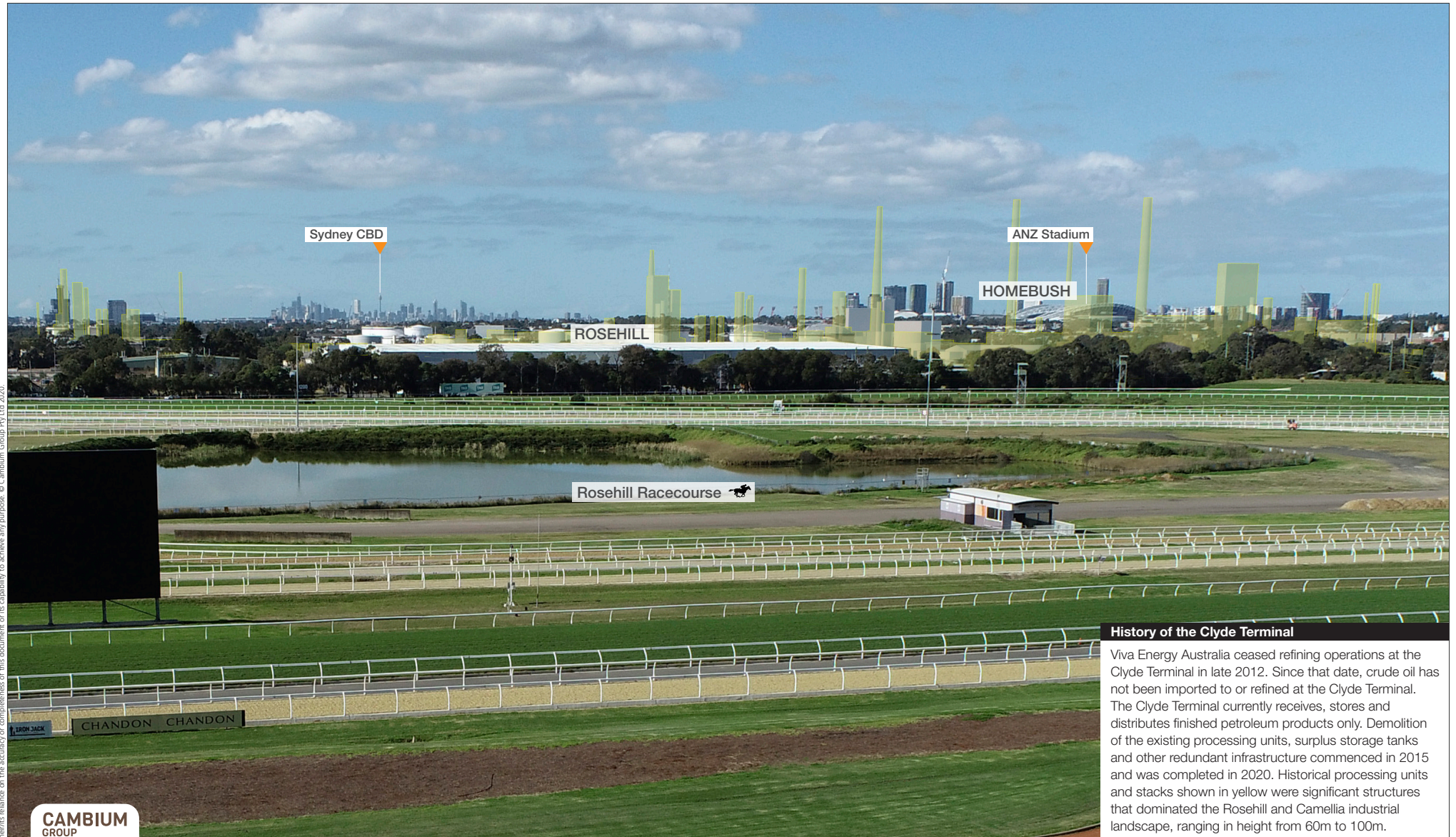
Figure 3
VP1 Photomontage - Historic massing
Rosehill Racecourse Members' Stand (representative of views from the Rydges Hotel and the apartment building to the north)
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History of the Clyde Terminal

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Figure 4
VP1 Photomontage - Project massing and historic features
Rosehill Racecourse Members' Stand (representative of views from the Rydges Hotel and the apartment building to the north)
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Figure 5
 VP1 Photomontage - Massing model
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Figure 6
VP1 Photomontage - Detailed
Rosehill Racecourse Members' Stand (representative of views from the Rydges Hotel and the apartment building to the north)
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Figure 7
VP2 Existing view
Rosehill Racecourse stable area (representative of views from six apartment buildings south of the Rydges Hotel)
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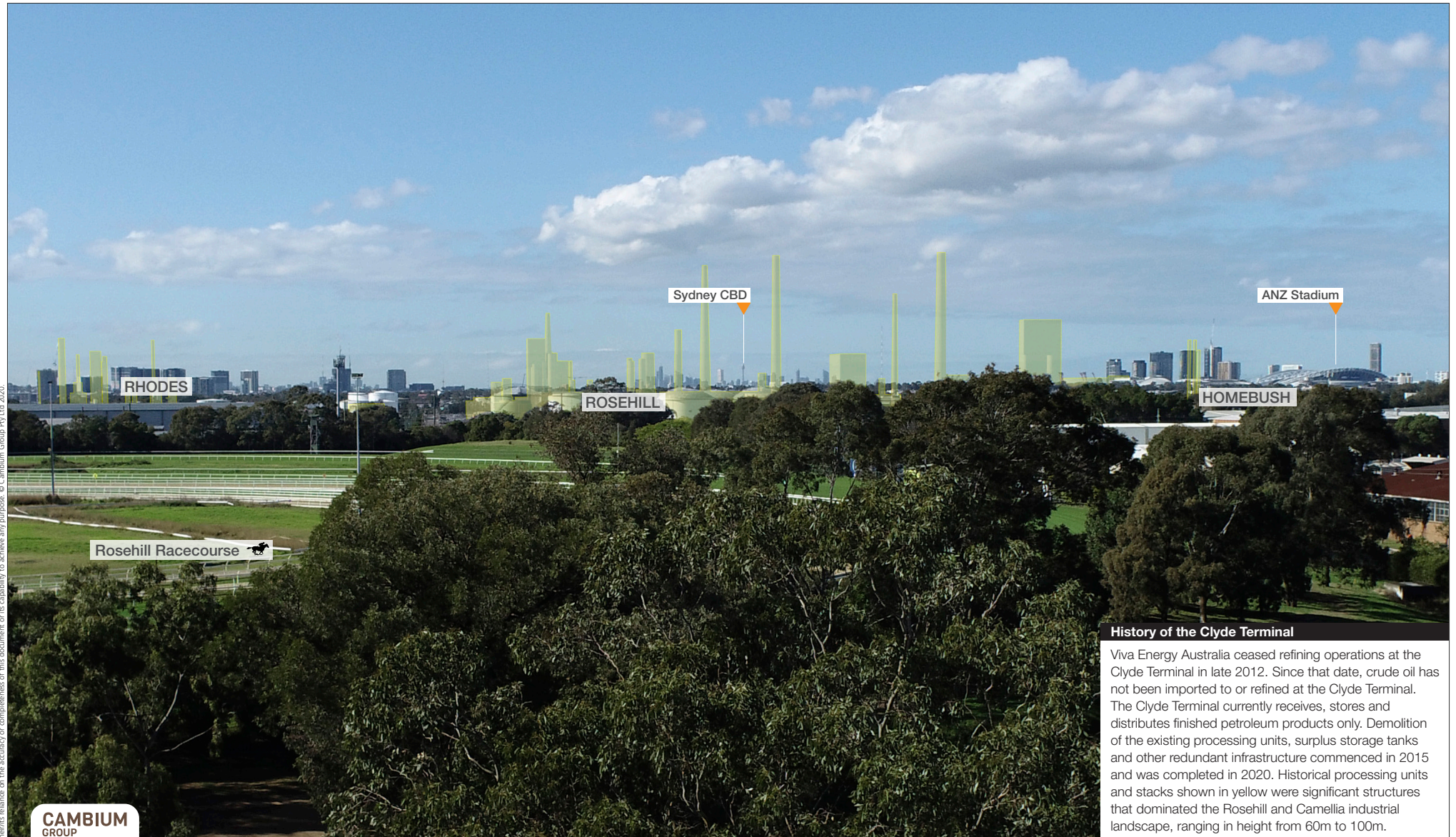
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Figure 8
VP2 Photomontage - Historic massing
Rosehill Racecourse stable area (representative of views from six apartment buildings south of the Rydges Hotel)
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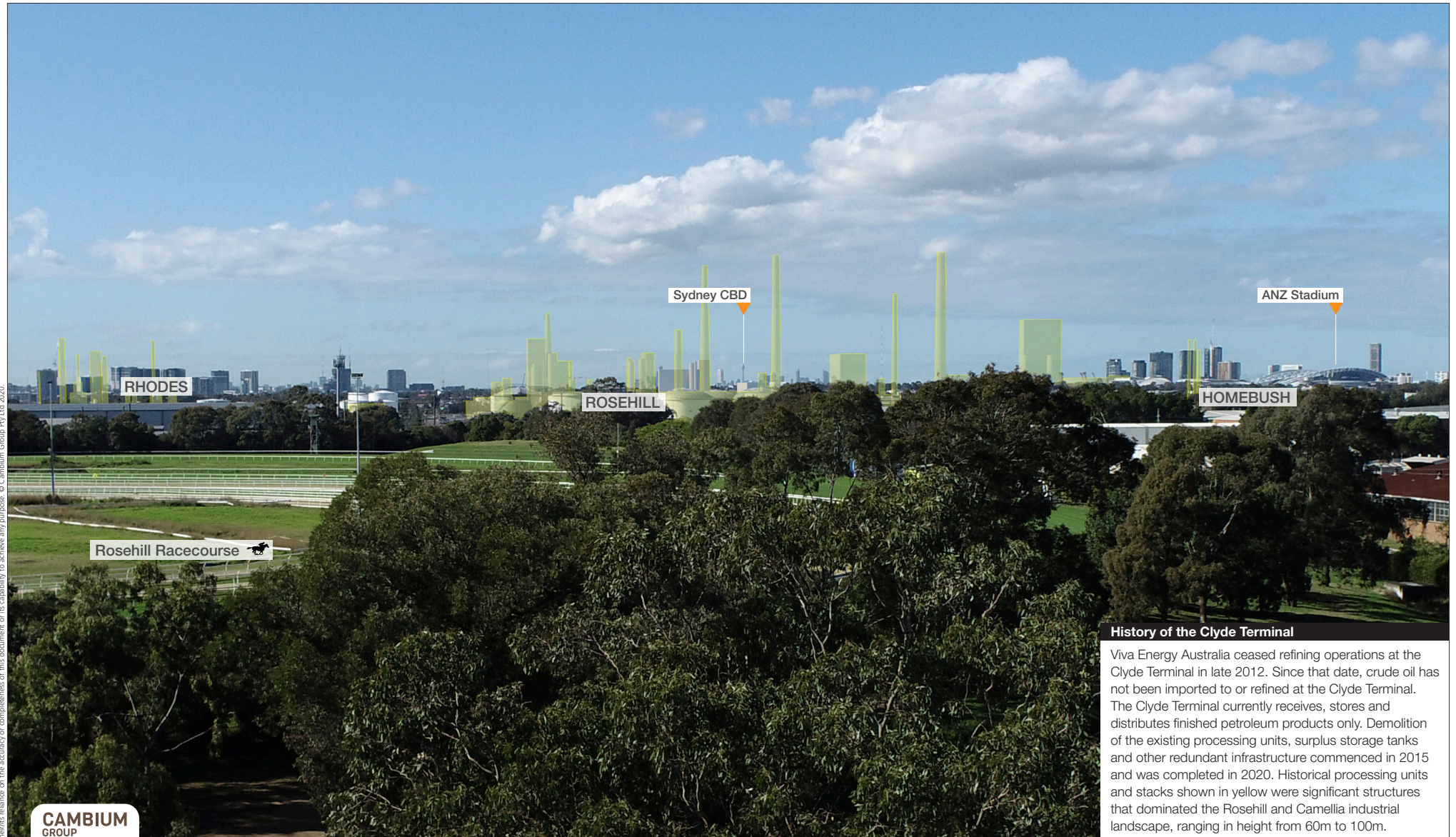
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Figure 9
VP2 Photomontage - Project massing and historic features
Rosehill Racecourse stable area (representative of views from six apartment buildings south of the Rydges Hotel)
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Figure 10
VP2 Photomontage - Massing model
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Figure 11
VP2 Photomontage - Detailed
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Figure 12
VP3 Existing view
Residential apartments (representative view from Allambie Street foreshore, Ermington)
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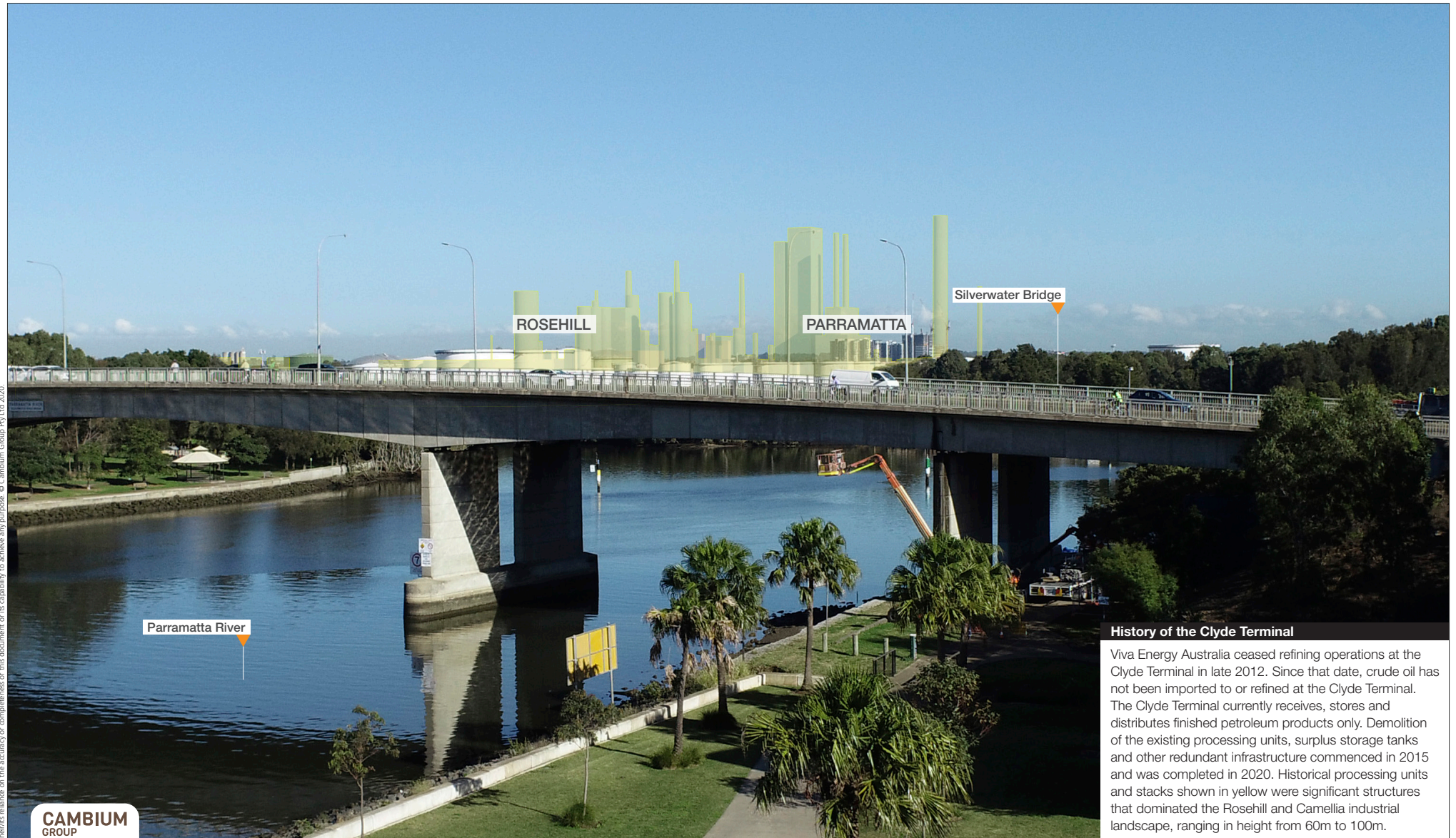
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Figure 13
VP3 Photomontage - Historic massing
Residential apartments (representative view from Allambie Street foreshore, Ermington)
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VP3 Photomontage - Project massing and historic features
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Figure 15
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Residential apartments (representative view from Allambie Street foreshore, Ermington)
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Figure 16
VP3 Photomontage - Detailed
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Figure 17
 VP4 Existing view
 Silverwater bridge, Silverwater

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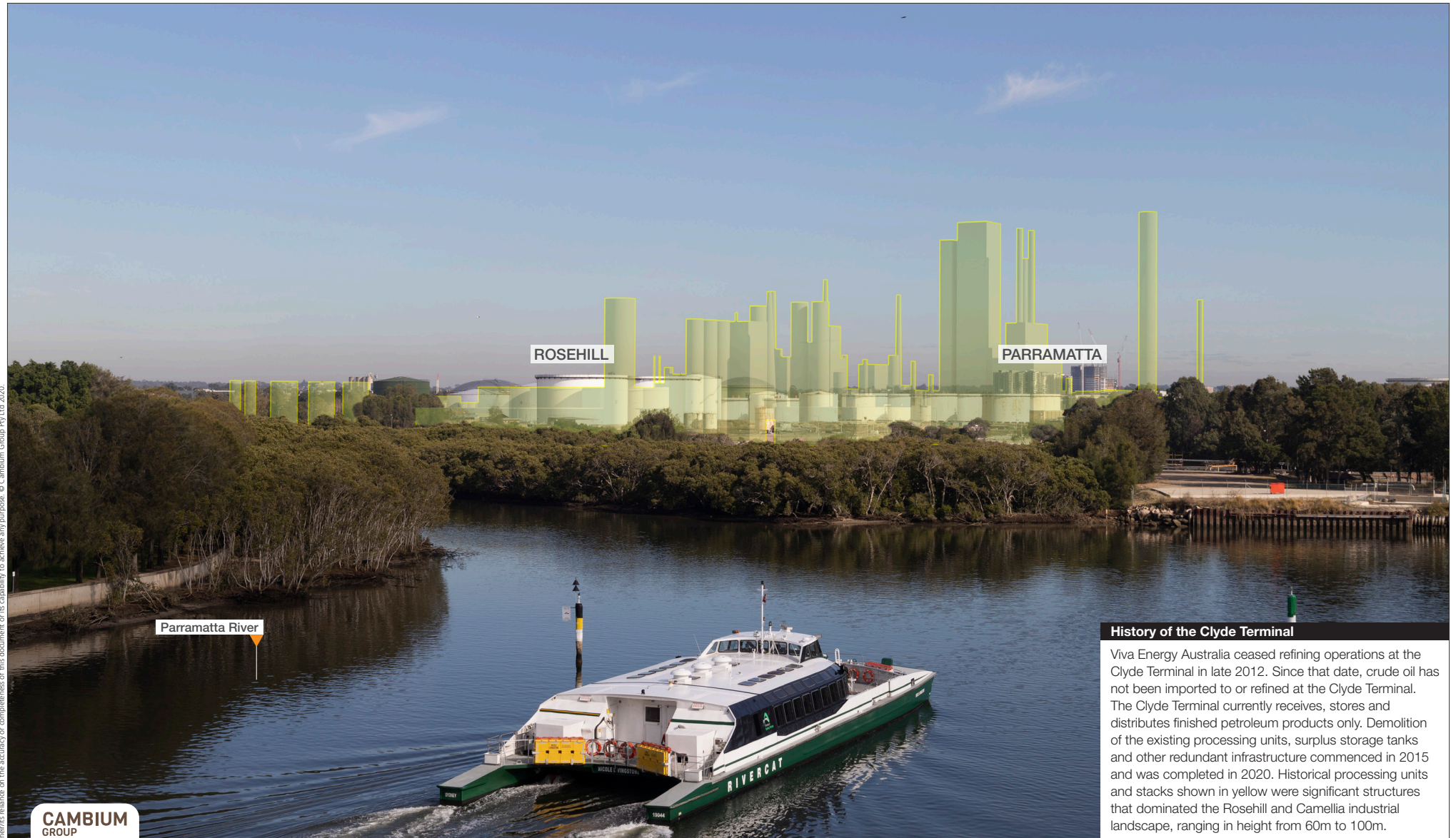
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Figure 18
VP4 Photomontage - Historic massing
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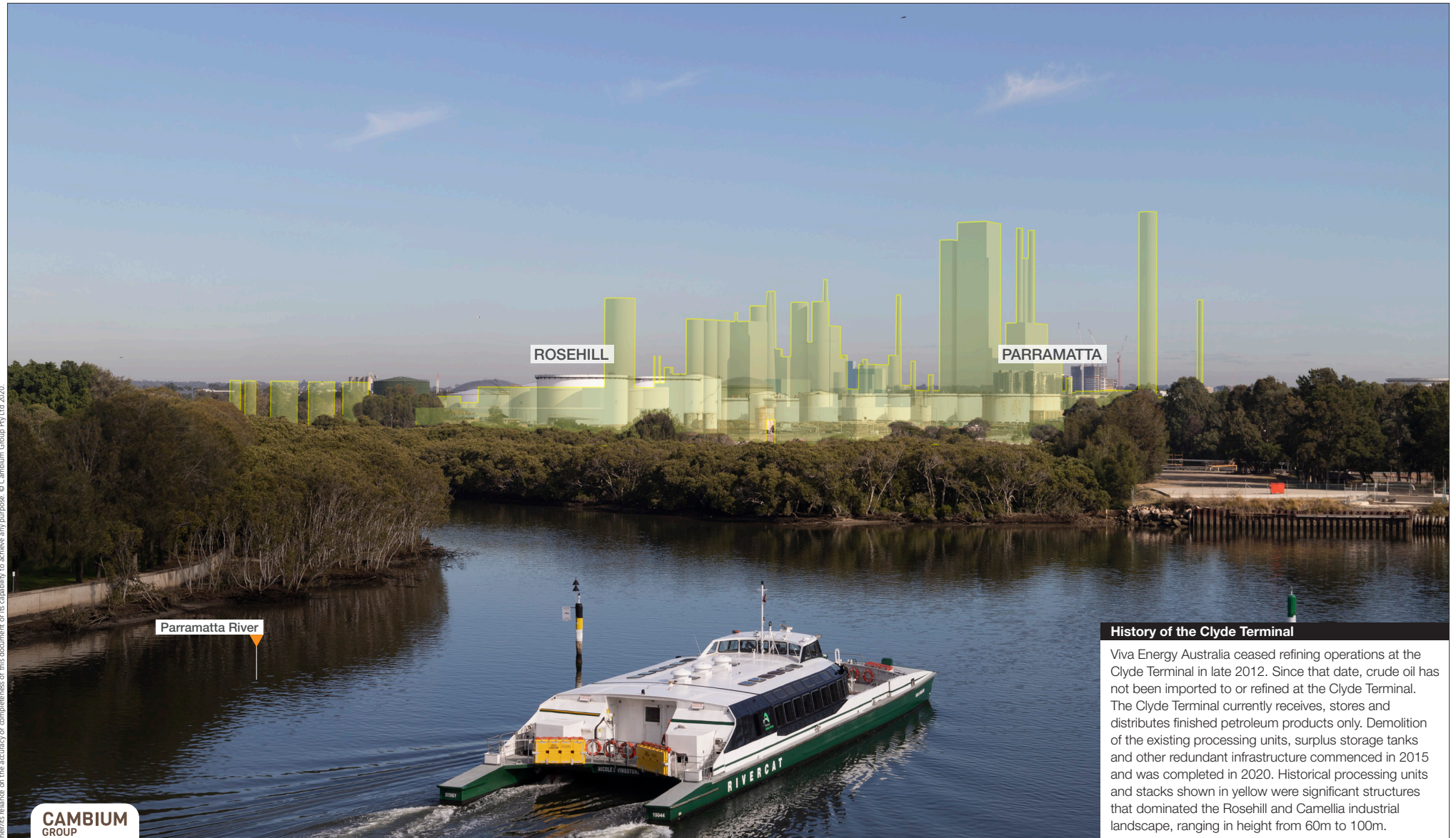
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Figure 19
VP4 Photomontage - Project massing and historic features
Silverwater bridge, Silverwater

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Figure 20
VP4 Photomontage - Massing model
Silverwater bridge, Silverwater

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Figure 21
VP4 Photomontage - Detailed
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Figure 22
VP5 Existing view
Patricia Street, Rydalmere

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Figure 23
VP5 Photomontage - Historic massing
Patricia Street, Rydalmere

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Figure 24
VP5 Photomontage - Project massing and historic features
Patricia Street, Rydalmere

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Figure 25
VP5 Photomontage - Massing model
Patricia Street, Rydalmere

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Figure 26
VP5 Photomontage - Detailed
Patricia Street, Rydalmere

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