

VISUAL IMPACT ASSESSMENT REPORT
PROPOSED MULTI-LEVEL WAREHOUSE MATRAVILLE - SSD 31552370
Report Ref: **211102_SSD_RPT_VIA_01**

Prepared for



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| Document Status | | | |
|-----------------|-----------------------|---------|------------|
| REV | Description | Initial | Date |
| E | Response to TOA | BG | 08.03.2022 |
| D | Updated following TOA | BG | 25.02.2022 |
| C | For SSDA | BG | 21.12.2021 |

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1.0 INTRODUCTION

1.1 Project Background

Geoscapes have been appointed by Hale Capital Partners to undertake a Visual Impact Assessment (VIA) for the proposed development of an industrial warehouse at 42 Raymond Avenue, Matraville.

This VIA report serves to support the State Significant Development Application (SSDA) relating to the proposed development.

1.2 Executive Summary

This VIA has been prepared by Geoscapes on behalf of Hale Capital Partners.

The following VIA has been produced to support the Environmental Impact Statement (EIS) prepared by URBIS PTY Ltd (URBIS).

The proposal represents the construction of a two-storey warehouse and distribution centre comprising 19,460 m2 GFA including ancillary office space, landscaping, bicycle and car parking.

The proposal comprises the redevelopment of the site as summarised below:

- Construction, fit out and operation of a two-storey warehouse and distribution centre comprising approximately 19,460 m2 GFA including:
 - 17,789 m2 of warehouse and distribution GFA; and
 - 1,671 m2 GFA ancillary office space.
- Provision of 11 bicycle parking spaces and 101 car parking spaces at ground.
- Approximately 2,250 m2 of hard and soft landscaping at ground.
- Provision of one additional access crossover from Raymond Avenue.
- Provision of internal vehicle access route and loading docks.
- Upgrades to existing on-site infrastructure.
- Building identification signage.
- Operation 24 hours per day seven days per week.

The site is legally described as Lot 1 in Deposited Plan 369888, Lot 32 Sec B Deposited Plan 8313, Lot 1 Deposited Plan 511092 and Lot 2 in Deposited Plan 1082623

This assessment finds that the proposed development will **not cause any significant visual impacts** upon visual receivers within the surrounding area including residential properties.

1.3 Secretary's Environmental Assessment Requirements

This VIA is prepared in accordance with the Secretary's Environmental Assessment Requirements (SEARs). The SEARs for the proposal outline Key Issues to be addressed as part of this EIS and includes the following in the table shown opposite:

Table: Summary of SEARs

| SEARs Items | Secretary's Environmental Assessment Requirements | Report Reference |
|-------------|---|--|
| Key Issues | Visual Impact | |
| | - Provide a visual analysis of the development from key viewpoints, including photomontages or perspectives showing the proposed and likely future development. | This report and specifically section Section 8.0 |
| | - Where the visual analysis has identified potential for significant visual impact, provide a visual impact assessment that addresses the impacts of the development on the existing catchment. | This report and specifically Section 8.0 & Section 9.0 |

1.4 Author

This VIA has been written by Ben Gluszkowski (Geoscapes Director and Registered Landscape Architect) who has over 17 years' experience in the field of Landscape Architecture. He has previously been involved in high profile LVIA's on developments within the UK, including the M1 & M62 motorway road widening, several wind farms and energy from waste facilities (EFW).

Within Australia, Ben has completed several LVIA's and VIA's for some of the largest industrial developments in Sydney. These were either submitted as part of an Environmental Impact Statement (EIS) for State Significant Development (SSD) to the DPIE, or to local council. Clients have included Snackbrands Australia, Jaycar, Frasers, Altis, DCI, ESR, Charter Hall, Equinix and Airtrunk.

2.0 METHODOLOGY OF ASSESSMENT

2.1 Guidelines

LVIA or VIA does not follow prescribed methods or criteria. This assessment is based on the principles established and broad approaches recommended in the following documents:

- Guidelines for Landscape and Visual Impact Assessment (GLVIA) – Third Edition (LI/IEMA 2013)
- The Landscape Institute Advice Note 01 (2011) Photography and Photomontage in Landscape and Visual assessment.

In accordance with GLVIA3 the assessment methodology is tailored to the specific requirements of the Proposed Development, its specific landscape context and its likely significant effects. The methodology used for this assessment reflects the principal ways in which the Proposed Development is considered likely to interact with existing landscape and visual conditions as a result of:

- The permanent introduction of a two-storey warehouse into the existing landscape/townscape and visual context.

Landscape assessment is concerned with changes to the physical landscape in terms of features/elements that may give rise to changes in character. Visual appraisal is concerned with the changes that arise in the composition of available views as a result of changes to the landscape, people's responses to the changes and to the overall effects on visual amenity. Changes may result in adverse (negative) or beneficial (positive) effects.

The nature of landscape and visual assessment requires both objective analysis and subjective professional judgement. Accordingly, the following assessment is based on the best practice guidance listed above, information and data analysis techniques, uses subjective professional judgement and quantifiable factors wherever possible, and is based on clearly defined terms (refer to glossary).

As stated in paragraph 1.20 of the GLVIA:

“The guidance concentrates on principles while also seeking to steer specific approaches where there is a general consensus on methods and techniques. It is not intended to be prescriptive, in that it does not follow a detailed ‘recipe’ that can be followed in every situation. It is always the primary responsibility of any landscape professional carrying out an assessment to ensure that the approach and methodology adopted are appropriate to the particular circumstances.”

This VIA written by Geoscapes is considered to use a methodology and approach that is appropriate to this type of industrial development.

2.2 Computer Generated Visualisations - Photomontages

It is possible that any receptor with a view towards the development, could potentially receive visual impacts with a resulting high, moderate or low impact. However, it is not feasible or practical to prepare a photomontage for each and every residential dwelling, public open space, cycleway, footpath or road within the project view-shed. Instead a selection of locations have been selected where applicable.

Photography for the photomontages was undertaken by Geoscapes using a Canon 60D (DSLR) camera. A 50 mm focal length prime lens was attached to the Canon.

Photomontages have been prepared to create “simulated” views of the Proposed Development. Although these do not claim to exactly replicate what would be seen by the human eye, they provide a useful “tool” in analysing potential visual impacts from receptor locations.

Those viewpoints selected for photomontages, have been presented in this report as before and after images on the same sheet for ease of comparison. The computer-generated images include a representation of landscape mitigation both immediately following installation (which have been described as year 0) and at a mature age of approximately 15-20 years. It is important to note that the year 15 images are simulations of how proposed landscaping may appear at a selected viewpoint. The final appearance of landscape mitigation will be based on many factors including growth rates, maintenance and environmental conditions. Additional A1 sized viewpoint sheets (figures ‘c’) have also been included for selected viewpoints in close proximity to the development, by using a larger paper size a wider angle of view can be displayed.

The assessment undertaken at year 15 assumes that such mitigation has had the opportunity to establish, mature and become effective. For the purposes of most VIA, year 15 effects are also taken to be the ‘residual effects’ of the development. Residual effects are those which are likely to remain on completion of the development and are to be given the greatest weight in planning terms. Any visual impacts determined from viewpoint locations (which have been assessed in Section 8.0 of this report), are based on the year 15 residual effects. In certain photomontages there may be little or no difference between Year 0 or Year 15 images, this may be due to the development being partially obscured, that there is no proposed landscaping on a particular side of a development or that landscaping would be behind existing vegetation in the foreground.

The horizontal field of view (FOV) within the photomontages shown in A1 ‘c’ figures (refer to Section 11.0 Appendix), exceeds the parameters of normal human vision. While the human eye FOV is understood to be approximately 160°, the actual amount of detail in focus is much less and deteriorates towards the outer extents of the FOV. The ‘Cone of Visual Attention’ of the human eye is thought to be 55° however, in reality the eyes, head and body can all move and, under normal conditions, the human brain would ‘see’ a broad area of landscape within a panoramic view. Each of the photomontage panoramas within this report has a horizontal viewing angle of approximately 67°, viewing angles of extended ‘c’ figures are approximately vary from 97 - 141°. A single photographic image from a 50mm lens has a horizontal viewing angle of 39.6°. Whilst a photomontage can provide an image that illustrates a photo-realistic representation of a development in relation to its proposed location and scale relative to the surrounding landscape, it must be acknowledged that large scale objects in the landscape can appear smaller in photomontages than in real life. This is partly due to the fact that a flat image does not allow the viewer to perceive any information relating to depth or distance. An extract taken from the Photography and Photomontage in Landscape and Visual Impact Assessment, Landscape Institute Advice Note 01/11 states that:

‘it is also important to recognise that two-dimensional photographic images and photomontages alone cannot capture or reflect the complexity underlying the visual experience and should therefore be considered an approximate of the three-dimensional visual experiences that an observer would receive in the field’.

2.3 Visual Receptor Sensitivity

People’s (visual receptors) overall visual sensitivity has been assessed by combining consideration of their visual susceptibility with the value or importance that they are likely to attribute (or not) to their available views.

Factors which influence professional judgement when assessing the degree to which a particular view can accommodate change arising from a particular development, without detrimental effects would typically include:

- Judgements of value attached to views take into account recognition of the value attached to particular views e.g. heritage assets or through planning designations; and
- Judgements of susceptibility of visual receptors to change is mainly a function of the occupation or activity of people experiencing the view at particular locations; and the extent to which their attention or interest may therefore be focused on the views and the visual amenity they experience at particular locations.

Assessment of the sensitivity of visual receptors may be modified (either up or down) by consideration of whether any particular value or importance is likely to be attributed by people to their available views. For example, travelers on a highway may be considered likely to be more sensitive due to its scenic context or residents of a particular property may be considered likely to be less sensitive due to its degraded visual setting.

Typically, sensitivity of visual receptors may be judged to be very high, high, medium, low or very low. Definitions of these indicative categories as appropriate to this assessment are set out in the table below.

Table: Visual Receptor Sensitivity

| Category | Definition |
|-----------|--|
| Very High | Designed view to or from a heritage / protected asset. Key protected viewpoint e.g. interpretive signs. References in literature and art/or guidebooks and tourist maps. Protected view recognised in planning policy designation [LEP, DCP, DoPE]. Views from the main living space of residential properties, state public rights of way e.g. bush trails and state designated landscape feature with public access. Visitors to heritage assets of state importance. |
| High | View of clear value but may not be formally recognised e.g. framed view of high scenic value from an individual private dwelling or garden. It may also be inferred that the view is likely to have value e.g. to local residents. Views from the secondary living space of residential properties and recreational receptors where there is some appreciation of the landscape e.g. golf and fishing. Local public rights of way and access land. Road and rail routes promoted in tourist guides for their scenic value. |
| Medium | View is not promoted or recorded in any published sources and may be typical of the views experienced from a given receptor. People engaged in outdoor sport where an appreciation of the landscape has little or no importance e.g. football and soccer. Road users on main routes (Motorway/Freeway/Highway) and passengers on trains. |
| Low | View of clearly lesser value than similar views experienced from nearby visual receptors that may be more accessible. Road users on minor roads. People at their place of work or views from commercial buildings where views of the surrounding landscape may have some importance. |
| Very Low | View affected by many landscape detractors and unlikely to be valued. People at their place of work or other locations where the views of the wider landscape have little or no importance. |

For the visual receptors identified, the factors above are examined and the findings judged in accordance with the indicative categories below in the table to determine the magnitude of change.

Table: Visual Receptor Magnitude of Change Criteria

| Category | Definition |
|-----------|---|
| Very High | There would be a substantial change to the baseline, with the Proposed Development creating a new focus and having a defining influence on the view. Direct views at close range with changes over a wide horizontal and vertical extent. |
| High | The Proposed Development will be clearly noticeable and the view would be fundamentally altered by its presence. Direct or oblique views at close range with changes over a noticeable horizontal and or/vertical extent. |
| Medium | The Proposed Development will form a new and recognisable element within the view which is likely to be recognised by the receptor. Direct or oblique views at medium range with a moderate horizontal and/or vertical extent of the view affected. |
| Low | The Proposed Development will form a minor constituent of the view being partially visible or at sufficient distance to be a small component. Oblique views at medium or long range with a small horizontal/vertical extent of the view affected. |
| Very Low | The Proposed Development will form a barely noticeable component of the view, and the view whilst slightly altered would be similar to the baseline situation. Long range views with a negligible part of the view affected. |

In some cases, there may be no magnitude of change and the baseline view will be unaffected by the development (e.g development would be fully screened existing woodland). In this case a category of 'no change' will be used.

2.4 Significance of the Visual Impact

For each receptor type, the sensitivity of the location is combined with the magnitude of change to determine the level of effect on any particular receptor. Having taken such a wide range of factors into account when assessing sensitivity and magnitude at each receptor, the level of effect can be derived by combining the sensitivity and magnitude in accordance with the matrix in the table below:

| Receptor for Sensitivity | Magnitude of Change | | | | | |
|--------------------------|---------------------|----------------|----------------|------------------|------------------|------------------|
| | | Very High | High | Medium | Low | Very Low |
| | Very High | Substantial | Major | Major/Moderate | Moderate | Moderate/Minor |
| | High | Major | Major/Moderate | Moderate | Moderate/Minor | Minor |
| | Medium | Major/Moderate | Moderate | Moderate/Minor | Minor | Minor Negligible |
| | Low | Moderate | Moderate/Minor | Minor | Minor Negligible | Negligible |
| | Very Low | Moderate/Minor | Minor | Minor Negligible | Negligible | Negligible/None |

In all cases, where overall effects are to be moderate or higher (shaded grey), this will result in a prediction of a significant effect in impact terms. All other effects will be not significant. If a view from a receptor is judged to be 'no change' in the category of Magnitude of Change, then the significance of impact will automatically be none.

In certain cases, where additional factors may arise, a further degree of professional judgement may be applied when determining whether the overall change in the view or effect upon landscape receptor will be significant or not and, where this occurs, it is explained in the assessment.

Visual effects are more subjective as people's perception of development varies through the spectrum of negative, neutral and positive attitudes. In

the assessment of visual effects, Geoscapes will exercise objective professional judgement in assessing the significance of effects and will assume, unless otherwise stated, that all effects are adverse, thus representing the worst-case scenario. The significance of visual impacts are assessed against the Proposed Development in isolation only.

Ratings of **visual receptor sensitivity** and **magnitude of change** which determine the significance of the visual impact, are judged against the **current baseline situation** as can be seen in the baseline images within section 8.0.

2.5 Site Visit and Analysis of Zone of Visibility

Site visits were conducted in Nov 2021 by Geoscapes. The consultant team carried out a site inspection to verify the results of desktop study and to evaluate the existing visual character of the area. Analysis from inside the site boundary and at vantage points from the surrounding landscape was undertaken to approximate the Zone of Visibility. Photographs taken at eye-level within the site only allow a partial judgement on which residential properties, commercial properties, public open spaces and public rights of way (classed as visual receptors) in the immediate vicinity, may see the development from ground level to the top of warehouse buildings. This is also limiting due to the presence of existing development, topography and surrounding vegetation, therefore, it is not possible to gain a complete understanding of the visual envelope.

As a result of the above, a 3D model and Google Earth Pro software has been used to test the visibility of the built forms. By analyzing topography, existing built forms and using Google Streetview locations, an understanding of the visibility can be reached. It is important to note, that it is simply unfeasible to test and record every single possible view corridor to and from the site.

The analysis allows a judgement to be made on which receptors in the wider context will be able to see the upper parts of the development, if not the all of the development. Not all residential/commercial properties or public open spaces that potentially would experience a view of the development are shown on Figure 2. However, the locations that have been shown will provide an indication of receptors within the surrounding context that the development will be most visible to. In some cases it is reasonable to assume for example, that a number of properties close to a selected receptor would experience a very similar type of view. I.e. adjacent properties with similar aspect or those one or two streets away.

It is not possible to visit individual residential properties to take photographs from second floor windows looking back at the site. Therefore, views are taken from street level immediately in front of properties, these are judged to be similarly representative with consideration for the additional viewing height of second story windows. A judgement has then been made on the likely visual impacts from a selection of the receptors identified in Figure 2 (refer to section 8.0).

2.6 Photographic Recording

From desktop study, site visits and photography, locations were identified that would potentially be subject to visual impacts from the proposal.

Viewpoints were selected and photographs were taken by Geoscapes Landscape Architects using a Canon 60D DSLR Camera and a 50mm lens. Photographs were stitched together using an automated software process, however, no perspective fixing was used. GPS recordings were taken and locations mapped using topographical survey data. This information was later used to create the photomontages.

2.7 Visualisation of the Development

Morphmedia were engaged to develop a digital three-dimensional computer model using Autodesk 3Ds Max. The model included all aspects of the Proposed Development combined with the landscape design and mitigation proposed by Geoscapes.

Views were generated from the model that matched the camera positions of photographs taken from selected viewpoints. These were then combined with the photographs to create simulated views of the proposal.

Photomontages are intended to be printed at A3 or 'c' figures at A1 and are to be held at a comfortable distance by the viewer, this is generally accepted by current guidelines to be anywhere from 300mm to 500mm away from the eyes and held in a flat projection.



Legend

- Site Boundary
- 1 Eye Level Position 1

Figure 1: Eye-Level Panoramic Photograph Positions

| SCHEDULE OF VIEWPOINTS | | | | |
|------------------------|--|------------|-------------|---------------|
| VP Number | Address | Southings | Eastings | Elevation AHD |
| 1 | Botony Road & Beauchamp Road Intersection, Banksmeadow | 33°57'46"S | 151°13'12"E | 7.6m |
| 2 | Opposite 59 Beauchamp Road, Matraville | 33°57'42"S | 151°13'10"E | 8.5m |
| 3 | Jct of McPherson Street & Beauchamp Road, Matraville | 33°57'35"S | 151°13'15"E | 13.8m |
| 4 | Raymond Avenue South, Matraville | 33°57'42"S | 151°13'24"E | 9.3m |
| 5 | Raymond Avenue North, Matraville | 33°57'38"S | 151°13'25"E | 11m |
| 6 | 1A McCauley Street, Matraville | 33°57'37"S | 151°13'31"E | 11.6m |
| 7 | Adjacent to 94 Australia Avenue, Matraville | 33°57'41"S | 151°13'29"E | 11.7m |



- DEVELOPMENT AREA
- VIEWPOINT LOCATION & PHOTOMONTAGE
- APPROXIMATED ZONE OF VISUAL INFLUENCE WITHIN STUDY AREA ROAD NETWORKS AND RESIDENTIAL AREAS

Figure 2: Viewpoint Locations



Figure 3: On Site Position 1 at Eye-Level - Looking North



Figure 4: On Site Position 1 at Eye Level - Looking East



Figure 5: On Site Position 1 at Eye-Level - Looking South



Figure 6: On Site Position 1 at Eye Level - Looking West

3.0 JUSTIFICATION OF VIEWPOINTS SELECTED

3.1 Receptor Selections and Reasoning

The visual impacts generated by the proposal development have been assessed based on the criteria described in Section 2.4. The following list of visual receptors have been selected:

- Botony Road & Beauchamp Road Intersection, Banksmeadow (VP1)
- Opposite 59 Beauchamp Road, Matraville (VP2)
- Jct of McPherson Street & Beauchamp Road, Matraville (VP3)
- Raymond Avenue, Matraville (South) (VP4)
- Raymond Avenue, Matraville (North) (VP5)
- Adjacent to 1A McCauley Street, Matraville (VP6)
- Adjacent to 94 Australia Avenue, Matraville (VP7)

In total 7 viewpoint locations have been selected for photomontage and visual impact assessment, refer to Figure 2 for viewpoint locations.

As requested by the DPIE visual impacts upon nearby residential receivers have been considered within this report and viewpoints 6 and 7 were selected as publicly accessible locations (adjacent to residential dwellings) with potential views of the development. From analysis of site photography, surrounding topography and field work it is clear that lower parts of the development will be completely screened to residential receivers. Only upper parts of the development are likely to be visible which is demonstrated in VP6 and VP7 within Section 8.0 of this report.

It is highly likely that more elevated low density residential properties would experience views of the development from second storey windows and an approximation of the visual envelope is shown on Figure 2. Although it is not possible to individually assess the visual impact received at these property windows, it can be understood that the backdrop (baseline) in which the development would be seen against is highly affected by industrial development. Therefore, it can be assumed that both the sensitivity and magnitude of change for these receptors is likely to be low to medium and that the resultant significance of the visual impact received would be minor.

There are a number of medium density properties at higher elevations on Bunnerong Road, these would experience expansive views over Botony and Banksmeadow including the proposed development site. However, these are at a distance of over 1km from the site boundary and it is judged that any visual impacts received would be minor to negligible.

It should also be noted that the development includes a landscape masterplan, this is intended to populate the site with vegetation along the site boundaries. Following maturity this will provide some screening and visual relief of the built form, particularly to any visual receivers in close proximity.

Refer to section 8.0 for a detailed visual impact assessment from the receptors.

4.0 THE SITE AND ENVIRONS

4.1 Location

The site is located on Raymond Avenue, Matraville and is within the Randwick City Council Local Government Area. It has a total site area of 1.94 ha. Figure 8 provides the site's context, Figure 9 provides the site's location.

4.2 Site Description

The site generally rectangular in shape, has a large area of existing hardstand and is presently unoccupied. Previously it was home to a large single industrial warehouse. The Sydney Water Bunnerong Stormwater Channel No. 11 runs along the north-western boundary towards the private stormwater basin on the south-western boundary. The site is generally flat, with slopes down to the boundaries along the north east and south to the basin. As per the ecological report there are no significant environmental or ecological concerns that would limit the proposed development.

The site is summarised in the Figure below.

Figure 7 – Site Description

| Component | Description |
|-------------------|--|
| Address | 42 Raymond Avenue, Matraville NSW 2036 |
| Legal description | Lot 1 in Deposited Plan 369888, Lot 32 Sec B Deposited Plan 8313, Lot 1 Deposited Plan 511092 and Lot 2 in Deposited Plan 1082623. |
| Current use | The site is currently is unoccupied with previous industrial use. Zoned IN1 State Environmental Planning Policy (Three Ports) 2013 |

4.3 Context

The site is located centrally within the Botany industrial precinct which serves Port Botany and Sydney Kingsford Airport. Located 10 kilometres' south of Sydney's CBD, the precinct is already a well established economic foundation of Port Botany, with numerous commercial, bulky goods retailing and industrial developments.

The site is surrounded by the following specific land uses:

- To the northeast are large and smaller scale industrial units which stretch into the extensive Botany Industrial Park. Further north east are the residential suburbs of Hillsdale and Matraville. Medium density developments along the crest of Bunnerong Road are likely to receive longer distance views of the proposal.
- To the southeast is a large paper manufacturing facility on McCauley Street, further beyond are residential properties within Matraville. These become more elevated towards Bunnerong Road.
- Immediately along the south-western boundary is a private basin and further beyond Botany Road and the large industrial precinct of Port Botany.
- To the northwest is the Sydney Water channel and other industrial units located along Beauchamp Road. This industrial character continues further west through a large area of Banksmeadow.

By using the summary above of land use above, it is apparent that potentially the most sensitive visual receivers of the development are likely to be located in the northeast and east from within the residential suburb of Matraville. However, this is located at the edges of the industrial precinct and therefore, clear unobstructed view corridors towards the proposed development are unlikely. By testing massing models within Google Earth and on site field work this has been confirmed.



Figure 8: Site Context (Source: Nearmap 2021)

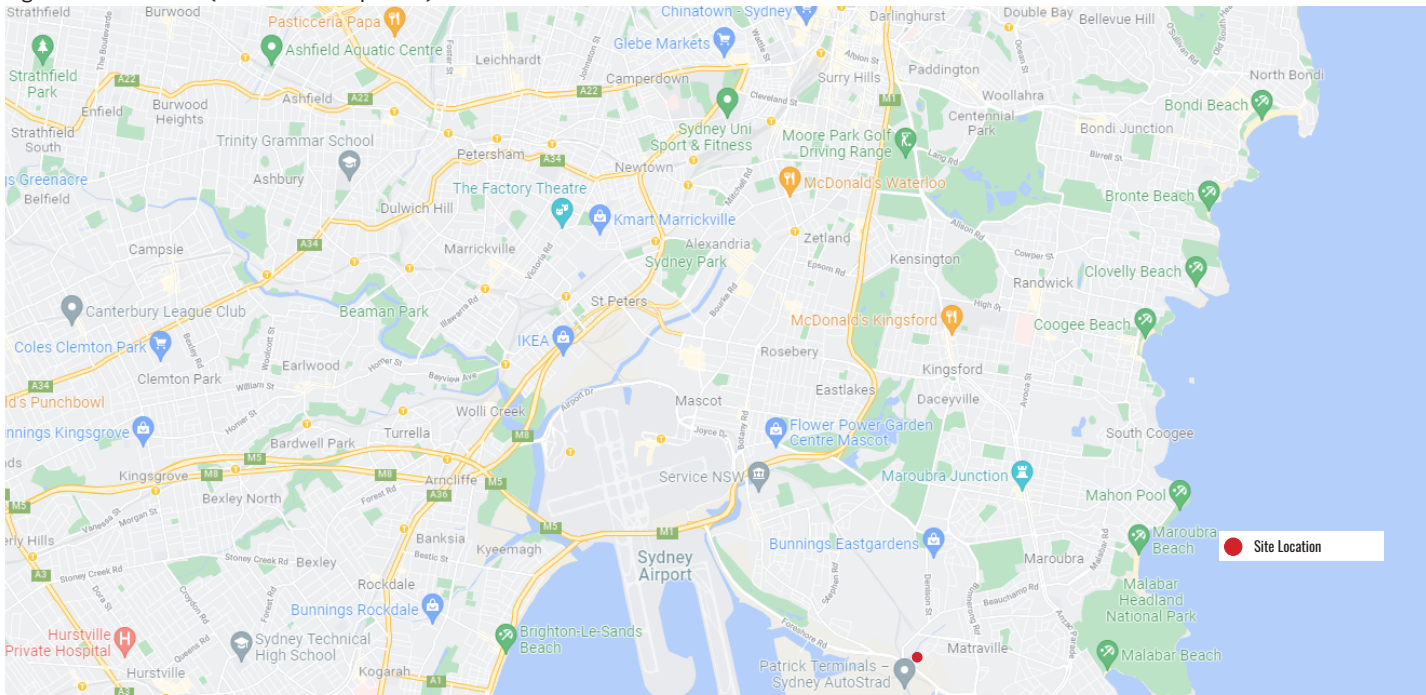


Figure 9: Site Location (Source: Google Maps)

5.0 BASELINE DESCRIPTION

5.1 Planning Context

The following current State and Local planning controls and policies have been considered in the preparation of this Report:

Randwick Council DCP 2013 - Industrial Areas D15
State Environmental Planning Policy (Three Ports) 2013

The site is currently designated as IN1 in the State Environmental Planning Policy (Three Ports) 2013 Land Zoning Map as indicated in Figure 10 below.

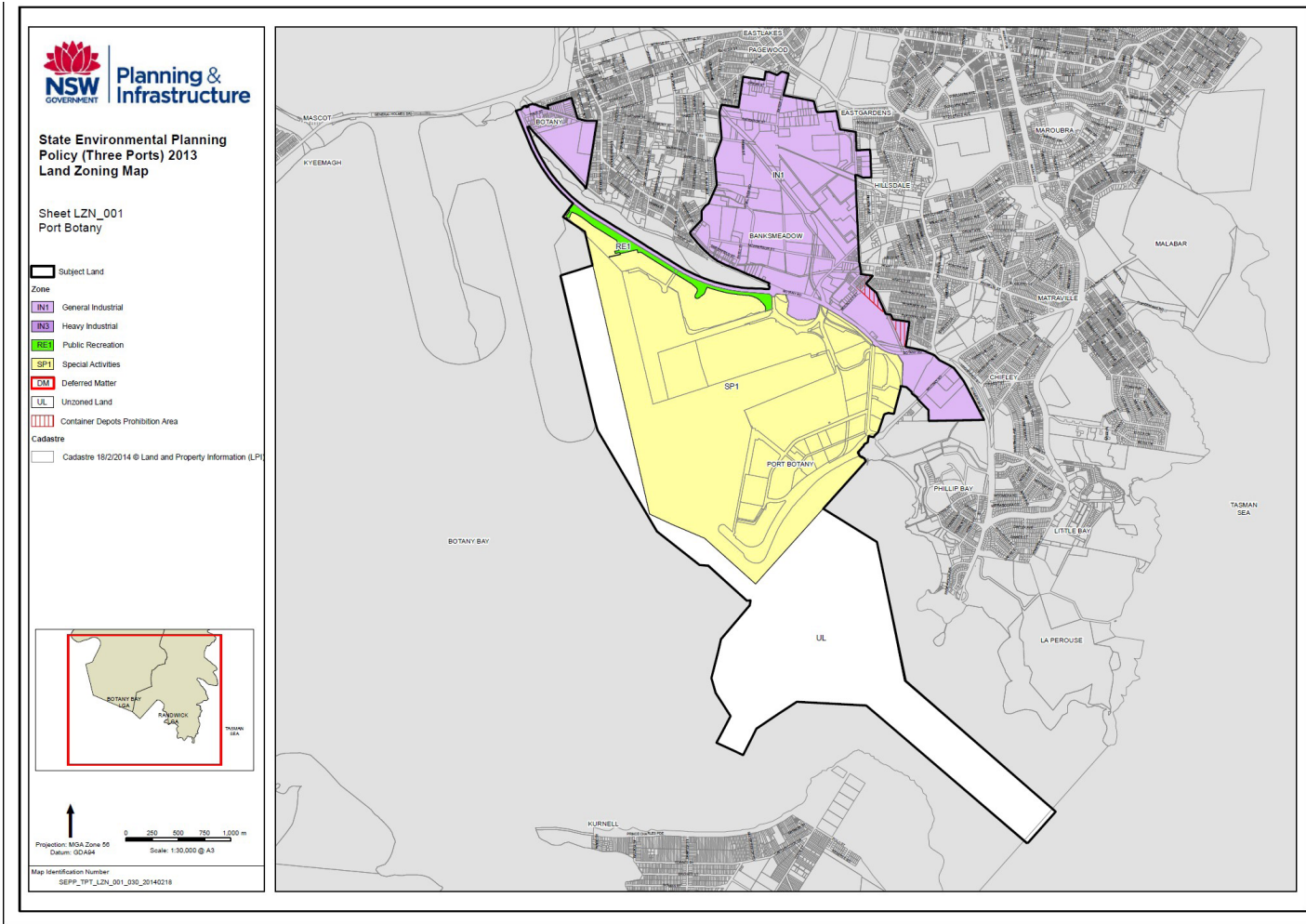


Figure 10: Land Zoning Map (Source: NSW Legislation SEPP (Three Ports) 2013)

5.2 Randwick Council DCP 2013 - Industrial Areas D15

This VIA report considers the DCP and relevant objectives and controls for the Proposed Development. Sections of particular relevance to visual impacts would include:

- 2 Building design and appearance

Objectives

To ensure the form and scale of development enhances the streetscape and visual quality of the area.
To achieve high quality, innovative and sustainable design for industrial buildings.
To use materials and construction methods to mitigate noise and visual impact to adjoining areas, particularly residential areas.

Controls

- i) Building mass and scale should make a positive contribution to the streetscape and compliment the predominant character of the adjoining area.
 - ii) Buildings should not contain long, blank and unarticulated walls, particularly on street frontages. Use of a single colour or material should be avoided. A development must use architectural elements to articulate the front and other facades visible from the public domain.
 - iii) Building entrances should be clearly defined, well articulated and provide level or ramp access.
 - iv) Roof design must be incorporated in the overall building design.
- Any metal roof sheeting should be pre-painted (e.g. Colourbond) to limit the level of reflection and glare.
Visible light reflectivity from building materials used on the facades of new buildings should not exceed 20%.

- 3 Setbacks

Objectives

To minimise the impact of development and buildings on the surrounding area by providing a buffer to adjoining land uses.
To encourage development that is in keeping with the streetscape characteristics and ensures a positive contribution and presentation to the street.

Controls

The front setback of an industrial building must respond to the dominant street setback. Where there is no dominant setback or on large frontages, setbacks will be addressed on a case by case basis.

All front setbacks are to comprise soft landscaping to provide a high quality street presence. Front setbacks are not to be used for storage or display of goods, excessive signage, loading/unloading areas and large areas of car parking.

- 4 Landscaping

Objectives

To use landscaping to improve the environmental and visual amenity of industrial areas.

Controls

- ii) Front and side setbacks must be landscaped to soften and screen buildings, storage, service and parking areas. Porous paving should be utilised wherever possible.

- 9 Fences

Objectives

- To provide a positive presentation to the streetscape.

Controls

- i) Solid metal panel fences (sheet material etc) of any height are not permitted along the street frontage.

It is believed that the development has considered and meets the relevant visual objectives and controls of the Randwick Council DCP 2013 for the reasons as listed below:

- The development proposes a high quality office facade treatment facing Raymond Avenue, this will be supplemented by landscape planting to soften the streetscape appearance.
- Grey colours have been used to reduce the scale of the built form by blending the building into the skyline.
- All setback are proposed to be landscaped with the use of species from endemic communities. This will include large canopy tree planting with under story shrubs and groundcovers.
- Fencing is proposed to be open style black palisade enhancing street presence and maintaining surveillance.

5.3 Future and Existing Industrial Development within the Immediate Surrounding Area

Existing land at 2-12 Raymond Avenue is currently unoccupied and fenced off, this would suggest that a development may happen at sometime in the near future under an IN2 zoning. The zoning would indicate that smaller industrial units maybe constructed similar to those already found on Raymond Ave. If a development were to occur this could prevent views towards the Proposed Development from Viewpoint 6 and surrounding residential properties.

Located on the eastern side of McCauley Street is the Opal Paper Mill, Figures 11a and 11b show the site plan and elevations of the existing development. The southern elevation shows that a large proportion of the building extends to 26m up to a maximum of 36m to the top of stack, this demonstrates that large scale developments of similar height already exist within the locality.

5.4 Landscape Character

As can be seen by using aerial digital mapping the development site is located centrally within the Botany Bay/Port Botany Industrial precinct. Much of the surrounding land is zoned as IN1 or IN2 industrial lands or SP1 special activities associated with Port Botany. To the east and northeast there is the presence of low and medium density residential housing. Therefore, it can be concluded the Landscape Character is heavily influenced by industrial and infrastructure development.

5.5 Selected Viewpoints – Receptor Locations

The symbols and numbering in Figure 2 on page 8, indicate the viewpoints and photomontages that have been selected for a Visual Impact Assessment (VIA). A sample of receptors which are closest in proximity to the Proposed Development have been selected. From viewpoint locations,

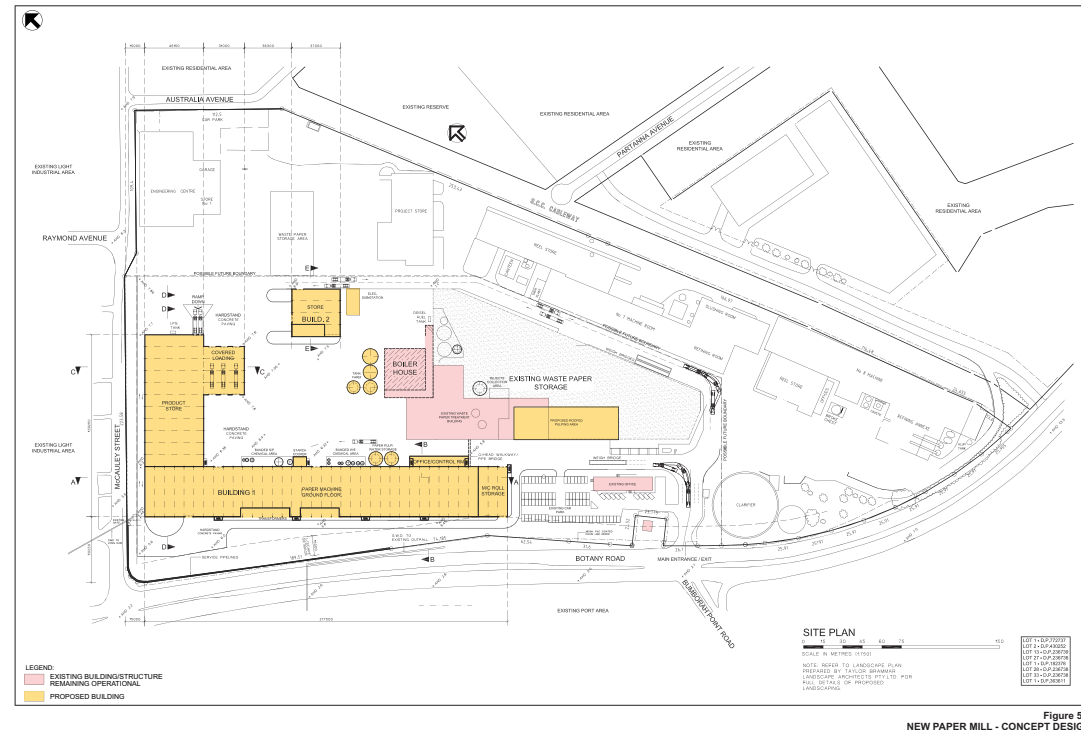


Figure 11a: Paper Mill Site Plan - (Source: SBA)

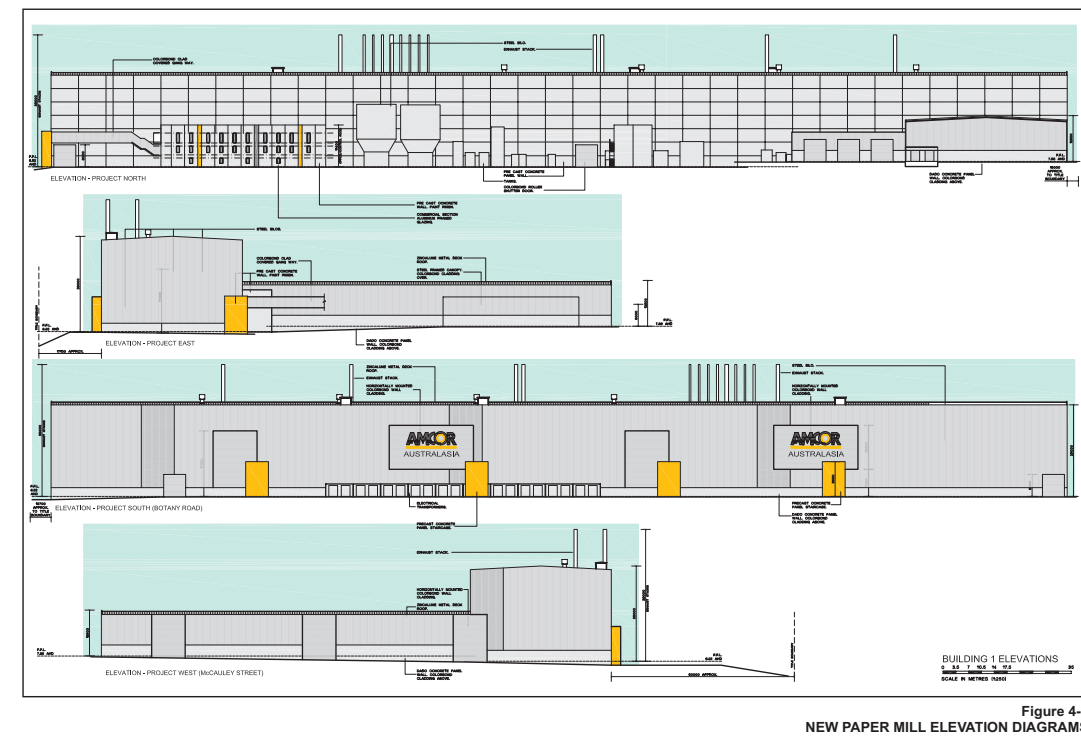


Figure 11b: Paper Mill Elevations - (Source: SBA)

photomontages have been generated to represent as closely as possible views of the Proposed Development following construction at year 0 and at year 15. Year 15 photomontages are used to simulate proposed landscape mitigation at maturity.

Refer to the visual impact assessment at Section 8.0 of this report and the corresponding viewpoints 1 to 7.

5.6 Proposed SSD Masterplan

Situated in Figure 11 is the SBA current ground floor masterplan. This plan is used for the purpose of assessment within this VIA report. For detailed information regarding the built forms, refer to section 6.0.

6.0 DEVELOPMENT PROPOSALS

6.1 General

The following description is based on the architectural drawings shown in Figures 11, 12 and 13. The application proposes an industrial development with four warehouses contained within a single two-storey building. This will include access from Raymond Avenue, offices, undercroft car parking, bicycle parking, a breezeway, loading & hard stand areas and landscaping setbacks.

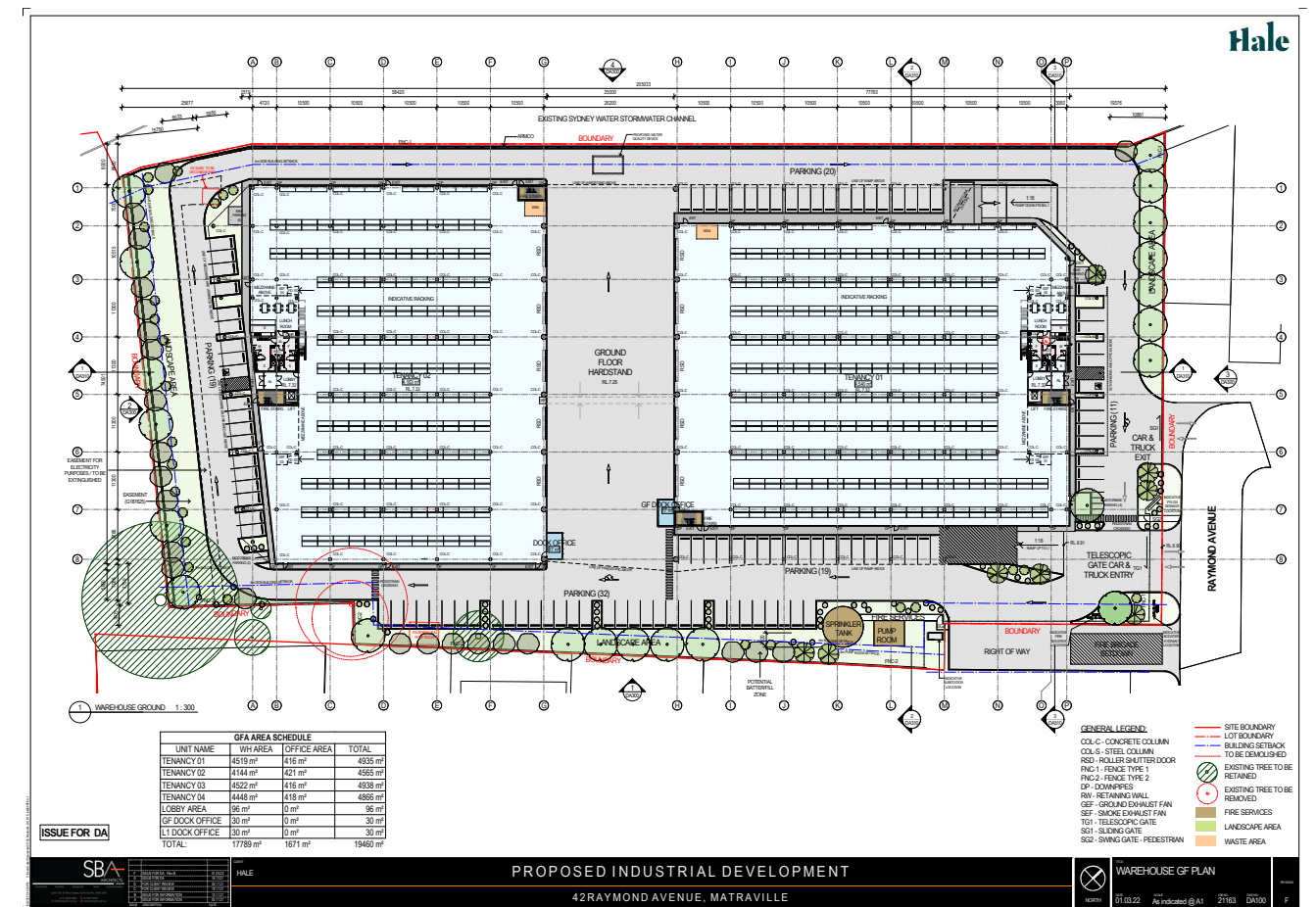


Figure 12: Warehouse GF Plan (Source: SBA)

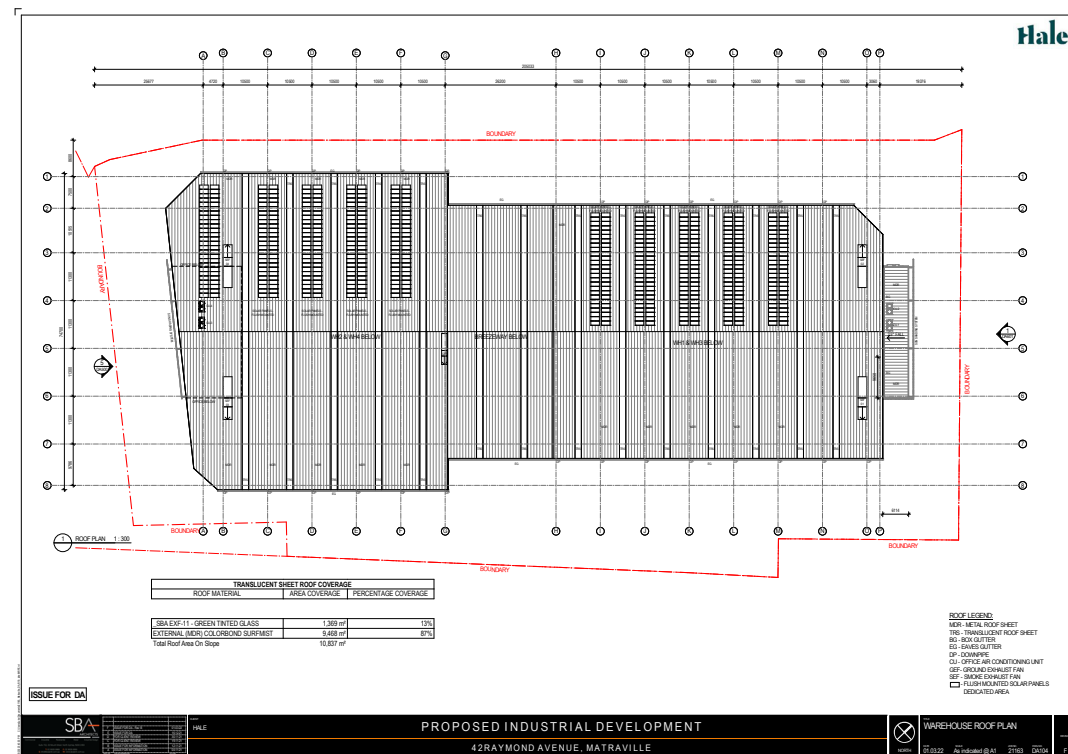


Figure 13: Warehouse Roof Plan - (Source: SBA)



Figure 14: Proposed Elevations - (Source: SBA)

6.2 Access

This will be managed via a dedicated separate automatic gated entry and exit to and from Raymond Avenue.

6.3 Height / Scale

Pad levels are intended to be raised to a height of RL7.3 over the existing concrete with the maximum height of the building to be approximately 22m. There are no height limits for the site and the footprint of the building is similar to the previous industrial warehouse which has since been removed.

6.4 Colour / Materials & Finishes

Colour tones have been chosen to help sit the building more comfortably into the surrounding context. A palette of greys are typically used on the building facades with materials such as colorbond and precast concrete. This helps to make the buildings more recessive against the skyline and is consistent with other adjacent developments. The office components will be highlighted with the use of glazing, metal powder coated perforated screens and climbing plants

Offices entry frontages will include flowering plants and landscaping in and around car parking areas, this will help with way finding and provide shade.

6.5 Signage

A pylon sign is to be situated at the entry at a clear location for oncoming traffic. Individual tenant signage will be located adjacent to each office.

6.6 Lighting

Lighting has been designed to be in compliance with the latest version of AS1158 and AS4282 (INT) - Control of Obtrusive Effects of Outdoor Lighting.

- Lighting has been provided in accordance with the requirements of Australian Standard 1158.3.1-1999 and the recommendations contained therein.
- Glare and spill lights has been limited by the selection of fittings and is in accordance with The Australian Standard 4282-1987
- Light fittings are LED wall mounted, pole mounted and mounted on the face of the awning and directed in such a manner that they do not cause nuisance to surrounding properties or the public road network.

6.7 Solar Panels

Shown in Figure 12 on page 14 is the development roof plan which indicate a photovoltaic system upon the northern and western corners. These are to be flush mounted and therefore, not visible in any eye-level views from locations within the immediate context.

6.8 Summary

The design of building has addressed the need to make the development visually less obtrusive within the landscape. Of most importance from a visual impact perspective, are the height, scale, colour, finishes and landscaping. The colours selected for the building facades, help to blend the development more effectively into the skyline and surrounding landscape.

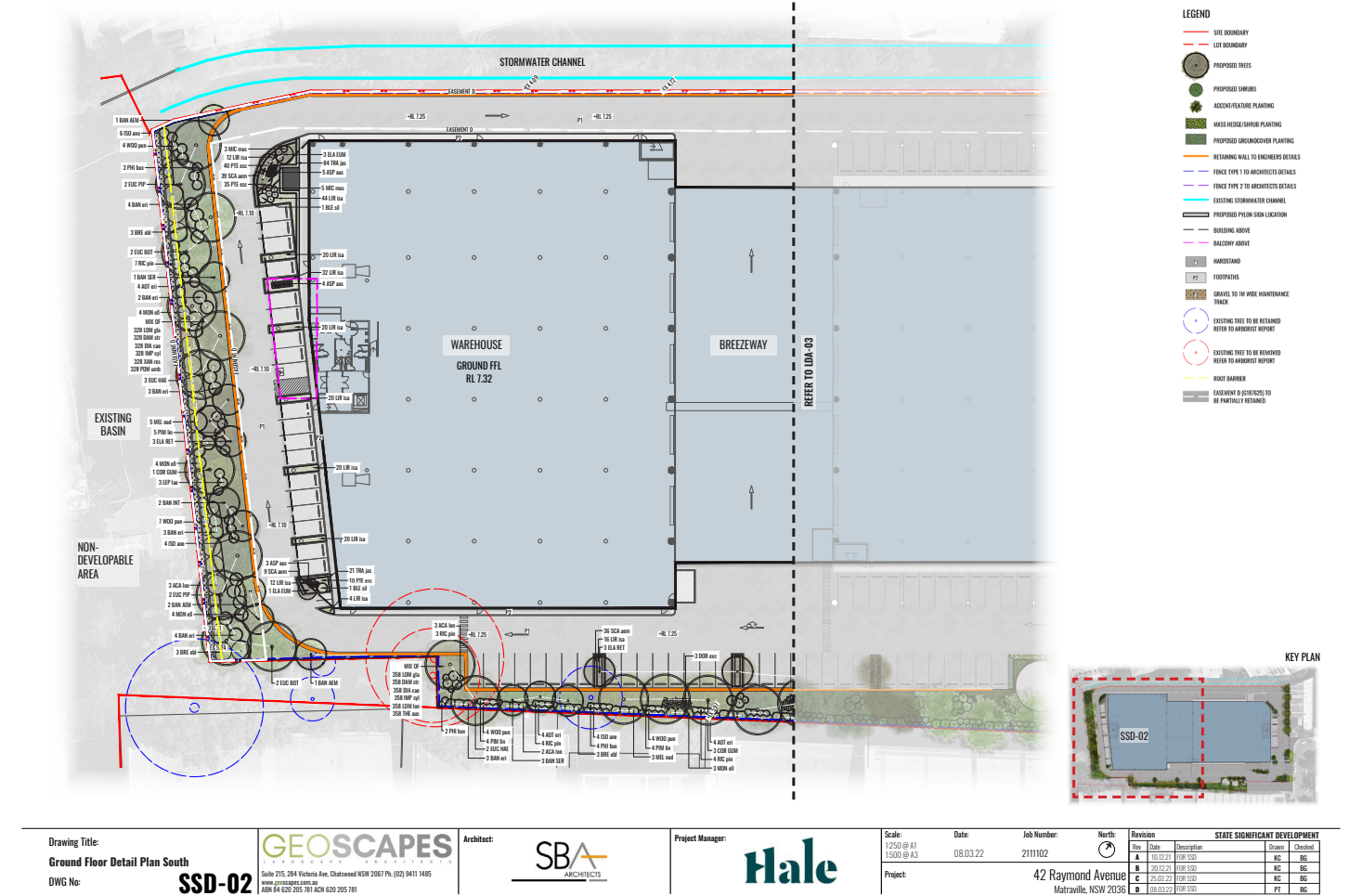
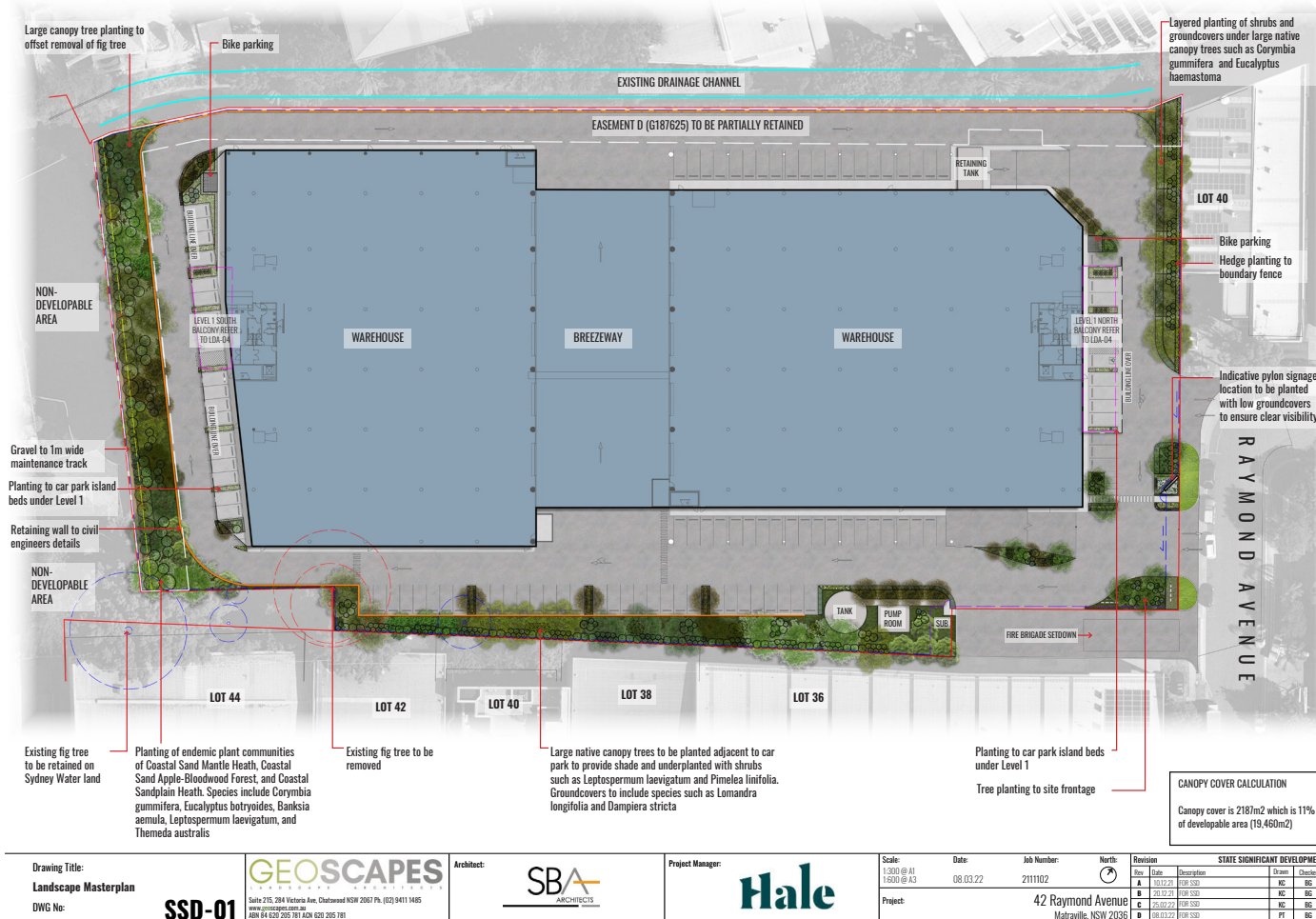


Figure 15a: Landscape Masterplan - (Source: Geoscapes)

Figure 15b: Ground Floor Detail Plan South - (Source: Geoscapes)

The Paper Mill to the east demonstrates that other large scale developments are already established within the immediate context and that the proposed development would not be out of character within the IN1 zoning.

7.0 LANDSCAPE STRATEGY, DESIGN AND MITIGATION

7.1 Strategy and Mitigation

Figures 15a to 15d on pages 15 and 16 show plans and sections of the proposed landscape design produced by Geoscapes. To help mitigate views particularly from Raymond Ave and Botany Road 5m and 8m wide landscape zones are proposed. Tree and shrub planting has been introduced to help provide screening of the development.

7.2 Detailed Landscape Proposals

Please refer to landscape design documentation prepared by Geoscapes, for detailed landscape proposals.

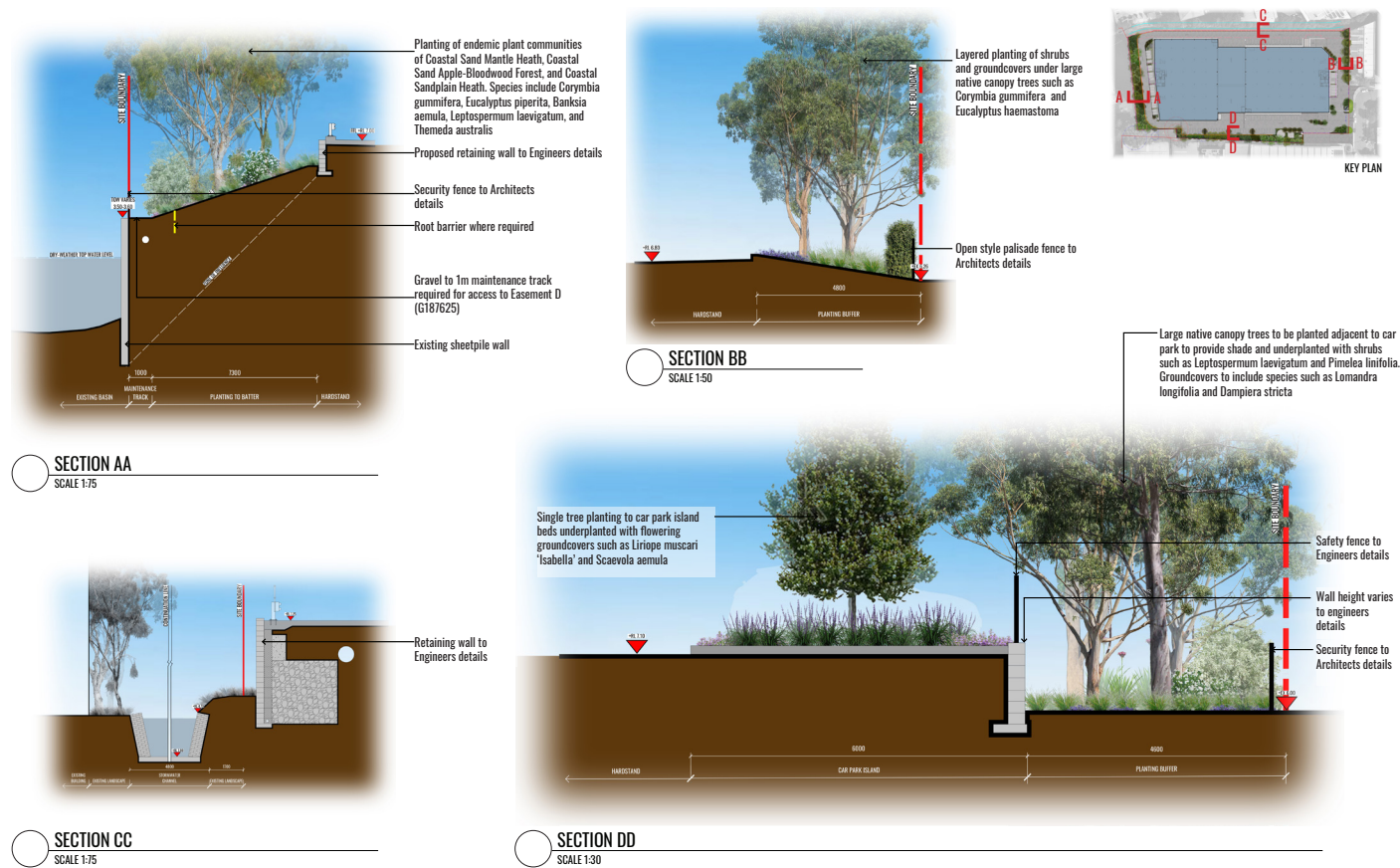


Figure 15c: Landscape Sections - (Source: Geoscapes)



Figure 15d: Planting Schedule & Imagery - (Source: Geoscapes)

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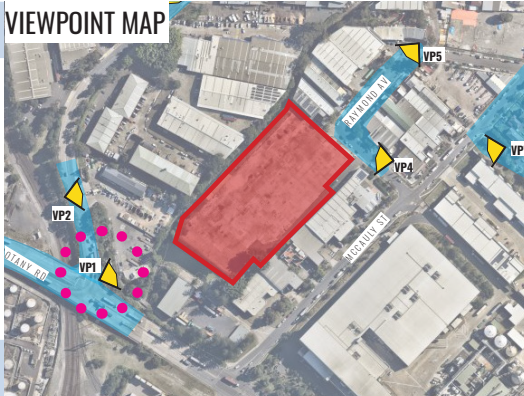
8.0 VISUAL IMPACT ASSESSMENT

8.1 Viewpoint 1

| | |
|--|--|
| Viewing Location | Botany Road & Beauchamp Road Intersection, Banksmeadow - Looking Northeast |
| GPS | 33°57'46"S, 151°13'12"E |
| Elevation (Eye-level) | 7.6m |
| Date and Time | 16th Nov 2021 - 11am |
| Baseline Photo & Photomontage Figures | Figure 16 |
| Visual Description | |
| Approx. Viewing Distance from Site Boundary | 90m |
| View description & prominence of the development | <p>This viewpoint was taken on the public footpath on the northern side of the Beauchamp Road and Botany Road intersection. This view would be experienced by pedestrians on foot and also motorists waiting at the signaled junction. The existing concrete pad at the proposed site can be clearly seen in this view.</p> <p>In the foreground to the left of the image is MBS Building & Landscape Supplies with the Sydney Water drainage channel adjacent. In the background the topography rises up toward Bunnerong Road with residential housing and apartment blocks visible. Vegetation is intermittent mostly concentrated around the drainage channel and basin.</p> |
| Visual Receptor Sensitivity | Pedestrian traffic is likely to be low in volume as the area is heavily industrial, therefore views are likely to be experienced predominantly by motorists waiting at the signaled intersection. These will be transient and for a short time period only. The existing baseline is one that is heavily influence by industrial development, therefore, the sensitivity has been judged to be low . |
| Magnitude of Change | Landscape planting along the southern boundary will help to screen and reduce the scale of the building however, the Proposed Development will form a new and recognisable element within the view which would be recognised by the receptor. Views are direct and at close range with changes over a noticeable horizontal and vertical extent. Therefore, it is judged that the magnitude of change is high . |
| Significance of Visual Impact | The significance of the visual impact at this location is judged to be moderate/minor or minor .* |

* NOTE

Until very recently the previous industrial warehouse was present within the view and this has since now been demolished. If the previous existing development were to be taken into account when judging the magnitude of change the result would likely be reduced to medium. This would then in turn reduce the significance of visual impact to minor however, even when not taking into account the previous development a visual impact given as moderate/minor is not considered to be of significance as described in the methodology within Section 2.0.





Baseline Photo



Photomontage - Year 0



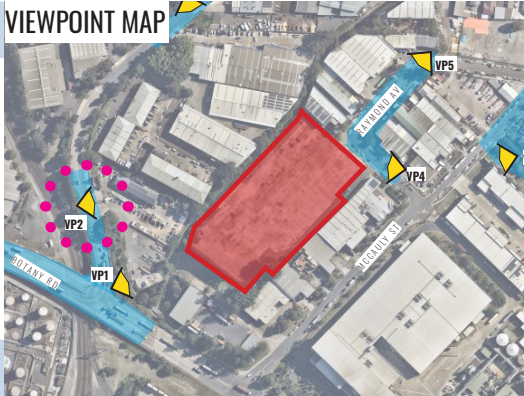
Photomontage - Year 15

Figure 16: Viewpoint 1 - Botony Road & Beauchamp Road Intersection, Banksmeadow - Looking Northeast (Photomontage)

Approx Angle of View - 67°

8.2 Viewpoint 2

| | |
|--|--|
| Viewing Location | Opposite 59 Beauchamp Road, Matraville - Looking East |
| GPS | 33°57'42"S, 151°13'10"E |
| Elevation (Eye-level) | 8.5m |
| Date and Time | 16th Nov 2021 - 10.50am |
| Baseline Photo & Photomontage Figures | Figure 17 |
| Visual Description | |
| Approx. Viewing Distance from Site Boundary | 150m |
| View description & prominence of the development | This viewpoint was taken close to Viewpoint 1 but further north on the western footpath of Beauchamp Road and directly opposite MBS Building and Landscape Supplies. The development site is situated in the background of the image behind the grey warehouse building. |
| Visual Receptor Sensitivity | Similar to Viewpoint 1 pedestrian traffic using the footpath is likely to be low in volume, therefore views are likely to be experienced predominately by customers or staff of MBS or (more transiently) vehicles traveling along Beauchamp Road. Due to the industrial context, it is highly unlikely that any of the potential receptors identified would place a high value on surroundings views at this location, therefore the sensitivity has been judged to be low . |
| Magnitude of Change | The Proposed Development is expected be less prominent within the view than from Viewpoint 1. It will form a new and recognisable element which would be recognised by the receptor. However, the development would not be out of character for the area and would not fundamentally change the view. Therefore, it is judged that the magnitude of change is medium . |
| Significance of Visual Impact | The significance of the visual impact at this location is judged to be minor . |





Baseline Photo



Photomontage - Year 0



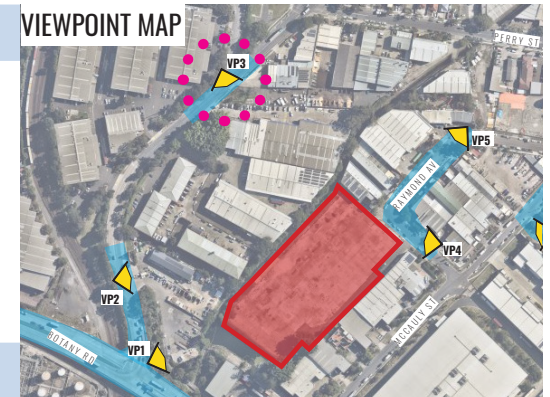
Photomontage - Year 15

Figure 17: Viewpoint 2 - Opposite 59 Beauchamp Road, Matraville - Looking East (Photomontage)

Approx Angle of View - 67°

8.3 Viewpoint 3

| | |
|--|--|
| Viewing Location | Jct of McPherson Street & Beauchamp Road, Matraville - Looking Southeast |
| GPS | 33°57'35"S, 151°13'15"E |
| Elevation (Eye-level) | 13.8m |
| Date and Time | 16th Nov 2021 - 10.42am |
| Baseline Photo & Photomontage Figure | Figure 18 |
| Visual Description | |
| Approx. Viewing Distance from Site Boundary | 180m |
| View description & prominence of the development | This view was taken close to Botany Bay Industrial Estate and is likely to be experienced either by commuters or vehicles waiting at the intersection turning onto Beauchamp Road. In the foreground are warehousing within the 81-87 Beauchamp Rd estate. The development site is situated behind, meaning only the top would be visible. |
| Visual Receptor Sensitivity | The character of the view is already affected by landscape detractors and is unlikely to be valued. At this location views of the wider landscape are likely to hold little importance for any visual receptors. Therefore, the sensitivity has been judged to be very low . |
| Magnitude of Change | The Proposed Development will form a minor constituent of the view being partially visible and at sufficient distance to be a small component. Views are at medium range with a medium vertical and horizontal extent of the view affected. Therefore, it is judged that the magnitude of change is medium . |
| Significance of Visual Impact | The significance of the visual impact at this location is judged to be minor negligible . |





Baseline Photo



Photomontage - Year 0



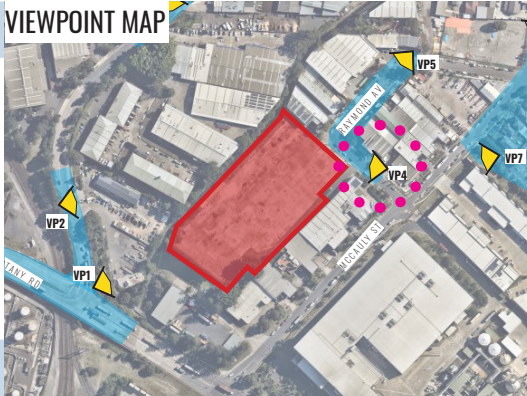
Photomontage - Year 15

Figure 18: Viewpoint 3 - Jct of McPherson Street & Beauchamp Road, Matraville - Looking Southeast (Photomontage)

Approx Angle of View - 67°

8.4 Viewpoint 4

| | |
|--|---|
| Viewing Location | Raymond Avenue, Matraville (South) - Looking West |
| GPS | 33°57'42"S, 151°13'24"E |
| Elevation (Eye-level) | 9.3m |
| Date and Time | 16th Nov 2021 - 10.31am |
| Baseline Photo & Photomontage Figures | Figure 19 |
| Visual Description | |
| Approx. Viewing Distance from Site Boundary | 40m |
| View description & prominence of the development | This is the first of two views in immediate context of the site along Raymond Avenue and would be experienced when turning onto the road from McCauley Street. Workers of adjacent industrial units or motorists traveling along Raymond Avenue receive a similar view to that seen in the baseline photo opposite. Raymond Avenue contains a number of commercial and industrial units. |
| Visual Receptor Sensitivity | Views would be at close proximity to the development, however the character of the area is industrial with a low value likely to be placed on surrounding views. Therefore, It is judged that the sensitivity of this visual receptor is low . |
| Magnitude of Change | The Proposed Development will be clearly noticeable for visual receptors at this location and the view would be noticeably altered by its presence. Views are direct and at close range with changes in a horizontal and vertical extent, however proposed landscaping at Year 15 will provide softening to the frontage of the development. The design of the building has also been developed to respond to site context and is in keeping with the local industrial character. Therefore, it is judged that the magnitude of change is medium . |
| Significance of Visual Impact | The significance of the visual impact at this location is judged to be minor . |





Baseline Photo



Photomontage - Year 0



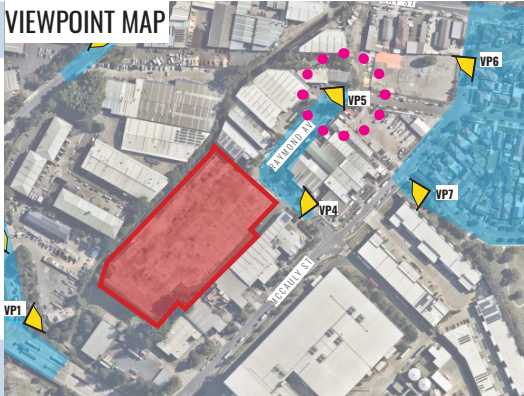
Photomontage - Year 15

Figure 19: Viewpoint 4 - Raymond Avenue South, Matraville - Looking West (Photomontage)

Approx Angle of View - 67°

8.5 Viewpoint 5

| | |
|--|---|
| Viewing Location | Raymond Avenue, Matraville (North) - Looking Southwest |
| GPS | 33°57'38"S, 151°13'25"E |
| Elevation (Eye-level) | 11m |
| Date and Time | 16th Nov 2021 - 10.19am |
| Baseline Photo & Photomontage Figures | Figure 20 |
| Visual Description | |
| Approx. Viewing Distance from Site Boundary | 135m |
| View description & prominence of the development | This viewpoint was taken at the top of Raymond Avenue looking directly towards the entrance of the proposed development. Workers of adjacent industrial units or motorists traveling along Raymond Avenue receive a similar view to that seen in the baseline photo opposite. Raymond Avenue contains a number of commercial and industrial units which are seen either side of the baseline photograph. |
| Visual Receptor Sensitivity | Views would be at close proximity to the development, however the character of the area is industrial with a low value likely to be placed on surrounding views. Therefore, It is judged that the sensitivity of this visual receptor is low . |
| Magnitude of Change | The Proposed Development will be clearly noticeable for visual receptors at this location and the view would be noticeably altered by its presence. Views are direct and at close range with changes in a horizontal and vertical extent, however the combination of existing development and streetscape landscaping does screen parts of the built form. The design of the building has also been developed to respond to site context and is in keeping with the local industrial character and until very recently the previous industrial development would have also been focal in this view. Therefore, it is judged that the magnitude of change is medium . |
| Significance of Visual Impact | The significance of the visual impact at this location is judged to be minor . |





Baseline Photo



Photomontage - Year 0



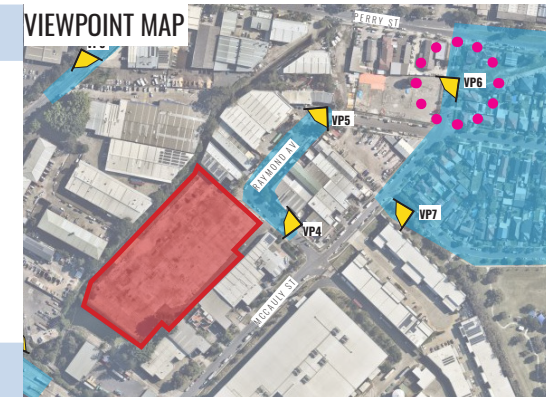
Photomontage - Year 15

Figure 20: Viewpoint 5 - Raymond Avenue North, Matraville - Looking Southwest (Photomontage)

Approx Angle of View - 67°

8.6 Viewpoint 6

| | |
|--|--|
| Viewing Location | Adjacent to 1A McCauley Street, Matraville - Looking Southwest |
| GPS | 33°57'37"S, 151°13'31"E |
| Elevation (Eye-level) | 11.6m |
| Date and Time | 16th Nov 2021 - 10.24am |
| Baseline Photo & Photomontage Figures | Figure 21 |
| Visual Description | |
| Approx. Viewing Distance from Site Boundary | 280m |
| View description & prominence of the development | <p>The north of McCauley street marks the start of a residential area which has the potential to receive views of the development. This area then extends further east towards Bunnerong Road and increases in elevation.</p> <p>The view was taken from the footpath adjacent to 1A which is currently unoccupied low density R2 land however, there are a number of properties along here that would experience a similar view to that seen in the baseline image. This could change in the future if the adjacent industrially zoned parcel of land on the corner of Raymond Avenue and McCauley Street is developed.</p> |
| Visual Receptor Sensitivity | Views would be experienced from the footpath and potentially from gardens and windows of residential properties. Residential receptors are often more critical of their views and therefore, usually have higher ratings of sensitivity. However, the view is affected by industrial development within the immediate surrounding area and therefore, the sensitivity has been judged to be medium . |
| Magnitude of Change | Views of the development are expected to be filtered through a combination of existing and proposed vegetation. Therefore, it is judged that the magnitude of change is low . |
| Significance of Visual Impact | The significance of the visual impact at this location is judged to be minor . |





Baseline Photo



Photomontage - Year 0



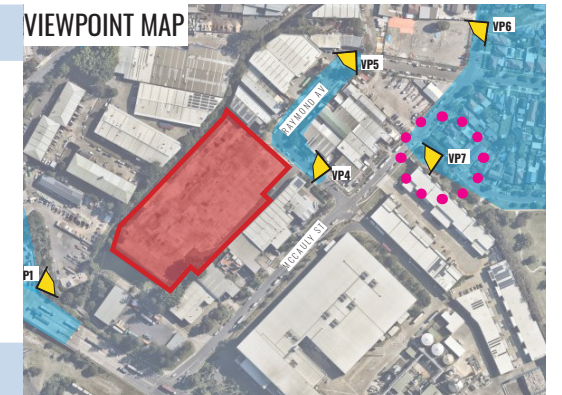
Photomontage - Year 15

Figure 21: Viewpoint 6 - 1A McCauley Street, Matraville - Looking Southwest (Photomontage)

Approx Angle of View - 67°

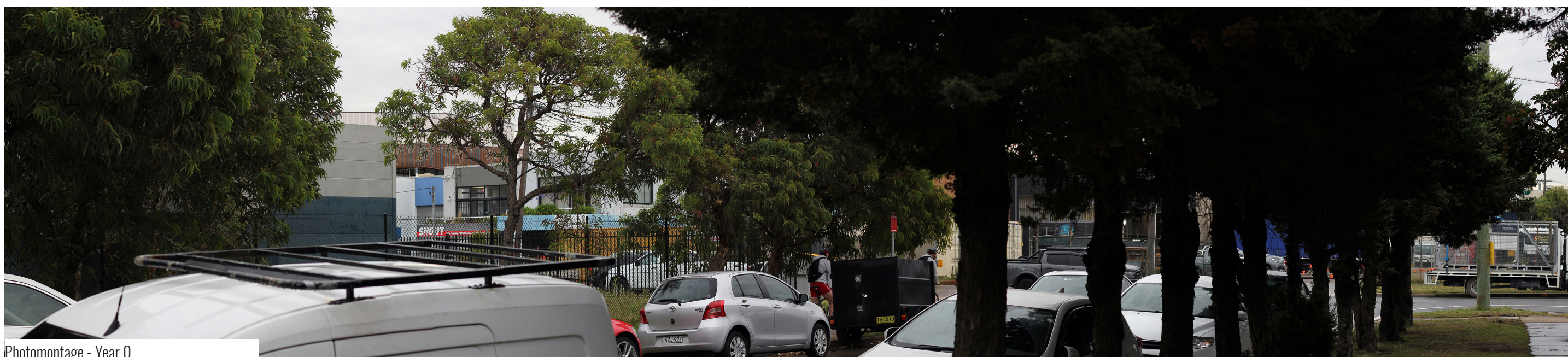
8.7 Viewpoint 7

| | |
|--|--|
| Viewing Location | Adjacent to 94 Australia Avenue, Matraville - Looking West |
| GPS | 33°57'41"S, 151°13'29"E |
| Elevation (Eye-level) | 11.7m |
| Date and Time | 19th Nov 2021 - 8.44am |
| Baseline Photo & Photomontage Figures | Figure 22 |
| Visual Description | |
| Approx. Viewing Distance from Site Boundary | 170m |
| View description & prominence of the development | <p>The western end of Australia Avenue marks the edge of a residential area which has the potential to receive views of the development. This area then extends further east towards Bunnerong Road and increases in elevation.</p> <p>The view was taken from the footpath adjacent to number 94 and this would be representational of other properties within the immediate proximity. Industrial development to the south of Australia Avenue does create a visual barrier for many properties further east of this location and views of the proposed development may only be possible from a select number of elevated properties through second floor windows.</p> |
| Visual Receptor Sensitivity | Views would be experienced from the footpath and potentially from gardens and windows of residential properties. Residential receptors are often more critical of their views and therefore, usually have higher ratings of sensitivity. However, the view is affected by industrial development within the immediate surrounding area and therefore, the sensitivity has been judged to be medium . |
| Magnitude of Change | Views of the development are expected to be filtered through a combination of existing buildings and vegetation. Therefore, it is judged that the magnitude of change is low . |
| Significance of Visual Impact | The significance of the visual impact at this location is judged to be minor . |





Baseline Photo



Photomontage - Year 0



Photomontage - Year 15

Figure 22: Viewpoint 7 - Adjacent to 94 Australia Avenue, Matraville - Looking West (Photomontage)

Approx Angle of View - 67°

9.0 CONCLUSIONS

The main purpose of this Visual Impact Assessment (VIA) is to support a State Significant Development (SSD) application for a two-story industrial development in Matraville. This report is supported by on-site analysis, desktop study, aerial mapping and photomontages of the proposal.

Potential visual impacts have been assessed for a number of locations that are either in close vicinity to the proposed development, at higher elevations or those judged to have potentially high sensitivity.

The landscape value of the development site itself is **negligible** due the present and former uses on the site and low ecological significance.

The proposed development is expected to generally create **minor** visual impacts for people who will experience views of the development, this would include the residential areas within Matraville. The highest visual impact assessed was located at a pedestrian and road intersection along Botany Road and is due to the elevation, close proximity and more open view of the development. Views experienced by passing motorists or pedestrians at very close distances to the site are usually transient and only temporary even though they would theoretically see much more of the development than residential receivers.

It is concluded that there will be **no significant** visual impacts received at the locations assessed.



Figure 23: Viewpoint Locations Local Context (Geoscapes)

Visual impacts generated by the development and received at the locations assessed, have been summarised in the text below.

Through analysis conducted within this report, the following location is judged to receive **moderate/minor** visual impacts from the proposed development.

- Botany Road & Beauchamp Road Intersection, Banksmeadow (VP1)

The following locations are judged to receive **minor** visual impacts from the proposed development:

- Opposite 59 Beauchamp Road, Matraville (VP2)
- Raymond Avenue, Matraville (South) (VP4)
- Raymond Avenue, Matraville (North) (VP5)
- Adjacent to 1A McCauley Street, Matraville (VP6) - residential receivers
- Adjacent to 94 Australia Avenue, Matraville (VP7) - residential receivers

The following location is judged to receive **minor negligible** visual impacts from the proposed development:

- Jct of McPherson Street & Beauchamp Road, Matraville (VP3)

One location (VP1) has been assessed as potentially receiving a **moderate/minor** visual impact, as per the methodology within Section 2.0 of this report this impact is not considered to be of significance. It should also be noted that the pedestrian footpath at which the view can be seen has little pedestrian traffic volume and that motorists at the intersection would only experience the view for a very limited time only.

It should be noted that the development site is zoned for large scale industrial development in the SEPP (Three Ports) 2013 and the site has had previous industrial building recently demolished. Therefore, a new industrial development in this location is not out of place with existing or future character.

The report demonstrates that careful selection of high-quality building finishes and colours combined with proposed landscape planting at the development site, can be helpful in filtering and blending the development into its surrounding context. Along Raymond Avenue, the development is likely to improve the visual amenity of the streetscape from its current condition. This would be achieved by utilising good architectural and landscape design and will help to reduce visual impacts for those people and locations in close proximity to the development. Landscaping will be most effective after a period of 15 years, this is the point that trees are expected to begin to reach maturity.

All visual impacts given have been based on the residual effects of the development, i.e. those which are likely to remain on completion of the development and are to be given the greatest weight in planning terms.

10.0 GLOSSARY OF TERMS

| Term | Definition |
|------------------------|--|
| GLVIA | Guidelines for Landscape and Visual Impact Assessment (UK Landscape Institute) |
| LVIA | Landscape and Visual Impact Assessment |
| VIA | Visual Impact Assessment |
| DPIE | Department of Planning Industry and Environment |
| LEP | Local Environment Plan |
| DCP | Development Control Plan |
| AGL | Above Ground Level |
| APL | Above Proposed Warehouse Pad Level |
| Baseline | The existing current condition / character of the landscape or view |
| Visual Receptor | A group or user experiencing views of the development from a particular location |
| Visual Sensitivity | The degree to which a particular view can accommodate change arising from a particular development, without detrimental effects. |
| Viewing Distance | The distance from the point of projection to the image plane to reproduce correct linear perspective. |
| Magnitude of Change | The magnitude of the change to a landscape receptor or visual receptor |
| Significance of Impact | How significant an impact is for a landscape or visual receptor |