

LANDSCAPE AND VISUAL IMPACT ASSESSMENT REPORT

BRINGELLY LOT 1

BRINGELLY ROAD BUSINESS HUB, NSW

Client:



Consultant:



Issue	Description	Author	Date
A	DRAFT	DV	20.04.2022
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1.0 - Introduction

1.1 Project Background

The application this Landscape and Visual Impact Assessment (LVIA) relates to seeks approval for the development of warehouse including warehouse, ancillary office spaces, internal driveway, hard stand areas, and associated earthworks and landscaping.

1.2 This Report and Author

Habit8 have been commissioned by ESR.

Habit8 Pty Ltd has also prepared the Landscape Design drawings. These documents detail mitigation and design responses which were formed as a result of this assessment and should be read in conjunction with this report. The report author is a landscape architect with 22 years experience registered with the Australian Institute of Landscape Architects. (AILA)

2.0 – Methodology of Assessment

2.1 Guidelines

The following best practice guidance has been used as the basis for the LVIA:

- Guidelines for Landscape and Visual Impact Assessment (GLVIA) – Third Edition (LI/IEMA 2013);

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."

2.2 Computer Generated Visualizations

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 analyzing potential visual impacts from receptor locations.

These have presented in this report as before and after images on the same sheet for ease of comparison. The computer-generated images also include landscape mitigation at a mature age of 15 years. The assessment undertaken at Year 15 assumes that such proposals have the opportunity to grow and become effective. For the purposes of most LVIAs 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.

2.3 Sensitivity of the Landscape Resource

A number of factors influence professional judgement when assessing the degree to which a particular landscape receptor can accommodate change arising from a particular development. Sensitivity is made up of judgements about the value attached to the receptor determined at baseline stage and the susceptibility of the receptor to the type of change arising from the development proposal.

The table below provides an indication of the criteria by which the sensitivity of any landscape receptor is determined by combining judgements of the value of the receptor and its susceptibility to the type of change or development proposed. A degree of professional judgement applies in arriving at the sensitivity for receptors. Wherever sensitivity is judged, the specific combinations of factors that have influenced that judgement are

described. The table has been adapted from the GVLIA with terms used as more appropriate for assessment of Australian landscape.

Table: Landscape Receptor Sensitivity Criteria

Category	Landscape Receptor Criteria
Very High	Nationally designated/valued landscape and landscape features; strong/distinctive landscape characteristics: absence of landscape detractors. Rare receptor in excellent condition. A landscape receptor extremely sensitive to disturbance or change in character due to the development proposals. No potential or very limited potential for substitution or replacement.
High	Locally designated valued landscape and features: many distinctive landscape characteristics: very few landscape detractors. Uncommon receptor in good condition. A landscape receptor sensitive to disturbance or change in character due to the development proposals. Limited potential for substitution or replacement.
Medium	Undesignated landscape and features: some distinctive landscape characteristics: few landscape detractors. A relatively common receptor in fair condition. A landscape receptor with a moderate level of sensitivity to disturbance or change in character due to the development proposals. Some potential for substitution or replacement.
Low	Undesignated landscape and features: few distinctive landscape characteristics: presence of landscape detractors. A common receptor in poor condition. A landscape receptor with limited sensitivity to disturbance or change in character due to the development proposals. Clear potential for substitution or replacement.
Very Low	Undesignated landscape and features: absence of distinctive landscape characteristics: presence of many landscape detractors. A common receptor in very poor condition. A landscape receptor with very limited sensitivity to disturbance or change in character due to the development proposals. Good potential for substitution or replacement.

The magnitude of change is determined through a range of considerations particular to each receptor and effect. In line with the GLVIA, the three main attributes considered are:

1. Scale of Change
2. Geographical Extent
3. Duration and reversibility

The table below provides an indication of the criteria by which the magnitude of change as a result of the development proposed upon a landscape receptor is judged within this assessment. These criteria provide a framework for assessment, and final conclusions are reached through clear and transparent use of reasoned professional judgement, taking into account a range of factors as described above.

Table: Landscape Receptor of Change Criteria

Category	Definition
Very High	Total loss of or major alteration to key elements/features/characteristics of the baseline condition. Addition of elements which strongly conflict with the key characteristics of the existing landscape. Large scale effects influencing several landscape types or character areas.
High	Notable loss or alteration to one or more key elements/features/characteristics of the baseline condition. Addition of elements that are prominent and may conflict with the key characteristics of the of the existing landscape. Effects at the scale of the landscape type or character areas within which the proposal lies.
Medium	Partial loss or alteration to one or more key elements/features/characteristics of the baseline condition. Addition of elements that may be evident but do not necessarily conflict with the key characteristics of the of the existing landscape. Effects within the immediate landscape setting of the site.

Low	Minor loss or alteration to one or more key elements/features/characteristics of the baseline condition. Addition of elements that may not be uncharacteristic within the existing landscape. Effects at the site level (within the development itself)
Very Low	Barely discernible loss or alteration to one or more key elements/features/characteristics of the baseline condition. Addition of elements not uncharacteristic within the existing landscape. Effects only experienced on parts of the site at a very localized level.

2.4 Visual Receptor Sensitivity

Factors which influence professional judgment 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
- 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.

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 recognized in planning policy designation [LEP, DCP, DOP]. 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 recognized 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 recognizable element within the view which is likely to be recognized 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.

2.5 Significance of the Impact

For each receptor type, the **sensitivity** of the location is combined with the predicted **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 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 predicted 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.

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, Ground Ink 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.

2.6 Site Inspection and Photographic Recording

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. Locations were identified that would potentially be subject to visual

impacts from the Proposal. **Photographs were taken by Habit8 from key viewpoints. This information was later used to create the photomontages.**

2.7 Visualization of the Development

Habit8 were engaged to create 3D CGI's using the digital three-dimensional model in Trimble SketchUp, this was then rendered using Photoshop. The model included all aspects of the proposed development combined with the landscape design and mitigation proposed by Habit8.

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

2.8 Assessment of Visual Impact

The visual impact from the key receptors has been assessed on the basis of the criteria described in Section 2.4. This report focuses on the visual receptors judged to have the highest sensitivity to the development, these are:

- **The residential dwellings along Twenty Fifth and Twenty Sixth Avenue and road users along Bringelly Road.**

Views at a variety of distances from the site have also been considered, however it is noted that the site is surrounded to the south by an Asset Protection Zone and near a C2 (Environmental Conservation) zoned area. It is expected that for the C4 zoned areas (Environmental Living) residential properties south of these areas, the significance of the visual impact will be **negligible/none**.

There are also considerable completed industrial warehouse facilities surrounding the site to the north east.

Some residential dwellings at higher elevations may experience glimpses of the development and horizon beyond, however the magnitude of change for such dwellings is likely to be **medium** due to the distance from the proposed site and the existing industrial character which exists to the east of the residential lots. The significance of the visual impact from these properties is judged to be **minor**.

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

3.0 - The Site and Environs

The site is located on 5 Skyline Crescent Horning Sea Park, in Liverpool Local Government Area (LGA) and is a part of the ESR Bringelly Road Business Hub which is located within the South West Growth corridor between Moorebank Intermodal Terminal and Sydney's new airport at Badgerys Creek. The site is approximately 26 km west of the Parramatta CBD and approximately 45 km west of the Sydney CBD, 32km to the Airport, 4.1km to M5 and M7 Interchange and 37km to port.

The site location is shown in Figure 1.

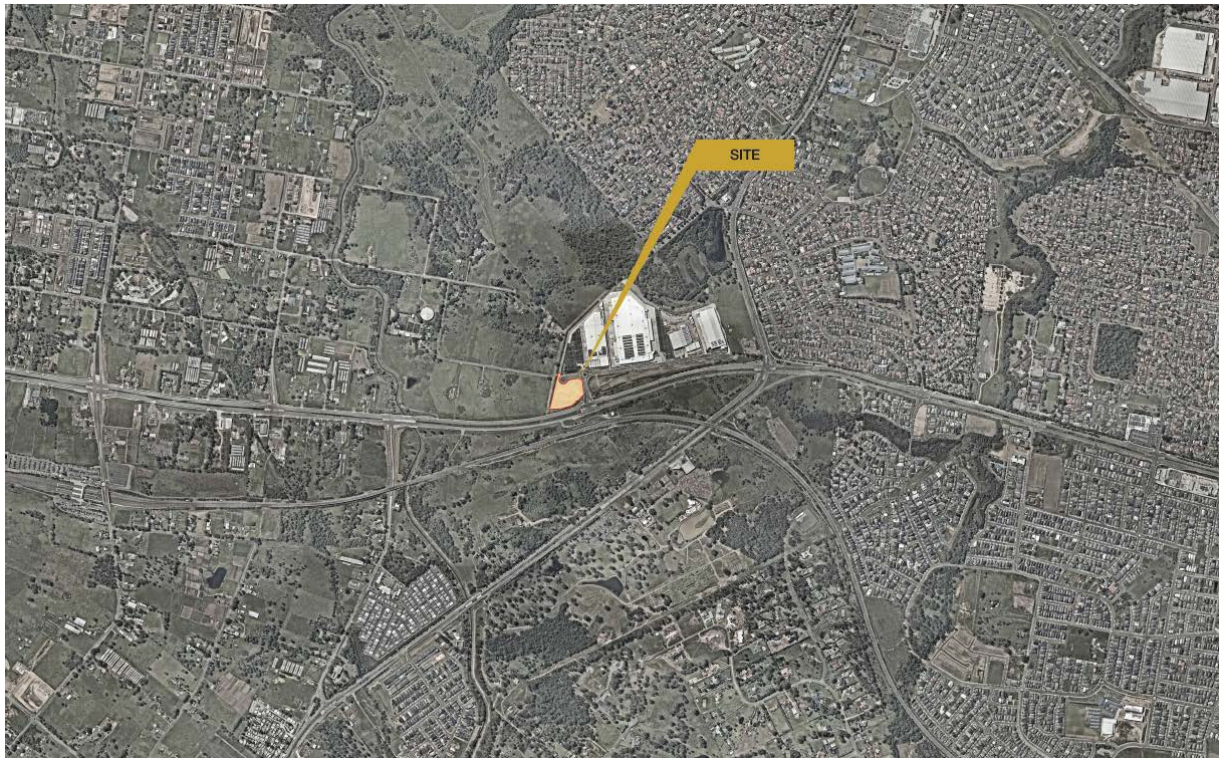


Figure 1: Site location (Source: nearmap.com.au)

The site is bound by existing warehouse and distribution facilities and light industrial development to the north and north east, Bringelly Road and a C2 Environmental Conservation zone to the South with a railway beyond south. Some residential dwellings can be found to the west along 26th and 25th Ave. An Asset Protection Zone (APZ) this site separates it from Bringelly Rd. The site in context to the surrounding locality is shown in Figure 2.

The site slopes moderately from the west to east. Parts of the site have been levelled with retaining walls to provide level surfaces for the existing uses.

The site includes an easement for gas line traversing through the south, and a 10m APZ to the west and southern side of the property. It is bound by Stuart Road to the West and Bringelly Road to the south and can be accessed via Skyline Crescent to the north.

This aerial map illustrates the West Hoxton area in Sydney, Australia, centered around the West Hoxton Mosque. Concentric dashed yellow circles indicate distances from the mosque: 500 M, 1 KM, 2 KM, and 4 KM. Major roads shown include Brindley Road, Camden Valley Hwy, and Conpasure Rd. Other labeled locations include Carnes Hill, West Hoxton, Bedwell Park, Horningsea Park, Forest Lawn Memorial Park, and Al Madina Mosque.

VIA Report-Habit8

3.1 Context

The development’s immediate surroundings are as follows:

Table 2 – Surrounding Development

South	Bringelly Road C2 Environmental Conservation Southwest Railway C4 Environmental Living
North	Skyline Crescent Industrial / Commercial Structures
East	Skyline Crescent C2 Environmental Conservation
West	Stuart Road Residential dwellings at Twenty Sixth Ave

4.0 – Baseline Description

4.1 Planning Context

Below is an excerpt from the Planning report prepared by Ethos Urban

Overview of Proposed Development

The DA seeks approval for the construction of a new warehouse and distribution facility and associated landscaping at Lot 1 of the Bringelly Road Business Hub. The application seeks approval for the following development:

- Site preparatory works, including:
 - Clearing of all existing vegetation;
 - Bulk earthworks including 'cut and fill' to create a flat development platform for the proposed building, and topsoiling, grassing and site stabilisation works;
- Construction of a new warehouse building comprising:
 - A warehouse facility of 4,470m² in area; and
 - Ancillary office floor space of 1,000m² in area.
 - Car and truck parking spaces with access from separate entry and exit points to Skyline Crescent;
 - Proposed car parking and loading areas for:
 - 41 car spaces;
 - truck spaces; and
 - 1 fire crew work spaces.
- An outdoor staff amenities area;
- Landscaping works across a total area of 4,627.97m²; and
- Augmentation of services and utilities as required.

Objectives of the Development

The objectives of the development remain unchanged from the original concept approval, including:

- Utilising low value land to contribute to the long-term sustainable future of the Parklands.
- Generating a reliable source of income for the delivery of WSPT projects.
- Providing for the conservation and rehabilitation of significant landscape elements, including remnant vegetation and threatened species.
- Generating employment opportunities for Western Sydney.

This application will facilitate the delivery of the Bringelly Road Business Hub as envisioned by the modified Concept Plan approval.

Background to the Development

Development consent SSD 6324 (Concept SSDA or Concept Plan) was granted by a delegate of the NSW Minister for Planning on 13 January 2016 for the Bringelly Road Business Hub Staged Development Application. The approved Concept Approval Site Plan is shown at Figure 1.

Development consent 6324 approved the following:

A concept proposal for a business park comprising 'large format retail premises', 'light industry', 'service station', 'take away food and drink premises', and 'restaurant or café' and a development concept including:

- Land uses.
- Site layout.
- Building envelopes.
- Design parameters.
- Landscaping.
- Stage 1 subdivision and early works including:
 - Demolition of existing structures.
 - Subdivision to create eight developable allotments.
 - Bulk and detailed earthworks.
 - Construction of an access road.
 - Stormwater management.
 - Civil engineering works.
 - Estate landscaping.

Site Context

The Bringelly Road Business Hub is situated at the south-eastern edge of Western Sydney Parklands. The Bringelly Road Business Hub is bordered by Stuart Road to the north and west, Cowpasture Road to the east and Bringelly Road to the south. Skyline Crescent, which follows the former alignment of Bringelly Road, intersects the site and provides access to the individual allotments. The site forms part of the Western Sydney Parklands and is located within the Liverpool Local Government Area (LGA).

The site is located in close proximity to the M5 and M7 Motorways, which provide excellent access to the state and regional road network, as well as surrounding key employment and industrial lands. The South West Rail Link is also located to the south of the Site, with the site located approximately halfway between Edmondson Park and Leppington Stations.

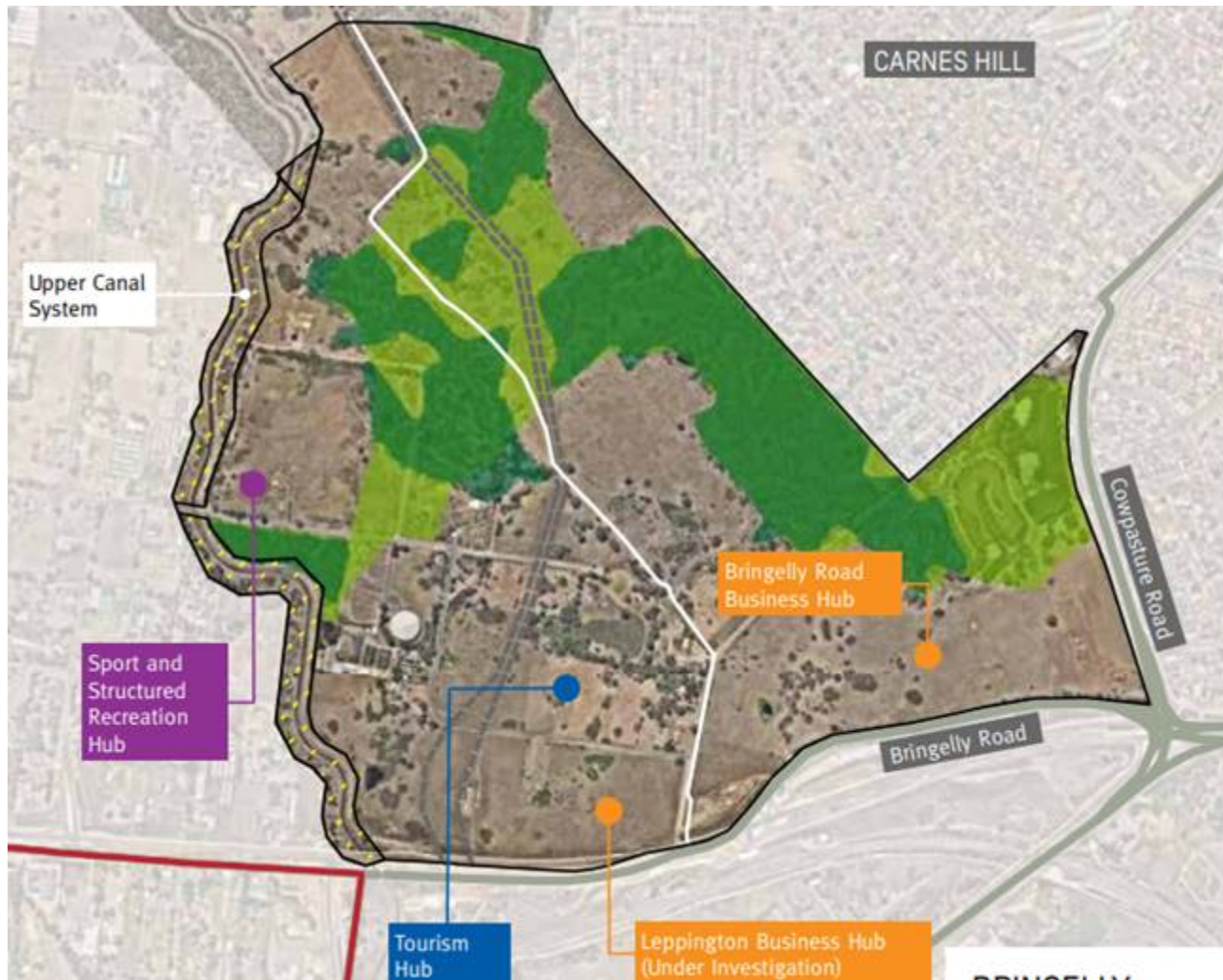


Figure 4 Bringelly Precinct of the Western Sydney Parklands

Source: WSPT Plan of Management 2030

The ESR Facility is proposed on Lot 1, which is located within the wider Business Hub (see Figure 4 above). The site is bounded by Skyline Crescent with Lot 3 to the north (which is used as a Bunnings store), Lot 2 to the east, Bringelly Road to the south and open space to the west.

The site is owned by the Western Sydney Parkland Trust (the Trust) and ESR has entered a development management agreement with the Trust to develop the land.

This application relates to Lot 1 of the approved Bringelly Road Business Hub. It is a centrally located lot in the wider business hub and has an area of 12,892m². The site is generally cleared of vegetation and is currently undeveloped (see Figure 5 below).



Figure 5 Site Aerial Photograph
Source: Nearnmaps & Ethos Urban



Figure 6– LGA Boundaries

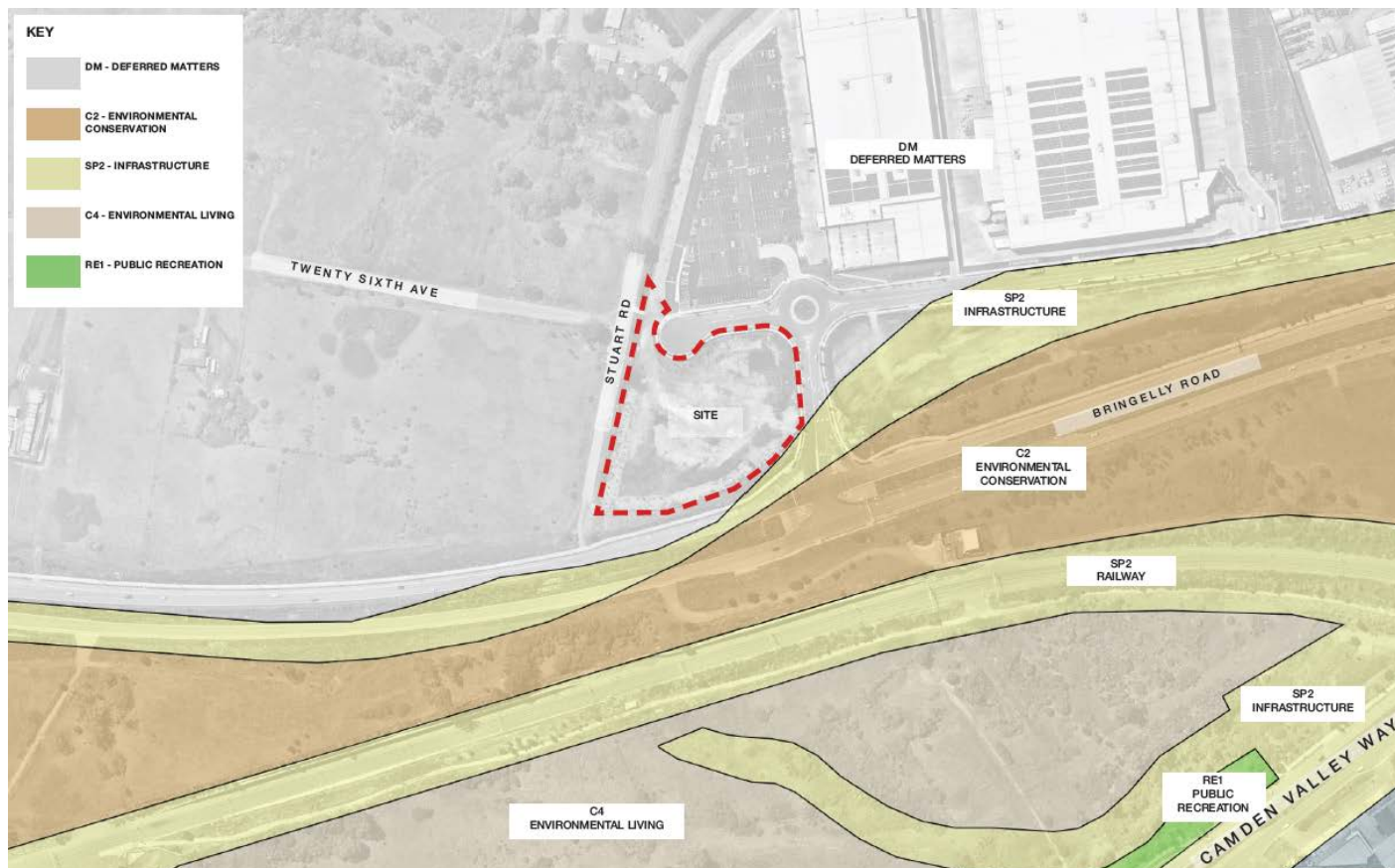


Figure 7 – Site Zoning

4.2 Landscape Character

The site has multiple vehicular entry/exit points – one for trucks and one for cars, along Skyline Crescent. The site slopes from west to east and is slightly higher than Bringelly Road to the south west. The site is located in Liverpool LGA, identified as one of the areas within the Cumberland Plain of Western Sydney. It is near riparian areas to the south and Bedwell park to the northeast and the Cabramatta Creek.

4.3 Sensitivity of the Landscape

There are no current statutory designations within the LEP which attribute Landscape or Environmental value to the site. A local value may be held by some visual receptors with high sensitivity to the site along Stuart Rd and Bringelly Road and passing pedestrians and motorists of medium sensitivity. These views are likely to be based on perceptual aspects such as wildness, tranquility, land use and green open space. The site is privately owned and therefore does not add any recreational benefit to the community. The character of the adjacent sites to the north and north east is industrial and to the south is Bringelly Rd and the Southwest Railway beyond. The landscape in the majority is therefore considered to have a small value.

A large number of native tall canopy trees will be planted in the north, east and western setbacks. While maintaining the APZ setback at the south. Almost all planting within the development is proposed to be native with a large proportion of endemic species.

The conclusion drawn from the analysis above suggests the sensitivity of the landscape to be **low**.

4.4 Key Views – Receptor Locations

The symbols and numbering on the following map indicate the locations from viewpoints close to nearby sensitive residential receptors and significant vantage points within the surrounding public domain. The most visual sensitive receptors are those properties along Twenty Fifth and Twenty Sixth Ave. Photomontages from eye level and house balcony level have been generated to represent as closely as possible views from these receptor locations. Refer to the visual impact assessment at Section 8.0 of this report and the corresponding viewpoints A to G.

Figure 8 – Visual Receptor Locations



5.0 – Development Proposals

Some of the following information has been taken from the Architectural Design Statement Prepared by SBA Architects.

5.1 Built Elements

The proposal consists of a warehouse facility with a two-level office. Building height has been set at 13.7m top of ridge from floor level.

5.2 Materials

The following extract has been taken from the Architectural Design drawing package:

External building facade for the warehouse building is a mix of precast concrete dado wall panels (Shale Grey and Monument shade) and colorbond steel metal claddings above in the shade Surfmist and Monument.

Office areas are a combination of precast concrete panels, metal and aluminum cladding, glazing, spandrel panel, and compressed fibre cement sheet wall cladding in the same neutral shades.

The use of precast concrete paneling provides a neutrally coloured appearance to the development. This neutral approach has already been incorporated on the industrial developments along Skyline Crescent.

No dominant bright colours are proposed with the building form which could potentially draw attention to the development from visual receptors. The dominance of the materiality will become less apparent in year 15 when landscape is expected to be at full maturity within the setback zones.

Refer to section 6.0 Visual Assessment for further description of materials and finishes from visual receptor locations.

5.3 Floor Levels

Warehouse RL 81.00

5.3.1 Ridge height Levels

Warehouse RL 94.70

5.4 Site access & parking

Access for vehicles will be from an internal estate road via Skyline Crescent. Loading hardstand and waste collections areas are screened from street fronts by the building form and landscaping. Carparking for warehouse is contained behind the setback landscaping area from the western side of the development.

5.5 Setbacks

Building setbacks follow or exceed the required setback along street frontages. Landscape buffer zones widths for streets are as follows:

Bringelly Road	10m APZ zone and building setback
Stuart Road	10m APZ zone and 15m building setback
Skyline Crescent	10m setback

5.6 Lighting

Lighting is to be provided with a combination of light poles and building mounted lighting around the site for on-site security and safety. Lighting is to be positioned to shine inwards onto the site minimizing light spillage onto adjoining properties. The layout of the buildings and internal roads and loading areas along with the topography and distance of the proposed development site will ensure that residential properties to the west of the site will not be affected.

5.7 Signage

Signage will be considered on an Estate wide basis such that there will be consistency in materials and finishes of the signs across the Estate. Signage will be a combination of building mounted signage for individual building, and estate and tenant identification signage in landscape setbacks, at access road and driveway entries, and at building entries.

6.0 Landscape Strategy, Design and Mitigation

6.1 Potential effects of the development

It has been established in section 4.3 that the sensitivity of the landscape is low and the ability of the site to accept the proposal is judged to be appropriate. From baseline study it is apparent that views close and across the development site are of greater importance than those views from the wider landscape, therefore the greatest impact would be most prominent from the residential properties to the west side of Stuart Road along Twenty Fifth and Twenty Sixth Avenues.

The design of the setbacks recognizes the need to provide significant mitigation to surrounding lots in the form of dense canopy tree planting together with a shrub and groundcover understory. This should help to soften the appearance of the development from the most highly sensitive receptors. It can be argued that the landscape will be enhanced by the introduction of new landscape setback areas that currently don't exist. Refer to Habit8 documentation for further details.

Photomontages of the development from Bringelly Road, Stuart Road and Twenty Fifth and Twenty Sixth Ave are assessed in section 8.0 of this report. These demonstrate a view at approximately year 15 of the development, this is when planting is expected to maturity and become most effective at screening the development.

6.2 Detailed Landscape Proposals

Please refer to Landscape Design Report – prepared by Habit8 for detailed landscape proposal

LANDSCAPE MASTERPLAN

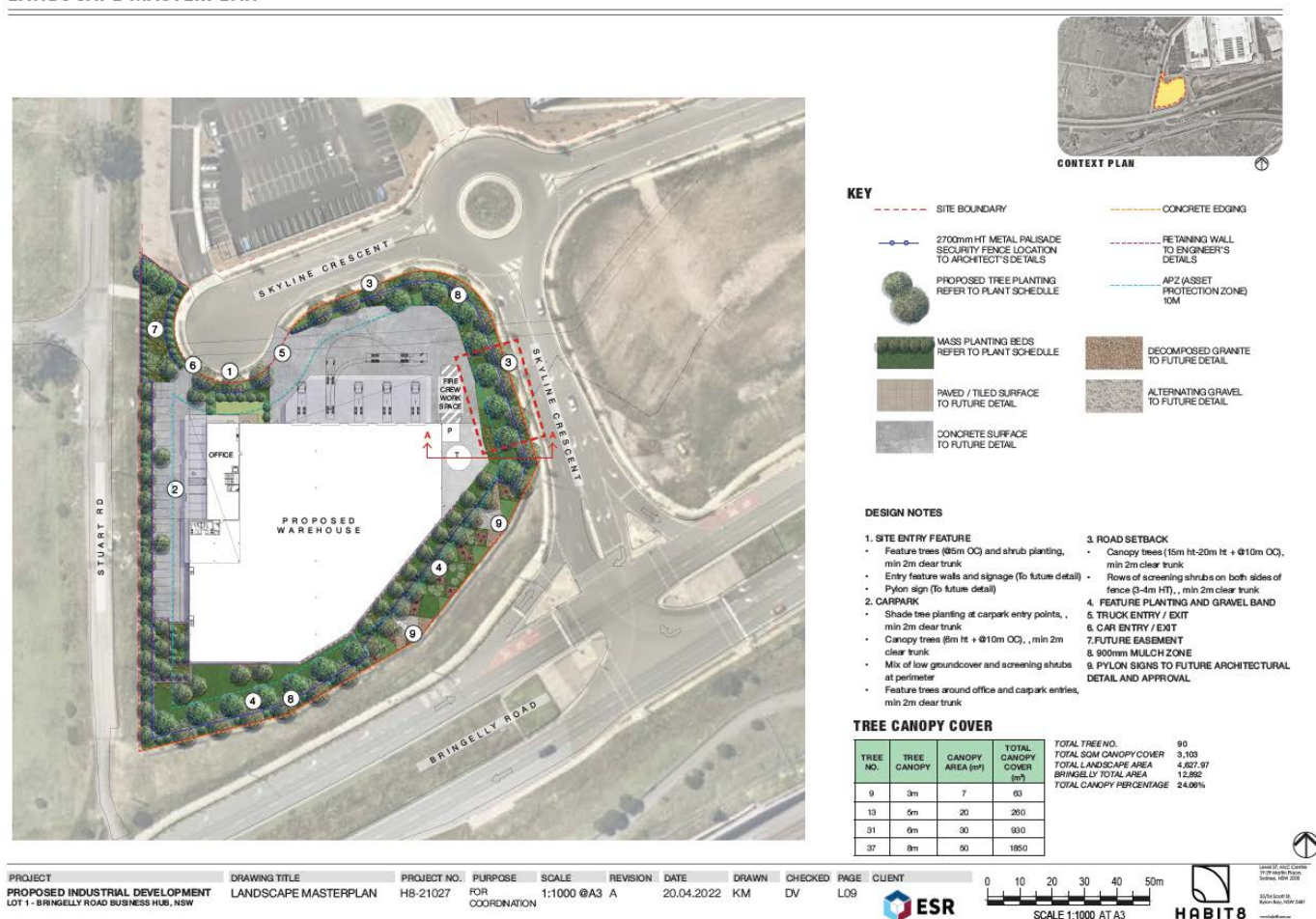


Figure 9: Landscape Masterplan

7.0 Landscape Impact Assessment

The sensitivity of the landscape has been assessed within the baseline to be **low** (see section 4.0). From understanding the development proposals, mitigation and the existing industrial character of adjacent landscape, the magnitude of change is judged to be **medium**. There will be some impact to the existing site character, but the introduction of this development typology is not uncharacteristic of the context in which it will sit. The significance of impact therefore is judged to be **minor**.

8.0 Visual Impact Assessment

8.1 Viewpoint A

Viewing Location

Photomontage Figure

Along Twenty Fifth Ave (looking east) RL 98.00

Figure 10 approx viewing RL 100.00

Visual Description

Approx. Viewing Distance from Site Boundary

521 m

Prominence of the development

This view has been taken in front of a residential dwelling along Twenty Fifth Ave.

Visual Sensitivity

Motorists, cyclists and pedestrians (road users on minor roads) are considered to have **low** sensitivity. The residential properties from this location are further down the street and with views of rolling slopes. Therefore, it can be judged that sensitivity of these receptors is classed as **very low**. The double storey properties that do have windows that overlook the estate are also judged to be of **negligible/none** sensitivity.

Magnitude of Change

It is believed that motorists, cyclists, and pedestrians would experience a **low** magnitude of change. Single storey residential dwellings adjacent to Twenty Fifth Ave would experience a **negligible/none** magnitude of change. For properties which have second storey windows these would experience a **negligible/none** magnitude of change as there will be some long-distance glimpses of the building entries.

Significance of Impact

The significance of the impact for motorists, cyclists and pedestrians would be **minor/negligible or negligible**. Single storey dwellings will be **negligible/none**. The few residential properties with second storey windows overlooking the development would experience a **negligible/none** significance of impact.

Figure 10 – Existing Baseline & Photomontage



Existing Photo



Photo Montage 0yr



Photo Montage 5yrs



Photo Montage 10yrs



Photo Montage 15yrs

8.2 Viewpoint B

Viewing Location	Twenty Sixth Ave (looking east) RL 84.00
Photomontage Figure	Figure 11 approx viewing RL 86.00

Visual Description	
Approx. Viewing Distance from Site Boundary	296 m
Prominence of the development	This view has been taken from a residential driveway along Twenty Sixth Ave.

Visual Sensitivity	Motorists, cyclists and pedestrians (road users on minor roads) are considered to have low sensitivity. Current view is judged to be of low sensitivity as it is screened by the natural sloping terrain. As the lots are currently undeveloped, future double storey properties that do have windows that may see filtered views of the warehouse are judged to be of low sensitivity.
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Magnitude of Change	It is believed that motorists, cyclists and pedestrians would experience a low magnitude of change. Future double storey properties would experience a low to medium magnitude of change.
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Significance of Impact	The significance of the impact for motorists, cyclists and pedestrians would be minor . Two storey dwellings on Twenty Sixth Ave with windows overlooking the development would experience a minor/moderate significance of impact.
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Figure 11 – Existing Baseline & Photomontage





Photo Montage 0yr



Photo Montage 5yrs



Photo Montage 10yrs



Photo Montage 15yrs

8.3 Viewpoint C

Viewing Location	130 Bringelly Road (looking north east) RL 104.00
Photomontage Figure	Figure 12 approx viewing RL 106.00

Visual Description	
Approx. Viewing Distance from Site Boundary	143 m
Prominence of the development	This view has been taken along Bringelly Road. The view from this point is blocked by the topography of the adjacent lot.

Visual Sensitivity	Motorists, cyclists, and pedestrians (road users on main routes) are considered to have medium sensitivity but the proposed site is mostly screened out by the topography of the adjacent site.
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Magnitude of Change	The proposed development is not visible from this level and therefore the magnitude of change is very low .
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Significance of Impact	The significance of the impact for motorists, cyclists and pedestrians will be minor/negligible .
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Figure 12 – Existing Baseline & Photomontage



8.4 Viewpoint D

Viewing Location	Along Stuart Road (looking south) RL 76.00
Photomontage Figure	Figure 13 approx viewing RL 78.00
Visual Description	
Approx. Viewing Distance from Site Boundary	150 m
Prominence of the development	<p>This view has been taken in front of a residential property along Stuart Rd.</p> <p>The dwellings have views up the hill towards the intersection of Bringelly Road and a far-reaching view towards the development site.</p> <p>The development site planting setback shall be in view because of the topography it will sit it. The warehouse will be placed 6m lower than the natural ground level. Approximately 6-7m of the building will be seen above Stuart Road, thus screening the warehouse up to the roof ridge when the trees planted on setback matures.</p>
Visual Sensitivity	Due to the distance from this property to the development site it would be considered to have low sensitivity. The warehouse is mostly covered by the landscape setback and car parking areas separating it from the street environment and adjoining properties.
Magnitude of Change	The magnitude of change for this receptor is considered to be medium . The development will form a new recognizable element across the road in the part of the skyline; however, it will be screened by existing adjacent development, proposed setback vegetation and the large road verge setback.
Significance of Impact	The significance of the impact is considered to be minor .

Figure 13 – Existing Baseline & Photomontage





Photo Montage 0yr



Photo Montage 5yrs



Photo Montage 10yrs



Photo Montage 15yrs

8.5 Viewpoint E

Viewing Location	Along Bringelly Road (looking north) RL 90.00
Photomontage Figure	Figure 14 approx viewing RL 92.00

Visual Description

Approx. Viewing Distance from Site Boundary	10m
Prominence of the development	This view is looking directly towards the proposed development. The current RL's for building are slightly sunken into the topography that help mitigate the impacts of the warehouse. The large road verge setback combined with densely planted landscape setback shall also reduce the visual prominence of the development.

Visual Sensitivity

Motorists, cyclists and pedestrians (road users on main routes) are considered to have **medium sensitivity**. The site and adjacent properties have the same industrial character and the streetscape is well vegetated through setback planting and future street tree planting.

Magnitude of Change

It is believed that motorists, cyclists and pedestrians would experience a **medium-high** magnitude of change.

Significance of Impact

The significance of the impact for motorists, cyclists and pedestrians would be **moderate to moderate/minor**.

Figure 14 – Existing Baseline & Photomontage



Existing Photo

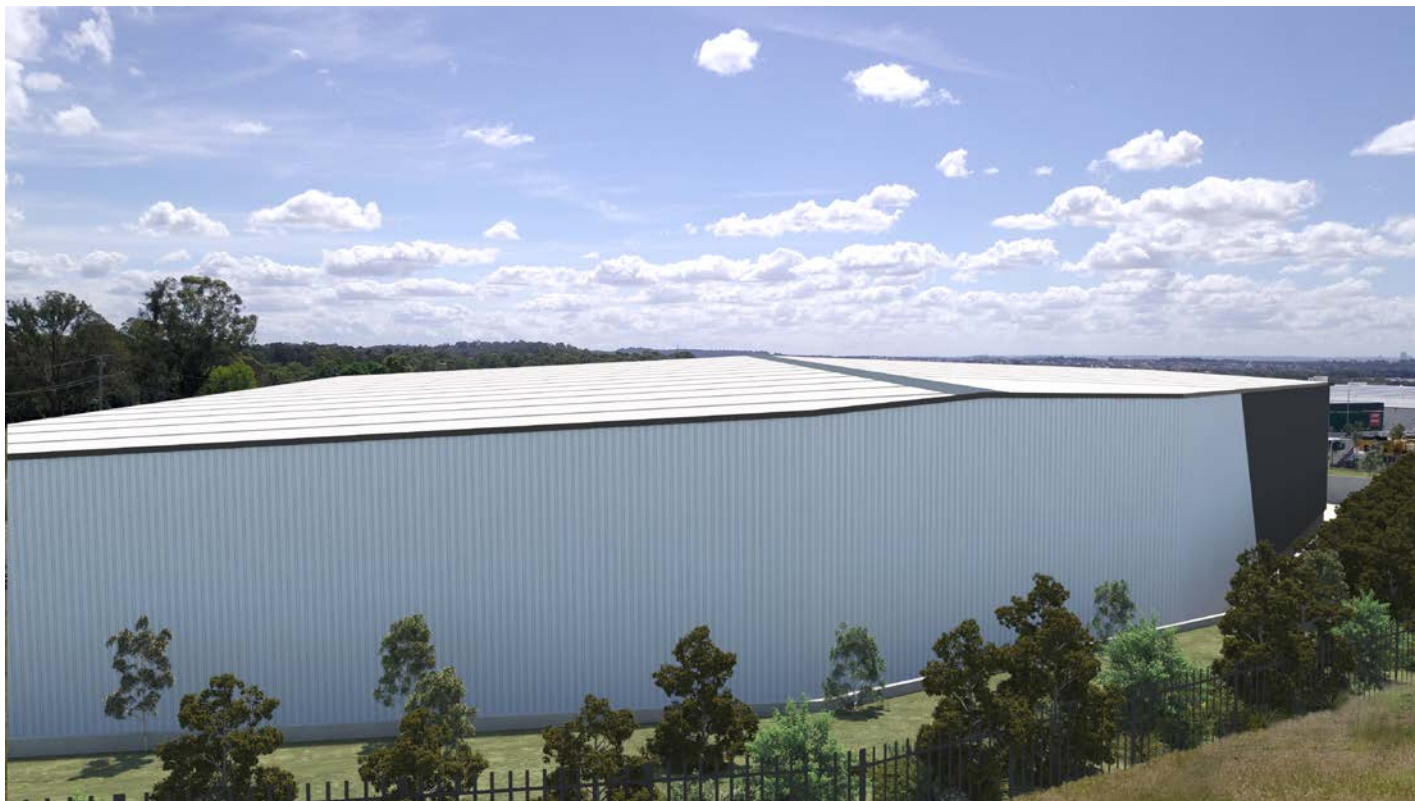


Photo Montage 0yr

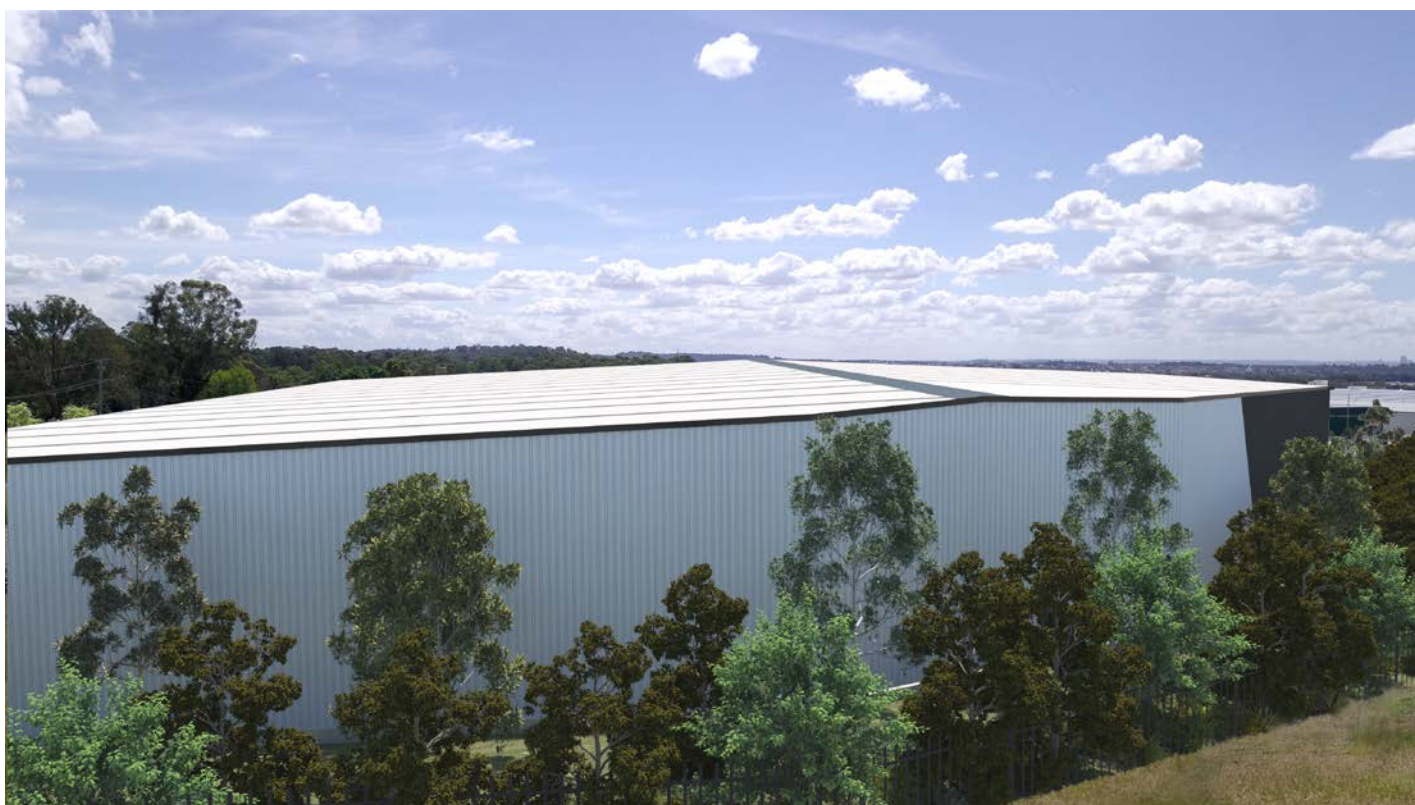


Photo Montage 5yrs



Photo Montage 10yrs



Photo Montage 15yrs

8.6 Viewpoint F

Viewing Location	10 Skyline Crescent (looking south west) RL 76.00
Photomontage Figure	Figure 15 approx viewing RL 78.00

Visual Description	
Approx. Viewing Distance from Site Boundary	50 m
Prominence of the development	This view is looking towards the north east corner of the site looking over the proposed development. The current RL's for building are slightly sunken into the topography that help mitigate the impacts of the warehouse. The large road verge setback combined with densely planted landscape setback shall also reduce the visual prominence of the development.

Visual Sensitivity	Motorists, cyclists and pedestrians (road users on minor roads) are considered to have low sensitivity . Nearby properties share the same industrial character and the streetscape is well vegetated through setback planting and future street tree planting. People at their place of work or views from adjacent buildings have low sensitivity .
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Magnitude of Change	It is believed that motorists, cyclists and pedestrians would experience a medium-high magnitude of change as the development will form a new and recognizable element with changes over a noticeable horizontal and or/vertical extent.
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Significance of Impact	The significance of the impact for motorists, cyclists and pedestrians would be moderate/minor .
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Figure 15 – Existing Baseline & Photomontage





Photo Montage 0yr



Photo Montage 5yrs



Photo Montage 10yrs



Photo Montage 15yrs

8.7 Viewpoint G

Viewing Location Photomontage Figure	Along Bringelly Road (looking west) RL 70.00 Figure 16 approx viewing RL 72.00
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Visual Description Approx. Viewing Distance from Site Boundary Prominence of the development	172 m This view is looking towards the south east corner of the site towards the proposed development. The current RL's for buildings are slightly sunken into the topography that help mitigate the impacts of the warehouse. The large road verge setback combined with densely planted landscape setback shall also reduce the visual prominence of the development.
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Visual Sensitivity	Motorists, cyclists, and pedestrians (road users on main routes) are considered to have medium sensitivity . The site does not necessarily conflict with the key characteristic of the existing landscape. The streetscape is well vegetated through setback planting and future street tree planting.
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Magnitude of Change	It is believed that motorists, cyclists, and pedestrians would experience a medium-high magnitude of change. The proposed development will form a new and recognizable element within the view.
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Significance of Impact	The significance of the impact for motorists, cyclists and pedestrians will be moderate to moderate/minor .
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Figure 16 – Existing Baseline & Photomontage



Existing Photo



Photo Montage 0yr



Photo Montage 5yrs



Photo Montage 10yr



Photo Montage 15yr

8.8 Viewpoint H

Viewing Location	Along Bringelly Road (looking west) RL 56.00
Photomontage Figure	Figure 17 approx viewing RL 58.00

Visual Description	
Approx. Viewing Distance from Site Boundary	695 m
Prominence of the development	This view is looking towards the site from Bringelly Rd corner Cowpasture Rd. The current RL's for buildings are slightly sunken into the topography that help mitigate the impacts of the warehouse. The large road verge setback combined with densely planted landscape setback shall also reduce the visual prominence of the development. The proposed warehouse is not visible from this distance.

Visual Sensitivity	Motorists, cyclists, and pedestrians (road users on main routes) are considered to have medium sensitivity .
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Magnitude of Change	The proposed development is not visible from this distance therefore the magnitude of change is very low .
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Significance of Impact	The significance of the impact for motorists, cyclists and pedestrians will be minor/negligible .
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Figure 17 – Existing Baseline & Photomontage



KEYPLAN



Existing Photo

9.0 Conclusions and Non-Technical Summary

The main purpose of this Landscape and Visual Impact Assessment is to address any visual impacts the proposed development may have on surrounding properties.

This Landscape and Visual Impact Assessment is a new report undertaken for the development with a focus on the major route (Bringelly Road) and lots to the west side of Stuart Road.

Although not the main focus of this report, the value of the site itself has been assessed based on the character and context in which it is located. It has been concluded that the significance of the impact upon the landscape at this project development to be **minor**. This is in part due to the surrounding character of the development already being heavily influenced by industrial development - Bringelly Road Business Hub.

Through this report, it is concluded that the proposed development will cause a minor change in the view for a very small minority of dwellings at the western side of Stuart Rd. It has been determined through visual analysis that major route users, pedestrians, and cyclists as being impacted at a medium level.

It is also believed to have filtered views towards the proposed development site where only part of the warehouse will be visible along Stuart Rd and Bringelly Road. This is due to the topography as it is much lower in level than Stuart Rd and Bringelly Road, and a large heavily planted setback to the development site.

Views from single houses located along Twenty Fifth and Twenty Sixth Ave will be mitigated with a lowered warehouse RL and landscape setback in which tall native canopy trees, screening shrubs and groundcovers are planted. Following maturity, these planted buffers will provide a dense screen to help to soften and screen the development.

The development proposes substantial landscape planting to offset the visual impact in the form of setbacks with dense tree and shrub planting. This will be most effective after 15 years for those receptors who experience direct views.

Passing motorists, cyclists and pedestrians will also experience a change in view. However, Skyline Crescent and Stuart Road are not on the major cycleway route and are not streets where walking is encouraged due to industrial truck movements and the lack of close by services and facilities.

As previously discussed within sections of this report, the development will be heavily landscaped in setbacks surrounding the site helping to soften and screen views for these users. It should also be noted that these users living along and/or traveling in east-west direction along Bringelly Road currently experience views which include the current Austral manufacturing facility.

Wider reaching views to the site from residential areas located in the greater landscape north / north east and south of the site have also been considered, however the site is buffered heavily from the north and south through a vacant vegetation corridor, and topography that makes viewing the site from areas like Watling Ave, West Hoxton and Denham Court negligible. The topography rises to the south and west side of the development.

10.0 Glossary of Terms

Term	Definition
SEARs	Secretary's Environmental Assessment Requirements
GVLIA	Guidelines for Landscape and Visual Impact Assessment (UK Landscape Institute)
LVIA	Landscape and Visual Impact Assessment
DPE	Department of Planning and Environment
LEP	Local Environmental Plan
DCP	Development Control Plan
Baseline	The existing condition / character of the landscape or view as its current condition.
Landscape Receptor	The landscape of the development site
Landscape Sensitivity	How sensitive a particular landscape is to change and to ability accept the development proposals.
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.
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.
Cumulative Effects	Cumulative landscape or visual effects are the combined effects that arise through the interaction of two or more developments, whether of the same type or not.