TOLL WAREHOUSE EXPANSION

KURRAJONG ROAD
PRESTONS NSW

Landscape and Visual Impact Assessment Report

Prepared for:

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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 expansion of the existing Toll warehouse and distribution centre on Kurrajong Road, including a warehouse facility with ancillary office space, internal driveway, hard stand areas , car parking and associated earthworks and landscaping. The premises will be used by Toll.

A request for Secretary's Environmental Assessment Requirements (SEARs) was submitted to the Department of Planning and Environment (DPE) in August 2015. SEARs were provided by the DPE on the 11 September 2015. The SEARs relevant to this assessment included:

- A detailed assessment (including photomontages and perspectives) of the facility (buildings and storage areas) including height, colour, scale, building materials and finishes, signage and lighting, particularly from:

- nearby residential receivers; and

- significant vantage points within the surrounding public domain.

This assessment seeks to satisfy the above requirement.

A Visual Impact Statement was prepared for the entire Estate masterplan by Ground Ink Landscape Architects in March 2013. The DPE approved this VIS and subsequent building construction and landscaping has taken place since that approval. A revised VIA for the 2 proposed facilities Warehouses 1 and 6 was completed in October 2017. This VIA is for the Toll expansion area only.

1.2 This Report and Author

Habit8 have been commissioned by Logos Property Group.

Habit8 Pty Ltd has also prepared the Landscape Design drawings (17021/ L00, L01, L02) 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 (RLA) with 20 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 Visualisations

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.

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 on 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 localised 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 focussed 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 recognised 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 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 for 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:

	Magnitude of Change					
		Very High	High	Medium	Low	Very Low
Receptor Sensitivity	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 Fruzlab from key viewpoints using a Canon 60D DLSR Camera and 18mm lens. 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

Fruzlab were engaged to develop a digital three-dimensional model in Trimble SketchUp, this was then rendered using Cinema 4D. 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 Kurrajong Road to the south of the site.
- Lot 28 Yarrunga Street (Corner of Kookaburra Rd North & Yarrunga St)
- Yarrunga street, North of the site.

Views at a variety of distances from the site have also been considered, however it is noted that the site is surrounded to the west and north by Cabramatta Creek which is vegetated with a large amount of tall native canopy trees. This provides a dense visual screen between the site and the residential areas of Carnes Hill, Hoxton Park and Middleton Grange. The topographical elevation of these areas is somewhat similar to the development site at RL 40m – 50m. It is expected that for the properties within residential areas behind Cabramatta Creek the significance of the visual impact will be **negligible/none.**

There is also considerable completed industrial warehouse facilities surrounding the site to the East, North and West.

Some residential dwellings at higher elevations of RL 100m such as West Hoxton may experience glimpsed views over the development and horizon beyond, however the magnitude of change for such dwellings is likely to be **very low** due to the distance from the proposed site and the existing industrial character which exits to the east and north east. The significance of the visual impact from these properties is judged to be **minor**.

Residential areas such as Lurnea, Cartwright and Liverpool are all located behind an existing industrial area, therefore it is considered that views from these areas will be unaffected by the development and the significance of visual impact with be **negligible/none.**

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

3.0 - The Site and Environs

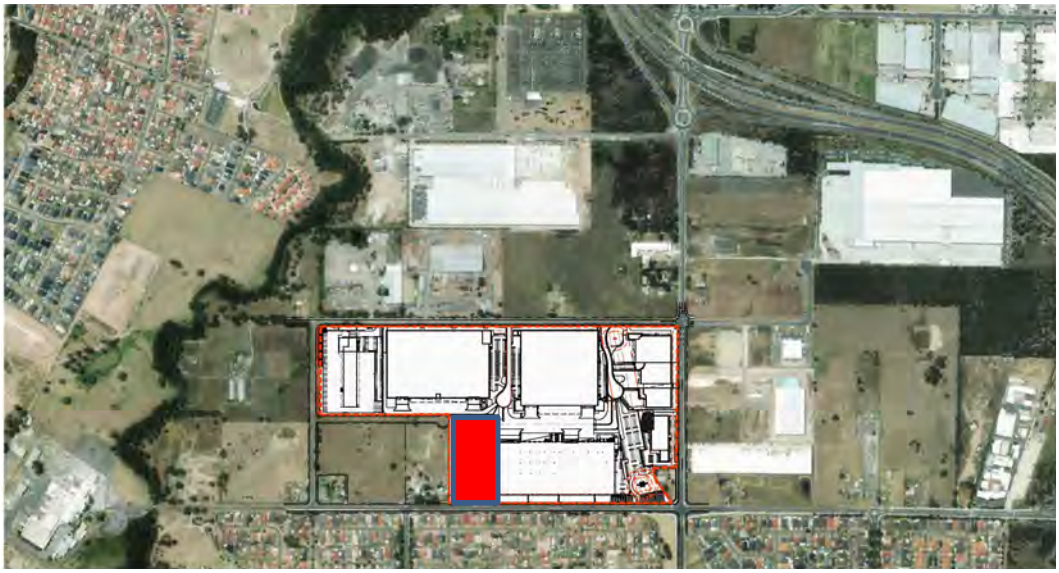
3.1 Location

The site is located at Yarrunga Street, Prestons, and is legally described as Lots 33-35 and Lot 43 in DP2359 and Lot 20 in DP117483. These lots are bounded by Yarrunga Street to the north, and Kookaburra Rd to the west. Existing constructed warehouse facilities border the site to the East. The property north of Yarrunga Street is a construction site for another Warehouse facility.

The site has an area of approximately 20.3 hectares and is located approximately 5km from the Liverpool CBD. The site is in the Liverpool Local Government Area.

Figure 1 provides the site's location. **Figure 2** provides the site's

context. Figure 1 – Site Location



Source: Nearmap

3.2 Site Description

The site is predominantly vacant and covered by pasture grass. The subject property is rectangular in shape, taking up a slice of the land adjoining to the west of the existing Toll warehouse.
The following table briefly outlines the key features of each lot within the site.

Table 1 – Existing Features on the Site

LOT	FEATURES
Lot 33 & 35	Proposed warehouses for this block covered in paddock grass, High voltage power lines traverse these lots in a north / south alignment.
Lot 34	Constructed Warehouse
Lot 43	Empty vacant paddock
Lot 20	Constructed Warehouse

3.3 Context

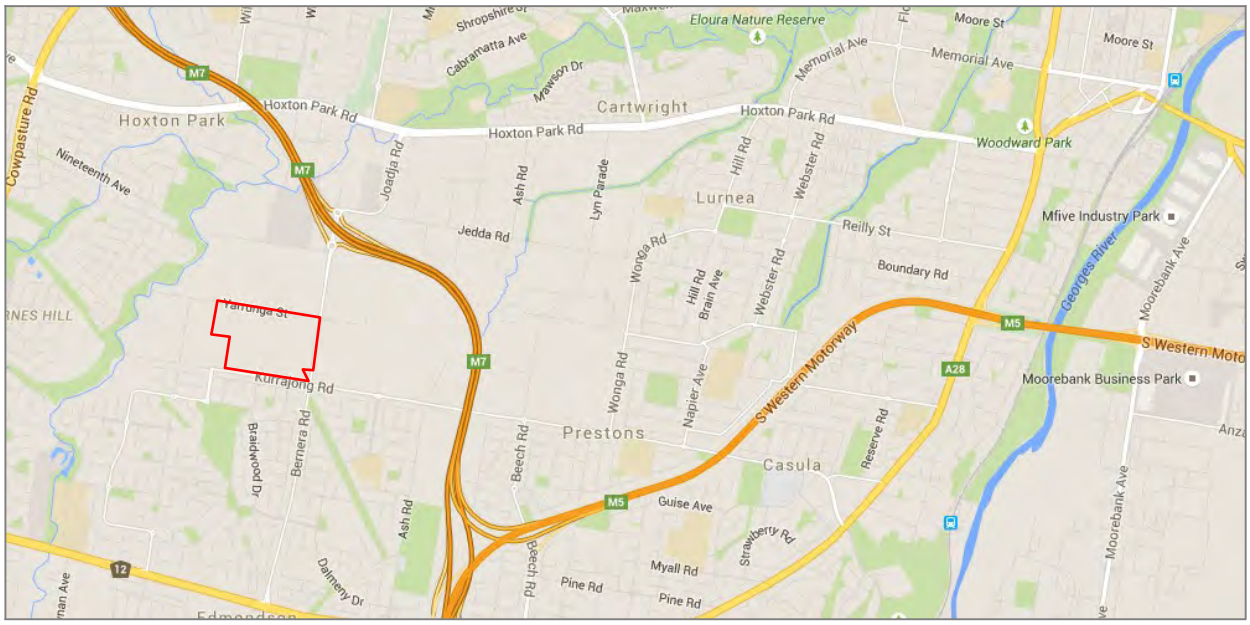
Prestons is situated at the key road junction of the M5 South Western Motorway, the Hume Highway, and the Westlink M7, and therefore has good connectivity to Sydney's centre and north, as well as Canberra and Melbourne. All three roads can be accessed from Camden Valley Way, which also connects Prestons to Liverpool and Camden. Prestons is serviced by trains to the city via Granville and the Airport from Glenfield and Edmondson Park stations.

The development immediately surrounding the site is described in the following table, whilst **Figure 2** provides the site's context.

Table 2 – Surrounding Development

Lot	Features
North	Yarrunga Street. Favelle Favco Cranes Pty Ltd. Large industrial warehouse and storage yards.
South	Kurrajong Road. Industrial lots to the north of Kurrajong road. Low density residential development is located on the adjacent side of Kurrajong Road.
East	Bernera Road. LDN Distribution Centre (flyer and publication printing). Large warehouses and car park.
West	Predominantly undeveloped. Grass covered sites with evidence of market gardening.

Figure 2 – Site Context



Source: Google Maps

4.0 – Baseline Description

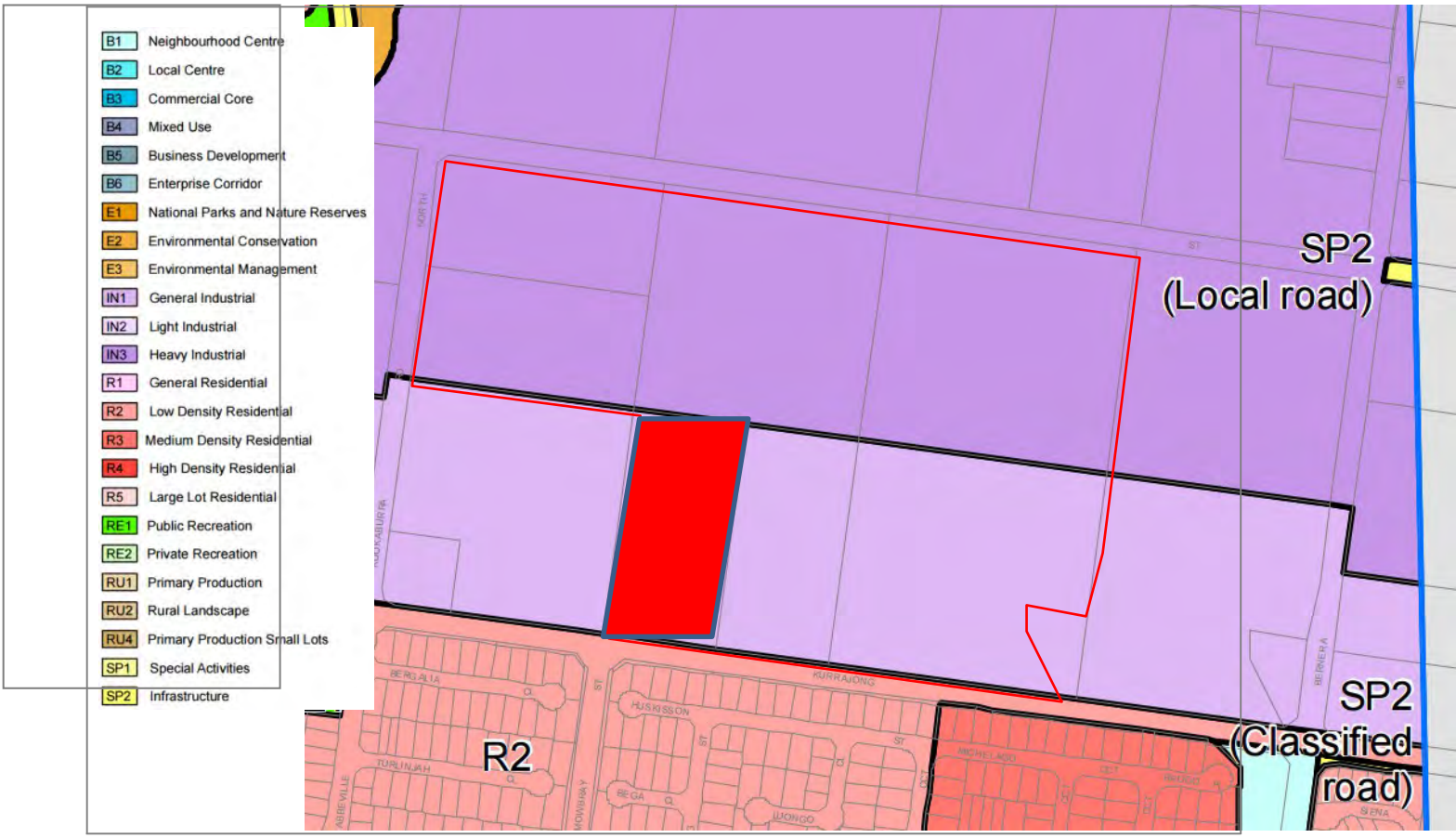
4.1 Planning Context

The following provides a description of relevant local planning policies applicable to the proposed development.

Liverpool Local Environmental Plan 2008 - Zoning

The site is zoned IN1 General Industrial and IN3 Heavy Industrial under the Liverpool Local Environmental Plan 2008. Figure 3 illustrates the sites zoning.

FIGURE 3 – SITE ZONING MAP



Source: NSW Legislation

Maximum Building Height

All buildings are below the maximum building height with a maximum height of 13.7m.

Liverpool Development Control Plan 2008

'Part 7: Development in Industrial Areas' of the Liverpool Development Control Plan 2008 (the DCP) applies to the proposed development. An assessment of the proposed development against the key controls of the DCP can be found in the Environmental Impact Assessment (EIS). The key controls include:

Setbacks
Landscaped
area
Building design, streetscape and
layout Landscaping and fencing

4.2 Landscape Character

The development site's baseline can be described as being open farm land. It is covered in grass. There is a gentle slope visible which has an elevational rise of 20m from the corner of Bernera and Kurrajong road to approximately the eastern edge of our site where the site topography flattens out with the road levels. There are also a few tree specimens of Cumberland plain woodland and an existing culvert and drainage ditch along Kurrajong road that will removed as party of the lot and drainage design.

This character continues to Cabramatta Creek situated directly to the west. To the north and east the character changes to one more of industrial with several warehouse developments. To the south the area is residential and bounded by Camden Valley Way.

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 Kurrajong 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 south is industrial. The landscape in the majority is therefore considered to have a small value.

An Ecological report has identified that an area of remnant vegetation on site occurs as a total area of 0.48 ha, this is classified as Cumberland Plain Woodland. The landscape design and mitigation proposals (see section 6.0) contain a buffer to the south, planted with Cumberland Plain Species which offset this loss. Almost all planting within the development is proposed to be native with a large proportion of endemic species.

The site is zoned in the Liverpool DCP 2008 as IN1 General Industrial and IN3 Heavy Industrial, therefore the ability of this site to accept an industrial use has already been assessed and approved by Liverpool Council.

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 Kurrajong Road. Eye-level photomontages have been generated to represent as closely as possible views from these receptor locations. The four remaining photomontages are taken in aerial positions from four corners of the development, these are useful for visualising the surrounding contextual envelope of the development. Refer to the visual impact assessment at Section 8.0 of this report and the corresponding viewpoints 1 to 9.

Figure 4 – Visual Receptor Locations

5.0 – Development Proposals

Some of the following information has been taken from the Architectural Design Statement Prepared by Axis Architectural Pty Ltd.

5.1 Built Elements

The proposal consists of an extension to the existing Toll Distribution warehouse. Building heights have been set at 13.7m top of ridge for each building with height at eaves typically 10 to 11m at the underside of rafter allowing for high bay warehouse storage that is typical for this type of development. Office areas are one storey. All buildings are below allowable buildings from Liverpool Local Environmental Plan 2008 – Height of Buildings Map sheet HOB_008

5.2 Materials

The following extract has been taken from the Architectural Design Statement prepared by Axis Architectural:

'External building facades for the main warehouse buildings are mix of precast concrete wall panels and colorbond steel metal claddings. Office areas are a combination of precast concrete panels, fibre cement sheet wall cladding, prefinished aluminium cladding with performance glazing in aluminium framing.

Warehouse facades consist of painted dado panel precast with metal cladding above being the dominant material and utilises alternate colours to form a consistent unifying theme to connect all buildings of the industrial estate.

The use of precast concrete panelling provides a neutrally coloured appearance to the development. This neutral approach has already been incorporated on the LDN distribution centre on Bernera Road, with the use of white and grey panelling.

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 Levels

Expansion Warehouse
RL42.55

5.4 Site access & parking

Access for heavy vehicles to the expansion area warehouse is via the private access road from Yarrunga Street between future warehouse 1 and existing building 2. Loading hardstand and waste collections areas are screened from street fronts by future building 1 to the north, ecxisting building 2 to the north east, building 5 to the east, new buildings to the west. Car parking for the expansion area is contained behind the setback landscaping area from Kurrajong Road and has an access point from this location.

5.5 Set backs

Building setbacks follow or exceed the required setback along street frontages. Side and rear setbacks vary and allow for fire truck access around buildings as required by BCA requirement for Large Isolated buildings and Liverpool City Council DCP for Developments in Industrial Areas. Landscape buffer zones widths are as follows:

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 minimising 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 south of Kurrajong Road will not be affected by light spill.

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 buildings, 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 south and southwest along Kurrajong Road.
This particular section of the overall Estate is not adjoining or within the visual corridor of the residences along Kurrajong rd asit sits in the North west corner of the site. Any visual impacts would affect Lots to the west (predominantly vacant) and North (Industrial warehouse zoning and sites under construction)

The design of the setbacks recognises 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. (a small metal farmhouse in the far north west corner and distant impacts to Kurrajong rd) It can be argued that the landscape will be enhanced by the introduction of 3 dedicated managed areas of Cumberland Plain species totaling approximately 9230m2. Refer to Habit8 documentation for further details.

Photomontages of the development from Kurrajong Road and Kookaburra Rd north and from our aerial views are assessed in section 6.0 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 proposals.

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 **low**. There will be some loss to the existing characteristic of the open farmland but the introduction of the development is not uncharacteristic of the context in which it will sit. The significance of impact therefore is judged to be **minor/negligible.**

8.0 Visual Impact Assessment

8.1 Viewpoint EV1

Viewing Location	Kurrajong Road Looking North West
Photomontage Figure	Figure 5
Visual Description	
Approx. Viewing Distance from Site Boundary	50m
Prominence of the development	This view has been taken from the shared footpath and cycleway of Kurrajong Road opposite the edge of Building 5. It is representational of receptors such as motorists, cyclist and pedestrians. It is also a close representation of views from second storey rear facing properties along Kurrajong Road. There are a number of existing landscape detractors within this view including lighting poles, existing setback vegetation on the adjoining property and level topography. The majority of residential properties along Kurrajong Road are single storey bungalows and have south facing street addresses on Huskisson Street and Michelago Circuit. Rear gardens face the site however a retaining wall, fencing and some landscaping prevent views directly to the development site. Four properties are double storey but will still not be impacted from the proposed development of this warehouse extension as the level of the warehouse is not elevated and screened by additional front setback planting that will reach heights of 12m +.
Visual Sensitivity	Motorists, cyclists and pedestrians are considered to have **negligible/none** sensitivity. The majority of residential properties from this location are in close proximity of the expansion development but are single story. Therefore, it can be judged that sensitivity of these receptors is classed as **negligible/none T**he double story properties that do have windows that overlook the estate are also judged to be of s **medium** sensitivity.
Magnitude of Change	It is believed that motorists, cyclists and pedestrians would experience a **negligible/none** magnitude of change. Single story residential dwellings adjacent to Kurrajong Road would experience a **negligible/none** magnitude of change. For the small number of properties which have second storey windows these would experience a **medium** magnitude of change as building have already been constructed along this road frontage adjoining the expansion area.

Significance of	The significance of the impact for motorists, cyclists and pedestrians would be **negligible/none**. Rear facing Single storey dwellings on Huskisson Street and Michelago Circuit would be **negligible/none.** The few residential properties with second storey windows overlooking the development would experience a **medium** significance of impact.

Figure 5 – Existing Baseline & Photomontage

Photomontage

8.2 Viewpoint EV5

Viewing Location	Kurrajong rd west Looking North East
Photomontage	Figure 6
Visual Description	
Approx. Viewing Distance from Site Boundary	200m
Prominence of the development	This view has been taken from a group of houses at the western end of Kurrajong road past the Logos Industrial precinct site. (near the corner of Kookaburra rd) The photo is taken looking across the adjoining vacant land towards the adjoining recently completed warehouse. The dwellings in this location have very distant views across another potential development site to the newly constructed warehouse then the proposed warehouse expansion development by Logos. The existing baseline view contains open farmland some groups of scattered trees to the boundary/road reserve edge with some views east down Kurrajong rd towards the completed Toll warehouse in the development site. The Toll expansion warehouse will be screened significantly with setback vegetation along the Kurrajong rd frontage. This expansion area has a small building footprint both in area and height and is sitting level with the road thus reducing its impact from the surrounding context.
Visual Sensitivity	Due to the proximity of these properties to the development site and the filtered views through the lot opposite that it experiences, it would be considered to have **very low** sensitivity.
Magnitude of Change	The magnitude of change for this receptor is considered to be **very low.** The view is at a very long range with another lot and building forming a separation between the housing and the proposed development. The proposed development will have a very small change on the view both horizontally and vertically. With potential re-development of the Lot opposite these houses, the views from Kurrajong rd west towards the site will eventually be negated.

Figure 6 – Existing Baseline & Photomontage

Existing Site photo

Photomontage

Notes: Warehouse in the foreground is on the adjoining site to the west of the Expansion area.

8.3 Viewpoint 6

Viewing Location	Aerial view South West
Date and Time	N/A – Generated through 3D Model and Aerial Mapping
Weather conditions	N/A – Generated through 3D Model and Aerial Mapping
Photomontage	Figure 10
Visual Description	
Approx. Viewing Distance from Site Boundary	600m
Prominence of the development	This is an aerial view from the south west corner of the site looking over the proposed development. Although there are no visual receptors at this height it is nevertheless a useful view to demonstrate the context in which the proposed development is sitting and how the setbacks offer dense screen planting at maturity to Kurrajong Road, The scale and massing of the development is in keeping with the existing development of Industrial warehouses which are visible to both the north and east. The south west corner will be open to direct views of warehouses 1,6 & 5, however this has been designed in order to accommodate the future development of the adjoining lot which is also zoned for IN1 General Industrial and the recently built industrial warehouse. This development would have to include the setback along Kurrajong Road and continue the dense screen planting proposed by this development. This would unify the screen planting before along the entire distance of Kurrajong Road.
Visual Sensitivity	As this view has no visual receptor at this height, other than recreational groups such as light aircraft or gliders, it has been assigned a visual sensitivity of **very low**
Magnitude of Change	**Medium**
Significance of	The significance of the impact is considered **minor/ negligible**. The view will form a new and recognisable element, however, this is offset by the visual sensitivity at this height and the presence of existing industrial development. It is therefore in keeping with the surrounding character.

Figure 10 –Aerial View

8.4 Viewpoint 7

Viewing Location	Aerial view North East
GPS	N/A – Generated through 3D Model and Aerial Mapping
Date and Time	N/A – Generated through 3D Model and Aerial Mapping
Weather conditions	N/A – Generated through 3D Model and Aerial Mapping
Photomontage Figure	Figure 11
Visual Description	
Approx. Viewing Distance from Site Boundary	313m
Prominence of the development	This is an aerial view from the South East corner of the site looking over the proposed development. To the top of the image residential dwellings are visible to the south of Kurrajong Road and also ground at higher topography to the west (see section 1.6). The higher topography is densely vegetated and provides screening to visual receptors located to the west of the development site.
Visual Sensitivity	As this view has no visual receptor at this height, other than recreational groups such as light aircraft or gliders, it has been assigned a visual sensitivity of **very low**
Magnitude of Change	**Medium**
Significance of	The significance of the impact is considered **minor/ negligible**. The view will form a new and recognisable element, however, this is offset by the visual sensitivity at this height and the presence of existing industrial development. It is therefore in keeping with the surrounding character.

Figure 11 – Aerial View

8.5 Viewpoint 8

Viewing Location	Aerial view North West
GPS	N/A – Generated through 3D Model and Aerial Mapping
Date and Time	N/A – Generated through 3D Model and Aerial Mapping
Weather conditions	N/A – Generated through 3D Model and Aerial Mapping
Photomontage Figure	Figure 12
Visual Description	
Approx. Viewing Distance from Site Boundary	256m
Prominence of the development	This is an aerial view from the North East corner of the site looking over the proposed development. The industrial yard of Favelle Favco Cranes is visible at the bottom of the image and is next to WGB Trailer Repairs which is out of the shot to the right. These are both in close proximity to the development site.
Visual Sensitivity	As this view has no visual receptor at this height, other than recreational groups such as light aircraft or gliders, it has been assigned a visual sensitivity of **very low.**
Magnitude of Change	**Medium**
Significance of	The significance of the impact is considered **minor/ negligible**. The view will form a new and recognisable element, however, this is offset by the visual sensitivity at this height and the presence of existing industrial development. It is therefore in keeping with the surrounding character.

Figure 12 – Aerial view

9.0 Conclusions and Non-Technical Summary

The main purpose of this Landscape and Visual Impact Assessment was to address the relevant Secretary's Environmental Assessment Requirements that were provided by the DPE on the 11 September 2015.

This Landscape and Visual Impact Assessment revision is an amendment to the existing approved report undertaken for the next stage of building on the site which includes lots in the North West corner of the Industrial Subdivision. (cnr Yarrunga and Kookaburra Rd)

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 next stage of the Prestons development to be **minor/negligible**. This is in part due to the surrounding character of the development already being heavily influenced by industrial development and in part due to the industrial zoning designation by Liverpool Council within its Development Control Plan.

Through this report it is concluded that the proposed development at Preston's will cause a change in the view for houses on the southern side of Kurrajong road who will experience views of the development. This view will be mitigated by planting and the impact of the view from these houses is minimal due to the building level and its relationship with the street. Much less significant than the first stage of the Toll Warehouse on Kurrajong rd. The most important of these have been determined through visual analysis and are identified as residential dwellings close to the development site, road users pedestrians, and cyclists.

Ther small number of rear facing properties (to Kurrajong rd) have second storey windows facing the development, views from these windows would experience little change from the existing condition as there are already multiple constructed warehouse buildings on the site and along Kurrajong road mitigated by new setback landscaping.

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 and for those receptors who experience direct views at close range.

Passing motorists, cyclists and pedestrians will also experience a change in view. However, the new streetscape on this site is already defined by industrial warehouse edge treatments so the expansion to the existing warehouse has neglible impact to the visual catchment.

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.

Wider reaching views to the site from residential areas located in the greater landscape have also been considered, however many of these areas are surrounded to the west by Cabramatta Creek, north by constructed and proposed warehouses, east by the existing Toll warehouse and south by Kurrajong rd. All building setbacks are densely planted with screening trees and shrubs and the Cabramatta creek corridor densely vegetated with protected endemic vegetation.

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 it 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.