

An aerial photograph of a lush, green landscape. In the foreground, there are several tall, thin trees with sparse foliage. Behind them, a dense forest of taller trees covers a hillside. In the distance, a golf course with green fairways and a sand trap is visible. The sky is clear and blue. A white diagonal shape is in the top left corner.

ARCADIA

SYD01 STAGE 2, NORWEST VISUAL IMPACT ASSESSMENT

PREPARED FOR
PROJECT GARDEN 1 PTY LTD AS TRUSTEE FOR THE NORWEST PROPERTY TRUST
16 JUNE 2026

We respectfully acknowledge the Traditional Custodians of the lands where we live and work. We acknowledge their unique ability to care for Country and deep spiritual connection to it. We honour Elders past, present and emerging whose knowledge and wisdom has and will ensure the continuation of cultures and traditional practices.

Rev A	Draft June 2026	Authorised by AL
Rev B	SSDA TOA December 2025	Authorised by AL
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Executive Summary

This Visual Impact Assessment (VIA) has been prepared to support the State Significant Development Application (SSDA) for the construction and operation of the SYD01 Stage 2 Data Centre at 3 Brookhollow Avenue, Norwest. The proposal forms part of a broader, state-of-the-art data centre campus intended to accommodate Australia’s increasing digital infrastructure needs, including demand driven by artificial intelligence and cloud-based technologies.

The assessment responds to the Secretary’s Environmental Assessment Requirements (SEARs) by evaluating the visual impacts of the proposed development from key publicly accessible viewpoints, and by determining the likely changes to the existing landscape character. The VIA has been undertaken using best industry practices and guidelines.

The site is located within the Norwest Business Centre and is characterised by a mixed commercial–residential urban setting, with significant existing infrastructure, multi-storey office buildings, and vegetated creek corridors including Strangers Creek and Brookhollow Reserve. The existing character is highly urbanised.

A viewshed mapping analysis demonstrates limited visibility of the proposed development from key viewpoints within the 2000m study area. For most locations, visibility is filtered or partially screened by existing vegetation, built form, and the local topography. Where visible, the proposed development is viewed as an extension of the existing built character of the surrounding area.

Visual sensitivity of key viewpoints ranges from negligible to low, reflecting the highly modified environment. The consistent scale, form and materiality of nearby commercial buildings contribute to the low change in magnitude ratings. As a result, the resulting visual impacts are predominantly low.

Mitigation measures include retention of the existing vegetation surrounding the proposed development, providing supplementary planting as required in gaps to integrate the proposed development into the landscape. These measures reinforce desired outcomes within The Hills DCP 2012 for high-quality landscape buffers, creek-line connections, and visually cohesive streetscapes.

Overall, the proposed development is consistent with the proposed character of the Norwest Business Park. The VIA concludes that the proposed development will not alter the existing visual character and aligns with the evolving commercial precinct.

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01 INTRODUCTION

1 Introduction

1.1 Purpose

This report has been prepared on behalf of Project Garden 1 Pty Ltd as trustee for the Norwest Property Trust (the applicant) in support of a State Significant Development Application (SSDA) submitted to the Department of Planning, Housing and Infrastructure (DPHI) under Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

The SSDA seeks development consent for the construction and operation of a data centre, with a total power consumption of approximately 96MW. The proposal will form part of a state-of-the-art data centre campus operated by Green Square Data Centres (Green Square DC), equipped to cater for growing data storage needs within Australia and the emergence of artificial intelligence (AI).

This report provides an assessment of the visual impacts and respond to the Secretary's Environmental Assessment Requirements (SEARs) issued by DPHI on 8 April 2025 in relation to the project. The SEARs requires the following in relation to the assessment of potential visual impact.

SECTION	REQUIREMENTS	LVIA RESPONSE
5. Visual Impact	<i>Provide a visual analysis of the development from key viewpoints, including photomontages or perspectives showing the proposed and likely future development.</i>	Section 3
	<i>Where the visual analysis has identified potential for significant visual impact, provide a visual impact assessment that addresses the impacts of the development on the existing catchment.</i>	Section 3

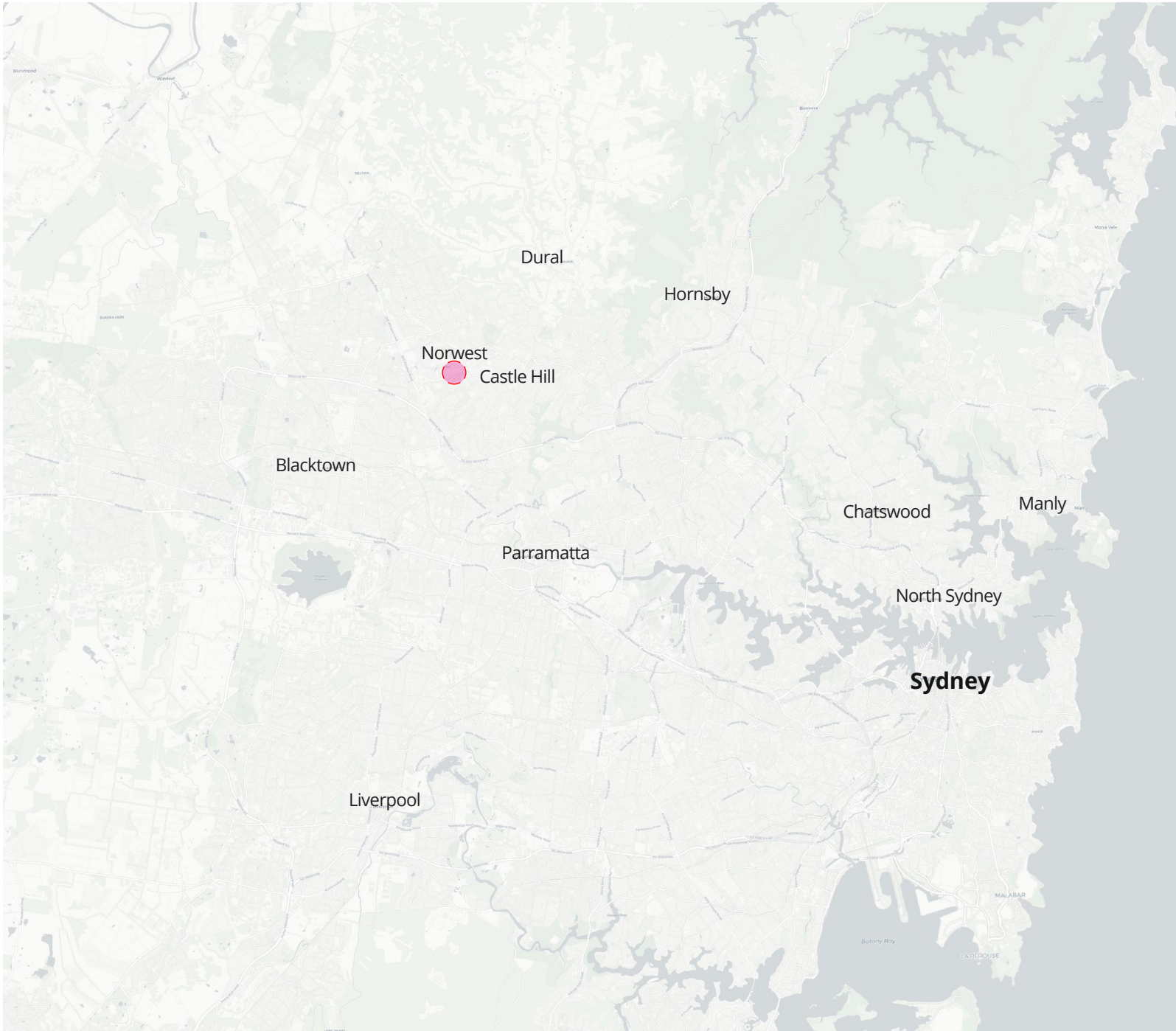


Figure 01: Site Location
Source: Mecone Maps 2025

NTS

1.2 Approach

STRUCTURE OF THE REPORT

This report will review the Site location and context of the study area and provide a character assessment of the visual envelope and impact of the proposed development. This review will be taken from various publicly accessible viewpoints discussed further in this report.

Section 1 – Introduction

This section provides an overview of the methodologies and processes that have assisted Arcadia in conducting a detailed and thorough assessment of the proposed development. It also provides an overview of the local region, highlights relevant planning framework and objectives.

Section 2 – Existing Conditions

This sections provides a description of the existing site conditions and visual character. The review will assist in forming a visual baseline to measure the potential visual impacts of the proposed development.

Section 3 – Visual Impact Assessment

Understanding the existing visual character surrounding the proposed development identifies potential areas from where the proposed development could be visible. Ground-truthing through a site visit has been undertaken where several locations know as viewpoints, surrounding the Site have been visited to capture georeferenced images. These georeferenced images have been imported into our modelling software to accurately position the viewpoint locations. A digital model is developed and geolocated to scale.

The digital model is then superimposed onto the images captured from the viewpoints to represent an accurate digital illustration of the proposed development.

The method to measure the impact is based on a combination of the sensitivity of the existing character to the scale or magnitude of change (contrast, quality, distance) of the proposed development.

The combination of sensitivity and magnitude will provide the rating for potential visual impact. This measure or rating is achieved through the use of methodology outlined in the relevant guidelines discussed further in this LVIA.

Section 4 – Mitigation and Conclusion

This section outlines the mitigation measures implemented to further reduce the visual impact and help integrate the proposed development into the surrounding landscape.

1.3 Process

SITE VISIT

Photo Process

- / A photo was taken from each viewpoint identified as key receiver surrounding the Site.
- / The image was calibrated using a compass to determine the direction of the visibility towards the proposed development. Geographical coordinates were documented at each viewpoint locations.

Camera

- / The Camera Model used to take the photos was a Canon EOS 5D Mark IV.
- / Camera focal length of 50mm.
- / All photos were hand held, taken at eye level (1500m from Ground) .

Geolocation

- / Each compass photo recorded the photo location co-ordinate, degrees from True North and elevation.
- / The longitude and latitude recordings were input into google earth to obtain the viewpoint locations in plan view.

Variables

- / Some software limitations associated with the modelling and the rendering software may cause slight variations in the accuracy of montages.
- / Although utmost care has been taken while capturing the photos from all viewpoints, taking a handheld photo without a tripod may cause slight inaccuracies in the montages.
- / There was a level of estimation required to determine which trees in the foreground of the Site montages

were being removed or retained due to project works. This is a common variable which occurs when rendering perspective montages.

- / Due to the lack of access on private properties, the photos were taken from publicly accessible locations located up to 2km from the Site.

ACCURACY REVIEW

- / All accuracy reviews have been carried out to ensure any slight inaccuracies that occurred throughout the assessment process were reduced.
- / Due to lack of survey data between the Site and the visual impact photos, site elements such as Power Transmission poles, electricity poles, significant mature trees were located in Revit using nearmap location or google earth co-ordinates and modelled to provide a reference point.
- / Site boundaries were elevated within the revit model to cross check the location of the model within the montage.
- / These processes allowed us to cross references and check the location and scale of the Site within the visual montage.

1.4 Study Area

STUDY AREA

The Study Area is set out to 2000m from the proposed development as it was observed that due to the existing screening elements the proposed development will not be visible beyond a distance of 2000m.

1.5 Relevant Planning Framework

The Hills Shire Local Strategic Planning Statement - The Hills Future 2036

The Hills Shire Local Strategic Planning Statement (The Hills LSPS), describes Norwest as a growing digital and commercial hub that must balance intensification with high-amenity landscapes and strong connections to open space. Strangers Creek can be categorised as a key visually sensitive corridor located adjacent to the proposed development. The VIA considers how the proposed development responds to this vision to provide a visually cohesive and attractive employment precinct.

The Hills Local Environmental Plan 2019 (LEP)

Under the Hills Shire Local Environmental Plan (LEP) 2019, the site is categorised within an employment / business park- type zone intended to support commercial use. The key considerations include the desired future character of the zone, which calls for high-quality built form and strong landscape presentation, particularly along prominent public frontages. The assessment also considers applicable height and bulk controls along Norwest Boulevard and Brookhollow Avenue, both of which form important view corridors within the precinct. While no heritage items are located in the immediate vicinity of the site, the VIA acknowledges the broader heritage context in evaluating potential visual effects.

The Hills Development Control Plan (DCP) 2012

The Hills Shire Development Control Plan (DCP) 2012 sets detailed expectations for built form and landscape presentation within the Norwest Strategic Centre. Key provisions relate to setbacks and landscape buffers along Strangers Creek and Norwest Boulevard, both of which form important components of the local public domain. The DCP also outlines requirements for building presentation to key streets, reinforcing the character created by tree-lined boulevards and high-amenity public spaces. In addition, the DCP emphasises the need to integrate development with adjacent open space corridors, ensuring that building massing does not visually dominate or overshadow the creek valley.

State Environmental Planning Policy (Transport and Infrastructure) 2021

Norwest Boulevard and Windsor Road are major movement corridors with high public exposure. The proposed built form will be a prominent structure when viewed by motorists and pedestrians moving through the strategic centre and therefore the VIA must consider potential visual impacts to motorists and pedestrians moving along through these corridors.

1.6 Methodology

Consistent with current best practice in LVIA, this assessment of the likely impacts of the proposed development on local visual quality has been carried out via a process of qualitatively assessing sensitivity, magnitude of change and the level of visual impact.

The LVIA has been conducted in accordance with the following relevant guidelines:

- / Transport for NSW (TfNSW), *Guideline for Landscape Character and Visual Impact Assessment: Environmental Impact Assessment Note EIA-NO4*, June 2023 (TfNSW, 2023).
- / Department of Planning, Housing and Infrastructure (DPHI), *Large-Scale Solar Energy Guideline for State significant large-scale solar energy development*, August 2024.
- / Department of Planning, Housing and Infrastructure (DPHI), *Large-Scale Solar Energy Guideline: Technical Supplement for Landscape Character and Visual Impact Assessment*, August 2024.
- / Australian Institute of Landscape Architects (AILA), *Guidance Note for Landscape and Visual Assessment*, June 2018.
- / Landscape Institute and Institute of Environmental Management & Assessment (LIIEMA), *Guidelines for Landscape and Visual Impact Assessment, Third Edition*, June 2013 (GLVIA 2013).

REASONING

The methodology set out in Transport for NSW (TfNSW), *Guideline for Landscape Character and Visual Impact Assessment: Environmental Impact Assessment Note EIA-NO4*, June 2023 (TfNSW, 2023) has been adopted to prepare this report. However, as it does not prescribe a definitive approach for determining visual sensitivity and scenic quality, the methodology outlined within the *Large-Scale Solar Energy Guideline for State significant large-scale solar energy development*, August 2024 and the *Large-Scale Solar Energy Guideline: Technical Supplement for Landscape Character and Visual Impact Assessment*, August 2024 developed by the Department of Planning, Housing and Infrastructure (DPHI), has also been adopted.

SENSITIVITY

The visual sensitivity of a location is supplemented by the quality of the existing view and the degree to which it may be affected by proposed change. Visual sensitivity relies on the viewing time, number of potential receivers and activity associated with the receivers. For the purposes of this assessment the visual sensitivity has been determined by comparing the Viewer Sensitivity (refer to Table 1) and the Scenic Quality (refer to Table 2). This approach is consistent with the process adopted by the Department of Planning, Housing and Infrastructure (DPHI) *Large scale Solar Farm Guidelines and the Technical Supplement* (dated August 2024).

VIEWER SENSITIVITY

Rating	View Type
Negligible	Local sealed and unsealed roads Passenger rail lines with daily daylight services State highways, freeways, and classified main roads Walking tracks and navigable waterways Private recreation areas and sporting fields (defined as land zoned RE2)
Low	Secondary views from rural dwellings and large lot residential areas (environmental / conservation zones) Tourist roads and scenic drives Walking tracks and navigable waterways in less sensitive areas Cemeteries and memorial parks
Moderate	Primary views from rural dwellings and large residential areas in environmental/ conservation zones Tourist accommodations, places of worship (bed-and-breakfasts, motels, etc.) Tourist zones and visitor areas Publicly accessible parks, picnic areas, and recreation spaces Town centres and central business districts
High	Dwellings in residential areas and rural villages Historic rural homesteads/residences listed on national, state, or local heritage registers

Table 01: Viewer Sensitivity

(Table adapted from “Technical Supplement - Landscape and Visual Impact Assessment.” NSW Government. Department of Planning and Environment, August, 2024.

SCENIC QUALITY

Scenic quality is assessed by evaluating five (5) landscape attributes, Landform, Vegetation, Waterbodies, Social and Cultural Features, and Human Interaction, based on the NSW Government’s *Technical Supplement – Landscape and Visual Impact Assessment*. Each attribute is rated from Negligible to High and using Table 02 as a reference. This method ensures a quantitative evaluation across all view types.

View Type	Negligible scenic quality	Low scenic quality	Moderate scenic quality	High scenic quality
Landform	Large expanses of flat or gently undulating terrain Indistinct, dissected or broken landforms that provide little illusion of spatial definition or landmarks with which to orient	Mostly flat or gently undulating terrain with isolated areas of undulating topography	Steep, hilly and undulating ranges that are not visually dominant Broad, shallow valleys Moderately deep gorges or moderately steep valley walls Minor rock outcrops	Isolated peaks, steep rocky ridges, cones or escarpments with distinctive form and colour contrast that become focal points Large areas of distinctive rock outcrops or boulders Well-defined, steep valley gorges
Vegetation	Extensively cleared and cropped areas with very limited variation in colour and texture Pastoral areas, human-created paddocks, pastures or grasslands and associated buildings typical of grazing lands	Predominantly cleared and cropped areas with small areas of variation in colour and texture Most pastures or grasslands with small blocks of distinct native vegetation	Predominantly open forest or woodland combined with some natural openings in patterns that offer some visual relief Vegetative stands ranging in size, form, colour, texture and spacing, including human-influenced vegetation (for example, vineyards, plantation forests and orchards)	Strongly defined natural patterns with combinations of native forest, naturally appearing openings, streamside vegetation and scattered exotics Distinctive stands of vegetation that may create unusual forms, colours or textures compared with surrounding vegetation
Waterbodies	Absence of natural waterbody Farm dams, irrigation canals or stormwater infrastructure	Minor water forms, such as creeks and streams	Intermittent streams, lakes, rivers, swamps and reservoirs	Visually prominent lakes, reservoirs, rivers, streams, wetlands and swamps Presence of harbour inlet, bay or open ocean
Social and Cultural	Places of worship, cemeteries, memorial parks, private open spaces	Places of worship, cemeteries, memorial parks, private open spaces Local heritage sites	Local or state heritage sites Distinguishable entry ways to a regional city identified in the State Environmental Planning Policy (Transport and Infrastructure) 2021	Culturally important sites, wilderness, world heritage areas and protected areas World, national and state heritage sites
Human interaction	Dominating presence of infrastructure, human settlements, highly modified landscapes and higher density populations, such as regional cities, industrial areas, agricultural transport or electricity infrastructure	Highly modified landscapes with visible infrastructure, such as transmission lines and railway corridors	Dispersed yet evident presence of human settlement, such as villages, small towns, isolated pockets of production and industry, lower scale and trafficked transport infrastructure	Natural, undisturbed landscape Minimal evidence of human presence and production

Table 02: Scenic Quality Frame of Reference

(Table adapted from “Technical Supplement - Landscape and Visual Impact Assessment.” NSW Government. Department of Planning and Environment, August, 2024.

VISUAL SENSITIVITY

VISUAL SENSITIVITY				
		SCENIC QUALITY		
		HIGH	MODERATE	LOW
VIEWER SENSITIVITY	HIGH	HIGH	HIGH	MODERATE
	MODERATE	HIGH	MODERATE	MODERATE
	LOW	MODERATE	LOW	LOW
	NEGLIGIBLE	LOW	NEGLIGIBLE	NEGLIGIBLE

Table 04: Visual Sensitivity Matrix
(Table adapted from “Technical Supplement - Landscape and Visual Impact Assessment.” NSW Government. Department of Planning and Environment, August, 2024.

MAGNITUDE OF CHANGE

The visual magnitude depends on the scale and duration of the change, proportion of the view affected, and contrast of the proposed development and its visual integration of form, line, shape, pattern, colour and texture.

The preceding viewpoints will be assessed individually and will be provided a rating.

VISUAL IMPACT

A value judgement based on the assessed sensitivity of the viewpoint and the amount of change that would be likely to occur to the specific view or views from similar locations.

Impacts on each view have been graded as Negligible, Low, Moderate or High, or gradations between each.

This approach is consistent with the process adopted by Transport for NSW - *Guideline for Landscape Character and Visual Impact Assessment, reference number EIA-N04* (dated 8 June 2023). The process is currently accepted as appropriate for visual impact assessment in New South Wales.

VISUAL IMPACT					
		MAGNITUDE			
		HIGH	MODERATE	LOW	NEGLIGIBLE
SENSITIVITY	HIGH	HIGH	HIGH-MODERATE	MODERATE	NEGLIGIBLE
	MODERATE	HIGH-MODERATE	MODERATE	MODERATE-LOW	NEGLIGIBLE
	LOW	MODERATE	MODERATE-LOW	LOW	NEGLIGIBLE
	NEGLIGIBLE	NEGLIGIBLE	NEGLIGIBLE	NEGLIGIBLE	NEGLIGIBLE

Table 03: Landscape Character and Visual Impact Rating Matrix.

(Table adapted from “Guideline for Landscape Character and Visual Impact Assessment Environmental.” NSW Government. Transport for NSW, June 8, 2023.

1.7 Photomontage

Approach

Photomontages are prepared following the *Scottish Natural Heritage Visual Representation of Wind Farms, Version 2.1* (December 2014), noting its general consistency with the Land and Environment Court Photomontage Policy.

Photomontages combine a photograph of the existing view with a computer-generated image of the proposed development to illustrate how it may appear in that view.

These visualisations assist in communicating the scale, form and integration of the proposed development within the existing landscape and urban context.

Limitations

It is essential to understand the limitations of visualisations when evaluating a proposed development.

According to the *Scottish Natural Heritage document, "Visual Representation of Wind Farms, Version 2.2"* (February 2017), these limitations include:

- / Visualisations cannot replicate the exact appearance of a development in reality, as factors such as lighting, weather, seasonal changes, and image resolution can vary over time.
- / While visualisations provide a reasonable impression of a development's scale and distance, they cannot achieve complete accuracy.
- / Panoramic images cannot convey movement, such as rotating machinery, or effects like sun movement or reflections from surfaces.
- / It is important to note that these images represent how the proposed development would appear in a photograph and not how it would be experienced in person on site.
- / Photomontages are not a substitute for on-site experiences. Instead, they are a supporting tool that represent a proposed development's potential scale, form, and appearance within its context.

Methodology

Step 1 - Site data collection and collation

- Photographs are captured from identified viewpoints and stitched together to form a seamless panoramic image representing the existing view.

Step 2 - 3D Model Development

- A 3D model of the proposed development is created and accurately geo-referenced and scaled within the existing site context.

Step 3 - Rendering and alignment

- The model is aligned with the panoramic photograph using precise camera matching techniques. The combined image is then rendered to produce a photomontage that illustrates the proposed development within the existing landscape setting.

Step 4 - Integration through mitigation measures

- Mitigation measures are illustrated in the photomontage to show the potential integration of the proposed development in the future.

This methodology is represented below.

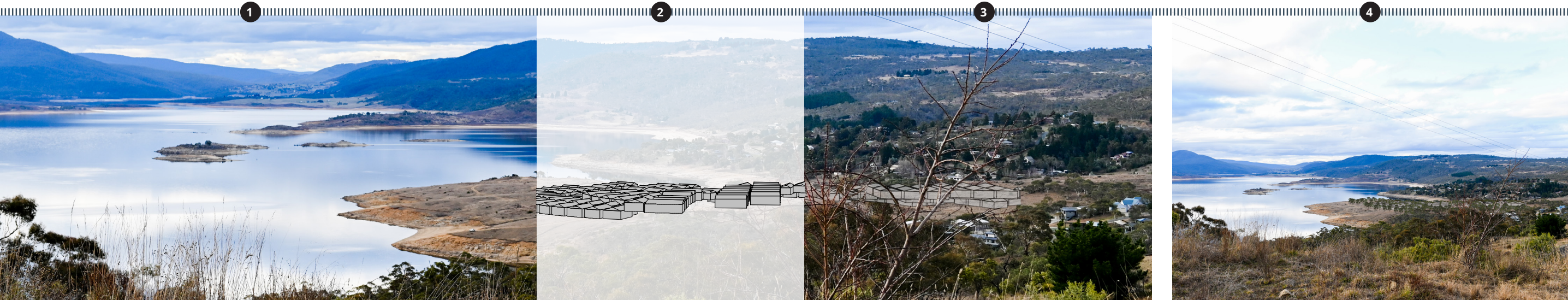


Figure 02: Photomontage Methodology

1.8 Site Context

SITE LOCATION

The site is known as 3 Brookhollow Avenue, Norwest (Lot 2021 DP 831173) and is in the Norwest locality, which forms part of the Hills Local Government Area (LGA). Development surrounding the site comprises of a mix of commercial, retail and residential land uses as described below:

- / To the north of the site is Norwest Boulevard, commercial office buildings, an early learning centre, 'Castle Pines' retirement community and Castle Hill Country Club Golf Course;
- / To the east of the site is Windsor Road, commercial office buildings, small pockets of residential development and industrial development;
- / To the south of the site is Brookhollow Avenue, commercial developments, a hotel and medium density residential development; and
- / To the west of the site is commercial development, including a shopping centre (Norwest Marketown), various retail offerings and the Norwest Metro Station.
- / The site is well serviced by public transport including bus and Metro. Norwest Metro Station provides connections to Tallawong in the northwest and Sydney CBD to the southeast. Bus stops along Norwest Boulevard provide connections through to Parramatta, Seven Hills and Rouse Hill.

The site is in proximity to Strangers Creek and Brookhollow Reserve, located at the site's southwestern border. Norwest Lake is located approximately 90m northwest of the site.



Figure 03: Site Location
Source: Google Maps 2025



1.9 Project Summary

This SSDA seeks development consent for the construction and operation of a data centre, with a total power consumption of approximately 96MW (IT load). The proposal will form part of a broader state-of-the-art data centre campus, equipped to cater for growing data storage needs within Australia and the emergence of artificial intelligence (AI).

In summary, approval for the following is sought:

- / Minor site preparation works including tree clearing and bulk earthworks;
- / Civil earthworks and the installation of relevant servicing infrastructure and utilities;
- / Construction of a four (4) storey data centre with roof top plant, equating to an RL 130 and Gross Floor Area (GFA) of 16,191m²;
- / Installation of 77 x diesel fuel generators and associated diesel storage
- / Provision of on-site car parking for approximately 25 spaces; and
- / Landscaping and offset tree planting.

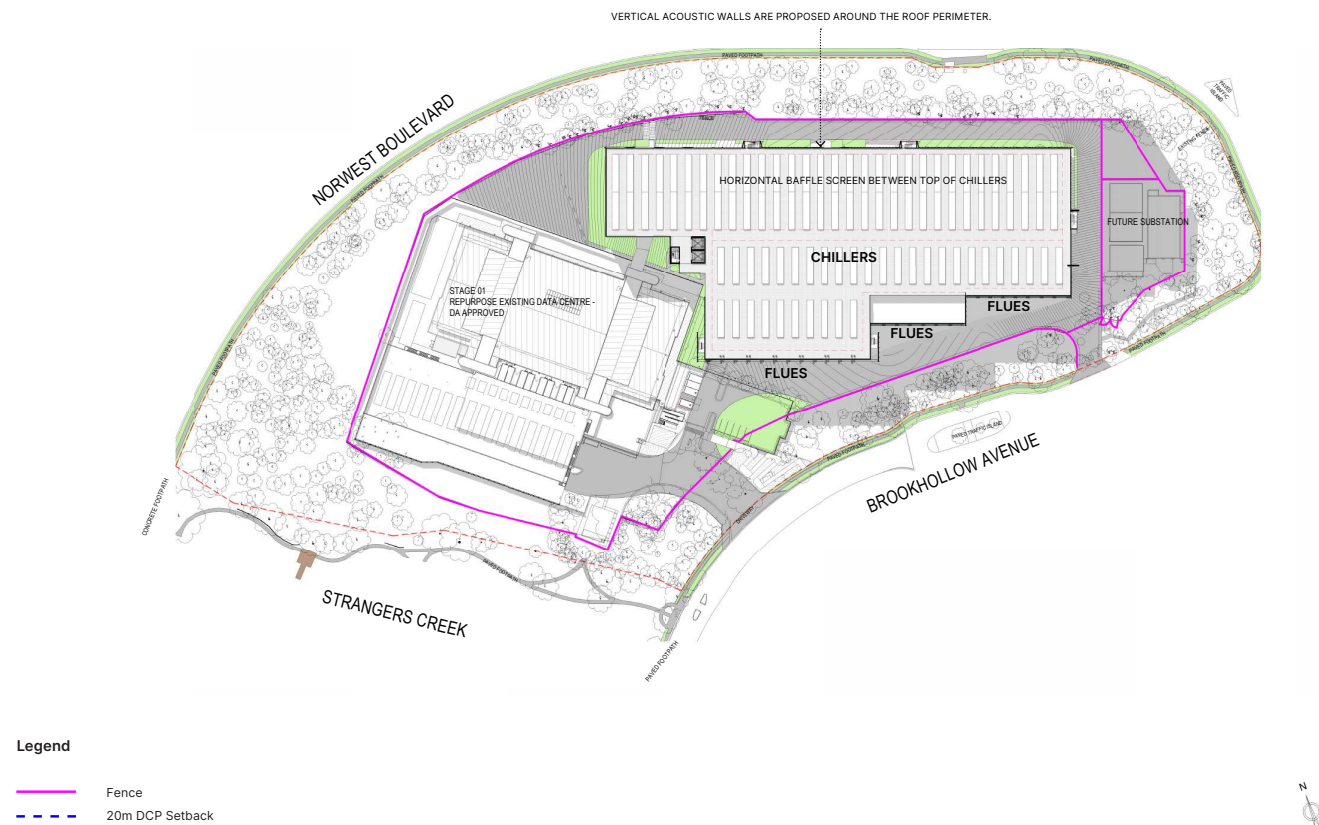


Figure 04: Proposed Site Plan and Site Elevation
Source: Greenbox - A Woolpert Company, 2025

02

EXISTING SITE CONDITIONS

2 Existing Site Conditions

2.1 Site Description

The subject site is legally described as Lot 2021 of Deposited Plan (DP) 831173. The site can be described as irregularly shaped and has a total land area of approximately 51,867sqm. A portion of the site currently comprises an existing 4MW data centre that was approved under D93/318, dated 21 June 1993.

The site is bound by Brookhollow Avenue to the south and east, Brookhollow Reserve and the Hills Corporate Centre to the west and Norwest Boulevard to the North. The primary frontage of the site is to Brookhollow Avenue, where vehicular access is provided.

Based on a review of topographical mapping, the site appears to fall from east to west from a maximum height of RL104 in the northeastern corner of the site to RL82m along the western portion of the site.

The site is located approximately 500m to the east of the Norwest Metro station, with the metro line running under the north / northwest boundary of the site.

The site is heavily vegetated, however, none of the vegetation is mapped on the biodiversity values mapping prepared under the Biodiversity Conservation Act 2016 (BC Act).



2.2 Existing Landscape Character

LAND USE

The predominant land use surrounding the site is categorised under services, residential and farm infrastructure and transport and communication. Existing uses of the surrounding built form indicate offices, light industrial, data centres and road corridors. These land uses form a central business park with power and communication infrastructure easements running through the study area.

The central business park is predominantly surrounded by residential, retail and mixed use developments (existing and proposed).



Figure 05: Land Use
Source: ALUM 2017

KEY	
■	NATURE CONSERVATION
■	RESIDENTIAL AND FARM INFRASTRUCTURE
■	SERVICES
■	TRANSPORT AND COMMUNICATION
■	RESERVOIR/DAM
- - -	SITE

LAND ZONING

As per the Hills Local Environment Plan (LEP) 2019 the site is zoned as SP4 - Enterprise. The surrounding land is zoned predominantly as R1, R2, R3 or R4 residential. Pockets of RE1- Public Recreation are located in between the residential zoning. The SP4 zone is bordered by E3 - Productivity Support and E4 - General Industrial to the east.

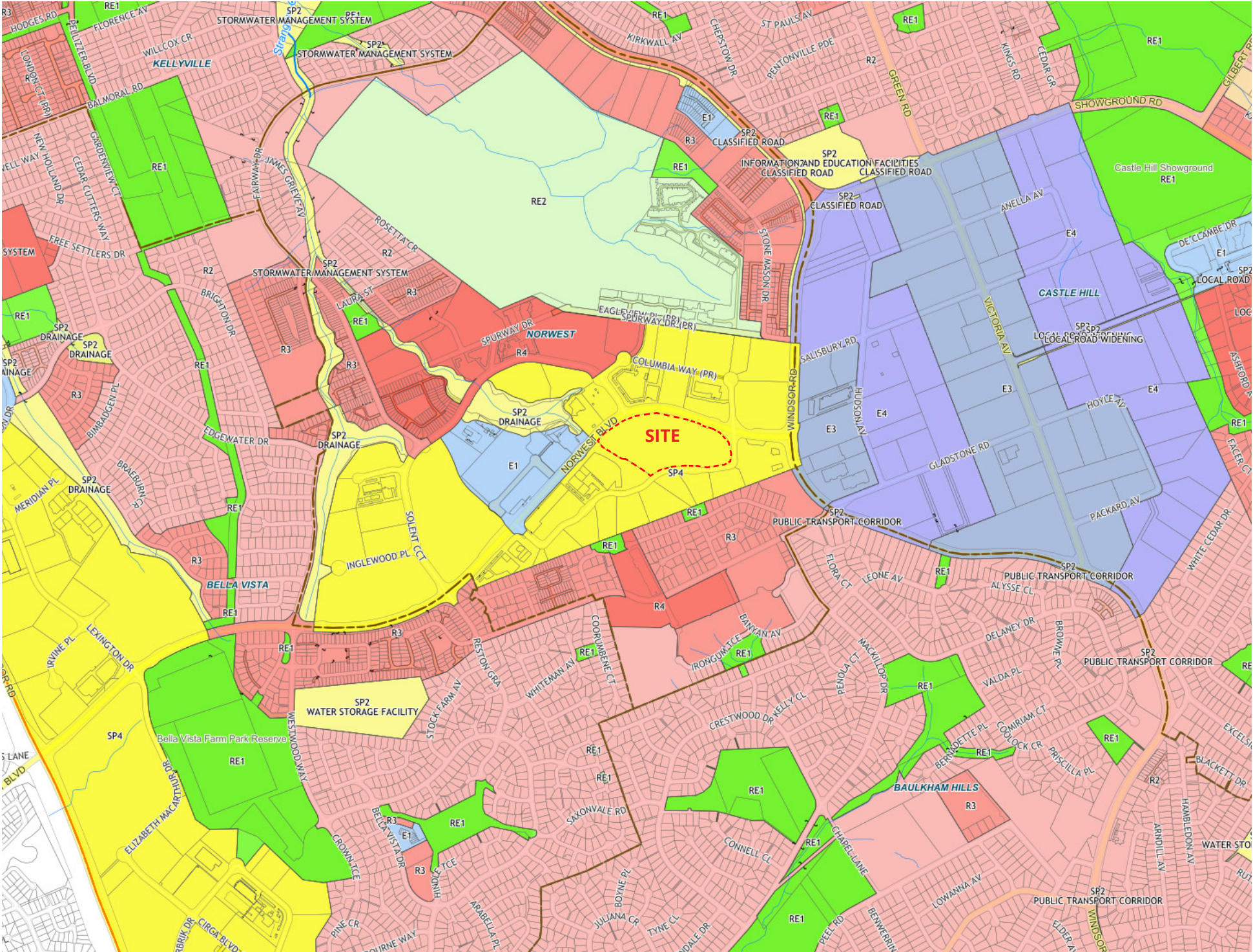


Figure 06: Land Zoning Map
Source: The Hills Shire LEP, 2019



03 VISUAL IMPACT ASSESSMENT

3 Visibility Analysis

3.1 Viewshed Analysis Map (VAM)

A Viewshed Analysis Map (VAM) is an analytical tool in LVIA used to determine the extent to which a proposed development will theoretically be visible within a given landscape. It is typically generated using Digital terrain modelling (DEM), considering factors such as topography, and observer height.

The VAM is informed by terrain only and does not consider other intervening factors including vegetation and built form. As a result, the Viewshed Map represents a worst-case scenario, showing the maximum possible visibility.

Viewshed mapping has been conducted to assist in selecting viewpoint locations with potential views of the Project, inform design strategies to minimise impacts, support planning decisions and enhance stakeholder engagement through clear evidence-based visualisation.

Assumptions:

- / The viewshed map is generated using DEM modelling - i.e. using topography alone.
- / The observer height is considered as 1.5m as per current best practices.
- / An assessment of VAM has been conducted at a distance of 2000 m from the proposed development. This approach recognises that visibility tends to diminish with distance, influenced by various intervening elements.

VAM Overview:

The VAM shows that visibility is largely in areas adjacent to the proposed development. These include sections along Norwest Boulevard, Brookhollow Avenue and adjoining commercial campuses located in close proximity. Due to the topography, visibility is generally from the west and south.

Based on topography alone, most views are from the adjacent Strangers Creek pedestrian walkway. However, this assessment does not consider intervening vegetation. From observations made during site visits, vegetation along the pedestrian pathway through Stranger Creek will limit opportunities to view the proposed development. Visibility reduces beyond the immediate precinct due to screening from built form and vegetation.

The VAM is a preliminary tool used to guide the selection of viewpoints for detailed assessment, ensuring the VIA focuses on locations where the proposed development may be visible.

- KEY
- VIEWPOINT LOCATIONS
 - SITE
 - AREAS WITH POTENTIAL VISIBILITY (BASED ON TOPOGRAPHY ALONE)
 - STUDY AREA
 - VIEW DIRECTION

View	Location
View 01	Brookhollow Avenue, Norwest
View 02	Fairmont Avenue Reserve, Norwest
View 03	Norwest Blvd and Solent Cct, Norwest
View 04	Norwest Blvd, Norwest
View 05	Norwest Blvd and Columbia Circuit, Norwest
View 06	Brookhollow Avenue, Norwest
View 07	St Josephs Road, Norwest
View 08	Spurway Drive, Norwest
View 09	Solent Crescent, Norwest
View 10	Bella Vista Children's Playground, Bella Vista
View 11	Norwest Metro Station, Norwest
View 12	Maitland Place, Norwest

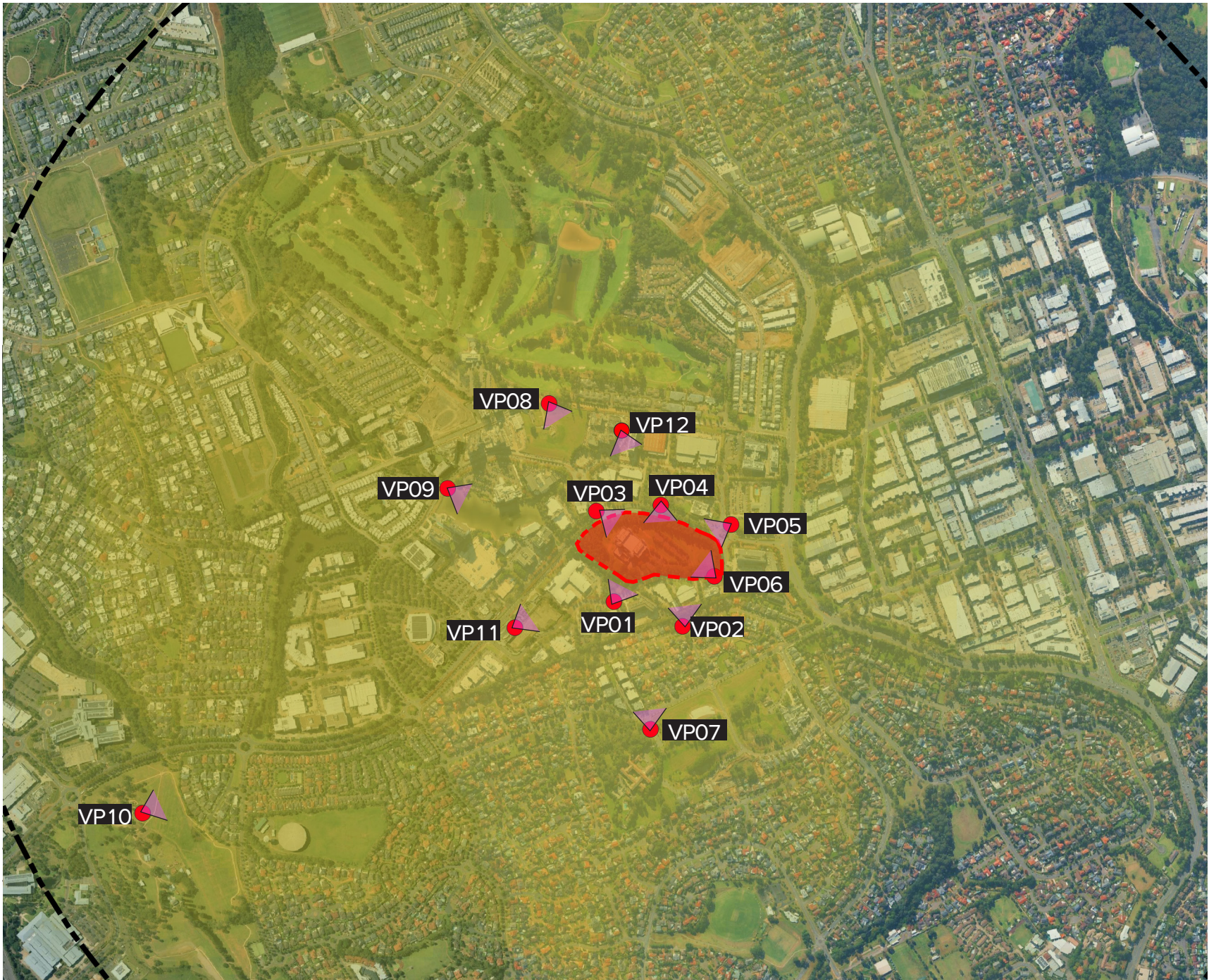
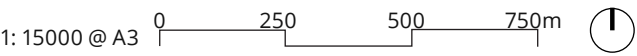


Figure 08: Viewshed Analysis Map (VAM)
Source: Google Earth Pro 2025



3.2 Visibility Analysis

VISIBILITY OF PROPOSED DEVELOPMENT

12 public viewpoints have been selected within the view catchment of the Site to represent visibility based on their proximity, surrounding land-use, key character typologies, topographical variations and extent of visibility of the proposed development. Below is a list of views and their locations for reference.

It is important to note that the panoramas are captured within the public domain. However, residents in multi storey residential flat buildings could have views of the proposed development.

View	Location
View 01	Brookhollow Avenue, Norwest
View 02	Fairmont Avenue Reserve, Norwest
View 03	Norwest Blvd and Solent Cct, Norwest
View 04	Norwest Blvd, Norwest
View 05	Norwest Blvd and Columbia Circuit, Norwest
View 06	Brookhollow Avenue, Norwest
View 07	St Josephs Road, Norwest
View 08	Spurway Drive, Norwest
View 09	Solent Crescent, Norwest
View 10	Bella Vista Children's Playground, Bella Vista
View 11	Norwest Metro Station, Norwest
View 12	Maitland Place, Norwest

KEY

+

PHOTO LOCATIONS

→

DIRECTION OF PHOTO

□

SITE BOUNDARY



Figure 09: View locations
Source: ESRI Maps and QGIS 2025



3.3 Viewpoint Assessment

VP01 - Brookhollow Avenue, Norwest

View Location

VP01 is taken along Brookhollow Avenue, located approximately 25m from the proposed development boundary, facing north east.

View Sensitivity: Negligible

This location is situated along Brookhollow Avenue, which is a local road with intermittent traffic. The local topography is gently undulating. Light industrial and commercial uses combined with road infrastructure defines the character of road. Vegetation associated with Strangers Creek limits visibility from this location. The resulting view sensitivity has been rated as Negligible.

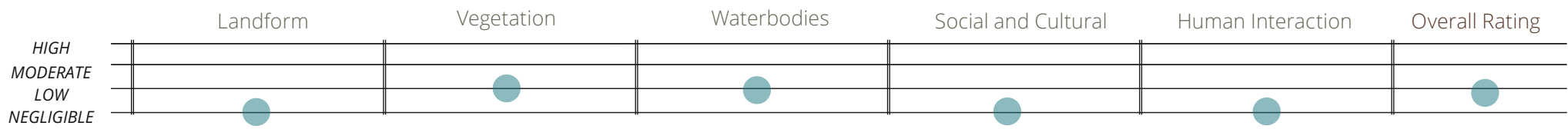
Magnitude: Low

The proposed development will not exceed the scale of built form along Brookhollow Avenue. The existing vegetation along the northern edge of the road will screen most of the proposed development. The proposed development may be slightly visible sitting above the existing canopy line. However this would not diminish the existing character of the view. Therefore the magnitude is low.

Visual Impact: Negligible

Given the negligible sensitivity of the view and the low magnitude of change, the overall visual impact is rated as negligible.

Scenic Quality rating: Low



Assessment Summary

Viewpoint	Visual Sensitivity	Magnitude of Change	Visual Impact
Location - Brookhollow Avenue, Norwest			
VP01	Negligible	Low	Negligible

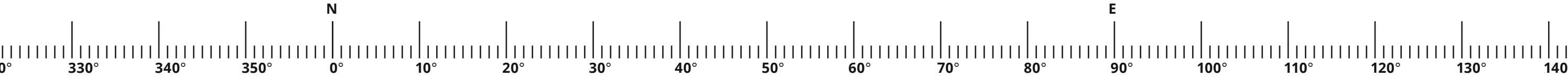


Overview : VP01			
Location	Brookhollow Avenue, Norwest		
Distance to Proposed Development	25m	View Elevation	83m
Coordinates	150°58'0.76"E	Timestamp	08.09.2025
	33°44'2.04"S		12:36:00 pm
Field of Vision	North East	Viewpoint Sensitivity	Negligible
Magnitude of Change	Low	Visual Impact Rating	Negligible

Indicative extent of Proposed Development



Existing View



VP02 - Fairmont Avenue Reserve, Norwest

View Location

VP02 is taken in the centre of Fairmont Avenue Reserve, Norwest, located approximately 160m from the proposed development boundary, facing north west.

View Sensitivity: Low

Fairmont Avenue Reserve is a small reserve with little public amenity. A pocket of bushland forms the backdrop to the view with some visibility to the Punthill Hotel building on Brookhollow Ave to the north. The reserve connects the adjacent residential areas to Norwest Business Park through a pedestrian pathway. Vegetation is generally associated with nearby residential or commercial properties. The resulting view sensitivity has been rated as Low.

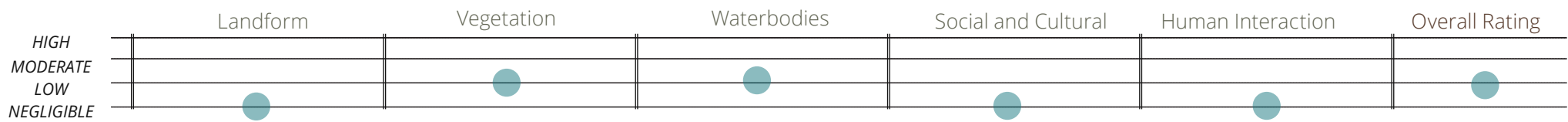
Magnitude: Low

Given the elevated topography of the proposed development relative to this viewpoint, the proposal will be slightly visible over the existing vegetation to the north. The proposed development may be slightly visible sitting above the existing canopy line and through gaps in the vegetation. However, this will not alter the overall character of this location. Therefore, the magnitude is low.

Visual Impact: Low

Given the low sensitivity of the view and the low magnitude of change, the overall visual impact is rated as low.

Scenic Quality rating: Low



Assessment Summary

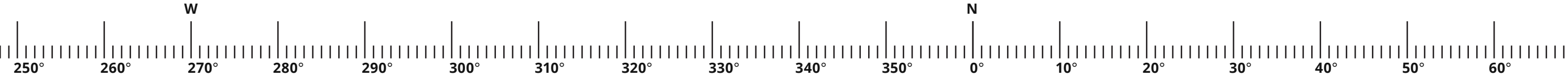
Viewpoint	Visual Sensitivity	Magnitude of Change	Visual Impact
Location - Fairmont Avenue Reserve, Norwest			
VP02	Low	Low	Low



Overview : VP02			
Location	Fairmont Avenue Reserve, Norwest		
Distance to Proposed Development	160m	View Elevation	86m
Coordinates	150°58'8.21"E	Timestamp	08.09.2025
	33°44'4.42"S		12:44:00 pm
Field of Vision	North West	Viewpoint Sensitivity	Low
Magnitude of Change	Low	Visual Impact Rating	Low



Existing View



VP03 - Norwest Boulevard and Solent Circuit, Norwest

View Location

VP03 is on the corner of Norwest Boulevard and Solent Circuit, Norwest, located approximately 40m northwest from the proposed development boundary.

View Sensitivity: Negligible

Norwest Boulevard is a major road with heavy vehicular and pedestrian movement. Vegetation lines the road which is a typical characteristic along Norwest Boulevard. Commercial and light industrial character defines the road corridor. The topography is gently undulating. The resulting view sensitivity has been rated as negligible.

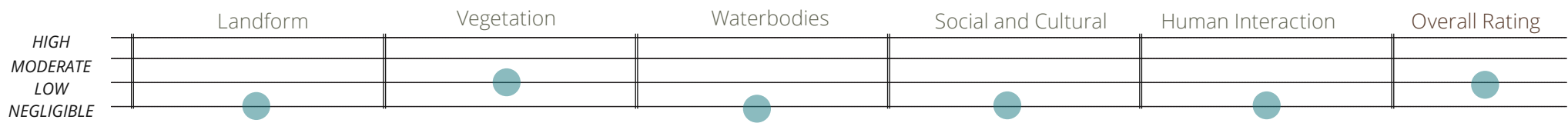
Magnitude: Low

Existing vegetation associated with the green belt surrounding the proposed development will screen most of the proposed development. The proposed development may be slightly visible sitting above the existing canopy line and through gaps in the vegetation. However, this will not alter the overall character of this location. Therefore, the magnitude is low.

Visual Impact: Negligible

Given the negligible sensitivity of the view and the low magnitude of change, the overall visual impact is rated as negligible.

Scenic Quality rating: Low

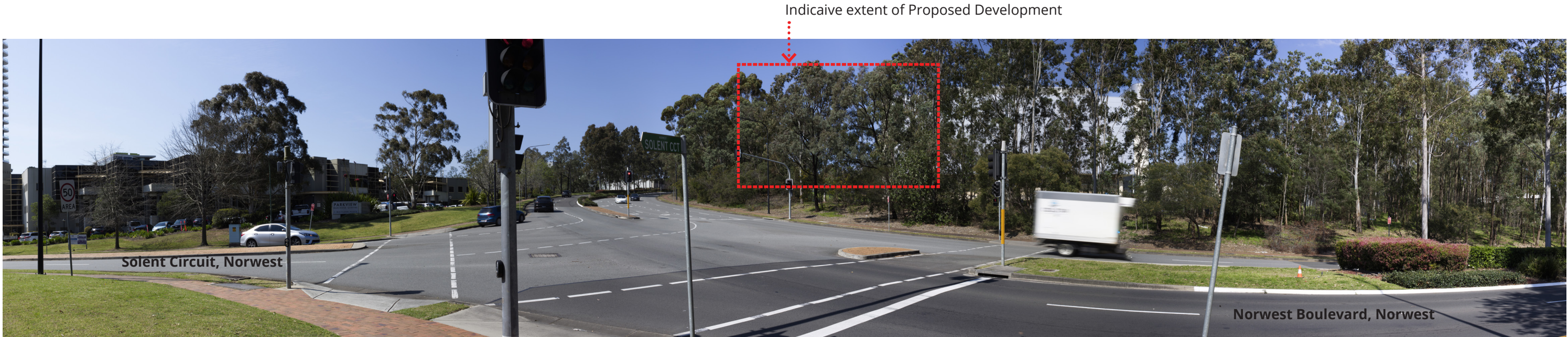


Assessment Summary

Viewpoint	Visual Sensitivity	Magnitude of Change	Visual Impact
Location - Norwest Boulevard and Solent Circuit, Norwest			
VP03	Negligible	Low	Low



Overview : VP03			
Location	Norwest Blvd and Solent Cct, Norwest		
Distance to Proposed Development	40m	View Elevation	87m
Coordinates	150°57'59.02"E	Timestamp	08.09.2025
	33°43'53.74"S		1:05:00 pm
Field of Vision	South East	Viewpoint Sensitivity	Negligible
Magnitude of Change	Low	Visual Impact Rating	Negligible



Existing View



VP04 - Norwest Boulevard, Norwest

View Location

VP04 is located along Norwest Boulevard, Norwest, located approximately 45m northwest from the proposed development boundary.

View Sensitivity: Negligible

Norwest Boulevard is a major road with heavy vehicular and pedestrian movement. Vegetation lines the road which is a typical characteristic along Norwest Boulevard. Commercial and light industrial character defines the road corridor. The topography is gently undulating. The resulting view sensitivity has been rated as negligible.

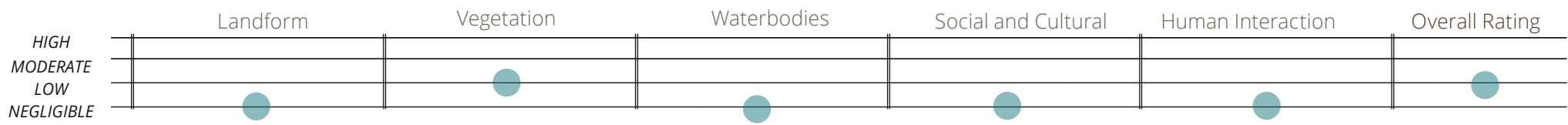
Magnitude: Low

Existing vegetation associated with the green belt surrounding the proposed development will screen most of the proposed development. The proposed development may be slightly visible sitting above the existing canopy line and through gaps in the vegetation. However, this will not alter the overall character of this location. Therefore, the magnitude is low.

Visual Impact: Negligible

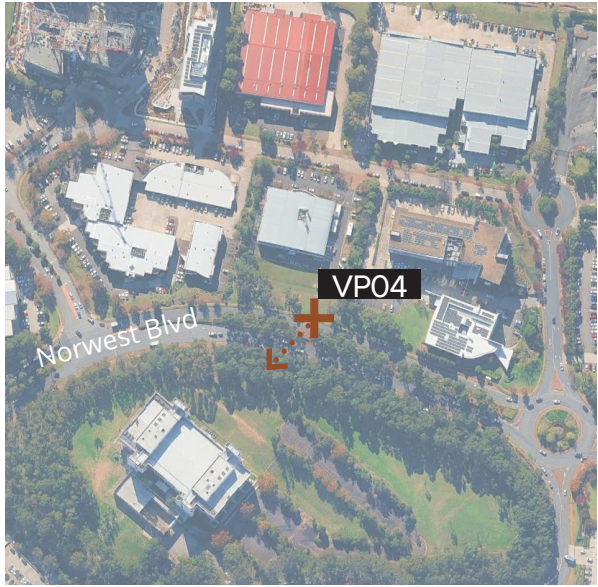
Given the negligible sensitivity of the view and the low magnitude of change, the overall visual impact is rated as negligible.

Scenic Quality rating: Low



Assessment Summary

Viewpoint	Visual Sensitivity	Magnitude of Change	Visual Impact
Location - Norwest Boulevard, Norwest			
VP04	Negligible	Low	Negligible



Overview : VP04			
Location	Norwest Blvd, Norwest		
Distance to Proposed Development	45m	View Elevation	97m
Coordinates	150°58'6.09"E	Timestamp	08.09.2025
	33°43'53.31"S		1:15:00 pm
Field of Vision	South West	Viewpoint Sensitivity	Negligible
Magnitude of Change	Low	Visual Impact Rating	Negligible



Existing View



VP05- Norwest Boulevard and Columbia Circuit, Norwest

View Location

VP05 is located on the corner of Norwest Boulevard and Columbia Circuit Norwest, located approximately 70m north west from the proposed development boundary.

View Sensitivity: Low

Norwest Boulevard is a major road with heavy vehicular and pedestrian movement. Vegetation lines the road which is a typical characteristic along Norwest Boulevard. Commercial and light industrial character defines the road corridor. The topography is gently undulating. The resulting view sensitivity has been rated as negligible.

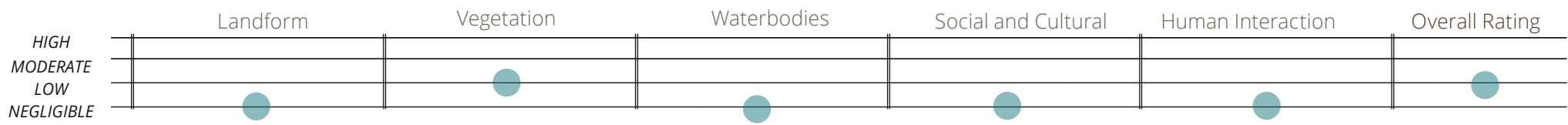
Magnitude: Low

Existing vegetation associated with the green belt surrounding the proposed development will screen most of the proposed development. The proposed development may be slightly visible sitting above the existing canopy line and through gaps in the vegetation. However, this will not alter the overall character of this location. Therefore, the magnitude is low.

Visual Impact: Negligible

Given the low sensitivity of the view and the negligible magnitude of change, the overall visual impact is rated as negligible.

Scenic Quality rating: Low



Assessment Summary

Viewpoint	Visual Sensitivity	Magnitude of Change	Visual Impact
Location - Norwest Boulevard and Columbia Circuit, Norwest			
VP05	Low	Negligible	Negligible

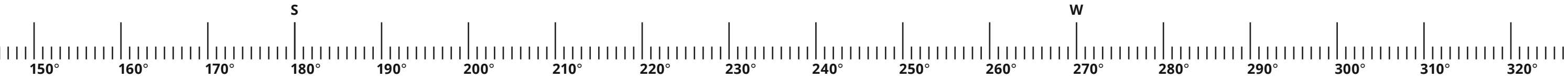


Overview : VP05			
Location	Norwest Blvd and Columbia Circuit, Norwest		
Distance to Proposed Development	70m	View Elevation	103m
Coordinates	150°58'13.72"E	Timestamp	08.09.2025
	33°43'55.21"S		1:24:00 pm
Field of Vision	South West	Viewpoint Sensitivity	Low
Magnitude of Change	Negligible	Visual Impact Rating	Negligible

Indicative extent of Proposed Development



Existing View



VP06- Brookhollow Avenue, Norwest

View Location

VP06 is located along Brookhollow Avenue, Norwest, located approximately 50m adjacent south of the proposed development boundary.

View Sensitivity: Negligible

This location is situated along Brookhollow Avenue, which is a local road with intermittent traffic. The local topography is gently undulating. Light industrial and commercial uses combined with road infrastructure defines the character of road. Tree lined vegetation is also a typical visual characteristic along this road. The retained 20 metre green belt is visible in this view. The resulting view sensitivity has been rated as Negligible.

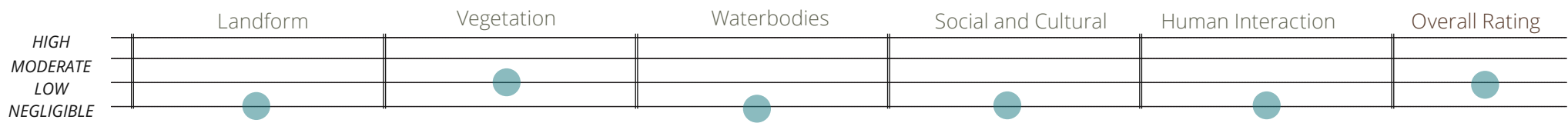
Magnitude: Low

The proposed development is heavily screened by existing vegetation but visible through gaps in vegetation as well. However, it is unlikely that the existing cahracter will be altered by the proposed development. Therefore, the magnitude is low.

Visual Impact: Negligible

Given the negligible sensitivity of the view and the low magnitude of change, the overall visual impact is rated as negligible.

Scenic Quality rating: Low



Assessment Summary

Viewpoint	Visual Sensitivity	Magnitude of Change	Visual Impact
Location - Norwest Boulevard and Columbia Circuit, Norwest			
VP06	Negligible	Low	Negligible

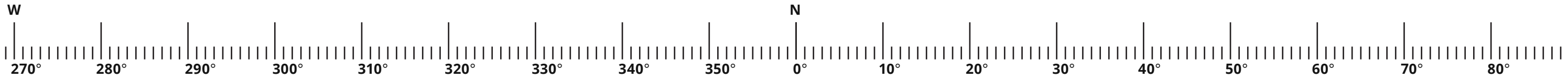


Overview : VP06			
Location	Brookhollow Avenue, Norwest		
Distance to Proposed Development	50m	View Elevation	99m
Coordinates	150°58'11.79"E	Timestamp	08.09.2025
	33°43'59.91"S		1:31:00 pm
Field of Vision	North West	Viewpoint Sensitivity	Negligible
Magnitude of Change	Low	Visual Impact Rating	Negligible

Indicative extent of Proposed Development



Existing View



VP07- St Josephs Road, Norwest

View Location

VP07 is located along St Josephs Road, Norwest, located approximately 430m south of the proposed development boundary.

View Sensitivity: Low

This location is situated along St Josephs Road, which is a local road. The topography is undulating with views towards the Norwest Business Park to the north. These views are over built and urbanised areas. The Mary Mackillop Spirituality Centre is located at the end of the street, surrounded by vegetation. The resulting view sensitivity has been rated as Low.

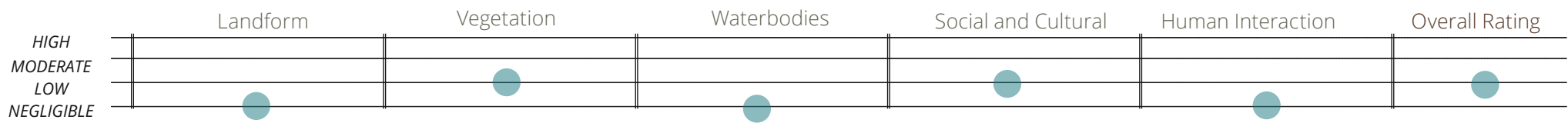
Magnitude: Low

The proposed development will be visible over the low residential built form. However, the vegetation associated with the site on which the proposed development is located will filter views to the proposed development. Therefore, the magnitude is low.

Visual Impact: Low

Given the low sensitivity of the view and the low magnitude of change, the overall visual impact is rated as low.

Scenic Quality rating: Low



Assessment Summary

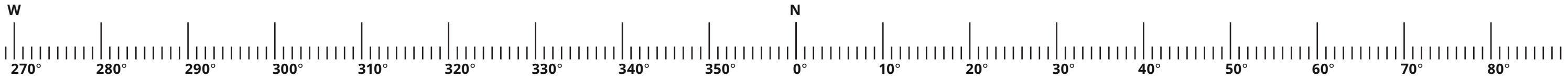
Viewpoint	Visual Sensitivity	Magnitude of Change	Visual Impact
Location - St Josephs Road, Norwest			
VP07	Low	Low	Low



Overview : VP07			
Location	St Josephs Road, Norwest		
Distance to Proposed Development	430m	View Elevation	180m
Coordinates	150°58'4.48"E	Timestamp	08.09.2025
	33°44'13.77"S		2:37:00 pm
Field of Vision	North	Viewpoint Sensitivity	Low
Magnitude of Change	Low	Visual Impact Rating	Low



Existing View



VP08- Spurway Drive, Norwest

View Location

VP08 is located along Spurway Drive, Norwest, located approximately 365m northwest of the proposed development boundary.

View Sensitivity: Negligible

This viewpoint is situated along Spurway Drive. Spurway Drive is a local road. The street is characterised by flat topography, interspersed residences, hotels and retail, a golf course and a community garden. The vegetation is generally informal street tree planting. The resulting view sensitivity has been rated as negligible.

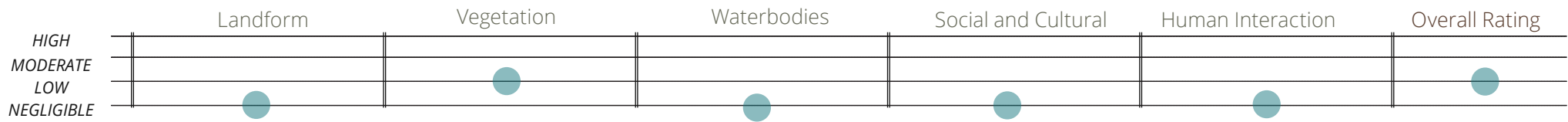
Magnitude: Negligible

The proposed development will be visible from this location over existing vegetation. However it will not alter the existing visual character from this location. Therefore the magnitude is negligible.

Visual Impact: Negligible

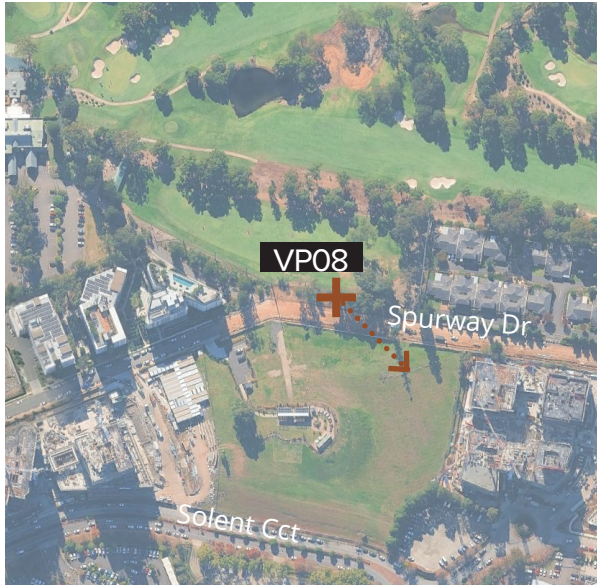
Given the negligible sensitivity of the view and the negligible magnitude of change, the overall visual impact is rated as negligible.

Scenic Quality rating: Low



Assessment Summary

Viewpoint	Visual Sensitivity	Magnitude of Change	Visual Impact
Location - Spurway Drive, Norwest			
VP08	Negligible	Negligible	Negligible

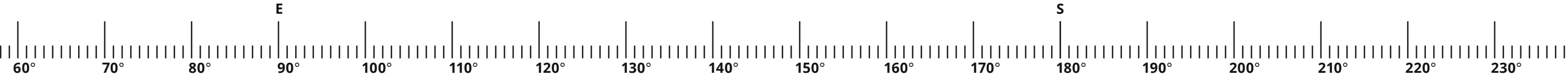


Overview : VP08			
Location	Spurway Drive, Norwest		
Distance to Proposed Development	365m	View Elevation	95m
Coordinates	150°57'54.10"E	Timestamp	08.09.2025
	33°43'43.83"S		2:49:00 pm
Field of Vision	South East	Viewpoint Sensitivity	Negligible
Magnitude of Change	Negligible	Visual Impact Rating	Negligible

Indicative extent of Proposed Development



Existing View



VP09- Solent Circuit, Norwest

View Location

VP09 is located along Solent Circuit, Norwest, located approximately 415m northwest of the proposed development boundary.

View Sensitivity: Low

This viewpoint is situated along Solent Circuit, connecting Norwest Boulevard and Fairway Drive. The street is characterised by flat topography, aligned by multi-storey residences and formalised landscaping with a southwesterly view over Norwest Lake. The resulting view sensitivity has been rated as Low.

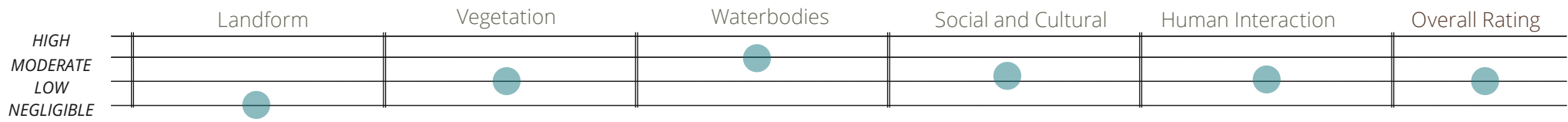
Magnitude: Low

The proposed development will be visible from this location; however, it will not be visually prominent and will integrate with the surrounding built form. Therefore the magnitude is low.

Visual Impact: Low

Given the low sensitivity of the view and the low magnitude of change, the overall visual impact is rated as low.

Scenic Quality rating: Low



Assessment Summary

Viewpoint	Visual Sensitivity	Magnitude of Change	Visual Impact
Location - Solent Circuit, Norwest			
VP09	Low	Low	Low



Overview : VP09			
Location	Solent Crescent, Norwest		
Distance to Proposed Development	390m	View Elevation	77m
Coordinates	150°57'42.82"E	Timestamp	08.09.2025
	33°43'51.40"S		3:08:00 pm
Field of Vision	South East	Viewpoint Sensitivity	Low
Magnitude of Change	Low	Visual Impact Rating	Low



Existing View



VP10- Bella Vista Farm Children’s Playground, Bella Vista

View Location

VP10 is located in Bella Vista Children’s Playground, Bella Vista, approximately 1.45km southwest of the proposed development boundary.

View Sensitivity: Moderate

Bella Vista Playground is characterised by gently undulating topography with views north as far as Kellyville and Glenhaven, it contains public amenity such as BBQ and picnic facilities, toilets and play equipment. The resulting view sensitivity has been rated as Moderate.

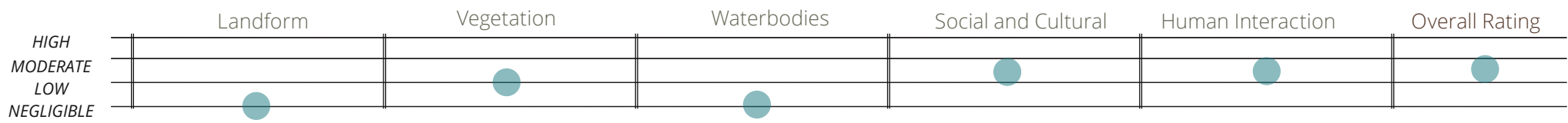
Magnitude: Negligible

The proposed development will be indiscernible from this location and will not alter the visual character of the surrounding area. Therefore the magnitude is negligible.

Visual Impact: Negligible

Given the moderate sensitivity of the view and the negligible magnitude of change, the overall visual impact is rated as negligible

Scenic Quality rating: Low



Assessment Summary

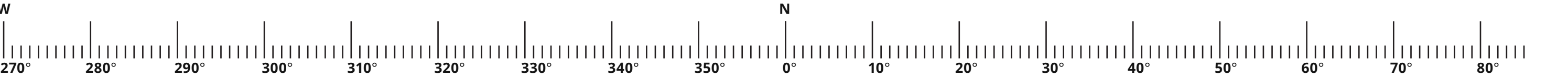
Viewpoint	Visual Sensitivity	Magnitude of Change	Visual Impact
Location - Bella Vista Farm Children’s playground, Bella Vista			
VP10	Moderate	Negligible	Negligible



Overview : VP10			
Location	Bella Vista Children's Playground, Bella Vista		
Distance to Proposed Development	1.4km	View Elevation	106m
Coordinates	150°57'8.76"E	Timestamp	08.09.2025
	33°44'20.51"S		3:23:00 pm
Field of Vision	North East	Viewpoint Sensitivity	Moderate
Magnitude of Change	Negligible	Visual Impact Rating	Negligible



Existing View



VP11- Norwest Metro Station, Norwest

View Location

VP11 is located at Norwest Metro Station, Norwest, approximately 270m southwest of the proposed development boundary.

View Sensitivity: Negligible

The view is characterised by formalised landscaping and amenities to serve the Metro commuters and visitors. Vegetation is highly modified with trees generally associated with the surrounding commercial and residential built form. The topography is flat. The resulting view sensitivity has been rated as negligible.

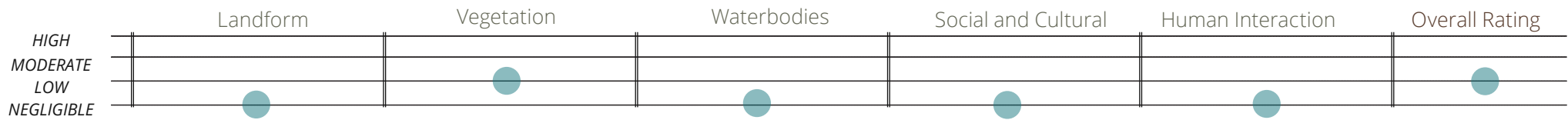
Magnitude: Negligible

It is highly unlikely that the proposed development will be discernible from this location. Therefore the magnitude is negligible.

Visual Impact: Negligible

Given the negligible sensitivity of the view and the negligible magnitude of change, the overall visual impact is rated as negligible

Scenic Quality rating: Low



Assessment Summary

Viewpoint	Visual Sensitivity	Magnitude of Change	Visual Impact
Location - Norwest Metro Station, Norwest			
VP11	Negligible	Negligible	Negligible



Overview : VP11			
Location	Norwest Metro Station, Norwest		
Distance to Proposed Development	270m	View Elevation	87m
Coordinates	150°57'49.87"E	Timestamp	08.09.2025
	33°44'4.24"S		3:45:00 pm
Field of Vision	North East	Viewpoint Sensitivity	Negligible
Magnitude of Change	Negligible	Visual Impact Rating	Negligible



Existing View



VP12- Maitland Place, Norwest

View Location

VP12 is located at on Maitland Place, Norwest, approximately 324m north of the proposed development boundary.

View Sensitivity: Low

The view represents visibility from the surrounding approved and under-construction residential developments. Multi-storey residential flat buildings are either approved or are under-construction in the surrounding area. Single storey warehouses and multi-storey built-form are part of the existing character. Vegetation is highly modified, usually visible as screening for the surrounding industrial and commercial land uses. Existing built-form known as Stage 1, is viewed as part of the existing urban form. The topography is undulating. Residential flats on higher floors could have expansive views of the surrounding areas. The scenic quality has been rated as negligible and the viewer sensitivity has been rated as High. Resulting in a low visual sensitivity.

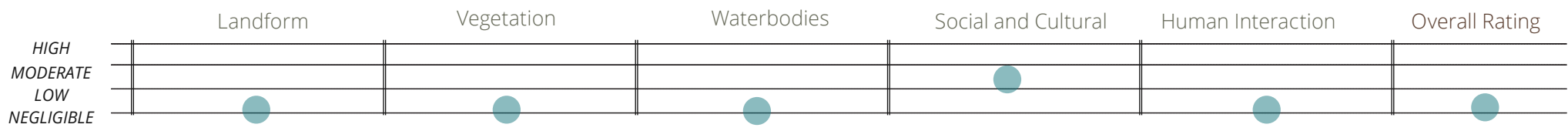
Magnitude: Low

Due to its proximity and height, it is highly likely that the proposed development will be visible from residential flats on higher floors. The proposed development will be visible above the tree line. However, the existing vegetation buffer surrounding the site, will fragment some setions of the proposed development. Therefore the magnitude is rated as low.

Visual Impact: Low

Given the low sensitivity of the view and the low magnitude of change, the overall visual impact is rated as low.

Scenic Quality rating: Negligible



Assessment Summary

Viewpoint	Visual Sensitivity	Magnitude of Change	Visual Impact
Location - Maitland Place, Norwest			
VP12	Low	Low	Low



Overview : VP12			
Location	Maitland Place, Norwest		
Distance to Proposed Development	324m	View Elevation	89m
Coordinates	150°58'1.95"E	Timestamp	12.06.2026
	33°43'46.27"S		9:21:00 pm
Field of Vision	South	Viewpoint Sensitivity	Low
Magnitude of Change	Low	Visual Impact Rating	Low



Existing View



3.4 Summary

The viewpoint assessment across the 12 viewpoints shows that most locations will experience negligible to moderate-low impacts from the proposed development.

Despite their proximity, views from the majority of locations are rated as negligible or low sensitivity and mostly a low magnitude of change, which leads to an overall low or negligible visual impact. The panoramic images contained in this VIA have been captured from within the public domain. It is recognised that occupants of multi-storey residential flat buildings in the surrounding area may have views of the proposed development due to elevation.

Photomontages have been prepared from six (6) locations to demonstrate the low or negligible visual impacts (see Table 5).

View	Location	Distance to the proposed development	Elevation	Viewpoint Sensitivity	Magnitude of Change	Visual Impact	Photomontage
View 01	Brookhollow Avenue, Norwest	25m	83m	Negligible	Low	Negligible	PM01
View 02	Fairmont Avenue Reserve, Norwest	160m	86m	Low	Low	Low	
View 03	Norwest Blvd and Solent Cct, Norwest	40m	87m	Negligible	Low	Negligible	PM02
View 04	Norwest Blvd, Norwest	45m	97m	Negligible	Low	Negligible	PM03
View 05	Norwest Blvd and Columbia Circuit, Norwest	70m	103m	Low	Negligible	Negligible	PM04
View 06	Brookhollow Avenue, Norwest	50m	99m	Negligible	Low	Negligible	PM05
View 07	St Josephs Road, Norwest	430m	180m	Low	Low	Low	
View 08	Spurway Drive, Norwest	365m	95m	Negligible	Negligible	Negligible	
View 09	Solent Crescent, Norwest	390m	77m	Low	Low	Low	
View 10	Bella Vista Children's Playground, Bella Vista	1.4km	106m	Moderate	Negligible	Negligible	
View 11	Norwest Metro Station, Norwest	270m	87m	Negligible	Negligible	Negligible	
View 12	Maitland Place, Norwest	324m	89m	Low	Low	Low	PM06

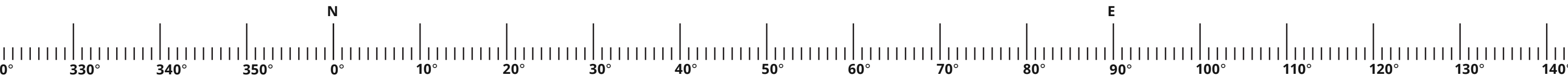
Table 5. Overview of Viewpoint Visual Impact Assessment

3.5 Photomontages

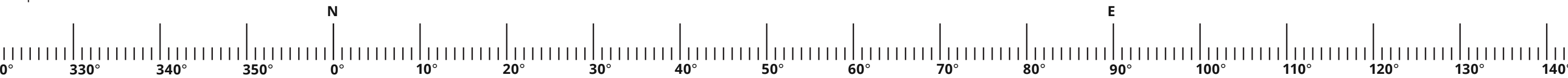
Photomontage 01: View 1 Brookhollow Avenue, Norwest



Existing View

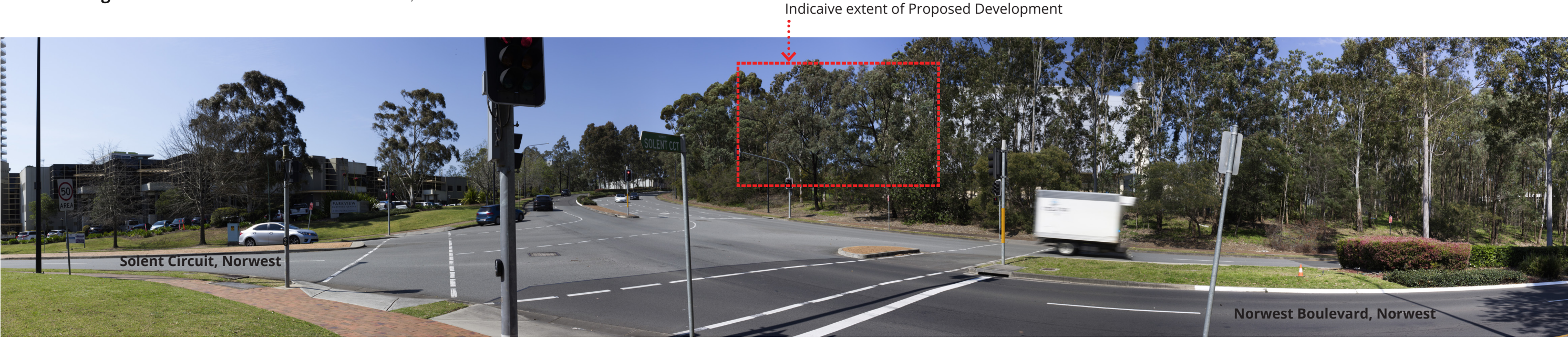


Proposed View



Note: The colours depicted in this photomontage are for illustrative purposes only. Reasonable care has been taken to replicate the colour palette specified in the architectural renders; however, no warranty is given as to the accuracy of colour reproduction. Arcadia Landscape Architecture accepts no liability for any variation between the colours shown and those achieved in the completed works.

Photomontage 02: View 3 Norwest Blvd and Solent Cct, Norwest



Existing View



Proposed View



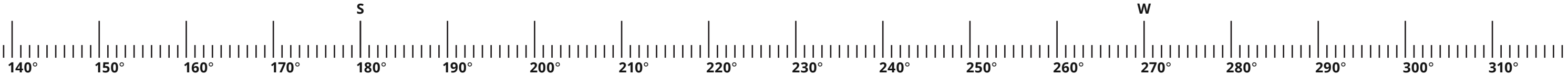
Note: The colours depicted in this photomontage are for illustrative purposes only. Reasonable care has been taken to replicate the colour palette specified in the architectural renders; however, no warranty is given as to the accuracy of colour reproduction. Arcadia Landscape Architecture accepts no liability for any variation between the colours shown and those achieved in the completed works.

Photomontage 03: View 4 Norwest Blvd, Norwest

Indicative extent of Proposed Development



Existing View



Proposed View

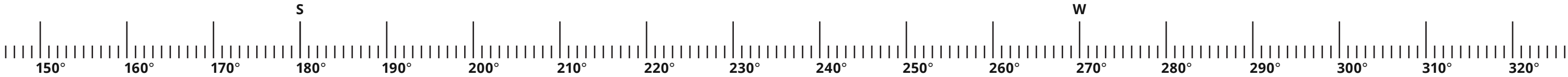


Note: The colours depicted in this photomontage are for illustrative purposes only. Reasonable care has been taken to replicate the colour palette specified in the architectural renders; however, no warranty is given as to the accuracy of colour reproduction. Arcadia Landscape Architecture accepts no liability for any variation between the colours shown and those achieved in the completed works.

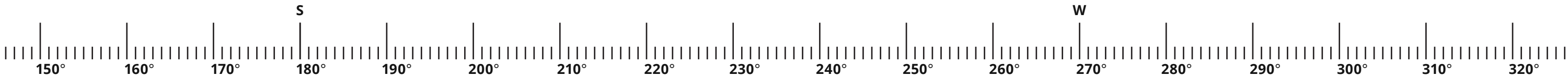
Photomontage 04: View 5 Norwest Blvd and Columbia Circuit, Norwest
Indicative extent of Proposed Development



Existing View



Proposed View

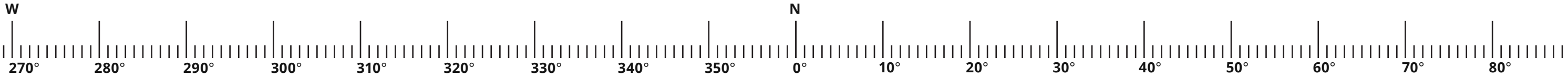


Note: The colours depicted in this photomontage are for illustrative purposes only. Reasonable care has been taken to replicate the colour palette specified in the architectural renders; however, no warranty is given as to the accuracy of colour reproduction. Arcadia Landscape Architecture accepts no liability for any variation between the colours shown and those achieved in the completed works.

Photomontage 05: View 5 Brookhollow Avenue, Norwest



Existing View



Proposed View

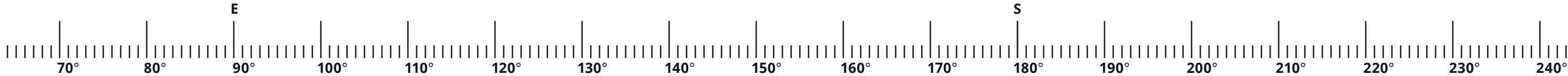


Note: The colours depicted in this photomontage are for illustrative purposes only. Reasonable care has been taken to replicate the colour palette specified in the architectural renders; however, no warranty is given as to the accuracy of colour reproduction. Arcadia Landscape Architecture accepts no liability for any variation between the colours shown and those achieved in the completed works.

Photomontage 06: View 12 Maitland Place, Norwest



Existing View



Proposed View



Note: The colours depicted in this photomontage are for illustrative purposes only. Reasonable care has been taken to replicate the colour palette specified in the architectural renders; however, no warranty is given as to the accuracy of colour reproduction. Arcadia Landscape Architecture accepts no liability for any variation between the colours shown and those achieved in the completed works.

An aerial photograph of a dense forest. Sunlight filters through the canopy, creating long, dark shadows of the trees on the forest floor. The trees are mostly deciduous with green foliage. In the bottom right corner, a small portion of a red-roofed building is visible.

04 MITIGATION MEASURES AND CONCLUSION

4 Mitigation measures and Conclusion

4.1 Mitigation measures

Mitigation measures have been incorporated to further reduce visual impacts and improve integration of the proposed development into the surrounding character. These measures respond to the existing character of the site, particularly the established 20m green belt and the natural character associated with Strangers Creek and Brookhollow Reserve.

Key Strategies include:

- / Retention and strengthening of the 20-metre green belt
 - The existing green belt, containing more than 400 established trees, is retained as a continuous visual buffer. Supplementary native planting is proposed in gaps as required to reinforce screening and maintain the strong landscape edge.
- / Supplementary native planting to soften built form
 - Additional canopy trees and layered understory planting are provided along Brookhollow Avenue, Norwest Boulevard and around the perimeter to blend the proposed development into the surrounding tree canopy.
- / Habitat-focused landscape treatments
 - Logs, hollows and bird boxes created from removed trees are reused within the green belt to support biodiversity, while also adding natural visual texture within public views.
- / Nature trails
 - A trail through the existing vegetation creates a softer visual interface and avoids unnecessary clearing by working between retained trees. Seating and recycled sandstone elements provide subtle, non-intrusive features within the landscape.
- / Use of endemic, low-maintenance planting
 - Native species consistent with the local Cumberland Plain context are used throughout, supporting ecological continuity and providing a visually cohesive landscape character.

Refer to Arcadia's Landscape Report prepared for additional information on mitigation measures.

Landscape Masterplan



4.2 Conclusion

This report has examined the potential visual impacts of the proposed development from publicly accessible locations around Norwest. The assessment was carried out in accordance with the relevant guidelines. Viewer sensitivity, scenic quality, and magnitude of change were evaluated to determine overall visual impact ratings for each representative viewpoint.

The analysis shows visibility of the development is mainly limited to the Norwest Business Park, where the surrounding context already includes commercial buildings and infrastructure corridors. From these locations, the proposed development reads as a continuation of the existing built form. The scale and massing of the proposed development remain consistent with the evolving commercial character of the precinct.

The proposed development does not alter key landscape features within the surrounding context. Overall visual sensitivity is generally low and the magnitude of change is low, resulting in visual impact ratings of low to negligible with no high impacts identified.

The assessment confirms that the proposal responds appropriately to the Hills LEP, DCP and LSPS, particularly in relation to built form presentation, landscape buffers and interfaces with Norwest Boulevard and Brookhollow Avenue. No significant adverse visual impacts were identified when considered against the State Environmental Planning Policy (Transport and Infrastructure) 2021.

On this basis, the proposed development is considered visually acceptable. With the proposed landscape mitigation strategies and architectural design measures in place, the proposed development is expected to integrate effectively into the current urban setting and retain the visual amenity of the surrounding area.

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