Section 96(1A) Modification Application

Milk Processing Facility
111-113 Quarry Road, Erskine Park

October 2014

SECTION 96(1A) Application

To

Modify Development Consent SSD 6026 for removal of Schedule 2 Condition 6

Attachment C:
Urban Design, Landscape Strategy and Visual Assessment Report
Dated August 2013

Davis Advisory
Level 57 MLC Centre, 19-29 Martin Place, Sydney, NSW, 2000
T (03) 9221 6197 E stephen.davis@davisadvisory.com.au W davisadvisory.com.au

URBAN DESIGN, LANDSCAPE STRATEGY AND VISUAL ASSESSMENT REPORT

111-113 QUARRY ROAD, ERSKINE PARK

AUGUST 2013

GROUPGSA

MURRAY GOULBURN

GMU

Prepared by :

GM URBAN DESIGN & ARCHITECTURE PTY LTD
Studio 201, 8 Clarke street
Crows Nest , NSW 2065

Email: gmorrish@gmu.com.au
Tel: (02) 9460 6088
Fax: (02) 9460 6099
Web: www.gmu.com.au

GroupGSA
Level 7, 80 William Street
East Sydney NSW 2011

Email: office@groupgsa.com
Tel: (02) 9361 4144
Fax: (02) 9332 3458

Prepared For: Murray Goulburn Co-operative

Date: August 2013

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1 EXECUTIVE SUMMARY

1.1 Executive summary

Purpose of the report

This report has been prepared to consider the context and characteristics of the site and surroundings, the aims and goals for the Erskine Park Employment Area, the site opportunities and how the proposal responds to these. This report also considers any visual impacts of the proposal and presents the landscape strategy for the site.

The Director General's Requirements (DGRs) require consideration of the potential visual impacts of the proposal on the surrounding area and require a description of the measures implemented to minimise this visual impact.

The site and proposal

The site is located within the Erskine Park Employment Area, an industrial precinct, at the end of the cul-de-sac Quarry Road. Approximately 1km to the north are the suburban residential areas of St Clair and Erskine Park whilst a similar distance to the south and west are rural areas. The Employment Area includes a substantial area of dedicated biodiversity corridor including areas of existing vegetation to the south and a landfill site to the north which currently remains operating.

The proposal is an industrial facility. The gross floor area of the facility is 10,012sqm. The main building form is 9.425m in height to the ridgeline however the proposal also includes silos which are 19m in height. The main facility is set back approximately 175m from the Quarry Road frontage of the site.

Visual impact

A visual impact analysis has been undertaken in accordance with the DGRs. The proposal has a nil or negligible impact on all views considered. The proposal has no impact on the existing views from the suburban residential areas of St Clair and Erskine Park due to the topography of the local area. The proposal has a negligible visual impact on the most prominent views from the surrounding rural areas, including Bakers Lane to the south and Luddenham Road to the west because of the distance from these locations and screening vegetation. The proposal also has no or negligible visibility from locations tested within the Employment Area including James Erskine Drive and the Quarry Road approach to the site.

Therefore the visual impact of the proposal is acceptable.

Urban design and architectural response

Some elements within the design have been fixed by the operational requirements of a milk processing facility, the irregular shape of the site and requirement for swept curves for large vehicles. These have dictated some design outcomes which are particular to the proposal including a large setback from the street to the building frontage, a loading area in front of the main building form and administration areas which face the site's side boundary.

The built form of the proposal will not be highly visible in any views from publicly accessible areas. The approximately 175m setback from Quarry Road means that visibility of the proposal from this location will be minimal as it is set behind considerable landscaping. The proposal may be visible from the adjacent industrial site at 101 Quarry Road and from the biodiversity corridor areas which are not publicly accessible. Neither of these locations are likely to be visually sensitive.

The main building form has been designed and articulated to present a clean and simple visual response to all views of the site. This urban design approach has been designed to work in coordination with the landscape design of the site which provides visual screening of the bulk of the proposal in all views.

The silos within the proposal are not compliant with the numerical building height control set out under the Penrith Development Control Plan 2006 Section 6.10 'Erskine Business Park' (the DCP) however are compliant with its objectives as they have little visibility within the wider context, specifically with regard to the residential areas which are the focus of concern for the DCP and State Environmental Planning Policy (Western Sydney Employment Area).

Due to the above, GMU consider that the urban and architectural design of the proposal is appropriate and acceptable.

Landscape

A landscape strategy has been designed for the site which improves the visual perception of the proposal and complies with relevant requirements including bushfire issues and operational hygiene requirements for the facility.

In particular the significant setback from Quarry Road has been landscaped to ensure that a positive visual response is provided by the proposal to the Quarry Road frontage, the only significant area of the public domain from which the site is clearly visible. The proposal's response to this frontage includes a mounded area, a range of planting and public artwork to ensure a positive response to this view.

The proposal may also be visible from the adjacent industrial site at 101 Quarry Road and from the biodiversity corridor areas which are not publicly accessible. Although neither of these locations are highly visually sensitive, the landscape design of the proposal has been designed to minimise the visual impact of the proposal from these locations through the use of screening planting.

The landscape design of the proposal is therefore considered to be appropriate and acceptable.

Conclusion

GMU consider that the visual impact, urban design and landscape design of the proposal are acceptable and appropriate.

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2 Introduction and brief

2.1 Purpose of report and brief

GM Urban Design & Architecture (GMU) has been engaged by Murray Goulburn Co-operative (MGC) to undertake an urban design, landscape and visual impact study for the site located at 111-113 Quarry Road, Erskine Park.

The purpose of this report is to consider the context and characteristics of the site and surroundings, the aims and goals for the Erskine Park Employment Area, the site opportunities and how the proposal responds to these. This report also considers any visual impacts of the proposal and presents the landscape strategy for the site.

The proposal is a state significant development (SSD-6026). This report also addresses the following parts of the Director General's Requirements for the proposal listed under 'visual' matters which must be addressed by the Environmental Impact Statement (EIS):

- *an assessment of the potential visual impacts of the development on the amenity of the surrounding area; and*
- *a detailed description of the measures (e.g. landscaping) that would be implemented to minimise the visual impacts of the development.*

The above have been specifically discussed under Chapter 5 and Section 6.2 of this document respectively.

In preparing this report GMU have reviewed the following documents:

- Architectural drawings by Blomquist and Wark Architects (DA02 Rev P9, DA03 Rev P4, DA04 Rev P5, DA06 Rev P4);
- Landscape Drawings by GroupGSA (14 August 2013);
- Planning documents and controls including:
  - Sydney Metropolitan Strategy
  - Draft NorthWest Subregional Strategy
  - State Environmental Planning Policy (Western Sydney Employment Area) 2009 [2009-413]
  - Penrith Local Environmental Plan 2010
  - Penrith Development Control Plan 2006 Section 6.10 'Erskine Business Park'
- Erskine Park Employment Area - Biodiversity Management Plan 2006; and
- Photomontages and 3D model analysis for key views.

GMU has also undertaken a site visit and photographic documentation.

2.2 The site and its context

WIDER CONTEXT

The site is located within the Erskine Park Employment Area, approximately 11km southeast of the Penrith Centre. This area is part of the wider Western Sydney Employment Area. It is predominantly characterised by large warehouse and manufacturing buildings as well as some remaining vacant lots.

In addition to the Employment Area, the site's context include the suburban residential areas of St Clair and Erskine Park, approximately 1km to the north, and rural lands to approximately 500m to the south and 1km to the west which generally include a low-density of housing. Other existing industrial and employment facilities generally lie between the site and these surrounding areas. There are significant changes in character between the suburban residential areas, employment areas and rural areas within the context of the site.

Approximately 750-1250m to the south of the site, along Bakers Lane, is a group of community uses within the rural lands which include the Mamre Anglican School, the Emmaus Catholic College, Trinity Catholic Primary school and associated playing fields.

The main connecting roads within the local area are Mamre Road, which runs approximately north-south to the west of the site and Erskine Park Road terminates at Mamre Road approximately 650m west of the site and travels in a northeasterly direction. Both roads connect north to the M4. The planned Erskine Park Link Road runs approximately 700km to the north of the site and will link Erskine Park Road and the Erskine Employment Area to the M7 further east.

The 779 bus connects the Erskine Park Employment Area (James Erskine Drive, Erskine Park Road and Lenore Lane) to St Marys railway station, approximately 6.5km to the north.

An extensive biodiversity corridor network extends through the Erskine Park Employment Area, creating pockets of development. This corridor also provides a green breathing space within the industrial precinct and also provides a visual buffer between it and other areas. It is a key feature of the industrial precinct and its wider context. To the south of the site, the biodiversity corridor includes existing mature vegetation, however to the north areas of the biodiversity corridor have not yet been

THE SITE AND WIDER CONTEXT (adapted from Google Earth)

rehabilitated and do not contain vegetation. This corridor is presently not designed for public access, although potentially this may be provided in the future.

LOCAL CONTEXT

The site has a small frontage to the cul-de-sac of Quarry Road to the west.

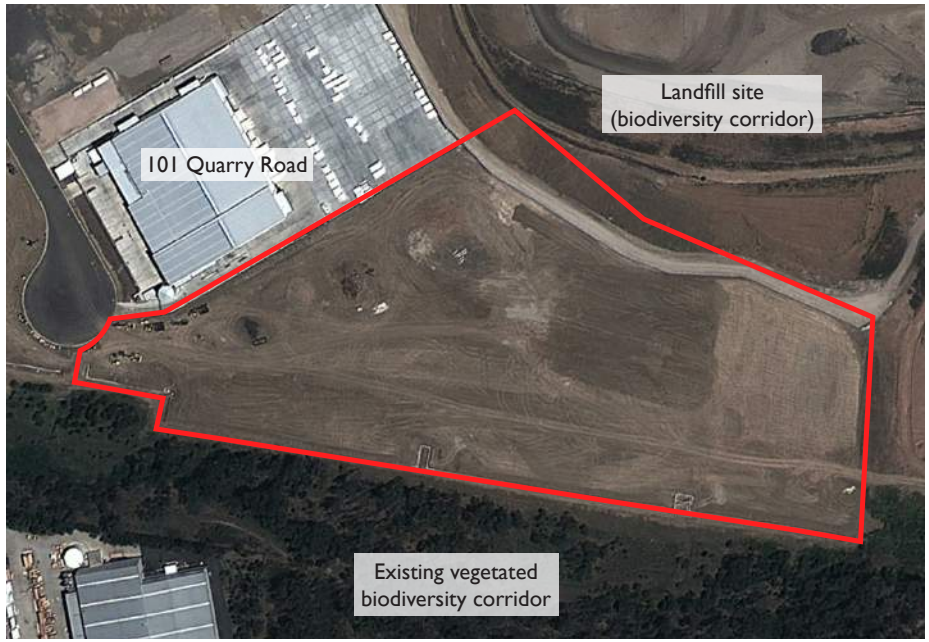
Adjacent to the site to the northwest is a factory building which produces construction materials (101 Quarry Road). It provides areas of hardstanding which extend to the site boundary. Other nearby lots to the west and northwest of the site are currently vacant.

To the south of the site is the existing tall vegetation of the biodiversity corridor.

To the northeast and east of the site is the landfill site, which is designated as part of the biodiversity corridor within the industrial precinct. This area is not currently vegetated; however, it is intended for vegetation and biodiversity rehabilitation upon decommissioning of the landfill and former quarry and its associated activities in 2014.

THE SITE

The site is 50,770sqm and is generally open with a shallow rise towards a high point slightly to the east of the centre of the site (approx 6m above the height of Quarry Road). A steep embankment of land along the site's southern boundary faces the biodiversity corridor to the south. The site also includes a significant retaining wall to the northeast, beyond which is an area of higher topography which is not proposed for development.



THE SITE AND LOCAL CONTEXT (source: Google Earth)
Approximate site boundary shown in red

Panoramic view of site from the Quarry Road frontage

Panoramic view from within site facing Quarry Road (centre)

View of 101 Quarry Road (from the north)

The eastern boundary of the site to the landfill site

Boundary to 101 Quarry Road (left) and retaining wall along the north of the site

2.3 Landscape character

Located within the Erskine Park Employment Area the site is currently surrounded by a variety of different land uses contributing to the landscape character of the area. These uses include a landfill site, a construction manufacturing business, and existing native vegetation to the adjacent biodiversity corridor.

The industrial estate is characterised by large warehouse buildings with a number of vacant allotments cleared for future development. A scattering of mature trees of predominantly native species exist to already developed properties within the business park. Streetscape tree planting exists to some internal roads within the business park and it is relatively immature and currently does not provide significant shade. Quarry Road has no streetscape tree planting or sealed footpaths and verges to the roadway are predominantly made out of turf. Fencing within the business park includes chain wire mesh either galvanised or black, and black palisade fencing at the entry to a number of developments.

The subject site has been cleared and currently no vegetation exists. A steep embankment to the southern boundary slopes down to an interlocking concrete block retaining wall adjacent to the existing biodiversity corridor. The corridor consists of low grasses and native canopy trees to approximately 20-25m in height.

The western boundary to the site adjoins manufacturing business Dincel Construction. A black chain wire mesh fence runs the length of this boundary with no vegetation to buffer any views between the two properties. This is an existing condition also prevalent within the neighbouring site.

The northern edge of the site is bound by a 4-6m high dark grey concrete block retaining wall. Significant embankments to the top of this wall and to the eastern boundary provide views across the subject site. The neighbouring property to the north and east of the site is currently used for landfill and is void of vegetation. Current use of this land is due to cease by 2021 when it will be remediated as a part of the biodiversity corridor. This remediation will result in the subject site being bound by the biodiversity corridor on 3 sides, significantly changing the existing open and exposed landscape character in that direction.

The embankment along the southern edge of the site and existing vegetation within the biodiversity corridor to the south

2.4 Summary of key controls

SYDNEY METROPOLITAN STRATEGY

The Sydney Metropolitan Strategy, in discussing the West subregion, highlights the Western Sydney Employment Area specifically, stating as a priority to "plan for the expansion and growth of this strategically important employment area" and to "recognise and intensify the subregion's role in Sydney's manufacturing, construction and wholesale/logistics industries in the Western Sydney Employment Area and other locations accessible to the M4/M7".

DRAFT NORTHWEST SUBREGIONAL STRATEGY

The site lies within the draft North West Subregional Strategy area, which discusses the Erskine Park Employment Area as follows:

39) Erksine [sic] Park Employment Area (Freight and Logistics/Manufacturing–Light, Manufacturing–Heavy) is a 500 hectare new business and industrial estate located adjacent to Mamre and Erskine Park Roads. This employment area is part of the Penrith local government area lands included in the Western Sydney Employment Hub. These lands are expected to make a major contribution to industrial land supply in the medium to long terms.

STATE ENVIRONMENTAL PLANNING POLICY (WESTERN SYDNEY EMPLOYMENT AREA) 2009 [2009-413]

The State Environmental Planning Policy (Western Sydney Employment Area) 2009 (SEPP-WSEA) zones the site as IN1 'General Industrial'. The objectives for the IN1 zone are as follows:

- *To facilitate a wide range of employment-generating development including industrial, manufacturing, warehousing, storage and research uses and ancillary office space.*
- *To encourage employment opportunities along motorway corridors, including the M7 and M4.*
- *To minimise any adverse effect of industry on other land uses.*
- *To facilitate road network links to the M7 and M4 Motorways.*
- *To encourage a high standard of development that does not prejudice the sustainability of other enterprises or the environment.*
- *To provide for small-scale local services such as commercial, retail and community facilities (including child care facilities) that service or support the needs of employment-generating uses in the zone.*

The SEPP-WSEA also sets out a number of clauses which may relate to the urban design, visual impact and landscape design of this site. The design principles stated encourage high quality design as follows:

31 Design principles

In determining a development application that relates to land to which this Policy applies, the consent authority must take into consideration whether or not:

(a) the development is of a high quality design, and

(b) a variety of materials and external finishes for the external facades are incorporated, and

(c) high quality landscaping is provided, and

(d) the scale and character of the development is compatible with other employment-generating development in the precinct concerned.

The clause relating to the height of buildings is as follows. This clause places particular emphasis on the height of buildings as they relate to the amenity of residential areas.

21 Height of buildings

The consent authority must not grant consent to development on land to which this Policy applies unless it is satisfied that:

(a) building heights will not adversely impact on the amenity of adjacent residential areas, and

(b) site topography has been taken into consideration.

Clause 27 of the SEPP-WSEA sets out a consideration process for exceptions to the development standards. It requires the applicant to justify "that compliance is unreasonable or unnecessary in the circumstances of the case" and that "there are sufficient environmental planning grounds to justify contravening the development standards" as well as ensuring that development is within the public interest.

The SEPP-WSEA also sets out the requirement for Development Control Plans to be provided. The Penrith DCP Section 6.10 (see below) has been developed following these requirements.

PENRITH LOCAL ENVIRONMENTAL PLAN 2010

The Penrith Local Environmental Plan 2010 (LEP) repealed the previous LEP which applied to the site (the Penrith Local Environmental Plan 1994 - Erskine Park Employment Area) however does not set zoning for the site, which is instead set by the SEPP-WSEA.

PENRITH DEVELOPMENT CONTROL PLAN 2006 SECTION 6.10 'ERSKINE BUSINESS PARK'

The Penrith Development Control Plan 2006 section 6.10 'Erskine Business Park' (the DCP) sets out a number of controls which may relate to the urban design, visual impact and landscape design of this site.

The DCP sets a maximum height for the site of 15 metres. The objectives for height within the DCP continue the emphasis of the SEPP-WSEA on minimising the impact of development on residential areas and are as follows:

4.1.1 Objectives

(a) To encourage building forms that respond to the topography of the site and the relative position of the allotment to other allotments and the street;

(b) To ensure a scale of buildings which minimises the impact of development on adjoining residential areas; and

(c) To minimise the impact of development on views from adjoining residential areas.

The DCP sets out that site coverage should not exceed 50% of the site, and that setbacks should be provided of 15m from minor roads (such as Quarry Road) and 5m from rear and side boundaries.

The objectives for urban design within the DCP are as follows:

4.4.1 Objectives

(a) To encourage a high standard of architectural design, utilising quality materials and finishes;

(b) To establish varied and articulated frontages facing or visible from public roads;

(c) To minimise perceived scale and mass and to prevent monotonous building forms resulting from poor design of walls or rooflines; and

(d) To ensure that new development contributes to the creation of a visually cohesive urban environment.

The DCP focuses on the high quality of "prominent elevations such as those to the street" and emphasises the need for high quality materials, relieving large expanses of walls through articulation and ensuring an attractive roofscape.

The DCP requires that loading areas "should be located towards the rear of allotments" and that "where possible, loading areas should be screened from the view of main road frontages through physical and/or vegetation screening".

The DCP also sets out detailed guidance with regard to signage, lighting and fencing.

The objectives for landscape areas within the DCP are as follows:

9.2.1 Objectives

(a) To provide functional areas of planting that enhance the presentation of a building;

(b) To screen undesirable views;

(c) To reduce building energy consumption;

(d) To provide outdoor staff amenity facilities;

(e) To select tree species that are "low maintenance" planting to reduce the impact of green waste;

(f) To provide wildlife habitats; and

(g) To contribute to the overall character of the locality.

The DCP states that security fencing should be places behind landscaping or behind the building forms. It also sets out detailed requirements for both soft and hard landscape materials.

ERSKINE PARK EMPLOYMENT AREA - BIODIVERSITY MANAGEMENT PLAN 2006

The Biodiversity Management Plan 2006 by Greening Australia sets out a biodiversity plan for the Erskine Park Employment Area, including the site. This Plan sets out and focuses on the biodiversity corridor areas which adjoin the site on its southern, eastern and northern boundaries. It sets out in particular principles for the biodiversity corridor, some of which provide principles and guidance as to how the landscape of design of the proposal may relate to these corridors.

The broader conservation objectives for the biodiversity corridor areas are as follows:

- *To ensure that the ecological systems are reinforced and rehabilitated such that they are sustainable in the long term.*
- *To ensure that the extent and boundary configuration of the biodiversity "concentrations" are sufficient to ensure their long term viability.*
- *To ensure that the conservation areas represent a viable east-west link between Ropes Creek and South Creek open space corridors.*
- *To ensure that examples of each significant ecological conservation feature within the Erskine Park lands are represented within the conservation areas.*
- *Compensatory habitat is provided for any conservation features that are removed from within the development area.*
- *A management strategy is developed to ensure the conservation area is adequately managed in the short to medium term.*

Regarding public access, the management plan states that "the entire biodiversity corridor will be fenced to restrict access by grazing stock and reduce anti social human behaviour. The primary objective of the corridors is to deliver biodiversity outcomes so activities such as motor bike riding and illegal rubbish dumping must be controlled".

3 Initial analysis of visual sensitivity

3.1 Initial analysis of visual sensitivity

GMU undertook a site visit (14 June 2013) to understand the visual context of the local area. Selected photos from this site visit are presented over the following pages.

Generally, views within the wider context towards the site can be categorised into the following groups:

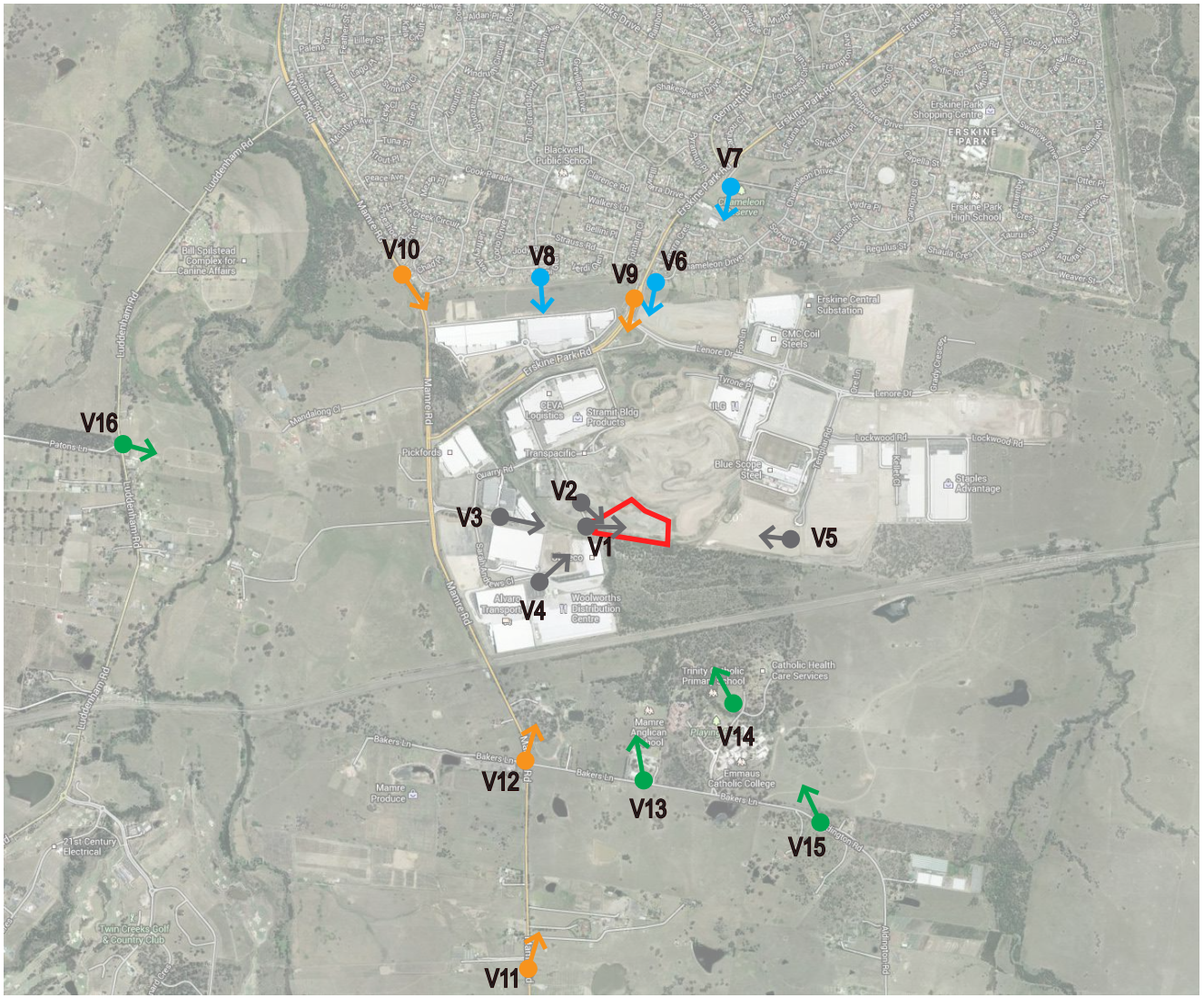
1. Views from within the industrial precinct, including those towards the biodiversity corridor areas.
2. Views from the suburban residential areas of Erskine Part and St Clair, across the industrial precinct.
3. Views along the major connecting roads of Mamre Road and Erskine Park Road.
4. Views from rural areas towards the industrial precinct, including those from the retirement village and community uses to the south (including the Mamre Anglican School and the Emmaus Catholic College, Trinity Catholic Primary School and their playing fields) and residential dwellings to the west.

The site's location at the centre of the industrial precinct means that it generally has a significant distance to sensitive visual receptors, with the suburban residential areas of Erskine Park and St Clair located approximately 1km to the north and the schools and retirement community along Bakers Lane a similar distance to the south.

Visibility of the site in distant views is also significantly limited by the topography of the landfill site to the north and significant trees to the south.

Visibility of the site is also restricted in near-distance views, particularly as the site only includes a small frontage to Quarry Road and the proximity of development adjacent to the north limits views of the subject site from locations to the north along Quarry Road. Development will be seen within the context of the industrial park character from these views.

Due to the above, the site and its context generally provide a high visual absorption capacity for development.



SELECTED PHOTOGRAPHS FROM THE SITE'S VISUAL CONTEXT
(adapted from Google Earth)


V1


V2


V3


V4
10


V5


V6


V7


V8


V9


V10


V11


V12


V13


V14


V15


V16

The views selected above are as follows:

- Views from within the industrial precinct:
  - V1 - Quarry Road frontage to site
  - V2 - Quarry Road
  - V3 - James Erskine Drive
  - V4 - Sarah Andrews Close
  - V5 - Templar Road
- Views from the suburban locations of Erskine Park and St Clair:
  - V6 - Carcoar Close
  - V7 - Chameleon Reserve
  - V8 - Blackwell Avenue
- Views from major roads:
  - V9 - Erskine Park Road
  - V10 - Mamre Road adjacent to St Clair
  - V11 - Mamre Road south
  - V12 - Mamre Road / Bakers Lane
- Views from rural areas:
  - V13 - Bakers Lane / Mamre Anglican School
  - V14 - Playing Field
  - V15 - Aldington Road
  - V16 - Luddenham Road / Patons Lane

Consideration of these views has led to the conclusion that development within the site is unlikely to be prominent within any significant views, particularly those from the residential areas which are the focus of concern within the DCP and SEPP-WSEA. However, in order to provide a conclusive understanding of the actual visual impact of a final proposal, a number of views have been selected for a detailed photomontage analysis which accurately locates the final proposal within an existing photograph. This analysis is set out in Chapter 5 of this document.

4 Description of proposal

4.1 Description of Proposal

The proposal is a milk processing facility. It is of a similar typology and character to the existing uses within the Erskine Park Employment Area. A site plan and selected elevations of the proposal are presented opposite and in subsequent pages.

The gross floor area of the factory and other buildings is 10,012sqm within the site area of 50,770sqm. The main facility is set back approximately 175m from the Quarry Road cul-de-sac.

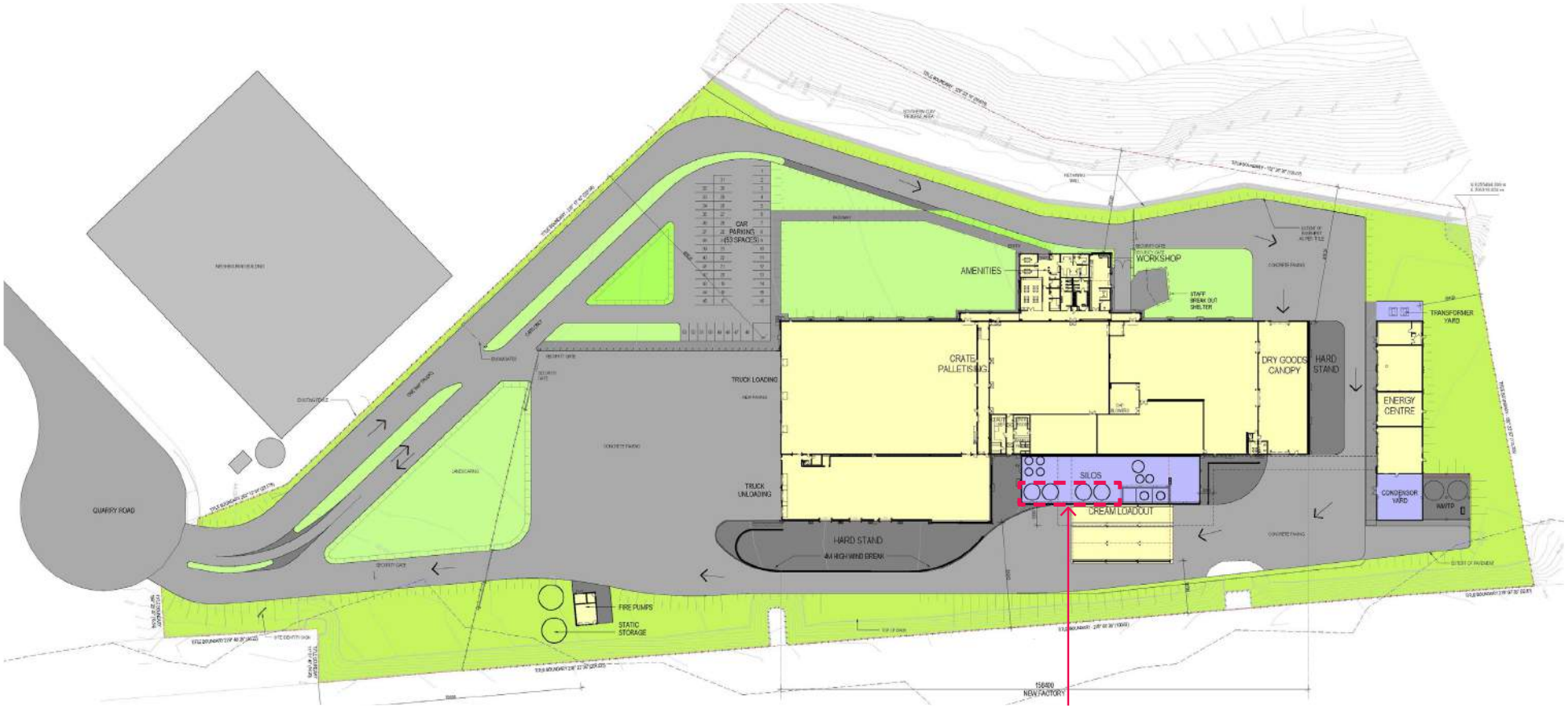
The built form of the site consists of a large single main building with some outbuildings and service areas. The main building is 9.425m in height to the ridgeline. To the south of the main building form are the silos (19m in height) and tank farm, and a small structure for the cream loadout and milk receival bays. To the east of the main building form is a stand-alone energy centre building. Attached to the main building to the north is an office, amenities and workshop area.

Three main loading and unloading areas exist around the facility including the dry goods area to the east, the milk receival bays to the south and the truck loading and unloading areas to the west where space for 10 vehicles is provided.

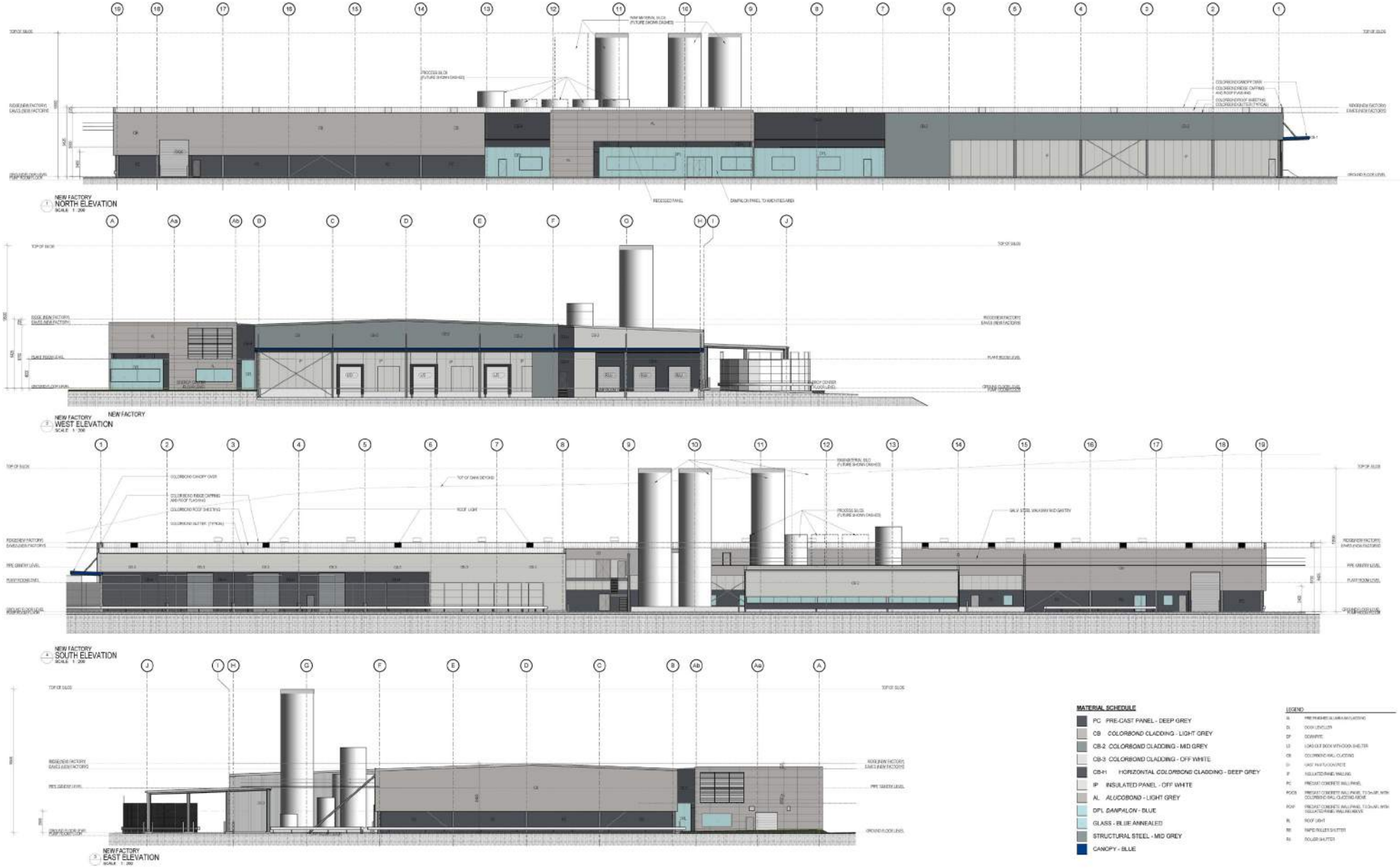
To the west of the site, adjacent the entry gate are fire pumps and static storage areas. To the northwest of the site is a car parking area with 53 spaces provided.

The orientation of the development on the land is dictated by the functional operation of the facility and required relationships between equipment and process flows. In particular, the built form is surrounded by access roads which allow large vehicles to turn around the outside of the building and allow for numerous loading areas associated with milk delivery, processing, packaging and distribution. This functional orientation means that there is no option other than to have loading areas facing the cul-de-sac entry to the site. This is not an ideal urban design form so mitigation measures have been introduced including urban design and landscape strategies to mitigate any potential negative impact on the public domain (See Chapter 5 and Chapter 6 of this document).

The component of the development which is likely to have the greatest visual impact are the milk silos. These silos are 19m in height, exceeding the 15m height limit for the area set out in the DCP controls. Consideration of the visual impact of the silos is therefore of particular importance and will be discussed in detail in later sections of this report.



SITE PLAN (DA02. Courtesy of Blomquist + Wark)



ELEVATIONS OF THE PROPOSAL (DA04. Courtesy of Blomquist + Wark)

5 VISUAL IMPACT ASSESSMENT

5.1 Introduction and methodology

The Director General's Requirements for the project require "an assessment of the potential visual impacts of the development on the amenity of the surrounding area",. This chapter addresses this by providing a discussion, analysis and conclusion/ recommendation following the initial analysis of visual sensitivity set out in Chapter 3 of this document.

The visual impact assessment has been designed around the requirements of the New South Wales Land and Environment Court Planning Principles regarding public domain views (Rose Bay Marina Pty Limited v Woollahra Municipal Council and anor [2013] NSWLEC 1046) and regarding private property views (Tenacity Consulting v Waringah [2004] NSWLEC 140).

METHODOLOGY OF ASSESSMENT

The assessment and conclusions contained in this section have developed based on the following methodology:

- Review of initial documentation and meeting with the project team to develop and understanding of proposal and applicable controls;
- Initial identification of likely view locations;
- Site visit to determine potential viewing points;
- Photography from identified viewing points;
- Draft review of likely visual impacts and initial analysis of visual sensitivity;
- Discussion of mitigation measures with the design team to reduce visual impact;
- Preparation of draft visual assessment report and commentary including rating of view locations;
- Provision of draft visual assessment and commentary to the design team; and
- Preparation of final report.

An initial analysis of visual sensitivity within the site's wider context is presented within Chapter 2 of this report. A number of views have been selected for photomontage analysis. The photomontage analysis and conclusions to the visual impact assessment, are presented in this chapter.

5.2 Selection of views for photomontage analysis

Following a desktop review, site visit and consideration of the wider context of the proposal (including that set out in Chapter 3 of this document) a number of key potential viewpoints have been identified for accurate photomontaging of the proposal to determine the actual visible impact.

The views chosen for photomontage analysis focus specifically on "adjacent residential areas" as required by the SEPP-WSEA and DCP. The views chosen give consideration to the silo elements which may be seen as noncompliant with the 15m height limit which applies to the area. The view locations selected have been generally chosen to include those with the highest potential visibility of the site and proposal as well as those from the most prominent and well used locations within the local context.

A summary of these views and their criteria for selection is set out below.

P1 - From Quarry Road approaching the site

This view is based on view V2 set out in Chapter 3 of this document. This location has been chosen to demonstrate a typical near-distance view obtained when accessing the site or nearby parcels of land.

P2 - From James Erskine Drive

This view is based on view V3 set out in Chapter 3 of this document. This location has been chosen to demonstrate the site's visibility and prominence from another location within the Industrial Precinct from where the proposal may be visible. This view is specifically along the axis of James Erskine Drive which, further west, provides the main vehicular entry point and 'gateway' to the wider industrial precinct.

P3 - From Luddenham Road to the west of the site, adjacent to Patons Lane

This view is based on view V16 set out in Chapter 3 of this document. This location has been chosen to demonstrate the proposal's potential visual impact from rural areas to the west. This particular location may have greater visibility to the site than other locations due to its location along the corridor of James Erskine Drive and the Biodiversity corridor to the south of the site. The chosen location also has a higher level of patronage than other locations within the local area, as it is located along Luddenham Road at the junction of the cul-de-sac Patons Lane.

P4 - From Blackwell Avenue, St Clair

This view is based on view V8 set out in Chapter 3 of this document. This location has been chosen to demonstrate a view from the suburban areas of St Clair where the proposal may be more visible or prominent than other locations. Blackwell Avenue is the busier of two roads (the other being Coowarra Drive) within St Clair which terminate at the buffer open space between the suburban areas and the industrial precinct. The view location is on a slight topographic rise, increasing the potential visibility to the south from a view from the southern edge of the suburban area.

P5 - From the Erskine Park Road / Lenore Drive intersection

This view is based on view V9 set out in Chapter 3 of this document. This location has been chosen to demonstrate a key vehicular view, when driving south along Erskine Park Road. This location also has a pedestrian footpath. The amount of vehicles per day is likely to increase in future as the Erskine Park Link Road is constructed.

P6 - From Bakers Lane across the Mamre Anglican School

This view is based on view V13 set out in Chapter 3 of this document. This location has been chosen as it is a location within the community-use areas along Bakers Lane which greater visibility towards the site due to the topography and open landscape; and also is one of the higher-use areas along this Lane as it is adjacent to the Mamre Anglican School.

LOCATION OF VIEWS SELECTED TO PHOTOMONTAGE (source: Google Earth)

5.3 Format of photomontage analysis

FORMAT OF ASSESSMENT

For each view an existing photograph is shown adjacent to a photomontage of the proposed building. For clarity, the proposed built forms have been outlined in yellow within the photomontages to highlight their location, even where the proposal will not be visible as it will be obscured by other elements within the view. The photomontages shown do not include landscaping and vegetation within the site itself which is likely to further reduce visibility of built form elements within the view.

For each view an initial summary of key features is shown including:

- The distance from the viewing location to the proposal;
- Whether the view is from an open space, a street, and a pedestrian or vehicular view; and
- A rating of the location in terms of pedestrian activity and description of when such activity occurs.

Following the initial summary, other features of the existing view and the proposal's relationship to it are discussed. This has been organised under the following headings:

- View Significance;
- Visual Impact;
- Acceptability.

These headings are described in further detail below, including the categories used to provide a summary of these at the end of each view.

VIEW SIGNIFICANCE

The *view significance* is the importance of the view from the view location. Key factors which may influence the significance of the view location include:

- Whether the view includes landmarks and iconic buildings;
- Whether the view includes water and/or land-water interfaces;
- Whether the view is open or enclosed;
- The level of visitation to the space, including its use during the day, at night and on weekends;
- Whether the view is appreciated from a static location or only in motion (for example from a moving vehicle); and
- Whether the space and location are used for large events and gatherings.

Six categories have been used in identifying view significance. A description of these categories is provided below:

View significance	Description
NEGLIGIBLE	Glimpsed views from moving vehicles.
LOW	Service roads, spaces and streets with little pedestrian use.
LOW-MEDIUM	
MEDIUM	Streets and spaces with regular pedestrian traffic during the day and/or at night.
MEDIUM-HIGH	
HIGH	Landmark public open spaces and prominent locations with high levels of pedestrian use and major events.

VISUAL IMPACT

The *visual impact* of the proposal is a combination of the amount of change in the view and the quality of the changes within that view. It should be noted that severe change within a view is not necessarily a negative outcome. For some view locations that do not contain water views or iconic elements a well designed building may provide a new visual focus or iconic form, in effect creating a new iconic view.

Key factors which may influence the impact of the proposal on the view include:

- Overall potential visibility of the proposal, including its distance and elevation from the view location, as well as whether the proposal will be a primary or secondary visual element within the view;
- The proposal's detailed response to the view, whether it fits within its context or stands out as prominent, including the effects of its materiality, visual composition and overall appearance;
- Whether the proposal enhances the view;
- The context within which the proposal will be seen, whether a skyline, adjacent to neighbouring buildings or as an object within space;
- Whether the proposal obstructs views to any key locations or icons; and
- For vehicular views, the amount of time in which the proposal may be seen while in travelling or while in motion.

The seven categories used in identifying impact and their descriptions are set out below. These are based on the categories outlined in the New South Wales Land and Environment Court planning principle on view sharing (Tenacity Consulting v Waringah [2004] NSWLEC 140). The impact levels vary between 'none / negligible' and 'devastating' where 'none / negligible' represent the lowest possible impact and 'devastating' the highest possible impact.

Impact	Description
NONE / NEGLIGIBLE	The proposal may be visible in part, however any change from the existing view is either unnoticeable or barely discernible.
MINOR	The proposal will be visible, however is not a prominent feature within the view.
MODERATE	The proposal does not substantially change the scale and quality of the view. The proposal may obscure some open sky or reduce views to less important visual elements.
SIGNIFICANT	The proposal may provide a change in scale from other elements within the view. The proposal may obscure some open sky or skyline or reduce views to less important built form markers.
SEVERE	The proposal is prominent within the view, substantially changing its focus, scale or character. The proposal may obscure view elements which are important, but not iconic.
DEVASTATING	The proposal is the most prominent element within the view, significantly changing the scale of view and obscuring views of iconic elements.

ACCEPTABILITY

The *acceptability* is whether the impact of the proposal within the view is positive or adverse. It relates to the view significance and impact on the view, as well as the quality of impact. A proposal is more likely to have a beneficial quality if it:

- Complements or dramatically contrasts with the character of its setting appropriately;
- Follows the relevant planning objectives or new strategic approach for an area; and
- Improves the overall visual quality of the view.

These issues are discussed in the text description of each view.

The three categories used in defining the acceptability of each view are set out below.

Acceptability	Description
ACCEPTABLE	The impact of the proposal is beneficial, balanced, or in the case that it is adverse, the impact and view significance are low.
ACCEPTABLE WITH MITIGATION MEASURES	The proposal has some adverse effects, however these can be eliminated, reduced or offset to a large extent by specific measures.
UNACCEPTABLE	The adverse effects are considered too excessive and are unable to be practically mitigated.

5.4 Photomontage views

VIEW P1 - QUARRY ROAD

Distance to proposal: 316m
Category of view: Vehicular
Pedestrian activity: Negligible
(no pedestrian footpath)

View location

Existing view

VIEW SIGNIFICANCE

Quarry Road is a cul-de-sac road within the Erskine Park Employment Area which terminates near the site. It does not include a footpath. This view is likely to be obtained by vehicles accessing the site and industrial uses within this cul-de-sac. The existing view consists of the front of the neighbouring industrial building including a number of service elements and the landscape buffer to the south. The significance of the view can be summarised as being low.

VISUAL IMPACT

The proposed built form is not visible from this location therefore is of no visual impact. Some of the landscaping proposed within the front of the site may be visible. This has not been modelled in the photomontage view as it is subject to change. Any visible landscaping will have an positive impact on the view.

ACCEPTABILITY

The proposed built form is not visible in this view and is therefore acceptable.

SUMMARY:

View significance: LOW
Visual Impact: NONE
Acceptability: ACCEPTABLE

Proposed photomontage note: the yellow outline shows the location of the proposed built form, including where the proposal will be obscured by other elements within the view

VIEW P2 - JAMES ERSKINE DRIVE

Distance to proposal: 540m
Category of view: Vehicular
Pedestrian activity: Negligible
(no pedestrian footpath)

View location

VIEW SIGNIFICANCE

James Erskine Drive is a cul-de-sac within the Erskine Park Employment Area. It is generally of vehicular use only and does not include a footpath. The existing view from this location includes distant views of the biodiversity corridor with an existing industrial building and fencing in the near distance. The fencing to the biodiversity corridor and wide roads are dominant elements relative to the landscape view. The significance of the view can be summarised as being low.

VISUAL IMPACT

Visibility of the site is generally negligible in this view. The silos are obscured by vegetation in the near and middle distance and part of the main building form obscured by the industrial building in the near distance.

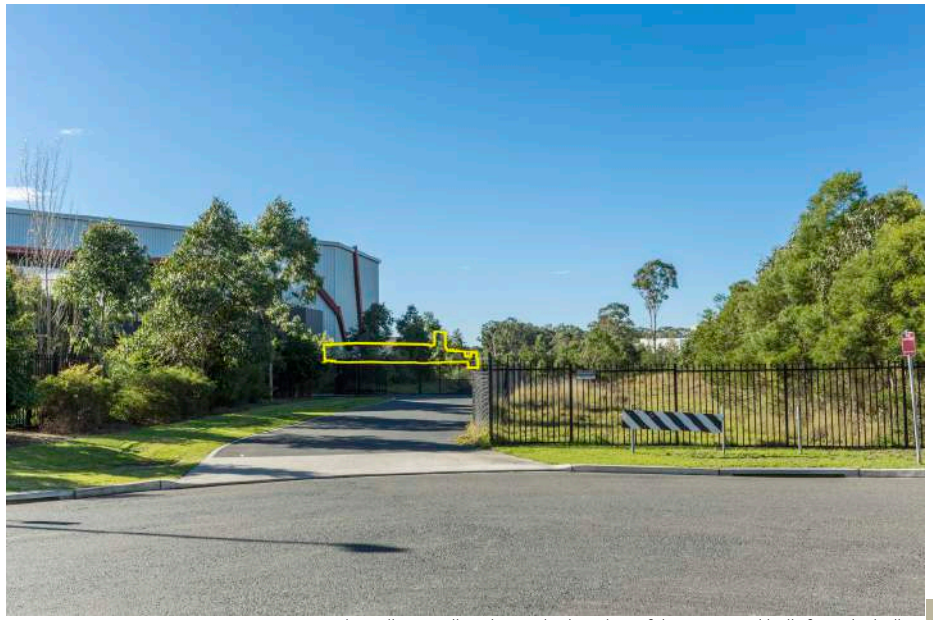
ACCEPTABILITY

The proposal is of negligible visual impact and is therefore acceptable.

SUMMARY:

View significance: LOW
Visual Impact: NEGLIGIBLE
Acceptability: ACCEPTABLE

Existing view



Proposed photomontage note: the yellow outline shows the location of the proposed built form, including where the proposal will be obscured by other elements within the view

VIEW P3 - LUDDENHAM ROAD / PATONS LANE

Distance to proposal: 2425m
Category of view: Rural road
Pedestrian activity: Negligible
(no pedestrian footpath)

View location

VIEW SIGNIFICANCE

Luddenham Road is a secondary connecting road between St Clair and Luddenham which runs roughly north-south. It is generally a low-traffic road used by local residents, with the majority of vehicles using the higher speed and higher capacity Mamre Road to the east and Northern Road to the west. The location chosen for the view is along the axis of James Erskine Drive and the biodiversity corridor near the site. This location is where visibility of the site is likely to be at its greatest. The view location chosen is also opposite Patons Lane, where drivers may obtain a similar view, and near to residential uses which may also obtain a similar view.

VISUAL IMPACT

Visibility of the proposal is negligible in this view. It is largely obscured by vegetation and other industrial facilities close to the proposal. The considerable distance between the view location and proposal means that whilst the silos are not totally obscured from view, they are not significantly apparent and are generally imperceptible within the visual context of the view. The height of the silos does not extend above the horizon line.

ACCEPTABILITY

The proposal is of negligible visual impact and is therefore acceptable.

SUMMARY:

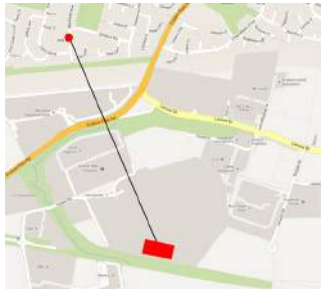
View significance: LOW
Visual Impact: NEGLIGIBLE
Acceptability: ACCEPTABLE

Existing view

Proposed photomontage note: the yellow outline shows the location of the proposed built form, including where the proposal will be obscured by other elements within the view

VIEW P4 - BLACKWELL AVENUE

Distance to proposal: 1350m
Category of view: Suburban Street
Pedestrian activity: Moderate



View location

VIEW SIGNIFICANCE

Blackwell Avenue is a suburban collector road within the suburban residential areas of St. Clair. It is one of two roads (together with Coowarra Drive to the east) which extend to the landscape buffer to the south and allow for a view corridor to the south across public land. The view location is on a slight topographic rise, increasing the potential visibility to the south. A similar view may be obtained from nearby residential properties.

VISUAL IMPACT

The proposal is not visible in this view, being hidden behind the changes in topography.

ACCEPTABILITY

The proposal is not visible in this view and is therefore acceptable.

SUMMARY:

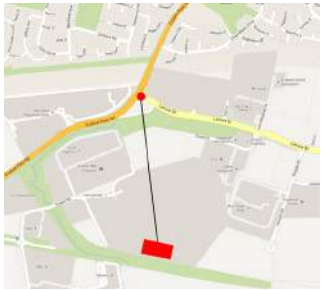
View significance: LOW-MEDIUM
Visual Impact: NONE
Acceptability: ACCEPTABLE

Existing view

Proposed photomontage note: the yellow outline shows the location of the proposed built form, including where the proposal will be obscured by other elements within the view

VIEW P5 - ERSKINE PARK ROAD / LENORE DRIVE

Distance to proposal: 941m
Category of view: Street view (Predominantly vehicular)
Pedestrian activity: Low



View location

VIEW SIGNIFICANCE

Erskine Park Road is a high-traffic vehicular route connecting Mamre Road to the southwest with the residential areas of Erskine Park, St Clair and further roads such as the M4 Western Motorway to the northeast. It also contains a pedestrian footpath although this route is not heavily used by pedestrians. The view shown is visible from the front of cars heading south along Erskine Park Road. Vehicular use of Lenore Drive (to the left of the view) is also likely to increase in future with construction of the Erskine Park Link Road providing connectivity to Eastern Creek and the M7 to the east.

VISUAL IMPACT

The proposal is not visible in this view, being hidden behind the landfill site.

GMU understand that the topography of the landfill site, which currently obstructs views of the proposal, will be changed in the future, with the final hill raised to 92m AHD following which settlement will reduce the final height to 87m AHD. Based on this information alone, it is not possible to provide certainty as to the future visibility from this location (this would require at minimum a detailed model of topography following landfill settlement). However, GMU consider that future visibility of the proposal from this location is highly unlikely as the proposal is not currently visible, the topography is generally being increased and future vegetation of the biodiversity corridor (including the landfill site) will further reduce the extent of visibility towards the site.

ACCEPTABILITY

The proposal is not visible and is therefore acceptable.

SUMMARY:

View significance: MEDIUM
Visual Impact: NONE
Acceptability: ACCEPTABLE

Existing view

Proposed photomontage note: the yellow outline shows the location of the proposed built form, including where the proposal will be obscured by other elements within the view

VIEW P6 - BAKERS LANE / MAMRE ANGLICAN SCHOOL

Distance to proposal: 1237m
Category of view: Street view - Pedestrian and vehicular
Pedestrian activity: Moderate (generally school hours)

View location

VIEW SIGNIFICANCE

Bakers Lane is a small rural road which forms part of a 'loop' extending eastward from the major connecting road of Mamre Road. The Mamre Anglican School is one of a number of community uses (which also include the Trinity Catholic Primary School, Emmaus Catholic College and playing fields) along this road which have attract a higher level of use than other areas within this rural location. The view location chosen is from the footpath in front of the Mamre Anglican School. Due to the topography, which slopes away from the road, it is one of the locations where greatest visibility of the site and proposal may be possible from the Bakers Lane area.

VISUAL IMPACT

Visibility of the site is generally negligible in this view. The proposal and its silos are obscured by vegetation in middle distance, within the biodiversity corridor area between the school and the site.

ACCEPTABILITY

The proposal is of negligible visual impact and is therefore acceptable.

SUMMARY:

View significance: LOW-MEDIUM
Visual Impact: NEGLIGIBLE
Acceptability: ACCEPTABLE

Existing view

Proposed photomontage note: the yellow outline shows the location of the proposed built form, including where the proposal will be obscured by other elements within the view

5.5 Visual impact assessment conclusion

The visual impact assessment shows that the proposal has a negligible impact on all views considered. A summary table of the significance, impact and acceptability of each view is presented in the table adjacent.

The proposal has no impact on the existing views studied from within the suburban residential areas of St Clair and Erskine Park (Blackwell Avenue and the Erskine Park Road / Lenore Drive intersection) due to the topography of the local area.

The proposal has a negligible visual impact within the most prominent views of the site from the surrounding landscape (Bakers Lane / Mamre Anglican School to the south and Luddenham Road / Patons Lane to the west). The proposal is distant from these views and hidden by trees such that any change in these views, or others nearby, is likely to be visually imperceptible.

The proposal is not visible from a mid-point along the Quarry Road approaching the site and has a negligible visual impact from James Erskine Drive.

It is GMU's opinion that the visual impact of the proposal is acceptable.

SUMMARY TABLE OF PHOTOMONTAGE VIEWS

		Significance of view					Visual Impact						
Description	View	Negligible	Low	Low-Medium	Medium	Medium-High	High	None	Negligible	Minor	Moderate	Significant	Severe	Devastating	Impact acceptability
Quarry Road	P1	✓						✓							Acceptable
James Erskine Drive	P2	✓							✓						Acceptable
Luddenham Road / Patons Lane	P3	✓							✓						Acceptable
Blackwell Avenue	P4			✓				✓							Acceptable
Erskine Park Road / Lenore Drive	P5				✓			✓							Acceptable
Bakers Lane / Mamre Anglican School	P6			✓					✓						Acceptable

6 URBAN DESIGN AND ARCHITECTURAL RESPONSE

6.1 Comment on the proposal

This section of the document sets out an assessment of the urban design and architectural response of the proposal. The project, site, and facility type raise a number of issues relating to the urban design and architectural response. GMU worked with the project team to achieve the best outcome available to address these issues.

Comments have been set out below under a series of headings which relate to key urban design and architectural issues.

Setbacks

The proposal is compliant with the setbacks required by the DCP. The proposal provides a setback from Quarry Road of approximately 175m, which is substantially greater than the 15m required by the DCP. The proposal generally provides a minimum setback of 15m from other boundaries where 5m is required by the DCP, which is a good outcome.

Height

The DCP sets a maximum building height of 15m. The main building form is 9.425m in height, however the proposed silos are 19m in height and therefore exceed this control.

The visual impact assessment set out in Chapter 4 of this document demonstrates that the silos, which are taller than the DCP building height control, have little visibility within the wider context, specifically with regard to the residential areas which are the focus of concern within the DCP and SEPP-WSEA objectives for building heights. The proposal therefore provides a good outcome with regard to the objectives for building heights in both the DCP and SEPP-WSEA despite not being compliant with the 15m height control.

The silos are also a simple and slender form which help to provide variation to the massing of the proposal. They will not create a significant adverse impact in the near-distance views from which they will be seen.

Streetscape frontage to Quarry Road

The DCP requires that "prominent elevations, such as those with a frontage to the street or public reserves or those that are visible from public areas, must present a building form of significant architectural and design merit". The DCP also indicates that in addition to the main building form, a high quality design response should consider elements in front of the main building form such as fencing and landscaping.

Some elements within the design have been fixed by the operational requirements of a milk processing facility, the irregular shape of the site and requirement for swept curves for large vehicles. These have dictated some design outcomes which are unavoidable, including:

- a large setback to built form from the street frontage (approximately 175m);
- truck loading area facing the street frontage (a noncompliance with the DCP) rather than the adjoining building; and
- the administration areas (the most activated part of the proposal) being located along a side boundary.

Careful design has been undertaken to mitigate these impacts and create an attractive sense of address and character to the site, particularly through the use of landscape.

The proposal's front setback, at approximately 175m, is significantly greater than the 15m minimum required by the controls and therefore the detailed treatment of the front setback area (including fencing, landscaping and service elements) in particular has been carefully considered to provide a positive relationship to Quarry Road and to make the proposal itself as inconspicuous as possible.

The static storage tanks and fire pumps, which are required to be located to the front of the site, are well screened by vegetation in views from Quarry Road.

The architectural design of the west-facing building frontage is divided into two segments to provide a break in the visual form and highlight the different uses of the coolroom to the north and crate return/wash to the south.

The potential for increased expression of the building frontage has been discussed at length with the design team however many potential options have been ruled

Illustrative view of proposal from Quarry Road frontage including proposed landscape elements

Silos similar to those proposed for site (Source: MGC)

Aerial view of proposal from the northwest (indicative landscaping shown only)

Aerial view of proposal from the southwest (indicative landscaping shown only)

out due to operational issues with the facility. These include greater expression of the building structure above the line of the awning and a stronger expression of the awning element. Whilst the facade has therefore been limited in its expression, when considered within the context of the heavily landscaped approach to the site, through which glimpsed views of the proposal only will be possible, the proposal has no negative visual impacts to the public domain.

GMU therefore consider that the combination of built form and landscape elements provide an urban design response to Quarry Road which is appropriate and acceptable.

Visual impact of the loading dock areas

The DCP requires that "loading areas should be located towards the rear of allotments" and that "where possible, loading areas should be screened from the view of main road frontages through physical and/or vegetation screening".

Due to operational requirements and the constraints of the site it has not been possible for all loading dock areas to be located to the rear of the main building form. The proposal includes loading dock areas to the east, south and west of the facility, of which the western loading area (the largest of the three) is located in front of the main building form. This loading dock is, however, approximately 100m from Quarry Road and is well screened from views from the Quarry Road cul-de-sac due to the mounded landscaped area to its west. The loading dock area is therefore not significant in views from Quarry Road, which is a positive outcome with regard to the DCP and is considered to comply with the objectives of the above control as all loading areas are well screened and set back from the street frontage.

Relationship to the biodiversity corridor and other boundaries

The biodiversity corridor extends around the southern, eastern and northern boundaries of the site. This corridor is presently not publicly accessible, however public access may be provided in the future and therefore the design of proposals should ensure a positive urban design response to these boundaries.

Articulation of building form

The DCP objectives for urban design include "to encourage a high standard of architectural design, utilising quality materials and finishes". It further states that "large unrelieved expanses of wall or building mass... should be broken up by the use of suitable building articulation, fenestration or architectural enhancements".

The DCP focuses on 'prominent elevations' and 'visible' areas where this site is not visually prominent within the wider area. The site includes only a small frontage to Quarry Road (discussed above). The south, east and northern boundaries of the site face the biodiversity corridor areas which are not presently publicly accessible, however public access may be provided in the future.

The operational requirements of the facility have created difficulties in altering the expression of the building form however; the expression of the facade, when seen in combination with the landscape design, will not be visible or visually prominent within the wider area.

Materials

The DCP provides guidance on the use of materials, including the objectives "to encourage a high standard of architectural design, utilising high quality materials and finishes" and "to establish varied and articulated frontages facing or visible from public roads". The materials of the western (front) elevation of the proposal and the 19m silo elements will be of particular importance, as well as any other elements which can be seen in views from public areas. However, as discussed above, the proposal is not visible from the public domain.

The materials used within the proposal include steel sheet cladding, precast concrete, aluminium panel, insulated panel walling, glazing and polycarbonate sheeting. Generally their use relates to the operational requirements of the proposal and are typical to the typology of building.

Colour

The DCP requires "external material colours to be consistent with the following palette of colours developed for Erskine Business Park: Earth Tones - stone colours, browns, muted greens, sand, dark red/ plums; and Cool Tones - soft greys, grey/ blues".

The proposal provides a simple palette of stone coloured greys highlighted by cool blue tones (polycarbonate 'danpalon' sheeting and the expressed awning). This is consistent with the above requirements.

Street-level view of the amenities area of the proposal from the northwest (indicative landscaping shown only)

Street-level view of the proposal from the northeast

6.2 Minimising visual impact

This section provides a response to the Director General's Requirement for the proposal to provide "a detailed description of the measures (e.g. landscaping) that would be implemented to minimise the visual impacts of the development".

Distant views

As demonstrated within the visual impact section (Chapter 5 of this document), visibility of the site in key distant views (including those from suburban residential areas, rural areas and locations within the Employment Area itself) is negligible. The extensive landscaping provided through the site will provide additional screening of development which will further reduce any visual impact.

Views from Quarry Road

The proposal will be screened from the cul-de-sac end of Quarry Road near the site entrance. A view from this location is shown in Section 6.1 of this document.

The main facility is set back approximately 175m from Quarry Road which significantly reduces the visual impact of the built form from this location. The proposed built form presents a loading dock area to this frontage, however this is substantially hidden from the street frontage view through the significant setback and landscaping.

The proposed landscaping minimises the visual impact of the built form from Quarry Road, particularly through the mounded 'triangle' which incorporates artwork and planting to provide visual screening of the facility and a negligible visual impact to this view. Further information on the landscaping approach of the proposal is set out in Chapter 7 of this document.

Views from other locations around the site

The proposal will be visible from the neighbouring industrial site at 101 Quarry Road. The proposal's landscaped planting along this boundary minimises the visual impact of the facility from this location. furthermore, the adjacent site has similar industrial uses which will have reciprocal views to the subject site. However, the proposal will have an improved visual screening due to the proposed landscape strategy.

The proposal will be visible from locations within the biodiversity corridor however the biodiversity corridor is not publicly accessible and therefore a high significance cannot be placed on the visual impact of the proposal on these locations. In the event that public access is provided to the biodiversity corridor areas in the future, the proposal has provided buffer landscaping which will reduce the visual impact of the building form.

Further information on the built form and articulation of the proposal is set out in Section 6.1 of this document.

Conclusion

The proposal's visual impact is negligible in all distant views due to the topography and vegetation in the surrounding area.

The Quarry Road cul-de-sac in front of the site is the only significant area of the public realm from which the proposal will be somewhat visible. The proposed built form is set back approximately 175m from this frontage and extensive mounded landscaping ensures that visibility of the proposed built form is minimal and a negligible visual impact to the streetscape.

Other locations from which the site is potentially visible include the neighbouring industrial site at 101 Quarry Road and areas of the biodiversity corridor to the north, east and south of the site which are not publicly accessible. The sensitivity of these locations to any visual impact is low however the proposal has minimised any impacts to these frontages through a combination of setbacks and landscaping.

Due to the above, the proposal's visual impact on the surrounding area is minimal and therefore acceptable.

6.3 Summary and conclusion

Some elements within the design have been fixed by the operational requirements of a milk processing facility, the irregular shape of the site and requirement for swept curves for large vehicles. These have dictated some design outcomes which are not typical including a large setback from the street to the building frontage, a loading area in front of the main building form and administration areas which face the site's side boundary. Given these constraints are not adjustable and the site frontage offers little exposure of the development as a whole we consider that the current layout of the built form is acceptable.

Generally the proposal provides an archetypal architectural expression which breaks the bulk of the building where possible through the use of compositional elements which relate to the use of the building and express the building structure where possible. The proposal provides materials and colours which are consistent with the DCP's requirements. The proposed built form frontages are not easily visible from the public realm, in particular because visibility from the streetscape is further screened by a large street setback. Because of this, the built form of the proposal has been designed together with the landscape in order to ensure minimal visual impacts to the public domain.

The silos within the proposal are not compliant with the DCP's numerical building height control, however the visual impact assessment set out in Section 4 of this document demonstrates that they have little visibility within the wider context and specifically with regard to the residential areas which are the focus of concern for the DCP and SEPP-WSEA objectives for building heights. GMU therefore consider that the height of the silos is appropriate and conforms with the objectives for building heights under the DCP and SEPP-WSEA.

Due to the above, GMU consider that the urban design aspects of the proposal are appropriate and acceptable.

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7 LANDSCAPE STRATEGY AND OUTCOMES

7.1 Landscape design statement

A Landscape Design Statement for the site has been produced by GroupGSA and is presented below.

The landscape design has been prepared by GroupGSA as a part of the Development Application for the Milk Processing Facility for Murray Goulburn Co-operative, located at Quarry Road, Erskine Park. The design and documentation has been developed in accordance with the objectives identified in the Penrith City Council: Development Control Plan 2010, Section C6 – Landscape Design.

Co-ordination with the consultant team and communication with Blomquist + Wark Architects with regard to design intent and overall building character has resulted in a carefully considered landscape response for the site. The final landscape design was developed through a series of concept proposals and discussions between GroupGSA, GMU and the project team to ensure a collaborative and considered design solution was reached.

The analysis of the site has informed the development of the landscape design with consideration of key site planning issues including:

- Industry controls and guidelines to minimise the environmental impact of the development and prevent potential contamination within the facility;
- The selection of appropriate plant species and materials to ensure an environmentally sustainable design;
- The location and scale of vegetation in relation to the built form;
- The location of screening vegetation to mitigate views to the site from adjoining properties;
- The materiality of elements within the landscape keeping in character with the neighbourhood and the architectural palette;
- The location and utilisation of staff break out spaces;
- The inclusion of public art to the site;
- The relationship of the site to the biodiversity corridor; and
- Bushfire hazard prevention and planning controls.

The landscape design aims to complement the scale of the proposed built form and minimise the impact of the building within the surrounding environment. Located within the Erskine Business Park the site is surrounded by light industrial land use, a landfill site, and an existing biodiversity corridor.

The western boundary to the site adjoins a neighbouring warehouse and construction manufacturing business, Dincel Construction systems, and provides access to the site from Quarry Road. The site is bound to the north and north-east by a large quarry and landfill site owned by Enviroguard Transpacific. A 4-6m high concrete block retaining wall runs the length of the northern boundary. This property is due to cease operation in 2021 when it will be remediated to become part of the biodiversity corridor. The remaining southern boundary adjoins the existing biodiversity corridor.

The existing biodiversity corridor to the south of the subject site is owned by the Department of Planning and Infrastructure (DP&I), and managed by Greening Australia. The corridor contains the threatened Shale Plains Woodland vegetation community as listed under the Threatened Species Conservation Act 1995, and is open woodland with a canopy height of approximately 25m. Shale Plains Woodlands are typically described as an open woodland with a canopy height of approximately 25m. A number of the plant species making up the canopy, mid-storey and groundcovers within the biodiversity corridor have been used within the proposed landscape works to reflect the character of the local environment. These include:

- Anogphora floribunda – Rough Barked Apple
- Eucalyptus crebra – Narrow-leaved Ironbark
- Eucalyptus tereticornis – Forest Red Gum
- Acacia decurrens – Sydney Green Wattle
- Acacia parramattensis – Parramatta Green Wattle
- Arthropodium milleflorum – Pale Vanilla Lily
- Dianella revoluta - Black Anther Flax Lily
- Hardenbergia violacea – Native Sarsparilla

The site frontage is to the end of Quarry Road which forms a cul-de-sac. The 23m wide frontage allows a dual carriageway for heavy vehicles which is bordered by planter beds to either side. A formalised arrangement of a mix of native and exotic planting to garden beds at the site entrance defines the entry to the site and improves the site frontage to Quarry Road. Arrival onto the site is further enhanced through the installation of signage and public art elements to the front of the large triangular garden bed which is the focus upon entry. Rows of tree planting provide direction for vehicles towards the car parking area. Formalised planting to the garden beds adjacent the staff car park and staff break out spaces provide an appropriate scale for pedestrians.

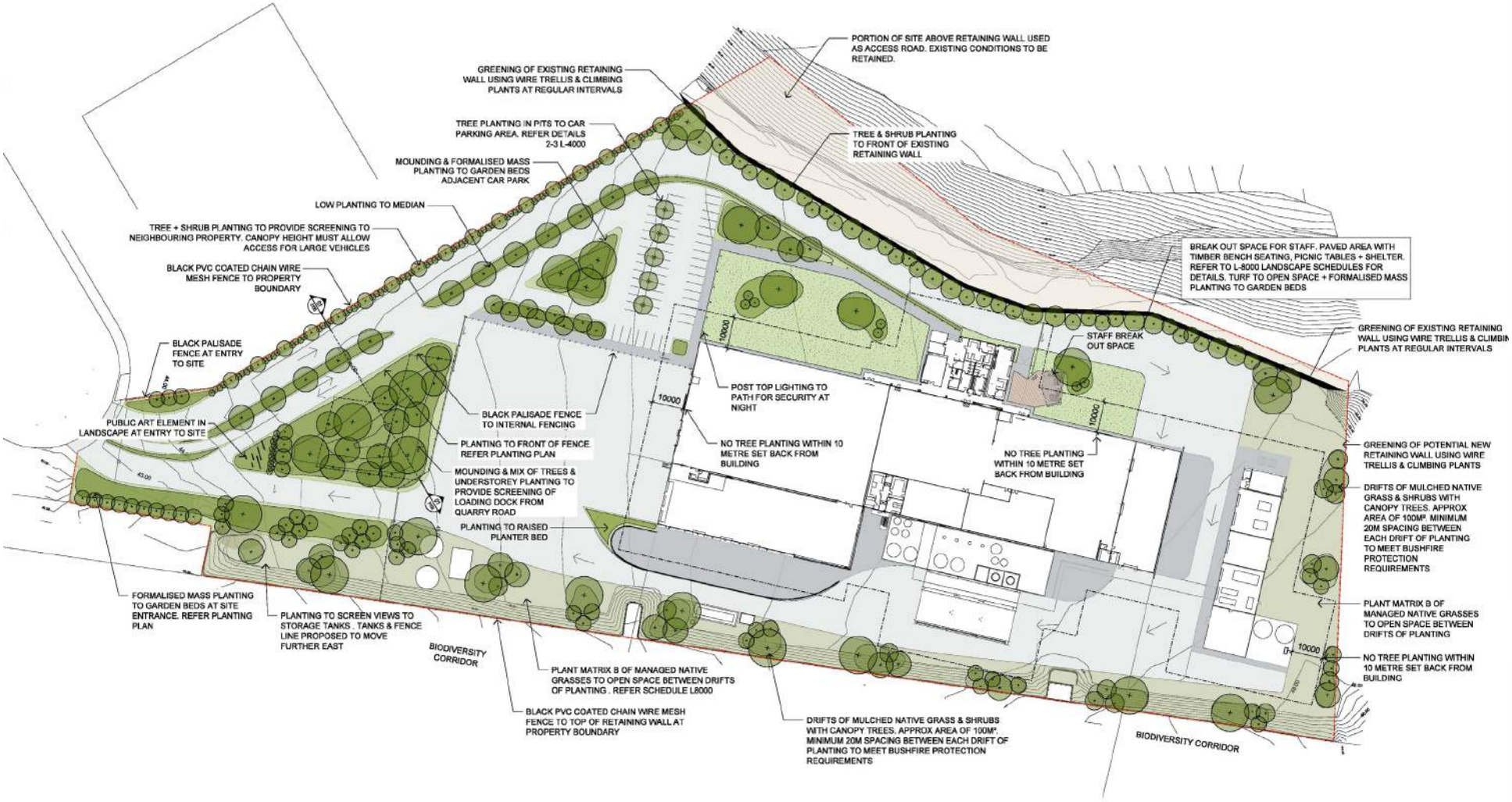
A dense planting of shrubs and trees has been applied to the western boundary fence to provide screening to the adjoining property. Further screening planting including native trees and shrubs has been nominated to the large triangular garden bed adjacent to the entrance and to the garden bed to the southern boundary. This planting will screen any views from Quarry Road to the storage tanks near the entrance and the loading dock area.

The existing concrete block retaining wall to the northern boundary is proposed to be softened using climbing plants to a wire trellis and additional tree and shrub planting at ground level. The pockets of informal native tree and shrub planting to the site boundaries have been determined in order to minimise the risk of bushfire to the site from the adjacent biodiversity corridor. In accordance with recommendations to reduce the bushfire hazard, there is to be no extension of significant vegetation from the existing biodiversity corridor. The proposed planter beds to the site boundaries are as a result limited to a maximum area of 100m^2 and must be separated by a minimum of 20m. Further bush fire controls influencing the design include a 10 metre set back from the facility where no trees or shrubs can be planted.

Plant species have been selected for their low water and maintenance requirements and with regard to the plant species list provided as a part of the Penrith City Council: Development Control Plan 2010. The planting schedule includes a range of trees shrubs, grasses and groundcovers and is made up of predominantly native species. A number of exotic plant species have also been nominated to formalised planter beds to the entrance, car park and staff-break out spaces. These plants are considered to compliment the existing landscape character and in their contained environment have a low risk of spreading into native bushland areas. All planter beds are to be mulched to improve water retention, reduce weed growth and improve soil fertility.

Site materials have been selected for their longevity and to reflect the local surroundings within the business park. The use of black palisade fencing at the entry to the facility is in keeping with the streetscape character and will improve the appearance of the property from Quarry Road. Black palisade fencing is also proposed all internal site fencing. The remaining property boundary fencing is to be black PVC coated wire mesh, selected to have minimal visual impact to the surrounding properties. Brick paving is nominated to the staff break-out space to provide a more intimate feel within the larger scale context of the site. A steel framed shelter provides shade and protection to this space while timber bench seating and table settings surrounded by ornamental planter beds creates a space for staff to take a break or relax. Safety within the site has been considered with regard to planting set out and provision of lighting. Low shrub planting and canopy trees have been nominated to internal garden beds to maintain visibility and minimise opportunities for concealment.

The character of the landscape design aims to reinforce the attributes of the local environment through the selection of plant species, materials, and their arrangement within the site.



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7.2 Comment on landscape response

This section of the document sets out an assessment of the landscape design response of the proposal. Comments have been set out below under a series of headings which relate to key landscape design issues.

Streetscape response from Quarry Road

The DCP requires that proposals provide a positive response to the streetscape, including through the use of landscaping and fencing. The DCP controls include that "presentation of a building facade to the street should be complemented with appropriate enframing [sic] or screening vegetation". The DCP objectives for setbacks discuss "an open streetscape with substantial areas for landscaping" and the need "to enhance the visual quality of development and the urban landscape".

The proposed built form is set back significantly from Quarry Road (approximately 175m) and includes a truck loading area facing this entry. Due to these issues, the landscape design of the entry sequence has to perform a key role in providing an appropriate streetscape frontage to the site.

The landscape response provides a positive response to this frontage, particularly through the extensive green 'triangle' which includes mounding and planting as well as public artwork. These elements combine to provide a positive, well landscaped, green frontage to the site and minimising any potential negative visual impact of the loading dock areas behind. The landscape design has also been able to minimise visibility of fencing and service elements such as the water storage tanks near the site entry.

Configuration of the site and limited frontage widths ensure that the landscape feature will be the most prominent element visible from the public domain with only glimpses of the facility visible in the background.

Visual impact of service elements, parking areas and other undesirable views

The DCP objectives for landscape areas includes a requirement "to screen undesirable views". Some further information on this requirement is set out in further controls such as that "island planting beds should be interspersed throughout large parking areas".

The proposal provides a good response to this requirement on a challenging site, particularly through the provision of:

- planting areas within the car parking areas;
- climbing plants to the retaining wall to the north of the site;
- tree and shrub planting surrounding the road entry to the site;
- screening to the storage tanks; and
- screening to the fencing areas.

Response to the biodiversity corridor

The proposal has provided a species selection which responds to the existing species within the biodiversity corridor, which is a positive outcome with regard to the DCP and the Erskine Park Employment Area Biodiversity Management Plan.

The biodiversity corridor areas have been designed to generally exclude public access and therefore do not place a high significance on the visual impact of the proposal from these locations. However in the event that access is provided in the future, the proposal has provided buffer landscaping which will reduce the visual impact of the large building form. The proposal provides significant 'green edges' along its boundary with the biodiversity corridor helping to tie in with and transition to this use. This will help to improve any future views of the site.

Provision of staff amenity facilities

The DCP objectives for landscape areas include "to provide outdoor staff amenity facilities". The landscape design of the proposal includes a staff breakout space adjacent to the administration areas. GMU understand that the provision of larger outdoor spaces for staff use is not encouraged for this type of facility due to strict hygiene and contamination concerns which are exacerbated by contact with outdoor environments. The proposal therefore provides an appropriate outcome with regard to this DCP requirement.

7.3 Summary and conclusions

The proposal's landscape design is successful in resolving the key issues required. In particular the landscape design:

- works with the urban design of the proposal to enhance the street frontage to Quarry Road, as required by the DCP;
- provides an approach to the biodiversity corridor which is generally consistent with key controls;
- minimises the visual impact of elements such as parking areas and services, consistent with the DCP;
- provides outdoor amenity facilities as required by the DCP; and
- minimises the visual impact of the proposal from all locations where it may be visible in future, including the neighbouring industrial site and biodiversity corridor areas, should these provide any form of public access in the future.

GMU have worked with the design team to ensure that a high quality landscape proposal has been achieved. In particular, it provides appropriate urban design outcomes for the wider area, further reducing the already negligible visual impact of the proposal. GMU consider that the current landscape designs provide an overall positive outcome for the site.

8 Conclusion and recommendations

8.1 Conclusions and recommendations

This assessment has considered that the urban design, landscape and visual impact of the proposal.

The visual impact of the proposal is nil or negligible in all distant views to the site. The site's location deep within the industrial precinct, behind changes in topography and a tall vegetated biodiversity corridor to the south effectively screen the proposal from creating any significant visual impact within its wider context.

The urban design and architectural expression of the proposal, though heavily constrained by the complex functional and operational requirements has been designed to work alongside the landscape design of the proposal to ensure a coordinated and non-intrusive response to views from all locations, though the proposal itself is not highly visible from the public realm.

The landscape design of the proposal has been designed to respond to operational requirements of the facility and provide an appropriate response to its local context, including the biodiversity corridor. It also plays a key role in minimising the visual impact of the proposal and providing an attractive landscape and vegetated response in all views, in particular the only significant public domain view of the proposal from Quarry Road where landscaping forms the focal point within the view.

The 'silo' elements proposed, which at 19m are greater than the 15m maximum height permitted under the DCP, do not cause any significant visual impact within the surrounding area. GMU therefore consider that the silos comply with the height objectives within the DCP and height of buildings clause within the SEPP-WSEA.

GMU therefore consider that the visual impact, urban design and landscape design of the proposal are acceptable and appropriate and therefore should be recommended for approval.