

Horsley Logistics Park Stage 2
3 Johnston Crescent, Horsley Park
SSD-71144719

**VISUAL IMPACT ASSESSMENT REPORT
PROPOSED INDUSTRIAL WAREHOUSE - SSDA**

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Prepared for:



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1.0 INTRODUCTION

1.1 Project Description

Geoscapes have been appointed by ESR to undertake a Visual Impact Assessment (VIA) for the proposed development of industrial warehousing at 3 Johnston Crescent Street, Horsely Park. The development is also known as 'Horsely Logistics Park Stage 2 Development'.

This VIA report has been prepared to accompany an SSDA seeking consent for the construction and operation relating to the proposed development (SSD-71144719). The EIS is being prepared by Urbis.

The project comprises the construction of two warehouse buildings with ancillary offices. The two buildings occupy a single lot (Lot 301 in DP1244594) comprising a continuous pad level, with hardstand areas. Both buildings will support warehouse and distribution use and have the same owner.

The proposed works are summarised in the following key components:

- Minor site grading works from the current pad levels (maximum depth 2m) and filling of the sediment basin.
- Total GFA of 55,900m², split across two buildings:
 - a. Warehouse A: 20,250 m²
 - i. Warehouse GFA: 19,213 m²
 - ii. Office GFA: 1,037 m²
 - b. Warehouse B: 35,650 m²
 - iii. Warehouse GFA: 33,581 m²
 - iv. Office GFA: 2,069 m²
- An internal access road, with separate truck and car entry via Johnston Crescent along the eastern boundary.
- Landscape setbacks as follows:
 - Primary frontage (Burley Road): 10m
 - Secondary frontage (Johnston Crescent to the east and west): 2.5m – 5.8m
- Outdoor areas for staff.
- Provision and augmentation of infrastructure and services.
- Provision of building/business identification signage.

Though not required for this development application, this VIA also considers the potential for a 37.4m high-bay component to the south of the site and any additional resulting visual impacts that might be experienced by surrounding visual receivers.

1.2 Executive Summary

This report has been prepared to address the Secretary's Environmental Assessment Requirements (SEARs) issued for the project.

This assessment finds that out of the six viewpoints assessed the visual impacts received are considered to be **not significant**. Visual receptors

within the immediate context of the development have low sensitivity and views of the surrounding landscape are not of primary importance. The residential receptors (within RU4 zoned land) located adjacent to the eastern boundary of the estate already receive views of the existing industrial use and following development of adjacent Lot 305 (DP1275011) would not receive views of the proposed development. Locations to the south within the Jacfin Lands and Greenway place would receive no visual impacts from the single-storey scheme.

The addition of a potential 37.4m high-bay to the southern portion of the site results in the very top being visible for some sensitive visual receivers within Greenway Place and future receivers to the Jacfin Lands. Drone photography also indicates that views will also be possible at greater distance and for rural properties located along a natural ridge line to the east. However, this is expected to only result in minor additional visual impacts.

1.3 Secretary's Environmental Assessment Requirements

This report has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARs) dated 29th May 2024 and issued for the SSDA (SSD-71144719). Specifically, this report has been prepared to respond to the SEARs requirements issued below.

Table: Summary of SEARs

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

1.4 Author

This VIA has been written by Ben Gluszkowski (Geoscapes Director and Registered Landscape Architect) who has over 20 years' experience in the field of Landscape Architecture. He has previously been involved in high profile LVAs on developments within the UK, including the M1 & M62 motorway road widening, wind farms and energy from waste facilities (EFW).

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

2.0 METHODOLOGY OF ASSESSMENT

2.1 Guidelines

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

- Guidelines for Landscape and Visual Impact Assessment (GLVIA) – Third Edition (LI/IEMA 2013)
- The Landscape Institute Advice Note 01 (2011) Photography and Photomontage in Landscape and Visual assessment.
- The Guidance note EIA-NO4 Guidelines for Landscape Character and Visual Impact Assessment, NSW State Government, Roads and Maritime Services (2013)
- Guidance Note for Landscape and Visual Assessment 2018 (AILA)

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

- The permanent introduction of warehousing into a distribution estate and surrounding visual context.

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

The nature of landscape and visual assessment requires both objective analysis and subjective professional judgement. Accordingly, the following assessment is based on the best practice guidance listed above, information and data analysis techniques, uses subjective professional judgement and quantifiable factors wherever possible and is based on clearly defined terms (refer to glossary). As stated in paragraph 1.20 of the GLVIA:

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

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

2.2 Site Visit and Analysis of Zone of Visibility

A site visit was conducted on the 20th of May 2024 by Geoscapes. The consultant team carried out field work to verify the results of a desktop study and to evaluate the existing visual character of the area. Analysis from inside of the site boundary was undertaken to approximate the Zone of Visibility. Photographs taken at eye level from the site would be limiting and only allow a partial judgement on which locations in the immediate vicinity may see the development from ground level to the top of warehousing. This is due to the presence of existing buildings and vegetation and therefore, it is not possible to gain a complete understanding of visibility without the additional use of drone photography.

A drone was used to take panoramic photographs looking north, south, east and west, at seven separate locations within the site boundary (refer to Figure 1). At four locations a height was flown by the drone to represent the approximate maximum RL of the proposed warehousing (RL97m), refer to Figures 4 to 19. Photographs taken at the proposed ridge heights therefore, approximately represent the maximum zone of visibility of the Proposed Development. At two locations to the south a height was also flown to represent the ridge height of a potential 37.4m high-bay, refer to Figures 20 to 27.

Flights were performed on in March 2024 by Pixel Media Productions. These photographs allow a judgement to be made on which receptors in the wider context, will be able to see the top of the warehousing. Not all, roads, public open space or residential dwellings able to see the development are highlighted on Figures 4 to 27, as due to the resolution of the imagery, it is difficult to ascertain an exact property address or locations at greater distances from the drone camera. In other cases some areas are simply obscured by existing vegetation. However, the properties or publicly accessible locations that have been shown, will provide a sample and indication of receptors within the surrounding context, that the development will be most visible to.

It is important to note that it is also simply unfeasible to document or photograph every single possible view corridor to and from the site. It may also not be deemed relevant to provide visual impact assessment for a particular receptor due to other overriding factors such as planning designations or specific land zoning (refer to section 3.0 for details on viewpoint selection).

2.3 Photographic Recording

From a desktop mapping study, the use of drone photography and site visits several locations were identified that would potentially be subject to visual impacts from the proposal. These locations are recorded photographically.

Single frame photographs were taken by Geoscapes from the selected viewpoints looking towards the development site using a tripod mounted Canon RP full-frame DSLR Camera. For locations in very close proximity to proposed warehousing a 35mm prime lens was used. The use of the 35mm lens provides a wider angle of view (AOV) and is required to capture the full height of the building in a single frame with a landscape orientation. For locations at further distance from the subject site a 50mm prime lens was used. These are intended to represent what a person of average height (1.75m) would see standing at the same location. The 40° horizontal field of view (HfOV) image captured by a 50mm lens is regarded as being the closest to human eyesight, albeit that we typically have wider peripheral vision.

For Viewpoint 1 within the Jacfin Lands access was not possible on foot, therefore a drone was used to take a photograph. The drone lens has an equivalent 35mm focal length of 24mm.

GPS recordings were taken of the camera position and locations marked using digital mapping software. This information was later used to create the photomontages.

At each location multiple single images were also taken using the 50mm lens (24mm lens for Viewpoint 1), panning from left to right. These were then stitched and blended together using an automated software process (cylindrical method) to create 90° panoramic images. These are useful to display greater context of the existing viewshed and are shown within the Appendix of this report on an A2 page size (Section 12.0).

2.4 3D Modeling of the Development

Morphmedia were engaged to prepare an accurate digital three-dimensional computer model of the development using Autodesk 3Ds Max. Architectural warehousing and site models were supplied by Nettleton Tribe Architects. All aspects of the proposed development were combined with the landscape masterplan proposed by SCAPE design.

Camera positions of photographs taken from selected viewpoints were added to the model from the recorded GPS data. Known reference points obtained from survey information and digital mapping software were positioned into the view and these were then combined with the site photographs to create the simulated views of the proposal seen within Section 8.0.

2.5 Computer Generated Visualisations - Photomontages

It is possible that any receptor with a view towards the development could potentially receive visual impacts with a resulting high, moderate or low impact. However, it is not feasible or practical to prepare a photomontage for each and every residential dwelling, public open space, cycleway, footpath or road within the project view-shed. Instead a selection of locations have been used. Photomontages have been prepared to create "simulated" views of the proposed development. Although these do not claim to exactly replicate what would be seen by the human eye, they provide a

useful “tool” in analysing potential visual impacts from receptor locations.

Those viewpoints selected for photomontages have been presented in this report as before and after images for ease of comparison. The computer-generated images include a representation of landscape mitigation both immediately following installation (which have been described as Year 0) and at a mature age of approximately 15-20 years. It is important to note that the Year 15 images are simulations of how proposed landscaping may appear at a selected viewpoint. The final appearance of landscaping will be based on many factors including growth rates, maintenance and environmental conditions.

The assessment undertaken at year 15 assumes that such mitigation has had the opportunity to establish, mature and become effective. For the purposes of most VIA, year 15 effects are also taken to be the ‘residual effects’ of the development. Residual effects are those which are likely to remain on completion of the development and are to be given the greatest weight in planning terms. Any visual impacts determined from viewpoint locations (which have been assessed in Section 9.0 of this report), are based on the year 15 residual effects. In certain photomontages there may be little or no difference between year 0 or year 15 images, this may be due to the development being partially obscured, that there is no proposed landscaping on a particular side of a development or that landscaping would be behind existing vegetation in the foreground.

Whilst a photomontage can provide an image that illustrates a photo-realistic representation of a development in relation to its proposed location and scale relative to the surrounding landscape, it must be acknowledged that large scale objects in the landscape can appear smaller in photomontages than in real life. This is partly due to the fact that a flat image does not allow the viewer to perceive any information relating to depth or distance. An extract taken from the Photography and Photomontage in Landscape and Visual Impact Assessment, Landscape Institute Advice Note 01/11 states that:

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

All photomontages within this reports are intended to represent the appearance, context, form and extent of development (Type 3 - Landscape Institute Advice Note 01). However, due to the nature of the process there will always be a small amount of error which is unavoidable. This can be attributed to several aspects including camera lens matching of the baseline photograph within the 3D model, the accuracy and placement of photographic reference points to position the development in the horizontal and vertical planes and the use of GPS (GPS measurement has an error tolerance) to locate the exact position of where the photograph was taken.

The horizontal field of view (FOV) shown within the panoramic baseline photographs within the Appendix exceeds the parameters of normal human vision. While the human eye FOV is understood to be approximately 160°, the actual amount of detail in focus is much less and deteriorates towards the outer extents of the FOV. The ‘Cone of Visual Attention’ of the human eye is thought to be 55° however, in reality the eyes, head and body can all move and, under normal conditions, the human brain would ‘see’ a broad area of landscape within a panoramic view. Viewing angles of A2 extended baseline figures are approximately 90°. A single photographic image from a 35mm lens (full frame DSLR) has a HFoV of 53.5°, while a 50mm lens has a HFoV of 40° and a 24mm lens has a HFov of 74°.

Photomontages are intended to be printed at A3 or extended baseline figures at A2 and are to be held at a comfortable distance by the viewer, this is generally accepted by current guidelines to be anywhere from 300mm to 500mm away from the eyes.

2.6 Visual Receptor Sensitivity & Magnitude of Change

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

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

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

Assessment of the sensitivity of visual receptors may be modified (either up or down) by consideration of whether any particular value or importance is likely to be attributed by people to their available views. For example, travelers on a highway may be considered likely to be more sensitive due to a high level of surrounding scenic context or residents of a particular property may be considered likely to be less sensitive due to its degraded visual setting. Typically, sensitivity of visual receptors may be judged to be very high, high, medium, low or very low. Definitions of these indicative categories as appropriate to this assessment are set out in the table below.

Table: Visual Receptor Sensitivity

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

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

Table: Visual Receptor Magnitude of Change Criteria

Category	Definition
Very High	There would be a substantial change to the baseline, with the proposed development creating a new focus and having a defining influence on the view. Direct views at close range with changes over a wide horizontal and vertical extent.
High	The proposed development will be clearly noticeable and the view would be fundamentally altered by its presence. Direct or oblique views at close range with changes over a noticeable horizontal and or/vertical extent.

Medium	The proposed development will form a new and recognisable element within the view which is likely to be recognised by the receptor. Direct or oblique views at medium range with a moderate horizontal and/or vertical extent of the view affected.
Low	The proposed development will form a minor constituent of the view being partially visible or at sufficient distance to be a small component. Oblique views at medium or long range with a small horizontal/vertical extent of the view affected.
Very Low	The proposed development will form a barely noticeable component of the view, and the view whilst slightly altered would be similar to the baseline situation. Long range views with a negligible part of the view affected.

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

2.7 Significance of the Visual Impact

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

Table: Significance of Visual Impact Matrix

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

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

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

Visual effects are more subjective as people's perception of development varies through the spectrum of negative, neutral and positive attitudes. In the assessment of visual effects, Geoscapes will exercise objective professional judgement in assessing the significance of effects and will assume, unless otherwise stated, that all effects are adverse, thus representing the worst-case scenario. The significance of visual impacts are assessed against the proposed development in isolation only.

3.0 JUSTIFICATION OF VIEWPOINTS SELECTED

3.1 Receptor Selections and Reasoning

The visual impacts generated by the proposed development are assessed based on the criteria described in Sections 2.6 and 2.7. The following list of visual receptors have been selected:

- Jacfin Lands, Horsely Park (VP1)
- Greenway Place, Horsely Park (VP2)
- Johnston Crescent, Horsely Park (VP3)
- View from Future SLR Looking East (VP4)
- Old Wallgrove Road, Horsely Park (VP5)
- View from Future SLR Looking West (VP6)

In total 6 viewpoint locations have been selected for photomontage and visual impact assessment, refer to Figure 3 on page 9 for viewpoint locations.

As requested in the SEARs a visual analysis has been undertaken, this included a desktop study and site visits to understand the context, character and visual envelope surrounding the Subject Site (refer to Section 5.0 & 6.0 for further details). Previous visual impact assessment reports which were carried out by Geoscapes for Horsley Logistic Park Stage 1 have also be considered when selecting viewpoints.

Based on the height (RL97m to ridge) of the proposed development that is the subject of this SSDA, the zone of visual influence has resulted in the majority of viewpoints being selected in close proximity to the site boundary. This is to primarily assess bulk and scale in relation to estate roads and also views from the future Southern Link Road (SLR) adjacent to the northern boundary.

From drone photography (Figures 6 and 18) it is clear that the proposed development would not be seen from sensitive residential areas to the south along Greenway Place and potential future residential development within the Jacfin lands. This is due to the presence of other industrial buildings that form part of the Stage 1 development. However, the selection of Viewpoints 1 and 2 are relevant for a visual assessment of a potential high-bay, refer to Section 4.0 for further details.

Residential areas to the east such as those along Delaware Road would also not see the proposed development due to the presence of existing vegetation to the southeast, this was indicated by previous visual impact assessments of Stage 1 and is evident within drone photograph Figures 13 and 17. Those closer to Burley Road in the east and adjacent to the estate boundary would experience views of the development, however future planned development within Lot 305 (DP1275011) will ultimately prevent any views of the proposed development. Refer Section 6.3 for details of planned development.

All viewpoints have been taken from the public domain with the exception of Viewpoint 1. Refer to section 8.0 for a detailed visual impact assessment from the receptors.

4.0 ZONE OF VISUAL INFLUENCE OF POTENTIAL HIGH-BAY OPTION

4.1 Drone Analysis & Potential Receptor Locations

As previously discussed in Section 1 of this report, though not part of this SSDA application the potential option of a high-bay to the southern part of the site has also been considered. Figure 1 below shows a potential location for a high-bay within the Subject Site.

Additional drone photography was taken at two locations (refer to Figure 2) at the maximum height of a potential high-bay (RL119.8m or 37.4m above pad level). These provide an indication that the zone of visual influence clearly increases to beyond the immediate context.

Photomontages of the high-bay have been included within Section 9.0 for each viewpoint location. This provides an indication in particular of how visible a high-bay component to the south of the site would be and what potential visual impacts might be experienced as a result. Viewpoints to the south would be considered to be the closest sensitive receivers and contain rural residential properties. The Jacfin lands also may in the future contain rural properties as the land is zoned RU4 (refer to Section 6.2).

From analysis of drone photographs taken at a height of 37.4m above pad level (refer to Figures 20-27), the zone of visual influence will extend to rural properties located at higher elevations to the east such as those located along a ridge line between Delaware Road and Arundel Road. These would be at a distance of approximately 1.5km from the high-bay and only the top would be visible. Lower lying properties to the west of Delaware

Road should remain screened from the high-bay by existing vegetation that runs along the eastern site boundary of the ESR estate.

To the north views of a high-bay would be possible from Lenore Drive and beyond, however the sensitivity of visual receptors would likely be low and the magnitude of change also likely to be low due to the surrounding context of industrial development.

To the west views of a high-bay would be possible as far as Aldington Road within Kemps Creek. However, these views would be experienced at a distance of 2.5km+. Most rural properties along Aldington Road have already been purchased to facilitate industrial development as part of the Mamre Road Precinct. Therefore, sensitivity would become much lower and visual impacts at this distance are likely to be negligible.

To the south future receptors within the Jacfin lands would be able to see the top of a high-bay however, this only applies to the middle/southern portion of the site. Any housing built closer to the northern boundary would not be able to see a 37.4m high-bay due to other warehousing and screening delivered as part of Horsely Park Stage 1.

A photomontage from the Jacfin lands has been produced to demonstrate what would be seen of a high-bay from a viewpoint in the southern portion of the land (refer to Figure 38d in Section 9.0). A similar outcome is expected from rural properties within Greenway Place, those closer to the ESR Stage 1 southern site boundary would not be able to see a high-bay (refer to Figures 39d & 39e). However, properties located further south and particularly to the west of Greenway Place would likely receive a view of the very top portion of a high-bay. These visual impacts would be expected to be low when compared to the existing baseline which now contains warehousing from Stage 1 however, further analysis of private views would be required to confirm these assumptions. This would be carried out on a detailed high-bay scheme and formal application.

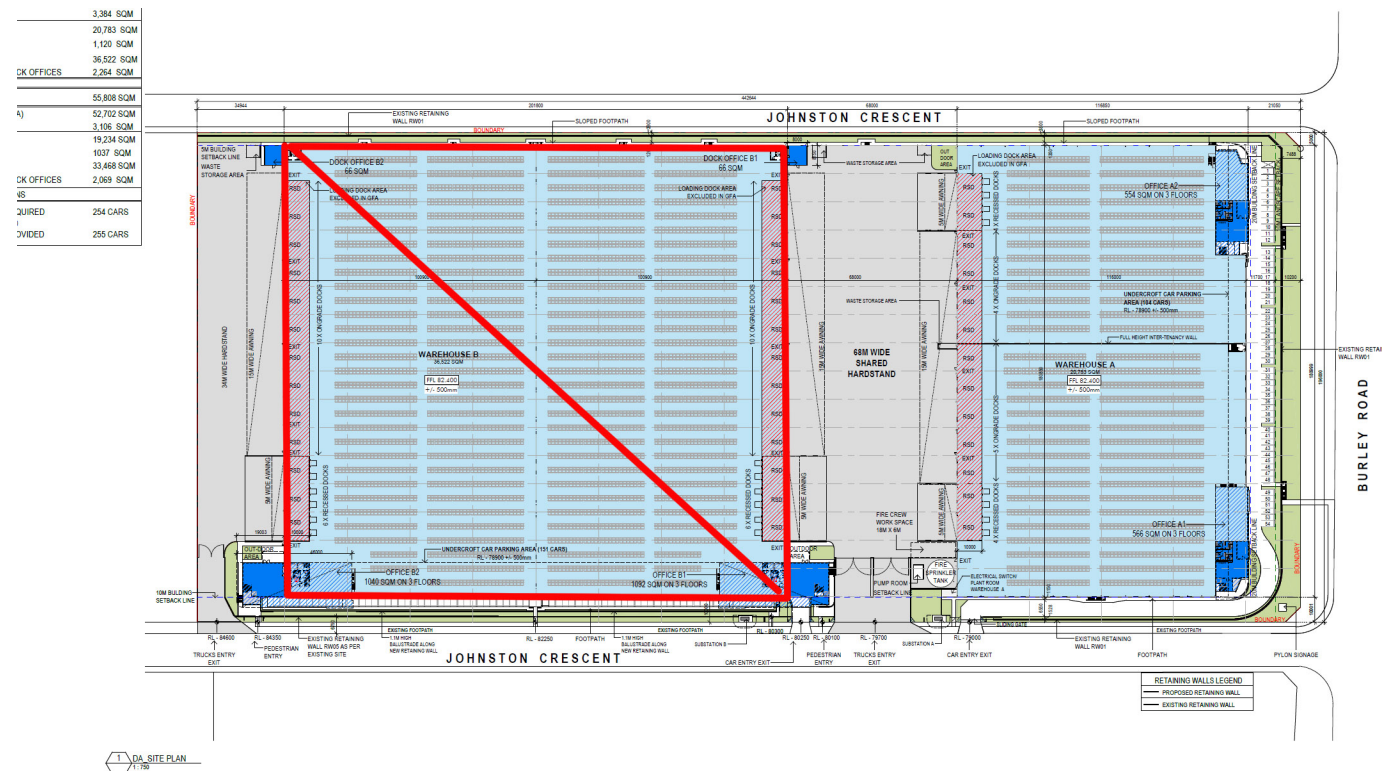


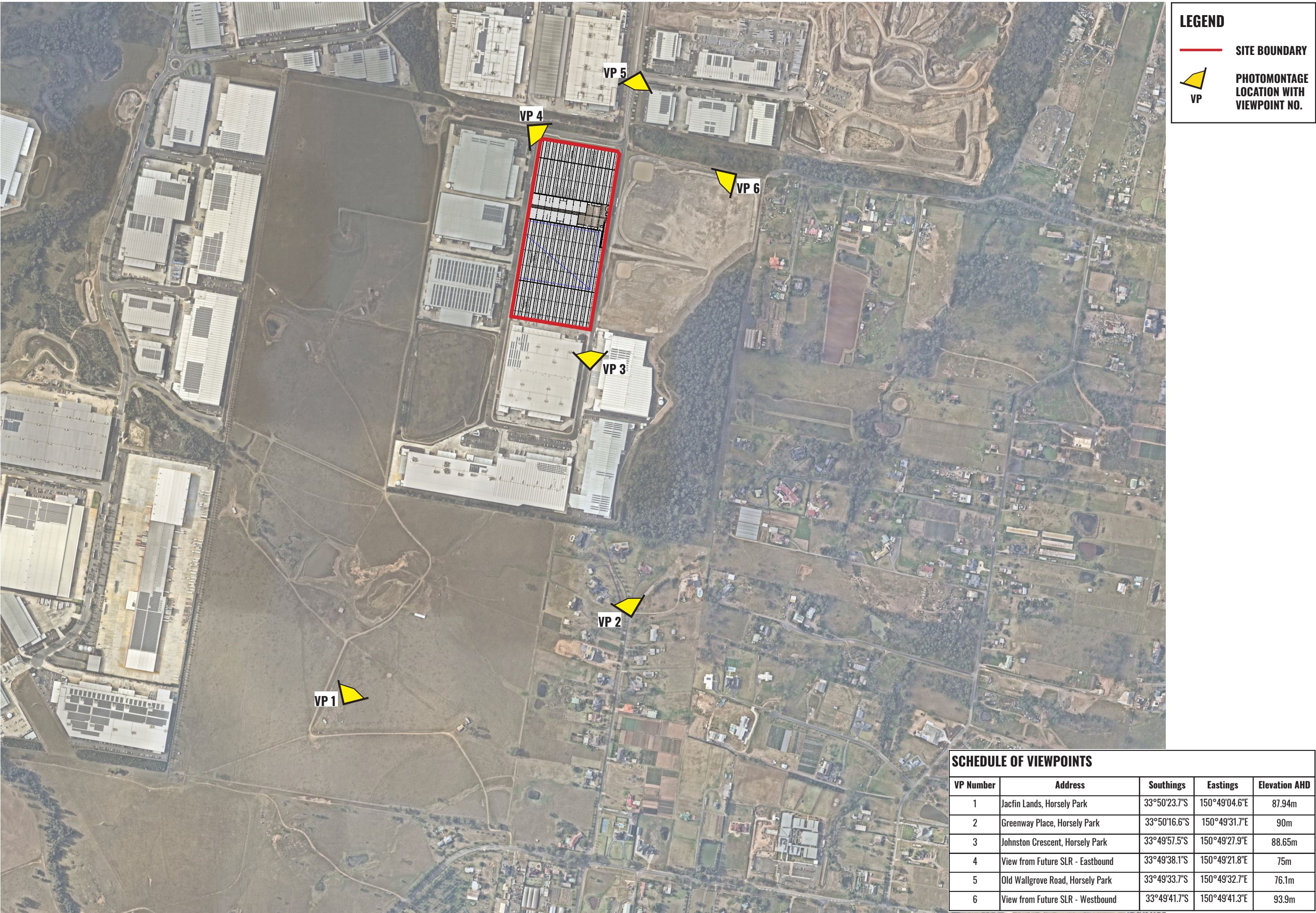
Figure 1: Potential High-Bay Location (Source: ESR)



Legend

- — Site Boundary
- ① Drone Position 1 -
RL97m
33°49'48.7"S
150°49'21.4"E
- ② Drone Position 2 -
RL97m
33°49'41.5"S
150°49'23.2"E
- ③ Drone Position 3 -
RL97m
33°49'42.2"S
150°49'29.3"E
- ④ Drone Position 4 -
RL97m
33°49'49.4"S
150°49'27.8"E
- ⑤ Drone Position 5 -
RL119.8m
33°49'53.0"S
150°49'22.1"E
- ⑥ Drone Position 6 -
RL119.8m
33°49'53.8"S
150°49'27.5"E
- ⑦ Drone Position 7 -
RL120m AGL
33°49'45.8"S
150°49'25.3"E

Figure 2: Drone Panoramic Photograph Positions



SCHEDULE OF VIEWPOINTS				
VP Number	Address	Southings	Eastings	Elevation AHD
1	Jacfin Lands, Horsely Park	33°50'23.7"S	150°49'04.6"E	87.94m
2	Greenway Place, Horsely Park	33°50'16.6"S	150°49'31.7"E	90m
3	Johnston Crescent, Horsely Park	33°49'57.5"S	150°49'27.9"E	88.65m
4	View from Future SLR - Eastbound	33°49'38.1"S	150°49'21.8"E	75m
5	Old Wallgrove Road, Horsely Park	33°49'33.7"S	150°49'32.7"E	76.1m
6	View from Future SLR - Westbound	33°49'41.7"S	150°49'41.3"E	93.9m

Figure 3: Viewpoint Locations



Figure 4: Drone at Position 1 - RL 97m - Looking North



View from Future SLR - Westbound
(VP6)

Figure 5: Drone at Position 1 - RL 97m - Looking East



Figure 6: Drone at Position 1 - RL 97m - Looking South



Figure 7: Drone at Position 1 - RL 97m - Looking West



Figure 8: Drone at Position 2 - RL 97m - Looking North



Figure 9: Drone at Position 2 - RL 97m - Looking East



Figure 10: Drone at Position 2 - RL 97m - Looking South



Figure 11: Drone at Position 2 - RL 97m - Looking West



Figure 12: Drone at Position 3 - RL 97m - Looking North



Figure 13: Drone at Position 3 - RL 97m - Looking East



Figure 14: Drone at Position 3 - RL 97m - Looking South



Figure 15: Drone at Position 3 - RL 97m - Looking West



Old Wallgrove Road, Horsely Park
(VP5)

Figure 16: Drone at Position 4 - RL 97m - Looking North



View from Future SLR - Westbound
(VP6)

Figure 17: Drone at Position 4 - RL 97m - Looking East