

# **VISUAL IMPACT ADDENDUM REPORT - PROPOSED DA MODIFICATION COMPARISON AGAINST APPROVED SCHEME**

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EQUINIX - PROPOSED DATA CENTRE SY9 & SYD10 10 Grand Avenue Rosehill, NSW

# Report Ref: 191108\_DA-MOD\_RPT\_AVIA01

Prepared for

# 

## EQUINIX

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EQUINIX SYO9 & SY10 Rosehill, NSW



## VISUAL IMPACT ADDENDUM REPORT

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## **1.0 INTRODUCTION**

### **Project Background** 1.1

This Visual Impact Addendum Report (AVIA) has been prepared to support a modification application which relates to DA/751/2019. The original application proposed a Stage 1 detailed design and Stage 2 concept approval of a new data centre (high technology industry) located at 10 Grand Avenue, Rosehill.

The application seeks to modify the approved Building B envelope in order to facilitate a building design at the site which varies from what was originally contemplated. The modification application will seek approval for the following:

- Amended building envelope to facilitate a varied Building B design which includes rooftop plant.
- Amended landscape design which will result in an increase in landscaping being delivered as a part of Stage 2
- Amended civil engineering design documentation

Geoscapes wrote the original Visual Impact Assessment (VIA) report (191108\_DA\_RPT\_LAN\_VIA01 [C]) which was submitted as part of DA/751/2019. While the DA sought detailed design approval for Building A only, in order to establish the overall visual impact of later stages of development on the site, an indicative Building B was also considered for the purposes of the assessment. The indicative Building B was assumed to be a mirror image of Building A. Within this AVIA report Building B remains indicative, however a reference design scheme has been developed to demonstrate why the increase in envelope has been proposed. This AVIA provides a direct comparison between the Approved Scheme and the Modification DA.

In summary, this Visual Impact Assessment (VIA) report has been produced to include the following:

- a visual comparison assessment (including photomontages) of the Modification DA against the Approved DA Scheme (both Stage 1 and Stage 2), including height, colour, scale, bulk, building materials and architectural treatments and finishes.
- a judgment on what further visual impacts (if any) are generated by the Modification DA over the Approved Scheme when reassessed from the same viewpoint locations.

### 1.2 This Report and Author

Geoscapes Pty Ltd, has been commissioned by EOUINIX, to produce an AVIA for the above proposed modification. This report has been written by Ben Gluszkowski (Director and Registered Landscape Architect) who has over 16 years' experience in the field of Landscape Architecture. He has previously been involved in high profile LVIAs on developments within the UK, including the M1 & M62 motorway road widening, several wind farms and energy from waste facilities (EFW).

Within Australia, Ben has completed LVIA's and VIA's for number of large scale industrial projects . Many of these were submitted as part of an Environmental Impact Assessment (EIA) for State Significant Development (SSD) to the Department of Planning and Environment. He has also recently written VIA's for Snackbrands Australia, Javcar, Altis, Fraser's, AirTrunk, Cadence and Austral Bricks.

Landscape design drawings have been prepared by Iscape. These documents detail landscape treatments to the site exterior, and should be read in conjunction with this report.

## 2.0 METHODOLOGY OF ASSESSMENT

### 2.1 Guidelines

VIA or LVIA 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 O1 (2011) Photography and Photomontage in Landscape and Visual assessment.

In accordance with GLVIA3 the assessment methodology is tailored to the specific requirements of the Proposed Development, its 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 a data centre into the existing landscape/townscape and 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 **Computer Generated Visualisations - Photomontages**

Modification DA photomontages or massing wireframe overlays have been produced from the same locations as those carried out for the original approval in report VIAO1.

Photographs taken at the time of the original report have been used again for the purposes of creating the photomontage images. However, Google Earth Pro images have been regenerated due to streetview photographic updates within the software.

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 eve, 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 on the same sheet for ease of comparison. For the purposes of most VIAs, photomontages are 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 6.0 of this report), are based on the residual effects. In many photomontages, landscaping

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OCT 2021 REV B Job no. 191108 Page 4 may not be seen this could 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 hidden behind existing landscaping in the foreground.

The horizontal field of view within the photomontages exceeds the parameters of normal human vision. 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. Each of the photomontage panoramas within this report has a horizontal viewing angle of 67°, a single photographic image from a 50mm lens has a horizontal viewing angle of 39.6°.

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 photomontage 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'.

### 2.3 Visual Receptor Sensitivity and 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, travellers on a highway may be considered likely to be more sensitive due to its 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 opposite.

Table: Visual Receptor Sensitivity

Category	Definition
Very High	Designed view to or from a heritage / protected asset. Ke ature and art/or guidebooks and tourist maps. Protected Views from the main living space of residential propertie landscape feature with public access. Visitors to heritage
High	View of clear value but may not be formally recognised e dwelling or garden. It may also be inferred that the view Views from the secondary living space of residential prop ation of the landscape e.g. golf and fishing. Local public r tourist guides for their scenic value.
Medium	View is not promoted or recorded in any published source receptor. People engaged in outdoor sport where an appr and soccer. Road users on main routes (Motorway/Freew
Low	View of clearly lesser value than similar views experienc Road users on minor roads. People at their place of work surrounding landscape may have some importance.
Very Low	View affected by many landscape detractors and unlikely where the views of the wider landscape have little or no

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

### Table: Visual Receptor Magnitude of Change Criteria

Category	Definition
Very High	There would be a substantial change to the baseline, with defining influence on the view. Direct views at close range
High	The proposed development will be clearly noticeable and or oblique views at close range with changes over a notic
Medium	The proposed development will form a new and recognise by the receptor. Direct or oblique views at medium range affected.
Low	The proposed development will form a minor constituent small component. Oblique views at medium or long range
Very Low	The proposed development will form a barely noticeable be similar to the baseline situation. Long range views wit

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.



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ey protected viewpoint e.g. interpretive signs. References in literl view recognised in planning policy designation [LEP, DCP, DoPE]. es, state public rights of way e.g. bush trails and state designated e assets of state importance.

e.g. framed view of high scenic value from an individual private is likely to have value e.g. to local residents. perties and recreational receptors where there is some apprecirights of way and access land. Road and rail routes promoted in

es and may be typical of the views experienced from a given reciation of the landscape has little or no importance e.g. football vay/Highway) and passengers on trains.

ed from nearby visual receptors that may be more accessible. ( or views from commercial buildings where views of the

y to be valued. People at their place of work or other locations importance.

h the proposed development creating a new focus and having a ge with changes over a wide horizontal and vertical extent.

I the view would be fundamentally altered by its presence. Direct ceable horizontal and or/vertical extent.

able element within the view which is likely to be recognised e with a moderate horizontal and/or vertical extent of the view

of the view being partially visible or at sufficient distance to be a e with a small horizontal/vertical extent of the view affected.

component of the view, and the view whilst slightly altered would th a negligible part of the view affected.

## 2.4 Significance of the Impact

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

	Magnitude of Chang	ge				
/ity		Very High	High	Medium	Low	Very Low
ensiti	Very High	Substantial	Major	Major/Moderate	Moderate	Moderate/Minor
Receptor for Se	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 Modification DA in isolation only.

Ratings of **visual receptor sensitivity** and **magnitude of change** which determine the significance of the visual impact, are judged against a **baseline situation**. In the case of this AVIA, **the baseline situation in no longer the existing view**, the new baseline situation is now considered to be **the existing view plus the Approved DA Scheme**, **including all infrastructure**, **buildings and landscaping**. Therefore, ratings of sensitivity and magnitude of change are now assessed with the Approved DA incorporated.

Known future development of the adjacent TfNSW light rail and stabling yards at 6 Grand Avenue is also considered and an opinion of how this will affect view corridors towards the Modification DA are also provided for relevant viewpoints.

### 2.5 Visualisation of the Development

Morphmedia were engaged to produce photomotages using a digital three-dimensional model provided by GreenBox Architecture. The output images were produced using Autodesk 3Ds Max. The model included all aspects of the proposed development including facade treatments.

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

Photomontage figures are intended to be printed at A3 and 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 and held in a flat projection.

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## 2.6 Assessment of Visual Impact

The visual impact from each receptor has been assessed based on the criteria described in Sections 2.3 and 2.4. As per the original Approved Scheme, the same list of visual receptors have been selected for assessment.

- Rosehill Racecourse, Rosehill (VP1)
- Rydges Hotel, Parramatta (VP2)
- Parramatta Valley Cycleway (VP5)
- Rydalmere Wharf (VP7)
- Gladys Street, Rydalmere (VP8)
- Lookout, Millennium Parklands (VP10)

Receptors which are regarded to have less sensitivity but have also been assessed are:

- Grand Avenue Overpass, Rosehill (VP3)
- 60 Station Street, Parramatta (VP4)
- Parramatta River Pedestrian and Pipeline Overpass (VP6)
- Silverwater Road Bridge, Silverwater (VP9)
- M4 Westbound, Clyde (VP11)
- Grand Avenue, Rosehill (VP12)

In total 6 viewpoint locations have been selected for photomontage and 6 for Google Earth / Google Streetview topographical and photo matching.

The symbols and numbering in Figure 1, indicates the locations of the viewpoints and photomontages that have been selected for a Visual Impact Assessment (VIA). These are the same viewpoints that were selected in the original VIAO1 report, photographs taken at the time of the original report have been used again for the purposes of creating the photomontage images. However, Google Earth Pro images have been updated due to updates within the software, this results in some of the Google Earth images being in a slightly different location (usually only a few meters).

From viewpoint locations, photomontages have been generated to represent as closely as possible views of the proposed modification development following construction at Year O and at Year 15. Year 15 photomontages are used to simulate proposed landscape mitigation at maturity.

Visual impacts are now judged on a direct comparison between the Approved Scheme and the Modification DA. Therefore, the Approved Scheme Year 15 photomontages now become the new 'baseline' (the original photo + the Approved Scheme Stage 1 & Concept Approval Stage 2). Any significance of visual impacts given, either negative or beneficial, are additional impacts generated by the Modification Design when compared to the new baseline.

Refer to the visual impact assessment at Section 6.0 of this report and the corresponding viewpoints 1 to 12.

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Figure 1: Viewpoint Locations



Address	Southings	Eastings	Elevation AHD
ehill Racecourse J.R. Flemings Stand	33°49'24"S	151°1'24"E	22m
Level 6, Rydges Hotel Parramatta	33°49'24"S	151°1'15"E	43m
Grand Avenue Overpass, Rosehill	33°49'11"S	151°1′25″E	18.5m
el 20, 60 Station Street, Parramatta	33°49'7"S	151°0'27"E	73m
Parramatta Valley Cycleway	33°49'3"S	151°2'26"E	4.8m
ta River Pedestrian and Pipeline Overpass	33°49'5"S	151°2'28"E	13.5m
Rydalmere Wharf	33°49'4"S	151°2'39"E	6m
33 Gladys Street, Rydalmere	33°48'56"S	151°2'56"E	39.5m
Silverwater Road Bridge	33°49'27"S	151°3'4"E	16.8m
Lookout, Millennium Parklands	33°49'30"S	151°4'27"E	30m
M4 Westbound, Clyde	33°49'51"S	151°1'10"E	24m
Grand Avenue, Rosehill	33°49'15"S	151°02'02"E	8m

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## **3.0 APPROVED DA PLAN AND DA MOD PLAN**

### Approved SY09 & SY10 DA Plan 3.1

The site plan shown below was submitted as part of the DA assessment. It shows detailed plans for Stage 1 (Building A) only, with Stage 2 (Building B) a concept approval. For the purposes of the original visual impact assessment report, at the time it was considered prudent to also represent the concept Stage 2 building as a mirror image of Stage 1 and assess the development in totality.



Figure 2a: Approved DA - Site Plan (Source: Greenbox)

### 3.2 **Proposed SY09 & SY10 DA Modification Plan**

Figures 3a and 3b on page 9 show the Modification DA plans and elevations for SYO9 and SY10. Stage 2 remains a concept approval, however an indicative reference design scheme has been provided so that a hypothetical development can be assessed as opposed to just an envelope box. These plans in conjunction with 3D models supplied by Greenbox are used for the purpose of this visual assessment addendum report.



Figure 2b: Approved DA - GA - Building A - Elevations (Source: Greenbox)

## **4.0 DEVELOPMENT PROPOSALS**

The following information is based on an assessment of drawings provided by Greenbox Architecture.

### **Overall Design Proposals** 4.1

Directly to the west of Stage 1, Stage 2 proposes an envelope which will facilitate a 3 storey data centre (Building B) including roof generators, water storage tanks, office and car parking. There will be landscape treatments to the perimeter of the of the site which will help to provide visual mitigation to lower parts of the building following construction. Once the tfNSW Parramatta Light Rail stabling yards are constructed this is likely to screen proposed landscaping.

### 4.2 Height / Scale

Parramatta Local Environmental Plan 2011 states that the development site has a height limit of 12m. The proposed development exceeds the height

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limit with a main roof elevation of 23.1m (30.67 RL). Louvres around the roof extend up to a height of 24.435m which makes the development approximately 6m taller than Stage 1.

The purposes of the addendum report is to assess the visual impact of the modified envelope when compared to the approved scheme to consider any additional impacts created and to assist in assessing whether it can be considered substantially the same development in accordance with 4.55 of the Environmental Planning & Assessment Act 1979. As there is now a desire to vary the design of the Stage 2 building from what was originally contemplated, which will include an increase in height, a revised assessment is carried out in Section 6.0

## 4.3 Colour / Materials & Finishes

Colour and finishes will match Stage 1 and include grey metal cladding, grey louvres and precast concrete. This will create a unified look across both stages of development.

## 4.4 Summary

The Stage 2 development is 6m taller than the Approved Stage 1 design however, when analysing the surrounding context of the development and the

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Figure 3b: DA Modification - Elevations - Sheet 1 (Source: Greenbox)

lack of high sensitivity visual receivers in the immediate locality, it is not believed that the increased height will cause any additional significant visual impacts when compared to the previous VIA assessment and the DA Approved Scheme.

## **5.0 LANDSCAPE DESIGN**

## 5.1 Strategy and Mitigation

To help mitigate views particularly from the west, a landscape buffer zone has been included along the western boundary. This will allow for the planting of trees and shrubs. Trees would be expected to reach a mature height of between 6m - 8m. This will help to filter views of the lower parts of the development from potential visual receivers.

## 5.2 Detailed Landscape Proposals

Please refer to landscape design drawings prepared by Iscape for detailed landscape proposals.

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## **6.0 VISUAL IMPACT ASSESSMENT**

### 6.1 Viewpoint 1

Viewing Location	Rosehill Racecourse J.R. Flemings Stand - Looking East
GPS	33°49'24"S, 151°1'24"E
Elevation (Eye-level)	22m AHD
Date and Time	29th Nov 2019 - 2.27pm
Baseline Photo and Photomontage Figure	Figure 4
Visual Description	
Approx. Viewing Distance from Site Boundary	900m
View description & prominence of the development	This photograph is taken from the southern end of the top of the main public seating area, below the members level within the J.R Flemings Stand at Rosehill Ra and vegetation seen along the western boundary. Beyond the western boundary, industrial development from the Rosehill industrial area is visible through and a haze from recent bushfires, buildings in the distance from Wentworth Point and Sydney Olympic Park, are still visible. The proposed development site is directly Photomontage would been seen from public viewing areas on the ground and from within the stands.
Significance of Visual Impact of Approved Scheme	Moderate/minor (refer to assessment of visual impacts in previous 191108_DA_RPT_LAN_VIA01 report)
DA MOD Visual Receptor Sensitivity	Rosehill Racecourse is a popular well known destination for many people and is a prominent landmark within western Sydney. It is advertised regularly in variou focus of the people who are present at this location, is either on the sport of horse racing or social functions that the course also provides. Therefore, views beyn those user groups.
	Looking from the stands across the course, industrial development is present in the view corridor immediately beyond the site. The Approved Scheme now intro- similar to patterns already seen within the landscape. It is judged that the sensitivity for this receptor to the development would remain at <b>medium</b> .
DA MOD Magnitude of Change against the Approved Scheme	The modification to SY10 will present a taller structure within the view when compared against the Approved Scheme, the view is unaffected in the horizontal p view due to the colours and finishes of the building, this helps it to blend into the surrounding industrial context. The magnitude of change for this visual receptor
Visual Impact of Modification against the Approved Scheme	The significance of the visual impact at this location is judged to be <b>minor*.</b>

\*NOTE : The above significance of visual impact has been determined on the Modification DA in isolation only, however once the adjacent TfNSW light rail and stabling yards at 6 Grand Avenue has been constructed the sensitivity and magnitude of change from this location may decrease. This in turn is likely to further lower the significance of visual impact.

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Racecourse. In the foreground is the track itself with trees above the tree line. Although slightly obscured by smoke ly east from this location and as per the Approved Scheme

ous forms of television, radio and on-line media. The main yond the course may not be of primary importance to

oduces a new element into the view however, this is

plane. Although now taller, SY10 is recessive within the tor is judged to be **low.** 







Figure 4: Viewpoint 1 - Rosehill Racecourse J.R. Flemings Stand - Looking East (DA Approved Scheme vs MOD DA Photomontage)

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## 6.2 Viewpoint 2

Viewing Location	Level 6, Rydges Hotel Parramatta - Looking East
GPS	33°49'24"S, 151°1'15"E
Elevation (Eye-level)	43m AHD
Date and Time	29th November 2019 - 3.03pm
Baseline Photo & Photomontage Figure	Figure 5
Visual Description	
Approx. Viewing Distance from Site Boundary	1.1km
View description & prominence of the development	This location was selected as an example of the type of view that is experienced by many of the hotels and residential towers along James Ruse Drive. Adjacent and a number of multi-storey residential developments that have elevated views over the Racecourse and towards the development site. The photograph was ta floor of Rydges Hotel, the hotel also has rooms which face in both a southeast and northwest direction.
	In the foreground the Rosehill Racecourse stands are prominent. The background view is similar to that of VP1, though it is more elevated and therefore, indust visible. Both buildings from the Approved Scheme would be visible.
Significance of Visual Impact of Approved Scheme	Moderate/minor (refer to assessment of visual impacts in previous 191108_DA_RPT_LAN_VIA01 report)
DA MOD Visual Receptor Sensitivity	This location does experience views of the racecourse which is likely to be promoted by this hotel and others in the immediate area. However, the baseline view development and there are a number of detractors within it. The Approved Scheme would also be clearly seen and therefore, it is judged that the sensitivity for
DA MOD Magnitude of Change against the Approved Scheme	The modification to SY10 will present a taller structure within the view when compared against the Approved Scheme, the view is unaffected in the horizontal p Scheme the change in view is small. Therefore, the magnitude of change for this visual receptor is judged to be <b>low.</b>
Visual Impact of Modification against the Approved Scheme	The visual impact of the Modification Scheme against the Approved Scheme at this location is judged to be <b>minor negligible*.</b>

\*NOTE : The above significance of visual impact has been determined on the Modification DA in isolation only, however once the adjacent TfNSW light rail and stabling yards at 6 Grand Avenue has been constructed the sensitivity and magnitude of change from this location may decrease. This in turn is likely to further lower the significance of visual impact.



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t to Rydges Hotel is Nesuto Parramatta Apartment Hotel aken from a conference suite on the corner of the 6th

trial development within Rosehill and Rydalmere is more

v has been affected by large areas of industrial this receptor to the development would be **low**.

plane. However, when considered against the Approved







Figure 5: Viewpoint 2 - Level 6, Rydges Hotel Parramatta - Looking East (DA Approved Scheme vs MOD DA Photomontage)

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## 6.3 Viewpoint 3

Viewing Location	Grand Avenue Overpass, Rosehill - Looking East
GPS	33°49'11"S, 151°1'25"E
Elevation (Eye-level)	18.5m AHD
Date and Time	2nd Dec 2019 - 10.12am
Baseline Photo & Google Earth Wireframe Figure	Figure 6
Visual Description	
Approx. Viewing Distance from Site Boundary	930m
View description & prominence of the development	This viewpoint was selected to analyse potential visual impacts for road users and to a lesser extent pedestrians approaching the site from the western end of G passing over the T6 railway line close to Camellia Station. It rises in elevation at the crest so that Rosehill Racecourse is visible as shown to the right of the pho facilities are visible along with ANZ stadium and towers from Sydney Olympic Park on the horizon.
	Grand Avenue is seen heading in a westerly direction towards the site with a number of mature trees either side of the road. As demonstrated in the previous VI visible at this location.
Significance of Visual Impact of Approved Scheme	None (refer to assessment of visual impacts in previous 191108_DA_RPT_LAN_VIA01 report)
DA MOD Visual Receptor Sensitivity	Grand Avenue is one of the main entries into Rosehill Racecourse and therefore, on race days is likely to experience large volumes of traffic in the form of motor this receptor to the development would remain at <b>medium.</b>
DA MOD Magnitude of Change against the Approved Scheme	As demonstrated by the Google Earth image and combined wire-frame in Figure 6, the Modification Scheme is expected to remain fully screened by existing veg change for this visual receptor is judged to be <b>none.</b>
Visual Impact of Modification against the Approved Scheme	The visual impact of the Modification Scheme against the Approved Scheme at this location is judged to be <b>none</b> .



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Grand Avenue. This location is situated on the road bridge otograph. Beyond the racecourse the tops of industrial

/IA report the Approved Scheme is not expected to be

orists and pedestrians. It is judged that the sensitivity for

egetation to Grand Avenue. Therefore, the magnitude of







Figure 6: Viewpoint 3 - Grand Avenue Overpass, Rosehill - Looking East (DA Approved Scheme vs MOD DA Google Earth Pro)

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## 6.4 Viewpoint 4

Viewing Location	Level 20, 60 Station Street, Parramatta - Looking East
GPS	33°49'7"S, 151°0'27"E
Elevation (Eye-level)	73m AHD
Date and Time	2nd Dec 2019 - 11.05am
Baseline Photo & Photomontage Figure	Figure 7
Visual Description	
Approx. Viewing Distance from Site Boundary	2.4km
View description & prominence of the development	This photograph was taken on Level 20 from inside the Eclipse Tower situated in Parramatta CBD, the building is considered to be a landmark in Parramatta du to represent the type of views experienced from easterly facing windows from many of the tall commercial and residential towers which are now prevalent with photographs taken at ground level within the site and aerial drone photography (refer to previous VIA report).
	Many tall high density towers within Parramatta CBD experience expansive views over Sydney. As can be seen in the photograph, Sydney CBD and North Sydne 20km. The majority of the foreground view contains a mixture of low and medium density residential housing and industrial development from Rosehill and Silv
	On the day the photograph was taken smoke haze was prevalent, but did not effect views of the development site.
Significance of Visual Impact of Approved Scheme	Negligible (refer to assessment of visual impacts in previous 191108_DA_RPT_LAN_VIA01 report)
DA MOD Visual Receptor Sensitivity	As this receptor is located within a commercial building receptors are likely to be people at their place of work. Views of the surrounding landscape may hold so importance to an individual. This same sensitivity would be similar to many commercial buildings within Parramatta CBD. The Approved Scheme is visible howe that the sensitivity for this receptor to the development would remain <b>low.</b>
DA MOD Magnitude of Change against the Approved Scheme	Due to the wide angle of view, distance from the site and receptor elevation, the resultant view will be extremely similar to the Approved Scheme. Therefore, th against the Approved Scheme for this visual receptor is judged to be <b>no change.</b>
Visual Impact of Modification against the Approved Scheme	The visual impact of the Modification Scheme against the Approved Scheme at this location is judged to be <b>none</b> .



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ue to its architectural design. This viewpoint was selected hin Parramatta. These towers can be clearly seen within

ey are visible on the horizon at a distance of approximately verwater.

come importance, but is not likely to be of paramount ever, views are at long distance only therefore, it is judged

ne magnitude of change of the Modification Scheme



Figure 7: Viewpoint 4 - Level 20, 60 Station Street, Parramatta - Looking East (DA Approved Scheme vs MOD DA Photomontage)

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## 6.5 Viewpoint 5

DA MOD Visual Receptor Sensitivity

DA MOD Magnitude of Change against the Approved Scheme

Visual Impact of Modification against the Approved Scheme

Significance of Visual Impact of Approved Scheme	None (refer to assessment of visual impacts in previous 191108_DA_RPT_LAN_VIA01 report)
	This location would include user groups such as walkers, cyclists and possibly people fishing. The river is also used by commuters on the Parramatta River Ferry
View description & prominence of the development	This view is taken from the foreshore of Parramatta river along Parramatta Valley Cycleway. The location is close to the end cul-de-sac of Park Road within Ryc river as seen in the baseline photograph. Further along the Cycleway to the west dense vegetation exists along the western foreshore edge and it is expected th (refer to previous VIA report).
Approx. Viewing Distance from Site Boundary	750m
Visual Description	
Baseline Photo & Goolge Earth Wireframe Figure	Figure 8
Date and Time	29th Nov 2019 - 3.22pm
Elevation (Eye-level)	4.8m AHD
GPS	33°49'3"S, 151°2'26"E
Viewing Location	Parramatta Valley Cycleway - Looking Southwest

The visual impact of the Modification Scheme against the Approved Scheme at this location is judged to be **minor**.

rdalmere industrial area where the view opens up along the hat this would screen views of the proposed development

y.

Parramatta Cycle way is promoted in publications and mentioned in local planning policy. This particular location has open views of Parramatta River and industrial development is relatively well screened by vegetation on either side of the river foreshore. It can be judged that the sensitivity for this receptor to the development would remain **high**.

As demonstrated by the Google Earth image and combined wire-frame in Figure 5 parts of the Modification development may possibly be visible from a select number of view corridors along the cycle way route. Therefore, the magnitude of change for this visual receptor is judged to be **very low**.









Figure 8: Viewpoint 5 - Parramatta Valley Cycleway - Looking Southwest (Google Earth Pro)



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### Viewpoint 6 6.6

Viewing Location	Parramatta River Pedestrian and Pipeline Overpass - Looking Southwest
GPS	33°49'5"S, 151°2'28"E
Elevation (Eye-level)	13.5m AHD
Date and Time	2nd Dec 2019 - 8.17am
Baseline Photo & Photomontage Figure	Figure 9
Visual Description	
Approx. Viewing Distance from Expansion Building	700m
View description & prominence of the development	This viewpoint was taken along an elevated pipeline and pedestrian overpass which crosses Parramatta River in a north to south direction. It connects Thackera Street in Rydalymere. It is not accessible from Parramatta Cycleway along the foreshore but can be accessed from the adjacent Reid Park. The pedestrian acce overpass.
	In the foreground of the view is the foreshore of Parramatta river, embankment vegetation and existing industrial development in the form of the USG Boral Bul right of the view in the distance. The Approved Scheme is just visible in a gap between the tree canopy.
Significance of Visual Impact of Approved Scheme	Negligible (refer to assessment of visual impacts in previous 191108_DA_RPT_LAN_VIA01 report)
DA MOD Visual Receptor Sensitivity	This location is not particularly easy to access due to steep stairs and the fact that it is not directly connected to the main cycleway along the foreshore. It is no similar views experienced by nearby visual receptors such as the Parramatta Valley Cycleway. It is judged that the sensitivity for this receptor to the development
DA MOD Magnitude of Change against the Approved Scheme	As can be seen on in the photomontages opposite the Modification Scheme is marginally more visible than the Approved Scheme with the majority being obscur would form a barely noticeable component of the view and the new baseline would be altered by a negligible amount. Therefore, the magnitude of change is judg
Visual Impact of Modification against the Approved Scheme	The visual impact of the Modification Scheme against the Approved Scheme at this location is judged to be <b>negligible</b> .



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ay Street in Camellia to a lane way ending at Antoine ess is via a narrow steep staircase along the center of the

Ilk Distribution Centre. Parramatta CBD is seen to the

ot likely to be used often and has a view of less value than nent would remain **low.** 

rred by either existing industrial buildings or vegetation. It dged to be **very low.** 

Approx Extent of Proposed Development



Approved Scheme Photomontage - Year 15







Figure 9: Viewpoint 6 - Parramatta River Pedestrian and Pipeline Overpass - Looking Southwest (DA Approved Scheme vs MOD DA Photomontage)



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## 6.7 Viewpoint 7

Viewing Location	Rydalmere Wharf - Looking Southeast
GPS	33°49'4"S, 151°2'39"E
Elevation (Eye-level)	6m AHD
Date and Time	29th Nov 2019 - 3.51pm
Baseline Photo & Google Earth Wireframe Figure	Figure 10
Visual Description	
Approx. Viewing Distance from Site Boundary	1km
View description & prominence of the development	This viewpoint was taken within Reid Park which contains Rydalmere Ferry Wharf. Expansive views of the river in both westerly and easterly directions are poss the ferry wharf, in the background is the southern embankment foreshore with Rosehill industrial area beyond. This is screened in the large majority with only t pedestrian footbridge (VP5) can be seen to the right of the image crossing the river. The development site is located centrally within the view with the Approve
Significance of Visual Impact of Approved Scheme	None (refer to assessment of visual impacts in previous 191108_DA_RPT_LAN_VIA01 report)
DA MOD Visual Receptor Sensitivity	Receptors at this location, would be in the majority, commuters or passengers using the Parramatta River Ferry. Other potential visual receivers of the develop recreational activities within Reid park. Whilst this viewpoint does have some scenic properties - with views of the river and the well vegetated foreshore - indu beyond. The Approved Scheme is expected to be fully screened, it is therefore, judged that the sensitivity for this receptor to the development would remain at it
DA MOD Magnitude of Change against the Approved Scheme	As demonstrated by the Google Earth image and combined wire-frame in Figure 10, the Modification Scheme is still expected to be screened in the vast majorit Parramatta River. Only the very top of the roof louvers may be seen and therefore, the magnitude of change for this visual receptor is judged to be <b>very low</b> .
Visual Impact of Modification against the Approved Scheme	The visual impact of the Modification Scheme against the Approved Scheme at this location is judged to be <b>minor negligible</b> .



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ssible at this location. In the foreground is the river and the tops of industrial facilities visible. The pipeline and red Scheme not visible.

oment would include cyclists and users involved in ustrial development can be seen above the tree line **medium.** 

ty by existing vegetation to the southern embankment of







DA Modification - Google Earth Pro Terrain Wireframe and Google Streetview Combined

Figure 10: Viewpoint 7 - Rydalmere Wharf - Looking Southeast (DA Approved Scheme vs MOD DA Google Earth Pro)



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### Viewpoint 8 6.8

Viewing Location	33 Gladys Street, Rydalmere - Looking Southeast
GPS	33°48'56"S, 151°2'56"E
Elevation (Eye-level)	39.5m AHD
Date and Time	2nd Dec 2019 - 8.54am
Baseline Photo & Photomontage Figure	Figure 11
Visual Description	
Approx. Viewing Distance from Site Boundary	1.5km
View description & prominence of the development	This viewpoint was identified during drone photography (refer to previous VIA report) as being a residential location with an elevated aspect and therefore, potential views of the development. There are a number of properties surrounding this location within Rydalmere that would experience similar types of view. The photo was taken in front of property No. 33 along Gladys Street.
	In the foreground of the view are other single residential dwellings beyond these Rosehill industrial area can been seen in which the development is situated. The J.R Flemings stand from within Rosehill Racecourse i also visible along with towers within Parramatta CBD. As demonstrated by the Approved Scheme image the current development forms an extremely small element within the view.
Significance of Visual Impact of Approved Scheme	Minor (refer to assessment of visual impacts in previous 191108_DA_RPT_LAN_VIA01 report)
DA MOD Visual Receptor Sensitivity	The baseline photograph demonstrates that views already contain a substantial proportion of industrial type development. From elevated locations within Rydalmere it is likely that views towards the development would be possible from primary or secondary living spaces within individual two-story residential dwellings. As residential receptors are often more critical of their views, it is therefore judged that the sensitivity of

	this visual receptor would remain <b>high.</b>
DA MOD Magnitude of Change against the Approved Scheme	The resultant view will be extremely similar to the Approved Scheme and therefore, the magnitude of change is judged to be <b>very low.</b>
Visual Impact of Modification against the Approved Scheme	The visual impact of the Modification Scheme against the Approved Scheme at this location is judged to be <b>minor</b> .



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Figure 11: Viewpoint 8 - 33 Gladys Street, Rydalmere - Looking Southeast (DA Approved Scheme vs MOD DA Photomontage)

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### Viewpoint 9 6.9

Viewing Location	Silverwater Road Bridge - Looking West
GPS	33°49'27"S, 151°3'4"E
Elevation (Eye-level)	16.8m AHD
Date and Time	2nd Dec 2019 - 9.14am
Baseline Photo & Google Earth Wireframe Figure	Figure 12
Visual Description	
Approx. Viewing Distance from Site Boundary	1.5m
View description & prominence of the development	This viewpoint was taken from the western shared footpath and cycleway at approximately the highest elevation along Silverwater bridge which spans across F include motorists and pedestrians walking or cycling.
	The view looks west towards Parramatta CBD which can be seen on the horizon. There is a significant amount of vegetation either side of the river foreshore when demonstrated in the Approved Scheme Google Earth image and wire-frame in Figure 12, it is expected that only the very top of the Approved development would be approved to the approved development would be approved to the approved development would be approved to the approved be approved development would be approved to the approved development would be approved to the approved development would be approved to the approved be approved development would be approved to the approved development would be approved to the approved development would be approved to the approved to the approved be approved to the approved be approved to the approved to the approved be approved to the approved be approved to the approved be approved to the approved t
Significance of Visual Impact of Approved Scheme	Minor (refer to assessment of visual impacts in previous 191108_DA_RPT_LAN_VIA01 report)
DA MOD Visual Receptor Sensitivity	This view is likely to be experienced by a multitude of user groups but in the large majority this would be motorists. The location is elevated with expansive view clearly seen which has degraded the visual setting. Therefore it is judged that the sensitivity of this visual receptor would remain at <b>medium</b> .
DA MOD Magnitude of Change against the Approved Scheme	The Modification Scheme would appear slightly taller in the view however, when comparing the MOD scheme to the Approved Scheme in the context of the view change is judged to be <b>low.</b>

Visual Impact of Modification against the Approved Scheme The visual impact of the Modification Scheme against the Approved Scheme at this location is judged to be **minor**.



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Parramatta River. Visual receptors at this location would

which is interspersed with industrial developments. As Id likely be partially seen above the tree line.

ws of the river corridor however, industrial development is

w the change is very small. Therefore, the magnitude of







Figure 12: Viewpoint 9 - Silverwater Road Bridge - Looking West (DA Approved Scheme vs MOD DA Google Earth Pro)

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## 6.10 Viewpoint 10

Viewing Location	Lookout, Millennium Parklands - Looking West
GPS	33°49'30"S, 151°4'27"E
Elevation (Eye-level)	30m AHD
Date and Time	2nd Dec 2019 - 9.42am
Baseline Photo & Photomontage Figure	Figure 13
Visual Description	
Approx. Viewing Distance from Site Boundary	3.2km
View description & prominence of the development	This visual receptor is located on an elevated lookout point within Millennium Parklands close to Wentworth point. It forms part of a wider network of public spa Sydney Olympic Park. The lookout is accessed via a steep inclined track on foot by walkers and is approximately at an elevation of 30m.
	The location has 360 degree views and the view corridor shown in the baseline image looks west towards the development site. Within the foreground the expa with foreshore and bushland areas. Parramatta River leads the eye towards Silverwater bridge and beyond to Parramatta CBD. The photomontage opposite den noticeable component of the view.
Significance of Visual Impact of Approved Scheme	Moderate/minor (refer to assessment of visual impacts in previous 191108_DA_RPT_LAN_VIA01 report)
DA MOD Visual Receptor Sensitivity	Millennium Parklands is promoted in publications and advertised in media. It is visited by thousands of people each year and the surrounding landscape forms a This particular location has extensive long range views, which are in most part unaffected by landscape detractors. It has clear scenic qualities and is forms par that the sensitivity of this visual receptor is <b>very high.</b>
DA MOD Magnitude of Change against the Approved Scheme	Although the building will be taller the change in the view would be barely noticeable and therefore, the resultant view will be extremely similar to the Approved Scheme against the Approved Scheme for this visual receptor is judged to be <b>no change.</b>
Visual Impact of Modification against the Approved Scheme	The visual impact of the Modification Scheme against the Approved Scheme at this location is judged to be <b>none.</b>



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aces and reserves that connect Silverwater through to

ansive network of public reserves can be seen together monstrates that the Approved Scheme will form a barely

a crucial part of its biodiversity, ecology and aesthetics. In to f planning policy designations. Therefore, it is judged

d Scheme. The magnitude of change of the Modification







Figure 13: Viewpoint 10 - Lookout, Millennium Parklands - Looking West (DA Approved Scheme vs MOD DA Photomontage)

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## 6.11 Viewpoint 11

Viewing Location	M4 Westbound, Clyde - Looking Northeast
GPS	33°49'51"S, 151°1'10"E
Elevation (Eye-level)	24m AHD
Date and Time	Jan 2018 (Google Streetview)
Google Earth Photo & Google Earth Terrain Figure	Figure 14
Visual Description	
Approx. Viewing Distance from Site Boundary	1.45km
View description & prominence of the development	This location was identified during the drone photography analysis which concluded that motorists along the M4 are likely to be visual receivers of the proposed stop at this location to take a photograph Google Street view imagery is instead used.
	The view is taken from the westbound M4 traffic over the James Ruse Drive intersection which has the highest elevation over James Ruse Drive and therefore, i traffic in this location is significantly lower in elevation and is unlikely to see any of the development.
	The foreground and background of the view corridor is dominated by industrial developments interspersed with vegetation in the form of trees and vegetation a Google Earth image and wire-frame in Figure 14 it is expected that only the very top of the Approved Scheme is likely to be partially seen above the tree line.
Significance of Visual Impact of Approved Scheme	Minor negligible (refer to assessment of visual impacts in previous 191108_DA_RPT_LAN_VIA01 report)
DA MOD Visual Receptor Sensitivity	Although the M4 is a major route and many visual receptors would be traveling along it the visual quality at this location is not judged to be high. There is a sign and the view corridor looking towards the development site at Rosehill. Traffic is also only traveling in a westerly directly at this elevation therefore, only passe judged that the sensitivity for this receptor to the development would remain <b>low</b> .
DA MOD Magnitude of Change against the Approved Scheme	As is seen in the wire-frame image of the Modification Scheme the development would be more slightly more prominent than the Approved Scheme. However, t the baseline Approved Scheme Image. Therefore, the magnitude of change is judged to be <b>no change.</b>
Visual Impact of Modification against the Approved Scheme	The visual impact of the Modification Scheme against the Approved Scheme at this location is judged to be <b>none.</b>



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ed development. As it is not possible to safely or legally

is classed as the worst case scenario. The eastbound

associated with A'becketts Creek. As demonstrated in the

nificant presence of industrial development within Clyde engers looking north are likely to be visual receivers. It is

the view although altered would be extremely similar to







Figure 14: Viewpoint 11 - M4 Westbound, Clyde - Looking Northeast (DA Approved Scheme vs MOD DA Google Earth Pro)



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## 6.12 Viewpoint 12

Viewing Location	Grand Avenue, Rosehill - Looking South
GPS	33°49'15"S, 151°02'02"E
Elevation (Eye-level)	8m AHD
Date and Time	July 2016 (Google Streetview)
Google Earth Photo & Google Earth Terrain Figure	Figure 15
Visual Description	
Approx. Viewing Distance from Data Centre	200m
View description & prominence of the development	This view is taken immediately north of the site along Grand Avenue and in front of the vehicular exit gate to Monier roofing. Pedestrians or road users passing baseline image. To the left is the Monier roofing warehouse facility and to the background the proposed development site is situated behind storage pallets.
Significance of Visual Impact of Approved Scheme	Minor negligible (refer to assessment of visual impacts in previous 191108_DA_RPT_LAN_VIA01 report)
DA MOD Visual Receptor Sensitivity	This location and locations along the length of Grand Avenue are predominately industrial in character. Potential visual receptors have views which predominan views are unlikely to be valued. The route is often used by commuters or people at their place of work and the views of the surrounding context are assumed to introduction of the Approved Scheme it is judged that the sensitivity for this receptor to the development would remain <b>very low</b> .
DA MOD Magnitude of Change against the Approved Scheme	Stage 1 of the proposed development will likely be concealed by the Monier roofing building in many of the view corridors close by. The Stage 2 building is more element within the view. Stage 2 is also now taller than the Approved Scheme however, when considering the change between the Modification Scheme and the considered to be <b>very low.</b>
Visual Impact of Modification against the Approved Scheme	The visual impact of the Modification Scheme against the Approved Scheme at this location is judged to be <b>negligible/none.</b>



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the site may experience a similar view to that seen in the

ntly contain industrial type facilitates and therefore, these b have little or no importance to these users. Following the

re visible at this location and will be a recognisable le Approved Scheme the magnitude of change can be







Figure 15: Viewpoint 12 - Grand Avenue, Rosehill - Looking Northeast (DA Approved Scheme vs MOD DA Google Earth Pro)

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## 7.0 CONCLUSIONS AND NON-TECHNICAL SUMMARY

The purpose of this Addendum Visual Impact Assessment (AVIA) is to address Parramatta Council's requirements to prepare a qualitative Visual Impact Assessment for a Modification Design of a DA Approved Equinix Data Centre in Rosehill. This is supported by site analysis and photomontages. Potential visual impacts have been assessed for a number of locations that are either in close vicinity to the proposed development, at higher elevations or those judged to have particularity high sensitivity.

It has been judged that an increase in the height of building B (Stage 2 SY10) will not cause significant additional visual impacts when compared to the Approved DA Scheme. When viewed together with the surrounding industrial landscape context views received from the locations selected within this report are not adversely affected.

As indicated as per the original visual impact assessment report (VIAO1) the same statement applies that generally locations in very close proximity to the site including Colquhoun Street, Devon Street and Durham Street are judged to have low sensitivity due to them being located within the Rosehill industrial area. As a result these are not assessed within this report.

**None** of the additional visual impacts assessed are judged to be either **Substantial**, **Major or Moderate** and therefore, it is concluded that of the viewpoint locations assessed the proposed Modification Scheme will not create additional significant visual impacts when compared against the Approved Scheme.

Through analysis conducted within this report the following locations are judged to receive additional **minor** visual impacts from the proposed Modification Scheme when compared against the original Approved Scheme:

- Rosehill Racecourse J.R. Flemings Stand (VP1)
- Parramatta Valley Cycleway (VP5)
- 33 Gladys Street, Rydalmere (VP8)
- Silverwater Road Bridge (VP9)

The following locations are judged to receive **minor/negligible** visual impacts when compared against the Approved Scheme:

- Rydges Hotel Parramatta (VP2)
- Rydalmere Wharf (VP7)

The following location is judged to receive **negligible** visual impacts when compared against the Approved Scheme:

Parramatta River Pedestrian and Pipeline Overpass - (VP6)

The following locations and are judged to receive **no further** visual impacts when compared against the Approved Scheme:

- Grand Avenue Overpass, Rosehill (VP3)
- 60 Station Street, Parramatta (VP4)
- Lookout, Millennium Parklands (VP10)
- M4 Westbound, Clyde (VP11)
- Grand Avenue, Rosehill (VP12)

VP1 at Rosehill Racecourse has been assessed as receiving **minor** additional visual impacts from the modification development. Building B does now present as a more visible component within the view than the Approved Scheme however, when considered against the potential visual sensitivity of the people at the racecourse and the context of the surrounding industrial landscape in which it is located, the additional visual impact is not considered to be significant. Furthermore the addition to the roof will present a cleaner development than previously contemplated under the original

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### approval for Stage 2.

Statements regarding the visibility of the Approved Scheme are still true for the Modification Scheme. Therefore, view corridors towards the proposed development in the surrounding areas from the north and east generally are screened or partially screened by either existing industrial development, topography or existing vegetation.

Important heritage view corridors exist within Harris Park which are listed as protected within Parramattta DCP. These include those from Elizabeth Farm and it has been demonstrated within the previous VIA report that these remain unaffected for the Approved Scheme. This would be also true for the Modification DA.

The report has described the built form proposals within Section 4.0, this demonstrates that the architectural team have carefully selected building materials and colours to reduce visual impacts in terms of bulk and scale. The intention is to unify Stage 2 and Stage 1 and to blend these into the existing industrial character.

It should also be noted that there are current proposals for the Parramatta Light Rail stabling and maintenance facility, or depot, directly west of the site. Works to remediate this industrial land - once used for chemical manufacturing - are currently underway. This future development will also have some bearing on the proposed Equinix development and may screen part of it for view corridors located in the west.

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## **8.0 GLOSSARY OF TERMS**

Term	Definition
SEARs	Secretary's Environmental Assessment Requirements
GLVIA	Guidelines for Landscape and Visual Impact Assessment (UK Landscape Institute)
LVIA	Landscape and Visual Impact Assessment
VIA	Visual Impact Assessment
DoPE	Department of Planning and Environment
LEP	Local Environment Plan
DCP	Development Control Plan
Baseline	The existing current condition / character of the landscape or view
Landscape Receptor	The landscape of the development site
Landscape Sensitivity	How sensitive a particular landscape is to change and its ability to accept the development proposals.
Visual Receptor	A group or user experiencing views of the development from a particular location
Visual Sensitivity	The degree to which a particular view can accommodate change arising from a particular development, without detrimental effects.
Panoramic Angle of View or Field of View	Single DSLR 50mm lens photographs are stitched together to form a combined panoramic image. The angle of view is the extent of the image shown on the viewpoint sheet. A full frame single image is 39.6°
Viewing Distance	The distance from the point of projection to the image plane to reproduce correct linear perspective.
Magnitude of Change	The magnitude of the change to a landscape receptor or visual receptor
Significance of Impact	How significant an impact is for a landscape or visual receptor



EQUINIX SYO9 & SY10 Rosehill, NSW



## VISUAL IMPACT ADDENDUM REPORT

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