

VISUAL IMPACT ASSESSMENT - 2 BOWMAN ROAD, MOSS VALE, 2577, LOT 2, DP 1070888

prepared for:  
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### 1. ASSESSMENT SUMMARY

Terras Landscape Architects has undertaken a visual assessment of the project site. The criteria for the visual assessment has been detailed and viewpoint data sheets have been prepared using site photographs to allow the reader to gain a visual appreciation of the views from the identified significant viewing locations.

Additional descriptive text and information has been provided to support this investigation. This summary has been provided as a brief commentary on the findings of the visual assessment.

- SAAS is seeking to create an Industrial Subdivision and General Industry Development that will include land from the property at 2 Bowman Road, Moss Vale (Lot 2 / DP1070888), and a small portion of the adjacent property at 10 Bowman Road (Lot 51 / DP130176). Building construction is proposed on three of the created lots.
- The subject site is located at the current termination of Bowman Road, within the industrial outskirts of Moss Vale, in the NSW Southern Highlands region. The northern extents of Bowman Road adjoins Berrima Road, which provides the main connection between the towns of Moss Vale and Berrima.
- The site is subject to the development policies of Wingecarribee Shire Council and consists of three separate lots: Lot 1, DP1033123, Lot 2, DP1070888 and part Lot 51, DP130176. Of the three different land zonings within these lots the proposed development shall occur only within the E4 (General Industrial), and RU2 (Rural Landscape) zoned land on Lot 1, DP1033123 and Lot 2, DP1070888. The proposed development is permissible within these zones and no development is proposed on the C3 (Environmental Management) zoned land.
- The proposal seeks to demolish the existing on-site structures and cattle yards, extend Bowman Road to the southern development extents and construct three industrial buildings with associated carparking and landscaping.
- The character units associated with the local area include commercial, rural township, pastoral lands, low density residential, rural residential, tourist attractions, natural vegetation and light industrial. The subject site can be classified as featuring a mix of rural residential pastoral lands and natural vegetation.
- Site topography consists of gentle undulations falling gently to the south away from Berrima Road, towards Whites Creek.
- With the exception of Viewpoint 1 (taken at the site entrance), viewing locations generally extend outwards from 500 metres from the centre of the site. Many close proximity views into the site are obstructed by foreground topography, vegetation and structures.
- The site is not visible from Berrima Road, which offers the highest potential viewer access. Viewer access is generally limited to less than 50 people per day from all other viewpoint locations, with the exception of Viewpoint 5 which may increase to over 100 on cattle sale days.
- The proposed development shall modify the existing land use from agricultural to light industry. Except when viewed from within the existing industrial development, the visual modification shall be witnessed by a small number of viewers at a distance of 500 metres or more. Distance and atmospheric hazing shall reduce the visual impact of the built form, which shall be further mitigated with the use of recessive building material colours and boundary vegetation.
- The visual impact rating has been assessed to be low or moderate in all viewing locations (except for Viewpoint 1, at the site entrance). This is a result of not only limited viewing potential and the likelihood that the proposal shall be viewed as an extension of the existing industrial development.
- The following recommendations have been included during the design development of the site:
  - Provide landscaping to the areas indicated on the architectural site plan and the landscape concept plan prepared and submitted with the DA.
  - Allow sufficient boundary landscaping to allow for the establishment of medium and large canopy trees and establishment of screen planting .
  - Use recessive colours for the proposed building materials.

If these recommendations are implemented during construction, the overall visual impact is estimated to be low.

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## VISUAL IMPACT ASSESSMENT REPORT - 2 BOWMAN ROAD, MOSS VALE

# introduction

## 2. INTRODUCTION

### 2.1. The proponent

SAAS Aus Pty Ltd (SAAS) are suppliers of access equipment products, including a range of fixed and mobile scaffolding, for sale or hire. SAAS's NSW business currently operates from a warehouse in Moorebank. Given the company's growth, and the significant growth of the construction industry, SAAS requires additional space to store equipment and vehicles. SAAS has acquired property in Moss Vale to allow for the construction of a range of suitable storage spaces that would support current operations and allow for future expansion and growth as opportunities become available.

### 2.2. Objectives

The objectives of this report areas follows:

- To identify and describe the existing visual/landscape environment and to evaluate its current qualities including an assessment of visual quality.
- To identify viewsheds and to locate and/or identify typical viewpoints from which the impacted areas may be seen.
- To determine what the likely impacts the proposal may cause to the prevailing visual/landscape quality of the area and to make recommendations, where appropriate, to reduce the visual impact of the proposed development if required.

### 2.3. Methodology

The methodology applied to this study involves systematically evaluating the visual environment pertaining to the site and using value judgements based on community responses to scenery. This identifies aspects that are more objective (such as the physical setting, character and visibility of a proposal), from more subjective aspects, such as the compatibility of the proposal within the setting.

Visual data collection involves systematically evaluating the visual environment from relevant viewpoints via fieldwork to determine the actual potential for views to the site. Once a viewpoint has been identified, data is recorded both photographically and as detailed notes.

The selection of viewpoints has generally been based on locations where potential for views of the proposed development would occur. Viewpoint selection criteria include: consideration of where views can be obtained from publicly frequented locations, such as major traffic corridors; prominent look-outs or locations of high scenic value; or, where members of the local community may be affected. Viewpoint locations for that of 254 and 270

Oldbury Road have been supplemented due to denial of access to the property by the land owner.

This assessment has been undertaken in accordance of the requirements of Guidelines for Landscape Character and Visual Impact Assessment (RMS, 2013) and as such, the work has been carried out following the below steps:

- Assess the visibility of the proposal. This includes a review of the existing visual environment/landscape setting of the locality.
- Identify key existing viewpoints and their sensitivity. This requires the preparation of a viewpoint analysis using a representative number of viewpoints located within a reasonable distance of the site located within its visual catchment.
- Assess visual impacts. A brief description of the proposal is included within this section followed by an assessment of the likely impacts based on a composite of the sensitivity of the view and the magnitude of the proposal being a combination of scale, size and character having regard to the proximity of the viewer.

Three temporary brightly coloured, large, helium-filled balloons were positioned in the approximate centre of the proposed buildings. The balloons were released to the maximum heights of the buildings (15 metres above existing ground level) and tightly secured. These marker balloons were then used to identify (or attempted to view) the proposal from various points within the subject locality. Where balloons could not be seen, a visual indicator of a large crane which stood much higher than that of the building height was used to provide contextual location.

### 2.4. Terminology

The below meaning for the following terms shall apply to this report:

- The proposal/development site is that activity which has the potential to produce a visual impact either during the works or as a result of it.
- The subject site (referred to also as the site) is defined as the land area directly affected by the proposal within defined boundaries.
- The study area consists of the subject site plus the immediate surrounding land potentially affected by the proposal during its construction and operation phase.
- The study locality is the area of land within the regional visual catchment whereby the proposal can be readily recognised. Generally this is confined to a six-kilometre radius beyond which individual buildings are difficult to discern especially amongst other development where contrasts are low. Further, visual sensitivity generally declines significantly beyond this range due to the broad viewing range that can be had from vantage points. For this study the locality has been limited to the visual catchments that have distances less than 1.5 kilometres as views beyond this are restricted.



# VISUAL IMPACT ASSESSMENT REPORT - 2 BOWMAN ROAD, MOSS VALE

## site location



Image 1 The site and surrounds (source: Nearmap 2022)



### 3. THE SITE

#### 3.1. Site Context

The town of Moss Vale is located in NSW Southern Highlands and has an economy based on agriculture and light industry. It is located 9 kilometres to the south of Bowral, which is considered to be the commercial heart of the Southern Highlands. Moss Vale is accessed from the north and south via the Illawarra Highway, which connects back to the Hume Highway, which in turn provides a major transport link between Sydney and Melbourne.

The surrounding area is largely rural in character, consisting of dairy, beef and sheep production, with a medium sized retail precinct consisting of independent businesses, cafes and bars located in the centre of the Moss Vale township. It is a popular tourist destination due to its cooler summer climate, heritage buildings and easy accessibility from Sydney and Canberra.

The site address is 2 Bowman Road, Moss Vale and is located on a relatively undeveloped parcel of land at the southern end of Bowman Road. Light industry occupies both sides of Bowman Road until the site entrance, which includes Anderson Waste Services and the Wingecarribee Community Recycling Resource Recovery Centre. The site is subject to the development policies of Wingecarribee Shire Council, including Development Control Plans and the Wingecarribee Local Environmental Plan 2010 (WLEP2010).

The property is located within the Moss Vale Enterprise Corridor. The Enterprise Corridor aims to cater to light and general industrial developments and provide a business park for commercial developments and larger scale freight storage and distribution operations associated with the existing rail infrastructure. The property shares its northern boundary with the Moss Vale Resource Recovery Centre and Community Recycling Centre, and Anderson Waste Services is located immediately east of the property. The Moss Vale Sewage Treatment Plant is located south of the property on the opposite side of Whites Creek. Other neighbouring businesses include a ready-mix concrete supplier, bulk haulage operator, Mitre 10 warehouse including landscape supplies, and the Southern Rural Livestock Exchange saleyards.

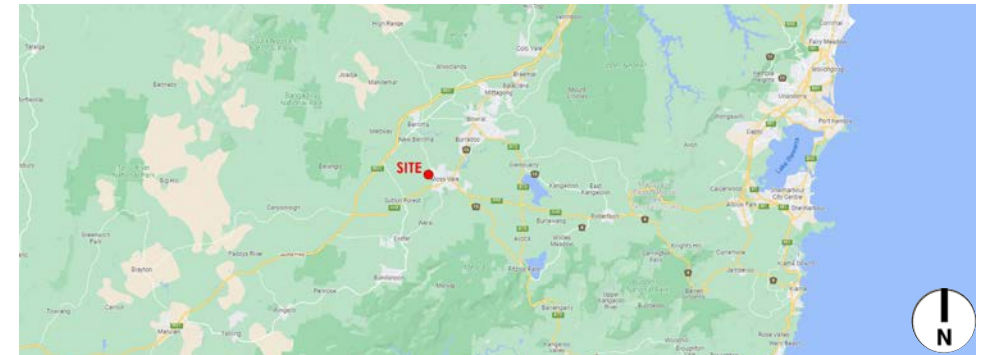
The property at 2 Bowman Road is a split zoned site comprising two Lots: Lot 1 / DP103123 (Lot 1) and Lot 2 / DP1070888 (Lot 2). Lot 1 DP103123 is located on the opposite side of Whites Creek to the remainder of the property. It is approximately 0.8ha and consists entirely of C3 (Environmental Management) land zoning. No development is proposed on this portion of land.

Lot 2 covers an area of approximately 14.2ha and is divided into three areas separated by a road and gas pipeline easement. The Lot consists of the following land use zones (Image 3):

- E4 General Industrial; and
- RU2 Rural Landscape.

The property at 2 Bowman Road also includes Lot 1 / DP103123, a C3 Environmental Management zoned portion of land on the opposite side of Whites Creek (Figure 1). No development is proposed on this portion of land, and it will not be included in the subdivision.

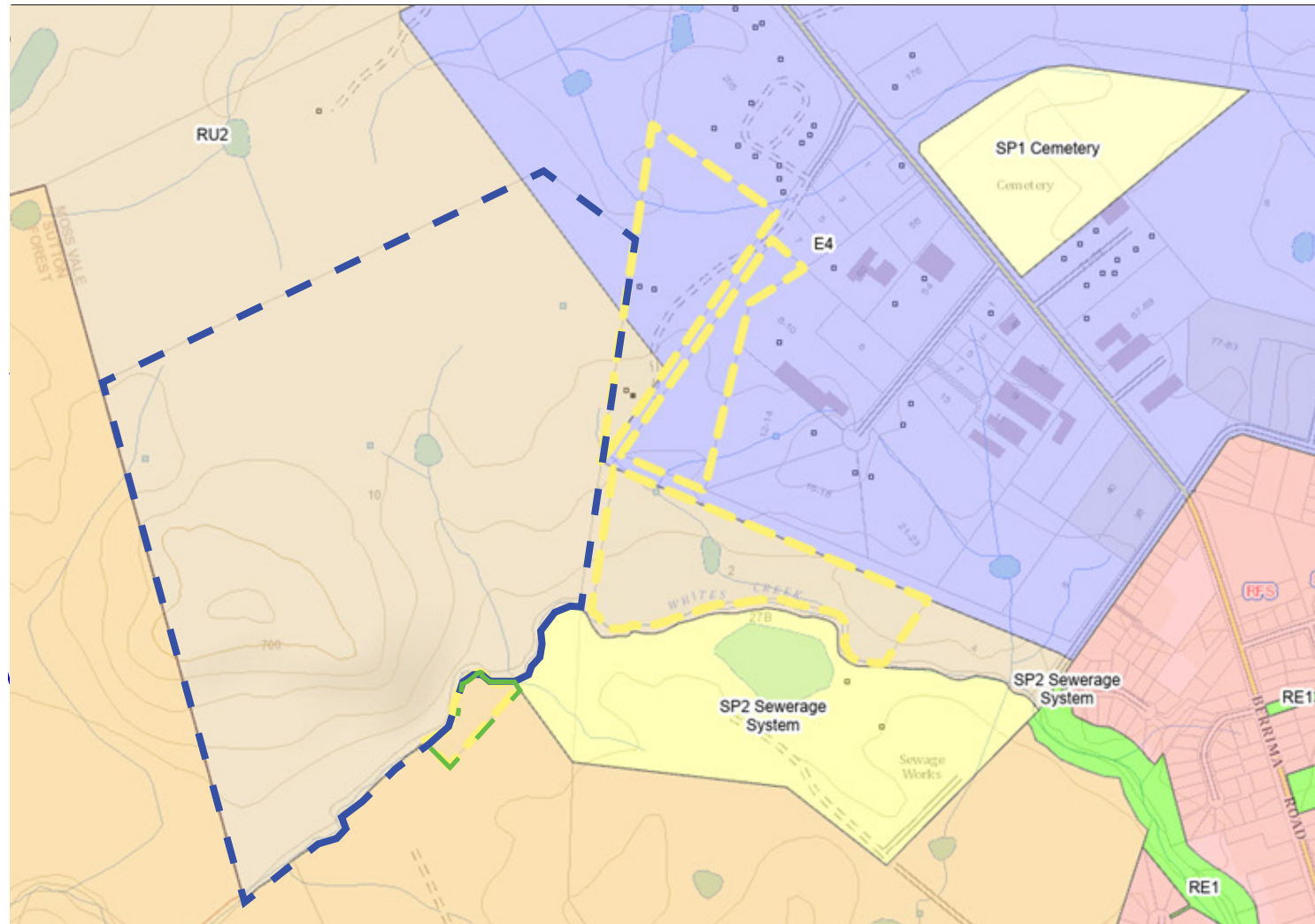
The adjacent property at 10 Bowman Road (Lot 51 / DP130176) is a 48-hectare rural property, adjacent to the western boundary of Lot 2 (Figure 1). An area of approximately 12,500m<sup>2</sup> in the north-east portion of the Lot is zoned E4 and is proposed to be incorporated into the industrial subdivision and general industry development. The remainder of the property is zoned RU2.



**Image 2** The site is located in the NSW Southern Highlands.

# VISUAL IMPACT ASSESSMENT REPORT - 2 BOWMAN ROAD, MOSS VALE

## zoning and site boundaries



**Image 3** Existing property boundaries and land use zoning. Existing Lot 2 / DP 1070888 (yellow dashed line), Lot 51 / DP 130176 (blue dashed line) and Lot 1 / DP 103123 (green dashed line). E4 (General Industrial), RU2 (Rural Landscape), C3 (Environmental Management). Source WSLEP and Jackson Environment and Planning



### 3.2. Site Description and Character

The subject site is located at the southern extents of the developed portion of Bowman Road. It is approximately 63 hectares in size, irregular in shape and is largely undeveloped with the exception of a double storey weatherboard residence with separate garage and sheds and stables / dairy and associated fenced enclosures. The stables are located on an unformed access track 200 metres from the site entrance and the residence is located at the approximate centre of site, a further 100 metres from the stables. A cluster of native and exotic vegetation surrounds the residence but affords no screening when viewed from the site entrance. Based on Nearmap area calculations it is estimated that the existing structures occupy approximately 225 square metres of the site. The remainder of the site exists as grazed pastures and contains a small number of cattle.

The site entrance affords panoramic views of paddocks and distant hillsides to the west, south and east. Views to the immediate south-east capture the western extents of Endeavour Energy and Anderson Waste Services, a pole mounted satellite dish, overhead powerlines and a number of gas easement notification signs. A single residence is visible in the southern distance at approximately the same elevation as that occurring on site. Two large farm sheds are visible beyond the site boundary in the distant west, whilst the southern extents of the existing industrial development are visible adjacent to the north western boundary. This consists of an industrial sized shed and carparking, which are partially screened by mature vegetation and a constructed earthen mound further westward.

Site topography is irregular, but generally falls southward towards Whites Creek.



**Image 4** View to the immediate east from the site entrance. Endeavour Energy buildings and the boundary fence of Andersons Waste Services are visible in the middleground. Red line indicates the approximate site boundary.



**Image 5** View to the south along access track from the site entrance. Existing residence and cattle yard visible at centre of image. Approximate site boundary shown red.



**Image 6** View of site to the immediate west from the site entrance. The southern boundary of Wingecarribee Community Recycling / Resource Recovery Centre visible to the right of the image. Approximate subject site boundary shown red.

## 4. VISUAL ENVIRONMENT

### 4.1. Landscape Character

The gently undulating topography surrounding the Moss Vale township is punctuated by large, established deciduous trees aligning both sides of the town's retail precinct. These create a sense of arrival when travelling along the highway. Moss Vale township has a character fairly typical of many established regional towns in New South Wales. It consists of a central commercial precinct dating back to the mid to late 1800s, surrounded by a combination of heritage and contemporary residences.

Light industrial buildings are located beyond the residential zone along Berrima Road, which is the only connecting road between Moss Vale and Berrima. Minimal vegetation occurs within the wide roadside verges of the industrial zone and where present it occurs as mature remnant natives and occasional exotic deciduous trees. Where not obstructed by industrial warehouses and structures in the foreground, the landscape character broadens out to a more rural outlook of cleared and partially vegetated paddocks along Berrima Road with distant views to vegetated hillsides.

The existing residence on the subject site is located within an undeveloped portion of the industrial area, approximately 2 kilometres westward of the Moss Vale train station.

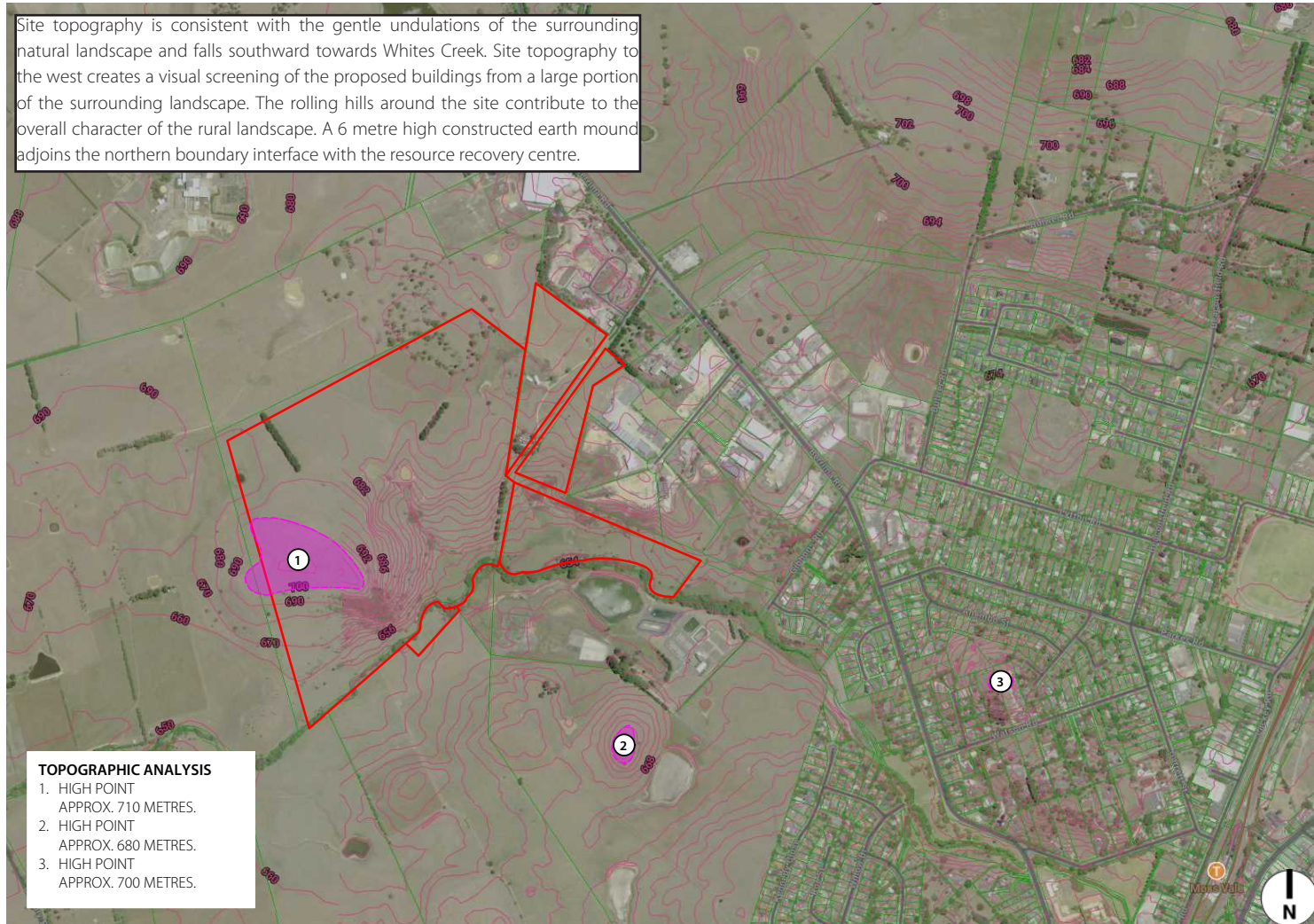
The subject site's historical use for cattle grazing has resulted in the clearing of most endemic canopy vegetation and it is devoid of any other structures except for those associated with the residence and cattle yards. The landscape characters associated with the site are therefore pastoral lands, rural residential and fragmented native vegetation. The proposal site sits in close proximity to local heritage zones located at 270 and 254 Oldbury Road.

The site location diagram (Image 01) illustrates the character of the local area in plan view and shows the extent of both established and evolving development and road networks within the visual catchment of the study area. It also indicates the ratio of built form to natural landscape within this locality.



# VISUAL IMPACT ASSESSMENT REPORT - 2 BOWMAN ROAD, MOSS VALE

## topographic analysis





# VISUAL IMPACT ASSESSMENT REPORT - 2 BOWMAN ROAD, MOSS VALE

## the proposal

## 5. THE PROPOSAL

### 5.1. Proposed Project and Landscaping

SAAS Aus Pty Ltd (SAAS) SAAS is seeking to create a subdivision that will include industrial land from the property at 2 Bowman Road, Moss Vale (Lot 2 / DP1070888), and a small portion of the adjacent property at 10 Bowman Road (Lot 51 / DP130176), and the remaining rural land from the properties. Industrial buildings are proposed to be constructed on three of the created lots with industrial land use zoning. The buildings will be used to house SAAS' scaffolding businesses.

### 5.2. The Subdivision

The subdivision will result in the creation of four new lots and leave Lot 1 / DP103123 in its current arrangement. The proposed subdivision will result in the following lots as shown on Sheet 15.

- Created Lot 1 – approximately 2.88 ha of land zoned E4 General Industrial. Access to the lot will be directly from Bowman Road at the eastern end of the lot. The road frontage will be approximately 157 m, and the depth of the lot will vary from approximately 148 m on the southern boundary, to approximately 224 m on the northern boundary;
- Created Lot 2 – approximately 2.64 ha of land zoned E4 General Industrial. This lot will be formed by adjusting the boundaries of Lot 51 and Lot 2 to match the land use zone boundaries. This lot has a frontage to Bowman Road at the eastern end of the lot approximately 127 m wide. The lot will be approximately 352 m deep, tapering to a width of approximately 35 m at the western boundary. This lot is affected by the gas pipeline easement at the south-eastern end;
- Created Lot 3 – approximately 2.62 ha of land zoned E4 General Industrial. This is an irregularly shaped lot with a frontage to Bowman Road of approximately 388 m. This lot also has a frontage of approximately 132 m to an unformed paper road (Hutchinson Road) on the southern boundary. The northern portion of this lot is affected by the gas pipeline easement; and
- Created Lot 4 – approximately 54.64 ha of RU2 Rural Landscape zoned land. This is the RU2 portion of Lot 2 / DP1070888 separated from the remainder of the lot by the paper road along its northern boundary. The southern boundary of this lot is defined by Whites Creek and is within Wingecarribee Shire Council's Flood Planning Area. This part of the lot is to be merged with the remainder of the RU2 Rural Landscape lot of 51 / DP130176;
- Lot 1 / DP103123 – approximately 7,400m<sup>2</sup> of C3 Environmental Management zoned land. This lot will remain unchanged by the proposed subdivision;

- Lot 51 / DP130176 – approximately 48.28ha of RU2 Rural Landscape zoned land. The north-eastern boundary of this Lot is to be adjusted southwards to exclude the area of IN1 zoned land (which will form part of Created Lot 2) and include the area of RU2 zoned land from Lot 2 / DP1070888 where the existing residence is located.

### 5.3. Development

The development proposes the following elements:

- Building 1 – an irregularly shaped industrial building to be located in Created Lot 1 of the proposed subdivision. The north-east corner of the building will accommodate 956 m<sup>2</sup> office and staff amenities area split over the ground floor, first and second floor, outdoor visitor parking along the eastern side of the building, and a basement carpark under the south-east corner of the building. The outdoor hardstand will provide truck parking along the southern lot boundary, an enclosed loading/unloading area along the entire southern side of the building, and a smaller, covered loading/unloading area on the northern side. A fire sprinkler system will be installed within the building. A 200,000L underground tank will be installed to capture rainwater for re-use on site;
- Building 2 – an irregularly shaped building to be located on Created Lot 2 of the subdivision. The building will provide 1,392 m<sup>2</sup> of office space and amenities over a ground and first floor. The building will include a covered outdoor loading area at the north-western end of the building. A fire sprinkler system will be installed within the building. A 200,000L underground tank will be installed to capture rainwater for re-use on site;
- Building 3 – this building will be constructed as a split-level building with the upper and lower levels divided and provided with separate amenities and access. It will be located in the southern portion of Created Lot 3, away from the gas pipeline easement. Building 3A will be further split into two sections (North and South) and will include offices and staff amenities over a ground and first floor within the north-west corner of the building. Parking and access will be provided at the northern end for Building 3A. Building 3B (also split into North and South sections) will include offices and staff amenities within the south-west corner of the building over a ground and first floor. Parking and access will be provided at the southern end for Building 3B. Fire sprinklers will be installed in all sections of the buildings. A 120,000L underground tank will be installed to capture rainwater for re-use on site;
- Extension of Bowman Road and formation of the paper Hutchinson Rd to provide access to all created lots and buildings. Hutchinson Road will terminate in an industrial cul-de-sac near the south-eastern corner of Created Lot 3. An easement will be created within the northern portion of Created Lot 4 to accommodate this cul-de-sac;
- Internal haul roads to accommodate up to 26m B-Doubles (Buildings 1 and 2); heavy vehicles to use Building 3 will be limited to 19m semi-trailers;
- Outdoor hardstand areas surrounding each building;
- Individual stormwater capture and treatment systems to be provided to each building will include a

## VISUAL IMPACT ASSESSMENT REPORT - 2 BOWMAN ROAD, MOSS VALE

# the proposal

HumeCeptor® Gross Pollutant Trap to remove suspended solids and hydrocarbons, and a HumeFilter® Universal Pollutant Trap to capture suspended solids, nitrogen, phosphorous and gross pollutants in stormwater runoff. The treatment systems will discharge to below ground on-site detention basin/s with discharge control to manage stormwater flow volumes;

- A landscape strip along the boundary will provide adequate visual screening for the proposal. The DCP requires a minimum 5m of landscaping, it is proposed that this is to be planted with a range of species in heights and forms to allow for dense screening of the proposal. Select species should be suited to local climate and planted in an advanced form to allow for immediate partial screening of the proposal therefore reducing the period of time until full canopy coverage is reached. Plants are to be planted in a plant mix to allow for thriving species to take over should there be some species that fail, thus making sure the proposal stays screened.

- Stormwater from the proposed development will discharge to the northern portion of Created Lot 4 via an outlet headwall with scour protection. An easement will be created within the lot to facilitate construction and maintenance;

- Solar collection arrays on all building roofs;

- Landscaping along site boundaries and within parking areas; and

- 1.8m high open black palisade fencing for security.

The three buildings will provide a range of bulky equipment and vehicle storage spaces, as well as offices and staff amenities. The layout of the site will allow for the safe movement of trucks (up to 26m B-Doubles), passenger vehicles and pedestrians, and ensure emergency service vehicles can access all areas of the property. All three buildings will be provided with fire sprinklers.

Access to the property is from the cul-de-sac on Bowman Road. The southern end of Bowman Road, south of the cul-de-sac, is currently unformed. Construction of this part of the road will be required to support the development. Bowman Road joins Berrima Road approximately 200m north of the property. Berrima Road is classified as a regional road and provides a major link between Berrima and the Hume Motorway to the north-west, and Moss Vale and the Illawarra Highway to the south-east of the property.

The proposed landscaping (Landscape Concept Design rev C) has been considered in this assessment report and its vegetative screening capabilities. The estimated landscaped area totals 9354 square metres. Photomontages on sheets 13 and 14 show how the 5m screen in conjunction with additional tree plantings will provide substantial screening to the proposed development.

While APZ requirements have limited the density and type of planting, multiple rows of vegetation facilitate the appearance of a dense continuous screen. Refer to appendix A for Landscape Concept Plan.

## VISUAL IMPACT ASSESSMENT REPORT - 2 BOWMAN ROAD, MOSS VALE

# proposed elevations



**Image 7** Building 1 eastern elevation render.



**Image 9** Building 3 west elevation render.



**Image 8** Building 2 elevation render.

**Note:** Landscaping has been shown to reflect the planting scheme detailed in the landscape concept. Refer to appendix A.



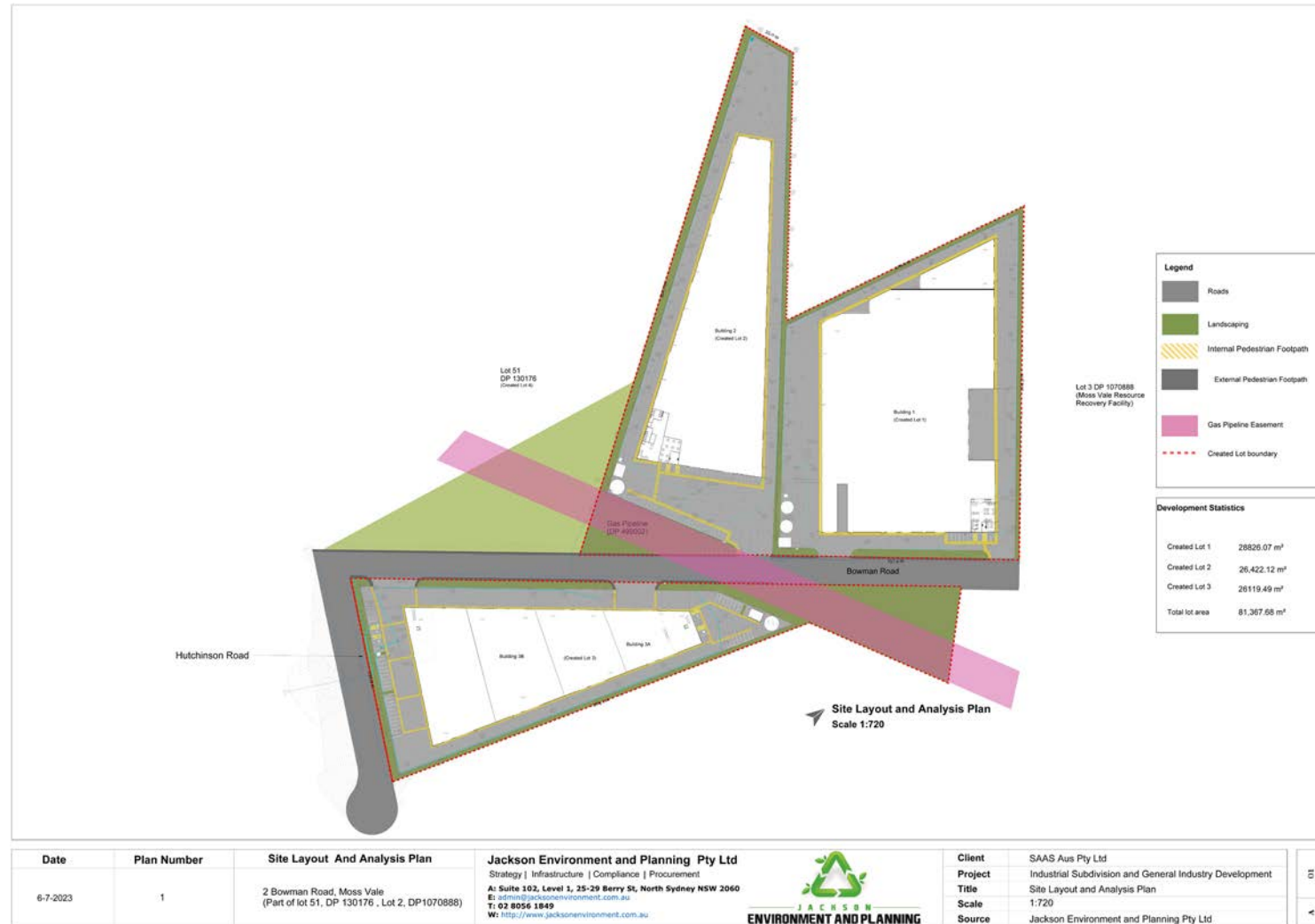
# VISUAL IMPACT ASSESSMENT REPORT - 2 BOWMAN ROAD, MOSS VALE

## landscape montage



# VISUAL IMPACT ASSESSMENT REPORT - 2 BOWMAN ROAD, MOSS VALE

## site plan



## viewpoint data sheets

## 6. VIEWPOINT DATA SHEETS

### 6.1. Viewpoint Analysis

This section of the VIA considers the likely impact that the proposed development may have on the local visual environment. This is achieved by selecting particular sites, referred to as Viewpoints, conducting inspections and determining how the development will appear from these locations.

Where accessible, areas within the study locality were visited to gain an appreciation of views and sight lines back to the subject site. This VIA assesses the existing visual amenity of the site and resultant visual impact of the proposed development.

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.



# VISUAL IMPACT ASSESSMENT REPORT - 2 BOWMAN ROAD, MOSS VALE

## assessment criteria

## 7. ASSESSMENT CRITERIA

### 7.1. Visual Quality

The visual quality of an area is essentially an assessment of how viewers may respond to designated scenery. Scenes of high visual quality are those that are valued by a community for the enjoyment and improved amenity that they can create. Conversely, scenes of low visual quality are of little scenic value to the community with a preference that they be changed and improved, often through the introduction of landscape treatments (e.g. screen planting).

As visual quality relates to aesthetics, its assessment tries to anticipate subjective responses. There is evidence to suggest that certain landscapes are continually preferred over others with preferences related to the presence or absence of certain elements.

The rating of visual quality of this study has been based on the following generally accepted conclusions arising from scientific research (DOP, 1988).

- Visual quality increases as relative relief and topographic ruggedness increases.
- Visual quality increases as vegetation pattern variations increase.
- Visual quality increases due to the presence of natural and/or agricultural landscapes.
- Visual quality increases owing to the presence of water forms (without becoming common) and related to water quality and associated activity.
- Visual quality increases with increases in land use compatibility.

The visual quality for the project has been assessed as LOW - MEDIUM. This is due to the surrounding topography, vegetation and existing development in a rural / industrial context.

VISUAL QUALITY REFERENCE TABLE				
		RATING		
		LOW	MEDIUM	HIGH
ELEMENT	LANDFORM / RELIEF			
	CONTRAST	FLAT TERRAIN DOMINANT. RIDGELINES NOT OFTEN SEEN.	UNDULATING TERRAIN DOMINANT. LITTLE CONTRAST OR RUGGEDNESS. RIDGELINES PROMINENT IN ONLY HALF OF LESS OF LANDSCAPE UNITS.	HIGH HILLS IN FOREGROUND AND MIDDLE GROUND. PRESENCE OF CLIFFS, ROCKS AND OTHER GEOLOGICAL FEATURES. HIGH RELIEF (E.G. STEEP SLOPES RISING FROM WATER OR PLAIN). RIDGELINES PROMINENT IN MOST OF LANDSCAPE UNIT.
	VEGETATION			
	DIVERSITY AND CHANGING PATTERNS	ONE OR TWO VEGETATION TYPES PRESENT IN FOREGROUND. UNIFORMITY ALONG SKYLINE	PATTERNING IN ONLY ONE OR TWO AREAS. 3 OR 4 VEGETATION TYPES IN FOREGROUND FEW EMERGENT OR FEATURE TREES	HIGH DEGREE OF PATTERNING IN VEGETATION. 4 OR MORE DISTINCT VEGETATION TYPES. EMERGENT TREES PROMINENT AND DISTINCTIVE TO REGION.
	NATURALNESS			
	CORRECT BALANCE	DOMINANCE OF DEVELOPMENT WITHIN MANY PARTS OF A LANDSCAPE	SOME EVIDENCE OF DEVELOPMENT BUT NOT DOMINANT	ABSENCE OF DEVELOPMENT OR MINIMAL DISTURBANCE WITHIN LANDSCAPE UNIT. PRESENCE OF PARKLAND OR OTHER OPEN SPACE INCLUDING BEACH, LAKESIDE, ETC.
	WATER			
	PRESENCE, EXTENT AND CHARACTER	LITTLE OR NO VIEW OF WATER. WATER IN THE BACKGROUND WITHOUT PROMINENCE. PRESENCE OF POLLUTED WATER OR STAGNANT WATER.	MODERATE EXTENT OF WATER. PRESENCE OF CALM WATER. NO ISLANDS, CHANNELS, MEANDERING WATER. INTERMITTENT STREAMS, LAKES, RIVERS, ETC.	DOMINANCE OF WATER IN FOREGROUND AND MIDDLE GROUND. PRESENCE OF FLOWING WATER. TURBULENCE AND PERMANENT WATER.
	DEVELOPMENT			
	FORM & IDENTITY	PRESENCE OF COMMERCIAL AND INDUSTRIAL STRUCTURES. PRESENCE OF LARGE SCALE DEVELOPMENT (E.G. MINING INFRASTRUCTURE, ETC) RESIDENTIAL DEVELOPMENT	PRESENCE OF ESTABLISHED RESIDENTIAL DEVELOPMENT. SMALL SCALE, INDUSTRIAL ETC IN MIDDLEGROUND. PRESENCE OF SPORTS AND RECREATION FACILITIES.	PRESENCE OF RURAL STRUCTURES (E.G. FARM BUILDINGS, FENCES ETC.). HERITAGE BUILDINGS AND OTHER STRUCTURES APPARENT. ISOLATED DOMESTIC SCALE STRUCTURES.

**Note:** Standard assessment table template.

# VISUAL IMPACT ASSESSMENT REPORT - 2 BOWMAN ROAD, MOSS VALE

## assessment criteria

### 7.2. Viewer Access

This considers the relative number and type of viewers, the viewer distance, the viewing duration and view context. The rationale is that if the number of people who would potentially see portions of the proposal is low, then the visual impact would be low, compared to when a large number of people would have the same view.

Viewer access assessment ranges from VERY LOW to LOW, depending upon the variable usage of the cattle saleyards. Visual access occurs from 500 metres and beyond, which contributes to minimising the visual impact due to reduction of size and atmospheric hazing over distance.

VIEWER ACCESS MATRIX													
		VIEWER DISTANCE											
		VERY SHORT (<1km)			SHORT (1-2km)			MEDIUM (2-3km)			LONG/DISTANT (>3km)		
		VIEWING DURATION											
		>10mins	10-30mins	>30mins	>10mins	10-30min	>30mins	>10mins	10-30min	>30mins	>10mins	10-30min	>30mins
VIEWER NUMBERS	VERY LOW (>49 PEOPLE PER DAY)	L	M	H	L	M	M	L	L	M/L	L	L	L
	LOW (50-149 PEOPLE PER DAY)	L	M	H	L	M	M	L	L	M	L	L	L
	MODERATE (150-199 PEOPLE PER DAY)	M	H	H	M	M	H	L	M	M	L	L	L
	HIGH (>200 PEOPLE PER DAY)	H	H	H	M	H	H	H	M	H	L	L	M

### 7.3. Visual Sensitivity

Another aspect affecting visual assessments is visual sensitivity. This is the estimate of the significance that a change will have on a landscape and to those viewing it. For example, a significant change that is not frequently seen may result in a low visual sensitivity although its impact on a landscape may be high.

The assessment of visual sensitivity is based on a number of variables such as: the number of people affected; viewer location including distance from the source; the surrounding land use and degree of change. Variables may also include viewer position, i.e. inferior, where the viewer's station is below the horizontal axis as characterise by looking up (least preferred), neutral, where the viewer sight line is generally along the horizontal axis, and, superior, where the viewer sight line is above the horizontal axis as characterise by looking down to an object (most preferred).

Generally the following principles apply:

- Visual sensitivity decreases as the viewer distance increases. This occurs as changes to the scenic environment must be assessed over a broader viewshed which is comprised of a greater number of competing elements.
- Visual sensitivity decreases as the viewing time decreases.
- Visual sensitivity can also be related to viewer activity (e.g. a person viewing an affected site while engaged in recreational activities will be more strongly affected by change than someone passing a scene in a car travelling to a desired destination).

The adjoining table outlines the visual sensitivity based on the above criteria. This varies from LOW to HIGH, depending upon the viewpoint location resulting in an average MODERATE assessment rating.

VISUAL SENSITIVITY TABLE						
		DISTANCE ZONES				
		FOREGROUND 0-0.5km 0.5-1km		MIDGROUND 1-1.5km 1.5 - 2km		BACKGROUND (>2km)
LAND USE	RESIDENTIAL: RURAL OR URBAN	MODERATE	MODERATE	LOW	LOW	LOW
	NATURAL AREAS	HIGH	HIGH	HIGH	MODERATE	LOW
	TOURIST OR PASSIVE RECREATION	HIGH	HIGH	MODERATE	MODERATE	LOW
	MAJOR TRAVEL CORRIDORS	HIGH	MODERATE	MODERATE	MODERATE	LOW
	TOURIST ROADS	HIGH	MODERATE	MODERATE	LOW	LOW
	MINOR ROADS	MODERATE	LOW	LOW	LOW	LOW
	AGRICULTURAL AREAS	LOW	LOW	LOW	LOW	LOW
	INDUSTRIAL AREAS	LOW	LOW	LOW	LOW	LOW

Source: Adapted from EDAW, 2000

## VISUAL IMPACT ASSESSMENT REPORT - 2 BOWMAN ROAD, MOSS VALE

# assessment criteria

### 7.4. Visual Effect

Visual effect is the interaction between a proposal and the existing visual environment. It is often expressed as the level of visual contrast of the proposal against its setting or background in which it is viewed.

This is particularly important should any proposed development extend above the skyline unless, once again, there are particular circumstances that may influence viewer perception and/or visual impact.

It should be noted that a high visual effect does not necessarily equate with a reduction in scenic quality. It is the combination of both visual sensitivity and visual effect that results in visual impact.

The adjoining table outlines the visual effect criteria. The project assessment is assessed as LOW due to the anticipated distant views from most locations, proposed use of recessive material colours and boundary landscape screening.

VISUAL EFFECT TABLE		
LEVELS	HIGH	RESULTS WHEN A PROPOSAL PRESENTS ITSELF WITH HIGH VISUAL CONTRAST TO ITS VIEWED LANDSCAPE WITH LITTLE OR NO INTEGRATION AND/OR SCREENING.
	MODERATE	RESULTS WHERE A PROPOSAL NOTICEABLY CONTRASTS WITH ITS VIEWED LANDSCAPE, HOWEVER, THERE HAS BEEN SOME DEGREE OF INTEGRATION (E.G. GOOD SITING PRINCIPLES EMPLOYED, RETENTION OF SIGNIFICANT EXISTING VEGETATION, PROVISION OF SCREEN LANDSCAPING, CAREFUL COLOUR SELECTION AND/OR APPROPRIATELY SCALED DEVELOPMENT).
	LOW	OCCURS WHEN A PROPOSAL BLENDS IN WITH ITS EXISTING VIEWED LANDSCAPE DUE TO A HIGH LEVEL OF INTEGRATION OF ONE OR SEVERAL OF THE FOLLOWING: FORM, SHAPE, PATTERN, LINE, TEXTURE OR COLOUR. IT CAN ALSO RESULT FROM THE USE OF EFFECTIVE SCREENING OFTEN USING A COMBINATION OF LANDFORM AND LANDSCAPING.

### 7.5. Visual Impact

Visual impact is the assessment of changes in the appearance of the landscape as the result of some intervention typically man-induced, to the visual quality of an area having regard to visual sensitivity and visual effect and the other attributes that these elements embody as discussed above.

Visual impact may be positive (i.e. beneficial or an improvement) or negative (i.e. adverse or a detractor). When visual impacts are negative, the loss of visual quality needs to be determined and when they are found to be undesirable or unacceptable, then mitigation measures need to be formulated with the aim of reducing the impact to within, at least acceptable limits.

The adjoining table illustrates how Visual Effect and Visual Sensitivity levels combine to produce varying degrees of Visual Impact. The overall project assessment summary is assessed as LOW. Further assessment is provided in the Visual Evaluation for selected viewpoints.

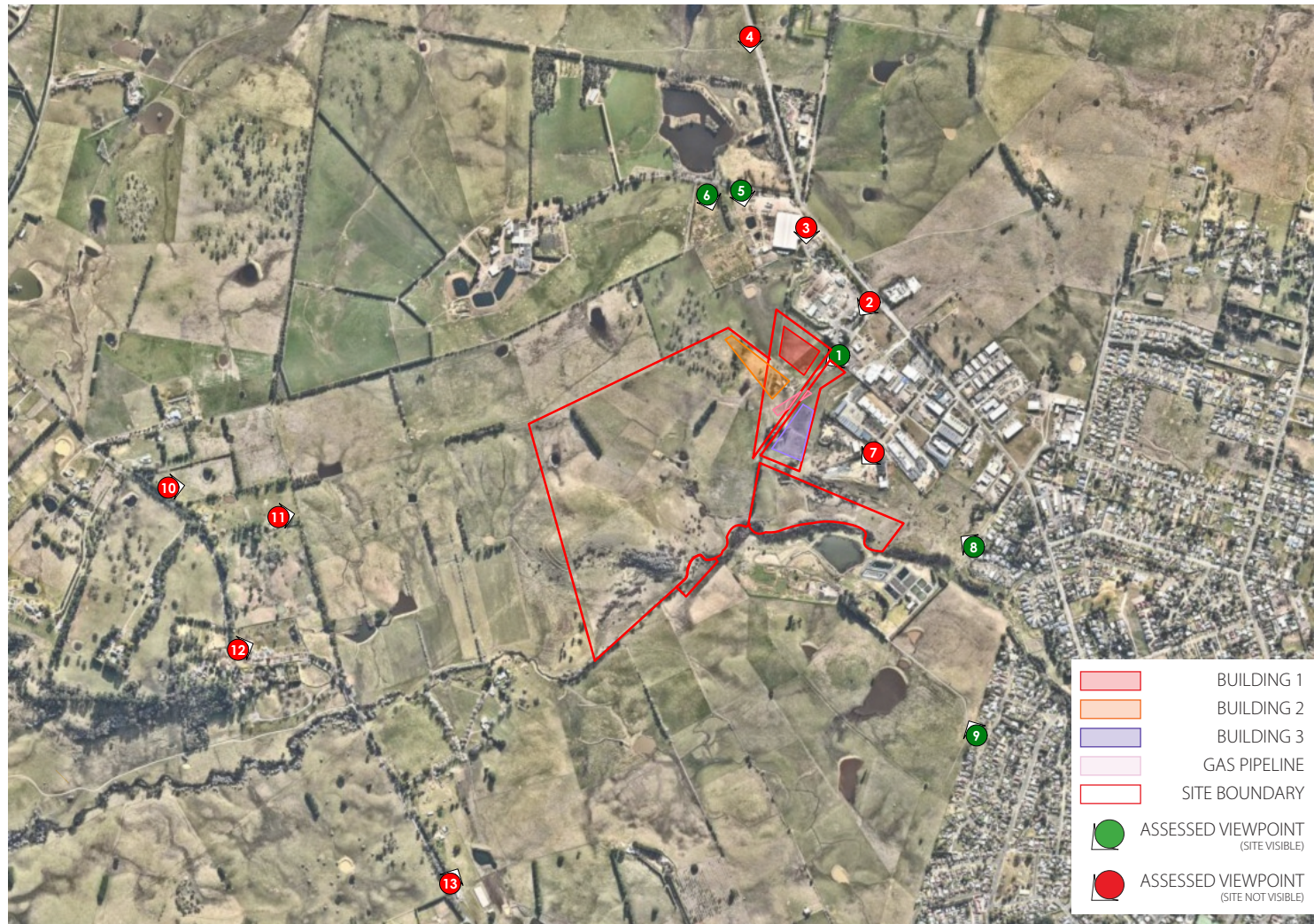
VISUAL IMPACT TABLE					
		VISUAL EFFECTS LEVELS			
		HIGH	MODERATE	LOW	NEGLIGIBLE
VISUAL SENSITIVITY LEVELS	HIGH	HIGH IMPACT	HIGH IMPACT	MODERATE IMPACT	NEGLIGIBLE IMPACT
	MODERATE	HIGH IMPACT	MODERATE IMPACT	LOW IMPACT	NEGLIGIBLE IMPACT
	LOW	MODERATE IMPACT	LOW IMPACT	LOW IMPACT	NEGLIGIBLE IMPACT
	NEGLIGIBLE	NEGLIGIBLE IMPACT	NEGLIGIBLE IMPACT	NEGLIGIBLE IMPACT	NEGLIGIBLE IMPACT

Source: EDAA, 2000



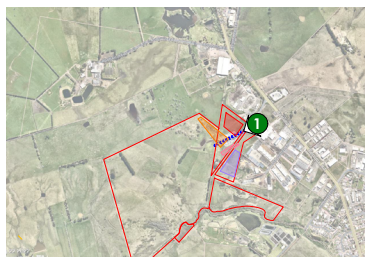
## VISUAL IMPACT ASSESSMENT REPORT - 2 BOWMAN ROAD, MOSS VALE

### viewpoint locations



# VISUAL IMPACT ASSESSMENT REPORT - 2 BOWMAN ROAD, MOSS VALE

## viewpoint 1



**Image 10** Potential building mass shown as red hatching (building 1) and magenta hatching (building 3).

Viewpoint 1	
Location	2 Bowman Road, looking south.
Distance to the site	0 km
	This view represents that of the highest likely visual impact, as it offers unfiltered views in very close proximity from within the site to the proposed development. Red lines indicate the site boundary and an estimation of the proposed building mass is indicated with red and magenta hatching. The potential for moderate to long viewing duration from the adjoining sites results in a high Viewer Access rating, but Visual Sensitivity is considered low as it is located within an existing industrial area. The location of Building 1 to the immediate right upon entry to the site, combined with the proposal occurring within relatively undeveloped farmland results in a high Visual Effect. Views into the site from the recycling centre and crane storage adjoining the northern boundary will likely be highly impacted, as it is in an elevated position. It should be noted that this will occur from within the context of a waste disposal centre and crane storage facility which has a permanently erected crane for loading/unloading and the actual impact will be influenced by the existing layout of the centre and existing vegetation.

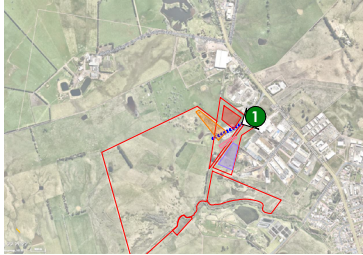
**Note:** Proposed building shown in red and magenta for easy identification, see next sheet for view depicted in proposed recessive colours.

Visual Evaluation Criteria			
	LOW	MODERATE	HIGH
Viewer Position	INFERIOR	NEUTRAL	SUPERIOR
Viewer Access			
Visual Sensitivity			
Visual Effect			
Visual Impact			



## VISUAL IMPACT ASSESSMENT REPORT - 2 BOWMAN ROAD, MOSS VALE

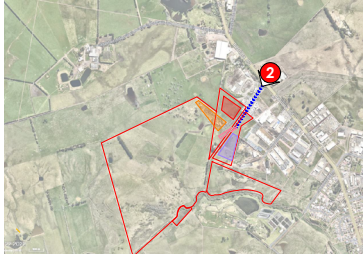
### viewpoint 1





# VISUAL IMPACT ASSESSMENT REPORT - 2 BOWMAN ROAD, MOSS VALE

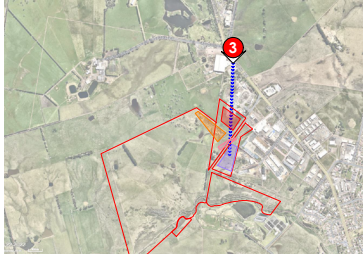
## viewpoint 2



**Image 11** No buildings associated with the proposal are visible from this location.

Viewpoint 2	
Location	Intersection of Berrima and Bowman Roads, looking south.
Distance to the site	200 metres
	<p>This viewpoint indicates how the surrounding topography and existing development influences the potential visual impact of a development. Viewer access is rated as high due to the volume of traffic using Berrima Road, but the viewing duration is very short. Berrima Road may be considered a tourist road but as this portion occurs within an industrial area, the high visual sensitivity rating has been reduced to moderate.</p> <p>As only a very small portion of the site is observable from this location as a carpark, the visual effect and visual impact will be low (nil).</p>

Visual Evaluation Criteria			
	LOW	MODERATE	HIGH
Viewer Position	INFERIOR	NEUTRAL	SUPERIOR
Viewer Access			
Visual Sensitivity			
Visual Effect			
Visual Impact			



**Image 12** Site not visible from this location.

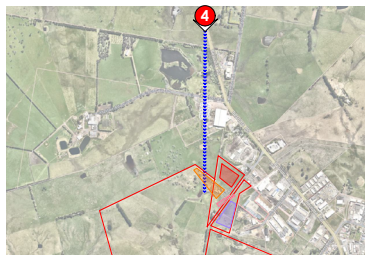
Viewpoint 3	
Location	Eastern entrance to Southern Rural Livestock Saleyards, 205 Berrima Road, looking south-east.
Distance to the site	300 metres
	<p>Similarly to Viewpoint 2, this viewpoint indicates how the surrounding topography, vegetation and existing development influences the potential visual impact of a development. Viewer access is rated as high due to the volume of traffic using Berrima Road, but the viewing duration is very short and shall be generally experienced by vehicles in transit, except when visiting the saleyards. Berrima Road may be considered a tourist road and has been assessed as a high sensitivity, although this location is viewed in the context of existing industrial and agricultural land.</p> <p><b>The subject site is not observable from this location, however viewpoint has been assessed and visual impact is NIL.</b></p>

Visual Evaluation Criteria			
	LOW	MODERATE	HIGH
Viewer Position	INFERIOR	NEUTRAL	SUPERIOR
Viewer Access			
Visual Sensitivity			
Visual Effect			
Visual Impact			



# VISUAL IMPACT ASSESSMENT REPORT - 2 BOWMAN ROAD, MOSS VALE

## viewpoint 4



**Image 13** Site not visible from this location.

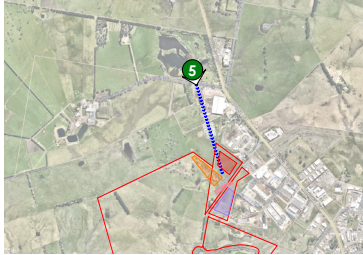
Viewpoint 4	
Location	Between 30 & 325 Berrima Road (-34.526509, 150.351827), looking south-east.
Distance to the site	1 kilometre
	<p>This viewpoint was selected due to its potential to provide direct views to the site from vehicles travelling towards Moss Vale, however all views are obstructed by existing foreground vegetation. The subject site is therefore not observable from this location and although the tourist road affords it a moderate Visual Sensitivity, the Visual Impact is low.</p> <p><b>The subject site is not observable from this location, however viewpoint has been assessed and visual impact is NIL.</b></p>

Visual Evaluation Criteria			
	LOW	MODERATE	HIGH
Viewer Position	INFERIOR	NEUTRAL	SUPERIOR
Viewer Access			
Visual Sensitivity			
Visual Effect			
Visual Impact			



# VISUAL IMPACT ASSESSMENT REPORT - 2 BOWMAN ROAD, MOSS VALE

## viewpoint 5



**Image 14** Potential building mass shown as red hatching.

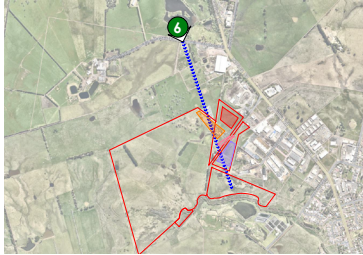
Viewpoint 5	
Location	Northern entrance to Southern Rural Livestock Saleyards, Abattoir Road.
Distance to the site	600 metres
	<p>This is the nearest access via a public road located to the north of the site. Viewer Access is mostly limited to the occupants of the two rural properties on Abattoir Road, however this volume increases on stockyard sale days. The moderate rating is an average between the high and low ratings for both occasions.</p> <p>As the viewpoint is located within an agricultural area within 1 kilometre of the site it has a moderate Visual Sensitivity rating. Although the proposed structures will be visible from this location it does not breach the existing canopy line and the use of building materials with recessive colours will assist in integrating the proposal into the surrounding environment. The visual impact will be further mitigated with the use of boundary landscaping.</p> <p>It should be noted that more of the building mass may be visible from within the saleyards, as it is located at a higher elevation and potentially has relatively unobstructed views across cleared paddocks. Given the distance to site and screening through a topographic rise along with boundary landscaping this view is assessed as LOW visual impact.</p>

**Note:** Proposed building shown in orange for easy identification, see next inset for view depicted in proposed recessive colours.

Visual Evaluation Criteria			
	LOW	MODERATE	HIGH
Viewer Position	INFERIOR	NEUTRAL	SUPERIOR
Viewer Access			
Visual Sensitivity			
Visual Effect			
Visual Impact			

# VISUAL IMPACT ASSESSMENT REPORT - 2 BOWMAN ROAD, MOSS VALE

## viewpoint 6



**Image 15** Potential building mass shown as red hatching.

Viewpoint 6	
Location	Entrance to Charlston Pastoral Company, Abattoir Road.
Distance to the site	500 metres
	<p>As with Viewpoint 5, this is the nearest access via a public road located to the north of the site. As this is located at the end of the road, Viewer Access is limited to clients and employees of the company and shall be of a brief duration from this location. Views for a longer duration are likely from within the premises, depending upon the site layout and extent of landscaping within. However the industrial nature of these developments must be taken into account.</p> <p>As the viewpoint is located within an agricultural area within 1 kilometre of the site it has a low Visual Sensitivity rating. The proposed buildings will be visible from this location and will breach the background vegetation line. A landscaped buffer sufficiently wide to accommodate large trees along the site's western boundary shall supplement to existing canopy and filter views to the built form. The use of building materials with recessive colours will also assist in integrating the proposal into the surrounding environment.</p>

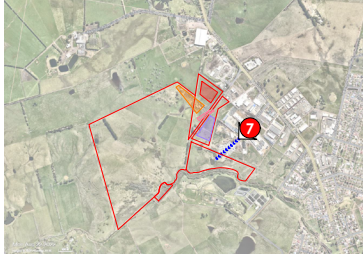
**Note:** Proposed building shown in orange for easy identification, see next inset for view depicted in proposed recessive colours.

Visual Evaluation Criteria			
	LOW	MODERATE	HIGH
Viewer Position	INFERIOR	NEUTRAL	SUPERIOR
Viewer Access			
Visual Sensitivity			
Visual Effect			
Visual Impact			



# VISUAL IMPACT ASSESSMENT REPORT - 2 BOWMAN ROAD, MOSS VALE

## viewpoint 7



**Image 16** Proposed buildings will not be visible from this location. Obstructed by Anderson Waste Services located at the higher elevation to the right.

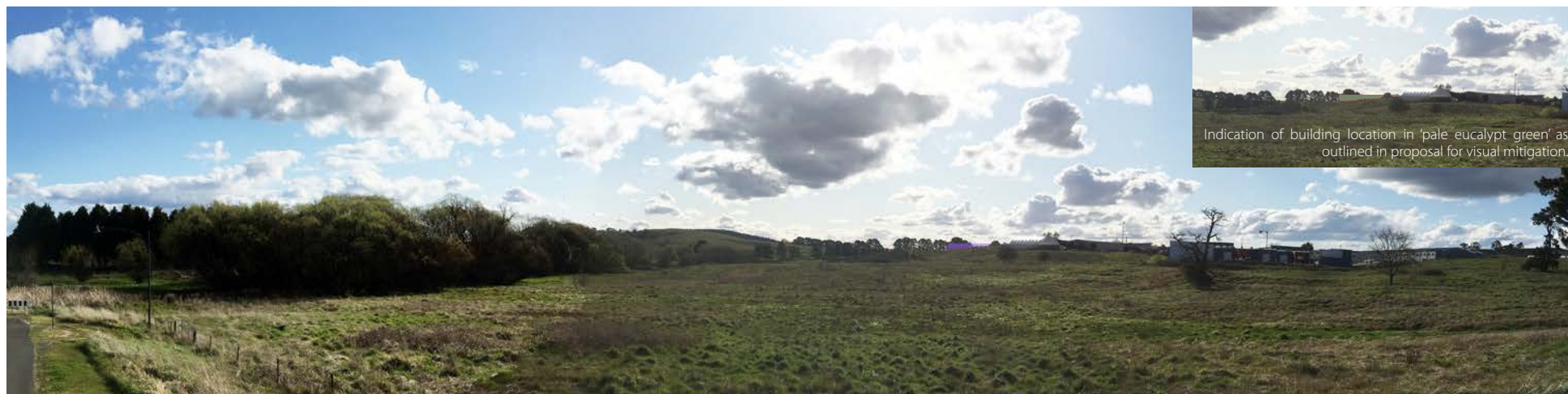
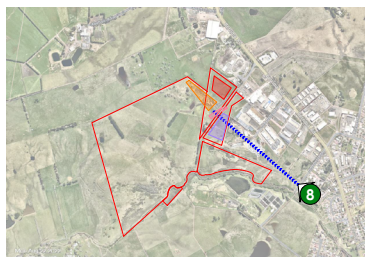
Viewpoint 7	
Location	16-18 Old Dairy Road, Moss Vale
Distance to the site	200 metres
	<p>This is the nearest access via a public road located to the east of the subject site. As this is located on private property within a cul-de-sac at the end of the road, Viewer Access is limited to employees and may be variable in duration, depending upon the site usage. Longer duration views are likely from within the site of Anderson Waste Services, however aerial imagery suggests that they may be partially restricted by on-site industrial buildings.</p> <p>A low Visual Sensitivity rating is the result of the viewpoints location within an industrial area. This viewpoint offers a relatively unobstructed outlook to the RU2 zoned land outside of where the buildings will be constructed. The southern extent of the lot containing Building 3B is visible to the right of the image, but it is anticipated that the actual structure will not be visible from this location as it will be obstructed by the existing earth mound associated with Anderson Waste. All other proposed structures shall occur further northward into the site and therefore shall also not be visible therefore, visual impact will be NIL.</p>

Visual Evaluation Criteria			
	LOW	MODERATE	HIGH
Viewer Position	INFERIOR	NEUTRAL	SUPERIOR
Viewer Access			
Visual Sensitivity			
Visual Effect			
Visual Impact			



# VISUAL IMPACT ASSESSMENT REPORT - 2 BOWMAN ROAD, MOSS VALE

## viewpoint 8

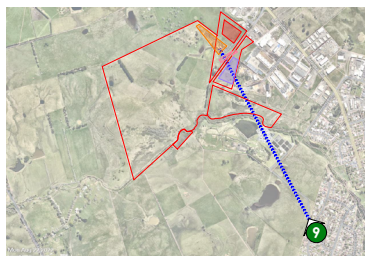


**Image 17** Potential building mass shown as red hatch

Viewpoint 8	
Location	4 Gibbons Road
Distance to the site	600 metres
	<p>This viewpoint affords relatively unobstructed views across open paddocks to the site. Viewer Access is limited to the residents of 27 Gibbons Road and residents accessing Morrice Court. The residents of 1 Morrice Court could potentially be impacted, however the building is orientated towards Morrice Court and there is established screen planting along the Gibbons Road interface. Screen planting also filters views towards the site for the residents of 27 Gibbons Road.</p> <p>Most of the proposal shall be obstructed by existing buildings to the foreground, but a portion of Building 3 may be visible from this location. The presence of these buildings suggests that the proposal will likely be observed as a continuation of the established industrial area, rather than viewed in isolation. Due to atmospheric haze, visual clarity and subsequent visual impact reduces as distance increases and the use of recessive colours in the building materials will assist with visual integration.</p> <p>The visual impact of the proposed development is anticipated to be low from this location.</p>

**Note:** Proposed building shown in magenta for easy identification, see next inset for view depicted in proposed recessive colours.

Visual Evaluation Criteria			
	LOW	MODERATE	HIGH
Viewer Position	INFERIOR	NEUTRAL	SUPERIOR
Viewer Access			
Visual Sensitivity			
Visual Effect			
Visual Impact			

VISUAL IMPACT ASSESSMENT REPORT - 2 BOWMAN ROAD, MOSS VALE  
viewpoint 9

**Image 18** Estimated building mass shown as red hatching.

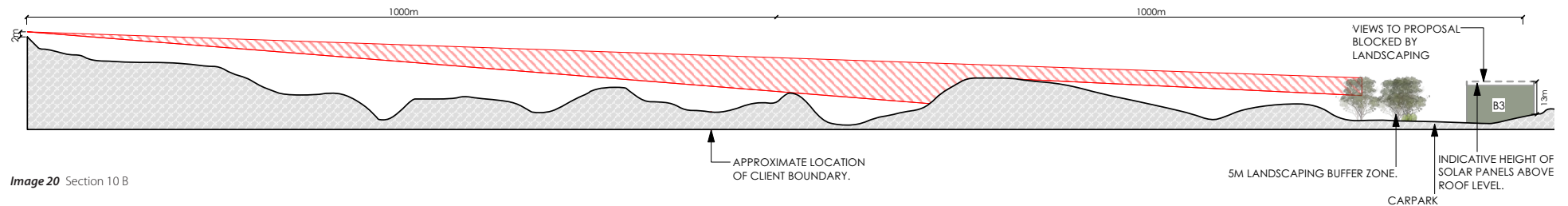
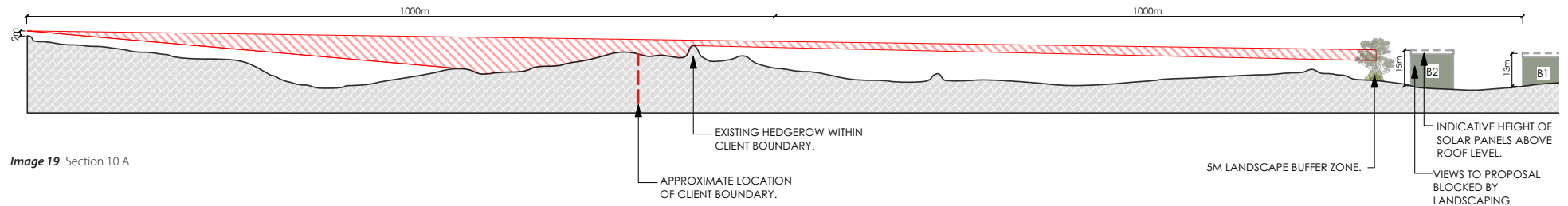
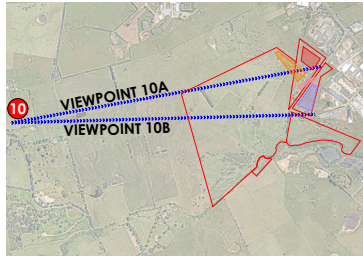
Viewpoint 9	
Location	Sewerage Treatment Works entrance, between 25 & 27 Kennedy Close, Moss Vale.
Distance to the site	1 kilometre
	<p>Viewer Access is limited from the rear yard of residents occupying the western side of Kennedy Close. Employees of the Sewerage Treatment Works (STW) will have a closer view of the site, but it may be filtered by vegetation. The topographic depression bisecting the viewshed along the creekline allows for a relatively unobstructed view across the paddocks to the site. Further, much of the building mass shall be observed from this location, due to the obscure viewer angle. The proposal shall not be viewed in isolation as the existing industrial development on the eastern side of Old Dairy Road is very evident, resulting in an estimated moderate Visual Impact.</p> <p>A more accurate analysis of the potential impact to the residents of Kennedy Close was not possible due to restricted access to the STW, however aerial imagery indicates that many residences have vegetation screening to the rear of their properties, so views will be obstructed.</p>

**Note:** Proposed building shown in magenta for easy identification, see next inset for view depicted in proposed recessive colours.

Visual Evaluation Criteria			
	LOW	MODERATE	HIGH
Viewer Position	INFERIOR	NEUTRAL	SUPERIOR
Viewer Access			
Visual Sensitivity			
Visual Effect			
Visual Impact			

# VISUAL IMPACT ASSESSMENT REPORT - 2 BOWMAN ROAD, MOSS VALE

## viewpoint 10 sections

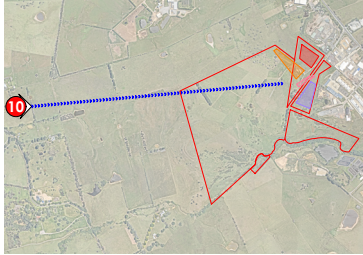


Viewpoint 10	
Location	270 Oldbury Road, Moss Vale.
Distance to the site	2 kilometres
	Indicative cross sections using nearmaps line section tool shows that the proposal would be significantly screened through a range of existing land form topographies and established vegetation in the forms of native patches and hedge rows within the boundary of the proposal. These cross sections provided an indication of what parts of the proposal may be seen from 270 Oldbury Road and how this can be adequately screened through a 5 metre vegetation strip, additionally, there will be further landscaping along each side of Hutchinson Road which will act as additional screening on top of the proposed 5m landscape buffer strip. Further detailed gathered via site visit show that the proposal cannot be seen like shown in the above cross sections which has been expanded upon in further detail on the next page.



# VISUAL IMPACT ASSESSMENT REPORT - 2 BOWMAN ROAD, MOSS VALE

## viewpoint 10



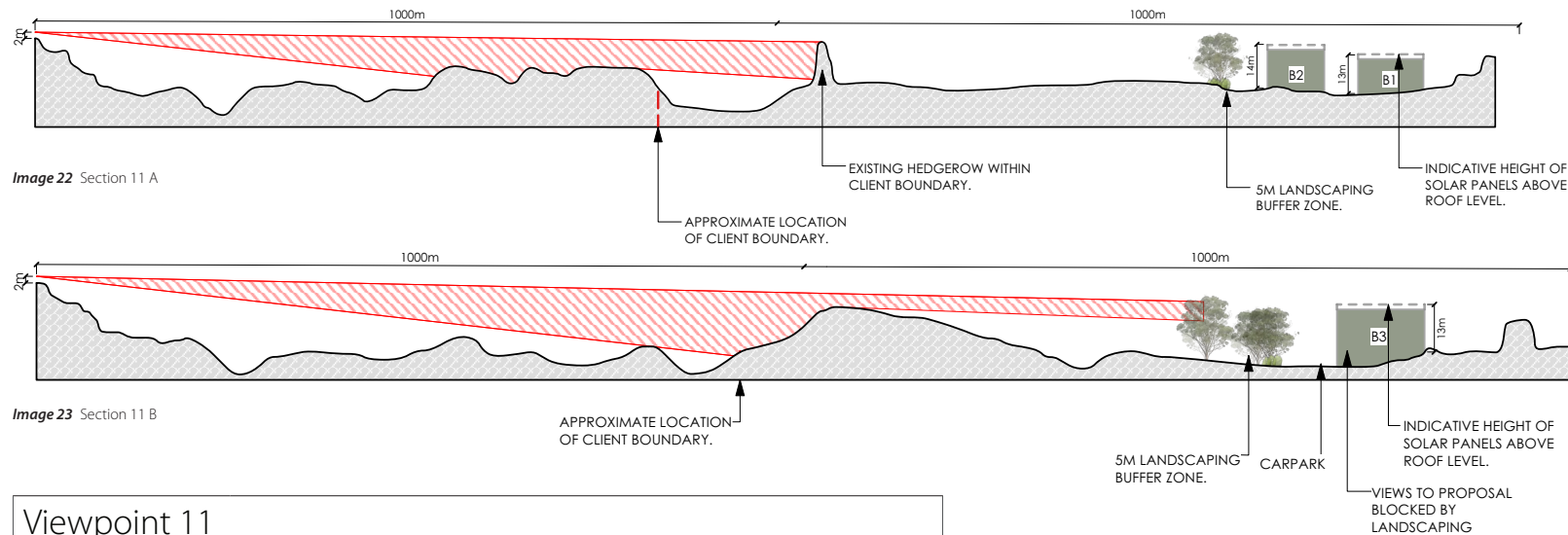
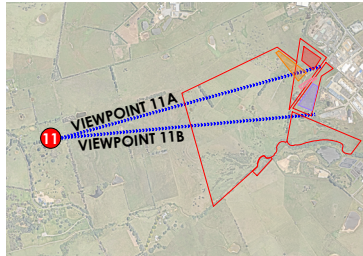
**Image 21** Existing viewpoint from Oldbury Road.

Viewpoint 10	
Location	270 Oldbury Road, Moss Vale.
Distance to the site	2 kilometres
	<p>Shown in image 21, the proposal is not visible from the viewpoint location at 270 Oldbury Road. The proposal is screened through a range of rolling hills and established native vegetation patches and hedgerows located on neighboring property and within the proposals boundary. The viewpoint has been taken at the roadside boundary as the owner denied access to the property of 270 and 254 Oldbury Road. The viewpoint taken provides the closest possible comparison to what may be seen from the dwelling of 270 Oldbury Road, additionally as the cross section demonstrates, the grounds of 270 Oldbury Road are at a lower elevation than the dwelling and the road where the photo has been taken. Therefore, the potential for views of the proposal from within the grounds would be further obstructed and are negligible.</p> <p>While the assessment of this view has been requested by the residents of 270 Oldbury Road, the distance from the site is over 2km in which the methodology returns a low visual sensitivity.</p>

Visual Evaluation Criteria			
	LOW	MODERATE	HIGH
Viewer Position	INFERIOR	NEUTRAL	SUPERIOR
Viewer Access			
Visual Sensitivity			
Visual Effect			
Visual Impact			

# VISUAL IMPACT ASSESSMENT REPORT - 2 BOWMAN ROAD, MOSS VALE

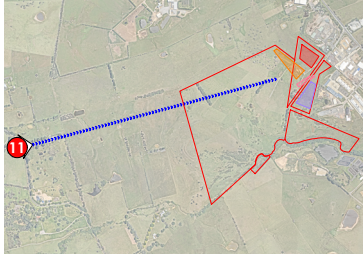
## viewpoint 11 sections



Viewpoint 11	
Location	254 Oldbury Road, Moss Vale.
Distance to the site	2 kilometres
	Indicative cross sections using nearmaps line section tool shows that the proposal would be screened through a range of existing land form topographies and established vegetation in the forms of native patches and hedgerows within the boundary of the proposal. These cross sections provided an indication of what parts of the proposal may be seen from 254 Oldbury Road and how this can be adequately screened through a 5 metre vegetation strip along with additional planting along the road reserve north and south of Hutchinson road which will screen any views of the proposal therefore, the visual impact is NIL. It is also note that the cross sections also indicate that the grounds of 254 Oldbury road are lower than that of the dwelling so views towards the proposed buildings would be further screened. Further detail gathered via site visit show that the proposal is not visible which has been expanded upon in further detail on the next page.

# VISUAL IMPACT ASSESSMENT REPORT - 2 BOWMAN ROAD, MOSS VALE

## viewpoint 11



**Image 24** Existing viewpoint from Oldbury Road.

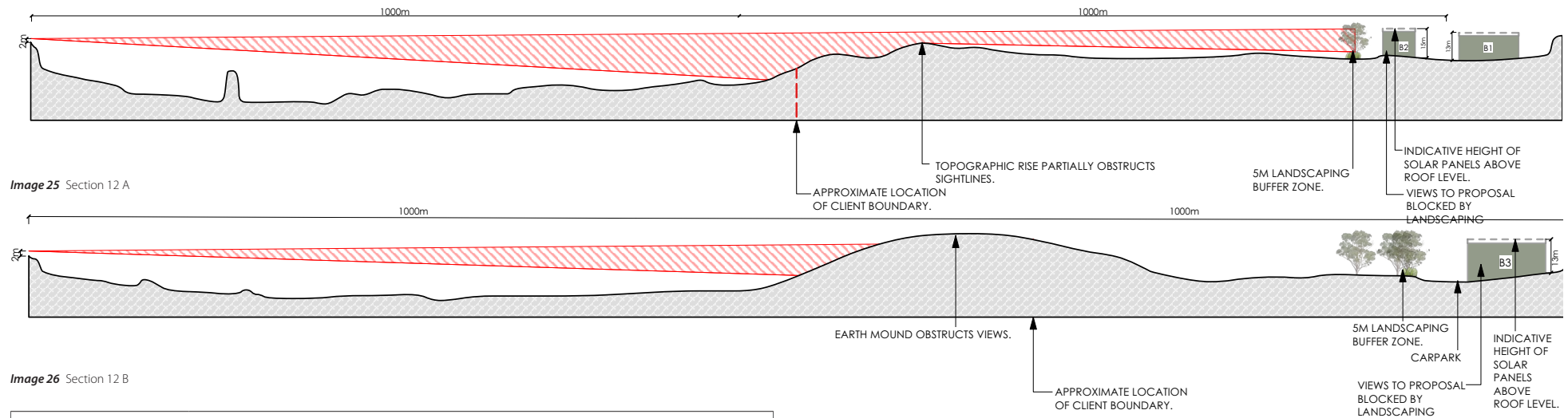
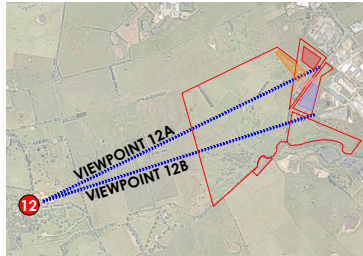
Viewpoint 11	
Location	254 Oldbury Road, Moss Vale.
Distance to the site	2 kilometres
	<p>The proposal can be partially seen from this viewpoint, a visual survey conducted using balloons marking the building heights were partially visible from this location. The proposal will be screened by existing topography and vegetation, additional mitigation measures of a 5m planting strip will also screen the proposal from the view of 254 Oldbury Road. The viewpoint has been taken from the roadside as the owner has denied access to the property of 254 Oldbury Road. The viewpoint taken provides an indication of the viewshed from 254 Oldbury Road but at a higher level of elevation exaggerating what would be visible from within and around the dwelling of 254 Oldbury Road. The crane which can be seen from this view is located at 7 Bowman Road. The crane is permanent and is twice the height of the proposed buildings, therefore the visual impacts are NIL .</p> <p>While the assessment of this view has been requested by the residents of 254 Oldbury Road, the distance from the site is over 2km in which the methodology returns a low visual sensitivity.</p>

Visual Evaluation Criteria			
	LOW	MODERATE	HIGH
Viewer Position	INFERIOR	NEUTRAL	SUPERIOR
Viewer Access			
Visual Sensitivity			
Visual Effect			
Visual Impact			



# VISUAL IMPACT ASSESSMENT REPORT - 2 BOWMAN ROAD, MOSS VALE

## viewpoint 12 sections



Viewpoint 12	
Location	217 Oldbury Road, Moss Vale.
Distance to the site	2 kilometres
	Indicative cross sections using nearmaps line section tool shows that the proposal would be partially screened through a range of existing land form topographies and established vegetation in the forms of native patches and hedgerows within the boundary of the proposal. These cross sections provided an indication of what parts of the proposal may be seen from 217 Oldbury Road and how this can be adequately screened through a 5 metre vegetation strip along with additional planting along the road reserve north and south of Hutchinson road which will screen any views of the proposal therefore, the visual impact is NIL. Much like the other viewpoints along Oldbury Road the dwelling of 217 Oldbury Road is located at a higher elevation than the grounds of the property. Thus leading to negligible views towards the site from within the grounds of 217 Oldbury Road. Further detail gathered via site visit show that the proposal is not visible from this viewpoint and is explained in further detail on the next page. Therefore, visual impacts are NIL.

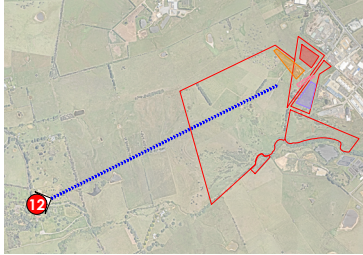


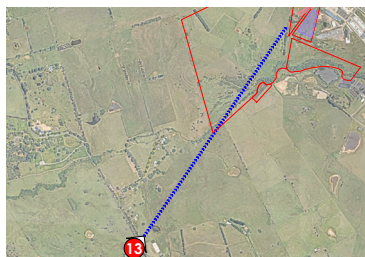
Image 27 Existing viewpoint from Oldbury Road.

Viewpoint 12	
Location	217 Oldbury Road, Moss Vale.
Distance to the site	2 kilometres
	<p>The proposal is screened through a range of rolling hills and established native vegetation patches and hedgerows located on neighboring property and within the proposals boundary. The views afforded to this location are at an approximate 3 metres lower than what is shown in image 27. This viewpoint shows the proposal not visible from 217 Oldbury Road therefore, visual impact is NIL.</p> <p>While the assessment of this view has been requested by the residents of 217 Oldbury Road, the distance from the site is over 2km in which the methodology returns a low visual sensitivity.</p>

Visual Evaluation Criteria			
	LOW	MODERATE	HIGH
Viewer Position	INFERIOR	NEUTRAL	SUPERIOR
Viewer Access			
Visual Sensitivity			
Visual Effect			
Visual Impact			

# VISUAL IMPACT ASSESSMENT REPORT - 2 BOWMAN ROAD, MOSS VALE

## viewpoint 13



**Image 28** Estimated building mass shown as red hatching.

Viewpoint 13	
Location	82 Oldbury Road, Moss Vale.
Distance to the site	2 kilometres
	Image 28 shows the proposal is partially visible from this location, the views from this location are generally afforded to vehicular travel for a short duration of time. The 5 metre landscaping strip will provide a visual buffer and mitigate views from this location. As seen in the above image, while looking at this view there is already a view of industrial buildings which lack the use of any visual mitigation with no landscaping or use of recessive colours, given the proposals use of landscaping and recessive colours, visual impacts will be low.

Visual Evaluation Criteria			
	LOW	MODERATE	HIGH
Viewer Position	INFERIOR	NEUTRAL	SUPERIOR
Viewer Access			
Visual Sensitivity			
Visual Effect			
Visual Impact			



## VISUAL IMPACT ASSESSMENT REPORT - 2 BOWMAN ROAD, MOSS VALE additional non-visible views



Image 29 341-369 Oldbury Road.



Image 30 300 Oldbury Road.



Image 31 216 Oldbury Road.



Image 32 450 Oldbury Road.

## 8. HERITAGE

### 8.1. Local Heritage Overlay

Neighboring lots are classified as local and state heritage overlays, the local heritage overlay 'Browley' expands over Environmental Management Zone (C3), Rural Landscape Zone (RU2) and the local General Industrial Zone (E4) along the proposal boundary. The proposal is to be set within an existing industrial zone where the local heritage overlay already shares a boundary with the large industrial buildings associated with the now-closed abattoir and the cattle saleyards. The proposed development is consistent with the industrial nature of existing buildings. Though the proposal will use recessive colours and landscaping to minimise the visual impacts. Therefore, the proposal is not expected to impact the heritage setting in this location.

Views afforded to that of the Highfield and Whitley House are that of a higher elevation to those shown in this study yet the proposal will be viewed within the context of existing industrial developments. The proposal's selection of recessive colours and 5 metre landscape buffer in addition with the landscaping within the north and south road reserve of Hutchinson Road will further reduce the impact the proposal holds on this viewshed. The topography of the land within the Browley Local Heritage area acts as a natural screen for the proposal, any limited viewsheds of the development would then be screened through the addition of the proposed 5 metre landscape buffer.

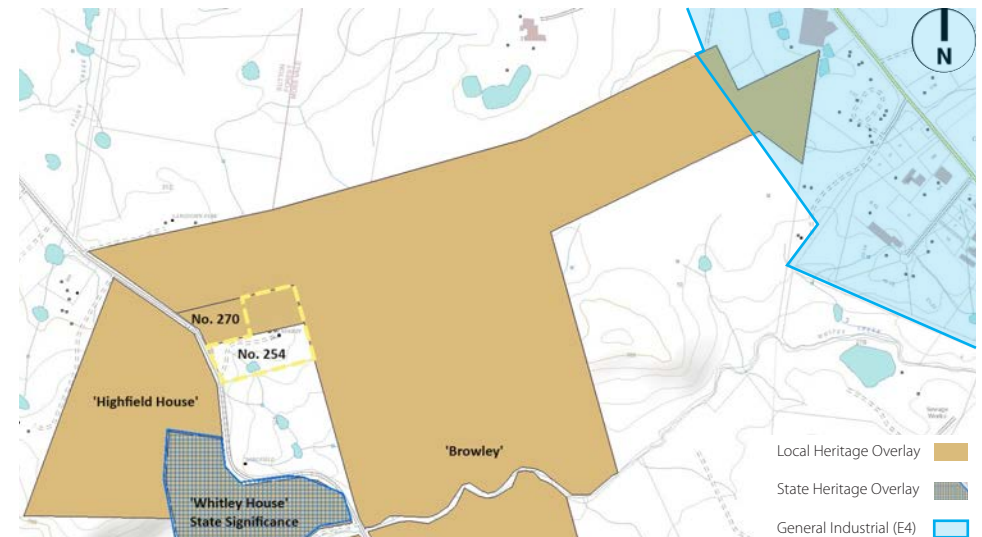


Image 33 Local and state heritage zone overlays in relation to site.

## 9. IMPACT ASSESSMENT

### 9.1. Discussion

This section considers the general impact the proposal may have on the local visual environment and identifies those areas where the visual impact may potentially be the most significant. This was done by undertaking a site inspection of the surrounding area and broadly scoping the study area to identify where the proposed development would likely to be visible and appear to be most prominent. Visual effect may be either based on the degree of exposure or the number of people likely to be affected.

Viewpoint 1 presents a worst case scenario of the potential view into the subject site from the entrance. It is located at the end of the existing sealed section of Bowman Road, which shall be extended as part of this proposal. Viewer access will likely be limited to clients and employees associated with the development and those occupying the adjoining businesses. Although the visual impact of the proposal will be high from this location, visual sensitivity is low as it is located within an existing industrial development.

Viewpoint 2 was selected to indicate how the surrounding topography and existing built form influences the potential visual impact of a proposal. Although located only 200 metres from the site entrance, it is anticipated that none of the proposed built form will be visible from this location as it is at a lower elevation and the existing industrial buildings obstruct views into the broader site. Viewer access is potentially low despite the volume of traffic using Berrima Road, the proposed warehouses will not be visible. The visual effect and visual impact is therefore considered to be NIL from this location.

Viewpoint 3 also indicates how the surrounding topography, vegetation and existing built form can be influential on the proposal's visual impact. The subject site is not visible from this location as it is also at a lower elevation, however it may be visible from within the saleyard premises. The visual impact from within the saleyard could not be assessed as access was not available. Similarly for Viewpoint 4, despite the potential for a high Viewer Access due to its location on Berrima Road, the subject site is not visible from this location, as foreground vegetation completely obstructs views across the farmland to the site, therefore the proposal has a NIL viewer access from these locations and visual impact is NIL when assessed at viewpoints 3 and 4.

Viewpoint 5 was selected as it is the closest public road located to the north of the site, thereby potentially offering high viewer access within a relatively close proximity. However Viewer Access is actually limited to the few occupants of the rural residences on Abattoir Road, those attending the saleyards and Charleston Pastoral Company. The subject site is partially obstructed by saleyard structures and foreground topography however more of the site and proposed buildings may be visible from the higher elevations within the saleyards. The inclusion of a 5m wide landscaped buffer wide enough to accommodate large trees shall assist in providing screening of the proposed development and further visual integration may be achieved with the use of recessive building material colours.

Viewer Access from Viewpoint 6 is mainly limited to clients and employees of Charlston Pastoral Company as it is located at the end of the public access area of Abattoir Road.

Views are likely to be brief and transient, however may be more prolonged from within the company's site depending upon the site layout and existing landscaping within. It is anticipated that more of the proposed structures shall be visible than that of Viewpoint 5, however as with Viewpoint 5 a 5m wide landscaped buffer along the subject site's western boundary which is sufficient to accommodate medium and large trees shall assist in integrating the proposal into the existing landscape.

Viewpoint 7 is located at the termination of Old Dairy Road, the nearest publicly accessible road to the east of the subject site. This viewpoint is from within the site entrance to the industrial property and overlooks the RU2 zoned land in the southern extents of Lot 2. No development is proposed within that zone and the southern extents of the proposed Building 3B shall be obstructed by the earth mound and industrial buildings associated with Anderson Waste Services. The site is completely obstructed by industrial buildings further northward along Old Dairy Road.

The proposal is predominantly screened by existing industrial developments, the southern portion of warehouse 3 is afforded relatively unobstructed views across cleared paddocks to the site are available from Viewpoint 8 and although some of the southern extents of Building 3 shall be visible, the remainder of the proposal shall be obscured by mid-ground topography and structures. There is no vegetation screening associated with the existing development and the presence of these buildings suggests that the proposal may be viewed as a continuation of the existing industrial development, rather than being viewed in isolation. A 5m wide landscaped strip along the subject site's eastern boundary adjoining Building 3 provides the opportunity for screen planting and the use of recessive colours in the building materials will assist in mitigating the visual impact from this location, especially when viewed in context with that noted above. Static viewer access is limited to the occupants of 27 Gibbons Road, 1 Morrice Court and transient views by those accessing the remainder of Morrice Court. Both addresses have established vegetation along their western boundaries which screens views to the site.

Viewpoint 9 in this assessment is located at the entrance to the Sewerage Treatment Works (STW) on Kennedy Close. A preliminary desktop assessment indicated that unobstructed views across cleared paddocks may be afforded from Kennedy Close and this viewpoint is the only publicly accessible location from which to view the site. A locked gate is located equivalent to the rear of the adjoining residences and only STW staff are permitted beyond. Whites Creek bisects the viewshed but the lower elevation of the creekline vegetation does not provide any screening of the subject site, resulting in the likelihood that the southern and eastern facade of Building 3 will be visible from this location. The visual impact along the southern boundary may be mitigated with the inclusion of a 5m landscaped buffer that is wide enough to accommodate medium and large screening trees. Upon maturity these trees shall be viewed as a continuation of the existing canopy tree line that occurs to the left of the image. As noted above, a landscaped strip along the eastern boundary will assist in mitigating the visual impact and any future development on the lots located to the south east of the subject site will ultimately obstruct views to most of Building 3 from this location. The use of building materials with recessive colours will also potentially reduce the visual impact for the interim.



Viewpoints 10, 11 and 12 are all afforded to residents of Oldbury Road, this study used nearmaps to give an indicative idea if the proposal would be visible from these dwellings, it was later determined after site visit that there would be no views to the proposal from these dwellings as existing landform and vegetation provides a visual screen of the proposed buildings.

The final viewpoint (13) shows that the proposal can be partially seen from along Oldbury Road while traveling within a vehicle, this view would be screened by the proposed 5 metre landscape strip along with the recessive colours of the proposed buildings, the impact of this view would be low as there is already industrial buildings visible from this view.

## 10. CONCLUSION AND RECOMMENDATIONS

### 10.1. Conclusion and Recommendations

The proposal is permitted under current planning guidelines, but as it shall occur on mostly undeveloped farmland the local visual character shall be altered. The extent of this modification is dependent upon the viewer angle and subsequent surrounding context. Due to the surrounding topography, vegetation and existing development, close proximity views into the site are restricted, so this change in land use will be mostly observed from 500 metres and further from the site. The viewer number from these locations shall be low.

A minimum 5 metre landscape strip will provide a sufficient amount of vegetation screening for the proposal if implemented as detailed. Specimen trees to be planted at advanced heights to help implement immediate screening and reduce the time before a continuous canopy is achieved. The proposal shall pose negligible lighting impacts outside of within 10 metres of the proposal boundary as per outlined within the lighting assessment revision E. The proposals exterior finishes as a recessive green will allow for the proposal to blend into the surrounding vegetation when viewed from a distance.

It is anticipated that this change in land use shall be viewed as an extension of the existing industrial development and the proposal shall have a low - moderate accumulative visual impact on the surrounding area.

The following recommendations have been included during the design development of the site:

- Provide landscaping to the areas indicated on the architectural site plan and the Landscape Concept Plan prepared and submitted with the DA.

- Allow sufficient boundary landscaping to allow for the establishment of medium and large canopy trees and establishment of screen planting .

- Use recessive colours for the proposed building materials.

If these recommendations are implemented during construction, the overall visual impact is estimated to be low.

## 11. REFERENCES

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Wingcaribee Shire Council, Wingecaribee Development Control Plan, Industrial Land, Amendment 7, January 2021, <https://www.wsc.nsw.gov.au/Development/Development-Control-Plans>, viewed 30.09.2022

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# VISUAL IMPACT ASSESSMENT REPORT - 2 BOWMAN ROAD, MOSS VALE

## landscape plan

## 12. APPENDICES

### 12.1. Appendix A - Landscape Plan

MOSS VALE INDUSTRIAL SUBDIVISION AND GENERAL INDUSTRY DEVELOPMENT  
LANDSCAPE DEVELOPMENT APPLICATION DOCUMENTATION (DA)  
LOT 2 DP 130176 2 BOWMAN ROAD AND  
LOT 51 DP130176 10 BOWMAN ROAD MOSS VALE, NSW



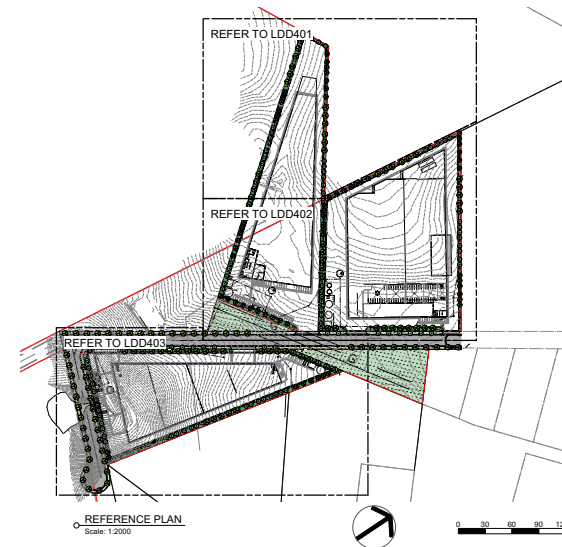
LOCALITY PLAN  
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Source: Newsmap, 2023



0 100 200 300m

Sheet No.	Drawing Title	Revision	Date
LDD001	COVER SHEET	C	13/7/23
LDD002	SITE ANALYSIS PLAN	C	13/7/23
LDD401	LANDSCAPE PLAN - PART A	C	13/7/23
LDD402	LANDSCAPE PLAN - PART B	C	13/7/23
LDD403	LANDSCAPE PLAN - PART C	C	13/7/23
LDD701	THEMING PLAN	C	13/7/23



REFERENCE PLAN  
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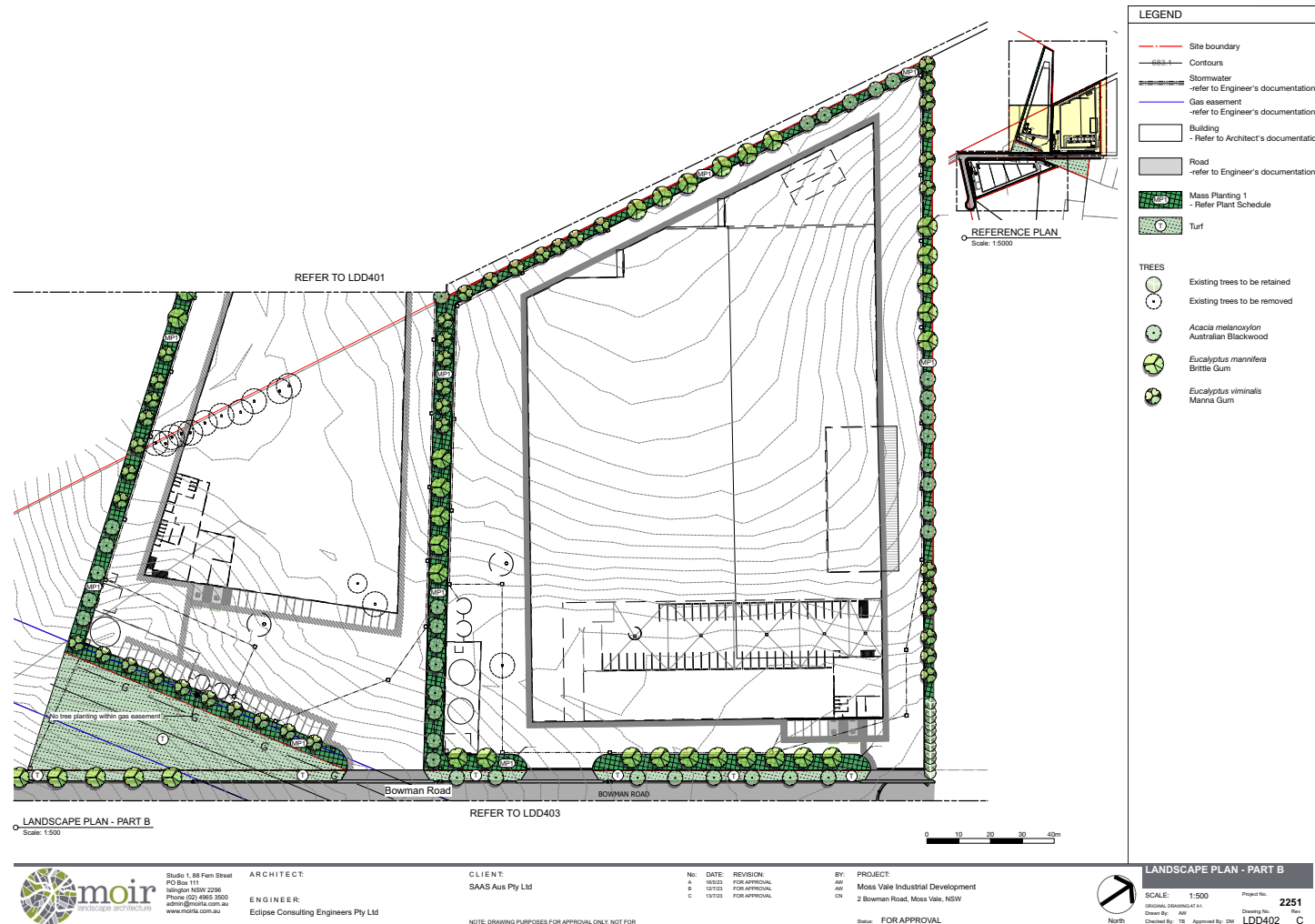
# VISUAL IMPACT ASSESSMENT REPORT - 2 BOWMAN ROAD, MOSS VALE

## landscape plan



# VISUAL IMPACT ASSESSMENT REPORT - 2 BOWMAN ROAD, MOSS VALE

## landscape plan









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