CLOUSTON associates

REVESBY COMMUTER CAR PARK

LANDSCAPE CHARACTER AND VISUAL IMPACT ASSESSMENT (LCVIA)

S20-0032
ISSUE C
11/12/2020

REVESBY COMMUTER CAR PARK LANDSCAPE CHARACTER AND VISUAL IMPACT ASSESSMENT

Client:

Transport for NSW

Prepared by

CLOUSTON Associates
Landscape Architects • Urban Designers • Landscape Planners
65-69 Kent Street • Sydney NSW 2000
PO Box R1388 • Royal Exchange NSW 1225 • Australia
Telephone +61 2 8272 4999 • Facsimile +61 2 8272 4998
Contact: Crosbie Lorimer
Email • sydney@clouston.com.au
Web • www.clouston.com.au

Document	Issue	Date	Status	Reviewed	Verified	Validated
S20-0032	A	02/11/20	DRAFT	NS	NS	-
S20-0032	B	02/12/20	FINAL	NS	NS	CL
S20-0032	C	11/12/20	FINAL	NS	NS	CL

Note: This document is Preliminary unless Validated.


Newcastle
Car & Truck Rental
LAK HAIR
$4.95

TABLE OF CONTENTS

Executive summary

EXECUTIVE SUMMARY

A Landscape Character and Visual Impact Assessment (LCVIA) takes into account all effects of change and development in a visual scene that may impact visual amenity. It is concerned with how the surroundings of individuals or groups of people may be specifically affected by change in the visual scene, both quantitatively and qualitatively.

After undertaking a visual catchment assessment of the wider context of the site a number of suitable viewpoints were selected to analyse for visual impact. A range of viewpoints were selected surrounding the Proposal from public locations.

The selection of views for detailed evaluation later in this report has been based on the following sources:

- Visual assessment policy guidance in particular the NSW Land and Environment Court Planning Principles;
- Background documents;
- Desktop mapping;
- In field evaluation undertaken for this report.

This MSCP is a split-level structure (five levels on one side and four levels on the other) with a total of 720 spaces of which 588 are designated as all day (unrestricted) parking spaces.

The proposal is to construct three additional levels on the eastern side of the MSCP and two additional levels on the western side. This will provide an additional 385 parking bays, all of which are understood to be designated as all day (unrestricted) parking bays. The total parking provision after constructing the additional levels would therefore be 1,099 bays (964 commuter and 135 short-term).

The height limit for the site is 14m. The height limit of the surrounding local centre uses to the south and west of the site is also 14m, while that of the low density residential to the north and east is 9m. Additional storeys added to the existing MSCP will exceed the height limit on the site.

Of the 12 viewpoints selected and analysed the findings are as follows:

- One viewpoint received an impact rating of Negligible
- No viewpoint received an impact rating of Low
- Four viewpoints received an impact rating of Moderate-Low
- Two viewpoints received an impact rating of Moderate
- Five viewpoints received an impact rating of High-Moderate
- No viewpoint received an impact rating of High.

Typical approaches to mitigation have been outlined in section 9.0 - Mitigation Recommendations, with the appropriateness of each mitigation measure examined. After an analysis of the visual impacts the most appropriate form of mitigation to be considered would be alleviation through appropriate material selection and design.

Given the overall limited visual impact of the Proposal to the surrounding area it is the professional opinion of the authors of this assessment that the visual impacts of the Proposal combined with the overall visual catchment are such that they would not constitute reasons for the Proposal not to proceed.

PART A

existing conditions

1.0 Introduction

1.0 INTRODUCTION

1.1 PURPOSE OF THE REPORT

CLOUSTON Associates has been commissioned to prepare the LCVIA for the proposed Revesby Commuter Car Park expansion.

1.2 VISUAL ASSESSMENT RATIONALE

An LCVIA takes into account all effects of change and development in a visual scene that may impact visual amenity. It is concerned with how the surroundings of individuals or groups of people may be specifically affected by change in the visual scene, both quantitatively and qualitatively.

Judgement as to the significance of the effects is arrived at by a process of reasoning, based upon analysis of the baseline conditions, identification of visual receptors (viewers of the scene) and assessment of their sensitivity, as well as the magnitude and nature of the changes that may result from any development.

This assessment is an independent report and is based on a professional analysis of the visual environment and the Proposal at the time of writing. The current and potential future viewers (visual receptors) have not been consulted about their perceptions. The analysis and conclusions are therefore based solely on a professional assessment of the anticipated impacts, based on a best practice methodology.

2.0 Methodology

2.0 METHODOLOGY

1

COLLECTION OF RELEVANT INFORMATION

- Determine planning framework relevant to Proposal
- Review relevant legislation and background documents
- Describe Proposal components
- Describe visual environment of study area including key views referenced in planning literature
- Determine and categorise potential viewpoint (receptor) locations

2

CARRY OUT VIEW ANALYSIS

- Identify and describe the potential visual catchment of Proposal
- Conduct site inspection and photographic survey to ground truth desktop analysis of viewpoints and visual catchment
- Plot viewpoints and visual catchment on map

3

ASSESS AND DESCRIBE VISUAL IMPACTS

- Assess and describe both existing and proposed views of selected viewpoints utilising assessment Table 01, including qualitative and quantitative criteria
- Record an overall visual impact rating for each viewpoint based on the above analysis using Table 02 from negligible to high.
- Prepare spatially accurate photomontages indicating Proposal within landscape setting

4

SUMMARISE IMPACTS

- Prepare summary table of all viewpoints
- Discuss means by which the visual impacts identified can be precluded, reduced or offset
- Draw conclusions on the overall visual impact of the Proposal within the study area

Figure 2.0 - Summary of CLOUSTON methodology.

2.0 METHODOLOGY

2.1 METHODOLOGY

Landscape Character and Visual Impact Assessment aims to ensure that all possible effects of change and development in the landscape, views and visual amenity are taken into account. It is concerned with how the surroundings of individuals or groups of people may be specifically affected by change in the landscape, both quantitatively and qualitatively.

The Commission of the NSW Land and Environment Court have developed Planning Principles that relate to visual impact assessment and have developed assessment steps to be followed:

Step 1: Identify the nature and scope of the existing views from the public domain. This identification should encompass (but is not limited to):

- the nature and extent of any existing obstruction of the view
- relevant compositional elements of the view (such as is it static or dynamic and, if dynamic, the nature and frequency of changes to the view)
- what might not be in the view – such as the absence of human structures in the outlook across a natural area
- is the change permanent or temporary
- what might be the curtilages of important elements within the view

Step 2: Identify the locations in the public domain from which the potentially interrupted view is enjoyed. (Note that the Planning Principles give primacy of views from the public domain over views from private land).

Step 3: Identify the extent of the obstruction at each relevant location.

Step 4: Identify the intensity of public use of those locations where that enjoyment will be obscured, in whole or in part, by the proposed development.

Step 5: Identify whether or not there is any document that identifies the importance of the view to be assessed. The absence of such provisions does not exclude a broad public interest consideration of impacts on public domain views. Heritage items (such as Aboriginal and environmental) should also be considered, as should direct impacts on the local community.

2.2 QUANTITATIVE AND QUALITATIVE VALUES

The visual experience of the area and its landscape setting varies depending on the viewer's standpoint within and outside the site and indeed from the viewer's personal perceptions of what they may appreciate in any given setting.

This requires an assessment to address both the quantitative characteristics of the landscape views (what elements form the scene? What features dominate? What breadth of view is offered – narrow vista or wide panorama?) and the qualitative assessment of the values ascribed to those scenes.

2.0 METHODOLOGY

The quantitative-based strategies are less debatable (can that view still be seen when the new built form is introduced? How much of that view will we lose?) than is establishing the qualitative strategies (which view is more important to retain?); the latter could be perceived differently by every viewer that sees that scene. Such variation of perception is particularly acute around the built form.

2.3 FIELD OF VIEW

The choice of lens, camera format and final presentation has a significant bearing on the understanding of site photos. There is a balance to be struck in seeking to replicate the human eye with respect to focal length, looking straight ahead and the experience of the view with its wider context, so that a project's appearance and its place within its environment can be recognised and understood.

In recognising that no photographic image can exactly replicate the view of the human eye, extensive literature has been published on the nearest equivalent combination of focal length and field of view of a camera that best emulates human vision.

Much of this literature is contradictory with a further complication to this process being the differing sensor formats of digital cameras which affect the apparent focal length and field of view.

It is important to note that the process of assigning visual impact ratings to viewpoints is undertaken during a site visit and is calculated from a human vision perspective on site. Photographic images should be considered to be representative only.

Viewpoint photos have been taken with a Sony Alpha ILCE-A7 II with the following specification:

- Body type: Compact
- Sensor size: 855.62mm2 (35.80mm x 23.90mm)
- Sensor type: CMOS Full Frame
- ISO: Auto
- Focal length: 50mm

The use of a 50mm focal length and a full frame sensor is generally considered the closest achievable replication of the human eye view and is in line with the current guidelines of the Landscape Institute (UK).

2.4 ASSESSMENT METHODOLOGY

CLOUSTON Associates has developed a best practice methodology based on internationally accredited approaches and 20 years of experience in the field of visual assessment. There are several critical dimensions demonstrated through this assessment and evaluation:

- Ensuring all receptors (viewers) have been adequately identified, even at distance, with emphasis on public domain views
- Comprehensive evaluation of context to determine visual catchment of the site from these areas
- Being clear on and separately defining quantitative impacts (distance, magnitude, duration etc) as against qualitative impacts (viewer type and context of view)

2.0 METHODOLOGY

- Providing a clear rationale for how impacts are compared and contrasted
- Ensuring photomontages include views from the highest potential impact locations, identified from analysis above
- Being clear on the differing forms of mitigation options, namely avoidance, amelioration (eg design), mitigation (eg screening) and compensation (on or offsite)

2.5 ASSESSMENT PROCESS

The initial step involves the collection of relevant information regarding the Proposal, and its compatibility with the surrounding landscape. Desktop analysis is undertaken to determine the visual catchment of the Proposal and potential visual receivers through the use of mapping and topography analysis. Site visits are then undertaken to confirm the visual catchment and visual receivers.

The next step is to carry out a view analysis that identifies the potential visual catchment and areas from which the Proposal Site may be viewed. Viewpoints are analysed and defined into different categories and sensitivities in terms of their land use context and spatial relationship to the Proposal Site and the landscape in which they are located. A photographic inventory from identified key viewpoints is suggested, plotting the viewpoints on a map.

An evaluation matrix is then completed that summarises the full range of viewer situations identified, assessing the indicative contribution to potential visual impact of key factors for each selected viewpoint. The scores for these key factors are then averaged to determine a High, Moderate, Low or Negligible impact rating.

2.6 View Selection Criteria

The selection of views for detailed evaluation for the Proposal are based on the following sources:

- visual assessment policy guidance in particular the NSW Land and Environment Court Planning Principles;
- desktop mapping;
- in-field evaluation;
- SEARS requirements.

Informed by the above considerations, the selection criteria for views to be assessed in detail will include potentially impacted views from:

- the public domain (principally streets, parks and waterways)
- pedestrians and cyclists
- views and vistas identified within local planning documents
- close and direct views
- transport (private and public)
- distant and filtered views
- any impacted heritage areas or items.

2.0 METHODOLOGY

2.7 CHRONOLOGY OF ASSESSMENT

For this LCVIA the sequential assessment steps employed in determining the potential visual impact of the Proposal Site are as follows:

Stage 1:

Establishing the baseline – drawing on background documents and site investigation to document the existing landscape character and visual environment of the study area and its visual catchment. This leads to establishing the most significant views and vistas within and surrounding the Proposal Site.

Stage 2:

Visual Impact Assessment - assessment of the visual impacts of the Proposal Site set against the planning and design principles. This leads to determining any mitigation measures that may be required to reduce visual impacts from the preferred development option.

2.8 RATING SYSTEM

The overall visual impact rating of a project on any given viewpoint/visual receptor is based on themes of magnitude and sensitivity, recorded using a four band scoring system from negligible to high.

- Sensitivity: each visual receptor type has an inherent and varied sensitivity to change in the visual scene based on the personal context in which their view is being experienced (ie. At home, on the street, in a park etc). This sensitivity has a direct bearing on the perception of visual impact experienced by the receptor and qualifies the quantitative impacts
- Magnitude: a measure of the magnitude of the visual effects of the development within the landscape. A series of quantitative assessments are studied, including distance from development, quantum of view, period of view and scale of change
- Overall Impact Rating: The severity of these impacts is calculated using matrix Table 1 – based on a combination of magnitude and sensitivity.

	HIGH MAGNITUDE	MODERATE MAGNITUDE	LOW MAGNITUDE	NEGLIGIBLE MAGNITUDE
HIGH SENSITIVITY	HIGH	HIGH - MODERATE	MODERATE	NEGLIGIBLE
MODERATE SENSITIVITY	HIGH - MODERATE	MODERATE	MODERATE/ LOW	NEGLIGIBLE
LOW SENSITIVITY	MODERATE	MODERATE/LOW	LOW	NEGLIGIBLE
NEGLIGIBLE	NEGLIGIBLE	NEGLIGIBLE	NEGLIGIBLE	NEGLIGIBLE

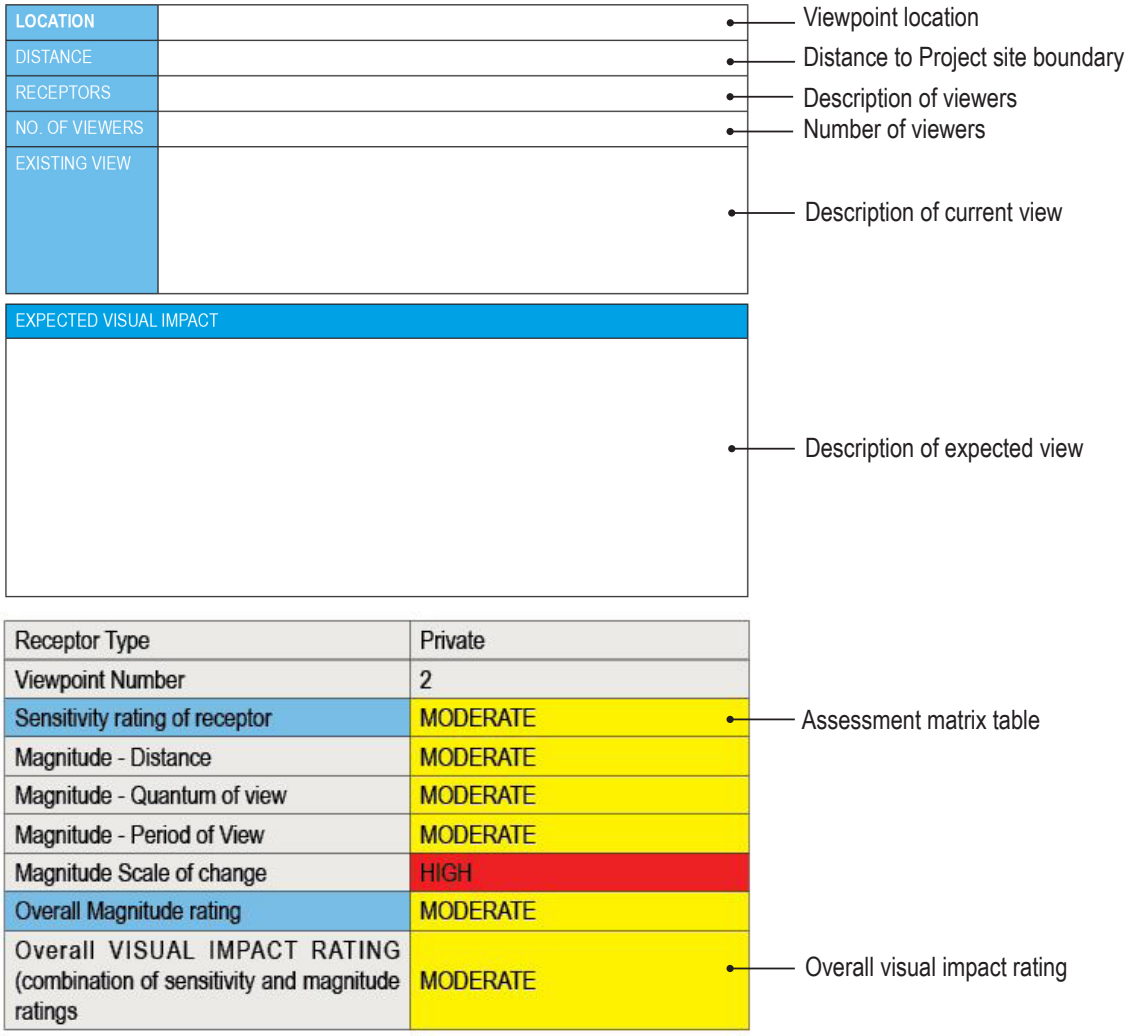
Table 1: Visual Impact Rating as a combination of Sensitivity and Magnitude. Source: Environmental Impact Assessment Practice Note: Guideline for Landscape Character and Visual Impact Assessment (EIA-N04). Roads and Maritime Services.

2.0 METHODOLOGY

	FACTOR		NEGLIGIBLE	LOW IMPACT	MODERATE IMPACT	HIGH IMPACT
QUALITATIVE	Viewer Sensitivity	Each visual receptor type has an inherent and varied sensitivity to change in the visual scene based on the personal context in which their view is being experienced. This sensitivity has a direct bearing on the perception of visual impact experienced by the receptor and qualifies the quantitative impacts. Number of viewers also has a bearing on sensitivity. Viewpoints have a varied number of potential receivers depending on whether the viewpoint is public or private, the popularity of the viewing location and its ease of accessibility. Views from public reserves and open space are often given the highest weighting due to the increased number of viewers affected.	Vacant lot, uninhabited building, car park.	Minor roads, service providers.	Residential properties with limited views, commercial properties, scenic public roads (eg official tourist routes).	Public open space, public reserves, living areas or gardens/ balconies of residential properties with direct views of Project.
QUANTITATIVE	Quantum of View	The quantum of view relates to the openness of the view and the receptor's angle of view to the scene. A development located in the direct line of sight has a higher impact than if it were located obliquely at the edge of the view. Whether the view of the Project is filtered by vegetation or built form also affects the impact, as does the nature of the view (panoramic, restricted etc.). A small element within a panoramic view has less impact than the same element within a restricted or narrow view.	Only an insignificant part of the Project is discernible.	An oblique, highly filtered or largely obscured view of the Project or a view where the Project occupies a very small section of the view frame.	A direct view of the Project or its presence in a broader view where the Project occupies a moderate proportion of the view frame.	A direct view of the Project or its presence (sometimes in a very narrow or highly framed view), where the Project occupies the greater proportion of the view frame.
	Distance of View	The effect the Project has on the view relating to the distance between the Project and the visual receptor. The distances are from the approximate boundary of the Project site.	Over 3000m	Viewing distance of between 1000-3000m.	Viewing distance between 100m and 1000m.	Viewing distance between 0 and 100m.
	Period of View	The length of time the visual receptor is exposed to the view. The duration of view affects the impact of the Project on the viewer - the longer the exposure the more detailed the impression of the proposed change in terms of visual impact.	Less than 1 second	1 to 10 seconds: often from a road or walking past.	1 to 5 minutes: usually from a road/ driveway entrance, walking past.	Significant part of the day: usually residential property.
	Scale of Change	Scale of change is a quantitative assessment of the change in compositional elements of the view. If the proposed development is largely similar in nature and scale to that of existing elements in the vicinity, the scale of change is low. If the development radically changes the nature or composition of the elements in the view, the scale of change is high. Distance from the development would accentuate or moderate the scale and variety of visible elements in the overall view and hence influence this rating.	Project barely discernible	Elements and composition of the view would remain largely unaltered.	Elements within the view would be at odds with existing features in the landscape	Elements within the view would greatly dominate existing features in the landscape

Table 2: Sensitivity and Magnitude Rating Criteria.

2.0 METHODOLOGY



Receptor Type	Private
Viewpoint Number	2
Sensitivity rating of receptor	MODERATE
Magnitude - Distance	MODERATE
Magnitude - Quantum of view	MODERATE
Magnitude - Period of View	MODERATE
Magnitude Scale of change	HIGH
Overall Magnitude rating	MODERATE
Overall VISUAL IMPACT RATING (combination of sensitivity and magnitude ratings	MODERATE

Assessment matrix table

Overall visual impact rating

Table 3: Example of Assessment Format Before Mitigation Measures.

2.9 PHOTOMONTAGES

Virtual Ideas have produced spatially accurate photomontages in line with the NSW Land and Environment Court guidelines. One detailed, textured photomontage has been produced, as well as three massing model photomontages in order to demonstrate the change in visual scene from four selected locations.

3.0 Planning Context

3.0 PLANNING CONTEXT

Outlined below is the planning context in relation to views and visual impact. A comprehensive overview of the planning context outside of views and visual impact can be found in the Review of Environmental Factors (REF).

3.1 THE LAND & ENVIRONMENT COURT PLANNING PRINCIPLES

The Land and Environment Court of New South Wales was established in 1980 by the Land and Environment Court Act 1979. Relevant principles have been developed in visual assessment case judgments to guide future decision-making in development appeals. These include separate but related principles for private and public domain views.

The principles set out a process for assessing the acceptability of impact. The two most relevant cases to this site are:

- Private views - Tenacity Consulting v Warringah Council (2004)
- Public domain views - Rose Bay Marina Pty Limited v Woollahra Municipal Council (2013)

Planning Principle for Private views - Tenacity Consulting v Warringah Council (2004)

The key points from this principle include:

Assessment of views to be affected

- Water views are valued more highly than land views.
- Iconic views (eg of the Opera House, the Harbour Bridge or North Head) are valued more highly than views without icons.
- Whole views are valued more highly than partial views, e.g. a water view in which the interface between land and water is visible is more valuable than one in which it is obscured.

What part of the property the views are obtained

- The protection of views across side boundaries is more difficult than the protection of views from front and rear boundaries.
- Sitting views are more difficult to protect than standing views.

Extent of the impact

- The impact on views from living areas is more significant than from bedrooms or service areas.
- It is usually more useful to assess the view loss qualitatively as negligible, minor, moderate, severe or devastating.

Reasonableness of the proposal

- With a complying proposal, the question should be asked whether a more skilful design could provide the applicant with the same development potential and amenity and reduce the impact on the views of neighbours.

3.0 PLANNING CONTEXT

- If the answer to that question is no, then the view impact of a complying development would probably be considered acceptable and the view sharing reasonable.

Planning Principle for Public domain views - Rose Bay Marina Pty Limited v Woollahra Municipal Council (2013)
The assessment process from this principle includes:

Identification Stage
Identify the nature and scope of the existing views from the public domain:

- the nature and extent of any existing obstruction of the view
- relevant compositional elements of the view
- what might not be in the view - such as the absence of human structures in the outlook across a natural area
- is the change permanent or temporary.

This is followed by identifying the locations in the public domain from which the potentially interrupted view is enjoyed and the extent of obstruction at each relevant location. The intensity of use of this locations is also to be recorded. Finally, the existence of any documents that identifies the importance of the view - ie. international, national, state or local heritage recognition is ascertained.
Analysis of impacts

- The analysis required of a particular development proposal's public domain view impact is both quantitative as well as qualitative.
- A quantitative evaluation of a view requires an assessment of the extent of the present view, the compositional elements within it and the extent to which the view will be obstructed by or have new elements inserted into it by the proposed development.
- In the absence of any planning document objective/aim, the fundamental quantitative question is whether the view that will remain after the development (if permitted) is still sufficient to understand and appreciate the nature of and attractive or significant elements within the presently unobstructed or partially obstructed view. If the view remaining (if the development were to be approved) will be sufficient to understand and appreciate the nature of the existing view, the fundamental quantitative question is likely to be satisfied.
- The outcome of a qualitative assessment will necessarily be subjective. However, although beauty is inevitably in the eye of the beholder, the framework for how an assessment is undertaken must be clearly articulated. Any qualitative assessment must set out the factors taken into account and the weight attached to them. Whilst minds may differ on outcomes of such an assessment, there should not be issues arising concerning the rigour of the process.
- As with Tenacity, a high value is to be placed on what may be regarded as iconic views (major landmarks or physical features such as land/water interfaces).

3.0 PLANNING CONTEXT

Other factors to be considered in undertaking a qualitative assessment of a public domain view impact include:

- Is any significance attached to the view likely to be altered?
- If so, who or what organisation has attributed that significance and why have they done so?
- Is the present view regarded as desirable and would the change make it less so (and why)?
- Should any change to whether the view is a static or dynamic one be regarded as positive or negative and why?
- If the present view attracts the public to specific locations, why and how will that attraction be impacted?
- Is any present obstruction of the view so extensive as to render preservation of the existing view merely tokenistic?
- However, on the other hand, if the present obstruction of the view is extensive, does that which remains nonetheless warrant preservation (it may retain all or part of an iconic feature, for example)?
- If the change to the view is its alteration by the insertion of some new element(s), how does that alter the nature of the present view?

The principles established by the Court from both cases have been integrated into the approach adopted for this evaluation.

4.0 Landscape Character and Visual Environment

4.0 LANDSCAPE CHARACTER AND VISUAL ENVIRONMENT

Landscape character is a combination of distinctive qualities of a certain area including readily identifiable elements such as landform, vegetation cover, built-form and architecture, as well as history, seasonal changes, human culture, urban grain, wildlife and land use. Together these elements produce a distinctive character that influences how the landscape is perceived and valued by the community.

4.1 WIDER SURROUNDING LANDSCAPE

The suburb of Revesby is located within the Canterbury-Bankstown local government area (LGA), approximately 20 kilometres southwest of the Sydney central business district (CBD). The Council comprises an area of 110.8 square kilometres (42.8 sq mi) and as at the 2016 census had a population of 346,302.

4.2 RESIDENTIAL HOUSING

Low density residential housing is the primary form of housing immediately surrounding the site, and also comprises the majority of housing types in Revesby (detached dwellings). The surrounding low density housing areas are comprised of a number of dwelling styles constructed from different materials and time periods, with single and double storey dwellings being the most common. Most of the surrounding residential streets and roads in the area are relatively quiet streets in terms of high levels of traffic, with most dwellings having off street parking and front or back (or both) gardens (Figure 4.1).

4.3 LOCAL RESERVES & PUBLIC RECREATION SPACES

A number of local reserves are in proximity to the site such as Abel Reserve (Figure 4.2), Terry Raper Park and Pivetta Park. The local reserves primarily consist of open grass areas with tree planting, as well as some having a small level of play infrastructure primarily aimed at younger children. Revesby as a whole is primarily served through these smaller scale reserves spread throughout the low density residential housing in order to provide easier walking access to the local community from throughout the area. Larger scale reserves and National Parks are located at some distance from Revesby and would generally require a vehicle to access.

4.4 GENERAL INDUSTRIAL LAND USE

To the north of the site is a General Industrial zoned area (Figure 4.3). This is comprised of a number of commercial enterprises of varying scales, with a mixture of building scales throughout the area.

4.5 REVESBY COMMERCIAL CENTRE

The Revesby village centre is focused around Marco Ave and Selems Parade (Figure 4.4), adjacent to Revesby railway station. It is also the site of several local government facilities including a senior citizens centre. A number of business types are located in the area including speciality retailers, cafes, hairdressers and banks.

4.0 LANDSCAPE CHARACTER AND VISUAL ENVIRONMENT

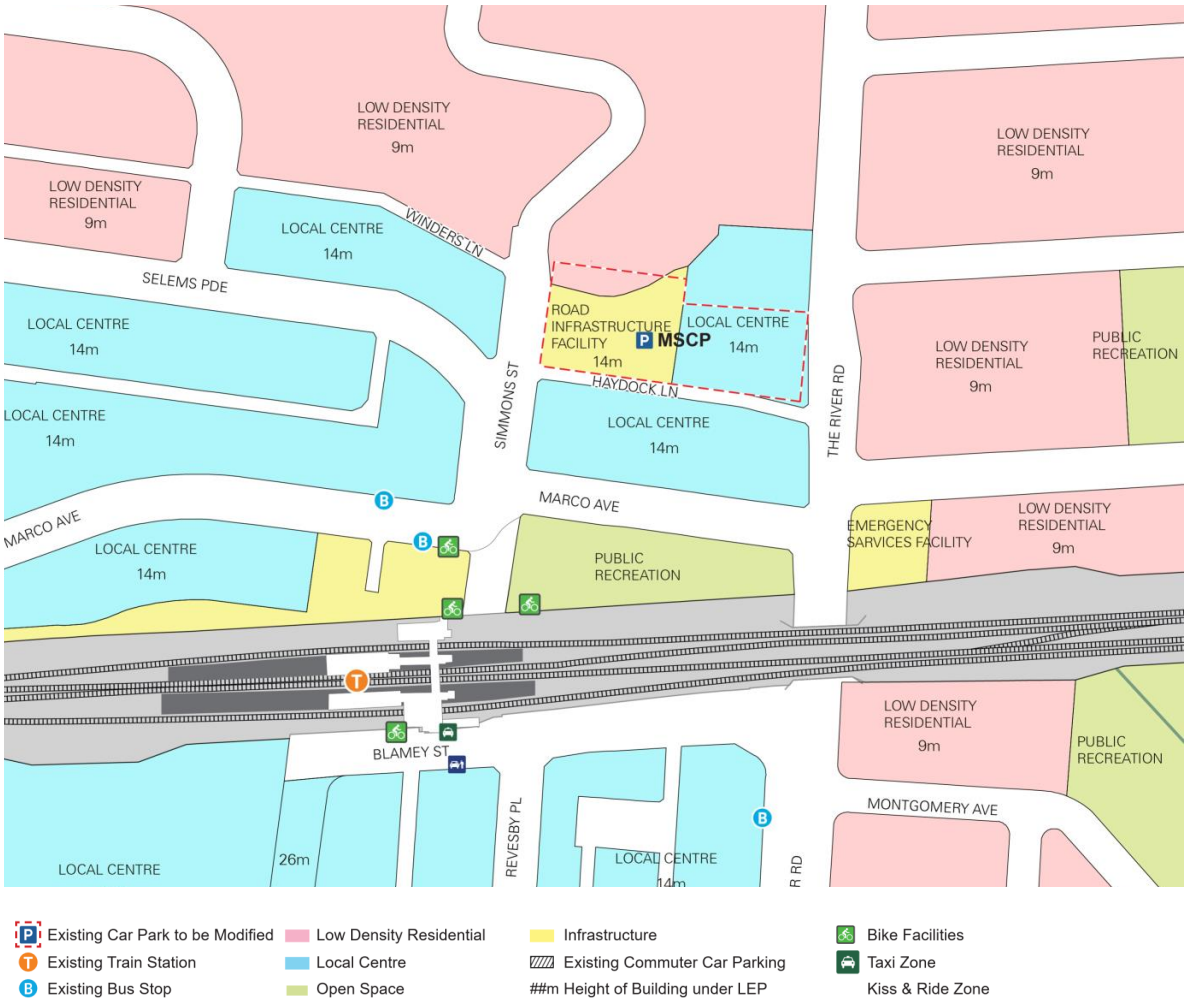


Figure 4.0: Land Use & Built Form. Commuter Car Park (CCP) Program - Revesby Commuter Car Park Definition Design Report.

Figure 4.1: Low Density Residential

4.0 LANDSCAPE CHARACTER AND VISUAL ENVIRONMENT

Figure 4.2: Local Reserves.

Figure 4.3: General Industrial

Figure 4.4: Local Centre

5.0 Visual Catchment Analysis and Viewpoint Selection

5.0 VISUAL CATCHMENT ANALYSIS AND VIEWPOINT SELECTION

EXISTING VISUAL CATCHMENT

This desktop topography study is sourced from Google Earth and is limited to an estimated viewshed based on topography only, without taking into account vegetation or building heights. This analysis has been used as a guide only, while significant ground studies have been conducted in and around the site to ascertain the key locations from which the proposal would potentially be visible.

BASIS OF SELECTION

The selection of views for detailed evaluation later in this report has been based on the following sources:

- Visual assessment policy guidance in particular the NSW Land and Environment Court Planning Principles;
- Background documents;
- Desktop mapping;
- In field evaluation undertaken for this report.

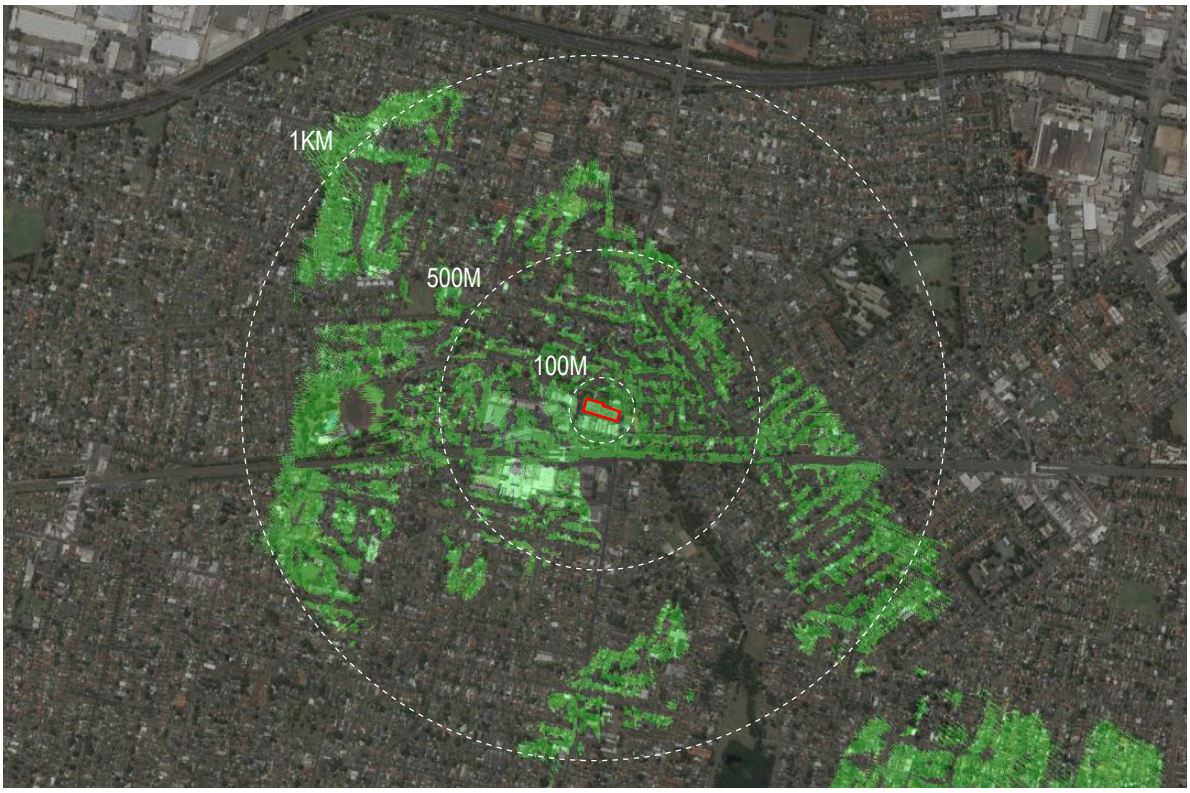


Figure 5.0 - Surrounding viewshed. *Potential viewshed based on topography only.* *Proposal site.*


ASCET GRAPHIX
All Print & Production
☎ 9773 0706
Ph: 9774 2837
E: lkhairbookings@gmail.com
L·K HAIR
Professional Hair Stylist Ph: 9774 2837
BB Thai Massage
9771 9909
COMPLETE SKIN CARE
Thai Massage Therapy
9771 9909
OPEN
Whole Body Massage
$60
NO ENTRY
ONE WAY

5.0 VISUAL CATCHMENT ANALYSIS AND VIEWPOINT SELECTION

Based on the foregoing selection criteria this section maps 12 views of the site from a variety of close and more distant viewpoints.

Figure 5.1 - Viewpoint Locations.

PART B

visual impact assessment


Domino's
TELSTRA AIR

6.0 The Site

6.0 THE SITE

6.1 SITE CHARACTERISTICS

The suburb of Revesby is located within the Canterbury-Bankstown local government area (LGA), approximately 20 kilometres southwest of the Sydney central business district (CBD).

Revesby is bordered by Padstow, Condell Park, Revesby Heights. There is a significant amount of open space in the precinct. This includes Abel Reserve, located immediately north-east of the station entrance.

The main shopping centre in the area is Revesby Village Centre, which is situated immediately south of the station entry. There are also local retail strips to the north of the station along Marco Avenue and Selems Parade. The MSCP at Revesby is zoned as a SP2 Road Infrastructure Facility, B2 Local Centre and R2 Low Density Residential. The majority of the sites around the station have local centre and low-density residential uses.

7.0 THE PROPOSAL & VISUAL IMPACT ANALYSIS

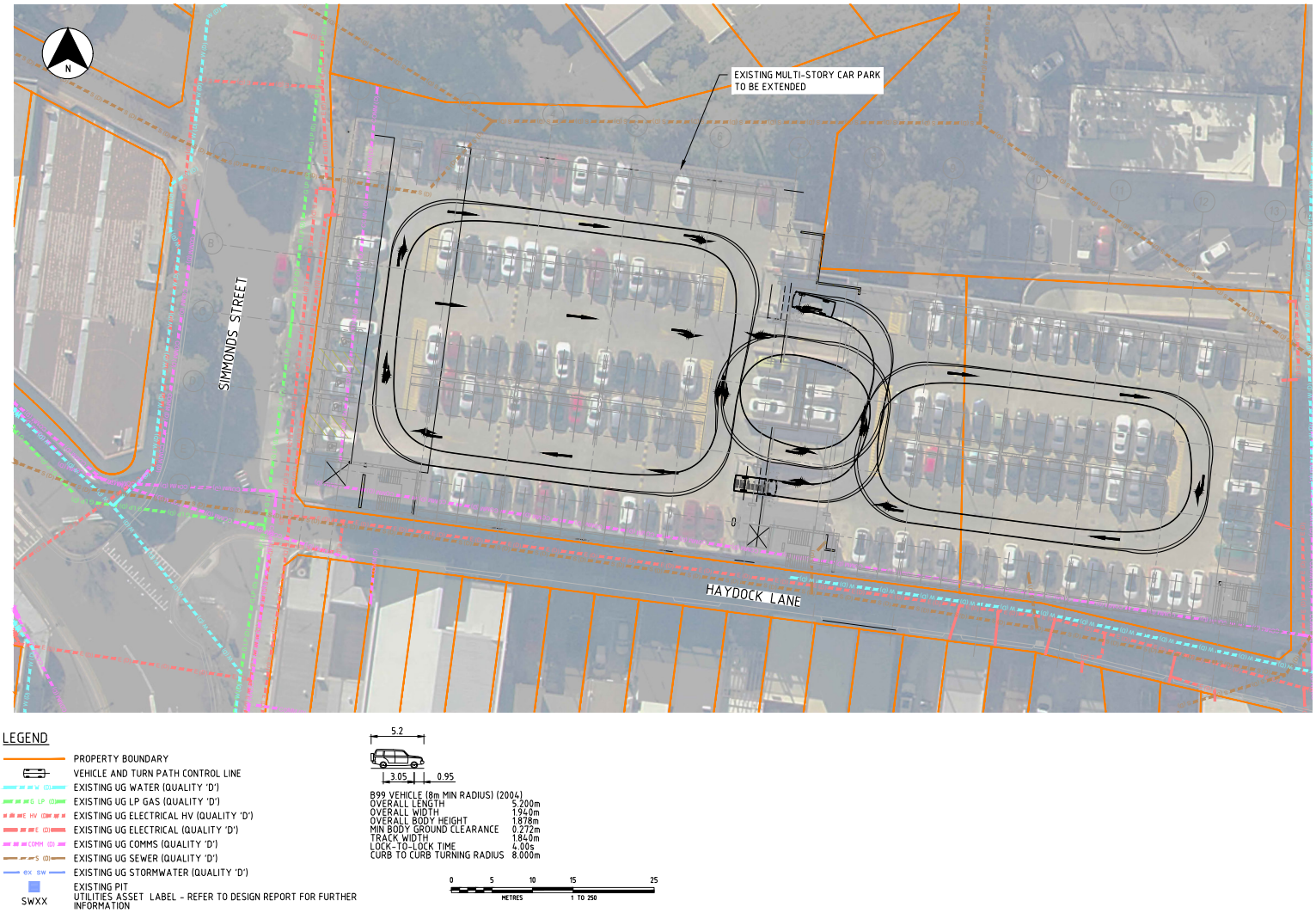


Figure 7.0: General Arrangement Plan.

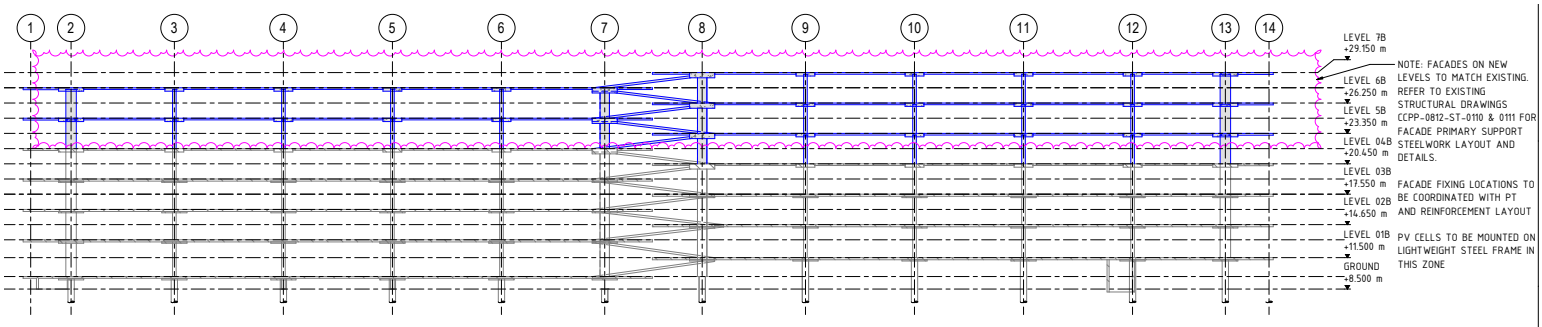


Figure 7.1: Section A.

7.0 THE PROPOSAL & VISUAL IMPACT ANALYSIS

7.1 PROJECT SUMMARY

The NSW Government recognises the important role Commuter Car Parks (CCPs) continue to play in improving the quality of access to public transport in the customer's first and last mile. The provision of CCP's increase public transport patronage and make public transport more accessible to all customers. This is particularly important in lower-density areas, where it is both expensive and challenging to provide frequent bus services and ensure access to transport for the elderly or people with a disability.

Between December 2018 and May 2019, the NSW Government committed to deliver 13 CCPs across Greater Sydney. In May 2019, Transport for NSW (TfNSW) established a dedicated CCP Program (the Program), and governance structure, to deliver on the NSW Government's election commitments.

This MSCP is a split-level structure (five levels on one side and four levels on the other) with a total of 720 spaces of which 588 are designated as all day (unrestricted) parking spaces.

The proposal is to construct three additional levels on the eastern side of the MSCP and two additional levels on the western side. This will provide an additional 385 parking bays, all of which are understood to be designated as all day (unrestricted) parking bays. The total parking provision after constructing the additional levels would therefore be 1,099 bays (964 commuter and 135 short-term). Solar panels will also be installed on the top level (design to be determined during the detailed design phase).

Vehicular access and egress to/from the MSCP would remain the same as existing:

- Entry would be by means of a left turn for northbound traffic on The River Road. This access provides direct entry to Level 14 of the car park. Southbound traffic on The River Road is prevented from turning right to access the MSCP by a median. An additional entry point into the western side of the MSCP is provided from Simmons Street via a 6m wide driveway.

- Egress would be via a left turn onto Haydock lane. This exit is located approximately 20m from The River Road and requires all vehicles to then turn left to travel northbound on The River Road. An additional exit is provided from the western side of the MSCP onto Simmons Street via a 5.75m wide driveway.

Pedestrian access and egress will continue to be via the stairs and lifts at the south-western corner of the MSCP and midway along its southern side.

The height limit for the site is 14m. The height limit of the surrounding local centre uses to the south and west of the site is also 14m, while that of the low density residential to the north and east is 9m. Additional storeys added to the existing MSCP will exceed the height limit on the site.

7.0 THE PROPOSAL & VISUAL IMPACT ANALYSIS

Photomontage 1 Textured Model (corresponds to Viewpoint 4).


City of Bankstown
Montessori
9772 4910
SHOP
OPEN
ENROL NOW

7.0 THE PROPOSAL & VISUAL IMPACT ANALYSIS

Photomontage 2 Massing Model (corresponds to Viewpoint 2).

**Massing model shows the bulk and scale of the proposed MSCP expansion. Facade type and colouring will match the facade on The River Road frontage (as shown in Photomontage 1).*

7.0 THE PROPOSAL & VISUAL IMPACT ANALYSIS

Photomontage 3 Massing Model (corresponds to Viewpoint 9).

**Massing model shows the bulk and scale of the proposed MSCP expansion. Facade type and colouring will match the facade on The River Road frontage (as shown in Photomontage 1).*

7.0 THE PROPOSAL & VISUAL IMPACT ANALYSIS

Photomontage 4 Massing Model (corresponds to Viewpoint 12).

**Massing model shows the bulk and scale of the proposed MSCP expansion. Facade type and colouring will match the facade on The River Road frontage (as shown in Photomontage 1).*

7.0 THE PROPOSAL & VISUAL IMPACT ANALYSIS

LOCATION	Intersection of Vaugh Ave & The River Road
DISTANCE	260m
RECEPTORS	Pedestrians & Road Users
NO. OF VIEWERS	High
EXISTING VIEW	The River Road can be seen in the foreground receding southwards into the distance. To the right hand side of the view can be seen predominantly single level dwellings with a variety of mature vegetation throughout the properties. In the distance the eastern facade of the Revesby MSCP is only partially visible, with the majority of the structure obscured my mature vegetation. Beyond this can be seen a small number of commercial buildings at the end of Marco Ave. To the left of the view can be seen the pedestrian footpath running parallel to The River Road, as well as a mixture of hedges and vegetation located along the boundaries of private dwellings.

EXPECTED VISUAL IMPACT

The view will remain largely unaltered, however an increase in height to the MSCP will be perceptible. This will be largely obstructed as a result of the mature vegetation in the foreground of the view, which combined with the distance of the viewpoint will limit the visual impact.

Receptor Type	Public
Viewpoint Number	1
Sensitivity rating of receptor	MODERATE
Magnitude - Distance	MODERATE
Magnitude - Quantum of view	NEGLIGIBLE
Magnitude - Period of View	LOW
Magnitude Scale of change	NEGLIGIBLE
Overall Magnitude rating	NEGLIGIBLE
Overall VISUAL IMPACT RATING (combination of sensitivity and magnitude ratings	NEGLIGIBLE

Viewpoint 1 Location.

7.0 THE PROPOSAL & VISUAL IMPACT ANALYSIS

Viewpoint 1 Existing View.

7.0 THE PROPOSAL & VISUAL IMPACT ANALYSIS

LOCATION	Footpath outside of 127 The River Road
DISTANCE	134m
RECEPTORS	Pedestrians & Road Users
NO. OF VIEWERS	High
EXISTING VIEW	Looking south along The River Road the upper levels of the northern side of the existing Revesby MSCP can be partially be seen before being obscured by existing mature vegetation in the surrounding area. The eastern facade running parallel to The River Road can also be seen. In the distance can be seen the rail bridge passing over The River Road as well as a small number of commercial buildings visible at the eastern end of Marco Ave. To the left of the view can be seen residential gardens fronting The River Road.

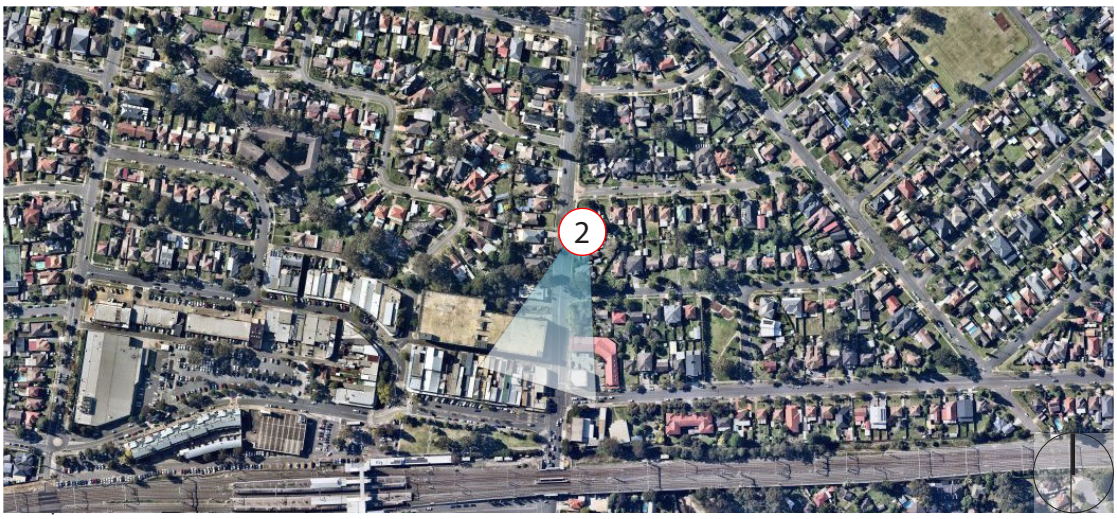
EXPECTED VISUAL IMPACT

As a result of the Proposal a noticeable addition to the existing MSCP will occur. The additional levels will be visible on both the northern and eastern sides of the structure. This will lead to a significant increase in height in relation to the surrounding residential and commercial buildings in the immediate vicinity.

As a result of the increase in height an increase in overshadowing to the surrounding area would result. This would vary throughout the day (and year depending on the season).

The increase in height to the MSCP will not result in the obstruction of any views of more distant objects when looking southwards .

Receptor Type	Public
Viewpoint Number	2
Sensitivity rating of receptor	MODERATE
Magnitude - Distance	MODERATE
Magnitude - Quantum of view	LOW
Magnitude - Period of View	LOW
Magnitude Scale of change	MODERATE
Overall Magnitude rating	MODERATE
Overall VISUAL IMPACT RATING (combination of sensitivity and magnitude ratings	MODERATE



Viewpoint 2 Location.

7.0 THE PROPOSAL & VISUAL IMPACT ANALYSIS

Viewpoint 2 Existing View.

Viewpoint 2 Massing Photomontage.

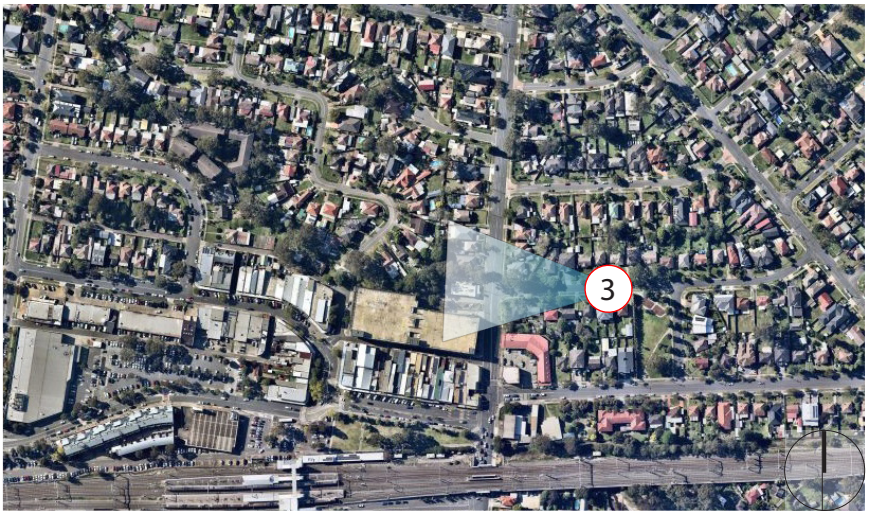
7.0 THE PROPOSAL & VISUAL IMPACT ANALYSIS

LOCATION	Flood Ave (outside of no. 13)
DISTANCE	121m
RECEPTORS	Pedestrians & Road Users
NO. OF VIEWERS	Low
EXISTING VIEW	The visual scene is predominantly comprised of Flood Ave, with residential driveways and dwellings to either side. A variety of mature street trees and vegetation located within the properties is also visible. The Revesby KFC is visible in the centre of the view. The existing Revesby MSCP is largely obscured from this viewpoint, however a small fraction of the northern facade is visible, as is a number of light poles located on the top level.

EXPECTED VISUAL IMPACT

As a result of the additional levels to the MSCP, the visibility of the car park will become more pronounced. Although the view is highly framed as a result of surrounding vegetation, the additional levels will be clearly visible in the centre of the view rising above the green band of vegetation that currently obscures most of the car park above the KFC building. This will result in a reduction of open sky currently visible above the car park, and elements of the northern facade will become noticeably more visible from this location.

Receptor Type	Public
Viewpoint Number	3
Sensitivity rating of receptor	MODERATE
Magnitude - Distance	MODERATE
Magnitude - Quantum of view	LOW
Magnitude - Period of View	LOW
Magnitude Scale of change	MODERATE
Overall Magnitude rating	LOW
Overall VISUAL IMPACT RATING (combination of sensitivity and magnitude ratings	MODERATE/LOW



Viewpoint 3 Location.

7.0 THE PROPOSAL & VISUAL IMPACT ANALYSIS

Viewpoint 3 Existing View.

7.0 THE PROPOSAL & VISUAL IMPACT ANALYSIS

LOCATION	Intersection of The River Road & Sphinx Ave
DISTANCE	50m
RECEPTORS	Pedestrians & Road Users
NO. OF VIEWERS	High
EXISTING VIEW	The River Road and Sphinx Ave are clearly visible from this location, with commercial properties on either side of the road also visible. The existing Revesby MSCP is clearly visible from this location, with the eastern facade totally unobstructed. The southern facade is only partially visible before being obstructed by surrounding commercial properties. In the distance can be seen a small level of mature vegetation around the Revesby KFC that recedes into the distance along The River Road.

EXPECTED VISUAL IMPACT

A noticeable increase in height to the MSCP will result, which would further increase the height difference between the car park and surrounding buildings than currently exists. Due tho the height increase the southern facade would become more visible to both pedestrians and motorists.

Elements of the proposed solar panels on the top level would be visible through the facade mesh and would appear to form a roof structure from this location. The existing panelling on the eastern facade would be continued on the additional levels. As a result of the increase in height to the car park and increase in overshadowing to the surrounding area will occur, however this will vary throughout the day (and year depending on the season).

Receptor Type	Public
Viewpoint Number	4
Sensitivity rating of receptor	MODERATE
Magnitude - Distance	HIGH
Magnitude - Quantum of view	MODERATE
Magnitude - Period of View	LOW
Magnitude Scale of change	HIGH
Overall Magnitude rating	HIGH
Overall VISUAL IMPACT RATING (combination of sensitivity and magnitude ratings	HIGH/MODERATE

Viewpoint 4 Location.

7.0 THE PROPOSAL & VISUAL IMPACT ANALYSIS

Viewpoint 4 Existing View.

Viewpoint 4 Photomontage.

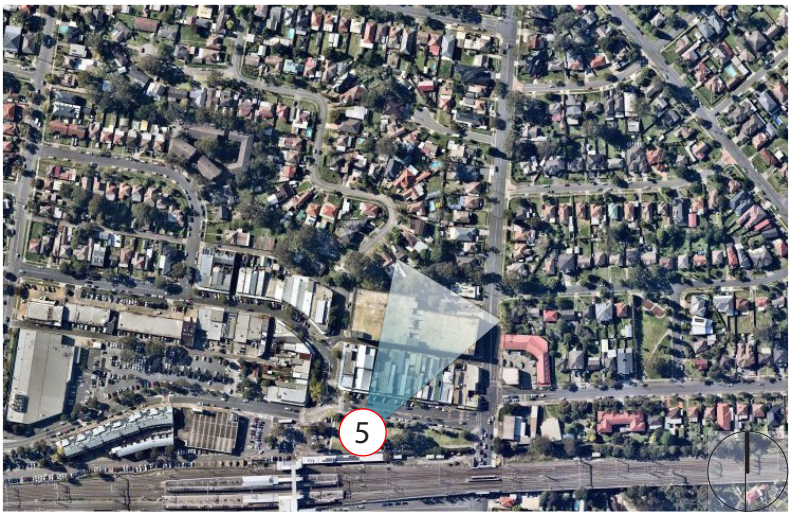
7.0 THE PROPOSAL & VISUAL IMPACT ANALYSIS

LOCATION	Abel Reserve
DISTANCE	95m
RECEPTORS	Reserve Users
NO. OF VIEWERS	Moderate
EXISTING VIEW	The foreground of the view is comprised of open grass area and sporadic tree planting within Abel reserve. Beyond this can be seen Marco Ave, with a number of commercial stores running parallel to the Ave. Beyond the commercial buildings can be seen the upper level of the Revesby MSCP, with a number of light poles on the upper level also visible.

EXPECTED VISUAL IMPACT

The additional levels will result in far greater visibility of the southern facade of the car park rising above the commercial properties. Existing vegetation in the foreground will help to filter views of the upper levels somewhat ensuring that an uninterrupted view of the southern facade does not occur. Both the solar panels on the upper level as well as light poles will be visible from this location.

Receptor Type	Public
Viewpoint Number	5
Sensitivity rating of receptor	HIGH
Magnitude - Distance	HIGH
Magnitude - Quantum of view	MODERATE
Magnitude - Period of View	MODERATE
Magnitude Scale of change	MODERATE
Overall Magnitude rating	MODERATE
Overall VISUAL IMPACT RATING (combination of sensitivity and magnitude ratings	HIGH-MODERATE



Viewpoint 5 Location.

7.0 THE PROPOSAL & VISUAL IMPACT ANALYSIS

Viewpoint 5 Existing View.

7.0 THE PROPOSAL & VISUAL IMPACT ANALYSIS

LOCATION	Revesby Station Entrance/Exit
DISTANCE	130m
RECEPTORS	Revesby Station Passengers (entering and exiting station)
NO. OF VIEWERS	Moderate
EXISTING VIEW	The foreground of the view is comprised of the car park directly outside the station entrance. Significant levels of tree planting throughout Abel Reserve form a near continuous green band running from left to right of the view, which is reinforced by planting within the car park. Beyond Abel Reserve cab be seen Marco Ave, with views of the commercial properties in the area being highly filtered by the vegetation. Visibility of the existing MSCP is highly limited, with only a small fraction of the upper level of the car park visible, as well as a small number of light poles on the upper level.

EXPECTED VISUAL IMPACT

The proposed additional levels of the MSCP will result in an increase in the visibility of the car park from this location, particularly to the left of the view. The MSCP will become noticeably taller than the commercial buildings that surround it, and will obstruct the small amount of vegetation that is visible beyond it. View of the solar panels and light poles on the upper level will be possible from this location, and the additional levels will increase the perception of built form within the area.

Receptor Type	Public
Viewpoint Number	6
Sensitivity rating of receptor	LOW
Magnitude - Distance	MODERATE
Magnitude - Quantum of view	LOW
Magnitude - Period of View	MODERATE
Magnitude Scale of change	MODERATE
Overall Magnitude rating	MODERATE
Overall VISUAL IMPACT RATING (combination of sensitivity and magnitude ratings	MODERATE-LOW

Viewpoint 6 Location.

7.0 THE PROPOSAL & VISUAL IMPACT ANALYSIS

Viewpoint 6 Existing View.

7.0 THE PROPOSAL & VISUAL IMPACT ANALYSIS

LOCATION	Marco Ave Pedestrian Crossing
DISTANCE	90m
RECEPTORS	Pedestrians & Road Users
NO. OF VIEWERS	Moderate
EXISTING VIEW	Marco Ave is the dominant feature of the foreground view. Commercial buildings on Marco Ave and Simmons Street can be seen in the centre of the view. Beyond this can be seen elements of the existing Revesby MSCP, although these are highly filtered. To the left of the view can be seen the lift and stairwell, although this is largely obstructed by vegetation on Marco Ave. A small amount of the southern facade and upper level of the car park is visible above the commercial buildings, with a number of light poles on the upper level also visible.

EXPECTED VISUAL IMPACT

The proposed additional levels will lead to a noticeable increase in the level of built form from this viewpoint. The southern facade will become more visible rising above the existing commercial buildings on Marco Ave as a result of the difference in height between the car park and surrounding buildings. Solar panels and light poles on the upper level will be visible, as will an increased level of the stair and lift well rising above the vegetation on Marco Avenue to the left of the view.

Receptor Type	Public
Viewpoint Number	7
Sensitivity rating of receptor	LOW
Magnitude - Distance	HIGH
Magnitude - Quantum of view	MODERATE
Magnitude - Period of View	MODERATE
Magnitude Scale of change	HIGH
Overall Magnitude rating	HIGH
Overall VISUAL IMPACT RATING (combination of sensitivity and magnitude ratings	MODERATE

Viewpoint 7 Location.

7.0 THE PROPOSAL & VISUAL IMPACT ANALYSIS

Viewpoint 7 Existing View.

7.0 THE PROPOSAL & VISUAL IMPACT ANALYSIS

LOCATION	Selems Parade and Simmons Street Intersection
DISTANCE	37m
RECEPTORS	Pedestrians
NO. OF VIEWERS	Moderate
EXISTING VIEW	A clear view of the western facade of the existing Revesby MSCP is possible from this location. To the right of the view the lift and stairwell are clearly visible, as is the entrance to Haydock Lane. The upper level of the car park is visible, is as a number of light poles. Surrounding the car park is a small number of street trees.

EXPECTED VISUAL IMPACT

The proposed additional levels will significantly increase the level of built form in the visual scene as a result of the proximity of the viewpoint to the car park. The proposed additions will replicate the existing materials (facade panelling and enclosed glass lift and stairwell) so the proposed additions will not be at odds with what is currently in the visual scene in terms of materiality. Views of the solar panels and light poles on the upper level will be possible. As a result of the increase in height, the level of overshadowing in the area will be noticeable at certain times of the day (and year depending on the season).

Receptor Type	Public
Viewpoint Number	8
Sensitivity rating of receptor	MODERATE
Magnitude - Distance	HIGH
Magnitude - Quantum of view	HIGH
Magnitude - Period of View	MODERATE
Magnitude Scale of change	HIGH
Overall Magnitude rating	HIGH
Overall VISUAL IMPACT RATING (combination of sensitivity and magnitude ratings	MODERATE-HIGH

Viewpoint 8 Location.

7.0 THE PROPOSAL & VISUAL IMPACT ANALYSIS

Viewpoint 8 Existing View.

7.0 THE PROPOSAL & VISUAL IMPACT ANALYSIS

LOCATION	Footpath Outside of 34A Simmons Street
DISTANCE	50m
RECEPTORS	Pedestrians, home owners
NO. OF VIEWERS	Low
EXISTING VIEW	The visual scene is primarily comprised of residential elements of Simmons Street. Single storey dwellings can be seen running parallel to the street, with a variety of tree species of varying height visible throughout the property. Beyond this can be seen elements of the northern facade of the Revesby MSCP, although much of the facade is obstructed or filtered as a result of the vegetation. To the extreme right of the view can be seen where Simmons Street transitions from the residential section of the street to connect to the village centre.

EXPECTED VISUAL IMPACT

The proposed additional levels will significantly increase the level of built form within the viewframe. While surrounding vegetation will help to filter views of the car park as they do in the existing view, the increase in height will lead to greater views of the car park to the centre left of the view as a result of a gap in taller trees in this area. A clear section of the upper levels will be visible, as will the solar panels. An increase in overshadowing to the neighbouring properties will result due to the increase in height, and this will vary throughout the day (and year depending on the season). The difference in height between the car park and the surrounding properties will be highly visible from this location.

Receptor Type	Public
Viewpoint Number	9
Sensitivity rating of receptor	MODERATE
Magnitude - Distance	HIGH
Magnitude - Quantum of view	MODERATE
Magnitude - Period of View	MODERATE
Magnitude Scale of change	HIGH
Overall Magnitude rating	HIGH
Overall VISUAL IMPACT RATING (combination of sensitivity and magnitude ratings	HIGH-MODERATE

Viewpoint 9 Location.

7.0 THE PROPOSAL & VISUAL IMPACT ANALYSIS

Viewpoint 9 Existing View.

Viewpoint 9 Massing Photomontage.

7.0 THE PROPOSAL & VISUAL IMPACT ANALYSIS

LOCATION	Simmons Street (Approx. no. 27)
DISTANCE	90m
RECEPTORS	Pedestrians, home owners.
NO. OF VIEWERS	Low
EXISTING VIEW	A variety of vegetation species is visible throughout the residential properties of Simmons Street, which forms a green band running from left to right of the view. A single storey dwelling can be seen to the centre left of the view, as can other residential elements of the street such as the low fence to right of the view. The existing Revesby MSCP is largely obstructed as a result of vegetation in the foreground, however some elements of the upper levels of the northern facade are visible above the smaller trees.

EXPECTED VISUAL IMPACT

As a result of the proposed additional levels to the car park, the level of built form in the view will noticeably increase. While much of the car park will be obscured as a result of vegetation to the left of the view, clear views of the upper levels of the northern facade will occur. Views of both the solar panels and light poles on the upper level will be possible, and a noticeable difference between the car park and surrounding buildings will result. An increase in overshadowing to the surrounding properties will occur, and this will vary throughout the day (and year depending on the season).

Receptor Type	Public
Viewpoint Number	10
Sensitivity rating of receptor	MODERATE
Magnitude - Distance	HIGH
Magnitude - Quantum of view	MODERATE
Magnitude - Period of View	MODERATE
Magnitude Scale of change	HIGH
Overall Magnitude rating	HIGH
Overall VISUAL IMPACT RATING (combination of sensitivity and magnitude ratings	HIGH-MODERATE

Viewpoint 10 Location.

7.0 THE PROPOSAL & VISUAL IMPACT ANALYSIS

Viewpoint 10 Existing View.

7.0 THE PROPOSAL & VISUAL IMPACT ANALYSIS

LOCATION	Train Heading East from Revesby Station
DISTANCE	120m
RECEPTORS	Train Passengers
NO. OF VIEWERS	Moderate
EXISTING VIEW	The foreground of the view is comprised of vegetation located adjacent to the train line as well as within Abel Reserve. Commercial buildings running parallel to Marco Ave can be seen in the mid-ground. Beyond this can be seen the upper level of the southern facade of the existing Revesby MSCP, with the canopies of taller trees in the distance visible beyond this.

EXPECTED VISUAL IMPACT

A significant increase in the level of built form will occur as a result of the proposed additional levels. This will significantly increase the height difference between the car park and the commercial buildings of Marco Ave. The additional levels will obstruct views of the tree canopies in the distance, decreasing the amount of vegetation in the visual scene. Although the views of built form will be increased, it is noted that the view is transitory in nature given that this view is only achievable from within a moving train, and is therefore a brief view.

Receptor Type	Public
Viewpoint Number	11
Sensitivity rating of receptor	LOW
Magnitude - Distance	MODERATE
Magnitude - Quantum of view	MODERATE
Magnitude - Period of View	LOW
Magnitude Scale of change	MODERATE
Overall Magnitude rating	MODERATE
Overall VISUAL IMPACT RATING (combination of sensitivity and magnitude ratings	MODERATE-LOW

Viewpoint 11 Location.

7.0 THE PROPOSAL & VISUAL IMPACT ANALYSIS

Viewpoint 11 Existing View.

7.0 THE PROPOSAL & VISUAL IMPACT ANALYSIS

LOCATION	Footpath Outside of 21 Selems Parade
DISTANCE	140m
RECEPTORS	Pedestrians
NO. OF VIEWERS	Moderate
EXISTING VIEW	Elements of the village centre dominate the visual scene. To both the left and right of Selems Parade can be seen commercial properties comprised of a variety of businesses. Sporadic street tree planting can be seen in the mid-ground and distance. The existing Revesby MSCP is all but obscured as a result of the distant tree planting, with only the light poles on the upper level discernible.

EXPECTED VISUAL IMPACT

The additional levels of the car park will add a new built form element to the centre of the view as a result of the additional levels being higher than that of the street trees that currently obstruct views of the car park. This will result in what appears to be a connection between the left and right hand sides of the view. Views of the solar panels on the upper level of the car park will also be possible from this location. The increase in height of the car park will not result in the obstruction of any objects in the distance.

Receptor Type	Public
Viewpoint Number	12
Sensitivity rating of receptor	MODERATE
Magnitude - Distance	MODERATE
Magnitude - Quantum of view	LOW
Magnitude - Period of View	LOW
Magnitude Scale of change	LOW
Overall Magnitude rating	LOW
Overall VISUAL IMPACT RATING (combination of sensitivity and magnitude ratings	MODERATE-LOW

Viewpoint Location.

7.0 THE PROPOSAL & VISUAL IMPACT ANALYSIS

Existing View.

Massing Photomontage View of Proposal.


CS Education
WEMG COURSE
NAPLAN
OC
select
mutual banking
32
興隆 GOOD
OPEN 7 DAYS
50%

7.0 THE PROPOSAL & VISUAL IMPACT ANALYSIS

VIEWPOINT LOCATIONS	RECEPTOR SENSITIVITY	MAGNITUDE					IMPACT RATING
		DISTANCE	QUANTUM OF VIEW	PERIOD OF VIEW	SCALE OF CHANGE	OVERALL MAGNITUDE RATING	
1. Intersection of Vaugh Ave & The River Road	M	M	N	L	N	N	NEGLIGIBLE
2. Footpath outside of 127 The River Road	M	M	L	L	M	M	MODERATE
3. Flood Ave (outside of no. 13)	M	M	L	L	M	L	MODERATE/LOW
4. Intersection of The River Road & Sphinx Ave	M	H	M	L	H	H	HIGH-MODERATE
5. Abel Reserve	H	H	M	M	M	M	HIGH-MODERATE
6. Revesby Station Entrance/Exit	L	M	L	M	M	M	MODERATE-LOW
7. Marco Ave Pedestrian Crossing	L	H	M	M	H	H	MODERATE
8. Selems Parade and Simmons Street Intersection	M	H	H	M	H	H	HIGH-MODERATE
9. Footpath Outside of 34A Simmons Street	M	H	M	M	H	H	HIGH-MODERATE
10. Simmons Street (Approx. no. 27)	M	H	M	M	H	H	HIGH-MODERATE
11. Train Heading East from Revesby Station	L	M	M	L	M	M	MODERATE-LOW
12. Footpath Outside of 21 Selems Parade	M	M	L	L	L	L	MODERATE-LOW

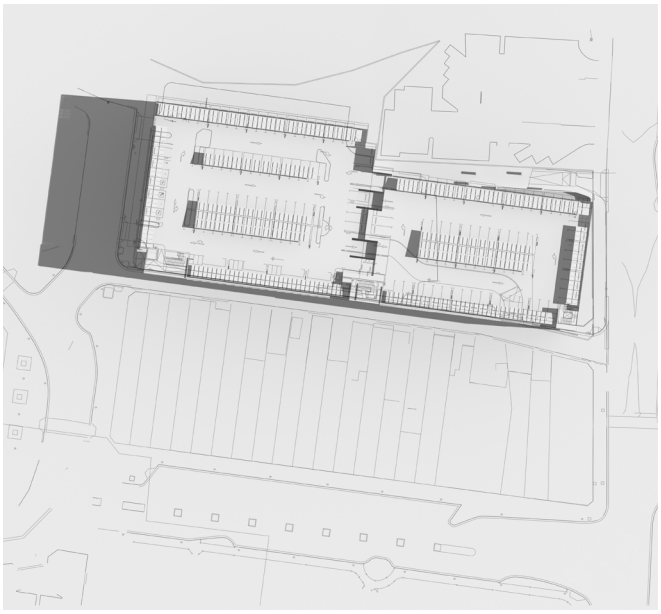
Table 7.0: Summary of visual impacts of the Project across the study area.

7.2 VISUAL IMPACT SUMMARY

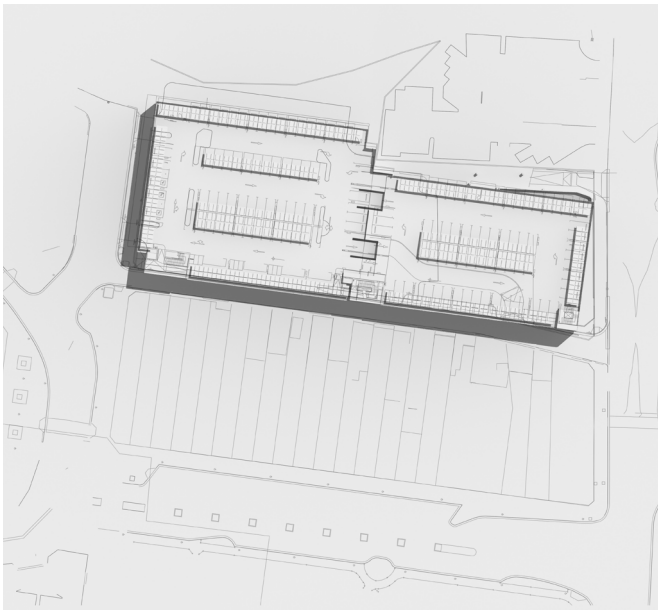
The visual impacts of the Proposal on the studied viewpoints range from Low to High/Moderate.

- One viewpoint received an impact rating of Negligible
- No viewpoint received an impact rating of Low
- Four viewpoints received an impact rating of Moderate-Low
- Two viewpoints received an impact rating of Moderate
- Five viewpoints received an impact rating of High-Moderate

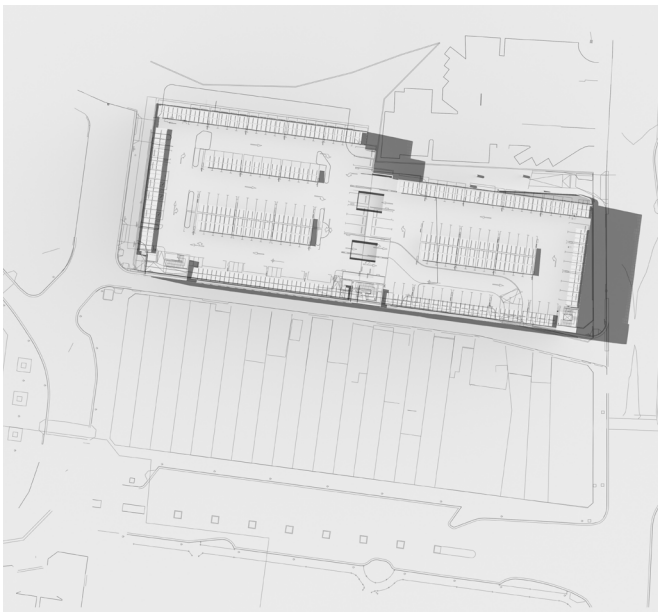
8.0 OVERSHADOWING



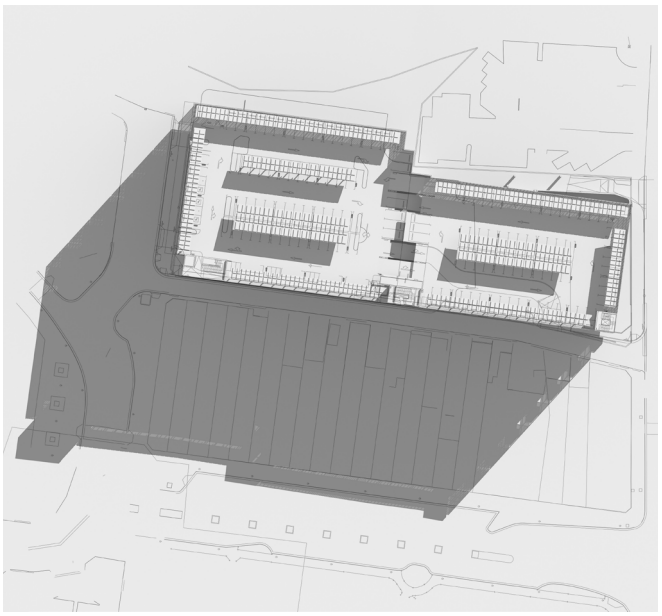
Summer Solstice (9am).



Summer Solstice (Midday).

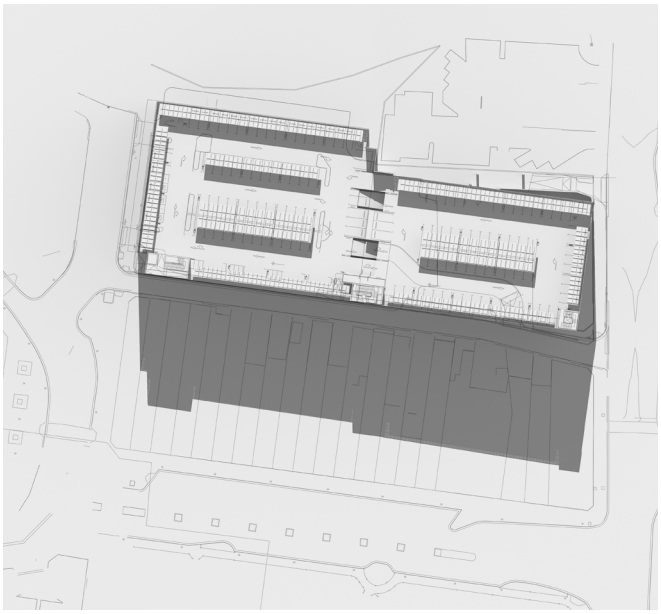


Summer Solstice (3pm).



Winter Solstice (9am).

8.0 OVERSHADOWING



Winter Solstice (Midday).

Winter Solstice (3pm).

8.1 OVERSHADOWING

Overshadowing analysis has been undertaken to determine the extent to which the proposed expansion of the MSCP will affect neighbouring buildings and structures in terms of the distance and direction of the shadow it casts. Shadow analysis has been produced for both the summer and winter solstice at 9am, Midday and 3pm.

As a result of the expansion of the MSCP a corresponding increase in overshadowing for the surrounding area will occur. During summer (represented by the Summer Solstice diagrams) the increase in overshadowing for the surrounding area is considered to be minimal, and would be most noticeable in the morning. This would see an increase in overshadowing to the west of the MSCP over Simmons Street. A small increase in overshadowing would also occur in Haydock Lane to the south of the car park at Midday, although the Lane currently experiences overshadowing at this time with the existing structure. A small increase in overshadowing to the east of the MSCP is anticipated in the afternoon over The Rive Road, but this is also considered to be minimal.

The highest level of overshadowing occurs during winter (represented by the Winter Solstice diagrams). The existing MSCP creates overshadowing to the surrounding area throughout the day and this overshadowing will be increased as a result of the expansion of the MSCP. As demonstrated by the diagrams, the area most consistently impacted area by overshadowing throughout the day is the grouping of buildings directly to the south of the site. The greatest increase in overshadowing to this area will occur in the morning.

An increase in overshadowing will also occur to the east of the site on Simmons Street in the morning, as well as to The River Road in the afternoon. The increase in overshadowing during the winter months is considered to be a moderate as a result of the proposed expansion.

9.0 Mitigation recommendations

9.0 MITIGATION RECOMMENDATIONS

8.1 APPROACHES TO MITIGATION

There are typically five broad approaches to mitigating the visual impacts of any change to a scene that entails built form development. These are through:

- Avoidance – where the visual impact of the proposal is deemed of a scale that cannot be mitigated by any of the approaches outlined below, this approach implies relocating the proposal elsewhere on the site with lesser visual impacts or not proceeding with the proposal on the site at all
- Reduction – typically this approach seeks to mitigate impacts through the reduction of some part of the proposed structure or development (ie. reduced height or omission of parts of the built structure/s)
- Alleviation – this approach entails design refinements to the proposal to mitigate visual impacts. These refinements might typically include built form articulation, choice of material and colours and/or planting design
- Off-site Compensation – where none of the above approaches will provide adequate visual impact mitigation for off site visual receptors, this approach entails off site works on the land from which the viewpoint is experienced (eg screening close to the viewpoint), usually carried out with the agreement of the affected landowner.
- Management – in this approach the mitigation response typically entails an operational or management action such as construction management.

Set out below are the relevant responses to these approaches with respect to the Proposal.

8.2 MITIGATION RESPONSES

Avoidance

Given the nature of the Proposal (an extension to the existing MSCP structure) 'Avoidance' is not considered an option. If a new parking structure was provided within the vicinity of the station it would be anticipated that this would most likely have more of a significant visual impact on the surrounding area than the Proposal.

Reduction

A reduction in the proposed levels would have an impact on the visual impact effects caused by the vertical extension of the car park, however any reduction in levels would have a corresponding impact on parking spaces provided. This would lead to whether the Proposal as a whole was achieving desired outcomes in terms of providing additional parking to service greater demand. As a result 'Reduction' is not considered an appropriate form of mitigation due to the impact it would have on delivering the Proposals required outcomes in terms of meeting current and future demand.

Alleviation

Alleviation is considered the most appropriate form of mitigation for the Proposal through the use of appropriate material and colour selection for the additional levels. This can be achieved by ensuring that the selected materials match the existing elements of the Proposal as visual receivers in the surrounding area already have familiarity with these materials. Where new additions are proposed that are not currently present at the car park (such as the solar panel on the upper level) the design of these should be refined as far as possible to limit any unnecessary visual impacts (such as reflectivity to the surrounding area). Immediately north of the MSCP and the neighbouring property fence line (between the KFC car park and Winders Lane) the opportunity to introduce additional tree planting exists. These trees may contribute to the filtering effect of the existing mature trees located along the fence line of the private residential properties when looking southwards on Simmons Street.

9.0 MITIGATION RECOMMENDATIONS

Off-site compensation

The ability to provide off-site compensation (through the form of screening planting is highly limited), and would primarily be restricted to the residents of Simmons Street (Viewpoints 9 and 10). Strategic street tree planting could further filter views of the Proposal for the limited number of dwellings that have views of the Proposal from this location, however this could potentially cause overshadowing to the surrounding dwellings and may not be desired by the residents.

Management

An appropriate Construction Environmental Management Plan (CEMP) should be prepared for the construction phase of the Proposal by the responsible construction contractor which outlines management measures for environmental impacts including impacts on sensitive receivers, such as air quality, noise, site contamination and waste. Any adverse visual impacts (such as temporary stockpiling) should be attempted to mitigated through appropriate screening (through site hoardings for example).

8.3 CONSTRUCTION IMPACTS

The Proposal will involve a construction phase with associated additional temporary visual impacts. The following activities are likely to occur:

- clearing of vegetation;
- setting up of site compounds;
- stockpiling;
- site fencing;
- increased site traffic including heavy vehicles.

During the construction period, many viewpoints studied within this report are likely to have increased visual impacts. Views of site compounds, storage areas and increased site traffic (including trucks) will lead to a reduction in visual amenity.

Impacts will reduce as viewing distance and screening vegetation increase. Furthermore these visual impacts will be of a temporary nature and will reduce for all viewpoints once the Proposal is complete and the construction areas made good.

8.4 LIGHTING IMPACTS

Lighting design information has not been provided or reviewed as part of this assessment however all lighting should be designed and installed in accordance with the requirements of AS4282 *Control of the Obtrusive Effects of Outdoor Lighting* and should be undertaken by a specialist lighting consultant during the detailed design phase.

Visual impacts from the introduction of new lighting in and around the Proposal must be considered in light of their possible impacts on the surrounding area, especially on residential dwellings to the north, east and south of the site as it may affect existing residents' visual amenity. The Proposal will therefore need to consider the light spill to the surrounding area generated from the Proposal through both fixed lighting within the car park as well as headlights.

10.0 Conclusion

9.0 CONCLUSION

9.1 FINDINGS

A comprehensive visual impact assessment of the Proposal on the surrounding area has been conducted.

The study has identified and evaluated the existing visual environment, key views and view types before progressing to an assessment of quantitate and qualitative criteria using best practice methodology. A number of mitigation measures have also been proposed to reduce visual impacts of the Proposal to the surrounding area.

9.2 SUMMARY OF FINDINGS

Overall, the following conclusions can be drawn on the Proposal's impacts to visual amenity within the study area:

- the visual catchment of the Proposal is limited, with the highest impacts restricted to the immediate area surrounding the existing car park structure, particularly from sensitive locations such as Abel Reserve;
- mature trees from a number of locations help to filter views of the existing car park and help break up what would be a continuous built facade if not present, and will play a similar role in helping to mitigate the proposed additional levels to the MSCP;
- although the proposal is primarily surrounded by commercial businesses, the additional levels of the MSCP will further increase the height difference between the car park and the surrounding area;
- the Proposal is an extension of the existing multi-storey car park as opposed to an entirely new structure which helps to mitigate the impact of the Proposal given peoples familiarity with the existing structure.

9.3 CONCLUSIONS

This LCVIA employs a rigorous, best practice methodology to identify levels of visual impacts and potential mitigation measures, based on a professional evaluation.

Whilst it is acknowledged that the perceived visual impact of the Proposal will vary from viewer to viewer, the methodology used to evaluate visual impact in this instance is informed by internationally accredited approaches and the author's 20 years of experience in the field of visual impact.

This methodology takes into consideration the local context and references both international standards and local legislations, policy and Land and Environment Court principles.

Of the 12 viewpoints selected and analysed the findings are as follows:

- One viewpoint received an impact rating of Negligible
- No viewpoint received an impact rating of Low
- Four viewpoints received an impact rating of Moderate-Low
- Two viewpoints received an impact rating of Moderate
- Five viewpoints received an impact rating of High-Moderate

9.0 CONCLUSION

The highest visual impacts recorded have been High/Moderate and have occurred within the public recreation area of Abel Reserve as a result of viewer sensitivity being highest from public open space and is further increased as a result of the reserve being in close proximity to the site.

Although the Proposal will introduce further built-form to the area, this is an extension of the existing multi-storey car park structure as opposed to an entirely new structure. As a result of the current parking structure having been completed and in operation for a number of years, both residents within the surrounding area, visitors to the village centre and commuters using the station are already familiar with, and arguably used to, the sight of a multi-storey car park.

While a vertical extension of this structure will have a corresponding visual impact, this is mitigated to a certain degree as a result of it being an extension and not an entirely new parking building. This is further assisted by mature vegetation surrounding the site both in close proximity as well as at distance.

On balance it is the professional opinion of the authors of this assessment that the visual impacts of the Proposal combined with the overall visual catchment are such that they would not constitute reasons for the project not to proceed.

11.0 Appendix