



# VISUAL IMPACT ASSESSMENT

## 57 Station Road, Seven Hills, NSW



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# 1.0 Introduction

## 1.1 Background

Moir Landscape Architecture (MLA) have been commissioned by Patch Planning and Development to prepare a Visual Impact Assessment (VIA) for the proposed development located at Lot B DP404669, 57 Station Road, Seven Hills, New South Wales (Refer to **Figure 1**). The VIA will support the DA submission for the proposal, lodged for assessment under the Blacktown City Councils (BCC) Local Environment Plan (2015), Development Control Plan (2015) and the NSW Government Department of Planning, Industry and Environment (DPIE) guidelines for Critical State Significant Infrastructure (CSSI), Standard Secretary's Environmental Assessment Requirements (SEARs)

The purpose of this report is to provide a qualitative and quantitative assessment of the visibility and potential visual impacts of the proposal.

Survey work was undertaken on 1st February 2022 using key viewpoints and locations with potential views towards the site. The report details the results of the field work, documents the assessment of the landscape character and visual setting, and assesses potential visual impacts associated with the proposal.

The report also provides an overview of the proposed landscape treatments which will assist in the mitigation of potential visual impacts. This information is provided to assist BCC & DPIE in understanding the likely impacts and how they may be managed to ensure that the positive character of the immediate area and surrounding visual landscape are not overly eroded or diminished.



**FIGURE 1:** Site Locality Plan (Source: SIX Maps, FEB 2022, scale:1:7500)

## 2.0 Study Method

### 2.1 Overview of the Visual Impact Assessment

A Visual Impact Assessment (VIA) is used to identify and determine the value, significance and sensitivity of a landscape. The method applied to this study involved systematically evaluating the visual environment pertaining to the site and using value judgements based on community responses to scenery. The assessment was undertaken in stages as noted below:

The first stage of the process involves:

- Objective assessment of the relative aesthetic value of the landscape, defined as visual quality and expressed as high, medium or low. This assessment generally relates to variety, uniqueness, prominence and naturalness of the land form, vegetation and water forms within each character type.
- Determination of the landscape sensitivity and its ability to absorb different types of development on the basis of physical and environmental character.
- An assessment of viewer sensitivity to change. This includes how different groups of people view the landscape (for example, a resident as opposed to a tourist), and how many people are viewing and from how far.
- The undertaking of a viewpoint analysis to identify areas likely to be affected by development of the site and a photographic survey using a digital camera and a hand held GPS unit to record position and altitude.
- An assessment of visual impacts and the preparation of recommendations for impact mitigation. Suggestions are made for suitable development patterns that would maintain the areas visual quality.

The second stage of the assessment involves a quantitative approach. The quantification of the visual impacts is defined by methods including:

- Preparation of photo montages depicting the proposal and recommended mitigation measures.

The purpose of the above methodology is reduce the amount of subjectivity entering into visual impact assessment and to provide sufficient data to allow for third party verification of results.

### 2.2 Secretary's Environmental Assessment Requirments (SEARs)

The report has been prepared in accordance with the NSW Government Department of Planning, Industry and Environment (DPIE) guidelines for Critical State Significant Infrastructure (CSSI), under the Standard Secretary's Environmental Assessment Requirements (SEARs).

The Standard SEARs have been structured for 'Visual Amenity' as follows:

- ☒ Desired performance outcome; *'The project minimises adverse impacts on the visual amenity of the built and natural environment (including public open space) and capitalises on opportunities to improve visual amenity'*.
- The Proponent must assess the visual impact of the project and any ancillary infrastructure on:
  - (a) views and vistas;
  - (b) streetscapes, key sites and buildings;
  - (c) heritage items including Aboriginal places and environmental heritage; and
  - (d) the local community.

The following provides an overview of where the relevant information can be found through the report.

**Step 1. Describe the landscape and visual context.**

**Section 3.0** of this report provides an overview of the existing landscape character and visual context of the Site and its surrounds.

**Step 2. Identify the visibility and related visual-sensitivity of the landscape and any viewpoints.**

**Section 5.0** provides an overview of the visual sensitivity from key viewpoints within the visual catchment

**Step 3. Describe likely visual changes.**

**Section 4.0** provides an overview of the proposal, and **Section 6.0** describes the potential visual changes associated with the proposal.

**Step 4. Assess the likely landscape and visual impacts.**

**Section 5.0** of this report provides an assessment of the likely visual impacts from key viewpoints.

**Section 6.0** provides an overview of the likely visual impacts.

**Step 5. Report illustration.**

**Section 4.0** for an overview of the proposed development and elements which have been assessed as part of the VIA.

**Step 6. Summary and Conclusion.**

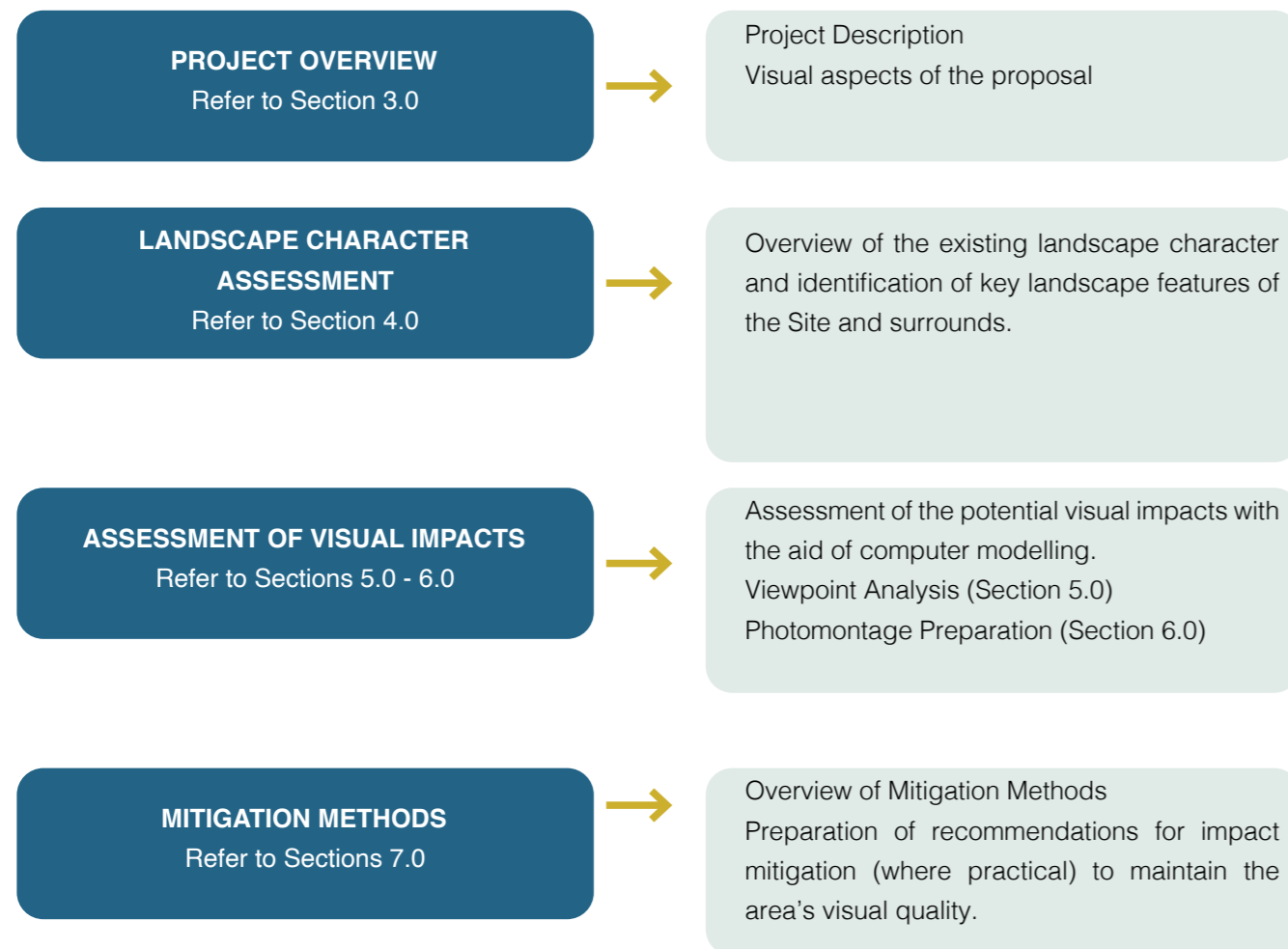
A summary of the main findings of the report is included in **Section 6.0**.

## 2.0 Study Method

### 2.3 Overview of the Study Method

Survey work was undertaken on the 1st February 2022 using key viewpoints and locations with potential views towards the site. The report details the results of the field work, documents the assessment of the landscape character and visual setting, and assesses potential visual impacts associated with the proposal.

Based on the existing policies and framework and MLA's experience in landscape and visual impact assessment, the following provides an overview of the study method utilised for undertaking the Visual Impact Assessment (VIA). The VIA was undertaken in the stages as noted below in **Figure 2**:



**Figure 2:** Study Method

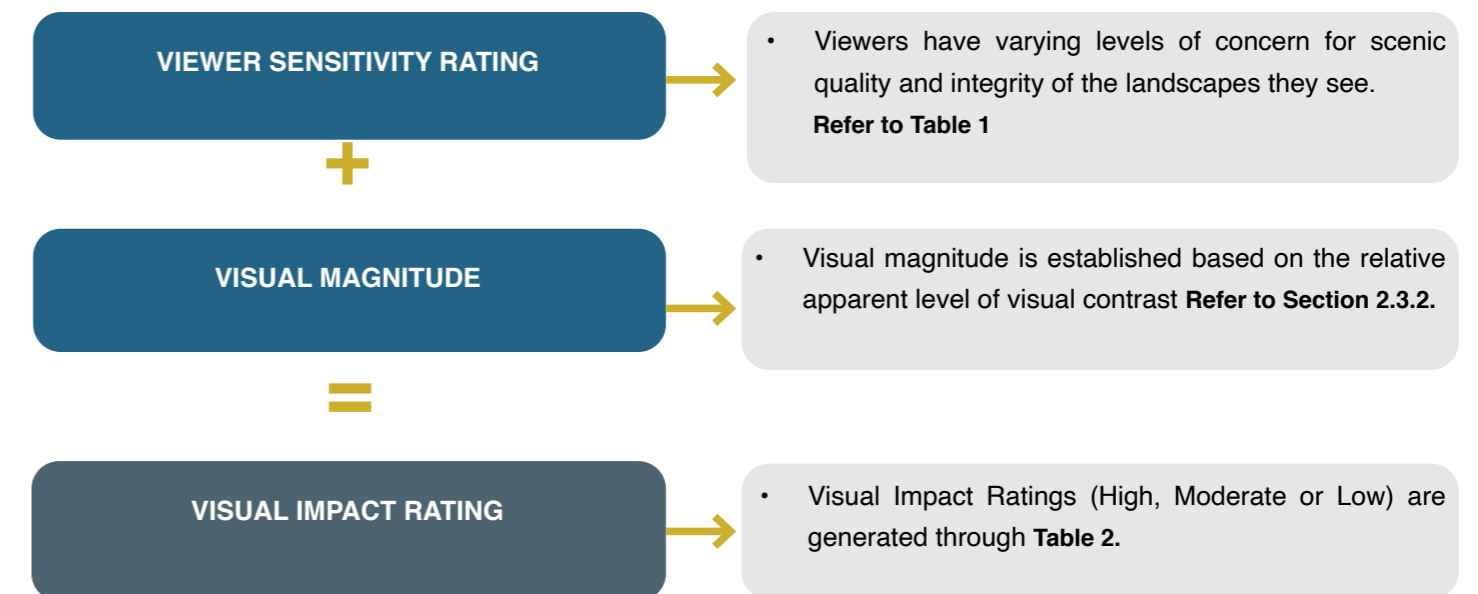
### 2.4 Existing Character Assessment

The character of a site refers to the distinct and recognisable pattern of elements that occurs consistently in a particular type of landscape, and how this is perceived by people. It reflects how particular combinations of geology, landform, soils, vegetation, land use and human settlement create a particular sense of place for different areas within the landscape (The Landscape Institute and the Institute of Environmental Management and Assessment, 2002).

The landscape character of the Study Area has been assessed at a regional, local and site scale. The Landscape Character Assessment is provided in **Section 4.0**.

### 2.5 Visual Impact Assessment

The potential visual impact of the Project is assessed based on the relationship between the visual sensitivity (refer to **Section 2.5.1**) and visual magnitude (refer to **Section 2.5.2**) see **Figure 3**:



**Figure 3:** Visual Impact Assessment Method

## 2.0 Study Method

### 2.5.1 Visual Sensitivity

Visual sensitivity is a measure of how critically a change to the existing landscape is viewed by people from different areas. The assessment is based on the number of people affected, land use, and the distance of the viewer from the proposal (EDAW, 2000).

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. Generally the following principles apply:

- Visual sensitivity decreases as the viewing time decreases.
- Visual sensitivity decreases as the number of potential viewers decreases.
- Visual sensitivity can also be related to viewer activity (e.g. A person viewing an affected site whilst engaged in recreational activities will be more strongly affected by change than someone passing a scene in a car travelling to a desired destination).

Sensitivity ratings are defined as high, moderate or low and are shown in the **Table 1** below (adapted from URBIS, 2009).

VISUAL SENSITIVITY RATING					
	DISTANCE FROM SITE				
LANDUSE	0-1 km	1-2 km	2 - 4.5 km	4.5 -7 km	> 7 km
Townships	HIGH	HIGH	HIGH	MODERATE	LOW
Recreational Reserve	HIGH	HIGH	HIGH	MODERATE	LOW
Homestead	HIGH	HIGH	HIGH	MODERATE	LOW
Rural Township	HIGH	HIGH	MODERATE	LOW	NIL - LOW
Main Highway	MODERATE	MODERATE	LOW	LOW	NIL - LOW
Local Roads	MODERATE	MODERATE	LOW	LOW	NIL - LOW
Farm Road	LOW	LOW	NIL - LOW	NIL - LOW	NIL
Agricultural Land	LOW	LOW	NIL - LOW	NIL - LOW	NIL

**Table 1:** Visual Sensitivity Rating Table (Adapted from Urbis, 2009)

### 2.5.2 Visual Magnitude

Visual magnitude refers to the extent of change that will be experienced by receptors. Factors that are considered when assessing the magnitude of change include:

- the proportion of the view / landscape affected;
- extent of the area over which the change occurs;
- the size and scale of the change;
- the rate and duration of the change;
- the level of contrast and compatibility.

(Source: AILA, 2018)

### 2.5.3 Visual Impact

Visual impact refers to the change in appearance of the landscape as a result of development. (EPHC, 2010).

Visual impact is the combined effect of visual sensitivity and visual magnitude. Various combinations of visual sensitivity and visual magnitude will result in high, moderate and low overall visual impacts as suggested in **Table 2** below (Transport for NSW, 2020).

VISUAL IMPACT RATING					
		VISUAL MAGNITUDE			
		HIGH	MODERATE	LOW	NEGLIGIBLE
VISUAL SENSITIVITY	HIGH	HIGH	HIGH-MODERATE	MODERATE	NEGLIGIBLE
	MODERATE	HIGH-MODERATE	MODERATE	MODERATE-LOW	NEGLIGIBLE
	LOW	MODERATE	MODERATE-LOW	LOW	NEGLIGIBLE
	NEGLIGIBLE	NEGLIGIBLE	NEGLIGIBLE	NEGLIGIBLE	NEGLIGIBLE

**Table 2:** Visual Impact Rating Table (Adapted from Transport for NSW, 2020)

# 3.0 Project Overview

## 3.1 Site Description

The subject land, referred to as “the Site” occupies Lot B DP404669 at 57 Station Road, Seven Hills, New South Wales, located within the Blacktown LGA. The Site is a large rectangular lot that forms part of a broader industrial area on the eastern side of the Seven Hills district. The site has an overall area of 2.57 hectares and was formerly used under the dual purpose of timber yard and an auto parts & smash repair business.

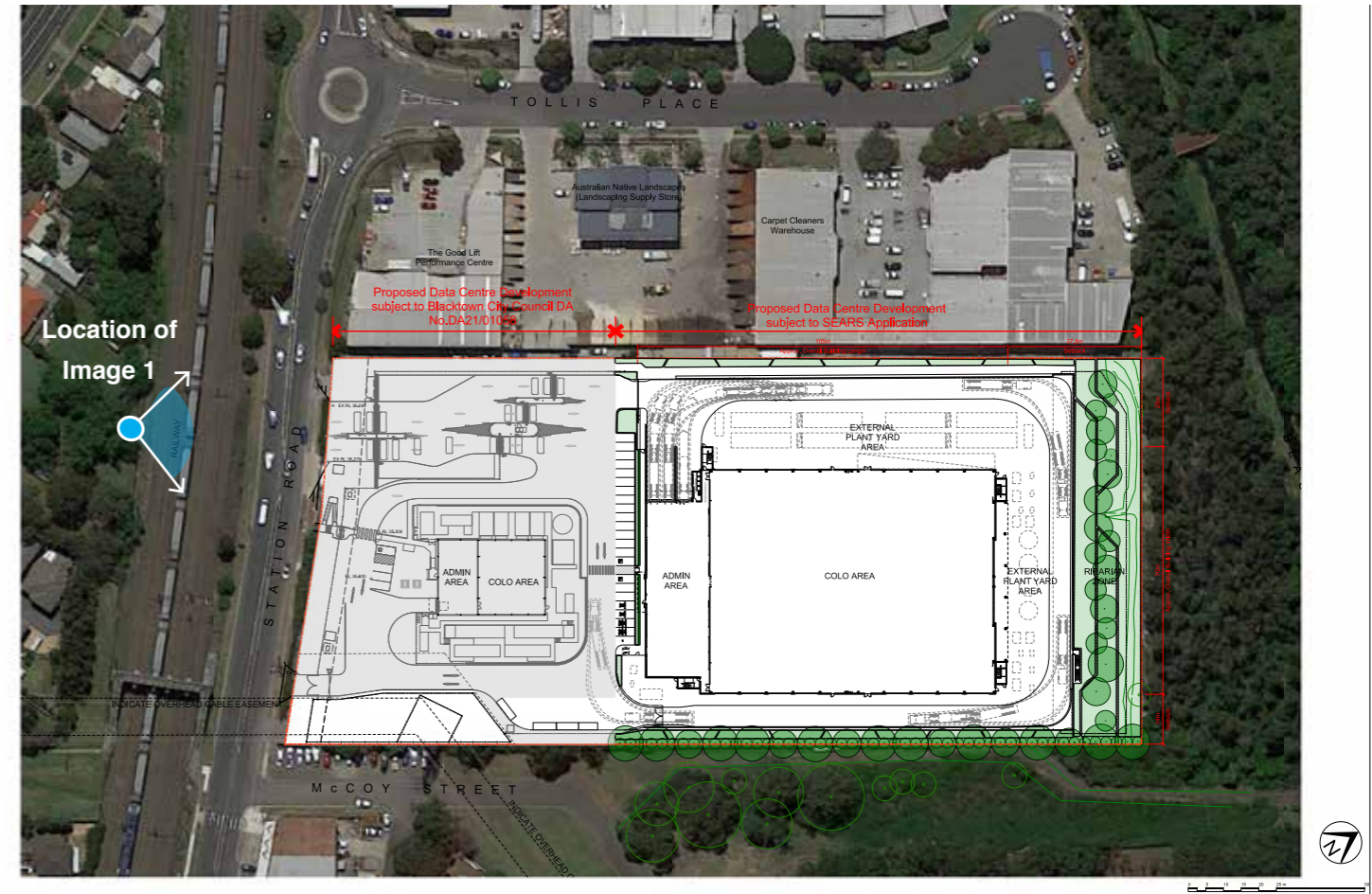
## 3.2 Proposed Development

The proposed development forms part of an overall strategy related to the development of a data storage facility, the southern portion of the site is subject to a separate approval process currently under consideration by Blacktown Council.

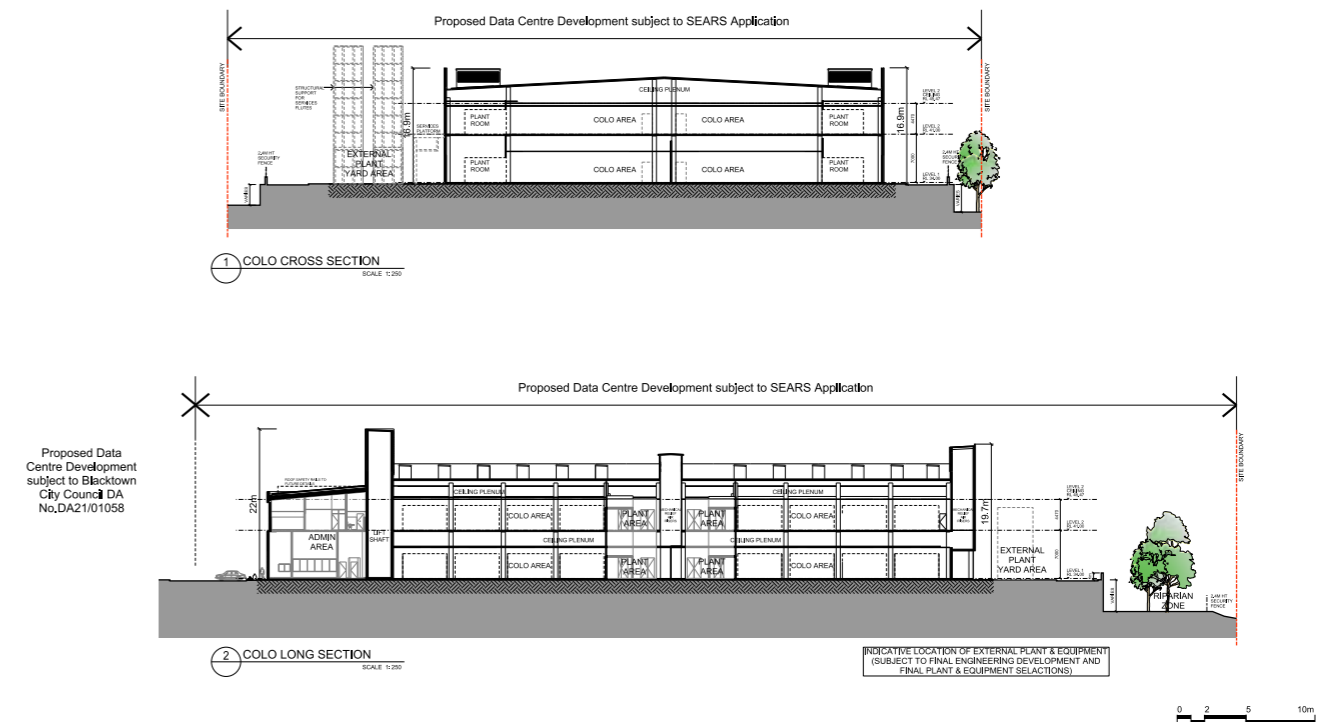
The northern portion of the site will comprise a two-storey data storage premises, associated plant and equipment, car parking including vehicular access and turning areas and landscape buffer planting to the rear and side boundaries of the site (refer to **FIGURES 4, 5 & 6**).



**IMAGE 1:** View North of site frontage from Station Road.



**FIGURE 4:** Proposed Site Plan (LCI Consultants Australia P/L).



**FIGURE 5:** Proposed Elevation (LCI Consultants Australia P/L).



# 3.0 Project Overview

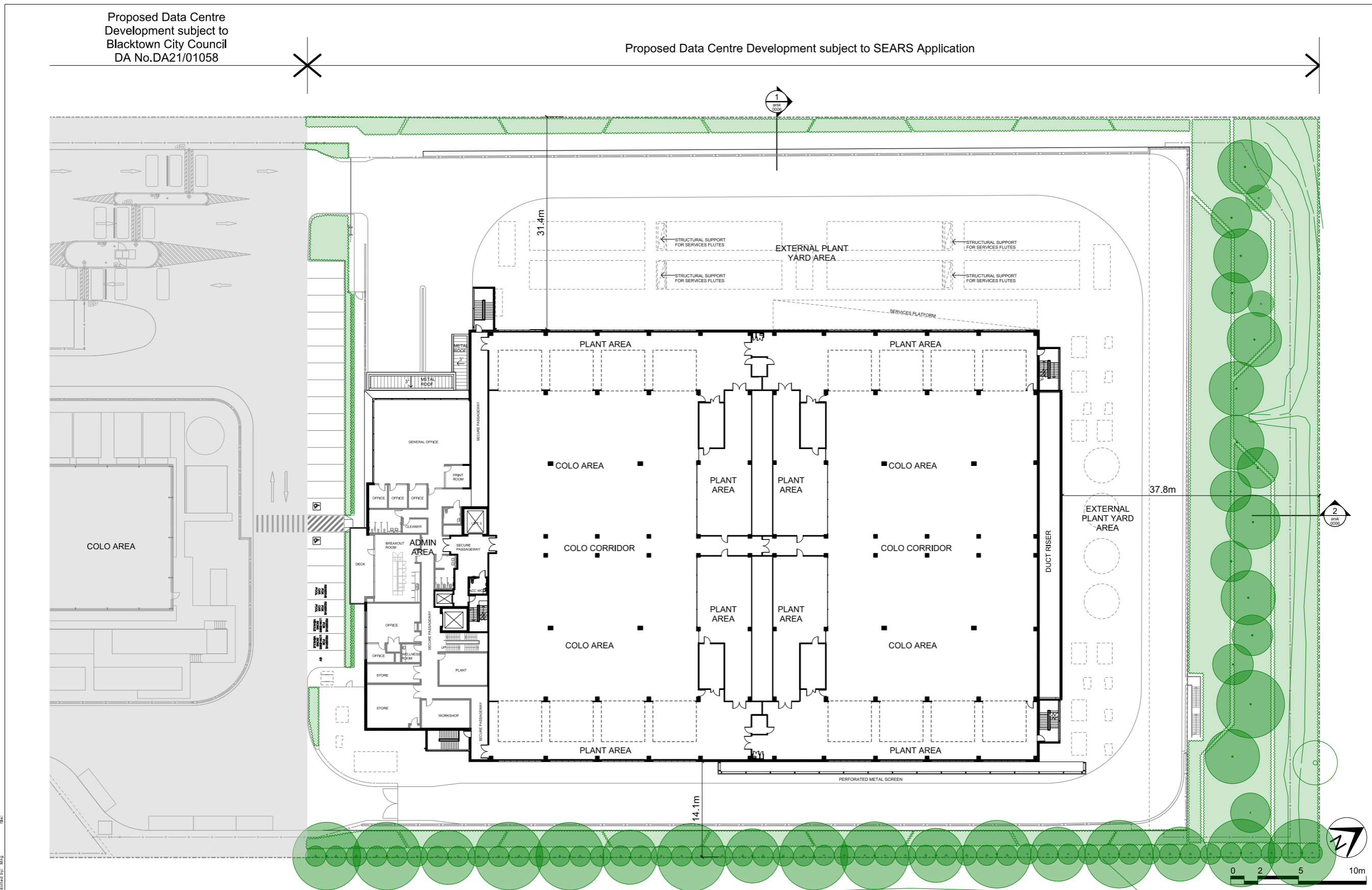


FIGURE 6: Proposed Data Centre Arrangement (LCI Consultants Australia P/L).

# 4.0 Existing Landscape Character

## 4.1 Existing Landscape Character

A large part of the local land use is associated with an extensive industrial area located to the north and west of the site. Residential living and large tracts of public open space, immediately surround the site to the south and the east. The open space areas are defined by the location of Blacktown and Toongabbie Creeks which runs along the northern side of the proposed development in an east-west direction (refer to **FIGURE 7**).

### LAND USE

The Site is was formerly used as both a timber yard and an auto repair/auto wrecking business and similar light industrial and commercial buildings sit along the western boundary of the site and along the other side of Blacktown and Toongabbie Creeks to the North. It is located between two town centres with Blacktown located 4km to the west and Parramatta located 10km to the south east. Land immediately surrounding the Site is predominately made up of dense vegetation associated with Blacktown and Toongabbie Creeks, General industrial land, residential land and the recreational reserve of McCoy Park. The Main Western Rail line is located directly opposite the site adjacent to Station Road.

Local places of note include the following; Blacktown Showground, Western Sydney Parklands and Prospect Reservoir (approx. 6km) to the west/south west. Westmead Hospital (approx. 4.5km) to the East and Sydney Olympic Park (approx. 13km) to the South East.

### ROADS

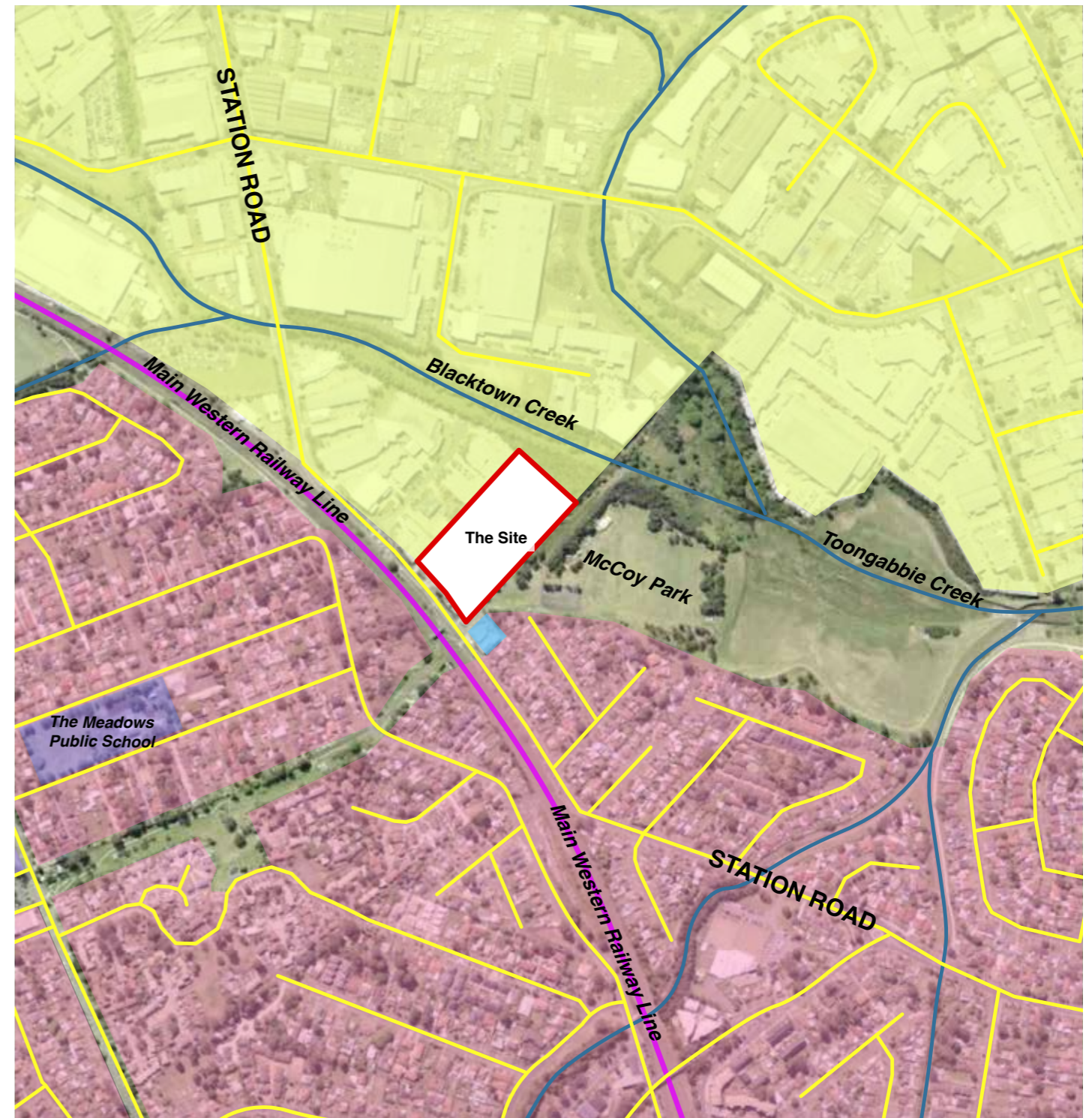
The Site's main access point is along its frontage to Station road, a major connector road within the local area. This then forms part of a larger network of distributor roads including the M2 Motorway to the north and the M4 Motorway to the south, with Old Windsor Road to the east and the M7 Motorway to the west. A network of minor connector roads, residential roads and laneways weaves its way through the area connecting local town centres to their communities.

### TOPOGRAPHY

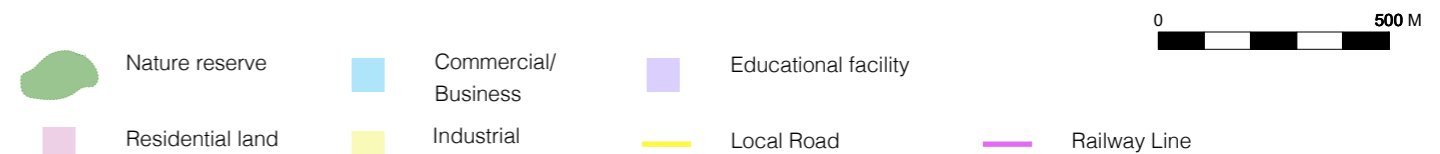
The Site itself falls from Station Road towards the north of the site down to Blacktown Creek. Land around the Study Area is gently undulating and this undulation is mainly associated with natural features within the landscape. Blacktown Creek runs along the northern boundary of the site and meets in with Toongabbie Creek, with the two converging to the north east of the site. The associated McCoy Park and public reserve areas further to the east seemingly allow for periods of inundation from these creeks during periods of heavy or sustained rainfall.

### VEGETATION

The Site itself is cleared, however it is bounded along the eastern side by tall canopy trees sides associated with McCoy Park and by a mix of canopy trees and dense undergrowth vegetation associated with Blacktown Creek to the north. It is worth noting that new canopy tree plantings have occurred within the McCoy Park area between McCoy Street and the proposed Site boundary. New plantings appear to have been located in areas where there was limited or no existing tree plantings.



### LEGEND



**FIGURE 7:** Existing Visual Character (Aerial Image Source: SIX Maps 2022)



## 4.0 Existing Landscape Character



**IMAGE 2:** View east along the Station Road site frontage to the railway overpass.



**IMAGE 3:** View north towards the site from the McCoy Park parking area.



**IMAGE 4:** View towards the site from the eastern end of Edna Avenue across the McCoy Street parking area.



**IMAGE 5:** View of housing along the eastern end of Edna Avenue adjacent to the site.

# 5.0 Viewpoint Analysis

## 5.1 Viewpoint Analysis

This part of the visual assessment considers the likely impact that development would have on the existing landscape character and visual amenity by selecting prominent sites, otherwise referred to as viewpoints.

### 5.1.1 Viewpoint Selection Process

Viewpoints are selected to illustrate a combination of the following:

- Present landscape character types.
- Areas of high landscape or scenic value.
- Visual composition (e.g. focused or panoramic views, simple or complex landscape pattern).
- Range of distances.
- Varying aspects.
- Various elevations.
- Various extent of development visibility (full and partial visibility).
- Sequential along specific routes.

Viewpoints have been carefully selected to be representative of the range of views within the study area. The selection of viewpoints is informed by topographical maps, field work observations and other relevant influences such as access, landscape character and the popularity of vantage points.

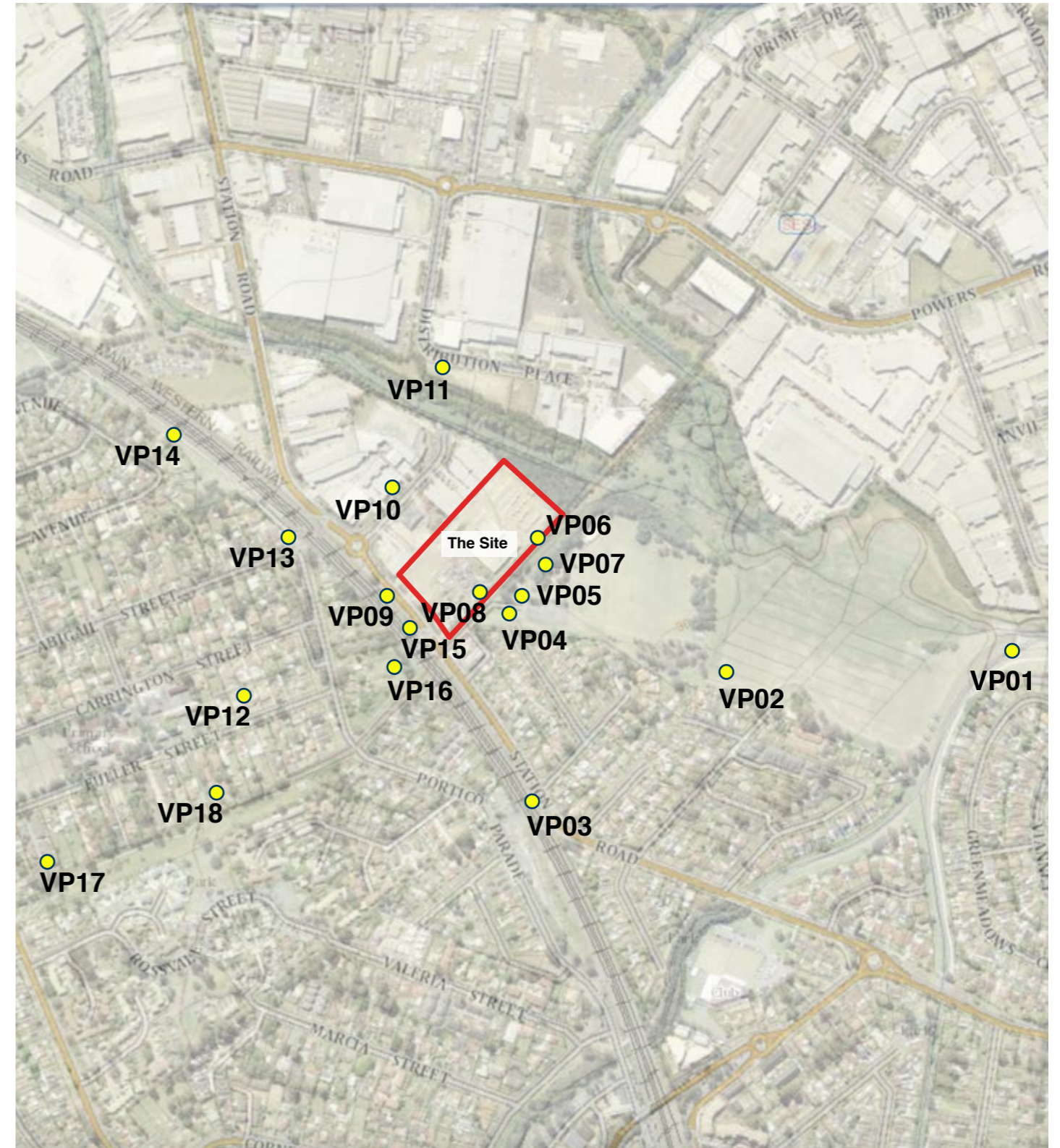
A total of **18 viewpoints** were taken as part of the field work process. These viewpoints were taken from publicly accessible roads surrounding the site. The viewpoints which have been included represent the areas from where the development would appear most prominent, either based on the degree of exposure or the number of people likely to be affected.

It is important to note that viewpoints for this study have been taken only from accessible public land (refer to **FIGURE 8** for locations).

### 5.1.2 Process of Viewpoint Analysis

Once the viewpoint had been selected, panoramic photographs were taken at eye level from the viewpoints towards The Site. Photographs were taken with a Canon EOS 5D Mark III digital SLR through a 50mm lens to best represent the human eye.

The visual impact of the viewpoint was then assessed both on site and with the topographic and aerial information to ensure accuracy. Viewpoint photographs and analysis is included the following pages. The findings of the viewpoint analysis have been quantified and are summarised in **Table 4**.



#### LEGEND

● Viewpoint Location

0 500 M

**FIGURE 8:** Viewpoint Assessment Locations (Source: SIXMaps 2022, scale:1:5000)



# 5.0 Viewpoint Analysis

## 5.2 Overview of Viewpoint Analysis

As discussed in the rationale for the viewpoint selection process, where possible these viewpoints have been selected to represent the worst case scenario. For each viewpoint, the potential visual impact was analysed through the use of a combination of topographic maps and on site analysis.

The visual sensitivity and visual magnitude of each viewpoint have been assessed which, when combined, result in an overall visual impact for the viewpoint (**Refer to Table 3**).

Of the **18** viewpoints assessed as part of this VIA, the proposal would be visible from a total of **12** viewpoints.

Of the **12** viewpoints from which the proposal would be visible, **six (6)** of these have been assessed as having **Nil** visual Impact, **three (3)** of these have been assessed as having a **negligible** visual impact, **three (3)** of these have been assessed as having a **moderate-low** visual impact, while **five (5)** have been rated as **moderate** and **one (1)** viewpoint has been rated as having a **high-moderate** visual impact.

Generally, the viewpoints rated as having a moderate visual impact were taken within a close proximity of the proposal and within a residential or public reserve area. The visual magnitude (the level of visual contrast) is likely to be NIL for the majority of locations.

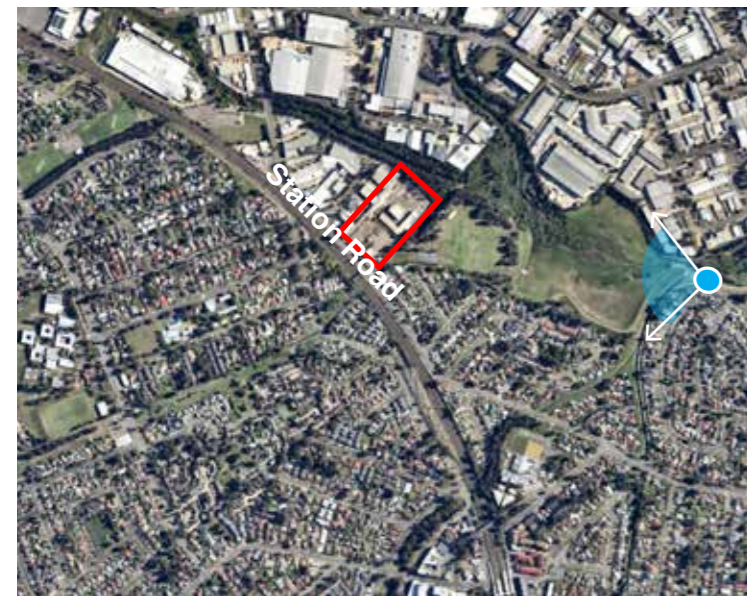
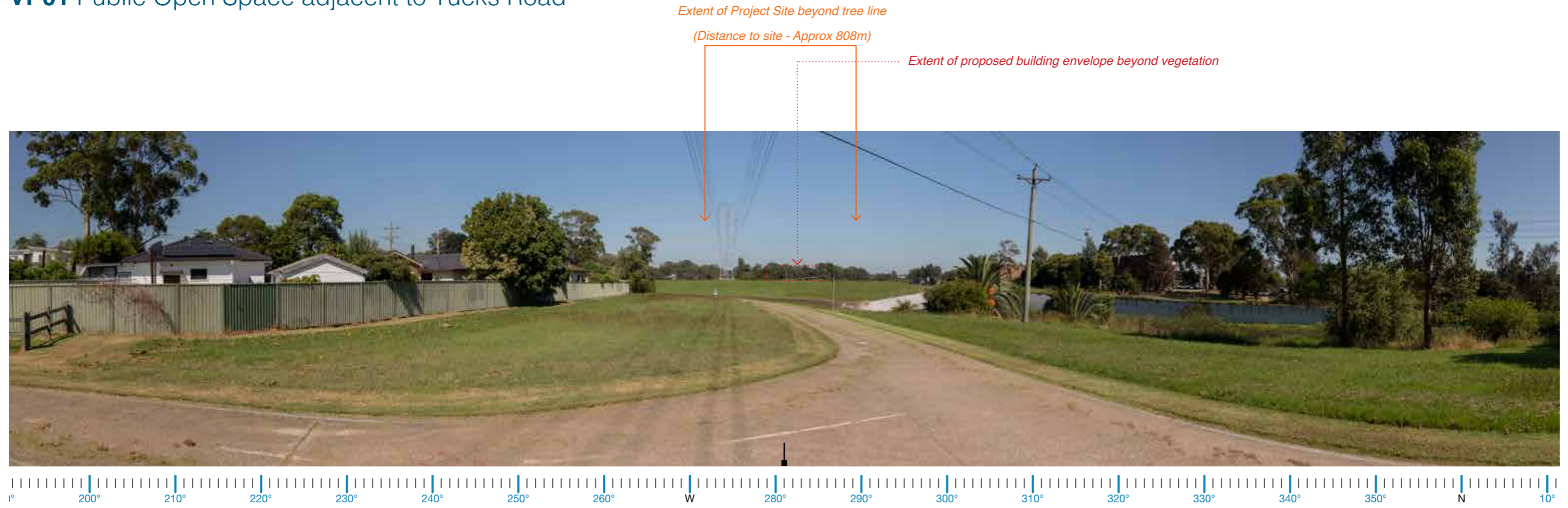
VIEWPOINT	VISUAL SENSITIVITY	VISUAL EFFECT	POTENTIAL VISUAL IMPACT
VP01	HIGH	NIL	NIL
VP02	HIGH	NIL	NIL
VP03	MODERATE	LOW	MODERATE-LOW
VP04	HIGH	LOW	MODERATE
VP05	HIGH	LOW	MODERATE
VP06	HIGH	LOW	MODERATE
VP07	HIGH	LOW	MODERATE
VP08	HIGH	LOW	MODERATE
VP09	HIGH	MODERATE	HIGH -MODERATE
VP10	MODERATE	NEGLIGIBLE	NEGLIGIBLE
VP11	MODERATE	NIL	NIL
VP12	MODERATE	NIL	NIL
VP13	MODERATE	NEGLIGIBLE	NEGLIGIBLE
VP14	HIGH	NEGLIGIBLE	NEGLIGIBLE
VP15	MODERATE	LOW	MODERATE-LOW
VP16	MODERATE	LOW	MODERATE-LOW
VP17	HIGH	NIL	NIL
VP18	HIGH	NIL	NIL

**TABLE 3:** Viewpoint Visual Impact Summary

\*Please note the Viewpoint Visibility Assessment Summary is based on the visibility assessment criteria outlined in Section 2.1 of this report.

# 5.0 Viewpoint Analysis

## VP01 Public Open Space adjacent to Tucks Road

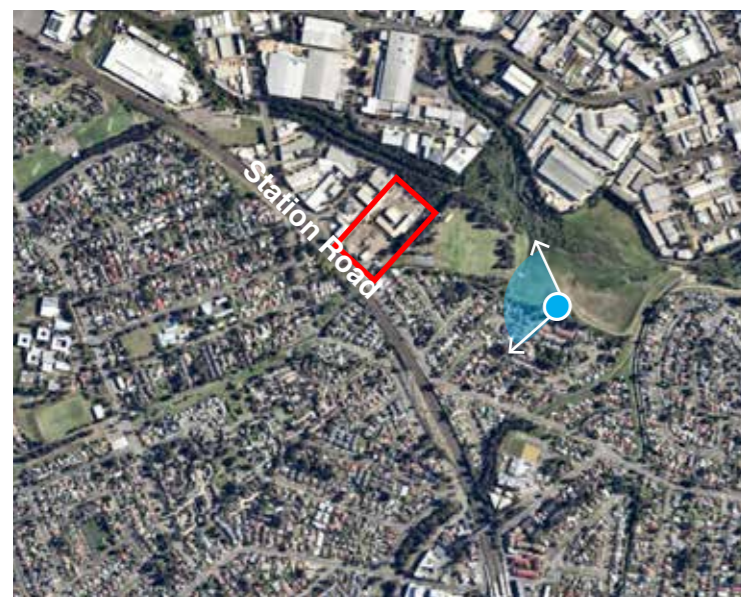


VP01 Location

VIEWPOINT VP01		VIEWPOINT DESCRIPTION	POTENTIAL VISUAL IMPACT
SUMMARY OF VIEWPOINT			
LOCATION	Tucks Road, Toongabbie, NSW	View along Toongabbie Creek looking in a generally west direction through McCoy Park towards the Site. Views from this location are contained by gently undulating topography and existing vegetation.	From this location views of the proposed development to the west are non-existent as a result of existing vegetation and topography associated with Toongabbie Creek.
COORDINATES	33° 46'48.75"S 150°57'22.83"E		
ELEVATION	26m	Existing large scale transmission lines are a dominant element in the existing visual landscape.	The visual magnitude is likely to be NIL resulting in an overall visual impact rating of NIL.
VIEWING DIRECTION	West		
DISTANCE TO SITE	Approx. 808m		
LAND USE	Recreational Reserve	The visual sensitivity of this viewpoint has been rated as High due to the land use and close proximity to the Site.	
VISUAL SENSITIVITY	HIGH		
VISUAL MAGNITUDE	NIL		
VISUAL IMPACT	NIL		

# 5.0 Viewpoint Analysis

## VP02 Public Open Space adjacent to Mimosa Avenue

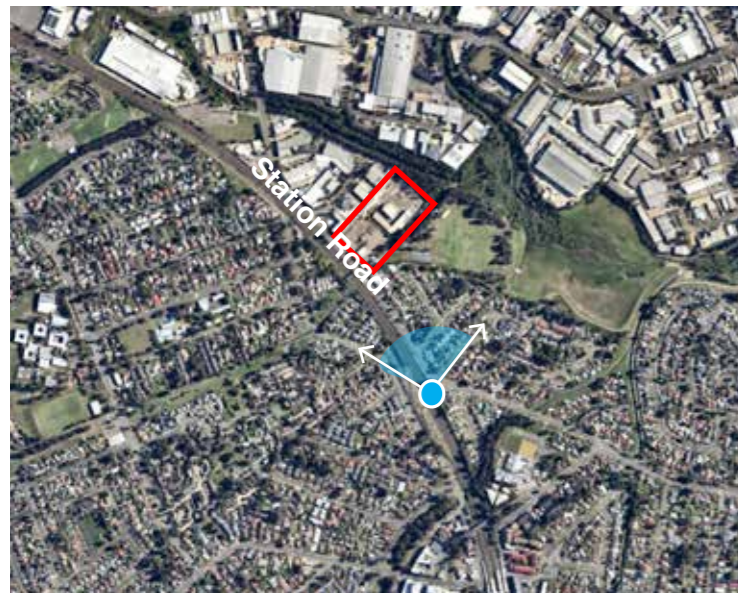
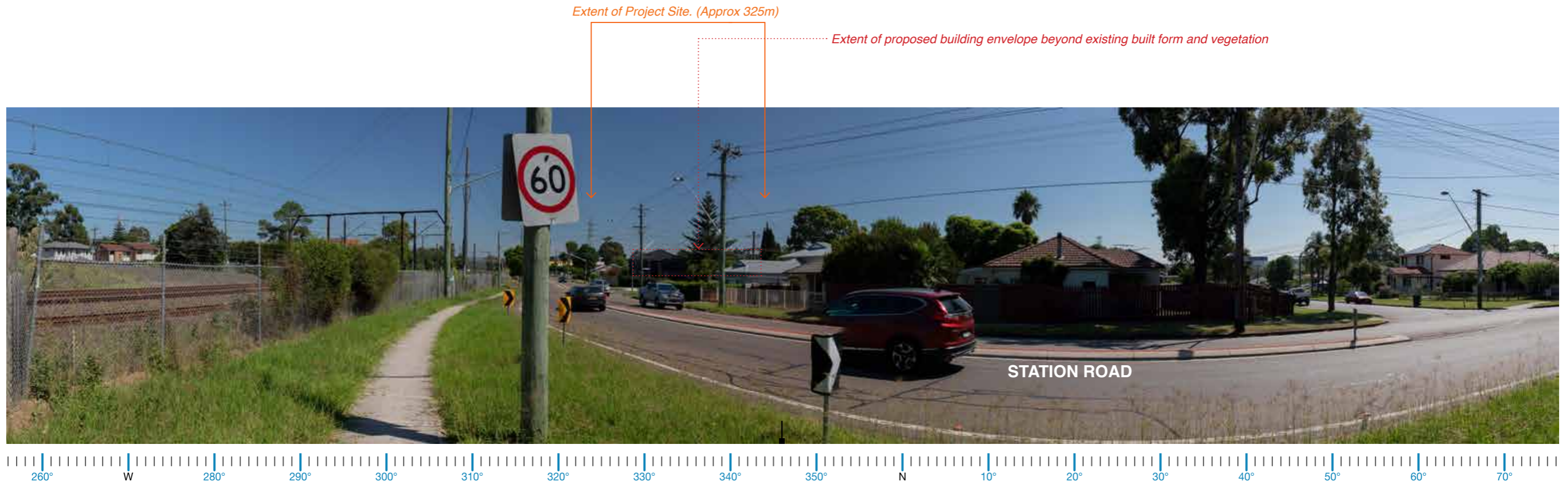


VP02 Location

VIEWPOINT VP02		VIEWPOINT DESCRIPTION	POTENTIAL VISUAL IMPACT
SUMMARY OF VIEWPOINT			
LOCATION	Mimosa Avenue, Toongabbie, NSW	View along Toongabbie Creek looking in a generally west direction through McCoy Park towards the Site. Views from this location are contained by gently undulating topography and existing vegetation. Existing transmission lines run through the landscape in the foreground. The visual sensitivity of this viewpoint has been rated as HIGH due to the land use and the proximity to the Site.	From this location views of the proposed development to the west are non-existent as a result of existing vegetation and topography associated with Toongabbie Creek. The visual magnitude is likely to be NIL resulting in an overall visual impact rating of NIL.
COORDINATES	32° 46'45.76"S 150°57'15.30"E		
ELEVATION	25m		
VIEWING DIRECTION	West		
DISTANCE TO SITE	412m		
LAND USE	Recreational Reserve		
VISUAL SENSITIVITY	HIGH		
VISUAL MAGNITUDE	NIL		
VISUAL IMPACT	NIL		

# 5.0 Viewpoint Analysis

## VP03 Station Road, Toongabbie

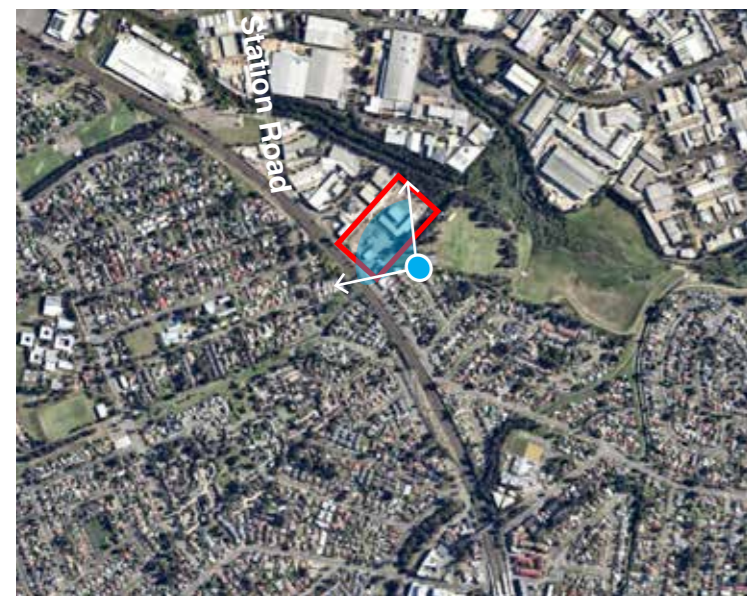


VIEWPOINT VP03		VIEWPOINT DESCRIPTION	POTENTIAL VISUAL IMPACT
SUMMARY OF VIEWPOINT			
LOCATION	Station Road, Toongabbie, NSW	View along Station Road looking in a north west direction toward the Site. Views from this location are contained by built form, infrastructure and vegetation, both along the road reserve and surrounding the Site. Existing powerlines are a feature in the visual landscape. The visual sensitivity of this viewpoint has been rated as Moderate due to the land use and close proximity to the Site.	From this location the proposed development will most likely be seen generally toward the north west above the dwellings skyline in the foreground. The visual magnitude is likely to be Low resulting in an overall visual impact of Moderate-Low.
COORDINATES	33° 46'57.30"S 150°56'58.52"E		
ELEVATION	35m		
VIEWING DIRECTION	North West		
DISTANCE TO SITE	Approx. 325m		
LAND USE	Local Road		
VISUAL SENSITIVITY	MODERATE		
VISUAL MAGNITUDE	LOW		
VISUAL IMPACT	MODERATE-LOW		

VP03 Location



# 5.0 Viewpoint Analysis

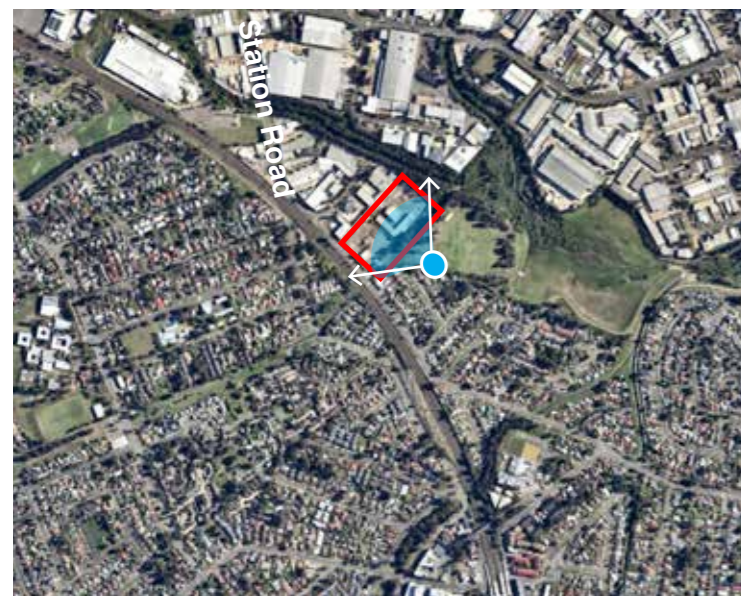


VP04 Location

VIEWPOINT VP04		VIEWPOINT DESCRIPTION	POTENTIAL VISUAL IMPACT
<b>SUMMARY OF VIEWPOINT</b>			
LOCATION	Edna Avenue, Toongabbie, NSW	View from the McCoy street park located at the end of Edna Avenue looking in an westerly direction towards the subject Site. Views from this location are contained by built form, infrastructure and vegetation, surrounding the Site.	From this location views of the proposed development to the west will be restricted mainly as a result of existing buffer vegetation along the Western edge of McCoy Park. It is also worth noting that new tree plantings line the western side of McCoy Street in areas where existing trees are limited.
COORDINATES	33°46'47.74"S 150°56'56.64"E		
ELEVATION	37m	Existing High Voltage (HV) powerlines are a feature in the visual landscape.	This tree planting once established will also start to restrict views to the Site.
VIEWING DIRECTION	North West		
DISTANCE TO SITE	Approx. 72m	The visual sensitivity of this viewpoint has been rated as High due to the land use and the proximity to the Site.	The visual magnitude is likely to be Low resulting in an overall visual impact of Moderate.
LAND USE	Recreational Reserve		
VISUAL SENSITIVITY	HIGH		
VISUAL MAGNITUDE	LOW		
VISUAL IMPACT	MODERATE		

# 5.0 Viewpoint Analysis

## VP05 McCoy Street Car Park

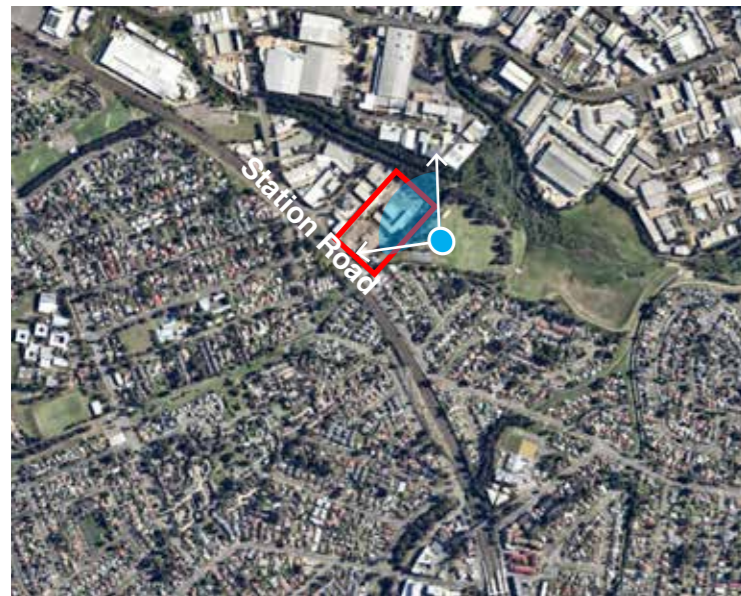


VIEWPOINT VP05		VIEWPOINT DESCRIPTION	POTENTIAL VISUAL IMPACT
SUMMARY OF VIEWPOINT			
LOCATION	McCoy Street Car Park, Toongabbie	View from the McCoy Street reserve public carpark, looking north west towards the Site. Views from this location are screened by a mature vegetation buffer along the eastern boundary of the proposed development Site.	From this location views of the proposed development to the west will be restricted mainly as a result of existing buffer vegetation associated with the western boundary of McCoy Park.
COORDINATES	33°46'47.46"S 150°56'57.91"E		
ELEVATION	36m	Existing High Voltage (HV) powerlines are a feature in the landscape.	The visual magnitude is likely to be Low resulting in an overall visual impact of Moderate.
VIEWING DIRECTION	North West		
DISTANCE TO SITE	Approx. 89m		
LAND USE	Recreational Reserve (Car Park)		
VISUAL SENSITIVITY	HIGH	The visual sensitivity of this viewpoint has been rated as HIGH due to the land use and the proximity to the Site.	
VISUAL MAGNITUDE	LOW		
VISUAL IMPACT	MODERATE		

VP05 Location

# 5.0 Viewpoint Analysis

## VP06 McCoy Park Childrens Playground



VP06 Location

VIEWPOINT VP06		VIEWPOINT DESCRIPTION	POTENTIAL VISUAL IMPACT
SUMMARY OF VIEWPOINT			
LOCATION	McCoy Park, Toongabbie	View from McCoy Park playground looking generally west towards the Site. Views from this location are fragmented by a mature vegetation buffer along the western boundary of the residential area.	From this location views of the proposed development to the west will be restricted mainly as a result of existing buffer vegetation associated with the McCoy Park recreational reserve.
COORDINATES	33°46'44.74"S 150°56'58.76"E		
ELEVATION	34m	The visual sensitivity of this viewpoint has been rated as high due to the land use and the proximity to the Site.	The visual magnitude is likely to be Low resulting in an overall visual impact of Moderate.
VIEWING DIRECTION	North West		
DISTANCE TO SITE	Approx. 50m		
LAND USE	Recreational Reserve		
VISUAL SENSITIVITY	HIGH		
VISUAL MAGNITUDE	LOW		
VISUAL IMPACT	MODERATE		

# 5.0 Viewpoint Analysis

## VP07 McCoy Park - Recreational Reserve

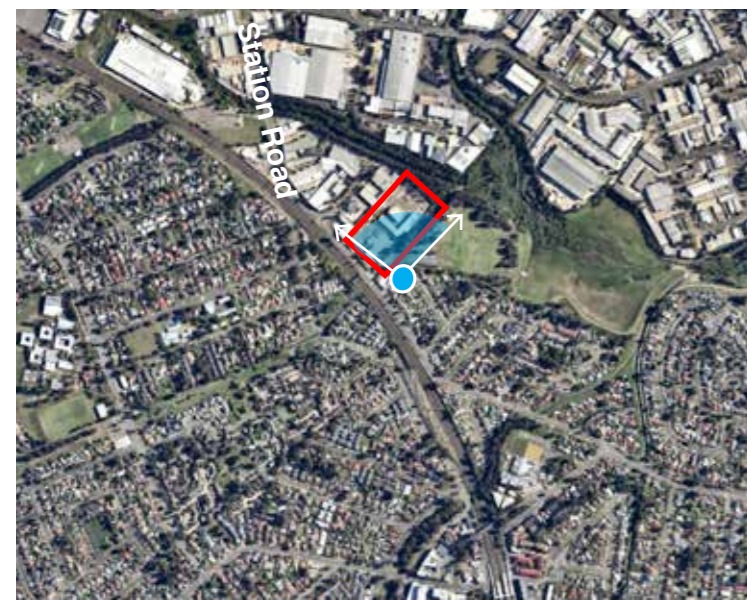
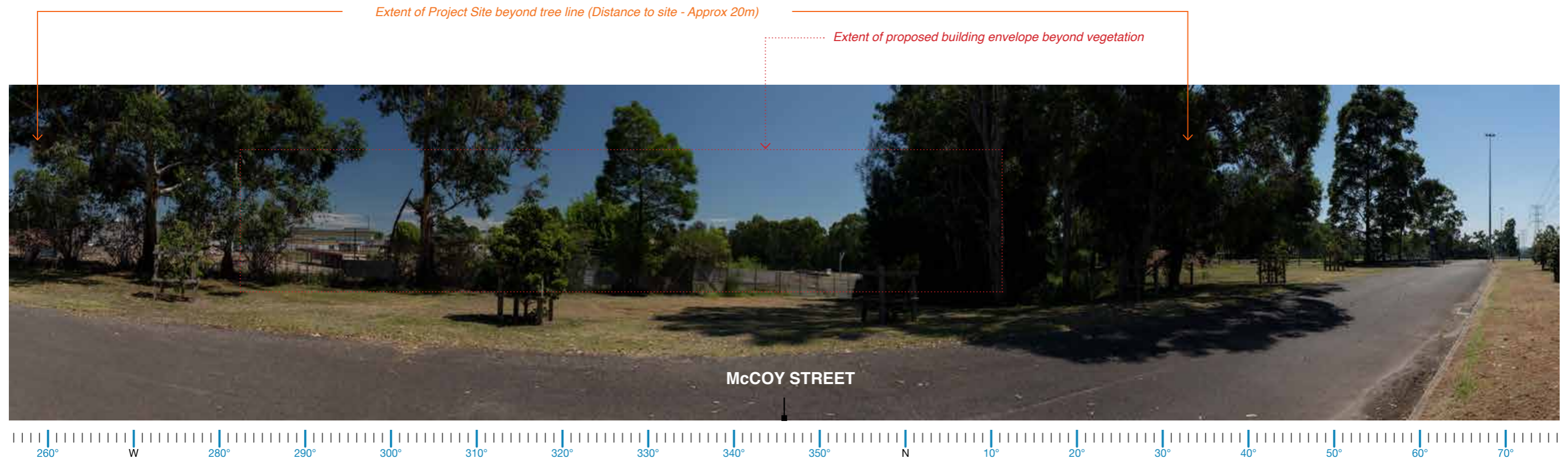


VP07 Location

VIEWPOINT VP07		VIEWPOINT DESCRIPTION	POTENTIAL VISUAL IMPACT
SUMMARY OF VIEWPOINT			
LOCATION	McCoy Park, Toongabbie	View from McCoy Park looking generally west towards the Site. Views from this location are screened by a mature vegetation buffer along the eastern boundary of proposed development site. This vegetation is on the recreational reserve with a large offset to the Site boundary.	From this location views of the proposed development to the west will be restricted mainly as a result of existing buffer vegetation associated with the McCoy Park recreational reserve.
COORDINATES	33°46'45.47"S 150°56'59.47"E		
ELEVATION	35m	The visual sensitivity of this viewpoint has been rated as High due to the land use and the proximity to the Site.	The visual magnitude is likely to be Low resulting in an overall visual impact of Moderate.
VIEWING DIRECTION	North West		
DISTANCE TO SITE	Approx. 78m		
LAND USE	Recreational Reserve		
VISUAL SENSITIVITY	HIGH		
VISUAL MAGNITUDE	LOW		
VISUAL IMPACT	MODERATE		

# 5.0 Viewpoint Analysis

## VP08 McCoy Street (North)

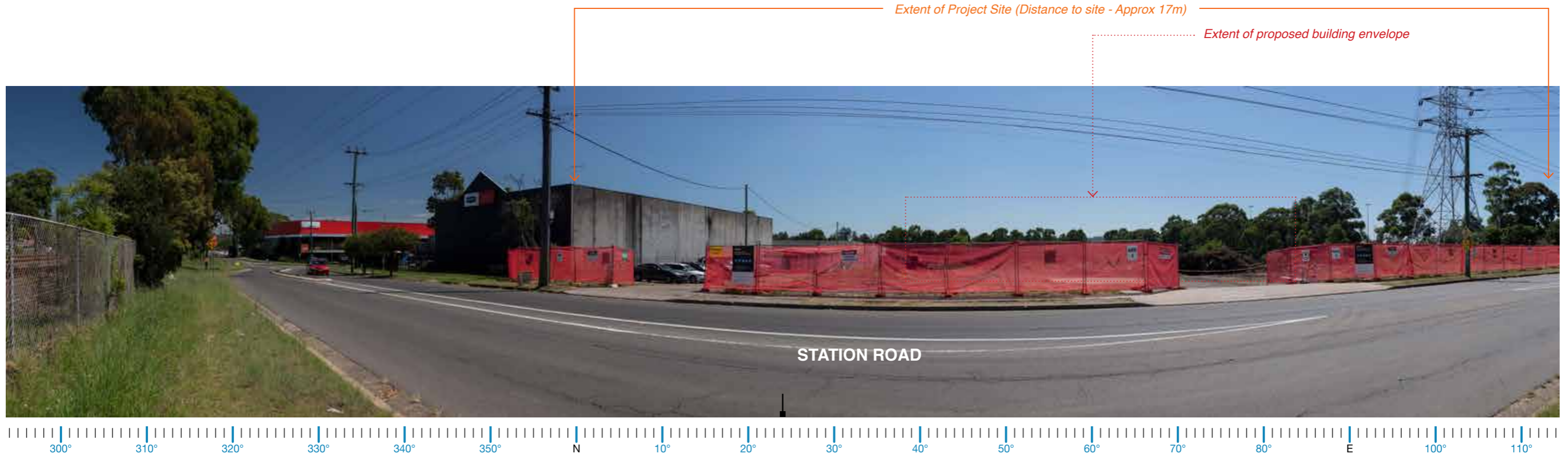


VP08 Location

VIEWPOINT VP08		VIEWPOINT DESCRIPTION	POTENTIAL VISUAL IMPACT
SUMMARY OF VIEWPOINT			
LOCATION	McCoy Street, Toongabbie	View from McCoy Street looking north towards the Site. Views from this location are partially screened by a mature vegetation buffer along the western boundary of the recreation area.	From this location views the proposed development to the west will be partially visible between existing vegetation associated with McCoy Park.
COORDINATES	33°46'44.74"S 150°56'54.72"E		
ELEVATION	35m	The visual sensitivity of this viewpoint has been rated as High due to the land use and the proximity to the Site.	The visual magnitude is likely to be Low resulting in an overall visual impact of Moderate.
VIEWING DIRECTION	Generally North		
DISTANCE TO SITE	Approx. 20m		
LAND USE	Local Road/Recreational Reserve		
VISUAL SENSITIVITY	HIGH		
VISUAL MAGNITUDE	LOW		
VISUAL IMPACT	MODERATE		

# 5.0 Viewpoint Analysis

## VP09 Station Road

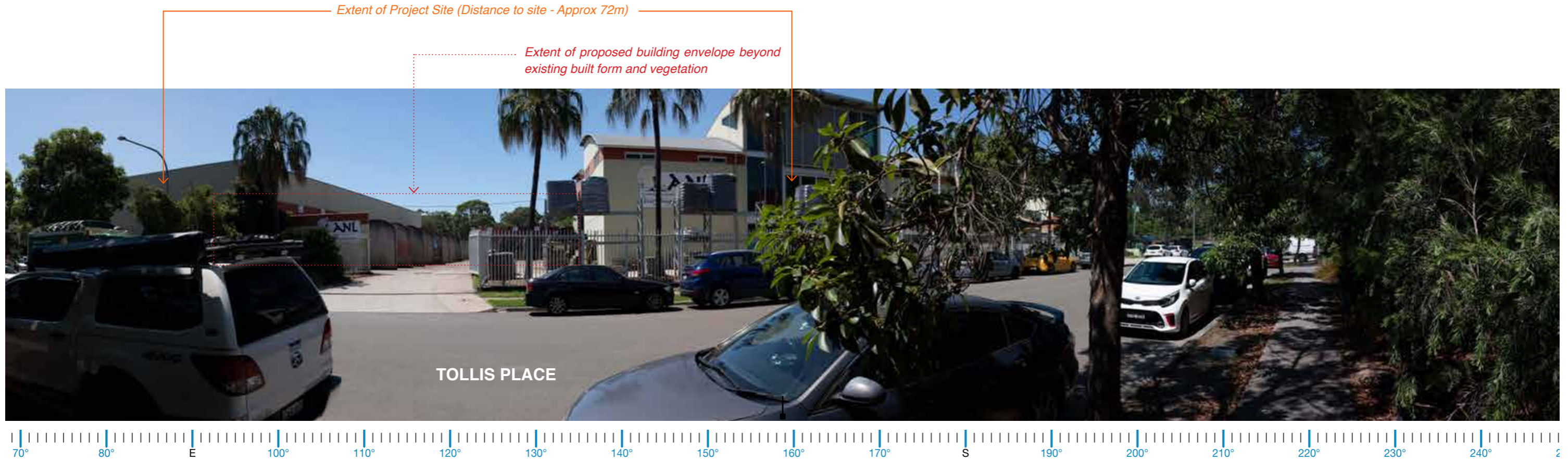


VP09 Location

VIEWPOINT VP09		VIEWPOINT DESCRIPTION	POTENTIAL VISUAL IMPACT
SUMMARY OF VIEWPOINT			
LOCATION	Station Road, Seven Hills	View from the southern side of Station Road, adjacent to the rail line, looking towards the Site. Views from this location present the full site frontage and will be viewed from both Station Road, from the western railway and potentially from residential dwellings located along the southern side of the railway line.	From this location there will be full and unrestricted views of the proposed development site.  The visual magnitude is likely to be Moderate resulting in an overall visual impact of High-Moderate.
COORDINATES	33°46'46.75"S 150°56'49.38"E		
ELEVATION	37m		
VIEWING DIRECTION	Generally North		
DISTANCE TO SITE	Approx. 17m (Directly opposite the Site)		
LAND USE	Local Road		
VISUAL SENSITIVITY	HIGH		
VISUAL MAGNITUDE	MODERATE		
VISUAL IMPACT	HIGH-MODERATE		
		Existing powerlines are a feature in the visual landscape.	
		The visual sensitivity of this viewpoint has been rated as High due to the proximity to the Site.	

# 5.0 Viewpoint Analysis

## VP10 Tollis Place

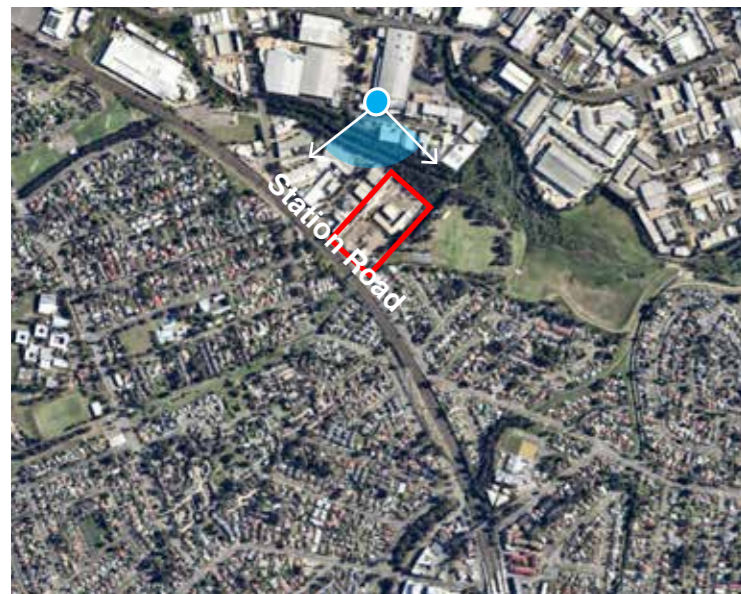


VP10 Location

VIEWPOINT VP10		VIEWPOINT DESCRIPTION	POTENTIAL VISUAL IMPACT
SUMMARY OF VIEWPOINT			
LOCATION	Tollis Place, Seven Hills	View from Tollis Place looking generally east towards the Site. Views from this location are contained by built form, infrastructure and vegetation, both along the road reserve and surrounding the Site.  The visual sensitivity of this viewpoint has been rated as moderate due to the land use and the proximity to the Site.	From this location views of the proposed development to the east will be restricted mainly as a result of existing built form, however the proposed development will be visible between existing built form.  The visual magnitude is likely to be Negligible resulting in an overall visual impact of Negligible.
COORDINATES	33°46'41.78"S 150°56'49.62"E		
ELEVATION	34m		
VIEWING DIRECTION	South East		
DISTANCE TO SITE	Approx. 72m		
LAND USE	Local Road		
VISUAL SENSITIVITY	MODERATE		
VISUAL MAGNITUDE	NEGLIGIBLE		
VISUAL IMPACT	NEGLIGIBLE		

# 5.0 Viewpoint Analysis

## VP11 Distribution Place



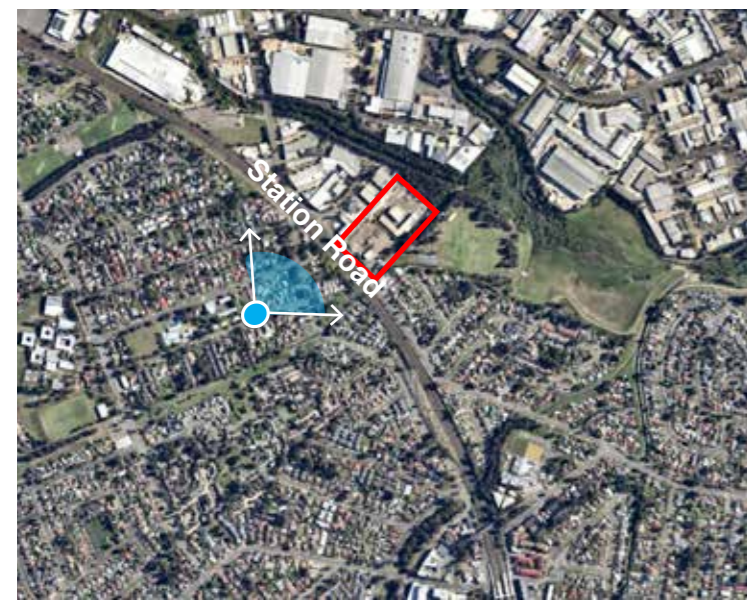
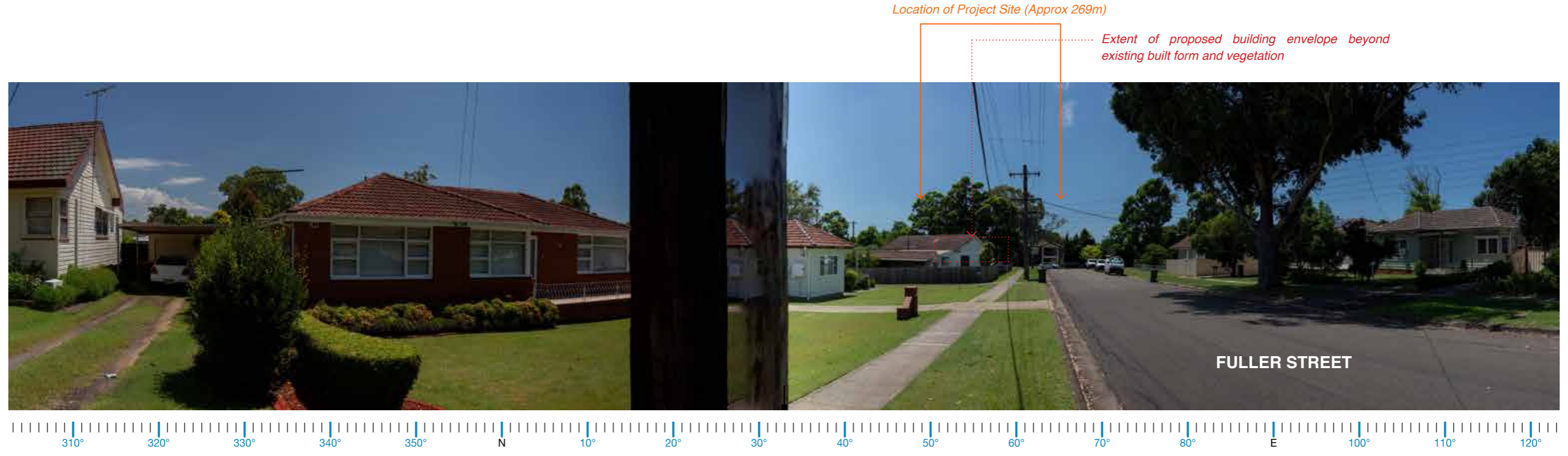
VP11 Location

VIEWPOINT VP11		VIEWPOINT DESCRIPTION	POTENTIAL VISUAL IMPACT
SUMMARY OF VIEWPOINT			
LOCATION	Distribution Place, Seven Hills	View from Distribution Place looking generally south towards the Site. Views from this location are contained by built form and mature vegetation buffer associated with Blacktown Creek.	From this location views of the proposed development to the west are non-existent as a result of existing built form and vegetation associated with Toongabbie Creek.
COORDINATES	33°46'36.15"S 150°56'53.60"E		
ELEVATION	31m	The visual sensitivity of this viewpoint has been rated as moderate due to the land use and the proximity to the Site.	The visual magnitude is likely to be NIL resulting in an overall visual impact of NIL.
VIEWING DIRECTION	South East		
DISTANCE TO SITE	Approx. 156.5m		
LAND USE	Local Road		
VISUAL SENSITIVITY	MODERATE		
VISUAL MAGNITUDE	NIL		
VISUAL IMPACT	NIL		



# 5.0 Viewpoint Analysis

## VP12 Fuller Street

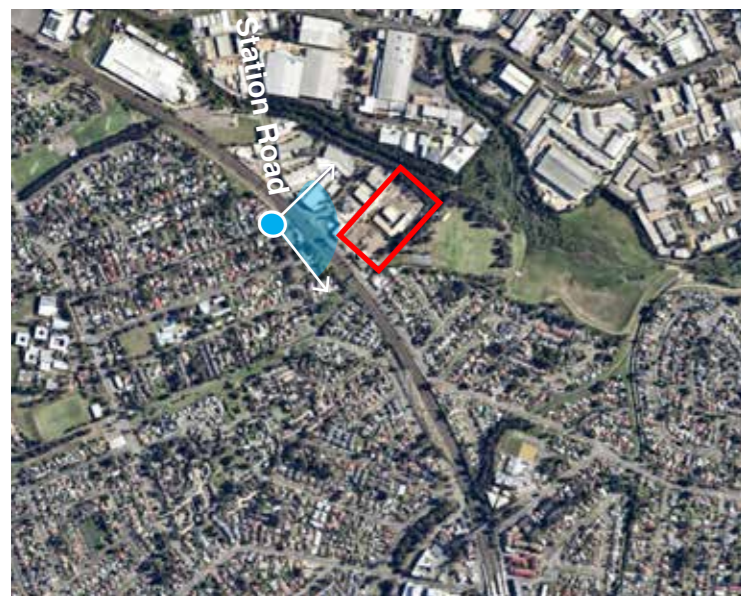
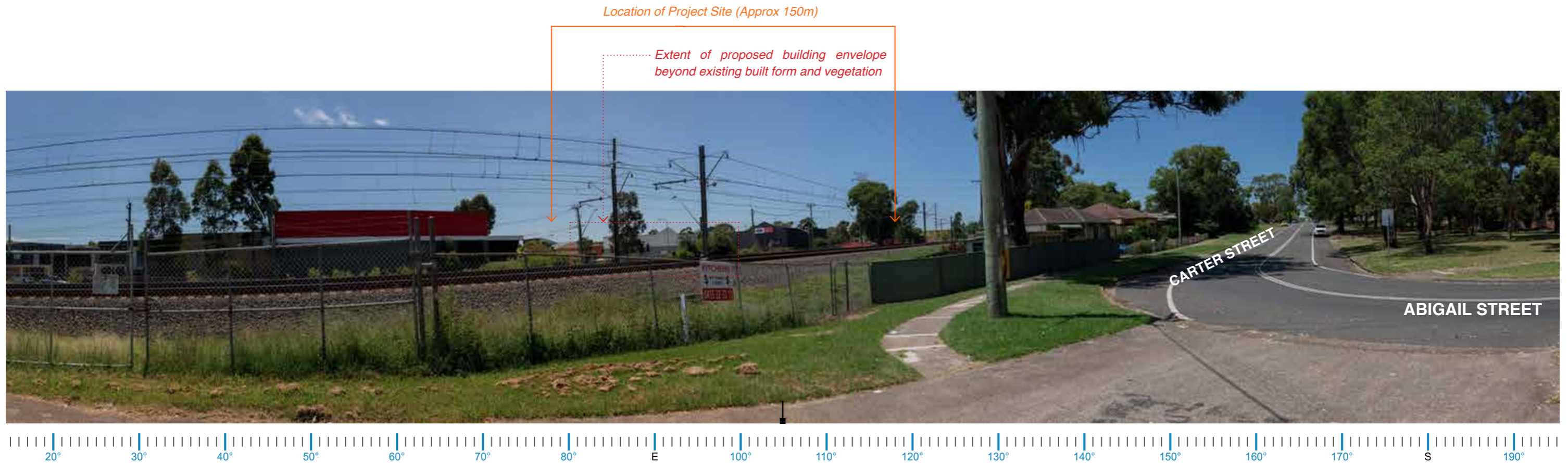


VP12 Location

VIEWPOINT VP12		VIEWPOINT DESCRIPTION	POTENTIAL VISUAL IMPACT
SUMMARY OF VIEWPOINT			
LOCATION	Fuller Street, Seven Hills	View from Fuller Street looking north east towards the Site. Views from this location are contained by built form, infrastructure and vegetation along the road reserve and within the proximity of the Site.	From this location views of the proposed development to the north east will be restricted mainly as a result of existing built form and vegetation associated with the residences located along Carter Street.
COORDINATES	33°46'51.68"S 150°56'42.38"E		
ELEVATION	42m	The visual sensitivity of this viewpoint has been rated as moderate due to the land use and the proximity to the Site.	The visual magnitude is likely to be Nil resulting in an overall visual impact of Nil.
VIEWING DIRECTION	North East		
DISTANCE TO SITE	Approx. 269m		
LAND USE	Local Road		
VISUAL SENSITIVITY	MODERATE		
VISUAL MAGNITUDE	NIL		
VISUAL IMPACT	NIL		

# 5.0 Viewpoint Analysis

## VP13 Corner of Abigail Street and Carter Street (Railway Avenue entrance)



VIEWPOINT VP13		VIEWPOINT DESCRIPTION	POTENTIAL VISUAL IMPACT
SUMMARY OF VIEWPOINT			
LOCATION	Corner of Abigail Street and Carter Street, Seven Hills	View from the corner of Abigail and Carter Streets looking generally east towards the Site. Views from this location are only partially screened by a mature vegetation within the road reserve along Station Road.	From this location there will be full and unrestricted views of the proposed development site.
COORDINATES	33°46'44.02"S 150°56'44.07"E		
ELEVATION	36m	Existing powerlines and railway infrastructure are a feature in the visual landscape.	The visual magnitude is likely to be Negligible resulting in an overall visual impact of Negligible.
VIEWING DIRECTION	Generally East		
DISTANCE TO SITE	Approx. 150m	The visual sensitivity of this viewpoint has been rated as moderate due to the land use and the proximity to the Site.	
LAND USE	Local Road		
VISUAL SENSITIVITY	MODERATE		
VISUAL MAGNITUDE	NEGLIGIBLE		
VISUAL IMPACT	NEGLIGIBLE		

VP13 Location

# 5.0 Viewpoint Analysis

## VP14 Public Reserve/Cycleway (Connecting into Railway Avenue)

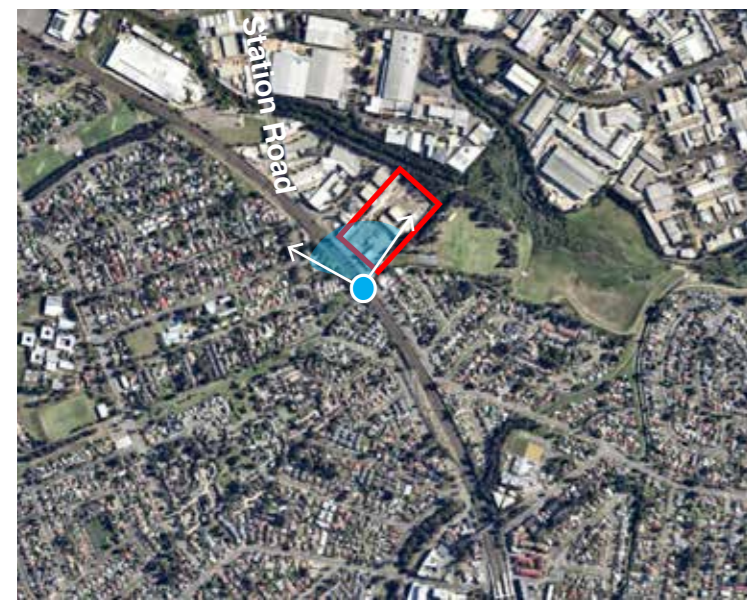


VP14 Location

VIEWPOINT VP14		VIEWPOINT DESCRIPTION	POTENTIAL VISUAL IMPACT
<b>SUMMARY OF VIEWPOINT</b>			
LOCATION	Public Reserve/Cycleway (Connecting into Railway Avenue)	View from the cycleway connecting into Railway Avenue looking generally east towards the Site. Views from this location are partially screened by built form, infrastructure and mature vegetation within the road reserve along Station Road.	From this location views of the proposed development to the east will be restricted mainly as a result of existing built form, however the proposed development will be visible between existing built form.
COORDINATES	33°46'39.41"S 150°56'37.75"E		
ELEVATION	36m	Existing powerlines and railway infrastructure are a feature in the visual landscape.	The visual magnitude is likely to be negligible resulting in an overall visual impact of negligible.
VIEWING DIRECTION	South East		
DISTANCE TO SITE	Approx. 360m	The visual sensitivity of this viewpoint has been rated as high due to the land use and the proximity to the Site.	
LAND USE	Public Reserve		
VISUAL SENSITIVITY	HIGH		
VISUAL MAGNITUDE	NEGLIGIBLE		
VISUAL IMPACT	NEGLIGIBLE		

# 5.0 Viewpoint Analysis

## VP15 Railway Pedestrian Overpass (McCoy Street)



VIEWPOINT VP15		VIEWPOINT DESCRIPTION	POTENTIAL VISUAL IMPACT
<b>SUMMARY OF VIEWPOINT</b>			
LOCATION	Railway Pedestrian Overpass, McCoy Street, Seven Hills	View from the pedestrian overpass across the western railway looking generally north towards the Site.	From this location there is an elevated full view of the proposed development site.
COORDINATES	33°46'48.69"S 150°56'51.16"E		
ELEVATION	Approx. 43m	Existing powerlines and railway infrastructure are a feature in the visual landscape.	The visual magnitude is likely to be Low resulting in an overall visual impact of Moderate-Low.
VIEWING DIRECTION	Generally North		
DISTANCE TO SITE	Approx. 23m	The visual sensitivity of this viewpoint has been rated as high due to the land use and the proximity to the Site.	
LAND USE	RAILWAY LINE		
VISUAL SENSITIVITY	MODERATE		
VISUAL MAGNITUDE	LOW		
VISUAL IMPACT	MODERATE-LOW		

VP15 Location

# 5.0 Viewpoint Analysis

## VP16 McCoy Street (South)

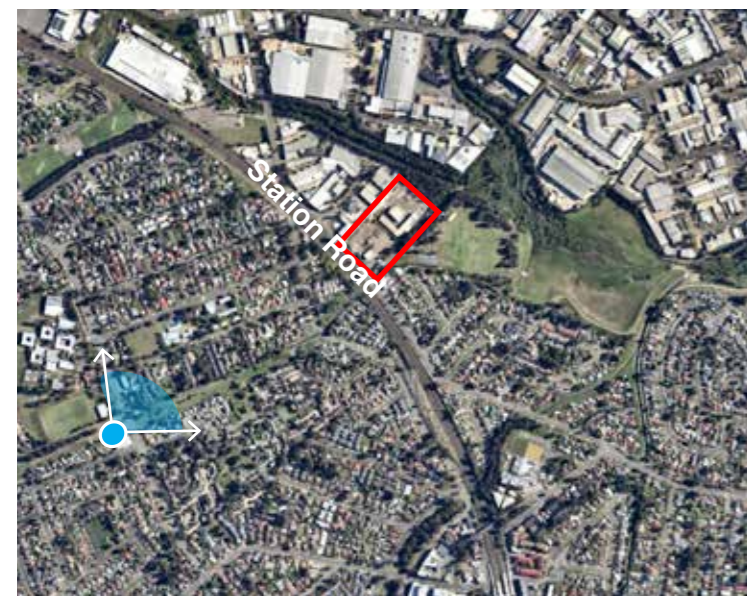
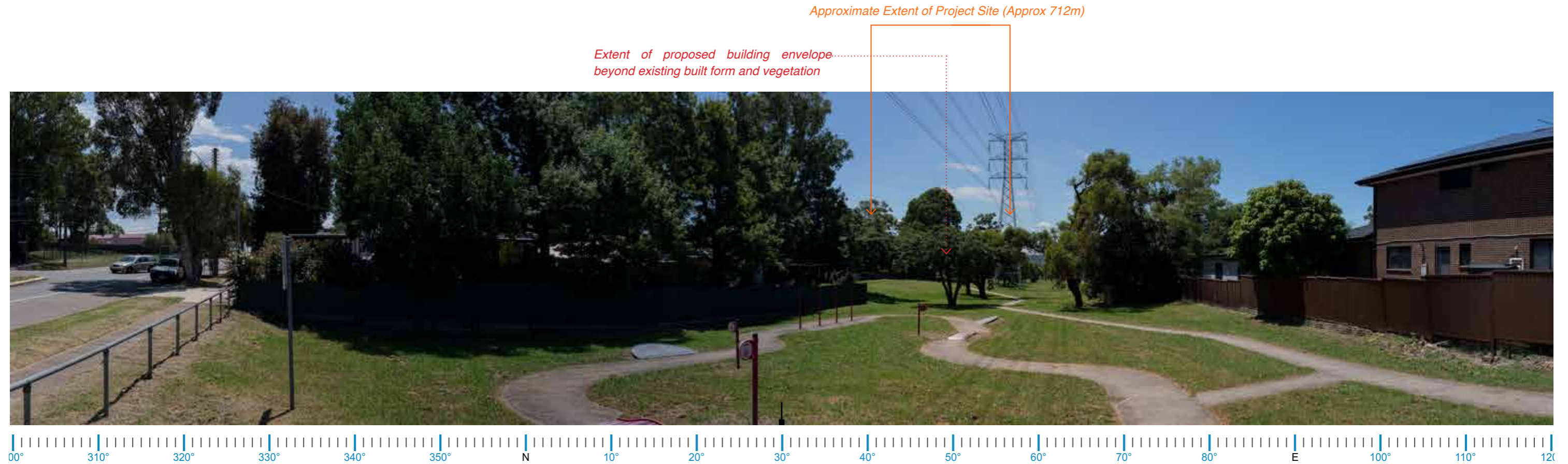


VP16 Location

VIEWPOINT VP16		VIEWPOINT DESCRIPTION	POTENTIAL VISUAL IMPACT
SUMMARY OF VIEWPOINT			
LOCATION	McCoy Street (South)	View from McCoy Street looking generally north towards the Site. Views from this location are partially screened by built form, infrastructure and vegetation..	From this location the proposed development to the north will be visible. Views will be contained as a result of existing vegetation and built form associated with the railway line.
COORDINATES	33°46'50.55"S 150°56'50.50"E		
ELEVATION	39m	Existing powerlines and railway infrastructure are a feature in the visual landscape.	The visual magnitude is likely to be low resulting in an overall visual impact of moderate-low.
VIEWING DIRECTION	Generally North		
DISTANCE TO SITE	Approx. 77m	The visual sensitivity of this viewpoint has been rated as moderate due to the land use and the proximity to the Site.	
LAND USE	Local Road		
VISUAL SENSITIVITY	MODERATE		
VISUAL MAGNITUDE	LOW		
VISUAL IMPACT	MODERATE-LOW		

# 5.0 Viewpoint Analysis

## VP17 Tonga Park (Adjacent to Best Road)

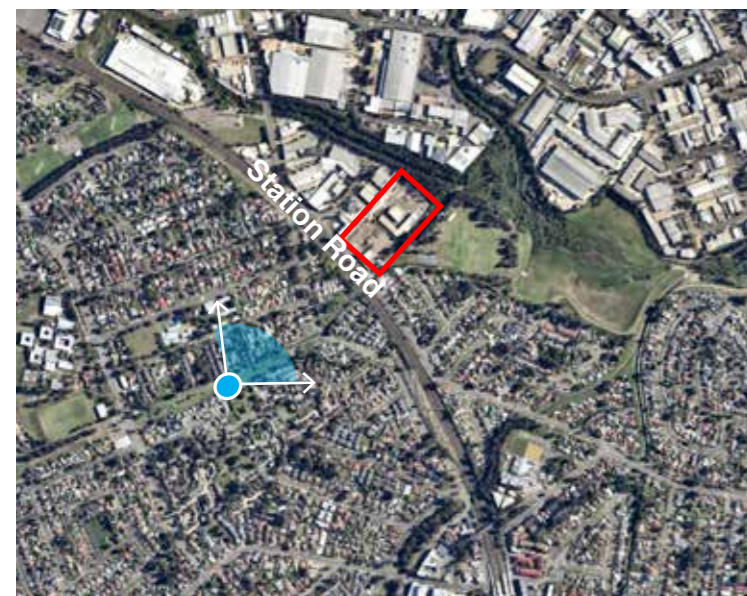
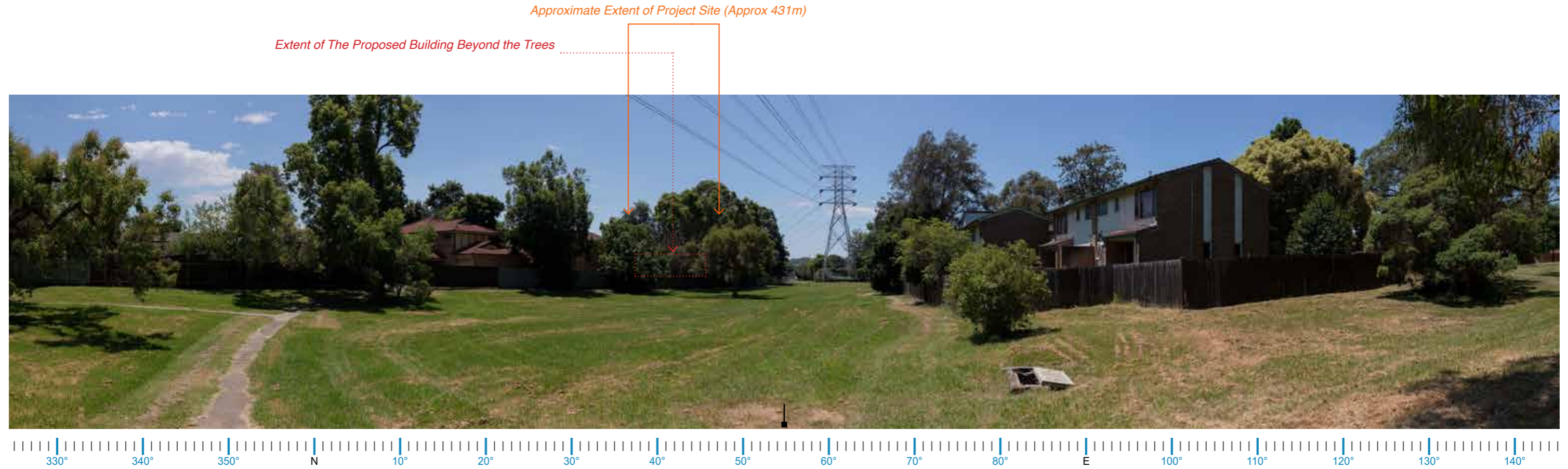


VP17 Location

VIEWPOINT VP17		VIEWPOINT DESCRIPTION	POTENTIAL VISUAL IMPACT
<b>SUMMARY OF VIEWPOINT</b>			
LOCATION	Tonga Park, Seven Hills (Adjacent to Best Road)	View from Tonga Park, adjacent to Best Road, looking generally north towards the Site. Views from this location are screened by a mature vegetation within the recreational reserve.	From this location views of the proposed development to the north east will be restricted mainly as a result of existing built form and vegetation associated with the residences located along the reserve.
COORDINATES	33°47'01.07"S 150°56'29.08"E		
ELEVATION	54m	Existing High Voltage (HV) powerlines are a feature in the landscape.	The visual magnitude is likely to be nil resulting in an overall visual impact of nil.
VIEWING DIRECTION	North East		
DISTANCE TO SITE	Approx. 712m	The visual sensitivity of this viewpoint has been rated as high due to the land use and the proximity to the Site.	
LAND USE	Recreational Reserve		
VISUAL SENSITIVITY	HIGH		
VISUAL MAGNITUDE	NIL		
VISUAL IMPACT	NIL		

# 5.0 Viewpoint Analysis

## VP18 Tonga Park (Adjacent to Elke Way)



VP18 Location

VIEWPOINT VP18		VIEWPOINT DESCRIPTION	POTENTIAL VISUAL IMPACT
SUMMARY OF VIEWPOINT			
LOCATION	Tonga Park, Seven Hills (Adjacent to be Elke Way)	View from Tonga Park looking generally north east towards the Site.	From this location views of the proposed development to the north east will be restricted mainly as a result of existing built form and vegetation associated with the residences located either side of the reserve.  The visual magnitude is likely to be nil resulting in an overall visual impact of nil.
COORDINATES	33°46'57.43"S 150°56'39.30"E	Views from this location are screened by mature vegetation along the public reserve.	
ELEVATION	45m	Existing High Voltage (HV) powerlines are a feature in the landscape.	
VIEWING DIRECTION	North East	The visual sensitivity of this viewpoint has been rated as high due to the land use and the proximity to the Site.	
DISTANCE TO SITE	Approx. 431m		
LAND USE	Recreational Reserve		
VISUAL SENSITIVITY	HIGH		
VISUAL MAGNITUDE	NIL		
VISUAL IMPACT	NIL		

# 6.0 Photomontages

## 6.1 Photomontage Development

A photomontage is a visualisation based on the superimposition of an image (ie building, road, landscape addition etc) onto a photograph for the purpose of creating a realistic representation of proposed or potential changes to a view. (Horner and Maclennan et al, 2006). Photomontages have been utilised in this Landscape and Visual Impact Assessment to assist in the impact assessment of the proposed telecommunications tower.

### 6.1.1 Photomontage Development Process

Photomontages are representations of the development that are superimposed onto a photograph of The Site. The process for generating these images involves computer generation of a wire frame perspective view of The Site.

The photo simulations based on photography from typical sensitive viewpoints are included within the following analysis section. The images that the photo simulations have been based on have been captured with a Canon EOS 50D Mark IV Full Frame Digital SLR through a 50mm fixed focal lens which closely represent the central field of vision of the human eye.

It is worth noting that the proposed data centre development subject to the Blacktown City Council Development Application (DA21/01058 - Refer to Figure 4), located on the southern portion of the site, has been included as part of the Photomontage modelling to demonstrate the relationship between the two proposals and the articulation of the built form across the Site.

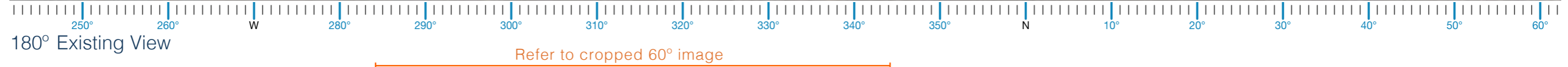
### 6.1.2 Photomontage Selection Process

Two photomontages of the proposed development within the existing context were selected as key views and as a good indicator of general visibility of the Site. Photomontages have been prepared for Viewpoint VP05 and Viewpoint VP16 to illustrate the Proposal from the north, south and west.



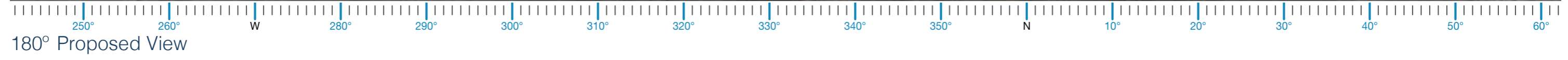
# 6.0 Photomontages

Photomontage 01: Viewpoint **VP05** (McCoy Street Car Park)

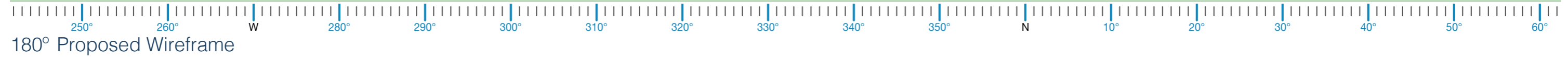
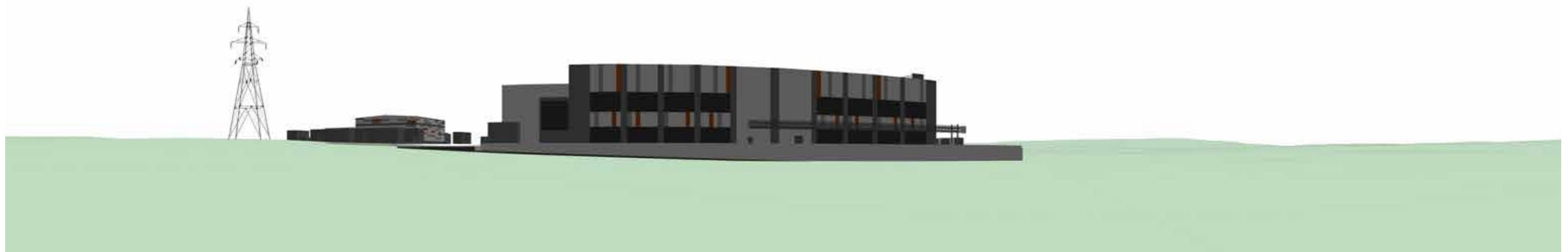


180° Existing View

Refer to cropped 60° image



180° Proposed View



180° Proposed Wireframe

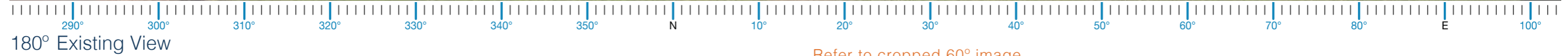
## 6.0 Photomontages

Photomontage 01: Cropped 60° of Proposed View



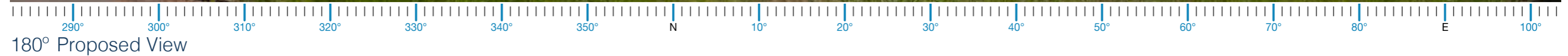
# 6.0 Photomontages

## Photomontage 02: Viewpoint **VP16** McCoy Street (South)

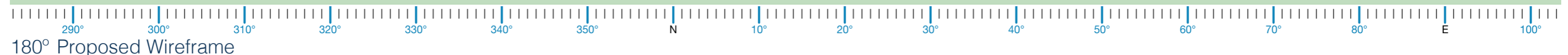
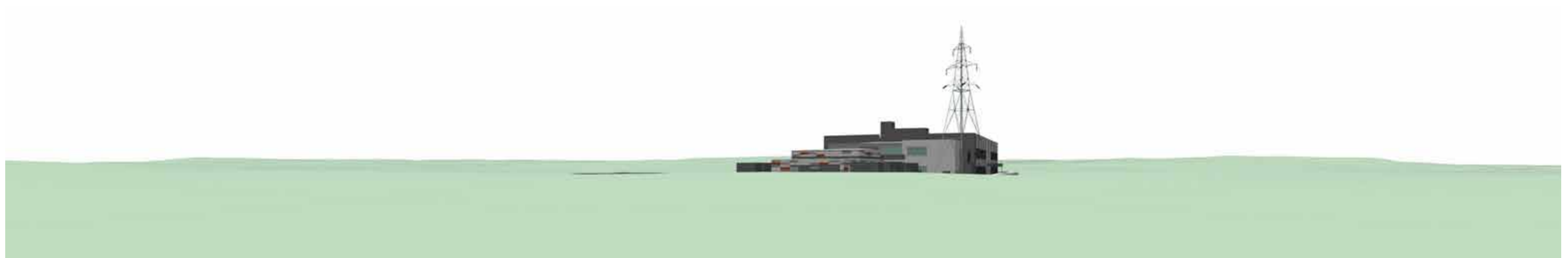


180° Existing View

Refer to cropped 60° image



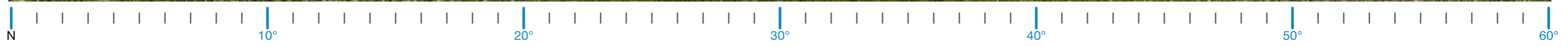
180° Proposed View



180° Proposed Wireframe

## 6.0 Photomontages

Photomontage 02: Cropped 60° of Proposed View



# 7.0 Summary of Visual Impacts

## 7.1 Assessment of Visual Impacts

In addition to the photographic viewpoint assessment the following section provides an overview of the potential visibility from local areas surrounding the site. This is by no means an exhaustive description of the visibility from every residence or locality. It is intended to provide an overall assessment of the potential visual impact on areas potentially affected by the proposal.

The existing landscape character is predominately industrial and urban residential with pockets of open space closely linked to the broader drainage network of the surrounding area. The depth of the lot and location of the development to the rear of the site will start to limit the overall impact of the proposal. Articulation of the two proposals starts to limit the bulk and mass of the development. The nature of surrounding development to both the west and north of the site suggests that the proposal will integrate into the existing built form of the adjoining industrial estates.

Existing vegetation around the northern and eastern boundaries, provides a buffer between the site and existing industrial and recreation areas and due to the height, extent and density of this vegetation surrounding the Site, there are limited opportunities to view the proposal from these locations. It is worth noting that new tree planting has been located within McCoy Park, between the Site and the McCoy street access to the parking area.

It is worth noting that the proposed data centre development subject to the Blacktown City Council Development Application (DA21/01058 - Refer to Figure 4), located on the southern portion of the site, has been included as part of the Photomontage modelling to demonstrate the relationship between the two proposals and the articulation of the built form across the Site.

It is unlikely the proposal will have significant impact on the overall visual character of the area.

## 7.2 SEARS Visual Amenity Performance Outcomes

The following provides a response to the *visual amenity performance outcomes* of the area in line with the NSW Government Department of Planning, Industry and Environment (DPIE) guidelines for Critical State Significant Infrastructure (CSSI), Standard Secretary's Environmental Assessment Requirements (SEARs) outline the desired outcomes/key performance indicators for high priority infrastructure projects.

The key performance outcomes for Visual Amenity as outlined in the SEARs as follows;

### **Visual Amenity**

*The project minimises adverse impacts on the visual amenity of the built and natural environment (including public open space) and capitalises on opportunities to improve visual amenity.*

#### **1. The Proponent must assess the visual impact of the project and any ancillary infrastructure on:**

- (a) views and vistas;*
- (b) streetscapes, key sites and buildings;*
- (c) heritage items including Aboriginal places and environmental heritage; and*
- (d) the local community.*

The selected viewpoints were chosen to ensure that a range of publically accessible land (in line with those locations and landscape characters listed above) were assessed surrounding the site.

#### **2. The Proponent must provide artist impressions and perspective drawings of the project to illustrate how the project has responded to the visual impact through urban design and landscaping.**

Two photomontages of the proposed development within the existing context were selected as key views and as a good indicator of general visibility of the Site. Photomontages have been prepared for Viewpoint VP05 and Viewpoint VP16 to illustrate the Proposal from the north, south and west.

# 7.0 Summary of Visual Impacts

## 7.3 Mitigation Method Recommendations

The proposed mitigation measures attempt to lessen the visual impact of the proposed development whilst enhancing the visual character of the surrounding environment. These design principles have been incorporated into the design and seek to achieve a better visual integration of the proposal and to maintain the existing visual character at both, local and regional scales.

Recommendations for mitigating this potential impact include:

Implementation of the following recommendations will assist in reducing any potential visual impacts associated with the proposed development.

- Ensure retention of existing vegetation buffer and most importantly, canopy trees, on and around the site.
- Retain and protect existing vegetation where possible during construction.
- Consideration of construction materials to minimise visual contrast for surrounding residents.

## 7.4 Conclusion

With all visual impact assessments the objective is not to determine whether the proposal is visible or not visible, it is to determine how the proposal will impact on existing visual amenity, landscape character and scenic quality. If there is a potential for a negative impact on these factors it must then be investigated if and how this impact can be mitigated to the extent that the impact is reduced to an acceptable level.

The existing landscape character has a high level of both urban and industrial development. Existing infrastructure including power poles, transmission lines, lighting and rail infrastructure forms apart of the existing landscape character of the area. Although the vertical scale of proposed development is large, the scale of surrounding built form and existing vegetation minimises the scale of the proposal. The location of the proposal within the lot itself is concentrated to the northern portion of the site, set back from any local public roads where there is already a significant level of development. Considering there will be no removal of significant vegetation associated with the proposed development, the scale of existing vegetation within adjoining land and existing power/rail infrastructure, it is unlikely that the proposal will present significant visual alteration of the landscape.

When implemented with appropriate environmental management and employment of the recommended mitigation measures, the proposed development could be undertaken whilst maintaining the character of the area with minimal visual impact on the surrounding visual landscape.

## 8.0 References and Bibliography

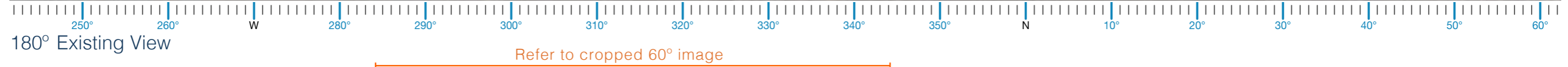
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- NSW Government Department of Planning, Industry and Environment (DPIE) guidelines for Critical State Significant Infrastructure (CSSI), Standard Secretary's Environmental Assessment Requirements (SEARs)

### MAPS:

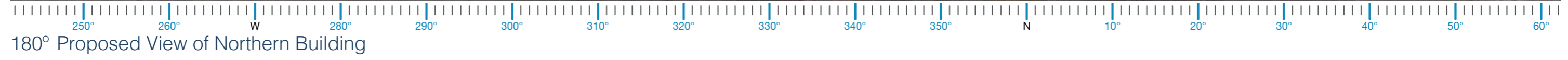
- NSW Government Land and Property Information, Spatial Information Exchange SIX Maps, <<http://maps.six.nsw.gov.au/>> [Accessed January/February 2022]
- Google Earth Pro 2020 <[www.google.com/earth/index.html](http://www.google.com/earth/index.html)> [Accessed January/February 2022]
- Nearmap <[www.google.com/earth/index.html](http://www.google.com/earth/index.html)> [Accessed January/February 2022]

# 6.0 Photomontages

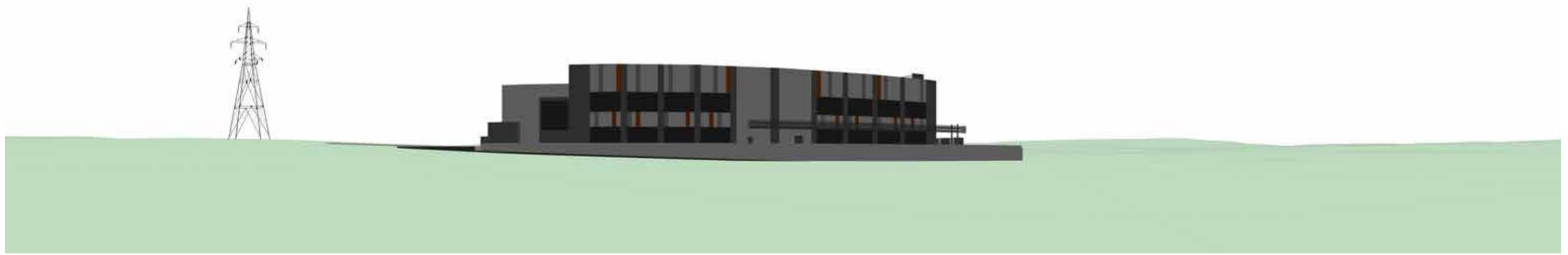
Photomontage 01: Viewpoint **VP05** (McCoy Street Car Park)



180° Existing View



180° Proposed View of Northern Building



180° Proposed Wireframe of Northern Building



## 6.0 Photomontages

Photomontage 01: Cropped 60° of Proposed View of Northern Building



# 6.0 Photomontages

## Photomontage 02: Viewpoint **VP16** McCoy Street (South)

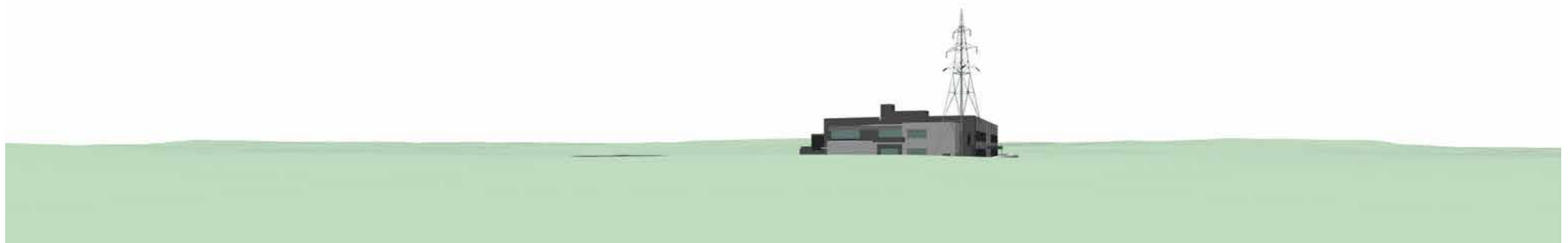


180° Existing View of Northern Building

Refer to cropped 60° image



180° Proposed View of Northern Building



180° Proposed Wireframe

## 6.0 Photomontages

Photomontage 02: Cropped 60° of Proposed View of Northern Building

