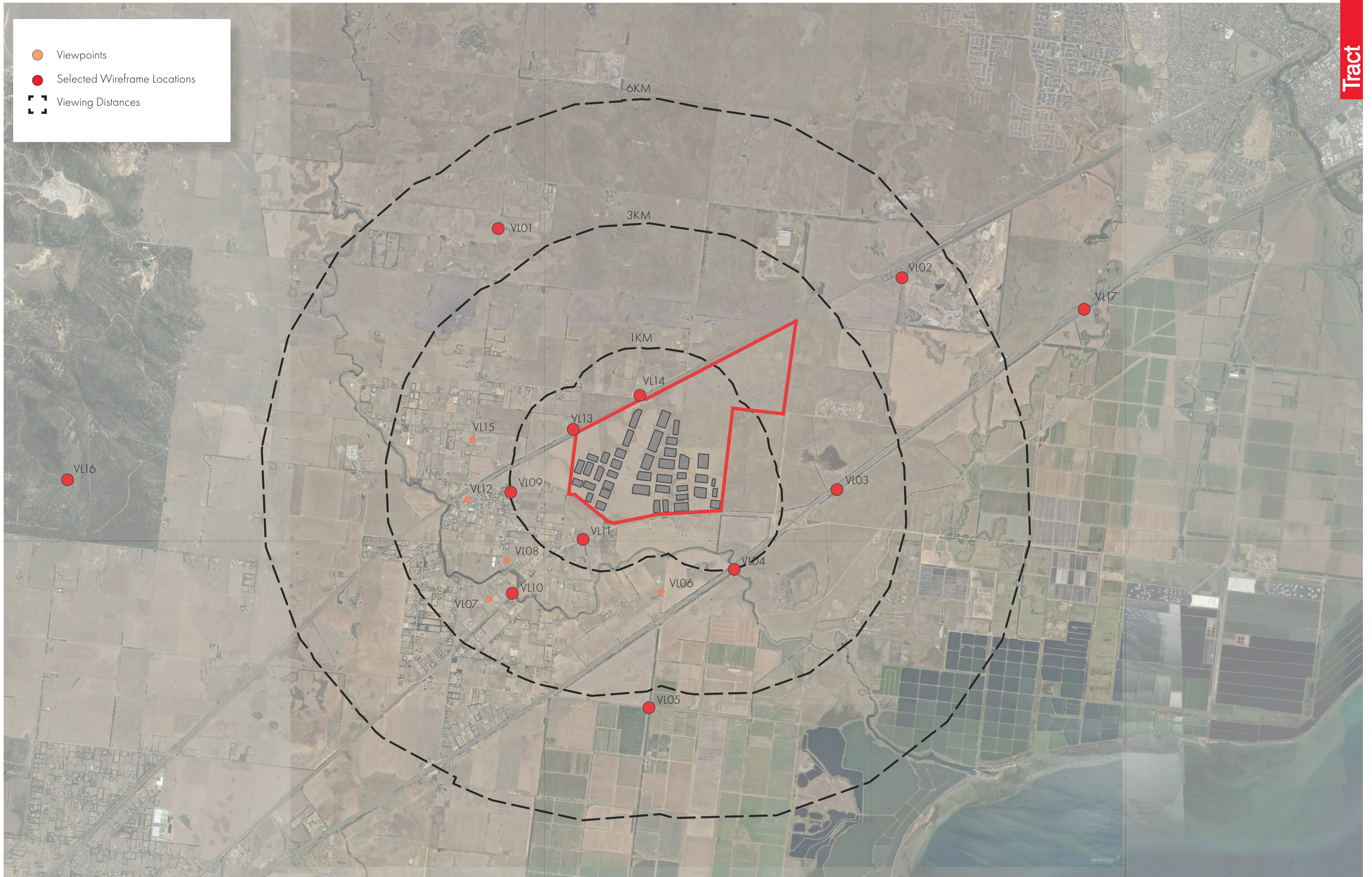


- Viewpoints
- Selected Wireframe Locations
- ⋮ Viewing Distances



Drawing Title	Project Name	Drawing No.	Revision	Date	Drawn	Checked	Project Principal	Scale
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Viewpoint Locations

Little River Intermodal Freight Terminal

321-0501-01-L-00-DR08

02

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EB

JC

MR



Table 10: Visual Impact Assessment – New Conditions

Viewpoint photo ref	Description of likely impacts	Receptor Sensitivity	Nature and magnitude of change	Duration	Significance rating	Mitigation measures
<p>Wireframe 1 3500m from development (Background view)</p> <p>Refer to: Appendix 3 Viewpoint 1</p> <p>Appendix 4 Wireframe 1</p>	<p>Edgar Road – Rural Residential</p> <p>The foreground includes a view down Edgar Road and over an open canola paddock. Within the middle ground of view there is a row of tree canopy cover which blends into the distant horizon line, allowing a view of an open skyline silhouette.</p> <p>Impact Assessment -</p> <p>The development site would be positioned within the background of the view, behind the row of tree canopy cover seen within the middle ground of viewpoint 1.</p> <p>The elevated Rail Terminal would be seen toward the middle ground behind the the row of tree canopy cover and would include a moving train with a double stack of containers at times along this elevated section.</p> <p>The Warehouses would be discernible behind the row of tree canopy cover within the middle ground of view.</p> <p>Field of view visible: The horizontal field of view includes 27 degrees of visibility towards the Proposed development, this is considered an insignificant effect and the vertical field of view is approximately .05 degrees which is considered to potentially become noticeable (refer to Table 6).</p>	<p>Moderate Rural residential</p>	<p>Minor Adverse (Low)</p> <p>The Proposal constitutes a discernible but minor component of the wider view within the overall scene of the open plains that is readily noticed by the receptor.</p>	<p>Long term & Permanent</p>	<p>Moderate</p>	<p>1) Proposed built form mitigation measures</p> <p>3) Surrounding landscape mitigation measures within foreground (<1km), middle ground (1-3km) and background (3-5km)</p> <p>Refer to Section 8</p>
<p>Wireframe 2 4200m from development (Background)</p> <p>Refer to: Appendix 3 Viewpoint 2</p> <p>Appendix 4 Wireframe 2</p>	<p>West's Road – Rural Residential</p> <p>The foreground includes a view down West's Road and over an open paddock. Within the middle ground of view there is a row of tree canopy cover that can be seen towards the left of viewpoint 2, with glimpses of the Cherry Tree Youth Justice Centre. Towards the right of the view tall vegetation within a rural residential property can be seen in the middle ground of view, next to middle range views spanning out over the paddock towards the existing train line and passenger train visible within the view. The background view includes a glimpse of the foothills of the You Yangs.</p> <p>Impact Assessment -</p> <p>The development site would be positioned within the background of the view, behind the row of tree canopy cover and behind the Youth Justice Centre seen within the middle ground of view.</p> <p>The elevated Rail Terminal would not likely be visible, due to the screening landform along the existing railway line toward the middle ground of view on the right of view.</p> <p>The Warehouses would be partially discernible behind the row of tree canopy cover within the middle ground of view and would sit below the height of this screening vegetation. The warehouses would become a component of the existing background view of the existing Youth Justice Centre seen within the view.</p> <p>Field of view visible: The horizontal field of view includes 17 degrees of visibility towards the Proposed development, this is considered an insignificant effect and the vertical field of view is less than .05 degrees which is considered insignificant, depending on the nature of background visual contrasts (refer to Table 6).</p>	<p>Moderate Rural residential</p> <p>(It has been noted that this area has been marked for the future Werribee Junction Precinct, refer to Section 4.3.2)</p>	<p>Minor Adverse (Low)</p> <p>The Proposal constitutes a discernible but minor component of the wider view within the overall scene of the open plains that is readily noticed by the receptor.</p> <p>It is noted that the planned OMR/E6 would be positioned within the foreground of this view, refer to section 4.3.3. It would screen future views towards the site area.</p>	<p>Long term & Permanent</p>	<p>Moderate</p>	<p>1) Proposed built form mitigation measures</p> <p>3) Surrounding landscape mitigation measures within foreground (<1km), middle ground (1-3km) and background (3-5km)</p> <p>Refer to Section 8</p>

Viewpoint photo ref	Description of likely impacts	Receptor Sensitivity	Nature and magnitude of change	Duration	Significance rating	Mitigation measures
Wireframe 3 1875m from development (Middle ground) Refer to: Appendix 3 Viewpoint 3 Appendix 4 Wireframe 3	Princes Highway – Road Users The foreground includes a view down Princes Highway and typical roadside ancillary features such as road safety barriers, signs and transmission towers. Views are enclosed by the roadside vegetation planting and views beyond the highway corridor are limited due to the screening roadside vegetation, with typical glimpses through to an agricultural landscape and open plains of various key landscape features along the transport corridor. Impact Assessment - The development site would be positioned within the middle ground of view behind the roadside vegetation and is <u>not</u> anticipated to be visible along the highway from viewpoint 3. It has been noted that scenic qualities of the landscape have become screened by the Highways roadside vegetation and encloses views down the transport corridor, limiting views of the proposal and other key features including the views towards the You Yangs.	Moderate Road users	No evident change No part of the Proposal is visually discernible from this view.	Long term & Permanent	Nil	-
Wireframe 4 1010m from development (Middle Ground) Refer to: Appendix 3 Viewpoint 4 Appendix 4 Wireframe 4	Princes Highway – Road Users The foreground includes a view over the Princes Highway and the Little River bridge, with typical roadside ancillary features such as road safety barriers, signs, and transmission tower power lines running along the highway corridor. Views are available through the roadside vegetation towards the middle ground over open paddocks. The background is visible through glimpses from the highway of key landscape features of scenic value with distant tree canopy cover visible from the Little River environs, spanning outward into the distance towards the foothills of the You Yang's. It is noted that visual receptors would be travelling at a speed of movement that would reduce visual recognition. Impact Assessment - The development site would be positioned within the middle ground of view and would be visible through the glimpses in roadside vegetation. The elevated Rail Terminal would not likely be visible as it would be screened by the warehouses sited in front of the rail terminal area. The Warehouses would be visible through the gap in roadside vegetation, behind the tree canopy cover of the Little River environs and positioned in front of the foothills of the You Yang's. The nature of change would include the changes to the open plains and the built form becoming visible in front of the You Yangs. The proposal would become a clearly visible and recognisable new element of this view. Field of view visible: The horizontal field of view includes 8 degrees of visibility towards the Proposed development, this is considered potentially noticeable and the vertical field of view is less than 2.5 degrees which is considered to be potentially noticeable, depending on the nature of background visual contrasts (refer to Table 6).	Moderate Road users	Moderate The Proposal forms a clearly visible and recognisable new element within the overall scene that is readily noticed by the receptor. The scenic character and quality of the site is diminished.	Long term & Permanent	Moderate	1) Proposed built form mitigation measures 2) Proposed site area mitigation measures 3) Surrounding landscape mitigation measures within foreground (<1km), middle ground (1-3km) and background (3-5km) Refer to Section 8

Viewpoint photo ref	Description of likely impacts	Receptor Sensitivity	Nature and magnitude of change	Duration	Significance rating	Mitigation measures
<p>Wireframe 5 3420m from development (Background)</p> <p>Refer to: Appendix 3 Viewpoint 5</p> <p>Appendix 4 Wireframe 5</p>	<p>Point Wilson Road – Recreational Users (Representative view of the Western Treatment Plant)</p> <p>The foreground includes a view down Point Wilson Road and dense vegetation along eastern edge of the road, near the entrance to Paradise Road and the popular recreational area for bird watching. On the left of view is an open paddock and a row of tree canopy cover running along the edge of the Princes Highway screen further views beyond.</p> <p>Impact Assessment - The development site would be positioned within the background of view behind the tree canopy cover running along the edge of the Princes Highway.</p> <p>The elevated Rail Terminal would not likely be visible, due to the distance and screening elements. The Warehouses would be partially visible behind the tree canopy cover along the Princes Highway. The warehouses would be a discernible element of this view but due to the distance from the development site, the scale may not have a marked effect on the wider views within this area or scenic quality.</p> <p>Field of view visible: The horizontal field of view includes approximately 28 degrees of visibility towards the Proposed development, this is considered potentially noticeable and the vertical field of view is less than .05 degrees which is considered insignificant, depending on the nature of background visual contrasts (refer to Table 6).</p>	Moderate Recreational Users / Road users	<p>Minor Adverse (Low)</p> <p>The Proposal constitutes a discernible but minor component of the wider view.</p> <p>Awareness of the element will have a negative but not a marked effect on overall scenic quality.</p>	Long term & Permanent	Moderate	<p>1) Proposed built form mitigation measures</p> <p>2) Proposed site area mitigation measures</p> <p>3) Surrounding landscape mitigation measures within foreground (<1km), middle ground (1-3km) and background (3-5km)</p> <p>Refer to Section 8</p>
<p>Wireframe 6 980m from development (Foreground)</p> <p>Refer to: Appendix 3 Viewpoint 9</p> <p>Appendix 4 Wireframe 6</p>	<p>Macleans Road – Residential</p> <p>The foreground includes a view from Macleans Road over an open paddock with a residential property located towards the left of view. Within the middle ground of view including additional rural residential properties along Little River Road. Windrow plantings typical to the area can be seen throughout the paddocks which screen views into the background. Some long-range views are available as glimpses through open clearings within the paddocks.</p> <p>Impact Assessment - The development site would be positioned within the middle ground of view behind the residential dwelling and screening vegetation.</p> <p>The elevated Rail Terminal would not likely be visible, due to the residential property within the foreground screening view.</p> <p>The Warehouses would be partially visible above the vegetation canopy within the middle ground of view towards the right of the viewpoint.</p> <p>Field of view visible: The horizontal field of view includes approximately 12 degrees of visibility towards the Proposed development, this is considered potentially noticeable and the vertical field of view is greater than 0.5 degrees which is considered potentially noticeable, depending on the nature of background visual contrasts (refer to Table 6).</p>	High Residential	<p>Moderate</p> <p>The Proposal forms a clearly visible and recognisable new element within the overall scene that is readily noticed by the receptor.</p> <p>The character and quality of the site is diminished; however, the existing foreground views of the agricultural fields are not impacted.</p>	Long term & Permanent	High	<p>1) Proposed built form mitigation measures</p> <p>2) Proposed site area mitigation measures</p> <p>3) Surrounding landscape mitigation measures within foreground (<1km)</p> <p>Refer to Section 8</p>

Viewpoint photo ref	Description of likely impacts	Receptor Sensitivity	Nature and magnitude of change	Duration	Significance rating	Mitigation measures
<p>Wireframe 7 1900m from development (Middle Ground)</p> <p>Refer to: Appendix 3 Viewpoint 10</p> <p>Appendix 4 Wireframe 7</p>	<p>Old Melbourne Road – Residential & Road Users</p> <p>The foreground includes a view over Old Melbourne Road and a bridge over little river at the entrance way into the settlement of Little River. Within the foreground and towards the left of view is a timber fence line that adjoins into the river environs of shrubs and taller trees that leads into the middle ground of view, running along the river. A clearing from Old Melbourne Road allows long range views into the distance and towards the background with some ancillary transmission towers and scattered tall trees visible within the distance.</p> <p>Impact Assessment -</p> <p>The development site would be positioned within the background of view behind the vegetation within the foreground and middle ground.</p> <p>The elevated Rail Terminal would not likely be visible due to the distance from the site area.</p> <p>The Warehouses would be partially visible as small glimpses above the tree canopy within the middle ground of view. The warehouses would have an insignificant effect on the wider view.</p> <p>Field of view visible: The horizontal field of view is less than 5 degrees of visibility towards the Proposed development, this is considered insignificant and the vertical field of view is less than 0.5 degrees which is considered insignificant, depending on the nature of background visual contrasts (refer to Table 6).</p>	<p>High Residential</p>	<p>Negligible</p> <p>The Proposal is discernible but has an insignificant effect on the perceived values or scenic quality of the existing view.</p>	<p>Long term & Permanent</p>	<p>Moderate</p>	<p>1) Proposed built form mitigation measures</p> <p>3) Surrounding landscape mitigation measures within foreground (<1km) and middle ground (1-3km)</p> <p>Refer to Section 8</p>
<p>Wireframe 8 570m from development (Foreground)</p> <p>Refer to: Appendix 3 Viewpoint 11</p> <p>Appendix 4 Wireframe 8</p>	<p>Old Melbourne Road – Rural Residential</p> <p>The foreground includes a view down Old Melbourne Road and over several open paddocks, with some shrubs scattered throughout. Within the middle ground a rural residential property can be seen towards the intersection along Old Melbourne Road. Long range views are available over the open paddocks and span out into the background with some typical windrows throughout the open plains, this planting filter views into the distance.</p> <p>Impact Assessment -</p> <p>The development site would be positioned within the foreground of view behind the rural residential, predominantly within the open paddocks it would run from the left of view along the edge of Old Melbourne Road towards the right of view.</p> <p>The elevated Rail Terminal would not likely be visible as it would be positioned behind the warehouse locations.</p> <p>The Warehouses would be highly visible from this viewpoint. The nature and magnitude of change would be a substantial alteration to the baseline conditions and would be in contrast with the existing agricultural landscape.</p> <p>Field of view visible: The horizontal field of view is greater than 30 degrees of visibility towards the Proposed development, this is considered highly noticeable and potentially dominant. The vertical field of view is greater than 2.5 degrees which is considered highly noticeable and potentially dominant (refer to Table 6).</p>	<p>Moderate Rural residential</p>	<p>High</p> <p>The Proposal constitutes a total or substantial alteration to key features of the baseline conditions.</p>	<p>Long term & Permanent</p>	<p>High</p>	<p>1) Proposed built form mitigation measures</p> <p>2) Proposed site area mitigation measures</p> <p>3) Surrounding landscape mitigation measures within foreground (<1km)</p> <p>Refer to Section 8</p>

Viewpoint photo ref	Description of likely impacts	Receptor Sensitivity	Nature and magnitude of change	Duration	Significance rating	Mitigation measures
<p>Wireframe 9 320m from development (Foreground)</p> <p>Refer to: Appendix 3 Viewpoint 13</p> <p>Appendix 4 Wireframe 9</p>	<p>Boadles Lane – Rural Residential</p> <p>The foreground includes some roadside trees filtering views over the existing railway line, and a view of the adjacent open paddocks behind the railway line. Within the middle ground of view the open paddocks allow further long-range views over the open plains into the background towards a flat horizon line.</p> <p>Impact Assessment -</p> <p>The development site would be positioned within the foreground of view at the existing railway line. The elevated Rail Terminal would be positioned within the foreground of view and would screen some of the proposed warehouses.</p> <p>The Warehouses would be visible from this viewpoint behind the rail terminal (depending on the viaduct design).</p> <p>Field of view visible: The horizontal field of view is greater than 30 degrees of visibility towards the Proposed development, this is considered highly noticeable and potentially dominant. The vertical field of view is greater than 2.5 degrees which is considered highly noticeable and potentially dominant (refer to Table 6).</p>	Moderate Rural residential	<p>High</p> <p>The Proposal constitutes a total or substantial alteration to key features of the baseline conditions.</p>	Long term & Permanent	High	<p>1) Proposed built form mitigation measures</p> <p>2) Proposed site area mitigation measures</p> <p>Refer to Section 8</p>
<p>Wireframe 10 230m from development (Foreground)</p> <p>Refer to: Appendix 3 Viewpoint 14</p> <p>Appendix 4 Wireframe 10</p>	<p>Narraburra Road – Rural Residential</p> <p>The foreground includes low lying grasses and few roadside trees filtering views of the existing railway line. Behind the railway line the tops of some tree canopy cover can be seen within the middle ground of view, within the adjacent paddock.</p> <p>Impact Assessment -</p> <p>The development site would be positioned within the foreground of view behind the existing railway line.</p> <p>The elevated Rail Terminal would not be positioned within the foreground of view; however, landform and earthworks would be expected to begin along the existing railway line to tie into the proposed rail terminal infrastructure.</p> <p>The Warehouses would be visible from this viewpoint behind the rail terminal (depending on the viaduct design).</p> <p>Field of view visible: The horizontal field of view is greater than 30 degrees of visibility towards the Proposed development, this is considered highly noticeable and potentially dominant. The vertical field of view is greater than 2.5 degrees which is considered highly noticeable and potentially dominant (refer to Table 6).</p>	Moderate Rural residential	<p>High</p> <p>The Proposal constitutes a total or substantial alteration to key features of the baseline conditions.</p>	Long term & Permanent	High	<p>1) Proposed built form mitigation measures</p> <p>2) Proposed site area mitigation measures</p> <p>Refer to Section 8</p>

Viewpoint photo ref	Description of likely impacts	Receptor Sensitivity	Nature and magnitude of change	Duration	Significance rating	Mitigation measures
<p>Wireframe 11 8090m from development (Distant)</p> <p>Appendix 3 Viewpoint 16</p> <p>Appendix 4 Wireframe 11</p>	<p>You Yangs – Recreational Users</p> <p>The foreground includes a view over the You Yangs regional park including rocky outcrops, shrubs and tree canopy cover. The middle ground view includes the extent of the You Yangs regional Parks tree canopy cover and leads out towards the open plains and open paddocks. Within the open paddocks typical hedgerow plantings can be seen within the pattern of the agricultural landscape along with some rural residential properties. The key feature of the landscape within the background is the flat plains and the open expansive views available. The Little River settlement is visible within the centre of the view from the cluster of residential properties and dense vegetation, as well as the port within the distance and the city skyline of Melbourne. Other background features become less perceptible spanning out into the distance.</p> <p>Impact Assessment -</p> <p>The development site would be positioned within the background of the view, behind the settlement of Little River.</p> <p>The elevated Rail Terminal may be discernible within the background of view and the moving train with a double stack of containers may be visible at times from this view.</p> <p>The Warehouses would be visible behind the settlement of Little River within the centre of view. The nature of change to the wider Western Plains landscape and magnitude of change would be discernible and a recognisable new element within the distance.</p> <p>Field of view visible: The horizontal field of view includes approximately 11 degrees of visibility towards the Proposed development, this is considered potentially noticeable and the vertical field of view is less than 0.5 degrees which is considered insignificant, depending on the nature of background visual contrasts (refer to Table 6).</p>	<p>High Recreational Users</p>	<p>Minor Adverse (Low)</p> <p>The Proposal constitutes a discernible but minor component of the wider view.</p> <p>Awareness of the element will have a negative but not a marked effect on overall scenic quality and the nature of change would contrast with the existing view over Western Plains landscape.</p> <p>It is noted that this view from the You Yang's includes a wider view of up to 270 degrees and can include glimpses of Melbourne city, Avalon airport and other townships.</p>	<p>Long term & Permanent</p>	<p>Moderate</p>	<p>1) Proposed built form mitigation measures</p> <p>2) Proposed site area mitigation measures</p> <p>3) Surrounding landscape mitigation measures within foreground (<1km) and middle ground (1-3km)</p> <p>Refer to Section 8</p>
<p>Wireframe 12 6600m from development (Background)</p> <p>Appendix 3 Viewpoint 17</p> <p>Appendix 4 Wireframe 12</p>	<p>Princes Highway – Road Users</p> <p>The foreground includes a view down Princes Highway and typical roadside ancillary features such as road safety barriers, signs and transmission towers. Views beyond the highway corridor open over the surrounding agricultural landscape and the Western Plains, including views of the key landscape feature of the You Yangs.</p> <p>Impact Assessment -</p> <p>The development site would be positioned within the background of view behind the roadside vegetation and is anticipated to be visible as a small glimpse in the background.</p> <p>The elevated Rail Terminal would not likely be visible as it would be positioned behind the warehouse locations.</p> <p>The Warehouses rooftop would be expected to be partially visible from the Highway through limited gaps in the distant roadside vegetation along the highway. The scenic qualities of the You Yangs would not be impacted from this view.</p> <p>Field of view visible: The horizontal field of view is less than 5 degrees of visibility towards the Proposed development, this is considered insignificant and the vertical field of view is less than 0.5 degrees which is considered insignificant, depending on the nature of background visual contrasts (refer to Table 6).</p>	<p>Moderate Road users</p>	<p>Negligible</p> <p>The Proposal is discernible but has an insignificant effect on the perceived values or scenic quality of the existing view.</p>	<p>Long term & Permanent</p>	<p>Low</p>	<p>1) Proposed built form mitigation measures</p> <p>2) Proposed site area mitigation measures</p> <p>3) Surrounding landscape mitigation measures within foreground (<1km) and middle ground (1-3km)</p> <p>Refer to Section 8</p>

7.6 Landscape Impact Assessment

The baseline values of the landscape have been summarised within Section 5, and the landscape classification of Landscape Character Types have been identified within Section 5.7. The following Character Types assessed within Table 11 are anticipated to be directly impacted by the proposal and an assessment has been provided.

Table 11: Landscape Assessment – New Conditions

Landscape Impact Assessment	Description of likely impacts	Landscape Sensitivity	Nature and magnitude of change	Duration	Significance rating	Mitigation measure / Recommendations
Site Area	<p>The site area is located within the Landscape Character Type classified as the Western Plains and Agricultural landscape which has been classified as having a moderate landscape value.</p> <p>Impact Assessment -</p> <ul style="list-style-type: none"> ▪ The new proposed warehouses would be out of scale within the existing classified landscape character type. ▪ The new proposed infrastructure of the elevated railway turnaround, gantry crane and container park will expand the adjacent existing railway corridor typology of the existing railway line into the agricultural landscape. ▪ This landscape has a low visual absorption capability to accommodate changes within this character type, without a significant reduction in landscape and visual quality. ▪ The nature and magnitude of impact would therefore be a total or substantial alteration to key features of the baseline conditions identified within the site area. ▪ The impact would be at a considerable variance with the landform, scale and pattern of the landscape and the landscape character type would unlikely be able to be substantially mitigated. ▪ The impact would cause the landscape to be substantially changed and its quality and values diminished. 	Moderate	<p>High</p> <p>The nature and magnitude of change would be a substantial alteration to key features of the baseline conditions identified. The effects would be a considerable variance with the landform, scale and pattern of the landscape, and it would cause the designated landscape to be substantially changed and its quality diminished.</p>	Long term & Permanent	High	<p>1) Proposed built form mitigation measures</p> <p>2) Proposed site area mitigation measures</p> <p>Refer to Section 8</p>

7.7 Cumulative Impact

Cumulative impact in this project context, is assessed at two levels; the total of effects that relate to the proposed development in conjunction with other past, existing and future known changes. The second measure of cumulative impact relates to the 'Green Break' concept, which is essentially a town planning concept that has no clear definition in terms of landscape character and visual quality.

In terms of direct cumulative impact, the proposed development (the subject of this assessment) has a clear and significant effect on the landscape character and scenic quality of the Little River township setting with generally moderate to high impact ratings from foreground visual receptor locations and reduced levels of impact or no impact from greater distances and in locations where views are screened by existing site features.

The proposed development adds to existing landscape changes such as the Youth Justice Centre, the Wyndham Refuse Disposal Facility and residential development and to future changes such as the Outer Metropolitan Ring Road (E6) development, however there are no viewpoints where these developments are seen within the same view or visual sequence. On that basis and at this time, the proposed development is likely to be perceived as a new, but isolated development, rather than part of a sequence of development changes. Over time, future infill development within the Little River setting or Princes Highway edge has the potential to increase the visual connection between developments and increase the potential for cumulative effects.

In terms of the potential effects of the proposed development on the qualities of the 'green break', the visual separation of existing development including the modelled effects of the proposed development, suggest that the current development proposal would not represent a specific and significant change to the landscape and visual qualities of the 'green break' landscape.

In terms of the You Yangs landscape, the proposed development will be a clear, but not dominant visual element within the already altered Western Plains cultural landscape when viewed from the key You Yang's trail lookout point assessed as a part of this study. The current view already contains views of the Youth Justice Centre, Wyndham Refuse Disposal Facility and the proposed OMR/E6 location. Over time, further infill development may result in a more visually dominant pattern of non-rural development which will create a clear level of cumulative change.

7.8 New Conditions – key findings

Viewshed analysis:

- There are potential views from all of the study area, although these views are highly dependent on vegetation density and viewing distances.
- The height of the proposal and the typically flat landform within the study area accounts for the pattern of viewing identified within the viewshed analysis.
- Other theoretically visible locations not identified within the zone of visual influence include elevated areas outside of the study area, including the You Yangs.

Visual Assessment

- The new proposed elements will create a new and potentially visually dominant development form within the site landscape and its wider setting. The nature of the change would be out of scale with the existing nature of the Western Plains and Agricultural landscape.
- The scale and magnitude of change from the new warehouses, rail terminal and terminal operations would be an adverse visual impact. The level of impact will depend on the pattern of viewing and the effect of visual mitigation factors such as on-site and off-site planting patterns. Off-site planting, either existing or new, will be particularly effective where the planting is close to the viewing location, or where a combination of planting elements acts to visually absorb the development change.
- Views within the foreground (under 1 km) viewing distance, without existing or new mitigation measures, are likely to provide a clear view of the Proposal site area and proposed warehouse buildings.
- Views within the middle ground (1-3km) viewing distance, without existing or new mitigation measures, are likely to provide a clear view of the proposal. It is likely that most receptors would be aware of the view because it would be positioned within a typical line of sight when approaching the site, and the structures would be discernible within the characteristically flat landscape.
- Views within the Background (3-5km) are likely to provide a filtered or screened view of the proposed warehouse buildings, behind foreground and middle ground features. As the landscape of the study area already contains structures, plantations and other existing features, the development change would be likely to be at least partly visually absorbed within the existing patterned landscape.
- Rural residential properties within proximity to the proposal would likely have direct views of the proposed built form. The short viewing distance, orientation and proximity would also allow detailed views of moving infrastructures, including the gantry crane and movement along the rail turnaround.
- Rural residents and residents from Little River, at a distance from the proposal are not as likely to have clear views of the proposal site. However, would likely have partially screened views towards the proposed built form.
- Views from the Princes Highway are likely to provide a theoretically higher level of detail of the proposal's visual components, allowing multiple viewing aspects of the site whilst travelling along the highway, however, these views will be partially or fully screened by existing roadside vegetation in most locations.
- The transport corridors have the majority number of receptors with potential views of the Proposal, with frequent users along both the Princes Highway and the railway line.
- The proposal site occupies a large site area, and therefore different locations and elevations are likely to have a variable pattern of viewing. Depending on this viewing aspect, different components of the proposal would

be visible and are anticipated to have an equal to or similar visual impact as the representative viewpoints identified within this assessment.

- Distant views towards the proposed development site would become less visually prominent within the field of view as the distance increases. The view would still be a potentially clearly discernible element, but the complexity of the field of view would partly, but not fully, mitigate the effect of the development change,

Landscape Assessment

- The new structures will add a new large-scale impact to the existing landscape character type.
- The new proposed infrastructure of the warehouses, elevated railway terminal, container park and gantry crane would be at a considerable variance with the current landform, scale and pattern of the landscape.
- The new development form will physically and visually dominate the site.
- This landscape has a low visual absorption capability to accommodate changes within this character type, without a significant reduction in landscape and visual quality.
- The nature of the impact would therefore be out of scale with the existing character types, and the magnitude of change would be a permanent adverse impact.
- The impact would likely cause the landscape character to be substantially changed, diminishing its quality and values. These impacts cannot be substantially mitigated.

Cumulative effects

- The proposed development adds to existing landscape changes such as the Youth Justice Centre, the Wyndham Refuse Disposal Facility and residential development and to future changes such as the Outer Metropolitan Ring Road (E6) development, however there are no viewpoints where these developments are seen within the same view or viewing sequence. On that basis and at this time, the proposed development is likely to be perceived as a new, but isolated development, rather than part of a sequence of development changes. Over time, future infill development within the Little River setting or Princes Highway edge has the potential to increase the visual connection between developments and increase the potential for cumulative effects.
- In terms of the potential effects of the proposed development on the qualities of the 'green break', the visual separation of existing development including the modelled effects of the proposed development, suggest that the current development proposal would not represent a specific and significant change to the landscape and visual qualities of the 'green break' landscape.

8 Mitigation Measures & Recommendations

The objective of mitigation is to avoid, reduce, remedy, or offset any significant adverse effects on the environment arising from the proposed development. Mitigation may also compensate for unavoidable effects or residual impacts.

8.1 General mitigation measures

The following general mitigation measures have been developed based on the adverse impacts identified, and the new conditions assessment. The mitigation measures focus on strategies to avoid or reduce the effects identified considering the existing conditions, site context and strategic context of the study area and the baseline values identified within Section 5.

The mitigation measures have been categorised into 4 main types that could be strategically implemented during design development:

- 1) Proposed built form and building height mitigation measures.
- 2) Establish landscape planting within the site area (boundary planting) mitigation measures.
- 3) Explore strategic planting potential outside of the site boundary to screen views from the source of viewing.
- 4) Development staging sequence

1. Proposed built form and building height mitigation measures

- The proposed warehouse building heights have been reduced to a maximum height of 22m
- Consider subtle colour changes within the warehouse layout, using a selected colour range to break up the visual mass of the development.
- Consider lighting effect onto the building mass and off-site lighting effects.
- Selection of colours on other visible infrastructure and surfaces should consider blending with the surrounding landscape and avoid obvious colour contrasts.
- Infrastructure materiality such as steel surfaces should be non-reflective and with a matte finish.
- Consider strategically locating structural elements (eg, noise wall) where practical to reduce the visual intrusion of the building height of the Warehouses onto foreground views.
- Ensure high quality and consistent design standards for buildings and signs visible from the freeway (Planisphere, 2016).
- The dry-stone walls should be retained towards the south of the Proposal site where possible.

2. Establish landscape planting within the site area (boundary + internal site planting)

- Establish planting within the site area before the construction phase commences
- Establish a planting palette with species to reflect the landscape context and character
- Establish water runoff / water sensitive design that would prioritise irrigation of the boundary planting.
- Landscaping should be established within available site areas, that complement the surrounding landscape
- Onsite surface treatment should be used to break up groups of visual mass.
- Additional landscaping/setbacks are recommended to accompany the proposed western edge setback.
- Consider the landscape treatment on entry points into the site area.
- Use plant species that match EVC plant types or species which are typical of the landscape character (refer to Section 5.4).

- Progressive grassing / revegetation should be undertaken to minimise the disturbed ground visible from the surrounding landscape and to provide new screening layers.
- 3. Explore strategic planting potential outside of the site boundary to screen views from the source of viewing.**
- Consider strategic landscape treatment that extends beyond site boundaries, within a network of planting that appears to be a natural extension of existing landscape character (refer to Appendix 5 - Landscape Plan for further landscape planting opportunities).
 - Potential landscaping could be investigated along public road reserves beyond the site boundary
 - Potential landscaping could be investigated within private properties to establish visual shelter belts
 - Retain existing vegetation within the township of Little River, along the rail corridor, road reserves and along the site area boundary.
 - Further development of the small gaps in the landscape planting buffer along the Princes Highway, to visually buffer the Princes Highway from the proposal site may be considered, but it shouldn't be the only mitigation measure.
 - Any landscape buffer along Princes Highway should tie into other future landscaping, either from the Outer Metropolitan Ring Road, or the buffer planting proposed along the Werribee Junction PSP (Wyndham Urban Design Framework plan).
 - Views towards the Western Plains where the proposal is not visible should be retained and mitigation should not impede all views onto the identified landscape scenic quality of the Western Plains.
- 4. Development staging sequence**
- There is an opportunity to offset the Proposals significance of effects early by establishing selected landscape planting before construction commences and staggering the construction of the Proposal away from sensitive receptors, whilst planting is established.
 - The following mitigation opportunities have been modelled within the Photomontage images. These photomontage images highlight the potential residual effects of the Proposal, refer to Appendix 4 - Wireframe Visualisations. The mitigation opportunities modelled include:
 - Staging the development of the Proposal, refer to Table 12 Estimated operation stages.
 - Establishing landscape planting early as possible, refer to Appendix 5 - Landscape Plan and Table 12 Estimated operation stages.

9 Residual effects

The residual effect assessment is based on the successful implementation of the mitigation measures.

A selection of viewpoints with an anticipated adverse change have been represented by a set of Photomontage visualisations to highlight the developments effect on selected representative views.

The photomontage visualisations present a staged development with the inclusion of the proposed landscape planting, which has been established alongside each stage's development. The staging has been based on the following estimated operational stages, as shown within Table 12.

The growth rate for the selected species within this landscape includes a nominal growth rate for the various planting types which has been modelled within the Photomontage visualisations based on the landscape Plan (refer to Appendix 5 - Landscape Plan).

The growth rate for the selected species within the boundary perimeter planting and shared pedestrian corridor has a nominal growth rate of up to 1m per year for fast growing establishing species such as Acacia's. The growth rate modelled for other Eucalypt species and taller trees along the boundary of the site has assumed a growth of 400-600mm. For the purposes of the assessment and based on the irrigation measures proposed for the boundary area it is assumed an average of 600mm could be achieved.

All other offsite planting and arterial roads have been assumed a 'worst-case' growth rate of 400mm per year.

Boundary planting (with irrigation mitigation):

Establishing species: Growth rate 1m per year (to a max height of 10m)

Long term taller trees: Growth rate 600mm per year

The growth rate is indicative only and would vary across species selection and would vary from year to year. Growth may also be influenced by several environmental and climatic conditions that may influence final plant maturity and may not reach the maximum height indicated below within Table 12.

Planting growth has been based on an estimated establishment year. It is noted that this establishment would be dependent on local nursery availability which may include propagation within a nurseery and planting on site may occur within the follow seasons dependent on stock availability. It is suggested that establishment on site should be as soon as practical and once the available planting stock becomes available.

Table 12: Estimated operation stages

Estimated stages	Estimated year	Estimated planting growth – Perimeter planting and shared pedestrian corridor	Estimated planting growth – Planting associated with warehouse stages and internal arterial roads	Estimated planting growth - Offsite planting
Prior to construction – 2023-24				
Landscape planting within site area	Spring 2023-24	Perimeter planting and shared pedestrian corridor planting established		
LVIA Assessment Stage 1 – 2030				

Interstate Rail	2029	7 years	CargoLink West Warehouse planting established	Offsite planting established
Cargo Link West	2030	Up to 8m growth Predominantly Acacia, with developing Eucalyptus trees and an understory up to base of Acacia's.		
LVIA Assessment Stage 2 – 2035				
IMEX	2033	12years Up to 10m growth with developing Eucalyptus trees and an understory up to the base of Acacia's.	Cargo Link West Warehouse planting 5 years – up to 2m growth	Offsite planting 5 years – up to 2m growth
Cargo Link East	2035		Cargo Link East Warehouses planting is established	
LVIA Assessment Stage 3 - 2045				
General Warehouse West	2038	22years Up to 14.2m growth with developing Eucalyptus starting to take over and an understory up to the base of Eucalyptus.	Cargo Link West Warehouse planting 15 years – up to 6m growth	Offsite planting 15 years – up to 6m growth
General Warehouse Central	2045		Cargo Link East Warehouses 10 years – up to 4m growth	
			General Warehouse West and Central planting is established	
LVIA Assessment - Maturity 2050				
General Warehouse East	2048	27years- Up to 17.2m growth	Cargo Link West planting- 20 years – up to 8m growth	Offsite planting 20 years – up to 8m growth
Landscape boundary planting at maturity	2050	with developing Eucalyptus taking over and an understory up to the base of Eucalyptus.	Cargo Link East Warehouses 15 years – up to 6m growth	
			General Warehouse West and Central 5 years- up to 2m growth	
			General Warehouse East planting is established	

9.1 Residual effects Assessment

The residual effects assessment is based on the existing viewpoint conditions identified within the impact assessment (Table 10), against the Photomontage Visualisations.

The photomontage visualisations have been prepared at each key stage of development with the proposed mitigation measures and indicative planting plan, to understand the residual effect of the Proposal at key development stages. Refer to Appendix 6 - Photomontage Visualisations.

The residual effect assessment highlights the opportunity to reduce the nature and magnitude of change during the development of the site area with the proposed mitigation measures. The main influence on the residual effects have been identified from the proposed sequential staging of development area, boundary planting and off-site planting.

A residual effect assessment has been prepared below, refer to Table 14.

Table 13: Residual effect assessment

Viewpoint photo ref	Description of likely residual effect	Receptor Sensitivity	Residual Nature and magnitude of change	Significance of residual visual effect	Residual Nature and magnitude of change (With Off-Site Planting)	Significance of residual visual effect (With Off-Site Planting)
	Viewpoint 1 – Viewpoint Impact Assessment (Refer to Section 7.5)	Moderate	Minor Adverse (Low)	Moderate		
Viewpoint 1 3500m from development (Background view) Refer to: Appendix 6 Photomontage 1	Stage 1 - residual effect The Interstate rail and Cargo Link West Warehouses would be discernible behind the row of tree canopy cover within the middle ground of view.	Moderate	Minor Adverse (Low) The Interstate Rail and Cargo Link West would constitute a discernible but minor component of the wider view. Awareness of the elements will have a negative but not a marked effect on overall scenic quality.	Moderate	Minor Adverse (Low)	Moderate
	Stage 2 - residual effect The development of the IMEX and Cargo Link East would expand the visibility of the Proposal within the overall scene, behind the row of tree canopy cover within the middle ground of view.	Moderate	Minor Adverse (Low) The addition of the IMEX and Cargo Link East would still constitute a discernible but minor component of the wider view.	Moderate	Minor Adverse (Low)	Moderate
	Stage 3 - residual effect The development of the General Warehouse West and General Warehouse Central would become slightly more recognisable towards the right of the identified stage 2 impacts.	Moderate	Minor Adverse (Low) The addition of the General Warehouse West and General Warehouse Central would still constitute a discernible but minor component of the wider view.	Moderate	Minor Adverse (Low)	Moderate
	Boundary planting reaches maturity - residual effect The development of the General Warehouse East would become slightly more recognisable towards the left of this viewpoint. The boundary landscape planting is not anticipated to reduce impacts from this view.	Moderate	Minor Adverse (Low) The addition of the General Warehouse East would still constitute a discernible but minor component of the wider view.	Moderate	Minor Adverse (Low)	Moderate
	Viewpoint 4 – Viewpoint Impact Assessment (Refer to Section 7.5)	Moderate	Moderate	Moderate		
Viewpoint 4 1010m from development (Middle Ground) Refer to: Appendix 6 Photomontage	Stage 1 - residual effect The Interstate rail and Cargo Link West Warehouses would be partially visible through the gap in roadside vegetation, behind the tree canopy cover of the Little River environs.	Moderate	Minor Adverse (Low) The Interstate Rail and Cargo Link West would constitute a discernible but minor component of the wider view. Awareness of these element will have a negative but not a marked effect on overall scenic quality. The vertical field of view would become reduced from the boundary planting and would be less than 2.5 degrees, which would have the potential to reduce the impact rating.	Moderate	Minor Adverse (Low)	Moderate
	Stage 2 - residual effect The development of the IMEX and Cargo Link East wouldn't expand the visibility of the Proposal within the overall scene.	Moderate	Minor Adverse (Low) The addition of the IMEX and Cargo Link East would still constitute a discernible but minor component of the wider view. The vertical field of view would become reduced from the boundary planting and would be less than 2.5 degrees, which would have the potential to reduce the impact rating.	Moderate	Minor Adverse (Low)	Moderate

Viewpoint photo ref	Description of likely residual effect	Receptor Sensitivity	Residual Nature and magnitude of change	Significance of residual visual effect	Residual Nature and magnitude of change (With Off-Site Planting)	Significance of residual visual effect (With Off-Site Planting)
	<p>Stage 3 - residual effect</p> <p>The development of the General Warehouse West and General Warehouse Central wouldn't expand the visibility of the Proposal within the overall scene.</p> <p>There is potential for the mitigation opportunity of off-site planting to fully screen views from the source of viewing along the Princes Highway from this viewpoint.</p>	Moderate	<p>Minor Adverse (Low)</p> <p>The addition of the General Warehouse West and General Warehouse Central would still constitute a discernible but minor component of the wider view.</p> <p>The vertical field of view would become reduced from the boundary planting and would be less than 2.5 degrees, which would have the potential to reduce the impact rating.</p>	Moderate	Negligible	Low
	<p>Boundary planting reaches maturity - residual effect</p> <p>The development of the General Warehouse East wouldn't expand the visibility of the Proposal within the overall scene from this viewpoint. There is potential for the mitigation opportunity of off-site planting to fully screen views from the source of viewing along the Princes Highway from this viewpoint.</p>	Moderate	<p>Minor Adverse (Low)</p> <p>The addition of the General Warehouse East would still constitute a discernible but minor component of the wider view.</p> <p>The vertical field of view would become reduced from the boundary planting and would be less than 2.5 degrees, which would have the potential to reduce the impact rating.</p>	Moderate	Negligible	Low
	Viewpoint 9 – Viewpoint Impact Assessment (Refer to Section 7.5)	High	Moderate	High		
<p>Viewpoint 9 980m from development (Foreground)</p> <p>Refer to: Appendix 6 Photomontage</p>	<p>Stage 1 - residual effect</p> <p>The Interstate rail and Cargo Link West Warehouses would be partially visible behind the vegetation within the middle ground of view.</p> <p>The nature of change and the magnitude of change from the scale of the warehouses visible are anticipated to be a recognisable and adverse change.</p>	High	Moderate	High	Moderate	Moderate
	<p>Stage 2 - residual effect</p> <p>The development of the IMEX and Cargo Link East wouldn't expand the visibility of the Proposal within the overall scene from this viewpoint.</p>	High	Moderate	High	Moderate	High
	<p>Stage 3 - residual effect</p> <p>The development of the General Warehouse West and General Warehouse Central would become slightly more recognisable in terms of built form, whilst the boundary planting would continue to develop and begin to screen the lower portion of the warehouses and reduce some discernability of the Western development on site.</p>	High	<p>Minor Adverse (Low)</p> <p>The addition of the General Warehouse West and General Warehouse Central would still constitute a discernible but minor component of the wider view.</p> <p>The vertical field of view would become reduced from the boundary planting and would be less than 2.5 degrees, which would have the potential to reduce the impact rating.</p>	Moderate	Minor Adverse (Low)	Moderate
	<p>Boundary planting reaches maturity - residual effect</p> <p>The development of the General Warehouse East wouldn't expand the visibility of the Proposal within the overall scene from this viewpoint.</p> <p>The Landscape planting growth along the site boundary would continue to screen more of the lower half of the warehouses visible.</p>	High	<p>Minor Adverse (Low)</p> <p>The addition of the General Warehouse East would still constitute a discernible but minor component of the wider view.</p> <p>The vertical field of view would become reduced from the boundary planting and would be less than 2.5 degrees, which would have the potential to reduce the impact rating.</p>	Moderate	Minor Adverse (Low)	Moderate

Viewpoint photo ref	Description of likely residual effect	Receptor Sensitivity	Residual Nature and magnitude of change	Significance of residual visual effect	Residual Nature and magnitude of change (With Off-Site Planting)	Significance of residual visual effect (With Off-Site Planting)
	Viewpoint 11 – Viewpoint Impact Assessment	Moderate	High	High		
Viewpoint 11 570m from development (Foreground) Refer to: Appendix 6 Photomontage	Stage 1 - residual effect The Interstate rail and Cargo Link West Warehouses would be positioned within the foreground view and the nature of change to the agricultural landscape and magnitude of change from the warehouses are anticipated to be a major adverse change. The boundary planting would screen some part of the lower portion of the warehouses and reduce some discernability of the Western development on site.	Moderate	Major Adverse (High) The Interstate Rail and Cargo Link West constitutes a substantial alteration to key features of the baseline conditions and would form a significant and dominant part of a view. Whilst the boundary planting would screen the lower portion of Cargo link west, the vertical field of view remaining of the warehouse would remain highly noticeable and dominant from this viewpoint.	High	Major Adverse (High)	High
	Stage 2 - residual effect The development of the IMEX and Cargo Link East would expand the visibility of the Proposal within the overall scene, behind the row of tree canopy cover within the middle ground of view. The boundary planting would screen some part of the lower portion of the warehouses and reduce some discernability of the Western development on site.	Moderate	Major Adverse (High) The IMEX and Cargo Link East would constitute an additional visible and recognisable new element within the overall scene that is readily noticed by the receptor. This would expand the discernible horizontal field of view and would remain a significant and dominant change.	High	Major Adverse (High)	High
	Stage 3 - residual effect The development of the General Warehouse West and General Warehouse Central would expand the visibility of the Proposal within the overall scene, towards the left f view. There is potential for the mitigation opportunity of off-site planting to screen views from the source of viewing along Old Melbourne Road from this viewpoint.	Moderate	Moderate The addition of the General Warehouse West and General Warehouse Central would constitute an additional visible and recognisable new element within the overall scene that is readily noticed by the receptor. The vertical field of view would become reduced from the boundary planting and would have the potential to reduce the impact rating.	Moderate	Negligible A small part of the General Warehouse Central area may be visually discernible from the view down Old Melbourne Road, as well as glimpses through the offsite planting towards Cargo Link West along the edge of Old Melbourne Road.	Low

Viewpoint photo ref	Description of likely residual effect	Receptor Sensitivity	Residual Nature and magnitude of change	Significance of residual visual effect	Residual Nature and magnitude of change (With Off-Site Planting)	Significance of residual visual effect (With Off-Site Planting)
	<p>Boundary planting reaches maturity - residual effect</p> <p>The development of the General Warehouse East wouldn't expand the visibility of the Proposal within the overall scene of this viewpoint. There is potential for the mitigation opportunity of off-site planting to fully screen views from the source of viewing along the Princes Highway from this viewpoint.</p>	Moderate	<p>Moderate</p> <p>The addition of the General Warehouse East would still constitute a discernible but minor component of the wider view.</p> <p>The vertical field of view would become reduced from the boundary planting and would have the potential to reduce the impact rating.</p>	Moderate	<p>Negligible</p> <p>A small part of the General Warehouse Central area may be visually discernible from the view down Old Melbourne Road, as well as glimpses through the offsite planting towards Cargo Link West along the edge of Old Melbourne Road. .</p>	Low
	Viewpoint 16 – Viewpoint Impact Assessment	High	Low	Moderate		
<p>Viewpoint 16 8090m from development (Distant)</p> <p>Refer to: Appendix 6 Photomontage</p>	<p>Stage 1 - residual effect</p> <p>The Interstate rail and Cargo Link West Warehouses would be discernible behind the settlement of Little River within the background.</p>	High	<p>Minor Adverse (Low)</p> <p>The Interstate Rail and Cargo Link West would constitute a discernible but minor component of the wider view. Awareness of these element will have a negative but not a marked effect on overall scenic quality.</p> <p>The vertical field of view is less than 0.5 degrees which is considered insignificant, however due to the horizontal visibility and the nature of background visual contrasts the development becomes discernible.</p>	Moderate	Low	Moderate
	<p>Stage 2 - residual effect</p> <p>The development of the IMEX and Cargo Link East would expand the visibility of the Proposal within the overall scene and the development would become slightly more recognisable from the additional expansion. The boundary planting would screen some part of the lower portion of the warehouses but wouldn't alter the general discernability from this viewpoint.</p>	High	<p>Minor Adverse (Low)</p> <p>The IMEX and Cargo Link East would constitute a discernible but minor component of the wider view. Awareness of these element will have a negative but not a marked effect on overall scenic quality.</p> <p>The vertical field of view would remain less than 0.5 degrees which is considered insignificant, however due to the horizontal visibility and the nature of background visual contrasts the development becomes discernible.</p>	Moderate	Low	Moderate
	<p>Stage 3 - residual effect</p> <p>The development of the General Warehouse West and General Warehouse Central would expand the visibility of the Proposal within the overall scene and the development would become slightly more recognisable from the additional expansion. The boundary planting would screen some part of the lower portion of the warehouses but wouldn't alter the general discernability from this viewpoint.</p>	High	<p>Minor Adverse (Low)</p> <p>The General Warehouse West and General Warehouse Central would constitute a discernible but minor component of the wider view. Awareness of these element will have a negative but not a marked effect on overall scenic quality.</p> <p>The vertical field of view would remain less than 0.5 degrees which is considered insignificant, however due to the horizontal visibility and the nature of background visual contrasts the development becomes discernible.</p>	Moderate	Low	Moderate

Viewpoint photo ref	Description of likely residual effect	Receptor Sensitivity	Residual Nature and magnitude of change	Significance of residual visual effect	Residual Nature and magnitude of change (With Off-Site Planting)	Significance of residual visual effect (With Off-Site Planting)
	<p><u>Boundary planting reaches maturity - residual effect</u></p> <p>The development of the General Warehouse East would expand the visibility of the Proposal within the overall scene and the development would become slightly more recognisable from the additional expansion. The boundary planting would screen some part of the lower portion of the warehouses but wouldn't alter the general discernability from this viewpoint.</p>	<p>High</p>	<p style="text-align: center;">Minor Adverse (Low)</p> <p>The General Warehouse East would constitute a discernible but minor component of the wider view. Awareness of these element will have a negative but not a marked effect on overall scenic quality.</p> <p>The vertical field of view would remain less than 0.5 degrees which is considered insignificant, however due to the horizontal visibility and the nature of background visual contrasts the development becomes discernible.</p>	<p>Moderate</p>	<p>Low</p>	<p>Moderate</p>

10 Evaluation

The Landscape and Visual impact assessment has been based on the criteria of landscape character types and its users (viewers) sensitivity, nature and magnitude of impacts, and significance of impacts. The assessment has identified the Proposed built form will likely change the nature of the landscape character and various existing views that have an uninterrupted line of sight towards the site area.

Landscape character

The Western Plains landscape character type will not easily absorb the built form that is proposed within the baseline conditions of the site area and the surrounding landscape. The changes will represent an industrial scale of development and built form that is beyond the existing nature of the landscape character.

The industrial scale of development would likely be seen as a substantial alteration and adverse effect on the existing character and the designated Green Break area without implementing practical and effective mitigation measures.

The landscape scenic quality of the Western Plains within the site area would be diminish in value.

Visual assessment

Due to the nature and scale of the proposed development, the change will be seen as a potentially dominant visual feature within this landscape setting, although the extent of the visual impact depends on the location of the visual receptor and the screening effects of existing vegetation and development. The visual impacts can be partially but not fully mitigated through the implementation of screen planting within the overall site development. More substantial, but not complete visual mitigation could be achieved through the development of a network of mitigation planting in roadside locations beyond the site boundaries.

Visual Impacts have been identified as ranging from a high adverse impact to a low impact from several sensitive visual receptors and from multiple viewing angles and distances within the study area. The main influence on the nature and magnitude of change impacting visual impact has been identified as:

- Viewing distance
- Existing screening vegetation

Close views from Little River township will be most affected by the development change, given its physical proximity and the residential nature of the setting. Old Melbourne's Road (Viewpoint 11) will have a high magnitude of change and nature of change and Macleans Road (viewpoint 9) would have a moderate magnitude of change and nature of change. Additional viewpoints from north of the existing rail line have a direct view of the site area and would also have a high magnitude of change and nature of change onto their existing view from rural residential locations (Viewpoint 13 and Viewpoint 14).

More distant views within middle ground and background views from the Princes Highway will be unaffected or at a negligible / low impact level (viewpoint 17 and viewpoint 3). Viewpoint 4 will have a moderate magnitude of change and nature of change, but the overall change to the Princes Highway corridor is not considered to be significant.

Other distant views from Edgars Road (viewpoint 1) and Wests Road (Viewpoint 2) will have a low magnitude of change and nature of change.

The development will be a clearly evident, but not dominant visual element within the landscape of the Western Plains when viewed from the You Yangs (Viewpoint 16). But over time may form part of a cumulative change that will be compounded by the existing views of the Youth Justice Centre, Wyndham Refuse Disposal Facility and other future road and development works from the proposed OMR/E6.

The pattern of viewing relating to the You Yangs is not likely to be significantly interrupted by the proposed development.

Mitigation Measures

Mitigation measures have been identified that would reduce but not completely eliminate all visual impacts of concern. Mitigation measures identified are a combination of considering:

- 1) Proposed built form and building height mitigation measures.
- 2) Establish landscape planting within the site area (boundary planting) mitigation measures.
- 3) Explore strategic planting potential outside of the site boundary to screen views from the source of viewing.

Residual effects

The visual impacts could be partially reduced or offset from specific visual receptors through the implementation of the strategic planting of visual screening within the site development as well as through a network of mitigation planting beyond the site boundaries (off-site planting).

The representative Photomontage visualisations have confirmed the mitigation strategies would likely be successful from the adverse impacts of foreground and middle ground views, whilst some of the background views may not be as effectively reduced. This has been represented by the following viewpoints residual effects:

- Viewpoint 4 (middle ground views) would be reduced to a Low magnitude of change and nature of change through the sequential staging and boundary planting, from Stage 3 onwards. It would be reduced further to a Negligible magnitude of change and nature of change through off site planting from Stage 3 onwards.
- Viewpoint 9 (foreground views) would be reduced to a Low magnitude of change and nature of change through the sequential staging and boundary planting, from Stage 3 onwards.
- Viewpoint 11 (foreground views) would be reduced to a Moderate magnitude of change and nature of change through the sequential staging and boundary planting, from Stage 3. It would be reduced further to a Negligible magnitude of change and nature of change through off site planting from Stage 3 onwards.

The off-site planting has been noted to add an additional layer of mitigation and would have the benefit of being the more dominant mitigating factor when reducing the anticipated nature and magnitude of change, due to the potential to screen the view from the viewing source.

The residual effects highlight how the foreground views from Old Melbourne Road has the potential to be mitigated and reduced, and therefore typical views from Little River. The views from the highway also has the potential to be reduced from the proposed mitigation measures. The views without off site mitigation measures screening views from the source of viewing, would retain distant views towards the Proposal.

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Appendices

Appendix 1 - Schematic Design provided by Pacific National (*issue A, drawn 25th January 2023*)

Appendix 2 - Zone of Visual Influence

Appendix 3 - Existing Conditions Viewpoints

Appendix 4 - Wireframe Visualisations

Appendix 5 - Landscape Plan

Appendix 6 - Photomontage Visualisations

Appendix 1 - Schematic Design

Little River Logistics Precinct

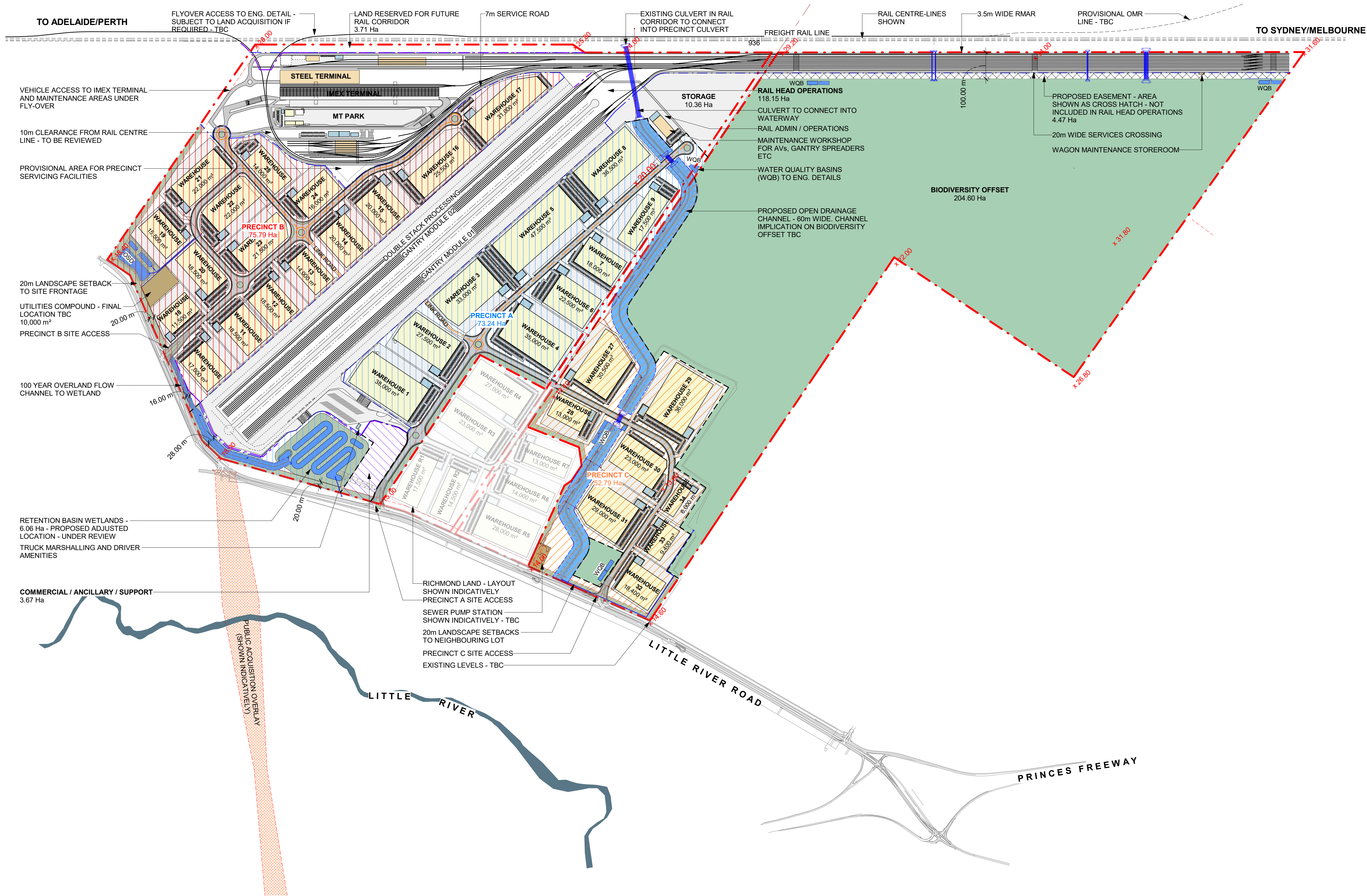
Landscape and Visual Impact Technical Assessment - Final Issue 17.07.2023

Prepared for Pacific National

Prepared By: JC

Reviewed By: MR

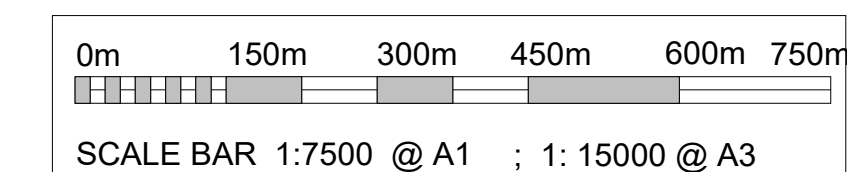
Project Principal: MR



LEGEND

- - - SITE BOUNDARY
- - - TERMINAL BOUNDARY
- PRECINCT BOUNDARY
- PRECINCT A
- PRECINCT B
- PRECINCT C
- BIODIVERSITY OFFSET AREA
- PUBLIC ACQUISITION OVERLAY
- COMMERCIAL CENTRE/ANCILLARY
- WAREHOUSING
- OFFICE
- HARDSTAND
- ROADS / CAR PARKING
- CONTAINER TRANSPORT ROAD
- NOISE BARRIER (INDICATIVE)

- NOTES:**
1. VEGETATION AREA CALCULATIONS ARE TAKEN WITHIN THE RAIL HEAD OPERATIONS AREA ONLY AND ARE INDICATIVE ONLY.
 2. NATURAL TEMPERATE AND PLAINS GRASSLANDS OVERLAP IN MOST AREAS, AND CALCULATIONS FOR EACH DO NOT EXCLUDE THE OTHER.
 3. ENVIRONMENTAL MAPPING FROM BG+E SK-CONSTRAINTS MAP (C), DATED 08/03/2022.
 4. DEVELOPMENT AREAS ARE INDICATIVE ONLY, AND SUBJECT TO DETAILED DESIGN AND APPROVALS.



Notes

- This drawing and design is subject to Tactical Group copyright and may not be reproduced without prior written consent.
- Contractor to verify all dimensions on site before commencing work.
- Report all discrepancies to project manager prior to construction.
- Figured dimensions to be taken in preference to scaled drawings.
- All work is to conform to relevant Australian Standards and other Codes as applicable, together with other Authorities' requirements and regulations.

Issue	Description	Date	By	QA
A	For Information	25.01.2023	AM	AM



SCHEMATIC DESIGN



CLIENT	CONTRACTOR	PROJECT 1200073 PN CONCEPT STUDY LITTLE RIVER, VICTORIA	NORTH POINT
		Drawn AM Checked AM PRINT DATE 25/01/2023 3:20:26 PM	Drawing Title UTILITIES COMPOUND OPTION
			SHEET NUMBER SIWI-TAC-AR-SKC-ASK-46
			ISSUE A

Appendix 2 - Phase 1 Preliminary Zone of Visual Influence

Little River Logistics Precinct

Landscape and Visual Impact Technical Assessment -Final Issue 17.07.2023

Prepared for Pacific National

Prepared By: JC

Reviewed By: MR

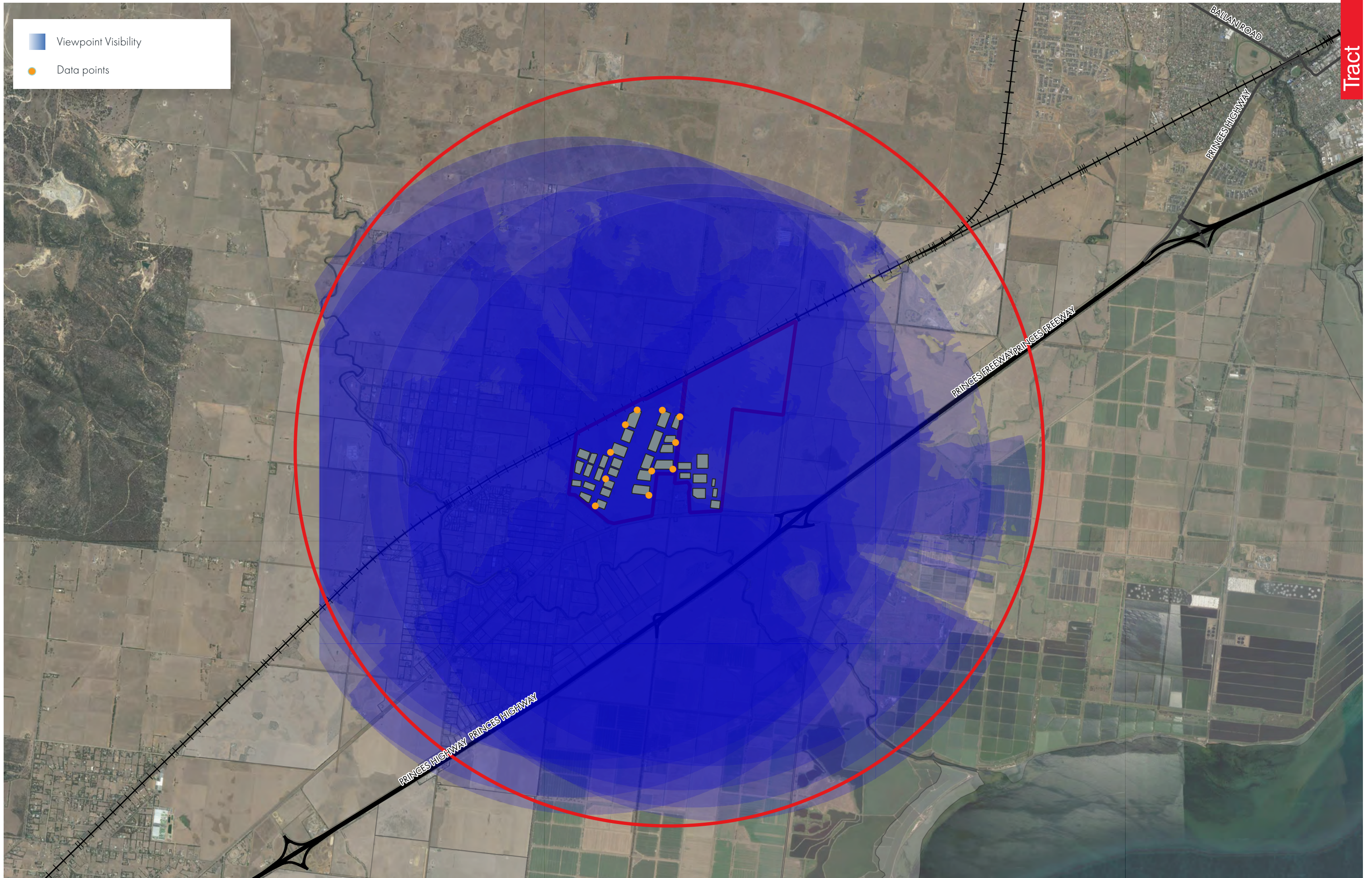
Project Principal: MR

The ZVI modeling has been conducting during the *Phase 1 Preliminary Landscape and Visual Impact Assessment* to produce a theoretical zone of visual influence indicating all places with a line of sight to the earlier concept design data points.

The data points have been selected to best represent the layout and height of the concept design during the Preliminary Landscape and Visual Assessment of two scenario options. The phase 1 preliminary assessment included the the site area of 132A Old Melbourne Road, Little River. It did not include the property 425 Little River Road or 471 Little River Road.

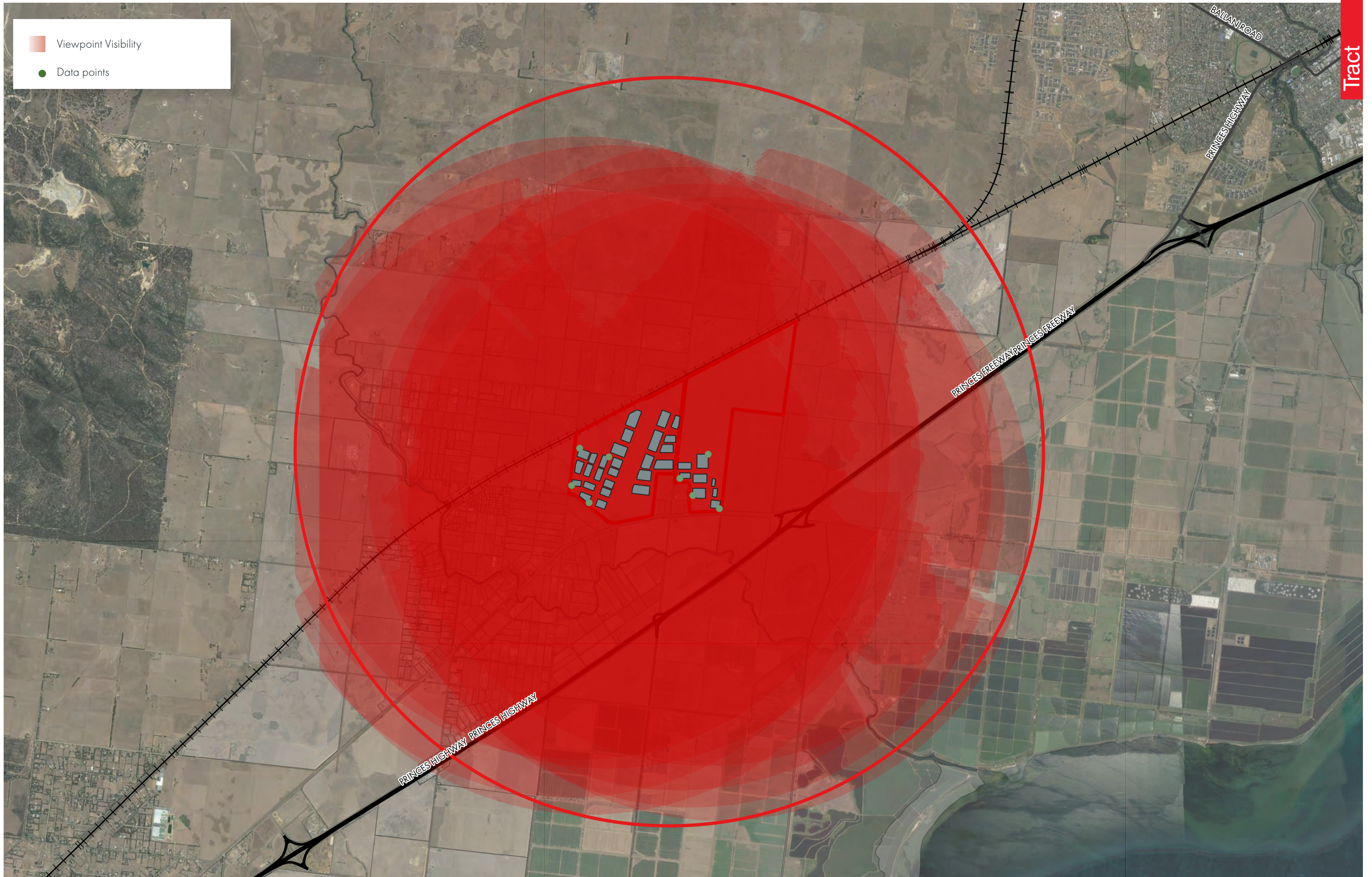
This modeling has informed the earlier site inspection and viewpoint selection, of which the Phase 2 Assessment has been based on. Therefore a further ZVI has not been conducted as the findings from the modeling conducted during the preliminary phase has been assumed to result in a similar outcome within this flat landscape and it has been assumed that all 'worst case' line of sight locations have been captured during the site visit.

■ Viewpoint Visibility
● Data points



Drawing Title	Project Name	Drawing No.	Revision	Date	Drawn	Checked	Project Principal	Scale
Preliminary ZVI Warehouse Scenario 1 & 2	Little River	321-0501-01-L-00-DR200	03	02.06.2023	JC	MR	MR	@ A3 0 100 200 500



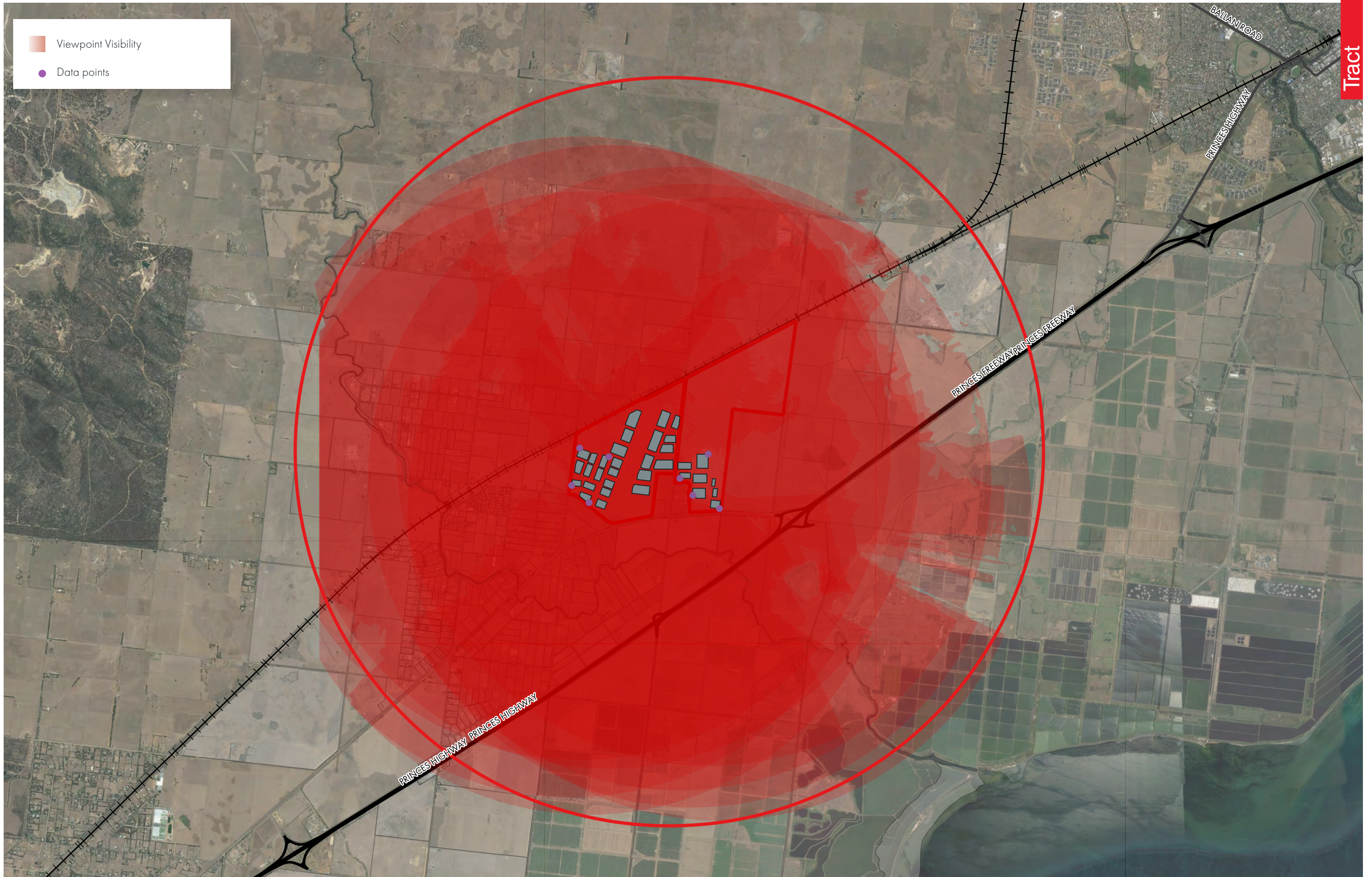


■ Viewpoint Visibility
● Data points

Tract

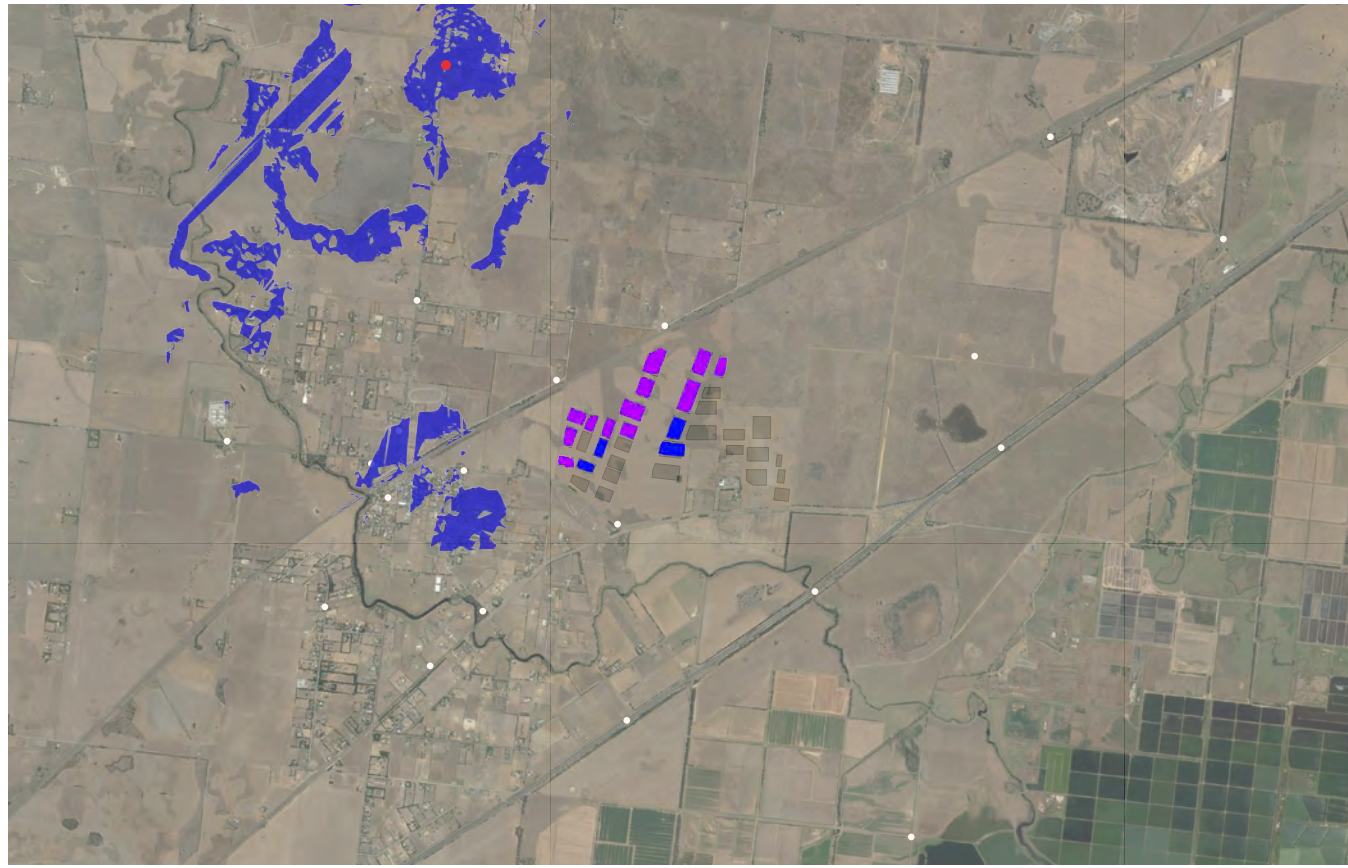
Drawing Title	Project Name	Drawing No.	Revision	Date	Drawn	Checked	Project Principal	Scale
Preliminary ZVI Warehouse Scenario 1 - External Heights 45m	Little River	321-0501-01-L-00-DR201	03	02.06.2023	JC	MR	MR	@ A3 0 100 200 500



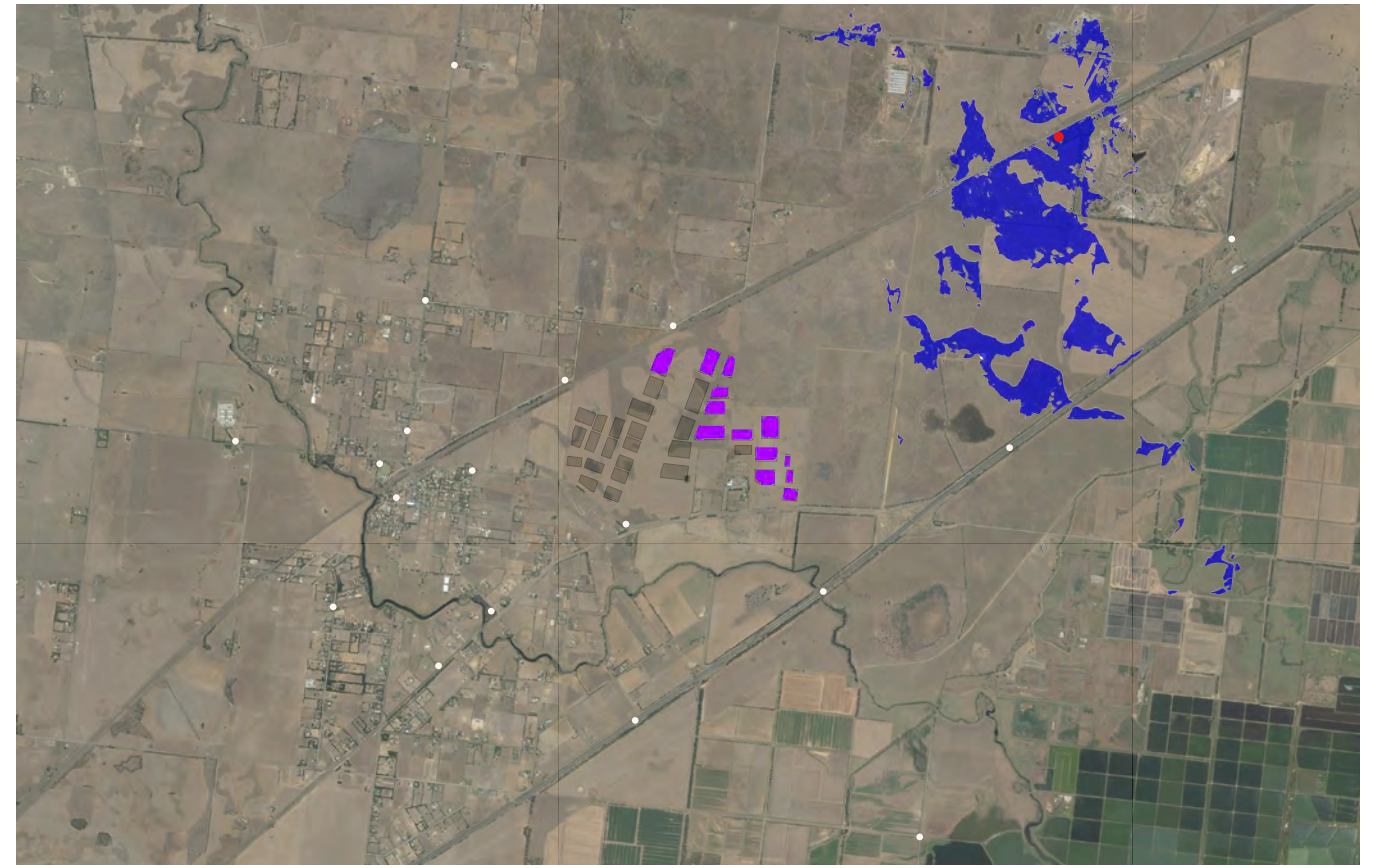


Drawing Title	Project Name	Drawing No.	Revision	Date	Drawn	Checked	Project Principal	Scale
Preliminary ZVI Warehouse Scenario 2 - External Heights 25m	Little River	321-0501-01-L-00-DR202	03	02.06.2023	JC	MR	MR	@ A3 0 100 200 500

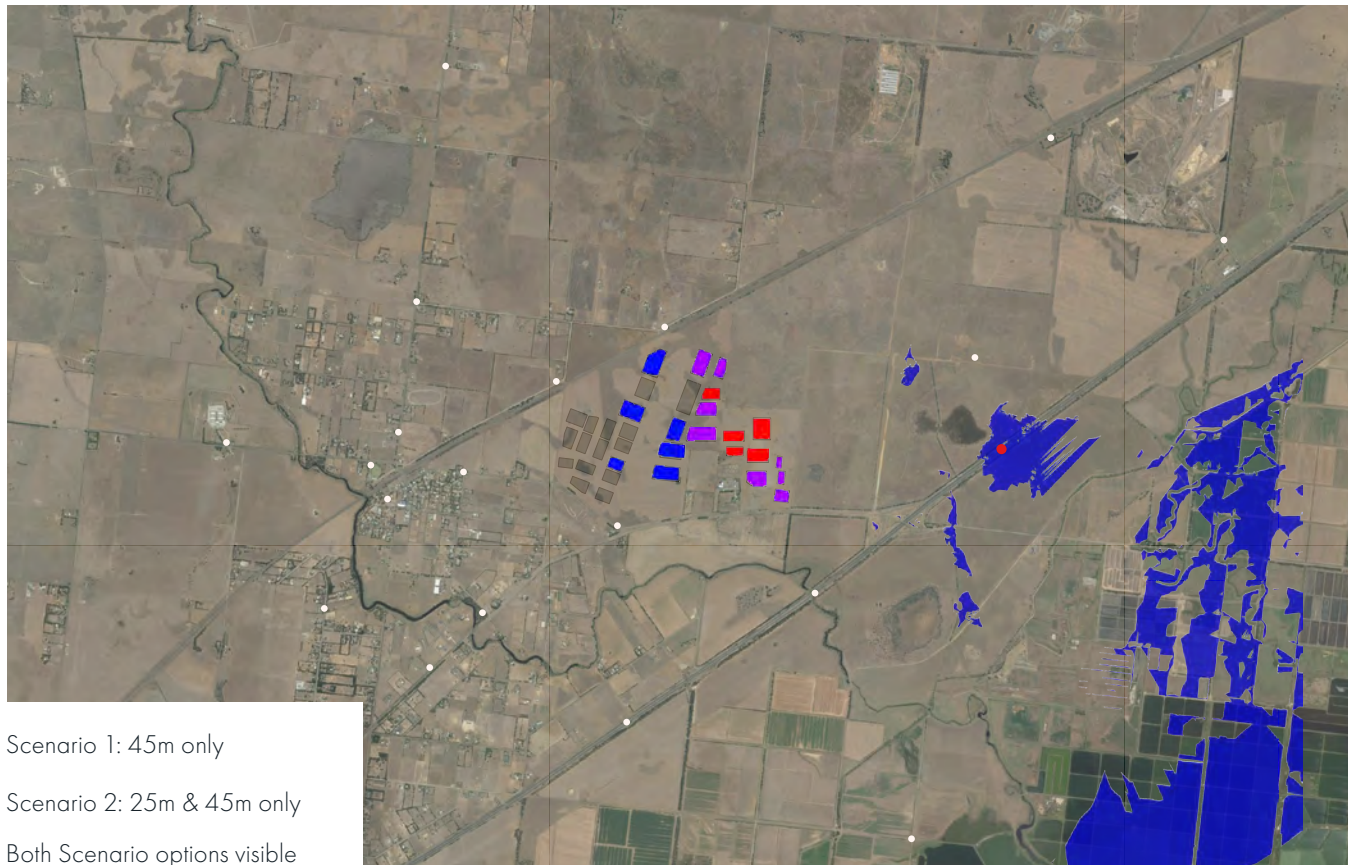




Inward ZVI 1

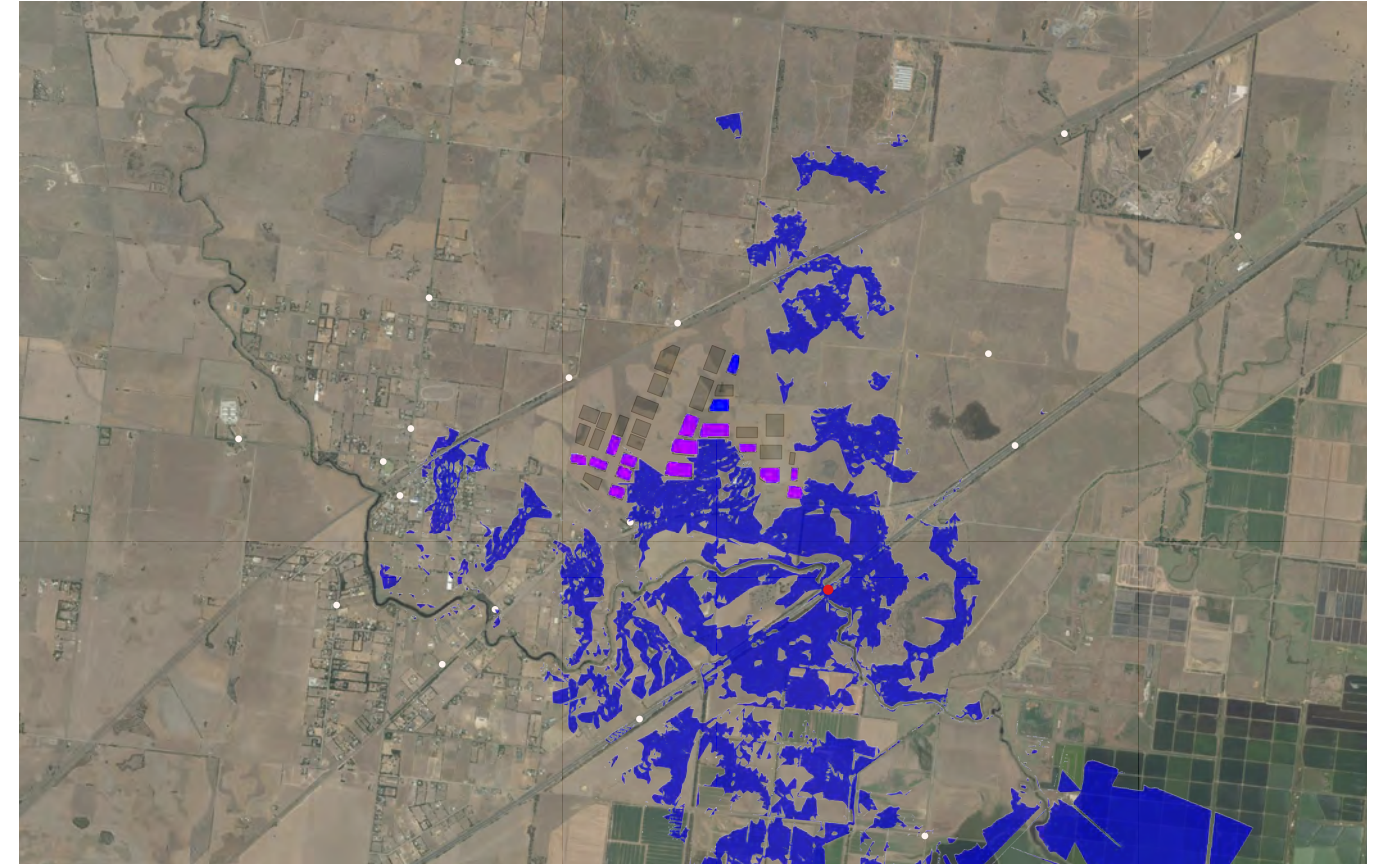


Inward ZVI 2



Inward ZVI 3

- ZVI Scenario 1: 45m only
- ZVI Scenario 2: 25m & 45m only
- ZVI Both Scenario options visible
- Test point for ZVI



Inward ZVI 4

Drawing Title

Project Name

Drawing No.

Revision

Date

Drawn

Checked

Project Principal

Preliminary Inward ZVI

Little River

321-0501-01-L-00-DR203

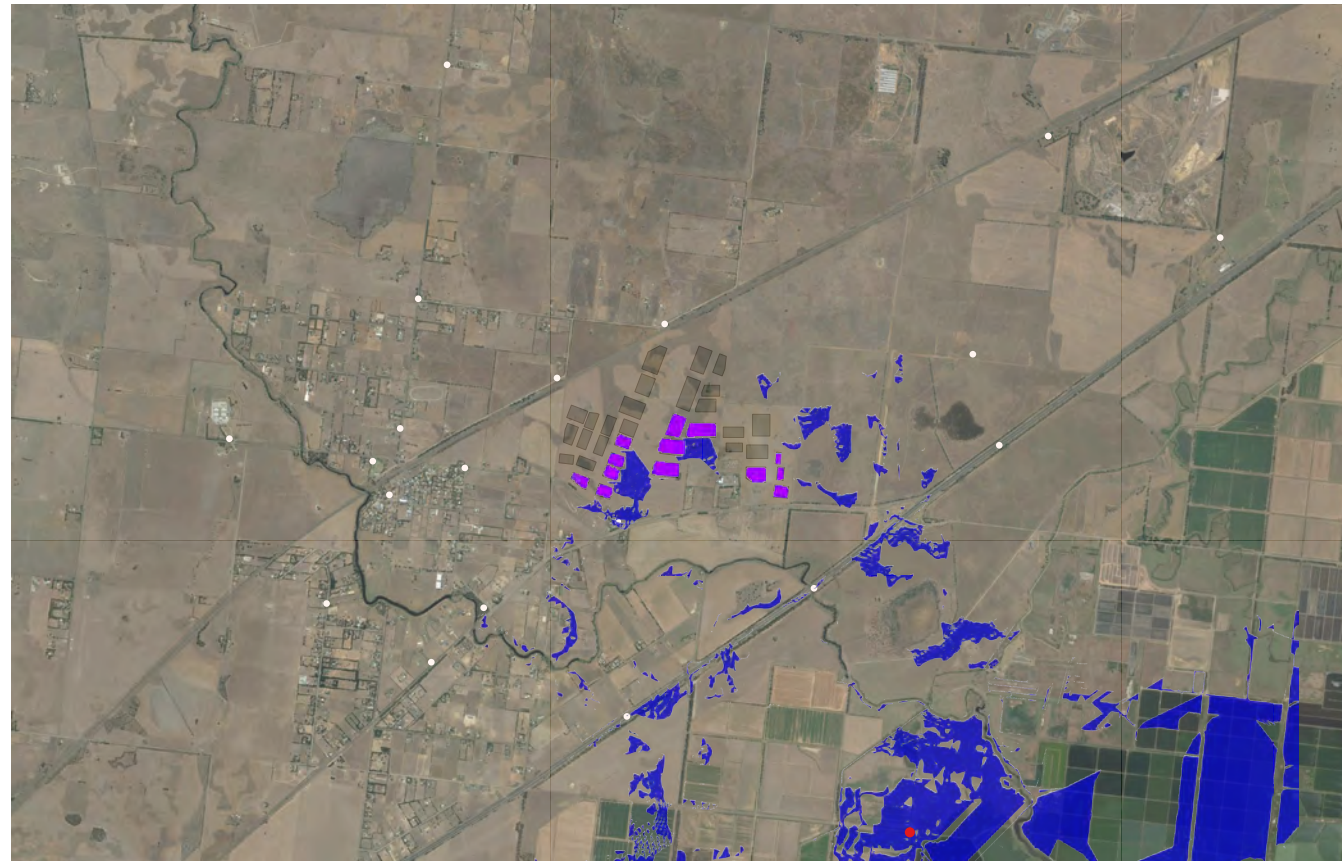
03

02.06.2023

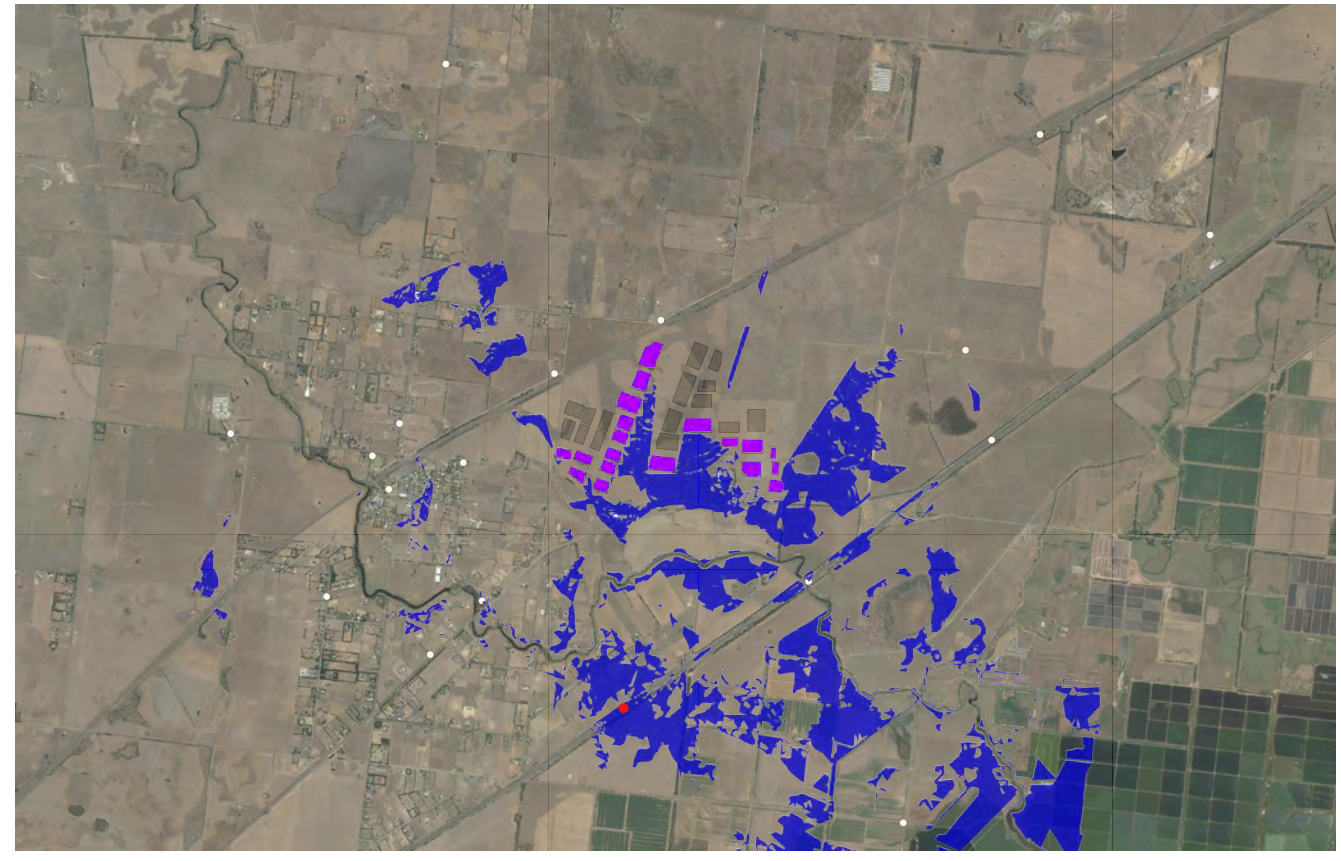
JC

MR

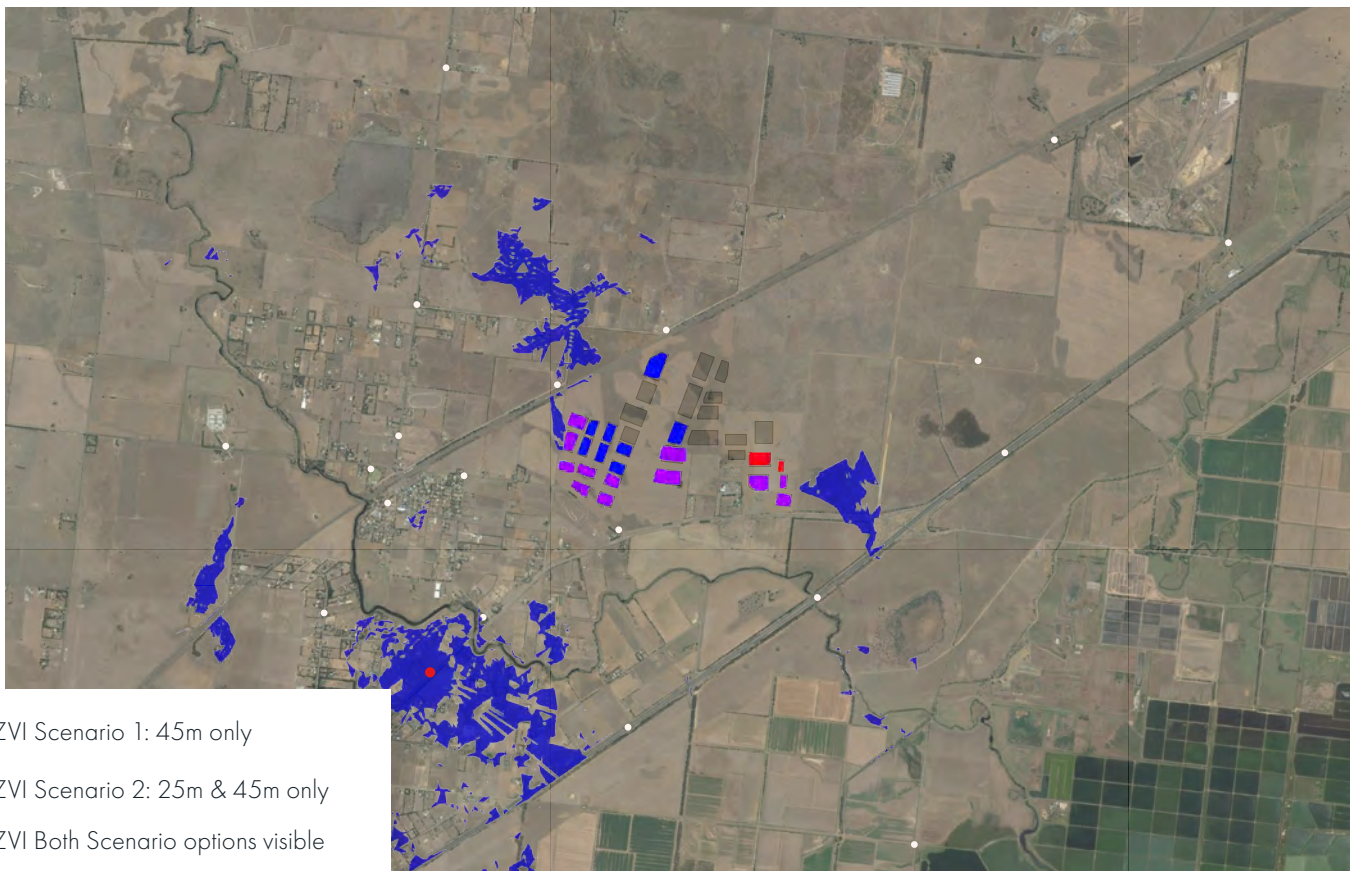




Inward ZVI 5

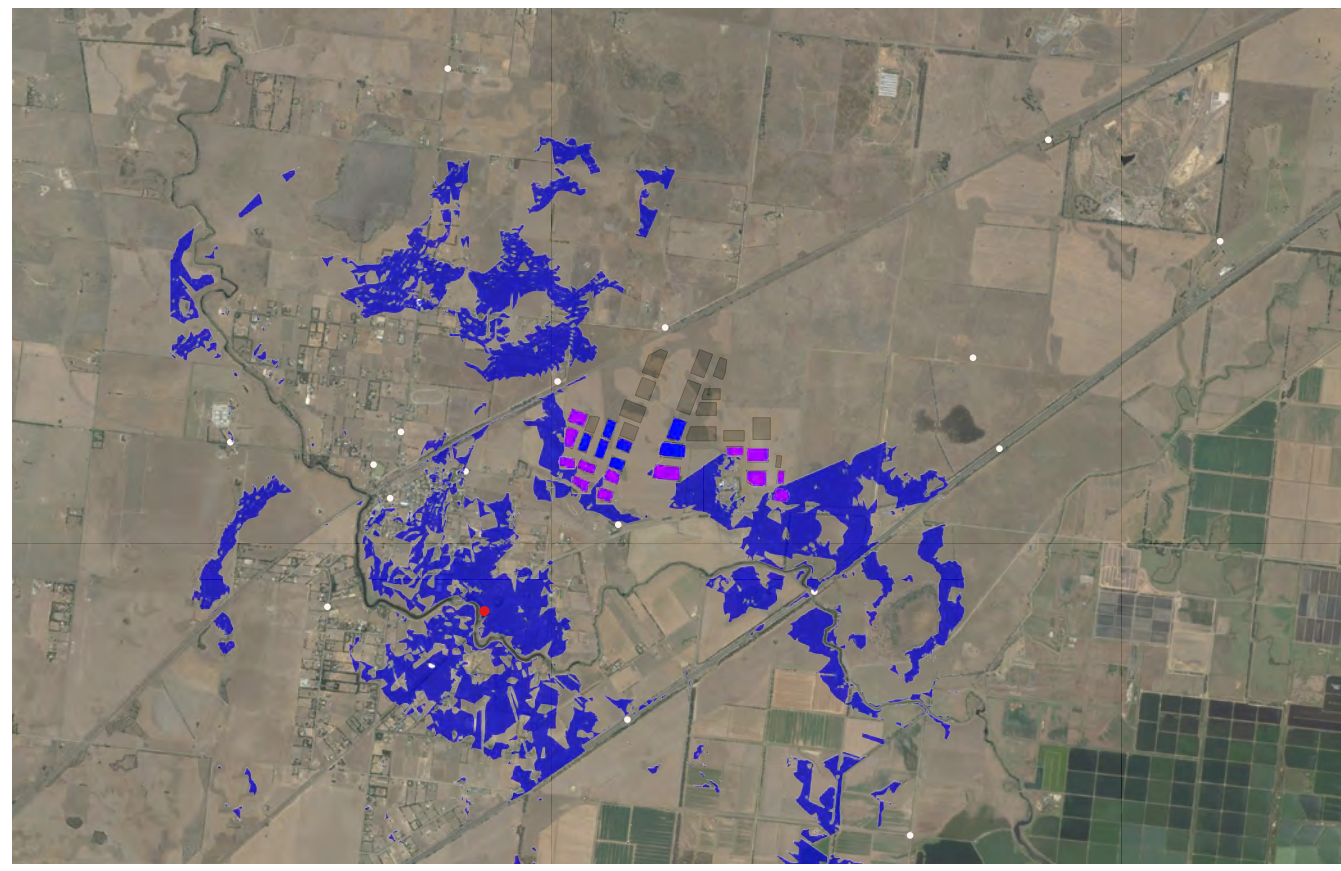


Inward ZVI 6



Inward ZVI 7

- ZVI Scenario 1: 45m only
- ZVI Scenario 2: 25m & 45m only
- ZVI Both Scenario options visible
- Test point for ZVI



Inward ZVI 8

Drawing Title

Project Name

Drawing No.

Revision

Date

Drawn

Checked

Project Principal

Preliminary Inward ZVI

Little River

321-0501-01-L-00-DR204

03

02.06.2023

JC

MR

