



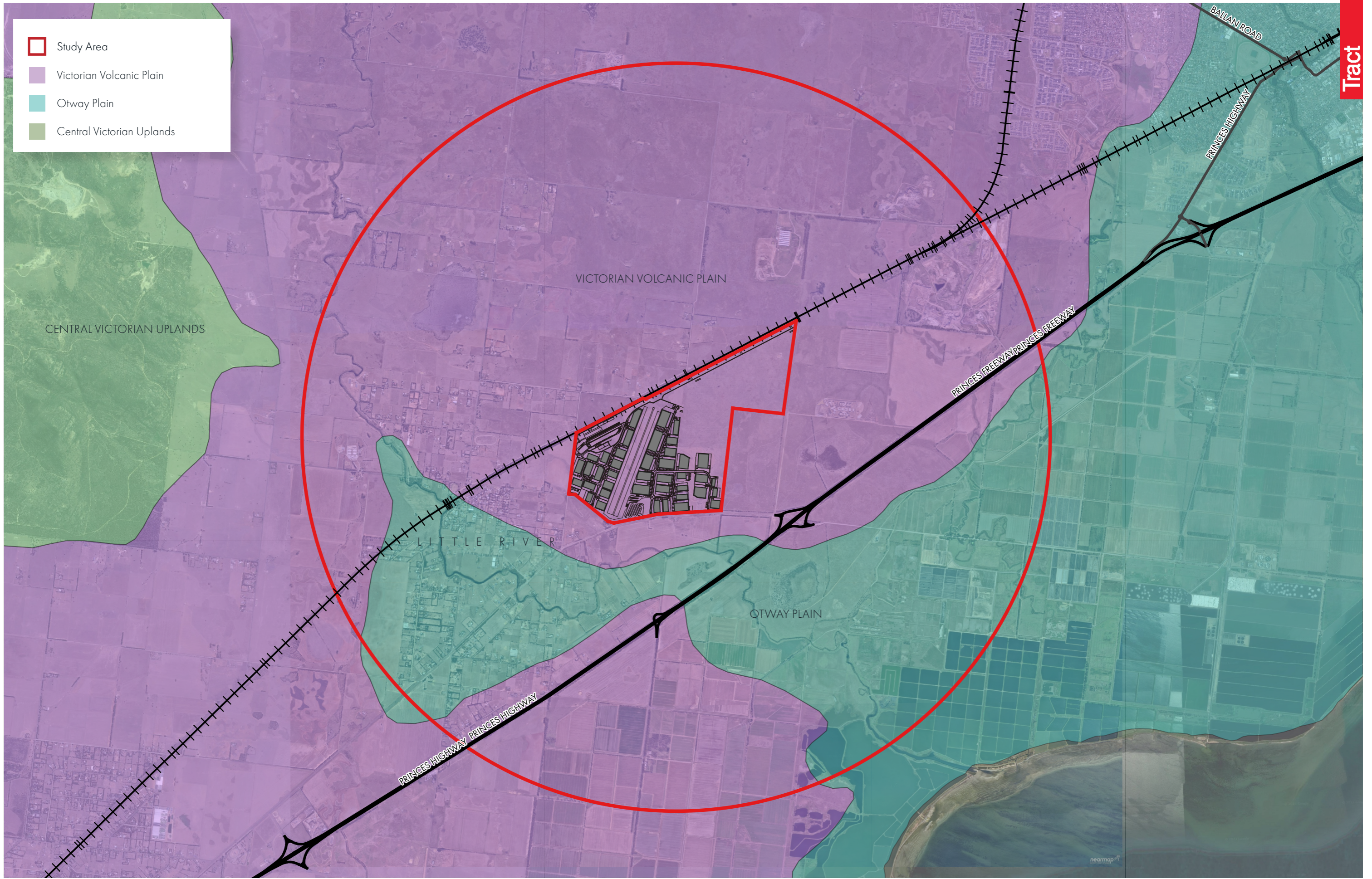


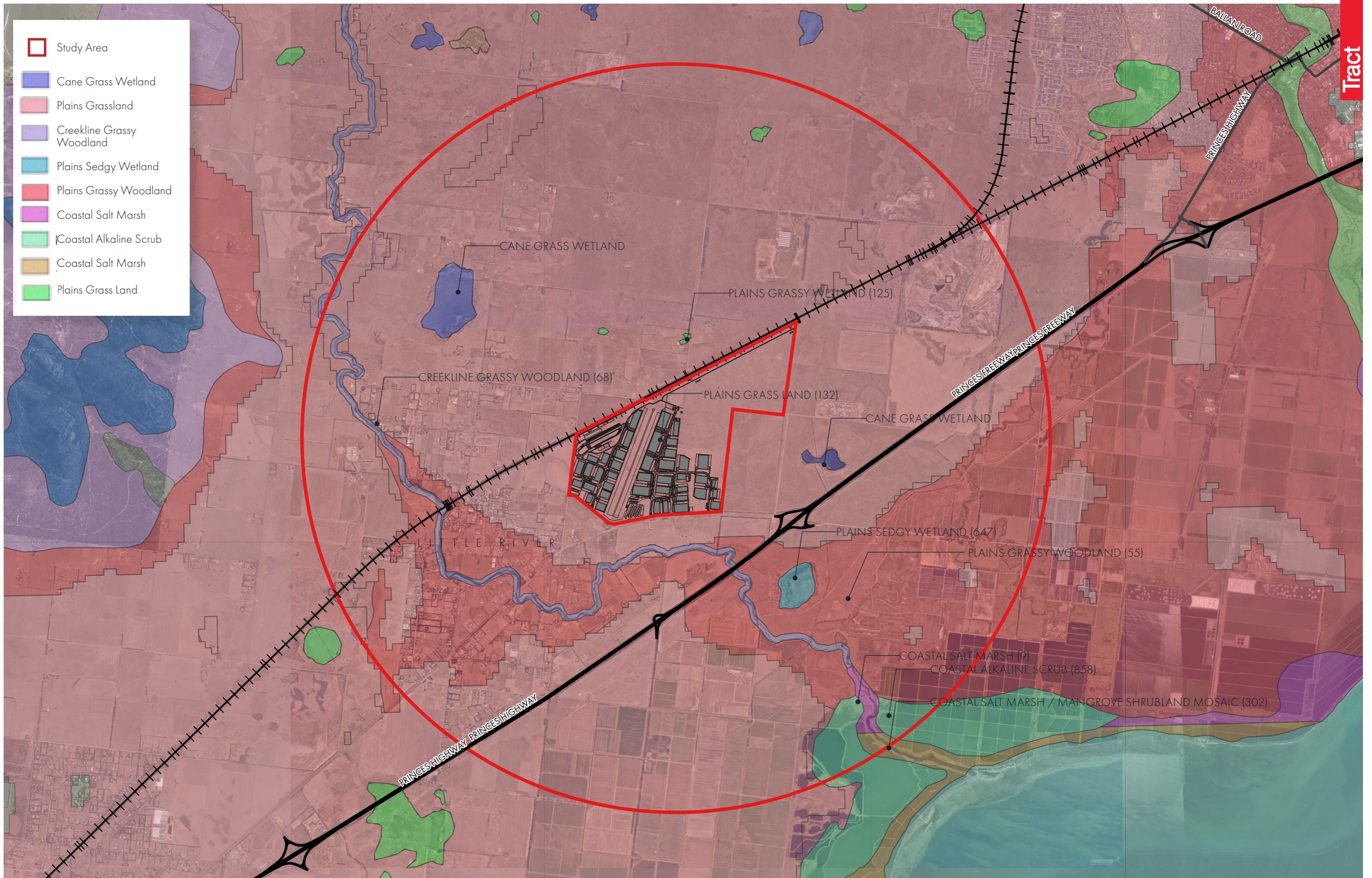


-  Study Area
-  Victorian Volcanic Plain
-  Otway Plain
-  Central Victorian Uplands



Drawing Title	Project Name	Drawing No.	Revision	Date	Drawn	Checked	Project Principal	Scale
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Bioregions	Little River Intermodal Freight Terminal	321-0501-01-L-00-DR04	02	06.06.2023	EB	JC	MR	 
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Drawing Title	Project Name	Drawing No.	Revision	Date	Drawn	Checked	Project Principal	Scale
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Tree Canopy Density

Little River Intermodal Freight Terminal

321-0501-01-L-00-DR06

02

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## 5.6 Key Landscape features

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The key landscape features within the study area and surrounds include:

### Little River Settlement

The township of Little River was proclaimed in 1852 and includes a history predominantly surrounding the regions cattle and sheep grazing industries. The settlement includes several historic elements and has a small population of residents living within the township zone and low-density residential zone.

Settlement within the township area has resulted in an increased level of garden and roadside planting that affects the visual amenity of the settlement and the pattern of viewing to the surrounding landscape. (Refer Figure 15).

### Princes Highway (M1)

The Highway connects Melbourne to Geelong and connects several regional centres to both cities.

### You Yangs

The You Yangs are positioned to the northwest of the study area and are located approximately 7.5km from the Proposal boundary extent. The You Yangs form is distinctive to the area, with a granite peak rising abruptly from the flat plains of the surrounding area. Located within the You Yangs Regional Park the area is frequented by recreational users for the many walking trails, picnic areas, mountain bike trails, views and birdlife. The highest point within the You Yangs is Flinders Peak which provides uninterrupted views towards both Geelong and Melbourne.

The You Yangs have several additional values beyond recreational use, including:

- The You Yangs and the You Yangs Regional Park is a part of an Aboriginal cultural landscape in the traditional Country of the Wadawurrung People (Parks Victoria , 2022).
- Views towards the You Yangs are important, as an identified dominant vertical feature within the surrounding landscape plains (Wyndham, 2013). Creating a backdrop within the horizon of many views within the Wyndham council area.
- View towards the You Yangs have been noted to be within a main viewing corridor of the Princes Highway, adding to the pattern of viewing of the Princes Highway (Planisphere , 2013).
- Views from lookouts including the Flinders Peak Lookout and the lookout over the Bunjil Geoglyph, are noted to be a key feature of the regional park (Parks Victoria , 2022).

### Little River

Little River forms Wyndham's southern and western boundary, running along the western edge of the study area. Supporting several vegetation types common to the area, it is one of the most important wildlife corridors in Wyndham (City Forest & Habitat Strategy). It runs primarily through agricultural land, and the meandering river and supported vegetation becomes a key feature of the areas landscape setting.

### Cherry Tree Creek

Cherry Tree Creek and its East Branch (tributary), includes an Environmental Significance Overlay (ESO1) along the Creek and its tributaries. It is listed as key site within the Landscape Context Guideline (Wyndham), and includes the following features:

- Supporting scattered remnant River Red Gums and other native plants (most of which are grazed by livestock).
- Flows into the Western Treatment Plant, part of the internationally significant Port Phillip Bay (Western Shoreline) and Bellarine Peninsula Ramsar Wetland site.
- Views and buffers are vital for retaining the 'sense of place' and 'naturalness' of Wyndham.

- Allows travellers on the Princes Highway to appreciate the Volcanic and Otway plains and assist with buffering the adjoining landfill and quarry sites immediately west of the Creek.

### Western Treatment plant

An environmentally- friendly sewage treatment plant that includes renowned bird habitat, agriculture and ecotourism that attracts thousands of visitors to the plant each year. The area is well known for its Ramsar wetlands (one of Australia's most important for waterbirds), diverse array of habitats, vegetation and wildlife. It creates a heavily vegetated entrance to Wyndham (Planisphere, 2016).

Access to bird watching areas is restricted to holders of a current Melbourne Water permit and only limited areas are publicly accessible.

### Farmland Character

The open plains landscape is primarily agricultural in nature and typical of the Western Plains landscape. The open plains grassland that is the dominant feature of the landscape typically includes a pattern of rectilinear and segregated paddocks, fence lines, vegetated windrows with a combination of native and exotic tree species, and farming infrastructure scattered throughout paddocks.

### Other features within the study area include:

- Cherry Tree Creek Youth Justice Centre
- The Wyndham Refuse Disposal Facility (Werribee Tip)
- Wyndham's early settlers built dry stone walls. These walls are of cultural value and historically marked property boundaries, stock enclosures, house enclosures, garden walls, dam walls and wells. (Wyndham, 2013). No culturally significant landscape features exist within the proposed development site.
- The railway corridor between Melbourne and Geelong

It is noted that within the study area several features have been proposed which would add to the typical landscape features of the area and the general character, which include:

- The Outer Metro Ring Road/ E6
- The Outer Metro Ring Road/ E6 Regional Trail
- Werribee Junction PSP
- Additionally, the Wyndham Urban Design Framework Plan includes an objective which identifies a mound buffer between the Highway and Wests Road. Intended as an acoustic barrier, it would additionally be planted and provide screening, creating an enclosed viewing corridor along the eastern portion of the Princes Highway within the study area.

## 5.7 Landscape character & scenic qualities

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Landscape character and scenic quality are assessed at two levels - **status** and **classification**.

The **status** of the area as a recorded or listed landscape of National, State, Regional or Local importance on the basis of its formal natural, cultural heritage or scenic value.

The **classification** of representative landscape character types and related scenic qualities is derived through the definition of common distinguishing visual characteristics – landform, climate, vegetation, water-form and land use pattern. Under this system of classification, each landscape type establishes its own benchmarks for scenic quality.

### Landscape Classification

The landscape character of the site area and its wider setting is addressed within several studies and policy documents described in Section 4. Based on the Wyndham's Landscape Context Guideline (Wyndham, 2013), and the '*Landscape Character Types of Victoria*' (Leonard & Hammond, 1984), the following Landscape Character Type and landscape value of the site area has been classified as a landscape of the Western Plains. The landscape also includes an altered landscape that could not be effectively compared to the naturally established landscape classification and has been classified as an altered Agricultural Landscape (Leonard & Hammond, 1984).

### Western Plains

This landscape character type of the site area and surrounding wider landscape within the east of the rail reserve is classified as the Western Plains, an area that is predominantly limited to flat open plains of typically rural and agricultural uses. The landscape has been determined by the Wyndham City Council to have local distinctiveness from the native grasslands and the views over the open plains (Wyndham, 2013), and therefore includes a status of local importance. The site areas identified **local status**, and the landscape characteristics identified within the scenic quality classification of the Western Plains landscape denotes a typically low scenic value within this landscape classification, as shown within Figure 16 and summarised below.

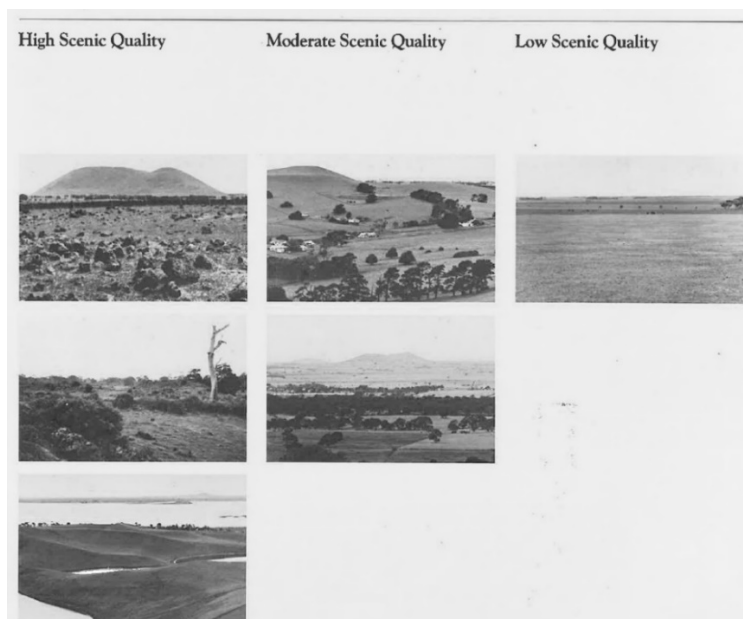


Figure 16: Scenic Quality classification of the Western Plains ( (Leonard & Hammond, 1984).

The characteristics within this landscape reflect a classification that distinguish a low scenic quality within the Western Plains (Leonard & Hammond, 1984) and have been identified as:

- Landform (low scenic quality): large expanses of indistinct dissected or unbroken landforms that provide little illusion of spatial definition or landmarks with which to orient.
- Vegetation (low scenic quality): extensive areas of similar vegetation, such as grassland, with very limited variation in colour and texture
- Water (low scenic quality): permanent water forms are absent, although parts of the site may be subject to temporary seasonal inundation.

Based on the local status and the classification of the Western Plains landscape type, with limited landscape features identified within the site area, the landscape value is considered **Low**. This landscape has a low visual absorption capability to accommodate changes within this character type, due to the relatively flat terrain and lack of vegetation cover. The landscape type would be vulnerable to the type of change being assessed and therefore the landscape sensitivity has been deemed **Moderate** (refer to Section 2.6 for classification).

### Agricultural Landscape

This landscape includes areas classified as an Agricultural Landscape (Leonard & Hammond, 1984). This altered landscape is a modification to the naturally established Western Plains Character Type and is necessary to be viewed with its own scenic qualities of an altered landscapes that could not effectively be compared to that of the natural established landscape as identified within the scenic qualities of the Western Plains. The site landscape has **local status** and the characteristics within this landscape reflect a classification that distinguish a low scenic quality within an agricultural landscape, due to the following:

- **Pattern:** Variation in vegetation pattern created by adjacent land uses evident but not distinctive in the landscape. Patchwork effects of colour, texture and form evident over moderate to broadscale acreages.
- **Transition:** Transition between agricultural land use and adjacent land use combining both gradual and sharp edge contrast, but seldom appearing as unbroken straight line.
- **Structure:** Farm buildings which partially borrow from landscape features and traditional architectural styles found commonly throughout the character type.
- **Roadside:** Expanses of roadside vegetation similar in spacing, form, colour, and texture to that commonly found in the Character Type which provided moderate visual interest but seldom become a distinctive focus of view.

Based on the scenic quality of the altered Agricultural landscape and qualities within the site area, the landscape value and sensitivity of the site is considered **Low** within this altered landscape. This landscape also has a **Low** visual absorption capability to accommodate changes within this character type, without a significant reduction in landscape and visual quality.

## 5.8 Landscape Condition

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Landscape condition is a measure of the physical status of the site and factors which may influence landscape changes over time. The landscape surrounding the subject site has been developed as mainly agricultural land with small-scale clearing for roads. The southeast of the site area is listed with an ESO and adjacent the site area in the east is a listed Ramsar Site.

The landscape condition of the site has the following characteristics:

- The condition of agricultural properties is average for the region.
- The condition of buffer plantations is low to moderate and consistent with the growing conditions of the site and other plantations within adjoining properties.

- The overall condition of the remaining site landscape is moderate in terms of landscape character within the altered Agricultural Landscape Character Type.

## 5.9 Pattern of viewing

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The study area has four main patterns of viewing:

- Moving views from the Princes Highway.
- Moving views from the passenger train along the Melbourne to Geelong railway line.
- Potential static and / or moving views from within Little River township and the Western Water Treatment Plant.
- Static views from rural residential locations, residential locations, and the potential future residential areas.

The typical pattern of viewing within the study area has generally been recognised as having varied views within an agricultural character over open plains with frequent discernible key landscape features (refer to Section 5.6), the features are spaced apart within the pattern of viewing throughout the Western Plains. This pattern of viewing of fragmented focal points is typical within the wider viewing area between Geelong and Melbourne, and common features include existing industrial sites, infrastructure, and regional features which include but is not limited to:

- Cherry Creek Youth Justice Centre
- Wyndham Refuse Disposal Facility (Werribee Tip)
- Existing Quarry
- Other agricultural infrastructure and operations

The views would be at a speed of movement that would reduce visual concentration onto the site, and the visual receptor sensitivity would be reduced due to the general nature of travelling along a highway or on public transport.

Typical images from the train windows have been captured to indicate the viewing height and existing viewing conditions from the window, which varies between open clear views, partially filtered views from shrubs and small trees, to screened views from larger trees and shrubs, and screened views from earth mounding and dry-stone walls (see Photo 5 - Photo 8).

Typical images from the Highway have been captured to indicate the viewing height and existing viewing conditions from a standard car window, which varies between open clear views, partially filtered views from shrubs and small trees, to screened views from larger trees and shrubs. Views also include road interchanges, bridges and mounding which block several views outward from the Highway. Refer to Photo 9- Photo 12 which represents a typical view from within the study area and Photo 13 - Photo 16 represents the typical wider viewing condition and viewing pattern experienced from along the Highway outside of the study area and between Geelong and Melbourne.

A subsequent viewpoint receptor has also been captured near the railway line and along the Princes Highway within the visual assessment to highlight the anticipated magnitude of change, refer to Section 7.5.



Table 7: Typical pattern of view moving along railway line (within study area)



Photo 5: Typical view over shrubs from train window. (Image by Matthew Morgan)

Photo 6: Typical clear view over paddocks from train window. (Image by Matthew Morgan)

Photo 7: Typical view through screening trees from train window. (Image by Matthew Morgan)

Photo 8: Typical view of screening earth mounding and stone wall from train window. (Image by Matthew Morgan)

Table 8: Typical pattern of view moving along Princes Highway (within study area)

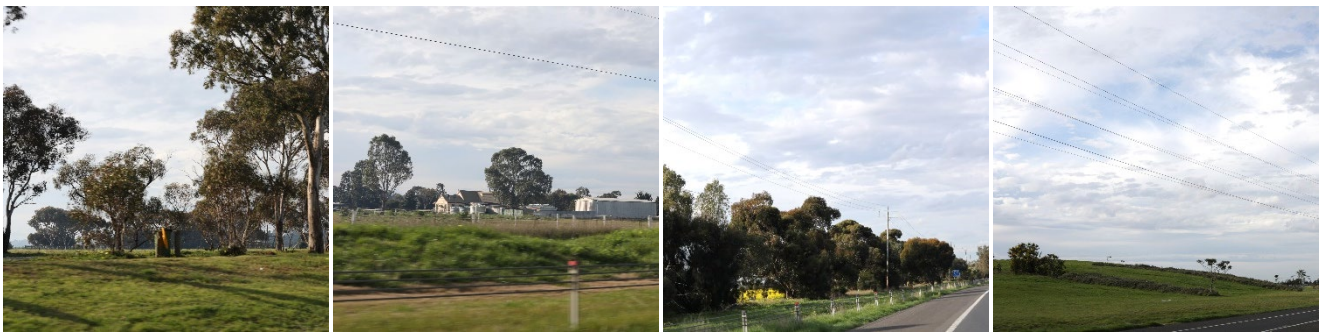


Photo 9: Typical view through scattered mature trees over agricultural land from the Princes Highway.

Photo 10: Typical glimpses of agricultural infrastructure from the Princes Highway.

Photo 11: Typical view of screening vegetation along the Princes Highway.

Photo 12: Typical view of earth mounding along Princes Highway with some vegetation planting.

Table 9: Typical pattern of view moving along Princes Highway (outside of study area)

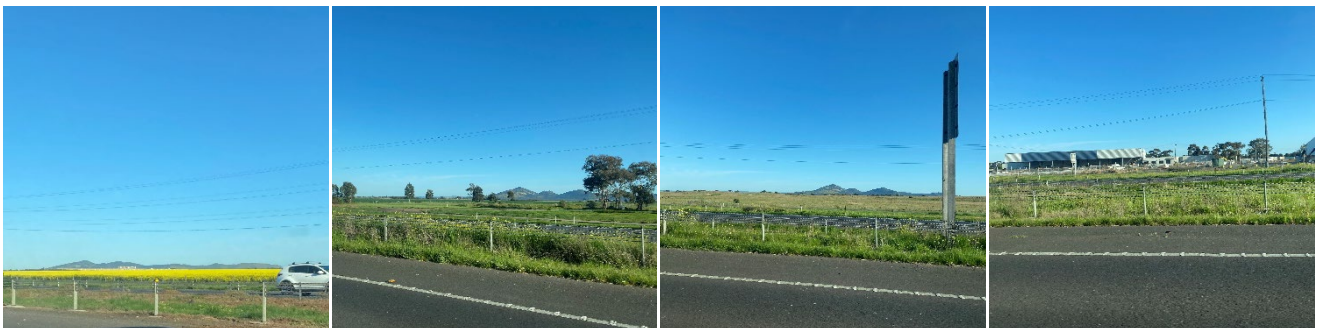


Photo 13: Typical view over agricultural landscape and a view of the You Yangs.

Photo 14: Typical view of scattered trees and views of the You Yangs.

Photo 15: Typical view of signage along the highway, open agricultural landscape and views of the You Yang's.

Photo 16: Typical view of commercial site along the Highway.

Typical Static views have been captured within the existing viewpoint conditions (refer to Appendix 3 - Existing Conditions Viewpoints)

The views within the study area are generally influenced by:

- The location, orientation, and elevation of major regional road corridors, particularly the Princes Highway and local roads.
- The location and elevation of existing farm residences and rural residential properties.
- The location of existing screen planting from the source of viewing and distant windrow planting.
- The location of elevated mounding within the landscape.

Views towards the proposal site are typically from local roads surrounding the site boundary and from the Princes Highway and railway line. Views from the west are typically screened by the settlement of Little River, however, elevated views from the You Yangs allow a viewing angle over the site area.

The other prominent scenic qualities within the surrounding area include:

- Views to and from the You Yangs.
- Views of local wetlands and creeks, including the Western treatment plant
- Views of conservation reserves (grassland reserves) and agricultural land provide a rural 'sense of place'.
- The agricultural landscape and associated characteristics, including the landscape pattern of windrows and remnant species.
- Additional views include the views back towards Melbourne's skyline.

## 5.10 Baseline conditions – key findings

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The baseline analysis indicates:

### Existing conditions

- The existing Western Plains landscape potentially allows for open views throughout the surrounding area, over open paddocks, but this pattern of viewing is substantially modified by roadside and windbreak plantations.
- The Agricultural Landscape Character of the site area is typical of the wider agricultural setting
- Screened views are limited by intermittent farmland structures and rural residential properties.
- Existing vegetation is limited to grazing and grasslands with typical windrow planting throughout the Agricultural Landscape.
- The Little River riparian environs offers a visual buffer for rural residents located on the western side of the river.
- The Little River settlement includes internal visual screening based on existing structures, private gardens and street trees.
- The transport corridors are dominant landscape elements within the study area.
- The You Yangs form a key landscape feature within the wider study area and a visual backdrop to the study area.
- There are distant views (7.5km) from the You Yangs to the study area but the proposed development site would form only a small component of a large and complex field of view.

**Pattern of viewing.** The study area has four main viewing locations:

- Moving views from the Princes Highway, views include the viewing corridor and the noted existing pattern of view towards the You Yang's.
- Moving views from the passenger train along the Melbourne to Geelong railway line.

- Potential static and/or walking views from within Little River and the Western Water Treatment Plant
- Static views from rural residential locations, residential locations, and the potential future residential areas.

The typical pattern of viewing within the study area has generally been recognised as having varied views within an agricultural character over open plains with frequent discernible key landscape features (refer to Section 5.6), the features are spaced apart within the pattern of viewing throughout the Western Plains. This pattern of viewing of fragmented focal points is typical within the wider viewing area between Geelong and Melbourne, other common features include existing industrial sites, infrastructure, and regional features.

The visibility of the site area would typically be reduced as a result of the speed of movement from most impacted visual receptors within the study area moving along the transport corridors within the study area.

**Landscape Character & Scenic Quality.** The study area includes the Landscape Character types and associated scenic qualities of the:

- Western Plains Landscape Character Type (low scenic quality); and
- Agricultural Landscapes (low scenic quality).

**Landscape sensitivity.** The site is considered to have a moderate landscape sensitivity on the basis that:

- The distinctive flat landform of the Western Plains and Agricultural Landscape of the surrounding area has a local and regional value, and the low visual absorption capability to accommodate changes within this character type without a significant reduction in landscape and visual quality would be vulnerable to the type of change being assessed.
- The site setting will be particularly sensitive to changes affecting the plains grassland environment and scenic qualities of the existing landscape condition.
- The surrounding setting will be particularly sensitive to changes affecting the skyline silhouette of the You Yangs.
- The agricultural landscape may have some ability to absorb change, within areas that include existing infrastructure similar in nature to the proposal, near the existing quarry and alongside the existing transport / industrial corridor.
- Key landscape characteristics of the landscape are vulnerable to the type of change being assessed, with such change likely to result in a significant change to the existing landscape character types.

**Visual absorbency.** The Site is considered to have a low visual absorption capability based on the following:

- The visual absorption capability to accommodate changes within the Western plains character type, without a significant reduction in landscape and visual quality is rated as low relative to the type of change being assessed.
- The landscape may have some ability to absorb change from the agricultural landscape characteristics, however, the alterations of the scale proposed within this landscape character types identified would likely result.

## 6 New Conditions - Phase 1 Synopsis and Findings

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A *Preliminary Landscape and Visual Assessment (Phase 1)* was undertaken prior to this assessment based on earlier concept design options. The Phase 1 *Preliminary Landscape and Visual Assessment* has informed an iterative response to the potential landscape and visual impacts identified and has resulted in a site planning approach and mitigation recommendations that have reduced the potential magnitude of change identified within the earlier Phase 1 assessment. Phase 1 provided information only. The LVIA is based on the Phase 2 site development proposal.

### 6.1 Phase 1 preliminary modelling results

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The Phase 1 preliminary modelling and assessment process provided a preliminary technical evaluation of the potential landscape and visual effects associated with different development scenarios for 132A Old Melbourne Road.

The assessment was based on initial 'block' modelling of the earlier Western Concept Draft Rev 2 plan (drawn 28/06/2022). The Phase 1 assessment included a baseline analysis and a visibility analysis which included Zone of Visual Influence modelling and the preparation of Wireframe Visualisations to represent the earlier design options.

The phase 1 assessment process tested:

- Pattern of viewing for the site and key visual receptor locations
- Building Scenario 1, modelled with Warehouse buildings at a height of 45m modelling for all warehouses.
- Building Scenario 2, modelled with Warehouse buildings at a height of 45m for all 'cargo link' warehouses and 25m for all external Warehouse building heights.

### 6.2 Key findings

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Visual Impacts were identified for the key visual receptor points and ranged 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 the visual impacts are identified as:

- Viewing distance.
- Existing screening vegetation
- Building height

The results indicate that:

- Building height has the greatest effect on closer viewpoints. At greater distances, both building height scenarios were likely to have similar visual effects, as the development would be seen as a development mass within the skyline. Scenario 1 would become increasingly visible, and the form of the buildings would be clearer at closer distances to the key visual receptor points.
- The overall impact rating for both scenarios rated as a major adverse impact, however, Scenario 2 was considered to have marginal advantages in terms of the effects on closer visual receptor locations such as the Little River settlement, and the likelihood of implementing supportive mitigation measures.
- Larger boundary setbacks that allow for greater mitigation planting and spatial separation from the viewpoint are likely to have lower levels of visual impact.

- Visual impact mitigation is primarily achieved by vegetation in the form of existing residential, farm and roadside plantations, on-site boundary planting and off-site roadside planting.

The outcome of this earlier assessment has influenced the final warehouse heights, boundary setbacks, development staging and has informed additional off-site mitigation measures.

The selection of key visual receptor locations from phase 1 form the basis of the Phase 2 LVIA.

## 7 New Conditions – Impact Assessment

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The Phase 2 Landscape and Visual Impact Assessment provides a technical evaluation of the landscape and visual effects associated with the LRLP development proposal.

The assessment is based on modelled warehouse heights of 22m and the schematic design provided by Pacific National- Utilities Compound Option, sheet number SIWI-TAC-AR-SKC-ASK-46 (issue A, drawn 25th January 2023).

### 7.1 Introduction

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The new conditions assessment deals with potential impact on visual resources from changes in the composition and quality of views, and the overall effect on landscape character and visual amenity.

The assessment of impacts describes the nature and magnitude of changes, sensitivities and the significance of impact, as described within Section 2.2.

The impact assessment is based on the proposed development, and the likely changes on the baseline existing conditions identified. Refer to Section 7.5 for the visual impact assessment and Section 7.6 for the landscape character impact assessment.

#### Visual Impacts – Definition

Visual impacts relate to changes in the available views of the landscape and the effects of those changes on people. Visual impact is therefore concerned with:

- The direct impacts of the proposed development on views of the landscape through intrusion or obstruction.
- The likely reaction of viewers who may be affected.
- The overall impact on visual amenity, which can range from degradation through to enhancement.

#### Landscape Impacts - Definition

Landscape impacts are changes in the fabric, character, and quality of the landscape as a result of development and can include:

- Direct impacts on specific landscape elements or values such as scenic quality.
- More subtle effects on the overall pattern of elements that give rise to landscape character and regional and local distinctiveness.
- Impacts upon acknowledged special interests or values such as designated landscapes, conservation sites or community valued assets.
- Cumulative or indirect effects that extend impacts beyond the site boundary.

### 7.2 Visibility analysis

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The viewshed / Zone of Visual Influence (ZVI) modelling for the existing study area is shown in Appendix 2 - Zone of Visual Influence.

This modelling was utilised within the *Preliminary Phase 1 modelling and assessment only*. It tested the preliminary concept layout and warehouse heights of the likely maximum extent of visibility, surrounding the new conditions from the Phase 1 proposal, and highlighted the potential ‘worst case’ and most representative viewing locations. The limitations of this modelling process are discussed within Section 2.7.

The Phase 1 preliminary ZVI modelling exercise provided the necessary level of detail for confirming the likely 'worst case' visual receptors and conducting the site inspection. The purpose of the modelling was to:

- Identify all possible theoretical viewing areas.
- Highlight the possible differences in visibility that could exist within the study area towards the proposed structures.
- Indicate possible representative or 'worst case scenarios' viewing areas that could be further tested through the wireframe modelling process.

The wireframe visualisations and photomontages have been updated to reflect the Phase 2 Proposal, as they represent a greater accuracy of the changes in nature and magnitude of change onto the representative viewpoints.

### 7.3 ZVI modelling results from the preliminary Phase 1 - Landscape and Visual Assessment

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The ZVI modelling has not been re-run for this Phase 2 LVIA technical assessment, due to the previous findings.

The ZVI results from the previous *Preliminary Landscape and Visual Assessment* indicated:

- The open plains and relatively flat terrain within the area accounts for the amount of visibility and 'line of sight' identified towards the proposal area. The wireframe visualisations will highlight the difference in the nature and magnitude of change within the available views of the Proposal.
- There are potential views from the Princes Highway, although these views are highly dependent on vegetation density and road orientation. This occurs at varying distances along the Princes Highway, and it is likely the Proposal site area would be located in direct line of sight when there is no vegetation within proximity to the viewing source along the Princes Highway.
- There are potential views from the surrounding rural residential areas from approximately 0km – 5km.
- There is potential for views from the Little River Settlement from the southwest, although these views will be highly dependent on existing vegetation, local landform, and built form.
- Other theoretically visible locations include from the south within the Western Treatment Plant. It is anticipated that views would be unlikely due to the varying vegetation growth within the wetlands and from the screening vegetation along the Princes Highway.
- The You Yang's would have views to the development site from a limited number of elevated vantage points within the regional park.

### 7.4 Viewpoint selection

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The ZVI model indicates a range of areas from which the proposal would be theoretically visible. Seventeen representative viewpoints have been selected to provide a basis for the assessment of baseline values and future effects related to the proposal. The viewpoints have been selected as a 'worst case' representation of view lines, visual receptors and proximity to the development site throughout the study area (refer to Section 2.8 for selection methodology).

An assessment of the selected representative viewpoints has been provided in Section 7.5.

Twelve wireframe visualisations have been created to test the likely visual effects of the proposal; however, they also provide a basis for describing baseline values. The wireframes are based on initial 'block' modelling of the site layout.

The locations for these viewpoints have been selected on the basis of representative viewing distances (foreground, middle ground, background and distant views), viewing orientation and visual receptor type.

Refer to Appendix 4 - Wireframe Visualisations.

## 7.5 Viewpoint Assessment

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An assessment of the viewpoint locations has been provided below in Table 10 and the locations shown within Figure 18. The assessment defines the likely effects of change resulting from the anticipated impact based on the nature and magnitude of change identified within each viewpoint, based on the definitions provided within Table 3. Refer to Appendix 3 - Existing Conditions Viewpoints and Appendix 4 - Wireframe Visualisations.

The wireframe visualisations have been produced to test the likely visual effects of the proposal and provide a basis for describing the existing condition baseline values within the viewpoint. The locations for these wireframes have been selected based on representative viewing distances (foreground, middle ground, background and distant views), viewing orientation and visual receptor type.

The development has been noted to have an unprecedented scale, form and function within this local setting and there is generally no comparative references within the landscape setting on the likely perceptions of the proposed development scale.

The existing information sources within the region have been utilised to understand a frame of reference, including the scenic quality classification of the Western Plains and Agricultural Landscapes (Leonard & Hammond, 1984), and Wyndham City Councils published strategies and guidelines. These documents make reference to landscape values and the scenic quality of the landscape character type, giving a comparative reference point for the standard scale within the context of the Western Plains and the Agricultural Landscape Character Type. This frame of reference has been used for evaluating the impacts that the development may have on visual receptors.

The definitions provided within this assessment to understand the nature and magnitude of visual impacts has a highest possible rating of 'High' (refer to Table 3). It has been noted that viewpoints with a high nature and magnitude of change should be considered to potentially have a detrimental adverse impact due to the unprecedented scale of the proposed development within this landscape setting.

Five additional Photomontage images have been produced to highlight the potential outcome of the mitigation measures and residual effect from selected views (refer to Appendix 6 - Photomontage Visualisations and Section 9 for Residual Risk assessment).