

LEGEND

SIMTA SITE BOUNDARY	
RAIL CORRIDOR	
MICL PROPOSAL	
DLTP PROPOSAL	
PROPOSED RAIL LINK	

SCALE BAR



09.2 cumulative impact of proposals

The previous sections of this report have identified that the SIMTA proposal is likely to have a very limited visual impact to surrounding communities and development, primarily due to distance to visual receivers, existing visual barriers, vegetation, and undulating topography.

Further, the SIMTA proposal is generally consistent with existing land use and development patterns and therefore the overall visual sensitivity of the proposal on its own is relatively low.

The DLTP and MICL proposals predominantly surround the SIMTA site, and coupled with the dense vegetation to the south-east (Cumberland Woodplain and Anzac Creek), an effective visual shield is created to nearly all receptor viewpoints. This is demonstrated in Figures 10 and 11.

Based on publicly available development descriptions and concept planning, it appears that the MICL proposal contains similar buildings and infrastructure to that of SIMTA on a much larger scale. Therefore the cumulative impact of the addition of MICL proposal in terms of visual impact and sensitivity to visual receptors to the west of the SIMTA site and predominantly Casula residences could be estimated to be 'Very High'.

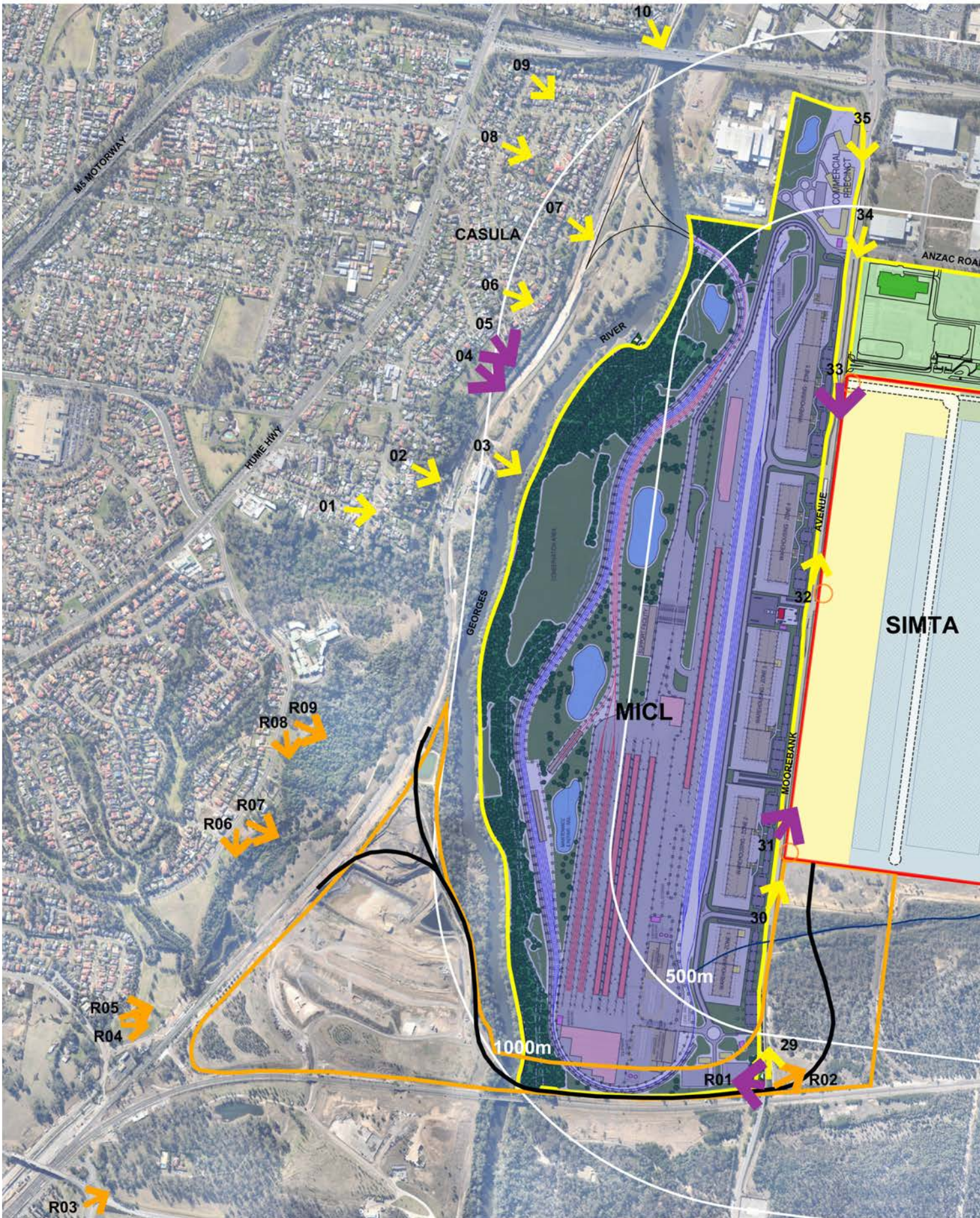
Similarly, based on the description of the DLTP proposals planned works it is assumed that the general building form, scale and height will be similar in nature to the proposed warehousing on the SIMTA site. Therefore the cumulative impact of the addition of the DLTP proposal in terms of visual impact and sensitivity to visual receptors, particularly along Anzac Road and Wattle Grove residences to the north east could be estimated as very high.

Although there is insufficient information available for either the DLTP or MICL proposals to undertake a viewpoint analysis utilising digital three-dimensional modelling and photomontage compilation, a series of predominant viewpoints have been selected from this report and an indicative land boundary for each proposal has been graphically overlaid to demonstrate to the reader the likely land effected in each view by the addition of the DLTP and MICL proposals.

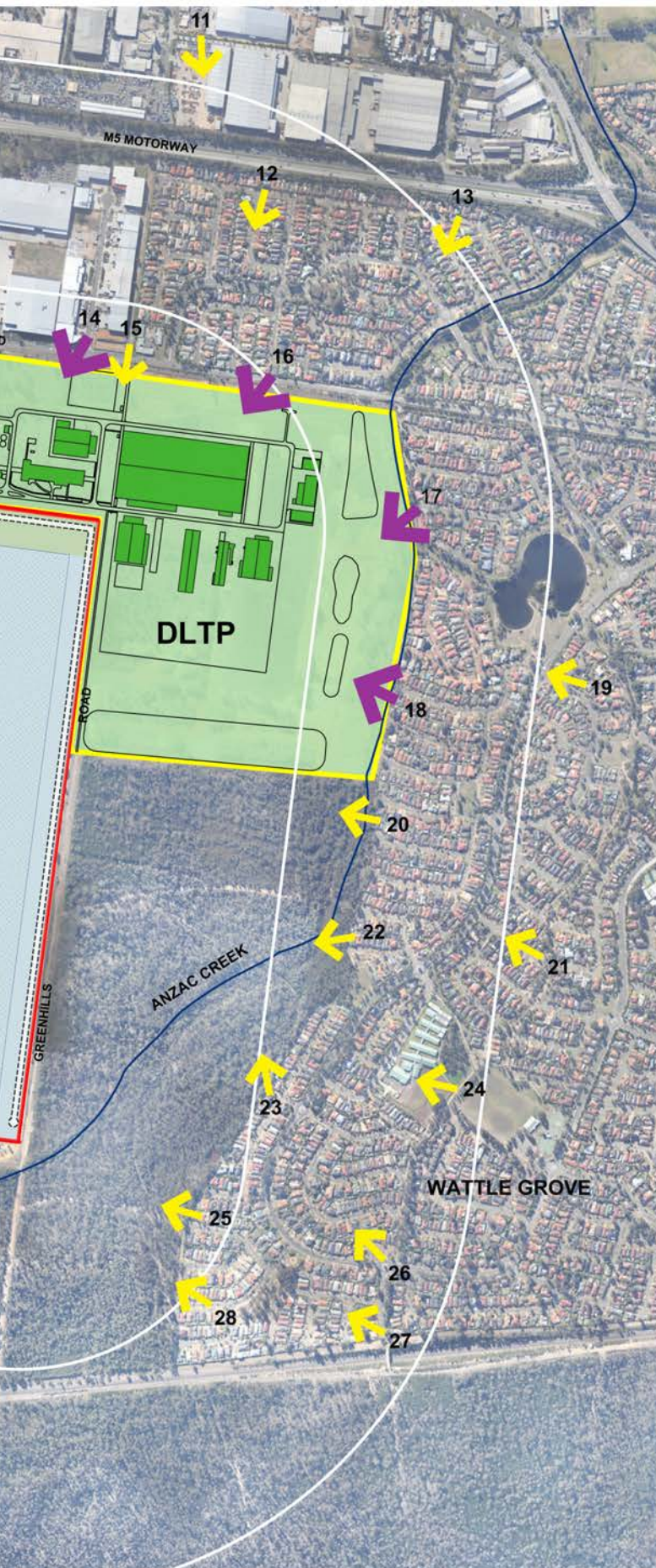
methodology

Given the limited publicly available information, to demonstrate to the reader the likely land effected and the potential visual cumulative impact by the inclusion of the DLTP and MICL proposals the following general approach and methodology has been pursued:

- Selection of dominant viewpoints to the SIMTA development previously addressed in Section 7 of this report (see Figure 11);
- Overlay of indicative land boundary of either the DLTP or MICL proposal (whichever is prominent at the selected view point), noting that the boundary lines are notional and are not accurate to a degree of precision due to this level of detail not being available; and
- A written description comparing the SIMTA proposal alone against the cumulative impact of the DLTP and MICL proposals against the assessment criteria set out in this report and the proposal descriptions in section 9.01.



120 Figure 11 - View Locations Cumulative Impact



LEGEND

SIMTA SITE BOUNDARY



RAIL CORRIDOR



MCL PROPOSAL



DLTP PROPOSAL



PROPOSED RAIL LINK

VIEW POINTS -
TO SIMTA SITEVIEW POINTS -
TO RAIL LINKVIEW POINTS -
CUMULATIVE
ASSESSMENT

SCALE BAR



view locations - cumulative impact



Simulated View - SIMTA Proposal



Cumulative Impact

Foreground Boundary Line - Land affected by MICL Proposal

view 04

Viewing Location	East of SIMTA site, Martindale Court, Wattle Grove
Cumulative Visual Adaptation	
Approximate Viewing Distance	800m to SIMTA site boundary (approx.)
Prominence of Cumulative MICL Development	<p>The adjacent image shows an indicative view of the land area which would notionally be utilised for the development of the MICL proposal.</p> <p>Although there is insufficient information at present to determine whether the MICL proposal includes any visual shielding, it is likely given the extent and angle of the view to the proposed development that the visual prominence would be significant.</p> <p>Based on the MICL concept masterplan, it is likely that an extensive array of fixed and movable structures and vehicles including materials handling equipment, containers, rail tracks, freight trains, warehousing, ancillary facilities, heavy and light vehicles will be visible.</p>
Prominence of SIMTA Development	It is likely that the MICL proposal would provide a visual buffer to the SIMTA development and therefore the prominence of the SIMTA development alone would be relatively low.
Cumulative Visual Sensitivity	<p>The cumulative visual sensitivity of the MICL proposal would likely be extremely high as the view location is within a low density residential zone (RE2).</p> <p>The existing landscape amenity would likely be changed significantly as the MICL development would be highly visible from this location.</p>
Cumulative Visual Impact	<p>The proposed MICL development would be highly prominent at this location.</p> <p>The change in the landscape amenity coupled with the zoning in which the viewpoint is situated will make this visual impact very high.</p>



Simulated View - SIMTA Proposal



Cumulative Impact

Foreground Boundary Line - Land affected by MICL Proposal

view 05

Viewing Location	West of SIMTA site, Carrol Park, Casula
Cumulative Visual Adaptation	
Approximate Viewing Distance	1,200m to SIMTA site boundary (approx.)
Prominence of Cumulative MICL Development	<p>The adjacent image shows an indicative view of the land area which would notionally be utilised for the development of the MICL proposal.</p> <p>Although there is insufficient information at present to determine whether the MICL proposal includes any visual shielding, it is likely given the extent and angle of the view to the proposed development that the visual prominence would be significant.</p> <p>Based on the MICL concept masterplan, it is likely that an extensive array of fixed and movable structures and vehicles including materials handling equipment, containers, rail tracks, freight trains, warehousing, ancillary facilities, heavy and light vehicles will be visible.</p>
Prominence of SIMTA Development	It is likely that the MICL proposal would provide a visual buffer to the SIMTA development and therefore the prominence of the SIMTA development alone would be relatively low.
Cumulative Visual Sensitivity	<p>Being a residential area the visual sensitivity will be relatively high. Several houses within the area will be subject to minimal views of the development, however the prominence of the proposed development within these views will be low.</p> <p>Most views will be of short duration therefore the visual amenity will be relatively unchanged.</p>
Cumulative Visual Impact	<p>The proposed MICL development would be highly prominent at this location.</p> <p>The change in the landscape amenity coupled with the zoning in which the viewpoint is situated will make this visual impact very high.</p>



Simulated View - SIMTA Proposal



Cumulative Impact

Foreground Boundary Line - Land affected by DLTP Proposal