

Visual Assessment

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Preface

This document identifies potential visual receptors in the vicinity of the site, and assess what level of visual impact the proposed development would have. It does not describe the site, existing environment, or any corresponding on-site or off-site assessments: all of which are covered in detail within the Environmental Assessment, of which this document is contained as an Annexure.

Receptor Locations

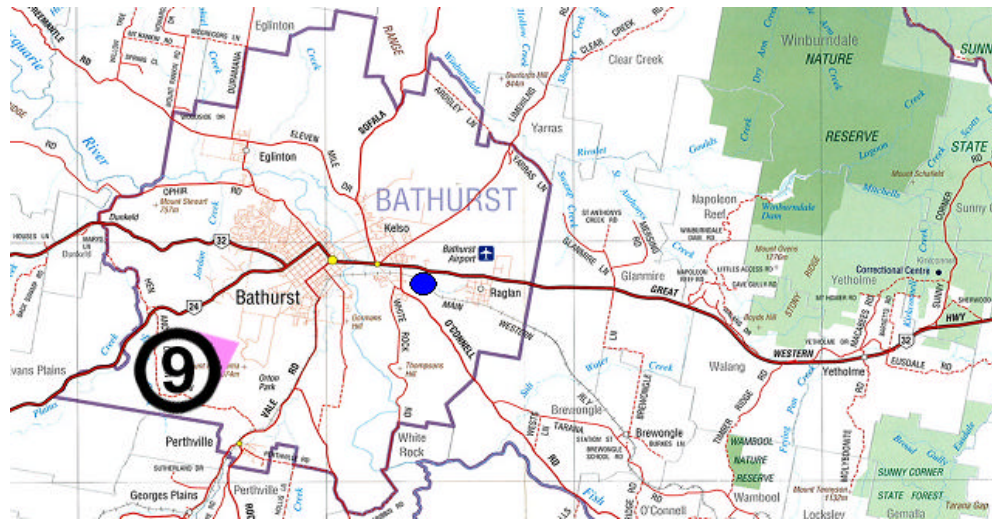
Location Map 1

This map identifies the location of view origin numbers 1 through to 8 (inclusive)



Location Map 2

This map identifies the location of View origin number 9, being taken from the elevated position of the Mount Panorama Motor Racing Circuit and Scenic Drive.



Images

View 1



View from adjoining site directly to the east, on the south side of the Great Western Highway. The Origin (receptor) is at an elevated position, remaining on natural grade, and standing at the foot of an existing above ground Reservoir tank. The existing Timber mill on this eastern adjacent site can be seen to the right, with access of the GWH. Approximate location/volume of Regional Terminal Building Envelopes (excluding screening from proposed landscaping) is highlighted. Devro (discussed in detail in view 7) can be seen beyond the site and to the right, with existing industrial seen beyond and to the left. Bathurst City Centre and surrounding suburbs can be just seen in the background.

Even though this view (and view 9) is exposed to the greatest portion of Project site and corresponding building envelopes, the level of visual impact is fairly mild. If factors such as proposed landscape screening and number of inhabitant receptors are incorporated/considered in this view, then the corresponding level of visual impact could further reduce.

View 2



View from adjoining site directly to the east, on the south side of the Great Western Highway. The Origin (receptor) is on the southern GWH verge and on natural grade. The existing Timber mill can be seen in the centre of the photograph. Approximate location/volume of Regional Terminal Building Envelopes (excluding screening from proposed landscaping) can only just be seen though the existing trees.

The level of visual impact of the Project, from this view, is extremely low, given that only a small percentage of the Building Envelopes will be visible, considering that proposed landscape screening and receptor vehicle speeds travelling along the GWH have not been incorporated in this view, and that the angle of vision is very acute.

Furthermore, areas further east have not been included as part of this assessment, as they are not 'receptors' of the site and are therefore not critical. These areas include the Bathurst Airport, Residential Suburbs of Raglan and areas further east along the Great Western Highway as the road superelevation drops away. Areas of an elevated position even further to the east would be well represented by View 1, but to a smaller scale, even tighter angle of vision, and would therefore have an even lower visual impact.

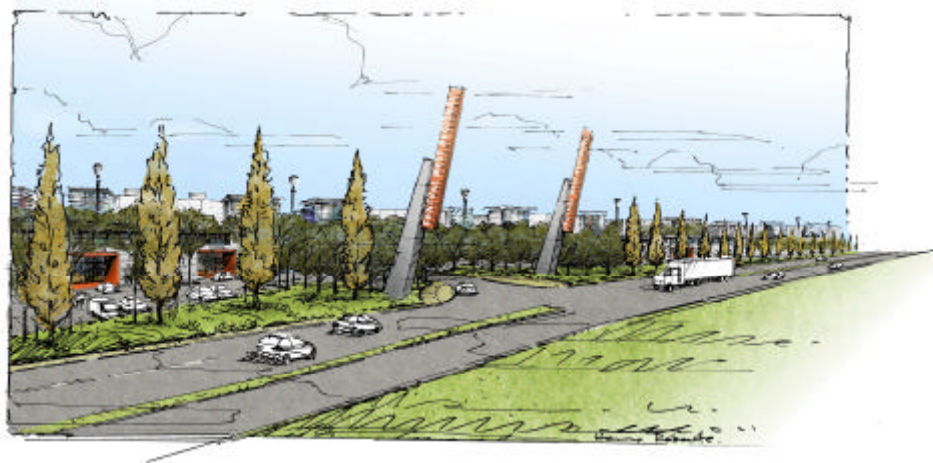
View 3



View from adjoining site directly to the east, on the north side of the Great Western Highway. The Origin (receptor) is on the northern GWH verge and on natural grade. Approximate location/volume of Regional Terminal Building Envelopes (excluding screening from proposed landscaping) can be seen as the GWH swings around to the right.

The level of visual impact of the Project, from this view, is also extremely low, given that only a small percentage of the Building Envelopes will be visible, considering that proposed landscape screening and receptor vehicle speeds travelling along the GWH have not been incorporated in this view, and that the angle of vision is very acute.

When the Great Western Highway landscaping is implemented in stages 1, 2 and 4 (refer ARCHITECTURAL DRAWINGS ANNEXURE 1277-MP-011) the screening of both the Building Envelopes of the Regional Terminal Warehousing and the Highway Uses Development will be increased due to the density of planting and dimension of the setback to the Highway, as can be seen in the image below.



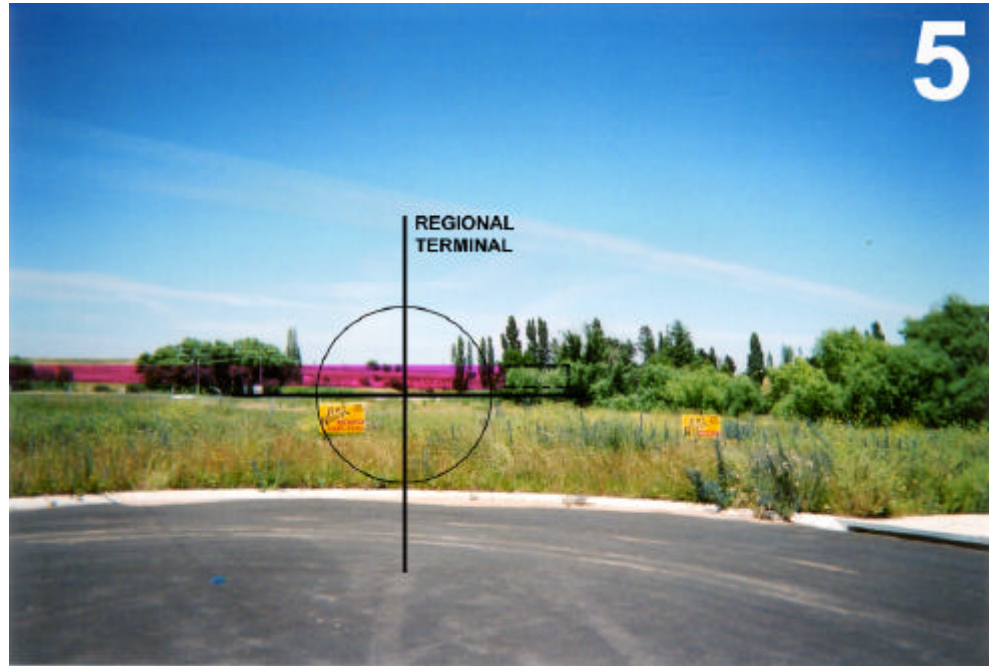
View 4



View from the residential area to the north of the Great Western Highway, located approximately 650m north of the site. Ashworth Drive (centre) extends from the GWH, terminating in the vehicular roundabout shown in the photograph foreground. The GWH cannot be seen. The Origin (receptor) vehicle is negotiating the roundabout. Approximate location/volume of Regional Terminal Building Envelopes (excluding screening from proposed landscaping) are only just visible beyond the existing Harvey Norman ® Bulky Goods Facility.

The current level of visual impact of the Project, from this view, is relatively low, given that only a low-medium percentage of the Building Envelopes will be visible beyond the existing Harvey Norman ® Bulky Goods Facility. The level visual impact will further reduce once the proposed developments directly to the west (right) of the store Harvey Norman envelope are complete.

View 5



View from Diamond close. The Origin (receptor) is located on the centre of the cul-de-sac, on natural grade, looking south. Approximate location/volume of Regional Terminal Building Envelopes (excluding screening from proposed landscaping) western end is highlighted and can be seen through existing trees.

The current level of visual impact of the Project, from this view, is again relatively low, given that only a low-medium percentage of the Building Envelopes will be visible. The level visual impact will further reduce once the proposed developments directly to the west of the store Harvey Norman ® Bulky Goods Facility are complete and that housing will eventually further, if not totally, remove visibility from this location.

The level of visual impact of the Project from future 'back yards' (approximately 30m to 40m towards the target) would also obtain minimal visual impact, given that precedence of these suburbs (not large blocks with high fences) restrict views out.

View 6



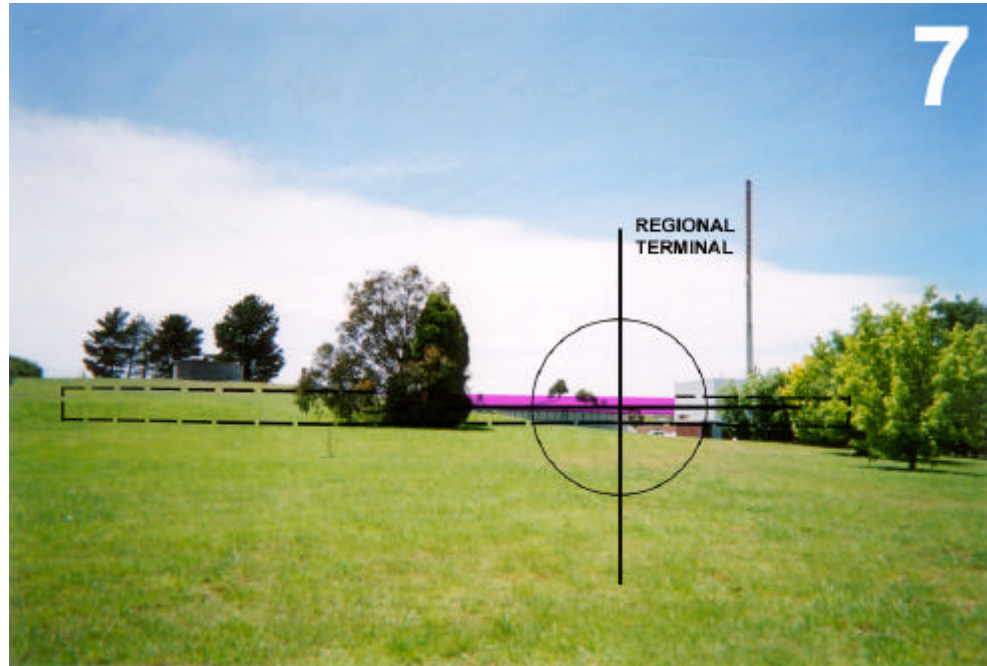
View from Sundowner Drive. The Origin (receptor) is located at the currently un-extended road, on natural grade, looking southeast.

Approximate location/volume of Regional Terminal Building Envelopes (excluding screening from proposed landscaping) are highlighted.

The current level of visual impact of the Project, from this view, is relatively low, given that only a low-medium percentage of the Building Envelopes will be visible beyond the existing Harvey Norman ® Bulky Goods Facility. The level visual impact will further reduce once the proposed developments directly to the west (right) of the store Harvey Norman envelope are complete.

The level of visual impact of the Project from future 'back yards' (approximately 30m to 40m towards the target) would also obtain minimal visual impact, given that precedence of these suburbs (not large blocks with high fences) restrict views out.

View 7



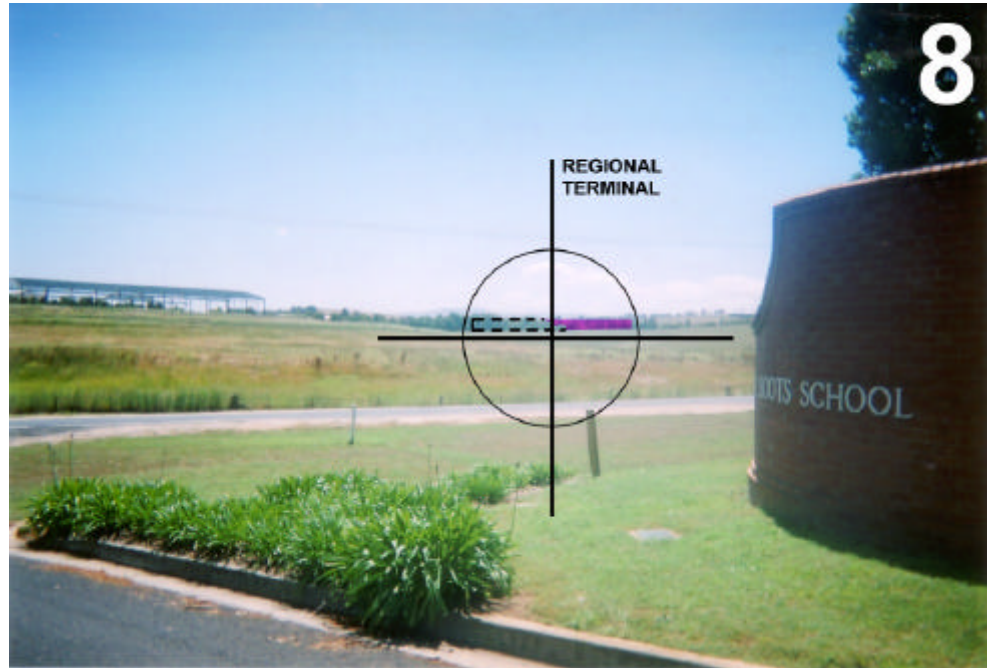
View from Devro. The Origin (receptor) is located on natural grade, looking directly towards the western site boundary of the Project site. Approximate location/volume of Regional Terminal Building Envelopes (excluding screening from proposed landscaping) are highlighted.

The level of visual impact of the Project, from this view, is low, given that only a small percentage of the Building Envelopes will be visible and considering that proposed landscape screening have not been incorporated in this view. The view itself is highly constrained, to the Projects advantage, by the bulk of the Devro Manufacturing Plant and it's own sites landforms. The view focus is also averted to the vertical stack, which draws your eyes skyward and away from the horizon.

Furthermore, areas further west have not been included as part of this assessment, as they are not 'receptors' of the site and are therefore not critical. These areas include the Bathurst City centre and areas further west, other than areas of an elevated position, which is well represented by View 9.

Note: Devro is the world's leading provider of collagen products for the food industry. The company manufactures and sells worldwide three brands of collagen casings - Devrotm, Coriattm and Cutisinttm - as well as collagen films under the Edicoltm brand name, Ralenttm plastic casings and purified collagen raw materials for medical and cosmetic use. In addition to its manufactured products Devro distributes a number of products in different countries around the world principally Wieniepaktm cellulose casings and Teepaktm fibrous casings.

View 8



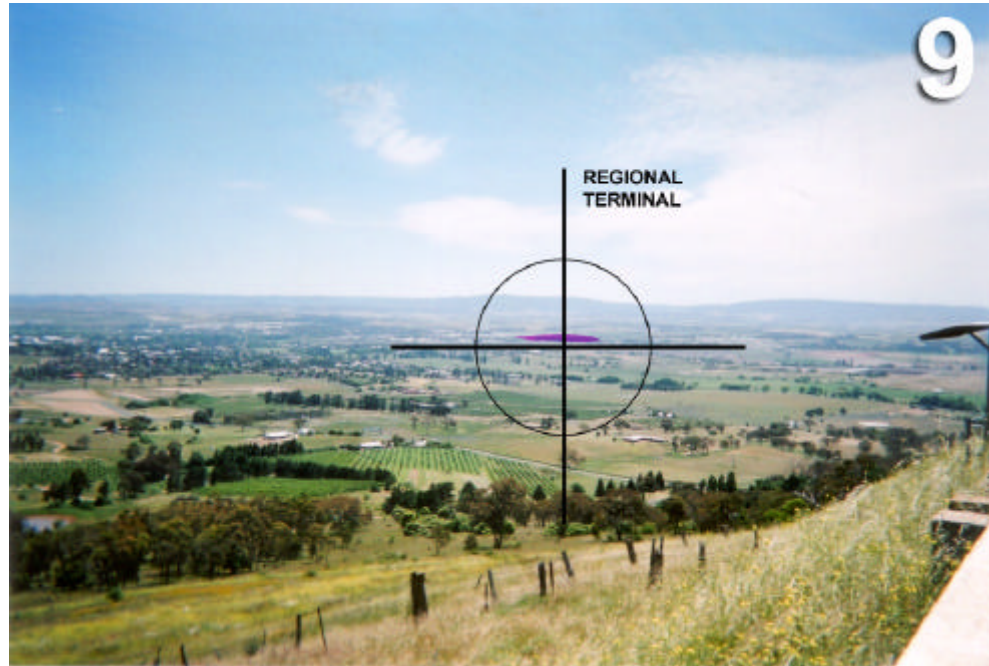
View from The Scots School. The Origin (receptor) is located on natural grade, at the main gate, looking northeast. Approximate location/volume of Regional Terminal Building Envelopes are highlighted. Most of the Project remains hidden due to the existing land forms between origin and target site. The Reservoir (View 1 receptor) can be seen to the top right of the horizon line. New Industrial development can be seen to the left. All the land between the school and the site is zoned Industrial, which may indicate in the future that no part of the site will be visible at all.

However, the current level of visual impact of the Project, from this view, remains low, again given that only a small percentage of the Building Envelopes will be visible.

Note: "Karralee", the home of John Lee (1824 - 1909), was built in the late 1860s and the early 1870s and was one of the finest homes in Kelso. John Lee was a breeder of some of the finest cattle and thoroughbred horses in the State. His pure bred shorthorn cattle were some of the finest in the world. He was a superb horseman and the originator of the yearling sales in Sydney and his horse "Bylong", won the first Metropolitan Stakes run in Randwick. Towards the end of his life John Lee was thrown from his horse when the stable boy jumped off the railing of the yard.

Karralee" passed out of the hands of the Lee family in the early 1930s when it was bought by William Arnott of Arnott's Biscuits, for his daughter.

The Scots College, Bellevue Hill, Sydney, leased the property in 1942 to evacuate its primary students after the Japanese submarines came into Sydney Harbour. The Scots College Branch School remained until the end of 1945 when it returned to Sydney. However, by this time, there were a number of boys from regional and rural New South Wales who had enrolled at the school because of its location in the Central West. The parents of these boys successfully asked the Trustees of the Presbyterian Church of New South Wales to allow the school to continue and so The Scots School Bathurst was born when the Trustees finally purchased the property from William Arnott

View 9

View from mount Panorama. The highlighted area represents the entire site. Bathurst Centre and Surrounding suburbs can be seen to the left. The Residential areas of Raglan are undisguisable in the photograph.

Conclusion

The aim of this document is to identify all potential visual receptors in the vicinity of the subject site, and to assess what level of visual impact the proposed development would have. A total of nine views were identified to provide an overview of both immediate and distant surrounding areas that may possibly have been the recipient of negative impact by the proposed Building Envelopes.

This has been represented graphically. From the nine views, it can be seen that the proximity of receptors has a reciprocal effect on the degree of Project visibility; i.e. the closer to the site the receptor location is, the visibility of the site and corresponding proposed Building Envelopes decrease. This is primarily due to the following:

- Highly profiled existing adjacent landforms (both on the site perimeter and surrounding lands).
- Curvature of the Great Western Highway.
- Depth of the Great Western Highway Verge.
- Site low level elevation (AHD) when compared to adjacent land.
- Existing vegetation.

This phenomenon is evident when comparing Views 2 through to 8 (inclusive) with the elevated and distant locations of Views 1 and 9.

In conclusion, the overall level of visual impact of the Project is low from all critical receptors.