Appendix A.3 Locational and Visual Impact Assessment

SMEC

Member of the Surbana Jurong Group

SMEC INTERNAL REF. 30035741

Landscape and Visual Impact Assessment – Addendum Report

Scenic Rim Agricultural Industrial Precinct (SRAIP)

Client Reference No. N/A
Prepared for: Kalfresh Pty Ltd
26 September 2023

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Document Control

Document Type	Landscape and Visual Impact Assessment – Addendum Report
Project Title	Scenic Rim Agricultural Industrial Precinct (SRAIP)
Project Number	30035741
File Location	X:\Projects\300357\30035741\100 Concept-Feasibility\LVIA
Revision Number	1

Revision History

Revision No.	Date	Prepared By	Reviewed By	Approved for Issue By
1	26/09/2023	Durwin Dharmaraj	Jessica Scriven	Jessica Scriven

Issue Register

Distribution List	Date Issued	Number of Copies
Kalfresh Pty Ltd	26/09/2023	Electronic
Office of the Coordinator-General	26/09/2023	Electronic

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Executive Summary

SMEC was commissioned by Kalfresh Pty Ltd to undertake a landscape and visual impact assessment (LVIA) addendum report and supporting photomontages. The study focussed on two proposed buildings of approximately 35 metres in height within Lot 12 and Lot 13 of the Scenic Rim Agricultural Industrial Precinct (SRAIP).

A meeting was held on Thursday 10th August, 2023 with members of Office of the Coordinator-General (OCG), Kalfresh Pty Ltd and other key stakeholders to discuss and agree on the approach for the LVIA and photomontages. A Peer Reviewer was consulted throughout the process to ensure the work was fit for purpose.

A site visit was undertaken between 31st August and 1st September 2023 to observe and photograph the site and surrounding area. The LVIA was prepared based on site observations, photography, background data and the photomontages.

A detailed analysis of the legislative and planning context as it relates to LVIA was undertaken by Epic Environmental and is included in Appendix B. The key points for consideration include the desire to preserve rural character, scenic mountain ranges and the requirement to soften built forms through landscaping and building colour to integrate projects into the surrounding landscape.

The LVIA found that key landscape and visual values within the study area include the dynamic mountain ranges of Cunningham's Gap, Mount Edwards Peak, Mount French and other prominent ridgelines. Flat to gently undulating farmland also contributes to scenic amenity, even though it is a heavily modified landscape with numerous human made elements.

The LVIA also found that the visual impact of the 35 metre tall buildings would be greatest at Viewpoint 2, which is a location approximately 700m north east of the Project boundary. An assessment of Low to Moderate was given. The other three viewpoints that were assessed were given a visual impact rating between Low and Negligible. The viewpoints selected for assessment represent the most significant view lines observed in the study area.

With mitigation, all visual impact ratings were revised down to one Low and three Negligible. Mitigation through design has also been incorporated through siting of the 35m tall buildings to the rear of the development (away from the road). This reduces their apparent size and visual dominance from Cunningham Highway, which is a major thoroughfare.

Given the above reasons, the Project is well sited to minimise impact to landscape and visual amenity of the site and surrounding area.

1. Introduction

SMEC was commissioned by Kalfresh Pty Ltd to undertake a landscape and visual impact assessment (LVIA) addendum report and supporting photomontages. The study focussed on two proposed buildings of approximately 35 metres (m) in height within Lot 12 and Lot 13 of the Scenic Rim Agricultural Industrial Precinct (SRAIP - the 'Project'). This is an abridged LVIA that has been formulated with specific objectives which have been agreed upon with members of Office of the Coordinator-General (OCG), Kalfresh Pty Ltd and other key stakeholders. It may or may not include components typical of a full LVIA. A meeting was held on Thursday 10th August, 2023 to discuss and agree on the approach for the LVIA and photomontages. Further details on the methodology have been provided in Section 2.

A Peer Reviewer was consulted throughout the process to ensure the work was fit for purpose. This LVIA addendum report was prepared to respond to the peer reviewers' findings on a previous and separate LVIA that was commissioned by the OCG. It was deemed through consultation with all parties that a full LVIA was not required.

2. Methodology

The methodology adopted for the preparation of the LVIA addendum report is described in the following sections.

2.1 Site visit

A site visit was undertaken between 31st August and 1st September 2023 to observe and photograph the site and surrounding area. The key purpose of the visit was to establish a firsthand account of the existing landscape and visual conditions and views toward the Project from various locations. The observations, notes and photographs from the site visit were used to inform the assessment. Weather conditions were fine with clear views toward the site and regional landscape from most locations. Figure 2–1 shows the locations that were documented during the site visit.

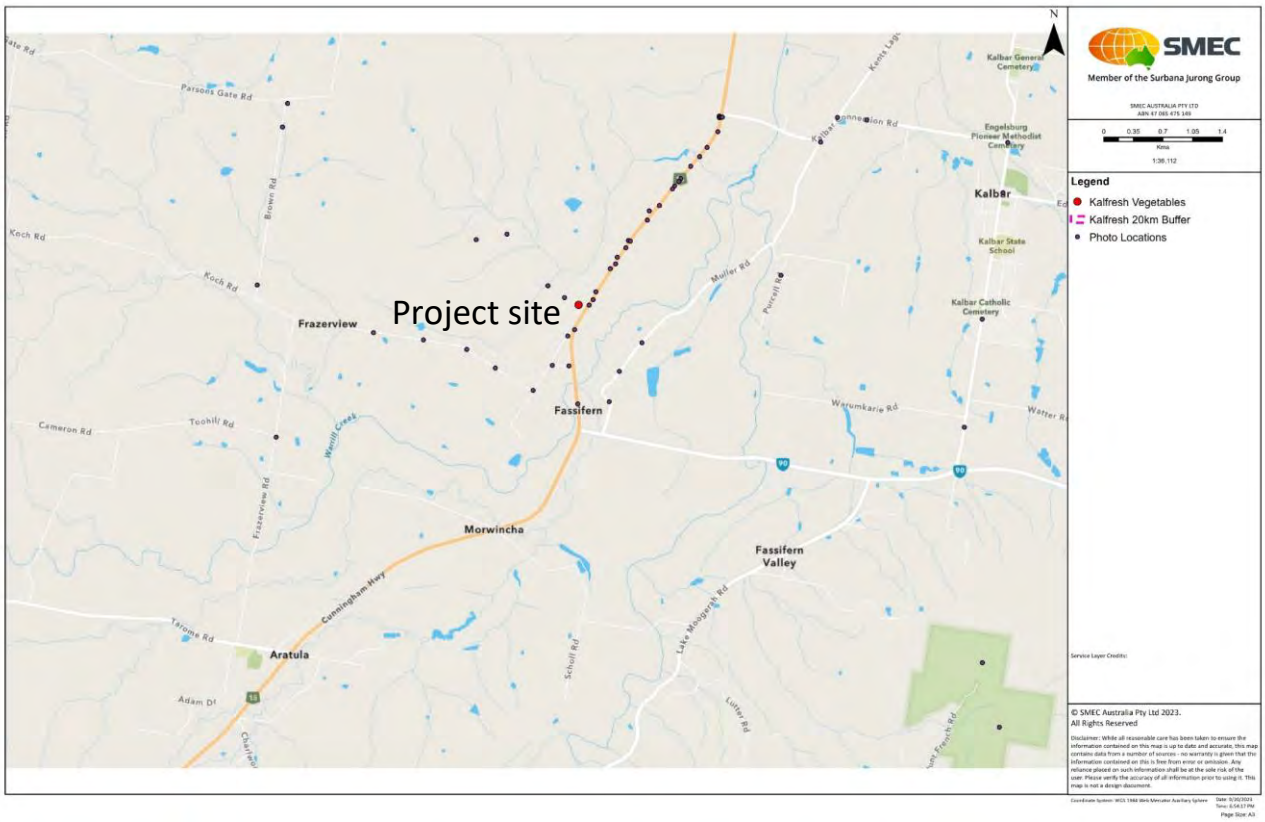


Figure 2–1: Site visit locations

2.2 LVIA approach

The LVIA has been organised into the following key headings:

- *Project description.* Identifies the main visually prominent project components to be assessed
- *Legislative and planning context*. Provides a summary of relevant planning scheme provisions which has informed the assessment
- *Existing landscape and visual context*. The existing landscape was analysed in a general manner, in terms of topography, vegetation and other key characteristics to determine the capacity of the landscape to visually absorb the Project
- *Visual impact assessment*. A qualitative assessment was provided to forecast the visual impact of the 35m buildings from a range of publicly accessible locations. Photomontages were used to inform the assessment
- *Mitigation measures*. A range of mitigation measures were nominated to assist in reducing visual impact
- *Conclusion.*

The LVIA approach as described above follows a specific 'fit for purpose' strategy as agreed on the meeting of Thursday 10th August, 2023. Whilst it reflects the general ideas and objectives common to most LVIAs, it differs in the sense that it is an abridged, qualitative study. Details such as study area definition, viewshed mapping, landscape character mapping and sensitivity ratings, impact assessment criteria and definitions, scale of effects and other elements typical of a full LVIA have been omitted to streamline the process.

2.3 Photography

A Nikon D810 digital camera was used together with a 70mm lens which has a horizontal field of view of approximately 28.8° and a vertical of view of 19.5°. In some cases, a 50mm lens was used to capture more of the surrounding context for closer range photography. The typical industry standard for LVIA photography is 50mm. Objects within images taken with a 70mm lens generally appear larger than those taken with a 50mm lens. For this reason, a 70mm view is more conservative in terms of assessing visual impact. The camera was held at eye level, approximately 1.8m above ground level to take the photographs. Global Positioning System (GPS) positions and site observations were also recorded on a separate handheld device at the locations from which the photographs were taken.

2.4 Photomontages

Photomontages have been used to assist in the assessment by illustrating the scale, form and location of the project over base photographs. Topographical data as well as the Project are modelled within a computer program (3DS Max). A virtual camera is set up in the 3D model at the GPS coordinates where the photograph was taken. Using geo-referenced markers, aerial photos, terrain, roads and property boundaries, a computer rendered image was overlain and incorporated within the photograph to produce a spatially accurate, visual representation of the Project. The photomontages have been displayed as panoramic images. Panoramas were constructed from four photographs arranged horizontally to capture more of the surrounding landscape context and to better reflect the horizontal field of view of human vision.

Three photomontages were prepared showing the following views:

- Existing view
- Proposed development excluding 35m tall buildings (grey)
- Proposed development including 35m tall buildings (grey)
- Proposed development with mitigation (buildings with earthen tones and mitigation planting)

A fourth additional photomontage was prepared showing only the following views:

- Existing view
- Proposed development including 35m tall buildings (wireframe model)

The architectural 3D model was developed specifically for the Project and was supplied by others. It was converted to a format suitable for incorporation within the 3DS Max model. It may or may not show all external features of the final built Project but serves to assist in understanding the form, scale and position of most elements.

3. Project description

The Project site is located at 6200-6206 Cunningham Highway, Kalbar, Queensland, approximately 70 kilometres (km) south west of Brisbane. There are existing industrial and agricultural processing warehouses operated by Kalfresh Pty Ltd, who are the proponent. The key consideration for this LVIA are two industrial lots within the Project (lots 12 and 13) where buildings would be constructed to a height of 35m above ground level. Elsewhere within the Project site, various buildings and structures would be built to a maximum height of 15m above ground level.

The proposed 15m tall buildings would be generally consistent with the scale and form of the existing buildings currently on the Project site. Construction of buildings of this type and scale are also permissible under the current planning scheme provisions. For this reason, construction of the 15m tall buildings is likely to proceed.

The objective of this LVIA has been to assess the visual impact of the 35m tall buildings. Given the context of the proposed development that is likely to proceed around them, the assessment has therefore considered the degree of *additional* visual impact of the 35m tall buildings from selected viewpoints. This is in comparison to a baseline of the proposed development without the 35m tall buildings but including other buildings up to a height of 15m. A further assessment against the existing landscape and visual conditions has also been considered. Figure 3–1 shows a 3D rendered image of the Project. Figure 3–2 shows a view of the existing buildings at the Project site.

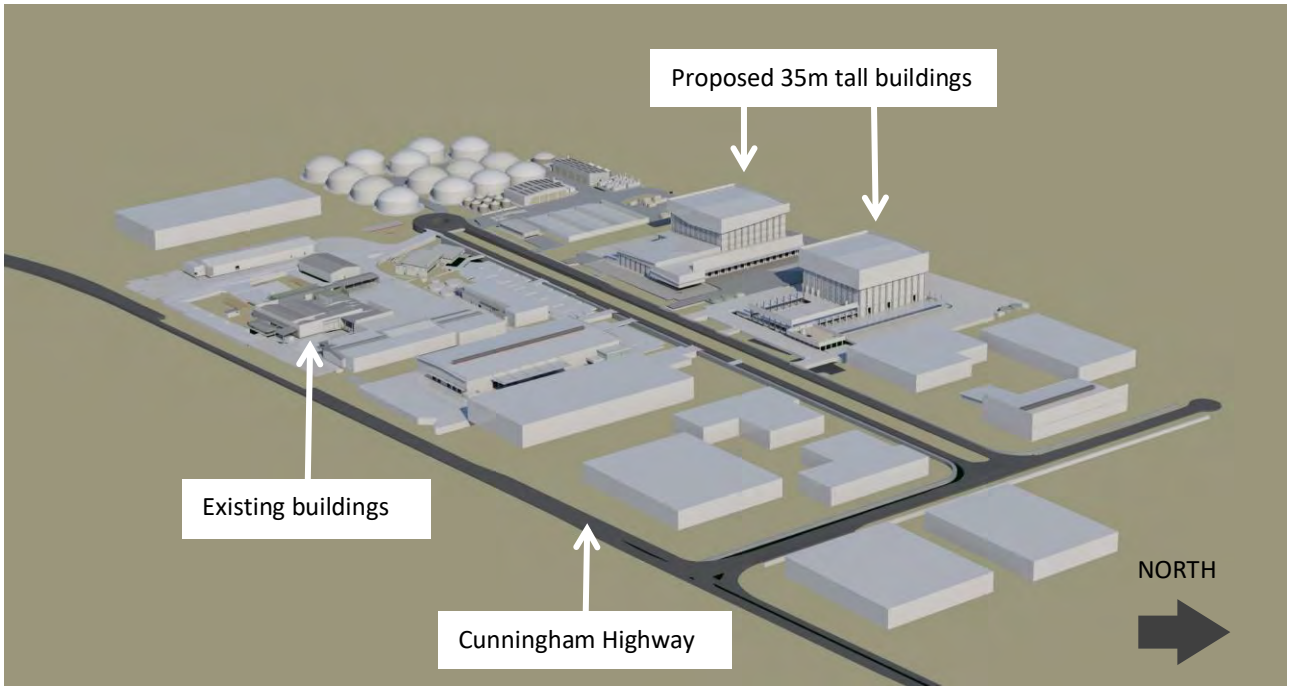


Figure 3–1: The Project

Figure 3–2: Existing buildings at the Project site

4. Legislative and planning context

A detailed analysis of the legislative and planning context as it relates to LVIA was undertaken by Epic Environmental and is included in Appendix B. There are no specific planning scheme overlays specific to addressing visual impact or viewpoints within the region. However, the key points for consideration extracted from the detailed analysis are summarised as follows:

- Views from public places to significant landscape features such as ridgelines should be protected
- The appearance and bulk of buildings in the precinct should be reduced by using muted, earthy tones
- Glare to the surrounding rural areas should be minimised by using external surfaces with low reflectively
- Softening and shading of the precinct should be ensured by integrating landscaping elements, such as screen and aesthetic landscaping in landscape designs
- Development in the region has maintained rural production as the foundation of the region's economy, whilst having protected the region's natural assets, natural beauty, environment, natural resources and rural landscape amenity
- Rural areas retain their distinctive and attractive rural and natural landscape qualities including, but not limited to:
    - Expanses of productive rural farmland
    - Forested mountain ranges contributing to the region’s iconic scenic backdrop
    - Scenic viewing experiences within forested hills and valley settings
    - Rural buildings and structures that are typically associated with rural activities contribute to the landscape character of rural areas
    - Any large-scale buildings should be screened to maintain the region's rural and natural landscape qualities

5. Existing landscape and visual context

The landscape within the study area is characterised by flat to gently undulating farmland interspersed with tree lined creeks with isolated rural dwellings and associated farming infrastructure. Kalbar is the closest town to the Project site and is located approximately 4km to the east of the Project boundary. A key feature of the landscape is topographically dynamic mountain ranges which provides a scenic backdrop from many vantagepoints. Figure 5–1 shows the general configuration of landscape character types within the study area. Farmland can be seen straddling the tree lined creeks across the centre of the image. Vegetated ridgelines can be seen further away from the site and the nearest population centre of Kalbar can be seen to the top right in the image. Further details of landscape character types are provided in the following sections.

Figure 5–1: Landscape character types within the study area

5.1 Farmland

Farmland within the study area consists of large expanses of flat to gently undulating cleared land utilised for broadacre cropping. Vegetation is typically confined to linear wind breaks, roadside vegetation and vegetation along creek lines and watercourses. There are numerous signs of human made modifications to the landscape such as agricultural sheds for housing machinery, isolated dwellings, mobile irrigation systems, fence lines, dams, water storage tanks, overhead powerlines, access tracks and tilled earth in various stages of crop production. It is a landscape which has undergone a process of continual change since European settlement. However, it also has scenic amenity value, with dramatic mountainous backdrops providing a stark contrast to the generally flat terrain. The landscape also has a visually interesting network of crop patterns.

Figure 5–2 shows a view of flat farmland from Kalbar Connection Road. Figure 5–3 shows a view towards the Project from Muller Road. Creek line vegetation obscures views towards the Project. Figure 5–4 shows a view of roadside vegetation along Cunningham Highway. Vegetation inhibits views of the ridgelines and part of the development area from this location. Figure 5–5 shows a view of agricultural buildings and associated infrastructure adjacent to the Project site. Figure 5–6 shows a view of a mobile irrigation system opposite the Project site.

Figure 5–2: View of farmland and ridgelines from Kalbar Connection Road

Figure 5–3: View towards the Project and creek line vegetation from Muller Road

Figure 5–4: View of roadside vegetation along Cunningham Highway

Figure 5–5: View of agricultural buildings and associated infrastructure adjacent to Project site

Figure 5–6: Mobile irrigation system

5.2 Forested mountain ranges

Located to the west, south west and south of the Project site area are numerous outstanding geographical formations. Most notable of these is Cunningham's Gap which is a mountain pass over the Great Dividing Range situated between Fassifern Valley and Darling Downs. Cunningham Highway winds its way through the prominent peaks of Mount Cordeaux and Mount Mitchell. These peaks form a distinctive saddle shape when viewed approaching in a south westerly direction along the highway. Other notable peaks within the study area include Mount French and Mount Edwards Peak. Prominent peaks and ridgelines are typically located within national parks such as Main Range National Park and Moogerah Peaks National Park. The steep slopes associated with these mountain ranges have historically made it difficult for agriculture and other large-scale modifications to the landscape. They have therefore retained a densely vegetated, naturalistic appearance. These dynamic landforms are a key contributor to the scenic amenity of the region.

A key gateway view occurs for travellers heading south along Cunningham Highway towards the Project. On a crest at the intersection of Cunningham Highway and Kalbar Connection Road, one can obtain sweeping panoramic views of Cunnigham's Gap, Mount Edwards Peak and other prominent mountains and ridgelines. From site observations, this location appears to be a key scenic viewing location in the area and a natural threshold into the Fassifern Valley. However, no viewing decks or picnic areas have been provided to capitalise on the view. Other key scenic viewing locations include Frog Buttress viewing platform on Mount French. This location is approximately 5.6km from the Project, however any change in the view resulting from the Project is likely to be negligible as it would appear similar to a small settlement.

Figure 5–7 shows a gateway view towards Mount Edwards Peak and Cunningham's Gap from the intersection of Cunningham Highway and Kalbar Connection Road. Figure 5–8 shows a view toward Mount French from Muller Road. Figure 5–9 shows a view west from Frog Buttress viewing platform on Mount French.

Figure 5–7: Gateway view towards Mount Edwards Peak and Cunningham's Gap (Project site at centre in the middle distance)

Figure 5–8: View towards Mount French from Muller Road

Figure 5–9: View west from Frog Buttress viewing platform (Project site is to the right in the middle distance)

5.3 Extractive industries

Multiple quarries currently operate on the adjoining sites with proposed operations likely to occur into the future. The most visually prominent of these is located approximately 1km west of the Project boundary. Extractive industrial operations such as quarries are typically visually intrusive elements in the landscape. This is especially so where the cut faces and exposed earth of the internal walls and dirt access tracks are clearly visible from surrounding areas. Figure 5–10 shows a view from Muller Road of quarry blasting operations adjacent to the Project site at the time of the site visit.

Figure 5–10: View of quarry blasting operations from Muller Road

5.4 Rural township (Kalbar)

Kalbar is the closest town to the Project site and is located approximately 4km to the east of the Project boundary. George Street, which is the main street, is oriented generally north to south. The main commercial centre is located at the intersection of George Street and Edward Street. Prominent buildings within the commercial centre are typically a mix of red brick and weatherboard construction with awnings over shop fronts being a key characteristic feature. Commercial buildings are usually single storey with the occasional double storey development present. Facades and signage are often ornate and some have the year of construction prominently displayed, suggesting historical significance.

Vegetation along the main street comprises a mix of native and exotic tree species occurring as isolated specimens, with occasional garden beds and hedges addressing the street front. Vegetation elsewhere comprises established native and exotic species occurring along nature strips and within private allotments. Residential areas typically have single storey, detached dwellings arranged in rectangular blocks centred along George Street. The residential areas usually extend no more than a couple of blocks back from George Street.

The Project is unlikely to be discernible from anywhere within the township of Kalbar due to intervening terrain, buildings and vegetation. Figure 5–11 shows a view south along George Street, Kalbar, from the intersection of George Street and Edward Street.

Figure 5–11: View south along George Street, Kalbar, from the intersection of George Street and Edward Street

5.5 Summary of landscape and visual context

Key landscape and visual values within the study area include the dynamic mountain ranges of Cunningham's Gap, Mount Edwards Peak, Mount French and other prominent ridgelines. These provide a scenic backdrop from many vantagepoints. To a lesser extent, flat to gently undulating farmland also contributes to scenic amenity, even though it is a heavily modified landscape with numerous human made elements. Detractors to visual amenity such as quarries exist in numerous locations within the study area. However, they would not be readily noticed by the casual observer from most places. Views of the Project from the township of Kalbar is highly improbable due to intervening terrain, vegetation and buildings.

6. Visual impact assessment

The significant view lines which may be visually impacted by the Project mainly occur along Cunningham Highway on approach to the site from the north east. The section of road with these view lines is between the gateway view at the intersection of Kalbar Connection Road and the site. This is due to the panoramic views of mountain ranges from these locations as discussed in Section 5.2. Once past the site, the Project would no longer be noticeable to motorists therefore visual impact would be negligible.

One may also observe the Project on approach along Cunningham Highway from the south. The section of road with these view lines is between Frazerview Road and the site. Similarly, once past the site, the Project would no longer be noticeable to motorists therefore visual impact would be negligible.

Elsewhere within the study area there were no significant views observed which would be visually impacted by the Project to a great degree. This is either because scenic amenity was of comparatively lower value, visitation and traffic was observed to be low, distance from the Project would render it indiscernible or not visible due to the presence of intervening terrain and vegetation. As discussed in Section 2.1 the study area was comprehensively examined for the presence of such view lines.

Figure 6–1 shows the locations from which photomontages were prepared to assist the study. The full set of photomontages have been included in Appendix A and extracts have been used in the following sections as required. Note that extracts have been cropped in some instances for illustrative purposes. The full set of photomontages are all shown at consistent dimensions. The rationale for selection of locations from which to prepare photomontages were as described above. As discussed in Section 3, the study has focussed on the visual impact of the 35m tall buildings using the baseline of the 15m tall buildings as a point of comparison.

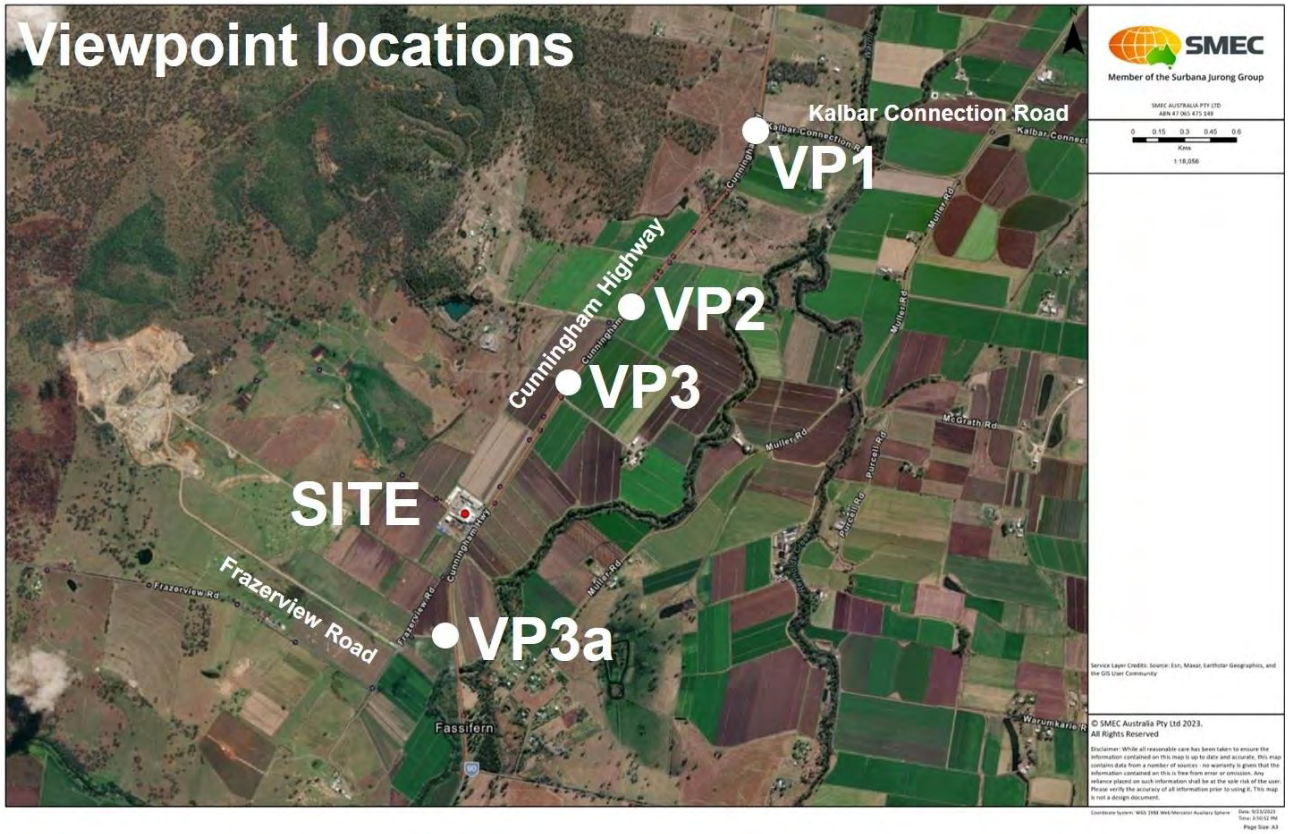


Figure 6–1: Viewpoint locations for photomontage preparation

6.1 Viewpoint 1

Viewpoint 1 is on a crest of a hill at the intersection of Cunningham Highway and Kalbar Connection Road. The Project would be approximately 1.8km to the south west. At this location, one can obtain panoramic views of Cunnigham's Gap, Mount Edwards Peak and other prominent mountains and ridgelines. This appears to be a key scenic location in the area and most likely a gateway view on approach into the Fassifern Valley. The photomontage which has been prepared shows the view to a more complete extent. Figure 6–2 shows a view of the Project excluding the 35m tall buildings. Figure 6–3 shows a view of the Project including the 35m tall buildings.

Figure 6–2: View of Project excluding 35m tall buildings from Viewpoint 1

Figure 6–3: View of Project including 35m tall buildings from Viewpoint 1

The Project can be seen in the middle distance to the right in both images. By comparison, the addition of the 35m buildings would not significantly alter the level of visual dominance of the development overall. Furthermore, the Project would not interrupt views of the distant ridgelines or disrupt the expanse of the visual resource available. It is also partially obscured by foreground vegetation, thus minimising visual impact. There are also numerous other human made modifications to the landscape such as road signs, bollards and light poles. Arguably, the light poles have a greater apparent size and are more visually intrusive from this location than the Project, given that they rise up well above the horizon line. For these reasons, the visual impact of the 35m tall buildings from Viewpoint 1 is **LOW**.

6.2 Viewpoint 2

Viewpoint 2 is located along Cunningham Highway, near the entry drive to the commercial establishment of Plasvacc. The Project would be approximately 700m to the south west. Between Viewpoint 1 and 2 roadside vegetation occurs in several places. Figure 6–3 showed how roadside vegetation would inhibit views of the Project as one travels down the hill toward the site from Viewpoint 1. Figure 5–4 in Section 5.1 also demonstrates this effect. For these reasons, Viewpoint 2 has been chosen because it offers a clear view toward the Project that is not impeded by vegetation. This demonstrates a worst-case scenario and therefore offers a conservative assessment. Figure 6–4 shows a view of the Project excluding the 35m tall buildings. Figure 6–5 shows a view of the Project including the 35m tall buildings.

Figure 6–4: View of Project excluding 35m tall buildings from Viewpoint 2

Figure 6–5: View of Project including 35m tall buildings from Viewpoint 2

The Project can be seen in the middle distance in both images. By comparison, the addition of the 35m tall buildings would not significantly alter the visual dominance of the development overall. Furthermore, the 35m tall buildings do not perceptibly appear above the ridgelines, although granted they do encroach more so than the 15m tall buildings. Note that the Plasvacc signage board and picket fence are equally visually dominant features as compared with the part of the 35m tall buildings that are visible from this location. For these reasons, the visual impact of the 35m tall buildings from Viewpoint 2 is **LOW to MODERATE**.

6.3 Viewpoint 3

Viewpoint 3 is located along Cunningham Highway near the northern boundary of the Project. The Project would be approximately 225m to the south west. Figure 6–6 shows a view of the Project excluding the 35m tall buildings. Figure 6–7 shows a view of the Project including the 35m tall buildings. For motorists travelling south west along the Cunningham Highway, this is essentially the last location from which the 35m tall buildings would be visible. Further south west, the 35m tall buildings would be concealed behind the foreground buildings.

Figure 6–6: View of Project excluding 35m tall buildings from Viewpoint 3

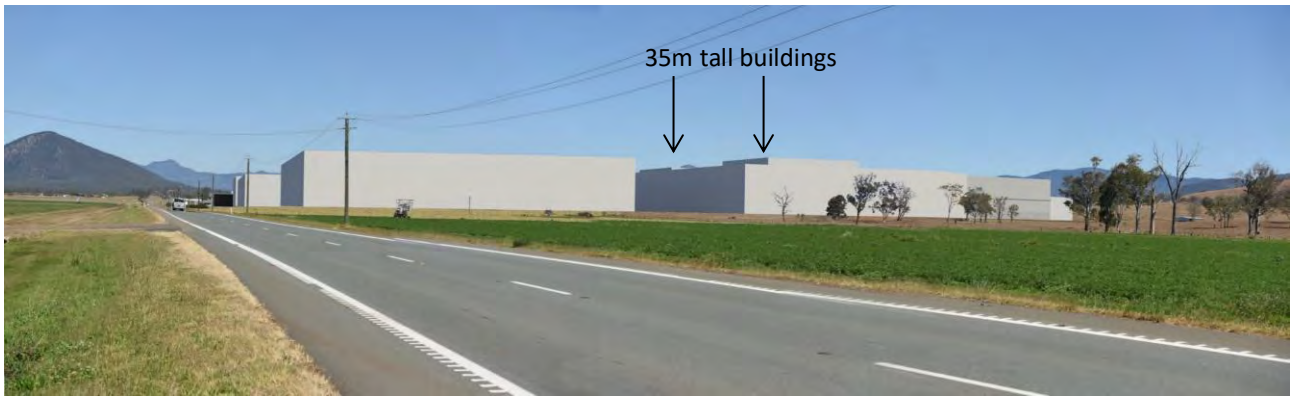


Figure 6–7: View of Project including 35m tall buildings from Viewpoint 3

The Project can be seen in the middle distance in both images. By comparison, the addition of the 35m tall buildings would make negligible difference to the level of visual dominance of the development overall. For this reason, the visual impact of the 35m tall buildings from Viewpoint 3 is **NEGLIGIBLE.**

6.4 Viewpoint 3a

Viewpoint 3a is located practically at the intersection of Cunningham Highway and Frazerview Road. The Project would be approximately 315m to the north. The photomontage that was prepared was in addition to the other three to show a view of the Project that would be experienced by motorists travelling along Cunningham Highway from the south. It has been presented as a simple block model without embellishment to illustrate the form, scale and position of the development. Photos were taken with a 50mm lens given the lateral extent of the Project in this view and the need to capture more of the surrounding context. Figure 6–8 shows a block model view of the Project including the 35m tall buildings from Viewpoint 3a.

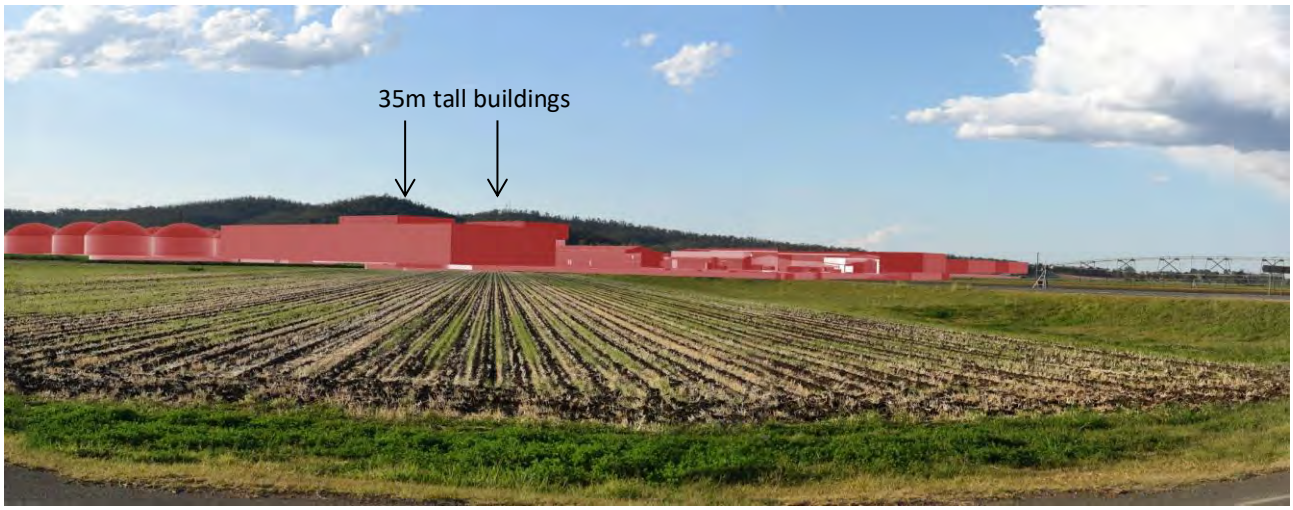


Figure 6–8: View of Project including 35m tall buildings from Viewpoint 3a (block model only shown)

From this location, the Project can be seen in the middle distance and does not appear above the ridgeline. The addition of the 35m tall buildings would make negligible difference to the level of visual dominance of the development overall. For this reason, the visual impact of the 35m tall buildings from Viewpoint 3a is **NEGLIGIBLE.**

6.5 Summary of visual impact

Table 6–1 provides a summary of visual impact of the 35m tall buildings from the four locations assessed.

Table 6–1: Summary of visual impact

Viewpoint:	Visual impact:
Viewpoint 1	**LOW**
Viewpoint 2	**LOW to MODERATE**
Viewpoint 3	**NEGLIGIBLE**
Viewpoint 3a	**NEGLIGIBLE**

The visual impact of the 35m tall buildings would be greatest at Viewpoint 2 where an assessment of Low to Moderate was given. From this location they may be a noticeable but not substantial addition to the development. Importantly they do not perceptibly appear above the ridgelines. It was noted that there are other existing elements such as the Plasvacc sign and picket fence which are at least as visually prominent if not more than the 35m tall buildings.

The visual impact of the 35m tall buildings from the key gateway location of Viewpoint 1 was assessed as Low. This is due to their low visual dominance as compared to the expanse of the visual resource available. It was also noted that there were many other human made elements in the view that were more visually prominent.

The visual impact from viewpoints 3 and 3a were negligible given the almost imperceptible change that would be brought about by the 35m tall buildings.

To reiterate the viewpoints selected for assessment represent the most significant view lines observed in the study area. It was beyond the scope of this study to provide a more comprehensive viewpoint assessment which would have included several other locations. However, those other locations would have probably returned a result of low to negligible visual impact for reasons as stated at the beginning of Section 6.

7. Mitigation measures

Photomontages have been prepared indicatively showing how the Project would appear from Viewpoints 1, 2 and 3 if mitigation measures were applied. These mitigation measures consist of boundary planting with native vegetation and treating all buildings and structures with earthy tones of low reflectivity to reduce glare. The heights and locations of planting and building colours are indicative. Figure 7–2 through Figure 7–6 show views without and with mitigation.

Figure 7–1: Viewpoint 1 without mitigation

Figure 7–2: Viewpoint 1 with mitigation (surface treatments only shown)

Figure 7–3: Viewpoint 2 without mitigation

Figure 7–4: Viewpoint 2 with mitigation

Figure 7–5: Viewpoint 3 without mitigation

Figure 7–6: Viewpoint 3 with mitigation

As shown in the preceding images, the visual impact of the entire development can be effectively reduced through mitigation. However, this assessment focusses on the 35m tall buildings only. The visual impact of the 35m tall buildings from all Viewpoints without and with mitigation has been assessed in Table 7–1.

Table 7–1: Summary of visual impact (without and with mitigation)

Viewpoint:	Visual impact (without mitigation):	Visual impact (with mitigation):
Viewpoint 1	**LOW**	**NEGLIGIBLE**
Viewpoint 2	**LOW to MODERATE**	**LOW**
Viewpoint 3	**NEGLIGIBLE**	**NEGLIGIBLE**
Viewpoint 3a	**NEGLIGIBLE**	**NEGLIGIBLE**

Aside from the mitigation measures proposed above, mitigation has been incorporated through the design and placement of key Project components. The 35m tall buildings have been sited to the rear of the development (away from the road) to reduce their apparent size and visual dominance from Cunningham Highway.

Whilst specific details of landscaping and surface treatment were beyond the scope of this LVIA, recommended strategies are listed below. These are consistent with the SRAIP Plan of Development.

- A mixture of aesthetic, buffer, screen and street landscaping within the precinct to soften the visibility of buildings and structures and contribute to a positive landscape character of the site and surrounding area
- A mixture of screen and aesthetic landscaping is proposed along prominent frontages of the site, including:
    - 3m minimum screen landscaping and 3 m building setback for all buildings along the Cunningham Highway frontage
    - 3m minimum screen landscaping screen landscaping on Lot 12 and 13 interface with the rural precinct
    - 2m minimum aesthetic landscaping and 6 m minimum setback along the Haulage Road frontage
    - 10m minimum setback for buildings over 15m in height, otherwise 6m minimum setback and 2m minimum aesthetic landscaping along primary frontages within the precinct
- Treating all buildings and structures with earthy tones of low reflectivity to reduce glare.

With these measures in place, the rural character of the site and surrounding areas can be maintained, as well as views to key visual resources and ridgelines as much as possible.

The siting and selection of tree species must be such that the canopies are not visible above the roofline of buildings and in doing so potentially inhibit views of significant ridgelines. Figure 7–7 shows an example of roadside vegetation along Cunningham Highway which inhibits views of ridgelines, arguably to the detriment of scenic amenity.

Figure 7–7: Roadside vegetation along Cunningham Highway obscuring ridgelines

8. Conclusion

This report has assessed the landscape and visual impact of the proposed 35m tall buildings associated with the Scenic Rim Agricultural Industrial Precinct. The study area was comprehensively examined for significant views which may be visually impacted by the Project.

The study has identified that the key view lines are located along the section of Cunningham Highway between Kalbar Connection Road and the Project site. Elsewhere within the study area, visual impact would be Low to Negligible.

This study has found that the greatest level of visual impact would be from Viewpoint 2 where a low to moderate rating was given. Other Viewpoints were assessed as Low or Negligible. The key gateway view at Viewpoint 1 would not be significantly impacted, with an assessed visual impact rating of Low.

As one approaches the site along Cunningham Highway from Viewpoint 1, there would be limited views of the Project except at intermittent locations. As one gets closer to the site (from Viewpoint 2 onwards). The 35m tall buildings would become more visually dominant until they become concealed from view by the foreground buildings of the Project. With mitigation, all viewpoints can be revised to Negligible, except for Viewpoint 2, which has been revised from Low to Moderate to Low.

Given the above reasons, the Project is well sited to minimise impact to landscape and visual amenity of the site and surrounding area.

Appendix A

Photomontages

Photomontage Viewpoint 1

Existing view looking south west from intersection of Cunningham Highway and Kalbar Connection Road

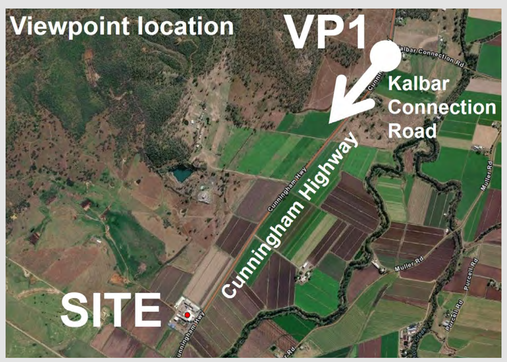
Photomontage of project (excluding 35 metre tall buildings)

Location:	Cunningham Highway, approx. 1.8km North East of Project Boundary
Coordinates:	27° 55’ 52”S, 152° 35’ 40”E
View direction:	South West
Panorama configuration:	4 Photos @ 70mm
Date of photography:	01/09/2023
Date of photomontage:	25/09/2023
Sheet NO.	1 OF 7

Scenic Rim Agricultural Industrial Precinct (SRAIP)

SMEC

Member of the Surbana Jurong Group



Photomontage Viewpoint 1

Photomontage of project (including 35 metre tall buildings)

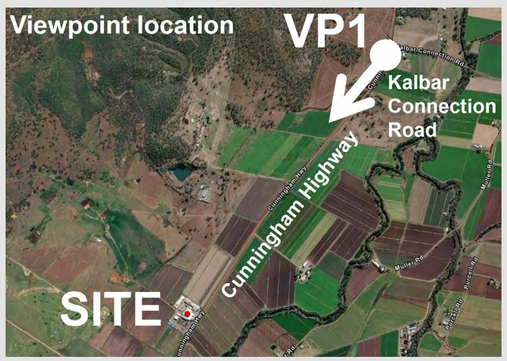
Photomontage of project (with mitigation)

Location:	Cunningham Highway, approx. 1.8km North East of Project Boundary
Coordinates:	27° 55’ 52”S, 152° 35’ 40”E
View direction:	South West
Panorama configuration:	4 Photos @ 70mm
Date of photography:	01/09/2023
Date of photomontage:	25/09/2023
Sheet NO.	2 OF 7

Scenic Rim Agricultural Industrial Precinct (SRAIP)

SMEC

Member of the Surbana Jurong Group



Photomontage Viewpoint 2

Existing view looking south west from Cunningham Highway, near entrance to PLASVACC

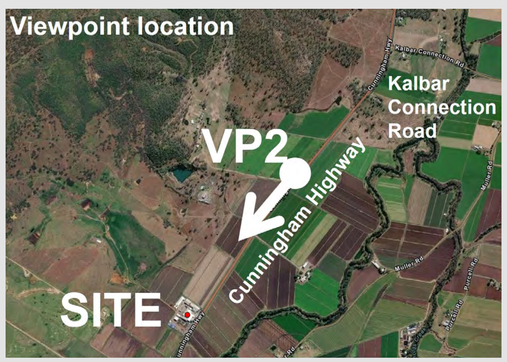
Photomontage of project (excluding 35 metre tall buildings)

Location:	Cunningham Highway, approximately 700 m north east of project boundary
Coordinates:	27° 56’ 22”S, 152° 35’ 15”E
View direction:	South West
Panorama configuration:	4 Photos @ 70mm
Date of photography:	01/09/2023
Date of photomontage:	25/09/2023
Sheet NO.	3 OF 7

Scenic Rim Agricultural Industrial Precinct (SRAIP)

SMEC

Member of the Surbana Jurong Group



Photomontage Viewpoint 2

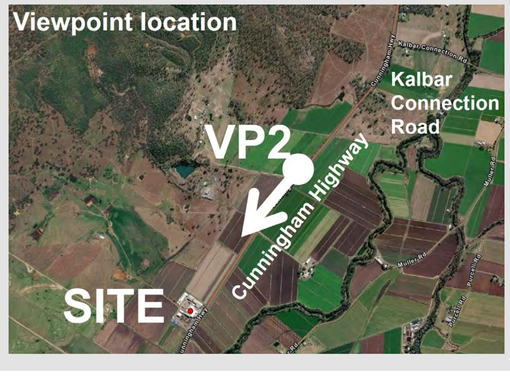
Photomontage of project (including 35 metre tall buildings)

Photomontage of project (with mitigation)

Location:	Cunningham Highway, approximately 700 m north east of project boundary
Coordinates:	27° 56’ 22”S, 152° 35’ 15”E
View direction:	South West
Panorama configuration:	4 Photos @ 70mm
Date of photography:	01/09/2023
Date of photomontage:	25/09/2023
Sheet NO.	4 OF 7

Scenic Rim Agricultural Industrial Precinct (SRAIP)

SMEC
Member of the Surbana Jurong Group



Photomontage Viewpoint 3

Existing view looking south west from Cunningham Highway, near northern boundary of project

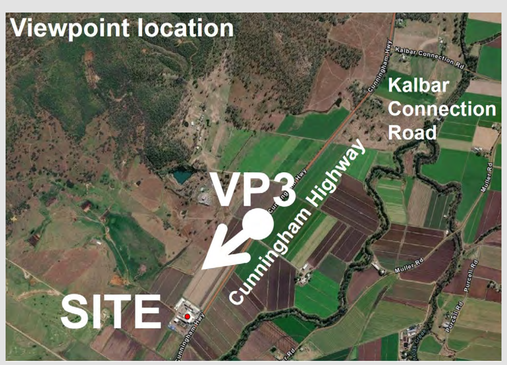
Photomontage of project (excluding 35 metre tall buildings)

Location:	Cunningham Highway, approximately 225 m north east of project boundary
Coordinates:	27° 56’ 34”S, 152° 35’ 05”E
View direction:	South West
Panorama configuration:	4 Photos @ 70mm
Date of photography:	01/09/2023
Date of photomontage:	25/09/2023
Sheet NO.	5 OF 7

Scenic Rim Agricultural Industrial Precinct (SRAIP)

SMEC

Member of the Surbana Jurong Group



Photomontage Viewpoint 3

Photomontage of project (including 35 metre tall buildings)

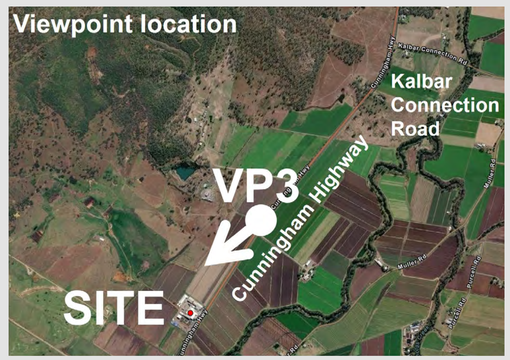
Photomontage of project (with mitigation)

Location:	Cunningham Highway, approximately 225 m north east of project boundary
Coordinates:	27° 56’ 34”S, 152° 35’ 05”E
View direction:	South West
Panorama configuration:	4 Photos @ 70mm
Date of photography:	01/09/2023
Date of photomontage:	25/09/2023
Sheet NO.	6 OF 7

Scenic Rim Agricultural Industrial Precinct (SRAIP)

SMEC

Member of the Surbana Jurong Group



Photomontage Viewpoint 3a

Existing view looking north from intersection of Cunningham Highway and Frazerview Road

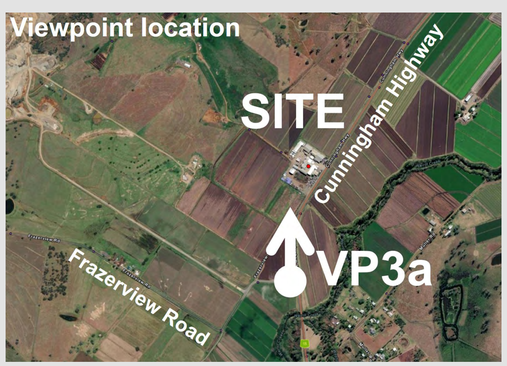
Block model of project (including 35 metre tall buildings)

Location:	Intersection of Cunningham Highway and Frazerview Road, approximately 300m south of project boundary
Coordinates:	27° 57’ 16”S, 152° 34’ 41”E
View direction:	North
Panorama configuration:	4 Photos @ 50mm
Date of photography:	01/09/2023
Date of photomontage:	25/09/2023
Sheet NO.	7 OF 7

Scenic Rim Agricultural Industrial Precinct (SRAIP)

SMEC

Member of the Surbana Jurong Group



Appendix B

Scenic amenity planning assessment

Epic Environmental Pty Ltd
ABN: 54 169 57 92 75
Level 17, 95 North Quay
Brisbane QLD 4000
1800 779 363
www.epicenvironmental.com.au

technical memo

Date:	26 September 2023
Client name:	Kalfresh
Project name:	Scenic Rim Agricultural Industrial Precinct
Project number:	BAA220050.01
Subject:	Scenic Amenity Planning Framework Assessment Scenic Rim Planning Scheme

ASSESSMENT CONTEXT

This assessment has been prepared in line with consultation and feedback from Scenic Rim Regional Council (SRRC) over the course of the past few years – the timeframe for the Project to go through the OCG process.

During this process, Council did not raise issue with the building height or built form or amenity of the proposed 15 m building height, however inclusion of the 35 m buildings was perceived to be inconsistent with the intent of the planning scheme to the extent of protections for rural landscape character and amenity.

The 15 m building heights associated with the industry precinct are not inconsistent with the strategic framework of the planning scheme, and are consistent with the building height provisions for the Industry Zone of the planning scheme.

Accordingly, the original LVIA and updated LVIA were both commissioned specifically to address the 35 m building heights, rather than the broader built form and amenity matters which are already addressed as a part of the Industry Zone and code provisions of the planning scheme.

For completeness, the full scale of the project including the 15 m building has been considered in the following memorandum.

SUMMARY OF ASSESSMENT

This technical memorandum has been prepared for the Scenic Rim Agricultural Industrial Precinct (SRAIP) (the Project). The purpose is to provide an assessment of the built form and amenity of the Project against the relevant aspects of the Scenic Rim Planning Scheme (SRPS) that consider landscape and visual amenity of the rural area.

As there is no planning scheme overlay specifically addressing scenic landscape or rural amenity character in the planning scheme, the following assessment is carried out predominantly on the strategic framework. The criteria is therefore subjective to the extent that there are no specific codes or ways to determine the significance of the impact against the planning scheme. There are no mapped viewpoints or viewsheds to significant landscape features that must be persevered, or a definition of ‘significant landscape feature’. This introduces a level of subjectivity into the assessment of landscape and visual amenity.

The LVIA and this assessment demonstrate that the Project is largely consistent with the strategic intent of the SRPS around matters relating to rural landscapes, visual and scenic amenity. Where there are inconsistencies, it is noted that they are minimised as far as reasonably practicable.

While the importance of the general scenic amenity and views to Main Range National Park and Cunningham’s Gap are recognised, the project is not located in an area where tourists gather to stop at a scenic lookout point. It is located along the Cunningham Highway where views are most predominant when travelling southbound, where most cars will be travelling at 100 km / hour. The gateway view to the area occurs at the crest of the hill at the intersection with the Kalbar Connection Road which is some 2.5 km to the north of the site and is not obscured by the development.

The layout of the precinct will reduce the visual dominance of the tallest buildings (35 m) and will incorporate landscaping and design elements that will soften the visibility of the structures within the landscape.

The SRAIP would gradually become more visually dominant as motorists approach from the north and pass directly next to it. However once past it, views to the ridgelines associated with Cunninghams Gap will be preserved.

The SRAIP will not significantly impact on key visual resources from any other key viewing locations.

Measures to be implemented by the project to improve its integration into the general landscape and visual amenity of the surrounding rural area include:

- Screen landscaping along the Cunningham Highway frontage
- Consignment of the 35 m buildings to the rear lots in the SRAIP
- Provisions within the SRAIPDP requiring built form and amenity to be incorporated into building design, including:
  - Landscaping buffers along street frontages and Cunningham Highway
  - Using colours that are compatible with the tones of the surrounding natural and rural landscape
  - Minimising glare and reflection to surrounding rural areas and public places
  - Ensuring visual interest is achieved through variation in colour, patterns, textures or building materials, and variation in roof form
- No further subdivision beyond what is required to establish the SRAIP

SCENIC AMENITY PLANNING FRAMEWORK ASSESSMENT

ShapingSEQ Regulatory Provisions

Statutory regional planning in South East Queensland has been accompanied by regulatory provisions since October 2004 and are used to inform development assessment processes and must be considered in the preparation of local government planning instruments.

The project is located within the Rural Landscape and Rural Production Area (RLRPA) of ShapingSEQ. The regulatory provisions regulate certain development in the RLRPA and is central to advancing the strategies of ShapingSEQ for good land management, and the long-term preservation of natural assets and regional landscape values which are vital for SEQ's sustainability, liveability, and prosperity.

As referenced in ShapingSEQ the RLRPA contains various values including productive rural land, regional biodiversity network including habitat linkages, scenic amenity, and the regions water catchments. In this context, the regulatory provisions (subject to exemptions) seek to limit further fragmentation of land holdings and restrict various forms of urban activity. The provisions support rural communities and the diversification of rural economies by allowing a range of development including activities such as those associated with primary production and land management; certain types of tourism activity; community facilities, sport and recreation activity, and limited industrial, commercial, and retail activity.

The ShapingSEQ regulatory provisions exempt a range of activities, including development that is regulated under certain other items of legislation, such as coordinated projects under the *State Development and Public Works Organisation Act 1971*. In this regard, the Coordinated Project declaration does not waive the requirement to consider the ShapingSEQ regulatory provisions, however provides a pathway for the Coordinator-General to make an assessment of otherwise prohibited development. The location and planning needs assessment provided at Appendix A.1 of the RDIAR presents the justification for overriding elements of the ShapingSEQ regulatory provisions in this instance. This report does not seek to revisit the economic, environmental, or social justification provided, however reference to is useful context to include here as it introduces the concept of "scenic amenity" that is reflected in the SRPS as assessed in the below sections.

Scenic Rim Planning Scheme Planning Scheme

The following sections of this report provide an assessment against the relevant aspects of the SRPS of the potential for the built form and amenity of the Project to cause landscape and visual impacts. As there is no planning scheme overlay specifically addressing scenic landscape or rural amenity within the Region, the following assessment is carried out predominantly against the strategic framework and rural zone code purpose and overall outcomes presented within the SRPS itself.

Part 3 Strategic Framework

The strategic framework sets the policy direction for the planning scheme and forms the basis for ensuring appropriate development occurs in the planning scheme area for the life of the planning scheme. Regarding landscape and visual amenity, the strategic framework provides the strategic vision for the region and presents themes (namely Communities and Character and Growing Economy) that collectively represent the policy intent of the planning scheme to protect and enhance landscape character and scenic amenity.

The regional context provided as part of the strategic framework states:

"The region consists of a diverse range of landscapes including rich agricultural and grazing lands, waterways and waterbodies, World Heritage listed National Parks and urban and rural living environments. The landscape is framed by the Main Range and Macpherson Ranges and comprises large tracts of remnant vegetation and significant biodiversity values. The region provides vital rural production, biodiversity, air quality, water catchments and landscape amenity to the rapidly growing South East Queensland. The maintenance of these qualities therefore is a fundamental objective of planning for the future of the region."

RESPONSE

Land within the proposed SRAIP Plan Area consists of rich agricultural cropping and grazing lands waterways and water bodies. The landscape is framed by the Main Range National Park and includes views to Cunningham's Gap. The subject site contains fragments of native vegetation to the east with more intact and regionally significant values to the east of the site. Values to the east of the Project site will be retained, which help to soften earthworks associated with the adjoining quarry operations. In general terms, the landscape amenity is rural and significantly disturbed from its natural state, with historical clearing occurring to establish agricultural uses. Ironically, it is the same vegetation clearing that establishes and defines the region's landscape and scenic amenity values.

The Project will support the utilisation of rich agricultural lands in the region by enabling produce grown in the region to be processed and get to market sooner. This will enhance the value of current agricultural land in the region and help boost rural production needed by the rapidly growing South East Queensland. Being an isolated one-off project, the Project will not significantly detract from the landscape amenity enjoyed in the broader region. Southbound drivers along the Cunningham Highway will have views to the Main Range National Park (Cunningham's Gap), only partially obscured by the introduction of agricultural industries (warehouse and the like) in this instance. There is no scenic lookout point near the Project, and the views are predominantly observed while generally travelling along the highway, where the speed limit is 100 km / hour.

The gateway view to the area occurs at the crest of the hill at the intersection with the Kalbar Connection Road, which is some 2.5 km to the north of the site and is not obscured by the development.

Section 3.3 Strategic Vision for the area

The strategic vision for the SRPS is stated as follows:

"The region is an inclusive, caring and creative environment with healthy and active residents and provides a safe and nurturing environment for children and families. Development in the region has:

1. *retained the lifestyles afforded by the diverse urban, rural, acreage, townships and mountain communities;*

2. *maintained rural production as the foundation of the region's economy, whilst having protected the region's natural assets and rural amenity;*
3. *protected and enhanced the natural beauty, environment, natural resources and rural landscapes;*
4. *retained and strengthened the heritage character and community pride experienced in towns and villages through carefully managed development;*
5. *provided a range of additional housing options with a high level of accessibility to the town and village centres, services, recreation and open space; and*
6. *facilitated local employment, better services and infrastructure and promoted self-containment and economic development opportunities across the region."*

RESPONSE

The SRAIP Project as a whole is generally consistent with the strategic vision, particularly items 1, 2, 4 and 6. In these instances, the SRAIP will help drive increased rural production while retaining and strengthening the heritage character of existing townships. The project will generate demand for an additional 9,000 cropping hectares which in turn will result in greater sustainability for rural producers in the Region and ultimately maintain the rural landscape and rural amenity of the region consisting of cropping and other primary production lands. The SRAIP will facilitate significant local employment and promotes self-containment and economic development opportunities across the Region and will help to maintain rural production as the foundation of the region's economy. Fundamentally, the project will help ensure the Region's agricultural sector can remain competitive into the future. Further details regarding the benefits of the project are summarised in the RDIAR, Appendix A.2 (Social and Economic Impact Assessment) and Appendix A.1 (Location and Planning Assessment) of the RDIAR. A stated in the RDIAR, the benefits of the project are expected to outweigh the inconsistencies within the planning framework in terms of the strategic intent of landscape and scenic amenity.

The key perceived conflict with the strategic vision of the SRPS is identified in item 3, specifically in terms of protecting and enhancing natural beauty and rural landscapes. Consistent with the Project's intent, large agricultural-industrial buildings are proposed within the SRAIPDP plan area. Maximum building heights proposed in the precinct are 35 m for lots 12 and 13, 20 m for the AD Facility, and 15 m for the remining 13 agricultural-industrial allotments. As indicated in this LVIA report, the landscape and visual impacts of the project are largely confined to the prominent viewsheds along the Cunningham Highway. As indicated in the assessment, these viewsheds are representative of persons travelling southbound along Cunningham Highway, whose views towards Cunningham's Gap would be partially obscured by the industrial precinct and depending on the observers proximity to the precinct. Directly adjacent to the project the ridgeline views to the distant ridgelines would be fully obscured, however only momentary as once past the precinct, views of the Cunninghams gap will resume.

The SRAIP will help drive increased rural production while seeking to protect the region's natural assets and rural amenity through built form and urban design. At a strategic level, increasing the viability of cropping and high value agriculture in the Region will help maintain the rural landscape the SRPS contemplates. Without productive rural lands, and a viable incentive to undertake rural production, the current aesthetic rural landscape features valued by the Region may be reduced. The Project is expected to generate demand for an additional 9,000 cropping hectares. This will help ensure there is continued demand for productive agricultural land into the future and help preserve the rural cropping landscape values of the region.

Section 3.4 Communities and Character

STRATEGIC INTENT – RUAL AREAS

The strategic intent (Section 3.4.1) for the Communities and Character theme is to:

> *"…recognise, respect and integrate with the existing character, rural and natural landscapes, heritage and ecological values of the region. Development in the region's towns and villages will protect and enhance the unique elements that contribute to their individual identity and character, which are*

outlined in Section 3.3 Strategic Vision for certain localities. The development intent and the level of amenity reasonably expected in zones (and variations in precincts) are not compromised by development of an inappropriate type, scale, intensity or impact….

Rural Areas retain their distinctive and attractive rural and natural landscape qualities including, but not limited to:

1. *expanses of productive rural farmland;*
2. *forested mountain ranges contributing to the region's iconic scenic backdrop;*
3. *waterways and dams set amongst a varying landscape from forested, steep upper reaches to open floodplain; and*
4. *scenic viewing experiences within forested hills and valley settings.*

Rural Areas provide for a wide range of rural and complementary land uses that maintain agricultural production opportunities in different parts of the region. Rural buildings and structures that are typically associated with rural activities contribute to the landscape character of Rural Areas, with any large-scale buildings associated with Intensive animal industries screened to maintain the region's rural and natural landscape qualities."

RESPONSE

The natural landscape character values of the immediate rural area are associated with the expanses of productive rural farmland of the Fassifern Valley. The project exists in a scenic backdrop characterised by forested mountain ranges providing scenic viewing experienced within forested hills and valley settings of the Main Range national park and Cunningham's Gap. These views in part contribute to the region's broader iconic scenic backdrop. It is particularly noted that the subject site is located on the well traversed Cunningham Highway and the site would form part of a traveller's impression of the broader scenic experience of the region – particularly those travelling southbound towards Cunningham's Gap. There is a gateway view to the area that occurs at the crest of the hill where the Kalbar Connection Road intersects with the highway. Gateway views like this are generally considered significant for tourists and locals alike.

Ironically, it is the historical clearing of native vegetation for agriculture, careful lad management and accessibility afforded by the regional road network that underpins the vast scenic amenity values the Region is renowned for. It is these same values which make an agricultural industrial precinct a viable venture in this instance (productive agricultural lands in proximity to the state-controlled road network). Without this nexus, the paddock to plate supply chain cannot be optimised to its full effect.

Existing industrial-agricultural processing warehouses and rural activities are located on the existing site with land immediately joining the property forming part of the key resource area. Multiple quarries currently operate on the adjoining sites with proposed operations likely to occur in the future. Power lines, fragmented native trees along the verges of the Cunningham Highway, irrigation systems, sheds and associated farming infrastructure currently disturbing scenic amenity values in the immediate Rural Area of the project.

The SRIAP project proposes two industrial Lots where buildings would be allowed to develop up to 35 m in height. This is 20 m over the 15 m meter tall building heights allowed for Industrial uses elsewhere in the Planning Scheme. In this instance, the proposed buildings have been designed and sited to the rear of the SRAIP precinct to avoid immediate frontage with the Cunningham Highway. This design has reduced the visual dominance of the proposed 35 m tall buildings, with the 15 m tall buildings elsewhere in the precinct obscuring viewpoints in these instances – particularly observers from the Cunningham Highway.

To further reduce potential impacts on scenic values, a mixture of aesthetic, buffer, screen, and street landscaping will occur within the precinct. This landscaping is determined necessary to soften the visibility of structures, increase the aesthetic value of the site and address line of sight viewsheds from sensitive land uses, roads and public places which may otherwise detract from the aesthetics values and landscape character at this location.

In accordance with the proposed SRAIPDP and associated Plan of Development (Appendix J.1), a mixture of screen and aesthetic landscaping is proposed along prominent frontages of the site. This includes:

- 3 m minimum width screen landscaping and 3 m building setback for all buildings along the Cunningham Highway Frontage
- 3 m minimum width screen landscaping screen landscaping on Lot 12 and 13 interface with the Rural Precinct
- 2 m minimum aesthetic landscaping and 6 m minimum setback along the Haulage Road Frontage
- 10 m minimum setback for buildings over 15m in height / otherwise 6 m minimum setback and 2 m minimum aesthetic landscaping along Primary Frontages within the Precinct.

Given these mitigations, the project is considered to be generally consistent with the objectives of the Rural Area intent. The Rural Area in this specific instance is providing for a wide range of rural and complementary land uses that maintain agricultural production opportunities in different parts of the Region. Although the proposed agricultural-industrial buildings of the Project are of a higher density and scale than traditional rural uses envisioned in the planning scheme, these buildings will be screened with suitable landscaping to maintain the region's rural and natural landscape qualities. This includes formal screen and aesthetic landscaping as per the SRPS, but also compensatory plantings of blue gums or similar gum tree varieties in the proposed overland flow path.

STRATEGIC OUTCOMES

Table 1. Communities and Character – Strategic Outcomes

Element	Strategic Outcome	Response
Rural Areas	Rural Areas only accommodate those land uses identified in the 'Table of Consistent Uses and Potentially Consistent Uses' for each zone unless it is demonstrated that the development complies with the Strategic Framework.	Refer to Appendix A.1 for the Location and Planning Needs Assessment. The project is being assessed by the Coordinator-General and exemptions are afforded under the ShapingSEQ regulatory provisions. This aside, the Project is generally consistent with the Strategic Framework as it provides for a mix of agricultural-industrial uses that support primary production of the Region.
	Non-rural activities are located and designed to preserve the landscape character and scenic amenity of Rural Areas, which include (but are not limited to) the following rural and natural qualities: a. expanses of productive rural farmland; b. forested mountain ranges contributing to the region's iconic scenic backdrop; c. waterways and dams set amongst a varying landscape from forested, steep upper reaches to open floodplains; and d. scenic viewing experiences within forested hills and valley settings.	The built form and amenity of the Project has been considered through the design of the precinct and creation of assessment benchmarks through the SRAIP Plan of Development to regulate proposed development in the future. The SRAIP Development Plan will vary the effect of the Planning Scheme in this instance. At a precinct level, the plan of development confines the taller 35 m buildings to the rear of the site (Lot 12 and 13). This helps reduce the visual bulk and scale of the precinct from prominent viewpoints and helps to maintain unobstructed views to a ridgeline from the Cunningham Highway. Relevant assessment benchmarks of the SRAIP Development Plan (Refer Section 4.2.4 of Appendix A.5) amongst other things, seeks to: • reduce the appearance and bulk of buildings in the precinct by using muted, earthy tones • minimise glare to the surrounding Rural Areas by using external surfaces with low reflectivity • ensure softening and shading of the precinct by integrating landscaping elements, such as

		screen and aesthetic landscaping in landscape designs. As illustrated in the LVIA assessment, the gateway viewshed towards the site is not obscured by the project, with views to the main ranges, rural farmland and scenic viewing experiences in the valley setting retained when travelling from the north east from the intersection of Kalbar Connection Road. As the observer travels southbound beyond Viewpoint 2 the industrial buildings increase in perceived scale and ridgelines towards Cunningham's Gap and Main Range National Park become obscured. This is not caused by the 35 m buildings, but rather the general built form of the precinct. This will quickly dissipate as one travels past the precinct.
	Buildings and structures associated with the Intensive animal industry are sited and designed to avoid adverse impacts on the scenic amenity and landscape character of the surrounding area.	As above.
	Lots in the Rural Zone achieve the minimum lot sizes specified for the Rural Precincts identified in Strategic Framework Map SFM-03: Rural Precinct Plan, being: a) Rural 60 ha Precinct; and b) Rural 40 ha Precinct. which are SEQ Subdivision Precincts in accordance with Schedule 10 of the Planning Regulation 2017. Where not included in a Rural Precinct, the minimum lot size for new lots in the Rural Zone is 100 ha	Refer to Appendix A.1 for the Location and Planning Needs Assessment. The project is being assessed by the Coordinator-General and exemptions are afforded under the ShapingSEQ regulatory provisions and varies the effect of the SRPS.
	Notwithstanding the requirements of (4) above, where land is severed by a State controlled road and the management of the land is restricted by the road severance, an additional lot may be created that does not achieve the minimum lot size if the new boundary aligns with the road severance, the reconfiguration protects and enhances the agricultural production capacity of the land and both lots are appropriately serviced.	The project is being assessed by the Coordinator-General and exemptions are afforded under the ShapingSEQ regulatory provisions and varies the effect of the SRPS.
	Rural Areas support opportunities for rural living in the form of Dwelling houses, Dual occupancies and Rural worker's accommodation.	The SRIAP project will not support opportunities for rural living. These uses conflict with the operation of the agricultural industrial precinct.
	The Historical Subdivision Precinct of the Limited Development Zone provides for the amalgamation of parcels to facilitate Dwelling houses on lots with a minimum area of 2 ha with access to a constructed road to create a rural residential as opposed to an urban residential development pattern and character.	The project is being assessed by the Coordinator-General and exemptions are afforded under the ShapingSEQ regulatory provisions and varies the effect of the SRPS. Subdivision is not to support rural living
	Rural Areas are protected from encroachment by urban and rural residential development.	Refer to Appendix A.1 for the Location and Planning Needs Assessment. The project is being assessed by the Coordinator-General and

		exemptions are afforded under the ShapingSEQ regulatory provisions and varies the effect of the SRPS. The Project represents a significant investment in agricultural production.
	The level of amenity expected in a Rural Zone (excluding precincts) is predominantly representative of a traditional rural environment.	The level of amenity in the Rural Zone as a result of the Project is expected to to be largely representative of a traditional rural environment. Historically, the Rural Zone in the Scenic Rim did include a range of agricultural industrial buildings and associated supporting uses such as butter factories, vegetable washing and processing facilities, service stations and the like. The intention of the Project is for these types of uses to return to the Rural Zone to enhance the viability and economic contribution of agricultural production in the Region. Without viable access to the paddock to plate supply chain, primary production will be lost in the Region to the detriment of the current level of amenity experienced in the traditional rural environment of the Rural Zone.

Section 3.5 Growing Economy

The Growing Economy theme presented in the SRPS, presents the strategic intents for various subthemes, most notably:

- Agriculture and Rural Production
- Natural Resource and Sustainability.

Assessment against the relevant aspects of the Strategic intent and Overall Outcomes is provided in **Table 2**.

Table 2. Growing Economy

Element	SRPS	Response
Agriculture and Rural Production		
Strategic Intent	Agriculture is a significant employer in the region. Rural activities are integral to the history, culture, economy and social fabric of the region. Rural Areas are retained predominantly for agricultural production, landscape values and scenic amenity. Agricultural land is valued for its economic significance, with agricultural development opportunities and increased agricultural production in Rural Areas enabled. Mixed-business farming and diversification are supported and opportunities for uses that enhance and facilitate agricultural production including tourism, commercial and industrial uses are facilitated where such uses are complementary and remain ancillary to the agricultural production activity.	The Project will be a significant agricultural employment hub in the region. Rural activities proposed in the SRAIP are an extension to the existing agricultural ecosystem in the Region and it is this close proximity to this system which will return significant economic benefits back to the agricultural sector. Refer to Appendix A.1 and A.2 for a summary of these benefits. The Project is an agricultural-industrial precinct which is consistent with the strategic intent which is to support farming and diversification that enhance and facilitate agricultural production. Uses proposed are complimentary and remain ancillary to the agricultural production activity, which is why the location in this instance makes sense.

Strategic Outcome	1. Diversification of agricultural activities and uses complementary to agriculture and associated with the landscape values, including tourism and recreational activities, are facilitated where sited to best enhance agricultural productivity, value-adding and promote the landscape values of rural land. 4. Intensive animal industries are supported in Rural Areas where: c. located and designed to avoid adverse impacts on the landscape character and scenic amenity values of the locality, and visually integrates with the surrounding landscape	The strategic outcome makes it clear that diversification of agricultural activities and uses are encouraged when sited to best enhance agricultural productivity whilst promoting the landscape values of the rural land. In so doing it creates a conflict as to how a balance is to be struck between these two outcomes, as any of these initiatives would likely impact landscape values of rural land to some degree. Through Appendix A.1, it has been demonstrated that the projects location and direct nexus with agricultural land is critical to viability of the project and realising the value-added opportunities through the AD Facility and associated co-benefits. In terms of impacts to landscape character and scenic amenity, the LVIA assessment articulates the effectiveness of proposed mitigations and concludes the residual impacts will be low to negligible.
Natural Resource and Sustainability		
Strategic Intent	The natural resources that agriculture depends on are protected to ensure the long-term viability and growth of the agricultural sector. Development is managed to maintain and enhance the existing and future use of the land for agricultural production. Diversification of the natural resource sector to include sustainable energy production such as Renewable energy facilities are supported. Solar farms and other Renewable energy facilities are typically located in the Rural Zone where they do not impact on the amenity of Rural Areas, landscape character or alienate land from agricultural production.	The Project helps to minimises impacts to natural resources by promoting long-term viability and growth of the agricultural sector. The Project will result in additional demand for 9,000 cropping hectares and through the AD Facility, creates the organic fertiliser to carry out farming more sustainably. The AD Facility proposed in the SRAIP requires digestion tanks with membrane covers to be up to 20 m high. As with the remainder of the precinct, the project is expected be largely consistent with the landscape character of the Rural Zone and agricultural production. The SRAIP would gradually become more visually dominant as motorists approach from the north and pass directly next to it. However once past it, views to the ridgelines associated with Cunninghams Gap will be preserved. The SRAIP will not significantly impact on key visual resources from any other key viewing locations – especially the key gateway view illustrated at viewpoint 1.
Strategic Outcome	1. Rural Areas are retained predominantly for agricultural production, landscape values and scenic amenity.	

Part 6 Rural Zone Code

The Rural Zone Code applies to development within the Rural Zone and identified as requiring assessment against the Rural Zone Code by the tables of assessment under the SRPS. The Rural Zone Code of the SRPS is proposed to be varied by the effect of the SRAIP Development Plan provided at Appendix A.5. Notwithstanding this, assessment of the Project against the purpose and overall outcomes of the Rural Zone Code is provided in this instance to demonstrate the extent of potential conflicts the Project has with the existing provisions. This assessment is summarised in **Table 3**.

Table 3. Rural Zone Code Purpose and Overall Outcomes

Element	Strategic Outcome	Response
Purpose	2. The purpose of the Rural Zone is to: d. provide for rural uses and activities; and e. provide for other uses and activities that are compatible with: i. existing and future rural uses and activities; and ii. the character and environmental features of the zone; and f. maintain the capacity of land for rural uses and activities by protecting and managing significant natural resources and processes.	The Project is generally in alignment with the purpose of the Rural Zone Code. The precinct will provide for agricultural-industrial uses and activities to support agricultural production. The precinct introduces non-agricultural uses to the extent they are supporting the primary uses in the precinct such as food and drink, service station and transport depot. The Project is directly compatible with existing and future rural uses of the Region and direct proximity with existing agricultural land is the primary driver for the project. The project maintains the capacity of the land for rural uses and activities by providing processing opportunities in the local Region where the raw ingredients are grown. The character and environmental features of the zone will only be impacted to the extent of scenic value that may be attributed to the existing site. As discussed elsewhere in this assessment, the project proposes built form and aesthetic treatments to be regulated through the SRAIP Development Plan to reduce these impacts. Photomontages presented in the LVIA describe these mitigations and the effectiveness of such mitigation measures proposed. The findings demonstrate the precinct has been designed and planned to preserve and minimise impacts to the rural character on a broader scale.
Overall Outcomes	3. The purpose of the Rural Zone Code (Where no precinct applies) will be achieved through the following overall outcomes: a. **Development** facilitates: i. a wide range of rural uses, rural living and complementary non-rural uses that protect or enhance; • the use of the land for agricultural production; and • the rural character, natural landscape and environmental values of the zone.	The Project proposes development that facilitates a wide range of rural (agricultural-industrial uses) and complimentary non-rural uses that protect and enhance the use of land for agricultural production and processing. By extension, the Project will facilitate a vibrant rural character by creating additional jobs in the region and creating demand for additional agricultural products which will have flow on effects in the Region. As evidenced in the LVIA photomontages, gateway viewsheds and landscapes are not significantly obscured. As the observer travels southbound beyond Viewpoint 2 the industrial buildings increase in perceived scale and ridgelines towards Cunningham's Gap and Main Range National Park become obscured. This is not caused by the 35 m buildings, but rather the general built form of the precinct which would diminish quickly as one travels past.

	b. Land uses: i. include a mix of rural activities including Aquaculture, Animal husbandry, Animal keeping, Cropping, Permanent plantation, Roadside stall, Rural industry and Wholesale nursery; ii. include Intensive animal industry and Intensive horticulture where: • located, designed and managed to avoid adverse impacts on the amenity and landscape character of the locality; and • appropriately serviced by necessary road infrastructure. iii. Include Dwelling houses, Dual occupancies, Home based businesses and Rural workers' accommodation to support rural activities or provide rural living opportunities; iv. Include tourism activities and recreation activities of a scale, nature and intensity that complements and protects the rural and natural landscape setting; v. where involving a use other than a rural activity or residential activity: • maintain the capacity of the land for agricultural production; • are complementary and remain ancillary to the agricultural resource base; vi. facilitate diversification or value-adding opportunities that support or increase agricultural production and the ongoing operation of rural activities; vii. protect or enhance the rural and natural landscape character of the zone; viii. minimise the potential for land use conflict with surrounding rural land; ix. protect the rural amenity expected in the zone; x. are appropriately serviced by necessary road infrastructure; xi. are limited to: • the uses listed as a consistent use in column 1 of Table 6.2.17.2.1 - Consistent Uses and Potentially Consistent Uses in the Rural Zone (Where no precinct applies); or • the uses listed as potentially consistent uses in column 2 of Table 6.2.17.2.1 - Consistent Uses and Potentially Consistent Uses in the Rural Zone (Where no precinct applies) only where further assessment has determined that the use is appropriate in the zone having regard to such matters as its location, nature, scale and intensity.	The Project is generally consistent with the land use outcomes of the Rural Zone code. Refer to Appendix A.1 for the Locational and Planning Needs Assessment for uses proposed and associated justification. The project will introduce land uses with allowance for two 35 m tall warehouses within the precinct. As assessed by the updated LVIA, these impacts are limited to sightlines and viewpoints from the Cunningham Highway predominantly travelling southbound towards Cunningham's Gap. The assessment confirms that the impacts to scenic amenity will not be significantly impacted due to the built form and aesthetic mitigations to be introduced through the SRAIP Development Plan. This includes siting of the 35m buildings to the rear of the development, requirements for screen and aesthetic landscaping and building materials and colours to reduce the appearance of bulk and scale of such structures. Muted earthy tones will be required on all building finishes with low reflective surfaces to reduce glare.

	xii. where not listed in Table 6.2.17.2.1- Consistent Uses and Potentially Consistent Uses in the Rural Zone (Where no precinct applies) are inconsistent uses and are not intended to occur in the zone.	
	c. Character consists of: i. rural and natural landscapes characterised by large expanses of productive agricultural land, hinterland areas, forested mountains, hills and valley settings and waterways and dams in a varying natural landscape from the upper reaches to the low-lying areas of their catchments; ii. rural buildings and infrastructure, with the visibility of large-scale buildings and structures associated with Rural industry, Intensive animal industries and Intensive horticulture minimised through siting or the provision of screen landscaping; iii. rural living opportunities that experience a level of amenity typical of a traditional rural environment; and iv. limited non-rural activities that complement the rural and natural landscape setting of the zone.	The project is consistent with the description of character. The visibility of the proposed Rural (agricultural-industrial) buildings and infrastructure with the SRAIP will be minimised through both siting and the provision of screen landscaping. Environmental studies contained in Appendix E confirm that noise, odour and air quality surrounding the project site will not be impacted, with compliance expected with all Environmental Protection Policies. The SRAIP Development Plan has limited non-agricultural uses to Food and Drink, Service Station and Transport Depot – which are to service the primary function of the project as being an agricultural-industrial precinct supporting Rural Production.
	d. Built form: i. where involving large-scale buildings or structures associated with Rural industry, Intensive animal industries or Intensive horticulture, are sited or provided with screen landscaping to minimise their bulk and visibility from roads, public places or sensitive land uses; and ii. where involving non-rural activities: • is small scale, low-rise and set back from property boundaries to protect the potential for or ongoing operation of agricultural production on adjacent land, maintain the low density character of the zone and to afford privacy to residential activities; and • is located and designed to complement the rural and natural landscape setting of the zone.	The project complies with the rudiments of built form. The large-scale buildings proposed in the SRAIP are sited and provided with screen an aesthetic landscaping to minimise their bulk and visibility from roads, public places and sensitive land uses. The design of the precinct will reduce the dominance of the largest 35 m tall buildings, by locating them at the rear of the precinct away from the highway. The aspects of the project that are not agricultural-industrial in nature will remain low rise and small in scale, with appropriate setbacks as stipulated in the SRAIP Development Plan. As demonstrated within the photomontages of the LVIA assessment, mitigation measures will be implemented to compliment the rural and natural landscape setting in the Rural Zone. The gateway viewpoint to the area will not be obscured, and as motorists approach from the north, the project will be dominant in the landscape until they are past viewpoints 2 and 3, after which ridgelines are preserved.
	e. Lot design: i. facilitates agricultural production, and minimises the loss and fragmentation of land for agricultural production; and ii. complies with the standards in Table 9.4.6.3.2 - Minimum Lot Size and Design.	The project is being assessed by the Coordinator-General and exemptions are afforded under the ShapingSEQ regulatory provisions and varies the effect of the SRPS in this regard – with relevant provisions proposed in the SRAIP Development Plan.

	iii. Where land is severed by a road and the management of the land is restricted by the road severance, an additional lot may only be created if: • the new boundary aligns with the road severance; • the road is a state controlled road; • the reconfiguration protects and enhances the agricultural production capacity of the land; and • the lots are appropriately serviced.	

CONCLUSION

The Project has been assessed against the strategic framework and relevant elements of ShapingSEQ and SRPS that relate to landscape and scenic amenity. As with other elements of the proposed project, the Coordinator-General's evaluation of the project exempts it from strict compliance with the SEQ regulatory provisions and allows variation of the relevant aspects of the SRPS.

From the assessment of the planning framework undertaken above, the proposal could be perceived to be somewhat inconsistent with the description of rural landscape character, as defined in ShapingSEQ and the SRPS.

The SRAIP would gradually become more visually dominant as motorists approach from the north and pass directly next to it. However once past it, views to the ridgelines associated with Cunninghams Gap will be preserved.

However, the Project does not obstruct gateway views to the Main Range National Park and Cunningham's Gap, and the built form and amenity provisions proposed in the SRAIP Development Plan are generally consistent with the expectations of the SRPS and will ensure the visual dominance of the Precinct will be significantly reduced. This includes for example:

- Siting of key project elements and 35 m tall buildings to the rear of the precinct to reduce the scale and bulk of such buildings when viewed from the Cunningham Highway
- Requiring screen and aesthetic landscaping throughout the precinct to soften the built form of the Precinct (as per the definition of Character in the Rural Zone Code)
- Requiring all buildings to use muted earthy tones and
- Requiring low reflective building materials to reduce glare and reflections of the precinct into the surrounding Rural Area.

Given these proposed mitigations to address built form and amenity of the SRAIP Project (to be enforced through the SRAIP Development Code (Appendix A.5)), the Project is considered to be generally consistent with the SRPS. The updated photomontages are provided for illustrative purposes in the updated landscape and visual impact assessment addendum report.

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KALFRESH LVIA

Lot 1 on RP216694, Lot 2 on SP192221, Part Lot 3 and 4 on SP192221 and Part Lot 2 on RP20974

PR142489-9
Kalfresh LVIA –
Rev 3-1
March 2022

rpsgroup.com

Document status

Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
1-0	Draft for Client Review	JLS	TFC	TFC	
1-1	Draft for Client Review	JLS	TFC	TFC	05/02/2021
2-0	Final	JLS	TFC	TFC	09/02/2021
2-1	Draft for Client Review	JLS	TFC	TFC	16/03/2021
2-2	Final	JLS	TFC	TFC	23/03/2021
3-0	Updated	TFC		TFC	01/03/2022
3-1	Minro Amendments	TFC		TFC	07/03/2022

Approval for issue

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TERMS AND ACRONYMS

Table 1: Terms

Term	Description
Scenic Rim Regional Council	Local Government Area (LGA) for the Proposal area
Amenity	"The pleasantness of a place as conveyed by desirable attributes including views, noise, odour etc." (AILA - Australian Institute of Landscape Architects, 2018)
Artist's Impression	"An indicative visual representation illustrating the appearance of a proposal. Typically used to communicate when photomontages are not available / or when accuracy cannot be assured." (AILA - Australian Institute of Landscape Architects, 2018)
Effect	"The landscape or visual outcome of a proposed change. It may be the combined result of sensitivity together with the magnitude of the change." (AILA - Australian Institute of Landscape Architects, 2018)
Impact	"The categorisation of effects. Legislative context should be considered in defining 'impacts' and their significance." (AILA - Australian Institute of Landscape Architects, 2018)
Landscape	"Landscape is an all-encompassing term that refers to areas of the earth's surface at various scales. It includes those landscapes that are: urban, peri-urban, rural, and natural; combining bio-physical elements with the cultural overlay of human use and values." (AILA - Australian Institute of Landscape Architects, 2018)
Landscape Character	"Landscape is an all-encompassing term that refers to areas of the earth's surface at various scales. It includes those landscapes that are: urban, peri-urban, rural, and natural; combining bio-physical elements with the cultural overlay of human use and values." (AILA - Australian Institute of Landscape Architects, 2018)
Landscape Character Zone	"An area of landscape with similar properties or strongly defined spatial qualities, distinct from areas immediately adjacent." (Centre for Urban Design - Roads and Maritime Services, 2018)
Magnitude of Change	"The extent of change that will be experienced by receptors. This change may be adverse or beneficial. Factors that could be considered in assessing magnitude are: the proportion of the view / landscape affected; extent of the area over which the change occurs; the size and scale of the change; the rate and duration of the change; the level of contrast and compatibility." (AILA - Australian Institute of Landscape Architects, 2018)
Proposal	Construction and operation of the SRAIP (being Lot 1-15)
Proposal area	The extent to which the SRAIP would occur including internal roads and overland flow path
Road reserve	Public roads that are controlled by a local authority/ government or other State authority
Receptor - Static	Static receptors are located within the visual corridor or catchment of the proposal, in this case surrounding residential dwellings and an adjoining business. Their experience in connection to the proposal is relative to their purpose and the exposure is considered permanent long term.
Receptor – Mobile	Mobile receptors are the users of the Cunningham Highway corridor and of the other surrounding roads as described in the Landscape Character Zones. The users in this case are vehicles (local, tourist, freight), pedestrian and cyclists. Their experience in connection to the proposal is relative to their purpose, speed and is considered to be generally of temporary short term exposure only. Mobile receptors are by their nature less sensitive than statics due to the short term exposure at speed.
RPS	The author of this Landscape Character and Visual Impact Assessment.
Scenic amenity	"A measure of the relative contribution of each place to the collective appreciation of the landscape. The term scenic amenity has a specific meaning and application in GIS mapping (a combination of visual exposure and scenic preference) and has been incorporated into several local planning schemes

	across Queensland." (AILA - Australian Institute of Landscape Architects, 2018)
Sensitivity	"Capacity of a landscape or view to accommodate change without losing valued attributes. Includes the value placed on a landscape or view by the community through planning scheme protection, and the type and number receivers." (AILA - Australian Institute of Landscape Architects, 2018)
Values	"Any aspect of landscape or views that people consider to be important. Landscape and visual values may be reflected in local, state or federal planning regulations, other published documents or be established through community consultation and engagement, or as professionally assessed." (AILA - Australian Institute of Landscape Architects, 2018)
View	"Any sight, prospect or field of vision as seen from a place, and may be wide or narrow, partial or full, pleasant or unattractive, distinctive or nondescript, and may include background, mid ground and/or foreground elements or features." (AILA - Australian Institute of Landscape Architects, 2018)
Viewpoint	"The specific location of a view, typically used for assessment purposes." (AILA - Australian Institute of Landscape Architects, 2018)
Visual amenity	"The attractiveness of a scene or view." (AILA - Australian Institute of Landscape Architects, 2018)
Visual catchment	"Areas visible from a combination of locations within a defined setting (may be modelled or field validated)." (AILA - Australian Institute of Landscape Architects, 2018)

Table 2: Acronyms

Abbreviation	Title
CPA	Community Action Plan
IAS	Initial Advice Statement
IAR	Impact Assessment Report
KRA	Key Resource Area
LCZ	Landscape Character Zone
LGA	Local Government Area
LVIA	Landscape Character and Visual Impact Assessment
RLRPA	Regional Landscape and Rural Production
SRAIP	Scenic Rim Agricultural Industrial Precinct
SRRC	Scenic Rim Regional Council
VP	Viewpoint

EXECUTIVE SUMMARY

RPS were commissioned by Kalfresh to undertake a Landscape Character and Visual Impact Assessment (LVIA) for proposed buildings to be constructed on Lot 12 and Lot 13.

The proposal site is located along the Cunningham Highway, Kalbar and the client, Kalfresh intends to create a fully integrated agricultural processing precinct, the SRAIP. The Coordinator-General (CG) declared the SRAIP as a coordinated project for which an impact assessment report (IAR) is required. In addition to this, there has been a request for a Landscape Character and Visual Impact Assessment to address a submission made by the Scenic Rim Regional Council. The following assessment delivers an objective assessment of the probable impacts on the visual environment resulting from the construction of the proposed 35m buildings on Lot 12 and Lot 13.

The assessment process began with a desktop study followed by a field survey that was undertaken on the 23rd December 2020 and 8th March 2021.

The methodology for the assessment includes a Landscape Character Assessment to develop a visual baseline. The visual baseline was used as a measurement to gauge the level of visual impact the Proposal has on its surrounding area.

It was determined that there were twelve (12) landscape character zones in proximity from the Proposal site.

In conjunction with the above factors, the SRRC 6.1.17 Rural Zone Code and against the twelve LCZs, a visual impact assessment was completed from thirty-eight (38) representative viewpoints.

There are two primary measurements used to determine impacts to the landscape character:

- sensitivity; and
- magnitude.

It was concluded that the Proposal would result in negligible to moderate-low impacts for all nominated viewpoints except for:

- viewpoint 32 (moderate impact); and,
- Viewpoint 33 (moderate impact).

The Proposal (based on the current level of detail available) is in alignment with the SRRC 6.2.17 Rural Zone Code except for viewpoints 33 and 34. This report outlines mitigation measures that will facilitate, once implemented, alignment of the Proposal with the SRRC 6.2.17 Rural Zone Code from viewpoints 33 and 34.

All viewlines to the scenic amenity of rolling ridgelines and forested mountains will remain and provide an effective backdrop for absorbing the visual impact of the Proposal if the proposed mitigation measures are implemented. With the proposed mitigation measures implemented, both lots are deemed suitable for the location of the proposed buildings.

The outcomes of this LVIA will be implemented in the revised Plan of Development and Impact Assessment Report.

1 INTRODUCTION

1.1 Purpose

RPS has been commissioned by Kalfresh to undertake a LVIA for proposed 35m buildings to be constructed on Lots 12 and Lot 13.

The LVIA has been prepared in response to a submission made by the Scenic Rim Regional Council on 25th June 2020 with a comment regarding the Plan of Development – Industrial Precinct. Specially the intent to provide for maximum building heights as follows:

Building Outcomes	Maximum building height of 35m for Lots 10-15 is excessive'	Removal of lot 10 from this provision as it fronts the Cunningham Highway. The potential for buildings of this height in the rural area is contrary to the Strategic Framework for the region. The location of this precinct in the rural area requires that rural amenity is maintained. The site is flat with long road approaches which inhibits the ability to shield or screen such large buildings.

This LVIA delivers an objective assessment of the probable impacts on the visual environment resulting from the construction of the Proposal. This report outlines results from site assessment and describes the present landscape character. It documents the assessment of visual impact resulting from the Proposal and provides recommendations for suitable mitigation measures.

1.2 Study limitations

This assessment is intended to be an objective report based on professional analysis of the concept design. It seeks to establish the anticipated visual impacts of the Proposal on a wide range of receivers. The assessment has been undertaken based on conceptual level information and therefore is generally broad in its approach.

Landscape character and visual impact assessment requires qualitative (subjective) judgements to be made. The assessment process aims to be objective and describe any changes factually. Potential changes because of the Proposal have been defined, however the significance of these changes requires qualitative (subjective) judgements to be made. The conclusions of this assessment therefore combine objective measurement and subjective professional interpretation.

The opinions, conclusions and any recommendations in this report are based on assumptions made by RPS described in this report.

1.3 Methodology

This report adopts the industry standard in its approach to visual impact assessment that is process-driven, consistent and based on professional, value judgement of commonly accepted and adopted criteria in the industry.

The methodology adopted for this report is informed by Guidance Note for Landscape and Visual Assessment (AILA - Australian Institute of Landscape Architects, 2018).

The methodology for this landscape and visual assessment involves the following activities:

- desktop study using aerial photography to identify the potential visual catchments and possible visual receptors;
- ground-truthing of assumptions reached through initial desktop studies;
- visiting the Proposal site on December 23, 2020 and March 8,2021, and reviewing the surrounding vantage points from publicly accessible areas;
- describing and evaluating the existing landscape character and visual environment to establish a baseline for the visual assessment;
- mapping the visual envelope based on field studies and data while identifying sensitive visual receptors. Sensitive visual receptors are people who might experience a visual impact;

- undertaking a visual impact assessment using the grading matrix, considering visual sensitivity (of the visual amenity or viewpoints) and the magnitude of the visual change, to arrive at an overall level of effect or impact;
- views from habitable room windows and private outdoor areas of residences are treated as sensitive static receptors. Views from residual land beyond the primary outdoor area (such as driveways, cropping lands, easements) are treated as less sensitive receptors; and
- views whilst constantly moving (such as from a vehicle being local, tourist or freight) are treated as sensitive mobile receptors. Due to the temporary short-term exposure at speed, these are treated as less sensitive receptors.

This assessment adopts the standard methodology of sensitivity relating to proximity - the greater the distance between the visual receptor and the Proposal, the lesser the visual sensitivity of that visual receptor.

Key information reviewed as part of this report include:

- RPS Draft Impact Assessment Report 5, Scenic Rim Agricultural Industrial Precinct dated 23 March 2020
- RPS Scenic Rim Agricultural Industrial Precinct, Subdivision Plan Stage 3 142489-11H dated 16 March 2020 (refer Appendix A);
- RPS Scenic Rim Agricultural Industrial Precinct, Plan of Development Industrial Precinct 142489-10D dated 12 March 2020
- 28°S Environmental Scenic Rim Agricultural Industrial Precinct, Ecological Assessment Report, dated 01 February 2021
- ShapingSEQ South East Queensland Regional Plan 2017
- Scenic Rim Planning Scheme Documents – 20 March 2020

2 SITE DESCRIPTION

The proposal is located on a site situated at 6200-6206 Cunningham Highway, Kalbar QLD 4309. The local centre of Kalbar is 65 kilometres south west of Brisbane, and 40 kilometres south west of the regional centre of Ipswich.

The site particulars are identified in Error! Reference source not found. below.

Table 3: Site particulars

Site Particulars	
Site Address	6200-6206 Cunningham Highway, Kalbar QLD 4309
Real Property Description	Lot 1 on RP216694, Lot 2 on SP192221, Part Lot 3 and 4 on SP192221 and Part Lot 2 on RP20974
Site Area	59.3 hectares
Land Owner(s)	Kallium Pty Ltd (A.C.N. 100 406 157)

The proposal site is the current location and surrounds of Kalfresh's existing operation. Kalfresh's existing facilities are established on Lot 1 on RP216694, Lot 2 on SP192221 and Lot 4 on SP192221 in the form of large warehouses and water tanks servicing the development.

Cropping areas are established towards the Cunningham Highway frontage of the site. Undeveloped land is situated on the remainder of the site moving west from the Cunningham Highway. Kalfresh's existing facilities involve processes for receiving unprocessed fruits and vegetables from local farms and processing, packaging and distributing the produce to domestic and international vendors.

Topographically the subject site is generally flat at a height of 85 m AHD. The north-western corner of the site reaches a height of 95 m AHD, and the lowest point of the site is the south-eastern corner of the site at 70 m AHD. However, the land at the north-east of the site also generally slopes downwards towards the site's centre and south.

For the purposes of this LVIA, the focus of the assessment is within the proposed 'Industrial Precinct' which is shown as the Proposal Site in **Figure 1** below.

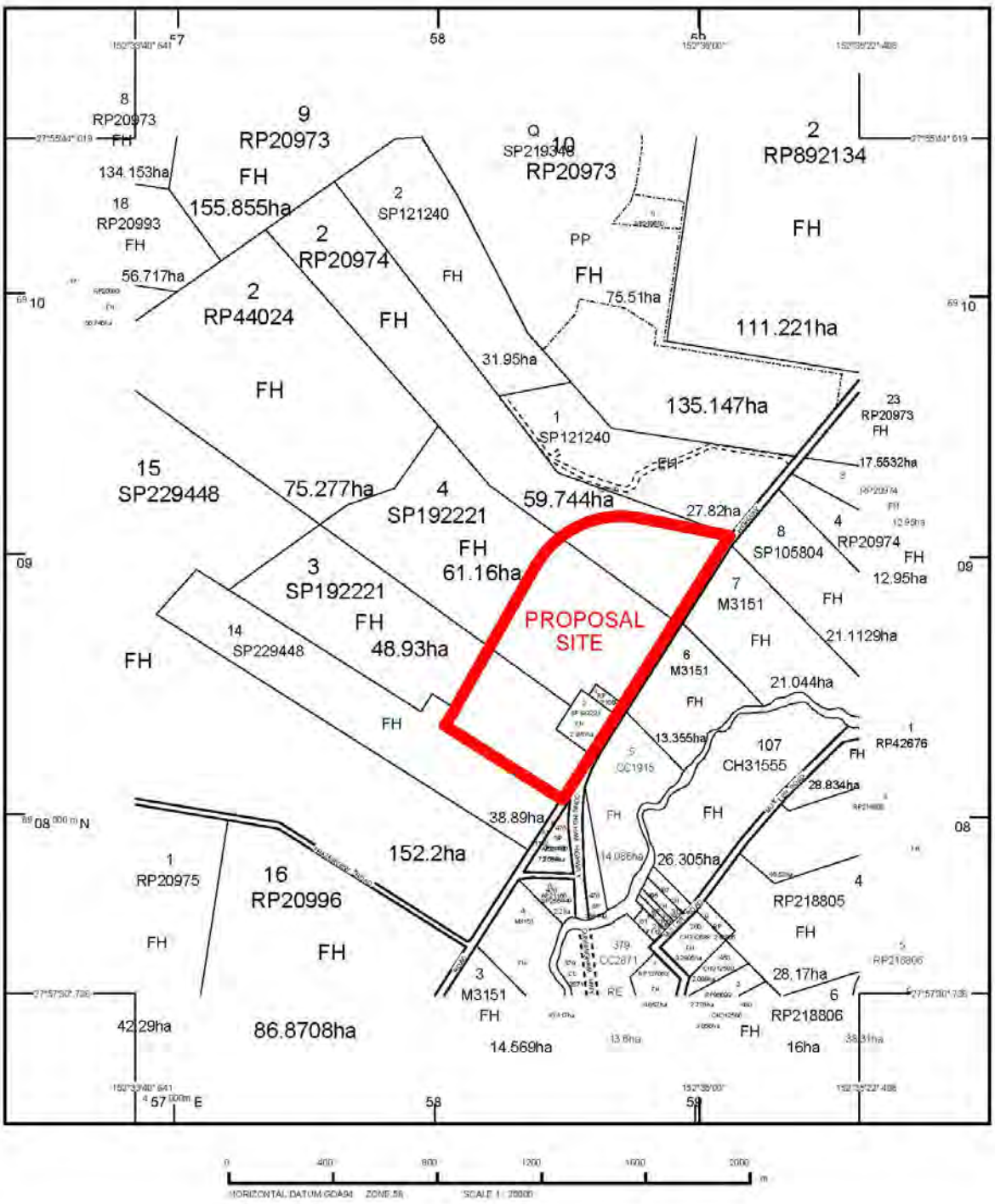


Figure 1: Proposal Site

2.1 Coordinated Project and Lodgement of Impact Assessment Report Overview

The Coordinator-General (CG) declared the SRAIP as a coordinated project for which an impact assessment report (IAR) is required on 31 May 2019. The formal draft IAR was submitted to the CG office (following the adequacy review) on 15 April 2020.

Public consultation of the draft IAR occurred from 16 May to 26 June 2020. Refer to Section 2.1.7 for further information on public consultation.

A formal information request in relation the SRAIP was issued by the CG's office on 1 October 2020. A request for this LVIA was a part of this formal information request.

2.1.1 The Proposal

Kalfresh intends to create a fully integrated agricultural processing precinct, the SRAIP, that incorporates the existing Kalbar operations into the subject site. Refer to Appendix A, Subdivision Plan.

The concept of SRAIP was born out of a need for growth within the existing business and driven by the unique opportunity to create regional growth through the integration and consolidation of a diverse range of rural production activities and rural industries in one centralised locality.

Kalfresh proposes to create a place where primary and secondary high value rural activities are located within close proximity to each other to create opportunities not realised in the typical food-to-retailer system.

The SRAIP proposal provides for approximately 40 hectares of developable land for rural industrial infrastructure primarily for the packing and production of high value secondary produce and the ancillary services and infrastructure required to operate such a precinct. High value cropping land will be maintained surrounding the site to the east, north and south of the site.

The proposed SRAIP involves the following elements:

- The creation of 15 industrial allotments within the SRAIP development footprint.
- 22m wide private road to be held in a body corporate arrangement servicing the 15 industrial allotments
- Kalfresh will own and retain Lots 5-7 and 9 to enable expansion of their facilities.
- A bio-energy facility on Lot 11 to create fertiliser for local crops from the food waste generated by the Kalfresh facility. The bio-energy facility will create a biofuel sustainable power source which is to be fed into the electrical system to supply the SRAIP.
- Two lots with a 35m built form (Lot 12 and Lot 13). Height required for potential operational purposes. Refer to Figure 2 for the location of these allotments within the SRAIP development.
- One drainage lot containing a stormwater basin in the northern corner of the development footprint.
- One lot containing a sewer treatment plant in the northern corner of the development footprint.
- A proposed overland flowpath which 'wraps' the SRAIP development footprint to provide the new lawful point of discharge for the SRAIP. Proposed tree retention within the overland flowpath is subject to detailed design during operational works phase of the project as per 28°S Environmental Assessment Report.
- As identified in the originally proposed Plan of Development, refer Appendix B, a landscape buffer to Cunningham Highway with a minimum width of 2m. It must include a tree for every 6m of frontage which can grow to 5m in height in 5 years or a hedge up to 1.2m in height.
- As identified in the originally proposed Plan of Development, refer Appendix B, a landscape buffer to the primary and secondary frontages of the allotment with a minimum width of 2m.

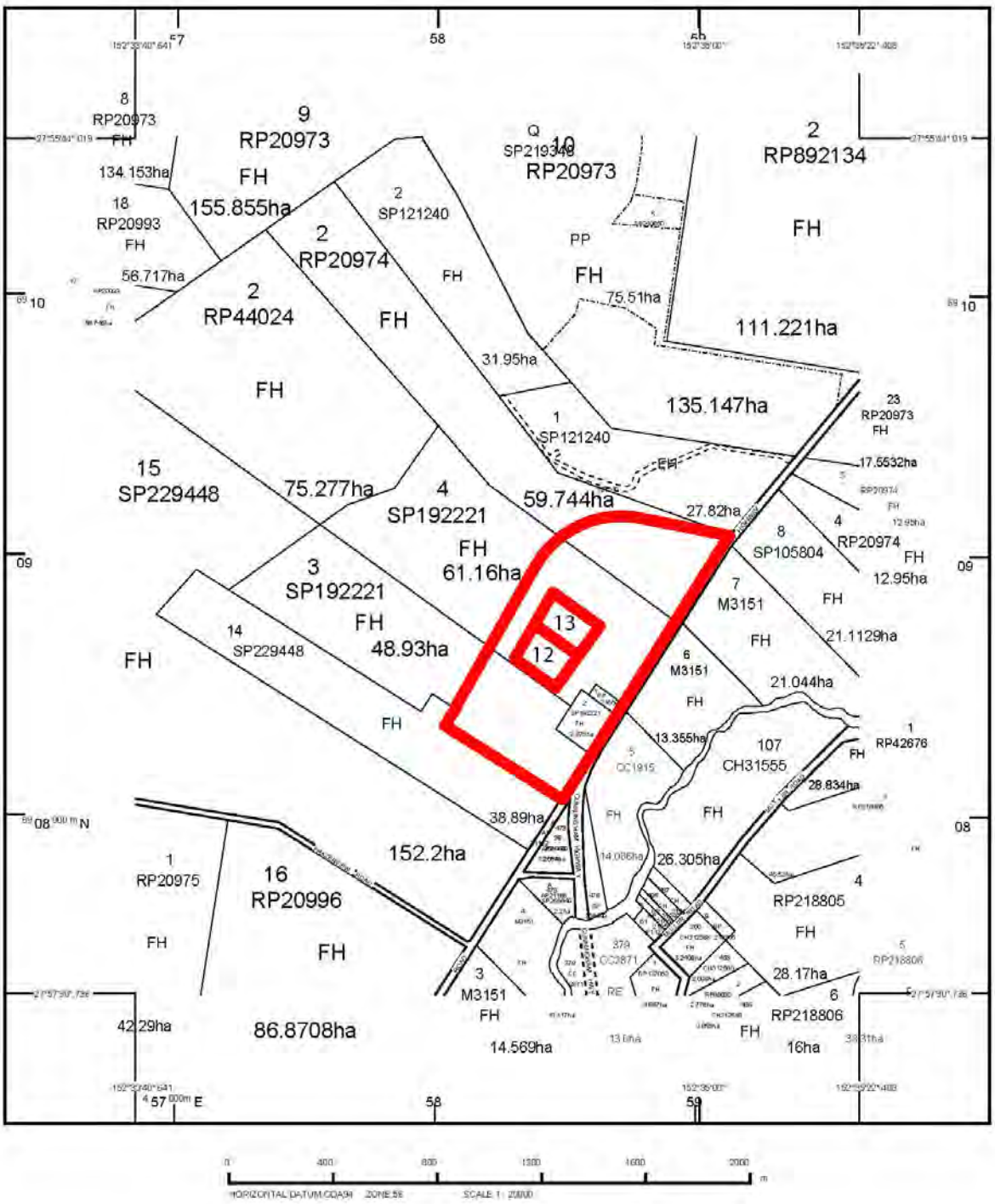


Figure 2: Lot 12 and Lot 13 - the subject lots for proposed 35m buildings.

2.1.2 Proposed Variation to Planning Scheme

The variation request in the IAR proposes that the following zone and precinct apply to the land and is accompanied by a Plan of Development, refer Appendix B. The original Plan of Development is being revised and will submitted with the formal RFI response.

- Industry Zone (SRAIP Industrial Precinct) – this new zone and precinct will apply to the SRAIP development footprint to ensure the intent of the SRAIP can be achieved in its fullest sense.

The variation request also seeks to vary elements of the planning scheme applying to the subject site including:

- Amendments to the building height, setback, access, built form, car parking rates, landscaping and signage requirements which would have applied to the site under the planning scheme.
- The applicability of the planning scheme overlays to the site. They will no longer apply as they will be assessed and addressed as part of the process and therefore it is proposed that no further assessment is warranted. Overlays will also no longer affect the level of assessment for uses to occur within the SRAIP.
- Amendments to the Reconfiguration of a Lot Code to include provisions to allow for smaller lot sizes to be established in the SRAIP.

2.1.3 Sensitive Environments & Environmental Values

The closest sensitive environments to the site as mapped by various regulatory authorities and government agencies are detailed in **Table 4** below.

Table 4: Closest Sensitive Environments

Sensitive Environment Element	Distance from site
Warrill Creek (MSES defined watercourse)	250 metres
State watercourses	Traverses site
Dam (located on Lot 1 on SP121240)	96 metres
Vegetation (MSES)	Located within the north west corner of the broader site.
Groundwater dependant ecosystem	The onsite watercourse and nearby Warrill Creek are mapped as moderate confidence alluvial aquifers with near permanent connection between surface water and groundwater
Mining lease permit	18km northeast of site
National Parks	Moogerah Peaks National Park ~ 5.1 km southeast of the site Main Range National Park ~ 13.7 km west of the site
World Heritage Area (WHA)	Main Range National Park ~13.7km west of the site
Native Title	Approximately 1km south of site

2.1.4 Access & Traffic

The subject site has frontage of approximately 1,200m to the Cunningham Highway.

The following access points exist to the subject site from the Cunningham Highway:

- Northern boundary of Lot 2 on RP20974
- Access across shared boundary of Lot 1 on RP216694 and Lot 2 on SP192221 providing access to Kalfresh's existing facility
- Two accesses on Lot 2 on SP192221 providing access to Kalfresh's existing facility

2.1.5 Existing Infrastructure & Easements

Local Road Network

The site has frontage along Cunningham Highway to the east. The key roads related to the development are summarised in **Table 5**.

Table 5: Key **Roads Related to Development**

Road	Authority	Classification	Posted Speed Limit	Typical Form
Cunningham Highway	Department of Transport and Main Roads (DTMR)	State-controlled Road	100km/hr	Two lane, undivided, with shoulder
Kalbar Connection Road	DTMR	State-controlled Road	100km/hr heading west 80km/hr heading east	Two lane, undivided, with shoulder
Boonah Fassifern Road	DTMR	State-controlled Road	100km/hr	Two lane, undivided, with shoulder

State-Controlled Road

The Cunningham Highway is the key State-controlled road related to the development as the site has direct frontage of approximately 1,200m. There are no known upgrades of the State-controlled road directly fronting the site.

Easements

The following easements currently exist on the site:

- Easement A on Lot 1 on RP216694 for the purposes of right of way benefitting Lot 2 and 4 on SP192221
- Easement B in Lot 2 on SP192221 for the purposes of access benefitting Lot 3 and 4 on SP192221

2.1.6 KRA141 Kangaroo Mountain

The site forms part of the ‘resource / processing area’ and ‘separation area’ of the Kangaroo Mountain Key Resource Area (KRA141). The KRA involves the extraction of quarry rock (and minor sand and gravel).

KRA141 is significant as a resource as it is well placed to supply the expansion of urban development in the ShapingSEQ regional place area. It is estimated to be sufficient for 50 years at the current level of demand for the Ipswich and Scenic Rim regions.

2.1.7 Earthworks

Bulk earthworks will be completed across the subject site to create a developable land formation. This earthwork operation will include the stripping/ stockpiling of topsoil and reshaping of land to generally achieve the proposed site levels across the development.

The preliminary earthworks design comprises of filling the site above the 1% AEP flood level. This will require additional material which is proposed to be obtained from the deepening of the flood diversion channel and the excavation of material within the subject site (that adjoining the proposed overland flow area). Hence, the haulage distance of fill material will be limited to within the existing allotment boundaries and haulage of material from outside the subject site will be minimal.

The earthworks design based upon the proposed development layout indicates that the earthworks operation will comprise approximately 400,000m^3 cut to fill onsite and 314,000m^3 of additional fill required which will be obtained from the borrow pits within the broader site.

2.1.8 Stakeholder Engagement

2.1.8.1 Building Height (35m) Specific

The maximum 35m building height was proposed on the SRAIP – Industrial Precinct Plan of Development (PoD) as part of the draft IAR for proposed Lots 10-15. A maximum building height of 15m was proposed on all other lots in the SRAIP Industrial Precinct. This material was publicly available for comment during the formal notification period of the draft IAR (refer to Section 2.1.11.3 below).

It is noted that only the Scenic Rim Regional Council raised the proposed 35m building height as an issue as part of their formal submission made during the notification period of the draft IAR. No other submitters raised building height as an issue in their formal submissions.

2.1.8.2 Broader Stakeholder Engagement

2.1.8.2.1.1 Prior to lodgement of draft IAR

To date, the following stakeholder engagement has been undertaken:

Presentation to the Scenic Rim Regional Council on 15 May 2017 (closed session) and 26 November 2018 (open session).

In relation to the first meeting, the intention was to provide background to the vision of the SRAIP, planning issues and how Kalfresh intended to appropriately deal with the known key issues of the proposal.

The identified issues and solutions discussed in the meeting are outlined below. As evident, the final solutions proposed as part of this SRAIP proposal do not differ significantly from those originally put forward in Council meeting in May 2017. The issues discussed at this meeting were as follows:

- Flood concerns
- Traffic concerns
- How to ensure the integrity of the precinct is maintained
- How to mitigate the stormwater treatment issue
- How to mitigate the sewer reticulation issue
- How to mitigate the water reticulation issue

2.1.8.2.1.2 Proceeding lodgement of draft IAR – Formal Public Consultation

Proceeding this, formal public consultation of the draft IAR occurred. The actions undertaken as part of this process are detailed in the table below:

Action	Date Undertaken	Details
Adjoining owner letters	15 May 2020	Letters sent via express post to all adjoining owners of the site notifying them of the draft IAR submission period and details on where to find the draft IAR material.
Signs on the land	15 May 2020 – 26 June 2020	Two signs erected on the road frontages on the land on 15 May 2020. Remained on the land until close of business 26 June 2020.
Newspaper ads	16 and 20 May 2020	Newspaper ads published in the following: • 16 May 2020 – Courier Mail • 20 May 2020 – Beaudesert Times • 20 May 2020 – The Fassifern Guardian

ABC Brisbane, Gold Coast and Southern Queensland Radio – Richard Gorman Interviews	19 and 29 May 2020	Richard Gorman interviewed by ABC Gold Coast and Southern Queensland radio programs on 19 May 2020 and Brisbane Radio 'Mornings' program on 29 May 2020 where it was mentioned that the draft IAR was out for public comment until 26 June 2020.
Scenic Rim Council Special Meeting	5 June 2020	Attendance at Special Meeting of Council involving an SRAIP Vision Presentation to all Scenic Rim Councillors (full Council), general managers and relevant department heads. The presentation was followed by a Questions and Answers session.
Zoom Session	11 June 2020	Information session held at 9:30am on 11 June 2020.
Department of Aboriginal and Torres Strait Islander Partnerships	11 June 2020	Alice Gorman discussion with Aaron James from the Department of Aboriginal and Torres Straight Islander Partnerships. Discussed opportunities for training and employment for indigenous workers, how Kalfresh can engage with indigenous companies during construction, and incorporating the local indigenous stories into the proposed SRAIP museum.
Community Day	13 June 2020	Community morning held at Kalbar Schools of Arts.
Meeting with Kelly Skewes Boonah School Guidance Officer	17 June 2020	Discussion regarding the precinct proposal, opportunities for youth employment and training, and explore opportunities for existing collaboration and training.
Media newspaper articles	20 May 2020 – 10 June 2020	Media newspaper articles published in the following: • 20 May 2020 – The Fassifern Guardian • 27 May 2020 – The Fassifern Guardian • 3 June 2020 – The Fassifern Guardian • 10 June 2020 – The Fassifern Guardian

2.1.9 Community Action Plan

As committed to in the Initial Advice Statement (IAS), a Community Action Plan (CAP) has been developed as part of this IAR process.

The CAP for the SRAIP is as follows:

- Letters to adjoining owners regarding the proposed SRAIP, where to find details on the IAR and how to have their say on the development (regulatory notification requirement)
- Public signs on the Cunningham Highway frontage of the site advertising the proposed SRAIP, where to find details on the IAR and how to have their say on the development (regulatory notification requirement)
- Ads in the local newspapers surrounding the SRAIP advertising the proposed SRAIP, where to find details on the IAR and how to have their say on the development (regulatory notification requirement)
- Hard copies of the draft IAR application in all local libraries within close proximity to the SRAIP (regulatory notification requirement)
- Following the preceding actions, the notification period commenced for a period of six weeks to enable members of the public to review the draft IAR application and have their say via formal submissions
- Due to the restrictions relating to COVID-19, Kalfresh co-ordinated a number of stakeholder engagement sessions via web-based consultation platforms. These sessions were limited to small, manageable numbers and could be grouped by interest group/interest area. RPS and relevant consultants were available to respond to questions. These sessions were scheduled to meet community demand.
- Kalfresh provided information about the SRAIP on their website and had available key staff to respond to enquiries, either via phone, email, or video link.

- Kalfresh will engage with local community and interest groups, including growers, suppliers, industry bodies, and the Chambers of Commerce.
- The Kalfresh directors have maintained close contact with the Scenic Rim Regional Council and will continue to keep Council staff, and the new Council, informed regarding SRAIP plans.
- Formal submissions, community feedback from the zoom sessions and community enquiries were managed and tracked by Kalfresh, RPS and the Coordinator General office as the project progresses.

We note that the community action plan is also being updated as part of the formal information request response to the CG and will be provided upon completion. This community action plan will be prepared and implemented for ongoing engagement with the community, particularly residents and businesses in Aratula, Boonah and Kalbar. This plan will outline the methods by which the community can engage with the proponent and representatives of the SRAIP on an ongoing basis, including regular engagement through activities and events. The community action plan will allow for community's views to be considered and where possible, incorporated into construction and built form outcomes.

2.2 Legislative Context

This section provides an overview of the legislative context of the proposal under the provisions of the Planning Regulation 2017.

2.2.1 Regional Planning Context

2.2.1.1 ShapingSEQ Regional Plan

The proposal is situated in the Regional Landscape and Rural Production Area (RLRPA) of the ShapingSEQ Regional Plan meaning the SRAIP is situated outside the Urban Footprint. The intent of the RLRPA in accordance with ShapingSEQ is to:

- Protect the values of this land from encroachment by urban and rural residential development
- Protect natural assets and regional landscapes, and ensure their sustainable use and management
- Support development and economic growth of rural communities and industries.

ShapingSEQ states that the RLRPA is to be protected from inappropriate development, particularly urban and rural residential development. In this way, the *Shaping SEQ: Regulatory Provisions* limit the different types of uses and subdivisions allowable in the RLRPA – for example, only residential uses, rural activities or infrastructure services are able to be established and subdivision is prohibited where resulting in lot sizes less than 100 hectares.

The proposed SRAIP through its agricultural / industrial land uses and proposed subdivision pattern contravenes the above limitations placed on the RLRPA through the regulatory provisions and is 'urban development' in nature. Therefore, the SRAIP would be a form of development typically envisaged within the Urban Footprint however as outlined in the Locational Assessment prepared by RPS dated (TBA), the scale of uses proposed for the SRAIP would be incompatible with the Urban Footprint and has been recognised as being situated in its chosen location for several specific locational benefits. The ethos driving the SRAIP proposal will protect the natural assets and regional landscape by diversifying and strengthening the local agriculture sector.

In addition to the above, we note that extensive planning need justifications has been formulated and provided separately as part of the formal information request response in relation to the regional planning context of the SRAIP.

2.2.2 State Planning Policy

The Minister has identified that all State Planning Policy (SPP) are integrated in the S*cenic Rim Planning Scheme 2020* (the planning scheme).

As this LVIA provides a complete assessment of the relevant components of the planning scheme (see Section 2.2.4) below, the SPP will also be adequately assessed in this process.

2.2.3 State Referrals

In accordance with Schedule 10 of the *Planning Regulation 2017*, the follow referrals apply:

Table 6: Schedule 10 Referral Matters

Schedule 10	Referral topic and reason	Referral Agency
10.3.4.1	Operational work for clearing native vegetation	SARA, DSDMIP
10.5.4.2	Material change of use for an environmentally relevant activity (non-devolved)	SARA, DSDMIP
10.6.4.3.1	Operational work for waterway barrier works	SARA, DSDMIP
10.9.4.1.1	State transport infrastructure – development in excess of the thresholds stated in schedule 20	SARA, DSDMIP
10.9.4.2.1	Reconfiguring a lot near a State transport corridor	SARA, DSDMIP
10.9.4.2.4	Material change of use near a State transport corridor	SARA, DSDMIP
10.19.1.3.1	Operational work that involves taking or interfering with water	SARA, DSDMIP

2.2.4 Scenic Rim Planning Scheme 2020

The following provisions apply to the subject site under the Scenic Rim Regional Council Planning Scheme which was adopted on 20 March 2020. Assessment Benchmarks

The Scenic Rim Planning Scheme 2020 is the relevant local planning instrument for the SRAIP. The assessment benchmarks relevant to the SRAIP are as follows:

- Strategic Framework
- Rural Zone Code
- Overlays
  - Agricultural land overlay code
  - Bushfire hazard overlay code
  - Environmental significance (biodiversity, local waterways) overlay code
  - Extractive resources overlay code
  - Flood hazard overlay code
  - Landslide hazard and steep sloe overlay code
  - Water resource catchments (stream orders) overlay code
  - Transport noise corridor overlay code
  - High order road overlay code
  - Road hierarchy overlay code
- Use Codes
  - General Development provisions code
  - Sales office code
  - Service station code
- Other Development Codes
  - Advertising devices code
  - Earthworks, construction and water quality code
  - Infrastructure design code
  - Landscaping code
  - Parking and access code

- Reconfiguring a lot code

2.2.4.1 Rural Zone Overall Outcomes

The following overall outcomes are presented within the Rural Zone Code of the planning scheme:

*(a) **Development** facilitates:*

(i) a wide range of rural uses, rural living and complementary non-rural uses that protect or enhance;

(A)the use of the land for agricultural production; and

(B)the rural character, natural landscape and environmental values of the zone.

*(b) **Land uses**:*

(i) include a mix of rural activities including Aquaculture, Animal husbandry, Animal keeping, Cropping, Permanent plantation, Roadside stall, Rural industry and Wholesale nursery;

(ii) include Intensive animal industry and Intensive horticulture where:

(A)located, designed and managed to avoid adverse impacts on the amenity and landscape character of the locality; and

(B)appropriately serviced by necessary road infrastructure.

(iii) include Dwelling houses, Dual occupancies, Home based businesses and Rural workers' accommodation to support rural activities or provide rural living opportunities;

(iv) include tourism activities and recreation activities of a scale, nature and intensity that complements and protects the rural and natural landscape setting;

(v) where involving a use other than a rural activity or residential activity:

(A)maintain the capacity of the land for agricultural production;

(B)are complementary and remain ancillary to the agricultural resource base;

(vi) facilitate diversification or value-adding opportunities that support or increase agricultural production and the ongoing operation of rural activities;

(vii) protect or enhance the rural and natural landscape character of the zone;

(viii) minimise the potential for land use conflict with surrounding rural land;

(ix) protect the rural amenity expected in the zone;

(x) are appropriately serviced by necessary road infrastructure;

(xi) are limited to:

(A)the uses listed as a consistent use in column 1 of Table 6.2.17.2.1 - Consistent Uses and Potentially Consistent Uses in the Rural Zone (Where no precinct applies); or

(B)the uses listed as potentially consistent uses in column 2 of Table 6.2.17.2.1 - Consistent Uses and Potentially Consistent Uses in the Rural Zone (Where no precinct applies) only where further assessment has determined that the use is appropriate in the zone having regard to such matters as its location, nature, scale and intensity.

(xii) where not listed in Table 6.2.17.2.1- Consistent Uses and Potentially Consistent Uses in the Rural Zone (Where no precinct applies) are inconsistent uses and are not intended to occur in the zone.

*(c) **Character** consists of:*

(i) rural and natural landscapes characterised by large expanses of productive agricultural land, hinterland areas, forested mountains, hills and valley settings and waterways and dams in a varying natural landscape from the upper reaches to the low-lying areas of their catchments;

(ii) rural buildings and infrastructure, with the visibility of large-scale buildings and structures associated with Rural industry, Intensive animal industries and Intensive horticulture minimised through siting or the provision of screen landscaping;

(iii)rural living opportunities that experience a level of amenity typical of a traditional rural environment; and

(iv)limited non-rural activities that complement the rural and natural landscape setting of the zone.

(d) ***Built form****:*

(i) where involving large-scale buildings or structures associated with Rural industry, Intensive animal industries or Intensive horticulture, are sited or provided with screen landscaping to minimise their bulk and visibility from roads, public places or sensitive land uses; and

(ii) where involving non-rural activities:

(A)is small scale, low-rise and set back from property boundaries to protect the potential for or ongoing operation of agricultural production on adjacent land, maintain the low density character of the zone and to afford privacy to residential activities; and

(B)is located and designed to complement the rural and natural landscape setting of the zone.

(e) ***Lot design****:*

(i) facilitates agricultural production, and minimises the loss and fragmentation of land for agricultural production; and

(ii) complies with the standards in Table 9.4.6.3.2 - Minimum Lot Size and Design.

2.2.4.2 Building Height – Impact Assessment

The Rural Zone Code Level of Assessment table specifies that given the proposed building height of 35m – the SRAIP application is subject to Impact assessment.

Impact assessment, under the *Planning Act 2016* (PA), means that the application undergoes a complete assessment against the local planning instrument (including the strategic framework), is subject to the public notification requirements under PA, and are subject to third party appeal rights.

We note that the proposed SRAIP intends to make a building height of 35m on specific lots (as to be determined by this LVIA) Code assessable as per the proposed SRAIP Level of Assessment Table. The intention of preparing this LVIA is to 'bring forward' the typical Impact assessment of the 35m building height into this coordinated project process to ensure future applications can be Code assessable as the Impacts have already been assessed.

3 LANDSCAPE CHARACTER ASSESSMENT

3.1 Shaping SEQ Regional Plan

The Shaping SEQ plan has five key themes to underpin their 50-year vision. The key themes relevant to the proposal is Sustain. Goal 4: Sustain lists Elements and Strategies to achieve desired outcomes.

Element 4: Regional landscapes. Regional landscape values and functions are sustainably managed and provide social, environmental, cultural and economic benefits to the region.

Strategies are:

(1) Protect the values of inter-urban breaks, while providing for a range of activities compatible with their predominantly rural or natural character.

(4) Protect regional scenic amenity areas from development that would compromise their value.

The land uses and areas of regional scenic amenity area identified on Map 5c Sustain – Regional landscape values, **Appendix C**.

3.2 Scenic Rim Regional Council Strategic Framework

The Scenic Rim Planning Scheme Part 3 Strategic Framework classifies the region to 'have a diverse range of landscapes including rich agricultural and grazing lands, waterways and waterbodies, World Heritage listed National Parks and urban and rural living environments'.

Part 3.3 Strategic Vision identifies that development in the region in consideration of landscape character has:

(1) Retained the lifestyles afforded by the diverse urban, rural, acreage, townships and mountain communities;

(2) Maintained rural production as the foundation of the region's economy, whilst having protected the region's natural assets and rural amenity;

(3) Protected and enhanced the natural beaty, environment, natural resources and rural landscapes;

Part 3.4 Communities and Character 3.4.1 Strategic Intent states that the intent of rural areas is to retain their distinctive and attractive rural and natural landscape qualities including, but not limited to

(1) Expanses of productive rural farmland

(2) Forested mountain ranges contributing to the region's iconic scenic backdrop;

(3) Waterways and dams set amongst a varying landscape from forested, steep upper reaches to open floodplain; and

(4) Scenic viewing experiences within forested hills and valley settings

Rural Areas provide for a wide range of rural and complementary land uses that maintain agricultural production opportunities in different parts of the region. Rural buildings and structures that are typically associated with rural activities contribute to the landscape character of Rural Areas, with any large-scale buildings associated with Intensive animal industries screened to maintain the region's rural and natural landscape qualities.

3.3 Scenic Rim Regional Council Rural Zone Code

For SRRC Rural Zone Code values and character, refer to Section 2.2.4.2 above.

3.4 Methodology

This section reviews the landscape character within the context of the proposal to obtain an appreciation of the existing visual environment of the area in which the Proposal is located, and to subsequently develop a visual baseline. This visual baseline will be used as a measurement to gauge the level of influence the Proposal including 35m buildings on Lot 12 and Lot 13 has on its surrounding area.

The methodology inherited for the landscape character used within this report is based on an objective assessment of the landscape attributes of a place where “Landscape is an all-encompassing term that refers to areas of the earth’s surface at various scales. It includes those landscapes that are: urban, peri-urban, rural, and natural; combining bio-physical elements with the cultural overlay of human use and values.” (AILA - Australian Institute of Landscape Architects, 2018)

The Proposal area is viewed as a whole site within a broader context being the rural landscape character for the specific purpose of evaluation, and to assist with developing guidelines to manage and plan for the landscape character type and its relationship with the site and Proposal.

3.5 Landscape Character Zones

For the purposes of this assessment a Landscape Character Zone (LCZ) is defined as “An area of landscape with similar properties or strongly defined spatial qualities, distinct from areas immediately adjacent.” (Centre for Urban Design - Roads and Maritime Services, 2018). An appreciation of the visual character of the present landscape assists in the development of a baseline and means for evaluation in visual impact assessment, and subsequently how the Proposal will influence: the present visual environment; aesthetic and perceptual aspects of the landscape, and; its unique character.

An LCZ takes place when there are apparent patterns of elements occurring consistently in a specific type of landscape. The landscape character zones, and prominent landscape features identified and described below collectively define the overall character for the part of the local area. Twelve (12) LCZs have been identified within proximity from the Proposal (Refer Error! Reference source not found.). The following sections provide a description of each LCZ to convey the character styles of the locale.

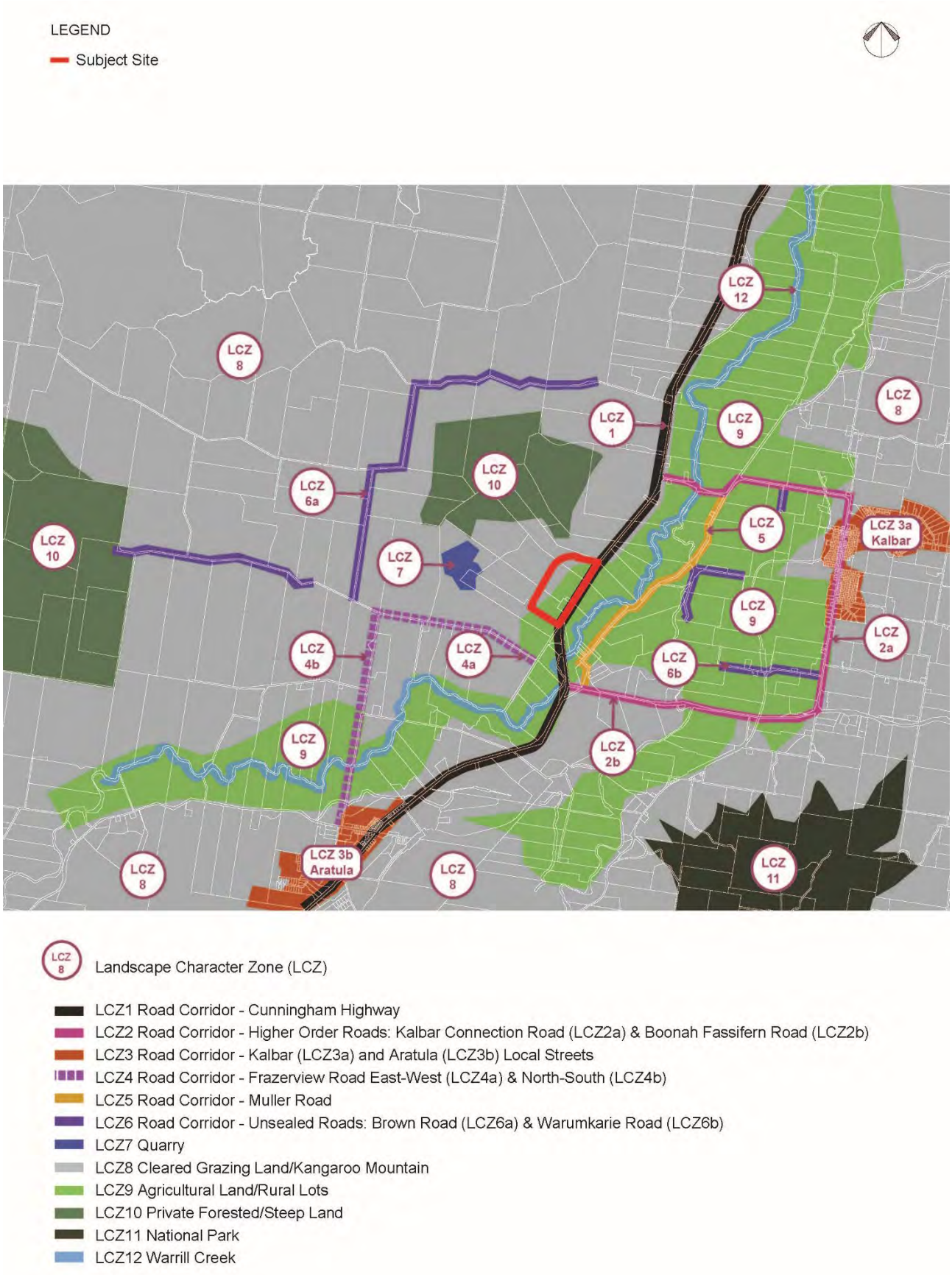


Figure 3: Landscape Character Zones

3.5.1 LCZ1: Road Corridor: Cunningham Highway (National Highway)

LCZ1 is comprised of the Cunningham Highway corridor which is approximately 30 metres wide. The Cunningham Highway road profile consists of two-way, line marked state-controlled road.

Vegetation along the road corridor changes from grassed verge to heavily vegetated to sparsely scattered mature trees.

The topography of the road profile is softly undulating, with small hills located within adjoining rural properties.

The Cunningham Highway stretches from Ipswich to Warwick and is identified as an existing freight corridor in ShapingSEQ Strategic road and freight system 2041. The surrounding character of the LCZ1 consists predominantly of rural zoned land that contains agricultural or rural grazing land uses. Dams, large rural sheds and associated rural residential dwellings can be sighted. All built form has been setback significantly from the Highway and is generally screened with vegetation except for the existing Kalfresh facilities that sit directly adjoining the Highway. The road corridor offers views to all LCZ types surrounding and a variety of landscape characters that can be found within the Scenic Rim region.

The character of this zone will be impacted by seasonal change. The earth tones and understorey vegetation will vary.

Overall, the nature of the landscape has been heavily disturbed, and the quality of landscape amenity is minimal given the use type as a transport corridor. There are views to the mountain ranges in the distance.

The landscape character of the LCZ1 has been represented in **Figure 4**.

Figure 4: Landscape Character Zone 1 – Representative Image of Cunningham Highway and viewpoint facing South-West

3.5.2 LCZ2: Road Corridor: Higher Order Roads

LCZ2 is comprised of the Kalbar Connection Road and the Boonah Fassifern Road corridors which have an approximate 20 metre wide unformed with line marked roads. The verge consists of grass and electricity infrastructure.

The surrounding locality consists predominantly of large rural grazing or cropping agricultural land and horse related activities. Large rural residential allotments are set far apart. Portions of boundary fencing runs parallel to the high order roads.

Vegetation within the road reserves is minimal however increased amounts of vegetation is scattered throughout the adjoining rural properties especially around the residential dwelling.

The topography of the road profile is softly undulating, with hills located within adjoining properties.

The character of this zone will be impacted by seasonal change. The earth tones and understorey vegetation may vary.

Overall, the landscape has been heavily disturbed from its pre-settlement character, and the quality of landscape amenity is low due to the minimal preferred landscape character elements found in the road corridor. There are views to mountain ranges in the distance which extend across other LCZs adjacent to the road corridor.

The landscape character of the LCZ2 has been represented in **Figure 5** and **Figure 6.**

Figure 5: Landscape Character Zone 2a – Representative Image of Kalbar Connection Road and viewpoint facing North

Figure 6: Landscape Character Zone 2b – Representative Image of Boonah Fassifern Road and viewpoint facing West

3.5.3 LCZ3: Road Corridor: Kalbar (Local Centre) and Aratula (Township) Local Streets

LCZ3 is comprised of Kalbar and Aratula local street corridors. The Kalbar local street is approximately 20 metres wide. The road profile consists of a formal two-way unmarked road. The verge is grassed with electrical infrastructure and residential driveways. The Aratula local street is approximately 30 metres wide. The road profile consists of a formal one way either side of a centre median unmarked road. The verge is grassed with electrical infrastructure, footpath and residential driveways.

Vegetation is sparsely located within the road reserve, the centre median and throughout the adjoining urban properties. The vegetation is predominantly exotic species.

The topography of the road profile is of gentle grade, with the adjoining land at the same grade or sloping up or down marginally.

The surrounding character of the LCZ3 consists predominantly of traditional to lifestyle sized lots with urban residential dwellings, front fencing and landscaping within. All built form has been setback from the road corridor. The typical urban residential dwellings are a mix of single or double storey weatherboard or brick construction.

The landscape character of the LCZ3 has been represented in **Figure 7** and **Figure 8.**

Figure 7: Landscape Character Zone 3a – Representative Image of Kalbar Local Street and viewpoint facing North

Figure 8: Landscape Character Zone 3b – Representative Image of Aratula Local Street and viewpoint facing West

3.5.4 LCZ4: Road Corridor: Frazerview Road

LCZ4 is comprised of the Frazerview Road corridor which is approximately 23 metres wide. Frazerview road is a two-way unformed and partially unlined rural road.

Vegetation is sparse within the grassed road reserve and scattered mature trees within the adjoining rural properties. Increased vegetation of native and exotic species are located around residential dwellings.

The topography of the road profile is softly undulating, with small hills located within adjoining properties.

The surrounding character of the LCZ4 consists predominantly of large grazing or cropping agricultural land with rural residential dwellings set far apart. All built form has been setback from the road corridor. The residential dwellings consist of single storey built form with various other built structures in proximity.

The character of this zone will be impacted by seasonal change. The earth tones and understorey vegetation may vary.

Overall, the landscape has been heavily disturbed from its pre-settlement character, and the quality of landscape amenity is low due to the minimal preferred landscape character elements found in the road corridor. There are views to mountain ranges in the distance which extend across other LCZs adjacent to the road corridor.

The landscape character of the LCZ4 has been represented in **Figure 9** and **Figure 11.**

Figure 9: Landscape Character Zone 4a – Representative Image of Frazerview Road East-West and viewpoint facing East

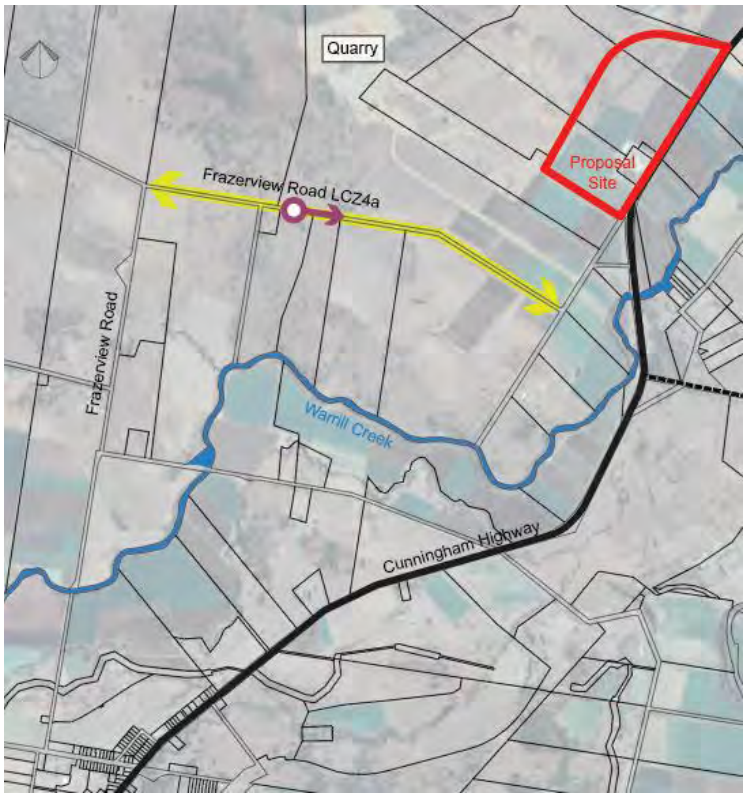


Figure 10: Location of Frazerview Road East-West

Figure 11: Landscape Character Zone 4b – Representative Image of Frazerview Road North-South and viewpoint facing North

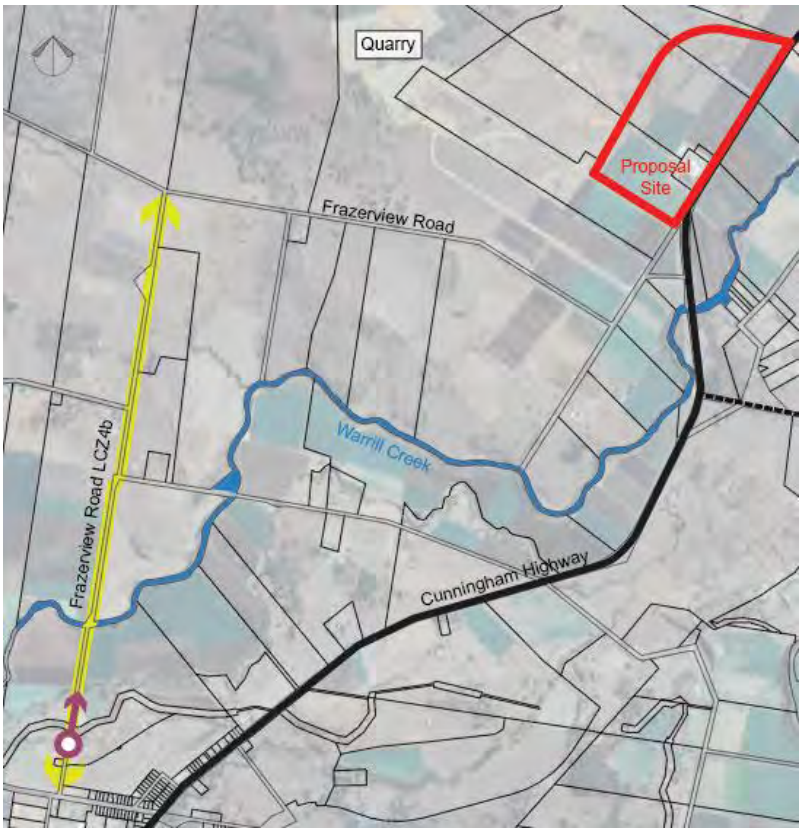


Figure 12 Location of Frazerview Road North-South

3.5.5 LCZ5: Road Corridor: Muller Road

LCZ5 is comprised of the Muller Road corridor which is approximately 28-30 metres wide two-way unformed and unlined rural road. The road has a north-south alignment and runs parallel to the Cunningham Highway.

Vegetation within the road reserve is minimal and is located predominantly lining the transecting waterway. Vegetation is sparsely scattered throughout adjoining large lot rural properties.

The topography of the road profile is softly undulating, with small hills located within adjoining properties.

The surrounding locality consists predominantly of medium to large cropping agricultural land, agricultural equipment, machinery, sheds and associated rural residential dwellings. All built form has been setback from the road corridor.

The character of this zone will be impacted by seasonal change. The earth tones, understorey and waterway vegetation may vary.

Overall, the landscape has been heavily disturbed from its pre-settlement character, and the quality of landscape amenity is low due to the minimal preferred landscape character elements found in the road corridor. *Araucaria sp.* are visually prominent and there are views to mountain ranges in the distance which extend across other LCZs adjacent to the road corridor.

The landscape character of the LCZ5 has been represented in **Figure 13.**

Figure 13: Landscape Character Zone 5 – Representative Image of Muller Road and viewpoint facing South

3.5.6 LCZ6: Road Corridor: Unsealed Roads

LCZ6 is comprised of the unsealed roads to which is approximately 20 metres wide two-way gravel road.

Vegetation within the road reserves is minimal however increased amounts of vegetation is scattered throughout the adjoining rural grazing properties.

The surrounding locality consists predominantly of large rural grazing with livestock or cropping agricultural land. Large rural residential dwellings are set far apart.

The topography of the road profile is softly undulating, with hills located within adjoining properties.

The character of this zone will be impacted by seasonal change. The earth tones and understorey vegetation may vary.

Overall, the landscape has been somewhat modified from its pre-settlement character, and the quality of landscape amenity is low due to the minimal preferred landscape character elements found in the road corridor. There are views to mountain ranges in the distance which extend across other LCZs adjacent to the road corridor.

The landscape character of the LCZ6 has been represented in **Figure 14** and **Figure 15.**

Figure 14: Landscape Character Zone 6a – Representative Image of Brown Road and viewpoint facing North

Figure 15: Landscape Character Zone 6b – Representative Image of Warumkarie Road and viewpoint facing West

3.5.7 LCZ7: Quarry

LCZ7 is comprised of the adjoining Kalbar Hard Rock quarry.

Exposed land with benched bare rock and excavation material/machinery can be sighted within the quarry.

The topography of the allotment increases significantly from the private site entry on Frazerview Road to the top of the exposed land. Vehicles are moving in/out and around the site.

The nature of the landscape has been heavily disturbed and is of no quality landscape amenity.

The landscape character of the LCZ7 has been represented in **Figure 16** .

Figure 16: Landscape Character Zone 7 – Adjoining Kalbar Hard Rock Quarry and viewpoint facing West

3.5.8 LCZ8: Cleared Grazing Land/Kangaroo Mountain

LCZ8 is comprised of large rural grazing allotments for livestock including cattle and Kangaroo Mountain.

Vegetation within the road reserve in front of the fence is minimal and sparsely scattered throughout properties apart from the portions of heavy vegetation on Kangaroo Mountain. The allotments are mainly void of vegetation due to the grazing land use.

The topography of the allotments is undulating. Grazing is predominantly within the flatter areas of the site, with hills located within private properties towards the rear.

The character of this zone will be impacted by seasonal change. The earth tones and understorey vegetation may vary.

Overall, the character of the landscape has been somewhat disturbed from its pre settlement patterns, and the quality of landscape is minimal.

The landscape character of the LCZ8 has been represented in **Figure 17.**

Figure 17: Landscape Character Zone 8 – Representative Image of foreground cleared grazing land and background Kangaroo Mountain and viewpoint facing East

3.5.9 LCZ9: Agricultural Land/Rural Lots

LCZ9 is comprised of large lots of agricultural cropping and other agricultural farming uses. Agricultural equipment, machinery and sheds can be sited. The crops include corn, green beans and pumpkins. The crops are rotated to assist with farming practices.

Vegetation is located predominantly along the waterway of Warrill Creek (LCZ12) or within the private forested/steep land (LCZ10) in the distance.

The topography of the allotments is flat however the surrounding uses of rural land contain dwelling houses on small hills with dispersed vegetation.

The existing Kalfresh facilities sit within this landscape character zone and is consistent with the SRRC Rural Zone overall outcomes listed in Section 2.2.4.2.

The character of this zone will be impacted by seasonal change. The earth tones, understorey and waterway vegetation may vary.

Overall, the nature of the landscape has been heavily disturbed from its pre-settlement patterns, and the quality of landscape amenity is minimal.

The rural nature of this view means that the LCZ has the capacity to accept some forms of modification and retain those landscape character traits of the LCZ.

The landscape character of the LCZ9 has been represented in **Figure 18**.

Figure 18: Landscape Character Zone 9 – Representative Image of agricultural land and viewpoint facing West

Figure 19: Representative image of existing Kalfresh facilities directly adjoining Cunningham Highway moving North

Figure 20: Representative image of existing Kalfresh facilities directly adjoining Cunningham Highway moving South

3.5.10 LCZ10: Private Forested/Steep Land

LCZ10 is comprised of private forested/steep areas within rural zoned land.

The landscape character zone is characterised by large lots with increasing amounts of vegetation as the topography climbs. The dirt road terminates at restricted gated access. Considering the dirt road access and minimal dwellings in the vicinity, the character remains naturally preserved. The vegetation consists of tall eucalypt trees with grassed/scrubby understorey.

The character of this zone will be impacted by seasonal change. The earth tones and understorey vegetation may vary.

The landscape character of the LCZ10 has been represented in **Figure 21.**

Figure 21: Landscape Character Zone 10 – Representative Image of Private Forested/Steep Area and viewpoint facing East

3.5.11 LCZ11: National Park

LCZ11 is comprised of National Park being the Moogerah Peaks National Park, Mount French section. The land is zoned for conservation and is managed by the Queensland Parks and Wildlife Service under the *Nature Conservation Act 1992*.

An unmarked public road meanders through heavily vegetated topography. Surrounding the national park is rural land however it is also heavily vegetated. The transition between both land uses is seamless. During transit dwelling houses can be seen nestled into the vegetation with an immediate clearing surrounding the built form. The public road terminates in the National Park with a carparking facility. From the carparking facility, there are two walking tracks, the North Cliff track and the Mee-bor-rum track leading to viewing platforms. The national park is also used for camping, rock climbing and bird watching.

The rural lots and national park consist of igneous rock, tall eucalypt trees, grass trees and other native vegetation.

The landscape character of the LCZ11 has been represented in **Figure 22** and **Figure 23.**

Figure 22: Landscape Character Zone 11 – Representative Image of national park adjoined by rural properties and viewpoint facing South

Figure 23: Landscape Character Zone 11 – Representative Image of Mount French Road with National Park on the right and rural land on the left and viewpoint facing North

3.5.12 LCZ12: Warrill Creek

LCZ12 is comprised of Warrill Creek that runs parallel to the subject site. Warrill Creek connects to the Bremer River and contains alluvium within the productive floodplain.

At the time of the field survey, Warrill Creek was heavily vegetated with native and exotic species. The water was low with some portions of the creek not flowing continuously.

The surrounding locality consists predominantly of cropping agricultural land that adjoins the traversing creek line on both sides.

The character of this zone will be impacted by seasonal change. The density of vegetation and water flow may vary.

The landscape character of the LCZ12 has been represented in **Figure 24.**

Figure 24: Landscape Character Zone 12 – Representative Image of Warrill Creek and viewpoint facing East

4 VISUAL IMPACT ASSESSMENT

4.1 Methodology

The methodology adopted in this assessment has been adapted from:

- Guidance Note for Landscape and Visual Assessment (AILA - Australian Institute of Landscape Architects, 2018)

This methodology has been used as a guide to assess the 35m high buildings proposed on Lot 12 and Lot 13.

This report considers a range of visual receptors which are used to demonstrate the influence of the Proposal in a broader context.

There are two primary measurements used to determine impacts to the landscape character:

- sensitivity; and
- magnitude.

4.1.1 Sensitivity

For the purposes of this report and the analysis undertaken, sensitivity is defined as “Capacity of a landscape or view to accommodate change without losing valued attributes. Includes the value placed on a landscape or view by the community through planning scheme protection, and the type and number receivers.” (AILA - Australian Institute of Landscape Architects, 2018)

The higher the visual quality of the landscape surrounding the viewpoint, the greater the significance of introducing new development and therefore the impact on the existing landscape. For example, road widening would be ranked lower than changes to national parkland. A place with a more consistent character would be more visually sensitive to new development than a place with less consistency.

As well – the number and type of receivers is considered. Static Receivers are rated as more sensitive e.g. Residents are more sensitive than travellers or passers-by due to the prolonged .

Four categories are used in ranking the sensitivity of a viewpoint, ranging from negligible to high.

4.1.2 Magnitude

For the purposes of this report and the analysis undertaken magnitude of change is defined as “The extent of change that will be experienced by receptors. This change may be adverse or beneficial. Factors that could be considered in assessing magnitude are: the proportion of the view / landscape affected; extent of the area over which the change occurs; the size and scale of the change; the rate and duration of the change; the level of contrast and compatibility”. (AILA - Australian Institute of Landscape Architects, 2018)

The magnitude is the degree of visual change on the view due to the proposed development. It is the measurement of the overall scale, form and character of a proposed development when compared to the existing condition. (Centre for Urban Design - Roads and Maritime Services, 2018)

The location of the proposed development in relation to the region in question also influences magnitude.

Five categories are used in ranking the magnitude of a proposal, ranging from nil to high.

4.1.3 Impact

Impact on the visual character of the landscape is determined using the matrix shown in Table 7. Rankings for sensitivity and magnitude are combined to generate the impact from each viewpoint.

Table 7: Impact Ranking Matrix

Impact Ranking Matrix					
	Magnitude of Change				
Sensitivity	High Magnitude	Moderate Magnitude	Low Magnitude	Negligible Magnitude	Nil Magnitude
High Sensitivity	High impact	High-Moderate Impact	Moderate Impact	Negligible Impact	Nil Impact
Moderate Sensitivity	High-Moderate Impact	Moderate Impact	Moderate - Low Impact	Negligible Impact	Nil Impact
Low Sensitivity	Moderate Impact	Moderate - Low Impact	Low Impact	Negligible Impact	Nil Impact
Negligible Sensitivity	Negligible Impact	Negligible Impact	Negligible Impact	Negligible Impact	Nil Impact

4.2 Viewpoints

In order to assess the sensitivity and the magnitude of the Proposal a desktop study was undertaken of potential viewing locations of the Proposal. These viewpoints were ground-truthed and analysis was undertaken from each of the viewpoints during a site inspection. The following figures outline the position of the viewpoints analysed for the proposal:

Figure 21. Viewpoints up to 3km from the site

Figure 22 Viewpoints from 3km to 20km from the site

For full details of the analysis refer Appendix D: Visual Assessment Site Details, provides a summary of the magnitude, sensitivity and impact on each of the viewpoints.

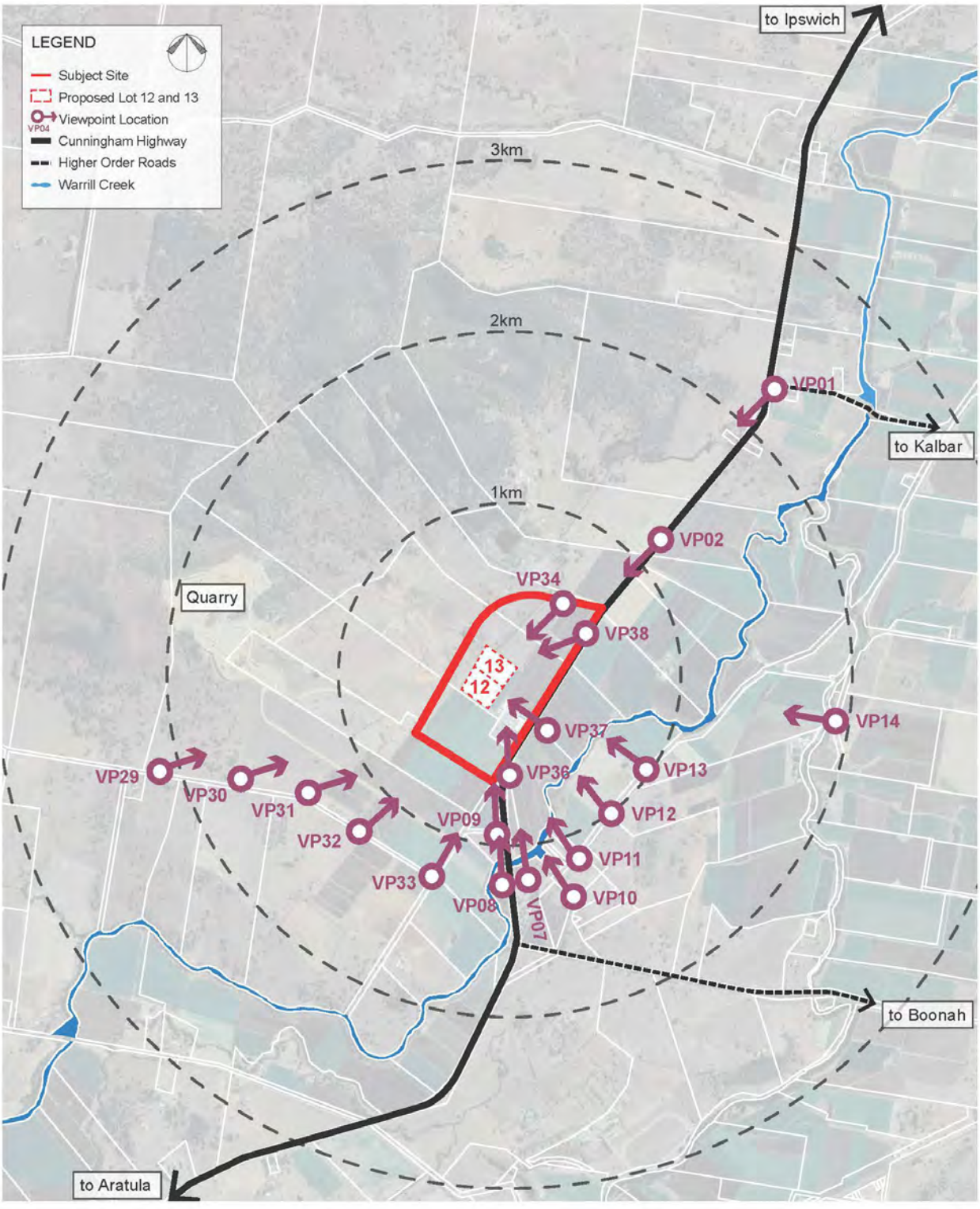


Figure 25: Viewpoints up to 3km from the subject site

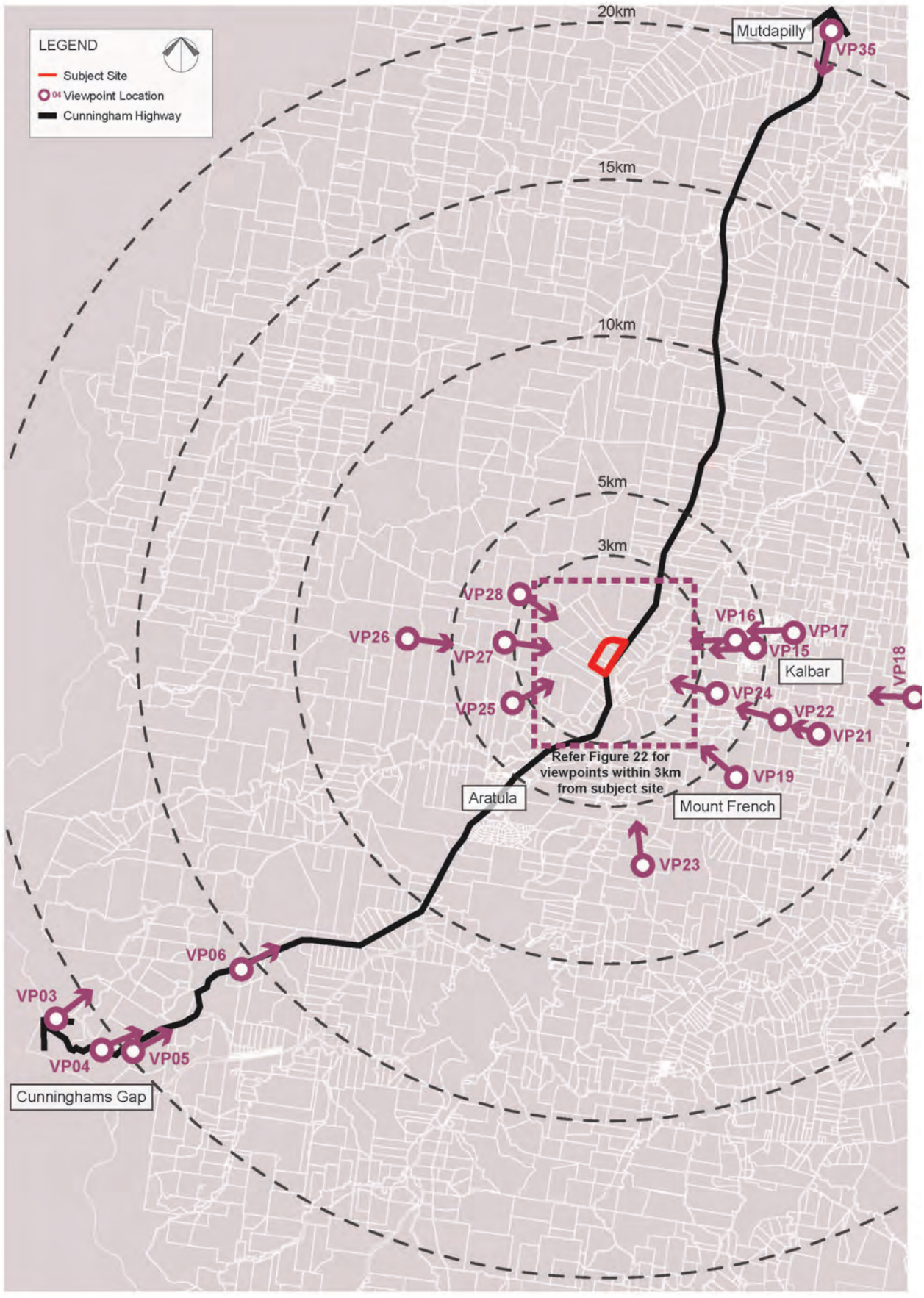


Figure 26: Viewpoints from 3km to 20km from the subject site

Table 8: Viewpoint Analysis Summary

Viewpoint	Co-ordinates	Magnitude of Change	Sensitivity	Assessment of Impact
VP01	27 93'11"S 152 59'45"E	Negligible	Low	Negligible
VP02	27 93'85"S 152 58'83"E	Moderate	Low	Moderate-Low
VP03	28 05'02"S 152 39'49"E	Nil	Low	Nil
VP04	28 05'79"S 152 42'36"E	Nil	Low	Nil
VP05	28 05'51"S 152 42'94"E	Nil	Low	Nil
VP06	28 01'34"S 152 52'15"E	Nil	Low	Nil
VP07	27 95'81"S 152 57'93"E	Negligible	Low	Negligible
VP08	27 95'63"S 152 57'88"E	Moderate	Low	Moderate-Low
VP09	27 95'52"S 152 57'85"E	Moderate	Low	Moderate-Low
VP10	27 95'74"S 152 58'25"E	Negligible	Moderate	Negligible
VP11	27 95'57"S 152 58'29"E	Low	Moderate	Moderate-Low
VP12	27 95'56"S 152 58'30"E	Low	Low	Low
VP13	27 94'97"S 152 58'86"E	Nil	Low	Nil
VP14	27 94'80"S 152 60'00"E	Nil	Moderate	Nil
VP15	27 94'49"S 152 62'59"E	Negligible	Moderate	Negligible
VP16	27 94'32"S 152 62'18"E	Nil	Moderate	Nil
VP17	27 94'03"S 152 63'48"E	Negligible	Moderate	Negligible
VP18	27 95'18"S 152 68'49"E	Nil	Moderate	Nil
VP19	27 98'22"S 152 62'21"E	Moderate	Low	Moderate-Low
VP20	27 95'81"S 152 62'37"E	Negligible	Moderate	Negligible
VP21	27 96'52"S 152 62'87"E	Negligible	Moderate	Negligible
VP22	27 96'42"S 152 62'41"E	Nil	Low	Nil
VP23	27 99'61"S 152 59'48"E	Negligible	Moderate	Negligible
VP24	27 95'86"S 152 61'57"E	Negligible	Moderate	Negligible
VP25	27 96'10"S 152 54'70"E	Nil	Negligible	Nil
VP26	27 94'13"S 152 51'09"E	Nil	Moderate	Nil
VP27	27 94'74"S 152 54'52"E	Nil	Low	Nil
VP28	27 93'02"S 152 55'03"E	Nil	Moderate	Nil
VP29	27 95'11"S 152 55'75"E	Nil	Moderate	Nil
VP30	27 95'22"S 152 56'51"E	Negligible	Moderate	Negligible
VP31	27 95'26"S 152 56'66"E	Moderate	Low	Moderate-Low
VP32	27 95'42"S 152 56'98"E	Moderate	Moderate	Moderate
VP33	27 95'64"S 152 57'47"E	Moderate	Moderate	Moderate
VP34	27 94'22"S 152 58'13"E	Moderate	Low	Moderate-Low
VP35	27 76'93"S 152 65'05"E	Nil	Negligible	Nil
VP36	27 95'04"S 152 57'89"E	Moderate	Low	Moderate-Low
VP37	27 94'84"S 152 58'05"E	Moderate	Low	Moderate-Low
VP38	27 94'47"S 152 58'32"E	Moderate	Low	Moderate-Low

4.2.1 Artist impressions

Artist impressions provide an indication of what a proposal may look like from key representative viewpoints once developed and aid in demonstrating the bulk and scale of a proposal. Artist impressions for the Proposal have been prepared from seven (7) viewpoints:

- Viewpoint VP02;
- Viewpoint VP08;
- Viewpoint VP19;
- Viewpoint VP32;
- Viewpoint VP36;
- Viewpoint VP37; and
- Viewpoint VP38.

The artists impressions are shown against the existing environment noting that only the bulk of the built form has been shown and the materials/finishes would be confirmed during detailed design. The artists impressions demonstrate the following landscaping treatments:

- a landscaping buffer to the Cunningham Highway,
- a landscaping buffer to the frontage of proposed Lot 12 and 13
- Blue Gum planting in the overland flow path as stipulated in the 28ºS Environmental Report.

4.2.1.1 Artist Impressions – Viewpoint VP02

Figure 27: Current View from Viewpoint VP02 facing South towards proposal

Figure 28: Artist Impression from Viewpoint VP02

4.2.1.2 Artist Impressions – Viewpoint VP08

Figure 29: Current View from Viewpoint VP08 facing North towards proposal

Figure 30: Artist impression from viewpoint VP08 facing North towards proposal

4.2.1.3 Artist Impressions – Viewpoint VP19

Figure 31: Current View from Viewpoint VP19 facing West towards proposal

Figure 32: Current View as a panoramic from Viewpoint VP19 from West to North towards proposal (yellow area indicates location of proposal from Figure 35)

Figure 33: Artist Impression from viewpoint VP19 facing West towards proposal

4.2.1.4 Artist Impressions – Viewpoint VP32

Figure 34: Current View from Viewpoint VP32 facing North towards proposal

Figure 35: Artist Impression from viewpoint VP32 facing North towards proposal

4.2.1.5 Artist Impressions – Viewpoint VP36

Figure 36: Current View from Viewpoint VP36 facing North towards proposal

Figure 37: Artist Impression from viewpoint VP36 facing North West towards proposal

4.2.1.6 Artist Impressions – Viewpoint VP37

Figure 38: Current View from Viewpoint VP37 facing West towards proposal

Figure 39: Artist Impression from viewpoint VP37 facing West towards proposal

4.2.1.7 Artist Impressions – Viewpoint VP38

Figure 40: Current View from Viewpoint VP38 facing South West towards proposal

Figure 41: Artist Impression from viewpoint VP38 facing South West towards proposal

5 MITIGATION MEASURES AND CONCLUSION

5.1 Mitigation measures

Mitigation measures to manage and minimise the potential visual impacts have been identified based on the findings in this report and will be implemented through the proposed Plan of Development and Impact Assessment Report. No further mitigation measures are required as there are **nil** impact assessment ratings of Moderate-High to High.

The following safeguards are outlined to maintain the integrity of the surrounding visual amenity and rural character in which the proposal is located. The proposed mitigation measures are to assist with maintaining the current visual quality of the rural landscape and addressing viewpoint impacts to 32 and 33.

5.1.1 Design safeguards

- In accordance with the SRRC 6.2.17 Rural Zone Code for Built Form:
  - where involving large-scale buildings or structures associated with *Rural industry, Intensive animal industries or Intensive horticulture,* are sited or provided with screen landscaping to minimise their bulk and visibility from roads, public places or sensitive land uses.
- Consider façade treatment that articulates structural components and bays of the building to establish a rhythm to differing elevations. Can be complemented by differing treatments to the roof form to provide a degree of visual interest to the structure and to mitigating viewpoints 32 and 33. Refer to **Figure 42** for built example.

Figure 42: Woolworths Cold Storage Facility, Dandenong Distribution Centre

- Consider providing additional landscaping to the southern and western side of the built form to mitigate viewpoints 32 and 33, noting the 28°S Environmental Ecological Assessment Report, 1 February 2021, also includes proposed compensatory planting to be undertaken within the overland flow path with Queensland Blue Gums.
- Utilise materials that reinforce the rural built form and landscape. Materials should utilise muted, earthy tones or those compatible with the tones of the natural landscape. A variety of materials/colours will be key in to reducing the bulk and scale of the built form. Refer **Figure 43** for built example.

Figure 43: MMD, Boundary Industrial Zone

- External finishes should be of low reflectivity to minimise glare and reflection to surrounding areas.
- Conceal unsightly rooftop plant and equipment from view.

5.1.2 Construction safeguards

- Avoid unnecessary loss or damage to existing canopy and screening vegetation within the TMR road corridors;
- Minimise light spill from the development areas into adjacent visually sensitive residential properties surrounding the development by directing construction lighting into the construction areas and ensuring the site is not over-lit. This includes the sensitive placement and specification of lighting to minimise any potential increase in light pollution;
- Temporary hoardings, barriers, traffic management and signage would be removed immediately when no longer required; and
- The site to be kept tidy and well maintained, including removal of all rubbish at regular intervals. There should be no storage of materials beyond the construction boundaries. Storage should occur off-site considering the location of sensitive receptors.

5.1.3 Operational safeguards

- Undertake regular landscape maintenance works to buffer planting to maximise the health and effectiveness of existing planting to help buffer the removal of any existing landscape items.

5.2 Conclusion

A key consideration in the visual impact assessment of the Proposal will be the sensitivity of static and mobile receptors and other stakeholders to specific elements, which may result in a variety of responses, both positive and negative. Whilst the degree to which the scale of the Proposal area is visible from certain vantage points can be quantified, ultimately, the static and mobile receptors and users of the landscape

surrounding the proposal will reflect a range of sensitivities. The degree to which the changes to the landscape are perceived will depend on the values of the actual users/ receptors.

This report has articulated that the landscape character zones (LCZs) within proximity to the Proposal have the capacity for change and still meet the rural character envisioned by the various levels of planning instruments.

This report considers views from, habitable room windows, outdoor areas of the home yard dwelling as the most sensitive receptors. Views from residual land beyond the home yard area (such as recreational land) and from moving vehicles (local, tourist, freight) due to the short term exposure at speed are treated as less sensitive receptors. This report also adopts the standard methodology of sensitivity relating to proximity, in that the greater the distance between the visual receptor and the Proposal, the lesser the visual sensitivity.

In summary, the Proposal would result in Negligible to Moderate-Low impacts for all the nominated viewpoints except for viewpoints 32 and 33 that are moderate. For all other viewpoints besides 32 and 33, the Proposal is in alignment with the SRRC 6.2.17 Rural Zone Code. Once the mitigation measures are implemented, viewpoints 32 and 33 will also be in alignment with the rural zone code.

Ultimately, the proposed building height of 35m is only proposed to be located on two allotments (Lot 12 and Lot 13) within the SRAIP and whilst more than 15m, with built form, setbacks and landscape treatment it would remain consistent with the rural landscape and reflect the character of the SRRC rural zone code listed in Section 2.2.4.2, the SRRC Strategic Framework and ShapingSEQ Regional Plan.

Overall, the Proposal will change the landscape of the setting at a site level however as it is located within and around heavily disturbed landscape, the result remains a low impact on the local area. All view lines to scenic amenity such as the rolling ridgelines and forested mountains will remain and provide an effective backdrop for absorbing the visual impact of the Proposal if the proposed mitigation measures are implemented. With the proposed mitigation measures implemented, both lots are deemed suitable for the location of the proposed buildings.

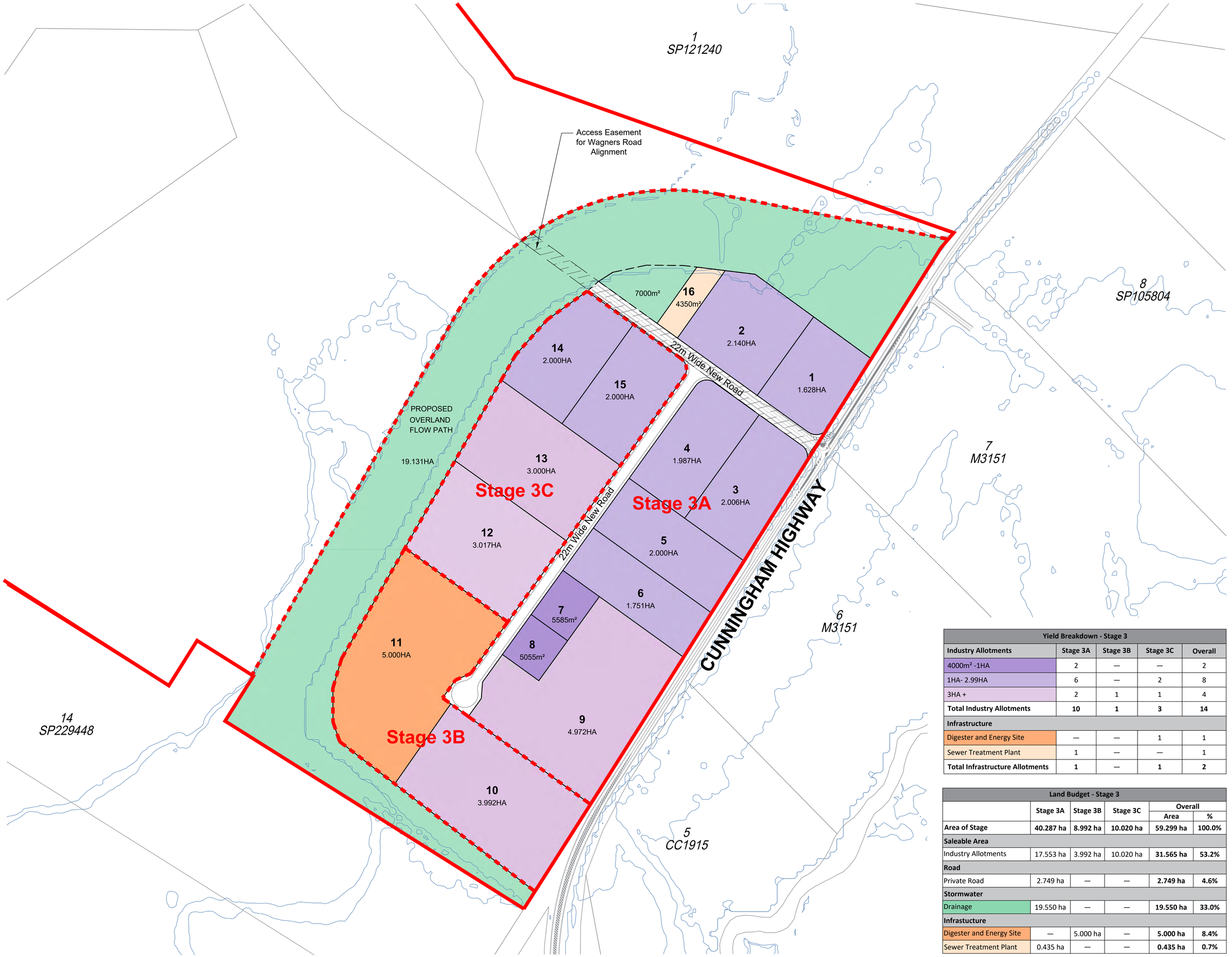
6 REFERENCES

AILA - Australian Institute of Landscape Architects Guidance Note for Landscape and Visual Assessment [Online] // AILA. - June 2018. - June 2018. - 17 03 2020. - https://www.aila.org.au/imis_prod/documents/AILA/QLD/2018/AILA_GNLVA_June_2018V2.pdf.

Centre for Urban Design - Roads and Maritime Services [Online]. - 14 December 2018. - 2.1. - 17 March 2020. - https://www.rms.nsw.gov.au/business-industry/partners-suppliers/documents/centre-for-urban-design/guideline-landscape-character-and-visual-impact.pdf.

Environmental 28OS Scenic Rim Agricultural Industrial Precinct - Ecological Assessment Report [Report]. - 2021.

Appendix A
Subdivision Plan



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SCENIC RIM AGRICULTURAL INDUSTRIAL PRECINCT

SUBDIVISION PLAN
6200 CUNNINGHAM HWY
KALBAR
STAGE 3

PLAN REF: 142489- 11H
DATE: 16 MARCH 2020
CLIENT: KALFRESH
DRAWN BY: LZ
CHECKED BY: MD/PHE

Legend
- Site Boundary
- Proposed Flow Path Q100
- Stage Boundary
- Access Easement

Note:
All Lot Numbers, Dimensions and Areas are approximate only, and are subject to survey and Council approval.

Dimensions have been rounded to the nearest 0.1 metres.

Areas have been rounded down to the nearest 5m².

The boundaries shown on this plan should not be used for final detailed engineers design.

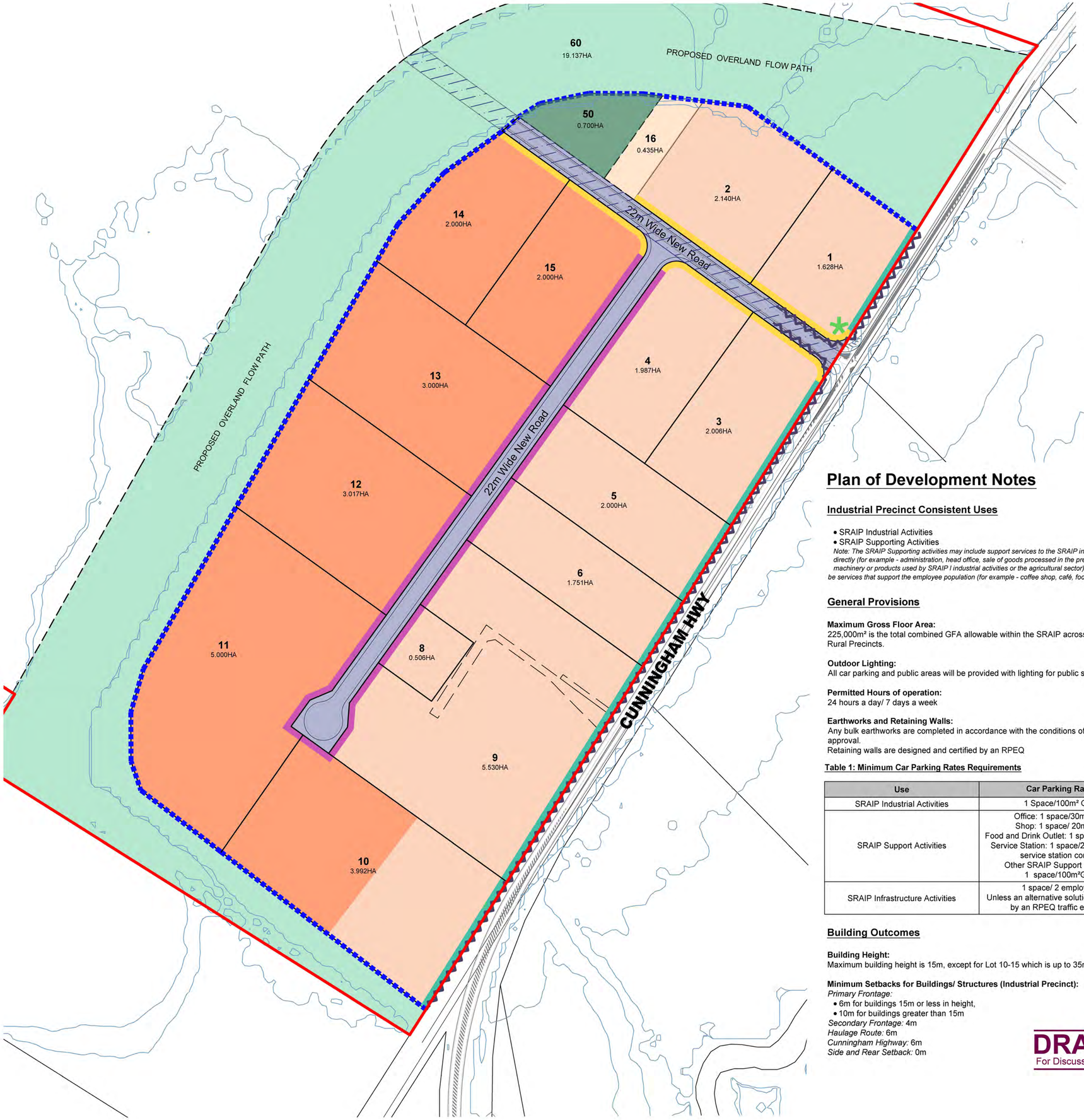
Source Information:
Site boundaries: DCDB
Adjoining information: DCDB.
Contours: RPS Survey
Overland Flow Path: Aurecon

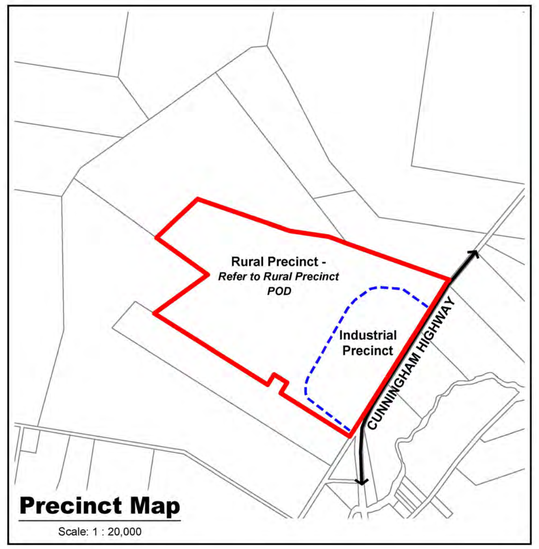
Yield Breakdown - Stage 3				
Industry Allotments	**Stage 3A**	**Stage 3B**	**Stage 3C**	**Overall**
4000m² -1HA	2	—	—	2
1HA- 2.99HA	6	—	2	8
3HA +	2	1	1	4
Total Industry Allotments	**10**	**1**	**3**	**14**
Infrastructure				
Digester and Energy Site	—	—	1	1
Sewer Treatment Plant	1	—	—	1
Total Infrastructure Allotments	**1**	**—**	**1**	**2**

Land Budget - Stage 3					
	Stage 3A	**Stage 3B**	**Stage 3C**	**Overall**	
				Area	**%**
Area of Stage	**40.287 ha**	**8.992 ha**	**10.020 ha**	**59.299 ha**	**100.0%**
Saleable Area					
Industry Allotments	17.553 ha	3.992 ha	10.020 ha	**31.565 ha**	**53.2%**
Road					
Private Road	2.749 ha	—	—	**2.749 ha**	**4.6%**
Stormwater					
Drainage	19.550 ha	—	—	**19.550 ha**	**33.0%**
Infrastucture					
Digester and Energy Site	—	5.000 ha	—	**5.000 ha**	**8.4%**
Sewer Treatment Plant	0.435 ha	—	—	**0.435 ha**	**0.7%**

URBAN DESIGN
Level 4 HQ South
520 Wickham Street
PO Box 1559
Fortitude Valley QLD 4006
T +61 7 3539 9500
W rpsgroup.com

Appendix B
Plan of Development





POD CONTROLS
- No Direct Lot Access
- Precinct Boundary
- Building Height 15m
- Building Height 35m
- Estate Pylon Sign
- Private Road
- Haulage Route

FRONTAGE TYPE
- Primary Frontage
- Secondary Frontage
- Cunningham Highway Frontage
- Haulage Route Frontage

0 10 20 30 40 60 1 : 2,000 @ A1

SCENIC RIM AGRICULTURAL INDUSTRIAL PRECINCT

PLAN OF DEVELOPMENT INDUSTRIAL PRECINCT

6200 CUNNINGHAM H'WAY KALBAR

PLAN REF:	**142489-10H**
DATE:	29 JULY 2020
CLIENT:	KALFRESH
DRAWN BY:	LZ/JLS/MD
CHECKED BY:	MD/PHE

Legend
- Site Boundary
- Existing Easement
- Proposed Overland Flow
- Proposed Detention Basin
- Proposed Overland Flow Path
- Proposed Flow Path Q100
- Sewer Treatment Plant

Note:
All Lot Numbers, Dimensions and Areas are approximate only, and are subject to survey and Council approval.

Dimensions have been rounded to the nearest 0.1 metres.

Areas have been rounded down to the nearest 5m².

The boundaries shown on this plan should not be used for final detailed engineers design.

Source Information:
Site boundaries: DCDB
Adjoining information: DCDB.
Contours: RPS Survey
Overland Flow Path: Aurecon

Plan of Development Notes

Industrial Precinct Consistent Uses

- SRAIP Industrial Activities
- SRAIP Supporting Activities

Note: The SRAIP Supporting activities may include support services to the SRAIP industrial activities directly (for example - administration, head office, sale of goods processed in the precinct, sale of equipment, machinery or products used by SRAIP l industrial activities or the agricultural sector) or may be services that support the employee population (for example - coffee shop, café, food outlet).

General Provisions

Maximum Gross Floor Area:
225,000m² is the total combined GFA allowable within the SRAIP across both the Industrial and Rural Precincts.

Outdoor Lighting:
All car parking and public areas will be provided with lighting for public safety.

Permitted Hours of operation:
24 hours a day/ 7 days a week

Earthworks and Retaining Walls:
Any bulk earthworks are completed in accordance with the conditions of an operational works approval.
Retaining walls are designed and certified by an RPEQ

Table 1: Minimum Car Parking Rates Requirements

Use	Car Parking Rates
SRAIP Industrial Activities	1 Space/100m² GFA
SRAIP Support Activities	Office: 1 space/30m² GFA Shop: 1 space/ 20m²GFA Food and Drink Outlet: 1 space/20m² GFA Service Station: 1 space/200m² GFA of service station console Other SRAIP Support Activities: 1 space/100m²GFA
SRAIP Infrastructure Activities	1 space/ 2 employess Unless an alternative solution is ceertified by an RPEQ traffic engineer

Building Outcomes

Building Height:
Maximum building height is 15m, except for Lot 10-15 which is up to 35m.

Minimum Setbacks for Buildings/ Structures (Industrial Precinct):
Primary Frontage:
- 6m for buildings 15m or less in height,
- 10m for buildings greater than 15m

Secondary Frontage: 4m
Haulage Route: 6m
Cunningham Highway: 6m
Side and Rear Setback: 0m

DRAFT
For Discussion Only

Built Form:
- Buildings are designed to address the street
- Visual interest is achieved through variation in colour, patterns, textures or building materials.
- The main entry to any building is easily identifiable and visible from the street; and directly accessible by pedestrians from car park areas, primary and secondary frontages and public spaces via a sealed surface.

Access:
Safe and segregated pedestrian paths are provided from the road frontage, and within the parking area to proposed buildings, to provide access to the main building entry.

Landscaping

Primary and secondary frontages:
Where buildings and structures are setback from the street:
- aesthetic landscaping with a minimum width of 2m is provided along the boundaries: or
- where outdoor storage or car parking areas adjoin the boundary, the aesthetic landscaping must have a minimum width of 0.5m along that part of the boundary.

Cunningham Highway and Haulage Route frontages:
Aesthetic landscaping with a minimum width of 2m is provided along the boundary. Outdoor storage areas and car parking areas do not encroach into the aesthetic landscaping

Planting where not in accordance with overall SRAIP Landscape Masterplan:
- Development ensures that at least 50% of trees are species selected from Planning Scheme Policy 2
- Planting is not undertaken within a public utility easement or within 3 metres of overhead or underground utility services.
- Vegetation used in landscaping adjacent to substations, or adjacent to an electricity easement uses species which will be less than 4 metres in height at maturity, and will not encroach within 3 metres of a substation boundary.
- Planting in aesthetic landscape strips, and in public areas and common areas meets the standards in Planning Scheme Policy 2 - Landscape Design.
- Plant species will not damage building foundations or overhead and underground utility services
- Landscaping along the Cunningham Highway and Haulage Route frontages must include a tree for every 6m of frontage which is capable of growing to 5m height in 5 years or a hedge up o 1.2m in height

Signage

All signs:
- Illumination does not exceed 300cd/m²
- No third party advertising allowed (all signs must be related to uses occurring within the SRAIP)
- No billboard signage permitted exceeding 50m²

Estate pylon sign:
- Overall height of a sign does not exceed 15m above ground level
- Sign must not exceed a face area of 30m²

Individual pylon signs:
- 1 per allotment
- Overall height of a sign does not exceed 10m above ground level
- Sign must not exceed a face area of 15m²

Individual wall signs (located on the side of buildings):
- 1 per building face fronting the Cunningham Highway
- Overall height of a sign does not exceed 15m above ground level
- Sign must not exceed a face area of 50m²

Signs facing Cunningham Highway:
- Do not move, spin or rotate
- Does not involve a beacon of light or revolving, flashing light

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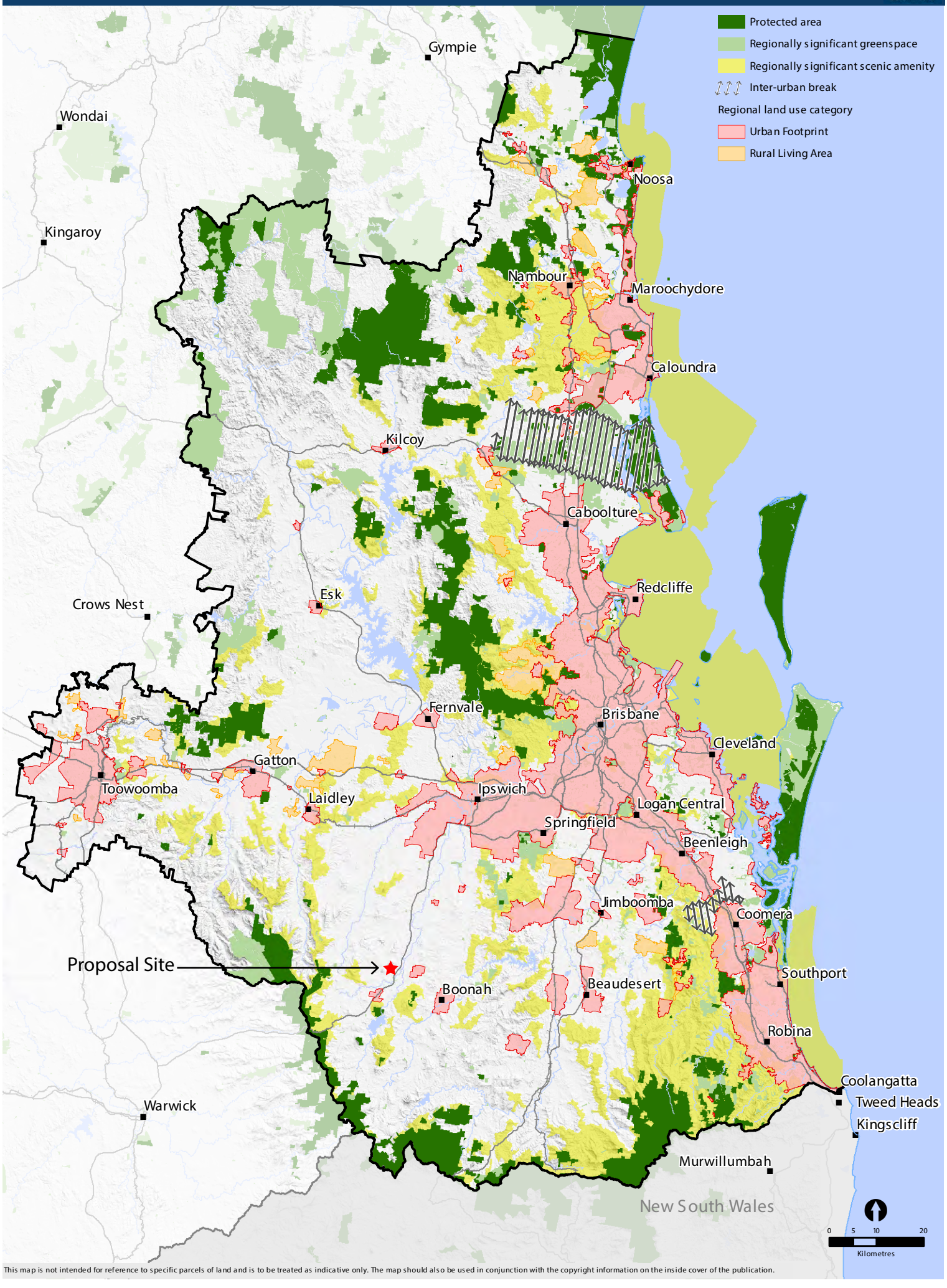
Appendix C
ShapingSEQ Map 5C: Sustain – Regional landscape values

Map 5c: Sustain - Regional landscape values

ShapingSEQ - August 2017



Appendix D
Visual Assessment - Site Details

Viewpoint #	VP01
Viewpoint Co-Ords	27 93'11"S 152 59'45"E
Viewpoint Location	Along Cunningham Highway from Kalbar Connection Road intersection
Viewpoint Photo/Direction	image 04 view South West towards proposal
Viewpoint description	Foreground is road (highway) infrastructure with open grassland interspersed with sparsely located Eucalypts. In midground is cropping land, clumps of vegetation, forested mountain and cleared grazing land. Background is a rolling ridgeline. Signage, fencing and lighting evident.
Viewpoint impact description	Heavily filtered views of the proposal may be possible looking from the receptor (intersection).

Magnitude Commentary	**Magnitude of Change**
The existing vegetation and rolling landscape would screen the majority of the proposal from this viewpoint. At this distance the scale of the Proposal is insignificant.	Negligible

Sensitivity of the receptor	**Sensitivity of the receptor**
The Cunningham Highway 100km/hr and Kalbar Connection Road 80-100km/hr provides transient use with nil static receptors at this location. The authors of the report acknowledge the route is used by locals and tourists – the limited time of exposure (due to the travelling speed), and the fact that there are no cumulative effects, support the low sensitivity of this receptor. The landscape from this viewpoint is disturbed from its natural state. The rural nature of this view has the capacity to accept the change without substantially changing the overall character of the view.	Low

Assessment of Impact
Negligible

Figure D01: Photo from viewpoint - RPS 20201223

Viewpoint #	VP02
Viewpoint Co-Ords	27 93'85"S 152 58'83"E
Viewpoint Location	Along Cunningham Highway
Viewpoint Photo/Direction	image 05 view South towards proposal
Viewpoint description	Foreground is road (highway) infrastructure with grass verge interspersed with sparsely located mature trees. Midground is cropping land and heavily vegetated waterway, forested mountain, residential dwellings and the proposal. Background is terminated by a rolling ridgeline. Fencing and electricity infrastructure is evident
Viewpoint impact description	The proposal can be seen from this viewpoint.

Magnitude Commentary	**Magnitude of Change**
The proposed building mass would be evident from this viewpoint. The scale of the Proposal is somewhat mitigated by the proposed Cunningham Highway landscape buffer. The Proposal does not disrupt the views of the surrounding mountain ranges.	Moderate

Sensitivity of the receptor	**Sensitivity of the receptor**
The Cunningham Highway 100km/hr provides transient use with nil static receptors at this location. The authors of the report acknowledge the route is used by locals and tourists – the limited time of exposure (due to the travelling speed), and the fact that there are no cumulative effects, support the low sensitivity of this receptor. The landscape from this viewpoint is disturbed from its natural state. The rural nature of this view has the capacity to accept the change without substantially changing the overall character of the view.	Low

Assessment of Impact
Moderate-Low

Figure D02: Photo from viewpoint - RPS 20201223

Viewpoint #	VP03
Viewpoint Co-Ords	28 05'02"S 152 39'49"E
Viewpoint Location	Along Cunningham Highway
Viewpoint Photo/Direction	image 07 view North East towards proposal
Viewpoint description	Foreground is dense vegetation to north (left) side of view. In midground is vegetated valley. Background is rolling ridgeline.
Viewpoint impact description	The proposal cannot be seen from this view point because existing vegetation and the distance to the proposal.

Magnitude Commentary	**Magnitude of Change**
The site cannot be seen from this viewpoint due to the distance to the proposal.	Nil

Sensitivity of the receptor	**Sensitivity of the receptor**
The Cunningham Highway provides transient use with nil static receptors at this location. The broader landscape from this viewpoint is disturbed from its natural state and as such has the capacity to accept the change without substantially changing the varying landscape characters of the view.	Low

Assessment of Impact
Nil

Figure D03: Photo from viewpoint - RPS 20201223

Viewpoint #	VP04
Viewpoint Co-Ords	28 05'79"S 152 42'36"E
Viewpoint Location	Along Cunningham Highway
Viewpoint Photo/Direction	image 13 view North East towards proposal
Viewpoint description	Foreground is road (highway) infrastructure and Bellbird rest stop. Grassed island verge and embankment on right side of photo. In midground is clumped trees and background is terminated by forested mountain and rolling ridgeline.
Viewpoint impact description	The proposal cannot be seen from this view point because existing vegetation and the distance to the proposal.

Magnitude Commentary	**Magnitude of Change**
The site cannot be seen from this viewpoint due to the natural form of topography and existing vegetation	Nil

Sensitivity of the receptor	**Sensitivity of the receptor**
The rest stop on the Cunningham Highway provides temporary use with very short term receptors at this location. The broader landscape from this viewpoint is disturbed from its natural state and as such has the capacity to accept the change without substantially changing the character of the view.	Low

Assessment of Impact
Nil

Figure D04: Photo from viewpoint - RPS 20201223

REPORT

Viewpoint #	VP05
Viewpoint Co-Ords	28 05'51"S 152 42'94"E
Viewpoint Location	Along Cunningham Highway
Viewpoint Photo/Direction	image 15 view North East towards proposal
Viewpoint description	Foreground is gravel rest stop and road (Highway) infrastructure. V drain then embankment with dense vegetation to both sides of view. In midground is continuation of road (high) infrastructure and vegetated embankment. Background is terminated by forested mountain and rolling ridgeline.
Viewpoint impact description	The proposal cannot be seen from this view point because existing vegetation and the distance to the proposal.

Magnitude Commentary	**Magnitude of Change**
The site cannot be seen from this viewpoint due to the natural form of topography and existing vegetation	Nil

Sensitivity of the receptor	**Sensitivity of the receptor**
The Cunningham Highway provides transient use with nil static receptors at this location. The broader landscape from this viewpoint is disturbed from its natural state and as such has the capacity to accept the change without substantially changing the character of the view.	Low

Assessment of Impact
Nil

Figure D05: Photo from viewpoint - RPS 20201223

Viewpoint #	VP06
Viewpoint Co-Ords	28 01'34"S 152 52'15"E
Viewpoint Location	Along Cunningham Highway
Viewpoint Photo/Direction	image 16 view North East towards proposal
Viewpoint description	Foreground is road (highway) infrastructure. Small grass verge with dense under and upper storey vegetation on right side. Large grassed area and clumps of trees on the left side. In midground is road (highway) infrastructure and dense vegetation on both sides of road. Background is terminated by vegetation and road alignment with forested mountains. Signage, fencing and some electricity infrastructure evident.
Viewpoint impact description	The proposal cannot be seen from this view point because existing vegetation and the distance to the proposal.

Magnitude Commentary	**Magnitude of Change**
The site cannot be seen from this viewpoint due to the natural form of topography and existing vegetation	Nil

Sensitivity of the receptor	**Sensitivity of the receptor**
The Cunningham Highway 100km/hr provides transient use with nil static receptors at this location. The authors of the report acknowledge the route is used by locals and tourists – the limited time of exposure (due to the travelling speed), and the fact that there are no cumulative effects, support the low sensitivity of this receptor. The landscape from this viewpoint is disturbed from its natural state. The rural nature of this view has the capacity to accept the change without substantially changing the overall character of the view.	Low

Assessment of Impact
Nil

Figure D06: Photo from viewpoint - RPS 20201223

Viewpoint #	VP07
Viewpoint Co-Ords	27 95'81"S 152 57'93"E
Viewpoint Location	Fassifern Memorial Reserve adjacent to Cunningham Highway
Viewpoint Photo/Direction	image 20 view North towards proposal
Viewpoint description	Foreground is open grassland and gravel road area. Midground is road (highway) infrastructure and dispersed mature trees. Background is heavily vegetated Warrill Creek.
Viewpoint impact description	Heavily filtered views of the proposal from this viewpoint.

Magnitude Commentary	**Magnitude of Change**
Due to the existing roadside vegetation, The vegetation within the creek line, along with the proposed landscape buffer the magnitude of the Proposal from this receptor is negligible.	Negligible

Sensitivity of the receptor	**Sensitivity of the receptor**
24 hour rest stop only. There are very few users for the rest stop over the 24 hour period. As such the receivers are considered short term and have low sensitivity.	Low

Assessment of Impact
Negligible

Figure D07: Photo from viewpoint - RPS 20201223

Viewpoint #	VP08
Viewpoint Co-Ords	27 95'63"S 152 57'88"E
Viewpoint Location	Along Cunningham Highway
Viewpoint Photo/Direction	image 22 view North towards proposal
Viewpoint description	Foreground is road (highway) infrastructure and open grassland with dispersed trees. Midground is road (highway) infrastructure and dense vegetation to Warrill Creek. Background is proposal and forested mountains/rolling ridgeline. Signage evident.
Viewpoint impact description	The proposal can be seen from this viewpoint.

Magnitude Commentary	**Magnitude of Change**
The Proposal is evident from this viewpoint. The proposed Cunningham Highway landscape buffer would provide visual relief and would reduce the magnitude of change.	Moderate

Sensitivity of the receptor	**Sensitivity of the receptor**
The Cunningham Highway 100km/hr provides transient use with nil static receptors at this location. The authors of the report acknowledge the route is used by locals and tourists – the limited time of exposure (due to the travelling speed), and the fact that there are no cumulative effects, support the low sensitivity of this receptor. The landscape from this viewpoint is disturbed from its natural state. The rural nature of this view has the capacity to accept the change without substantially changing the overall character of the view.	Low

Assessment of Impact
Moderate-Low

Figure D08: Photo from viewpoint - RPS 20201223

Viewpoint #	VP09
Viewpoint Co-Ords	27 95'52"S 152 57'85"E
Viewpoint Location	Along Cunningham Highway
Viewpoint Photo/Direction	image 23 view North towards proposal
Viewpoint description	Foreground is road (highway) infrastructure and open grassland and cropping fields. Midground is road (highway) infrastructure and proposal. Background is forested mountains/rolling ridgeline. Signage evident.
Viewpoint impact description	The proposal can be seen from this viewpoint.

Magnitude Commentary	**Magnitude of Change**
The Proposal is evident from this viewpoint. The proposed Cunningham Highway landscape buffer would provide some minor visual relief and would reduce the magnitude of change. The proposed 15m building height on surrounding lots would act to mitigate the scale of the proposed 35m building height.	Moderate

Sensitivity of the receptor	**Sensitivity of the receptor**
The Cunningham Highway 100km/hr provides transient use with nil static receptors at this location. The authors of the report acknowledge the route is used by locals and tourists – the limited time of exposure (due to the travelling speed), and the fact that there are no cumulative effects, support the low sensitivity of this receptor. The landscape from this viewpoint is disturbed from its natural state. The rural nature of this view has the capacity to accept the change without substantially changing the overall character of the view.	Low

Assessment of Impact
Moderate-Low

Figure D09: Photo from viewpoint - RPS 20201223

Viewpoint #	VP10
Viewpoint Co-Ords	27 95'74"S 152 58'25"E
Viewpoint Location	Along Muller Road
Viewpoint Photo/Direction	image 24 view North West towards proposal
Viewpoint description	Foreground is road (local) and energy infrastructure with some very sparse existing vegetation. In midground is clumped vegetation, electricity infrastructure and residential dwelling/shed. Background is partial quarry, open grassland and forested mountain. Fencing evident.
Viewpoint impact description	Heavily filtered views of the proposal from this viewpoint.

Magnitude Commentary	**Magnitude of Change**
The existing vegetation would screen the majority of the proposal from this viewpoint.	Negligible

Sensitivity of the receptor	**Sensitivity of the receptor**
Residential dwelling with existing vegetation between the dwelling and the Proposal. Where views are available the landscape is disturbed from its natural state. The rural nature of this view has the capacity to accept the change without substantially changing the overall character of the view.	Moderate

Assessment of Impact
Negligible

Figure D10: Photo from viewpoint - RPS 20201223

Viewpoint #	VP11
Viewpoint Co-Ords	27 95'57"S 152 58'29"E
Viewpoint Location	Along Muller Road
Viewpoint Photo/Direction	image 25 view North West towards proposal
Viewpoint description	Foreground is fencing, open grassland, scattered trees and shed. Midground is a heavily vegetated Warrill Creek. Background is the proposal and forested mountain.
Viewpoint impact description	Filtered views of the proposal from this viewpoint.

Magnitude Commentary	**Magnitude of Change**
The existing vegetation would screen the most of the proposal from this viewpoint.	Low

Sensitivity of the receptor	**Sensitivity of the receptor**
Residential dwelling with existing vegetation between the dwelling and the Proposal. Where views are available the landscape is disturbed from its natural state. The rural nature of this view has the capacity to accept the change without substantially changing the overall character of the view.	Moderate

Assessment of Impact
Moderate-Low

Figure D11: Photo from viewpoint - RPS 20201223

Viewpoint #	VP12
Viewpoint Co-Ords	27 95'56"S 152 58'30"E
Viewpoint Location	Along Muller Road
Viewpoint Photo/Direction	image 26 view North West towards proposal
Viewpoint description	Foreground is road (local) infrastructure. Midground is grass and cropping field with dense vegetation along Warill Creek. Background is proposal, open grassland and forested mountain/rolling ridgeline.
Viewpoint impact description	Filtered views of the proposal from this viewpoint.

Magnitude Commentary	**Magnitude of Change**
The existing vegetation from the creek line would screen most of the proposal from this viewpoint.	Low

Sensitivity of the receptor	**Sensitivity of the receptor**
Muller Road at this location has no residential dwellings and therefore has nil static receptors. Where views are available to mobile receptors, the landscape is disturbed from its natural state. The rural nature of this view has the capacity to accept the change without substantially changing the overall character of the view.	Low

Assessment of Impact
Low

Figure D12: Photo from viewpoint - RPS 20201223

Viewpoint #	VP13
Viewpoint Co-Ords	27 94'97"S 152 58'86"E
Viewpoint Location	Along Muller Road
Viewpoint Photo/Direction	image 28 view West towards proposal
Viewpoint description	Foreground is cropping land. Midground is heavily vegetated Warrill Creek. Background is Kangaroo Mountain with sparse vegetation and forested mountains/rolling ridgeline.
Viewpoint impact description	The proposal site cannot be seen from this view point due to existing vegetation and the distance to the proposal.

Magnitude Commentary	**Magnitude of Change**
The existing vegetation from the creek line would screen the proposal from this viewpoint.	Nil

Sensitivity of the receptor	**Sensitivity of the receptor**
Muller Road at this location has no residential dwellings and therefore has nil static receptors. Where views are available to mobile receptors, the landscape is disturbed from its natural state. The rural nature of this view has the capacity to accept the change without substantially changing the overall character of the view.	Low

Assessment of Impact
Nil

Figure D13: Photo from viewpoint - RPS 20201223

Viewpoint #	VP14
Viewpoint Co-Ords	27 94'80"S 152 60'00"E
Viewpoint Location	Along Purcell Road
Viewpoint Photo/Direction	image 32 view West towards proposal
Viewpoint description	Foreground is agricultural land. Midground is heavily vegetated Warrill Creek and background is rolling hills and quarry. Electricity infrastructure is evident.
Viewpoint impact description	The proposal cannot be seen from this viewpoint due to existing vegetation and the distance to the proposal.

Magnitude Commentary	**Magnitude of Change**
The existing vegetation from the creek line would screen the proposal from this viewpoint.	Nil

Sensitivity of the receptor	**Sensitivity of the receptor**
Residential dwelling with existing vegetation between the dwelling and the Proposal. Where views are available, the landscape is disturbed from its natural state. The rural nature of this view has the capacity to accept the change without substantially changing the overall character of the view.	Moderate

Assessment of Impact
Nil

Figure D14: Photo from viewpoint - RPS 20201223

Viewpoint #	VP15
Viewpoint Co-Ords	27 94'49"S 152 62'59"E
Viewpoint Location	Along Davies Street, Kalbar
Viewpoint Photo/Direction	image 34 view West towards proposal
Viewpoint description	Foreground is road (local) infrastructure and residential dwellings with grassed land and sparse existing vegetation. In midground is agricultural land and some clumped trees and residential dwelling/shed. Background is quarry, open grassland and forested mountain. Fencing and electricity infrastructure is evident.
Viewpoint impact description	The proposal cannot be seen from this viewpoint because existing vegetation and the distance to the proposal.

Magnitude Commentary	**Magnitude of Change**
The distance from the proposal combined with the existing vegetation would minimise the scale of the Proposal from this viewpoint.	Negligible

Sensitivity of the receptor	**Sensitivity of the receptor**
Residential dwelling with views, where available, to disturbed landscape from its natural state. The rural nature of this view has the capacity to accept the change without substantially changing the overall character of the view.	Moderate

Assessment of Impact
Negligible

Figure D15: Photo from viewpoint - RPS 20201223

REPORT

Viewpoint #	VP16
Viewpoint Co-Ords	27 94'32"S 152 62'18"E
Viewpoint Location	Along Eagle Street, Kalbar
Viewpoint Photo/Direction	image 35 view West towards proposal
Viewpoint description	Foreground is a dirt driveway and open grassed yard with shipping containers, trucks/machinery and clumped vegetation. Midground is cropping land over a ridgeline with a couple of existing trees. Background is quarry, shed and forested mountains/rolling ridgeline. Fencing and electricity infrastructure is evident.
Viewpoint impact description	The proposal cannot be seen from this viewpoint because of the undulating landscape and the distance to the proposal.

Magnitude Commentary	**Magnitude of Change**
The site cannot be seen from this view point due to the natural form of topography.	Nil

Sensitivity of the receptor	**Sensitivity of the receptor**
Residential dwelling with views, where available, to disturbed landscape from its natural state. The rural nature of this view has the capacity to accept the change without substantially changing the overall character of the view.	Moderate

Assessment of Impact
Nil

Figure D16: Photo from viewpoint - RPS 20201223

Viewpoint #	VP17
Viewpoint Co-Ords	27 94'03"S 152 63'48"E
Viewpoint Location	Along Edward Street, Kalbar
Viewpoint Photo/Direction	image 37 view West towards proposal
Viewpoint description	Foreground is park reserve with large established trees. Midground to background is residential dwellings and clumped vegetation. Beyond is quarry and forested mountains/ rolling ridgeline.
Viewpoint impact description	The proposal cannot be seen from this viewpoint because of the undulating landscape and the distance to the proposal.

Magnitude Commentary	**Magnitude of Change**
The distance from the proposal combined with the existing vegetation would minimise the scale of the Proposal from this viewpoint.	Negligible

Sensitivity of the receptor	**Sensitivity of the receptor**
Residential dwelling with views, where available, to disturbed landscape from its natural state. The rural nature of this view has the capacity to accept the change without substantially changing the overall character of the view.	Moderate

Assessment of Impact
Negligible

Figure D17: Photo from viewpoint - RPS 20200307

REPORT

Viewpoint #	VP18
Viewpoint Co-Ords	27 95'18"S 152 68'49"E
Viewpoint Location	Along Hoya Road, Teviotville
Viewpoint Photo/Direction	image 40 view West towards proposal
Viewpoint description	Foreground is dirt driveway and open grassland. Midground is rolling landscape, open grass fields and existing vegetation dispersed or in clumps on left hand side. Some residential dwellings on the right hand side. Background is residential dwellings scattered, quarry, forested mountains and rolling ridgeline. Fencing is evident.
Viewpoint impact description	The proposal cannot be seen from this view point because of the undulating landscape and the distance to the proposal.

Magnitude Commentary	**Magnitude of Change**
The site cannot be seen from this view point due to the natural form of topography and existing vegetation	Nil

Sensitivity of the receptor	**Sensitivity of the receptor**
Residential dwelling with views, where available, to disturbed landscape from its natural state. The rural nature of this view has the capacity to accept the change without substantially changing the overall character of the view.	Moderate

Assessment of Impact
Nil

Figure D18: Photo from viewpoint - RPS 20201223

Viewpoint #	VP19
Viewpoint Co-Ords	27 98'22"S 152 62'21"E
Viewpoint Location	From Moogerah Peaks National Park, Mount French
Viewpoint Photo/Direction	image 42 view North West towards proposal
Viewpoint description	Foreground is Fassifern valley with agricultural cropping land and heavily vegetated waterways. Midground is the proposal, quarry, agricultural cropping lands, cleared grazing land and private forested/steep terrain land. Background is rolling ridgelines.
Viewpoint impact description	The proposal can be seen from this viewpoint

Magnitude Commentary	**Magnitude of Change**
The site can be seen from this viewpoint. The Proposal would be scaled larger than other buildings within the view. The building type would reflect the agricultural and rural character of the surrounding landscape.	Moderate

Sensitivity of the receptor	**Sensitivity of the receptor**
At this location the proposal is evident. The landscape from this viewpoint is disturbed from its natural state. The rural nature of this view has the capacity to accept the change without substantially changing the overall character of the view.	Low

Assessment of Impact
Moderate-Low

Figure D19: Photo from viewpoint - RPS 20201223

Viewpoint #	VP20
Viewpoint Co-Ords	27 95'81"S 152 62'37"E
Viewpoint Location	Along Watter Road, Kalbar
Viewpoint Photo/Direction	image 44 view West towards proposal
Viewpoint description	Foreground is road (local) and electricity infrastructure with open grassland. In midground is clumped vegetation, agricultural land, electricity infrastructure and residential dwelling/shed. Background is partial quarry, vegetation along Warrill Creek, quarry and forested mountains/rolling ridgeline. Fencing and signage evident.
Viewpoint impact description	Distant views of the proposal possible from this location.

Magnitude Commentary	**Magnitude of Change**
The distance from the proposal combined with the existing vegetation would minimise the scale of the Proposal from this viewpoint.	Negligible

Sensitivity of the receptor	**Sensitivity of the receptor**
Residential dwelling with views, where available, to disturbed landscape from its natural state. The rural nature of this view has the capacity to accept the change without substantially changing the overall character of the view.	Moderate

Assessment of Impact
Negligible

Figure D20: Photo from viewpoint - RPS 20201223

REPORT

Viewpoint #	VP21
Viewpoint Co-Ords	27 96'52"S 152 62'87"E
Viewpoint Location	Along Boonah Fassifern Road
Viewpoint Photo/Direction	image 47 view West towards proposal
Viewpoint description	Foreground is road (local) infrastructure and grassed embankment and vegetation on top. Midground is electricity infrastructure. View terminated on quarry and Kangaroo Mountain. Background is rolling ridgeline.
Viewpoint impact description	The proposal cannot be seen from this view point because of the undulating landscape and the distance to the proposal.

Magnitude Commentary	**Magnitude of Change**
The distance from the proposal combined with the existing vegetation would minimise the scale of the Proposal from this viewpoint.	Negligible

Sensitivity of the receptor	**Sensitivity of the receptor**
Residential dwelling with views, where available, to disturbed landscape from its natural state. The rural nature of this view has the capacity to accept the change without substantially changing the overall character of the view.	Moderate

Assessment of Impact
Negligible

Figure D21: Photo from viewpoint - RPS 20201223

Viewpoint #	VP22
Viewpoint Co-Ords	27 96'42"S 152 62'41"E
Viewpoint Location	Along Boonah Fassifern Road
Viewpoint Photo/Direction	image 49 view West towards proposal
Viewpoint description	Foreground is road (local) infrastructure and pedestrian footpath following grassed embankment. Midground is electricity infrastructure and embankment continuing down to agricultural land and vegetation in left hand corner. Background is forested mountains/rolling ridgeline.
Viewpoint impact description	The proposal cannot be seen from this view point because of the undulating landscape and the distance to the proposal.

Magnitude Commentary	**Magnitude of Change**
The site cannot be seen from this view point due to the topography of the roadside bund.	Nil

Sensitivity of the receptor	**Sensitivity of the receptor**
Boonah Fassifern Road 100km/hr provides transient use with nil static receptors at this location. The authors of the report acknowledge the route is used by locals and tourists – the limited time of exposure (due to the travelling speed), and the fact that there are no cumulative effects, support the low sensitivity of this receptor. The landscape from this viewpoint is disturbed from its natural state. The rural nature of this view has the capacity to accept the change without substantially changing the overall character of the view.	Low

Assessment of Impact
Nil

Figure D22: Photo from viewpoint - RPS 20201223

REPORT

Viewpoint #	VP23
Viewpoint Co-Ords	27 99'61"S 152 59'48"E
Viewpoint Location	Along Lutter Road, Charlwood
Viewpoint Photo/Direction	image 50 view North towards proposal
Viewpoint description	Foreground and Midground is open grassland with sparse vegetation. Background is agricultural land, vegetation along Warrill Creek, quarry, proposal and forested mountains/rolling ridgeline.
Viewpoint impact description	Distant views of the proposal possible from this location.

Magnitude Commentary	**Magnitude of Change**
The distance from the proposal combined with the existing vegetation would minimise the scale of the Proposal from this viewpoint.	Negligible

Sensitivity of the receptor	**Sensitivity of the receptor**
Residential dwelling with views, where available, to disturbed landscape from its natural state. The rural nature of this view has the capacity to accept the change without substantially changing the overall character of the view.	Moderate

Assessment of Impact
Negligible

Figure D23: Photo from viewpoint - RPS 20201223

REPORT

Viewpoint #	VP24
Viewpoint Co-Ords	27 95'86"S 152 61'57"E
Viewpoint Location	Along Warumkarie Road, Kalbar
Viewpoint Photo/Direction	image 52 view West towards proposal
Viewpoint description	Foreground is dirt road and rural residential dwelling with grassed area and some vegetation. Midground is agricultural land and clumped vegetation. Background is vegetation along Warrill Creek, quarry, Kangaroo Mountain and forested mountains/rolling ridgeline. Fencing and electricity infrastructure is evident.
Viewpoint impact description	Distant views of the proposal possible from this location.

Magnitude Commentary	**Magnitude of Change**
The existing vegetation would screen the majority of the proposal from this viewpoint.	Negligible

Sensitivity of the receptor	**Sensitivity of the receptor**
Residential dwelling with existing vegetation between the dwelling and the Proposal. Where views are available, the landscape is disturbed from its natural state. The rural nature of this view has the capacity to accept the change without substantially changing the overall character of the view.	Moderate

Assessment of Impact
Negligible

Figure D24: Photo from viewpoint - RPS 20201223

Viewpoint #	VP25
Viewpoint Co-Ords	27 96'10"S 152 54'70"E
Viewpoint Location	Along Frazerview Road, Aratula
Viewpoint Photo/Direction	image 62 view North East towards proposal
Viewpoint description	Foreground is open grassland. Midground is open agricultural land and heavily vegetated waterway. Dispersed mature trees located on hill. Fencing, signage and electricity infrastructure is evident.
Viewpoint impact description	The proposal cannot be seen from this view point because of the undulating landscape and the distance to the proposal.

Magnitude Commentary	**Magnitude of Change**
The site cannot be seen from this viewpoint due to the natural form of topography and existing vegetation	Nil

Sensitivity of the receptor	**Sensitivity of the receptor**
Intersection of Frazerview and Toohill Roads has no residential dwellings and therefore has nil static receptors at this location. The authors of the report acknowledge the road is used typically by locals however as the proposal cannot be seen from this viewpoint the sensitivity is negligible.	Negligible

Assessment of Impact
Nil

Figure D25: Photo from viewpoint - RPS 20201223

Viewpoint #	VP26
Viewpoint Co-Ords	27 94'13"S 152 51'09"E
Viewpoint Location	Along Koch Road
Viewpoint Photo/Direction	image 64 view East towards proposal
Viewpoint description	Foreground is dirt road and tall eucalypt trees with grassed area. View terminates on same.
Viewpoint impact description	The proposal cannot be seen from this view point because existing vegetation and the distance to the proposal.

Magnitude Commentary	**Magnitude of Change**
The site cannot be seen from this viewpoint due to the natural form of topography and existing vegetation	Nil

Sensitivity of the receptor	**Sensitivity of the receptor**
Residential dwelling with views, where available, to disturbed landscape from its natural state. The rural nature of this view has the capacity to accept the change without substantially changing the overall character of the view.	Moderate

Assessment of Impact
Nil

Figure D26: Photo from viewpoint - RPS 20201223

Viewpoint #	VP27
Viewpoint Co-Ords	27 94'74"S 152 54'52"E
Viewpoint Location	Along Brown Road
Viewpoint Photo/Direction	image 65 view East towards proposal
Viewpoint description	Foreground is open grassland. Midground is open grazing land with livestock, existing vegetation scattered around base of mountain. Existing vegetation increasing in density on Kangaroo Mountain. Fencing is evident.
Viewpoint impact description	The proposal can be seen from this viewpoint.

Magnitude Commentary	**Magnitude of Change**
The site cannot be seen from this viewpoint due to the natural form of topography and existing vegetation	Nil

Sensitivity of the receptor	**Sensitivity of the receptor**
Brown Road at this location has no residential dwellings and therefore has nil static receptors. Mobile receptors would be present periodically however as the proposal cannot be seen from this viewpoint the sensitivity is negligible.	Negligible

Assessment of Impact
Nil

Figure D27: Photo from viewpoint - RPS 20201223

Viewpoint #	VP28
Viewpoint Co-Ords	27 93'02"S 152 55'03"E
Viewpoint Location	Along Parsons Gate Road
Viewpoint Photo/Direction	image 69 view South East towards proposal
Viewpoint description	Foreground is dirt road and open grassland. Rural residential dwelling just out of view on right. Midground is agricultural land, dam, livestock and dense vegetation, some standalone trees. Partial vegetation covering Kangaroo Mountain with grassed/rocky terrain. Forested mountains/rolling ridgeline. Fencing is evident.
Viewpoint impact description	The proposal can be seen from this viewpoint.

Magnitude Commentary	**Magnitude of Change**
The site cannot be seen from this viewpoint due to the natural form of topography and existing vegetation	Nil

Sensitivity of the receptor	**Sensitivity of the receptor**
Residential dwelling with existing vegetation between the dwelling and the Proposal. Where views are available, the landscape is disturbed from its natural state. The rural nature of this view has the capacity to accept the change without substantially changing the overall character of the view.	Moderate

Assessment of Impact
Nil

Figure D28: Photo from viewpoint - RPS 20201223

Viewpoint #	VP29
Viewpoint Co-Ords	27 95'11"S 152 55'75"E
Viewpoint Location	Along Frazerview Road, Kalbar
Viewpoint Photo/Direction	image 72 view North East towards proposal
Viewpoint description	Foreground is road (local) infrastructure and open grassland. Midground is grazing land with livestock, farming structure, existing screening vegetation. Background is quarry and rolling ridgeline.
Viewpoint impact description	The proposal cannot be seen from this view point because of the undulating landscape and screening of vegetation.

Magnitude Commentary	**Magnitude of Change**
The site cannot be seen from this viewpoint due to the natural form of topography and existing vegetation	Nil

Sensitivity of the receptor	**Sensitivity of the receptor**
Residential dwelling with existing vegetation between the dwelling and the Proposal. Where views are available, the landscape is disturbed from its natural state. The rural nature of this view has the capacity to accept the change without substantially changing the overall character of the view.	Moderate

Assessment of Impact
Nil

Figure D29: Photo from viewpoint - RPS 20201223

Viewpoint #	VP30
Viewpoint Co-Ords	27 95'22"S 152 56'51"E
Viewpoint Location	Along Frazerview Road, Kalbar
Viewpoint Photo/Direction	image 75 view North East towards proposal
Viewpoint description	Foreground is road (local) infrastructure, open grassland and eucalypt trees. Midground is grazing land with livestock, dam and eucalypt trees. Background is the proposal and forested mountain to the right.
Viewpoint impact description	Very filtered views of the proposal from this viewpoint.

Magnitude Commentary	**Magnitude of Change**
The existing vegetation would screen the majority of the proposal from this viewpoint.	Negligible

Sensitivity of the receptor	**Sensitivity of the receptor**
Residential dwelling with existing vegetation between the dwelling and the Proposal. Where views are available, the landscape is disturbed from its natural state. The rural nature of this view has the capacity to accept the change without substantially changing the overall character of the view.	Moderate

Assessment of Impact
Negligible

Figure D30: Photo from viewpoint - RPS 20201223

Viewpoint #	VP31
Viewpoint Co-Ords	27 95'26"S 152 56'66"E
Viewpoint Location	Along Frazerview Road, Kalbar
Viewpoint Photo/Direction	image 78 view North East towards proposal
Viewpoint description	Foreground is open grassland. Midground is open grazing land with livestock, sparse vegetation. Background is the proposal and dense vegetation along Warrill Creek, rolling ridgeline beyond. Fencing is evident.
Viewpoint impact description	The proposal can be seen from this viewpoint.

Magnitude Commentary	**Magnitude of Change**
The Proposal is evident from this viewpoint. The proposed 15m building height on surrounding lots would act to mitigate the scale of the proposed 35m building height.	Moderate

Sensitivity of the receptor	**Sensitivity of the receptor**
Frazerview Road at this location has no residential dwellings and therefore has nil static receptors. Mobile receptors would be present periodically and where views are available, the landscape is disturbed from its naural state. The rural nature of this view has the capacity to accept the change without substantially changing the overall character of the view.	Low

Assessment of Impact
Moderate-Low

Figure D31: Photo from viewpoint - RPS 20201223

REPORT

Viewpoint #	VP32
Viewpoint Co-Ords	27 95'42"S 152 56'98"E
Viewpoint Location	Along Frazerview Road, Kalbar
Viewpoint Photo/Direction	image 80 view North East towards proposal
Viewpoint description	Foreground and midground is open grazing land with livestock. Background is the proposal and dense vegetation along Warrill Creek, rolling ridgeline beyond. Fencing and electricity infrastructure is evident.
Viewpoint impact description	The proposal can be seen from this viewpoint.

Magnitude Commentary	**Magnitude of Change**
The Proposal is evident from this viewpoint. The proposed 15m building height on surrounding lots would act to mitigate the scale of the proposed 35m building height.	Moderate

Sensitivity of the receptor	**Sensitivity of the receptor**
Mobile receptors would be present periodically and residential dwelling with views, where available, to disturbed landscape from its natural state. The rural nature of this view has the capacity to accept the change without substantially changing the overall character of the view.	Moderate

Assessment of Impact
Moderate

Figure D32: Photo from viewpoint - RPS 20201223

Viewpoint #	VP33
Viewpoint Co-Ords	27 95'64"S 152 57'47"E
Viewpoint Location	Along Frazerview Road, Kalbar
Viewpoint Photo/Direction	image 83 view North East towards proposal
Viewpoint description	Foreground is road (local) infrastructure and open grassland. Midground is cropping land. Background is proposal and forested mountain/rolling ridgeline. Fencing and signage is evident.
Viewpoint impact description	The proposal can be seen from this viewpoint and on the sightline for the residential dwelling approximately 400m south of this viewpoint.

Magnitude Commentary	**Magnitude of Change**
The Proposal is evident from this viewpoint. The proposed Cunningham Highway landscape buffer and planting within the overland flow path would provide visual relief and would reduce the magnitude of change. The proposed 15m building height on surrounding lots would act to mitigate the scale of the proposed 35m building height.	Moderate

Sensitivity of the receptor	**Sensitivity of the receptor**
Residential dwelling approximately 1.4km south of the Proposal with views, where available, to disturbed landscapes, with the capacity for change. The rural nature of this view has the capacity to accept the change without substantially changing the overall character of the view.	Moderate

Assessment of Impact
Moderate

Figure D33: Photo from viewpoint - RPS 20201223

REPORT

Viewpoint #	VP34
Viewpoint Co-Ords	27 94'22"S 152 58'13"E
Viewpoint Location	On subject site parallel with Cunningham Highway
Viewpoint Photo/Direction	image 89 view South West towards proposal
Viewpoint description	Foreground and midground is agricultural land/equipment with a few existing trees to the right. Vehicles travelling along Cunningham Highway on left. Background is the proposal and dense vegetation along Warrill Creek, forested mountains/rolling ridgeline beyond. Fencing and electricity infrastructure is evident.
Viewpoint impact description	The proposal can be seen from this viewpoint.

Magnitude Commentary	**Magnitude of Change**
The Proposal is evident from this viewpoint. The proposed Cunningham Highway landscape buffer and planting within the overland flow path would provide visual relief and would reduce the magnitude of change. The proposed 15m building height on surrounding lots would act to mitigate the scale of the proposed 35m building height.	Moderate

Sensitivity of the receptor	**Sensitivity of the receptor**
Agricultural Business, 500m away. Views across agricultural and cleared land to Proposal. The view has capacity to accept change The use of the site is complimentary and as such the sensitivity of this receptor is low.	Low

Assessment of Impact
Moderate-Low

Figure D34: Photo from viewpoint - Supplied by Client 20210205

Viewpoint #	VP35
Viewpoint Co-Ords	27 76'93"S 152 65'05"E
Viewpoint Location	Along Cunningham Highway
Viewpoint Photo/Direction	image 97 view South towards proposal
Viewpoint description	Foreground is road (Highway) infrastructure with open grassland interspersed with sparsely located Eucalypts. In midground is cropping land and clumps of vegetation, forested mountain and quarry. Background is terminated by rolling ridgeline.
Viewpoint impact description	The proposal site cannot be seen from this view point because of the undulating landscape and the distance to the proposal.

Magnitude Commentary	**Magnitude of Change**
The site cannot be seen from this view point due to the natural form of topography and existing vegetation	Nil

Sensitivity of the receptor	**Sensitivity of the receptor**
The Cunningham Highway 100km/hr provides transient use with nil static receptors at this location. The authors of the report acknowledge the route is used by locals and tourists – the limited time of exposure (due to the travelling speed), and the fact that there are no cumulative effects, support the low sensitivity of this receptor. The landscape from this viewpoint is disturbed from its natural state. The rural nature of this view has the capacity to accept the change without substantially changing the overall character of the view.	Negligible

Assessment of Impact
Nil

Figure D35: Photo from viewpoint - RPS 20201223

Viewpoint #	VP36
Viewpoint Co-Ords	27 95'04"S 152 57'89"E
Viewpoint Location	Along Cunningham Highway
Viewpoint Photo/Direction	image 101 view North West towards proposal
Viewpoint description	Foreground is open grassland and existing trees. In midground is agricultural equipment/sheds, cropping land and sparse vegetation on the proposal site. Background is foreseted ridgeline. Electricity infrastructure is evident.
Viewpoint impact description	The proposal can be seen from this viewpoint.

Magnitude Commentary	**Magnitude of Change**
The Proposal is evident from this viewpoint. The proposed Cunningham Highway landscape buffer would provide visual relief and reduce the magnitude of change. The proposed 15m building height on surrounding lots would act to mitigate the scale of the proposed 35m building height.	Moderate

Sensitivity of the receptor	**Sensitivity of the receptor**
The Cunningham Highway 100km/hr provides transient use with nil static receptors at this location. The authors of the report acknowledge the route is used by locals and tourists – the limited time of exposure (due to the travelling speed), and the fact that there are no cumulative effects, support the low sensitivity of this receptor. The landscape from this viewpoint is disturbed from its natural state. The rural nature of this view has the capacity to accept the change without substantially changing the overall character of the view.	Low

Assessment of Impact
Moderate-Low

Figure D36: Photo from viewpoint - RPS 20210308

Viewpoint #	VP37
Viewpoint Co-Ords	27 94'84"S 152 58'05"E
Viewpoint Location	Along Cunningham Highway
Viewpoint Photo/Direction	image 129 view West towards proposal
Viewpoint description	Foreground is road (Highway) infrastructure with open grassland and agriculutural sheds/equipment. In midground is cropping land and sparse vegetation on the proposal site. Background is forested hills. Electricity infrastructure is evident.
Viewpoint impact description	The proposal can be seen from this viewpoint.

Magnitude Commentary	**Magnitude of Change**
The Proposal is evident from this viewpoint. The proposed Cunningham Highway landscape buffer would provide visual relief and reduce the magnitude of change. The proposed 15m building height on surrounding lots would act to mitigate the scale of the proposed 35m building height.	Moderate

Sensitivity of the receptor	**Sensitivity of the receptor**
The Cunningham Highway 100km/hr provides transient use with nil static receptors at this location. The authors of the report acknowledge the route is used by locals and tourists – the limited time of exposure (due to the travelling speed), and the fact that there are no cumulative effects, support the low sensitivity of this receptor. The landscape from this viewpoint is disturbed from its natural state. The rural nature of this view has the capacity to accept the change without substantially changing the overall character of the view.	Low

Assessment of Impact
Moderate-Low

Figure D37: Photo from viewpoint - RPS 20210308

Viewpoint #	VP38
Viewpoint Co-Ords	27 94'47"S 152 58'32"E
Viewpoint Location	Along Cunningham Highway
Viewpoint Photo/Direction	image 123 view South West towards proposal
Viewpoint description	Foreground is road (Highway) infrastructure with open grassland. In midground is agricultural equipment, cropping land and sparse vegetation on the proposal site. Background is quarry, Kangroo Mountain and rolling ridgeline trailling to the left. Electricity infrastructure is evident.
Viewpoint impact description	The proposal can be seen from this viewpoint.

Magnitude Commentary	**Magnitude of Change**
The Proposal is evident from this viewpoint. The proposed Cunningham Highway landscape buffer would provide visual relief and reduce the magnitude of change. The proposed 15m building height on surrounding lots would act to mitigate the scale of the proposed 35m building height.	Moderate

Sensitivity of the receptor	**Sensitivity of the receptor**
The Cunningham Highway 100km/hr provides transient use with nil static receptors at this location. The authors of the report acknowledge the route is used by locals and tourists – the limited time of exposure (due to the travelling speed), and the fact that there are no cumulative effects, support the low sensitivity of this receptor. The landscape from this viewpoint is disturbed from its natural state. The rural nature of this view has the capacity to accept the change without substantially changing the overall character of the view.	Low

Assessment of Impact
Moderate-Low

Figure D38: Photo from viewpoint - RPS 20210308