

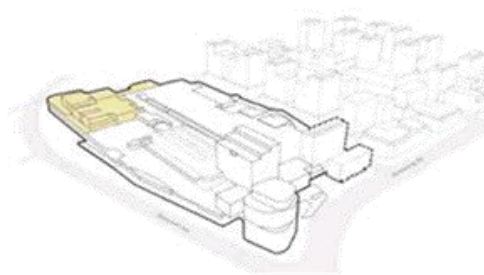
The Master Plan



5.2 The Master Plan - West Precinct

Western end

The master plan envisages a new fresh food, dining and entertainment precinct along the western edge. With views over the golf course and to the city beyond, this series of landscaped indoor-outdoor spaces will become a place for the community to gather and enjoy.



Terraced Landscaping
The dining and entertainment precinct will be connected to the ground plane via a series of landscaped terraces linked by vertical circulation, and with opportunities for indoor-outdoor spaces overlooking the golf course.

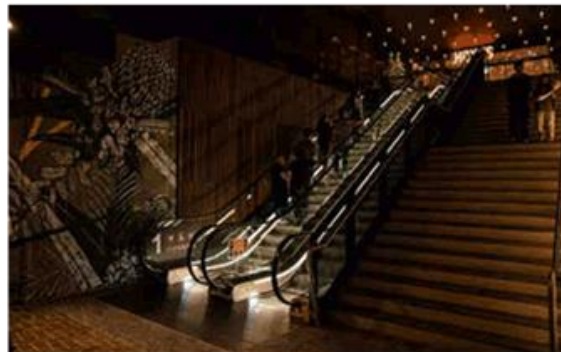


Dining and Entertainment Precinct
Casual and formal dining will be the focus of the western end of the centre. The precinct will be a major attractor for the community offering a wide variety of dining options at a variety of price-points. Restaurants and food courts will capitalise on the landscaped terraces to provide a relaxed, green, recreational space.



Terrace and Roof-top Restaurants
A mix of indoor & outdoor space creates a viable destination for casual meals or special occasions contributing to evening activation for the centre, and provides an opportunity for the community to enjoy vistas of the golf course and city skyline beyond.

The Master Plan - West Precinct



Cinema Expansion

The existing cinema is an activity hub of the centre and an expansion will allow for a new offering such as Lux premium seats and tailored kids seating. Cinemas remain important anchors for night time vibrancy and additional entertainment options.



Urban Farm

The roof-top provides the opportunity for an urban farm operator to produce food locally for a farm-table experience within the centre. It also has the opportunity to provide educational and recreational farming activities for the local community and schools.

Car Parking

Additional parking is proposed at levels 3M and 4, at the south and east of the site. Future car parking in addition to this- the extent of which will be determined through consultation at DA stage- could be located above this and set back from the podium edge to reduce visual impact.

- Additional car parking will be provided to compensate for the spaces lost for the Level 2 retail expansion and to support the additional retail and office GLA. The final provision will be resolved at DA stage based on occupancy modelling of the existing car park and a development overlay. Much of the new retail will be experience-based offers (verse goods) that are more viable for non-car transport options.
- An extra envelope has been included for four additional mezzanine parking levels if the Applicant is required to provide parking based on the 2002 RTA guidelines. The RMS now consider these ratios out-of-date given the progress in car park data collection and modelling. The Applicant expects that this additional parking will not be required once reliable data is available for modelling since the introduction of ticketless parking (launched December 2018).



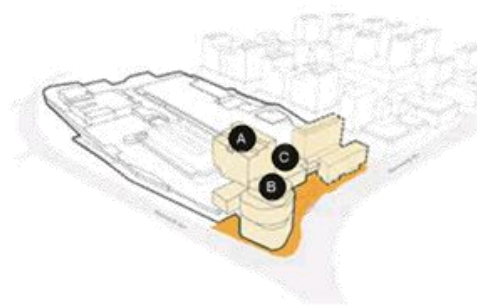
Future car parking

Car park walls will be naturally ventilated and clad in high quality materials such as timber battens, or painted with large-scale public art murals

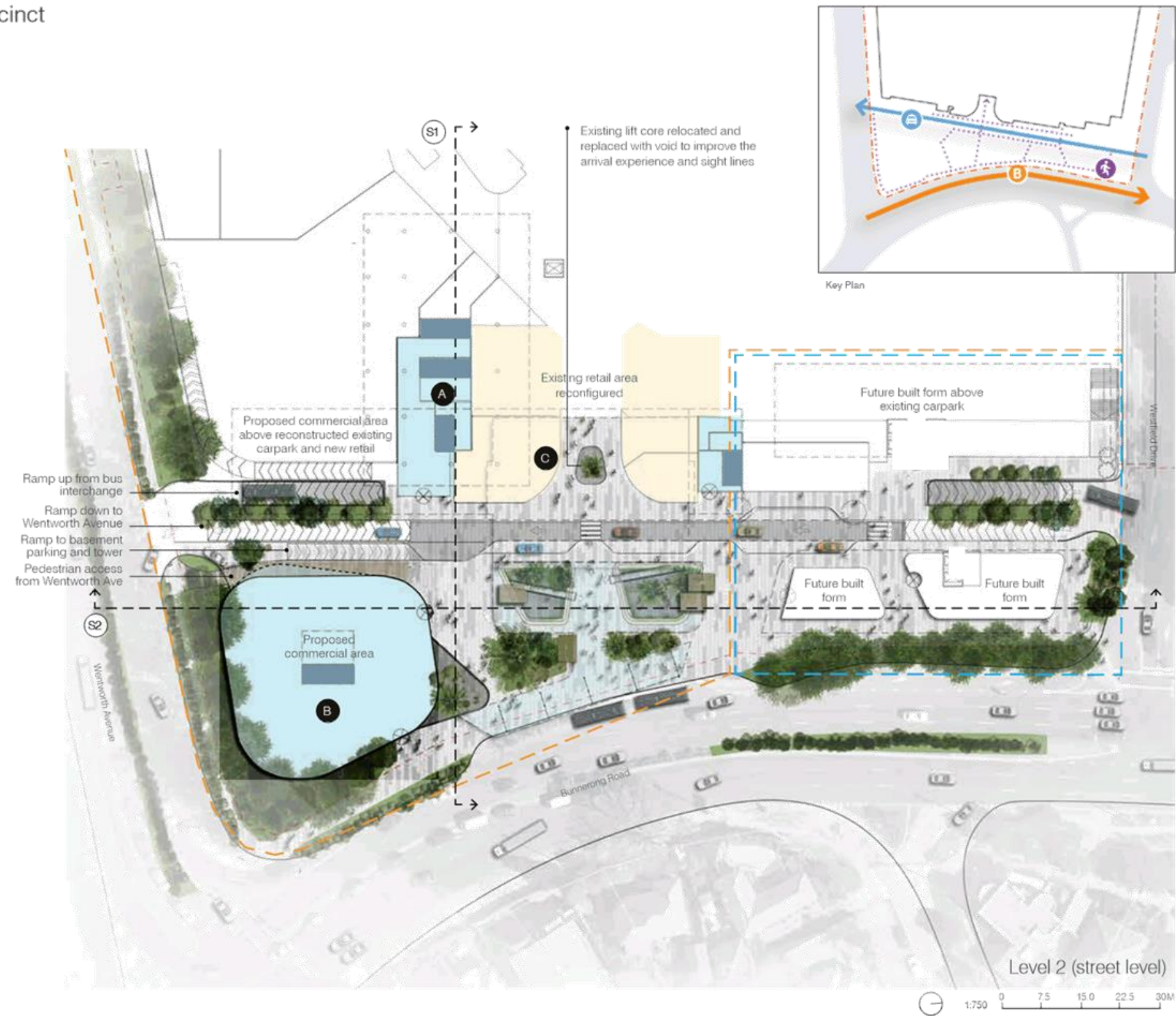
5.3 The Master Plan - East Precinct

Eastern end

The master plan provides a re-imagined address fronting Bunnerong Road, centred on an active publicly accessible civic plaza. This plaza will be open to the sky with high quality landscaping, and be integrated with a new shared street and upgraded bus terminus providing improved access to the centre.



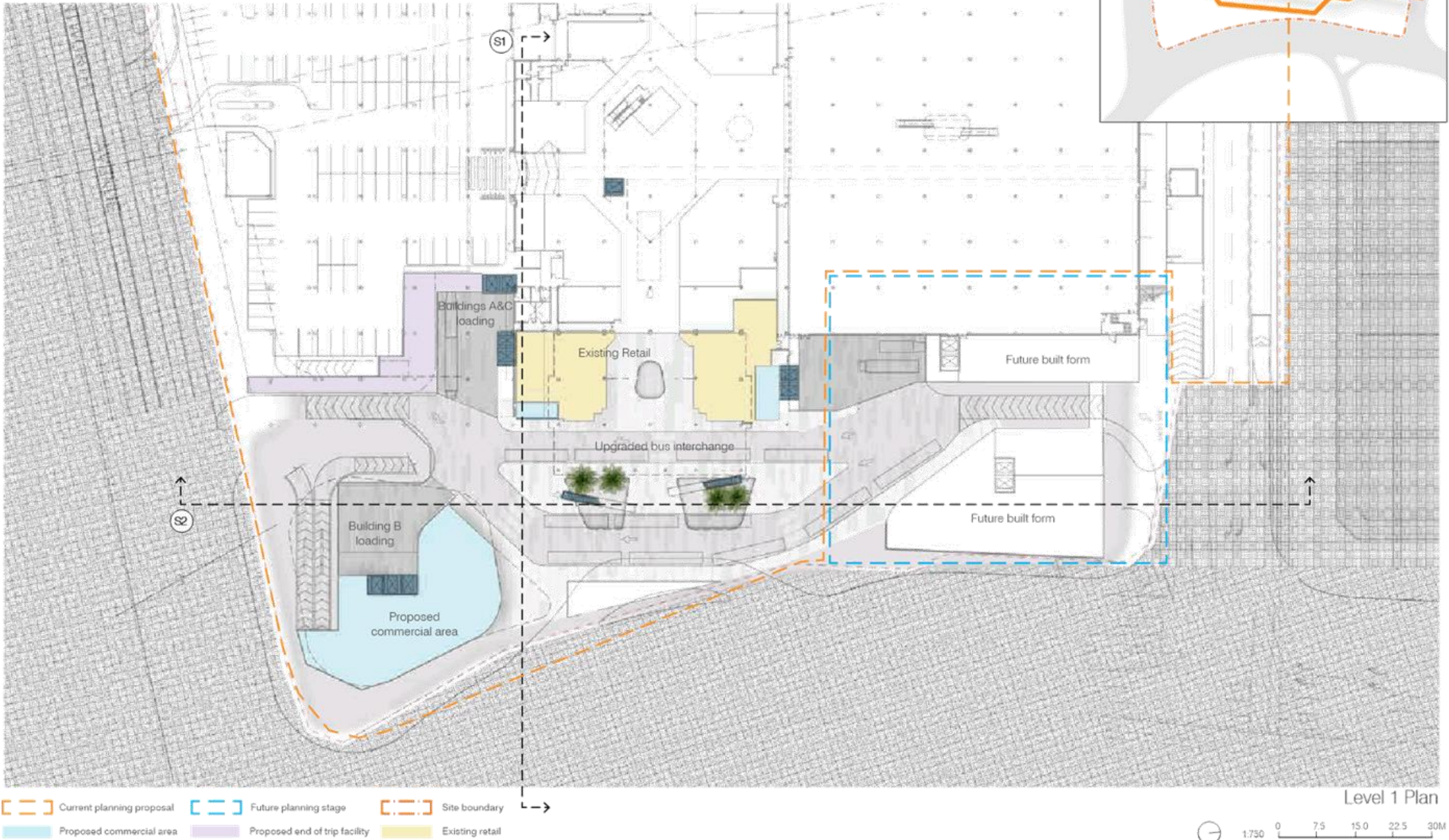
- Legend**
- Current Planning Proposal
 - Future Planning Stage
 - Existing trees retained
 - Proposed feature tree planting
 - Shrub and ground cover
 - Feature plaza paving
 - Shared zone / vehicle drop off / pick up



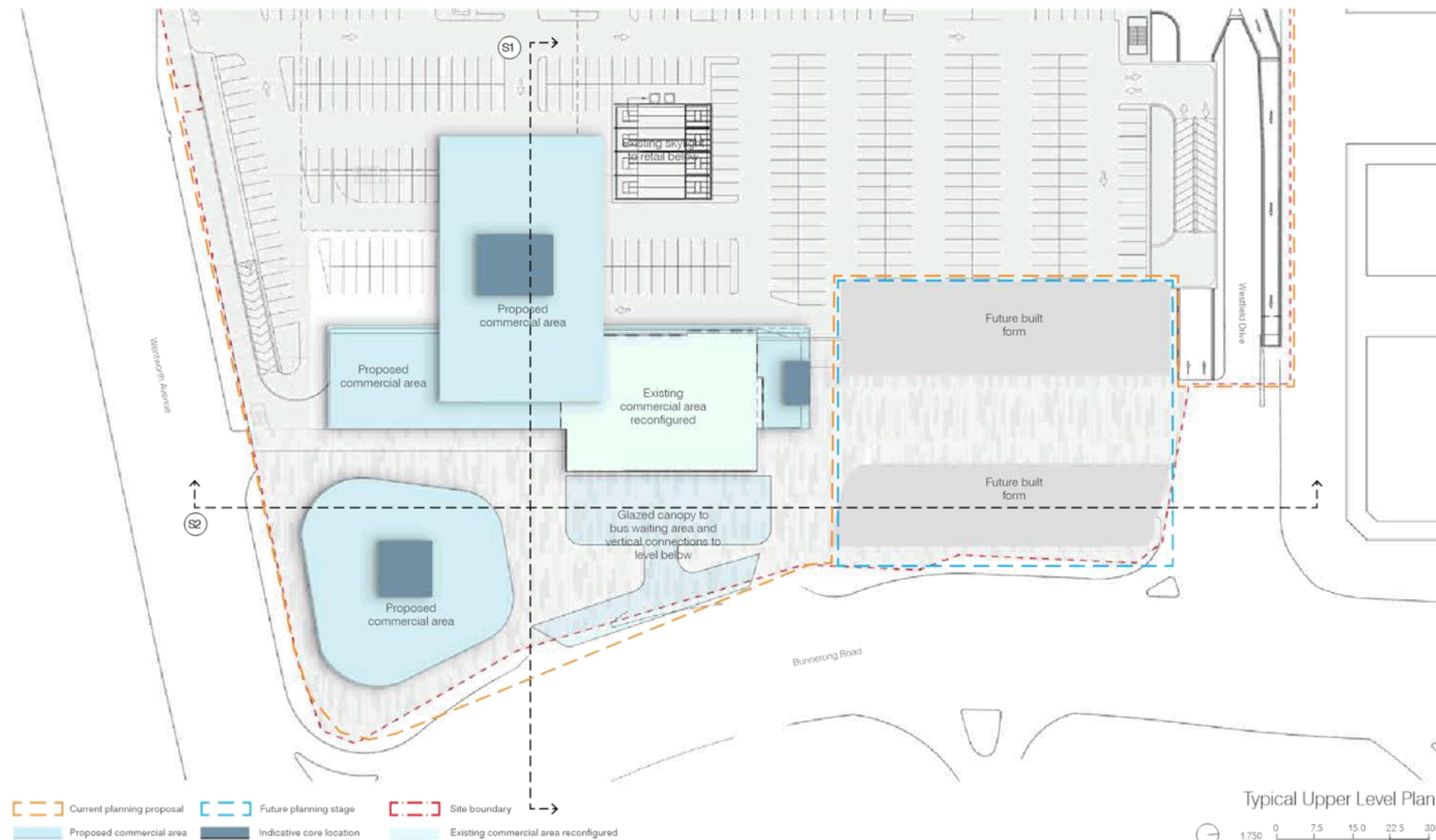


The Master Plan - East Precinct

Indicative Floorplans



The Master Plan - East Precinct



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The Master Plan - East Precinct

Indicative Sections
Section 1



Vertical transportation provided between Levels 1 and 2 will link the two levels of the bus terminus, and retains operating efficiency for both north and south bound buses. Landscaped light-wells drop daylight into the lower level.



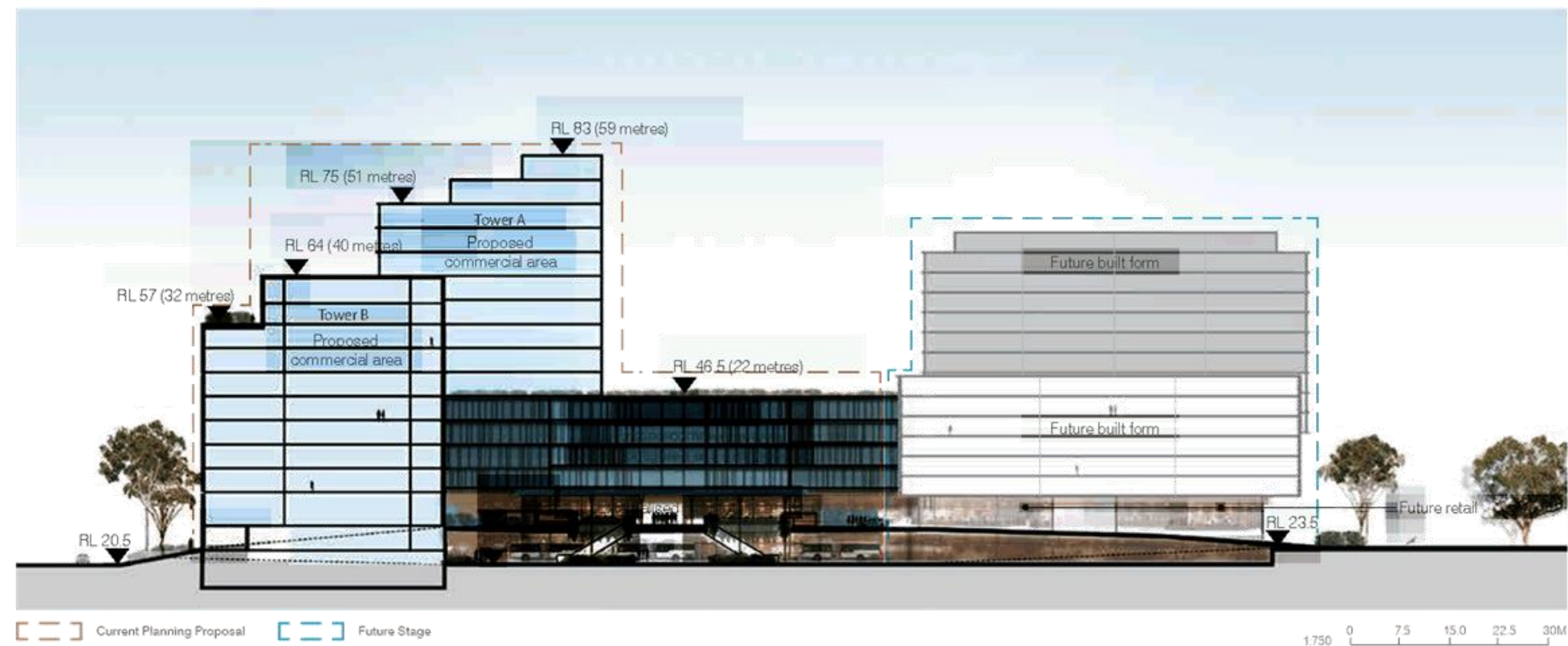
The Master Plan - East Precinct

Indicative Sections

Section 2



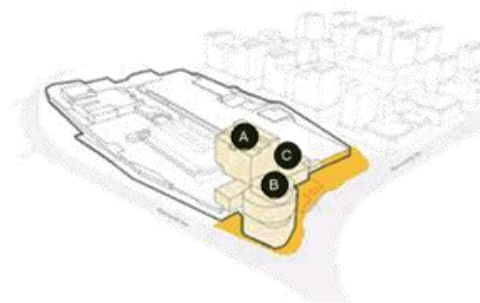
Vertical transportation provided between Levels 1 and 2 link the two levels of the bus terminus and plaza



The Master Plan - East Precinct

Current Planning Proposal

The master plan provides flexibility to allow the current planning proposal to be realised prior to the future planning stage. The existing driveway access off Westfield Drive for buses and taxis can be retained at Level 1, with new escalators and lifts providing direct pedestrian access up to the proposed publicly accessible civic plaza at Bunnerong Road.

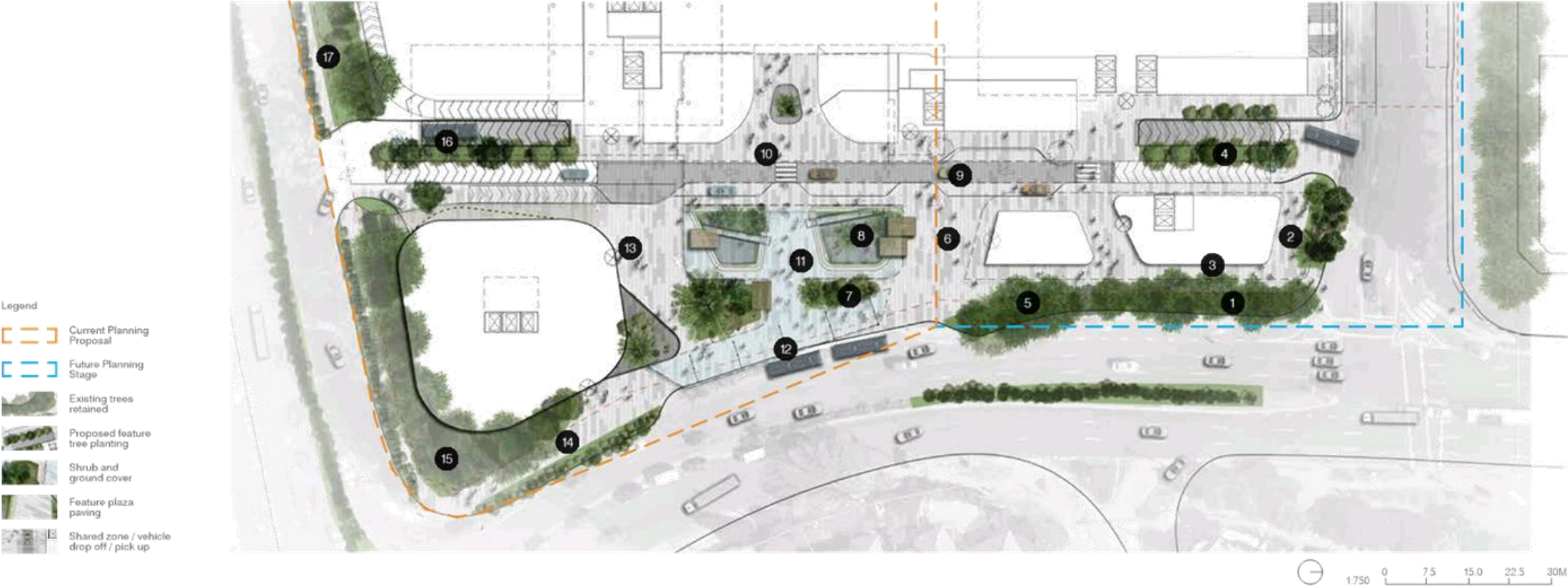


- Legend
- Current Planning Proposal
 - Zone of future planning stage - existing condition retained in Stage 1
 - Existing trees retained
 - Proposed feature tree planting
 - Shrub and ground cover
 - Feature plaza paving
 - Shared zone / vehicle drop off / pick up





5.4 Landscape Strategy



Landscape Design Statement

The proposed plaza and bus terminus at the Bunnerong Road frontage of Westfield Eastgardens will provide a new high quality street address for the centre. By re-organising the existing bus terminus and eastern end of the shopping mall the proposal creates a significant pedestrian focussed space set back from the busy road.

High quality paving, planting, street furniture, lighting and public art will combine to create an attractive and green environment for people to arrive, depart, meet, shop and dine. A key aspect of the proposal will be the retention of existing mature trees along Bunnerong Road and Wentworth Avenue within generous landscaped verges that offer visual amenity, protection and separation for pedestrians.

Key Features:

- 1 Existing mature trees along Bunnerong Road retained with new planting to provide an attractive landscape buffer between pedestrians and traffic.
- 2 Ground floor retail with space for outdoor seating to activate the corner of Westfield Drive and Bunnerong Road.
- 3 Pedestrian footpath set back from Bunnerong Road behind landscape buffer (minimum 2 metres) with weather protection from above.
- 4 Tree planting in raised planters to soften basement and vehicle ramp access.
- 5 Feature native tree and shrub planting along Bunnerong Road frontage.
- 6 Paved plaza space with ground floor retail and cafe spill-out spaces.
- 7 Raised planter beds with sculptural seat edges and native feature tree and shrub planting.
- 8 Voids to lower level bus terminus to be landscaped with hanging ground-covers/climbers and lower level shade tolerant gardens.
- 9 Shared zone paving emphasises pedestrian priority whilst allowing for taxi/ride-share pick-up/drop-off.
- 10 Pedestrian crossing on key desire line into the shopping centre.
- 11 Feature glazed canopy provides shelter, lighting and an opportunity for public art.
- 12 Northbound bus bay.
- 13 Plaza area with ground floor activation and spill-out from lobby cafe.
- 14 Improved pedestrian footpath and verge planting.
- 15 Existing mature trees to the boundary of Bunnerong Road and Wentworth Avenue retained with additional native tree and shrub planting.
- 16 Tree planting in raised planters to soften basement and vehicle ramp access.
- 17 Existing mature tree planting retained along Wentworth Avenue to maintain landscape buffer

Landscape Strategy



Materials and Furniture

High quality hard landscape materials will be selected to create a tactile and pedestrian focussed plaza space. Unit paving will extend over vehicle surfaces to indicate a slow speed environment for drop-off and pick-up movements.

Multiple seating opportunities will be created using sculptural benches and seat walls along planter beds as well as flexible furniture that can accommodate cafe spill out and 'alfresco' dining.

Street furniture such as bins, bollards, signage and lighting will be designed to minimise clutter and leave spaces free for pedestrian movement and activity.

Planting Strategy

The soft landscape has been designed to make the most of existing mature vegetation supplementing this to create a lush green space that provides sanctuary from the busy surrounding road environments.

3 planting typologies are proposed including:

1. Native Coastal Landscape Buffers

These include the existing mature trees along Bunnerong Road and Wentworth Avenue. The trees will be retained within generous verges that will be planted with hardy native tree and shrub species.

2. Feature Raised Planters

Sitting within the plaza the planters serve to break up the space with attractive, dense and green textured layers of foliage and flowering plants. The raised edges allow for sculptural seat walls where people can rest, meet or wait for transport.

3. Temperate Rainforest Light Wells

These spaces allow light and pedestrian access to the bus terminus and south bound buses below. Ground covers will fall down from planter boxes at the plaza level while lush gardens will spring from the level below reaching back up towards the light.

5.5 Architectural Character, Materials and Finishes

Proposed Materials

High quality materials and finishes will be selected for buildings and structures surrounding the eastern entry plaza.



Tower A: A-grade commercial building
A high quality A-grade office tower with floor plates of approximately 1,220 sqm (GLA) and a curtain glass facade. The building is setback a minimum 35 metres from the southern boundary to minimise shadow impacts.



Tower B: Mixed use cultural, community and commercial building
Occupying a significant position on the corner of Wentworth Avenue and Bunnerong Road, the mixed use building will be an iconic statement that marks the corner. The ground floor will have a reverse level setback to increase the public domain around the entrance and civic plaza, and to increase pedestrian permeability around the whole perimeter. It will be constructed of a palette of high quality materials including a curtain glass facade.



Building C: Enlarged existing commercial
The existing commercial floorplate will be enlarged to approximately 1,600sqm (GLA) and clad with external blades to soften the materiality of the existing building and respond to the human scale at its low height.



Canopy
A sculptural glazed canopy is proposed to provide shelter over parts of the plaza, particularly between the bus stop and the entry to the centre, as well as over the escalator voids to the bus terminus below. Whilst it is shown as clear glass for clarity in the indicative computer generated images (CGI's), there will be sun-shading built in to the detailed design.



Kiosks
Kiosks in the plaza will provide retail opportunities activating the space. They are proposed to be single storey flexible, operable timber clad structures located below the glass canopy.



Public Art
There is an opportunity to commission public art for the plaza that draws on the indigenous heritage, the coastal location and the industrial uses of the port precinct.

Architectural Character, Materials and Finishes



5.6 Westfield Drive interface / activation strategy

Role of Westfield Drive

Westfield Drive has performed a critical role in loading and servicing the centre since its original construction in 1987, and also assisted in loading of the previous BATA industrial site. In the last three years the redevelopment of the former industrial BATA site to a high density residential neighbourhood has resulted in an emerging use of Westfield Drive for pedestrian access to the bus interchange and retail services. This was not contemplated in the original design and construction, nor was it considered or addressed as part of approving the Meriton residential development. This dual function now presents some changing community expectations and pedestrian conflicts that the Westfield applicant is being requested to address.

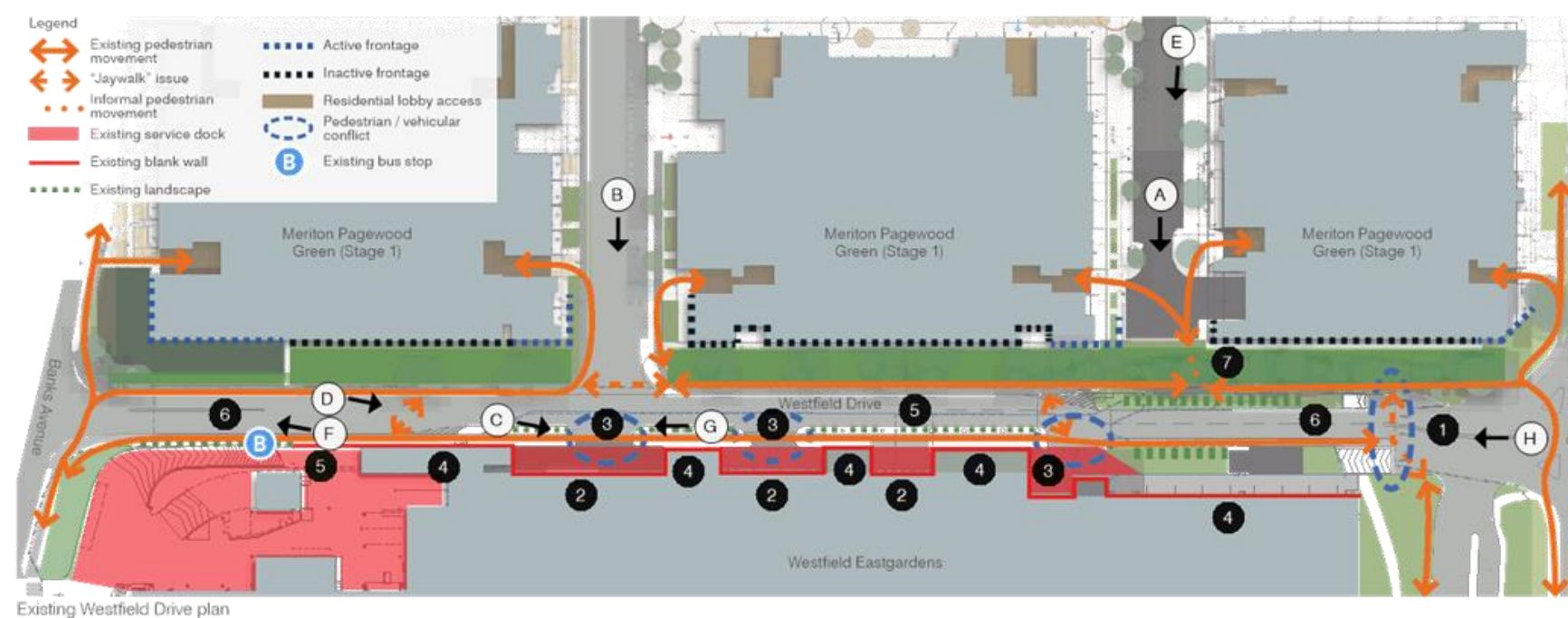
Existing conditions and observations

While vehicle traffic is low, vehicles tend to move at high speeds. In addition, pedestrian amenity is low with few opportunities to cross Westfield Drive and circulate north-south. While the existing loading docks are essential to the operation of the shopping centre, they present a blank interface to the street and create potential conflicts between truck and pedestrian movements. It is important that the pedestrian amenity and safety of Westfield Drive is improved.

The existing condition along Westfield Drive is illustrated in the adjacent photographs.

Key issues

- 1 Existing footpath layout influences pedestrians to cross Westfield Drive towards the bus interchange at the bottom of carpark ramps presenting safety issues.
- 2 Loading dock area visible from public domain.
- 3 Potential for pedestrian and loading truck conflict at loading dock entry.
- 4 Blank walls present a hard interface to the pedestrian footpath.
- 5 Existing landscaping is sparse along footpath.
- 6 Traffic often travels at high speed along Westfield Drive.
- 7 Lack of path from the Meriton internal street to the footpath results in an 'ant trail' through the landscaped verge of the Meriton site.



Existing Westfield Drive plan



Westfield Drive Photographic Elevation Part 1

Westfield Drive Photographic Elevation Part 2

Westfield Drive Photographic Elevation Part 3



Westfield Drive - Overall photographic elevation



Westfield Drive Photographic elevation - part 1



Westfield Drive Photographic elevation - part 2



Westfield Drive Photographic elevation - part 3

Key issues

- 1 Existing footpath layout influences pedestrians to cross Westfield Drive at the bottom of carpark ramps presenting safety issues, particularly across the 'down' ramp.
- 2 Loading dock area visible from public domain.
- 3 Potential for pedestrian and truck conflict at loading dock entry.
- 4 Blank walls present a hard interface to the pedestrian footpath.
- 5 Existing landscaping is sparse along footpath.

Westfield Drive interface / activation strategy

Proposed Westfield Drive Improvement Strategy

The Westfield Drive improvement strategy aims to clearly delineate pedestrian and vehicle movement. The strategy is to improve pedestrian connections with the Meriton Pagewood Green circulation network at either end of Westfield Drive, and direct pedestrians away from the main dock entries in the centre of Westfield Drive.

There are a number of proposed improvements which will assist in achieving this, including:

Separating pedestrians from loading areas

- The generous landscaped setback to the Meriton buildings to the north of Westfield Drive acts as a natural incentive to use the northern footpath for pedestrian travel.
- Improvement works will add crossings to the south of Westfield Drive at locations either side of the central loading area. This will encourage pedestrians to cross to the southern side once they are beyond the dock area, to the eastern and western ends of the street.

Traffic calming

- Raised crossings are proposed near the intersection of the new Meriton site streets. These are intended to provide clear points of pedestrian crossing, as well as to slow traffic and deter 'rat-running' through Westfield Drive.
- 'Chicane' style traffic calming is not recommended as this cannot be navigated by buses and loading vehicles that use the street.

Pedestrian priority

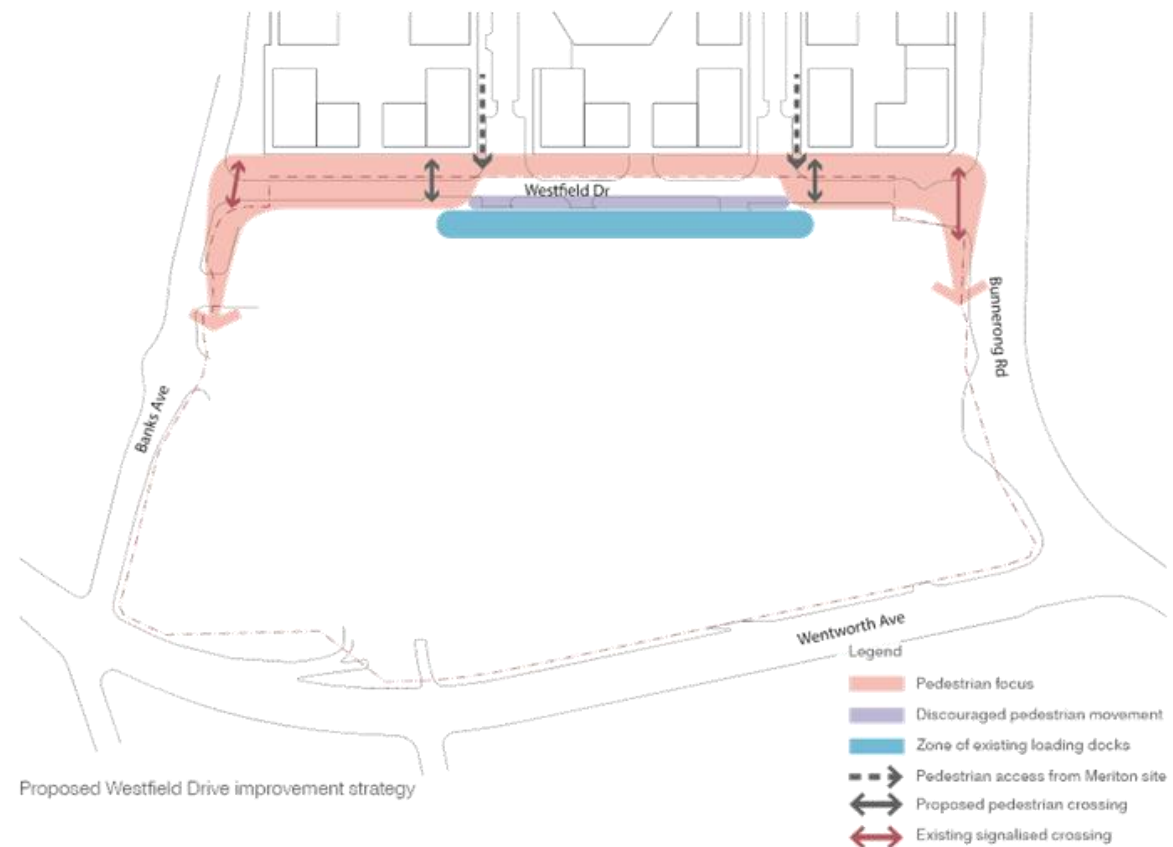
- The raised crossings slow traffic, prioritise pedestrians and increase the visibility of pedestrians crossing.
- A variety of options for circulating are proposed to suit individual pedestrian needs and offer best practice urban design connectivity.
- A pedestrian barrier in the centre of the road was discussed with Council, but is not proposed as it is felt that it would prioritise vehicular movement, encourage increased speed from vehicles, and result in a hostile pedestrian environment.

Improved amenity

- New landscaping is proposed to improve the amenity and comfort of the street and provide a buffer against the loading docks. It is proposed to use a mixture of low planting to enable visibility and ensure pedestrian safety, as well as some taller planting to provide a canopy and shade.

Safety and security

- The safety of the pedestrian path between the substation and the shopping centre has been discussed with Council. It was determined that in Stage 1, it will be important to retain this connection in order to offer sufficient choice for pedestrians, and that the short length of obscured path can be managed with CCTV. In Stage 2, the public domain will rise to the Bunnerong Plaza level after the electricity substation to provide improved visibility and surveillance of the space.



Raised crossing slows traffic and improves pedestrian safety and visibility



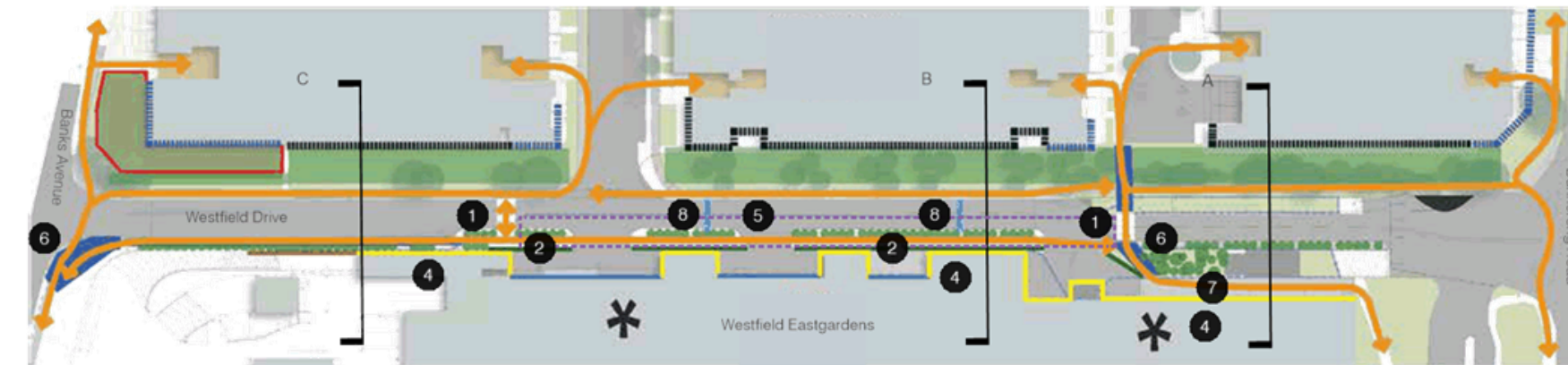
A barrier in the centre of the road can be frustrating for pedestrian choice, and prioritises vehicular movement

Westfield Drive interface / activation strategy

Proposed improvements

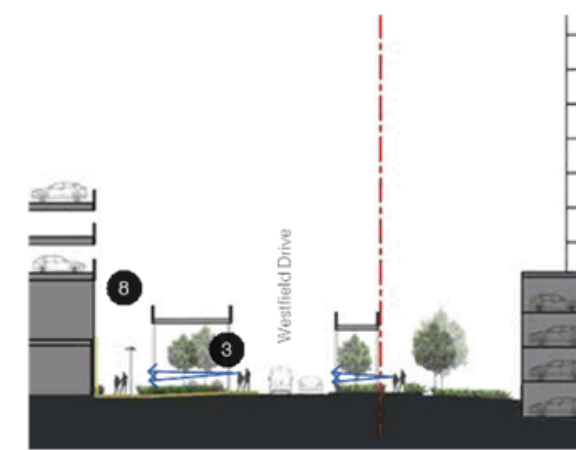
It is proposed to slow traffic, prioritise pedestrians and improve amenity on Westfield Drive with the following interventions:

- 1 Provide dedicated crossing points for pedestrians with a raised 'Wombat' crossing, to improve pedestrian safety and slow traffic.
- 2 Plant a landscape buffer to minimise sight lines into loading docks, while maintaining passing surveillance.
- 3 Enhance tree planting along footpath with clear stems up to 2m to ensure good surveillance, and improve lighting.
- 4 Introduce public art on blank facades appropriate to the context.
- 5 Introduce up-lighting to the structure to highlight the character of the place.
- 6 Widen the footpath to improve pedestrian amenity, particularly at corners.
- 7 Upgrade laneway with public art, graphic wayfinding and lighting
- 8 Introduce speed humps to slow traffic

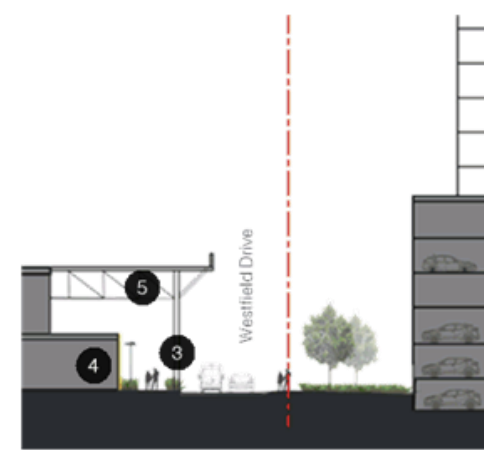


Proposed Westfield Drive improvement strategy

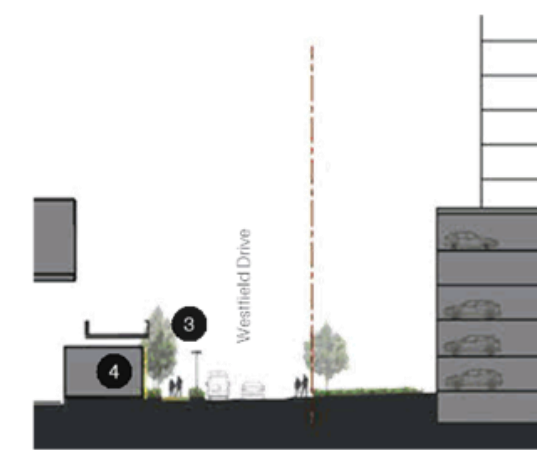
- Legend
- Existing pedestrian movement
 - Existing landscape
 - Active frontage
 - Inactive frontage
 - Existing fence line
 - Residential entry lobby
 - Improved landscape (southern edge)
 - Treatment to blank wall
 - Public art
 - Screening
 - Landscape hedge to 1,200mm height
 - Improvement to underside of slab above
 - New footpath extension
 - Visual treatment important due to terminating viewline, potential to incorporate with unobtrusive retail signage
 - New speed hump



Section AA



Section BB



Section CC

Westfield Drive interface / activation strategy

Public domain inspirations



Low level landscaping in London by Townshend Landscape Architects



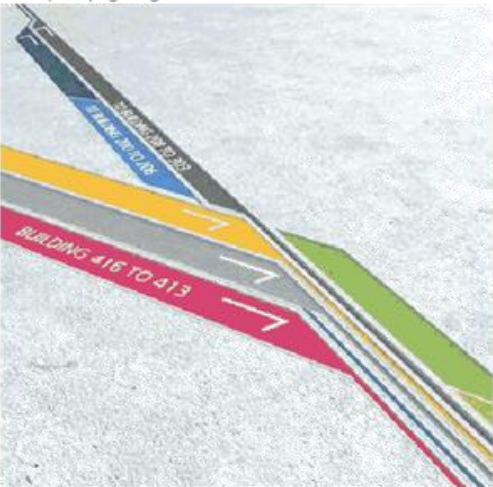
Evenglide Showroom, Blackburn, Victoria



Westfield Tea Tree



Example uplighting



Example wayfinding signage from King Abdul Aziz City for Science and Technology, Saudi Arabia



Metal exterior screening with climbing vine, by Michael Hennessey Architecture

Westfield Drive interface / activation strategy

Public art activation inspiration
Examples from recent Scentre Group developments



Westfield Chermside



Westfield Coomera



Westfield Northlakes



Westfield Plenty Valley



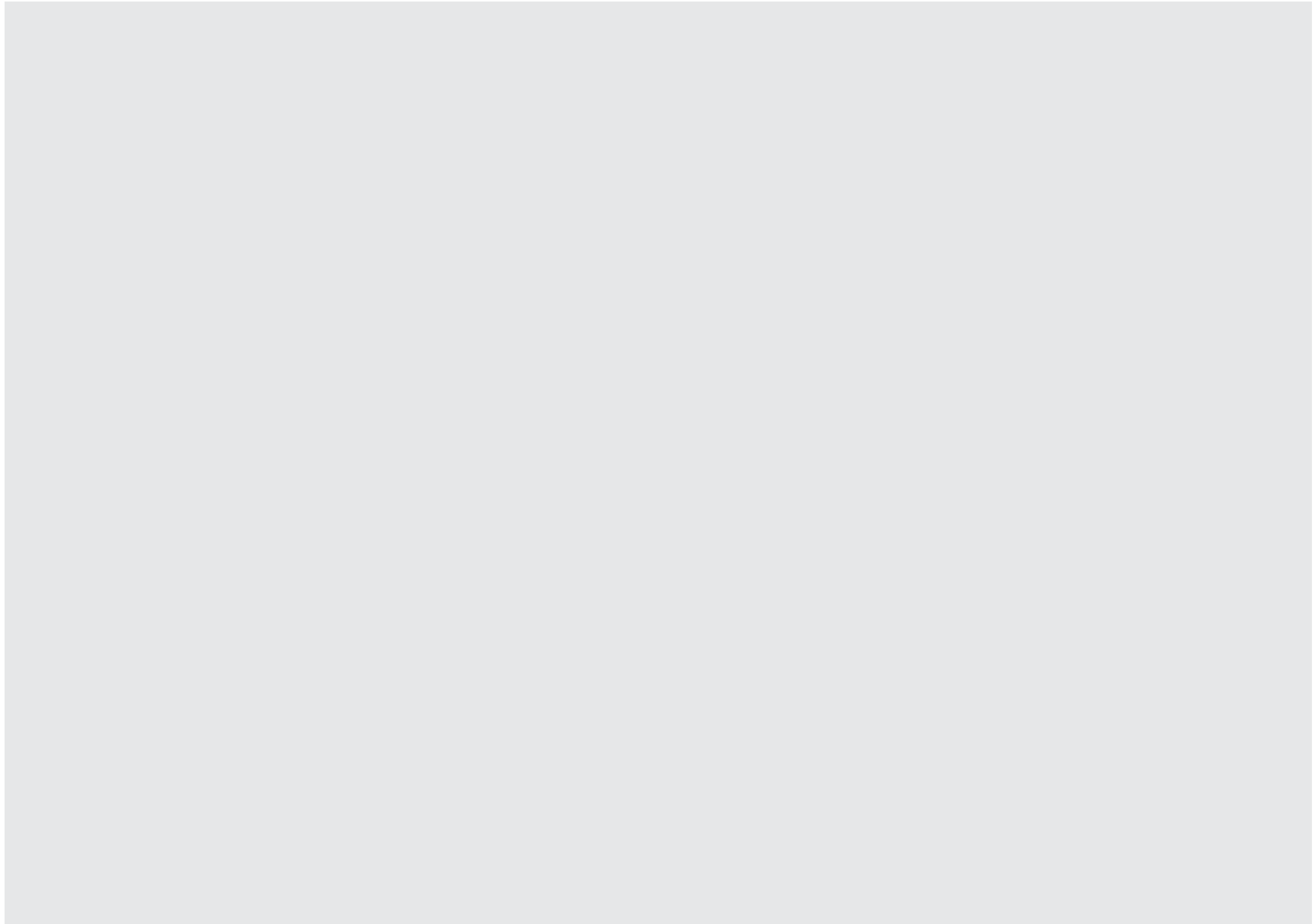
Westfield Plenty Valley



Westfield Tea Tree



Westfield Carousel



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6 Testing and Assessment

This section provides detailed analysis of the view and overshadowing impacts of the proposal on the surrounding context.

6.1 View Impact Assessment

View Impact Assessment

The assessment and categorisation of visual impacts is based on the New South Wales Land and Environment Court Planning Principles and a qualitative assessment is set out under the following headings:

- Importance of the view;
- Visual impact; and
- Visual absorption capacity.

A visual simulation (photo-montage) of the proposed development has been prepared for each view that was nominated with Council for detailed visual impact assessment. The photo-montage was then used to determine the visual impact of the proposed development.

The photo-montages shown demonstrate the building form only; they do not show detailed articulation or material selection.

The importance of the view is defined differently for public domain and private views with weighting applied which is consistent with the New South Wales Land and Environment Court Planning Principles. The criteria are defined as follows.

An understanding of the field of view of photographs and photomontages is important in understanding impacts represented on a page. One standard typically adopted in NSW is the use of a 35mm FX format camera at 50mm focal length (or equivalent) to represent a view on a page similar to how it would be perceived by the human eye at the location.

However, for this project, a 50mm focal length would not provide a clear understanding of the breadth of the view and/or the size of the proposal. Therefore, throughout our view impact assessment a wider-angle view has been used.

All photos were captured on a Nikon D3100 which has an APS-C sized sensor (roughly 24mm), this results in a crop factor when compared to a 35mm FX (full frame) sensor. As such, although all photos were taken at 18mm, their equivalent 35mm focal length is 27mm.

LIDAR Model

To assist in the positioning of the camera, a 3D model was purchased from Near Map. This was generated from a LIDAR survey of the site and its surrounds. After matching focal length and positioning the camera, this allowed each view to be made as accurate as possible.

Importance of the public domain view

It includes consideration of the following factors:

The context of the viewer (including whether the view is static or dynamic, obtained from standing or sitting positions);

Elements within the view (including whether iconic elements are present, the existing composition of the view, and any existing obstructions to the view);

- The number of viewers;
- The distance to the proposal; and
- The likely period of view.

The features are described for each view and a final categorisation of view importance has been produced as a summary. The following table provides a definition of example use cases for each categorisation of the importance of the view:

	Definition
High	Unobstructed views of highly valuable or iconic elements from highly important locations in the public domain.
Moderate-High	Generally unobstructed views including important visual elements from well-used locations. The view attracts regular use of this location by the public.
Moderate	Views including elements of moderate importance with little obstruction which are obtained from moderately-well used locations. The view may assist in attracting the public to this location.
Low-Moderate	Views with some important elements which may be partially obstructed or from a less well used location. The view may be a feature of the location however is unlikely to attract the public to it.
Low	Views from spaces or streets with little pedestrian use or obstructed views or views with few important elements. Obtaining views is not a focus of using the space.

Importance of nearby private views

The importance of nearby private views is considered where there are private views facing the site from a location which is near to the photograph from the public domain. The table below provides a definition of the categories used.

	Definition
High	Uninterrupted views of highly important or iconic elements from standing positions in location from front or rear boundaries.
Moderate	Views of some important elements which may have some lower expectation of retention, such as those across side boundaries, seated views or partial views from bedrooms and service areas.
Low	Views with few important elements, highly obstructed views or views where there can be little expectation of retention.

Likely visibility

Likely visibility provides an estimation of how visible the proposal will be in the view. The table below provides a definition of the categories used.

	Definition
High	The proposal will dominate the field of view.
Moderate	The proposal will form part of the overall composition of the view.
Low	The proposal will be noticeable as a minor part of the field of view.
Negligible	The proposal will not be noticeable.

View Impact Assessment

Visual absorption capacity

The visual absorption capacity is an estimation of the capacity of the landscape and built environment to absorb development without creating significant visual change that would result in a reduction of scenic or visual quality. This is usually dependent on vegetation cover, landform and existing built form and is influenced by the level of visual contrast between the proposed development and the existing elements within the physical environment.

The degree of contrast between the various elements of the development and the physical environment/landscape setting in which they are located determine the level of visual absorption. Factors such as scale, shape, colour, texture and reflectivity of the development compared to the visual context define the degree of contrast. For the purpose of this study, the rating outlined in the table below has been used in the assessment of visual absorption capacity.

This rating concentrates on the bulk of the proposal in relation to screening factors and contextual development.

Rating	Definition
High	Existing landscape and built environment able to absorb development. Low degree of visual contrast will result from building envelopes.
Moderate	Existing landscape able to absorb some development. Some visual contrast will result from building envelopes.
Low	Existing landscape unable to absorb development. High degree of visual contrast will result from building envelopes.

Some elements which form part of the consideration of view importance can be quantitatively estimated. The table below shows the criteria used in evaluating the relative number of viewers and period of view.

Relative number of viewers	Definition
High	> 1000 people per day
Moderate	100 - 1000 people per day
Low	< 100 people per day
Period of view	Definition
High (long-term)	>60minutes
Moderate	1-60 minutes
Low (short-term)	<1 minute

Conclusion

The study considers the view impacts from a variety of points in the nearby vicinity and further away from the site.

The visual impacts on the wider context are low to negligible as there is little local change in topography and no high points of note, so proposed buildings are generally either not visible from beyond the immediate vicinity or are viewed within the context of other similarly scaled development.

The visual impacts on views in the immediate vicinity as a result of the proposal can be categorised into three broad categories:

Firstly, from south of the site in the residential streets with single detached dwelling typology views have a higher visibility and lower visual absorption capacity, due to the towers being seen in the context of single storey houses in the foreground, and without the backdrop of the Meriton site development which is further away and therefore less visible. Views from the residential areas to the south are generally moderate, but are deemed acceptable given the emerging urbanised context and the role that the commercial core must play in the strategic centre.

Secondly, as seen in views from the north and east in the vicinity of Bunnerong Road and the Meriton site, the proposal is highly visible, but also has a high visual absorption capacity due to being seen in context with the new development on the Meriton site and the busy roads. The view of the proposal from the new public open space on the Meriton site (view 13) preserves the view of sky at the end of the street block. Therefore, from the north and east, view impacts are considered to be low, and in keeping with the context.

Thirdly, in views of the proposal from the west from Banks Avenue, from the approach along Wentworth Avenue and from Mutch Park it is evident that the visibility of the proposal is moderate to low. From Mutch Park, the proposal is only slightly visible, unless seen from a rarely frequented high point near the fence (view 11). From the Banks Avenue and Wentworth Avenue approach the proposal is visible but does not dramatically change the context of the existing view. From the west, the view impacts are therefore considered to be low and acceptable.

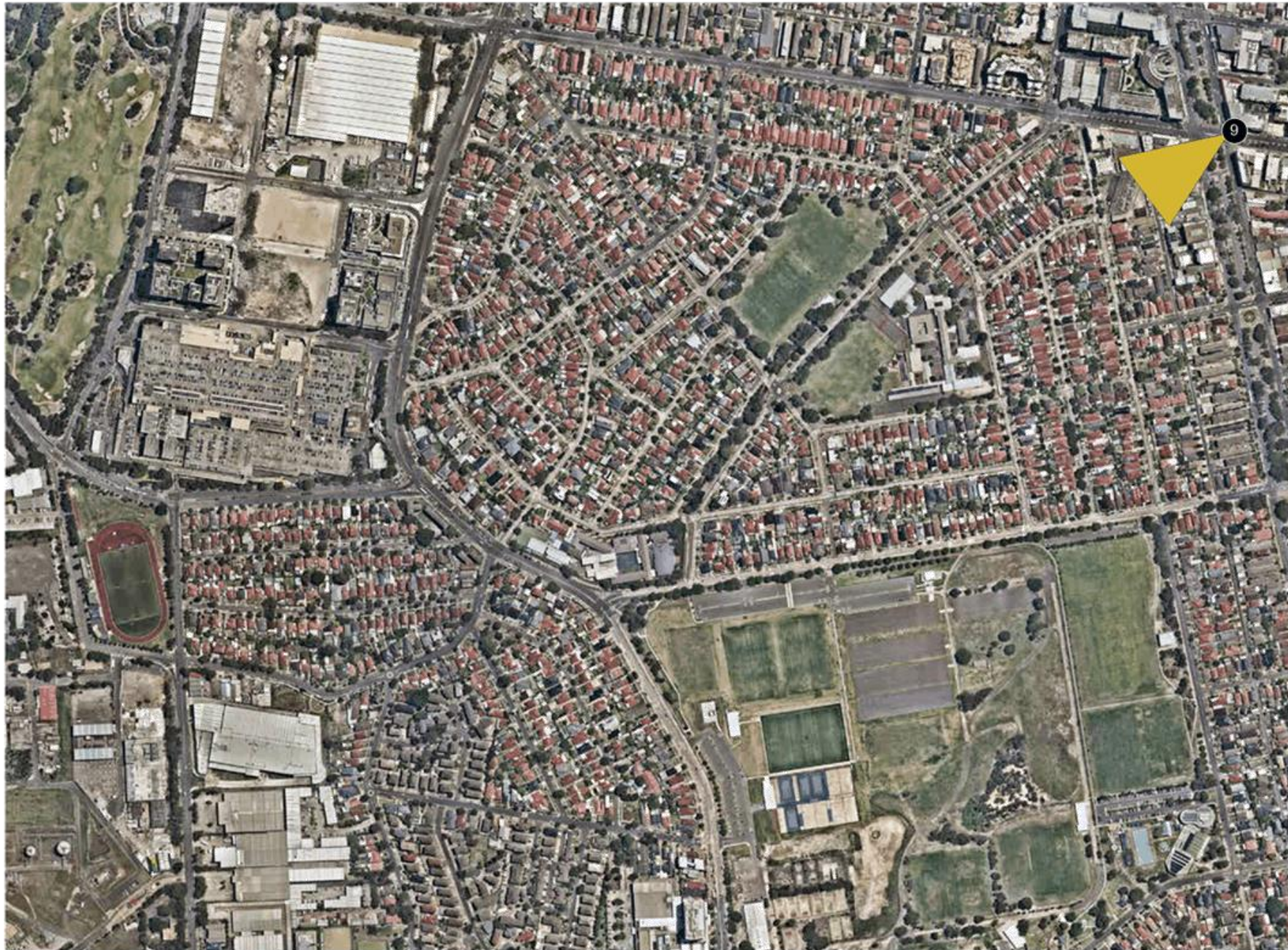
View Impact Assessment

Views
Fourteen views have been chosen in collaboration with Bayside Council to analyse view impacts generated by the proposed design included in the Planning Proposal.

All views are in the immediate vicinity of Westfield Eastgardens except for View 9, which is from Maroubra Junction, location illustrated in the map on the facing page.



View Impact Assessment



View Impact Assessment

1 Hinkler Street



Description of view	This view looks west down Hinkler Street and across Bunnerong Road toward the proposal. Meriton's stage one development can be seen to the right of the image.
Context of viewer	Primarily from cars travelling toward Bunnerong Road
Importance of the public domain view	Low
Importance of nearby private views	Low
Likely visibility	High
Likely period of view	Low
Relative number of viewers	Low
Visual absorption capacity	Low



View Impact Assessment

2 Bunnerong Rd



Description of view This view looks south down Bunnerong Rd, with low-scale residential housing on the left and recently constructed high density residential on the right. The existing Westfield Eastgardens entrance can be seen. With the future stage development, greater built form relationship with and transition to the neighbouring Meriton site will be achieved.

Context of viewer Primarily from cars travelling south along Bunnerong Road, also from cars waiting at the intersection and lights.

Importance of the public domain view Low

Importance of nearby private views N/A

Likely visibility High

Likely period of view Moderate

Relative number of viewers High

Visual absorption capacity Medium

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View Impact Assessment

3 Hensley Athletic Field



Description of view	This view looks north over Hensley Athletic Field, proposed Westfield development forms a low band over the trees with multiple towers from the Meriton development to be visible behind this. The proposal on the eastern edge.
Context of viewer	Primarily users of the athletic field (not publicly accessible), small amount of pedestrian foot traffic
Importance of the public domain view	Medium
Importance of nearby private views	N/A
Likely visibility	Moderate
Likely period of view	Moderate
Relative number of viewers	Low
Visual absorption capacity	Medium



View Impact Assessment

4 Wentworth Ave + Corish Cir



Description of view	This view looks west towards Westfield Eastgardens at a major intersection. The proposal is obscured by existing buildings, and will not be visible when the proposed entertainment and leisure precinct is complete.
Context of viewer	Eastbound traffic, waiting at the lights. Light pedestrian activity.
Importance of the public domain view	Low
Importance of nearby private views	N/A
Likely visibility	Low
Likely period of view	Moderate
Relative number of viewers	High
Visual absorption capacity	High



View Impact Assessment

5 Bunnerong Rd + Fraser Ave



Description of view	This view looks north towards the site down Bunnerong road. Built and proposed form aligns at a consistent height.
Context of viewer	Primarily motorists traveling north. Medium pedestrian traffic due to bus stops along Bunnerong road.
Importance of the public domain view	Low
Importance of nearby private views	Low
Likely visibility	High
Likely period of view	Moderate
Relative number of viewers	High
Visual absorption capacity	Medium



View Impact Assessment

6 Boonah Avenue



Description of view	This view looks north over low scale residential properties. It is taken near the crest in the road.
Context of viewer	Primarily from private residences, low number of pedestrians.
Importance of the public domain view	Low
Importance of nearby private views	Moderate
Likely visibility	High
Likely period of view	Low
Relative number of viewers	Low
Visual absorption capacity	Low



View Impact Assessment

7 Banks Ave + Westfield Dr



Description of view This view looks south down Banks avenue, Meriton stage one sits just off camera to the left, the existing Westfield Eastgardens can be seen through the trees, with the proposed entertainment and leisure precinct in the distance. The proposal is not visible from this location.

Context of viewer	Primarily motorists traveling south, waiting at the lights.
Importance of the public domain view	Low
Importance of nearby private views	N/A
Likely visibility	Negligible
Likely period of view	N/A
Relative number of viewers	N/A
Visual absorption capacity	N/A



View Impact Assessment

8 Wentworth Ave



Description of view	This view looks west from Wentworth Ave, over Bonnie Doon Golf Club. Foliage and fencing heavily obstruct the view.
Context of viewer	Primarily from traffic traveling east.
Importance of the public domain view	Low
Importance of nearby private views	Moderate
Likely visibility	Low
Likely period of view	Low
Relative number of viewers	Moderate
Visual absorption capacity	High



View Impact Assessment

9 Maroubra Junction



Description of view	This view looks south west over Anzac parade, from Maroubra Junction. Due to the distance and the existing height of built form at Maroubra Junction, the proposal is not visible from this location.
Context of viewer	High levels of both vehicular and pedestrian traffic.
Importance of the public domain view	Low
Importance of nearby private views	N/A
Likely visibility	Negligible
Likely period of view	N/A
Relative number of viewers	N/A
Visual absorption capacity	N/A



View Impact Assessment

10 Mutch Park Nth



Description of view	This view looks south east over Mutch Park, development from Meriton's stage one is most prominent. Due to the distance, topography and foliage, the proposal is mostly hidden from view
Context of viewer	Primarily from people using the park recreationally
Importance of the public domain view	Low
Importance of nearby private views	N/A
Likely visibility	Low
Likely period of view	Moderate
Relative number of viewers	Low
Visual absorption capacity	High



View Impact Assessment

11 Mutch Park Sth (crest)



Description of view	This view looks south west over Bonnie Doon Golf Club, from the top of the hill in Mutch Park.
Context of viewer	Very low foot traffic, as it is a crest at the edge of the park.
Importance of the public domain view	Low
Importance of nearby private views	N/A
Likely visibility	Moderate
Likely period of view	Low
Relative number of viewers	Low
Visual absorption capacity	Moderate



View Impact Assessment

12 Smith St



Description of view	This view looks north over low-scale residential development. Meriton stage one is only visible between houses. The tower of the proposal breaks the profile of the roofs.
Context of viewer	Light foot and vehicular traffic.
Importance of the public domain view	Low
Importance of nearby private views	Low
Likely visibility	Moderate
Likely period of view	Low
Relative number of viewers	Low
Visual absorption capacity	Moderate



View Impact Assessment

13 Meriton Site



Description of view	This view looks south through the Meriton site development from the future open space the existing Westfield Eastgardens is visible in the distance, with the proposal in line with the Meriton built form.
Context of viewer	High pedestrian and vehicular traffic once the Meriton site is completed.
Importance of the public domain view	Low
Importance of nearby private views	Low
Likely visibility	Low
Likely period of view	Moderate
Relative number of viewers	Moderate
Visual absorption capacity	High

