

# LIGHT HORSE INTERCHANGE

## WAREHOUSE FACILITY (LOT 7)

165 WALLGROVE ROAD & 475 FERRERS ROAD, EASTERN CREEK

### VISUAL IMPACT ANALYSIS

REV 1 - JUNE 2022

[SSD 34991713]



## INTRODUCTION

### Project Background

The Visual Impact Assessment relates to the proposed Lot 7 warehouse facility development of 165 Wallgrove Road and 475 Ferrers Road, Eastern Creek.

The project comprises the construction of a warehouse or distribution centre development including the following key components:

- Maximum building height of 15 metres
- 41,840 m<sup>2</sup> Warehouse
- 985 m<sup>2</sup> Ancillary office (2 storey)
- 2 x Dock office: 48m<sup>2</sup> and 47m<sup>2</sup>
- Provisional office 390m<sup>2</sup> (2 storey)
- On-site parking will be provided for 206 vehicles.
- 24/7 operations
- No manufacturing as part of the use.

A request for Secretary's Environmental Assessment Requirements (SEARs) was submitted to the Department of Planning and Environment (DoPE). The SEARs relevant to this assessment include:

Issue no. 5: Visual Impact

- Provide a visual analysis of the development from key viewpoints, including photomontages or perspectives showing the proposed and likely future development.
- Where the visual analysis has identified potential for significant visual impact, provide a visual impact assessment that addresses the impacts of the development on the existing catchment.

### Notes relate to SSD-9667

The proposed Lot 7 warehouse facility development has been designed to address the Concept DA approval (SSD-9667) which is proposed to be modified concurrently with this application. Therefore, all the views illustrated in this report are consistent with the Light Horse Interchange Business Hub, Eastern Creek Visual Impact Analysis, prepared by nettletontribe, Revision 4, dated June 2022.

This report seeks to demonstrate the outcome of the analysis in more detail including the proposed external building materials and landscape design for the proposed Lot 7 warehouse facility development.

It is acknowledged that the concept building envelopes other than Warehouse 7 illustrated in this report are shown for reference purposes only and they do not form part of this application.

### This Report and Author

nettletontribe has been commissioned by Charter Hall to produce a Visual Impact Assessment (VIA). This LVIA has been written by Donal Challoner (Director and Architect) who has over 20 years' experience in the field of Architecture.

nettletontribe has also prepared the Architectural Master Plan Design drawings. These documents detail the design responses which were formed as a result of this assessment and should be read in conjunction with this report.

## METHODOLOGY OF ASSESSMENT

### Guidelines

LVIA does not follow prescribed methods or criteria. This assessment is based on the principles established and broad approaches recommended in the following documents:

- Guidelines for Landscape and Visual Impact Assessment (GLVIA) – Third Edition (LI/IEMA 2013)

As stated in paragraph 1.20 of the GLVIA:

“The guidance concentrates on principles while also seeking to steer specific approaches where there is a general consensus on methods and techniques. It is not intended to be prescriptive, in that it does not follow a detailed ‘recipe’ that can be followed in every situation. It is always the primary responsibility of any professional carrying out an assessment to ensure that the approach and methodology adopted are appropriate to the particular circumstances.”

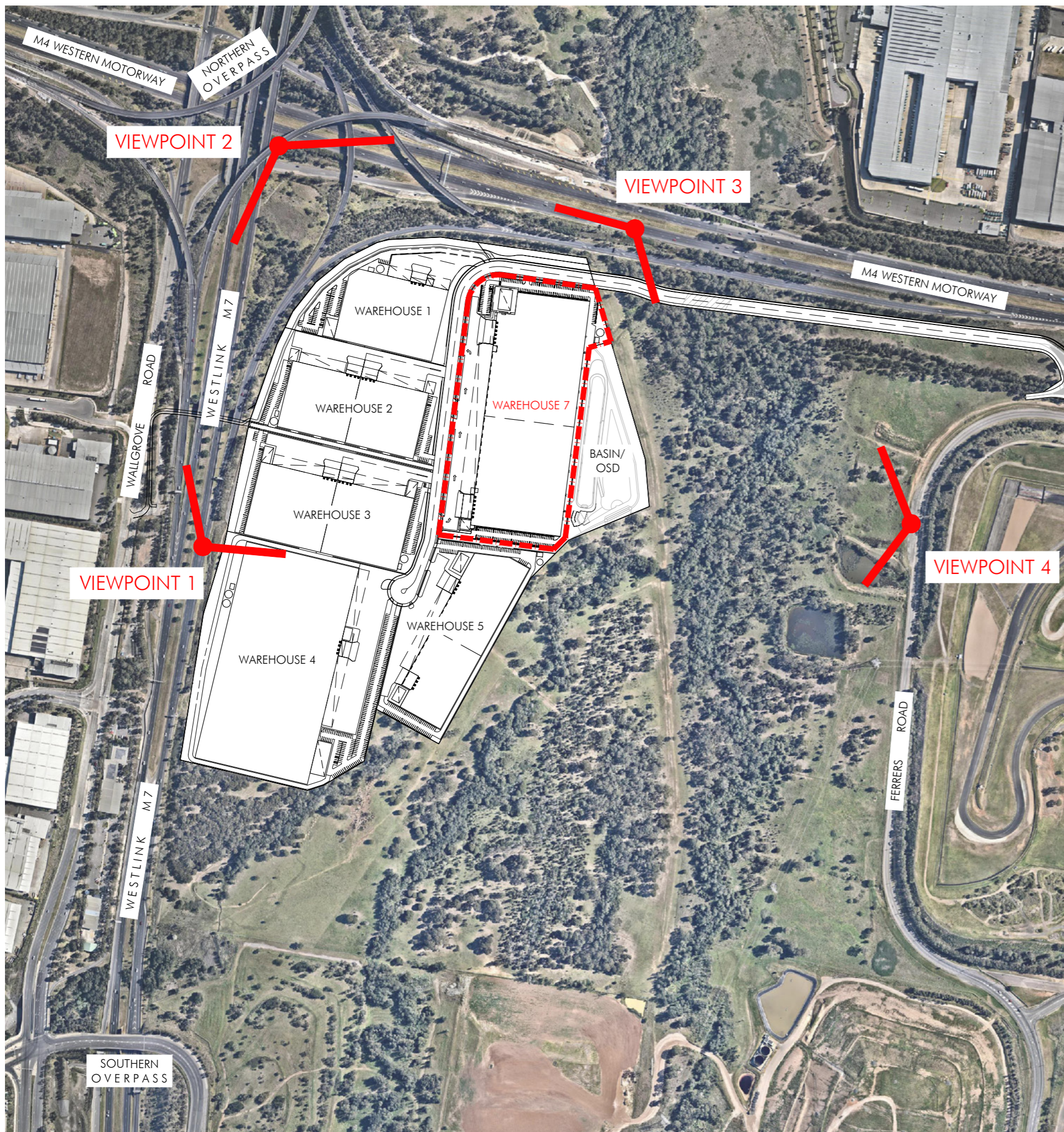
This LVIA written by **nettletontribe** is considered to use a methodology and approach that is appropriate to this type of industrial development.

### 2.2 Computer Generated Visualisations - Photomontages

Photomontages have been prepared to create “simulated” views of the proposed development. Although these do not claim to exactly replicate what would be seen by the human eye, they provide a useful “tool” in analysing potential visual impacts from receptor locations.

Those viewpoints selected for photomontages, have been presented in this report as before and after images on the same sheet, for ease of comparison. The computer-generated images include a representation of landscape mitigation both immediately following installation (which have been described as year 0) and at a mature age of 10 years. It is important to note, that the year 10 images are simulations of how proposed landscaping may appear at a selected viewpoint. The final appearance of landscape mitigation will be based on many factors, including growth rates, maintenance and environmental conditions.

The assessment undertaken at year 10 assumes that such mitigation has had the opportunity to establish, mature and become effective.



## VISUAL IMPACT ANALYSIS

This Visual Impact Analysis has been undertaken to assess the impact of the proposed development from the public domain.

The site is located at Light Horse interchange and has road frontages to Westlink M7 and the M4 Western Motorway. The site is accessed via an access road from Ferrers Road.

The locations we have identified for analysis in the visual impact of the development on the site are:

1. From the M7 Westlink going North into the site on the right
2. From the Light Horse interchange overpass looking over the site
3. From the M4 Motorway heading going west
4. From the Ferrers Road looking west



## VIEWPOINT 1

### Viewing Location

Elevation	1.6m approximately
Date	September 2017
Baseline	Photo & Photomontage

### Visual Description

Approx. Viewing Distance from Lot 7 Site Boundary	330m +
View description & prominence of the development	View from M7 Motorway looking towards the Light Horse Interchange Business Hub estate on the righthand side.
Visual Sensitivity	The locality of this interphase being next to the motorway is quite transient. The visual is a vehicle travelling at up to 100km/hr. Thus the sensitivity is considered low.
Magnitude of Change	The magnitude of the change is nil. The proposed Lot 7 development is completely hidden by the concept warehouse building no. 3 & 4.
Significance of Visual Impact	The significance of the impact is considered low due to the location on the motorway and the transient nature of the viewpoint. However, not visually impacted.
Significance of Visual Cumulative Impact	There is no visual impact from the proposed Lot 7 development.



BASELINE PHOTO



PHOTOMONTAGE - YEAR 0



PHOTOMONTAGE - YEAR 10

## VIEWPOINT 1

### Photo Details

Image source: Google Street View

Date: September 2017

### Visual Description

#### Baseline Photo:

Existing condition on the estate site with a grassed motorway embankment and existing vegetation within the estate site

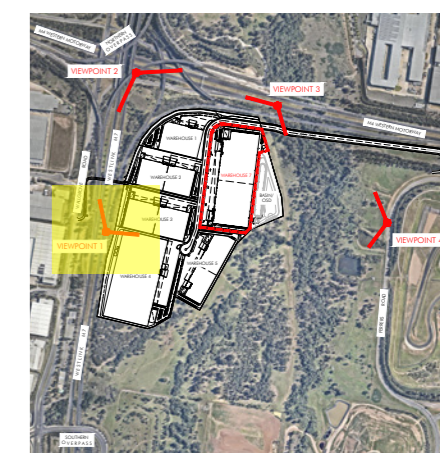
#### Photomontage (Year 0):

The same view with the concept building envelopes of Warehouse 3 & 4 overlaid upon completion.

The proposed Warehouse 7 building envelope (shown in red dotted lines) is completely hidden by the existing vegetation & concept warehouse buildings.

#### Photomontage (Year 10):

Further maturing of the existing and proposed concept landscape will make this development completely screened from the view.



KEY PLAN



## VIEWPOINT 2

### Viewing Location

Elevation	25m +
Date	March 2018
Baseline	Photo & Photomontage

### Visual Description

Approx. Viewing Distance from Lot 7 Site Boundary	300m +
View description & prominence of the development	View looking south-east from the top of the M7 Lighthorse Interchange.
Visual Sensitivity	The location of this view from the public domain is considered low to medium due to the elevated view across to the proposed development.
Magnitude of Change	The change is considered low due to the minimal visual change in context with the other industrial developments surrounding. In addition, the transient nature of the location.
Significance of Visual Impact	The significance of this view is considered low due to the surrounding industrial developments and the transient nature of the viewpoint.
Significance of Visual Cumulative Impact	The visual impact is considered acceptable due to the industrial nature of the view, and the viewpoint that is transient.



BASELINE PHOTO



PHOTOMONTAGE - YEAR 0



PHOTOMONTAGE - YEAR 10

## VIEWPOINT 2

### Photo Details

Image source: Google Street View

Date: March 2018

### Visual Description

#### Baseline Photo:

Existing condition of the site

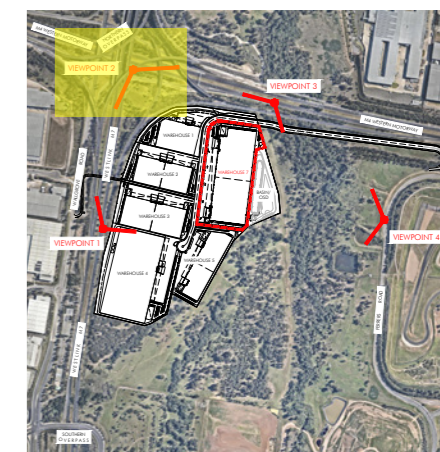
#### Photomontage (Year 0):

The same view with the overlay of the development superimposed. Noting the similarities to interchange park on the opposite side.

The metal roof sheeting and wall cladding of the proposed Warehouse 7 building is noticeable from this view.

#### Photomontage (Year 10):

The proposed view in 10 years with the proposed landscape treatment maturing. This makes the proposed Warehouse 7 building partially screened from the view.



KEY PLAN





## VIEWPOINT 3

### Viewing Location

Elevation 1.6m approximately

Date July 2018

Baseline Photo & Photomontage

### Visual Description

Approx. Viewing Distance from Lot 7 Site Boundary 90m +

View description & prominence of the development View from M4 Motorway looking south-west.

Visual Sensitivity The visual sensitivity is considered low due to the existing building/landscape screening and the transient nature of the M4 Motorway viewpoint.

Magnitude of Change The magnitude of the change is relatively small, initially the development is almost visible through the existing landscape. In time (10 years) the new landscape further screens this view.

Significance of Visual Impact The significance of the view is low due to the transient nature of this location and the existing landscape screening.

Significance of Visual Cumulative Impact The visual impact is considered acceptable due to the transient nature of this location, existing screening, new landscaping and building design, which will make the development all but invisible in this viewpoint.



BASELINE PHOTO



PHOTOMONTAGE - YEAR 0



PHOTOMONTAGE - YEAR 10

## VIEWPOINT 3

### Photo Details

Image source: Google Street View

Date: July 2018

### Visual Description

Baseline Photo:

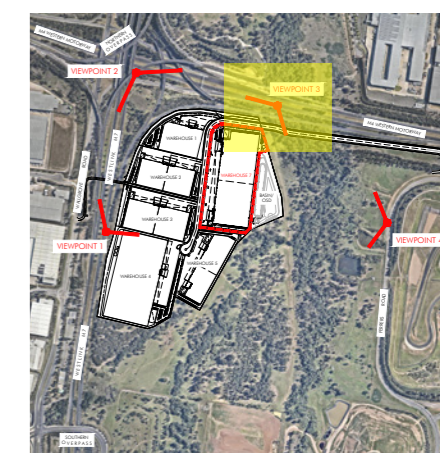
Existing condition adjacent the Motorway

Photomontage (Year 0):

The northern façade of Warehouse 7 building is visible. The warehouse façade comprises of 2.4m precast concrete dado wall with profiled metal sheeting above. The façade colour treatment is muted through the landscape that is existing long the interphase.

Photomontage (Year 10):

The proposed view in 10 years with the proposed landscape treatment maturing. The majority part of Warehouse 7 building is screened from the view.



KEY PLAN



## VIEWPOINT 4

### Viewing Location

Elevation	1.6m approximately
Date	October 2019
Baseline	Photo & Photomontage

### Visual Description

Approx. Viewing Distance from Lot 7 Site Boundary	480m +
View description & prominence of the development	View from Ferrers Road looking west
Visual Sensitivity	The visual sensitivity is considered low due to the screening provided by existing landscape
Magnitude of Change	The magnitude of the change is nil. The existing landscape screens the development completely.
Significance of Visual Impact	The significance of the view is medium due the rural nature of the setting. However, not visually impacted.
Significance of Visual Cumulative Impact	Due to the screening provided by the existing landscape there is no visual impact.

Approx. extent of Light Horse Business Hub



BASELINE PHOTO

## VIEWPOINT 4

### Photo Details

Image source: Photo

Date: October 2019

### Visual Description

#### Baseline Photo:

Existing condition when viewed from Ferrers Road.

Approx. extent of buildings behind existing trees shown dotted



PHOTOMONTAGE - YEAR 0

#### Photomontage (Year 0):

The proposed lot 7 development is hidden due to the extent and density of the existing landscape in front of it.

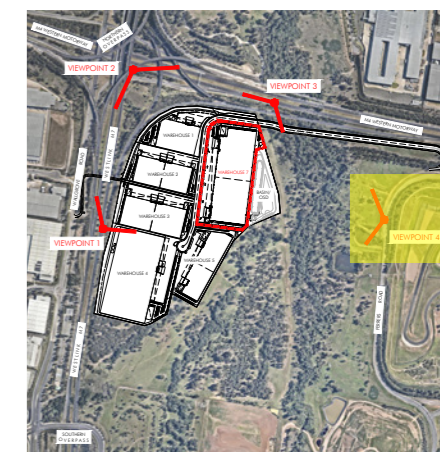
#### Photomontage (Year 10):

The existing landscape will continue to increase in density and maintain a visual barrier.

Approx. extent of buildings behind existing trees shown dotted



PHOTOMONTAGE - YEAR 10



KEY PLAN

