

VISUAL IMPACT ASSESSMENT REPORT - ALSPEC WAREHOUSE (WH1)
Report Ref: 231103_SSD_RPT_VIA01

Prepared for:



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1.0 INTRODUCTION

1.1 Project Background

Geoscapes have been appointed by HB&B on behalf of Alspec to undertake a Visual Impact Assessment (VIA) for the proposed development of an ALSPEC industrial warehouse (WH1) within Alspec Industrial Park Business Park (AIBP) in Orchard Hills.

This VIA report serves to support the State Significant Development Application (SSDA) relating to the proposed development.

The development application forms part of the larger AIBP estate which was subject to a recent Planning Proposal that has been approved by Penrith Council. The Penrith Local Environmental Plan was updated and gazetted in May 2024.

The AIBP Planning Proposal sought to rezone the central and eastern portion of the subject site to E4 General Industrial and partly C2 Environmental Conservation, under which warehouse and distribution centres are a permissible use. Specifically, the planning proposal sought to:

- Rezone part of the site from RU2 Rural Landscape to part IN1 General Industrial and part IN2 Light Industrial (now consolidated under the E4 General Industrial zone),
- Amend the Minimum Lot Size map to reduce the minimum lot size to 1,000m²,
- Introduce a Height of Building control of 24 metres to the site,
- Introduce density provisions to ensure a mixture of large and small lots that meet the needs of the local market. A minimum lot provision of 40 lots will apply to land zone IN1 and minimum lot density provision of 60 lots will apply to land zoned IN2,
- Maintain a 40 metre wide corridor of land zoned RU2 Rural Landscape on the western side of Luddenham Road to allow for the future widening of Luddenham Road.

This established the framework under which this SSDA is being progressed.

1.2 Project Description

The SSDA seeks approval for the construction and operation of a manufacturing warehouse building primarily for the purposes of aluminium processing in the form of an extrusion press and paint line. The warehousing and distribution component of the operations would be secondary and ancillary to the primary function of metal manufacturing.

Key components of the proposed development of the site are summarised below:

- A total FSR of 0.48.
- Total GFA of 40,411m², comprising:
- Warehouse: 37,836m²
- Office: 2,575m²
- Vehicle access will be provided via Patons Lane, and truck entry is accessed via the internal estate road at the south western corner.
- On-site parking will be provided by the vehicular car park to the east of the site for:
- 388 vehicles
- 16 trailers
- Bicycle parking is provided adjacent to each of the office entrances.
- Landscape setbacks.

1.3 Executive Summary

This assessment finds that out of the six viewpoints assessed visual impacts range from **moderate** to **minor negligible**. Proposed landscaping has been represented within the photomontages in Section 8.0 and this is effective at reducing bulk and scale when viewing the development from locations within the surrounding public domain.

In the longer term following the completion of future surrounding industrial development the Alspec building will be less visible to visual receivers to the south and west.

1.4 Secretary's Environmental Assessment Requirements

This report has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARs) dated 15.05.2024 and issued for the SSDA (SSD-69845208). Specifically, this report has been prepared to respond to the SEARs requirement issued opposite.

Table: Summary of SEARs

SEARs Items	Secretary's Environmental Assessment Requirements	Report Reference
Key Issues	Visual Impact	
	- Provide a visual analysis of the development from key viewpoints, including photomontages or perspectives showing the proposed and likely future development.	This report and specifically section Section 8.0
	- 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.	This report and specifically Section 8.0 & Section 9.0

1.5 Author

This VIA has been written by Ben Gluszkowski (Geoscapes Director and Registered Landscape Architect) who has over 20 years' experience in the field of Landscape Architecture. He has previously been involved in high profile LVIA's on developments within the UK, including the M1 & M62 motorway road widening, several wind farms and energy from waste facilities (EFW).

Within Australia, Ben has completed several LVIA's and VIA's for some of the largest industrial developments in Sydney. These were either submitted as part of an Environmental Impact Statement (EIS) for State Significant Development (SSD) to the DPE, or to local council through the DA pathway. Clients have included Snackbrands Australia, Jaycar, Frasers, Altis, DCI, ESR, Charter Hall, Equinix, Stockland and Hale.

2.0 METHODOLOGY OF ASSESSMENT

2.1 Guidelines

VIA 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)

- The Landscape Institute Advice Note 01 (2011) Photography and Photomontage in Landscape and Visual assessment.

In accordance with GLVIA3 the assessment methodology is tailored to the specific requirements of the Proposed Development, it's specific landscape context and its likely significant effects. The methodology used for this assessment reflects the principal ways in which the Proposed Development is considered likely to interact with existing landscape and visual conditions as a result of:

- The permanent introduction of a single industrial warehouse into the AIBP business park and the existing landscape/townscape and visual context.

Landscape assessment is concerned with changes to the physical landscape in terms of features/elements that may give rise to changes in character. Visual appraisal is concerned with the changes that arise in the composition of available views as a result of changes to the landscape, people's responses to the changes and to the overall effects on visual amenity. Changes may result in adverse (negative) or beneficial (positive) effects.

The nature of landscape and visual assessment requires both objective analysis and subjective professional judgement. Accordingly, the following assessment is based on the best practice guidance listed above, information and data analysis techniques, uses subjective professional judgement and quantifiable factors wherever possible and is based on clearly defined terms (refer to glossary). 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 landscape professional carrying out an assessment to ensure that the approach and methodology adopted are appropriate to the particular circumstances."

This VIA written by Geoscapes is considered to use a methodology and approach that is appropriate to this type of development. Visual impacts are assessed against the ALSPEC (WH1) development in isolation only. This is not an assessment of visual impacts created by the introduction of the complete AIBP estate subdivision. However, future development on the estate has been considered to demonstrate how the proposed building might be screened by other development in the future.

2.2 Site Visit and Analysis of Zone of Visibility

Site visits were conducted in February and March of 2024 by Geoscapes. The consultant team carried out a site inspection to verify the results of a desktop study and to evaluate the existing visual character of the area. Analysis from inside of the site boundary was undertaken to approximate the Zone of Visibility. Photographs taken at eye level from the site would be limiting and only allow a partial judgement on which locations in the immediate vicinity may see the development from ground level to the top of warehousing. This is due to the presence of existing buildings and vegetation and therefore, it is not possible to gain a complete understanding of visibility without the additional use of drone photography.

A drone was used to take panoramic photographs looking north, south, east and west at four separate locations within the site boundary (refer to Figure 1). The flight was performed on the 29th of Feb 2024 by Pixel Media Productions. At two locations (positions 1 & 3) a height was flown by the drone to represent the approximate maximum height of the main warehouse (RL14.6m), position 2 was flown to represent the maximum height of the proposed high-bay, refer to Figures 7 to 10. Photographs taken at the proposed ridge heights therefore, approximately represent the maximum zone of visibility of the Proposed Development. These photographs allow a judgement to be made on which receptors in the wider context, will be able to see the top of the main warehouse and/or high-bay. Not all public open space or residential dwellings able to see the development are highlighted on Figures 3 to 14, as due to the resolution of the imagery, it was sometimes difficult to ascertain an exact property address or locations at greater distances from the drone camera. In other cases some properties are simply obscured by existing vegetation. However, the properties or publicly accessible locations that have been shown, will provide a sample and indication of receptors within the surrounding context, that the development will be most visible to.

It is important to note that it is also simply unfeasible to photograph every single possible view corridor to and from the site. It may also not be deemed relevant to provide visual impact assessment for a particular receptor due to other overriding factors such as planning designations or specific land zoning (refer to section 3.0 for details on viewpoint selection).

2.3 Photographic Recording

From desktop study, site visits and photography, locations were identified that would potentially be subject to visual impacts from the proposed development. Viewpoints were selected and photographs were taken by Geoscapes Landscape Architects using a full-frame Canon RP DSLR camera and a fixed 50mm lens.

For longer distance locations photographs were stitched together to create panoramas using a cylindrical method in an automated software process. Closer up viewpoints were stitched together using a planar method and limited to 53.5°HFOV. GPS recordings were taken and locations mapped using topographical survey data. This information was later used to create the photomontages.

In Figures 3 to 18 drone photography has also been stitched together to increase the field of view. As the drone uses a wide-angle lens, in some images there is quite distinct distortion where two images join in the foreground. However, as these images are used only for analysis and identifying potential visual receptors, this does not affect the validity of their use within this report.

Additional A2 sized extended baseline photographs have also been included for all viewpoints, by using a larger paper size a wider angle of view can be displayed, these are used for context purposes only.

2.4 3D Modeling of the Development

Morphmedia were engaged to prepare an accurate digital three-dimensional computer model of the development using Autodesk 3Ds Max. The Architectural warehouse was supplied by NettletonTribe and the Civil surface design model was supplied by Henry & Hymas. All aspects of the proposed development were combined with the landscape design proposed by Geoscapes, this includes street tree planting proposed for the estate access road.

Camera positions of photographs taken from selected viewpoints were added to the model from the recorded GPS data. Known reference points obtained from survey information were positioned into the view and these were then combined with the site photographs to create the simulated views of the proposal seen within Section 8.0.

2.5 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 approximately 15-20 years. It is important to note that the year 15 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 15 assumes that such mitigation has had the opportunity to establish, mature and become effective. For the purposes of most VIA, year 15 effects are also taken to be the 'residual effects' of the development. Residual effects are those which are likely to remain on completion of the development and are to be given the greatest weight in planning terms. Any visual impacts determined from viewpoint locations (which have been assessed in Section 8.0 of this report), are based on the year 15 residual effects. In certain photomontages there may be little or no difference between year 0 or year 15 images, this may be due to the development being partially obscured, that there is no proposed landscaping on a particular side of a development or that landscaping would be behind existing vegetation in the foreground.

The horizontal field of view (FOV) within the photographs shown in separate A2 appendix figures, exceeds the parameters of normal human vision. While the human eye FOV is understood to be approximately 160°, the actual amount of detail in focus is much less and deteriorates towards the outer extents of the FOV. The 'Cone of Visual Attention' of the human eye is thought to be 55° however, in reality the eyes, head and body can all

move and, under normal conditions, the human brain would ‘see’ a broad area of landscape within a panoramic view. Panoramic photographs for Viewpoints 1 and 2 within Section 8.0 of this report have a horizontal viewing angle of approximately 67°. Viewpoints 3 to 6 have a horizontal viewing angle of 53.5°, while viewing angles of extended baseline photographs with the appendix are approximately 90°. A single photographic image from a 50mm lens (full frame DSLR) has a horizontal viewing angle of 39.6°.

Whilst a photomontage can provide an image that illustrates a photo-realistic representation of a development in relation to its proposed location and scale relative to the surrounding landscape, it must be acknowledged that large scale objects in the landscape can appear smaller in photomontages than in real life. This is partly due to the fact that a flat image does not allow the viewer to perceive any information relating to depth or distance. An extract taken from the Photography and Photomontage in Landscape and Visual Impact Assessment, Landscape Institute Advice Note 01/11 states that:

‘it is also important to recognise that two-dimensional photographic images and photomontages alone cannot capture or reflect the complexity underlying the visual experience and should therefore be considered an approximate of the three-dimensional visual experiences that an observer would receive in the field’.

All photomontages within this report are intended to represent the appearance, context, form and extent of development. However, due to the nature of the process there will always be a small amount of error which is unavoidable. This can be attributed to several aspects including camera lens matching of the baseline photograph within the 3D model, the accuracy and placement of photographic reference points to position the development in the horizontal and vertical planes and the use of GPS (GPS measurement has an error tolerance) to locate the exact position of where the photograph was taken.

Photomontages and are intended to be printed at A3 or extended baseline figures at A2 and are to be held at a comfortable distance by the viewer, this is generally accepted by current guidelines to be anywhere from 300mm to 500mm away from the eyes.

2.6 Visual Receptor Sensitivity & Magnitude of Change

People’s (visual receptors) overall visual sensitivity has been assessed by combining consideration of their visual susceptibility with the value or importance that they are likely to attribute (or not) to their available views.

Factors which influence professional judgement when assessing the degree to which a particular view can accommodate change arising from a particular development, without detrimental effects would typically include:

- Judgements of value attached to views take into account recognition of the value attached to particular views e.g. heritage assets or through planning designations; and
- Judgements of susceptibility of visual receptors to change is mainly a function of the occupation or activity of people experiencing the view at particular locations; and the extent to which their attention or interest may therefore be focused on the views and the visual amenity they experience at particular locations.

Assessment of the sensitivity of visual receptors may be modified (either up or down) by consideration of whether any particular value or importance is likely to be attributed by people to their available views. For example, travelers on a highway may be considered likely to be more sensitive due to a high level of surrounding scenic context or residents of a particular property may be considered likely to be less sensitive due to its degraded visual setting. Typically, sensitivity of visual receptors may be judged to be very high, high, medium, low or very low. Definitions of these indicative categories as appropriate to this assessment are set out in the table opposite.

Table: Visual Receptor Sensitivity

Category	Definition
Very High	Designed view to or from a heritage / protected asset. Key protected viewpoint e.g. interpretive signs. References in literature and art/or guidebooks and tourist maps. Protected view recognised in planning policy designation [LEP, DCP, SEPP]. Views from the main living space of residential properties, state public rights of way e.g. bush trails and state designated landscape feature with public access. Visitors to heritage assets of state importance.
High	View of clear value but may not be formally recognised e.g. framed view of high scenic value from an individual private dwelling or garden. It may also be inferred that the view is likely to have value e.g. to local residents. Views from the secondary living space of residential properties and recreational receptors where there is some appreciation of the landscape e.g. golf and fishing. Local public rights of way and access land. Road and rail routes promoted in tourist guides for their scenic value.
Medium	View is not promoted or recorded in any published sources and may be typical of the views experienced from a given receptor. People engaged in outdoor sport where an appreciation of the landscape has little or no importance e.g. football and soccer. Road users on main routes (Motorway/Freeway/Highway) and passengers on trains.
Low	View of clearly lesser value than similar views experienced from nearby visual receptors that may be more accessible. Road users on minor roads. People at their place of work or views from commercial buildings where views of the surrounding landscape may have some importance.
Very Low	View affected by many landscape detractors and unlikely to be valued. People at their place of work or other locations where the views of the wider landscape have little or no importance.

For the visual receptors identified, the factors above are examined and the findings judged in accordance with the indicative categories in the table opposite to determine the magnitude of change.

Table: Visual Receptor Magnitude of Change Criteria

Category	Definition
Very High	There would be a substantial change to the baseline, with the proposed development creating a new focus and having a defining influence on the view. Direct views at close range with changes over a wide horizontal and vertical extent.
High	The proposed development will be clearly noticeable and the view would be fundamentally altered by its presence. Direct or oblique views at close range with changes over a noticeable horizontal and or/vertical extent.
Medium	The proposed development will form a new and recognisable element within the view which is likely to be recognised by the receptor. Direct or oblique views at medium range with a moderate horizontal and/or vertical extent of the view affected.
Low	The proposed development will form a minor constituent of the view being partially visible or at sufficient distance to be a small component. Oblique views at medium or long range with a small horizontal/vertical extent of the view affected.
Very Low	The proposed development will form a barely noticeable component of the view, and the view whilst slightly altered would be similar to the baseline situation. Long range views with a negligible part of the view affected.

In some cases, there may be no magnitude of change and the baseline view will be unaffected by the development (e.g development would be fully screened existing bushland). In this case a category of ‘no change’ will be used.

2.7 Significance of the Visual Impact

For each receptor type, the sensitivity of the location is combined with the predicted magnitude of change to determine the level of effect on any particular receptor. Having taken such a wide range of factors into account when assessing sensitivity and magnitude at each receptor, the level of effect can be derived by combining the sensitivity and magnitude in accordance with the matrix in the table opposite:

Table: Significance of Visual Impact Matrix

Receptor for Sensitivity	Magnitude of Change					
		Very High	High	Medium	Low	Very Low
	Very High	Substantial	Major	Major/Moderate	Moderate	Moderate/Minor
	High	Major	Major/Moderate	Moderate	Moderate/Minor	Minor
	Medium	Major/Moderate	Moderate	Moderate/Minor	Minor	Minor Negligible
	Low	Moderate	Moderate/Minor	Minor	Minor Negligible	Negligible
	Very Low	Moderate/Minor	Minor	Minor Negligible	Negligible	Negligible/None

In all cases, where overall effects are predicted to be moderate or higher (shaded grey), this will result in a prediction of a significant effect in impact terms. All other effects will be not significant. If a view from a receptor is judged to be 'no change' in the category of Magnitude of Change, then the significance of impact will automatically be none.

In certain cases, where additional factors may arise, a further degree of professional judgement may be applied when determining whether the overall change in the view or effect upon landscape receptor will be significant or not and, where this occurs, it is explained in the assessment.

Visual effects are more subjective as people's perception of development varies through the spectrum of negative, neutral and positive attitudes. In the assessment of visual effects, Geoscapes will exercise objective professional judgement in assessing the significance of effects and will assume, unless otherwise stated, that all effects are adverse, thus representing the worst-case scenario. The significance of visual impacts are assessed against the proposed development in isolation only.

2.8 Selected Viewpoints – Receptor Locations

The symbols and numbering in Figure 2 (page 9), indicate the viewpoints that have been selected for a Visual Impact Assessment (VIA). All viewpoints have been taken from publicly accessible areas except Viewpoint 1.

A sample of receptors which are closest in proximity to the proposed development and those with open views or vantage points at higher elevations have been selected. It would be impractical to provide a predicted visual impact for every single possible visual receiver of the development, therefore a sample has been selected (refer to Section 8.0).

3.0 JUSTIFICATION OF VIEWPOINTS SELECTED

3.1 Receptor Selections and Reasoning

The visual impacts generated by the proposed development have been assessed based on the criteria described in Section 2.6 & 2.7. The following list of visual receptors have been selected:

- 443-457 Luddenham Road, Luddenham (VP1)
- Adjacent to 262 Luddenham Road, Orchard Hills (VP2)
- Opposite Bosna Croatian Club on Luddenham Road, Orchard Hills (VP3)
- Luddenham Road (Opposite Lot Boundary), Orchard Hills (VP4)
- Luddenham Road, Orchard Hills (VP5)
- View from future North South Rail Link, Orchard Hills (VP6)

To fulfill the SEARs requirements visual impacts upon nearby sensitive receivers and further distance views from elevated or open aspects have been considered within this report. As is evident in aerial mapping and the drone photography shown in Figures 3 to 18, the development is well screened by existing bushland especially to the north and west. The under-construction north south rail link to Western Sydney Airport does run adjacent to the western boundary and a viewpoint has been selected to represent potential views from future commuters traveling past the ALSPEC development.

Though existing vegetation would likely result in most of the proposed development being screened from visual receptors to the north, drone photography has indicated that some view corridors may exist either through or above the tree line. This would include rural properties at 117-199 and 85-115 Luddenham Road. It was not possible to gain access to these properties to record a baseline photograph however, VP5 was taken along Luddenham Road at a similar distance and therefore, views would be similar.

To the south the development would also be well screened by existing vegetation, VP1 has been selected to determine if any views would be possible. Further southwest Luddenham Road increases in elevation and a number of rural residential properties have views over Orchard Hills. These properties would experience views of the AIBP estate including ALSPEC. However, with a viewing distance of over 4km away any visual impacts would be negligible.

To the east approximately 12 rural properties are located on the eastern side of Luddenham Road. These will have close range and direct views of the AIBP estate and the ALSPEC warehouse following construction. However, land to the western side of Luddenham Road contains the Bosna Croatian Club and adjacent properties at 233, 251-261, 263-273, 275-285 and 287 Luddenham Road. These lands have also recently been rezoned E4 and therefore, are likely to be subject to industrial development in the short to medium term. Following development of these lands and other lots within AIBP it is likely that the ALSPEC warehouse would be hidden to several receptors by other buildings. An indication of this is shown in the cumulative massing images in Section 8.0.

Viewpoints 2, 3 and 4 have been selected to represent views from the properties along the eastern side of Luddenham Road.

Further east longer distance views may exist from higher ground such as the northern end of Aldington Road. However, Aldington Road is within the Mamre Road Industrial Precinct and is currently subject to a number of industrial developments, as a result a number of residential dwellings have been removed. Therefore, the sensitivity of Aldington Road will be reduced and the proposed development would have a negligible impact upon views from these locations.

Motorists along Luddenham Road traveling north or southbound in the short term will also experience views of the ALSPEC warehouse. Traffic numbers are likely to increase following planned future road widening. Viewpoints 3, 4 and 5 provide an indication of the type of views that are likely to be experienced by these types of visual receptor.

A total of five viewpoints within the public domain and one private dwelling have been selected. From viewpoint locations, photomontages have been generated to represent as closely as possible, views of the proposed development following construction. A year 15 photomontage is also shown, which represents when landscaping planting would be expected to have reached maturity.

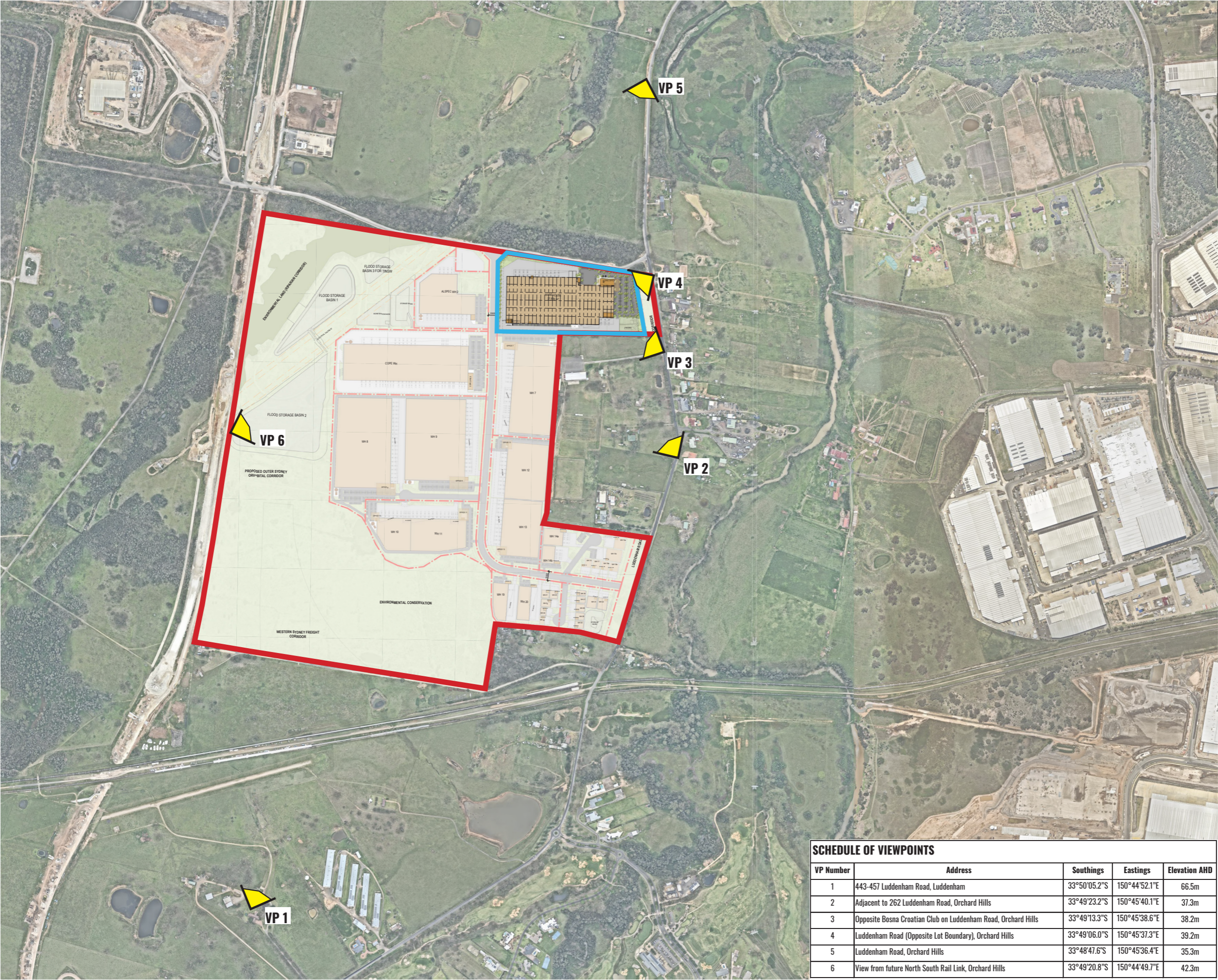
Refer to the visual impact assessment at Section 8.0 of this report and the corresponding Viewpoints 1 to 6.



Legend

- Site Boundary
- 1 Drone Position 1 (RL 57.2m)
GPS -
33°49'08.8"S
150°45'21.6"E
- 2 Drone Position 2 (RL 62.6m)
GPS -
33°49'08.8"S
150°45'24.5"E
- 3 Drone Position 3 (RL 57.2m)
GPS -
33°49'08.8"S
150°45'32.0"E
- 4 Drone Position 4 (RL120m AGL)
GPS -
33°49'19.6"S
150°45'14.0"E

Figure 1: Drone Panoramic Photograph Positions



LEGEND

ESTATE BOUNDARY

ALSPEC LOT BOUNDARY

PHOTOMONTAGE LOCATION WITH VIEWPOINT NO.

SCHEDULE OF VIEWPOINTS				
VP Number	Address	Southings	Eastings	Elevation AHD
1	443-457 Luddenham Road, Luddenham	33°50'05.2"S	150°44'52.1"E	66.5m
2	Adjacent to 262 Luddenham Road, Orchard Hills	33°49'23.2"S	150°45'40.1"E	37.3m
3	Opposite Bosna Croatian Club on Luddenham Road, Orchard Hills	33°49'13.3"S	150°45'38.6"E	38.2m
4	Luddenham Road (Opposite Lot Boundary), Orchard Hills	33°49'06.0"S	150°45'37.3"E	39.2m
5	Luddenham Road, Orchard Hills	33°48'47.6"S	150°45'36.4"E	35.3m
6	View from future North South Rail Link, Orchard Hills	33°49'20.8"S	150°44'49.7"E	42.3m

Figure 2: Viewpoint Locations



Figure 3: Drone at Position 1 - RL 57.2m - Looking North



Figure 4: Drone at Position 1 - RL 57.2m - Looking East



Figure 5: Drone at Position 1 - RL 57.2m - Looking South



Figure 6: Drone at Position 1 - RL 57.2m - Looking West



Figure 7: Drone at Position 2 - RL 62.6m - Looking North



Figure 8: Drone at Position 2 - RL 62.6m - Looking East



Figure 9: Drone at Position 2 - RL 67.2m - Looking South



Figure 10: Drone at Position 2 - RL 67.2m - Looking West



Figure 11: Drone at Position 3 - RL 57.2m - Looking North



Figure 12: Drone at Position 3 - RL 57.2m - Looking East

Opposite Bosna Croatian Club on Luddenham
Road, Orchard Hills (VP3)



Figure 13: Drone at Position 3 - RL 57.2m - Looking South



Figure 14: Drone at Position 3 - RL 57.2m - Looking West



Figure 15: Drone at Position 4 - 120m AGL - Looking North



Figure 16: Drone at Position 4 - 120m AGL - Looking East



Figure 17: Drone at Position 4 - 120m AGL - Looking South



Figure 18: Drone at Position 4 - 120m AGL- Looking West

4.0 THE SITE AND ENVIRONS

4.1 Location

The development site is located within Alspec Industrial Business Park, Orchard Hills and in the Penrith Council Local Government Area. Figure 20 provides the site's location. Figure 21 provides the site's immediate context.

4.2 Site Description

The site description is summarised in the Figure below.

Figure 19 – Site Description

Component	Description
Address	Lot 1 - 221-227 Luddenham Road, Orchard Hills NSW 2748
Legal description	AIBP - Lots 1 & 2 in DP1293805
ALSPEC WH1 Site area	83,563sqm (8.36ha)
Current zoning	General Industrial (E4)

4.3 Context

The proposed development is to be situated in Lot 1 within Alspec Industrial Business Park (AIBP). It is located approximately 4km south of the M4 motorway and 40km from Sydney CBD. The character of the immediate surrounding area is rural and agricultural.

The site is surrounded by the following specific land uses:

- The site is bound to the north by Patons Lane, immediately adjacent to the lot boundary is a parcel of land containing dense bushland and a tributary channel to south creek. Further north is privately owned pastoral and agricultural lands.
- Adjoining the eastern site boundary is the Luddenham Road widening corridor. This is subject to future upgrades by Transport for NSW. Further east rural residential properties along Luddenham Road.
- The southern boundary is shared with the Bosna Croatian Club and Lot 3A. Lot 3A will be subject to an application for a smaller warehouse. Further south is an environment protection area (CPCP) and the future Western Sydney Freight Corridor. Beyond the AIBP site boundary are large lot rural residential dwellings within Luddenham.
- On the other side of the internal access road a small parcel of land has been purchased by Transport NSW for infrastructure relating to the WSA north south rail link. To the west the remainder of the AIBP estate will contain further warehousing, flood storage basins and an electrical easement. Along the western boundary to AIBP runs the North South WSA rail link which is currently under construction.

4.4 Aerial Photography

During the Drone photography that was carried out within the site boundary in Feb 2024, (refer to section 2.2) aerial shots were also taken at an AGL of 120m (see Figures 15-18 for 120m AGL Drone photography). These prove useful in the following ways:

- Demonstrating the site context in which the development sits;
- Highlighting key features of the surrounding landscape;
- Analysing the existing landscape character;
- Help in identifying locations of potential individual receptors that are difficult to identify from ground level alone.

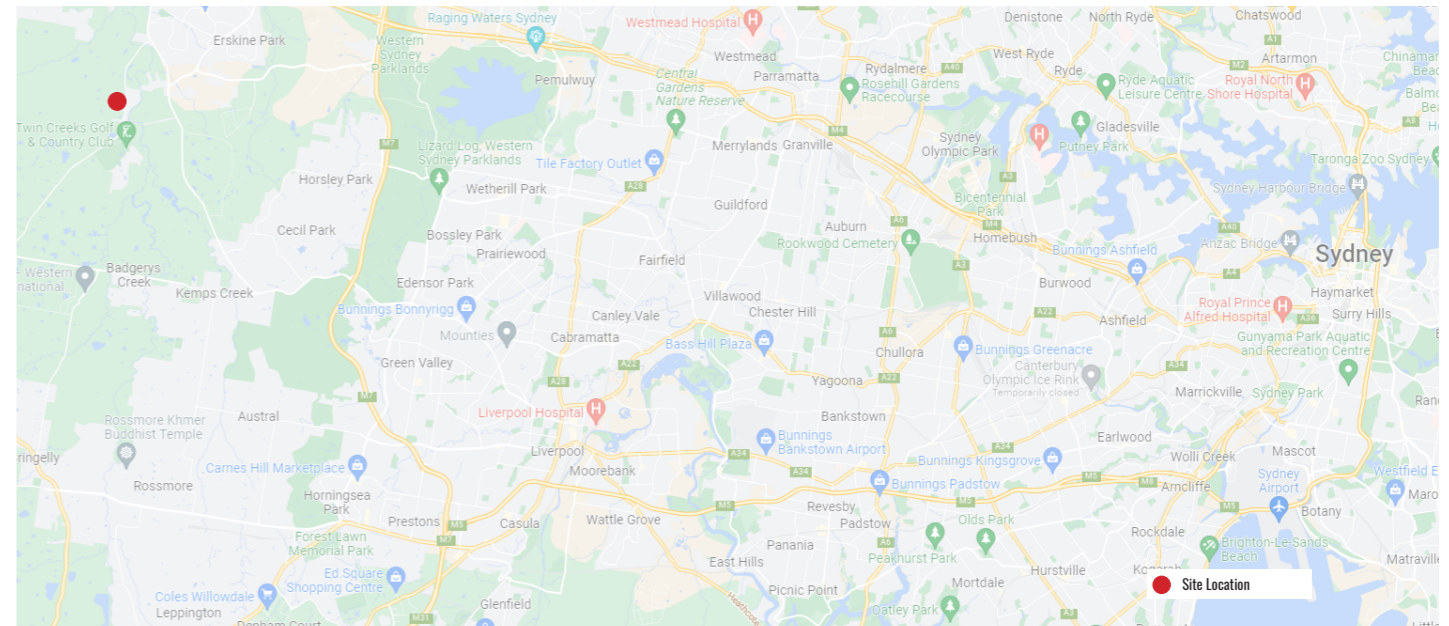


Figure 20: Site Location (Source: Google Maps)



Figure 21: Site Context (Source: Nearmap 2024)

5.0 BASELINE DESCRIPTION

5.1 Planning Context

The following draft, current state and local planning controls, have been reviewed in the preparation of this report:

Penrith Local Environmental Plan 2010 (DRAFT E17 Luddenham Road Industrial Business Park)
Penrith Development Control Plan 2014
State Environmental Planning Policy (Industry and Employment) 2021
State Environmental Planning Policy (Transport and Infrastructure) 2021

The site is to be zoned for General Industrial (E4 General Industrial) under an amendment to the Penrith Local Environmental Plan 2013. See Figure 22 below, note the zoning plan is currently draft.

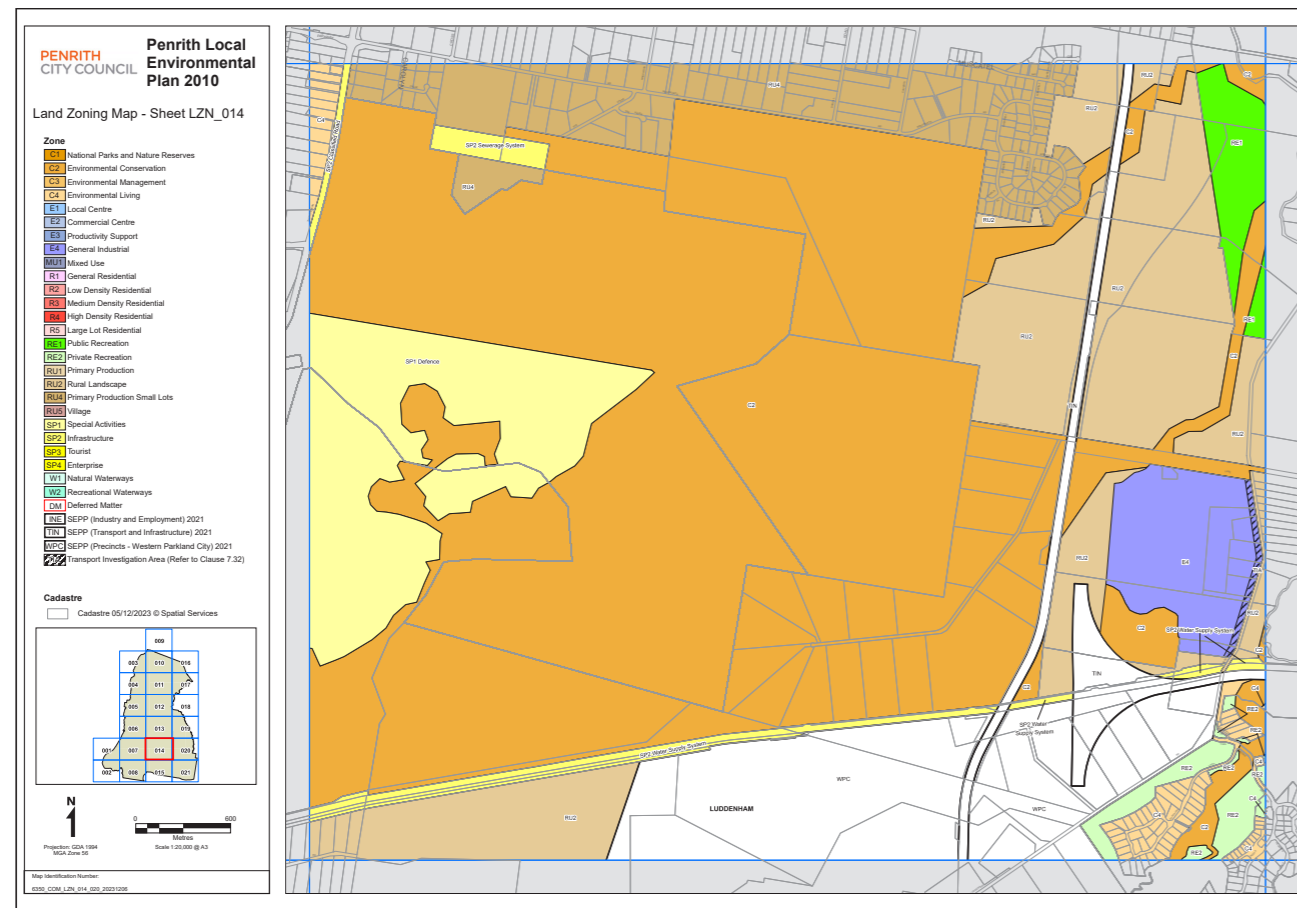


Figure 22: (DRAFT) Land Zoning Map (Source: Penrith Council)

5.2 AIBP Estate and Future Development

Situated in Figure 23 below is the current DA masterplan for Alspeck Industrial Business Park. This will ultimately contain approximately 30 warehouses. Larger lot warehousing will be contained to the central and northern portions while smaller units are planned for the south.

As the ALSPEC WH1 development is located to the northeast of the estate it is likely to become less visible over time to visual receptors to the south. This will depend on the time-line of other development but this would be expected within 5 - 7 years. The Luddenham Road widening corridor could also have an impact on visibility of the proposed development in the future. It would be expected that the scheme would include planting to the verges to help mitigate visual impacts.

The AIBP estate development application also includes details of proposed earthworks, street tree planting and flood storage basins. These are included in the photomontages as it has been assumed that this infrastructure will be completed either before or at the same time as the proposed development. These works are visible in many of the viewpoint photomontages as shown in Section 8.0 of this report. As this infrastructure is expected to be approved but is subject to a separate DA any visual impacts created by earthworks and alike are not considered within this report. The addition of proposed earthworks, basins and street trees therefore, are considered to form part of the 'baseline' against which the introduction of the proposed development is assessed.

Situated centrally but outside of the AIBP boundary is the Bosna Croatian Club and several smaller privately owned properties. This land is also zoned E4 for industrial use and it would be expected that in the short to medium term this land would also be purchased by industrial developers.



Figure 23: AIBP Masterplan (Source: HB&B)