Alspec Industrial Business Park, Orchard Hills, NSW

VISUAL IMPACT ASSESSMENT REPORT - STORAGE AND DISTRIBUTION WAREHOUSE

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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 Storage and Distribution Centre (SDW) 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 Industrial (under E4 General Industrial),
- 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.
- 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 storage and distribution warehouse building

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

- Construction of a new warehouse with a two-level ancillary office. This includes a high-bay warehouse component at the western portion of the warehouse.
- A total building footprint of 44,593m2
- Loading areas at the north and south sides of the warehouse, with hardstand surrounding the perimeter of the warehouse. Hardstand and carpark areas are accessed via four new driveways from the AIBP internal estate road.
- Provision of vehicular parking onsite to accommodate cars, vans, semi-trailers and B-doubles. It is envisaged that approximately 329 spaces will be provided on site within the proposed hardstand and carparking areas.
- Perimeter landscaping and tree planting, with a total area of 10%.

1.3 Executive Summary

This assessment finds that out of the eight viewpoints assessed visual impacts range from **moderate** to **minor negligible.** Residential rural visual receptors located to the south and north would be able to see the upper half of the high-bay over the surrounding bush line tree canopy creating moderate visual impacts.

In the longer term following the completion of future surrounding industrial development the development will be less visible to visual receivers along Luddenham Road.

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 04.04.2025 and issued for the SSDA (SSD-81434988). Specifically, this report has been prepared to respond to the SEARs requirement issued below.

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 LVIAs 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 LVIAs and VIAs 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 throughout 2024 and more recently in March 2025 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 three separate locations within the site boundary (refer to Figure 1). The flight was performed on the 1st of March 2025 by Pixel Media Productions. At two locations (positions 2 & 3) a height was flown by the drone to represent the approximate maximum height of the main warehouse (RL14.7m), position 1 was flown to represent the maximum height of the proposed high-bay, refer to Figures 3 to 6. 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 of the proposed development in isolation have been prepared to simulate its appearance from selected viewpoints. While these images do not precisely replicate human visual perception, they provide a valuable tool for assessing potential visual impacts from receptor locations. The assessment is intentionally based on the proposed development in isolation to evaluate its visual impact on its own merits—without relying on other developments to screen or obscure it. This approach accounts for the possibility, however unlikely, that surrounding approved or planned developments may not proceed. Nonetheless, the cumulative visual impact of other estate developments has been considered, and a cumulative photomontage has been included to illustrate the potential future context.

The selected viewpoints are presented in this report as "before and after" images on the same sheet to facilitate direct comparison. Each computer-generated image incorporates landscape mitigation at two stages: immediately after installation (referred to as Year 0) and at maturity, approximately 15–20 years post-installation. It is important to note that the Year 15 images are projections of how the proposed landscaping may appear from a given viewpoint. Actual outcomes will vary based on factors such as plant growth rates, maintenance regimes, and environmental conditions.

The Year 15 assessment assumes that the mitigation measures have had sufficient time to establish and become effective. In most Visual Impact Assessments (VIA), these Year 15 outcomes are considered the residual effects of the development—impacts expected to remain following its completion—and are given the greatest weight in planning determinations. All visual impacts presented in Section 8.0 of this report are assessed on the basis of these residual effects.

In some instances, the difference between Year 0 and Year 15 images may be negligible. This may occur when the development is already partially obscured, where no landscaping is proposed on a specific side, or where proposed plantings are located behind existing foreground vegetation.

Cumulative photomontages have also been included to illustrate how surrounding approved or planned developments within the estate contribute to residual visual impacts. These cumulative views include the COPE facility, Alspec Warehouses 1 and 2, and the future Warehouse 10. It is important to note that these developments may be constructed prior to or concurrently with the proposed SDW warehouse.

The horizontal field of view (FOV) in the A2 appendix figures exceeds the limits of natural human vision. Although the human eye can perceive a horizontal FOV of approximately 160°, the area in sharp focus is much smaller and diminishes toward the periphery. The "Cone of Visual Attention" is

generally accepted to be around 55°. However, in real-world conditions, head, eye, and body movements allow the brain to interpret a wide panoramic landscape.

Panoramic photographs for Viewpoints 1, 2, 7, and 8 (Section 8.0) have a horizontal viewing angle of approximately 67°. Viewpoints 3 to 6 have a viewing angle of 53.5°, and extended baseline photographs in the appendix are approximately 90°. A single image taken with a 50mm lens on a full-frame DSLR has a horizontal FOV of 39.6°.

While photomontages offer a photo-realistic representation of a proposed development's location, scale, and relationship to the surrounding environment, they do not replicate depth or spatial perception. As such, large-scale elements may appear smaller than they would in reality. This limitation is inherent in two-dimensional imagery.

'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)
- Luddenham Road (Approach from South), Orchard Hills (VP2)
- Adjacent to 262 Luddenham Road, Orchard Hills (VP3)
- Luddenham Road (Adjacent to Estate Boundary), Orchard Hills (VP4)
- Luddenham Road (Approach from North) Orchard Hills (VP5)
- View from future North South Rail Link, Orchard Hills (VP6)
- Luddenham Road (Driveway to No.405), Luddenham (VP7)
- Adjacent to No. 2 Homestead Road, Orchard Hills (VP8)

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 lower parts of the development are 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 proposed development.

Though existing vegetation would likely result in lower parts development being screened from visual receptors to the north and south, drone photography has indicated that some view corridors to the high-bay will exist 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, the high-bay would likely be of similar visibility and similar scale to that as shown in VP1 due to these properties being located at a similar distance.

To the south VP1 and VP7 have been included to assess the visual impact of the high-bay upon these view. Further southwest Luddenham Road increases in elevation and a number of rural residential properties overlook 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 north VP8 was selected to assess any visual impacts received at higher elevation with expansive views over the southern landscape.

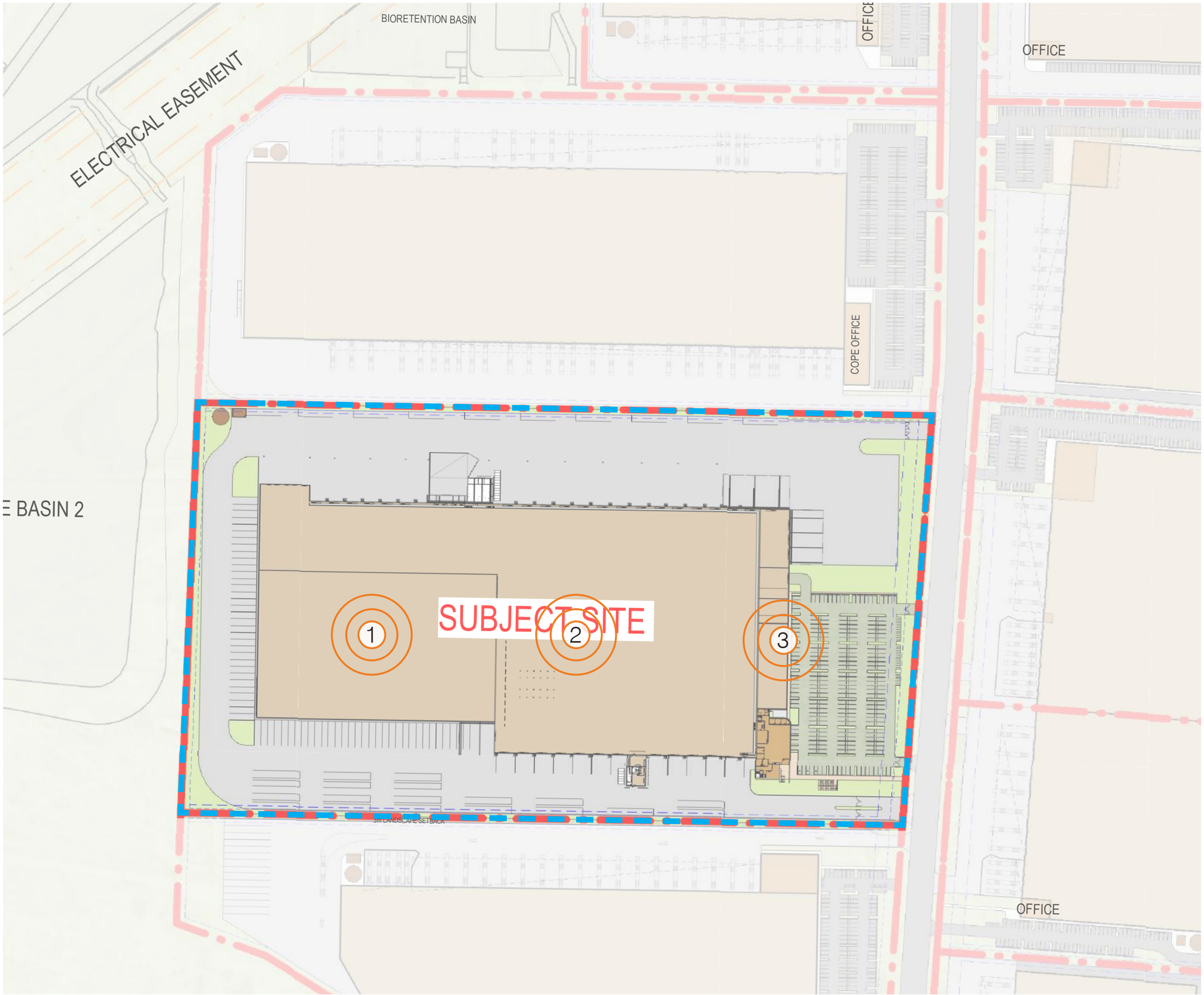
To the east approximately 12 rural properties are located on the eastern side of Luddenham Road. These will have close range and direct views of the AIBP estate following construction. However, land to the western side of Luddenham Road contains the Bosna Croation Club and adjacent properties at 233, 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. Refer to relevant affected viewpoints in Section 8.0 for details.

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

Past Luddenham Road and east, views from the horse stud farm at 579 Mamre Road will be possible, however access to assess visual impact was not granted. Further east longer distance views may exist from higher ground such 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 SDW warehouse. Traffic numbers are likely to increase following planned future road widening. Viewpoints 2, 3, 4, 5 and 7 provide an indication of the type of views that are likely to be experienced by these types of visual receptor.

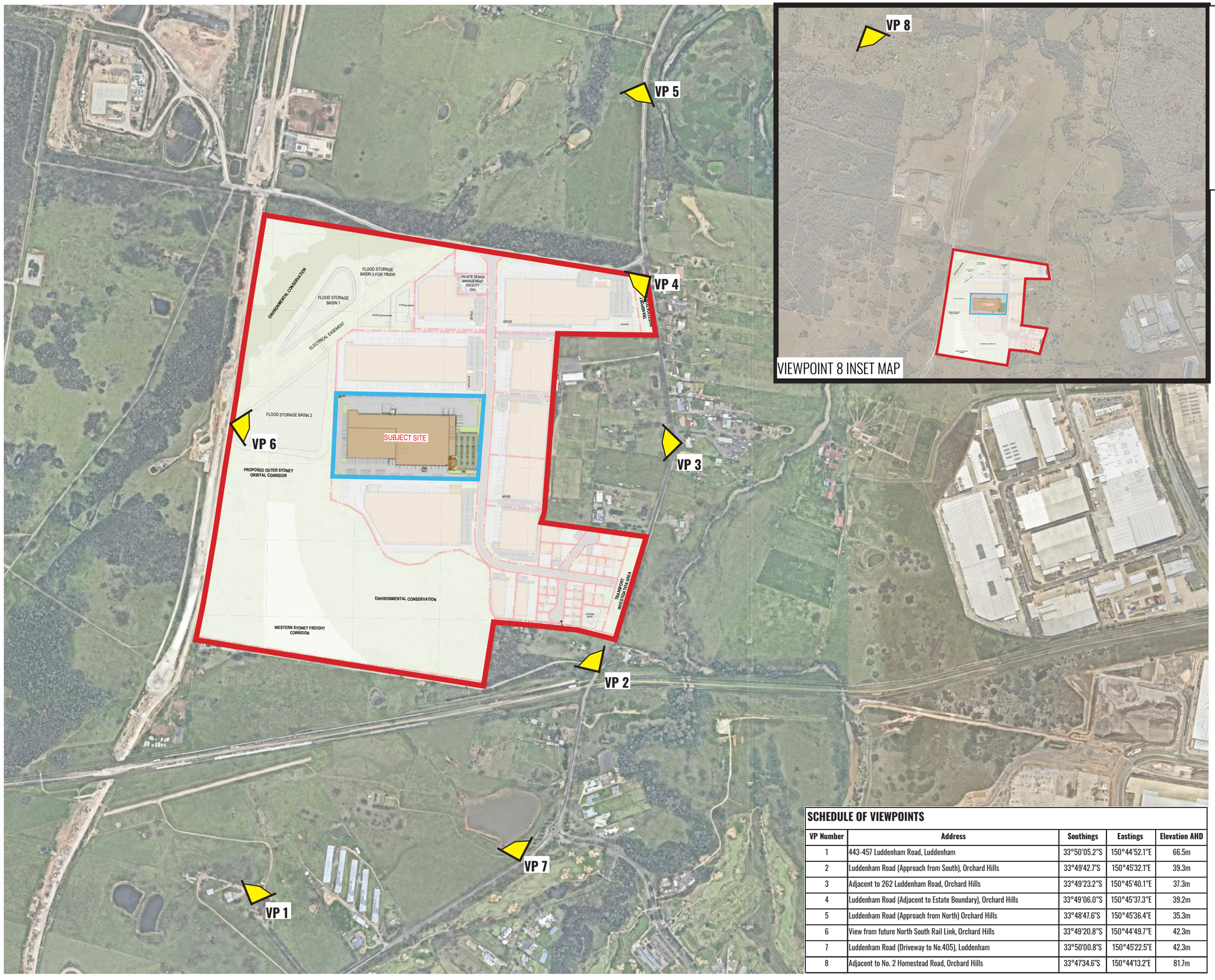
Refer to the visual impact assessment at Section 8.0 of this report and the corresponding Viewpoints 1 to 8.



Legend

- SDW Lot Boundary
- ① Drone Position 1 (RL 86m)
  GPS -
  33°49'22.8"S
  150°45'05.4"E
- ② Drone Position 2 (RL 61.7m)
  GPS -
  33°49'22.4"S
  150°45'09.7"E
- ③ Drone Position 3 (RL 61.7m)
  GPS -
  33°49'22.8"S
  150°45'14.0"E

Figure 1: Drone Panoramic Photograph Positions



LEGEND

- ESTATE BOUNDARY
- DEVELOPMENT LOT BOUNDARY
- VP — 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	Luddenham Road (Approach from South), Orchard Hills	33°49'42.7"S	150°45'32.1"E	39.3m
3	Adjacent to 262 Luddenham Road, Orchard Hills	33°49'23.2"S	150°45'40.1"E	37.3m
4	Luddenham Road (Adjacent to Estate Boundary), Orchard Hills	33°49'06.0"S	150°45'37.3"E	39.2m
5	Luddenham Road (Approach from North) 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
7	Luddenham Road (Driveway to No.405), Luddenham	33°50'00.8"S	150°45'22.5"E	42.3m
8	Adjacent to No. 2 Homestead Road, Orchard Hills	33°47'34.6"S	150°44'13.2"E	81.7m

Figure 2: Viewpoint Locations



Figure 3: Drone at Position 1 - RL 86m - Looking North



Figure 4: Drone at Position 1 - RL 86m - Looking East



Figure 5: Drone at Position 1 - RL 86m - Looking South



Figure 6: Drone at Position 1 - RL 86m - Looking West



Figure 7: Drone at Position 2 - RL 61.7m - Looking North



Figure 8: Drone at Position 2 - RL 61.7m - Looking East



Figure 9: Drone at Position 2 - RL 61.7m - Looking South



Figure 10: Drone at Position 2 - RL 61.7m - Looking West



Figure 11: Drone at Position 3 - RL 61.7m - Looking North



Figure 12: Drone at Position 3 - RL 61.7m - Looking East



Figure 13: Drone at Position 3 - RL 61.7m - Looking South



Figure 14: Drone at Position 3 - RL 61.7m - Looking West



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

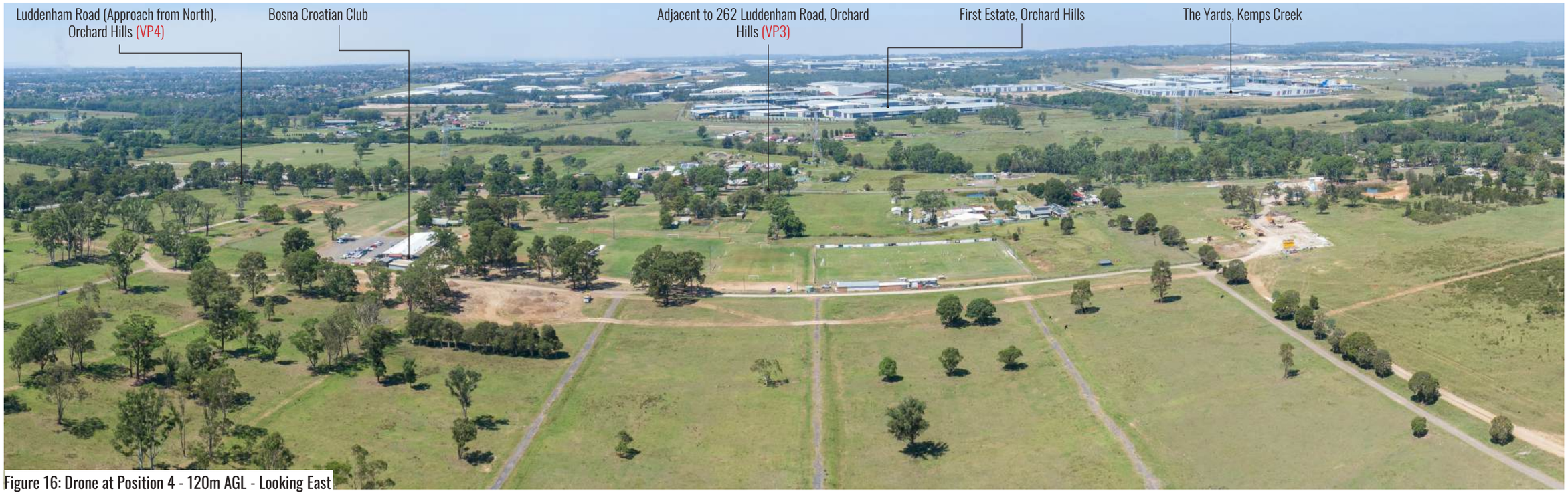


Figure 16: Drone at Position 4 - 120m AGL - Looking East



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
Existing Site Address	Lot 1 on DP1293805 - 221-227 Luddenham Road, Orchard Hills NSW 2748
Proposed Development Address	Lot 11 - New Community Subdivision Plan (DP271602)
Development Site area	106, 242sqm (10.62ha)
Current zoning	General Industrial (E4)

4.3 Context

The proposed development is to be situated in Lot 11 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 shares the northern boundary with the proposed 'COPE' development. Further north is Patons Lane a parcel of land containing dense bushland and a tributary channel to south creek. Further north are privately owned rural properties containing pastoral and agricultural lands.
- To the east the site is bound by the internal access road of the estate with additional development planned on the eastern side of the access road. Located further east are rural residential properties along Luddenham Road.
- The southern boundary is shared with Pad-4C which will contain future warehousing. 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.
- To the west the remainder of the AIBP estate will contain, 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 March 2025, (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.

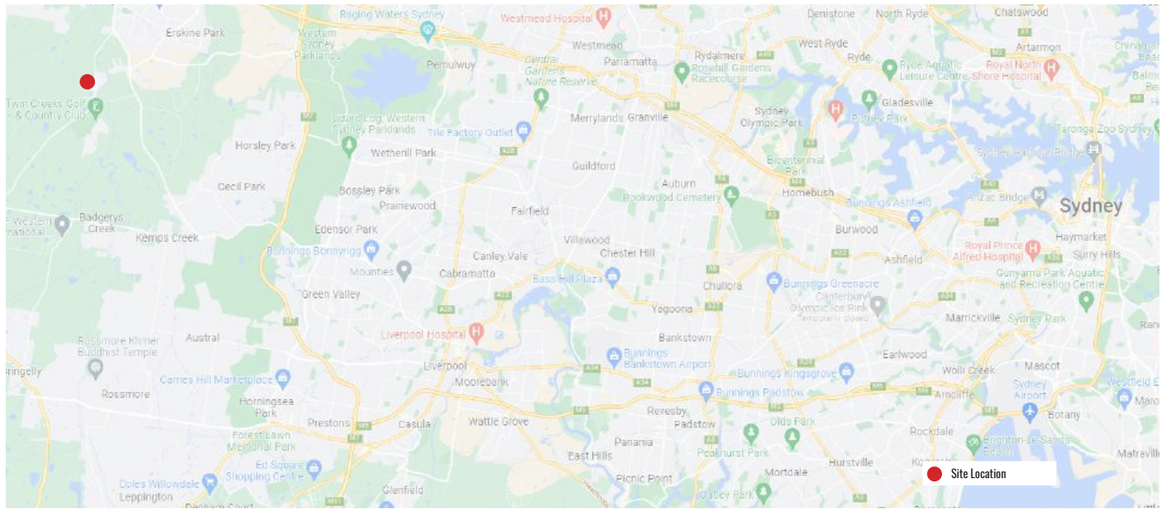


Figure 20: Site Location (Source: Google Maps)



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.

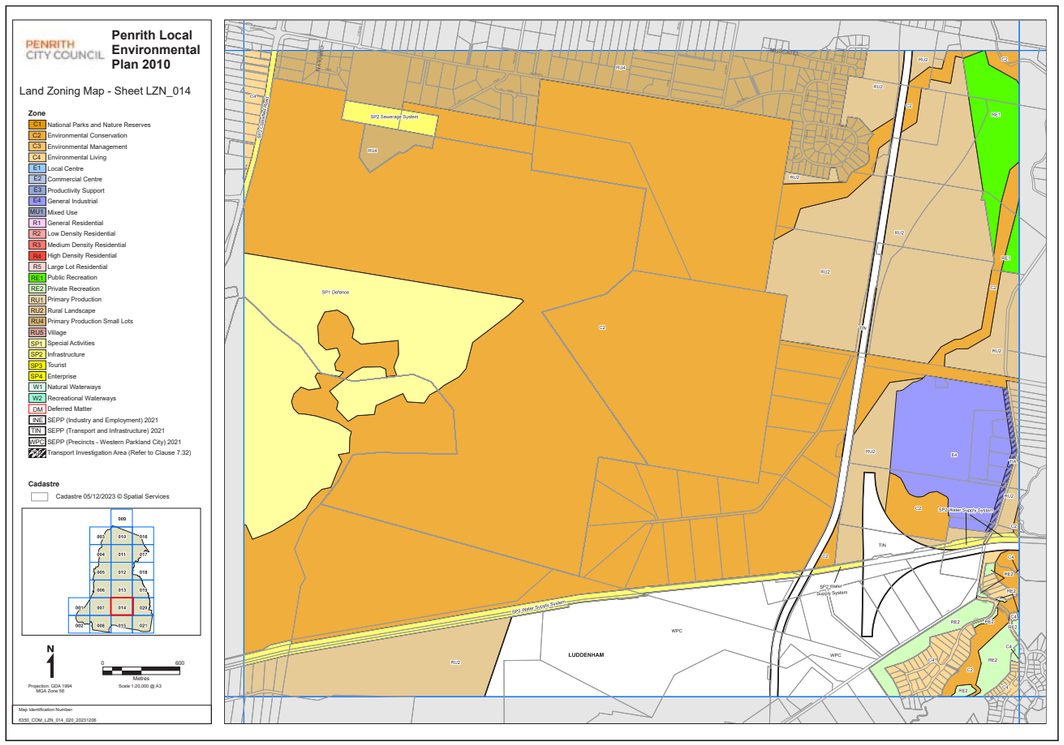


Figure 22: (DRAFT) Land Zoning Map (Source: Penrith Council)

5.2 AIBP Estate and Future Development

Situated in Figure 23 below is the current DA masterplan for Alspec 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 SDW development is located centrally within the estate it is likely to become less visible over time to visual receptors to the east. 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 privatively 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.

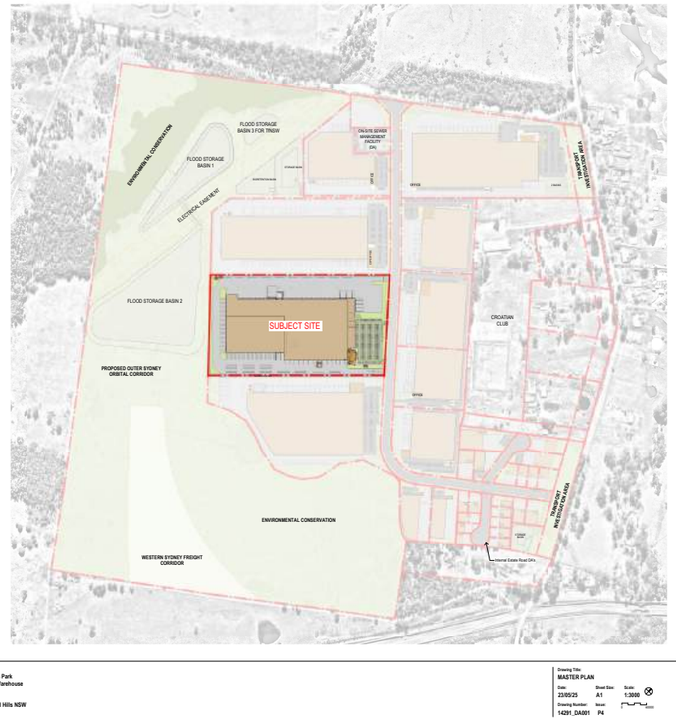


Figure 23: AIBP Masterplan (Source: HB&B)

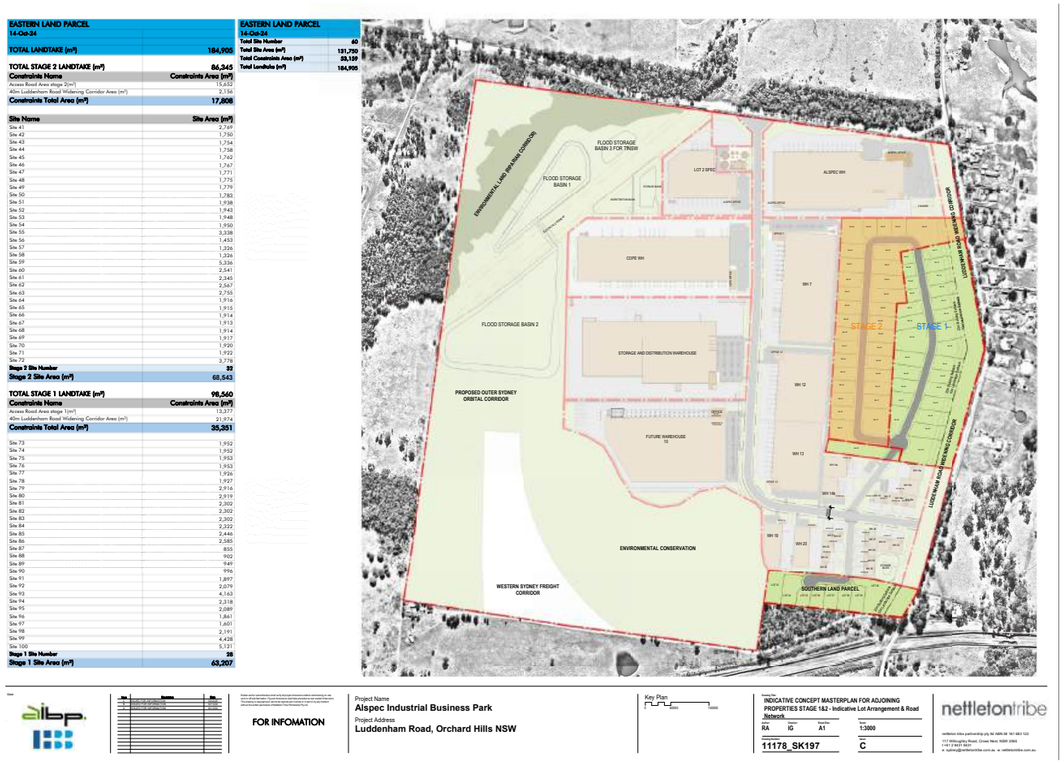


Figure 24: Potential Future Development Arrangement Plan (Source: HB&B)

Should the land be purchased then any visual impacts experienced by these receptors would no longer be of any relevance to the proposed development. An indicative masterplan has been included in Figure 24 above to indicate the type of lot arrangements that might be expected to the Croatian Club and the adjacent lots should they be developed.

5.3 Landscape Character

During the last 15 years industrial development has become more prevalent within the region with further development in Erskine Park and the rezoning of rural lands in Kemps Creek and Orchard Hills. To the southeast the Mamre Road Precinct will deliver large scale warehousing and some of this is already seen from Luddenham Road. South Creek is zoned for environmental conservation and does provide a physical and visual buffer from the Mamre Road Precinct for visual receivers along Luddenham Road.

Western Sydney Airport is also having a major impact upon the surrounding area with new infrastructure links including rail and orbital roads being constructed along the boundary of the AIBP estate. Luddenham Road itself is the subject of future widening to accommodate larger volumes of traffic serving the area and airport.

The more immediate context surrounding the subject site is one of large lot rural dwellings with associated pastoral and agricultural land use. Several large areas of conservation bushland exist to the west. Luddenham Road is tree lined and groups of scattered trees are common within privately owned land.

6.0 DEVELOPMENT PROPOSALS

The information below is based on an assessment of architectural drawings provided by NettletonTribe and planning scope provided by URBIS.

6.1 Overall Design Proposals

The following description is based on the architectural drawings shown in Figures 25, 26a and 26b. The application proposes a single industrial manufacturing facility with a high-bay. Both truck and car access will be from a purpose built estate road, constructed as part of the AIBP estate subdivision. The development will also contain an office, ground floor car parking, loading & hard stand areas and landscaping

6.2 Height / Scale / Levels

General ridge height is to be 14.7m. The high-bay is located to the western end and is expected to be approximately 39m in height.

Pad level is set at RL46.5m elevated above natural grade by approximately 2.5m to the west at natural grade to the east, this is in order to manage flood levels.

6.3 Colour / Materials & Finishes

Colours and finishes proposed for the buildings are generally a palette of dark and lighter greys. Precast concrete and aluminum are used in combination on the large expanses of the warehouse.

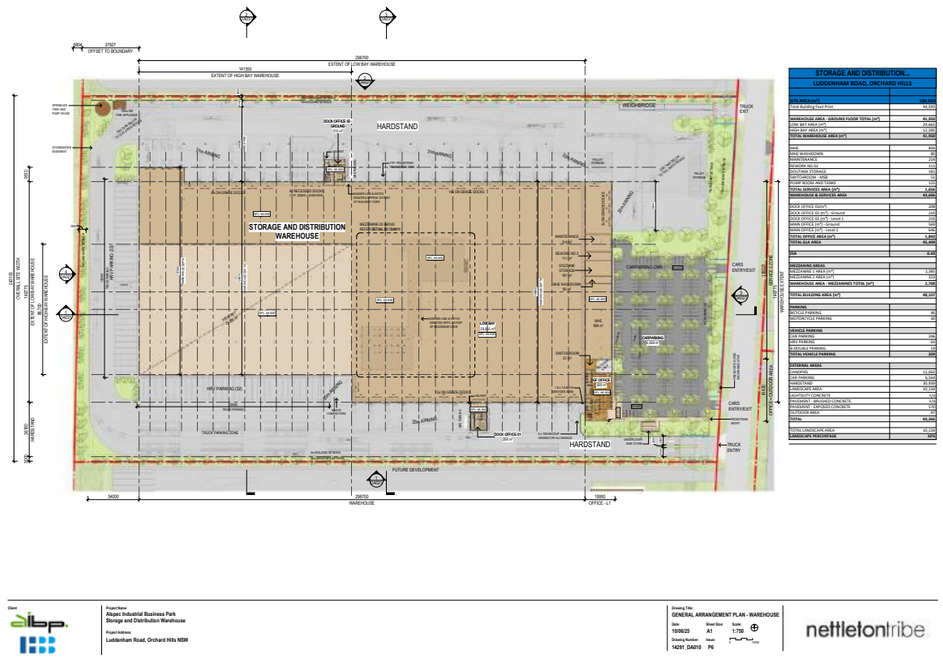


Figure 25: Warehouse GF Plan (Source: NettletonTribe)

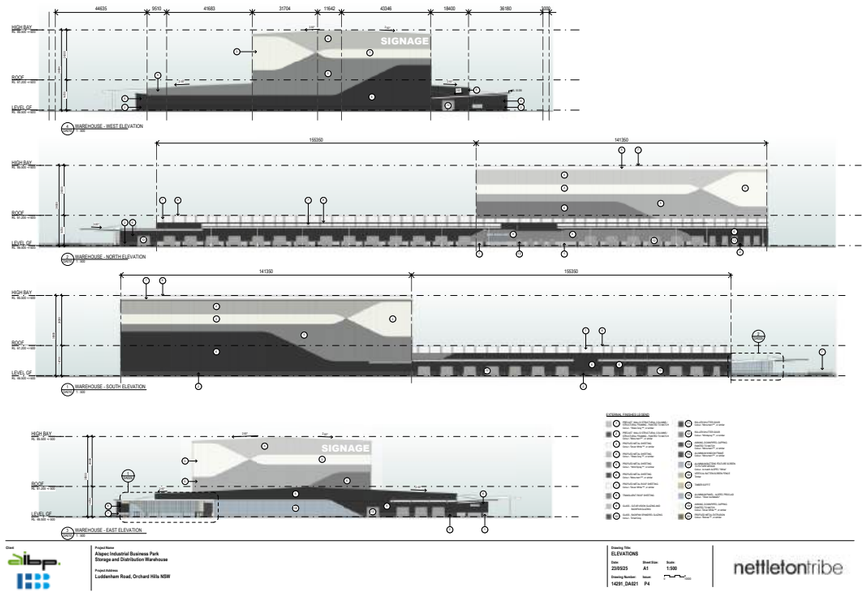


Figure 26a: Building Elevation - Sheet 1 (Source: NettletonTribe)



Figure 26b: Building Perspective (Source: NettletonTribe)

6.4 Summary

High-quality materials and architectural design treatments have been proposed with focus on the facades of the high-bay. These include the use of pre-cast concrete and a colour palette that includes lighter and darker greys.

7.0 LANDSCAPE STRATEGY, DESIGN AND MITIGATION

7.1 Strategy and Mitigation

To help mitigate and soften the built form from visual receivers particularly from the east, a mix of large and medium evergreen indigenous and native canopy trees will be planted adjacent to the site boundary within a 10m landscape setback. Landscaping will follow precedents already established for the estate and adjacent development. The north, south and western boundaries also include a setback to incorporate landscaping. These should help to reduce visual impacts by screening lower levels of the building.

Canopy cover will be maximized where possible and within car parking areas, this will help to mitigate the urban heat island effect and will be supplemented by shrub and groundcover understorey planting. High quality landscaping is proposed through the AIBP estate including feature fencing and entry treatments. Proposed landscape mitigation has been represented in the Photomontages within Section 8.0. Figure 27 shows the Landscape Masterplan produced by Geoscapes. All landscape documentation should be read in conjunction with this VIA.

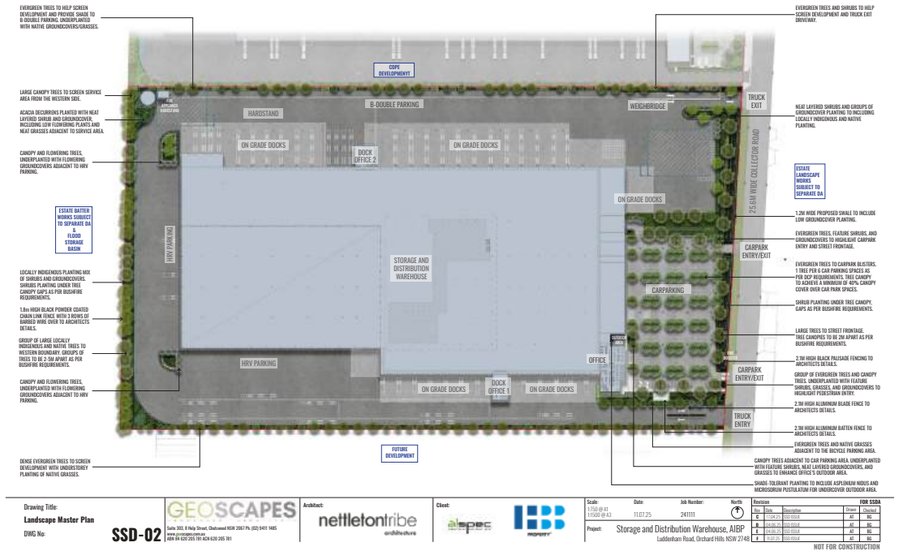


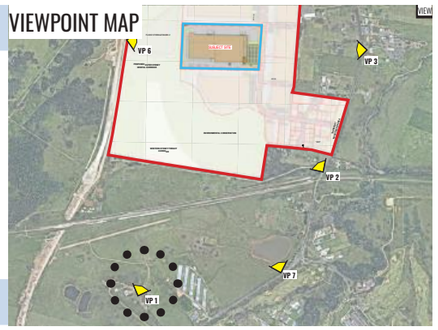
Figure 27: Landscape Masterplan - (Source: Geoscapes)

8.0 VISUAL IMPACT ASSESSMENT

8.1 Viewpoint 1

Viewing Location	443-457 Luddenham Road, Luddenham - Looking North
GPS	33°50'05.2"S, 150°44'52.1"E
Elevation (Eye-level)	66.5m AHD
Date and Time	7th Feb 2024 - 1.56pm
Baseline Photo and Photomontage Figures	Figures 28a, 28b & 28c (28c is a Baseline Photograph Extended Angle of View refer to 11.0 Appendix)
Visual Description	
Approx. Viewing Distance from Development Lot Boundary	1.3km
View description & prominence of the development	The view was taken from the rear of a large rural property in front of an outdoor terrace and looks towards the AIBP estate, it is located in a slightly elevated position within the landscape.
Visual Receptor Sensitivity	Residential visual receptors are generally more critical of their view as any change in view created by a development are usually permanent and often seen from primary or secondary living spaces on a daily basis. The view is currently absent of large scale industrial development, though the North South Rail link is likely to be seen to the west when completed. It can be considered that views have some scenic quality with the edge of the subject site seen containing bushland and therefore, the sensitivity for this receptor to the development would be **high.**
Magnitude of Change	As is demonstrated by the photomontage opposite, though the lower parts of the building would be screened, the high-bay would be visible above the tree line. This would be recognised by the receptor as an industrial warehouse. Therefore, the magnitude of change is **medium.**
Significance of Visual Impact	The significance of the visual impact at this location is judged to be **moderate.**
Cumulative influence of COPE, WH1, WH2 and WH10	Surrounding future development is essentially hidden by vegetation from this viewpoint location.

VIEWPOINT MAP



Approximate Extent of Proposed Development



Baseline Photo



Photomontage - Year 0



Photomontage - Year 15

Figure 28a: Viewpoint 1 - 443-457 Luddenham Road, Luddenham - Looking North (Photomontage Y0 & Y15)

Approx Cylindrical Panoramic Angle of View - 67°

Approximate Extent of Proposed Development



Baseline Photo



Photomontage - Cumulative

Figure 28b: Viewpoint 1 - 443-457 Luddenham Road, Luddenham - Looking North (Photomontage - Cumulative)

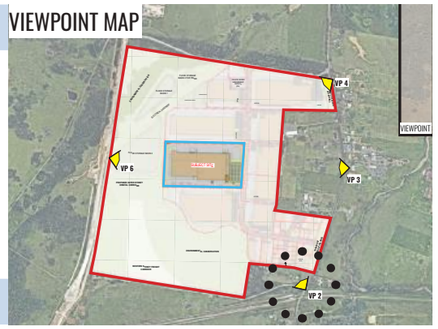
Approx Cylindrical Panoramic Angle of View - 67°

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8.2 Viewpoint 2

Viewing Location	Luddenham Road (Approach from South), Orchard Hills - Looking Northwest
GPS	33°49'42.7"S, 150°45'32.1"E
Elevation (Eye-level)	39.3m AHD
Date and Time	7th Feb 2024 - 1.39pm
Baseline Photo and Photomontage Figures	Figures 29a, 29b & 29c (29c is a Baseline Photograph Extended Angle of View refer to 11.0 Appendix)

VIEWPOINT MAP



Visual Description	
Approx. Viewing Distance from COPE Lot Boundary	625m
View description & prominence of the development	The baseline photograph was taken from the eastern side of Luddenham Road on the grass verge and adjacent to property no. 320. It looks northwest and towards properties on the western side of the road such as no. 319. The view is fairly typical of those seen along Luddenham Road with rural properties surrounded by pastoral and agricultural lands. The AIBP site boundary is seen to the right and marked by black shipping containers.
Visual Sensitivity	The viewpoint was selected to predominantly represent motorists traveling in a northerly direction along Luddenham Road. The property east close to this location would also receive a similar type of view, though this might be less open due to the presence of canopy trees. The view contains pastrol lands and rural dwellings, due to the lower elevation long distance views across to the west are not possible. It is judged that the sensitivity of this view is **medium.**
Magnitude of Change	New tree planting and earthworks created by the AIBP estate will be visible as a new element within the view, however this is subject to a separate DA application and its visual impact is not assessed within this report (refer to Section 5.2 for further details). The SDW development would be screened from this viewpoint through a combination of existing topography and approved earthworks from the AIBP estate. Therefore the magnitude of change is **no change.**
Significance of Visual Impact	The significance of the visual impact at this location is judged to be **none.**
Cumulative influence of COPE, WH1, WH2 and WH10	Surrounding future development is essentially hidden by vegetation from this viewpoint location.

Approximate Extent of Proposed Development



Baseline Photo



Photomontage - Year 0



Photomontage - Year 15

Figure 29a: Viewpoint 2 - Luddenham Road (Approach from South), Orchard Hills - Looking Northwest (Photomontage Y0 & Y15)

Approx Cylindrical Panoramic Angle of View - 67°

Approximate Extent of Proposed Development



Baseline Photo



Photomontage - Cumulative

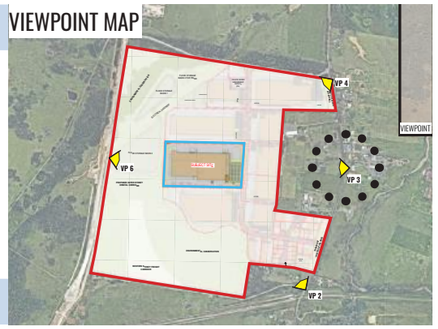
Figure 29b: Viewpoint 2 - Luddenham Road (Approach from South), Orchard Hills - Looking Northwest (Photomontage - Cumulative)

Approx Cylindrical Panoramic Angle of View - 67°

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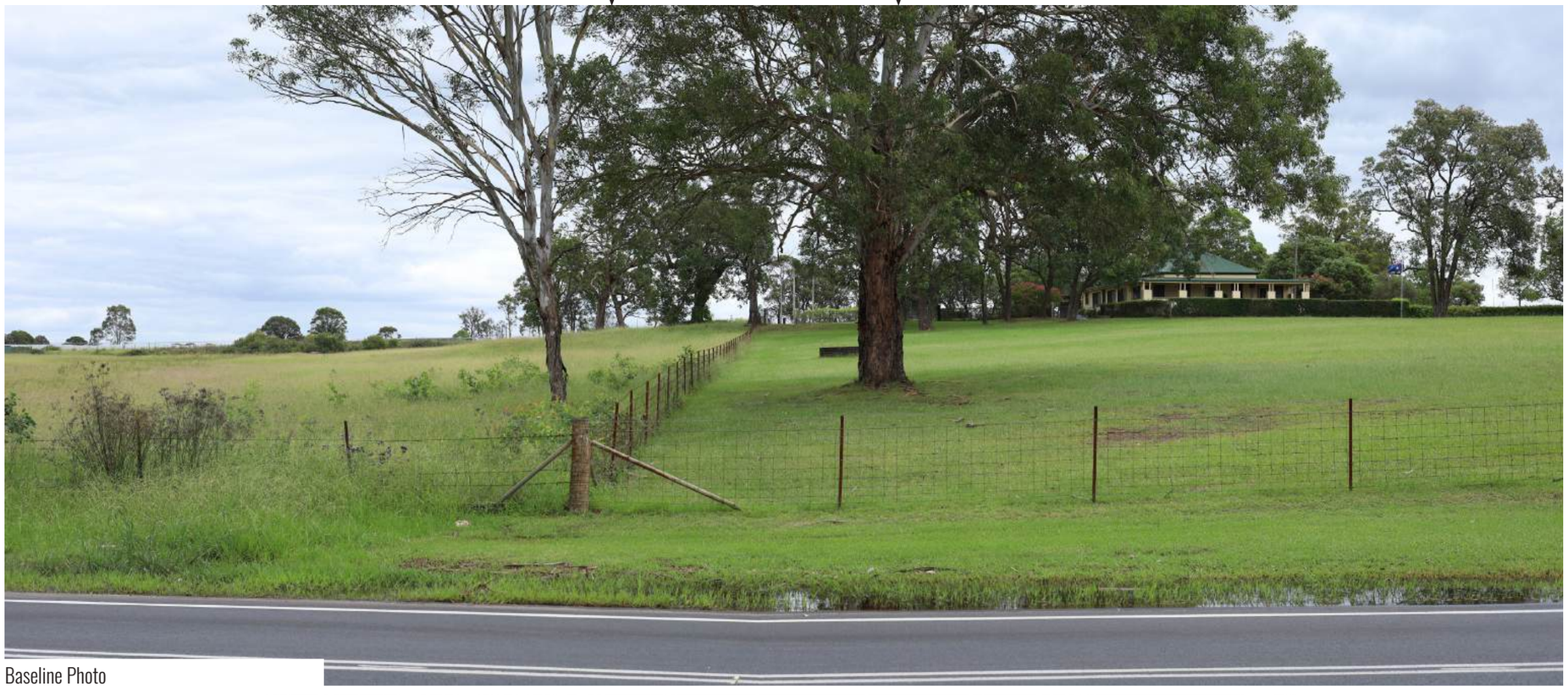
8.3 Viewpoint 3

VIEWPOINT MAP



Viewing Location	Adjacent to 262 Luddenham Road, Orchard Hills - Looking Northwest
GPS	33°49'23.2"S, 150°45'40.1"E
Elevation (Eye-level)	37.3m AHD
Date and Time	7th Feb 2024 - 1.29pm
Baseline Photo and Photomontage Figures	Figures 30a, 30b, 30c & 30d (30d is a Baseline Photograph Extended Angle of View refer to 11.0 Appendix)
Visual Description	
Approx. Viewing Distance from WH1 Lot Boundary	576m
View description & prominence of the development	Viewpoints 2, 3 and 4 are intended to represent the type of views that would be experienced by properties on the eastern side of Luddenham Road. View corridors will change depending on the exact location and some dwellings may have less open views than are seen in Figure 29, this would be due to the presence of existing trees to the western side of the road. Looking west the topography rises up to the AIBP site with rural properties surrounded by pastoral lands.
Visual Sensitivity	The view contains pastoral lands and rural dwellings, due to the lower elevation long distance views across to the west are not possible. However, it is likely that residents at this location would hold their view in high regard and there is the absence of any large scale development. It is judged that the sensitivity for this receptor to the development would be **high.**
Magnitude of Change	The majority of the proposed development would be screened by existing vegetation within the private properties to the east of the AIBP boundary. It is likely that only very small view corridors through the tree line to building would be seen. The proposed development will form a minor constituent of the view and being at sufficient distance to become a small component. Therefore, the magnitude of change is judged to be **very low.**
Significance of Visual Impact	The significance of the visual impact at this location is judged to be **minor.**
Cumulative influence of COPE, WH1, WH2 and WH10	Only WH10 would be partially visible to the south of the proposed development.

Approximate Extent of Proposed Development



Baseline Photo

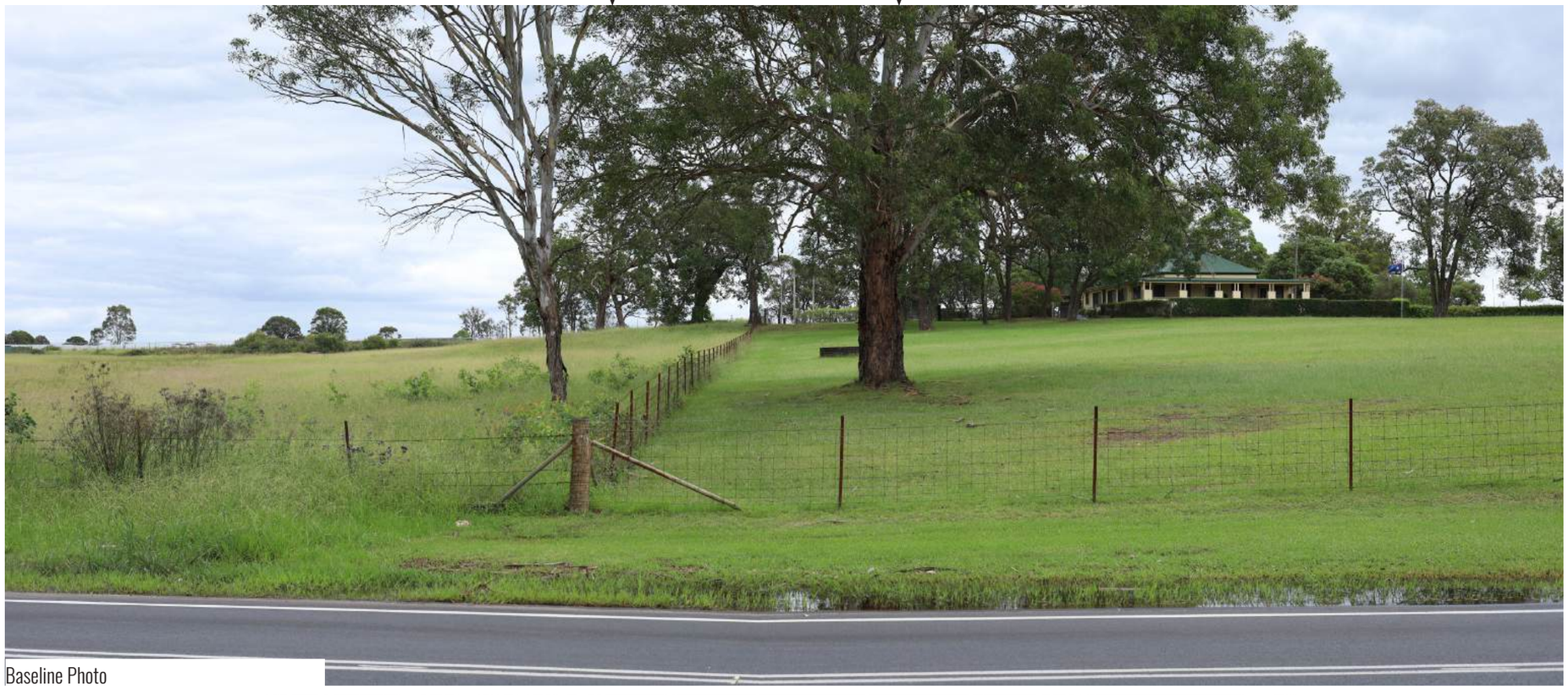


Photomontage - Year 0

Figure 30a: Viewpoint 3 - Adjacent to 262 Luddenham Road, Orchard Hills - Looking West (Photomontage Y0)

Approx Planar Panoramic Angle of View - 53.5°

Approximate Extent of Proposed Development



Baseline Photo

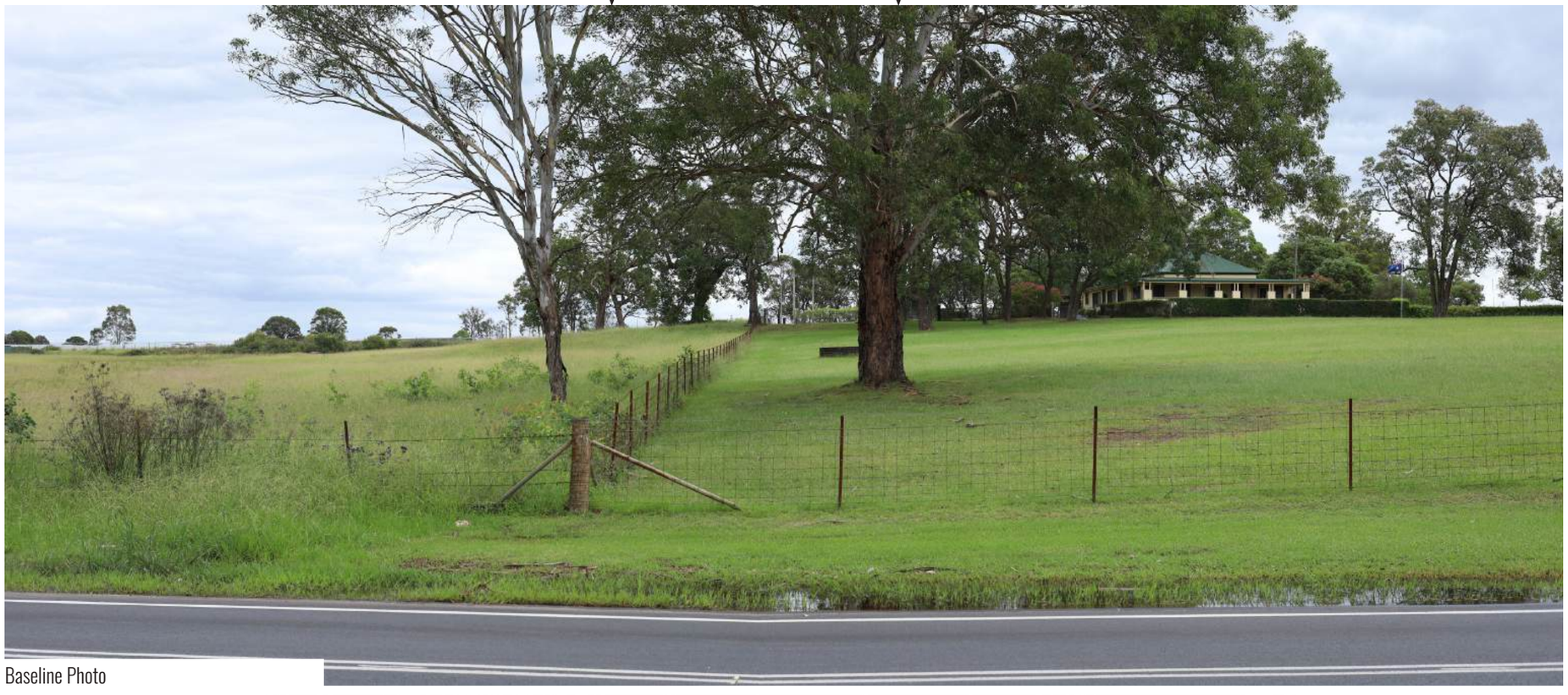


Photomontage - Year 15

Figure 30b: Viewpoint 3 - Adjacent to 262 Luddenham Road, Orchard Hills - Looking West (Photomontage Y15)

Approx Planar Panoramic Angle of View - 53.5°

Approximate Extent of Proposed Development



Baseline Photo



Photomontage - Cumulative

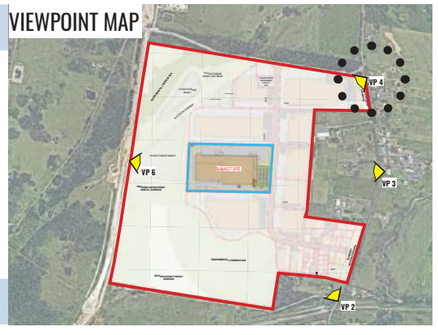
Figure 30c: Viewpoint 3 - Adjacent to 262 Luddenham Road, Orchard Hills - Looking West (Photomontage Cumulative)

Approx Planar Panoramic Angle of View - 53.5°

8.4 Viewpoint 4

Viewing Location	Luddenham Road (Adjacent to Estate Boundary), Orchard Hills - Looking West
GPS	33°49'06.0"S, 150°45'37.3"E
Elevation (Eye-level)	39.2m AHD
Date and Time	7th Feb 2024 - 13.19pm
Baseline Photo and Photomontage Figure	Figures 31a, 31b, 31c & 31d (31d is a Baseline Photograph Extended Angle of View refer to 11.0 Appendix)

VIEWPOINT MAP



Visual Description	
Approx. Viewing Distance from WH1 Lot Boundary	628m
View description & prominence of the development	The baseline photograph was taken from the eastern side of Luddenham Road on the grass verge and adjacent to property no. 202, it looks southwest and into AIBP. The current view is one of pastoral and agricultural land with an avenue of trees along the site boundary to Luddenham Road. The AIBP site boundary is seen to the left and marked by black shipping containers.
Visual Receptor Sensitivity	Longer distance views are limited by topography and the avenue of trees along Luddenham Road. However, the view is presently absent of any large scale development and is likely to valued by residential receptors. It is judged therefore, that the sensitivity of this receptor to the development would be **high.**
Magnitude of Change	The high-bay element would form a new and highly recognisable element within the view which would be recognised by the receptor as an industrial development. Proposed planting within the eastern landscape setback will allow for tree planting and this should help to soften the development at Year 15. Therefore, the magnitude of change is judged to be **medium.**
Significance of Visual Impact	The significance of the visual impact at this location is judged to be **moderate.***
Cumulative influence of COPE, WH1, WH2 and WH10	WH1 would completely screen the view of the SDW through extensive landscaping and built form.

*Note: Development to Lot 1 is expected to be approved in the near future. Once constructed the SDW would no longer be visible to this receptor and therefore, visual impacts created by the development would no longer be of relevance.

Approximate Extent of Proposed Development



Baseline Photo



Photomontage - Year 0

Figure 31a: Viewpoint 4 - Luddenham Road (Adjacent to Estate Boundary), Orchard Hills - Looking West (Photomontage Y0)

Approx Planar Panoramic Angle of View - 53.5°

Approximate Extent of Proposed Development



Baseline Photo



Photomontage - Year 15

Figure 31b: Viewpoint 4 - Luddenham Road (Adjacent to Estate Boundary), Orchard Hills - Looking West (Photomontage Y15)

Approx Planar Panoramic Angle of View - 53.5°

Approximate Extent of Proposed Development



Baseline Photo



Photomontage - Cumulative

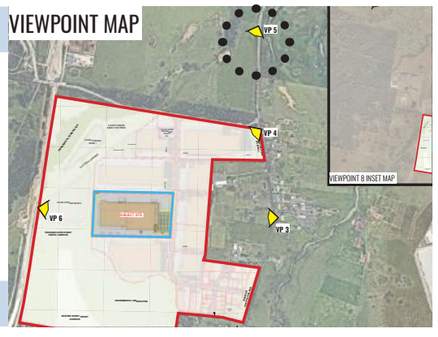
Figure 31c: Viewpoint 4 - Luddenham Road (Adjacent to Estate Boundary), Orchard Hills - Looking West (Photomontage - Cumulative)

Approx Planar Panoramic Angle of View - 53.5°

8.5 Viewpoint 5

Viewing Location	Luddenham Road (Approach from North), Orchard Hills - Looking South
GPS	33°48'47.6"S, 150°45'36.4"E
Elevation (Eye-level)	35.3m AHD
Date and Time	4th March 2024 - 11.47am
Baseline Photo and Photomontage Figure	Figures 32a, 32b, 32c, & 32d (32d is a Baseline Photograph Extended Angle of View refer to 11.0 Appendix)

VIEWPOINT MAP



Visual Description	
Approx. Viewing Distance from WH1 Lot Boundary	1.05km
View description & prominence of the development	The baseline photograph was taken from the western side of Luddenham Road on the grass verge 100m south of a small property located at no. 117-199. The current view is one of pastoral and agricultural land with the development site beyond the bushland that is seen in the background of the view.
Visual Receptor Sensitivity	This view was selected predominantly to represent motorists traveling in a southerly direction along Luddenham Road. However, there are also rural properties to the south and southwest of this location that would likely experience a similar type of view. The baseline image is typical of the immediate surrounds with pastoral lands framed by bushland. There are detractors within the landscape including electrical pylons which run across the view. The sensitivity of this receptor to the development would be **medium.**
Magnitude of Change	The SDW development almost be fully be screened from this viewpoint by existing vegetation located adjacent to Patons Lane, only a very small part of the western end would be seen and this would be barely noticeable. The magnitude of change is judged to be **very low.**
Significance of Visual Impact	The significance of the visual impact at this location is judged to be **minor negligible.**
Cumulative influence of COPE, WH1, WH2 and WH10	Surrounding future development is would be hidden behind the existing tree line and have no influence upon this view.

Approximate Extent of Proposed Development



Baseline Photo



Photomontage - Year 0

Figure 32a: Viewpoint 5 - Luddenham Road (Approach from North), Orchard Hills - Looking South (Photomontage Y0)

Approx Planar Panoramic Angle of View - 53.5°





Figure 32b: Viewpoint 5 - Luddenham Road (Approach from North), Orchard Hills - Looking South (Photomontage Y15)

Approx Planar Panoramic Angle of View - 53.5°

Approximate Extent of Proposed Development



Baseline Photo



Photomontage - Cumulative

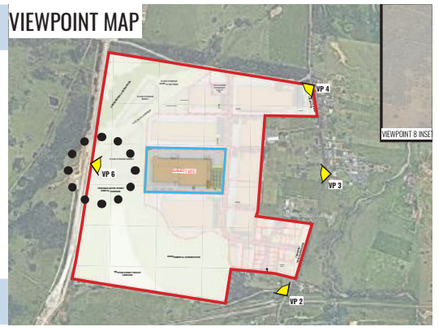
Figure 32c: Viewpoint 5 - Luddenham Road (Approach from North), Orchard Hills - Looking South (Photomontage - Cumulative)

Approx Planar Panoramic Angle of View - 53.5°

8.6 Viewpoint 6

Viewing Location	View from future North South Rail Link, Orchard Hills - Looking East
GPS	33°49'20.8"S, 150°44'49.7"E
Elevation (Eye-level)	42.3m AHD
Date and Time	7th Feb 2024 - 12.40pm
Baseline Photo & Photomontage Figure	Figures 33a, 33b, 33c & 33d (33d is a Baseline Photograph Extended Angle of View refer to 11.0 Appendix)

VIEWPOINT MAP



Visual Description	
Approx. Viewing Distance from WH1 Lot Boundary	300m
View description & prominence of the development	This viewpoint was selected to be representational of potential views by commuters from the future north-south rail link that runs along the western site boundary. This is being constructed as part of new transport infrastructure to service Western Sydney Airport. The view is open with pasture grass and bushland to the north.
Visual Receptor Sensitivity	Metro trains are likely to be traveling at speed past the subject site so views would be transitional and therefore, experienced for a short period of time only. Though there is some scenic value evident in terms of green open space and pastoral land, there are some landscape detractors in the form of electricity pylons and the new Metro substation building. Earthworks as part of a separate DA application now form part of the baseline. Therefore, it is judged that the sensitivity of this view is **medium.**
Magnitude of Change	The proposed development will form a new and recognisable element within the view which would be recognised by the receptor as an industrial development. Views are at close/medium range with a moderate horizontal extent of the view affected. Proposed planting within the western and southern landscape setbacks will allow for tree planting which will soften the visual impact of the development at Year 15. This helps to ground the building at the lower level. Therefore, the magnitude of change is judged to be **medium.**
Significance of Visual Impact	The significance of the visual impact at this location is judged to be **moderate/minor.**
Cumulative influence of COPE, WH1, WH2 and WH10	WH10 and COPE would be visible to the south and north respectively, in conjunction with the proposed development. Together, these elements would contribute to a unified estate character through consistent built form and landscaping, extending the estate's visual influence across the horizontal plane of the view.

Approximate Extent of Proposed Development



Baseline Photo



Photomontage - Year 0

Figure 33a: Viewpoint 6 - View from future North South Rail Link, Orchard Hills - Looking East (Photomontage Y0)

Approx Planar Panoramic Angle of View - 53.5°

Approximate Extent of Proposed Development



Baseline Photo



Photomontage - Year 15

Figure 33b: Viewpoint 6 - View from future North South Rail Link, Orchard Hills - Looking East (Photomontage Y15)

Approx Planar Panoramic Angle of View - 53.5°

Approximate Extent of Proposed Development



Baseline Photo



Photomontage - Cumulative

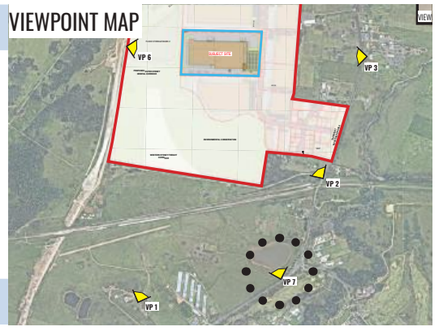
Figure 33c: Viewpoint 6 - View from future North South Rail Link, Orchard Hills - Looking East (Photomontage - Cumulative

Approx Planar Panoramic Angle of View - 53.5°

8.7 Viewpoint 7

Viewing Location	Luddenham Road (Driveway to No.405), Luddenham - Looking North
GPS	33°50'00.8"S, 150°45'22.5"E
Elevation (Eye-level)	42.3m AHD
Date and Time	7th March 2025 - 11.58am
Baseline Photo and Photomontage Figure	Figures 34a, 34b & 34c (34c is a Baseline Photograph Extended Angle of View refer to 11.0 Appendix)

VIEWPOINT MAP



Visual Description	
Approx. Viewing Distance from WH1 Lot Boundary	1.1km
View description & prominence of the development	The baseline photograph was taken from the driveway to a rural property located at 405 Luddenham Road. The baseline photograph in Figure 34a is one of pastoral and agricultural land with the development site beyond the bushland that is seen in the background of the view. The NSW Trunk Drainage pipe line is visible running east to west.
Visual Receptor Sensitivity	This view was selected predominantly to represent motorists traveling in a northerly direction along Luddenham Road. However, the rural residential property located approximately 400m further northwest would also likely experience a similar type of view. The baseline image is typical of the immediate surrounds with pastoral lands framed by bushland. There are small detractors within the landscape including trunk drainage. The sensitivity of this receptor to the development would be **medium.**
Magnitude of Change	As is demonstrated by the photomontage opposite the proposed development will form a minor constituent of the view being partially visible through existing vegetation to become a small component. Views at medium range with a small horizontal and vertical extent of the view affected. Therefore, the magnitude of change is **low**
Significance of Visual Impact	The significance of the visual impact at this location is judged to be **minor.**
Cumulative influence of COPE, WH1, WH2 and WH10	Surrounding future development is would be hidden behind the existing tree line and have no influence upon this view.

Approximate Extent of Proposed Development



Baseline Photo



Photomontage - Year 0



Photomontage - Year 15

Figure 34a: Viewpoint 7 - 443-457 Luddenham Road, Luddenham - Looking North (Photomontage Y0 & Y15)

Approx Cylindrical Panoramic Angle of View - 67°

Approximate Extent of Proposed Development



Baseline Photo



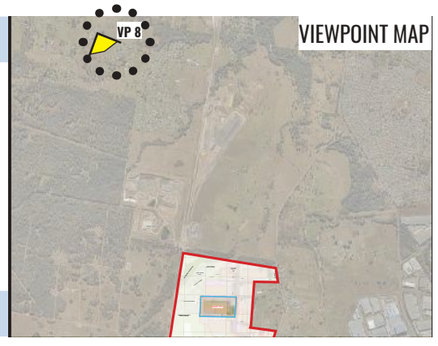
Photomontage - Cumulative

Figure 34b: Viewpoint 7 - 443-457 Luddenham Road, Luddenham - Looking North (Photomontage - Cumulative)

Approx Cylindrical Panoramic Angle of View - 67°

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8.8 Viewpoint 8



Viewing Location	Adjacent to No. 2 Homestead Road, Orchard Hills - Looking Southeast
GPS	33°47'34.6"S, 150°44'13.2"E
Elevation (Eye-level)	81.7m AHD
Date and Time	7th March 2025 - 11.41am
Baseline Photo and Photomontage Figure	Figures 35a, 35b & 35c (35c is a Baseline Photograph Extended Angle of View refer to 11.0 Appendix)
Visual Description	
Approx. Viewing Distance from WH1 Lot Boundary	3.45km
View description & prominence of the development	This viewpoint was selected to test the visibility of the high-bay at greater distances from elevated residential areas to the north. The baseline photograph was taken from the grass verge immediately adjacent to the rural residential property seen to the right. It is likely that the property would experience a similar type of view from the balcony or windows.
Visual Receptor Sensitivity	Due to the elevation long distance views south over to Orchard Hills and Luddenham are possible. The landscape is mixed with other rural properties and pastoral land seen in the foreground. Bushland is located to the south and southwest, to the southeast the industrial development of The Yards, First Estate and warehousing within Erskine Park are all visible including the Snackbrands High-bay. Due to the expansive views and the filtered influence of industrial development, the sensitivity of this receptor to the development would be **high.**
Magnitude of Change	The upper parts of the SDW high-bay would be seen above the tree line. The proposed development will form a minor constituent of the view being at sufficient distance to be a small component. Oblique views are at long range with a small horizontal and vertical extent of the view affected. Therefore, the magnitude of change is judged to be **low.**
Significance of Visual Impact	The significance of the visual impact at this location is judged to be **moderate/minor.**
Cumulative influence of COPE, WH1, WH2 and WH10	Surrounding future development is would be hidden behind the existing tree line and have no influence upon this view.

Approximate Extent of Proposed Development



Baseline Photo



Photomontage - Year 0



Photomontage - Year 15

Figure 35a: Viewpoint 8 - 443-457 Luddenham Road, Luddenham - Looking North (Photomontage Y0 & Y15)

Approx Cylindrical Panoramic Angle of View - 67°

Approximate Extent of Proposed Development



Baseline Photo



Photomontage - Cumulative

Figure 35b: Viewpoint 8 - 443-457 Luddenham Road, Luddenham - Looking North (Photomontage Cumulative)

Approx Cylindrical Panoramic Angle of View - 67°

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9.0 CONCLUSIONS

The purpose of this Visual Impact Assessment (VIA) is to support a State Significant Development Application (SSDA) for a new Storage and Distribution Warehouse (SDW) development within Alspec Industrial Business Park (AIBP) in Orchard Hills. This report is supported by on-site analysis, desktop study, drone photography and photomontages of the proposal.

Potential visual impacts have been assessed for a number of locations that are in close vicinity to the proposed development. Due to the proposal including a high-bay receptors with elevated with more open aspects at further distances have also been considered. Views include public roads, private property and those from future infrastructure.

Views experienced by passing motorists or pedestrians in very close proximity to the site are transient, only temporary and therefore, impacts will be less significant.

Through analysis conducted within this report, the following location is judged to receive **moderate** visual impacts from the proposed development.

- 443-457 Luddenham Road, Luddenham - (VP1)
- Luddenham Road (Adjacent to Estate Boundary), Orchard Hills - (VP4)

The following locations are judged to receive **minor** visual impacts from the proposed development:

- Adjacent to 262 Luddenham Road, Orchard Hills - (VP3)
- Adjacent to No. 2 Homestead Road, Orchard Hills - (VP8)

The following locations are judged to receive **moderate/minor** visual impacts from the proposed development:

- View from future North South Rail Link, Orchard Hills - (VP6)
- Luddenham Road (Driveway to No.405), Luddenham - (VP7)

The following location is judged to receive **minor** negligible visual impacts from the proposed development:

- Luddenham Road (Approach from North), Orchard Hills - (VP5)

The following location is judged to receive **no** visual impacts from the proposed development:

- Luddenham Road (Approach from South), Orchard Hills - (VP2)

The effect of surrounding existing topography and proposed earthworks to the AIBP estate result in many locations along Luddenham Road either being screened from the proposed development or only receiving partial filtered views.

The report has described the built form proposals within Section 6.0. It demonstrates that the architectural team have carefully selected building materials and colours to reduce visual impacts in terms of bulk and scale.

In the medium term, following the completion of future development within AIBP and expected development to E4 zoned land adjacent to Luddenham Road, the proposed development is likely to be fully screened from view from many locations within public and private lands, this includes views from VP4.

VP1 has been assessed as receiving Moderate visual impacts from the proposed development, though the lower half of the building is screened by existing vegetation the high-bay is visible above the tree line. This will create a new element that would be recognised by the residential receptor as an industrial building.

Though this is a tall element within this view it is located at a distance of 1.3km and at this distance does not dominate the character and patterns of the landscape so that these are no longer recognisable.

As shown in the cumulative images presented in Section 8.0, the proposed SDW becomes less visually isolated and more coherently integrated within the emerging industrial estate as surrounding developments are realised. These additional developments will also help soften the overall visual character of the estate through the inclusion of tree canopy and landscaping on each lot. This effect will be most noticeable from western viewpoints, such as for commuters travelling along the new North–South Western Sydney Airport Link.

10.0 GLOSSARY OF TERMS

Term	Definition
SDW	Storage and Distribution Warehouse (the proposed development)
GLVIA	Guidelines for Landscape and Visual Impact Assessment (UK Landscape Institute)
LVIA	Landscape and Visual Impact Assessment
VIA	Visual Impact Assessment
LEP	Local Environment Plan
DCP	Development Control Plan
GFA	Gross Floor Area
Baseline	The existing current condition / character of the landscape or view
Landscape Receptor	The landscape of the development site
Landscape Sensitivity	How sensitive a particular landscape is to change and its ability to accept the development proposals.
Visual Receptor	A group or user experiencing views of the development from a particular location
Visual Sensitivity	The degree to which a particular view can accommodate change arising from a particular development, without detrimental effects.
Panoramic Angle of View or Field of View	Single DSLR 50mm lens photographs are stitched together to form a combined panoramic image. The angle of view is the extent of the image shown on the viewpoint sheet. A full frame single image is 39.6°
Viewing Distance	The distance from the point of projection to the image plane to reproduce correct linear perspective.
Magnitude of Change	The magnitude of the change to a landscape receptor or visual receptor
Significance of Impact	How significant an impact is for a landscape or visual receptor

11.0 APPENDIX



Existing Panoramic Photograph

Figure 28c: Viewpoint 1 - 443-457 Luddenham Road, Luddenham - Looking North (Baseline Extended Angle of View)

Camera Lens - 50mm Approx Angle of View - 90° Cylindrical Stitched Panorama FOR CONTEXT ONLY



Existing Panoramic Photograph

Figure 29c: Viewpoint 2 - Luddenham Road (Approach from South), Orchard Hills - Looking Northwest (Baseline Extended Angle of View)

Camera Lens - 50mm Approx Angle of View - 90° Cylindrical Stitched Panorama FOR CONTEXT ONLY



Existing Panoramic Photograph

Figure 30d: Viewpoint 3 - Adjacent to 262 Luddenham Road, Orchard Hills - Looking West (Baseline Extended Angle of View)

Camera Lens - 50mm Approx Angle of View - 90° Cylindrical Stitched Panorama FOR CONTEXT ONLY



Existing Panoramic Photograph

Figure 31d: Viewpoint 4 - Luddenham Road (Adjacent to Estate Boundary), Orchard Hills - Looking West (Baseline Extended Angle of View)

Camera Lens - 50mm Approx Angle of View - 90° Cylindrical Stitched Panorama FOR CONTEXT ONLY



Existing Panoramic Photograph

Figure 32d: Viewpoint 5 - Luddenham Road (Approach from North), Orchard Hills - Looking South (Baseline Extended Angle of View)

Camera Lens - 50mm Approx Angle of View - 90° Stitched Panorama FOR CONTEXT ONLY



Existing Panoramic Photograph

Figure 33d: Viewpoint 6 - View from future North South Rail Link, Orchard Hills - Looking East (Baseline Extended Angle of View)

Camera Lens - 50mm Approx Angle of View - 90° Stitched Panorama FOR CONTEXT ONLY



Existing Panoramic Photograph

Figure 34c: Viewpoint 7 - Luddenham Road (Driveway to No.405), Luddenham - Looking North (Baseline Extended Angle of View)

Camera Lens - 50mm Approx Angle of View - 90° Stitched Panorama FOR CONTEXT ONLY



Existing Panoramic Photograph

Figure 35c: Viewpoint 8 - Adjacent to No. 2 Homestead Road, Orchard Hills - Looking Southeast (Baseline Extended Angle of View)

Camera Lens - 50mm Approx Angle of View - 90° Stitched Panorama FOR CONTEXT ONLY