


# HOXTON PARK AIRPORT DEVELOPMENT

PREPARED FOR MIRVAC | 15 MARCH 2010

## VISUAL IMPACT ASSESSMENT



**Project:** 10503336.01 Hoxton Park VIA

**Report Title:** Hoxton Park Airport Development: Visual Impact Assessment

**Client Reference:** Mirvac Projects Pty Ltd

**Revision / Version:** Draft Addendum

**Approved by:**

**Date:** 15 March 2010

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**File Location:** P:\1050 PROJECTS\10503336.01 Hoxton Park VIA\04DOCUMENT\_REFS\4.8Final\_Docs\Final\_Studies\_Reports\Visual Impact Assessment Folder

**Distribution:** Mirvac

Revision	Date	Approved	Details of Revision
Draft 1 (A)	20.01.10	SB	Draft for comment
Draft 2 (B)	25.01.10	SB	Interim amendments for review
Final (C)	11.02.10	SB	Final amendments
Draft Addendum	12.03.10		Add addendum for Exterior Lighting + Signage
Final (D)	15.03.10	SB	Final amendments

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## 1.1 SCOPE

AECOM has been commissioned to prepare a visual impact assessment (VIA) for a proposed industrial development on the site of the former Hoxton Park Airfield at Hoxton Park.

## 1.2 PROJECT DESCRIPTION

### Project Description

The proposed development site that is the subject of this VIA comprises of the following (refer Appendix A and Figure 1.5.1):

- » Dick Smith Electronics warehouse and associated parking to the north-east corner:
  - Stage 1 - Warehouse (43,000 sq.m and 13m high)
  - Stage 2 – High Bay Racking Shed (7,000 sq.m and 37m high)
- » Big W Warehouse (13m high) to the middle of the site
- » Residual Lot to the south of the site proposed for two warehouses, associated parking and stormwater detention basin
- » A stormwater detention basin
- » A future bridge spanning Hinchinbrook Creek. This bridge will be similar in appearance to the new entry bridge to Parkbridge residential development to the west of the proposed development site.

Associated development proposed to adjoin the above works comprises of the following (Appendix A):

- » Lots 401, 402 and 403 in the north-west quadrant of the site : These have been sold to other parties:
  - Lot 401 has a now near completed warehouse, incorporating a high bay racking shed of some 30m in height – refer Photo 1.3.1, and
  - Lots 402 and 403 to the south of it have not had building plans submitted at this stage.
- » To the north of the proposed development site:
  - A buffer neighbourhood centre / retail development
  - Electrical easement / drainage reserve, and
  - Residential development.

The ground surface of the development site will be raised in areas in the order of 1.0 to 2.0 metres in height.

### Landscape Development

The proposed development will be subject to

the following landscape boundary treatments as relevant to this report (refer Appendix B) Landscape Concept Plan:

#### » Western boundary:

- A perimeter screen planting of *Waterhousia floribunda* 'Sweeper' (Weeping Lily Pilly), an evergreen tree with dense foliage that is anticipated to attain a mature height of 8.0 metres and width of 5.0 metres,
- A formal planting to the car park of *Tristania laurina* 'Luscious' (Water Gum), an evergreen tree with dense foliage that is anticipated to attain a mature height of 8.0 metres,
- Informal plantings of *Eucalyptus moluccana* (Grey Box), a locally occurring species that can attain a height of up to 25 metres,
- Mass planting incorporating the following evergreen tree species:
  - *Callistemon viminalis* (Weeping Bottlebrush) – 15m high x 10m wide,
  - *Eucalyptus crebra* (Narrow-leaved Ironbark) – 20m high x 15m wide.

#### » Eastern boundary:

- A linear planting of *Lophostemon confertus* (Brush Box) planted at 20 metre centres, that is anticipated to attain a mature height of 15.0 metres and canopy width of 10.0 metres.

#### » Northern boundary:

- A linear planting of *Lophostemon confertus* (Brush Box), as described above,
- A formal planting to the car park, as above,
- Informal planting of *Eucalyptus moluccana* (Grey Box), as above,
- Mass planting, as above.

#### » Southern boundary:

- Mass planting, as above.

## 1.3 SITE DESCRIPTION

### Site Description

The site is located at the southern end of the former Hoxton Park Airfield (refer Figure 1.5.1), and is bounded by:

- » the M7 Motorway to the west;
- » Cowpasture Road to the south;
- » Hinchinbrook Creek to the east; and
- » a proposed commercial buffer, stormwater basin, floodway and residential development to the north.

The land beyond the immediate boundary comprises the following:

- » west of the M7 – land that was up until recently rural, and which is now being developed for residential purposes, with a northward expansion of the suburb of Middleton Grange, and incorporating the newly commenced Parkbridge residential development. This development commences approximately 0.3 kilometres from the proposed development site;
- » south of Cowpasture Road - a large stormwater detention basin, with the suburb of Hoxton Park commencing at approximately 1.3 kilometres beyond;
- » east of Hinchinbrook Creek - the residential suburbs of Hinchinbrook and Green Valley, commencing at approximately 0.5 kilometres from the proposed development site; and
- » north of the above mentioned retail buffer, stormwater management and neighbourhood centre/residential development – the suburbs of Cecil Hills and Bonnyrigg Heights, commencing at approximately 1.6 kilometres from the northern boundary of the proposed development site.

The Hinchinbrook Creek riparian corridor to

the east of the proposed development site will be subject to various bushland restoration processes, and the proposed floodway to the north is proposed to be revegetated, both in accordance with the provisions of a Vegetation Management Plan (VMP)<sup>1</sup>. The restoration is proposed to be 'fully structured', i.e. will comprise of a full suite of canopy, mid-stratum, shrub and ground layers, and can therefore be expected to provide a substantial visual screening capacity, similar to that of the Hinchinbrook Creek riparian corridor - refer Photo 1.3.2.



**Photo 1.3.1:** Blum High Bay Racking Shed and adjoining warehouse



**Photo 1.3.2:** View of the Hinchinbrook Creek riparian corridor as seen from the runway on the proposed development site. Note the canopy which is attaining an approximate height of 15 - 20 metres, and the dense visual screening provided by the mid-stratum and shrub layer

<sup>1</sup>Report for Hoxton Park Airport Development – Vegetation Management Plan. Prepared by GHD, November 2007.

# 1.4 SITE CONTEXT

LEGEND

- PROPOSED DEVELOPMENT SITE
- REPRESENTATIVE ELEVATED AREAS WITH DIRECT VIEWS TO THE SITE

NB: Parkbridge Estate currently under construction.

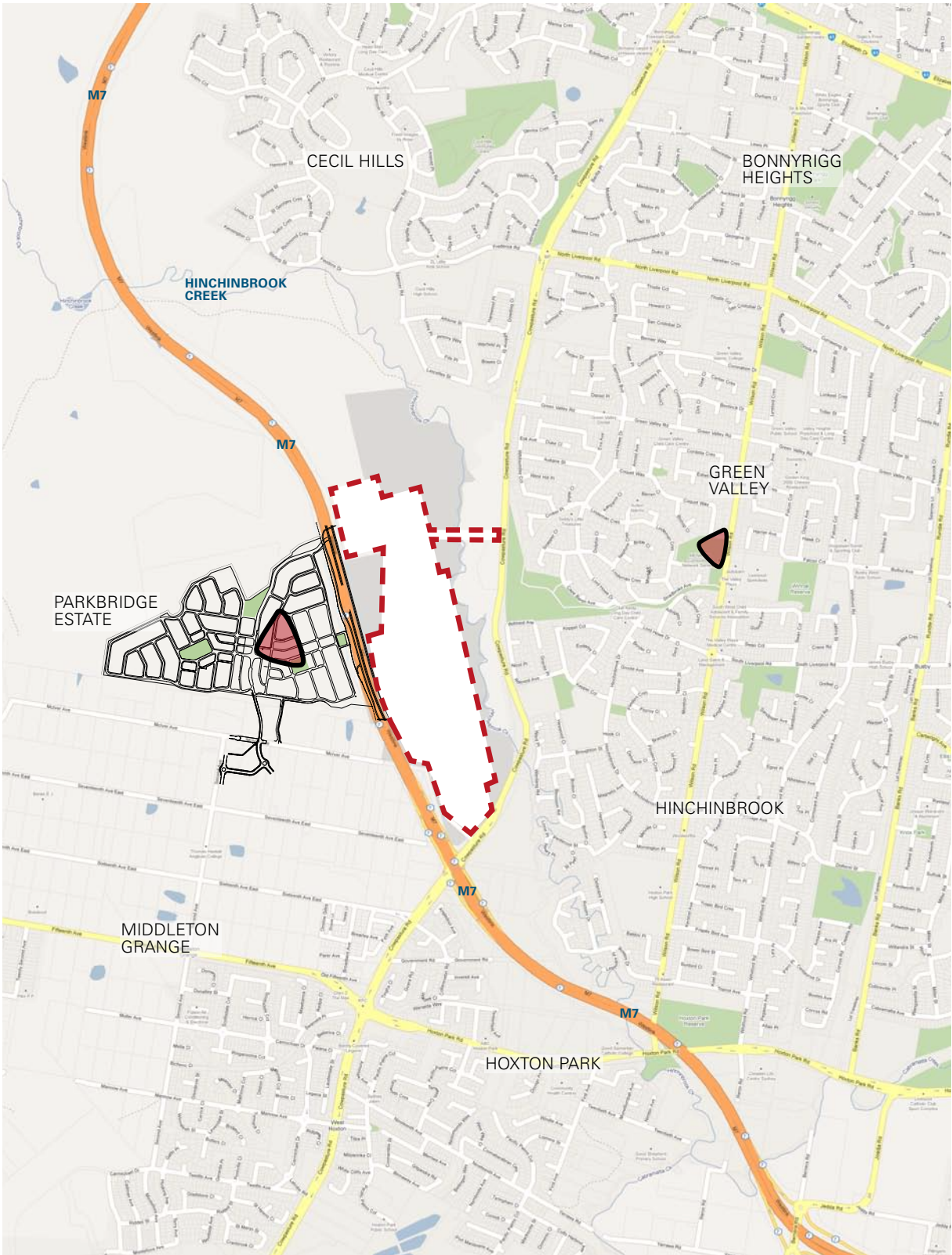
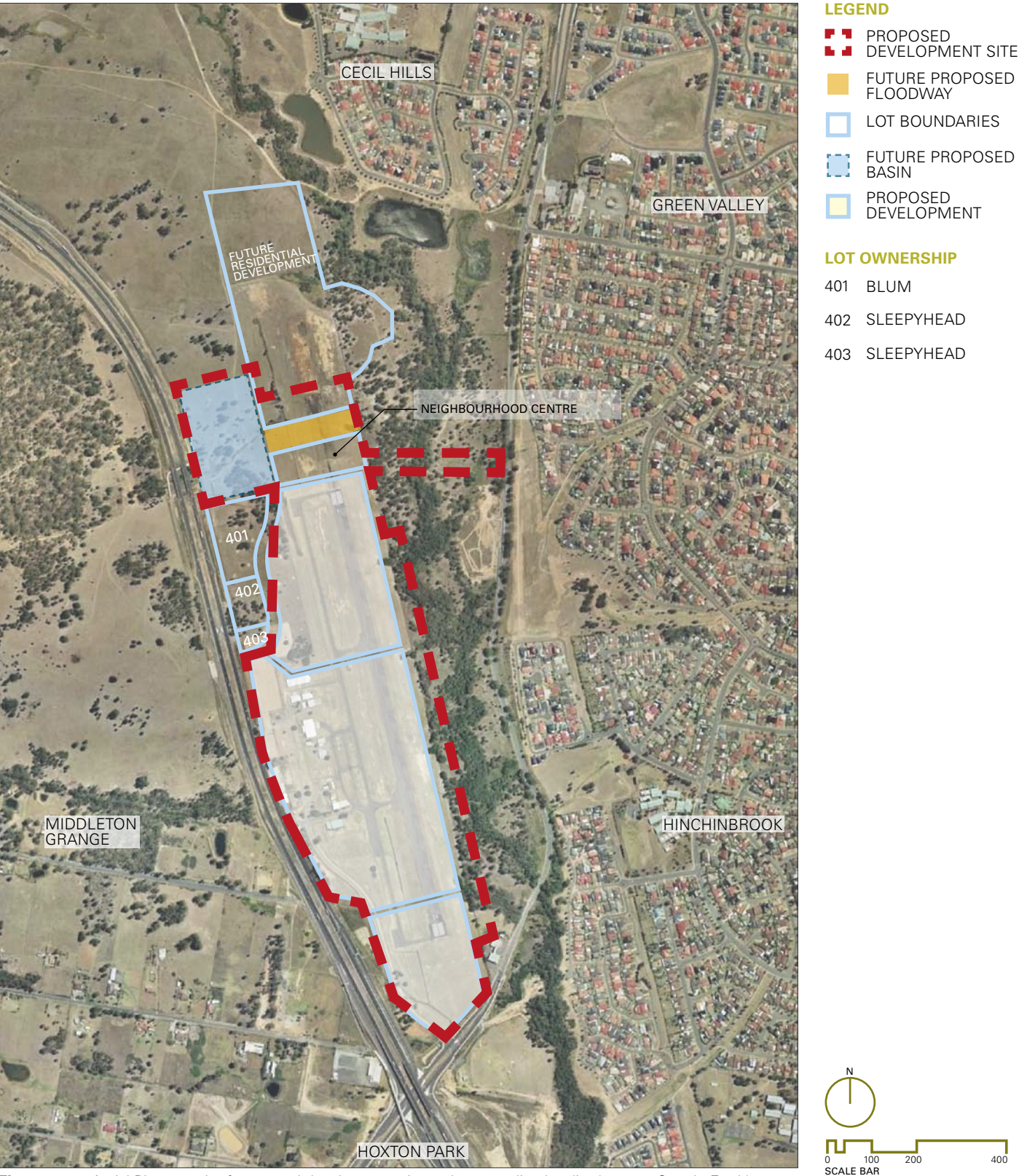


Figure 1.4.1: Map of proposed development site and surrounding locality (source: Google Maps)

# 1.5 AERIAL PHOTOGRAPH



## 1.6 LANDSCAPE CONTEXT

The site development area sits on part of a floodplain within the headwaters of Hinchinbrook Creek (refer to Figure 1.4.1), which is adjoined to the west, north and east by elevated land comprising of low, rolling hills. As noted above, most of these adjoining elevated areas comprise either of existing or future proposed residential development, which is set above the floodplain in the order of up to:

- » 20 metres in the west, and
- » 30 metres in the north and east.

The proposed development is therefore visible from some residences and open space areas within the adjacent elevated lands. However, in all but the land to the west, these elevated areas are approximately one (1) and three (3) kilometers distance from the site, therefore providing low to very low visual detail. The residential development to the west of the site commences approximately 200 metres from the centre of the site, and sits between 10 and 20 metres above it, therefore providing a moderate level of detail where views to the development site are available. The M7 traverses between the western residential and the proposed development site.

The heavily vegetated Hinchinbrook Creek riparian corridor provides a strong visual screening role for residential development to the east and the north-east of the proposed development site.

High concentrations of industrial warehouse developments are located approximately 1.5km south of the proposed development site, along both sides of the M7. This development is highly visible from the Motorway (refer Photos 1.6.1, 1.6.2 and 1.6.3 and Figure 1.6.1).



**Photo 1.6.1:** Photo of Primo Smallgoods complex, Hoxton Park



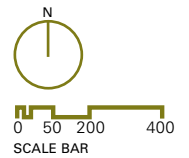
**Photo 1.6.2:** Photo of Enviropallets complex, Hoxton Park



**Photo 1.6.3:** Photo of Aldi complex, Hoxton Park

## LEGEND

- PROPOSED DEVELOPMENT SITE
- NEARBY INDUSTRIAL WAREHOUSE COMPLEXES



**Figure 1.6.1:** Aerial Photograph of proposed development site and surrounding locality, including a nearby, existing industrial warehouse complex (Source: Google Earth)

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## 2.1 METHODOLOGY

The visual impact of the proposed development has been assessed using the following method:

1. Describe the site
  - Context
  - Immediate setting
  - Site elements
  - Site character
2. Describe the adjacent development
3. Describe the proposed development
4. Identify the main observer locations to the site – map and photograph (see ‘Photographs’ and ‘Observer Locations’ below)
5. Define a range of criteria against which the relative importance of each observer location can be assessed, e.g.:
  - Distance to view (foreground / middleground / background)
  - Observer type (e.g. site-seeing, other recreational user, resident, local user)
  - Number of observers
  - Duration of observation
  - Visibility / visual prominence of the development (including; skyline view / backdrop / screening / etc.)
  - Land use (Public Open Space / Private Ownership / Road)
  - Change from existing
6. Assess the visual impact for each key observer location
7. Provide a conclusion and recommendations

When assessing the visual prominence of the proposed development from individual Observer Locations, the existing Blum High Bay Racking Shed was used as a visual reference to compare the height and bulk of the proposed development in the landscape.

### Photographs

For every Observer Location, photographs or groups of photographs (to create a panorama) were taken of the proposed development site with different focal lengths, as follows:

» **Normal View:** 25mm digital focal length.

These photos equate to 50 degrees in 35mm film format, which broadly equates to the view as seen unaided by the human eye.

» **Detail View:** Provides detail greater than can be seen unaided with the human eye to assist in interpretation by the reader. These are taken with a focal length sufficient to capture detail for the purposes of analysis.

Each photo or panorama shows the proposed development site relative to the Observer Location, regardless of whether the whole of the site can be seen. The Blum High Bay Racking Shed is also located in each photo, including when not able to be seen within the photograph due to screening.

### Observer Locations

Observer Locations were chosen using a combination of topographic map interpretation and exploration of the surrounding area by car and on foot. Observer Locations comprised of representative, publicly accessible places which encapsulated the potential for views to the proposed development site, from nearby dwellings or other important observer types, e.g. from recreation areas (refer Figure 2.2.1).

Observer Locations that were inspected but not included in this report were deemed not significant for the following reasons:

- very low observer numbers,
- the proposed development site being substantially obscured from view by landform or by other factors, e.g. housing, trees, etc, or
- viewing distance, where views were obtained into the site, but at a distance of greater than approximately one (1) kilometre with subsequent loss of visual detail relative to the scale of the proposed development.

## 2.2 MAP OF OBSERVER LOCATIONS

### Legend



The site



0 50 200 400

### Road Observer Locations



Observer Location 1: M7 Northbound



Observer Location 2: M7 Southbound



Observer Location 3: Cowpasture Road Northbound

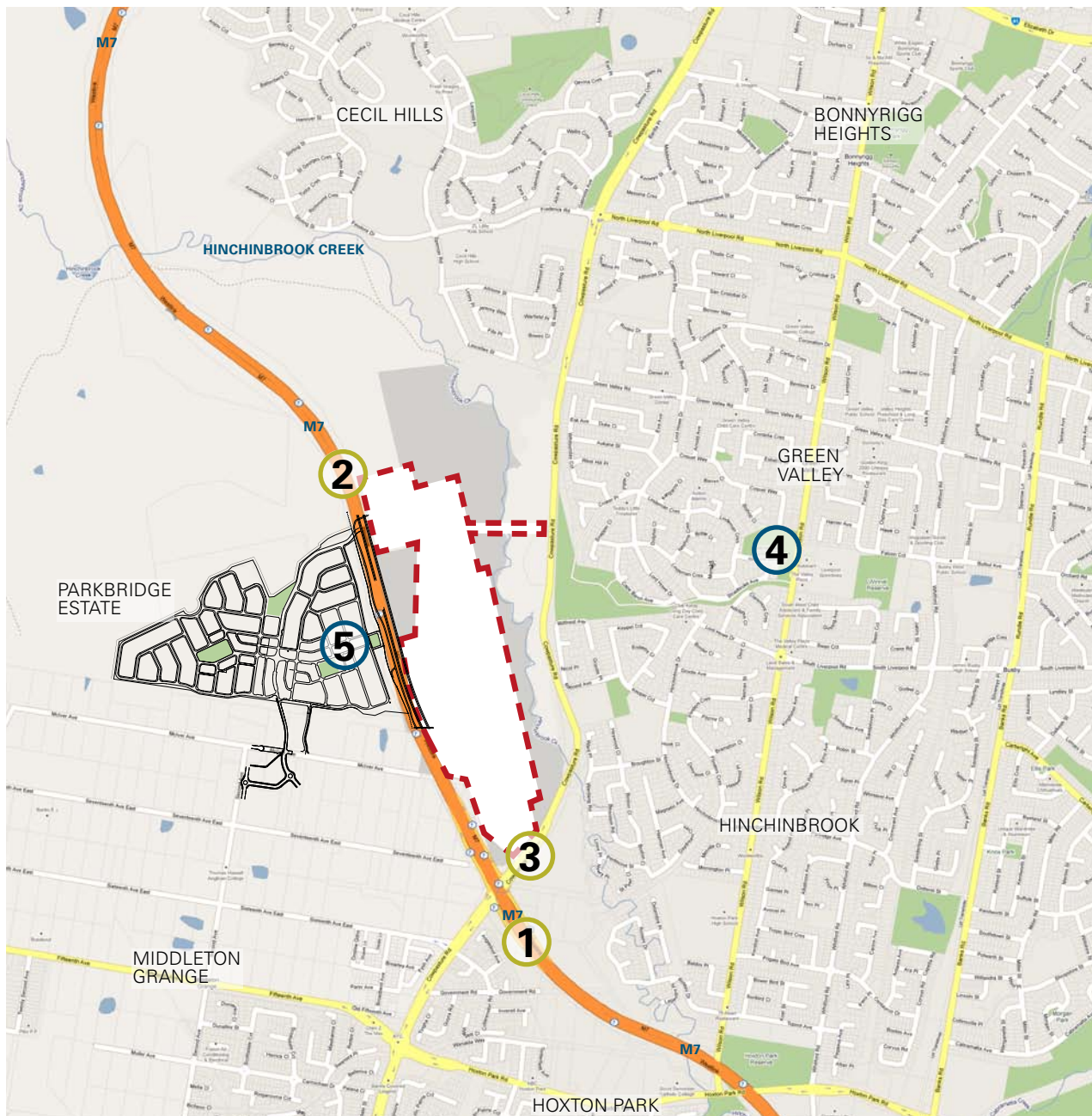
### Static Observer Locations



Observer Location 4: Ida Kennedy Park, Green Valley



Observer Location 5: Parkbridge Estate, Middleton Grange



**Figure 2.2.1:** Map of proposed development site and surrounding locality, showing representative Observer Locations (source: Google Maps)

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# Visual Impact Assessment

## 3.0

## 3.1 OBSERVER LOCATION 1

### M7 Northbound

Distance to centre of the site: 250m

#### Existing Views

Views into and across the site looking northbound on the M7 are comprised of:

- » **Initial View** (refer Point 'a' on Key Plan and Photo 3.1.2) - A first quick view looking through the length of the site from south to north, prior to crossing the bridge over Cowpasture Road. The site is strongly enframed between the M7 boundary planting and the Hinchinbrook Creek forested riparian corridor, with the elevated landform of Cecil Hills defining the skyline in the background
- » **Passing View** (Photos 3.1.3, 3.1.4 and 3.1.5) - On driving past the site, it is visually perceived as:
  - a series of quick glimpses of the Hinchinbrook Creek riparian corridor seen through substantial gaps between vegetated Motorway sound mounds, and sound walls, and
  - the large High Bay Racking Shed (HBRS) of the Blum site, which projects from the site as a visually discrete, massive geometric form. The scale and simplicity of the structure within both the context of the preceding Motorway landscape and the flat floodplain landscape associated with the proposed development site is visually striking – refer Photos 3.1.5.

#### Proposed Development

Upon completion of the proposed works, the two above described view types will comprise of the following:

- » **Initial View** - The view through the site will be characterised by industrial buildings, looking into the two (2) x 12.4 metre high warehouse developments within the residual site. These relatively low and long buildings will be strongly enframed by the above described Motorway and Hinchinbrook Creek vegetation. The Big W and Dick Smith Electronics (DSE) warehouses will sit on pads approximately 2.0 metres above those of the residual lot ground planes, and the buildings will be of a similar height. These buildings will therefore be substantially hidden from view behind the residual site warehouses, until the Stage 2 DSE HBRS is constructed (currently proposed for 2016). Given that the long wall of the HBRS will be perpendicular to the line of view from this location, the 37m high x 180m wide structure will comprise a highly visually prominent element within the landscape, commensurate with that of

the existing HBRS of the Blum development. When mature, the development will be partially screened by the proposed southern boundary tree plantings, as described above under the sub-section of 'Landscape Development'.

- » **Passing View** – The 13m high x 420m long Big W warehouse, and 13m high x 215m long Stage 1 DSE warehouse will initially be substantially visible to northbound vehicles above low walls, for much of the site's length. However, upon maturity of the landscape tree planting to the western boundary (as described above under 'Landscape Development'), the buildings will be substantially screened from the Motorway. The DSE Stage 2 HBRS will be highly visually prominent above the mature tree planting.

#### Assessment

The majority of the warehouse development will be substantially screened from the M7 upon maturing of the proposed landscape development. The exception will be the Stage 2 DSE HBRS, which will comprise a visually, substantially scaled geometric form as described above. Within the context of the scale and nature of the Motorway landscape, and the otherwise largely visually open view that will be available above the mature landscape boundary planting.

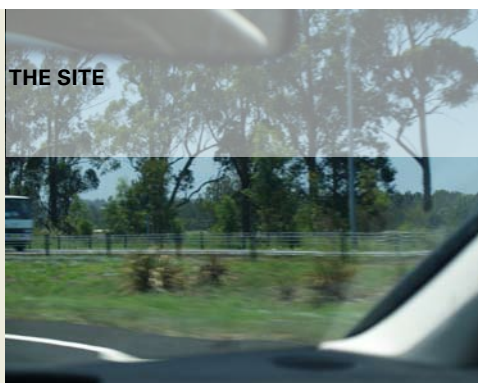
The large HBRS forms will be seen as sentinel-like landmark elements, substantially augmenting the visual composition of the local landscape setting. Given the large, flat nature of the floodplain within the which the proposed development is set, and the industrial (although relatively lower) scale of the associated proposed warehouse development, the author is of the opinion that the landscape setting has the capacity to incorporate elements of the scale, form and material composition of the HBRS.

Given the 110km/hr Motorway speed limit, views to the development will be fleeting.

The proposed landscape treatment will provide a relatively homogeneous and dense vegetative screen along the full length of the proposed development site. The incorporation of Cumberland Plain tree species into the landscape setting will provide a level of visual integration with existing tree planting on the Motorway perimeter mounds and remnant tree stands adjacent to the Motorway corridor.



**Photo 3.1.1:** View from moving vehicle - Point 'a'



**Photo 3.1.3:** View from moving vehicle - Point 'b'



**Photo 3.1.2:** Detail of Photo 3.1.1 looking from south to north through the site



**Photo 3.1.4:** Panorama of the proposed development site from the northbound side of the M7 - Point 'b'



**Photo 3.1.5:** Panorama of the proposed development site from the northbound side of the M7 - Point 'c'

## 3.2 OBSERVER LOCATION 2

### M7 Southbound

Distance to centre of the site: 200m

#### Existing Views

The southbound views are essentially similar to those viewed travelling northbound – refer Observer Location 1. A key difference is the location of the Blum site HBRS, which appears suddenly in the foreground upon the rounding of a curve in the carriageway (refer Photos 3.2.1 and 3.2.2), providing a visually striking statement of scale, form and materiality within an otherwise flat, naturalistic floodplain landscape.

Photos 3.2.4, 3.2.5, 3.2.6 and 3.2.7 clearly show the open relationship between the Motorway and the proposed development site for much of its length.

#### Proposed Development

Views into the site are very similar to those seen from the northbound lanes, with the key difference being the increased proximity of the proposed development to the observer, e.g. compared with Photo 3.1.5.

The Stage 2 DSE HBRS (37m high) will project prominently out of the site when viewed from this location, particularly as the initial view of the structure will encompass the full 215m of its face.

#### Assessment

As with Observer Location 1, the majority of the proposed warehouse development will be substantially screened from the M7 when the proposed landscape matures, with the exception of the DSE HBRS. As for Observer Location 1, the author considers that the landscape setting has the capacity to incorporate elements of the scale, form and material composition of the HBRS.





**Photo 3.2.1:** View from moving vehicle - Point 'a'



**Photo 3.2.2:** View from moving vehicle - Point 'b' (north)



**Photo 3.2.3:** View from moving vehicle - Point 'b' (south)



**Photo 3.2.4:** View from moving vehicle - Point 'c'



**Photo 3.2.5:** View from moving vehicle - Point 'd'



**Photo 3.2.6:** View from moving vehicle - Point 'e'



**Photo 3.2.7:** View from moving vehicle - Point 'f'

### 3.3 OBSERVER LOCATION 3

#### Cowpasture Road Northbound

Distance to centre of the site: 650m

##### Existing View

Cowpasture Road is currently undergoing a substantial upgrading process which incorporates access into the proposed development site. The site is currently viewed as a broad, flat floodplain visually framed by existing remnant trees and Motorway perimeter planting to the west, and the substantially forested riparian corridor of Hinchinbrook Creek on its eastern flank. The low rolling hills of the suburb of Cecil Hills set the backdrop to the site – refer Photo 3.3.1.

From this observer location, the site is laid entirely bare to the viewer. The size of the Blum HBRS when viewed from this location attests to the scale of the site.

The density of the Hinchinbrook Creek riparian forest community precludes views through it from Cowpasture Road to the proposed development site along its eastern flank. At a future stage, a new bridge will span Hinchinbrook Creek, linking between Cowpasture Road and the northern perimeter of the DSE development. Once in place, a narrow linear view will be available to the proposed development site through the Hinchinbrook Creek riparian corridor.

##### Proposed Development

From this Observer Location, views of two warehouses (12.4m high) to the residual lot will be obtained. From this close to the site, it is unlikely that the Big W or DSE developments will be visible behind these warehouses.

Mass planting to the street frontage will incorporate trees as described above under 'Landscape Development', in conjunction with massed shrub and ground cover planting.

##### Assessment

The proposed development will be similar to other industrial development as commonly seen within the locality, but in this instance, set behind a well presented landscape frontage that will provide a moderate level of visual screening.

THE SITE



**Photo 3.3.1:** View from Cowpasture Road at the southern end of the site - Point 'a'



**Key Plan**

**BLUM HBRS**



## 3.4 OBSERVER LOCATION 4

### Ida Kennedy Park, Green Valley

Distance to centre of the site: 1250m

#### Existing View

The view obtained from this observer location is representative of the view that is likely to be available to a number of residences within the locality. Viewing opportunities to the proposed development site diminish rapidly moving downslope, due to substantial dense screening to the proposed development site from the Hinchinbrook Creek riparian corridor. With a viewing distance of approximately 1.25km, little detail of individual elements is apparent, with the exception of the Blum HBRS which is a prominent element due to its scale, strongly geometric form, lightly coloured materials, and being viewed against a natural, homogeneously dark backdrop of a wooded hill. Within this context, and the otherwise strong aggregation of many small housing modules across the landscape, the HBRS provides a landmark element within the broad landscape setting – refer Photo 3.4.2.

The other element substantially visible from this location is the Parkridge residential development, which extends along the toe of the wooded hill behind it (refer photo 3.4.2).

#### Proposed Development

From this location it is apparent that most of the standard warehouse development (i.e. the 13m high warehousing, refer Photo 3.4.3) will be screened by the Hinchinbrook Creek riparian corridor, given that the warehouse section of the Blum HBRS is not currently visible from this location – refer Photo 3.4.2. This outcome will be reinforced, as bushland restoration is proposed to extend west from the existing riparian corridor edge to the perimeter access road of the proposed development site, in accordance with the above mentioned VMP. The proposed linear planting of Brush Box along the eastern perimeter of the development site will provide a significant further level of screening to the main warehouse developments, and further reinforce the visual prominence of the floodplain riparian corridor.

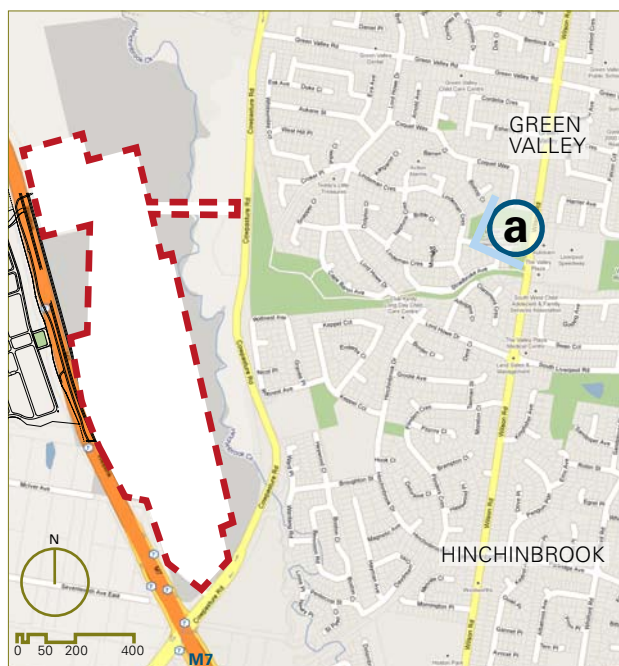
The key element that will be visible from this location will be the Stage 2 DSE HBRS, which will project 7 metres (two storeys) higher than the Blum HBRS. This facility will be seen essentially along its short face (40m wide), and can be anticipated to present with similar visual characteristics as the above described Blum facility.

Upon completion of the bridge entry to the site from Cowpasture Road, a narrow visual corridor is likely to be available to a small number of residences located in line with the bridge.

#### Assessment

The main visual impact from this location will be the DSE HBRS. As above, within the context of the broader landscape setting, and in conjunction with the existing Blum facility, the author is of the opinion that the landscape setting has the capacity to incorporate elements of the scale, form and material composition of the HBRS.

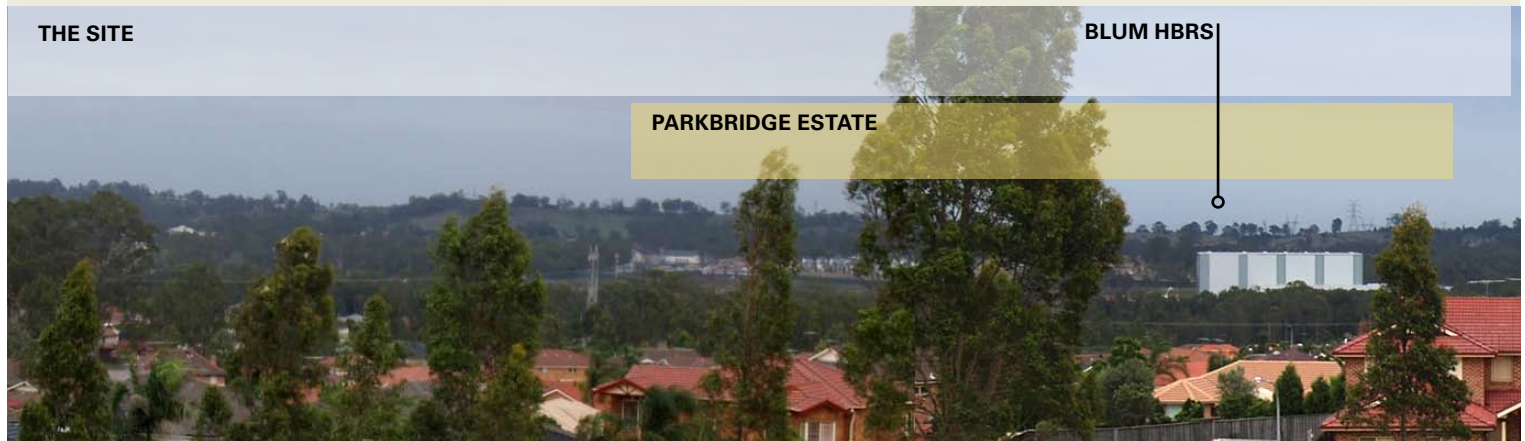
Opportunity for architectural detailing and materials choice of the DSE facility should be considered to ensure a visually harmonious and complementary structure to the Blum facility, as these two elements will comprise significant landmark objects within the broader landscape, regularly viewed by many local and transit users.



KEY PLAN



**Photo 3.4.1:** View from Ida Kennedy Park (Point 'a' in Keyplan) over locality.



**Photo 3.4.2:** Detail of Photo 3.4.1 showing the extent of Parkbridge Estate extending along the toe of the hill, beyond the proposed development site



**Photo 3.4.3:** Detail of Blum HBRS (approximately 30m high) and adjoining warehouse (approximately 13m high) as viewed from the former runway

## 3.5 OBSERVER LOCATION 5

### Parkbridge Estate, Middleton Grange

Distance to centre of the site: 600m

#### Existing View

As can be seen from Photos 3.7.1, 3.7.2 and 3.7.3, portions of the proposed development site are visible from within the Parkbridge development. Photos 3.7.2 and 3.7.3 show the aerodrome ground plane. Photos 3.7.1 and 3.7.2 demonstrate the high visibility of the Blum HBRS from this Observer Location. Views from the lower portions of the development currently comprise essentially of a 2.7m high sound wall, with little other than the Blum HBRS projecting above it (refer Photo 3.7.1).

#### Proposed Development

Development of the Parkbridge residential site is in its early stages, with the majority of the housing still to be built. It is apparent that when future construction of residences takes place downslope of the views shown in Photos 3.7.2 and 3.7.3, many of these views to the aerodrome ground plane will no longer be available from these locations. It appears likely that upon completion of the M7 boundary perimeter housing construction, substantial views into the proposed development site will in the main be limited to views from the upstairs back windows of the M7 perimeter housing, and the park adjoining Truscott Avenue.

The upper sections of both the Blum and DSE HBRS facilities will be visually prominent from many locations within the Parkbridge development. Given the close proximity of these structures to this Observer Location, substantial detail of the form and cladding materials will be visible.

#### Assessment

It is likely that only the upper sections of the Blum and DSE HBRS facilities will be visible when housing construction is complete within the Parkbridge development, particularly with regard to the M7 perimeter housing. The HBRS facilities comprise landmark structures. Where they can be seen, the upper sections of the HBRS will be viewed as landmark structures. As previously discussed, the author is of the opinion that the landscape setting as seen from this observer location, has the capacity to incorporate elements of the scale, form and material composition of the HBRS.

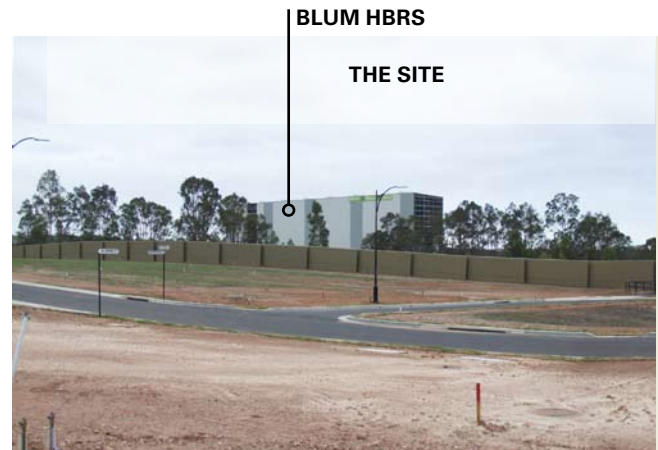
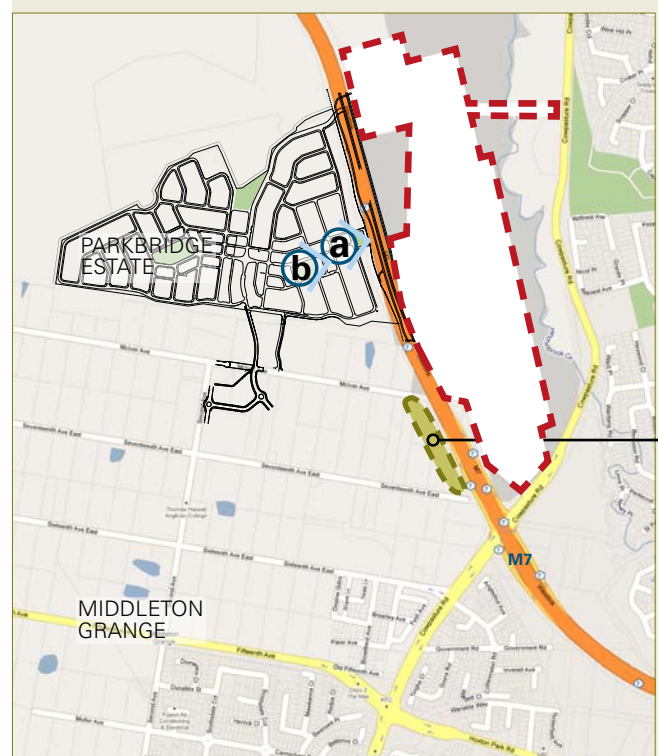


Photo 3.7.1: View from Truscott Avenue, Parkbridge Estate,



Figure 3.7.1: Parkbridge Estate showing public open space



Keyplan



Middleton Grange (Point 'a')



**Photo 3.7.2:** View looking north-east from public park adjoining Truscott Avenue, Parkbridge Estate (Point 'b') to Blum HBRS and proposed development site



**Photo 3.7.2:** View looking south-east from public park adjoining Truscott Avenue, Parkbridge Estate (Point 'b') to proposed development site



**Photo 3.7.3:** View of recently planted vegetated buffer south of Parkbridge Estate, adjacent to the M7

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# Conclusions and Recommendations

## 4.0



## 4.1 CONCLUSIONS AND RECOMMENDATIONS

### Conclusions

The site is not readily visible from many locations within the catchment. Five (5) representative Observer Locations were identified that encapsulated the range of substantive views available into the proposed development site.

### Road Observer Locations

- » Main Warehouses – these are not anticipated to be significantly visible from the Motorway and Cowpasture Road locations (Observer Locations 1, 2 and 3) upon maturing of the proposed landscape development
- » High Bay Racking Sheds (HBRS) - these will be viewed as detailed foreground elements from Observer Locations 1 and 2, and possibly a middle ground element from Observer Location 3.

### Static Observer Locations

- » Observer Location 4:
  - this is located approximately 1 km from the proposed development site. The level of detail associated with this viewing distance is low.
  - much of the ground plane of the proposed development site is not readily visible from this location, indicating a significant level of screening to much of the proposed general warehouse development.
  - all components of the proposed development other than the HBRS can be anticipated to be further substantially screened by the proposed linear planting of Brush Box to the eastern and northern perimeter road.
- » Observer Location 5 is likely to have very limited views to the development site upon completion of housing construction within it, with the exception of the existing and proposed HBRS, which will constitute landmark elements when seen from this Observer Location.

### High Bay Racking Sheds

- » The proposed DSE HBRS will be seen as a sentinel-like landmark element, substantially augmenting the visual composition of the local landscape setting. Given the large, flat nature of the floodplain within the which the proposed development is set, the association with the existing HBRS, and the industrial (although relatively lower) scale of the associated proposed warehouse development, the author is of the opinion that the landscape setting has the capacity to visually incorporate an element of this scale, form and material composition.

### Recommendations

- » That at the appropriate time of the Project Application, in recognition of the landmark scale and form of the Dick Smith Electronics and Blum High Bay Racking Sheds (HBRS), architectural consideration be given to the detailing and materials choice of the DSE HBRS, in order to provide a visually harmonious and complementary element to that of the Blum facility.

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# 5.0

EXTERIOR LIGHTING AND SIGNAGE

Addendum

## 5.1 EXTERIOR LIGHTING AND SIGNAGE

External lighting and illuminated signage are proposed for the Big W and Dick Smith Electronics (DSE) developments. A detailed description of these elements, their respective lighting levels, and compliance with relevant Australian Standards has been provided in a separate report undertaken by Shelmerdines Consulting Engineers (letter dated 12 February 2010 / DT: 5040). This report has been submitted with the project application. The report found that all proposed lighting was compliant with AS 4282:1997 Control of obtrusive effects of outdoor lighting.

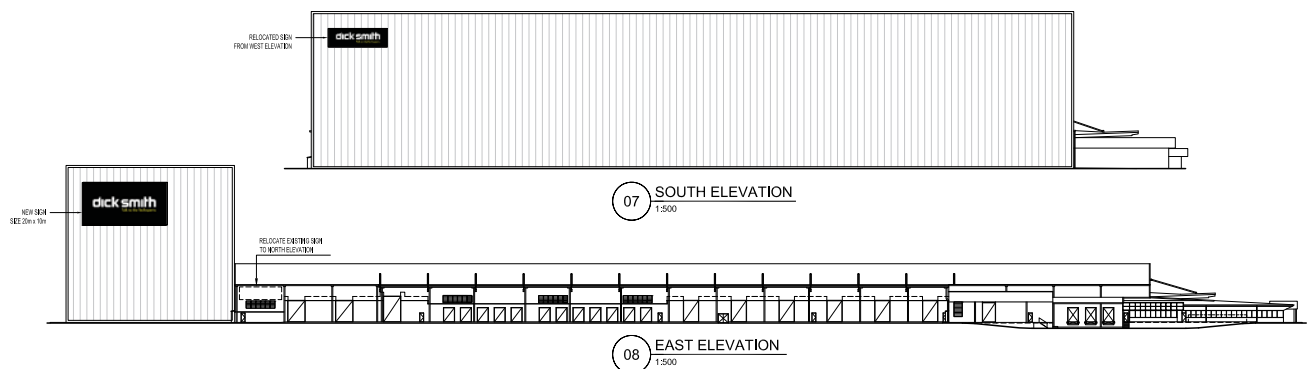
AECOM has been asked to review the Exterior Lighting and Signage report, and with reference to it, incorporate an addendum to the Visual Impact Assessment report with regard to night lighting. This addendum needs to be read in conjunction with both the main body of this Visual Impact Assessment report and the Shelmerdines report.

### Lighting Elements

The external lighting is proposed to generally comprise of metal halide wall and awning mounted lights set at 9.1 metres high, and pole mounted lighting set at 9.7m high for both the Big W and DSE developments. The lighting has been designed to minimise glare.

Illuminated signage will take the form of:

- » Building Mounted Signage, in the main comprising of:
  - DSE Stage 2 high bay racking shed (HBRS) will have mounted near the tops of the structure:
    - › 20m wide x 10m high LED lit signs mounted on both the eastern and western ends of the structure (refer Figure A), and
    - › Approximately 14m wide x 4m high LED lit signs mounted on both the northern and southern ends of the structure (refer Figure A)
  - Big W – 15m wide x 1.5m high LED lit sign to the western façade of the warehouse offices (refer Figure B)
- » Illuminated tower entry signs at both the DSE and Big W entries on the western and northern access roads, 7m high x 3m wide.



**Figure A:** South elevation of DSE warehouse showing smaller wall mounted sign, and east elevation showing large wall mounted sign.

## Observer Location 1

### M7 Northbound

Night time views from this Observer Location are likely to be similar to those seen at the industrial area to the south of the site (refer Figure 1.6.1 in main body of report). The external lighting will appear as visually consistent with regard to the use of metal halide lighting, and comprise of a well ordered composition with regard to height settings. Wall / awning and pole mounted lighting is likely to be visible or partially visible through the boundary screen planting.

A key visible element of the DSE site will be the 20m wide x 10m high LED lit sign mounted near the top of the Stage 2 HBRS. The sign presents as a visually well considered graphic that will constitute a prominent visual element when viewed from this observer location. As with the DSE sign, the Big W sign comprises of a visually well considered graphic, that is likely to be fleetingly seen or partially seen through the proposed boundary screen.

### Assessment

The external lighting and signage will be contextually similar to that viewed from the industrial areas adjacent to the M7, to the south of the proposed development site. However, the external lighting and signage for this development will also be distinguishable from the southern industrial area, in that the lighting will be of a generally consistent metal halide type throughout, and set at consistent heights throughout the development. The external lighting will therefore be viewed as a well considered, simple and consistent composition of lighting elements.

The DSE LED lit building mounted signs will be visually prominent when viewed from this observer location, and contextually in keeping with the visual character of the external lighting, i.e. simple and graphically well considered. The Big W LED lit sign will be less visually prominent than the DSE building mounted signs, presenting with the same simple and graphically well considered characteristics.



**Figure B:** Part west elevation of large Big W sign on warehouse offices

## **Observer Location 2**

### **M7 Southbound**

The above M7 northbound assessment effectively applies equally to this Observer Location.

## **Observer Location 3**

### **Cowpasture Road Northbound**

From this Observer Location, views of two warehouses (12.4m high) to the residual lot will be obtained. When viewed from this close to the site, it is unlikely that the Big W or DSE developments will be seen, and therefore the external lighting and signage contained within them, is also unlikely to be seen.

## **Observer Location 4**

### **Ida Kennedy Park, Green Valley**

From this location, it is apparent that most of the standard warehouse development (i.e. the 13m high warehousing) and associated external lighting will be substantially screened by the Hinchinbrook Creek riparian corridor. This outcome will be reinforced over time, as bushland restoration is proposed to extend west from the existing riparian corridor edge to the eastern perimeter access road of the proposed development site. Linear planting of Brush Box along the eastern perimeter of the development site will provide a further significant level of screening to the proposed development.

Additionally, from this observer location, a large proportion of the night time view of the proposed development will be seen against the backdrop of the Parkbridge residential development, which will be illuminated by street and house lighting.

### *Assessment*

The key lighting element that will be visible from this location will be the 20m wide x 10m high illuminated sign mounted to the eastern wall of the Stage 2 DSE HBRS. The sign can be expected to be visually prominent from this location within the context of a night time view, providing a focal point of colour within the night time landscape. As above, the sign will present as being of simple and graphically well considered nature, consistent with the scale and form of the industrial estate within which it is situated.

## **Observer Location 5**

### **Parkbridge Estate, Middleton Grange**

As described within the main body of this report, it appears likely that upon completion of the M7 boundary perimeter housing within the Parkbridge Estate, substantial views into the proposed development site will primarily be limited to views from the upstairs back windows of the M7 perimeter housing, and the park adjoining Truscott Avenue. However, the upper section of the DSE HBRS facility is anticipated to be visually prominent from many locations within the Parkbridge development. Given the close proximity of this structure to this Observer Location, substantial detail of the large illuminated sign on the western wall of the HBRS will be visible.

### *Assessment*

As described within the main body of this report, the HBRS facility comprises a landmark structure. The large DSE illuminated sign on the western face of the HBRS will comprise a significant visual element within the night time landscape. However, within the context of the Parkbridge Estate being located immediately adjacent to the proposed industrial estate, and the simple and graphically well considered characteristics of the signage, the author is of the opinion that the sign will be contextually in keeping with the nature of the locality, and the landmark nature of the HBRS.

## Conclusion

The External Lighting and Signage report undertaken by Shelmerdines Consulting Engineers states that the proposed external lighting and signage comply with the relevant Australian Standards, specifically with regard to AS 4282:1997 Control of obtrusive effects of outdoor lighting, and that the proposed development will not generate any adverse light spill exceeding the limits allowable under the relevant legislation.

With regards to landscape visual impact assessment, the lighting and signage can be anticipated to be contextually similar to that viewed from the industrial areas adjacent to the M7, to the south of the proposed development site. However, unlike the multiplicity of lighting arrangements in the southern industrial area, the external lighting and signage for this development will be of a generally consistent metal halide type throughout, and set at two consistent heights throughout the development. The external lighting will therefore be viewed as a well considered, simple and consistent composition of lighting elements.

The DSE LED lit building mounted signs will be visually prominent from many of the nominated observer locations, and contextually in keeping with the visual character of the external lighting, i.e. simple and graphically well considered.

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# 6.0

SITE MASTERPLAN  
DRAWING NUMBER: 1000

Appendix A

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# 7.0

## LANDSCAPE CONCEPT PLAN

DRAWING NUMBERS: 10\_003 L001

10\_003 L002

10\_003 L003

10-003 L004

10-003 L005

# Appendix B

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