

ARCADIA

200 Aldington Road Industrial Estate Mamre Rd Precinct Visual Impact Assessment

Prepared for Ethos Urban
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ARCADIA

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We respectfully acknowledge the Traditional Custodians of the lands where we live and work. We acknowledge their unique ability to care for Country and deep spiritual connection to it. We honour Elders past, present and emerging whose knowledge and wisdom has and will ensure the continuation of cultures and traditional practices.

Summary of changes

200 Aldington Road Industrial Estate (SSD-10479)

Project Summary and Chronology:

This section provides a summary of the Project to date

The section concludes with a description of the SSDA for which development consent is now sought.

1.SSD-10479 lodged and publicly exhibited (October 2020)
SSD-10479 sought approval for the following development:

A concept masterplan with an indicative total building area of 375,755 sqm, comprising:

- 357,355 sqm of warehouse gross floor area (GFA)
- 18,200 sqm of ancillary office GFA
- 200 sqm of café GFA
- 13 individual development lots for warehouse buildings with associated hardstand areas and two lots for drainage infrastructure purposes
- Internal road layouts and road connections to Aldington Road
- Provision for 1700 car parking spaces Associated concept site landscaping

Detailed consent for progressive delivery of site preparation, earthworks and infrastructure works (i.e., Stage 1 works) on the site, including:

- Demolition and clearing of all existing built form structures
- Drainage and infill of existing farm dams and any ground dewatering
- Clearing of all existing vegetation
- Subdivision of the site into 15 individual lots

Construction of a warehouse building with a total of 50,930 sqm of GFA, including:

- 48,430 sqm of warehouse GFA
- 2,500 sqm of ancillary office GFA
- 231 car parking spaces

Bulk earthworks including 'cut and fill' to create flat development platforms for the warehouse buildings, and site stabilisation works (if required)

- Roadworks and access infrastructure
- Stormwater and drainage works including stormwater basins, diversion of stormwater lines, gross pollutant traps and associated swale works
- Sewer and potable water reticulation
- Inter-allotment, road and boundary retaining walls.

2. Response to Submissions (March 2021)

Following the public exhibition of the Project, changes were undertaken in response to the issues raised during the public exhibition. This included a full assessment of the Project against the Draft Mamre Road Precinct Development Control Plan (draft MRP DCP) which was released subsequent to lodgement of the SSDA.

The key changes and additional information on the Project included:

A revised riparian solution in the north east corner of the site which relocated the existing first order water course and re-established the riparian corridor with a

10-metre buffer on each side in accordance with the Natural Resources Access Regulator (NRAR) guidelines.

An evidence-based case for the proposed location of the high order road south of the site's northern boundary which was seen to provide a more logical and feasible road network outcome (for both FKC and its northern neighbour) compared to that envisioned under the draft MRP DCP.

Revised technical inputs for the flood assessment to address the submissions raised, including revised flood modelling which addresses post development conditions in the 2-, 20- and 100-year ARI events, and providing further commentary on the flooding impacts of surrounding and downstream land.

An integrated water management solution which could effectively allow the progressive redevelopment of the site to occur while still recognising and meeting stormwater runoff targets set out in the draft and eventual final MRP DCP.

A revised Visual Impact Assessment showing the impact of proposed landscaping mitigation over time.

Rationale for minor departures from the draft MRP DCP in relation to building design and sitting, pylon signage and retaining walls.

3.Request for Additional Information (April 2021)

Further changes to the Project were the result of further correspondence received by DPIE (dated 28 April 2021). Aligning the proposed development with the relevant provisions of the draft MRP DCP (especially in relation to the proposed road network) and excluded prohibited components of development from the RE2 Private Recreation zone. The Summary of key changes were:

Concept Master Plan:

- Reconfiguration of the internal road network and external road connections to be generally consistent with the draft Mamre Road Precinct DCP including:
- Provision of a land reservation corridor along the northern boundary to facilitate half the required future DCP road and intersection with Aldington Road
- Inclusion of the open space edge road in the north-east section of the site with connections through to the adjoining properties to the north and east
- Intersections with Aldington Road; signalised south intersection and roundabout northern intersection
- Amendments to road corridor widths.
- Reconfiguration of Lot G to facilitate the open space edge road to the adjoining eastern property and to locate the proposed warehouse footprint wholly within the IN1 zone
- Relocation of on-site detention basin within Lot D to be outside the RE2 Private Recreation zone in within the IN1 zone;
- Retention of existing farm dams within the RE2 zoned area in the north-east corner of the site;
- Consequential amendments to bulk earthwork pads, retaining walls, lot and future warehouse layout, car parking and landscaping.

Stage 1 works:

- Overall revisions to site preparation, earthworks and infrastructure consistent with the revised concept master plan.
- Inclusion of an interim access road and temporary junction connecting to Aldington Road in the northern portion of the site to facilitate site access prior to the implementation of the northern boundary road.
- Revision to the internal road network in line with the concept master plan revisions with the provision of temporary turning heads at the site boundary where those

Summary of changes

roads will connect to properties to the east and north in the future. The road levels at the boundary interface of the site will align with existing ground level (or as required to contain stormwater).

1.0 Background / context

This visual impact assessment forms a Request for Additional Information for the proposed Concept State Significant Development Application for a new industrial estate on land at 106 – 228 Aldington Road, Kemps Creek.

The EIS for the project was placed on public exhibition between 18 November 2020 and 15 December 2020. During this period, a total of 18 submissions were received. These submissions were addressed and subsequent amendments to the project were made, as outlined in the Response to Submissions Report (dated 23 March 2021) prepared by Ethos Urban.

In written correspondence dated 28 April 2021, it was requested that FKC provide a further response to additional commentary raised by DPE, as well as additional comments raised by public authorities in their review of the first Response to Submissions Report. This was responded to via a second a Response to Submissions Report outlined by Ethos Urban (dated 22 September 2021).

Additional correspondence was received from DPE dated 15 November 2021 which has necessitated updates and additional information, as contained within this report.

2.0 Summary of the project for which development consent is now sought

Consent is sought for the following development. It represents minor amendments and does not represent a significant material change to what was previously proposed under the second RTS Report (22 September 2021).

- A concept masterplan with an indicative total building area of 342,865 sqm, comprising:
 - 325,865 sqm of warehouse gross floor area (GFA);
 - 17,010 sqm of ancillary office GFA;
 - 13 individual development lots for warehouse buildings with associated hardstand areas and two lots for water management infrastructure purposes (each including a bio-retention basin);
 - Roads, including:
 - Internal road layouts;
 - Southern road connection to Aldington Road;
 - Northern boundary road (half road corridor) connecting to Aldington Road;
 - Road connections to adjoining landholdings to the north and east;
 - Provision for 1,516 car parking spaces; and
 - Associated concept site landscaping.

- Detailed consent for progressive delivery of site preparation, earthworks and infrastructure works (i.e., Stage 1 works) on the site, including:
 - Demolition and clearing of all existing built form structures;
 - Drainage and infill of existing farm dams and any ground dewatering;
 - Clearing of existing vegetation;
 - Subdivision of the site into 15 individual lots;
 - Construction of a warehouse building with a total of 50,300 sqm of GFA, including:
 - 47,800 sqm of warehouse GFA;
 - 2,500 sqm of ancillary office GFA; and
 - 221 car parking spaces.
 - Bulk earthworks including 'cut and fill' to create level development platforms for the warehouse buildings, and site stabilisation works (if required);
 - Roadworks and access infrastructure, including an interim access road and a temporary junction with Aldington Road;
 - Stormwater works including stormwater basins, diversion of stormwater;
 - Utilities services including sewer and potable water reticulation
 - Road and boundary retaining walls.

Construction of a warehouse building with a total of 50,300 sqm of GFA, including:

- 47,800 sqm of warehouse GFA;
- 2,500 sqm of ancillary office GFA; and
- 220 car parking spaces.
- Bulk earthworks including 'cut and fill' to create level development platforms for the warehouse buildings, and site stabilisation works (if required);
- Roadworks and access infrastructure, including an interim access road and a temporary junction with Aldington Road;
- Stormwater works including stormwater basins, diversion of stormwater;
- Utilities services including sewer and potable water reticulation
- Road and boundary retaining walls.

3. Description of Project, as amended, for which development consent is now sought: The amended SSDA seeks approval for the following development:

- A concept masterplan with an indicative total building area of 347,955 sqm comprising:
 - 330,950 sqm of warehouse gross floor area (GFA)
 - 17,005 sqm of ancillary office GFA
 - 13 individual development lots for warehouse buildings with associated hardstand areas and two lots for drainage infrastructure purposes (each including a bio-retention basin)
 - Roads, including:
 - Internal road layouts
 - Southern road connection to Aldington Road
 - Northern boundary road (half road corridor) connecting to Aldington Road
 - Road connections to adjoining landholdings to the north and east
 - Provision for 1549 car parking spaces and
 - Associated concept site landscaping

Summary of changes

Detailed consent for progressive delivery of site preparation, earthworks and infrastructure works (i.e., Stage 1 works) on the site, including:

- Demolition and clearing of all existing built form structures
- Drainage and infill of existing farm dams and any ground dewatering
- Clearing of all existing vegetation

Subdivision of the site into 15 individual lots

Construction of a warehouse building with a total of 50,930 sqm of GFA, including:

- 48,430 sqm of warehouse GFA
- 2,500 sqm of ancillary office GFA and
- 219 car parking spaces
- Bulk earthworks including ‘cut and fill’ to create flat development platforms for the warehouse buildings, and site stabilisation works (if required)
- Roadworks and access infrastructure, including an interim access road and temporary junction with Aldington Road
- Stormwater and drainage works including stormwater basins, diversion of stormwater lines, gross pollutant traps and associated swale works
- Sewer and potable water reticulation and

Response to Department Register

REVISION NO.	DATE	REQUEST FOR CHANGE	DESCRIPTION OF CHANGES (RESPONSE TO DEPARTMENT)
1- Preliminary Issue	28/09/20	Internal request/ reviews	
2 - Preliminary Issue	23/02/20	Internal request/ reviews	
3 -Department Re- sponse Issue	19/02/21	Request to Submission 22/12/2020 The VIA should include viewpoints: 1. along the Aldington Road frontage of the site	Viewpoints added into report to respond to Aldington Road frontage.
		2. when viewed from Aldington Road at the site's south-western and north-western corners and at the property to the immediate south considering the height of the retaining walls on the site boundary	Viewpoint provided for north-western corners (Viewpoint 6)
		3. from the RE2 zoned land in the north-east corner.	Response provided for north-eastern access. Refer Issue 6. VIA renders include landscaping, footpath materials and building outputs.
		4. The VIA should include consideration of landscaping, materials, lighting, signage as required in the SEARs	Visual Impact render provided for year 1, year 5 and year 10.
		5. The VIA should include photomontages of the development with proposed mitigation measures (e.g. landscaping) to demonstrate the effectiveness of those measures over certain periods (i.e. 1 year, 5 years, 10 years).	Refer issue 9-10.
		6. Provide an assessment of the proposed retaining walls on the southern boundary (up to 7.6m high) and the visual and overshadowing impacts on the site to the south (230-242 Aldington Road) and the approved place of worship development on that site.	
4 -Revision	03/03/21	Request to Submission 22/12/2020 2. When viewed from Aldington Road at the site's south-western and north-western corners and at the property to the immediate south considering the height of the retaining walls on the site boundary	Retaining wall shown at north-western corners (Viewpoint 6).
5 - Revision	05/03/21	Internal request/ reviews	
6 - Revision	15/03/21	Request to Submission 22/12/2020 3. from the RE2/E2 zoned land in the north-east corner.	Response provided for inability to provide north-eastern access.
7 - Revision	18/03/21	Internal request/ reviews	Client request to include footpaths and landscaping to each side of Aldington Rd.
8 - Revision	22/03/21	Internal request/ reviews	
9 - Department Re- sponse Issue	11/06/21	1. The Department notes that additional viewpoints have been added to the Visual Impact Assessment (VIA). However, Viewpoints 2-4 provide little view of the site itself, rather focusing on Aldington Road and the land on the opposite side of the road. Please update the VIA to provide an assessment looking directly towards the site from these points.	Viewpoint 3-4 camera angle updated to view more of the site itself, parallel from Aldington Rd. Visual impact matrix updated to reassess development impacts.
		2. The Department reiterates its previous request for an assessment of the potential visual and overshadowing impacts of the proposed development (including retaining walls) on the adjoining property to the south (230-242 Aldington Road) and the approved place of worship development on that site.	Viewpoint 2 (South western boundary) updated to include view from southern corner of adjoining property. Visual impact matrix updated to reassess development impacts.
10- Revision	12/08/21	Internal request/ reviews	View 2 updated with amendment to fence alignment and building updates. View 3-4 updated with building amendments, no changes to VIA. View 5 updated with removal of roundabout. View 6 updated with inclusion of roundabout and removal of retaining wall.
11 - Revision	16/08/21	Internal request/ reviews	Revision of changes register
12- Revision	09/09/21	Internal request/ reviews	Inclusion of revision to architectural pdf . Updated summary of changes
13- Revision	23/09/21	Internal request/ reviews	Internal amendments.
14 - Revision	1/04/22	Internal request/ reviews	Inclusion of signage locations.
15- Revision	4/04/22	Internal request/ reviews	New Perspective render
16- Revision	26/04/22	Internal request/ reviews	RTS comments and internal commentary

1.0 Introduction



1.1 Purpose of Report

Purpose of Report

Arcadia Landscape Architecture has been commissioned by Ethos Urban to prepare a Visual Impact Assessment (VIA) to identify the potential visual impacts of the proposed 200 Aldington Road Industrial Estate on the surrounding area, identifying design strategies and make recommendations for the identified impacts. In addition, this report would inform the project approval authority, other agencies, and the community about the visual impact of the proposal and what mitigation strategies have been considered. The results of this assessment provide an indication of the expected impacts.

Scope of works

Based on the Planning Secretary's Environmental Assessment Requirements, this VIA will include photomontages and perspectives of the development layout and design. The proposed development VIA will include factors such as: site coverage, setbacks, height, signage etc., particularly in terms of potential impacts on:

- Nearby public and private receivers
- Significant vantage points in the broader public domain
- Arlington Road
- The riparian corridor and wetland on site.



1.2 Methodology

Structure of the Report

This report will review the site location and context of the study area and provide a character assessment of the visual envelope and impact of the proposed industrial estate. This review will be taken from various viewpoints as nominated below.

- Section 1 – Introduction. This section provides an analysis of the local region of the study site. The review will then explore the local landscape setting in reference to the Mamre Rd Precinct Area Plan as well as provide a brief outline of the proposed industrial estate.
- Section 2 – Visual Impact Assessment. Within this section of the report a visual analysis is provided of the proposed site's features such as topography and existing land uses. This analysis will provide a general understanding of the existing landscape character.

With this understanding the locations or viewpoints are nominated. The viewpoints will be used to take the various images of the site. The images are taken, and the viewpoint's coordinates are documented. With this knowledge the viewpoints are located within a Revit model of the proposed development that is digitally positioned within real world coordinates. Digital viewpoints of the site can be captured and then superimposed onto the images taken from site, enabling a credible illustration of 200 Aldington Road industrial estate*. Refer to the following section, Process, for further detail.

The method to measure impact is based on a combination of the sensitivity of the existing area or view to change and the magnitude (scale contrast, quality, distance) of the proposal on that area

or view. The combination of sensitivity and magnitude will provide the rating of the character for a visual impact. This measure or rating is achieved through the use of table 1.

- Section 3 – Mitigation and Recommendation Measures. The section of this report outlines the proposed strategies to mitigate the visual impact of the proposed estate. This section will also provide recommendation measures to mitigate impacts based on site assessment.

**NOTE – The Mamre Road Precinct Report for the Western Sydney Employment Area has been referenced in this document. It has been used to review the local landscape setting in relation to proposed open space, drainage, and environmental conservation.*

It is understood that in this plan, the proposed length of Aldington Road, and the lot at the back of proposed site, has been rezoned for industrial development. To make a satisfactory review of the visual impact of 200 Aldington Road when constructed, predictive measures of adjacent future industrial development has not been taken into account.

Process

On Site

Photo Process

- A photo of each viewpoint under this visual assessment was taken on site.
- A photo of the visual impact was taken, followed by a photo of a compass used through iPhone.

Camera

- The Camera Model used to take the photos was a Canon EOS 7D Mark II
- Camera focal length of 30mm
- All photos were hand held, taken at eye level (1650m from Ground) .

Geolocation

- Each compass photo recorded the photo location co-ordinate, degrees from True North and elevation.
- The longitude and latitude recordings were input into google earth to obtain the viewpoint locations in plan view.
- The project surveyor converted the longitude and latitude data to MGA 94 Plan co-ordinates to align to the existing site survey data.

Revit

- The Architectural Revit model was aligned to MGA 94 Plan co-ordinates, X 296833120.367 and Y= 6252249938.402 provided by the surveyor. MGA 94 Plan co-ordinates of each site photo were input into Revit and located.
- An elevation as per the compass were input into Revit at each MGA 94 co-ordinate plus 1650m eye level.
- A camera view for each viewpoint was creating based off the MGA 94 plan co-ordinates provided from the surveyor's conversion. Each camera view had a corresponding degrees from the compass recorded on site which was modeled accordingly.
- Typography between the site and the photo locations were reviewed to provide a level of accuracy.

Variables

- Due to the lack of camera data Revit can import, the focal length of the camera used, was not able to be included in the process, this may cause variables in accuracy of montages.
- Taking a photo without a tripod may cause in accuracies between Revit model outputs and site photos.
- There was a level of estimation required to determine which trees in the foreground of the site montages were being removed or retained due to project works. This is a common variable which occurs when rendering perspective montages.
- Due to the lack of access on private properties, the visual impact photos were taken up to 1km from the site. Such a distance in photography have the potential to reduce the accuracy in locating site boundaries.

Accuracy Review

- An accuracy review was carried out to ensure any slight inaccuracies that occurred through the process were reduced.
- Due to lack of survey data between the site and the visual impact photos, site elements such as Power Transmission poles, electricity poles, significant mature trees were located in Revit using nearmap location or google earth co-ordinates and modeled to provide a reference point.
- Site boundaries were elevated within the revit model to cross check the location of the model within the montage.
- These processes allowed us to cross references and check the location and scale of the site within the visual montage.

1.3 Background

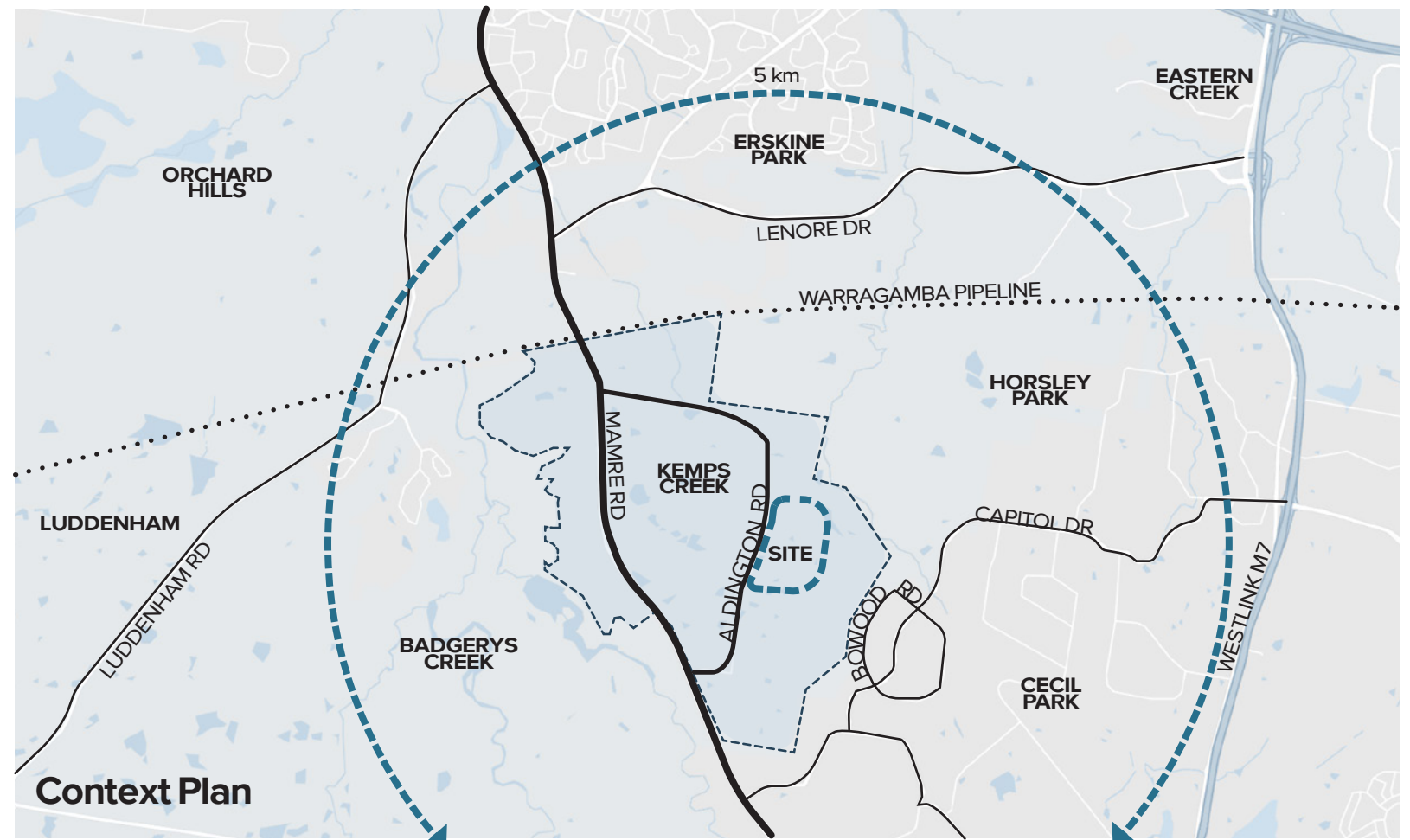
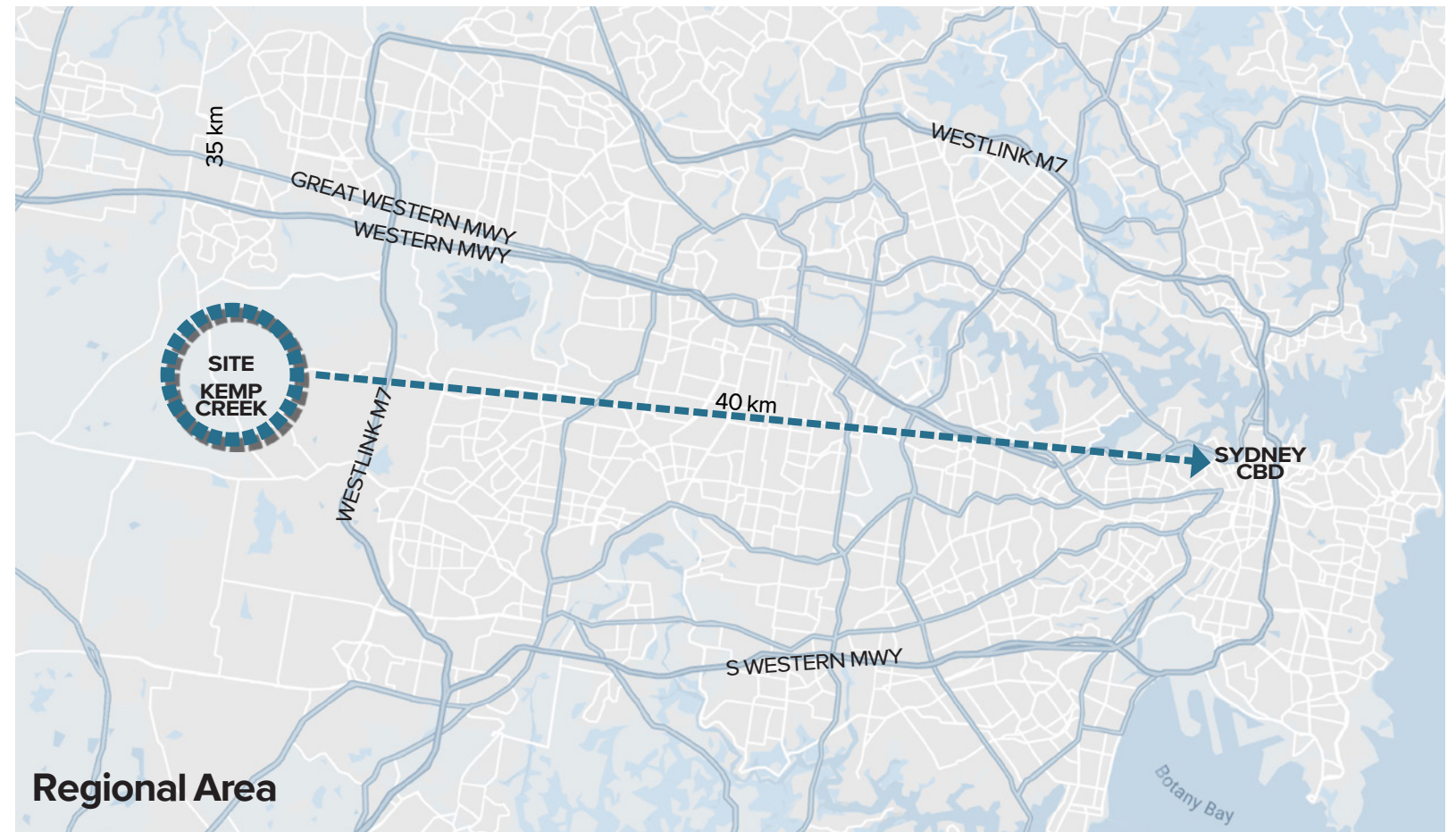
Site Understanding

The Aldington Road Industrial Estate is situated roughly 40 kilometers west of the Sydney CBD and 12km south-east of the Penrith CBD. It is also located approximately 6 kilometers from the Western Sydney International (Nancy-Bird Walton) Airport. The concept plan comprises of 13 development lots for 356,660m² and located within the Penrith Local Government Area (LGA).

This area has been designated to form a part of the Western Sydney Employment Area (WSEA). WSEA is strategically identified industrial and employment land that is a rezoning initiative by the NSW Government - Department of Planning, Industry and Environment. Key operations in the WSEA include manufacturing, warehousing, transport and logistics facilities, the construction of infrastructure, industrial and residential development as well as retail trade to service staff in large business hubs/warehousing estates.

Under the same document the site location also falls under the zoning of Western Sydney Aerotropolis.

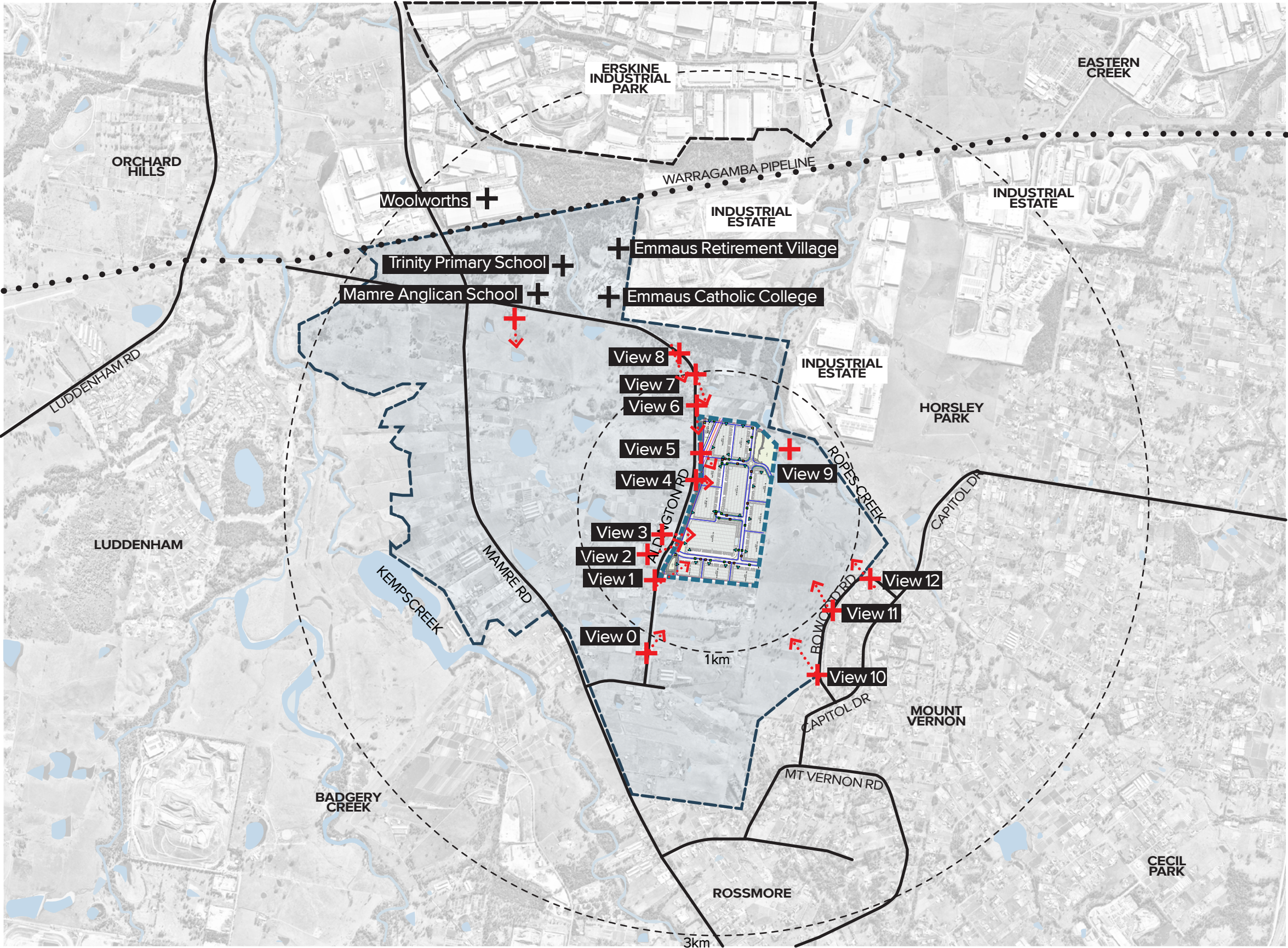
This 200 Aldington Rd proposal will aim to comply with the relevant Mamre Rd Precinct DCP 2021 guidelines.



1.4 Site Location

The site, 200 Aldington Road Industrial Estate is a part of the Kemps Creek suburb. The Retirement Village and Anglican School that borders the Erskine Park Industrial Area, sits north of Kemps Creek. Rural residential and peri-urban lots run along Bowoord rd. West of Kemps Creek, contains a mix of peri-urban lots and low-level industry. The Rossmore suburb sits to Kemp Creek's southern boundary which forms a part of the Western Sydney Aerotropolis. The existing lot numbers of the proposal are 106-228 Aldington Road, Kemps Creek.

- Legend
- Site Boundary
 - Visual Impact Viewpoint Locations
 - Surrounding industries
 - Mamre Precinct Zone, Refer pg 12
 - Erksine Park Industrial Area



1.5 The Project

Project Objectives

The Proposal aims to:
Industrial warehouses of 200 Aldington
Rd

Development Works

The concept plan comprises of site area of 720 906m². Total Building areas of 50 300m², bicycle parking of 50 and carparking 220 spaces. The development will also involve the road widening of Aldington Road and non development lands proposed as basins.



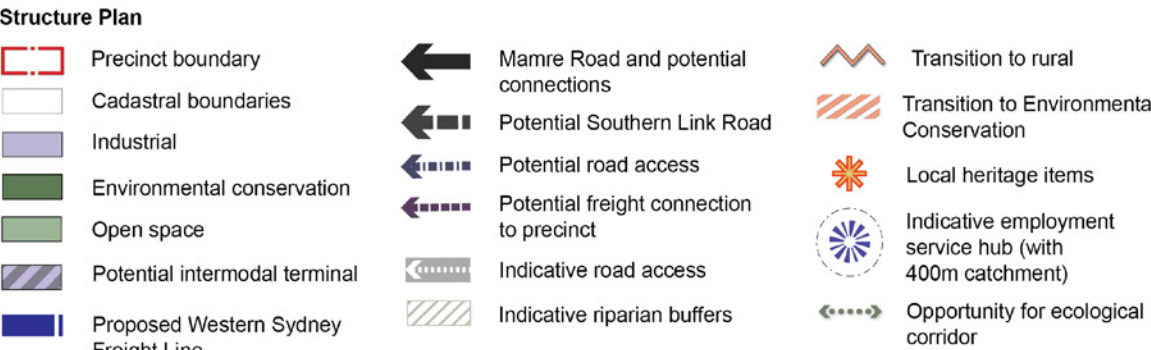
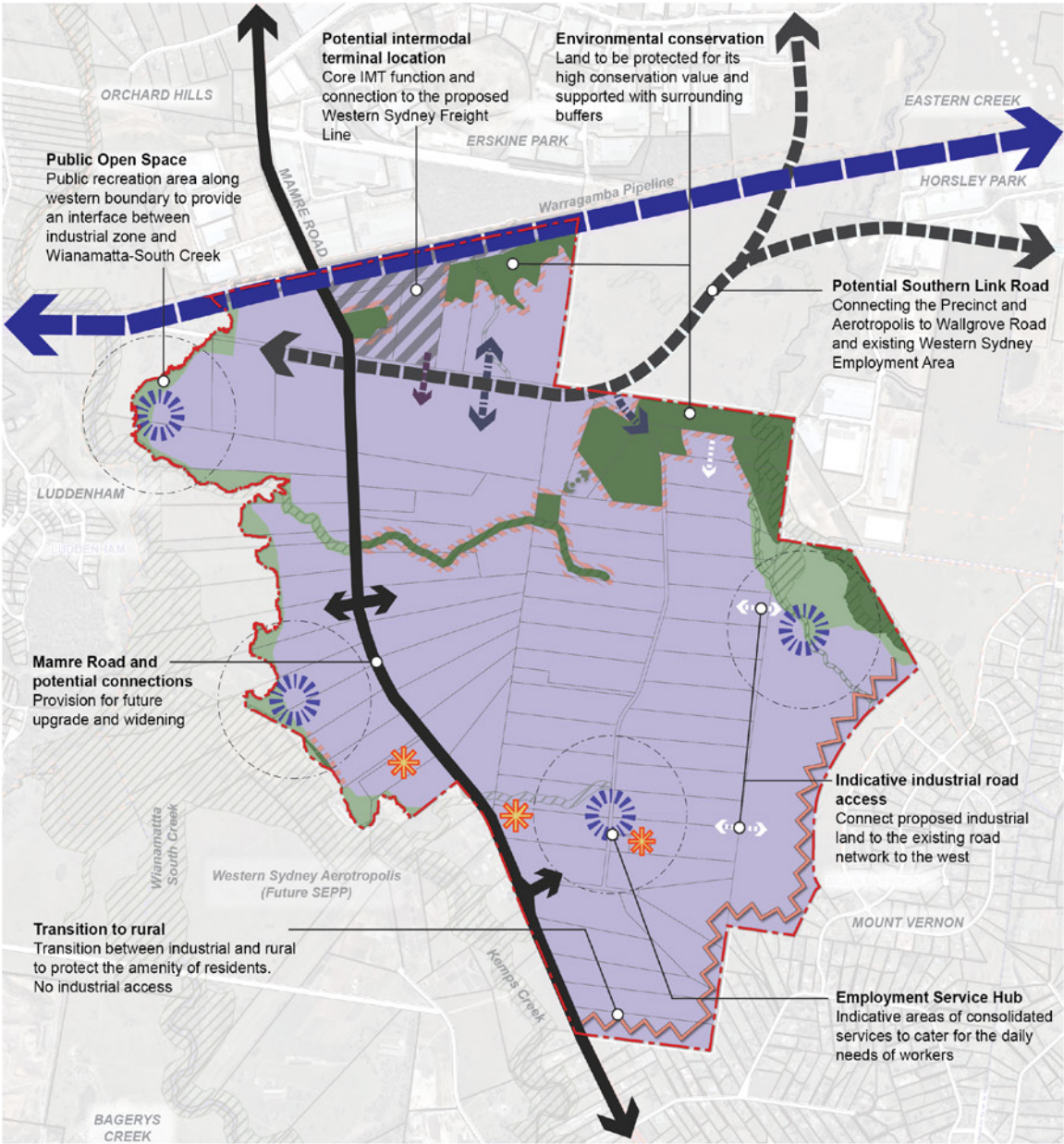
Refer SBA Architects, August, 2020.

1.6 Existing Site Description

The proposed industrial estate is bound by Aldington Road to the west, existing rural properties to the north and south and pastoral land to the east. The proposed industrial estate exists within the Mamre Precinct Structure Plan. (See diagram)

The existing attributes of the site include:

- The site is highly modified from residential and horticultural/agricultural use
- The landform of 106-228 Aldington Road forms a part of the Kemp Creek catchment and Ropes Creek catchment.
- The far north east corner of the 200 Aldington Road sits within proposed drainage/open space areas and within the Ropes Creek corridor nominated for environmental conservation. For further information on this please refer to the associated Environmental Impact Statement.
- An existing transgrid easement crosses over the far northwest corner of the site



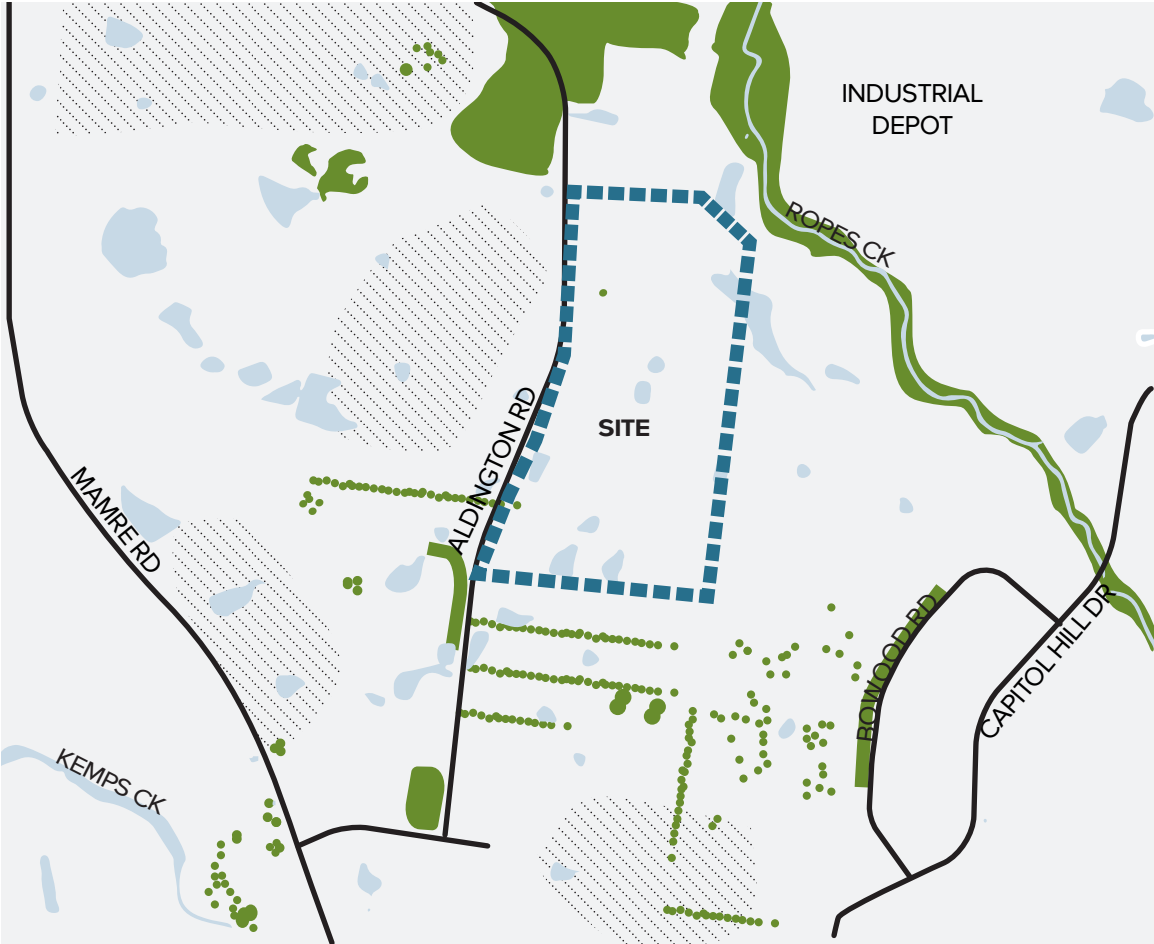
Mamre Rd Precinct, Structure Plan. NSW Gov, June 2020.

1.7.1 Local Landscape Setting

Natural Systems & Topography

Due to the nature of the rural horticultural and husbandry area of the site, there are several dams and water bodies to support the existing land use. Surrounding these water bodies and horticultural areas are scattered canopy tree covers, which act as shelter belts.

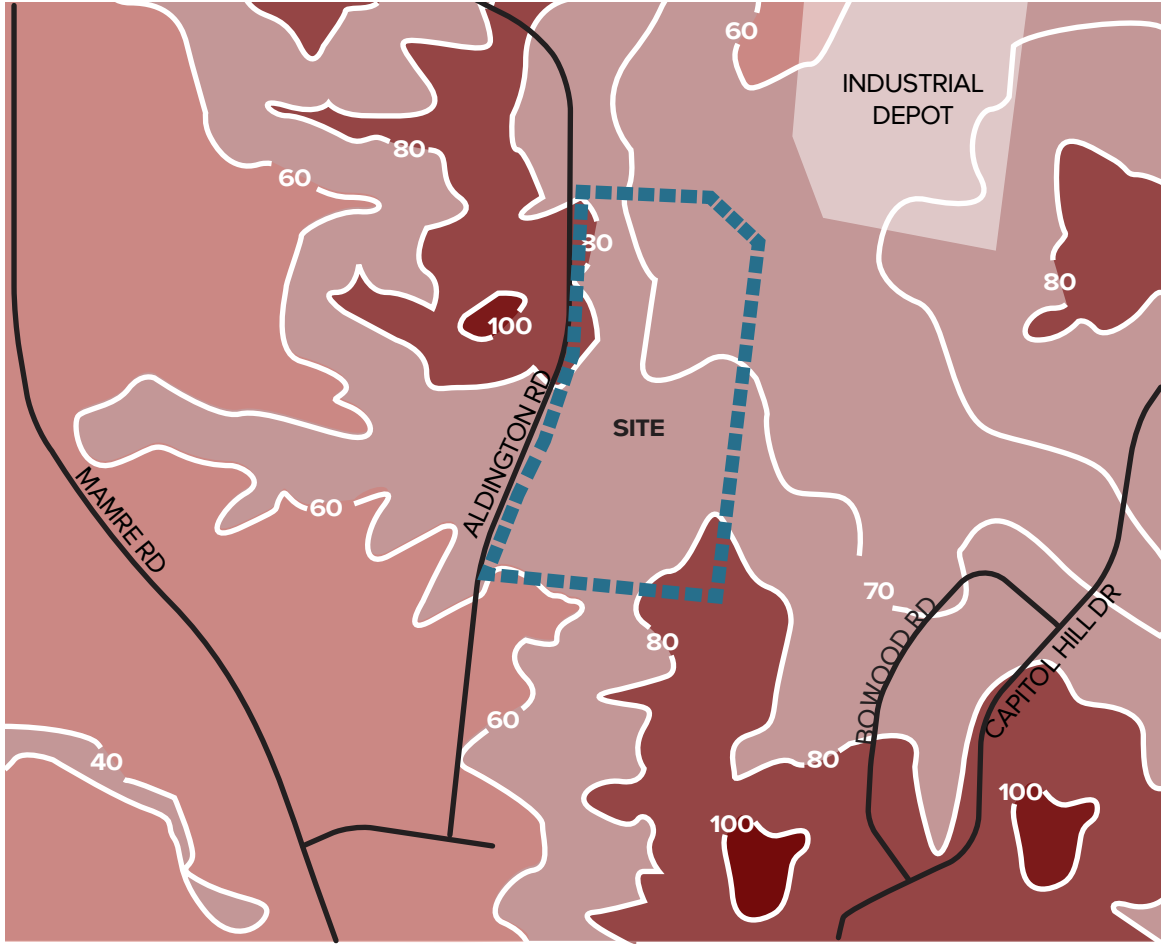
The site spans over the high points of the area sloping down to Mamre Rd. The typography between Mamre Rd and Aldington Rd is separated by a peak in the landform which limits the visibility of the site from Mamre Road. The site flattens out between Aldington Rd and Bowood Rd.



Natural Systems and Canopy Coverage

Legend

- Agricultural and Horticultural, Refer Land use diagram, pg. 12
- Water bodies
- Canopy, Tree cover - refer to pg. 10 for vegetative character
- Rolling Hills



Topography Analysis & Aspect

Legend

- 100m Contour
- 80m Contour
- 70m Contour
- 60m Contour
- 40m Contour

1.7.2 Local Landscape Setting

Vegetation Communities

As noted above the immediate setting for the proposed 200 Aldington Industrial Estate largely consists of peri-urban lots and low-level industry. The remanent and riparian vegetative character is representative of the Cumberland Plain Woodland or River-Flat Eucalypt Forest. The Structure Plan for Mamre Road Precinct – November 2019 highlights existing areas of ecological significance and has been listed as of high conservation value and listed as Endangered Ecological Communities (EEC). Refer to the associated EIS for further information.

The Cumberland Plain Woodlands is the name for the distinct grouping of flora species that are found in clay soils derived from shale on the undulating Cumberland Plain in central New South Wales. The dominant trees occurring in the woodland are Grey Box Eucalypts (*Eucalyptus moluccana*), Forest Red Gums (*Eucalyptus tereticornis*), Narrow-Leaved Ironbarks (*Eucalyptus crebra*) and Spotted Gum (*Eucalyptus maculata*). A variety of other lesser-known Eucalypts as well as shrubs, grasses and herbs are also found. The predominance of the Grey Box and Forest Red Gum makes the community distinctive (Department of Agriculture, Water and the Environment, 2020)

River-Flat Eucalypt Forests are located on the river flats of the coastal floodplains. The taller open tree layer consists of Eucalypts, that exceed 40 m in height, but are often considerably shorter in regrowth stands or in conditions of lower site quality. The most widespread

and abundant dominant trees species include Forest Red Gum (*Eucalyptus tereticornis*), Cabbage Gum (*E. amplifolia*), Rough-barked Apple (*Angophora floribunda*) and Broad-leaved Apple (*A. subvelutina*). A layer of shorter trees can be present that include Feather Honey Myrtle (*Melaleuca decora*), Prickly-leaved Teatree (*M. styphelioides*), Grey Myrtle (*Backhousia myrtifolia*), White Cedar (*Melia azaderach*), River Oak (*Casuarina cunninghamiana*) and Swamp Oak (*C. glauca*). (Office of Environment & Heritage, 2019)



1.7.3 Local Landscape Setting

Land Use Analysis

The land use across and surrounding the site consists predominantly of agricultural and horticultural land uses. These agricultural properties comprise of low level farming with sheds, outbuildings and horticultural amenities.

Rural residential use occupy a small percentage of the site. To the west of the site sits a low level density residential zoning. For this reason, viewpoints along Bowwood Road have been selected to aid visual assessment from this perspective of 200 Aldington Street.

An existing industrial depot is located north east of the proposed site. These include the following: 1. the Oakdale Central Industrial Estate (SSD 6078), 2. Oakdale South (SSD6917), 3. Proposed site of Oakdale West (SSD7448) which will eventually be located north to this proposal.



Land Use Analysis

Legend

-  Irrigated Horticulture
-  Rural Residential and Peri urban lots
-  Research Services Facilities
-  Intensive Animal Husbandry
-  Grazing modified pastures
-  Manufacturing and Industrial



2.0 Visual Impact Assessment



2.1 Visual Assessment Viewpoints

Viewpoint Assessment

This section outlines the impacts of the project from the following viewpoint. The following 12 locations have been used to take viewpoints over the proposed 200 Aldington Rd estate. The co-ordinates for these locations are identified in the table below.

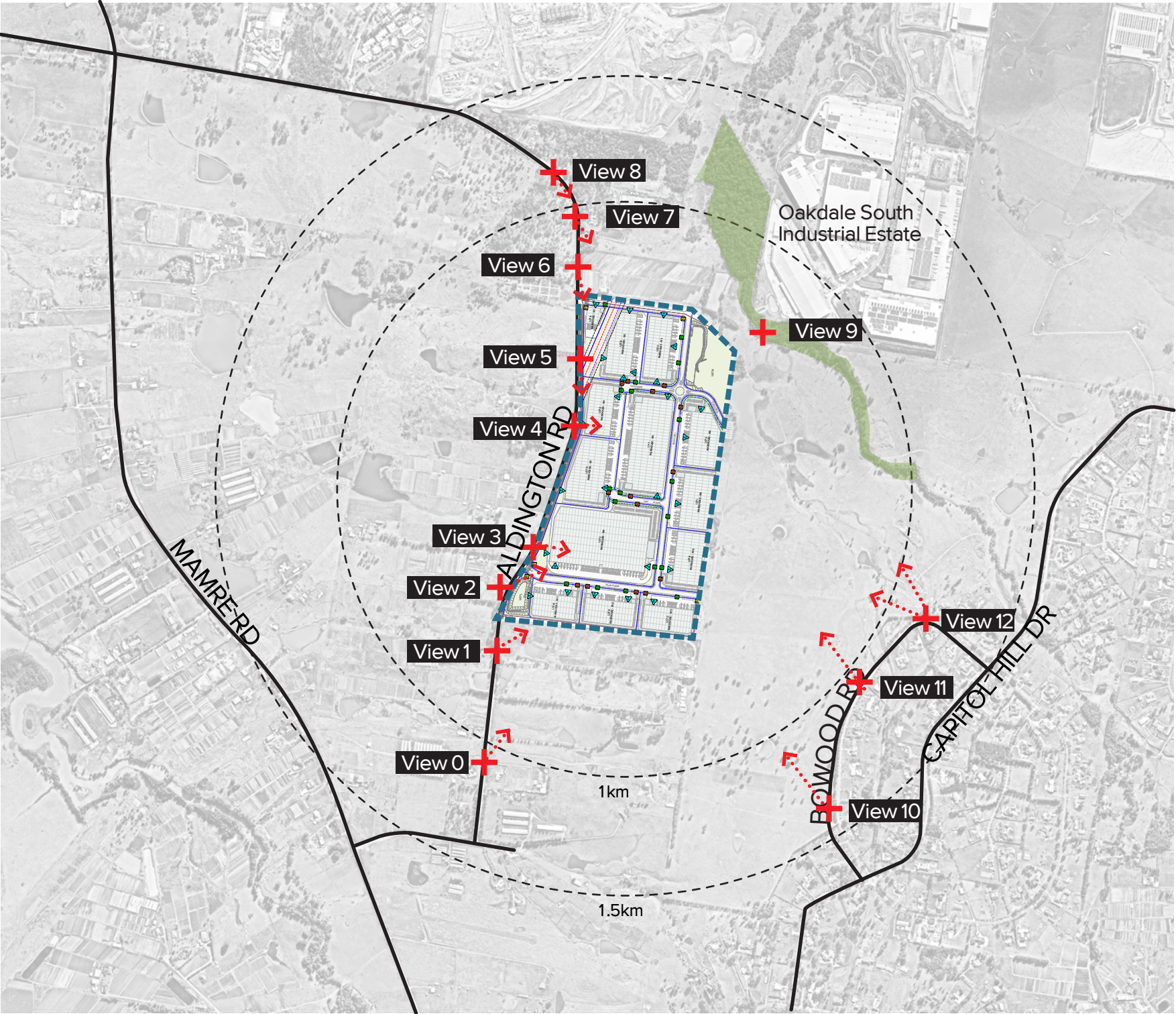
APPROACHING VIEW-POINT NO.	LOCATION	NORTHINGS	EASTINGS
Viewpoint 0	Aldington Rd, South	33 51 7S	150 47 44 E
Viewpoint 1	Aldington Rd, South	33 51 4S	150 47 46E
Viewpoint 2	Aldington Rd, South	33 50 55S	150 47 49E
Viewpoint 3	Aldington Rd, South	33 50 52S	150 47 451E
Viewpoint 4	Aldington Rd, South	33 50 36S	150 47 58E
Viewpoint 5	Aldington Rd, North	33 50 30 S	150 47 60 E
Viewpoint 6	Aldington Rd, North	33 50 19 S	150 47 57 E
Viewpoint 7	Aldington Rd, North	33 50 10S	150 47 56 E
Viewpoint 8	Aldington Rd, North	33 50 7S	150 47 54 E
Viewpoint 9	Access not available *		
Viewpoint 10	Bowood Rd, South	33 51 20S	150 48 33 E
Viewpoint 11	Bowood Rd	33 51 5S	150 48 39 E
Viewpoint 12	Bowood Rd, North	33 50 58S	150 48 46E

* Viewpoint 9 -The north eastern view has not been included in this assessment as the existing warehouse, apart of the Oakdale South Industrial Estate blocks any view of the proposed site due to its mass. The warehouse is also fully gated and security fenced which prevents access behind the estate. Additionally, there is a dense ecological buffer screening the visibility from behind the industrial estate to the proposed site.



Legend

- Site Boundary
- Visual Impact Viewpoint Locations
- Direction of photo taken



2.2 Visual Sensitivity and Magnitude

Sensitivity

The visual sensitivity is based on how sensitive the character of the setting is to the proposed change.

Magnitude

The visual magnitude depends on the scale and contrast of the proposal and its visual integration of form, line, shape, pattern, colour and texture. Viewer access also influences the visual magnitude.

The proceeding viewpoints will be accessed individually and provided a rating as per the Landscape Character and Visual Impact Rating Matrix.

		Magnitude					
		High	High to Moderate	Moderate	Moderate to low	Low	Negligible
Sensitivity	High	High Impact	High Impact	Moderate-high	Moderate-high	Moderate	Negligible
	High to Moderate	High Impact	Moderate-high	Moderate-high	Moderate	Moderate	Negligible
	Moderate	Moderate-high	Moderate-high	Moderate	Moderate	Moderate-Low	Negligible
	Moderate to low	Moderate-high	Moderate	Moderate	Moderate-Low	Moderate-Low	Negligible
	Low	Moderate	Moderate	Moderate-Low	Moderate-Low	Low Impact	Negligible
	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible

Table 1: Landscape Character and Visual Impact Rating Matrix.

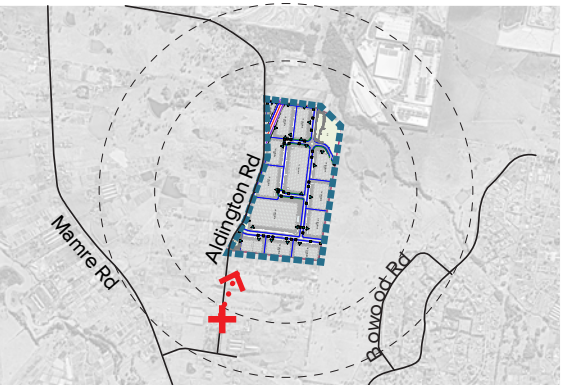
2.3 Viewpoint 0 ALDINGTON ROAD EXISTING SITE

Existing Site

Legend

- Site Boundary
- Visual Impact Viewpoint Locations
- Direction of photo taken
- Co-ordinates : 33 51 7S 150 47 44E

Key Plan



2.4 Viewpoint 0 ALDINGTON ROAD VISUAL MONTAGE

Visual Montage

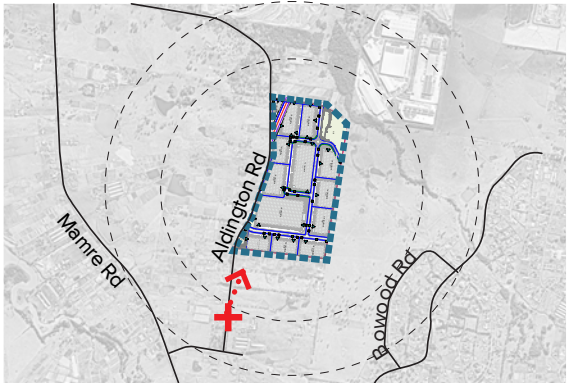
Viewpoint 01- This view facing north along Aldington Road represents an outlook of a public receiver traveling in a vehicle. The view of the proposed development sits approximately in the middle left hand portion of the image, just below the horizon line. The cluster of existing trees in the foreground and middle ground largely screen the proposal and a low impact value has been assigned.*

**Note that the below perspective does not include the proposed landscape to 200 Aldington Road. During the time of documentation of this report, only Stage 1 of the masterplan had been detailed with landscape treatments.*

Legend

- Site Boundary
 - Visual Impact Viewpoint Locations
 - Direction of photo taken
- Co-ordinates : 33 51 7S 150 47 44E

Key Plan



2.5 Viewpoint 1 ALDINGTON ROAD EXISTING SITE

Existing Site

Legend

- Site Boundary
 - Visual Impact Viewpoint Locations
 - Direction of photo taken
- Co-ordinates : 33 51 4S 150 47 46E
60m Latitude 38 degrees North East

Key Plan

