

Kemps Creek Warehouse, Logistics and Industrial Facilities Hub, Kemps Creek - **SSD 9522**

**VISUAL IMPACT ADDENDUM REPORT - PROPOSED MODIFICATION 3 COMPARISON AGAINST  
APPROVED MODIFICATION 1 SCHEME**

Report Ref: **180815\_MOD3\_RPT\_AVIA02**

Prepared for



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# 1.0 INTRODUCTION

## 1.1 Project Background

This Visual Impact Addendum Report (AVIA02) relates to a proposed Modification 3 (MOD3) of the approved SSD-9522 at Kemps Creek Warehouse, Logistics and Industrial Facilities Hub. The revised Modification Scheme comprises of an industrial estate including 7 warehouses with ancillary buildings, parking areas, entry road and associated earthworks and landscaping.

As per the previous Modification 1 submission, the client is also seeking approval for bulk earthworks carried out on adjacent lots as indicated within the modification masterplan. These lots will be subject to a future buildings application.

A request for Secretary's Environmental Assessment Requirements (SEARs) was first submitted to the Department of Planning, Industry and Environment (DPIE) in Aug 2018. An extensively detailed Landscape and Visual Impact Assessment was carried out for the original SSD-9522 submission. This report should be read as an addendum to the original LVIA01 (Rev L) report and AVIA01 (Rev C) report which relate to the Approved Scheme and Approved Modification 1 scheme (MOD1).

Modification 1 SEARs were issued by the DPIE in Feb 2021, this addendum report aims to provide the following information regarding the proposed Modification 3:

### Urban Design and Visual :

- updated detailed architectural and landscape plans
- a visual impact assessment of the modification on the amenity of the surrounding area, taking into consideration changes in the extent of fill required for the site and the final ground levels
- an assessment of the modification in relation to State Environmental Planning Policy (Western Sydney Employment Area) 2009, the approved site-specific Development Control Plan and the Draft Mamre Road Precinct Development Control Plan.

For a detailed summary of the MOD3 design changes refer to section 5.0.

## 1.2 This Report and Author

Geoscapes Pty Ltd, has been commissioned by Altis and Frasers, to produce a second Visual Impact Addendum Report for the above proposed modification. This report has been written by Ben Gluszkowski (Director and Registered Landscape Architect) who has over 17 years' experience in the field of Landscape Architecture. He has previously been involved in high profile LVIA's on developments within the UK, including the M1 & M62 motorway road widening, several wind farms and energy from waste facilities (EFW).

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

Habit8 have prepared landscape design drawings. These documents detail landscape treatments to the site exterior, and should be read in conjunction with this report.

# 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, its 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 an industrial estate into 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 LVIA written by Geoscapes is considered to use a methodology and approach that is appropriate to this type of development.

## 2.2 Computer Generated Visualisations - Photomontages

MOD 3 photomontages have been produced from the same locations as those carried out for the original approval in report LVIA01.

Photography for the photomontages was undertaken by Geoscapes using a Canon 60D (DSLR) camera. A 50 mm focal length prime lens was attached to the Canon.

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

Those viewpoints selected for photomontages, have been presented in this report alongside the Approved MOD 1 Scheme on the same sheet for ease of comparison. The computer-generated images include a representation of landscape mitigation both immediately following installation (which have been described as year 0) and years 5 - 15 years. It is important to note, that the year 15 images are simulations of how proposed landscaping may appear at a selected viewpoint. The final appearance of landscape mitigation will be based on many factors, including growth rates, maintenance and environmental conditions.

The assessment undertaken at year 15 assumes that such mitigation has had the opportunity to establish, mature and become effective. For the purposes of most LVIA's, year 15 effects are also taken to be the 'residual effects' of the development. Residual effects are those which are likely to remain on completion of the development and are to be given the greatest weight in planning terms. Any visual impacts determined from viewpoint locations (which have been assessed in section 7.0 of this report), are based on the year 15 residual effects. In certain photomontages there may be little or no difference between Year 0 or Year 15 images, this may be due to the development being partially obscured, that there is no proposed landscaping on a particular side of a development or that landscaping would be behind existing landscaping in the foreground.

The horizontal field of view within the photomontages exceeds the parameters of normal human vision. However, in reality the eyes, head and body can all move and, under normal conditions, the human brain would 'see' a broad area of landscape within a panoramic view. Each of the photomontage panoramas within this report has a horizontal viewing angle of 67°, a single photographic image from a 50mm lens has a horizontal viewing angle of 39.6°.

Whilst a photomontage can provide an image that illustrates a photo realistic representation of a development, in relation to its proposed location and scale relative to the surrounding landscape, it must be acknowledged that large scale objects in the landscape can appear smaller in photomontage than in real life. This is partly due to the fact that a flat image does not allow the viewer to perceive any information relating to depth or distance.

An extract taken from the Photography and Photomontage in Landscape and Visual Impact Assessment, Landscape Institute Advice Note 01/11 states that:

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

## 2.3 Visual Receptor Sensitivity

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, travellers on a highway may be considered likely to be more sensitive due to its 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, DoPE]. 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 below in the table 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/Approved Scheme, 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 approved situation. Long range views with a negligible part of the view affected.

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

2.4 Significance of the 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 below:

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.

2.5 Visualisation of the Development

Morphmedia were engaged to develop a digital three-dimensional model using Autodesk 3Ds Max. The model included all aspects of the proposed development combined with the landscape design and mitigation proposed by Geoscapes.

Views were generated from the model that matched the camera positions of photographs taken from selected viewpoints. These were then combined with the photographs to create simulated views of the proposal.

Photomontage figures are intended to be printed at A3 and 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 and held in a flat projection.

2.6 Viewpoint Selection

The visual impact from receptors has been assessed based on the criteria described in Section 2.4. As MOD 3 only proposes changes to warehouse buildings north of Bakers Lane only those visual receptors likely to receive a change in view have been selected. Viewpoint VP22 has been added to represent views from the South Creek RE1 corridor and VP23 added to represent potential visual impacts upon the RE1 land in Lot 14 adjacent to Warehouse 4.

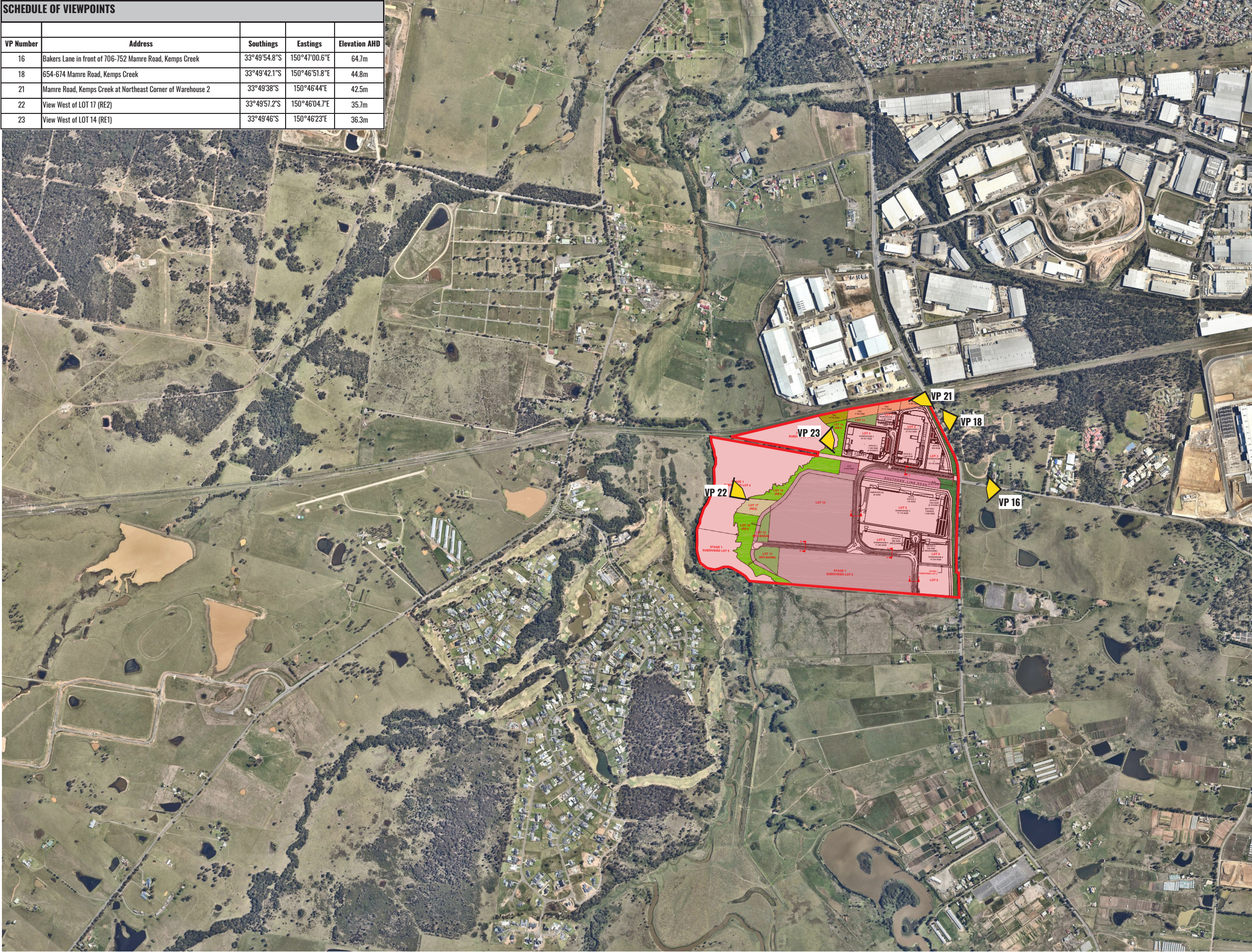
Viewpoints that are assessed within this report are as listed below:

- Bakers Lane in front of 706-752 Mamre Road, Kemps Creek - (VP16)
- 654-674 Mamre Road, Kemps Creek - (VP18)
- Mamre Road, Kemps Creek at Northeast Corner of Proposed Warehouse 2 - (VP21)
- View West of LOT 17 (RE2) - (VP22)
- View West of LOT 14 (RE1) - (VP23)

The symbols and numbering in Figure 1, indicate the locations of the viewpoints as listed above. From viewpoint locations, photomontages have been generated to represent as closely as possible views of the proposed modification development following construction at Year 0, Year 5, Year 10 and at Year 15. Year 15 photomontages are used to simulate proposed landscape mitigation at full maturity.

Refer to the visual impact assessment at Section 7.0 of this report and the corresponding viewpoints.





SITE BOUNDARY

VP

PHOTOMONTAGE LOCATION

Figure 1: Viewpoint Locations



## 3.0 APPROVED MOD 1 PLAN AND MOD 3 DESCRIPTION

### 3.1 Approved Kemps Creek Modification 1 SSD Plan

Situated in the figure below is the approved Modification 1 Kemps Creek SSD Application plan. The plan was approved on in Sep 2021 by the Department of Planning, Industry and Environment. The AVIA01 - MOD 1 report related to the site plan below.

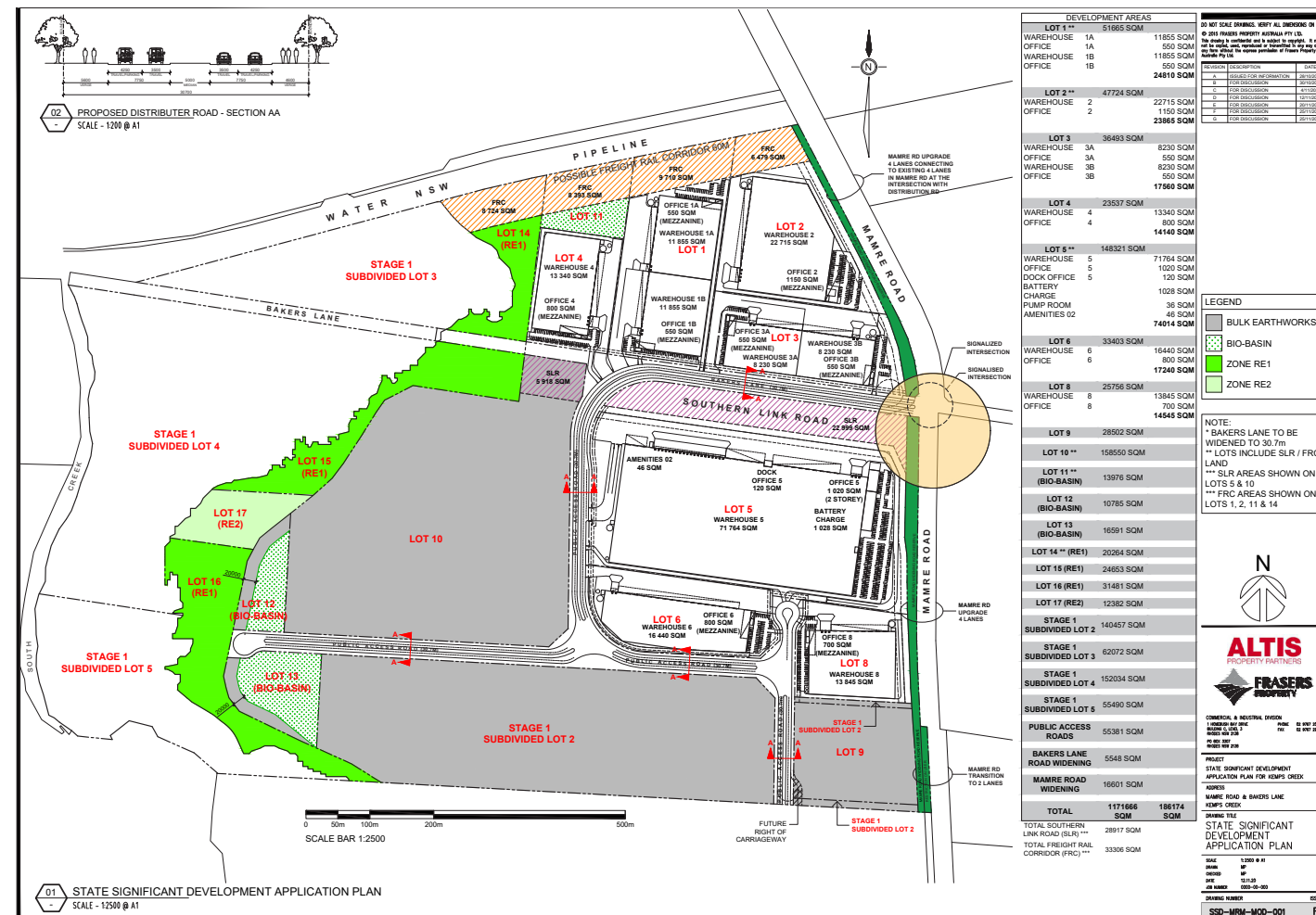


Figure 2: Approved Modification 1 Kemps Creek SSD Plan (Source: Frasers & Altis)

### 3.2 Proposed Modification 3 Kemps Creek SSD Plan

Situated in the figure opposite is the is the proposed Kemps Creek Modification 3 Site Plan. This revised plan is used for the purpose of assessment within this AVIA02 report. The main change (with regards to visual amenity of the built form) from the original SSD, is the revised subdivision layout to lots north of the southern link road. For detailed information regarding the built forms, refer to Section 4.0.

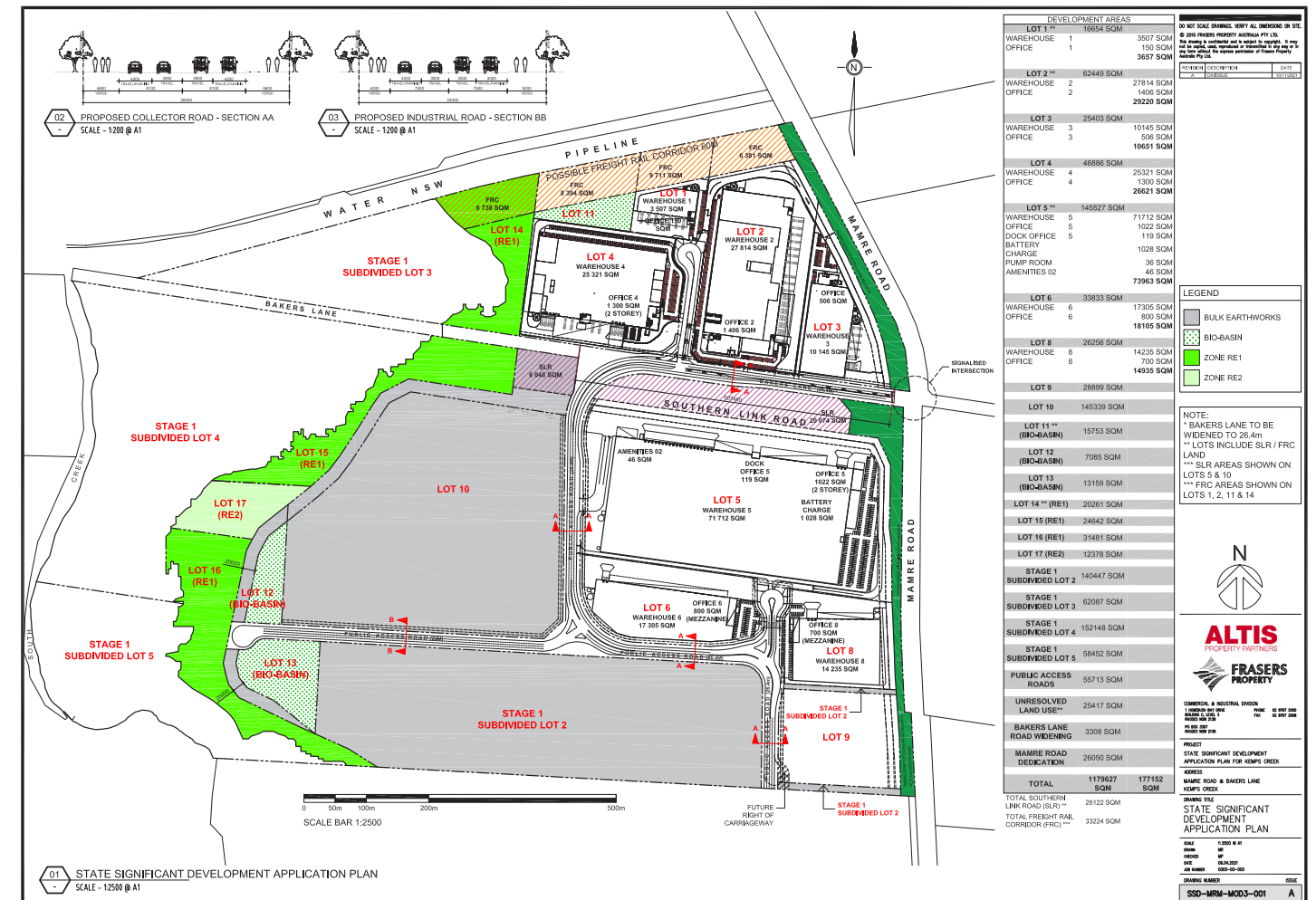


Figure 3: Proposed Modification 3 Kemps Creek SSD Plan (Source: Frasers & Altis)

### 3.3 Planning Context

Relevant planning controls were considered in the original LVIA report for the Approved Scheme (refer to LVIA-01). Since the submission of the previously approved LVIA report (Aug 2020), the Draft Mamre Road DCP was placed on exhibition in Dec 2020 and finalised in November of 2021. The DCP provides planning controls for future development in the Mamre Road Precinct including building design control, a road network, drainage strategy, landscaping and biodiversity control.

This AVIA02 report considers the final DCP and relevant objectives for the Proposed Development. Sections of particular relevance would include:

#### - 3.2 Views and Visual Impacts

#### Objectives

- To protect the amenity of adjoining rural-residential areas and other sensitive land uses, whilst facilitating employment-generating uses.
- To protect significant landscape features and view corridors including to Wianamatta-South Creek.

c) To consider topography and the natural landscape in the design of subdivisions.

#### Controls

- 1) The design of subdivisions and building orientation should respond to the significant landscape elements and view corridors identified in Figure 11, including Mount Vernon, Wianamatta-South Creek and Ropes Creek. Development applications should demonstrate how the natural features of the site have influenced the design.
- 2) Site design shall retain visual connection with the blue-green network, ridge lines and vistas.
- 3) The design of lots adjoining Mamre Road, Southern Link Road, and Aldington/Abbotts Road shall promote a high-quality landscape character.
- 4) Subdivision development applications for land on ridgelines and highpoints shall give careful consideration to the potential siting and scale of buildings.
- 5) All retaining walls must include mature tree planting along the top of the retaining wall to mitigate the visual impact of buildings when viewed from sensitive locations (refer Figure 9). Sufficient deep soil shall be available to accommodate a mature screening tree.

It is believed that the development has considered the objective and controls of the Mamre Road Precinct DCP, site specific Mamre South - Land Investigation Area Development Control Plan and the State Environmental Planning Policy (Western Sydney Employment Area) 2009 for the reasons as listed below:

- The development is situated behind South Creek, this provides existing screening of the development to residential visual receptors in the suburbs of Luddenham and Twin Creeks. This is supplemented by proposed screen planting to the western development boundary as shown on the landscape masterplan.
- The proposed development site has been located on the lowest area of the South Creek Basin, helping to reduce visual impacts.
- Buildings have been sited to reduce their visual impact, with the taller warehouse 4 situated back from Mamre Road and is screened by RE1.
- Significant landscape planting is proposed adjacent to Mamre Road (refer to landscape plans by Habit8), this helps to maintain the sense of rural character by utilising native and endemic plant species.
- View corridors have been maintained as per those shown in Figure 11 of the Mamre Road Precinct DCP, an example of this is shown in Viewpoint 16, where views to the Blue Mountains from Bakers Lane are maintained. High quality landscape will enhance Bakers Lane and the future Southern Link Road.
- The building design is in keeping with First Estate and Erskine Business Park immediately to the north. This presents a unified design to visual receptors along road networks, public open space and residential dwellings. The scale and character of the development is therefore, compatible with other employment-generating development in the precinct.
- Setbacks have been included as per the site specific Mamre South - Land Investigation Area Development Control Plan. This includes a setback of 20m to Mamre Road.
- The amenity of the RE1 land identified in the SEPP WSEA immediately along the southern boundary has been considered with a 5m setback to allow for landscape screening.
- High quality building design and facade treatments have been incorporated along buildings to Mamre Road and important intersection nodes such as Bakers Lane and the future Southern Link Road.

## 4.0 DEVELOPMENT PROPOSALS

The following information is based on an assessment of the SSD Modification 3 drawings provided by Frasers and HLA Architects. Refer to Figures 2,3, 4a and 4b. As a result of design development within the northern area of the site, a number of modifications and lot and built form reconfigurations are proposed to the SSD-9522 MOD 1 consent. These changes will have a minor environmental impact in comparison to the previous consent issued for the site and is anticipated to constitute a Section 4.55 (1A) modification.

### 4.1 Overall Design Changes - Modification 3

MOD 3 is in response to Condition B18 as part of the SSD-9522 development consent, raised through consultation with Transport for NSW (TfNSW) in relation to the internal road network and the SLR, and the Lots 1-4 north of Bakers Lane. The condition from TNSW relates to minimising access points along Bakers Lane through the inclusion of a new cul-de-sac road. The proposed cul-de-sac connection is placed at a suitable distance from the future signalised intersection between Mamre Road and the SLR to ensure there are no disruptions to traffic conditions at this critical node.

In summary, the proposed modifications as part of MOD 3 include:

- Change in warehouse layout north of Bakers Lane with a reduction in overall GFA whilst retaining a total of 4 warehouse buildings within Lots 1, 2, 3 and 4. These changes include:
  - Lot 1 site area has been reduced and shifted to the north, along the northern boundary of the site in order to make way for the new cul-de-sac road,
  - Lot 2 site area has been increased to extend from the northern boundary of the site to Bakers Lane, which reduces the site of Lot 3,
  - Lot 3 site area has been reduced due to the repositioning of Lot 2, and
  - Lot 4 site area has been increased, with a direct frontage to the cul-de-sac road.
- Overall decrease in warehouse GFA by 10,520 m<sup>2</sup>, from 80,375 m<sup>2</sup> to 69,855 m<sup>2</sup>.
- Reduction in available warehouse tenancies from six (6) to four (4).
- Reduction in overall warehouse building height from the highest building height previously approved under SSD-9522 at 26m, to a maximum of approx.21.6m.
- Inclusion of cul-de-sac road off Bakers Lane providing vehicular access to the reconfigured warehouse lots to address condition B18 of the consent.
- The following changes to Lots 1-4 warehouses:
  - Warehouse 1: reduction in GFA and building height to remain as the previous consent.
  - Warehouse 2: increase in GFA and a reduction in building height.
  - Warehouse 3: reduction in GFA and building height to remain as the previous consent.
  - Warehouse 4: increase in GFA and building height.

### 4.2 Height / Scale of Modification Buildings

- Building 1: 13.7 m
- Building 2: 14.6m
- Building 3: 13.7 m
- Building 4: 21.65 m

Building 2 has reduced in height from 26m to 14.7m.

### 4.3 Colour / Materials & Finishes

Colours and finishes will remain the same as the MOD 1 scheme.



#### 4.4 Signage & Lighting

Signage and lighting aims and objectives remain the same as the MOD 1 scheme.

#### 4.5 Acoustic Barrier

An acoustic barrier will be installed if required as noted in the SSD-9522 OPERATIONAL NOISE ASSESSMENT FOR MODIFICATION report. If installed this will be 3m in height and located along Mamre Road adjacent to Lot 2 & 3. Landscaping will reduce visual impacts by screening the wall following maturity.

#### 4.6 Roof Equipment

Warehouse 2 and 4 will have a number of rooftop AC plants with louvered screening as shown in the architecture elevations in Figures 4a and 4b. The tallest of these will have an RL of 18.1m above FFL and have been considered within Section 7.0. Mature landscaping is expected to obscure views of the plant equipment.

#### 4.7 Summary

The SSD Modification 3 proposes a change to decrease the footprint and height of warehouse buildings to the north of the southern link road, this is considered to be beneficial to visual amenity and should generally reduce visual impacts from the approved scheme. Refer to section 7.0 for further details.

## 5.0 LANDSCAPE STRATEGY, DESIGN AND MITIGATION

Landscape design and strategy is based on the same approach as the MOD1 Scheme and follows the same principles as laid out in report LVIA01. Landscape plans have been updated to reflect the MOD 3 design.

#### 5.1 Strategy and Mitigation

This remains unchanged refer to Landscape & Visual Impact Assessment report LVIA01.

#### 5.2 Detailed Landscape Proposals

Refer to landscape modification plans completed by Habit8.

## 6.0 LANDSCAPE IMPACT ASSESSMENT

#### 6.1 Significance of Impact

This remains unchanged as per the original LVIA01 and AVIA01 report and is judged to be **minor**.

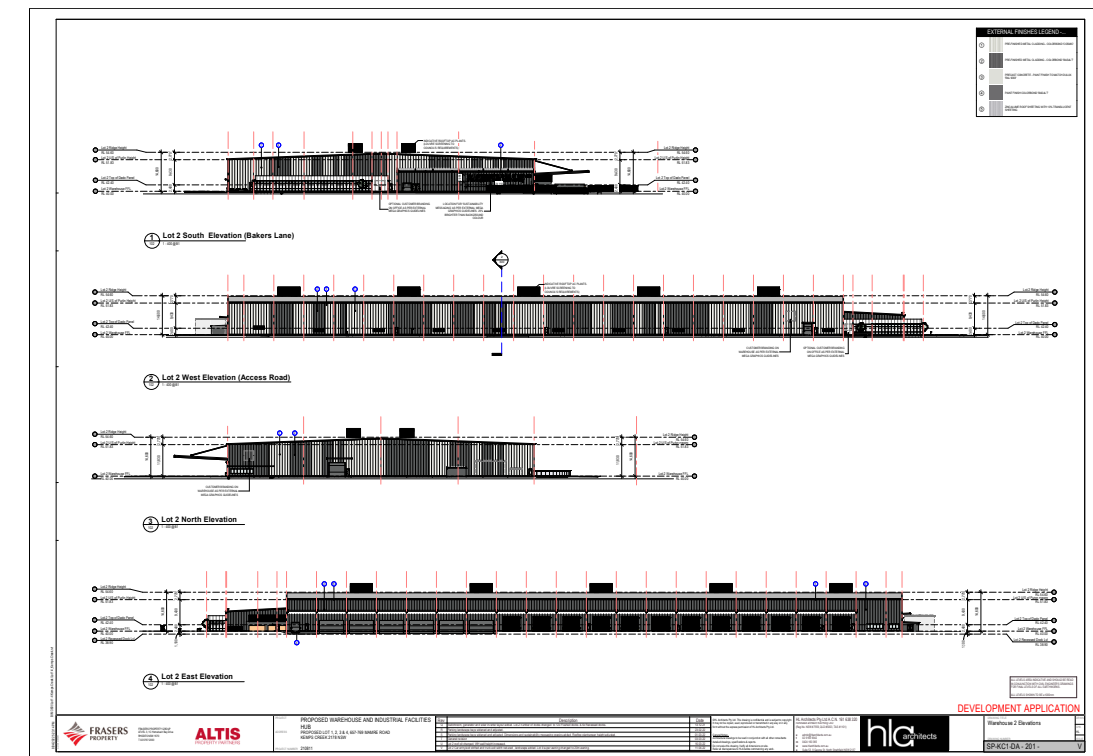


Figure 4a: Warehouse 2 Elevations - (Source: HLA Architects)

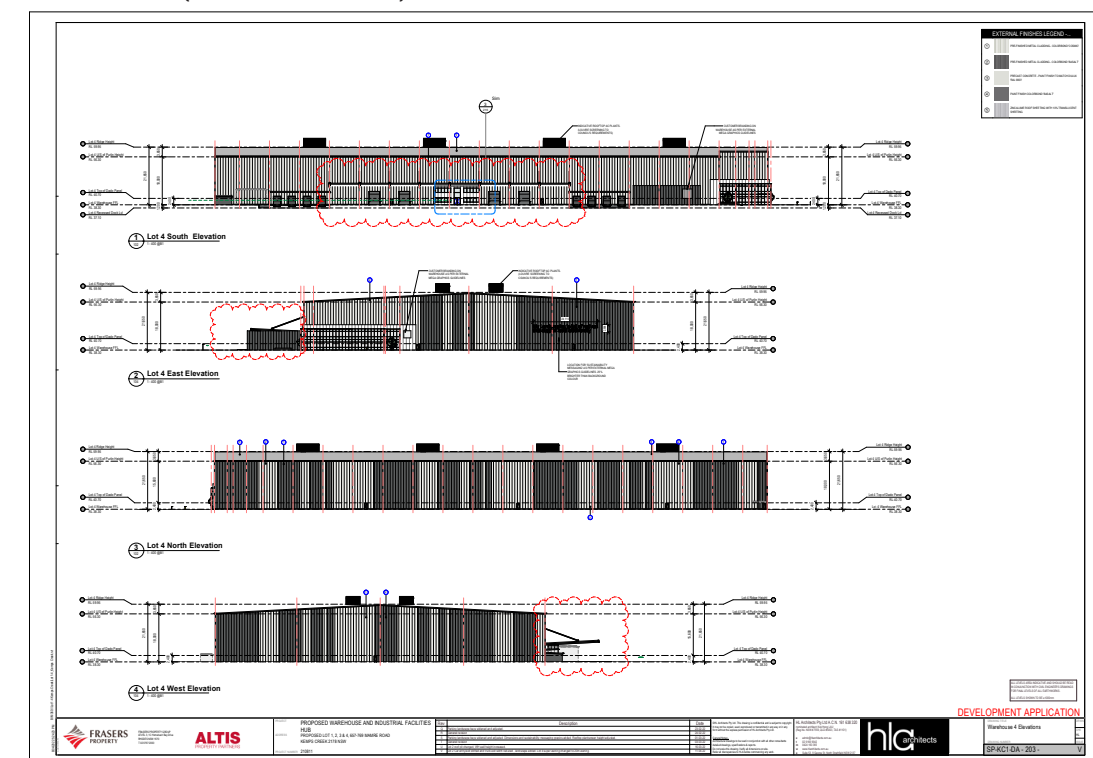
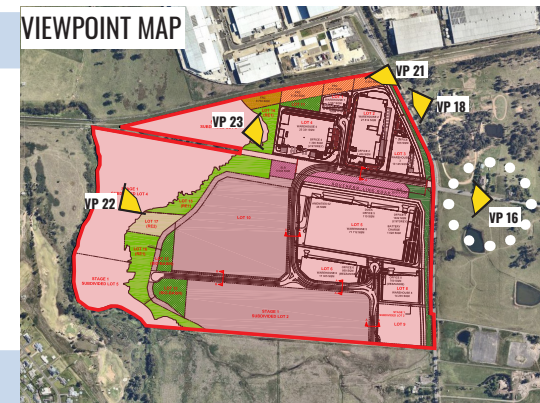


Figure 4b: Warehouse 4 Elevations - (Source: HLA Architects)

# 7.0 VISUAL IMPACT ASSESSMENT MOD 3 PROPOSAL

## 7.1 Viewpoint 16

Viewing Location	Bakers Lane in front of 706-752 Mamre Road, Kems Creek
GPS	33°49'54.8"S 150°47'00.6"E
Elevation (Eye-level)	64.7m
Date and Time of Original Baseline Photograph	7th September 2018 - 12.55pm
Approved MOD 1 Scheme & MOD 3 Photomontage Figure	Figures 5a, 5b, and 5c
Visual Description	
Approx. Viewing Distance from Site Boundary	300m
View description & prominence of the development	<p>This view is taken on Bakers Lane in front of 706-752 Mamre Road and is representational of the dwelling and also people traveling by car in a westerly direction along Bakers Lane. It is typical of the surrounding character experienced in the area, with farmland and scattered trees present in the foreground and views to the Blue Mountains on the horizon.</p> <p>The MOD 1 Scheme will be highly dominant in the view with Bakers Lane and the Southern Link Road centered presenting both sides of the development.</p>
Significance of Visual Impact of Approved Scheme	Moderate/minor (refer to assessment of visual impacts in previous LVIA01 report)
Significance of Visual Impact of MOD 1 Scheme	None (no further impacts)
MOD 3 Visual Receptor Sensitivity	The MOD 1 scheme is highly apparent in the view in the horizontal extent, though this will be softened by proposed vegetation. The combination of the Approved MOD 1 Scheme together with the fact that the receptors at the is location would predominately be motorists, results in a sensitivity that is judged to be <b>very low</b> .
MOD 3 Magnitude of Change against the Approved MOD 1 Scheme	As seen in the photomontaged at this location, the northern buildings may appear slightly more visible following the update to the landscape design. The roof equipment to warehouses 2 and 4 would form small components and is expected to be screened at year 15. Overall changes would be small and therefore, it is judged that the magnitude of change is <b>low</b> .
Significance of Visual Impact of Modification 3 Scheme against the Approved MOD 1 Scheme	The visual impact of the Modification 3 scheme when compared with the Approved MOD 1 Scheme at this location is judged to be <b>negligible</b> .







Existing View - Sep 2018



SSD-9522 MOD 1 Approved Scheme Photomontage - All Buildings Year 15





Existing View - Sep 2018



SSD-9522 MOD 3 Proposed Scheme Photomontage - Year 0



SSD-9522 MOD 3 Proposed Scheme Photomontage - Year 5

Figure 5b: Viewpoint 16 - Bakers Lane in front of 706-752 Mamre Road, Kemps Creek (Proposed MOD 3 Photomontage Y0 & Y5)

Approx Angle of View - 67°





Existing View - Sep 2018



SSD-9522 MOD 3 Proposed Scheme Photomontage - Year 10



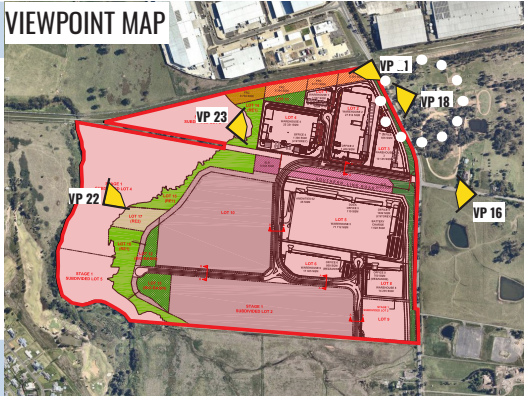
SSD-9522 MOD 3 Proposed Scheme Photomontage - Year 15

Figure 5c: Viewpoint 16 - Bakers Lane in front of 706-752 Mamre Road, Kemps Creek (Proposed MOD 3 Photomontage Y10 & Y15)

Approx Angle of View - 67°



## 7.2 Viewpoint 18

Viewing Location	654-674 Mamre Road, Kemps Creek - Looking West	VIEWPOINT MAP 
GPS	33°49'42.1"S 150°46'51.8"E	
Elevation (Eye-level)	44.8m	
Date and Time of Original Baseline Photograph	10th September 2018 - 12.37pm	
Approved MOD 1 Scheme & MOD 3 Photomontage Figure	Figures 6a, 6b and 6c	
Visual Description		
Approx. Viewing Distance from Site Boundary	100m	
View description & prominence of the development	At a distance of only 100m to the site boundary properties at this location are the closest residential visual receivers of the development. First Estate industrial buildings can be seen and the Approved MOD 1 Scheme is highly apparent behind the existing vegetation within the property. As this location is at the same approximate ground level of the development site views to the horizon and Blue Mountains are not as prominent due to the presence of an existing belt of vegetation associated with South Creek.	
Significance of Visual Impact of Approved Scheme	Moderate (refer to assessment of visual impacts in previous LVIA01 report)	
Significance of Visual Impact of MOD 1 Scheme	None (no further impacts)	
MOD 3 Visual Receptor Sensitivity	With the introduction of the Approved MOD 1 Scheme into the view, industrial development now forms a major part of the receptor's view corridor. It is judged that the sensitivity of this visual receptor is reduced to <b>low</b> .	
MOD 3 Magnitude of Change against the Approved MOD 1 Scheme	Warehouses 2 & 3 are now of smaller vertical scale than Warehouse 2 from the Approved MOD1 Scheme and the roof equipment to warehouses 2 and 4 would be well screened by existing vegetation. This results in less visual impact than the MOD 1 Scheme and therefore, it is judged that there is in fact a beneficial magnitude of change in the view when compared against the MOD 1 Scheme. This magnitude of change is judged as <b>medium</b> .	
Significance of Visual Impact of Modification 3 Scheme against the Approved MOD 1 Scheme	The visual impact of the Modification 3 scheme when compared with the Approved MOD 1 Scheme at this location is judged to be <b>beneficial minor</b> .	

**\*NOTE : This visual receptor is located within the Mamre Road Precinct which has recently been rezoned to industrial use following an amendment to the SEPP WSEA. Therefore, this receptor may not exist at a future point in time. Should the land be acquired in the short to medium term and the property removed, any visual impacts would no longer be of any relevance.**





Existing View - Sep 2018



SSD-9522 MOD 1 Approved Scheme Photomontage - All Buildings Year 15





Existing View - Sep 2018



SSD-9522 MOD 3 Proposed Scheme Photomontage - Year 0



SSD-9522 MOD 3 Proposed Scheme Photomontage - Year 5





Existing View - Sep 2018



SSD-9522 MOD 3 Proposed Scheme Photomontage - Year 10



SSD-9522 MOD 3 Proposed Scheme Photomontage - Year 15

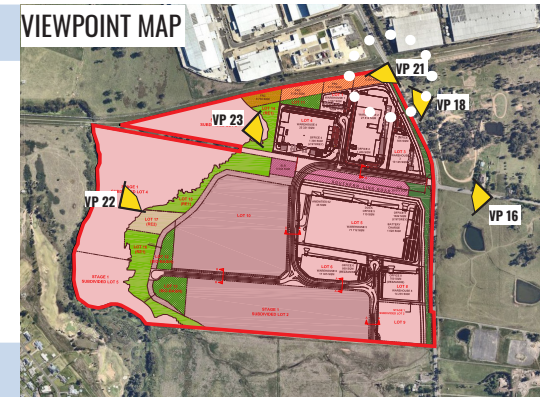
Figure 6c: Viewpoint 18 - 654-674 Mamre Road, Kemps Creek Looking West (Proposed MOD 3 Photomontage Y10 & Y15)

Approx Angle of View - 67°



### 7.3 Viewpoint 21

Viewing Location	Mamre Road, Kemps Creek at Northeast Corner of Proposed Warehouse 2 - Looking South
GPS	33°49'38"S, 150°46'44"E
Elevation (Eye-level)	42.5m
Date and Time of Original Baseline Photograph	5th August 2019 - 11.36am
Approved MOD 1 Scheme & MOD 3 Photomontage Figure	Figures 7a, 7b and 7c
Visual Description	
Approx. Viewing Distance from Site Boundary	20m
View description & prominence of the development	This viewpoint has been included at the request of Council to assess, in particular, the visual impacts to road users traveling south along Mamre Road. The view is taken at the WaterNSW culvert connecting the east to west Trunk Pipeline. It is representational of the view that would be seen by motorists traveling along Mamre Road in a southbound direction. In the foreground is the corner of the MOD 1 Scheme with Warehouse 2 and Warehouse 1A prominent in the view.
Significance of Visual Impact of Approved Scheme	Moderate (refer to assessment of visual impacts in previous LVIA01 report)
Significance of Visual Impact of MOD 1 Scheme	None (no further impacts)
MOD 3 Visual Receptor Sensitivity	This viewpoint is very close at 20m, the vast majority of people experiencing this view would be motorists and is typical of many locations along this route. Following the introduction of the Approved MOD 1 Scheme, it is judged that the sensitivity of this visual receptor is reduced to <b>low</b> .
MOD 3 Magnitude of Change against the Approved MOD 1 Scheme	Warehouses 2 & 3 are now of smaller vertical scale than warehouse 2 from the Approved MOD1 Scheme. Although roof equipment is visible to both warehouses 2 and 4, this is expected to be partially screened at year 15. Overall the proposed MOD 3 design results in less visual impact than the MOD 1 Scheme and therefore, it is judged that there is in fact a beneficial magnitude of change in the view when compared against the MOD 1 Scheme. This magnitude of change is judged as <b>medium</b> .
Significance of Visual Impact of Modification 3 Scheme against the Approved MOD 1 Scheme	The visual impact of the Modification 3 scheme when compared with the Approved MOD 1 Scheme at this location is judged to be <b>beneficial minor</b> .







Existing View - Aug 2019



SSD-9522 MOD 1 Approved Scheme Photomontage - All Buildings Year 15





Existing View - Aug 2019



SSD-9522 MOD 3 Proposed Scheme Photomontage - Year 0



SSD-9522 MOD 3 Proposed Scheme Photomontage - Year 5

Figure 7b: Viewpoint 21 - Mamre Road, Kemps Creek at Northeast Corner of Proposed Warehouse 2 - Looking South (Proposed MOD 3 Photomontage YO & Y5)

Approx Angle of View - 67°





Existing View - Aug 2019



SSD-9522 MOD 3 Proposed Scheme Photomontage - Year 10



SSD-9522 MOD 3 Proposed Scheme Photomontage - Year 15

Figure 7c: Viewpoint 21 - Mamre Road, Kemps Creek at Northeast Corner of Proposed Warehouse 2 - Looking South (Proposed MOD 3 Photomontage Y10 & Y15)

Approx Angle of View - 67°



7.4 Viewpoint 22

Viewing Location	View West of LOT 17 (RE2) - Looking Northeast	<div>VIEWPOINT MAP</div>
GPS	33°49'57.2"S, 150°46'04.7"E	
Elevation (Eye-level)	35.7m	
Date and Time of Original Baseline Photograph	13th August 2021 - 9.09am	
Approved MOD 1 Scheme & MOD 3 Photomontage Figure	Figures 8a, 8b, and 8c	
Visual Description		
Approx. Viewing Distance from Site Boundary	N/A (within site boundary)	
View description & prominence of the development	<p>Viewpoint 22 is located to the east within the proposed MOD 3 development boundary, between South Creek and land zoned RE2 (private recreation). This zoning is shown both in the SSD-9522 MOD 1 Approved Scheme Master Plan and within the Aerotropolis Plan. As the RE2 land is zoned for private use, it is assumed that parks and alike will be constructed to service the Approved Estate only and will be used by workers or visitors.</p> <p>Presently the existing view is of the development site with pastoral grasslands and scattered trees and vegetation. Small view corridors exist to the east and of the rising topography up to Aldington Road.</p>	
Significance of Visual Impact of Approved Scheme	Viewpoint not previously assessed	
Significance of Visual Impact of MOD 1 Scheme	Viewpoint not previously assessed	
MOD 3 Visual Receptor Sensitivity	<p>Judgements of sensitivity are more difficult with viewpoints when the receptor is likely to undergo change within the future. However, as the land immediately to the east of this location is zoned for RE2, is it highly likely that the RE2 will contain parks and open space will to service the estate.</p> <p>The Approved Estate will create a new baseline as seen in the SSD-9522 MOD1 photomontage, however landscape mitigation proposed within the masterplan is designed to provide a buffer between industrial development at this location and therefore should effectively screen views from the west.</p> <p>As this view point is located within the South Creek ENZ land and it's intended use could vary, it is judged that the sensitivity of the receptor to the proposed Ardex development is <b>high to medium</b>.</p>	
MOD 3 Magnitude of Change against the Approved MOD 1 Scheme	<p>The development will be apparent in years 0 to 5 while proposed landscaping for the estate is still in juvenile form however, at years 10 to 15 it is expected that following maturity of landscaping the proposed development would form a minor constituent of the baseline view, being only partially visible. This will present a very similar image to that of the Approved MOD 1 Scheme. Roof equipment upon warehouses 2 and 4 will be barely visible and will not create additional visual impacts, therefore, it is judged that the residual magnitude of change when comparing the MOD3 scheme against the MOD1 scheme is <b>none</b>.</p>	
Significance of Visual Impact of Modification 3 Scheme against the Approved MOD 1 Scheme	The visual impact of the Modification 3 scheme when compared with the Approved MOD 1 Scheme at this location is judged to be <b>negligible/no change</b> .	





Existing View - Aug 2021



SSD-9522 MOD 1 Approved Scheme Photomontage - All Buildings Year 15





Existing View - Aug 2021



SSD-9522 MOD 3 Proposed Scheme Photomontage - Year 0



SSD-9522 MOD 3 Proposed Scheme Photomontage - Year 5

Figure 8b: Viewpoint 22 - View West of LOT 17 (RE2) - Looking Northeast (Proposed MOD 3 Photomontage Y0 & Y5)

Approx Angle of View - 67°





Existing View - Aug 2021



SSD-9522 MOD 3 Proposed Scheme Photomontage - Year 10



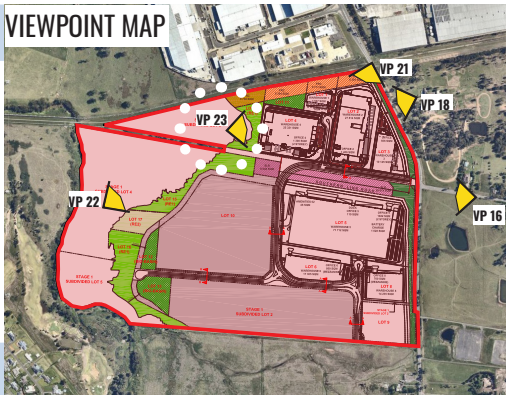
SSD-9522 MOD 3 Proposed Scheme Photomontage - Year 15

Figure 8c: Viewpoint 22 - View West of LOT 17 (RE2) - Looking Northeast (Proposed MOD 3 Photomontage Y10 & Y15)

Approx Angle of View - 67°



## 7.5 Viewpoint 23

		
Viewing Location	View West of LOT 14 (RE1) - Looking East	
GPS	33°49'46"S, 150°46'23"E	
Elevation (Eye-level)	36.3m	
Date and Time of Original Baseline Photograph	4th November 2021 - 9.41am	
Approved MOD 1 Scheme & MOD 3 Photomontage Figure	Figures 9a, 9b, and 9c	
Visual Description		
Approx. Viewing Distance from Site Boundary	N/A (within site boundary)	
View description & prominence of the development	<p>Viewpoint 23 is located to the east within the proposed MOD 3 development boundary between the Water NSW pipeline and Lot 14 zoned RE1 (public recreation). As this is intended for public recreation and open space environment it is assumed that in the future it will be actively used for this purpose and views of the Lot 4 will be experienced.</p> <p>Presently the existing view is of the development site with pastoral grasslands and scattered trees and vegetation. Small view corridors exist to the east and of the rising topography up to Aldington Road, to the west is the Water NSW pipeline and First Estate. Lot 4 from the Approved MOD 1 scheme is seen centrally within the view.</p>	
Significance of Visual Impact of Approved Scheme	Viewpoint not previously assessed	
Significance of Visual Impact of MOD 1 Scheme	Viewpoint not previously assessed	
MOD 3 Visual Receptor Sensitivity	<p>Judgements of sensitivity are more difficult with viewpoints when the receptor is likely to undergo change within the future. Until more is known regarding the design for the RE1 land, the use for this exact location is presently unknown however, it is possible that there would potentially be open space, sporting recreation or public footpaths and cycleways joining to a wider network.</p> <p>The Approved MOD 1 Lot 4 warehouse is expected to be readily apparent within this view which will create a new baseline as seen in the SSD-9522 MOD 1 Year 15 photomontage however, landscape mitigation proposed within Lot 4 and already approved in Lot 14 is designed to reduce impacts on the RE1 land.</p> <p>The current Lot 4 warehouse design has already been approved and will reduce the sensitivity of this location therefore, it is judged that the sensitivity of the receptor to the proposed MOD 3 development is now <b>medium</b>.</p>	
MOD 3 Magnitude of Change against the Approved MOD 1 Scheme	<p>The proposed MOD 3 design for the Lot 4 warehouse will present a taller structure which will create a change in the vertical aspect when comparing the Approved MOD 1 Year 15 images. This will be apparent in years 0 to 5 while proposed landscaping for the estate is still in juvenile form however, at years 10 to 15 it is expected that following maturity of landscaping the increased height of the proposed Lot 4 warehouse will be mitigated. This will ultimately present a very similar image to that of the Approved MOD 1 Scheme. Roof equipment will not be visible due to the perspective within the view and the distance from the viewpoint. Therefore, it is judged that the residual magnitude of change when comparing the MOD3 scheme against the MOD1 scheme is <b>low</b>.</p>	
Significance of Visual Impact of Modification 3 Scheme against the Approved MOD 1 Scheme	The visual impact of the Modification 3 scheme when compared with the Approved MOD 1 Scheme at this location is judged to be <b>minor</b> .	





Existing View - Nov 2021



SSD-9522 MOD 1 Approved Scheme Photomontage - All Buildings Year 15





Existing View - Nov 2021



SSD-9522 MOD 3 Proposed Scheme Photomontage - Year 0



SSD-9522 MOD 3 Proposed Scheme Photomontage - Year 5

Figure 9b: Viewpoint 23 - View West of LOT 14 (RE1) - Looking East (Proposed MOD 3 Photomontage Y0 & Y5)

Approx Angle of View - 67°





Existing View - Nov 2021



SSD-9522 MOD 3 Proposed Scheme Photomontage - Year 10



SSD-9522 MOD 3 Proposed Scheme Photomontage - Year 15

Figure 9c: Viewpoint 23 - View West of LOT 14 (RE1) - Looking Northeast (Proposed MOD 3 Photomontage Y10 & Y15)

Approx Angle of View - 67°



## 8.0 CONCLUSIONS

The main purpose of this second Visual Impact Addendum Report (AVIA02) is to address the requirement to provide a quantitative analysis and opinion of any additional visual impacts created by the proposed Modification 3 Scheme, **when compared against the approved MOD 1 SSD-9522 scheme**. Only viewpoints judged to be affected by the proposed modification were reselected for a direct comparison and these were located in the same positions as the previous visual impact assessments. A further viewpoint was added from the west within the Winnamatta South Creek Corridor.

When viewed from the eye-level positions selected for assessment, the Modification 3 Scheme is predominantly **less** visually dominant than either the Modification 1 scheme or the original Approved Scheme. This is due mainly to a reduction in the height of warehousing closest to Mamre Road. Landscape mitigation in the form of screen planting along development boundaries is still predicted to be effective in filtering views of the development. Therefore, long term visual residual effects are predicted to be of **less significance** than the previous schemes.

There has been a change to the subdivision layout in the northern part of the estate which has resulted in a reduced GFA while still retaining four warehouses. The visual impact of the revised warehouse layouts and subdivision has been assessed against the baseline situation which is now represented by the Year 15 photomontages generated for the Approved MOD 1 Scheme in SSD report AVIA01. The images were approved by the DPIE including any predicted additional visual impacts generated by the MOD 1 Scheme upon nearby receptors. These included private dwellings, roads and public open spaces in the surrounding area. Reports LVIA01 and AVIA01 should be read in conjunction with this second addendum report to gain a full understanding of the approved proposal and associated visual impacts.

Through analysis conducted within this report, the following locations are judged to have a **minor beneficial** visual impact when comparing the Proposed MOD 3 Scheme against the MOD 1 Approved Scheme:

- 654-674 Mamre Road, Kemps Creek (VP18)
- Mamre Road, Kemps Creek at Northeast Corner of Warehouse 2 (VP21)

The following location is judged to have **minor** visual impacts when compared against the Approved MOD 1 Scheme:

- View West of LOT 14 (RE1) - (VP23)

The following location is judged to have **negligible** visual impacts when compared against the Approved MOD 1 Scheme:

- Bakers Lane in front of 706-752 Mamre Road, Kemps Creek (VP16)

The following location is judged to have **no further** visual impacts when compared against the Approved MOD 1 Scheme:

- View West of LOT 17 (RE2) - (VP22)

It is concluded that of the viewpoint locations assessed, the proposed Modification 3 Scheme will **not create any significant additional visual impacts when compared against the Approved Scheme**. The Modification 3 scheme is judged to in fact generally **reduce** the visual impacts from the Modification 1 proposal. This would be particularly apparent for any visual receptors with views of the north eastern corner of the proposed development where the reduction of building heights results in less vertical change within the view.

Roof equipment to warehouses 2 and 4 is most visible from Mamre Road as demonstrated in VP21. However, when comparing the impact of the roof equipment compared to the overall bulk and scale of the previous MOD 1 scheme, it is not considered to be a significant visual detractor.



9.0 GLOSSARY OF TERMS

Term	Definition
SEARs	Secretary’s Environmental Assessment Requirements
GLVIA	Guidelines for Landscape and Visual Impact Assessment (UK Landscape Institute)
LVIA	Landscape and Visual Impact Assessment
VIA	Visual Impact Assessment
DPIE	Department of Planning Industry and Environment
LEP	Local Environment Plan
DCP	Development Control Plan
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