

Horsely Logistics Park - State Significant Development SSD-10436
327-335 BURLEY RD, HORSLEY PARK

**VISUAL IMPACT ADDENDUM REPORT - PROPOSED MODIFICATION 4 COMPARISON
AGAINST MOD 5 SCHEME**

Building and Layout Changes to LOT 204

Report Ref: **200224_MOD4_RPT_AVIA03**

Prepared for



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1.0 INTRODUCTION

1.1 Project Background

This Addendum Visual Impact Report (AVIA03) relates to a proposed modification (MOD 4) of the approved ESR Horsey Logistics Park - SSD 10436. The Modification 4 Scheme details changes to the lot layout and warehouse within Lot 204 (previously named Lot 203). A judgement of any further visual impacts generated by the changes to Lot 204 are presented within this report.

An extensively detailed Landscape and Visual Impact Assessment was carried out for the original SSD submission. In April of 2021 an addendum visual impact report (AVIA01) was prepared for MOD 1 which detailed changes to the layout of Lot 1. A MOD 5 report was submitted in September 2021 which assessed the introduction of proposed roof plant equipment to Lot 201, for the purposes of this assessment the roof equipment is also included on the assumption of it being approved. All reports should be referenced and read in conjunction with this MOD 4 (AVIA03) report.

Modification 5 SEARs were issued by the DPIE in August 2021, this addendum report aims to provide the same information regarding the proposed Modification 4:

Visual Impact :

- an assessment of the potential impacts of the modified development on the amenity of the immediate locality and surrounding area and an assessment of the modified development against Clause 31 of the State Environmental Planning Policy (Western Sydney Employment Area) 2009.

For a detailed summary of the Modification 4 design changes refer to section 5.0.

1.2 This Report and Author

Geoscapes Pty Ltd, has been commissioned by ESR, to produce an AVIA 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 high profile VIA's for several clients, including Logos, Snackbrands, ESR, Frasers and Altis. These were submitted as part of an Environmental Impact Statement (EIS) for State Significant Development (SSD) to the Department of Industry Planning and Environment. All developments were industrial, with three projects containing high-bay elements.

Geoscapes also prepared LVIA (200204_SSD_RPT_LVIA01), AVIA01 (200204_MOD1_AVIA01) and AVIA02 (200204_MOD5_AVIA02) reports which assessed the visual impact of the original scheme, Modification 1 Scheme and Modification 5 Scheme.

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 a modified warehouse to Lot 204 into the 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 AVIA03 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

Modification photomontages have been produced from the same locations as those carried out for the original approval in LVIA01 and the subsequent AVIA01 and AVIA02 reports.

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 MOD 5 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 at a mature age of 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 VIAs, 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, DPIE]. 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 bushland). 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.

Ratings of **visual receptor sensitivity** and **magnitude of change** which determine the significance of the visual impact, are judged against a **baseline situation**. In the case of this AVIA03, **the baseline situation is no longer the existing view**, the new baseline situation is now considered to be **the existing view plus the recently submitted Modification 5 scheme (addition of rooftop mechanical equipment to Lot 201), including all infrastructure, buildings and landscaping**. Therefore, ratings of sensitivity and magnitude of change are assessed with the 'MOD 5 Estate' considered.

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 modification 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 Assessment of Visual Impact

The visual impact from receptors has been assessed based on the criteria described in Section 2.4. As per the original Approved Scheme, Approved Modification Scheme 1 and recently submitted Modification 5 Scheme, the following list of visual receptors have been selected for assessment.

- Opposite 396-398 Horsley Road, Horsley Park (VP1)
- Driveway of 49-53 Greenway Place, Horsley Park (VP2)
- Ottelia Road, Kemps Creek (VP3)
- Adjacent to 178-182 Delaware Road, Horsley Park (VP4)
- Lenore Drive before Old Wallgrove Road, Eastern Creek (VP5)
- Old Wallgrove Road, Horsley Park (VP6)
- 33 Greenway Place, Horsley Park (VP7)
- 32 Aldington Road, Kemps Creek (VP8)
- Bowood Park, Bowood Road, Mount Vernon (VP9)
- Jacfin Lands, Aldington Road, Kemps Creek - Position 1 (VP10)
- Jacfin Lands, Aldington Road, Kemps Creek - Position 2 (VP11)

11 viewpoint locations have been selected for photomontage assessment.

Visual impacts are now judged on a direct comparison between the Modification 5 Scheme and the proposed Modification 4 Scheme. Therefore, the MOD 5 Year 15 photomontages now become the new 'baseline' (the original photo + the MOD 5 Scheme). Any significance of visual impacts given, either negative or beneficial, are additional impacts generated by the proposed Modification Scheme 4 when compared to the new baseline.

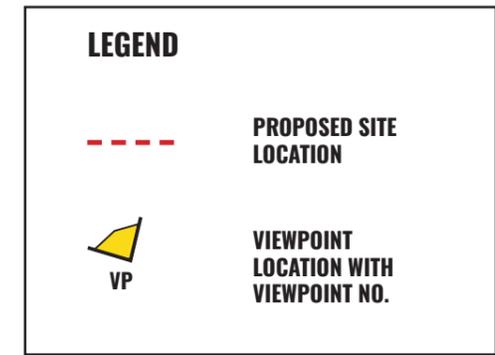
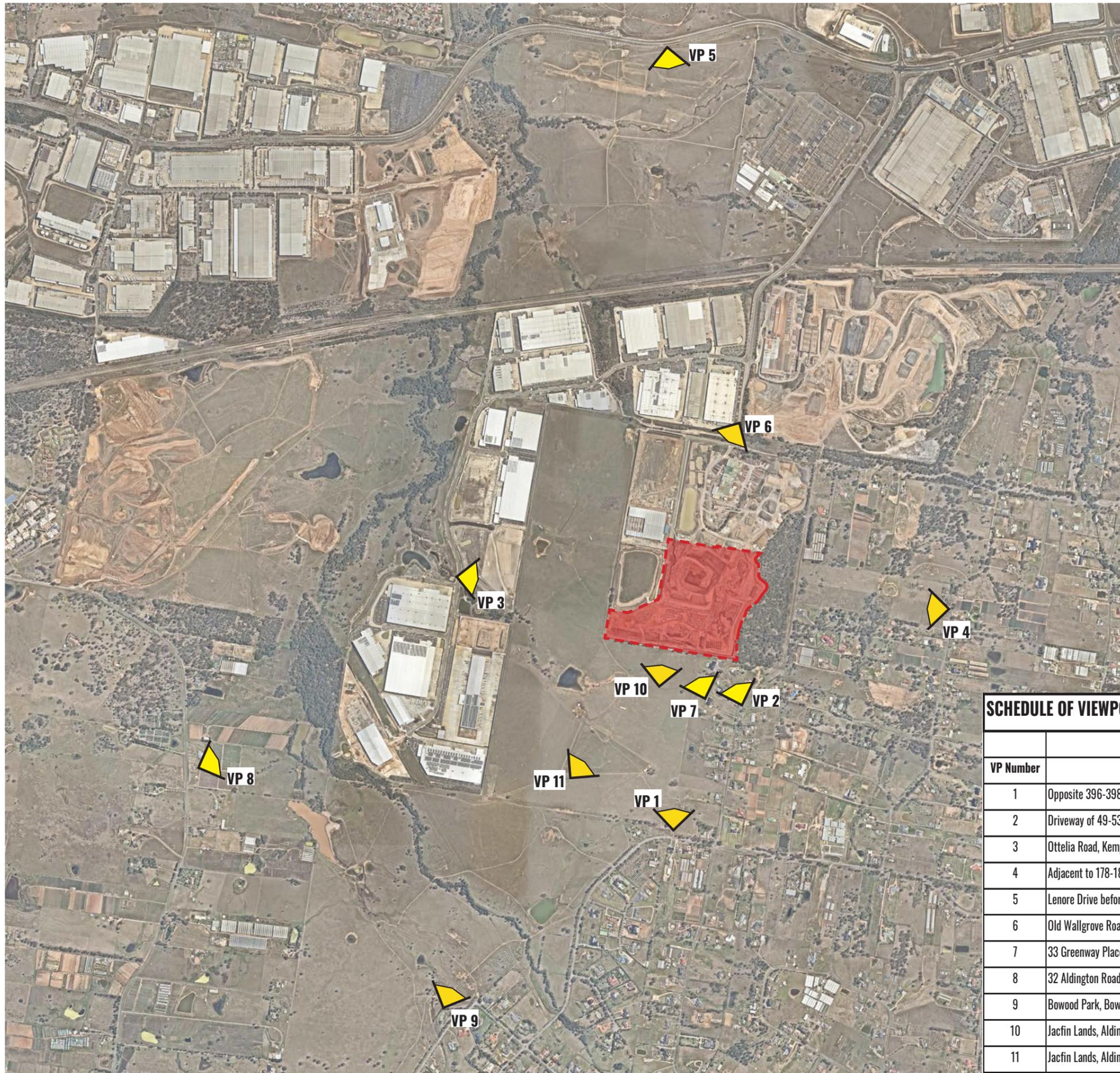
Refer to section 7.0 for a detailed visual impact assessment from the receptors.

2.7 Selected Viewpoints – Receptor Locations

The symbols and numbering in Figure 1, indicates the locations of the viewpoints and photomontages that have been selected for a Visual Impact Assessment (VIA). These are the same viewpoints that were selected in the original SSD-10436 LVIA01 report and used again in SSD-10436 AVIA01 and AVIA02.

From viewpoint locations, photomontages have been generated to represent as closely as possible views of the proposed Modification Scheme 4 following construction at year 0 and at year 15. Year 15 photomontages are used to simulate proposed landscape mitigation at maturity.

Refer to the visual impact assessment at Section 7.0 of this report and the corresponding viewpoints 1 to 11.



SCHEDULE OF VIEWPOINTS

VP Number	Address	Southings	Eastings	Elevation AHD
1	Opposite 396-398 Horsley Road, Horsley Park	33°50'34"S	150°49'20"E	90.7m
2	Driveway of 49-53 Greenway Place, Horsley Park	33°50'16"S	150°49'32"E	89.7m
3	Ottelia Road, Kemps Creek	33°49'51"S	150°48'41"E	61.7m
4	Adjacent to 178-182 Delaware Road, Horsley Park	33°50'3"S	150°50'8"E	79.7m
5	Lenore Drive before Old Wallgrove Road, Eastern Creek	33°48'43"S	150°49'19"E	76.7m
6	Old Wallgrove Road, Horsley Park	33°49'36"S	150°49'32"E	77m
7	33 Greenway Place, Horsley Park	33°50'16"S	150°49'26"E	96.2m
8	32 Aldington Road, Kemps Creek	33°50'25"S	150°47'59"E	87.1m
9	Bowood Park, Bowood Road, Mount Vernon	33°50'59"S	150°48'41"E	70.45m
10	Jacfin Lands, Aldington Road, Kemps Creek - Position 1	33°50'13.6"S	150°49'18.8"E	81.1m
11	Jacfin Lands, Aldington Road, Kemps Creek - Position 2	33°50'27.6"S	150°49'04.1"E	91.85m

Figure 1: Viewpoint Locations

3.0 APPROVED MOD1 ESTATE PLAN AND MOD4 DESCRIPTION

3.1 Approved ESR Horsely Logistics MOD 1 SSD Plan

Situated in the figure below is the Approved ESR Horsely Logistics Park SSD Estate MOD 1 Masterplan. The visual addendum report AVIA02 report related to the Estate MOD1 Masterplan below but with the addition of roof plant equipment to Lot 201 which became the MOD5 submission.

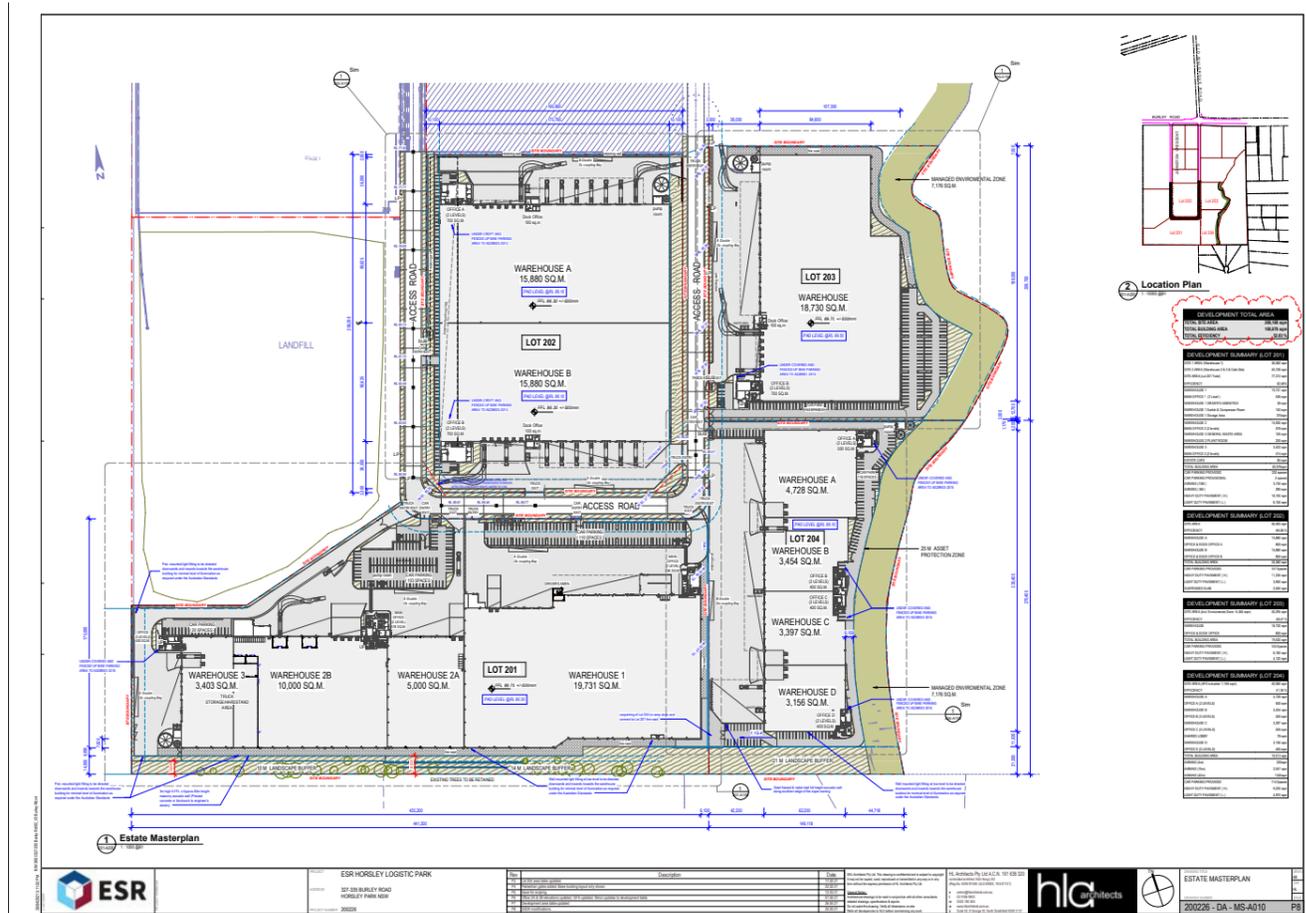


Figure 2: Modification 1 ESR Horsely Logistics Park Masterplan (Source: HLA)

3.2 Proposed Modification 4 - Architectural Plans

Situated in the figure below is the proposed ESR Horsely Logistics SSD Modification 4 Lot 204 Site Plan. The plan and revised Lot 204 elevations (Figure 4) is used for the purpose of assessment within this AVIA03 report. The main change (with regards to visual amenity of the built form) from the MOD5 Scheme, is a revised building, building pad level and layout to Lot 204. All other buildings and layouts within the estate remain unchanged. For detailed information regarding the changes, refer to section 4.0.

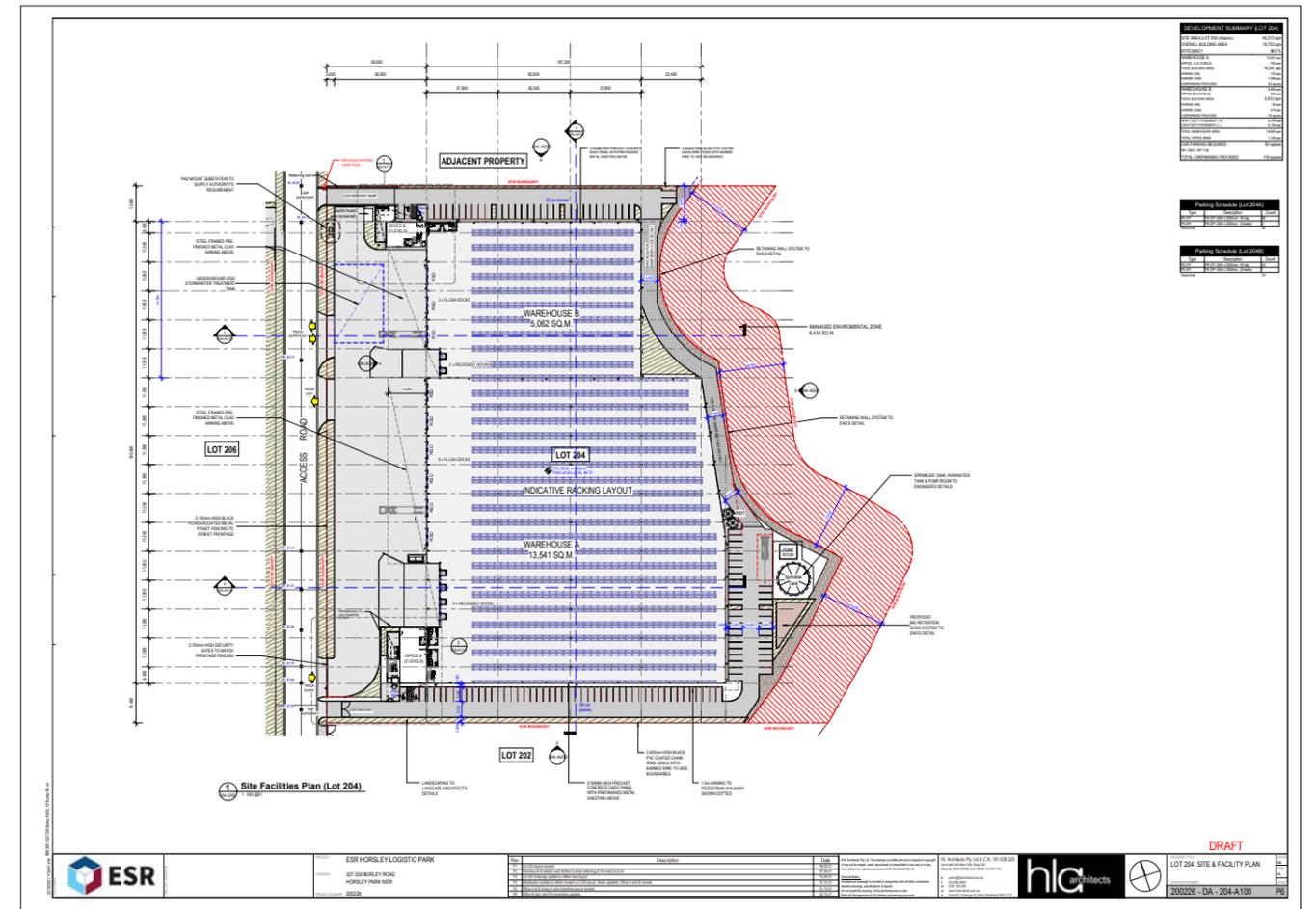


Figure 3: Proposed Modification 4 - Lot 204 Site & Facility Plan (Source: HLA)

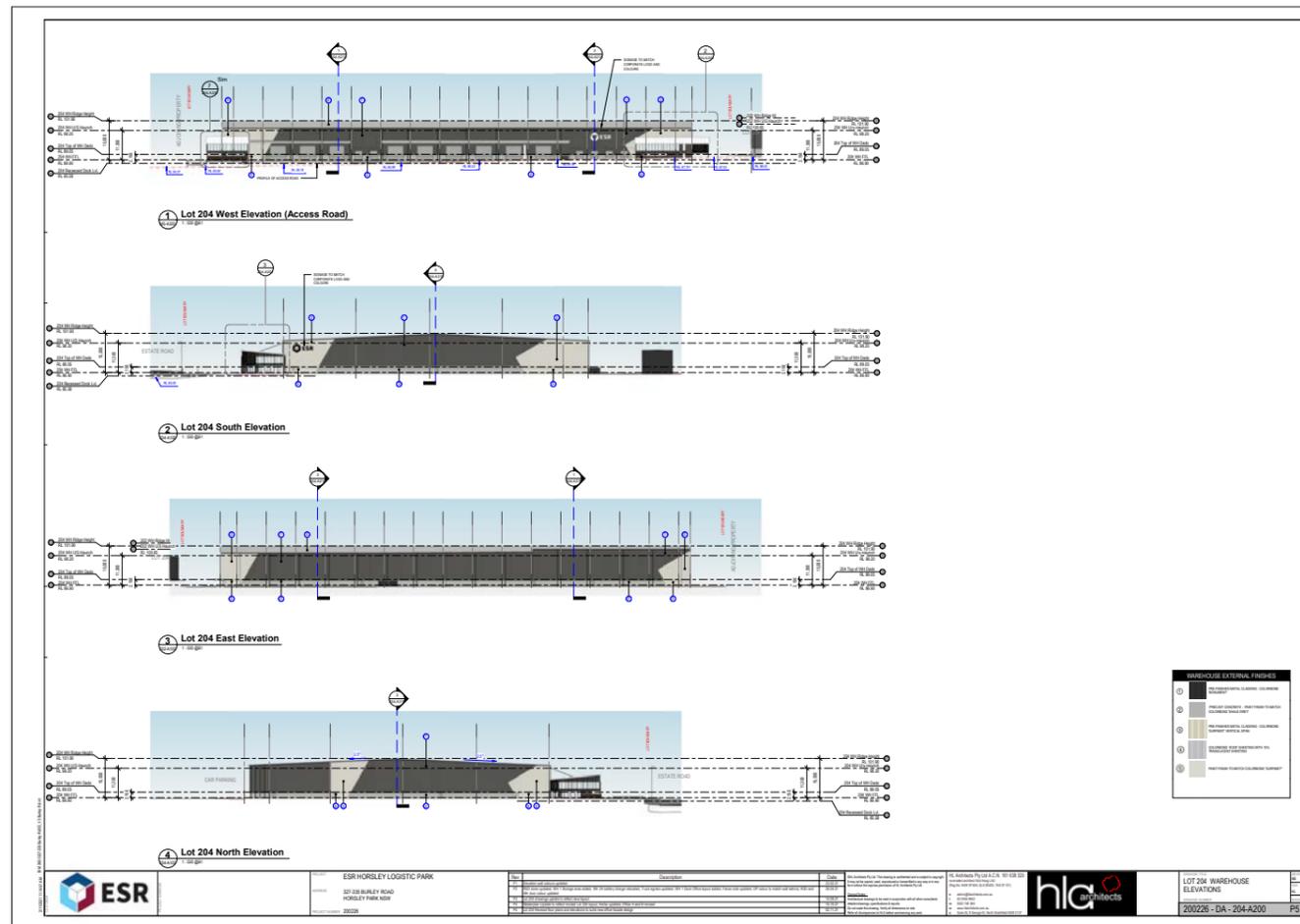


Figure 4: Proposed Modification 4 - LOT 204 Warehouse Elevations (Source: HLA)

4.0 DEVELOPMENT PROPOSALS

The following information is based on an assessment of the SSD Modification 4 drawings provided by HLA. Refer to Figures 3 and 4.

4.1 Overall Design Changes - Modification 4 Scheme

The proposed Section 4.55(1A) Modification seeks to modify the plans contained in Appendix 1 (as called up by condition A2(d)) to support design modifications to the approved layout and design of Lot 204 (formally Lot 203).

The proposed modification to Lot 204 will include:

- Minor reconfiguration of warehouse footprint and building form;
- Division of the single warehouse space into two separate tenancies;
- Creation of additional lot access/exit point to provide dedicated access to each tenancy;
- Reconfiguration of car parking to facilitate two tenancies;
- Relocation of two recessed docks north to support the split tenancy scheme;
- Changes to landscaping;
- Building pads proposed to be lowered from RL89.50 to RL86.70, which equates to a reduction in 2.8m.

4.2 Height / Scale of Lot 204 Changes

The height to ridgeline of the Lot 204 warehouse remains the same at 15m, however the pad level has been reduced from RL89.5m to 86.7m. Therefore, the height of the building apparent to anyone viewing it would be a net reduction in elevation of 2.8m.

The size of the building footprint has increased marginally by 1000m² with a reorientation of car parking to accommodate the change. The site allowance for landscaping remains approximately the same.

4.3 Colour / Materials & Finishes

Materials will remain the same including the same palette of colours which include grey tones.

4.4 Clause 31 of the State Environmental Planning Policy (Western Sydney Employment Area) 2009

The design principles of Clause 31 were considered for the Approved Scheme. The change to Lot 204 does not change the underlying principles of the high quality design that has been applied to the buildings and facade treatments.

4.5 Summary

The building pad has lowered in elevation by 2.8m with the remainder of the building design remaining relatively similar to the approved scheme. It is not considered that this will have an any adverse effect on the visual amenity of adjoining visual receivers especially to the south. Refer to Section 7.0.

5.0 LANDSCAPE STRATEGY, DESIGN AND MITIGATION

Landscape design and strategy is based on the same approach as the Approved Scheme and Modification 1 Scheme and follows the same principles as laid out in report LVIA01.

5.1 Strategy and Mitigation

Landscape plans have been updated to reflect the architectural changes to Lot 204. The overall principles for landscaping remain unchanged, refer to Landscape & Visual Impact Assessment report LVIA01. Figure 5a and 5b show the proposed Modification 4 Landscape Masterplan and sections prepared by Geoscapes.

5.2 Detailed Landscape Proposals

Refer to landscape drawings 200224_MOD4_DWG_SSD-00 to SSD16.

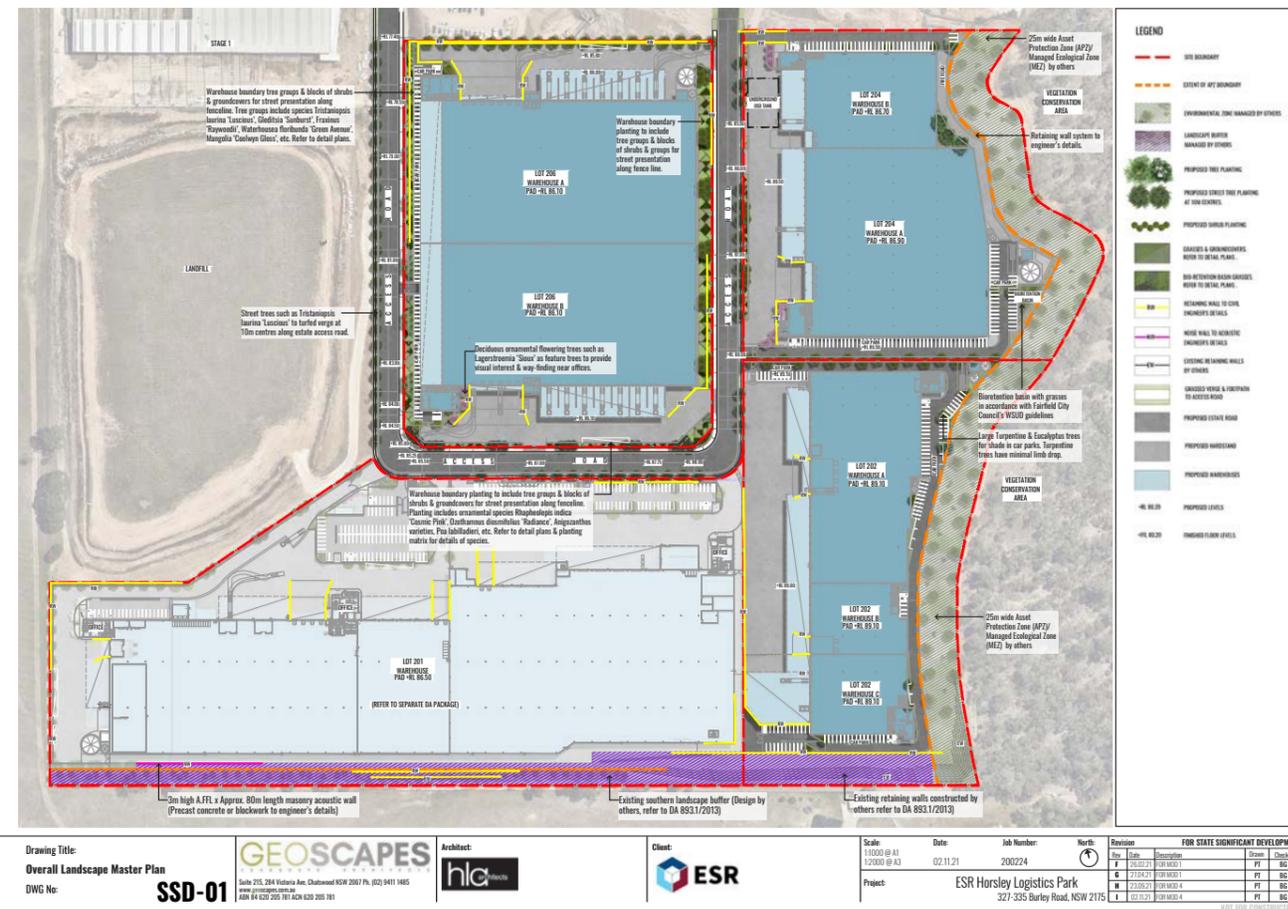


Figure 5a: Modification 4 Landscape Estate Masterplan (Source: Geoscapes)

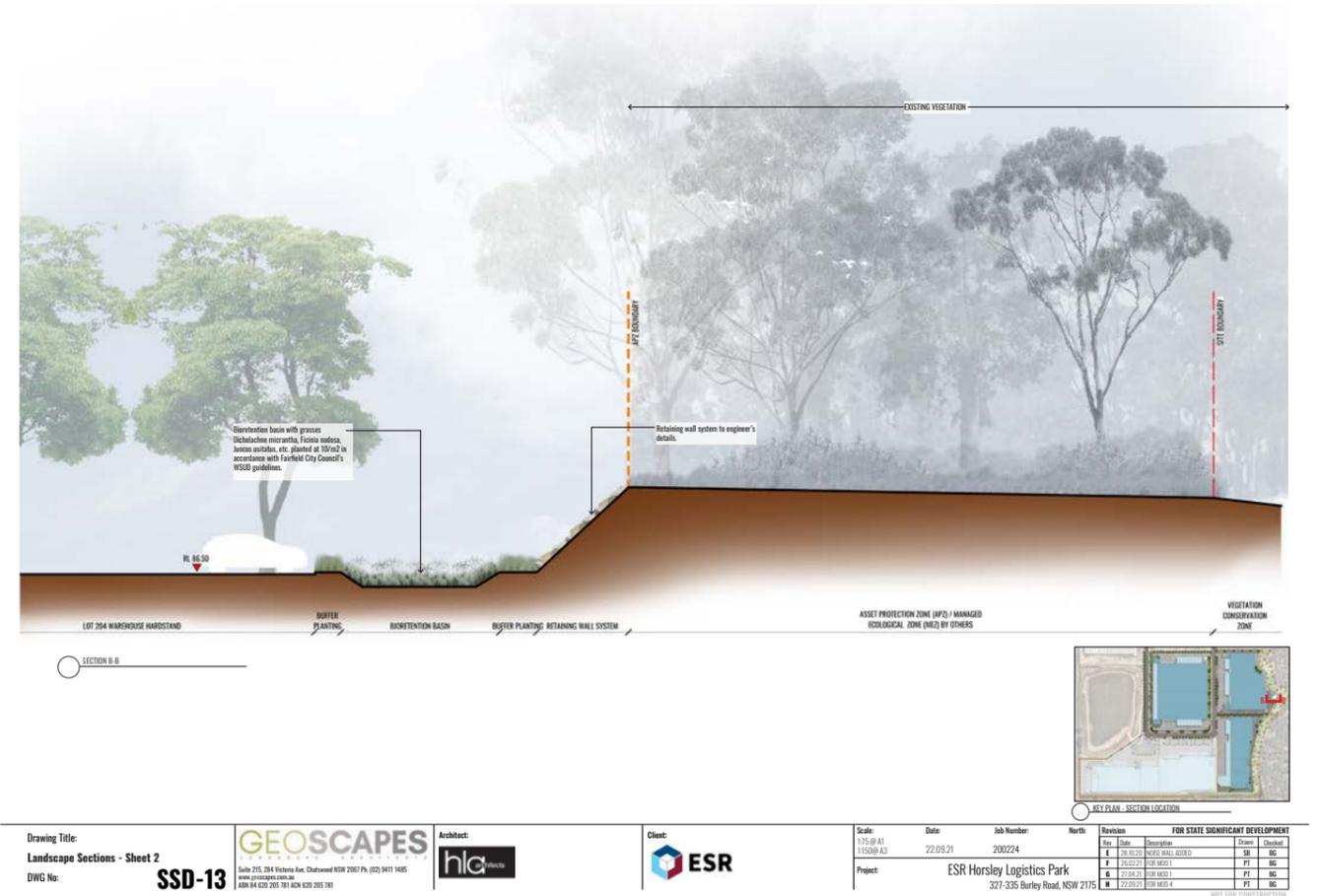


Figure 5b: Landscape Sections - Sheet 2 (Source: Geoscapes)

6.0 LANDSCAPE IMPACT ASSESSMENT

6.1 Significance of Impact

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

7.0 VISUAL IMPACT ASSESSMENT MOD 4 PROPOSAL

7.1 Viewpoint 1

Viewing Location	Opposite 396-398 Horsley Road, Horsley Park - Looking North
GPS	33°50'34"S, 150°49'20"E
Elevation (Eye-level)	90.7m AHD
Date and Time of Original Baseline Photograph	10th March 2020 - 12.23pm
MOD 5 Scheme & MOD 4 Scheme Photomontage Figure	Figure 6

Visual Description

Approx. Viewing Distance from Site Boundary	800m
View description & prominence of the development	This viewpoint is taken on a track just off Horsely Drive to the south of the site, the track leads up to a small house within pastoral lands at an elevated level. This viewpoint is intended to represent the type of view which may be experienced by residential properties along Horsely Drive close to No's 384 and 386. Due to the presence of scattered existing vegetation, properties will either see more or less of the MOD 5 Scheme depending on their angle of view. In the foreground pastoral farmlands with scattered trees and residential dwellings are seen. The Modification 5 Scheme Year 15 photomontage opposite, shows the ESR development partially screened behind natural topography, proposed landscaping and the existing southern earth mound.

Significance of Visual Impact of Approved Scheme	Minor (refer to assessment of visual impacts in previous LVIA01 report)
Significance of Visual Impact of Approved MOD 1 Scheme	None (No Change) (refer to assessment of visual impacts in previous AVIA01 report)
Significance of Visual Impact of MOD 5 Scheme	None (No Change) (refer to assessment of visual impacts in previous AVIA02 report)
MOD 4 Visual Receptor Sensitivity	As stated in the original visual impact reports, residential receptors with a similar viewpoint to the baseline image are likely to be more critical of their view. Views may be experienced from primary or secondary living spaces. With the introduction of the MOD 5 Scheme, a new industrial element is partially visible, however landscape planting is expected to help mitigate visual impacts. It is judged therefore, that the sensitivity for this receptor to the development would remain at medium .
MOD 4 Magnitude of Change against the MOD 5 Scheme	Lot 204 is not visible from this location and therefore, the magnitude of change against the MOD 5 Scheme for this visual receptor is judged to be no change .
Visual Impact of Modification 4 against the MOD 5 Scheme	The visual impact of the Modification 4 Scheme against the MOD 5 Scheme at this location is judged to be none .

Extent of Proposed Development



MOD 5 Scheme Photomontage - Year 15



MOD 4 Photomontage - Year 0



MOD 4 Photomontage - Year 15

Figure 6: Viewpoint 1 - Opposite 396-398 Horsley Road, Horsley Park - Looking North (Photomontage)

Approx Panoramic Angle of View - 67°

7.2 Viewpoint 2

Viewing Location	Driveway of 49-53 Greenway Place, Horsley Park - Looking Northwest
GPS	33°50'16"S, 150°49'32"E
Elevation (Eye-level)	89.7m AHD
Date and Time of Original Baseline Photograph	10th March 2020 - 12.49pm
Approved MOD 1 Scheme & MOD 5 Scheme Photomontage Figure	Figure 7

Visual Description

Approx. Viewing Distance from Site Boundary	200m
View description & prominence of the development	<p>Greenway place is within close proximity to the proposed development, with some dwellings only 15m from the southern site boundary. This view was taken at the entrance of the driveway to 49-53 Greenway Place. It is intended to represent the types of views that would be experienced by some residential dwellings, predominantly on the eastern side of the road. As determined in report LVIA01, views of the development vary for individual dwellings and most dwellings will experience partial views of warehousing, rather than the entire development.</p> <p>To the right of the image is the E2 conservation area along the eastern boundary of the site. In the center of the image is the Terramesh bund, which is shown with expected mature landscaping added. The bund extends up to a height of 99m RL and is approximately 11m above the adjacent ground level. In the MOD 5 Scheme Photomontage, the very top of warehousing from Lot 202 can only just be seen behind the bund.</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 Approved MOD 1 Scheme	None (No Change) (refer to assessment of visual impacts in previous AVIA01 report)
Significance of Visual Impact of MOD 5 Scheme	None (No Change) (refer to assessment of visual impacts in previous AVIA02 report)
MOD 4 Visual Receptor Sensitivity	The visually sensitivity has not been fundamentally changed as a result of the introduction of the MOD 5 Scheme. As per the conclusions of previous VIA's, only a very small section of the top of warehousing closest to the southern site boundary is expected to be seen. Therefore, as views are likely to be experienced directly from residential properties, either from gardens or windows of primary or secondary living spaces, it is judged that the sensitivity for this receptor to the proposed development would remain high . Residential receptors at close range to developments are generally more critical regarding their views.
MOD 4 Magnitude of Change against the MOD 5 Scheme	Lot 204 is not visible from this location and therefore, the magnitude of change against the MOD 5 Scheme for this visual receptor is judged to be no change .
Visual Impact of Modification 4 against the MOD 5 Scheme	The visual impact of the Modification 4 Scheme against the MOD 5 Scheme at this location is judged to be none .



MOD 5 Scheme Photomontage - Year 15



MOD 4 Photomontage - Year 0



MOD 4 Photomontage - Year 15

Figure 7: Viewpoint 2 - Driveway of 49-53 Greenway Place, Horsley Park - Looking Northwest (Photomontage)

Approx Panoramic Angle of View - 67°

7.3 Viewpoint 3

Viewing Location	Ottelia Road, Kemps Creek - Looking East
GPS	33°49'51"S, 150°48'41"E
Elevation (Eye-level)	61.7m AHD
Date and Time of Original Baseline Photograph	10th Mar 2020 - 2.25pm
Approved MOD 1 Scheme & MOD 5 Scheme Photomontage Figure	Figure 8

Visual Description

Approx. Viewing Distance from Site Boundary	700m
View description & prominence of the development	This view is taken from Ottelia Road, which has recently been constructed as part of the industrial estate within this area, tenants include Toyota and Costco. The photograph was taken opposite a road and cul-de-sac which leads to other future industrial lots. As this road was closed, the photograph could not be taken from the cu-de-sac itself. The MOD 5 Scheme can be partially seen, with Lot 201 visible in the distance centrally located within the view.

Significance of Visual Impact of Approved Scheme	Negligible (refer to assessment of visual impacts in previous LVIA01 report).
Significance of Visual Impact of Approved MOD 1 Scheme	Negligible (beneficial). (refer to assessment of visual impacts in previous AVIA01 report)
Significance of Visual Impact of MOD 5 Scheme	None (No Change) (refer to assessment of visual impacts in previous AVIA02 report)
MOD 4 Visual Receptor Sensitivity	Receptors at this location are likely to be mostly motorists traveling through a predominately industrial area therefore, are unlikely to place a significant value on the baseline view. It is judged that the sensitivity for this receptor to the development would remain at very low .
MOD 4 Magnitude of Change against the MOD 5 Scheme	Lot 204 is not visible from this location and therefore, the magnitude of change against the MOD 5 Scheme for this visual receptor is judged to be no change .
Visual Impact of Modification 4 against the MOD 5 Scheme	The visual impact of the Modification 4 Scheme against the MOD 5 Scheme at this location is judged to be none .

Extent of Proposed Development



MOD 5 Scheme Photomontage - Year 15



MOD 4 Photomontage - Year 0



MOD 4 Photomontage - Year 15

Figure 8: Viewpoint 3 - Ottelia Road, Kemps Creek - Looking East (Photomontage)

Approx Panoramic Angle of View - 67°

7.4 Viewpoint 4

Viewing Location	Adjacent to 178-182 Delaware Road, Horsley Park - Looking West
GPS	33°50'3"S, 150°50'8"E
Elevation (Eye-level)	79.7m AHD
Date and Time of Original Baseline Photograph	10th March 2020 - 1.46pm
Approved MOD 1 Scheme & MOD 5 Scheme Photomontage Figure	Figure 9

Visual Description

Approx. Viewing Distance from Site Boundary	850m
View description & prominence of the development	<p>This viewpoint was selected to demonstrate the predicted visual impacts for the majority of receptors located due east of the proposed development. There are a few residential dwellings further east of this location that are situated at higher elevations. These properties were shown in report LVIA01. As these properties are limited in number and further back from the site boundary, they are unlikely to receive significant visual impacts from the development.</p> <p>This view is taken along Delaware Road, here the view is open so that the E2 conservation bushland on the eastern boundary of the site is clearly seen. It is adjacent to a residential dwelling with agricultural land and these are seen in the foreground of the view. In the background of the view is the E2 conservation area, the development would be situated directly beyond this vegetation at a distance from the viewpoint of around 850m.</p> <p>As determined by LVIA01 when assessing the Approved Scheme, no visual impacts are expected at this location due to the presence of the E2 bushland.</p>

Significance of Visual Impact of Approved Scheme	None (refer to assessment of visual impacts in previous LVIA01 report)
Significance of Visual Impact of Approved MOD 1 Scheme	None (refer to assessment of visual impacts in previous AVIA01 report)
Significance of Visual Impact of MOD 5 Scheme	None (No Change) (refer to assessment of visual impacts in previous AVIA02 report)
MOD 4 Visual Receptor Sensitivity	<p>Views from this location are generally rural in appearance and do not contain a significant industrial influence therefore, it can be argued that they do present some scenic quality. Residential receptors with a similar viewpoint to the baseline image are likely to place a high importance on, and be more critical of their view. It is likely that views could be experienced from primary or secondary living spaces. The MOD 5 Scheme is hidden behind existing vegetation.</p> <p>It is judged that the sensitivity for this receptor to the development is high.</p>
MOD 4 Magnitude of Change against the MOD 5 Scheme	Lot 204 is not visible from this location and therefore, the magnitude of change against the MOD 5 Scheme for this visual receptor is judged to be no change .
Visual Impact of Modification 4 against the MOD 5 Scheme	The visual impact of the Modification 4 Scheme against the MOD 5 Scheme at this location is judged to be none .



MOD 5 Scheme Photomontage - Year 15



MOD 4 Photomontage - Year 0



MOD 4 Photomontage - Year 15

Figure 9: Viewpoint 4 - Adjacent to 178-182 Delaware Road, Horsley Park - Looking West (Photomontage)

Approx Panoramic Angle of View - 67°

7.5 Viewpoint 5

Viewing Location	Lenore Drive before Old Wallgrove Road, Eastern Creek - Looking South
GPS	33°48'43"S, 150°49'19"E
Elevation (Eye-level)	76.7m AHD
Date and Time of Original Baseline Photograph	10th March 2020 - 2.59pm
Approved MOD 1 Scheme & MOD 5 Scheme Photomontage Figure	Figure 10

Visual Description

Approx. Viewing Distance from Site Boundary	2km
View description & prominence of the development	Lenore Drive is located directly north of the proposed development and is used by motorists traveling in an east or west direction connecting Erskine Park to Eastern Creek. Views are open and Oakdale Industrial Estate can be seen clearly in the background. The view contains several industrial buildings including DHL and Yusen. The foreground of the image shows pastoral land with several electricity pylons which connect up to Transgrid Sydney West. The proposed scheme is located centrally within the view and behind the DHL warehousing.

Significance of Visual Impact of Approved Scheme	Minor negligible (refer to assessment of visual impacts in previous LVIA01 report).
Significance of Visual Impact of Approved MOD 1 Scheme	None (No change) (refer to assessment of visual impacts in previous AVIA01 report)
Significance of Visual Impact of MOD 5 Scheme	None (No Change) (refer to assessment of visual impacts in previous AVIA02 report)
MOD 4 Visual Receptor Sensitivity	As the receptors are mostly motorists at this location and therefore are unlikely to place significant value on the baseline view, it is judged that the sensitivity for this receptor to the development would remain low .
MOD 4 Magnitude of Change against the MOD 5 Scheme	The revised Lot 204 warehouse now sits 2.8m lower within the approved estate making it very slightly less visible. The resultant view will be extremely similar to the MOD 5 Scheme and therefore, the magnitude of change against the MOD 5 Scheme for this visual receptor is judged to be no change .
Visual Impact of Modification 4 against the MOD 5 Scheme	The visual impact of the Modification 4 Scheme against the MOD 5 Scheme at this location is judged to be none .

Extent of Proposed Development



MOD 5 Scheme Photomontage - Year 15



MOD 4 Photomontage - Year 0



MOD 4 Photomontage - Year 15

Figure 10: Viewpoint 5 - Lenore Drive before Old Wallgrove Road, Eastern Creek - Looking South (Photomontage)

Approx Panoramic Angle of View - 67°

7.6 Viewpoint 6

Viewing Location	Old Wallgrove Road, Horsley Park - Looking South
GPS	33°49'36"S, 150°49'32"E
Elevation (Eye-level)	77m AHD
Date and Time of Original Baseline Photograph	16th March 2020 - 11.42am
Approved MOD 1 Scheme & MOD 5 Scheme Photomontage Figure	Figure 11

Visual Description

Approx. Viewing Distance from Site Boundary	500m
View description & prominence of the development	<p>The viewpoint is taken on the approach to the site via Old Wallgrove Road adjacent to Oakdale Industrial Estate. It is intended to show what views of the development will be possible for motorists approaching the site.</p> <p>To the right of the image is the corner of a DHL warehouse, in the background is the access road approach to northern part of the development site and to the left of the image is the PGH Brick Plant. There are a number of scattered trees along the road and the development site is located behind the PGH site. The MOD 5 Scheme is barely visible at this location with the majority of the development hidden behind existing industrial development or vegetation.</p>

Significance of Visual Impact of Approved Scheme	Negligible/none (refer to assessment of visual impacts in previous LVIA01 report).
Significance of Visual Impact of Approved MOD 1 Scheme	None (No change) (refer to assessment of visual impacts in previous AVIA01 report)
Significance of Visual Impact of MOD 5 Scheme	None (No Change) (refer to assessment of visual impacts in previous AVIA02 report)
MOD 4 Visual Receptor Sensitivity	As the receptors are mostly motorists at this location and traveling through a dense industrial area, they are unlikely to place any significant value on the baseline view. It is judged therefore, that the sensitivity for this receptor to the development would remain very low .
MOD 4 Magnitude of Change against the MOD 5 Scheme	From the photomontage opposite, it is clear that Lot 204 is not visible. Therefore, the magnitude of change against the Approved Scheme for this visual receptor is judged to be no change .
Visual Impact of Modification 4 against the MOD 5 Scheme	The visual impact of the Modification 4 Scheme against the MOD 5 Scheme at this location is judged to be none .

Extent of Proposed Development



MOD 5 Scheme Photomontage - Year 15



MOD 4 Photomontage - Year 0



MOD 4 Photomontage - Year 15

Figure 11: Viewpoint 6 - Old Wallgrove Road, Horsley Park - Looking South (Photomontage)

Approx Panoramic Angle of View - 67°

7.7 Viewpoint 7

Viewing Location	33 Greenway Place, Horsley Park - Looking North
GPS	33°50'16"S, 150°49'26"E
Elevation (Eye-level)	96.2m AHD
Date and Time of Original Baseline Photograph	12th Dec 2019 - 12.47pm
Approved MOD 1 Scheme & MOD 5 Scheme Photomontage Figure	Figure 12

Visual Description

Approx. Viewing Distance from Site Boundary	200m
View description & prominence of the development	<p>This visual receptor is located on Greenway Place at close proximity to the southern site boundary. This view is representational of a number of properties who may have similar views of the existing Terramesh bund and the proposed development site. It is noted that land to the east of this location has recently been rezoned to rural residential use. Views from the newly rezoned area would be somewhat similar to this location. The baseline photograph was taken from the rear Varandah of No.33 and looks directly north towards the site.</p> <p>In the foreground, pastoral lands associated with rural properties are seen together with existing mature scattered trees. The existing Terramesh bund constructed by CSR is prominent in the view, along with recently planted vegetation. No 41-43 Greenway Place is seen immediately in front of the bund. In the background to the left of the image, new industrial development adjacent to the western development boundary is clearly seen along with earthworks from the development site.</p> <p>As was determined in reports LVIA01 and AVIA01 the Approved Scheme would be prominent at this location, but landscaping to the southern boundary should help to mitigate visual impacts received.</p>

Significance of Visual Impact of Approved Scheme	Moderate (refer to assessment of visual impacts in previous LVIA01 report).
Significance of Visual Impact of Approved MOD 1 Scheme	Minor negligible (refer to assessment of visual impacts in previous AVIA01 report)
Significance of Visual Impact of MOD 5 Scheme	None (No Change) (refer to assessment of visual impacts in previous AVIA02 report)
MOD 4 Visual Receptor Sensitivity	As shown in the view, the general character of residential properties in this location is rural. However, industrial development has already impacted the view with the introduction of warehousing to the north and the Terramesh bund. The MOD 5 Scheme has now significantly added to the industrial influence and character that is now seen. As a result of the introduction of the Approved MOD 5 Scheme into the view, it is judged that the sensitivity to the modification proposal would be now be reduced to medium .
MOD 4 Magnitude of Change against the MOD 5 Scheme	Lot 204 is not visible from this location and therefore, the magnitude of change against the MOD 5 Scheme for this visual receptor is judged to be no change .
Visual Impact of Modification 4 against the MOD 5 Scheme	The visual impact of the Modification 4 Scheme against the MOD 5 Scheme at this location is judged to be none .



MOD 5 Scheme Photomontage - Year 15



MOD 4 Photomontage - Year 0



MOD 4 Photomontage - Year 15

Figure 12: Viewpoint 7 - 33 Greenway Place, Horsley Park - Looking North (Photomontage)

Approx Panoramic Angle of View - 67°

7.8 Viewpoint 8

Viewing Location	32 Aldington Road, Kemps Creek - Looking South
GPS	33°50'25"S, 150°47'59"E
Elevation (Eye-level)	87.1m AHD
Date and Time of Original Baseline Photograph	16th March 2020 - 1.29pm
Approved MOD 1 Scheme & MOD 5 Scheme Photomontage Figure	Figure 13

Visual Description

Approx. Viewing Distance from Site Boundary	1.8km
View description & prominence of the development	<p>This location is intended to be representational of the types of view that may be experienced by some residential properties situated to the west of the development. Similar views experienced from this location, would also be experienced by other nearby properties along Aldington Road.</p> <p>The view was taken from the rear of the property, where pastoral and agricultural lands are seen in the foreground. Beyond this lies Ropes Creek, which has a significant amount of mature existing vegetation. This acts to screen some of the new industrial development in the area including Toyota and Costco. The Approved Scheme is visible in the background against the E2 conservation area.</p>

Significance of Visual Impact of Approved Scheme	Minor (refer to assessment of visual impacts in previous LVIA01 report).
Significance of Visual Impact of Approved MOD 1 Scheme	None (No change) (refer to assessment of visual impacts in previous AVIA01 report)
Significance of Visual Impact of MOD 5 Scheme	None (No Change) (refer to assessment of visual impacts in previous AVIA02 report)
MOD 4 Visual Receptor Sensitivity	Views are likely from primary or secondary living spaces, and this type of receptor is also likely to be more critical when assessing any visual impacts received from the development. However, there is a strong presence of existing industrial development within the view corridor which will now include the MOD 5 Scheme. It is therefore, judged that the sensitivity of this visual receptor is reduced to low .
MOD 4 Magnitude of Change against the MOD 5 Scheme	Lot 204 is not visible from this location and therefore, the magnitude of change against the MOD 5 Scheme for this visual receptor is judged to be no change .
Visual Impact of Modification 4 against the MOD 5 Scheme	The visual impact of the Modification 4 Scheme against the MOD 5 Scheme at this location is judged to be none .



MOD 5 Scheme Photomontage - Year 15



MOD 4 Photomontage - Year 0



MOD 4 Photomontage - Year 15

Figure 13: Viewpoint 8 - 32 Aldington Road, Kemps Creek - Looking Northeast (Photomontage)

Approx Panoramic Angle of View - 67°

7.9 Viewpoint 9

Viewing Location	Bowood Park, Bowood Road, Mount Vernon - Looking North
GPS	33°50'59"S, 150°48'41"E
Elevation (Eye-level)	70.45m AHD
Date and Time of Original Baseline Photograph	16th Dec 2020 - 1.53pm
Approved MOD 1 Scheme & MOD 5 Scheme Photomontage Figure	Figure 14

Visual Description

Approx. Viewing Distance from Site Boundary	1.8km
View description & prominence of the development	<p>This visual receptor is located within Bowood Park, Mount Vernon which is situated 1.8km south of the site. A small number of nearby second-storey residential dwellings, may also experience a similar type of view to the one shown in the Approved Scheme Photomontage - Year 15.</p> <p>The view was taken from the north eastern corner of the park and looks north towards elevated pastoral lands with scattered trees and bushland. As shown opposite, the MOD 5 Scheme would essentially remain hidden behind existing natural topography and proposed landscape mitigation.</p>

Significance of Visual Impact of Approved Scheme	Minor (refer to assessment of visual impacts in previous LVIA01 report).
Significance of Visual Impact of Approved MOD 1 Scheme	None (No change) (refer to assessment of visual impacts in previous AVIA01 report)
Significance of Visual Impact of MOD 5 Scheme	None (No Change) (refer to assessment of visual impacts in previous AVIA02 report)
MOD 4 Visual Receptor Sensitivity	Not all areas of the park experience this view, as there is the presence of mature trees along the northern and eastern boundary. However, the view does have some clear scenic value and is likely to be held in high regard by the local community. The Approved MOD 1 Scheme also does not adversely affect the view, it is therefore, judged that the sensitivity of this visual receptor remains high .
MOD 4 Magnitude of Change against the MOD 5 Scheme	Lot 204 is not visible from this location and therefore, the magnitude of change against the MOD 5 Scheme for this visual receptor is judged to be no change .
Visual Impact of Modification 4 against the MOD 5 Scheme	The visual impact of the Modification 4 Scheme against the MOD 5 Scheme at this location is judged to be none .

Extent of Proposed Development



MOD 5 Scheme Photomontage - Year 15



MOD 4 Photomontage - Year 0



MOD 4 Photomontage - Year 15

Figure 14: Viewpoint 9 - Bowood Park, Bowood Road, Mount Vernon - Looking North (Photomontage)

Approx Panoramic Angle of View - 67°

7.10 Viewpoint 10

Viewing Location	Jacfin Lands, Aldington Road, Kemps Creek - Position 1 - Looking North
GPS	33°50'13.6"S, 150°49'18.8"E
Elevation (Eye-level)	81.1m AHD
Date and Time of Original Baseline Photograph	16th July 2020 - 3.49pm
Approved MOD 1 Scheme & MOD 5 Scheme Photomontage Figure	Figure 15

Visual Description

Approx. Viewing Distance from Site Boundary	160m
View description & prominence of the development	Viewpoints 10 and 11 were taken within the Jacfin lands to represent future residential receptors with the RU4 zoning. This location was chosen to establish potential views of the ESR proposal from residential lots 11 & 12 close to the northern boundary of the Jacfin site. As can be seen in the MOD 5 Scheme Photomontage, the development is located in close proximity to the north. In the foreground, pastoral lands are seen together with the existing Terramesh bund, Gabion walling and recently planted vegetation.

Significance of Visual Impact of Approved Scheme **Moderate/minor (refer to assessment of visual impacts in previous LVIA01 report).**

Significance of Visual Impact of Approved MOD 1 Scheme **Minor negligible (refer to assessment of visual impacts in previous AVIA01 report)**

Significance of Visual Impact of MOD 5 Scheme **None (No Change) (refer to assessment of visual impacts in previous AVIA02 report)**

MOD 4 Visual Receptor Sensitivity

As described within section 4.3 of report LVIA01 for the Approved Scheme, a judgement of sensitivity is more difficult when the receptor (residential dwellings) does not presently exist. However, it would be likely that dwellings at this location would experience a view similar to that seen within the photomontages. This already contains finished earthworks to the southern boundary of the ESR site and landscaping planting. To the west, proposed industrial development within LOT A is also likely to affect views.

With the introduction of the MOD 5 Scheme, the presence of industrial development has increased and is now more apparent within this view. It is expected that landscaping to the southern boundary will help to mitigate visual impacts and therefore, it is judged that the sensitivity of this visual receptor remains at **medium**.

MOD 4 Magnitude of Change against the MOD 5 Scheme Lot 204 is not visible from this location and therefore, the magnitude of change against the MOD 5 Scheme for this visual receptor is judged to be **no change**.

Visual Impact of Modification 4 against the MOD 5 Scheme The visual impact of the Modification 4 Scheme against the MOD 5 Scheme at this location is judged to be **none**.



MOD 5 Scheme Photomontage - Year 15



MOD 4 Photomontage - Year 0



MOD 4 Photomontage - Year 15

Figure 15: Viewpoint 10 - Jacfin Lands, Aldington Road, Kemps Creek - Position 1 - Looking North (Photomontage)

Approx Panoramic Angle of View - 67°

7.11 Viewpoint 11

Viewing Location	Jacafin Lands, Aldington Road, Kemps Creek - Position 2 - Looking North
GPS	33°50'27.6"S, 150°49'04.1"E
Elevation (Eye-level)	91.85m AHD
Date and Time of Original Baseline Photograph	16th July 2020 - 3.54pm
Approved MOD 1 Scheme & MOD 5 Scheme Photomontage Figure	Figure 16

Visual Description

Approx. Viewing Distance from Site Boundary	650m
View description & prominence of the development	Viewpoints 10 and 11 were taken within the Jacfin lands to represent future residential receptors with the RU4 zoning. This location was chosen to establish potential views of the ESR proposal further south within the RU4 land close to lots 4 & 5. As can be seen in the MOD 5 Scheme Photomontage, the development is located in close proximity to the north. In the foreground, pastoral lands are seen together with the existing Terramesh bund, gabion walling and recently planted vegetation. Other industrial development can also be seen to the west of the view.

Significance of Visual Impact of Approved Scheme	Minor (refer to assessment of visual impacts in previous LVIA01 report).
Significance of Visual Impact of Approved MOD 1 Scheme	Minor negligible (refer to assessment of visual impacts in previous AVIA01 report)
Significance of Visual Impact of MOD 5 Scheme	None (No Change) (refer to assessment of visual impacts in previous AVIA02 report)
MOD 4 Visual Receptor Sensitivity	As described within previous report LVIA01, a judgement of sensitivity is more difficult when the receptor (residential dwellings) does not presently exist. However, dwellings at this location may experience a view similar to that seen within the photomontages. There are a number of factors that would affect the actual resultant view corridor including other dwellings, development within LOT A and landscaping. With the introduction of the MOD 5 Scheme, the presence of industrial development has increased and is now more apparent within this view. It is expected that proposed landscaping will help to mitigate visual impacts and therefore, it is judged that the sensitivity of this visual receptor remains at medium .
MOD 4 Magnitude of Change against the MOD 5 Scheme	Lot 204 is not visible from this location and therefore, the magnitude of change against the MOD 5 Scheme for this visual receptor is judged to be no change .
Visual Impact of Modification 4 against the MOD 5 Scheme	The visual impact of the Modification 4 Scheme against the MOD 5 Scheme at this location is judged to be none .



MOD 5 Scheme Photomontage - Year 15



MOD 4 Photomontage - Year 0



MOD 4 Photomontage - Year 15

Figure 16: Viewpoint 11 - Jacfin Lands, Aldington Road, Kemps Creek - Position 2 - Looking North (Photomontage)

Approx Panoramic Angle of View - 67°

8.0 CONCLUSIONS

This Visual Impact Addendum Report is intended to address the requirement to provide a quantitative analysis and opinion of any additional visual impacts created by the proposed Modification 4 Scheme **when compared against the more recent Modification 5 Scheme**. The MOD 4 scheme details specifically changes to the pad level and warehouse design of Lot 204.

The same viewpoints that were selected for visual assessment from both the Approved Scheme, MOD 1 Scheme and MOD 5 Scheme, (within the previous reports 200224_SSD_RPT_LAN_LVIA01, 200224_MOD1_RPT_AVIA01 and 200224_MOD1_RPT_AVIA02) have also been selected for this addendum report to provide a direct comparison.

Following the remodeling of Lot 204 and production of photomontages it is clear that only viewpoint 5 is affected visually by the change. However, this is so small that the resultant view is essentially unchanged. From all other assessed visual receptor locations Lot 204 cannot be seen, this is either due to other proposed buildings or existing vegetation screening the development. Therefore, in the short term immediately following development completion at Year 0 and also in the longer term at Year 15, visual impacts are expected to be extremely similar for both the approved Modification 1, proposed Modification 5 and now proposed Modification 4 schemes.

The visual impact of the Modification 4 Scheme has been assessed and compared against a new baseline situation. The baseline is now represented by the Year 15 photomontages generated for the MOD 5 Scheme in the previous Geoscapes addendum report 200224_MOD1_RPT_AVIA03. Reports AVIA02, AVIA01 and LVIA01 should be read in conjunction with this third addendum to gain a full understanding of the approved proposal, MOD 1 and MOD 5 proposals and associated visual impacts.

It is concluded that of the viewpoint locations assessed, the proposed Modification 4 Scheme will **not create any further visual impacts when compared against the MOD 5 Scheme**. This would also be true of a comparison against the approved MOD 1 scheme.

Through analysis conducted within this report, the following locations are judged to have **no further** visual impacts when compared against the MOD 5 Scheme:

- Opposite 396-398 Horsley Road, Horsley Park (VP1)
- Driveway of 49-53 Greenway Place, Horsley Park (VP2)
- Ottelia Road, Kemps Creek (VP3)
- Adjacent to 178-182 Delaware Road, Horsley Park (VP4)
- Lenore Drive before Old Wallgrove Road, Eastern Creek (VP5)
- Old Wallgrove Road, Horsley Park (VP6)
- 33 Greenway Place, Horsley Park (VP7)
- 32 Aldington Road, Kemps Creek (VP8)
- Bowood Park, Bowood Road, Mount Vernon (VP9)
- Jacfin Lands, Aldington Road, Kemps Creek - Position 1 (VP10)
- Jacfin Lands, Aldington Road, Kemps Creek - Position 2 (VP11)

As the proposed Modification 4 Scheme details changes only the warehouse and layout of Lot 204, the same statements that were concluded within previous reports regarding the overall estates general visibility still apply. Therefore, locations to the north and east have less exposure to the development, while more direct views exist to the south and west.

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
DoPE	Department of Planning 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