URBIS

Lot 208, Lot 209, Lot 210 Automated Distribution Centre (ADC)

SSD-105499958

Visual Impact Assessment

Prepared For

Urbis

MAY 2026

FINAL

Acknowledgement of Country

We acknowledge the Traditional Owners of the lands we operate on. We acknowledge their continuing connection to Country through culture and community and we pay our respects to Elders past and present.

Urbis staff responsible for this report	
Director:	Jane Maze-Riley
Associate Director:	Nicholas Sisam
Consultant:	Manuel Alvelo
Project Code:	P0064918

I Nicholas Sisam, confirm this Visual Impact Assessment addresses the requirement of SEAR No. 105499958 / WSI3 Automated Distribution Centre and relevant State and local legislation, policies, and guidelines. I further confirm that none of the information contained in the Visual Impact Assessment is false or misleading.

Description of Requirement	Section Reference
Visual Impact	

A visual impact assessment, including:
• photomontages and perspectives of the development layout and design (buildings and storage areas)
• an assessment of the potential visual impacts of the development on the amenity of the surrounding area, including:
  • nearby public and private receivers
  • significant vantage points in the broader public domain
• consideration of the layout and design of the development having regard to the surrounding vehicular, pedestrian and cycling networks.
	Section 4.0, 5.0 and 6.0

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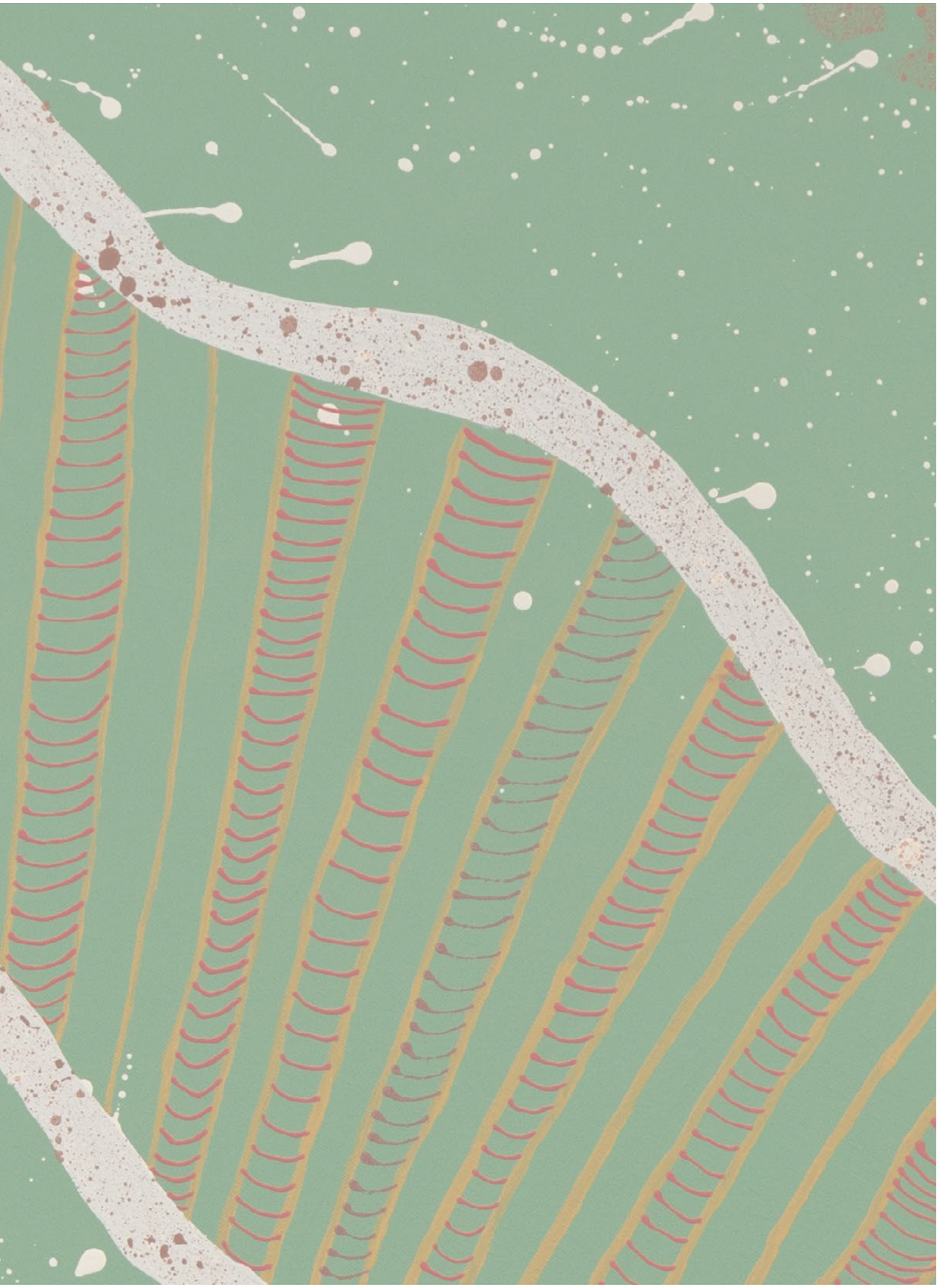


Contents

Executive summary

- This Visual Impact Assessment has been prepared by Urbis to accompany a detailed State Significant Development Application (SSDA) for the construction of a warehouse or distribution facility (as defined), referred to throughout this report as an automated distribution facility (ADC).
- The land to which this report relates is referred to as 475 Badgerys Creek Road, Bradfield, which has direct interface with the Western Sydney International Airport (WSI), legally described as part Lot 102 and Lot 105 in DP 1316278. It is noted that the ADC will be located on future lots within the 475 Badgerys Creek Road landholding. For the purpose of this Report, reference to 'the site' will relate primarily to the area within the broader lot proposed to be developed for the ADC, unless otherwise specified.
- The proposed development involves the construction, fit-out and ongoing operation of a large-scale warehouse and distribution facility, including associated car parking, landscaping, site access, utility connections, bulk earthworks and other supporting infrastructure.
- The ADC is proposed within a broader 184-hectare landholding that is predominantly undeveloped and characterised by flat to gently undulating land, open grassland, remnant agricultural uses and established riparian corridors.
- The site is located within a rapidly evolving context, with quarry and emerging industrial uses to the north, the planned Bradfield City Centre to the south-west, rural and emerging urban areas at Kemps Creek to the east, and the Western Sydney International Airport to the west.
- No statutory heritage items are located on the site and it is not within a heritage conservation area; nearby State and locally listed heritage items are several kilometres away, not publicly accessible, and will not be visually affected by the proposal.
- There are no documented or protected views to or across the site that would be affected by the proposed development.
- The visual catchment of the proposal is limited due to local topography, intervening development and the presence of mature vegetation, particularly within the riparian corridors of Badgerys Creek and South Creek.
- Potential public domain views are largely confined to brief, incidental views from sections of Badgerys Creek Road and surrounding transport routes, with no nearby public open spaces, lookouts or pedestrian areas that would increase visual sensitivity.
- Private domain views are limited to a small number of nearby dwellings, where any views of the proposal would generally be partial, oblique and filtered by intervening vegetation and built form.
- The existing visual character of the site is assessed as having low scenic quality, reflecting its transitional position between rural land uses and emerging industrial and urban development, with limited vegetation diversity and minimal built form of visual interest.
- Public and private view place sensitivity is considered low, as views are generally short in duration, experienced mainly by motorists, and are not associated with high-amenity, recreational or heritage settings.
- The surrounding visual context has a high physical absorption capacity, with substantial mature riparian vegetation providing effective screening and reducing the prominence of the proposed development in both public and private views.
- Assessment of 6 representative public domain views from the surrounding visual catchment concluded that:
    - 1 view had a nil impact rating
    - 2 views had a low visual impact rating
    - 1 view had a low-medium impact rating
    - 1 view had a medium-low impact rating.
    - 1 had a medium impact rating.
- The proposal is considered visually compatible with the future character of the area, acknowledging the planned transition of the Bradfield and Aerotropolis precincts toward a more urbanised, employment-focused environment with large-scale built form.
- Viewing distances to the proposal are generally close and medium distance views and viewing periods are short and transient, which further limits the potential for visual impacts to be perceived.
- Overall, the visual impacts of the proposed ADC are assessed as low, with residual visual impacts considered acceptable given the site's strategic location, surrounding land use transition, and the approved master planning framework.
- As development within the broader IPG Master Plan and surrounding precincts progress, visual compatibility is expected to increase and residual visual impacts are likely to further reduce over time.
- Taking into consideration the existing visual context and baseline factors against which to measure change, the level of visual effects of the proposed development and in the context of additional weighting factors, the visual impacts of the proposed development were found to be acceptable.
- The proposal is supported on visual impact grounds.

01 Introduction

1.1 Introduction

This report has been prepared to accompany an SSDA for the construction of a warehouse or distribution facility (as defined) at 475 Badgerys Creek Road, Bradfield (the site).

This report has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARs) dated 2 march 2026. Specifically, this report has been prepared to respond to the SEARs requirement identified below.

Table 1 SEARs Compliance.

Description of Requirement	Section Reference
Visual Impact	

A visual impact assessment, including:
• photomontages and perspectives of the development layout and design (buildings and storage areas)
• an assessment of the potential visual impacts of the development on the amenity of the surrounding area, including:
  • nearby public and private receivers
  • significant vantage points in the broader public domain
• consideration of the layout and design of the development having regard to the surrounding vehicular, pedestrian and cycling networks.
	Section 4.0, 5.0 and 6.0

Figure 1 Subject site | Urbis.

1.2 Proposed development

It is the intent to construct and operate a new ADC. The ADC will be a distribution centre for goods storage and distribution direct to offsite third-party sortation service providers.

The proposed description of development is as follows:

"Construction, fit-out and operation of a warehouse or distribution facility (automated distribution centre) with associated car parking, landscaping, driveway accesses, utility service connection, minor bulk earthworks and other related works".

The project is located within the IPG Master Plan was approved by DPHI in July 2025 in accordance with Section 4.41 of the WPC SEPP, which sought amendments to the WPC SEPP, Aerotropolis Precinct Plan and DCP..

The IPG Master Plan sought to vary the existing height controls contained in the Aerotropolis Precinct Plan, proposing a maximum building height for potential high-bay and multi-storey warehousing of up to approximately 52.5m as detailed in the Master Plan. There are two parcels of land within the IPG Master Plan identified as being suitable for high-bay warehousing, referred to as the 'western parcel' and the 'eastern parcel'. The proposal site is located in the western parcel.

Proposed landscaping

Landscape elements are provided along all site boundaries. Generous tree planting, shading, and landscaped areas are integrated with parking and pedestrian movement across the site. Canopy coverage and shading have been carefully considered to enhance amenity and soften the proposed built form.

Figure 2 Proposal axonometrics

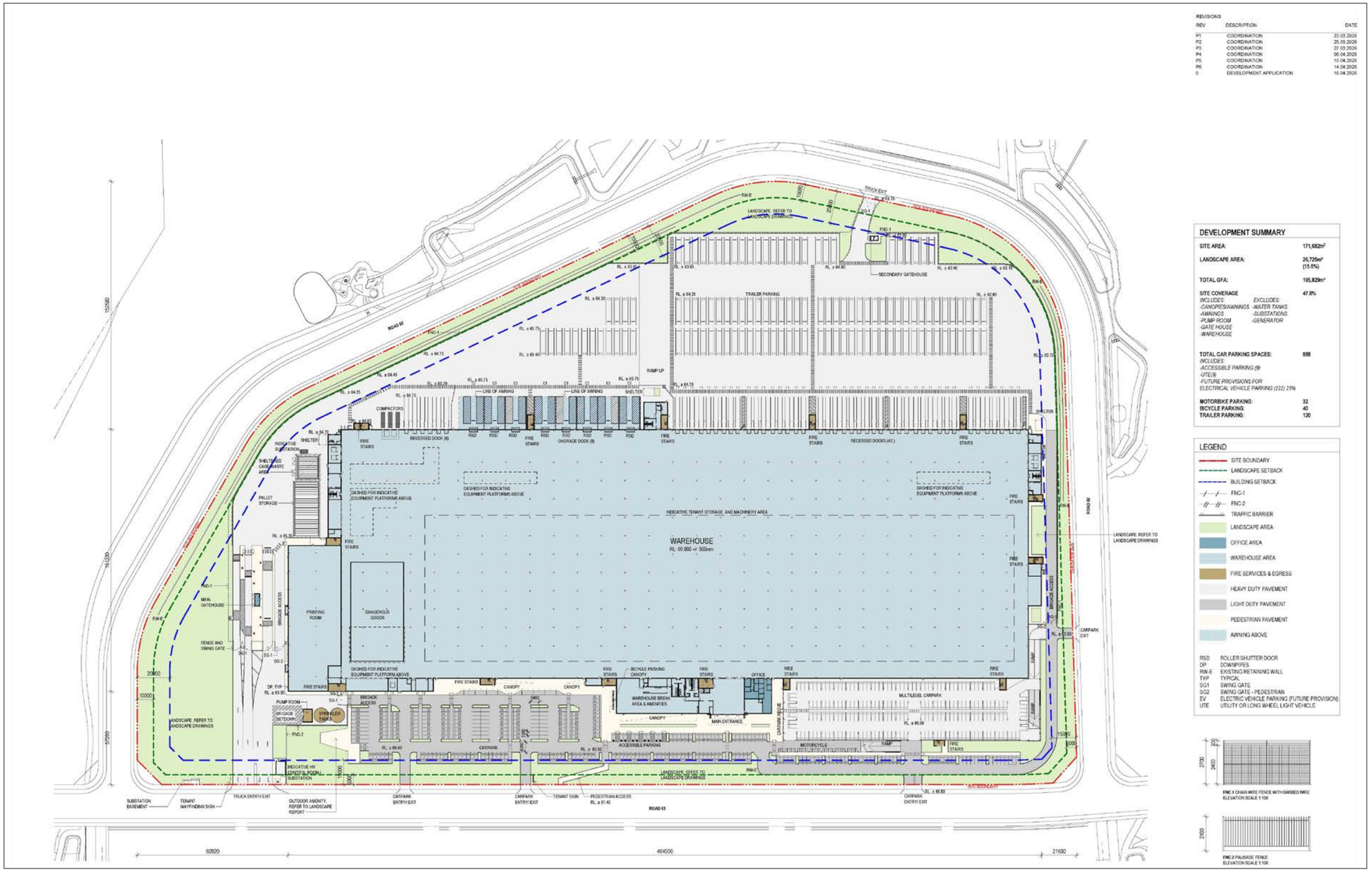


Figure 3 Site plan

02 Methodology

2.1 Urbis methodology

The methodology employed by Urbis to assess visual impacts is based on a combination of established methods used in NSW. It is based on widely adopted concepts and terminology included in multiple Visual Impact Assessment (VIA) methods, guidelines and objectives.

In addition the Urbis VIA method draws on 30 years of academic research and publications by industry leaders who have considered a more tailored response to assess the visual impacts of built forms in urban settings rather than Landscape Character Visual Impacts Assessments (LCVIA).

An LCVIA takes a more holistic approach to changes proposed to the physical and visual landscape, which in our opinion is more appropriate to assess the impacts of development in greenfield locations or sites that are predominantly characterised by rural or open, less developed landscapes.

The Urbis methodology identifies objective 'visual baseline' information about the site and surrounds, analyses the extent of visual effects or quantum of change using visual aids from key locations, and considers the importance of that change. The significance of the extent of visual effects is explained and determined in the visual impact assessment section of the method and this report.

The Urbis method takes into consideration other relevant factors such as the underlying strategic planning intent of the site, its immediate or wider setting. For example other methods do not consider visual compatibility with the existing or desired future character for the site or area which may allow for transformational visual change.

The Urbis method also distinguishes and places 'weight' on key factors such as view place and viewer sensitivity, physical absorption capacity etc. and considers impacts on unique settings near the site that could be potentially affected, including for example heritage items, conservation areas, views to icons and areas of high scenic quality.

Separating objective facts from subjective opinion provides a robust and comprehensive matrix for analysis and final assessment of visual impacts.

The sequence of steps and logic flow is shown graphically in the method flow chart.

Our method also has regard to:

'Guidelines for Landscape and Visual Impact Assessment' (Third Edition) (GLVIA3) Landscape Institute and Institute of Environmental Management & Assessment (2013)

The Landscape Institute Technical Guideline Note- Visual Representation of Development Proposals (AILA 2019)

Guidance note for Landscape and Visual Assessment (AILA 2018)

Guidelines for Landscape Character and Visual Impact assessment, Environmental Impact Assessment practice note EIA -NO4 prepared by the Roads and Maritime Services 2018 (RMS LCIA)

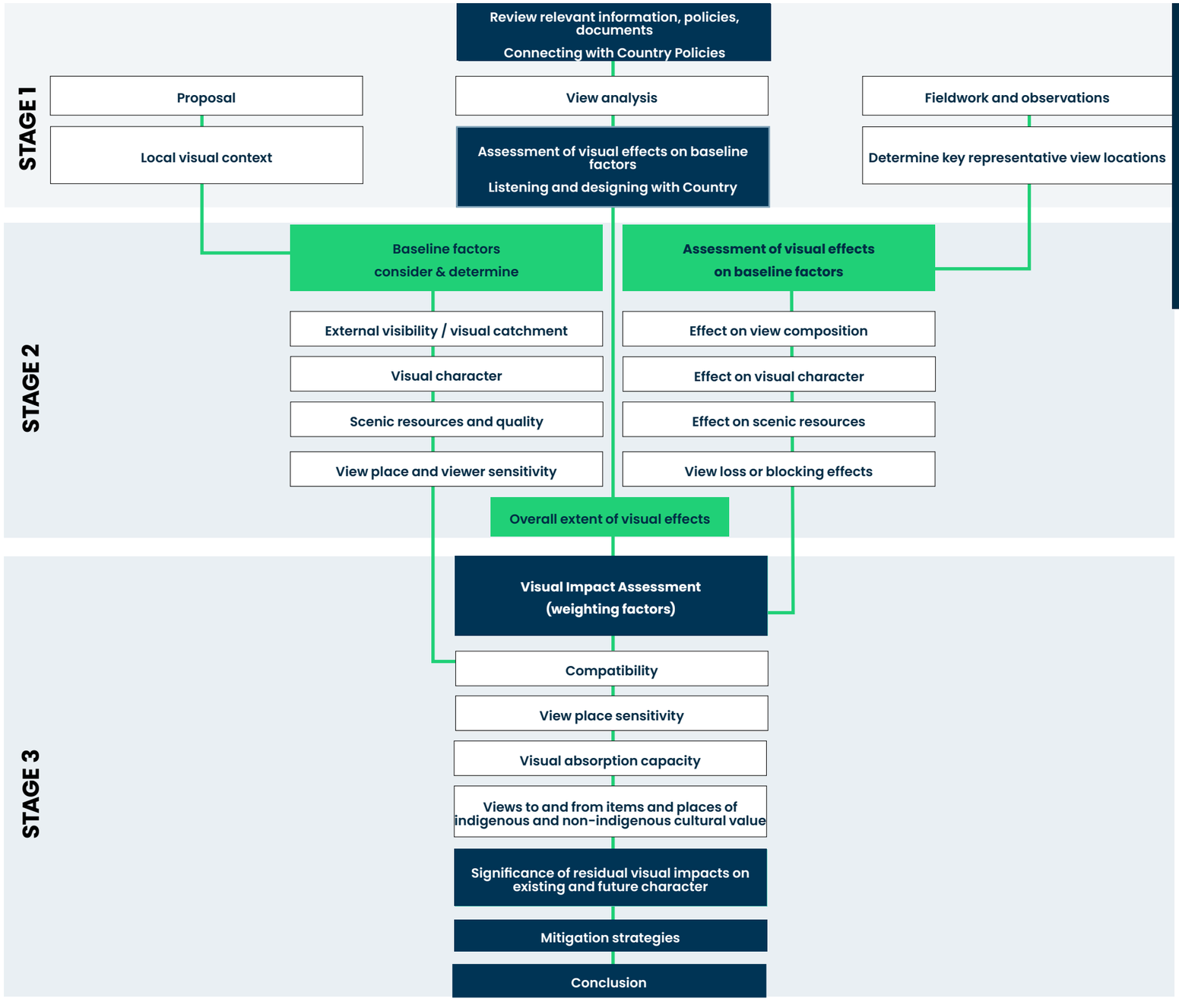


Figure 4 Urbis methodology flowchart

03 Baseline visual analysis

3.1 Visual context

North:

Immediately north of the site is a quarry and brick making facility. The structures and hardstand areas used for the quarry operations are in the central portion of the quarry site with the quarry connected by an internal road network.

Beyond, the area to the north features a mix of rural and agricultural land, landscape industries, and residential properties accessed via Lawson and Martin Roads. Several sites here already have State Significant Development Applications (SSDAs) for industrial and warehouse projects. Both Martin and Lawson Roads connect to Elizabeth Drive, a key arterial route linking the Western Sydney International (WSI) site to the regional road network, including the M7, Northern Road, and the future M12.

South:

Southwest lies Bradfield City Centre, a planned 114-hectare urban precinct adjacent to WSI. Designed as a hub for innovation and advanced industries, it aims to deliver 20,000 jobs and 10,000 homes, including affordable housing, with a strong focus on sustainability, green spaces, climate-resilient infrastructure, and net-zero emissions.

East:

East of Wianamatta–South Creek is the suburb of Kemps Creek. This area contains open space, rural and agricultural land, emerging urban development, and residential properties. While not part of the initial precincts under the Western Sydney Aerotropolis Plan (WSAP), it is earmarked for employment-generating uses.

West:

To the west across Badgerys Creek, is the Western Sydney International Airport. Located in Badgerys Creek, this major federal infrastructure project is set to open in 2026, initially accommodating 10 million passengers annually and operating 24/7. Badgerys Creek Road runs north–south to the west of the site, providing a direct link between Elizabeth Drive and the Northern Road.

3.2 Heritage items

The subject site is not currently listed on any statutory heritage lists, nor is it located within a heritage conservation area. The site is located approximately 3km to the south a locally significant item listed on the State Environmental Planning Policy (Precincts— Western Parkland City) 2021 (SEPP 2021): 'McGarvie Smith Farm' at 1793–1951 Elizabeth Drive, Badgerys Creek (SEPP # 11).

The State heritage listed item 'Kelvin' homestead complex is located approximately 2km south of the site.

Neither item appear to be publicly accessible.

The site is identified as having potential areas of Aboriginal cultural sensitivity (moderate) across the periphery as identified by the Western Sydney Aerotropolis Precinct Plan mapping.

3.3 Documented views

There are no documented views to or across the site.

3.4 Visual catchment

Potential visibility of the proposal was determined by Urbis during fieldwork observations of the site from a range of distance classes (close, medium and distant views) and an indicative visual catchment from Google Earth. Due to the underlying topography and presence of vegetation within the surrounding area, the visual catchment of proposed works is constrained.

PUBLIC DOMAIN

Potential views to the site and proposal from the public domain include:

- A section of Badgerys Creek Road west of the site between the Badgerys Creek riparian and approximately 355 Badgerys Creek Road to the south where the road turns southwards and vegetation and built-form limits views.
- Badgerys Creek Road south of the site (entrance into Bradfield City centre.

Key findings:

- The riparian corridors surrounding Badgerys Creek and South Creek consist of large, mature trees that will effectively screen the site and likely the proposal (given the currently proposed maximum building heights) from views from other roads surrounding the site.
- There are no public open / recreation spaces in the surrounding area that would be considered sensitive viewing locations.

PRIVATE DOMAIN

Private domain views are limited by intervening development and the riparian corridors around the site. Views may be possible from:

- 300 Badgerys Creek Road
- 355 Badgerys Creek Road
- 270 Badgerys Creek Road.

3.5 Inspected fieldwork locations

Figure 5 Locations inspected during fieldwork

Photo 1. View north-east from 320 Badgerys Creek Road north

Photo 2. View north-east from 320 Badgerys Creek Road south

Photo 3. View north-east from 260 Badgerys Creek Road

Photo 4. View 1 north from 475 Badgerys Creek Road from within private land

Photo 5. View 2 north from 475 Badgerys Creek Road from within private land

Photo 6. View north-east from 300 Badgerys Creek Road

Photo 7. View south from intersection of Pitt Street and Lawson Road

Photo 8. View south from 215 Lawson Road

Photo 9. View southeast from Badgerys Creek Road north of Pitt Street

Photo 10. View east from Badgerys Creek Road between Leggo Street and Fuller Street

Photo 11. View south from 210 Martin Road

Photo 12. View south from 180 Martin Road

Photo 13. View south from 165 Martin Road

Photo 14. View west from intersection of Victor Ave and Western Road

Photo 15. View north-west from 310 Ramsay Street

Photo 16. View west from 82 Victor Street

Photo 17. View south from intersection of Martin Road and Elizabeth Drive

Photo 18. View south from the intersection of Lawson Road and Elizabeth Drive

Photo 19. View north from Bradfield south of the site

3.6 Visual character of the site

The site proposed for the ADC is relatively flat. More broadly, the larger IPG parcel of land slopes down towards the creeks at the north-western and north-eastern boundaries.

The IPG Master plan site at 475 Badgerys Creek Road, Bradfield, comprises a large landholding of approximately 184 hectares that presently includes undeveloped land and sections that are undergoing bulk earthworks.

The proposal site currently is characterised by open grassland and remnant agricultural land, reflecting its historic use for rural purposes including farming and poultry-related activities. Built form across the site is minimal, with no substantial structures of scale remaining. Existing features are generally limited to minor internal access tracks, rural fencing and scattered service infrastructure associated with its former agricultural function.

Topographically, the site reflects the broader Cumberland Plain landscape, with generally flat to gently undulating terrain and no pronounced ridgelines or steep landforms. Elevation changes are subtle and consistent across the holding, contributing to expansive outward views and a sense of openness. The land is influenced by nearby riparian corridors associated with Badgerys Creek and related drainage lines, which form part of the wider environmental network in the locality. Vegetation is primarily composed of cleared grassland with limited scattered trees, while riparian areas provide pockets of ecological value that contrast with the otherwise open character of the site.

3.7 Scenic quality

Scenic quality relates to the likely expectations of viewers regarding scenic beauty, attractiveness, or preference. Scenic preferences typically relates to the variety of features that are present, and the uniqueness or combination of those features. Scenic quality of the visual setting of the subject site is a baseline factor against which to measure visual effects. Criteria and ratings for preferences of scenic quality and cultural values of aesthetic landscapes are based on empirical research undertaken in Australia and internationally.

Therefore, analysis of the existing scenic quality of a site or its visual context and understanding the likely expectations and perception of viewers is an important consideration when assessing visual effects and impacts.

The site exhibits a low scenic quality, reflecting its position within a transitioning rural–industrial edge landscape. The visual environment is defined by broad, open ground planes with limited vegetation, producing an expansive but visually simple setting. The flat to gently undulating topography allows for long distance views but does not provide notable landform features that might elevate scenic interest.

Vegetation is largely unmanaged and sparse, consisting of grassed paddocks and scattered small trees, offering minimal aesthetic variety.

While the openness provides a sense of space, the lack of distinctive natural features, cohesive vegetation patterns, or high-quality built form results in a landscape that reads as visually modest and transitional rather than scenic or valued for its aesthetic qualities.

3.8 Public view place sensitivity

This factor relates to the likely level of public interest in a view of the proposed development. The level of public interest includes assumptions made about its exposure in terms of distance and number of potential viewers. For example, close and middle-distance views from public places such as surrounding roads and intersections that are subject to large numbers of viewers, would be considered as being sensitive view places. However, the level of sensitivity depends on the nature of the view and whether it is gained from either a moving viewing situation and the duration of exposure to the view for example for short periods of time or for sustained periods.

The site has low public view place sensitivity due to its limited exposure to high-value public spaces and the functional nature of its surrounding context. There are no notable public lookouts, parks, pedestrian corridors, or gathering spaces in the immediate vicinity that would increase visual sensitivity. Potential viewers would typically be motorists, with views primarily obtained from Badgerys Creek Road. These views are transient and not associated with significant recreational, scenic, or heritage values.

3.9 Private view place sensitivity

Viewer sensitivity is a judgement as to the likely level of private interest in the views that include the proposed development and the potential for private domain viewers to perceive the visual effects of the proposal. The spatial relationship (distance), the length of exposure and the viewing place within a dwelling are factors which affect the overall rating of the sensitivity to visual effects.

Private view place sensitivity is limited due to the presence of vegetation and built-form in the surrounding context.

Vegetation around and topography blocks potential views from private residential development north of the site. Vegetation around South Creek similarly blocks views from residential development east of the site in Kemps Creek.

There is one residential dwelling south-west of the site at 300 Badgerys Creek Road which is likely to have oblique, partial views of the proposal through intervening vegetation.

Visibility from south of the site is limited as identified in the visual catchment and restricted to a small number of dwellings. While the predominantly open expanse of the IPG site allows for views to the proposal site, it is likely that future visibility to the proposal will decrease as development within the wider master plan is constructed.

04 Visual effects analysis

4.1 Selection of views for analysis

Prior to undertaking fieldwork, Urbis undertook a desktop review of all relevant statutory and non-statutory documents, an analysis of aerial imagery and topography and LiDAR data to establish the potential visual catchment to inform fieldwork inspections. Following fieldwork Urbis selected and recommended 6 public view locations for further analysis, including views mandated within the SEARs.

No.	Photomontage location
PM 01	Badgerys Creek Road north of Badgerys Creek
PM 02	View north-east outside of 260 Badgerys Creek Road
PM 03	View north-east from outside 300 Badgerys Creek Road
PM 04	View north-west from future road roundabout (within IPG Master Plan)
PM 05	View north from future public park (within IPG Master Plan)
PM 06	View north from Bradfield south of the site

4.2 Certification of photomontages

The method of preparation is outlined in Appendix 3 of this report.

The accuracy of the locations of the 3D model (prepared by the project architects) of the proposed development inserted into digital photographs has been checked by Urbis in multiple ways:

1. The placement and location of the 3D architectural model was checked against surveyed visible fixed features using LiDAR data.
2. The location of the camera in relation to the model was established using the survey model and the survey locations, including map locations and RLs. Focal lengths and camera bearings in the meta data of the electronic files of the photographs are known.
3. Reference points from the survey were used for cross-checking accuracy in all images.
4. No significant discrepancies were detected between the known camera locations and those predicted by the computer software. Minor inconsistencies due to the natural distortion created by the camera lens, were reviewed by Urbis and were considered to be within reasonable limits.

Urbis is satisfied that the photomontages have been prepared in accordance with the Land and Environment Court of New South Wales photomontage policy.

Urbis certifies, based on the methods used and taking all relevant information into account, that the photomontages are as accurate as is possible in the circumstances and can be relied upon by the Court for assessment.

Figure 6 Photomontage location map

Photomontage 01

Badgerys Creek Road north of Badgerys Creek

Distance class

- Medium
- 510m

Existing composition of the view

The foreground and midground is comprised of the Badgerys Creek carriageway with large, mature trees in the road reserve and around Badgerys Creek which forms a dense vegetation screen to the left and distant parts of the view, preventing long distance views beyond.

The foreground right of the composition is open, gently undulating cleared grassland.

Visual effects of the proposal on the composition as modelled

Intervening vegetation within the road reserve screens the project from Badgerys Creek Road and would not be perceptible for motorists north of Badgerys Creek given the height of the proposal.

Visual effects of Proposal (quantum of change) on existing view attributes	
Visual character	nil
Scenic quality	nil
View composition	nil
View blocking of scenic elements	nil
Overall rating of effects on baseline factors	**nil**

Weighting factors	
Public domain view place sensitivity	nil
Physical absorption capacity	nil
Compatibility with context and visual character	nil
Viewing period	nil
Viewing distance	nil

See section 5.7 for overall visual impact rating.

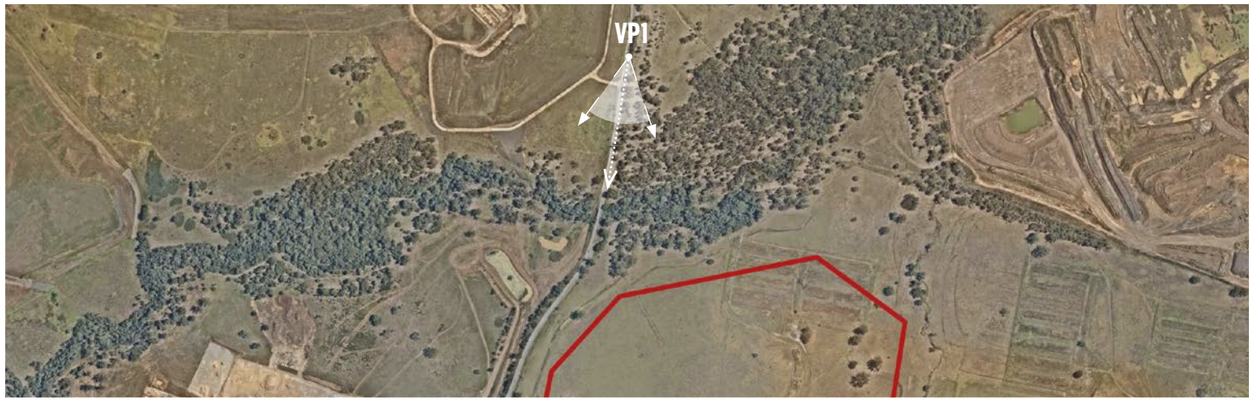


Figure 7 Viewpoint 01 location.

Figure 8 Viewpoint 01 existing view.

Figure 9 Viewpoint 01 photomontage.

Photomontage 02

View north-east outside 260 Badgerys Creek Road.

Distance class

- Medium
- 810m

Existing composition of the view

The foreground composition includes the Badgerys Creek carriageway with unformed road reserves and driveway access to either side. The midground composition is characterised by rural land which includes areas of open, undulating land with interspersed trees throughout to the right of the view, and large mature trees along Badgerys Creek Road which create a constrained view corridor to the north.

Visual effects of the proposal on the composition as modelled

The proposal introduces a small extent of new contemporary development to the distant composition. Intervening undulating land and vegetation screen large sections of the proposal with only sections of mid and upper development visible.

The proposal does not block views to any scenic or highly valued features.

Note: South of the site is the approved ALDI ADC development, which when constructed, will replace the existing view and likely block all views to the proposal.

Visual effects of Proposal (quantum of change) on existing view attributes	
Visual character	low-medium
Scenic quality	low
View composition	low
View blocking of scenic elements	low
Overall rating of effects on baseline factors	**low**

Weighting factors	
Public domain view place sensitivity	medium (neutral)
Physical absorption capacity	high (down-weight)
Compatibility with context and visual character	low (up-weight)
Viewing period	low (down-weight)
Viewing distance	medium (neutral)

See section 5.7 for overall visual impact rating.

Figure 10 Viewpoint 02 location.

Figure 11 Viewpoint 02 existing view.

Figure 12 Viewpoint 02 photomontage.

Photomontage 03

View north-east from outside 300 Badgerys Creek Road

Distance class

- Medium
- 420m

Existing composition of the view

The composition is characterised by the Badgerys Creek carriageway with gently undulating agricultural land beyond that is predominantly open in nature, with several isolated trees present in the mid-ground composition.

In the distance, both groups and individual mature trees are present on the horizon.

Visual effects of the proposal on the composition as modelled

The proposal introduces new, contemporary development to the midground composition which blocks views to distant trees and sections of open sky beyond. Limited vegetation and the open extent of the existing composition allows for extents of the eastern and southern façades to be clearly visible from Badgerys Creek Road.

The proposal does not block views to any scenic or highly valued features.

Note: South of the site is the approved ALDI ADC development, which when constructed, will replace the existing view and likely block all views to the proposal.

Visual effects of Proposal (quantum of change) on existing view attributes	
Visual character	medium-low
Scenic quality	low
View composition	medium-low
View blocking of scenic elements	low
Overall rating of effects on baseline factors	**medium-low**

Weighting factors	
Public domain view place sensitivity	medium (neutral)
Physical absorption capacity	low (up-weight)
Compatibility with context and visual character	low (up-weight)
Viewing period	low (down-weight)
Viewing distance	medium (neutral)

See section 5.7 for overall visual impact rating.

Figure 13 Viewpoint 03 location.

Figure 14 Viewpoint 03 existing view.

Figure 15 Viewpoint 03 photomontage.

Photomontage 04

View south-west from future road roundabout within the IPG Master Plan

Distance class

- Close
- 180m

Existing composition of the view

The foreground and mid-ground composition is characterised by an open, undulating expanse of pastoral land which has a limited amount of any significant vegetation, with only a few individual trees present in the mid-ground. Beyond, large mature tree groupings form a solid screen of vegetation that blocks long distance views.

Visual effects of the proposal on the composition as modelled

The proposal introduces new contemporary development to the midground composition and replaces views to a section of trees north of the site surrounding Badgerys Creek.

The proposal does not block views to any heritage items or unique, highly scenic features.

Note: The IPG Badgerys Creek Road Master Plan was prepared by Ingham Property Group (IPG) and approved by the Minister for Planning and Public Spaces on 11 July 2025. As a result, potential development may reduce or block visibility of the site in the future.

Visual effects of Proposal (quantum of change) on existing view attributes	
Visual character	medium
Scenic quality	low-medium
View composition	medium
View blocking of scenic elements	low
Overall rating of effects on baseline factors	**medium**

Weighting factors	
Public domain view place sensitivity	low (down-weight)
Physical absorption capacity	low (up-weight)
Compatibility with context and visual character	low (up-weight)
Viewing period	low (down-weight)
Viewing distance	medium (neutral)

See section 5.7 for overall visual impact rating.

Figure 16 Viewpoint 04 location.

Figure 17 Viewpoint 04 existing view.

Figure 18 Viewpoint 04 photomontage.

Photomontage 05

View north-west from future public park within the IPG Master Plan

Distance class

- Medium
- 575m

Existing composition of the view

The foreground and mid-ground composition is characterised by an open, undulating expanse of pastoral land which has a limited amount of any significant vegetation, with only a few individual trees present in the mid-ground. The topography rises into the distance and limits long distance views beyond, with only the canopy of distant trees and sky visible.

Visual effects of the proposal on the composition as modelled

The foreground is unaffected.

The proposal introduces new contemporary development to the composition where the proposal blocks views to a section of trees immediately north of the site surrounding Badgerys Creek.

The proposal does not block views to any scenic or highly valued features or heritage items.

Note: The IPG Badgerys Creek Road Master Plan was prepared by Ingham Property Group (IPG) and approved by the Minister for Planning and Public Spaces on 11 July 2025. As a result, potential development may reduce or block visibility of the site in the future.

Visual effects of Proposal (quantum of change) on existing view attributes	
Visual character	low-medium
Scenic quality	low
View composition	low-medium
View blocking of scenic elements	low
Overall rating of effects on baseline factors	**low-medium**

Weighting factors	
Public domain view place sensitivity	low (down-weight)
Physical absorption capacity	medium (neutral)
Compatibility with context and visual character	low (up-weight)
Viewing period	low (down-weight)
Viewing distance	medium (neutral)

See section 5.7 for overall visual impact rating.

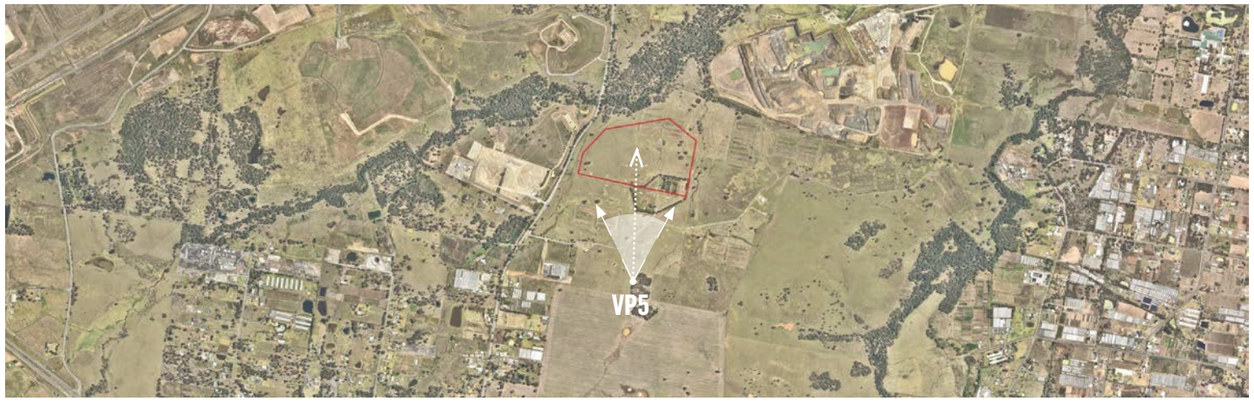


Figure 19 Viewpoint 05 location.

Figure 20 Viewpoint 05 existing view.

Figure 21 Viewpoint 05 photomontage.

Photomontage 06

View north from Bradfield south of the site

Distance class

- Distant
- 1.79km

Existing composition of the view

The expansive northerly view is characterised by a foreground and midground of broad, undulating topography of low-lying pasture cleared of vegetation.

The distant background presents a low, continuous horizon with scattered tree clusters devoid of built form.

Visual effects of the proposal on the composition as modelled

The foreground and midground are unaffected.

The proposal introduces new contemporary development to the distant composition where the proposal blocks views to a section of trees immediately north of the site surrounding Badgerys Creek.

The proposal does not block views to any scenic or highly valued features or heritage items.

Note: The IPG Badgerys Creek Road Master Plan was prepared by Ingham Property Group (IPG) and approved by the Minister for Planning and Public Spaces on 11 July 2025. As a result, potential development may reduce or block visibility of the site in the future.

Visual effects of Proposal (quantum of change) on existing view attributes	
Visual character	low
Scenic quality	low
View composition	low
View blocking of scenic elements	low
Overall rating of effects on baseline factors	**low**

Weighting factors	
Public domain view place sensitivity	low (down-weight)
Physical absorption capacity	medium (neutral)
Compatibility with context and visual character	medium (neutral)
Viewing period	low (down-weight)
Viewing distance	low (down-weight)

See section 5.7 for overall visual impact rating.

Figure 22 Viewpoint 04 location.

Figure 23 Viewpoint 06 existing view.

Figure 24 Viewpoint 06 photomontage.

05 Visual impact assessment

Having determined the extent of the visual change based on the 6 representative modelled views (photomontages), Urbis have applied relevant weighting factors to determine the overall level of visual impacts or importance of the visual effects. The factors have been considered in relation to the visual effects to provide up-weight or down-weights and to determine a final impact rating.

The weighting factors include sensitivity, visual absorption capacity and compatibility with urban features.

5.1 Sensitivity

The overall rating for view place sensitivity was weighted according to the influence of variable factors such as distance, the location of items of heritage significance or public spaces of high amenity and high user numbers.

The site is not visible from high-value public spaces and the surrounding context does not contain existing public lookouts, parks, pedestrian corridors, or gathering spaces that would increase visual sensitivity.

There are no documented significant views within or towards the site that would be impacted by the proposal. The site contains no State or local heritage items, and none are located immediately adjacent.

Potential public domain views of the site are largely restricted to motorists travelling along Martin Road where views are brief and incidental and do not include recreational, scenic, or heritage elements in the same composition as the site or proposal.

Given these factors, the overall view place sensitivity rating for the site and is considered low.

5.2 Physical absorption capacity

Visual Absorption Capacity (PAC) means the extent to which the existing visual environment can reduce or eliminate the perception of the visibility of the proposed redevelopment.

PAC includes the ability of existing elements of the landscape to physically hide, screen or disguise the proposal. It also includes the extent to which the colours, material and finishes of buildings and in the case of buildings, the scale and character of these allows them to blend with or reduce contrast with others of the same or closely similar kinds to the extent that they cannot easily be distinguished as new features of the environment.

Prominence is also an attribute with relevance to PAC. It is assumed in this assessment that higher PAC can only occur where there is low to moderate prominence of the proposal in the scene.

- Low to moderate prominence means:
  - Low: The proposal has either no visual effect on the landscape or the proposal is evident but is subordinate to other elements in the scene by virtue of its small scale, screening by intervening elements, difficulty of being identified or compatibility with existing elements.
  - Moderate: The proposal is either evident or identifiable in the scene, but is less prominent, makes a smaller contribution to the overall scene, or does not contrast substantially with other elements or is a substantial element, but is equivalent in prominence to other elements and landscape alterations in the scene.

The area surrounding the site has a significant screening effect on the site. The riparian corridors adjoining Badgerys Creek and South Creek contain substantial, mature vegetation that plays a key role in the site's visual containment. These large trees form a continuous canopy and understory that provide effective screening from public domain location to the east and west of the site. The greatest potential visibility of the site from the public domain is from Badgerys Creek Road west of the site.

5.3 Visual compatibility

Visual Compatibility is not a measure of whether the proposal can be seen or distinguished from its surroundings. The relevant parameters for visual compatibility are whether the proposal can be constructed and utilised without the intrinsic scenic character of the locality being unacceptably changed. It assumes that there is a moderate to high visibility of the project to some viewing places. It further assumes that novel elements which presently do not exist in the immediate context can be perceived as visually compatible with that context provided that they do not result in the loss of or excessive modification of the visual character of the locality.

The area surrounding the site is undergoing a transitional period. The existing visual character of Bradfield is defined by open rural landscapes, large allotments, agricultural fields, scattered dwellings, and mature riparian vegetation along creek lines. Views are generally expansive, with a low level of built form and a sense of openness.

As the Aerotropolis develops, this character will transition towards a more urbanised and structured landscape. Large-scale employment buildings, transport infrastructure, and civic spaces will introduce a denser and more varied built form, noting that the ALDI ADC development has recently been approved. As the broader IPG Master Plan develops, the visual compatibility of the proposal will increase further.

5.4 Viewing period

Viewing period in this assessment refers to the influence of time available to a viewer to experience the view to the site and the visual effects of the proposed development. Longer viewing periods, experienced either from fixed or moving viewing places such as dwellings, roads or waterways, provide for greater potential for the viewer to perceive the visual effects.

Visual effects of the proposal with regard to viewing periods from close locations in the public domain are low, typically from moving viewing situations and experienced for short periods from surrounding transport roads

Similarly, viewing periods from more distant public domain locations such as Badgerys Creek Road in Bradfield would be for short durations of time.

5.5 Viewing distance

Viewing distance can influence on the perception of the visual effects of the proposal which is caused by the distance between the viewer and the development proposed. It is assumed that the viewing distance is inversely proportional to the perception of visual effects: the greater the potential viewing distance, experienced either from fixed or moving viewing places, the lower the potential for a viewer to perceive and respond to the visual effects of the proposal.

Views of the proposal from the public domain are possible from limited close and medium locations. Close view locations will typically include views of the western and southern elevations for vehicles travelling north, noting that any proposed boundary vegetation would have a screening effect of lower parts of the proposal.

It is further noted that as the IPG Master Plan develops, it is likely that these views would be replaced by intervening development.

5.6 Significance of residual visual impacts

The final question to be answered after the mitigation factors are assessed, is whether there are any residual visual impacts and whether they are acceptable in the circumstances. These residual impacts are predominantly related to the extent of permanent visual change to the immediate setting.

In terms of the urban component of the development, residual impacts relate to individuals' preferences for the nature and extent of change which cannot be mitigated by means such as colours, materials and the articulation of building surfaces.

The residual impacts are low acceptable given the location of the site and surrounding context which is undergoing significant transition from a rural land use to one that will support the Western Sydney International Airport. Approved master plans including the IPG Badgerys Creek Road Master Plan will further increase the compatibility of the proposal and decrease residual impacts as the master plan is constructed and alters the existing visual context.

5.7 Applying the 'weighting' factors

To arrive at a final level of significance of visual impact, the weighting factors are applied to the overall level of visual effects.

Table 3 - Summary of Visual Effects and Weighting Factors.

Visual Effect Rating	VP1	VP2	VP3	VP4	VP5	VP6
Visual character	nil	low-medium	medium-low	medium	low-medium	low
Scenic quality	nil	low	low	low-medium	low	low
View composition	nil	low	medium-low	medium	low-medium	low
View blocking of scenic elements	nil	low	low	low	low	low
Weighting Factors	**VP1**	**VP2**	**VP3**	**VP4**	**VP5**	**VP6**
Public Domain View Place Sensitivity	nil	medium	medium	low	low	low
PAC	nil	high	low	low	medium	high
Compatibility with Urban & Visual Context	nil	low	low	low	low	medium
Viewing Period	nil	low	low	low	low	low
Viewing Distance	nil	medium	medium	medium	medium	low
Visual Impact Rating	**VP1**	**VP2**	**VP3**	**VP4**	**VP5**	**VP6**
	Nil	**Low**	**Medium-low**	**Medium**	**Low-medium**	**Low**

5.8 Summary

- The site has low scenic quality, characterised by a utilitarian working landscape with no significant or unique vegetation or features.
- Private views are limited to a small number of properties on Badgerys Creek Road.
- Public views are limited to short sections of Badgerys Creek Road.
- There are no high value public viewing places, recreation areas, heritage items, or documented views to or across the site.
- Photomontage analysis found visual impacts ranged from Nil to Medium (1 Nil, 2 Low, 1 Low-medium, 1 Medium-low and 1 Medium).
- Riparian corridors along Badgerys Creek and South Creek provide substantial screening, reducing visibility from most public locations.
- Public view sensitivity is low, with most views brief and incidental, typically from passing motorists.
- As the IPG Master Plan and the broader Aerotropolis develops, the landscape will transition towards a more urbanised environment characterised by large-scale employment buildings and transport infrastructure which will increase the visual compatibility of the proposal.
- Residual visual impacts are low and acceptable given the changing rural-to-urban context and strong vegetation screening.
- Overall, visual impacts are acceptable and the proposal is supported on visual impact grounds.

06 Appendix

Appendix 1

Analysis of visual effects

Published on the NSW Department of Planning, Housing and Infrastructure website via major projects tab (NSW DPHI). This information has been developed by RLA and is acknowledged as being a comprehensive summary of typical descriptions regarding visual effects. The descriptions below have been used as a guide to make subjective judgements in relation to the effects and impacts of the proposed development on each modelled view.

Factors	Low effect	Medium effect	High effect
Scenic quality	The proposal does not have negative effects on features which are associated with high scenic quality, such as the quality of panoramic views, proportion of or dominance of structures, and the appearance of interfaces.	The proposal has the effect of reducing some or all of the extent of panoramic views, without significantly decreasing their presence in the view or the contribution that the combination of these features make to overall scenic quality	The proposal significantly decreases or eliminates the perception of the integrity of any of panoramic views or important focal views. The result is a significant decrease in perception of the contribution that the combinations of these features make to scenic quality
Visual character	The proposal does not decrease the presence of or conflict with the existing visual character elements such as the built form, building scale and urban fabric	The proposal contrasts with or changes the relationship between existing visual character elements in some individual views by adding new or distinctive features but does not affect the overall visual character of the precinct's setting.	The proposal introduces new or contrasting features which conflict with, reduce or eliminate existing visual character features. The proposal causes a loss of or unacceptable change to the overall visual character of individual items or the locality.
View place sensitivity	Public domain viewing places providing distant views, and/or with small number of users for small periods of viewing time (Glimpses-as explained in viewing period).	Medium distance range views from roads and public domain areas with medium number of viewers for a medium time (a few minutes or up to half day-as explained in viewing period).	Close distance range views from nearby roads and public domain areas with medium to high numbers of users for most the day (as explained in viewing period).
Viewer sensitivity	Residences providing distant views (>1000m).	Residences located at medium range from site (100-1000m) with views of the development available from bedrooms and utility areas.	Residences located at close or middle distance (<100m as explained in viewing distance) with views of the development available from living spaces and private open spaces.
View composition	Panoramic views unaffected, overall view composition retained, or existing views restricted in visibility of the proposal by the screening or blocking effect of structures or buildings.	Expansive or restricted views where the restrictions created by new work do not significantly reduce the visibility of the proposal or important features of the existing visual environment.	Feature or focal views significantly and detrimentally changed.
Viewing period	Glimpse (e.g. moving vehicles).	Few minutes to up to half day (e.g. walking along the road, recreation in adjoining open space).	Majority of the day (e.g. adjoining residence or workplace).
Viewing distance	Distant Views (>1000m).	Medium Range Views (100- 1000m).	Close Views (<100m).
View loss or blocking effect	No view loss or blocking.	Partial or marginal view loss compared to the expanse/extent of views retained. No loss of views of scenic icons.	Loss of majority of available views including loss of views of scenic icons.

Table 1 Description of visual effects.

Appendix 2

Analysis of visual impacts

In order to establish an objective assessment of the extent and significance of the likely visual changes in each view, Urbis have used the following descriptions of visual impacts on baseline factors sourced from Richard Lamb and Associates (RLA).

Factors	Low impact	Medium impact	High impact
Physical absorption capacity	Existing elements of the landscape physically hide, screen or disguise the proposal. The presence of buildings and associated structures in the existing landscape context reduce visibility. Low contrast and high blending within the existing elements of the surrounding setting and built form.	The proposal is of moderate visibility but is not prominent because its components, texture, scale and building form partially blend into the existing scene.	The proposal is of high visibility and it is prominent in some views. The project location is high contrast and low blending within the existing elements of the surrounding setting and built form.
Compatibility with urban/natural features	High compatibility with the character, scale, form, colours, materials and spatial arrangement of the existing urban and natural features in the immediate context. Low contrast with existing elements of the built environment.	Moderate compatibility with the character, scale, form and spatial arrangement of the existing urban and natural features in the immediate context. The proposal introduces new urban features, but these features are compatible with the scenic character and qualities of facilities in similar settings.	The character, scale, form and spatial arrangement of the proposal has low compatibility with the existing urban features in the immediate context which could reasonably be expected to be new additions to it when compared to other examples in similar settings.

Lot 208, Lot 209, Lot 210 Automated Distribution Centre (ADC) SSDA

Bradfield, NSW

Appendix A
Visual Assessment | Photomontages

Prepared by Urbis

April 2026

Photomontages Prepared By:

Urbis, Level 10, 477 Collins Street, Melbourne 3000.

Date Prepared:

22 April 2026

Visualisation Artist:

Ashley Poon, Urbis – Lead Visual Technologies Consultant
Bachelor of Planning and Design (Architecture) with over 20 years' experience in 3D visualisation

Carlos Cortes, Urbis – Senior Visual Technologies Consultant
Bachelor of Industrial Design (Engineering).

Location Photographer:

Nick Sisam, Urbis - Associate Director, National Design
under direction from Jane Maze-Riley, Urbis - Director, National Design

Camera model, lens and type:

Canon EOS 6D Mark II - 26 Megapixel digital SLR camera (Full-frame sensor) with Canon EF24-105mm f/3.5-5.6 IS STM and Canon EF24-105mm f/4L IS II USM
Canon EOS 6D - 26 Megapixel digital SLR camera (Full-frame sensor) with Canon EF16-35mm f/2.8L II USM

Software Used:

- 3DSMax 2023 with Arnold 5 (3D Modelling and Render Engine)
- AutoCAD 2025 (2D CAD Editing)
- Globalmapper 26 (GIS Data Mapping / Processing)
- Photoshop CC 2026 (Photo Editing)

Data Sources:

- Point cloud and Digital Elevation Models from NSW Government Spatial Services datasets (LAS and DEM) - Penrith 2019-07
- Aerial photography from Nearmap (geo-referenced JPG) - 2026-03-28 and 2025-12-14
- Proposed 3D model received from Architect (IFC) - Received 2026-04-16

Methodology:

Photomontages provided on the following pages have been produced with a high degree of accuracy to satisfy the intent of the requirements as set out in the practice direction for the use of visual aids in the NSWLEC Policy: Use of Photomontages and Visualisation Tools, May 2024 (the Policy).

The process for producing these photomontages is outlined below:

- Photographs have been taken on site using a full-frame digital camera coupled with a quality lens in order to obtain high resolution photos whilst minimising image distortion. Photos are taken handheld at a standing height of 1.60m above natural ground level. Photos have generally been taken at a standard focal length of 50mm, or 35mm to show a slightly wider context. A photo taken using the 50mm focal length on a full-frame camera (equivalent to 40° horizontal field-of-view / 46.8° diagonal field-of-view) is an accepted photographic standard to approximate human vision.
- Using available geo-spatial data for the site, aerial photography, digital elevation models and LiDAR point-clouds, the relevant datasets are validated and combined to form a geo-referenced base 3D model from which additional information, such as proposed architecture, landscape and photographic viewpoints can be inserted.
- Layers of the proposed development are obtained from the designers as digital 3D models and 2D plans. All drawings/models are verified and registered to their correct geo-location before being inserted into the base 3D model.
- For each photo being used for the photomontage, the photo's GPS location, camera, lens, focal length, time/date and exposure information is extracted, checked and replicated within the 3D base model as a 3D camera. A camera match is created by aligning the 3D camera with the 3D base model against the original photo, matching the original photographic location and orientation.
- From each viewpoint, a reference 3D model camera match is generated to verify an accurate match between the base 3D model (existing ground survey/vegetation etc) and original photo. A 3D wireframe image of the 3D base model is rendered in the 3D modelling software and composited over the original photo using the photo-editing software.
- From each viewpoint, the final photomontage is then produced by compositing 3D rendered images of the proposed development into the original photo with editing performed to sit the render at the correct view depth. Photographic elements are cross-checked against the 3D model to ensure elements such as foreground trees and buildings that may occlude views to the proposed development are retained. Conversely, where trees/buildings may be removed as part of the proposal, these are also removed in the photomontage.

URBIS

Lot 208, Lot 209, Lot 210 ADC SSDA, Bradfield - Visual Assessment

Photomontages - View Location Map

DATE: 2026-04-22
JOB NO: P0064918
DWG NO: VP_MAP
REV: -

Original Photo Extent - 50mm Standard View

URBIS

Lot 208, Lot 209, Lot 210 ADC SSDA, Bradfield - Visual Assessment

PM01 (Photo 7563): Looking SSW along Badgerys Creek Road

Existing Conditions 2024-10-31 10:16 AEDT

DATE: 2026-04-22
JOB NO: P0064918
DWG NO: PM_01
REV: -

URBIS

Lot 208, Lot 209, Lot 210 ADC SSDA, Bradfield - Visual Assessment

PM01 (Photo 7563): Looking SSW along Badgerys Creek Road
Camera Match 3D Model to Photo (Wire Frame)

DATE: 2026-04-22
JOB NO: P0064918
DWG NO: PM_01B
REV: -

URBIS

Lot 208, Lot 209, Lot 210 ADC SSDA, Bradfield - Visual Assessment

PM01 (Photo 7563): Looking SSW along Badgerys Creek Road

Photomontage - Proposed Development

DATE: 2026-04-22
JOB NO: P0064918
DWG NO: PM_01C
REV: -

Original Photo Extent - 35mm Standard View

URBIS

Lot 208, Lot 209, Lot 210 ADC SSDA, Bradfield - Visual Assessment

PM02 (Photo 7605): Looking NE along Badgerys Creek Road

Existing Conditions 2024-10-31 10:46 AEDT

DATE: 2026-04-22
JOB NO: P0064918
DWG NO: PM_02A
REV: -

URBIS

Lot 208, Lot 209, Lot 210 ADC SSDA, Bradfield - Visual Assessment

PM02 (Photo 7605): Looking NE along Badgerys Creek Road

Camera Match 3D Model to Photo (Wire Frame)

DATE: 2026-04-22
JOB NO: P0064918
DWG NO: PM_02B
REV: -

URBIS

Lot 208, Lot 209, Lot 210 ADC SSDA, Bradfield - Visual Assessment

PM02 (Photo 7605): Looking NE along Badgerys Creek Road
Photomontage - Proposed Development

DATE: 2026-04-22
JOB NO: P0064918
DWG NO: PM_02C
REV: -

URBIS

Lot 208, Lot 209, Lot 210 ADC SSDA, Bradfield - Visual Assessment

PM03 (Photo 2259): Looking NE along Badgerys Creek Road

Existing Conditions 2025-09-03 11:48 AEST

DATE: 2026-04-22
JOB NO: P0064918
DWG NO: PM_03A
REV: -

Point Cloud Model

Digital Elevation Model

Original Photo Extent - 35mm Standard View

URBIS

Lot 208, Lot 209, Lot 210 ADC SSDA, Bradfield - Visual Assessment

PM03 (Photo 2259): Looking NE along Badgerys Creek Road
Camera Match 3D Model to Photo (Wire Frame)

DATE: 2026-04-22
JOB NO: P0064918
DWG NO: PM_03B
REV: -

URBIS

Lot 208, Lot 209, Lot 210 ADC SSDA, Bradfield - Visual Assessment

PM03 (Photo 2259): Looking NE along Badgerys Creek Road

Photomontage - Proposed Development

DATE: 2026-04-22
JOB NO: P0064918
DWG NO: PM_03C
REV: -

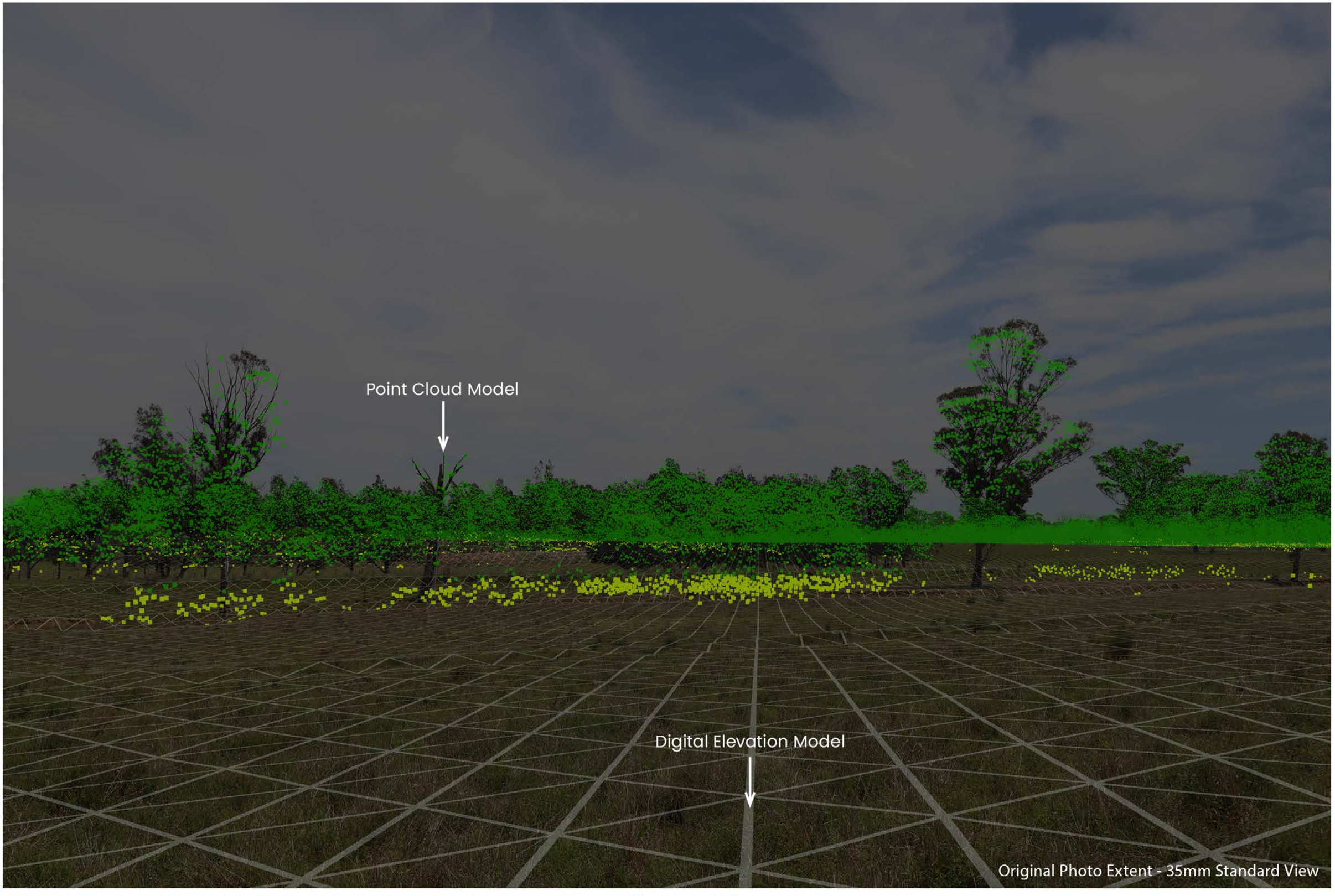
URBIS

Lot 208, Lot 209, Lot 210 ADC SSDA, Bradfield - Visual Assessment

PM04 (Photo 7621): Looking NW, off Badgerys Creek Road

Existing Conditions 2024-10-31 11:04 AEDT

DATE: 2026-04-22
JOB NO: P0064918
DWG NO: PM_04A
REV: -



URBIS

Lot 208, Lot 209, Lot 210 ADC SSDA, Bradfield - Visual Assessment

PM04 (Photo 7621): Looking NW, off Badgerys Creek Road

Camera Match 3D Model to Photo (Wire Frame)

DATE: 2026-04-22
JOB NO: P0064918
DWG NO: PM_04B
REV: -

URBIS

Lot 208, Lot 209, Lot 210 ADC SSDA, Bradfield - Visual Assessment

PM04 (Photo 7621): Looking NW, off Badgerys Creek Road

Photomontage - Proposed Development

DATE: 2026-04-22
JOB NO: P0064918
DWG NO: PM_04C
REV: -

Original Photo Extent - 35mm Standard View

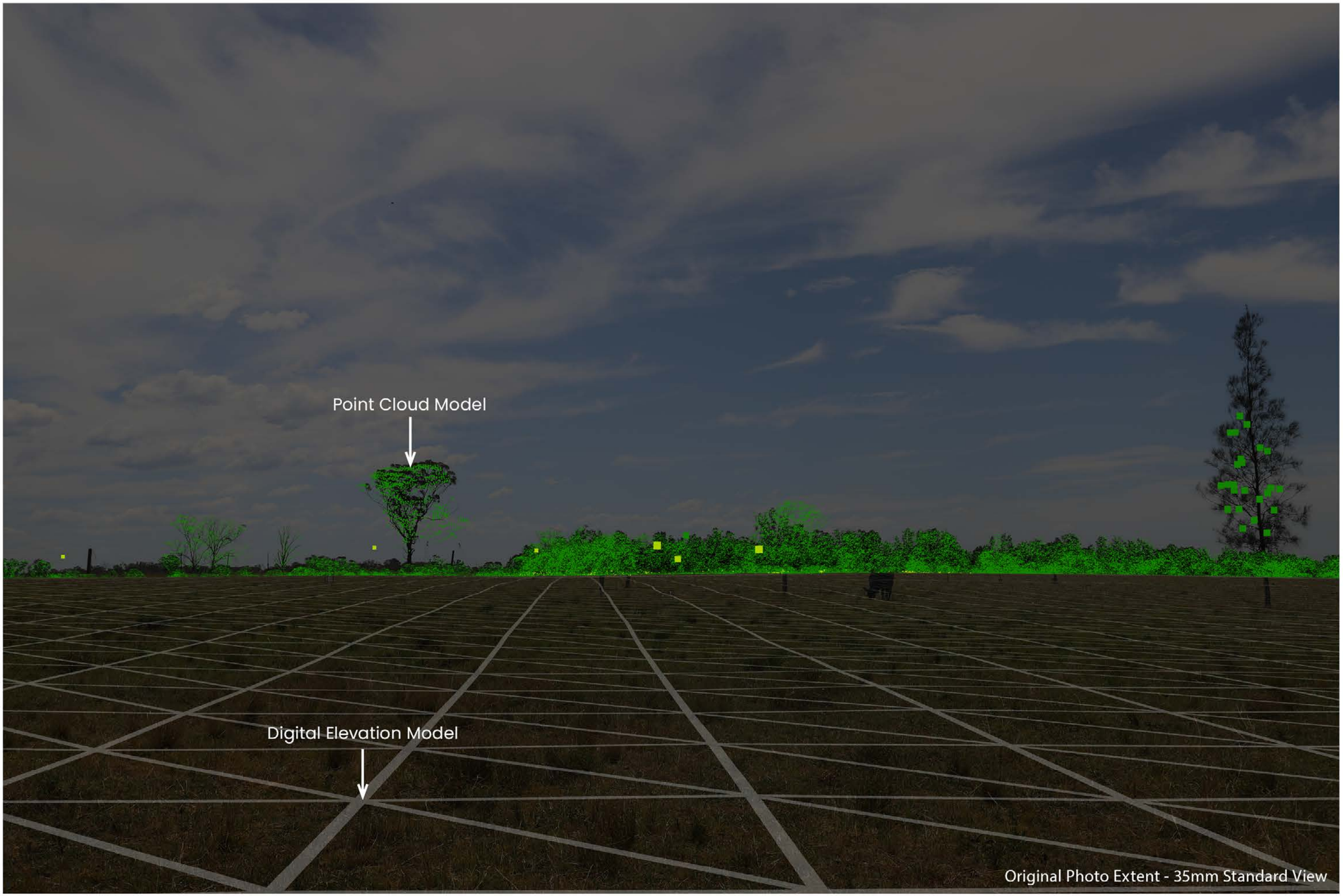
URBIS

Lot 208, Lot 209, Lot 210 ADC SSDA, Bradfield - Visual Assessment

PM05 (Photo 7649): Looking North, off Badgerys Creek Road

Existing Conditions 2024-10-31 11:38 AEDT

DATE: 2026-04-22
JOB NO: P0064918
DWG NO: PM_05A
REV: -



URBIS

Lot 208, Lot 209, Lot 210 ADC SSDA, Bradfield - Visual Assessment

PM05 (Photo 7649): Looking North, off Badgerys Creek Road

Camera Match 3D Model to Photo (Wire Frame)

DATE: 2026-04-22
JOB NO: P0064918
DWG NO: PM_05B
REV: -

URBIS

Lot 208, Lot 209, Lot 210 ADC SSDA, Bradfield - Visual Assessment

PM05 (Photo 7649): Looking North, off Badgerys Creek Road

Photomontage - Proposed Development

DATE: 2026-04-22
JOB NO: P0064918
DWG NO: PM_05C
REV: -

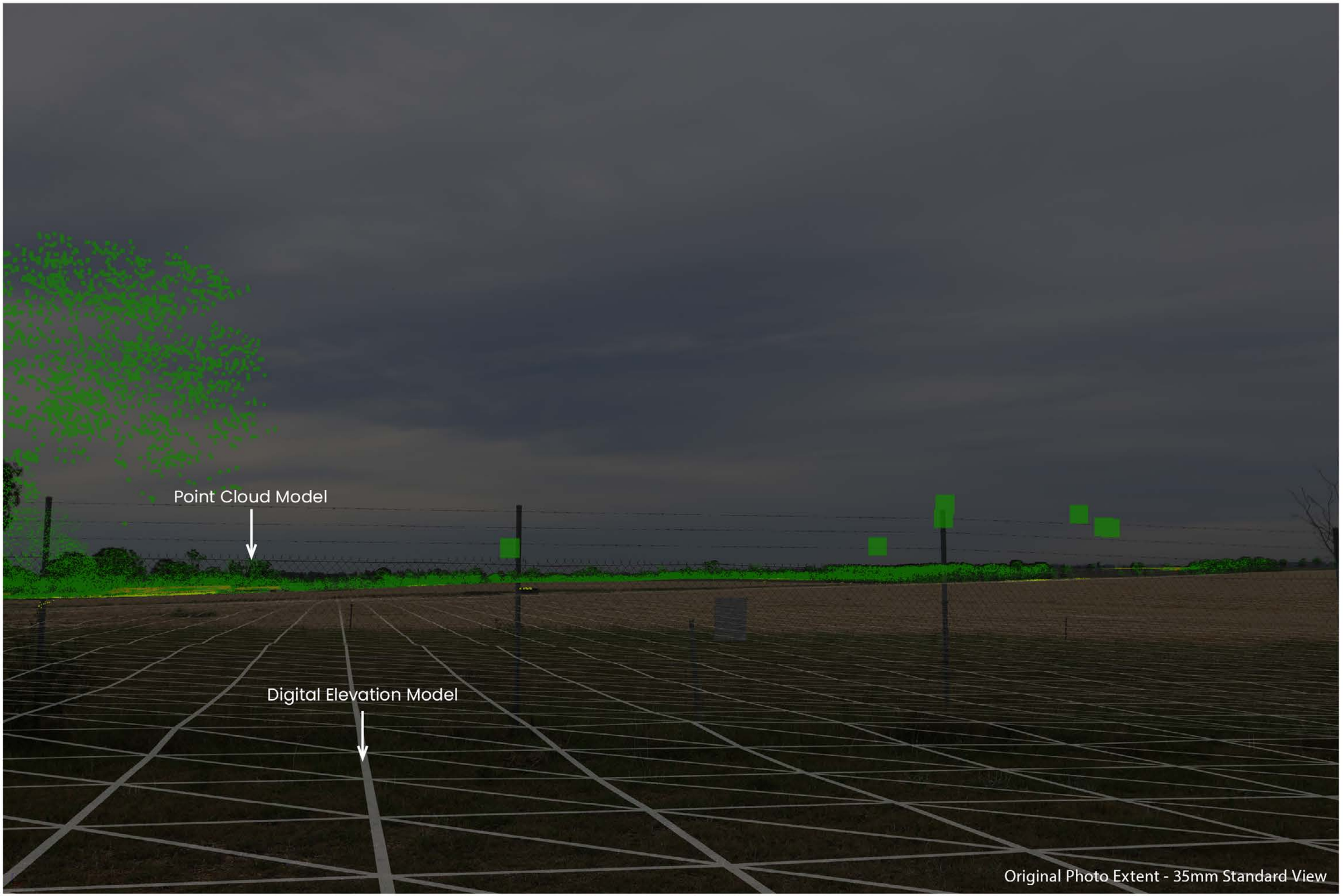
URBIS

Lot 208, Lot 209, Lot 210 ADC SSDA, Bradfield - Visual Assessment

PM06 (Photo 0197): Looking NNE along new road off Badgerys Creek Road

Existing Conditions 2025-10-09 10:34 AEDT

DATE: 2026-04-22
JOB NO: P0064918
DWG NO: PM_06A
REV: -



URBIS

Lot 208, Lot 209, Lot 210 ADC SSDA, Bradfield - Visual Assessment

PM06 (Photo 0197): Looking NNE along new road off Badgerys Creek Road

Camera Match 3D Model to Photo (Wire Frame)

DATE: 2026-04-22
JOB NO: P0064918
DWG NO: PM_06B
REV: -

URBIS

Lot 208, Lot 209, Lot 210 ADC SSDA, Bradfield - Visual Assessment

PM06 (Photo 0197): Looking NNE along new road off Badgerys Creek Road

Photomontage - Proposed Development

DATE: 2026-04-22
JOB NO: P0064918
DWG NO: PM_06C
REV: -