884-928 Mamre Road, Kemps Creek

VISUAL IMPACT ASSESSMENT REPORT
PROPOSED INDUSTRIAL ESTATE - 'ACCESS LOGISTICS PARK'

SSD - 17647189

Report Ref: **200827_DA_RPT_LVIA_01**

Prepared for

ALTIS PROPERTY PARTNERS

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1.0 INTRODUCTION

1.1 Project Background

This Visual Impact Assessment (VIA) relates to the proposed development at 884-928 Mamre Road, Kemps Creek. This SSD application is seeking approval for an industrial estate containing 16 lots and the construction of a single industrial warehouse to lot 2. The estate will contain two access roads, streetscape planting, buffer planting to Mamre Road and bio and OSD retention basins. The lot 2 building will include an office space, hard stand areas, car parking and landscaping.

A request for a Secretary's Environmental Assessment Requirements (SEARs) was submitted by the client in April 2021 to the NSW Department of Planning, Industry and Environment (DPIE). The SEARs were received in May 2021. This report aims to satisfy the following requirements of the SEARs:

Urban Design and Visual Impact –

- a visual impact assessment (including photomontages, perspectives and cross sections) of the development layout and design, including staging, site coverage, setbacks, open space, landscaping, height, bulk and scale, colour, building materials and finishes, façade design, signage and lighting. The assessment must consider potential impacts on:

- views, vistas, open space and significant vantage points in the broader public domain;
- nearby private receivers;
- edge conditions and interface treatments between the site and adjoining land;
- Mamre Road;

This assessment report seeks to satisfy the above requirement..

1.2 This Report and Author

Geoscapes Pty Ltd has been commissioned by ALTIS Property Partners to produce a Visual Impact Assessment (VIA) for the above mentioned development. This VIA has been written by Ben Gluszkowski (Geoscapes 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 LVIAs on developments within the UK, including the M1 & M62 motorway road widening, several wind farms and energy from waste facilities (EFW).

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

2.0 METHODOLOGY OF ASSESSMENT

2.1 Guidelines

LVIA or VIA does not follow prescribed methods or criteria. This assessment is based on the principles established and broad approaches recommended in the following documents:

- Guidelines for Landscape and Visual Impact Assessment (GLVIA) – Third Edition (LI/IEMA 2013)
- The Landscape Institute Advice Note 01 (2011) Photography and Photomontage in Landscape and Visual assessment.

In accordance with GLVIA3 the assessment methodology is tailored to the specific requirements of the Proposed Development, its specific landscape context and its likely significant effects. The methodology used for this assessment reflects the principal ways in which the Proposed Development is considered likely to interact with existing landscape and visual conditions as a result of:

· The permanent introduction of an industrial estate and building into the existing landscape/townscape and visual context.

Landscape assessment is concerned with changes to the physical landscape in terms of features/elements that may give rise to changes in character. Visual appraisal is concerned with the changes that arise in the composition of available views as a result of changes to the landscape, people's responses to the changes and to the overall effects on visual amenity. Changes may result in adverse (negative) or beneficial (positive) effects.

The nature of landscape and visual assessment requires both objective analysis and subjective professional judgement. Accordingly, the following assessment is based on the best practice guidance listed above, information and data analysis techniques, uses subjective professional judgement and quantifiable factors wherever possible, and is based on clearly defined terms (refer to glossary).

As stated in paragraph 1.20 of the GLVIA:

"The guidance concentrates on principles while also seeking to steer specific approaches where there is a general consensus on methods and techniques. It is not intended to be prescriptive, in that it does not follow a detailed 'recipe' that can be followed in every situation. It is always the primary responsibility of any landscape professional carrying out an assessment to ensure that the approach and methodology adopted are appropriate to the particular circumstances."

This VIA written by Geoscapes is considered to use a methodology and approach that is appropriate to this type of industrial development.

2.2 Computer Generated Visualisations - Photomontages

It is possible that any receptor with a view towards the development could potentially receive visual impacts with a resulting high, moderate or low impact. However, it is not feasible or practical to prepare a photomontage for each and every residential dwelling, public open space, cycleway, footpath or road within the project view-shed. Instead a selection of locations have been selected where applicable.

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 as before and after images 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 approximately 15-20 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. Additional A1 sized viewpoint sheets (figures 'a') have also been included for selected viewpoints in close proximity to the development, by using a larger paper size a wider angle of view can be displayed.

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 VIA, 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 8.0 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 vegetation in the foreground.

The horizontal field of view (FOV) within the photomontages shown in separate A1 'a' figures, exceeds the parameters of normal human vision. While the human eye FOV is understood to be approximately 160°, the actual amount of detail in focus is much less and deteriorates towards the outer extents of the FOV. The 'Cone of Visual Attention' of the human eye is thought to be 55° 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 approximately 67°, viewing angles of extended 'a' figures are approximately 120 - 140°. 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 photomontages 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, travelers on a highway may be considered likely to be more sensitive due to its scenic context or residents of a particular property may be considered likely to be less sensitive due to its degraded visual setting.

Typically, sensitivity of visual receptors may be judged to be very high, high, medium, low or very low. Definitions of these indicative categories as appropriate to this assessment are set out in the table opposite.

Table: Visual Receptor Sensitivity

Category	Definition
Very High	Designed view to or from a heritage / protected asset. Key protected viewpoint e.g. interpretive signs. References in literature and art/or guidebooks and tourist maps. Protected view recognised in planning policy designation [LEP, DCP, DoPE]. Views from the main living space of residential properties, state public rights of way e.g. bush trails and state designated landscape feature with public access. Visitors to heritage assets of state importance.
High	View of clear value but may not be formally recognised e.g. framed view of high scenic value from an individual private dwelling or garden. It may also be inferred that the view is likely to have value e.g. to local residents. Views from the secondary living space of residential properties and recreational receptors where there is some appreciation of the landscape e.g. golf and fishing. Local public rights of way and access land. Road and rail routes promoted in tourist guides for their scenic value.
Medium	View is not promoted or recorded in any published sources and may be typical of the views experienced from a given receptor. People engaged in outdoor sport where an appreciation of the landscape has little or no importance e.g. football and soccer. Road users on main routes (Motorway/Freeway/Highway) and passengers on trains.
Low	View of clearly lesser value than similar views experienced from nearby visual receptors that may be more accessible. Road users on minor roads. People at their place of work or views from commercial buildings where views of the surrounding landscape may have some importance.
Very Low	View affected by many landscape detractors and unlikely to be valued. People at their place of work or other locations where the views of the wider landscape have little or no importance.

For the visual receptors identified, the factors above are examined and the findings judged in accordance with the indicative categories below in the table to determine the magnitude of change.

Table: Visual Receptor Magnitude of Change Criteria

Category	Definition
Very High	There would be a substantial change to the baseline, 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 baseline situation. Long range views with a negligible part of the view affected.

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

2.4 Significance of the Visual 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 the **current baseline situation** as can be seen in the baseline images within section 8.0. They do not take into account any potential future development to adjoining lands or change of use to the receptor lands. A consideration of future development has been given at the end of each viewpoint assessment. Refer to sections 4.0 and 8.0.

2.5 Site Visit and Analysis of Zone of Visibility

A site visit was conducted on the 28th and 30th of September 2020 by Geoscapes. The consultant team carried out a site inspection to verify the results of a desktop study and to evaluate the existing visual character of the area. Analysis from inside the site boundary was undertaken to approximate the Zone of Visibility. Photographs taken at eye level from the site would be limiting and only allow a partial judgement on which properties/locations in the immediate vicinity may see the development from ground level to the top of the warehouse ridgeline. This is due to the presence of existing buildings and vegetation and therefore, it is not possible to gain a complete understanding of visibility without the additional use of drone photography.

Although initial viewpoint photography was carried out at the project inception in September of 2020, the baseline which is shown in viewpoint photography has not changed.

A drone was used to take panoramic photographs looking north, south, east and west, at six separate locations within the site boundary. For two of the locations, a height was flown by the drone to generally represent the approximate maximum expected RL of the lot 2 warehouse (13.7m APL), refer to figures 3 to 10. The flight was performed on the 22nd September 2020 by Pixel Media Productions. These photographs allow a judgement to be made on which receptors in the wider context, will be able to see the top of the lot 2 warehouse. Not all residential properties/public spaces are highlighted on figures 3 to 10, as due to the resolution of the imagery, it was sometimes difficult to ascertain an exact property address or locations at greater distances from the drone camera. In other cases some properties are simply obscured by existing vegetation. However, the properties or publicly accessible locations that have been shown, will provide an indication of receptors within the surrounding context, that the development will be most visible to. It is important to note that it is simply unfeasible to photograph every single possible view corridor to and from the site.

As with any VIA, due to the number of receptors that may have views of the development, it is not possible to provide analysis for every single possible visual receiver. It may also not be deemed relevant to provide visual impact assessment for a particular receptor due to other overriding factors such as planning designations or specific land zoning (refer to section 3.0 for details on viewpoint selection).

2.6 Photographic Recording

From desktop study, site visits and photography, locations were identified that would potentially be subject to visual impacts from the proposal.

Viewpoints were selected and photographs were taken by Geoscapes Landscape Architects using a Canon 60D DSLR Camera and a 50mm lens. Photographs were stitched together using an automated software process, however, no perspective fixing was used. GPS recordings were taken and locations mapped using topographical survey data. This information was later used to create the photomontages.

In Figures 3 to 14 drone photography has also been stitched together to increase the field of view. As the drone uses a wide-angle lens, in some images there is quite distinct distortion where two images join in the foreground. However, as these images are used only for analysis and identifying potential visual receptors, this does not affect the validity of their use within this report.

2.7 Visualisation of the Development

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

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

Photomontages are intended to be printed at A3 or 'a' figures at A1 and are 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.

3.0 JUSTIFICATION OF VIEWPOINTS SELECTED

3.1 Assessment of Visual Impact

The visual impacts generated by the proposal development has been assessed based on the criteria described in Section 2.4. The following list of visual receptors have been selected:

- 983 Mamre Road, Kemps Creek (VP1)
- 967 Mamre Road, Kemps Creek (VP2)
- Mamre Road, Kemps Creeks - Approaching to the Site from the South (VP3)
- Mamre Road, Kemps Creeks - Approaching to the Site from the South (VP4)
- Aldington Road, Kemps Creek - Approaching to the Site from the South (VP5)
- 169 Aldington Road, Kemps Creek (VP6)
- 199 Aldington Road, Kemps Creek (VP7)

In total 7 viewpoint locations have been selected for photomontage and visual impact assessment, refer to Figure 2 for viewpoint locations.

As identified in the site ground level, and 13.7m APL drone photography in figures 3 to 10, it is clear that there are a number of residential properties in the surrounding vicinity that would experience views of the proposed development. A sample of these would include the following:

- 141 Aldington Road, Kemps Creek - 0.6km east of the site boundary
- 155 Aldington Road, Kemps Creek - 0.6km east of the site boundary
- 189 Aldington Road, Kemps Creek - 0.5km southeast of the site boundary
- 198A Aldington Road, Kemps Creek - 0.9km southeast of the site boundary
- 930B Mamre Road, Kemps Creek - 0.2km south of the site boundary
- 930 Mamre Road, Kemps Creek - 10m south of the site boundary
- 931 Mamre Road, Kemps Creek - 80m south of the site boundary
- 864-822 Mamre Road, Kemps Creek - 90m north of the site boundary
- 845 Mamre Road, Kemps Creek - 0.4km north west of the site boundary
- 859 Mamre Road, Kemps Creek - 0.2km north west of the site boundary
- 885 Mamre Road, Kemps Creek - 80m west of the site boundary

(Note: all of the above distances are taken from the residential building at the address to the closest development site boundary)

Attempts were made to take viewpoint photographs from 141 Aldington Road and 930B however, either the landowner was not present at the time of visits or access was not granted.

Though the locations listed above have not been assessed for individual visual impact assessment, all are located within the Mamre Road Precinct. This has recently been rezoned to industrial use following an amendment to the SEPP WSEA. Some properties have already been earmarked for purchase due to the likely approval of planned large scale industrial development (see section 5.4). Listed below are these properties and the associated proposed developments:

- 844-862 Mamre Road - Aspect Industrial Estate - SSD 10448
- 198A Aldington Road, Kemps Creek - Stockland Fife Kemps Creek - SSD 10479

As a result of the rezoning of the Mamre Road Precinct, most if not all the receptors in the immediate vicinity are highly likely to no longer exist at a future point in time. Should the lots within IN1 zoned land be acquired in the short to medium term and the properties removed, any longer term visual impacts would no longer be of any relevance. Refer to section 5.0 for further details.

In the short term, the properties listed previously will experience varying degrees of visual impact generated by the proposed development. Properties identified along Aldington Road are located at a distance of approximately 1.2km and therefore, short term visual impacts may be of less significance than properties adjacent/opposite to the development along Mamre Road. Some properties are extremely close to the development boundary and these will receive a large degree of visual impact.

Following the recent rezoning of the Mamre Road precinct, the rating of future sensitivity for these properties in close proximity to the development, can also be judged to now be much lower than previous to the rezoning.

During the public exhibition of the Mamre Road Draft Structure Plan in November and December 2019, it was clear that local residents were extremely supportive of the rezoning from the many public submission received by the DPIE post exhibition.

It can therefore, be assumed that the owners of residential properties within the Mamre Road precinct will be expecting new industrial development to occur in the immediate future. As a result, the visual amenity, character and pattern of the landscape will shift from a predominately rural one, to one regularly influenced by industrial development.

It should also be noted that the proposed development does include landscape design documentation, this is intended to populate the site with native vegetation along site boundaries. Following maturity this will provide some screening and visual relief of the built form.

Two viewpoints were selected along Mamre Road due to the fact that the road will remain regardless of the rezoning. The development will be visible to passing motorists at the locations selected.

Outside of the Mamre Road Precinct lies the suburb of Twin Creeks, due west of the development site. Analysis of drone photography suggests that only very small view corridors may exist from the golf course. These would be at a distance of 1.5 - 2km and are not considered to be of significance.

The suburbs of Mount Vernon, Horsley Park, parts of Kemps Creek and parts of Orchard hills were considered to be too far from the development to experience any adverse visual impacts. Natural topography and rising landforms to the north and east, which is noted on site photography in Figures 3 to 14 also creates a visual barrier for some lower lying properties behind these areas. As a result the development would not be seen or only partially be seen.

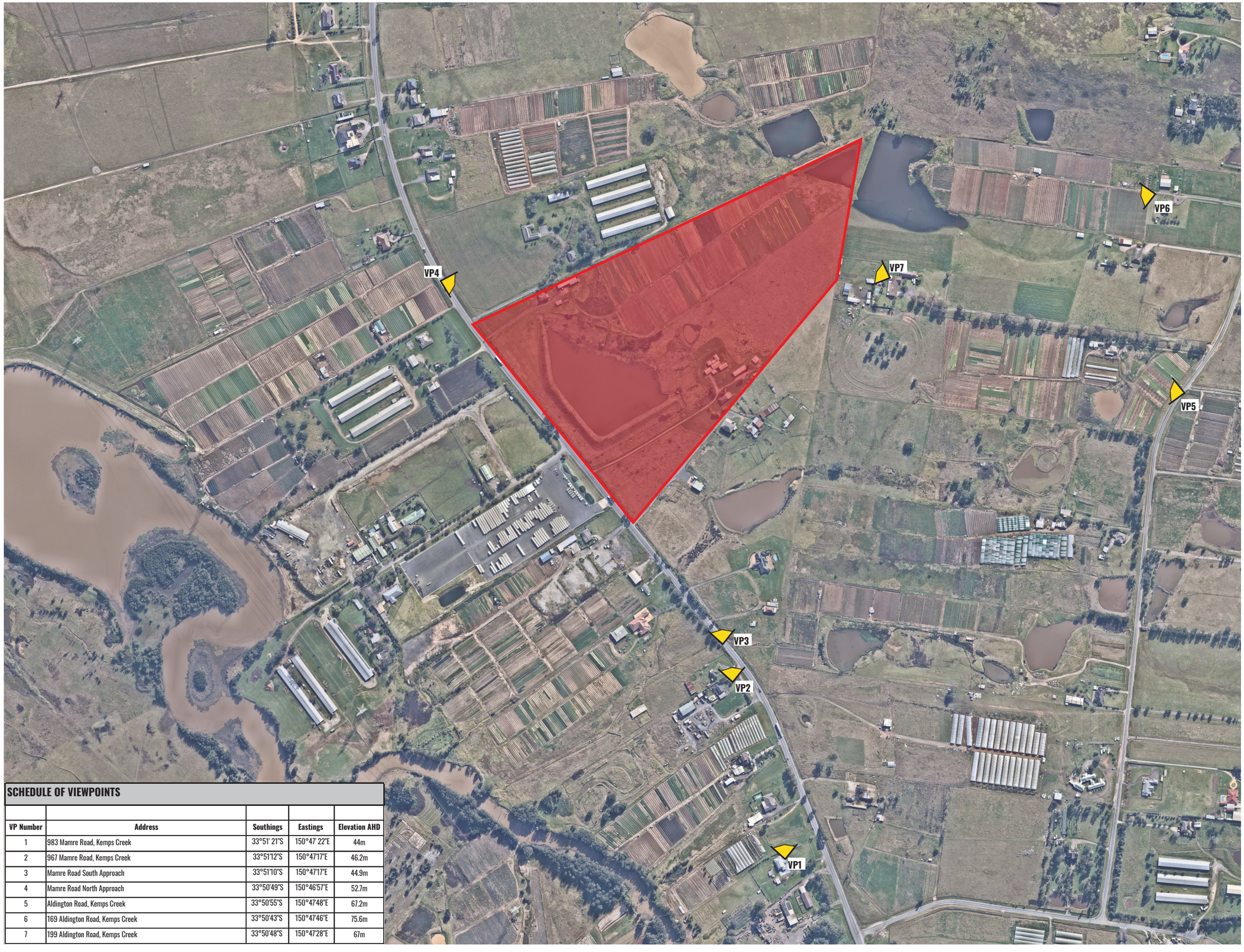
A view of the development may be possible from areas on the perimeter of the Blue Mountains. However, this is approximately 12km from the development site. The visual impact from the Blue Mountains is assessed to be negligible/none.

Refer to section 8.0 for a detailed visual impact assessment from the receptors.

Legend

- Site Boundary
- ① Drone Position 1 - 13.7m APL
  33°50'52.1"S
  150°47'04.2"E
- ② Drone Position 2 - 13.7m APL
  33°50'55.0"S
  150°47'13.2"E
- ③ Drone Position 3 - 120m AGL
  33°50'50.6"S
  150°47'13.2"E

Figure 1: Drone Panoramic Photograph Positions



SITE BOUNDARY

VP — VIEWPOINT LOCATION & PHOTOMONTAGE

SCHEDULE OF VIEWPOINTS

VP Number	Address	Southings	Eastings	Elevation AHD
1	983 Mamre Road, Kemps Creek	33°51' 21"S	150°47' 22"E	44m
2	967 Mamre Road, Kemps Creek	33°51'12"S	150°47'17"E	46.2m
3	Mamre Road South Approach	33°51'10"S	150°47'17"E	44.9m
4	Mamre Road North Approach	33°50'49"S	150°46'57"E	52.7m
5	Aldington Road, Kemps Creek	33°50'55"S	150°47'48"E	67.2m
6	169 Aldington Road, Kemps Creek	33°50'43"S	150°47'46"E	75.6m
7	199 Aldington Road, Kemps Creek	33°50'48"S	150°47'28"E	67m

Figure 2: Viewpoint Locations

Figure 3: Drone at Position 1 - 13.7m APL - Looking North

Figure 4: Drone at Position 1 - 13.7m APL - Looking East

Figure 5: Drone at Position 1 - 13.7m APL - Looking South

Figure 6: Drone at Position 1 - 13.7m APL - Looking West

Figure 7: Drone at Position 2 - 13.7m APL - Looking North

Figure 8: Drone at Position 2 - 13.7m APL - Looking East

Figure 9: Drone at Position 2 - 13.7m APL - Looking South

Figure 10: Drone at Position 2 - 13.7m APL - Looking West

Figure 11: Drone at Position 3 - 120m AGL looking North

Figure 12: Drone at Position 3 - 120m AGL looking East

Figure 13: Drone at Position 3 - 120m AGL looking South

Figure 14: Drone at Position 3 - 120m AGL looking West

4.0 THE SITE AND ENVIRONS

4.1 Location

The development is to be located at 884-928 Mamre Rd, Kemps Creek and is within the Penrith City Council Local Government Area. It has a total site area of 20.2ha. Figure 16 provides the site's context, Figure 17 provides the site's location.

4.2 Site Description

The site description is summarised in the Figure below.

Figure 15 – Site Description

Component	Description
Address	884-928 Mamre Road, Kemps Creek
Legal description	Lots 52 & 53 in DP259135
Current use	The site is currently is used for rural/agricultural land uses. Recently rezoned to IN1 (Mamre Road Precinct)

4.3 Context

The site is located to the south of First Estate and Erskine Park Industrial Estate, situated 40 kilometres' west of Sydney's CBD. It is 7km from the M4 Motorway and 6km from the M4. The precinct is already a major economic foundation for the Western Sydney Employment Area, with numerous commercial, bulky goods retailing and industrial developments emerging in the locality.

The site is surrounded by the following specific land uses:

- Directly north of the site is the proposed site boundary of the Mirvac Aspect Industrial Estate - SSD 10448, other rural lands and associated residential dwellings. Further north are Altis First Estate, Erskine Park Industrial Estate and the WaterNSW Trunk Pipeline which runs from the Warragamba Dam to Prospect Reservoir. To the northwest There is currently a proposal for a large industrial state significant development at 657-769 Mamre Road, Kemps Creek.
- To the south of the site, individual residential dwellings and agricultural farms are scattered throughout the landscape. The residential suburb of Badgerys Creek and the SUEZ Kemps Creek Resource Recovery Park are located further south at 7km and 3.3km respectively.
- To the east is rising land containing scattered residential properties and farmland. Further east are the suburbs of Mount Vernon and Horsely Park.
- Directly west of the site is Mamre Road, existing agricultural land uses, residential dwellings and the vegetated creek line of South Creek.

4.4 Aerial Photography

During the Drone photography that was carried out within the site boundary on the 22rd September 2020, (refer to section 2.6 and figures 11-14) aerial shots were also taken at an AGL of 120m. These prove useful in the following ways:

- Demonstrating the site context in which the development sits;
- Highlighting key features of the surrounding landscape;
- Analysing the existing landscape character;
- Identifying locations of potential individual receptors.

Figure 16: Site Context (Source: Nearmap 2019)

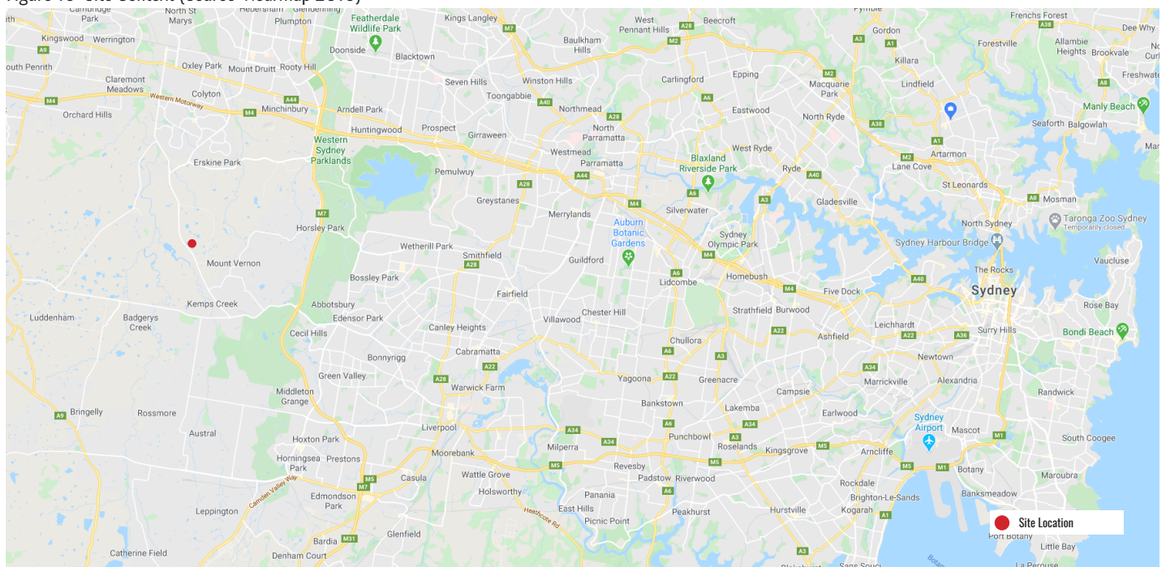


Figure 17: Site Location (Source: Google Maps)

5.0 BASELINE DESCRIPTION

5.1 Planning Context

The following current Commonwealth, State, Regional and Local planning controls and policies have been considered in the preparation of this Report:

Penrith Local Environmental Plan 2010 (LEP)
Western Sydney Employment Area - State Environmental Planning Policy (WSEA SEPP)
Environmental Planning and Assessment Act 1979;
Environmental Planning & Assessment Regulation 2000;
The Western City District Plan
Western Sydney Aerotropolis Plan (WSA)
Mamre Road Precinct Structure Plan June 2020

Following the recent rezoning of the Mamre Road Precinct, the Site is now pursuant to the provisions of the WSEA SEPP (see Figure 18 below) and is zoned IN1 General Industrial.

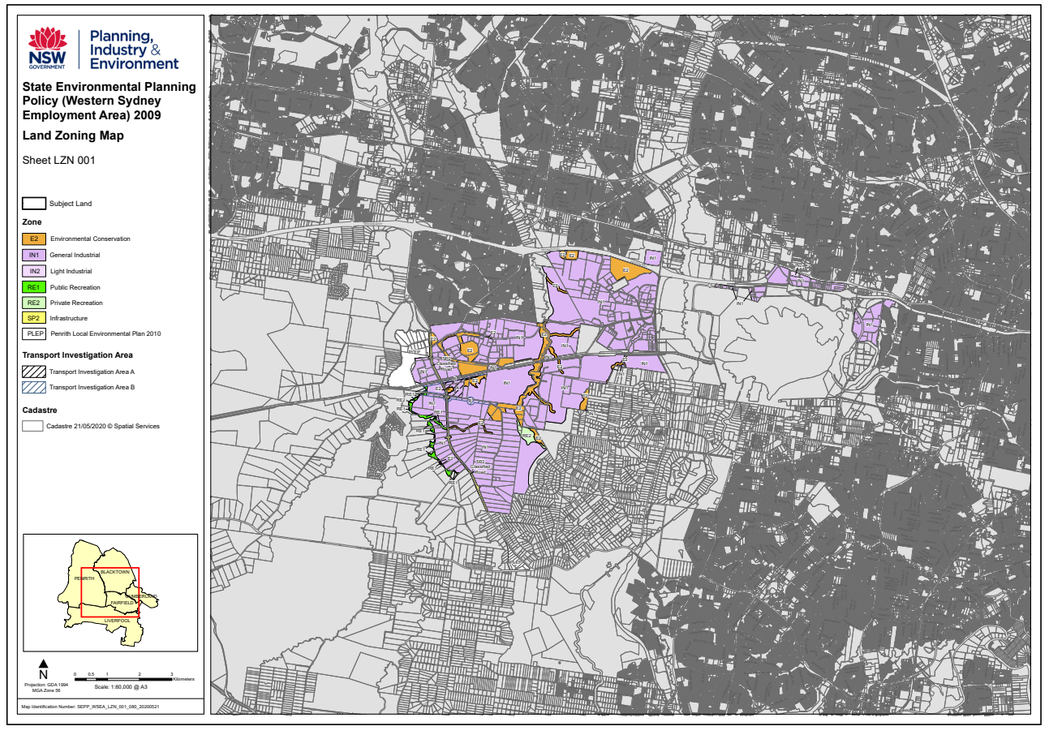


Figure 18: Land Zoning Map (Source: NSW Legislation SEPP WSEA Amendment 2020)

5.2 Mamre Road Precinct Structure Plan - June 2020

Following public exhibition of the Draft Structure Plan, Mamre Road Precinct was subsequently rezoned in June 2020. This is important to note, as the landscape fabric will change within the coming years and ultimately lower the sensitivity of visual receptors to industrial development. During public exhibition of the plan in November and December of 2019, many local residents were supportive of the rezoning and this is evident within the many public submissions received by the DPIE post exhibition.

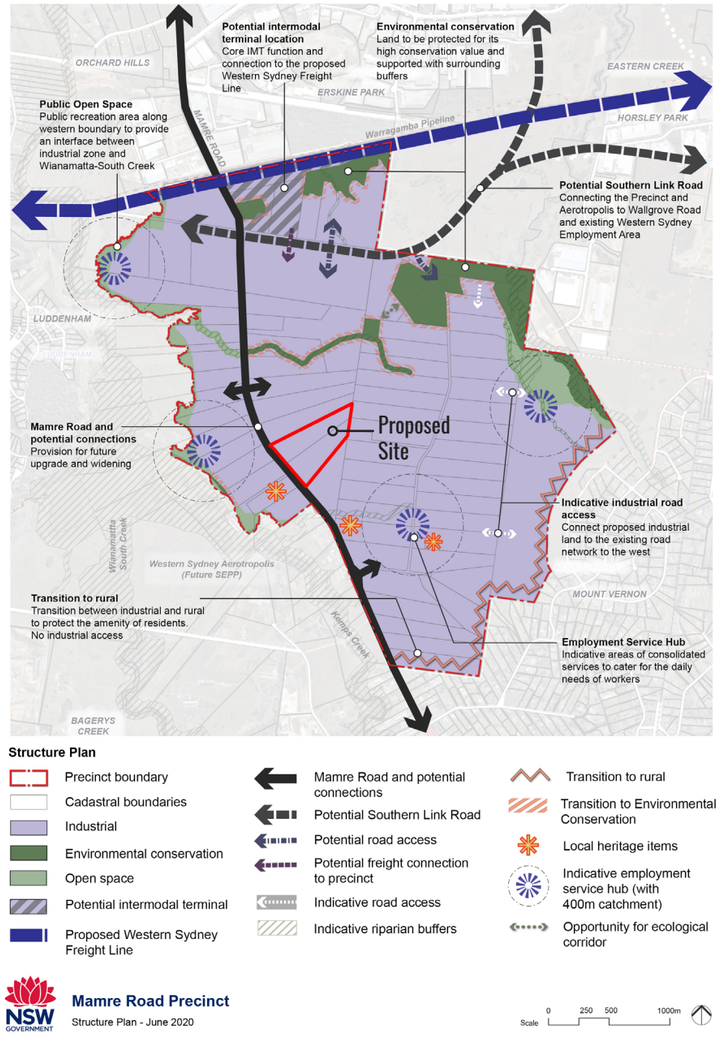


Figure 19: Mamre Road Precinct Structure Plan June 2020 (Source: DIPE. Amended by Geoscapes to overlay Proposed Site boundary)

5.3 Western Sydney Aerotropolis Plan

Following public exhibition of the Draft Western Sydney Aerotropolis Plan (WSAP) in 2019, the WSA was finalised in September 2020. As the development site on the boundary of the WSA, it has been considered within the VIA. Below in Figure 20 is the SEPP WSA 2020 Land Zoning Map, this shows that land to the south and west of the proposed site has been rezoned to ENZ Environment and Recreation.

Presently within some of the ENZ land to the south are residential dwellings which have been identified as being potential visual receptors of the proposed development. As a result of the recent finalisation of the WSAP, it is possible that in the future any property located within the ENZ zone could be acquired at a future point in time for environment or recreation development. Therefore, any visual impacts that are judged to be received at those locations as a result of the proposed development, would no longer exist.

5.4 Future Industrial Development within the Surrounding Area

To the northeast at a distance of 1.5km from the development site, a proposal for the 'Kemps Creek Warehouse, Logistics And Industrial Facilities Hub - SSD 9522' located at 657-769 Mamre Road is currently under approval review by the DIPE. Figure 21 shows the SSD application plan for 8 buildings and 10 warehouses. Four warehouses are proposed to the south of the southern link road and six to the north. Each warehouse will have road infrastructure, offices, car parking facilities, loading areas and landscaping setbacks, three lots will also contain drainage basins. Pockets of RE1 Public Recreation and RE2 Private Recreation are situated to the west designed for future activated open space land uses.

The aforementioned development will form a major infrastructure hub close to the proposed development at 884-924 Mamre Road. The proposal will be in keeping with the scale of the type of warehousing that will be present at 657-769 Mamre Road.

Directly adjacent to the northern boundary of the proposed site, a SSD application has been submitted for 'Aspect Industrial Estate' located at lots 54-58 Mamre Road. Figure 22 shows the SSDA Estate Masterplan containing 11 lots and a potential of 15 warehouses. The proposal was prepared on behalf of Mirvac and will form a significant industrial development immediately adjacent to the proposed site. If approved, the development will be required to purchase a number of individual properties immediately to the north of the site. Any visual impacts received at these properties from the proposed development would therefore, no longer be of relevance. Refer to section 3.0 for further details.

An application for '200 Aldington Road Industrial Estate' is currently being prepared for SSD lodgement by Stockland Fife Kemps Creek. Figure 23 shows the SEARS Application-Masterplan for 13 warehouses containing 23 buildings. If approved this would form a significant industrial development to the east of Aldington Road. A number of rural residential properties would be removed as a result, including those that currently have views of the proposed 884-928 Mamre Road development. Any impacts received at those locations would no longer be of relevance.

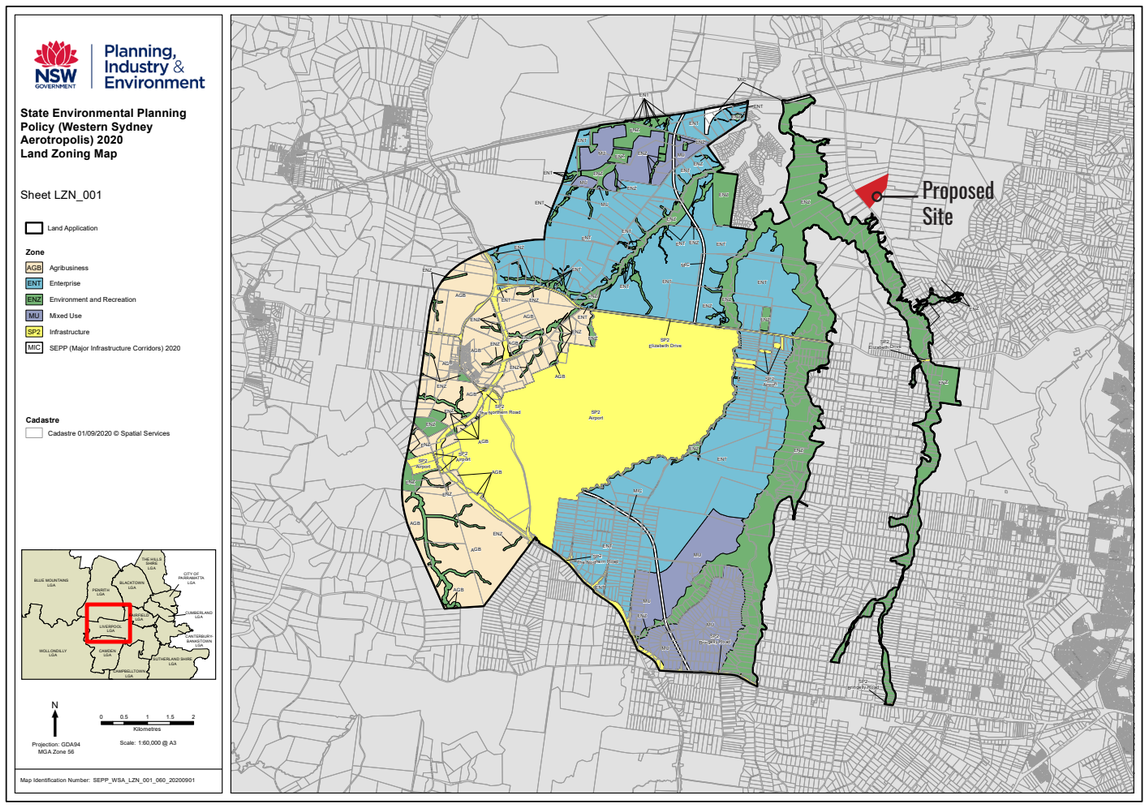


Figure 20: SEPP Western Sydney Aerotropolis Plan 2020 (Source: DIPE)

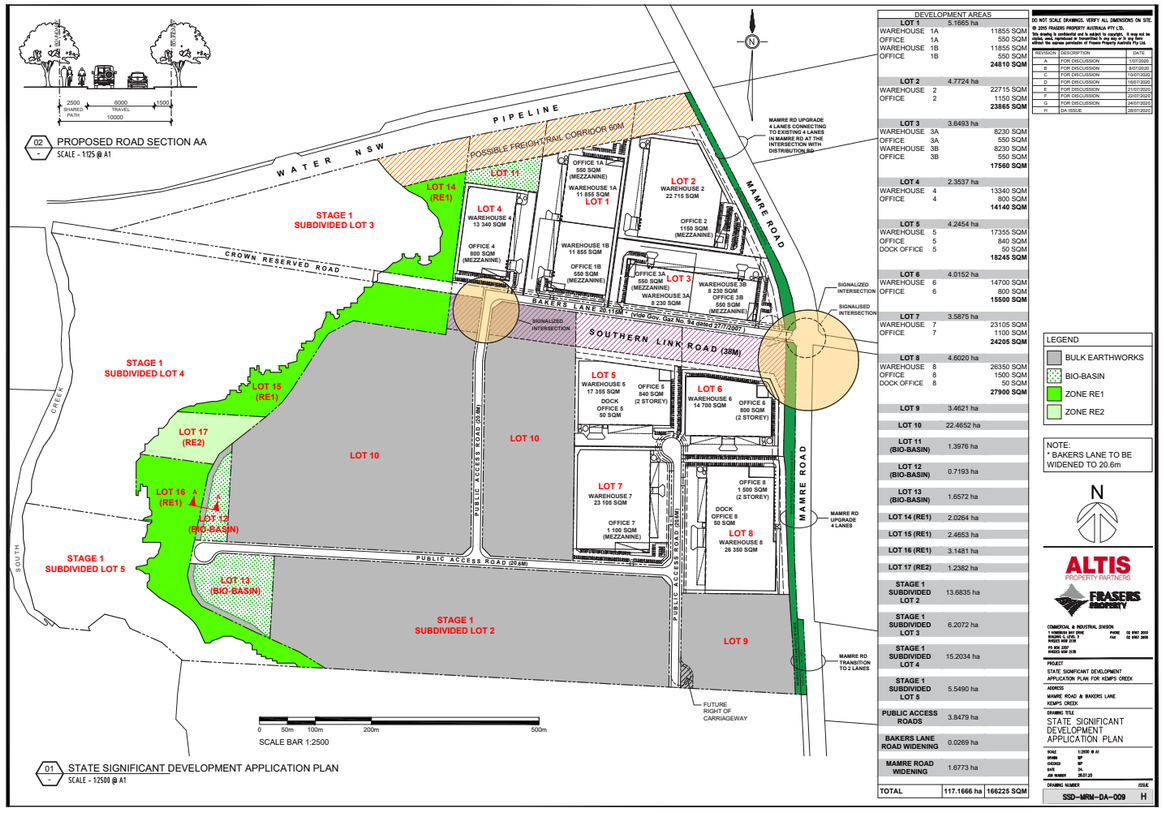


Figure 21: Kemps Creek Industrial Facility - SSD Plan (Source: Frasers & Altis)

mirvac

OVERALL DEVELOPMENT DATA

Total Site Area,	558,213 m²
Access Roads Area	44,355 m²
Riparian Area	10,145 m²
Bush Lot Area	18,719 m²
Total Developable Area	476,409 m²
Total Office Area	11,000 m²
Total Warehouse Area	263,655 m²
Café	65 m²
Total Building Area	274,475 m²
Restriction on User Area	4,613 m²

LOT 1	
Site Area	70,157 m²
Offices	1,500 m²
Warehouse	44,120 m²
Total GFA	45,620 m²
Carpark Provided	228

LOT 2	
Site Area	49,355 m²
Offices	1,500 m²
Warehouse	30,890 m²
Total GFA	32,390 m²
Carpark Provided	152

LOT 3	
Site Area	40,277 m²
Offices	1,300 m²
Warehouse	23,590 m²
Total GFA	24,890 m²
Carpark Provided	123

LOT 4	
Site Area	47,969 m²
Offices	1,000 m²
Warehouse	24,820 m²
Total GFA	25,820 m²
Carpark Provided	103

LOT 5	
Site Area	28,922 m²
Offices	650 m²
Warehouse	12,350 m²
Total GFA	13,000 m²
Carpark Provided	62

LOT 6	
Site Area	37,088 m²
Offices	750 m²
Warehouse	21,790 m²
Total GFA	22,540 m²
Carpark Provided	105

LOT 7	
Site Area	38,145 m²
Offices	750 m²
Warehouse	20,970 m²
Total GFA	21,720 m²
Carpark Provided	103

LOT 8	
Site Area	47,684 m²
Offices	1,300 m²
Warehouse	27,100 m²
Total GFA	28,400 m²
Carpark Provided	141

LOT 9	
Site Area	38,985 m²
Offices	750 m²
Warehouse	18,925 m²
Total GFA	19,675 m²
Carpark Provided	127

LOT 10	
Site Area	36,090 m²
Offices	750 m²
Warehouse	18,500 m²
Total GFA	19,250 m²
Carpark Provided	99

LOT 11	
Site Area	41,697 m²
Offices	750 m²
Warehouse	20,600 m²
Total GFA	21,350 m²
Carpark Provided	97

*All areas subject to survey

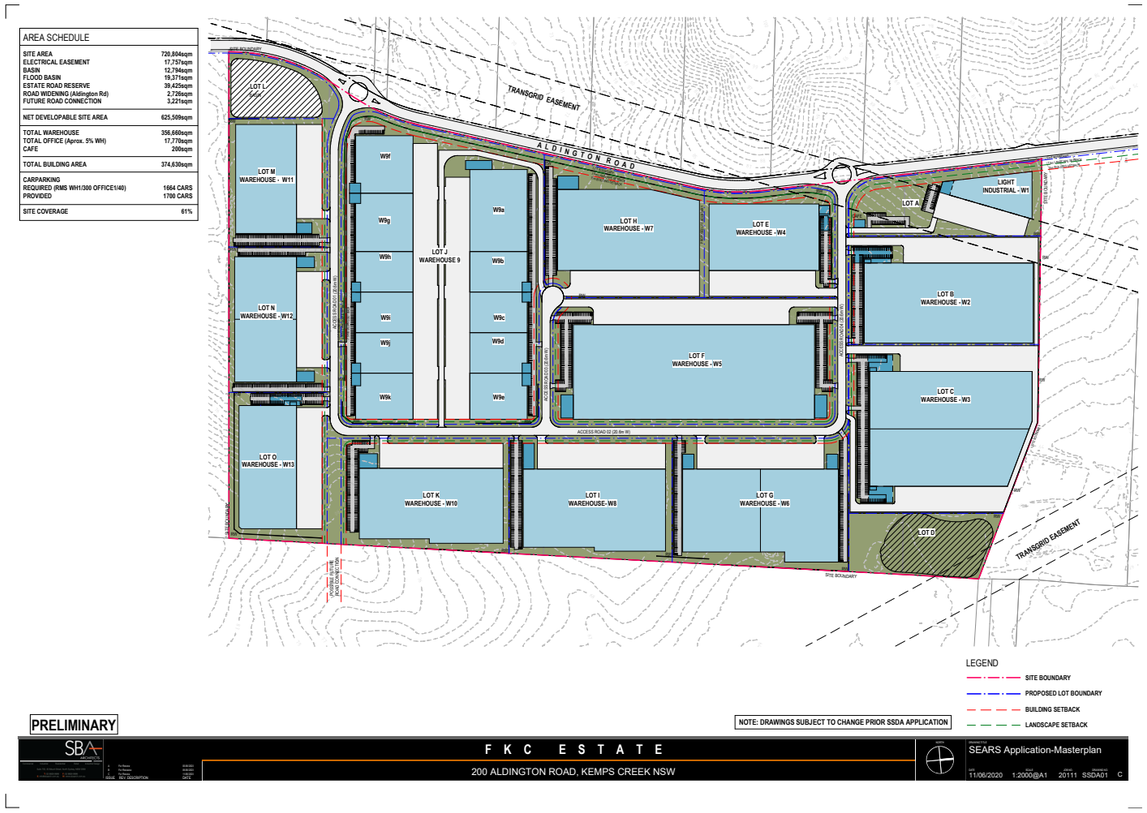


Figure 22: Aspect Industrial Estate - SSDA Estate Masterplan (Source: DIPE Major Projects)

Figure 23: 200 Aldington Road Industrial Estate - SEARS Application-Masterplan (Source: DIPE)

5.5 Mamre Road Precinct DRAFT Development Control Plan - Nov 2020

The Draft Mamre Road DCP was placed on exhibition in Dec 2020 and provides planning controls for future development in the Mamre Road Precinct including building design controls, a road network, drainage strategy and landscaping and biodiversity control.

This VIA report considers the draft DCP and relevant objectives for this development. Sections of particular relevance would include:

- 3.2 Views and Visual Impacts

Objectives

a) To protect the amenity of adjoining residential and rural residential areas and other sensitive land uses.
b) To protect significant landscape features and view corridors.
c) To consider topography and the natural landscape in the design of subdivisions.
d) To maintain a sense of rural character when viewed from adjoining areas and prominent locations, such as designated roads.
e) To leverage opportunities associated with natural site features to improve the amenity of the built environment for workers.

Controls

1) The design of subdivisions should respond to the significant landscape elements and view corridors identified in Figure 10. Development applications should demonstrate how the natural features of the site have influenced the design.
2) Subdivision and building design should relate to the scale of adjoining rural residential buildings and consider the use of height transitions and building setbacks.
3) Site design is to combine mounding and vegetation screening to soften the visual impact of the industrial use, particularly on adjoining rural residential uses.
4) Uses and building elements that are likely to adversely impact the visual amenity of adjoining rural residential areas should be sited as far as possible away from the sensitive interface and integrate suitable landscaped screening.
5) Site design should promote visual connections with waterways, conservation areas, and open space.
6) Enable physical ground plane connection between the development and natural areas.
7) Enable visual connection to provide passive surveillance of the open space and public domain.
8) Avoid barriers, such as fencing and walls, between environmental conservation open space areas and industrial uses.
9) Creeks and waterways should be integrated as key features of the building and landscape design.
10) Landscape design and plant selection should provide continuity with the existing natural vegetation.
11) Lots adjoining Mamre Road should be designed in a manner that promote high quality landscape character, including vistas.

12) In general, buildings should not be sited on ridgelines, with lower building heights around ridgelines.

It is believed that the development has considered the objectives and controls of the Mamre Road Precinct DCP and the State Environmental Planning Policy (Western Sydney Employment Area) 2009 for the reasons as listed below:

- Landscape planting is proposed along the eastern boundary of the site adjacent to Mamre Road (refer to landscape plans by Geoscapes), this helps to maintain the sense of rural character by utilising native plant species in continuous rows. This type of tree planting is already seen within the existing rural character of adjoining lands along boundaries.
- Streetscape tree planting to access roads provides a visual connection through to Mamre Road. This will complement future tree planting which would be expected as part of the Mamre Road widening.
- The development responds to the east/west view corridor identified within the Draft Mamre Road Precinct DCP by placing lot 13 in cut (refer to bulk earthworks plan), this will create a lower pad level for future built form.
- The building proposed at lot 2 is intended to present a high quality building that fronts Mamre Road. This is achieved through the use of architectural facades and office elements.
- Extensive high quality landscape planting around lot 2 will create a precedent for future DA applications for the remainder of the estate.
- The scale of the development is comparable with other employment-generating development in the precinct.

Section 4.0 of the draft MRDCP has also been considered and assessed against the landscape design drawings that accompany this report, these should be referred to and also read in conjunction with Landscape Design Report LDR01.

5.6 Landscape Character

The site is currently used for agricultural use and predominately covered with pasture grasses and scattered copses of trees and scrub. There is a large residential dwelling with associated outbuildings.

To the east, the topography becomes more elevated and rises up towards Adlington Road and Mount Vernon. Farm land and scattered residential properties are present, and similarly to the south, scattered residential farm land and properties are located along Mamre Road.

On a clear day to the west, views to the Blue Mountains are possible. From the aerial photography and land mapping information, the immediate surrounding character of the area can be described as predominately agricultural with low density rural residential. At a distance of approximately 1.2km to the north, the character changes to one of industrial development.

As described in Section 4.0, the future character of the immediate context has now been defined by the rezoning of the Mamre Road Precinct. This will result in a gradual change in character from rural residential to industrial use. Therefore, the analysis of current landscape character is much less relevant to define the significance of any landscape or visual impact generated by the proposed development.

5.7 Selected Viewpoints – Receptor Locations

The symbols and numbering in Figure 2 on page 9, indicates the viewpoints and photomontages that have been selected for a Visual Impact Assessment (VIA). A sample of receptors which are closest in proximity to the proposed development have been selected. From viewpoint locations, photomontages have been generated to represent as closely as possible views of the proposed development 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 8.0 of this report and the corresponding viewpoints 1 to 7.

5.8 Proposed 884-928 Mamre Road - SSD Plans

Situated in Figures 28 & 29 on pages 22 and 23 are the current Site Masterplan and Lot 2 Ground Floor plan. These plans are used for the purpose of assessment within this VIA report.

6.0 DEVELOPMENT PROPOSALS

6.1 General

The application proposes an industrial estate and subdivision with one warehouse building fully detailed. The remainder of subdivision has 12 vacant lots available for future industrial warehousing, each of these will be subject to a separate development application. The estate will include all infrastructure works such as roads, kerbs, verges, footpaths, retaining walls and level building pads for the future buildings. The single warehouse included in this application will be located on lot 2 and will have an office, car parking facilities, loading hard stand areas and landscaping setbacks. There is also an TfNSW easement dedicated to the future widening of Mamre Road.

6.2 Access

There are to be two stages to the access for the site. The first interim stage proposes a temporary cul-de-sac at the end of the northern road, but ultimately this will connect to other future adjoining estate roads north of the site. Main access will be from a new signalised intersection with Mamre Road and a proposed 26.4m wide access road.

6.3 Height / Scale

The height and scale of the warehouse to lot 2 is to be uniform and representative of the type of warehousing already present within the WSEA area. Ridge height is to be 13.7m with a 3 degree roof pitch and an eaves height of 10.5m.

6.4 Colour / Materials & Finishes

Colour tones have been chosen to help sit the building more comfortably into the surrounding context. A palette of grey tones are typically used on the building facades with materials such as colorbond and precast concrete. This helps to make the buildings more recessive into the skyline and is consistent with adjacent proposed developments within the Mamre Road Precinct. The office components will be highlighted with the use of metal powder coated perforated screens, Offices entry frontages will include flowering plants and landscaping in and around car parking areas, this will help with way finding and provide shade. The interim noise wall to the south is proposed to be a lapped and capped timber fence painted 'Pale Eucaylpt' with native climbers, this will create an attractive green screen which will help mitigate the visual impact of the wall from both the estate and adjoining landowner residential side.

6.5 Lighting

Lighting has been designed to be in compliance with the latest version of AS1158 and AS4282 (INT) - Control of Obtrusive Effects of Outdoor Lighting.

- Lighting has been provided in accordance with the requirements of Australian Standard 1158.3.1-1999 and the recommendations contained therein.
- Glare and spill lights has been limited by the selection of fittings and is in accordance with The Australian Standard 4282-1987
- Light fittings are LED wall mounted, pole mounted and mounted on the face of the awning and directed in such a manner that they do not cause nuisance to surrounding properties or the public road network.

6.6 Summary

The design of building has addressed the need to make the development visually less obtrusive within the landscape. Of most importance from a visual impact perspective, are the height, scale, colour and finishes. The height is consistent with other nearby industrial developments which helps to create a uniform development when viewed from distance and reduces any potential cumulative impacts. The colours selected for the building facades, help to blend the development more effectively into the skyline and surrounding landscape.

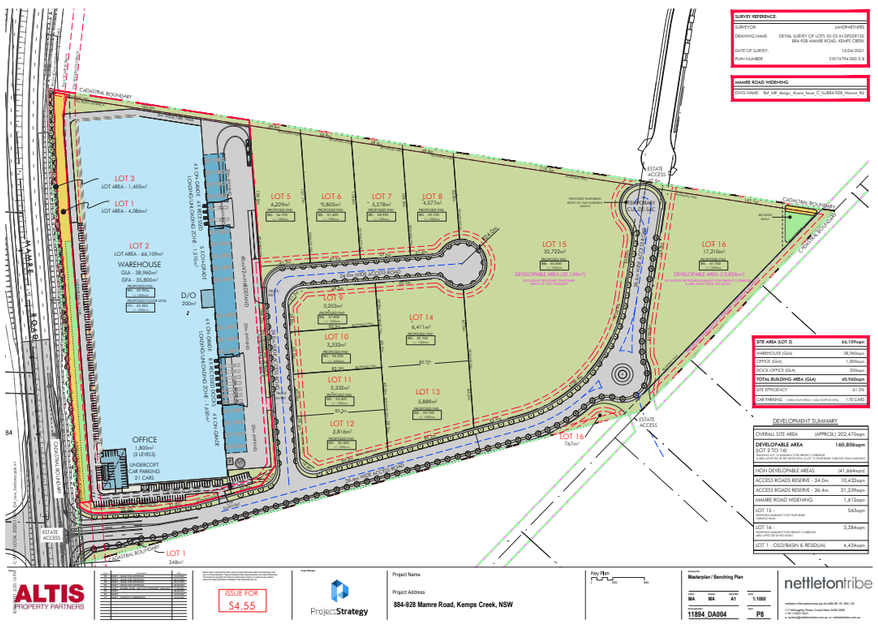


Figure 24: 884-928 Mamre Road - Masterplan (Source: Nettletontribe)

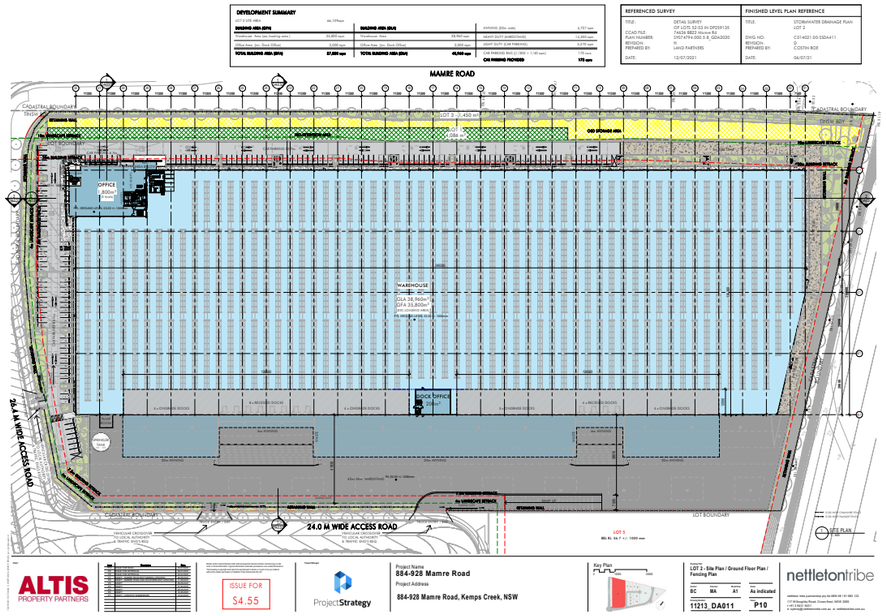


Figure 25: 884-928 Mamre Road - Ground Floor Plan LOT 2 (Source: Nettletontribe)

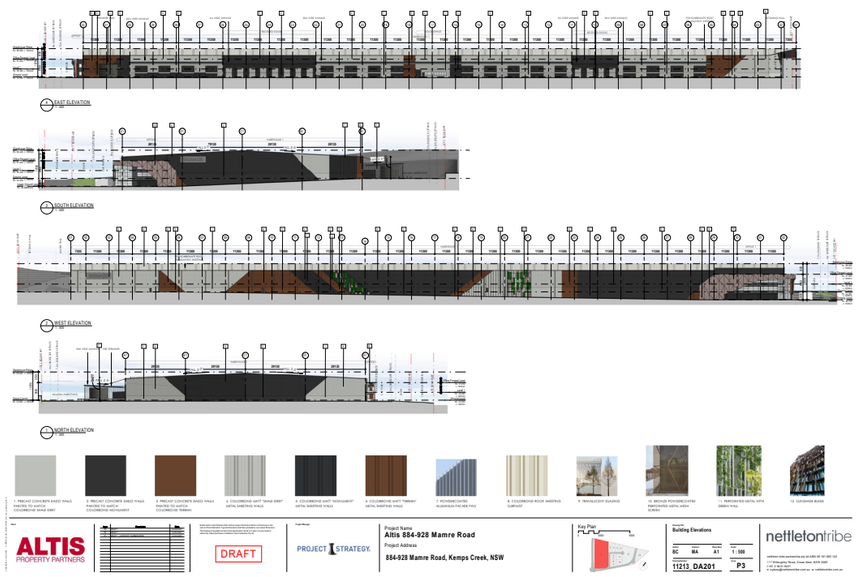


Figure 26: Typical Warehouse Elevations - (Source: Nettletontribe)

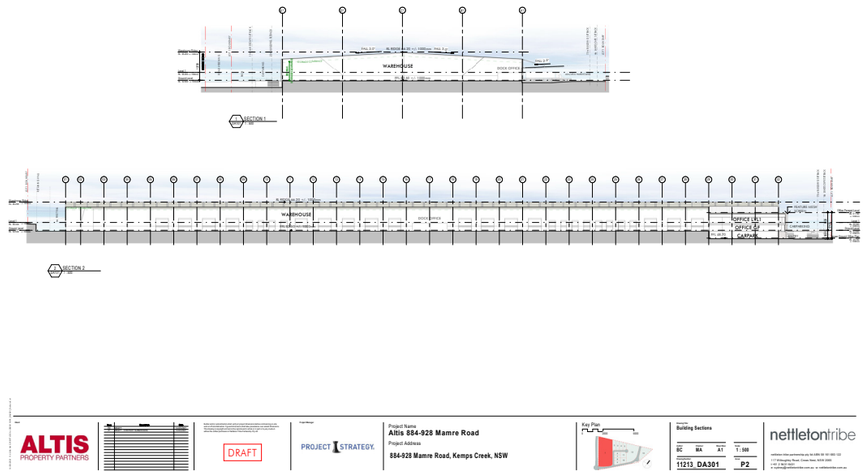


Figure 27: Typical Warehouse Sections - (Source: Nettletontribe)

7.0 LANDSCAPE STRATEGY, DESIGN AND MITIGATION

7.1 Strategy and Mitigation

The figure below shows the proposed landscape estate masterplan produced by Geoscapes. To help mitigate views from west, north and south and east, tree planting has been introduced to help provide screening of the development. This will allow for large endemic canopy tree planting to the northern boundary that would be expected to reach a mature height of between 15m to 25m. Trees to lot 3 in front of OSD basin will create a dense evergreen vegetated buffer to screen the building from visual receptors along Mamre Road. Street trees lining the access road will also filter views towards the development from potential visual receivers in the south and east.

7.2 Detailed Landscape Proposals

Please refer to landscape design documentation 200826_LDA-00 to LDA-10 & 200827_LDA-00 to LDA-09 prepared by Geoscapes, for detailed landscape proposals.

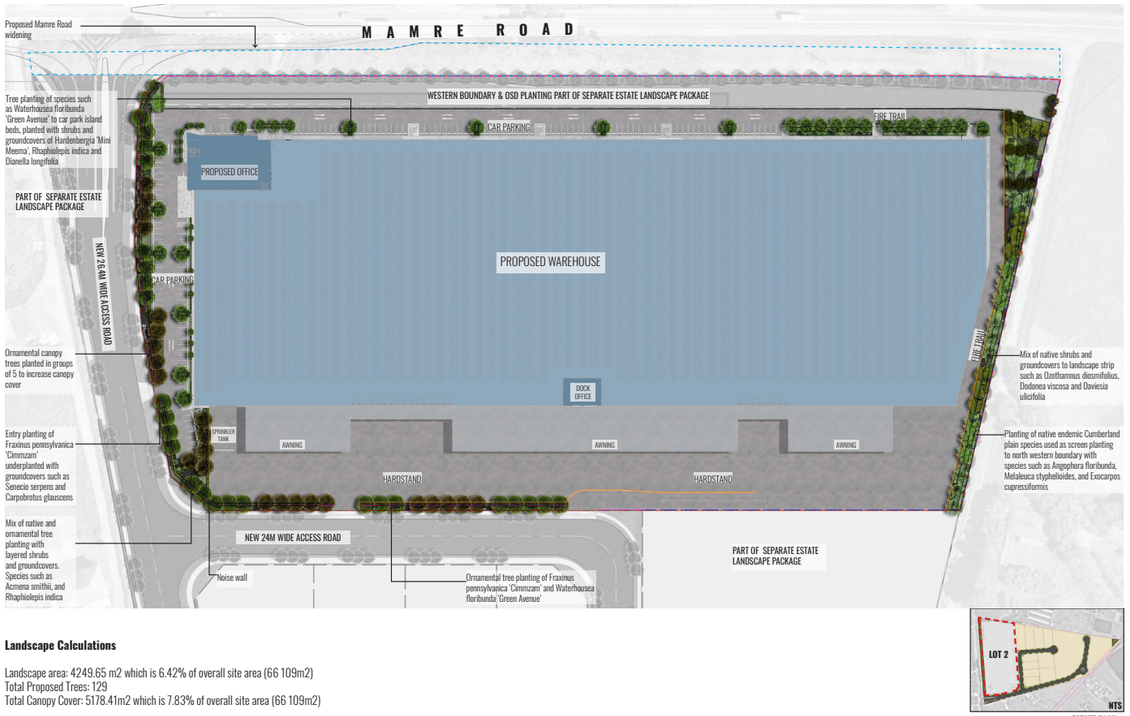
Drawing Title: **Landscape Masterplan**
DWG No: **LDA-01**
GEOSCAPES LANDSCAPE ARCHITECTS — Suite 215, 284 Victoria Ave, Chatswood NSW 2067 Ph. (02) 9411 1485 www.geoscapes.com.au ABN 84 620 205 781 ACN 620 205 781
Architect: nettletontribe
Client: ALTIS PROPERTY PARTNERS

Scale:	Date:	Job Number:	North:
1:1000 @ A1 1:2000 @ A3	01.09.21	200827	

Project: 884-928 Mamre Road, Kemps Creek, NSW

Revision		FOR STATE SIGNIFICANT DEVELOPMENT APPLICATION		
Rev	Date	Description	Drawn	Checked
C	16.07.21	FOR SSD	KC	BG
D	19.07.21	FOR SSD	KC	BG
E	24.08.21	FOR SSD	KC	BG
F	01.09.21	FOR SSD	KC	BG

Figure 28: Landscape Estate Masterplan - (Source: Geoscapes)



Landscape Calculations

Landscape area: 4249.65 m2 which is 6.42% of overall site area (66 109m2)
Total Proposed Trees: 129
Total Canopy Cover: 5178.41m2 which is 7.83% of overall site area (66 109m2)

ESTATE PLAN

Drawing Title: **Overall Landscape Plan**
DWG No: **LDA-01**
GEOSCAPES LANDSCAPE ARCHITECTS — Suite 215, 284 Victoria Ave, Chatswood NSW 2067 Ph. (02) 9411 1485 www.geoscapes.com.au ABN 84 620 205 781 ACN 620 205 781
Architect: nettletontribe
Client: ALTIS PROPERTY PARTNERS

Scale:	Date:	Job Number:	North:
1:600 @ A1	01.09.2021	200826	

Project: 884-928 Mamre Road, Kemps Creek, NSW 2178

Revision		FOR STATE SIGNIFICANT DEVELOPMENT APPLICATION		
Rev	Date	Description	Drawn	Checked
D	16.07.21	FOR SSD	KC	BG
E	19.07.21	FOR SSD	KC	BG
F	24.08.21	FOR SSD	KC	BG
G	01.09.21	FOR SSD	KC	BG

Figure 29: LOT 2 Landscape Masterplan - (Source: Geoscapes)

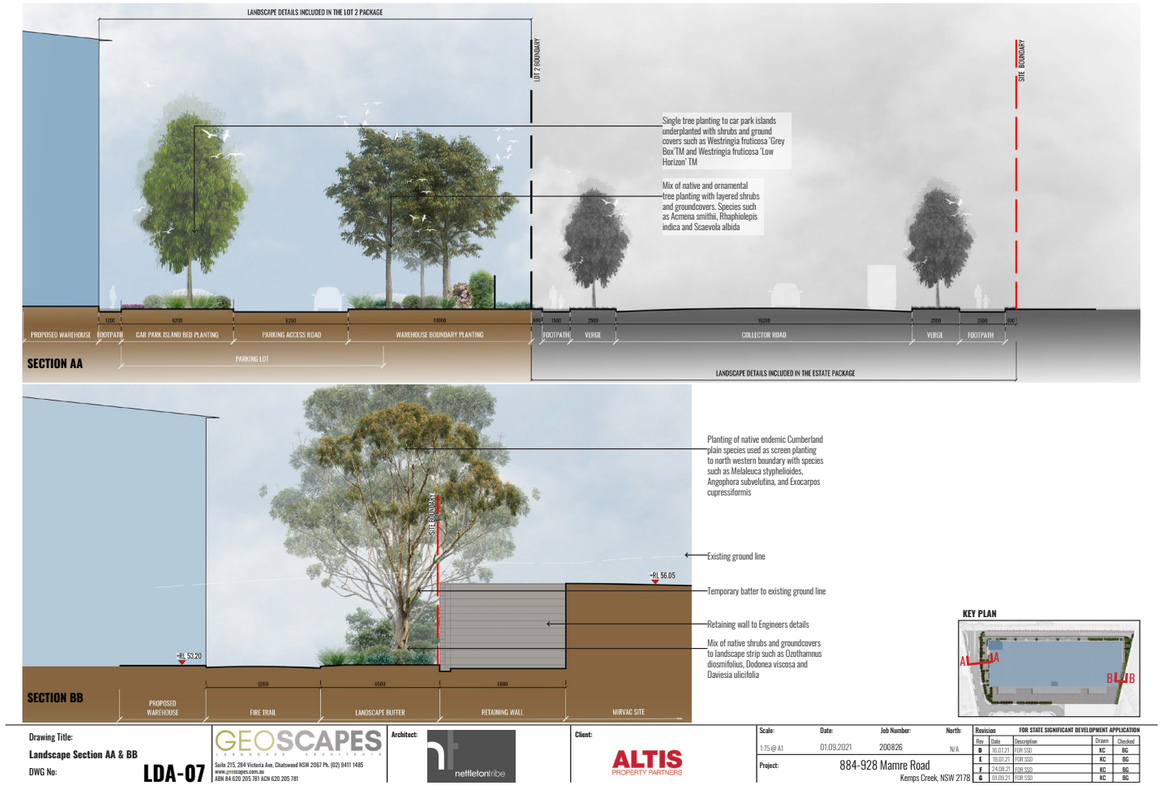


Figure 30: Landscape Sections - (Source: Geoscapes)

8.0 VISUAL IMPACT ASSESSMENT

8.1 Viewpoint 1

Viewing Location	983 Mamre Road, Kemps Creek - Looking North
GPS	33°51' 21"S, 150°47' 22"E
Elevation (Eye-level)	44m
Date and Time	28th September 2020 - 1.18pm
Baseline Photo & Photomontage Figure	Figure 31
Visual Description	
Approx. Viewing Distance from Site Boundary	640m
View description & prominence of the development	This receptor was selected for visual assessment as it is located outside of the Mamre Road Precinct. Up until June 10th 2020, this property was mapped as unzoned land in the WSEA, following recent public exhibition and finalisation of the Western Sydney Aerotropolis Plan, SEPP maps for the WSA now indicate that this property is zoned as ENZ Environment and Recreation. Refer to section 5.0 for further details. This view was taken close to the boundary of No. 983 Mamre Road as direct access to the property was not possible. The photograph location in Figure 31, however, is good representation of what views would be experienced from this property and other residences immediately adjacent. The view looks across Mamre Road to farmlands and paddocks to the north and east. The land rises in topography in the east and is scattered with vegetation, in the foreground existing trees along Mamre Road and adjoining properties partially filter longer distance views. Ratings of visual receptor sensitivity and magnitude of change given below, are judged against the **current baseline situation** as can be seen in the baseline image in Figure 31. They do not take into account any potential future development on the site, to adjoining lands or change of use to the receptor lands. A consideration of future development and rezoning has been given at the end.
Visual Receptor Sensitivity	Views are likely to be experienced from the front garden and potentially oblique views from upper floor windows of this property. Residential receptors are often likely to be more critical of their view, due to the present absence of existing commercial and prominent industrial development within the view, the sensitivity has been judged to be **high.**
Magnitude of Change	The proposed built form within lot 2 is essentially completely screened behind existing vegetation. Any earthworks and walls used to create other lot pads will not be extensively noticeable and hidden by existing natural topography in the foreground. Landscape streetscape planting to the main access road will also further reduce visual impacts upon maturity. Therefore, it is judged that the residual magnitude of change is **very low.**
Significance of Visual Impact	The significance of the visual impact at this location is judged to be **minor*.**

***NOTE : This visual receptor is located adjacent to the Mamre Road Precinct which has recently been rezoned to industrial use following an amendment to the SEPP WSEA. Lands directly opposite to the east have been zoned IN1. Therefore, visual impacts are likely to reduce in the longer term as more industrial development influences the area and visual sensitivity decreases. This property is also located within the Western Sydney Aerotropolis Precinct and is subject to ENZ zoning, therefore, should the land be acquired for environment and recreational use and the property removed, any visual impacts would no longer be of any relevance.**

Approximate Extent of Development

Baseline Photo

Photomontage - Year 0

Photomontage - Year 15

Figure 31: Viewpoint 1 - 983 Mamre Road, Kemps Creek - Looking North (Photomontage)

Approx Angle of View - 67°

8.2 Viewpoint 2

Viewing Location	967 Mamre Road North, Kemps Creek - Looking North
GPS	33°51'12"S, 150°47'17"E
Elevation (Eye-level)	46.2m
Date and Time	28th September 2020 - 11.59am
Baseline Photo & Photomontage Figure	Figure 32
Visual Description	
Approx. Viewing Distance from Site Boundary	340m
View description & prominence of the development	This viewpoint is similar to that of Viewpoint 1 and subject to the same planning controls, it is located within WSA lands zoned for ENZ use. The baseline view was taken within the front garden of No. 967 Mamre Road. The photograph location in Figure 32 is good representation of what views would be experienced from this property and other residences immediately adjacent. The view looks across Mamre Road to other rural properties, farmlands and paddocks to the north and east. The land rises in topography in the east and is scattered with vegetation, in the foreground on the northern property boundary, existing palm trees and landscaping partially filter longer distance views. Ratings of visual receptor sensitivity and magnitude of change given below, are judged against the **current baseline situation** as can be seen in the baseline image in Figure 32. They do not take into account any potential future development on the site, to adjoining lands or change of use to the receptor lands. A consideration of future development and rezoning has been given at the end.
Visual Receptor Sensitivity	Views are likely to be experienced from the front garden, palm trees appear to be at the same height as upper floor windows which may prevent views of the proposed development. Residential receptors are also often likely to be more critical of their view, due to the absence of existing commercial and prominent industrial development within the view, the sensitivity has been judged to be **high.**
Magnitude of Change	The southern end of the lot 2 warehouse will be noticeable and would be recognisable as an industrial development to the receptor. However, this only expected to be partially visible to the receptor at ground level. More open views may be experienced from first floor windows depending on the angle. Follow the maturity of proposed landscape planting, the building will be further screened, therefore, it is judged that the residual magnitude of change is **low.**
Significance of Visual Impact	The significance of the visual impact at this location is judged to be **moderate/minor*.**

***NOTE : This visual receptor is located adjacent to the Mamre Road Precinct which has recently been rezoned to industrial use following an amendment to the SEPP WSEA. Lands directly opposite to the east have been zoned IN1. Therefore, visual impacts are likely to reduce in the longer term as more industrial development influences the area and visual sensitivity decreases. This property is also located within the Western Sydney Aerotropolis Precinct and is subject to ENZ zoning, therefore, should the land be acquired for environment and recreational use and the property removed, any visual impacts would no longer be of any relevance.**

Approximate Extent of Development

Baseline Photo

Photomontage - Year 0

Photomontage - Year 15

Figure 32: Viewpoint 2 - 967 Mamre Road, Kemps Creek - Looking North (Photomontage)

Approx Angle of View - 67°

8.3 Viewpoint 3

Viewing Location	Mamre Road South Approach, Kemps Creek - Looking North
GPS	33°51'10"S, 150°47'17"E
Elevation (Eye-level)	44.9m
Date and Time	28th September 2020 - 11.50am
Baseline Photo & Photomontage Figure	Figure 33
Visual Description	
Approx. Viewing Distance from Site Boundary	280m
View description & prominence of the development	This viewpoint was taken to represent motorists traveling in a northerly direction on approach to the proposed development. At this location the view is relatively open towards the site and is at fairly close range. Views of the development will be experienced with varying degrees of visibility in a stretch of approximately 1.6km of the southern portion of Mamre Road. This is apparent within the southern panoramic drone photographs in Figures 5, 9, and 13. These transient views are likely to be occasionally filtered by either scattered trees or existing property while traveling along Mamre Road. The baseline image shown in Figure 33 is fairly typical of the views experienced along this section of Mamre Road. The character is one of scattered rural dwellings with pastoral/farm lands. There is not extensive vegetation to the east due to the presence of working farm land. The Mamre Road corridor itself is occasionally lined with trees.
Visual Receptor Sensitivity	This viewpoint is taken at a relatively close proximity to the site boundary, the vast majority of people experiencing this view would be motorists and it is typical of many locations along this route. Views would be transient and experienced for a short period of time only. The view is likely to change depending on the exact location a motorist would be along Mamre Road and both filtered and open views will exist. The view presently is absent of significant development. Therefore, It is judged that the sensitivity of this visual receptor is **medium.**
Magnitude of Change	The proposed built form will be noticeable and would be recognisable as an industrial development to the receptor. Views are at medium range with a moderate horizontal and vertical extent of the view affected. Landscape street tree planting along the access road will help to screen building facades facing Mamre Road. Therefore, it is judged that the residual magnitude of change is **low.**
Significance of Visual Impact	The significance of the visual impact at this location is judged to be **minor*.**

***NOTE : This visual receptor is located within the Mamre Road Precinct and adjacent to lands in the east which has recently been rezoned to industrial use following an amendment to the SEPP WSEA. This is applicable to the 1.6km stretch of Mamre Road to the south where it is expected that views of the development will be possible. Therefore, visual impacts are likely to lower in the longer term as more industrial development influences the area.**

Approximate Extent of Development

Baseline Photo

Photomontage - Year 0

Photomontage - Year 15

Figure 33: Viewpoint 3 - Mamre Road South Approach, Kemps Creek - Looking North (Photomontage)

Approx Angle of View - 67°

8.4 Viewpoint 4

Viewing Location	Mamre Road North Approach, Kemps Creek - Looking Southeast
GPS	33°50'49"S, 150°46'57"E
Elevation (Eye-level)	52.7m
Date and Time	28th September 2020 - 12.20pm
Baseline Photo & Photomontage Figures	Figures 34 & 34a (Photomontage Extended Angle of View)
Visual Description	
Approx. Viewing Distance from Site Boundary	100m
View description & prominence of the development	This viewpoint was taken to represent motorists traveling in a southerly direction on approach to the proposed development. At this location the view is relatively open towards the site and is at a close range of 100m. Views of the development will be experienced with varying degrees of visibility in a stretch of approximately 0.4 km of the northern portion of Mamre Road, after this point a combination of rising topography and vegetation is likely prevent further open longer distance views. This is apparent within the northern panoramic drone photographs in Figures 3, 7 and 11. The baseline image shown in Figure 34 is fairly typical of the views experienced along this section of Mamre Road. The character is one of scattered rural dwellings with pastoral/farm lands on elevated rising land to the east and flatter lands to the south. There is not extensive vegetation to the east due to the presence of working farm land.
Visual Receptor Sensitivity	This viewpoint is taken at a relatively close proximity to the site boundary, the vast majority of people experiencing this view would be motorists and is typical of many locations along this route. Views would be transient and experienced for a short length of time only. The view is likely to change depending on the exact location a motorist would be along Mamre Road and both filtered and open views will exist. The view presently is however, absent of significant development. Therefore, It is judged that the sensitivity of this visual receptor is **medium.**
Magnitude of Change	The proposed built form will be clearly noticeable and would be recognisable as an industrial development to the receptor. There would be noticeable changes over a horizontal and vertical extent within the view. Landscape planting along the northern and eastern boundary will help to screen building facades facing Mamre Road. Therefore, it is judged that the residual magnitude of change is **medium.**
Significance of Visual Impact	The significance of the visual impact at this location is judged to be **moderate/minor*.**

***NOTE : This visual receptor is located within the Mamre Road Precinct and adjacent to lands in the east which has recently been rezoned to industrial use following an amendment to the SEPP WSEA. This is applicable to the 0.4km stretch of Mamre Road to the north where it is expected that views of the development will be possible. Therefore, visual impacts are likely to lower in the longer term as more industrial development influences the area.**

Approximate Extent of Development

Baseline Photo

Photomontage - Year 0

Photomontage - Year 15

Figure 34: Viewpoint 4 - Mamre Road North Approach, Kemps Creek - Looking Southeast

Approx Angle of View - 67°

8.5 Viewpoint 5

Viewing Location	Aldington Road, Kemps Creek - Looking West
GPS	33°50'55"S, 150°47'48"E
Elevation (Eye-level)	67.2m
Date and Time	30th September 2020 - 12.00pm
Baseline Photo & Photomontage Figure	Figure 35
Visual Description	
Approx. Viewing Distance from Site Boundary	650m
View description & prominence of the development	Aldington Road is to the east of the development and rises in topography from approximately 51m AHD in the south to 85m AHD in the north. This viewpoint was identified during site visits to potential vantage points within the surrounding area. The view would predominately be experienced by motorists traveling in a north to south direction along Aldington Road. At this location the view opens up towards the development site between two rows of tree planting. The foreground is typical of the type of views that are experienced traveling along Aldington Road, with character defined by rural residential buildings and pastoral/farm lands. Further north of this location, views of the development site are obscured by rising ground to the west and this is observed in the drone photography images. In the foreground of the baseline image are farm lands associated with residential dwellings. Property No. 930 Mamre Road, to the south of the site boundary can be seen in the distance and views of the Blue Mountains are possible on a clear day.
Visual Receptor Sensitivity	The type of receptor in this location would be predominately motorists and possibly cyclists. Aldington Road is a local road and has a low volume of traffic, however views are presently absent of industrial development and also expansive over the landscape, Therefore, It is judged that the sensitivity of this visual receptor is **medium.**
Magnitude of Change	The proposed development will form a minor constituent of the view being partially visible and at a sufficient distance to be a small component. Only a small horizontal/vertical extent of the view is likely to be affected and following the maturity of landscape planting, the view will be similar to the vegetation patterns seen in the baseline and views towards the Blue Mountains will remain unrestricted. Therefore, it is judged that the magnitude of change is **low.**
Significance of Visual Impact	The significance of the visual impact at this location is judged to be **minor***

***NOTE : This visual receptor is located within the Mamre Road Precinct and adjacent to lands in the east which has recently been rezoned to industrial use following an amendment to the SEPP WSEA. Therefore, visual impacts are likely to lower in the longer term as more industrial development influences the area.**

Approximate Extent of Development

Baseline Photo

Photomontage - Year 0

Photomontage - Year 15

Figure 35: Viewpoint 5 - Aldington Road, Kemps Creek - Looking West

Approx Angle of View - 67°

8.6 Viewpoint 6

Viewing Location	169 Aldington Road, Kemps Creek - Looking West
GPS	33°50'43"S, 150°47'46"E
Elevation (Eye-level)	75.6m
Date and Time	30th September 2020 - 11.34am
Baseline Photo & Photomontage Figure	Figure 36
Visual Description	
Approx. Viewing Distance from Site Boundary	550m
View description & prominence of the development	This viewpoint is intended to be representational of the type of view that would be experienced from residential visual receptors to the east. This would also include property No's 201, 198, 183, 155 and 141 Aldington Road. No. 141 does have a significantly higher elevation than other properties and would experience more expansive views over the development. However, it was not possible to take a photograph from this location. A selection of potential residential receptors located to the east are identified in the eastern panoramic drone photographs within Figures 4, 8, and 12. As can be seen in the baseline image, the view extends out to the horizon and the Blue Mountains. Within the foreground, the landscape descends lower towards the development site which is situated within the center of the view. Scattered trees, paddocks and farmland can be seen extending beyond Mamre Road.
Visual Receptor Sensitivity	Views would be experienced from the rear of the property. The view does not contain any large scale industrial development or other significant landscape detractors other than those associated with working farms. Residential receptors are also often likely to be more critical of their view, therefore, the sensitivity has been judged to be **high.**
Magnitude of Change	The proposed development will form a new and recognisable element within the view which is likely to be recognised by the receptor. The view is at medium range with a small horizontal and vertical extent of the view affected. Following the maturity of landscape planting, the view will be similar to the vegetation patterns seen in the baseline and views of the Blue Mountains beyond are retained. Therefore, it is judged that the magnitude of change is **low.**
Significance of Visual Impact	The significance of the visual impact at this location is judged to be **minor*.**

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

Approximate Extent of Development

Baseline Photo

Photomontage - Year 0

Photomontage - Year 15

Figure 36: Viewpoint 6 - 169 Aldington Road, Kemps Creek - Looking West (Photomontage)

Approx Angle of View - 67°

8.7 Viewpoint 7

Viewing Location	199 Aldington Road, Kemps Creek - Looking West
GPS	33°50'48"S, 150°47'28"E
Elevation (Eye-level)	67m
Date and Time	30th September 2020 - 11.48am
Baseline Photo & Photomontage Figures	Figures 37 & 37a (Photomontage Extended Angle of View)
Visual Description	
Approx. Viewing Distance from Site Boundary	100m
View description & prominence of the development	This property is located directly on the southeast corner of the proposed development site. The residential dwelling is slightly further back at approximately 100m from the site boundary and this was the location selected for the baseline image to be taken. As can be seen in the baseline photograph, the property sits in an elevated position looking over the site towards Mamre Road. The Snackbrands high-bay warehouse located in First Estate is located to the far right of the image. In the foreground the development site can be seen, together with pastoral paddocks and farm lands associated with 864 Mamre Road.
Visual Receptor Sensitivity	This viewpoint is in very close proximity to the development site, with expansive views over the landscape. Residential receptors are often likely to be more critical of their view and therefore, the sensitivity has been judged to be **high.**
Magnitude of Change	There would be a noticeable change to the baseline view at year 0, with earthworks and retaining embankments/walls visible along the northern boundary. However, street tree planting will help to screen and filter views towards the estate. Therefore, the magnitude of change is judged to be **medium.**
Significance of Visual Impact	The significance of the visual impact at this location is judged to be **moderate***

***NOTE : This visual receptor is located within the Mamre Road Precinct which has recently been rezoned to industrial use following an amendment to the SEPP WSEA. Therefore, this receptor may not exist at a future point in time. Should the land be acquired in the short to medium term and the property removed, any visual impacts would no longer be of any relevance. The property also looks directly towards 864 Mamre Road, this land and several properties to the north is currently subject to an SSD application from Mirvac for a large industrial estate. This is likely to significantly affect the view in the near future.**

Approximate Extent of Development

Baseline Photo

Photomontage - Year 0

Photomontage - Year 15

Figure 37: Viewpoint 7 -199 Aldington Road, Kemps Creek - Looking West (Photomontage)

Approx Angle of View - 67°

9.0 CONCLUSIONS AND NON-TECHNICAL SUMMARY

The main purpose of this Visual Impact Assessment (VIA), is to address SEARs issued by the DPIE to prepare a qualitative Visual Impact Assessment supported by site analysis and photomontages. Potential visual impacts have been assessed from publicly accessible locations that are in close vicinity to the proposed development.

It is concluded that the proposed industrial estate development at 844-928 Mamre Road, will create visual impacts of varying significance for people living in close proximity to the site. Following the recent rezoning of the Mamre Road Precinct from rural to industrial (IN1) use, properties will be, and in some cases, have already been acquired to enable industrial development. Therefore, these impacts are likely to only be short to medium term only.

Those people living outside of the Mamre Road Precinct and within the lands designated Western Sydney Aerotropolis, have also been subject to a change in zoning. These properties are now zoned ENZ as per the SEPP WSA and therefore, could also be subject to purchase for environmental or recreational use. Therefore, visual impacts at these locations may not exist in the future. Although these properties are not situated within an IN1 zoning as per the Mamre Road Precinct, they are located directly adjacent to it. Therefore, as more industrial development occurs in the short to medium term, the visual sensitivity of their view is also likely to decrease.

The conclusions of potential visual impacts have been determined by site visits, desktop study, photographic and photomontage visual analysis.

Through analysis conducted within this report, of the receptors assessed, the following location is judged to receive **short-term moderate** visual impacts from the proposed development:

- 199 Aldington Road, Kemps Creek (VP7)

The following locations are judged to receive **moderate/minor** visual impacts from the proposed development:

- 967 Mamre Road, Kemps Creek (VP2)
- Mamre Road North Approach, Kemps Creek (VP4)

The following locations are judged to receive **minor** visual impacts from the proposed development:

- 983 Mamre Road, Kemps Creek (VP1)
- Mamre Road South Approach, Kemps Creek (VP3)
- 169 Aldington Road, Kemps Creek (VP6)
- Aldington Road, Kemps Creek (VP5)

All visual impacts have been judged to be **short to medium term** only. Government precinct plans identify that the viewpoint locations are within land recently rezoned for industrial use or environment and recreation. The visual sensitivity from Mamre Road is likely to reduce over time due to further industrial developments within the immediate area and this will result in lower visual impacts.

From analysis of aerial photography, it is evident that a number of other residential properties within the immediate area will receive views of the development. However, all of these residential properties are located within the Mamre Road Precinct or Western Sydney Aerotropolis. Therefore, it is highly likely that these properties will be acquired in the short to medium term and be removed. Any visual impacts received currently at those locations are also highly likely to be short term only.

A select small number of locations within the residential suburb of Twin Creeks, may experience partial views of the proposal following construction. However, the significance of visual impact is expected to be **negligible** following the maturity of proposed landscape mitigation.

The report demonstrates that proposed landscape planting to the frontage of Mamre Road and within the estate, can be effective in helping to reduce bulk, scale and visual impacts for a number of properties and views from Mamre Road. This will be most effective after 15 years and for those receptors who experience direct views at close to medium range. Mature landscape planting should help to effectively screen view corridors to many of the warehouse elements.

10.0 GLOSSARY OF TERMS

Term	Definition
GLVIA	Guidelines for Landscape and Visual Impact Assessment (UK Landscape Institute)
LVIA	Landscape and Visual Impact Assessment
VIA	Visual Impact Assessment
DIPE	Department of Planning Industry and Environment
LEP	Local Environment Plan
DCP	Development Control Plan
AGL	Above Ground Level
APL	Above Proposed Warehouse Pad Level
Baseline	The existing current condition / character of the landscape or view
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.
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