

# 125 & 145-175 LAWSON ROAD, BADGERYS CREEK

## VISUAL IMPACT ASSESSMENT

**SSD-81662708**

PREPARED FOR

**FORMUS PROPERTY PTY LTD**

FEBRUARY 2026

FINAL



# ACKNOWLEDGEMENT OF COUNTRY

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Urbis acknowledges the Traditional Custodians of the lands we operate on.

We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years.

The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

Title: Sacred River Dreaming  
Artist: Hayley Pigram





**URBIS STAFF RESPONSIBLE FOR THIS REPORT:**

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We acknowledge Aboriginal and Torres Strait Islanders as the traditional custodians of all the lands throughout Australia. We recognise and respect the connection to their land, cultural heritage and community, and we pay respects to their Elders past, present and emerging.

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# EXECUTIVE SUMMARY

- This Visual Impact Assessment has been prepared by Urbis to assess a new Industrial Estate comprising large and small format warehousing and distribution centres
- This report is limited to an assessment of quantitative and qualitative visual change likely to be caused by the proposed development.
- The extent and significance of the potential visual change has been assessed using a well established and accepted Visual Impact Assessment (VIA) methodology.
- The visual context surrounding the site to the east, south and north of Lawson Road is characterised by gently undulating agricultural land that has been heavily modified from past land use.
- West of the site beyond Badgerys Creek is land within the Western Sydney International Airport that is characterised by heavily modified topography.
- The subject site is not currently listed on any statutory heritage lists, nor is it located within a heritage conservation area.
- Physical Absorption Capacity (PAC) within the surrounding context is high as a result of topography vegetation which limits the visual catchment of the site and proposal to close viewing locations.
- Analysis of 5 public domain photomontages found that:
  - The proposal creates nil to medium-low visual effects (extent of visual change) on the baseline factors.
  - Overall visual impacts for the assessed views were three 'Nil' ratings, one 'Low' rating and one 'Medium-low' rating.
  - The majority of visual effects on baseline factors are rated as low.
  - The proposal does not block views to any heritage items or areas of unique scenic quality.
- 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 low and acceptable.
- The proposal is supported on visual impact grounds.

# 01 INTRODUCTION



## 1.1 PURPOSE OF THE REPORT

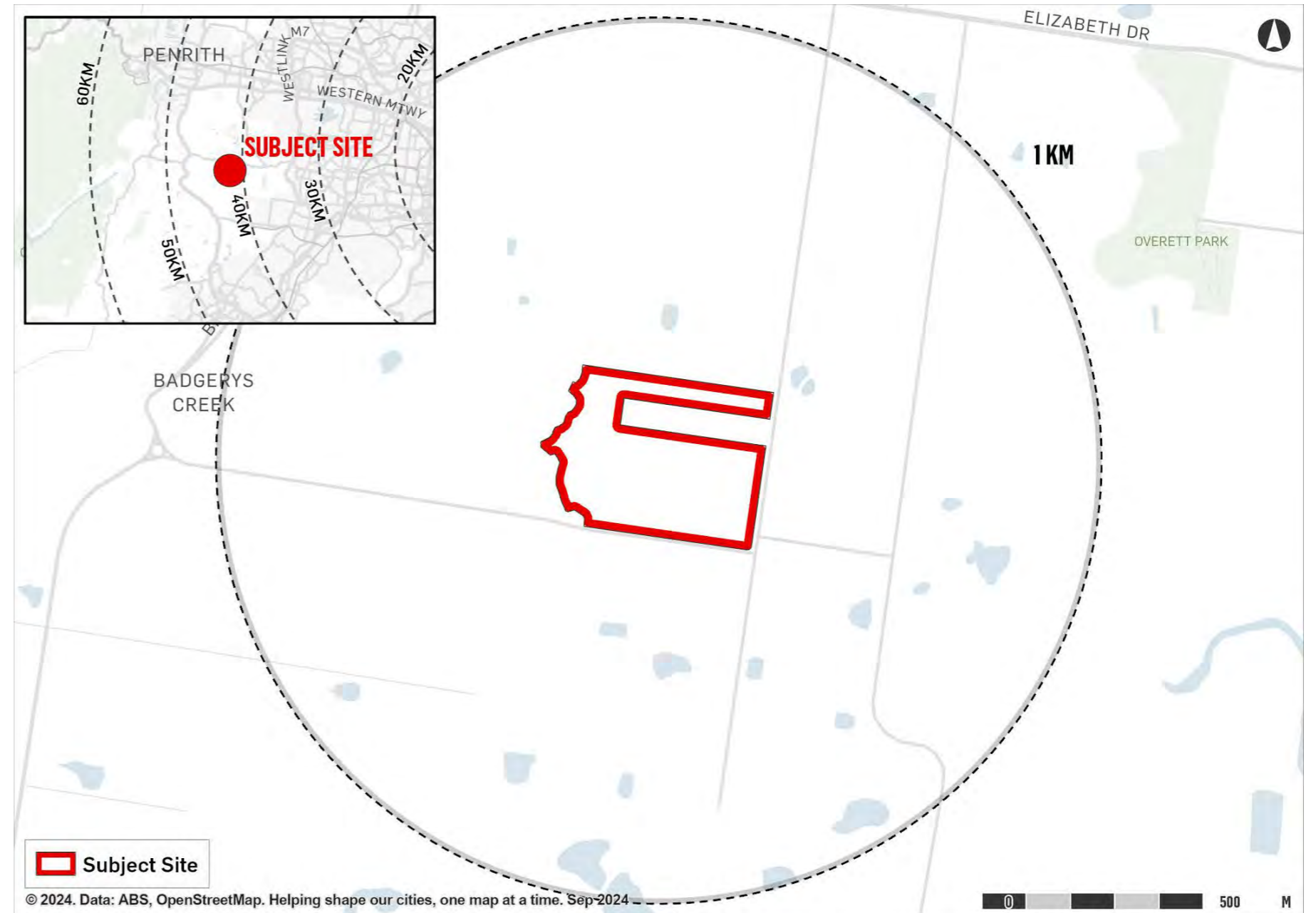
This Visual Impact Assessment (VIA) has been prepared by Urbis to accompany a State Significant Development Application (SSDA) SSD- 81662708 for an Industrial Estate. The project seeks detailed approval for a new Industrial Estate comprising large and small format warehousing and distribution centres at 125 & 145-175 Lawson Road Lawson Road, Badgerys Creek (the site).

This report has been prepared in response to the Secretary's Environmental Assessment Requirements (SEARs) dated 23 April 2025, issued for the project (DPHI Reference: SSD-81662708).

Specifically, this report has been prepared to respond to the SEARs requirement issued below.

**Table 1 SEARs Compliance.**

Description of Requirement	Section Reference
<b>Visual</b>	
A visual impact assessment, including:	Section 4.0, 5.0 and 6.0
- photomontages and perspectives of the development layout and design (buildings, signage and storage areas)	
- an assessment of the potential visual impacts of the development on the amenity of the surrounding area, including:	
o nearby public and private receivers	
o 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.	



**Figure 1** Site location (Urbis).

## 1.2 PROPOSED DEVELOPMENT

This report has been prepared in support of a development at 125 & 145-175 Lawson Road, Badgerys Creek (the site), including detailed approval for an Industrial Estate. The project seeks to deliver a new Industrial Estate comprising large and small format warehousing and distribution centres within Badgerys Creek.

Specifically, the SSDA seeks approval for the following:

- Construction of an Industrial Estate, comprising four (4) warehouse buildings with a total of 46,153.9m<sup>2</sup> of warehouse and ancillary office GFA. It will deliver a range of large and small format warehouse and distribution centres, as follows:
  - Warehouse 1 has a total GFA of 40,505.5m<sup>2</sup>
    - Warehouse GFA: 38,572.0m<sup>2</sup>
    - Office GFA: 1,877.5m<sup>2</sup> (plus 60m<sup>2</sup> dock office)
  - Warehouse 2 has a total GFA of 1,328m<sup>2</sup>
    - Warehouse GFA: 1,186m<sup>2</sup>
    - Office GFA: 142m<sup>2</sup>
  - Warehouse 3 has a total GFA of 1,323m<sup>2</sup>
    - Warehouse GFA: 1,186m<sup>2</sup>
    - Office GFA: 137m<sup>2</sup>
  - Warehouse 4 has a total GFA of 2,997.4m<sup>2</sup>
    - Warehouse GFA: 2,826.5m<sup>2</sup>
    - Office GFA: 140.9m<sup>2</sup>
- Maximum building height of 19.6m
- Provision of 233 on-site parking spaces split across the site.
- Construction of a private internal driveway along the northern boundary of 125 Lawson Road servicing Warehouses 2-4.
- Construction of Regional Basin.
- Associated landscaping work and deep soil areas (comprising communal open space areas).
- Provision of road corridors providing an option for future delivery of local roads by the relevant roads authority.

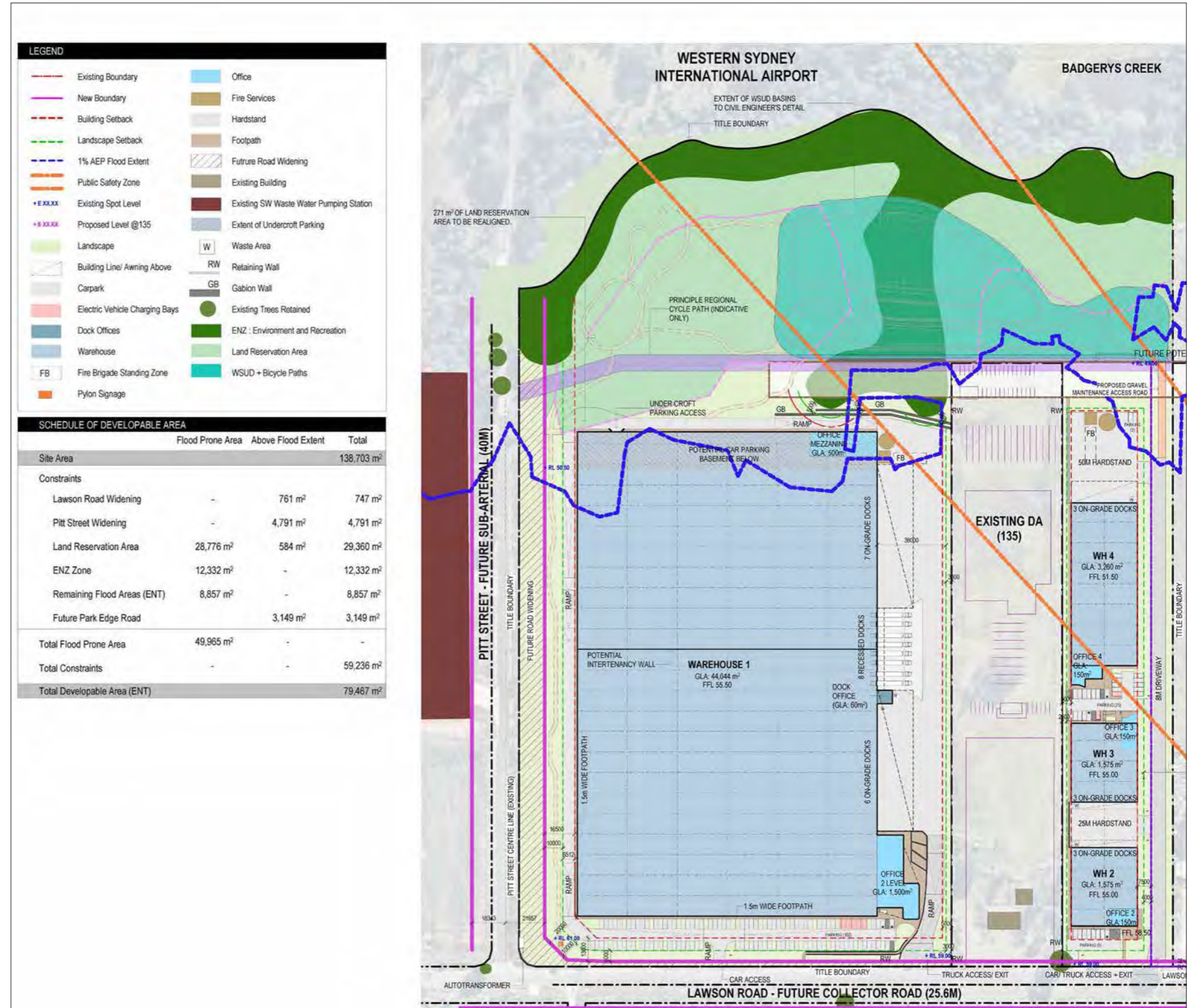


Figure 2 SSDA Masterplan.

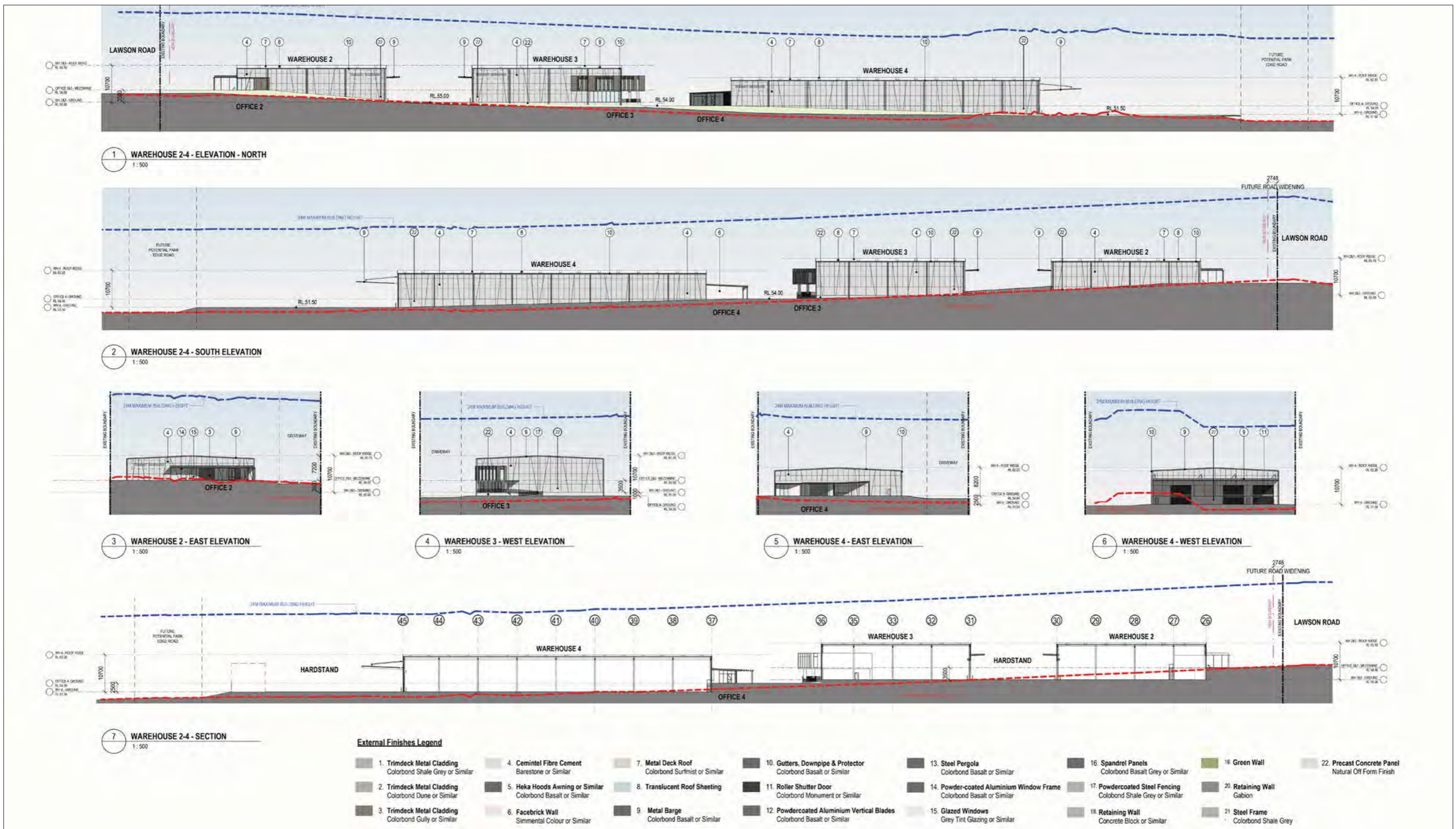


Figure 3 Warehouse 2-4 elevations and section.

# 02 VIA 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.

Reviewing and combining industry best practice, Urbis continually refines its VIA methodology so that it is appropriate for application across an urban visual context. 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)*

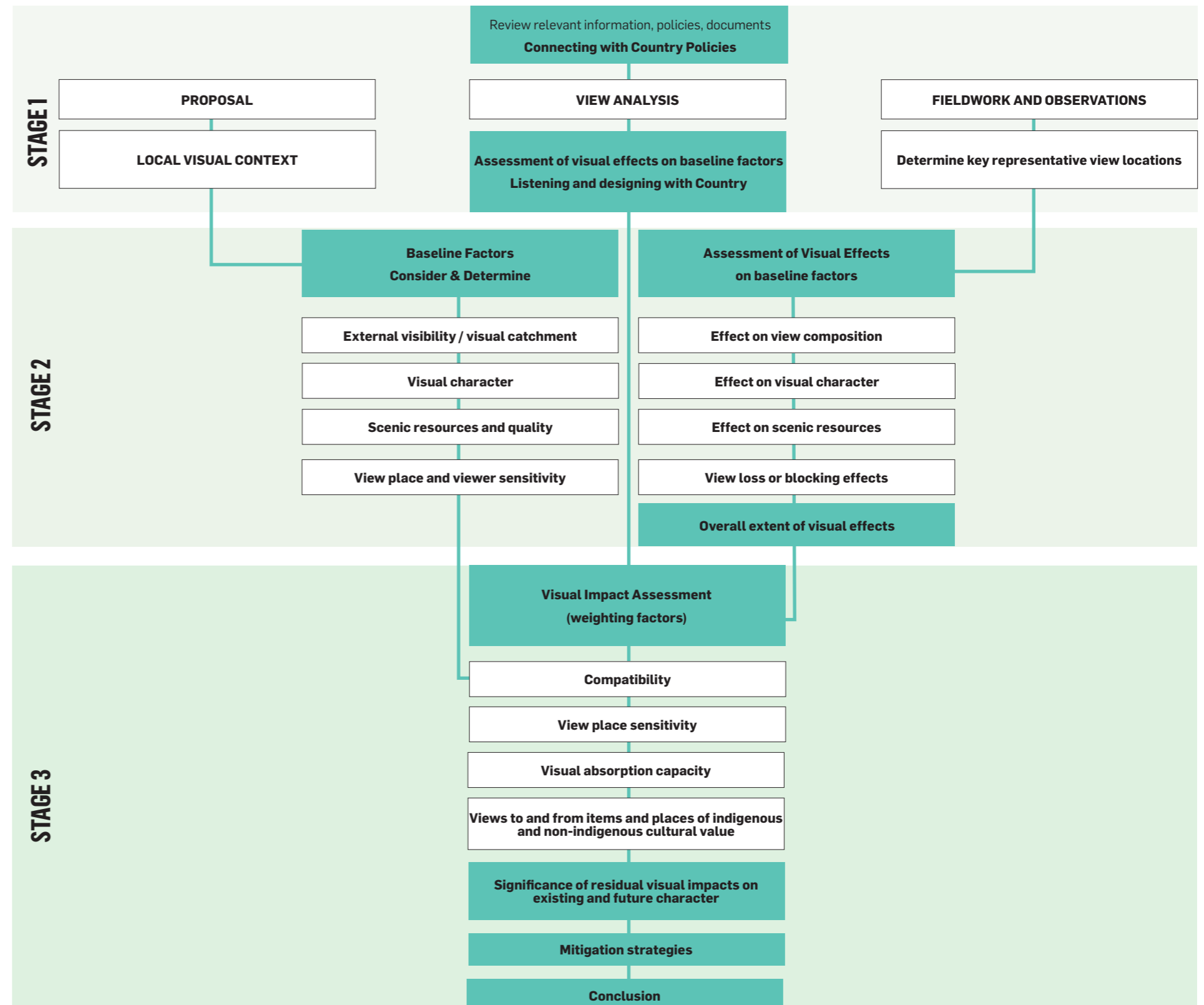



Figure 4 Methodology flowchart.

A photograph of a rural road with trees and utility poles. The road is paved and curves to the right. There are several utility poles with power lines along the right side. The background is filled with green trees and a clear sky. The overall scene is a typical rural landscape.

# 03 BASELINE VISUAL ANALYSIS

### 3.1 VISUAL CONTEXT

There are two notable riparian corridors in proximity to the site. To the west is the Badgerys Creek corridor which forms the western boundary of the site and to the east is the South Creek corridor.

The visual context surrounding the site to the east, south and north of Lawson Road is characterised by gently undulating agricultural land that has been heavily modified from past land use. Large areas of vegetation have been cleared, however patches of large mature trees remain surrounding the site, as well as a large bamboo farm immediately east of the site. Built form to the north, south and east of the site is characterised by rural development and single storey detached residential dwellings (typically mid-twentieth century development) and buildings associated with agricultural uses including warehouse, sheds and greenhouses.

West of the site is the under construction Western Sydney Airport. The land immediately west of Badgerys Creek within the airport site is currently undeveloped and is open pastoral lands with groupings of trees throughout. Further west, the land has been extensively modified for the airport, with significant earthworks to flatten the topography and the removal of all vegetation.

### 3.2 VISUAL CATCHMENT

Potential visibility of the existing site and 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.

Intervening landform, vegetation, and neighbouring development constrain visibility of the existing site from the majority of medium and long-distance view locations.

Views of the site are broadly restricted to:

- Close views from Lawson Road
- The eastern section of Pitt Road.

#### PRIVATE DOMAIN VISIBILITY

Due to surrounding vegetation and topography, the visual catchment of the site from private dwellings is highly restricted and appears restricted to the single residential dwelling at 115 Lawson Road, noting that the residential dwelling at 135 Lawson Road appears to be abandoned.

### 3.3 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 900 m to the south-east of 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). All other items are over 1km from the subject area.

### 3.4 FIELDWORK INSPECTED VIEWS

Views were documented during fieldwork observations surrounding the site to demonstrate the visual catchment and existing visual context.

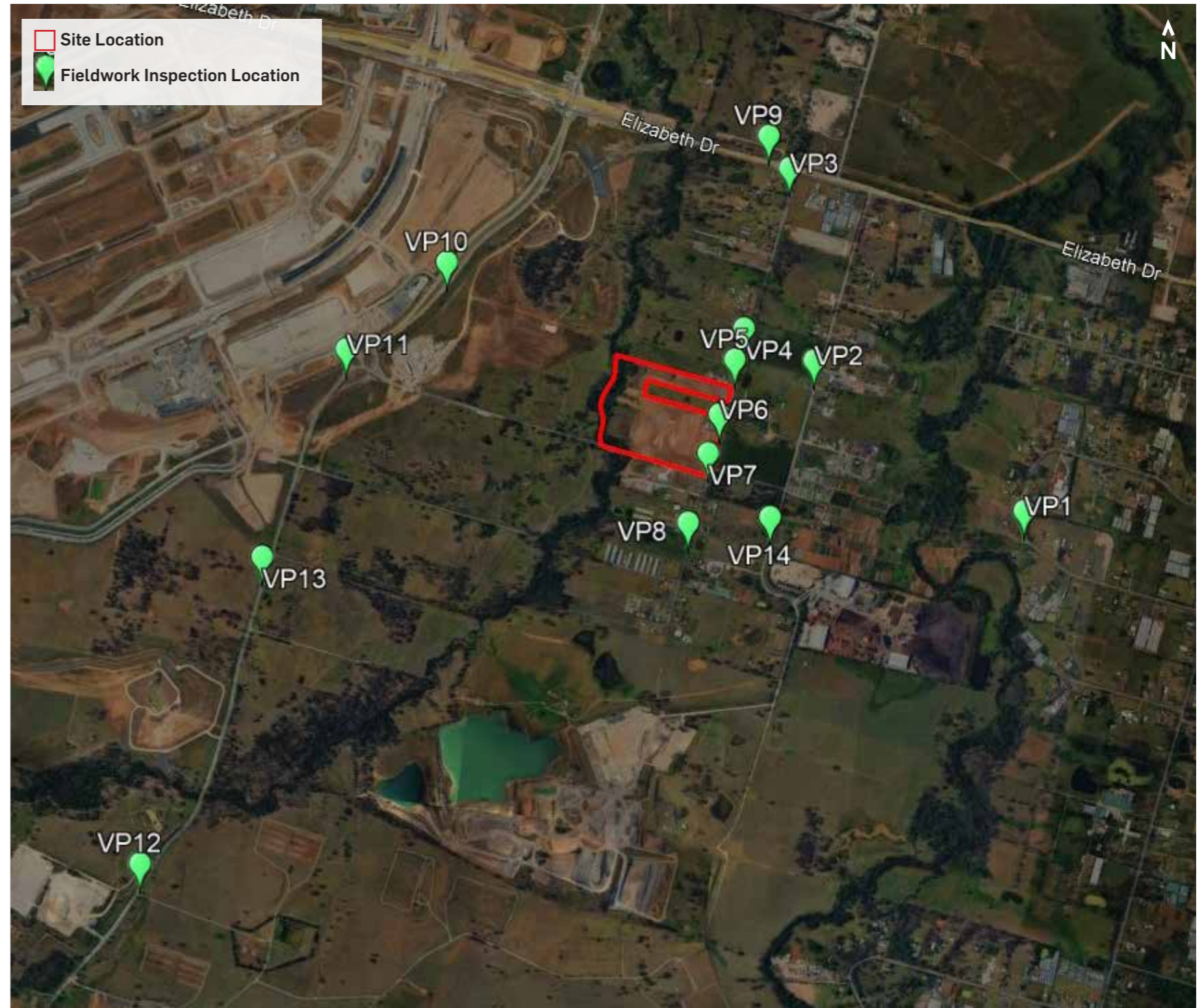


Figure 5 Locations inspected during fieldwork.



Photo 1. View west from Turnbull Avenue.



Photo 2. View west from Martin Road.



Photo 3. View south from northern end of Lawson Road.



Photo 4. View south from 105 Lawson Road.



Photo 5. View south from north-eastern corner of the site.



Photo 6. View west into the site from Lawson Road.



**Photo 7.** North-west view across the site from Pitt Street and Lawson Road.



**Photo 8.** View north-west from 180 Lawson Road.



**Photo 9.** View south from Elizabeth Drive.



**Photo 10.** View east from Badgerys Creek Road.



**Photo 11.** View east from Badgerys Creek Road and Pitt Street roundabout.



**Photo 12.** View north-east from 320-400 Badgerys Creek Road.



Photo 13. View north-east from Badgerys Creek Road between Leggo Street and Fuller Street.



Photo 14. North-west view from 165 Martin Road.

### 3.5 VISUAL CHARACTER OF THE SITE

The site is located at 125 & 145-175 Lawson Road, Badgerys Creek within the Liverpool Local Government Area (LGA).

The land can generally be described as having a gentle westerly slope towards Badgerys Creek. It ranges in height from 62m AHD in south-east corner and along Lawson Rd to 50m at the Badgerys Creek which is also the western boundary. Lawson Rd slopes to the north with a 4m height variation along the frontage of the land. The land is mostly cleared of native vegetation with some scattered trees throughout as well as some along Badgerys Creek.

The site is occupied by one residential dwelling characterised by a single storey detached house with ancillary sheds and structures.

### 3.6 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.

The site would be considered in isolation and within its visual setting as having a moderate scenic quality given the inclusion the existing undeveloped open spaces on the site and visually significant vegetation surrounding Badgerys Creek along the western boundary of the site. East of the site is rural land that includes gently undulating topography, riparian vegetation, vegetative patches and tree lines roads, particularly east of South surrounding low height residential development. While the combination of vegetation, topography and low density residential development would not be considered unique, it would still be likely to be considered as having some scenic quality and value to local residents.

Land to the west of Badgerys Creek has been highly modified due to the Western Sydney International Airport and has no scenic quality.

### 3.7 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.


There are no sensitive or important public domain view locations within the immediate visual catchment. Notwithstanding there are highly used roads including Elizabeth Drive to the north and Badgerys Creek Road to the west. Views from these transport

corridors are almost entirely blocked by intervening vegetation and or topography. In this regard in our opinion there are no views of high sensitivity which would be exposed to views of the proposed development.

### 3.8 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.

Due to surrounding vegetation and topography, the visual catchment of the site from private dwellings is highly restricted and appears restricted to the single residential dwelling at 115 Lawson Road, noting that the residential dwelling at 135 Lawson Road appears to be abandoned.

A photograph of a rural road lined with trees and utility poles under a blue sky. The road is paved and curves slightly to the right. The trees are tall and leafy, and the utility poles are visible on the left side. The overall scene is peaceful and scenic.

# 04 VISUAL EFFECTS ANALYSIS

## 4.1 USE OF PHOTOMONTAGES

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 5 public view locations for further analysis.

View No.	VIEWPOINT LOCATION
View 01	VIEW WEST FROM TURNBULL AVENUE
View 02	VIEW SOUTH FROM 105 LAWSON ROAD
View 03	VIEW SOUTH FROM ELIZABETH DRIVE
View 04	VIEW EAST FROM BADGERYS CREEK ROAD
View 05	NORTH-WEST VIEW FROM 165 MARTIN ROAD

## 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 model was checked for alignment and height with respect to the 3D survey and adjacent surveyed reference markers which are visible in the images.
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 Viewpoint location map.

# VIEW 01

## VIEW WEST FROM TURNBULL AVENUE

### DISTANCE CLASS

- Distant
- 1.2km

### EXISTING COMPOSITION OF THE VIEW

The foreground is comprised of the road reserve around the Turnbull Ave cul-de-sac with unmaintained vegetation which includes grasses, low height shrubs and a gravel driveway to private land. Beyond, in the mid-ground composition is a combination of flat agricultural land and medium to large trees and shrubs surrounding South Creek. The vegetation surrounding the creek prevents long distance views beyond.

### VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

The proposal is blocked from view by the vegetation surrounding South Creek which will be retained and unaffected by the proposal.

The vegetation surrounding South Creek creates a consistent vegetated buffer between the site and residential development to the east of the creek which screens views of proposal from this area.

### Visual effects of proposed development (quantum of change)

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 Urban 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.

## VIEW 02

### VIEW SOUTH FROM 105 LAWSON ROAD

#### DISTANCE CLASS

- Medium
- 250m

#### EXISTING COMPOSITION OF THE VIEW

The foreground composition is characterised by the Lawson Road carriageway with grass nature strips to either side that are devoid of shrubs and trees. Within private properties to either side of the nature strips are groupings of large, mature trees.

The mid-ground and distant composition is characterised by gently undulating topography to either side of Lawson Road with further groupings of vegetation, particularly to either side of the road in the distance.

A section of dense riparian vegetation surrounding Badgerys Creek is visible to the right of the composition in the distance.

#### VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

The foreground is unaffected by the proposal.

The proposal introduces new, contemporary development to the mid-ground composition.

Warehouse 1 and 4 block views to vegetation surrounding Badgerys Creek west of the site while Warehouse 2 and 3 block views to mid and lower parts of a grouping of trees at 135 Lawson Road.

The proposal does not block views to any heritage items.

**Note:** this is a 'worst case scenario' which shows built form only. The proposed landscape plan includes a continuous line of trees along the northern boundary of the site which will grow to approximately half the height of the warehouses and will contribute to filtering views of the built-form.

#### Visual effects of proposed development (quantum of change)

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	low-medium (down-weight)
Physical Absorption Capacity	medium (neutral)
Compatibility with Urban 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.

## VIEW 03

### VIEW SOUTH FROM ELIZABETH DRIVE

#### DISTANCE CLASS

- Medium
- 850m

#### EXISTING COMPOSITION OF THE VIEW

The immediate foreground includes low height, unmanaged vegetation in the nature strip to the south of Elizabeth Drive. Beyond, in the mid-ground is an open expanse of undulating grassland, bordered to the south by a residential fence line with groupings of large, mature trees along it and a partial view of a single storey residential dwelling. Beyond, the distant composition includes mid and upper sections of tree canopy in private lots north of the proposal site and surrounding Badgerys Creek.

#### VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

The foreground composition is unaffected by the proposal.

Intervening residential development and vegetation north of the site almost entirely blocks the proposal, with only small sections of the proposal visible. Each warehouse blocks a small section of vegetation surrounding Badgerys Creek and introduces a small amount of new built form to the composition.

While Elizabeth Drive has a high number of daily users, views are typically to the east and west as vehicles use the road, with any potential views towards the site being oblique views that would typically be for a brief period of time.

Due to the blocking effect of intervening elements, the intrinsic character of the view is retained.

#### Visual effects of proposed development (quantum of change)

Visual Character	low
Scenic Quality	low
View Composition	low
View Blocking of Scenic Elements	low
<b>Overall rating of effects on baseline factors</b>	<b>low</b>

#### Weighting Factors

Public Domain View Place Sensitivity	medium (neutral)
Physical Absorption Capacity	high (down-weight)
Compatibility with Urban Context and Visual Character	high (down-weight)
Viewing Period	low (down-weight)
Viewing Distance	medium (neutral)

See section 5.7 for overall visual impact rating.

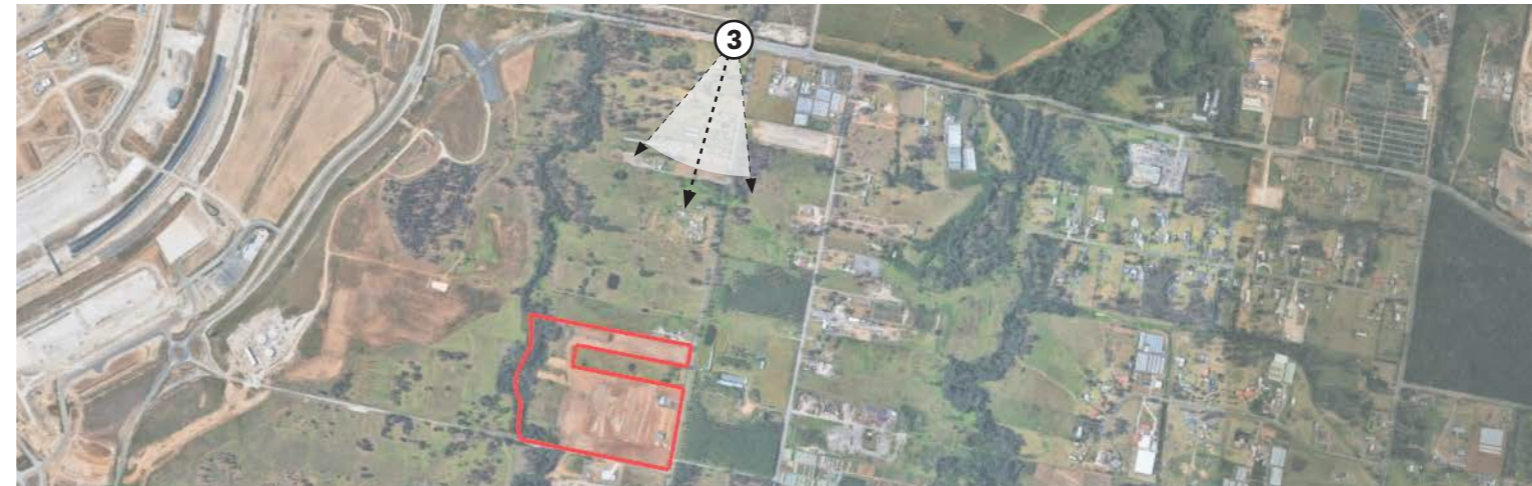


Figure 13 Viewpoint 03 location.



Figure 14 Viewpoint 03 existing view.



Figure 15 Viewpoint 03 photomontage.

# VIEW 04

## VIEW EAST FROM BADGERYS CREEK ROAD

### DISTANCE CLASS

- Medium
- 850m

### EXISTING COMPOSITION OF THE VIEW

The foreground and mid-ground composition is characterised by an open expanse of flat grassland within the Western Sydney International Airport development, with areas of stockpiling and earthworks in the distance. Beyond, the distant composition includes mid and upper sections of tree canopy against the skyline

### VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

The foreground and mid-ground composition are unaffected by the proposal.

Intervening topography and vegetation block the proposal from view.

The intrinsic character of the view is retained, noting that the view is likely to change as a result of development within the Western Sydney International Airport.

### Visual effects of proposed development (quantum of change)

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 Urban Context and Visual Character	nil
Viewing Period	nil
Viewing Distance	nil

See section 5.7 for overall visual impact rating.



Figure 16 Viewpoint 04 location.



Figure 17 Viewpoint 04 existing view.

ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW



Figure 18 Viewpoint 04 photomontage.

## VIEW 05

### NORTH-WEST VIEW FROM 165 MARTIN ROAD

#### DISTANCE CLASS

- Medium
- Neutral

#### EXISTING COMPOSITION OF THE VIEW

The foreground and mid-ground composition is comprised of gently undulating agricultural land with areas of grasslands, low height shrubs and juvenile trees. Beyond this to the north a section of a temporary greenhouse structure is visible, with large matures creating a consistent line of tree canopy that blocks long distance views beyond.

#### VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

The proposal is blocked from view by large, mature trees within 140 Lawson Road which will be retained and unaffected by the proposal.

The character and composition of the view is unaffected.

#### Visual effects of proposed development (quantum of change)

<i>Visual Character</i>	nil
<i>Scenic Quality</i>	nil
<i>View Composition</i>	nil
<i>View Blocking of Scenic Elements</i>	nil
<b>Overall rating of effects on baseline factors</b>	<b>nil</b>

#### Weighting Factors

<i>Public Domain View Place Sensitivity</i>	nil
<i>Physical Absorption Capacity</i>	nil
<i>Compatibility with Urban Context and Visual Character</i>	nil
<i>Viewing Period</i>	nil
<i>Viewing Distance</i>	nil

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.

A photograph of a paved road lined with tall trees and greenery, with a utility pole on the left side. The text '05 VISUAL IMPACT ASSESSMENT' is overlaid in white on the left side of the image.

# 05 VISUAL IMPACT ASSESSMENT

Having determined the extent of the visual change based on the 5 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 currently listed on any statutory heritage lists, nor is it located within a heritage conservation area. The nearest locally listed significant item is located approximately 900m to the north-west and is visually separated from the site and the proposal by intervening landform and vegetation.

There are no public open recreation areas, including areas of high amenity or daily users owing to the surrounding context being characterised by rural as opposed to urban development. The nearest public parks and open spaces are located east of the site within urban development areas such as Middleton Grange and Green Valley and are spatially and visually well separated from the proposal.

## 5.2 PHYSICAL ABSORPTION CAPACITY

Physical 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.

As demonstrated in the assessed views, the surrounding context has a significant influence on the visibility of the proposal. Surrounding topography, development and vegetation almost entirely block or heavily filter views of the proposal given the height of the proposed warehouses. Vegetation around South Creek and Badgerys Creek particularly play a role in decreasing the visual catchment from where the proposal may be viewed from medium and distant viewing locations.

From close viewing locations, primarily Lawson Road, the level of PAC is naturally less as a result of the decreased distance, however vegetation and development does manage to filter sections of the overall proposal as demonstrated in View 02 from Lawson Road. Views from either end of Lawson Road (to the north and south) would be more filtered due to intervening development and distance, but likely possible between approximately 205A Lawson Road to the south and 83-87 Lawson Road to the north. From these locations the proposal, given the current surrounding visual context of Lawson Road, would appear as a new or novel addition to views.

## 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.

A comparative analysis of the compatibility of similar items to the proposal with other locations in the area which have similar visual character and scenic quality or likely changed future character can give a guide to the likely future compatibility of the proposal in its setting.

The proposal has a low level of visual compatibility with its immediately surrounding visual context which is characterised by low density rural and agricultural development. It is noted however that site forms part of the Badgerys Creek Precinct within the Aerotropolis which was rezoned in 2020 and legislated under Chapter 4 of the State Environmental Planning Policy (Precincts – Western Parkland City) 2021 (WPC SEPP) for enterprise and Environmental and Recreation uses. The vision for the site under the Western Sydney Aerotropolis Plan is to facilitate enterprise and industrial land uses to complement the growth of the Aerotropolis and leverage the Western Sydney International Airport (WSI). As development in the area proceeds, the level of visual compatibility of the proposal will increase over time as development is completed.

## 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.

Viewing periods from public domain locations are either nil (from more distant viewing locations) or limited in duration from close locations such as from Lawson Road where a limited number of vehicles would have views of the proposal as they use the road.

## 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.

As demonstrated in the assessed views, the visual catchment is small and effectively limited to close viewing locations along Lawson Road. Intervening elements heavily filter or entirely block the site and proposal from view, resulting in a visually discrete 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.

In our opinion visual impacts on the views modelled (where the proposal is visible) can be decreased by the successful implementation of the proposed planting plan which incorporates boundary planting. The proposed planting in time will help to create filtering effects to the lower parts of the built form proposed and will serve to reduce the initial level of visual impacts.

In addition, significant vegetation surrounding Badgerys Creek and South Creek will continue to provide screening effects in the majority of views and the wider surrounding area.

## 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 2 - Summary of Visual Effects and Weighting Factors.**

Visual Effect	VP1	VP2	VP3	VP4	VP5
Visual Character	nil	med-low	low	nil	nil
Scenic Quality	nil	low	low	nil	nil
View Composition	nil	med-low	low	nil	nil
View Blocking of Scenic Elements	nil	low	low	nil	nil
Weighting Factors	VP1	VP2	VP3	VP4	VP5
Public Domain View Place Sensitivity	nil	low-med	medium	nil	nil
PAC	nil	medium	high	nil	nil
Compatibility with Urban & Visual Context	nil	low	high	nil	nil
Viewing Period	nil	low	low	nil	nil
Viewing Distance	nil	medium	medium	nil	nil
Visual Impact Rating	VP1	VP2	VP3	VP4	VP5
	<b>Nil</b>	<b>Medium-low</b>	<b>Low</b>	<b>Nil</b>	<b>Nil</b>

## 5.8 SUMMARY

- The visual context surrounding the site to the east, south and north of Lawson Road is characterised by gently undulating agricultural land that has been heavily modified from past land use.
- West of the site beyond Badgerys Creek is land within the Western Sydney International Airport that is characterised by heavily modified topography.
- The subject site is not currently listed on any statutory heritage lists, nor is it located within a heritage conservation area.
- Analysis of 5 public domain photomontages found that:
  - The proposal creates nil to medium-low visual effects (extent of visual change) on the baseline factors.
  - Overall visual impacts for the assessed views were three 'Nil' ratings, one 'Low' rating and one 'Medium-low' rating.
  - The majority of visual effects on baseline factors are rated as low.
  - The visual impacts for the assessed viewpoints ranges from Low to Low-medium.
  - The proposal does not block views to any heritage items or areas of unique scenic quality.
- Physical Absorption Capacity (PAC) within the surrounding context is high and lessens the visual effects and impacts of the proposal.
- The proposal can be supported on visual impact grounds.

# 06 APPENDIX

# APPENDIX 1

## ANALYSIS OF VISUAL EFFECTS

Published on the NSW Department of Planning, Industry and Environment website via major projects tab (NSW DPIE). 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.

Table 2 Indicative Ratings Table of Visual Impact Factors.

# **125 & 145-175 LAWSON ROAD, BADGERYS CREEK**

**VISUAL ASSESSMENT | PHOTOMONTAGES**

PREPARED FOR  
**FORMUS PROPERTY PTY LTD**  
FEBRUARY 2026

## PHOTOMONTAGES PREPARED BY:

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

## DATE PREPARED :

25 February 2026

## VISUALISATION ARTIST :

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

Manuel Alvelo, Urbis – Visual Technologies Consultant  
Bachelor of Architecture and Masters of Urban Planning and Environment

## LOCATION PHOTOGRAPHER :

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

## CAMERA :

Canon EOS 6D Mark II - 26 Megapixel digital SLR camera (Full-frame sensor)

## CAMERA LENS AND TYPE :

Canon EF24-105mm f/4L IS II USM

## SOFTWARE USED :

- 3DSMax 2023 with Arnold 5 (3D Modelling and Render Engine)
- AutoCAD 2021 (2D CAD Editing)
- Globalmapper 25.1 (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) - 2025-02-24
- Proposed 3D model received from Architect (AutoCAD DWG) - 2026-01-30
- Proposed Civil levels (AutoCAD DWG) - 2026-01-30
- Independent site survey from MNG Land Partners (AutoCAD DWG) - 2025-05-05

## 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 are 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, 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.



**125-175 LAWSON ROAD, BADGERYS CREEK - VISUAL ASSESSMENT**  
 PHOTOMONTAGES - VIEW LOCATION MAP



DATE: 2026-02-25  
 JOB NO: P0056163  
 DWG NO: VP\_MAP  
 REV: -

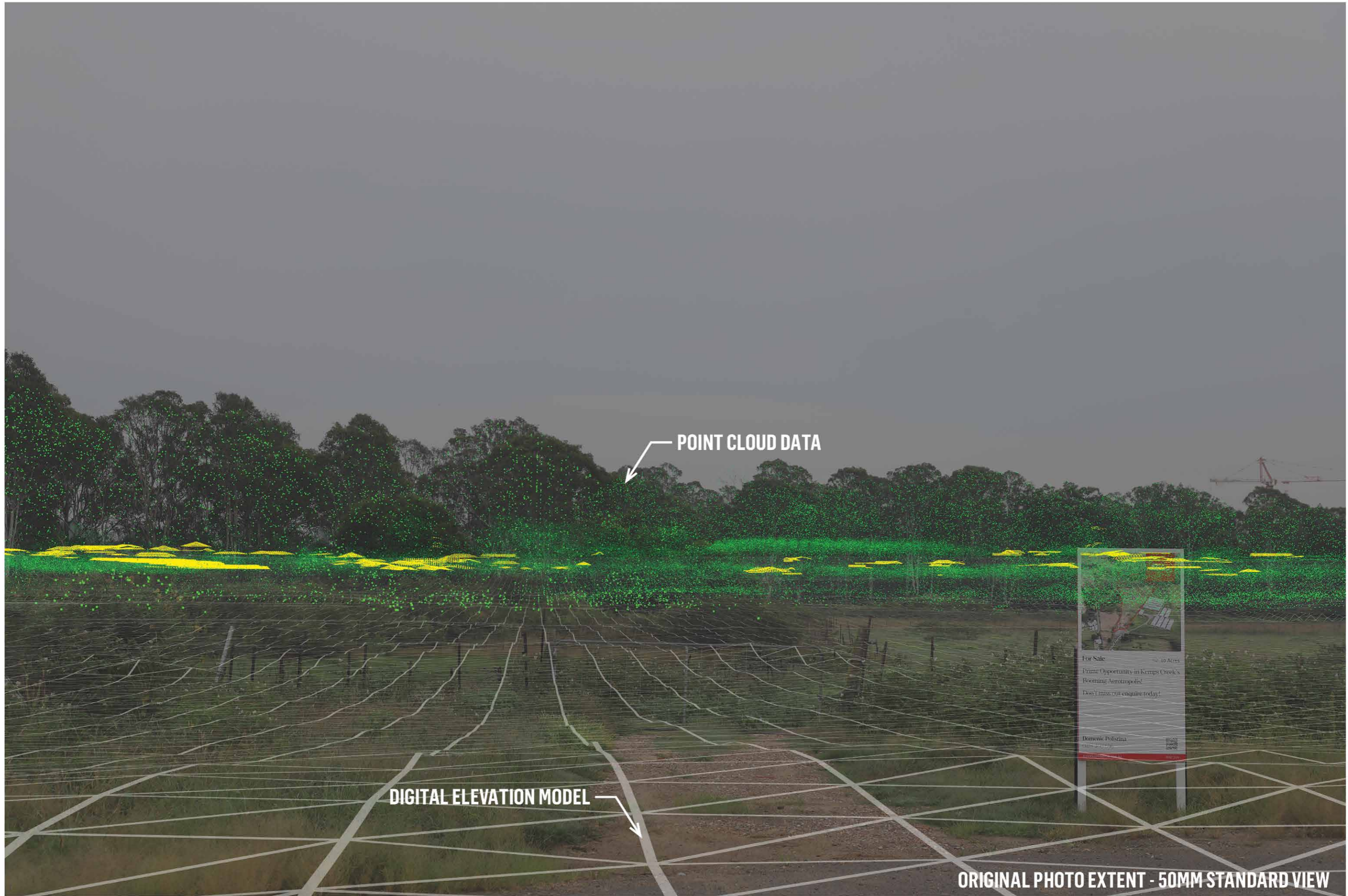


ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW



**125-175 LAWSON ROAD, BADGERYS CREEK - VISUAL ASSESSMENT**  
VP1 (PHOTO 9640) : LOOKING WEST FROM TURNBULL AVENUE | EXISTING CONDITIONS 2025-04-10 09:03 AEST

DATE: 2026-02-25  
JOB NO: P0056163  
DWG NO: VP\_1A  
REV: -



POINT CLOUD DATA

DIGITAL ELEVATION MODEL

ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW



**125-175 LAWSON ROAD, BADGERYS CREEK - VISUAL ASSESSMENT**  
VP1 (PHOTO 9640) : LOOKING WEST FROM TURNBULL AVENUE | CAMERA MATCH 3D MODEL TO PHOTO (WIRE FRAME)

DATE: 2026-02-25  
JOB NO: P0056163  
DWG NO: VP\_1B  
REV: -

**LEGEND**

PROPOSED DEVELOPMENT  
NOT VISIBLE IN THIS VIEW

GROUND LINE MEETING  
BUILDING

WAREHOUSE 1

WAREHOUSE 2

WAREHOUSE 3

WAREHOUSE 4



DISTANCE TO PROJECT - 1.2KM  
ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW



**125-175 LAWSON ROAD, BADGERYS CREEK - VISUAL ASSESSMENT**  
VP1 (PHOTO 9640) : LOOKING WEST FROM TURNBULL AVENUE | PHOTOMONTAGE - PROPOSED DEVELOPMENT

DATE: 2026-02-25  
JOB NO: P0056163  
DWG NO: VP\_1C  
REV: -



ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW



**125-175 LAWSON ROAD, BADGERYS CREEK - VISUAL ASSESSMENT**

VP4 (PHOTO 9682) : LOOKING SOUTH WEST ALONG LAWSON ROAD | EXISTING CONDITIONS 2025-04-10 09:24 AEST

DATE: 2026-02-25  
JOB NO: P0056163  
DWG NO: VP\_2A  
REV: -



POINT CLOUD DATA

DIGITAL ELEVATION MODEL

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW



**125-175 LAWSON ROAD, BADGERYS CREEK - VISUAL ASSESSMENT**

VP4 (PHOTO 9682) : LOOKING SOUTH WEST ALONG LAWSON ROAD | CAMERA MATCH 3D MODEL TO PHOTO (WIRE FRAME)

DATE: 2026-02-25  
JOB NO: P0056163  
DWG NO: VP\_2B  
REV: -

**LEGEND**

PROPOSED DEVELOPMENT  
NOT VISIBLE IN THIS VIEW

GROUND LINE MEETING  
BUILDING

WAREHOUSE 1

WAREHOUSE 2

WAREHOUSE 3

WAREHOUSE 4



DISTANCE TO PROJECT - 250M  
ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW



**125-175 LAWSON ROAD, BADGERYS CREEK - VISUAL ASSESSMENT**  
VP4 (PHOTO 9682) : LOOKING SOUTH WEST ALONG LAWSON ROAD | PHOTOMONTAGE - PROPOSED DEVELOPMENT

DATE: 2026-02-25  
JOB NO: P0056163  
DWG NO: VP\_2C  
REV: -

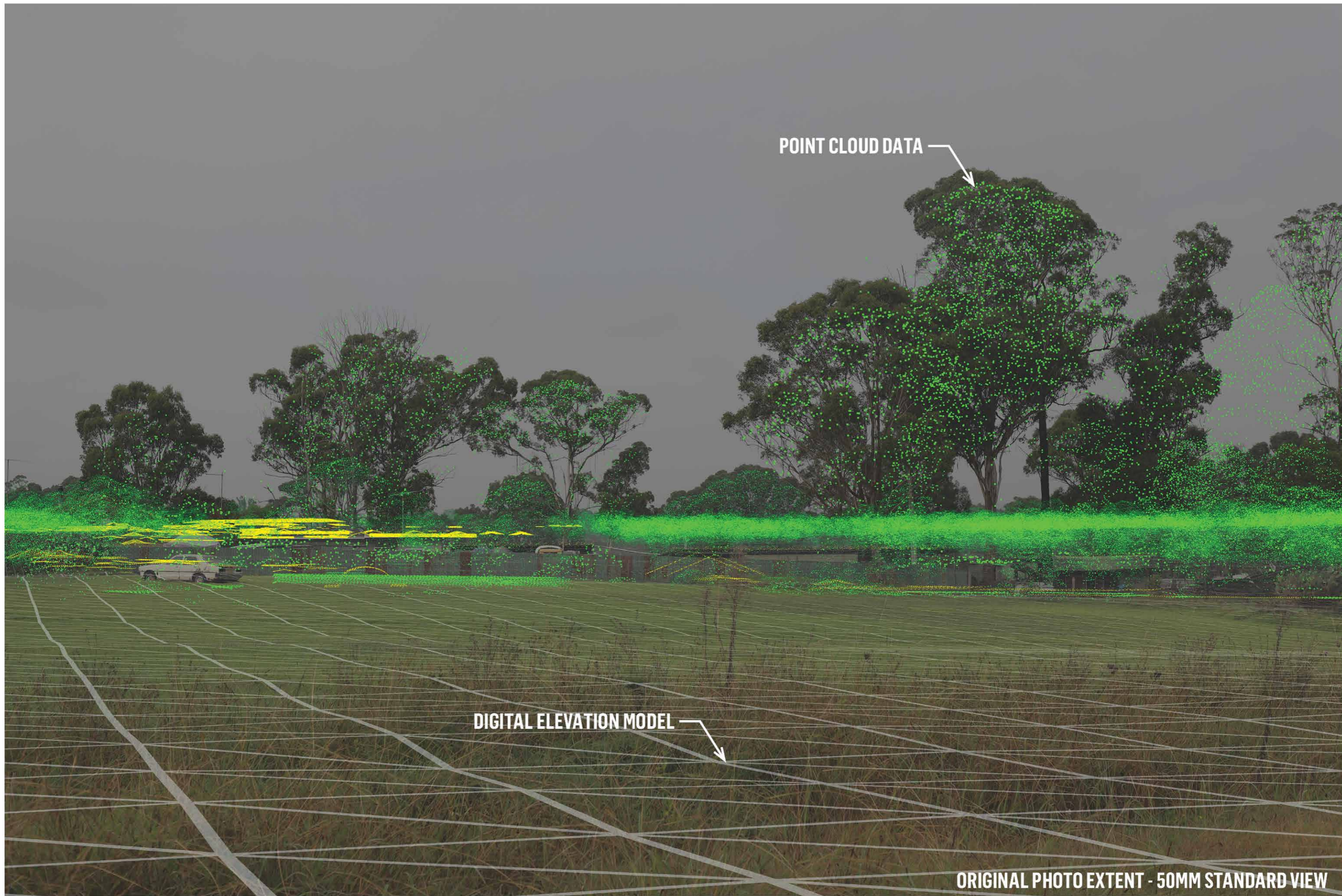


ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW



**125-175 LAWSON ROAD, BADGERYS CREEK - VISUAL ASSESSMENT**  
VP9 (PHOTO 9724) : LOOKING SSW FROM ELIZABETH DRIVE | EXISTING CONDITIONS 2025-04-10 09:41 AEST

DATE: 2026-02-25  
JOB NO: P0056163  
DWG NO: VP\_3A  
REV: -



POINT CLOUD DATA

DIGITAL ELEVATION MODEL

ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW



**125-175 LAWSON ROAD, BADGERYS CREEK - VISUAL ASSESSMENT**  
VP9 (PHOTO 9724) : LOOKING SSW FROM ELIZABETH DRIVE | CAMERA MATCH 3D MODEL TO PHOTO (WIRE FRAME)

DATE: 2026-02-25  
JOB NO: P0056163  
DWG NO: VP\_3B  
REV: -

**LEGEND**

--- PROPOSED DEVELOPMENT  
NOT VISIBLE IN THIS VIEW

==== GROUND LINE MEETING  
BUILDING

WAREHOUSE 1

WAREHOUSE 2

WAREHOUSE 3

WAREHOUSE 4



DISTANCE TO PROJECT - 850M  
ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW



**125-175 LAWSON ROAD, BADGERYS CREEK - VISUAL ASSESSMENT**  
VP9 (PHOTO 9724) : LOOKING SSW FROM ELIZABETH DRIVE | PHOTOMONTAGE - PROPOSED DEVELOPMENT

DATE: 2026-02-25  
JOB NO: P0056163  
DWG NO: VP\_3C  
REV: -



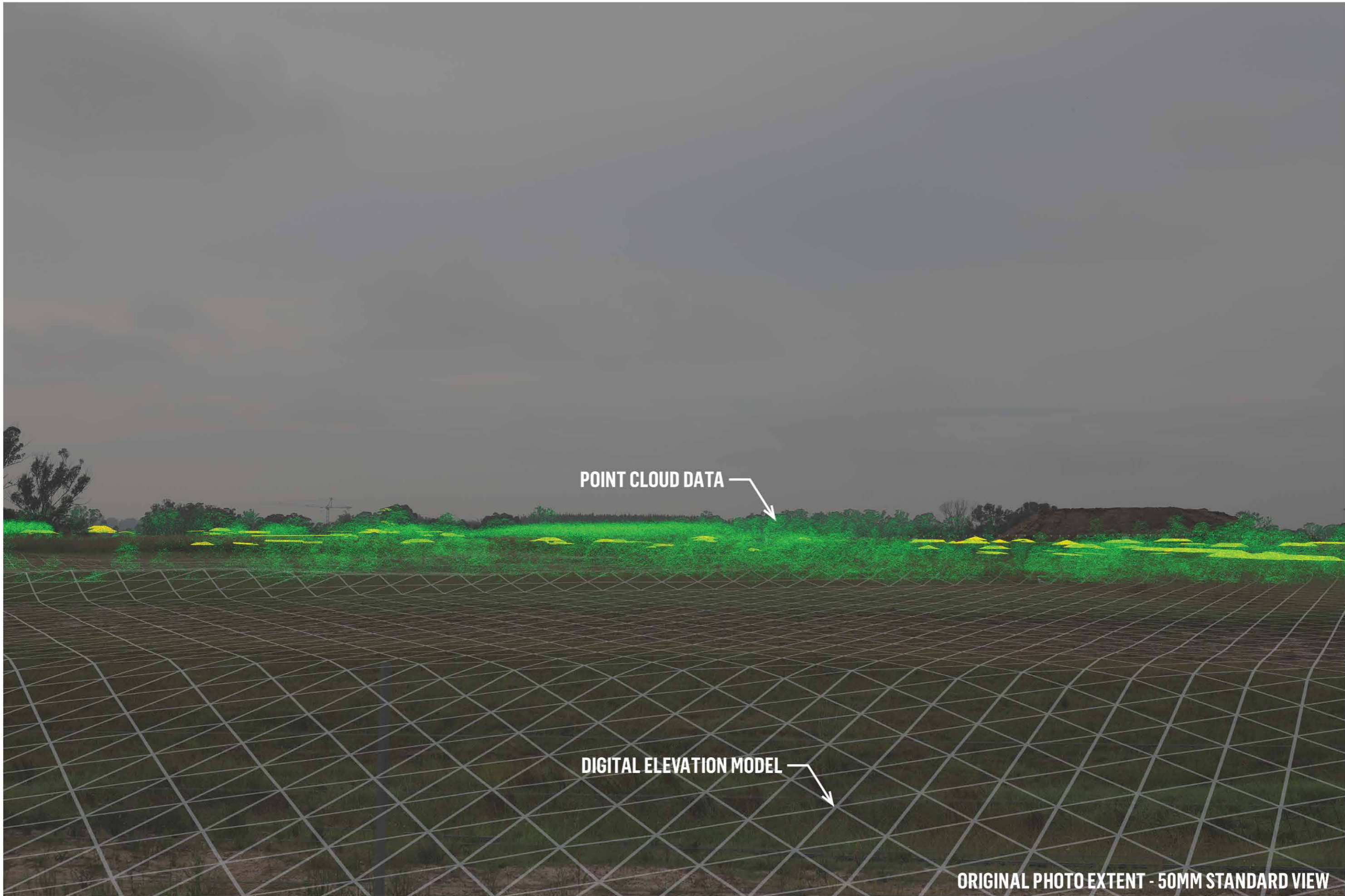
ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW



**125-175 LAWSON ROAD, BADGERYS CREEK - VISUAL ASSESSMENT**

VP10 (PHOTO 9735) : LOOKING SOUTH EAST FROM BADGERYS CREEK ROAD | EXISTING CONDITIONS 2025-04-10 09:46 AEST

DATE: 2026-02-25  
JOB NO: P0056163  
DWG NO: VP\_4A  
REV: -



POINT CLOUD DATA

DIGITAL ELEVATION MODEL

ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW



**125-175 LAWSON ROAD, BADGERYS CREEK - VISUAL ASSESSMENT**  
VP10 (PHOTO 9735) : LOOKING SOUTH EAST FROM BADGERYS CREEK ROAD | CAMERA MATCH 3D MODEL TO PHOTO (WIRE FRAME)

DATE: 2026-02-25  
JOB NO: P0056163  
DWG NO: VP\_4B  
REV: -

**LEGEND**

PROPOSED DEVELOPMENT  
NOT VISIBLE IN THIS VIEW

GROUND LINE MEETING  
BUILDING

WAREHOUSE 1

WAREHOUSE 2

WAREHOUSE 3

WAREHOUSE 4



DISTANCE TO PROJECT - 850M

ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW



**125-175 LAWSON ROAD, BADGERYS CREEK - VISUAL ASSESSMENT**

VP10 (PHOTO 9735) : LOOKING SOUTH EAST FROM BADGERYS CREEK ROAD | PHOTOMONTAGE - PROPOSED DEVELOPMENT

DATE: 2026-02-25  
JOB NO: P0056163  
DWG NO: VP\_4C  
REV: -



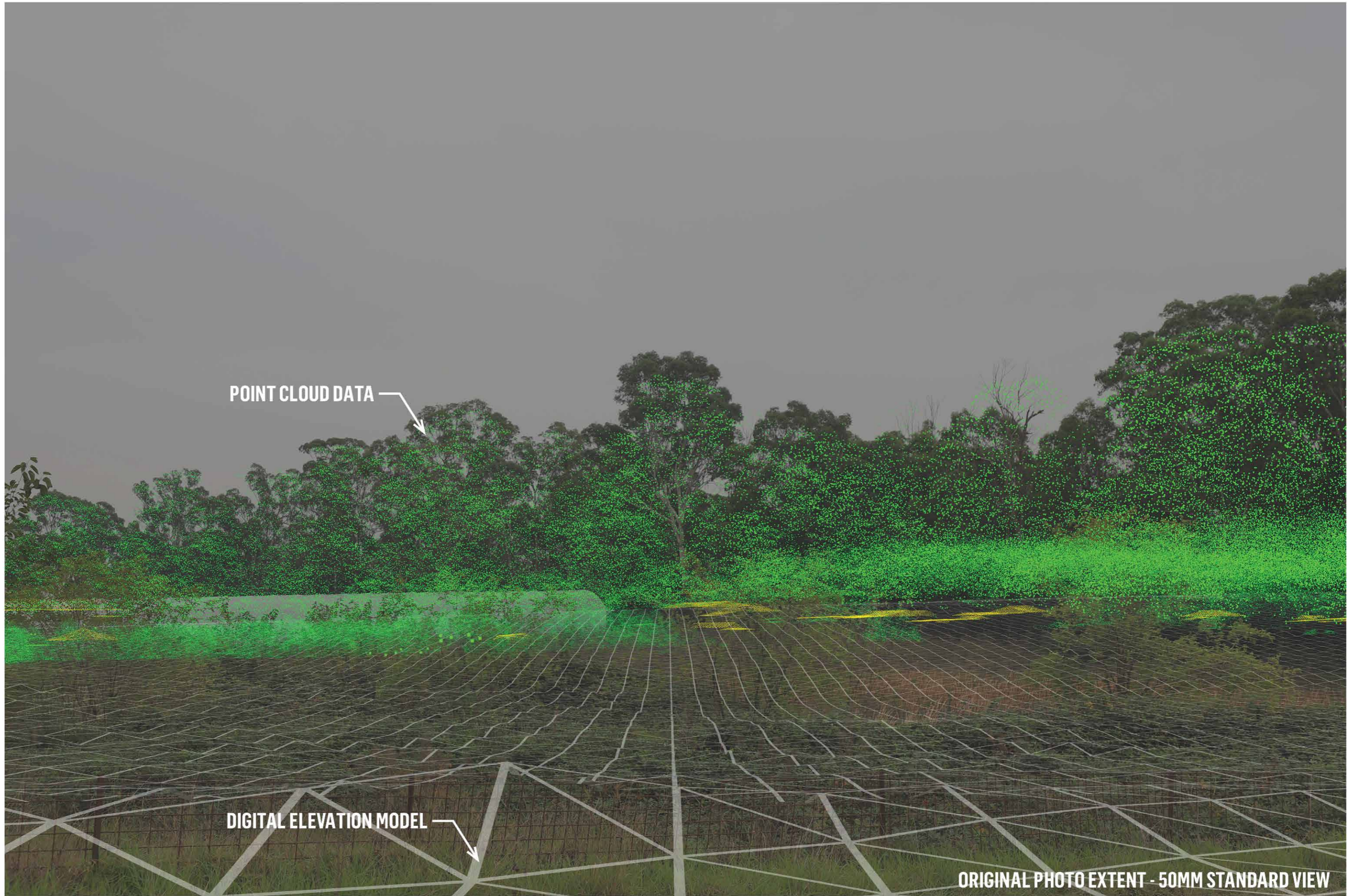
ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW



**125-175 LAWSON ROAD, BADGERYS CREEK - VISUAL ASSESSMENT**

VP14 (PHOTO 9787) : LOOKING NORTH WEST FROM MARTIN ROAD | EXISTING CONDITIONS 2025-04-10 10:11 AEST

DATE: 2026-02-25  
JOB NO: P0056163  
DWG NO: VP\_5A  
REV: -



POINT CLOUD DATA

DIGITAL ELEVATION MODEL

ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW



## 125-175 LAWSON ROAD, BADGERYS CREEK - VISUAL ASSESSMENT

VP14 (PHOTO 9787) : LOOKING NORTH WEST FROM MARTIN ROAD | CAMERA MATCH 3D MODEL TO PHOTO (WIRE FRAME)

DATE: 2026-02-25  
JOB NO: P0056163  
DWG NO: VP\_5B  
REV: -

**LEGEND**

PROPOSED DEVELOPMENT  
NOT VISIBLE IN THIS VIEW

GROUND LINE MEETING  
BUILDING

WAREHOUSE 1

WAREHOUSE 2

WAREHOUSE 3



**125-175 LAWSON ROAD, BADGERYS CREEK - VISUAL ASSESSMENT**  
VP14 (PHOTO 9787) : LOOKING NORTH WEST FROM MARTIN ROAD | PHOTOMONTAGE - PROPOSED DEVELOPMENT

DATE: 2026-02-25  
JOB NO: P0056163  
DWG NO: VP\_5C  
REV: -