

VISUAL IMPACT ASSESSMENT REPORT
PROPOSED INDUSTRIAL ESTATE
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Prepared for



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1.0 INTRODUCTION

1.1 Project Background

This Visual Impact Assessment (VIA) relates to the proposed development at 59-63 Abbotts Road & 290-308 Aldington Road, Kemps Creek. It will be named as 'Westlink Industrial Estate' and ultimately contain seven warehouse buildings within six lots. The final estate will also include one access road from Abbotts road, streetscape planting, 30m setback to eastern boundary and a bio-retention basin. Each individual building will include an office space, hard stand areas, car parking and landscaping.

Following initial submission for SSDA this report has been revised to now assess only visual impacts generated by the Stage 1 Estate Plan. Stage 1 proposes the construction of two warehouses to lots 1 and 4, access roads, bulk earthworks only to lots 2 and 5 and a detention basin to the west of Lot 4.

A request for a Secretary's Environmental Assessment Requirements (SEARs) was submitted by the client in August 2020 to the NSW Department of Planning and Environment (DPE). The SEARs were received in September 2020. This report aims to satisfy the following requirements of the SEARs:

Urban Design and Visual Impact –

- a visual impact assessment (including photomontage and perspectives) of the development layout and design, including staging, site coverage, setbacks, open space, landscaping, height, bulk, scale, colour, building materials and finishes, façade design, retaining walls, signage and lighting, particularly in terms of potential impacts on:

- nearby public and private receivers
- significant vantage points in the broader public domain
- Aldington Road
- Abbotts Road

This assessment seeks to satisfy the above requirement..

1.2 This Report and Author

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

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

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 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 Images (CGI) - 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. 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), year 5, year 10 and at a mature age of approximately 15-20 years. It is important to note that the year 5, 10 and 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 'c') 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, 5, 10 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 'c' 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 'c' figures are approximately vary from 128 - 141°. A single photographic image from a 50mm lens (full frame DSLR) 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'.

All photomontages within this reports are intended to represent the appearance, context, form and extent of development. However, due to the nature of the process there will always be a small amount of error which is unavoidable. This can be attributed to several aspects including camera lens matching of the baseline photograph within the 3D model, the accuracy and placement of photographic reference points to position the development in the horizontal and vertical planes and the use of GPS (GPS measurement has an error tolerance) to locate the exact position of where the photograph was taken.

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, DPE]. 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 bushland). 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 ESR Westlink Stage 1 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 any future development and rezoning 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 25th of November, the 7th of December 2020 and 10th August 2022 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.

A drone was used to take panoramic photographs looking north, south, east and west, at three separate locations within the site boundary. For two of the locations, a height was flown by the drone to generally represent the approximate maximum RL of the warehouse ridgeline (15m & 16.8m APL), refer to figures 3 to 10. The flight was performed on the 24th August 2022 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 warehouse. Not all residential properties/public spaces able to see the development 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 3D Modeling 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 'c' 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.

All photomontages within Geoscapes' reports are produced to try and accurately represent the proposed development within images. However, due to the nature of the process there will always be a small amount of error which is unavoidable. This can be attributed to several aspects including camera lens matching of the baseline photograph within the 3D model, the use of photographic reference points to position the development in the horizontal and vertical planes and the use of GPS (GPS measurement has an error tolerance) to locate the exact position of where the photograph was taken.

3.0 JUSTIFICATION OF VIEWPOINTS SELECTED

3.1 Receptor Selections and Reasoning

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

- Junction of Abbots Road & Mamre Road, Kemps Creek (VP1)
- Junction of Abbots Road & Aldington Road, Kemps Creek (VP2)
- 284 Aldington Road, Kemps Creek (VP3)
- Aldington Road, Kemps Creek (VP4)
- 30 Bellevue Ave, Mount Vernon (VP5)
- 247 Capitol Hill Drive, Mount Vernon (VP6)
- 52A Mount Vernon Road, Mount Vernon (VP7)
- Mamre Road, Kemps Creek (VP8)
- 1096 Mamre Road, Kemps Creek (VP9)

In total 9 viewpoint locations have been selected for photomontage and visual impact assessment, refer to Figure 2 for viewpoint locations.

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

- 269 Aldington Road, Kemps Creek - 60m north west of the site boundary
- 282 Aldington Road, Kemps Creek - 20m north of the site boundary (Heritage Property)
- 272-280 Aldington Road, Kemps Creek - 90m north of the site boundary
- 30-38 Mount Vernon Road, Mount Vernon - 0.15km south of the site boundary
- 62A Mount Vernon Road, Mount Vernon - 250m east of the site boundary
- 1016-1028 Mamre Road, Kemps Creek - 20m west of the site boundary
- 949 Mamre Road, Kemps Creek - 0.9km west of the site boundary
- 930 Mamre Road, Kemps Creek - 1km northwest of the site boundary
- 930A Mamre Road, Kemps Creek - 0.8km northwest of the site boundary
- 930B Mamre Road, Kemps Creek - 0.7km northwest of the site boundary

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

Attempts were made to take a viewpoint photograph directly from the heritage property at 282 Aldington Road and from 1016-1029 Mamre Road. Both of these properties are located close to the development site boundary. However, access was denied by the respective landowners. However, access was granted at 284 Aldington Road located next to the heritage property, therefore a partial judgement of the potential visual impact received at the heritage property can be deduced (see section 8.0 VP3 for details). It should also be noted that the outward facing view from the heritage farm house is north/northwest, the ESR development does not directly hinder this aspect.

Access was also attempted at 272 Aldington Road, but was not possible at the time of the visit.

Though the locations listed above have not been assessed for individual visual impact assessment, those listed in red 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 or recently purchased due to the likely approval of planned large scale industrial development.

As a result of the rezoning of the Mamre Road Precinct most if not all the receptors listed in red 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 in red will experience varying degrees of visual impact generated by the proposed development. Properties identified directly adjacent to Mamre Road are located at a distance of approximately 1km and therefore, short term visual impacts may be of less significance than properties still within the IN1 zoning but in very close proximity to the ESR development boundary. These will receive a larger degree of visual impact, but the length of time these properties will exist will depend on the progress and sale of land for industrial development.

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 submissions received by the DPE 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.

Viewpoints were selected along Aldington Road, Abbots Road and 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 to the immediate east, lies the suburb of Mount Vernon which is considered to have the most sensitive visual receivers due to a number of residential properties which overlook the development and out over the landscape. Access was granted at two properties in close proximity to the development along Mount Vernon Road and one along Mamre Road. Views at nearby adjacent properties are expected to experience similar views and therefore VP6, VP7 & VP9 have been selected to be representational of the expected visual impacts that could be received at those locations.

Analysis of drone photography suggests that only very small view corridors may exist further east within Mount Vernon (refer to VP5). VP5 is at a distance of 1.1km from the site boundary.

It should also be noted that warehousing to the east is intended to be at a pad level to reduce the visibility from Mount Vernon, this is achieved through cut and retaining walls. A landscape masterplan is also included and is intended to populate the site with native vegetation along all four of the site boundaries. In particular a 30m building setback is included on the eastern boundary in line with planning requirements to provide a 15m landscape zone. Following maturity this will provide some screening and visual relief of the built form, particularly to the sensitive receivers within Mount Vernon.

The suburbs 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 and south, 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 - 15m APL
33°51'22.7"S
150°47'54.2"E
- ② Drone Position 2 - 120m AGL
33°51'27.4"S
150°47'57.5"E
- ③ Drone Position 3 - 16.8m APL
33°51'30.2"S
150°47'52.4"E

Figure 1: Drone Panoramic Photograph Positions

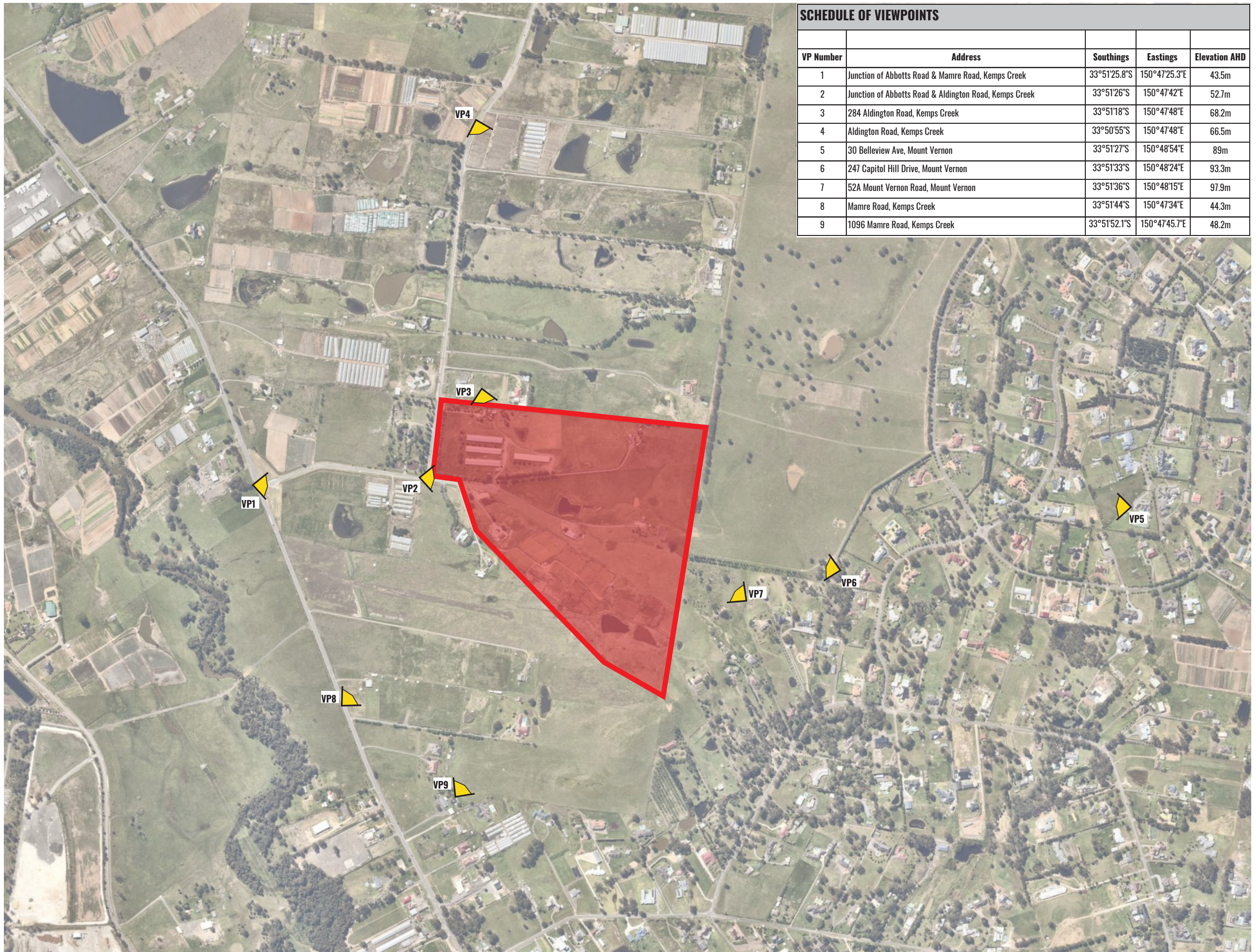


Figure 2: Viewpoint Locations



Figure 3: Drone at Position 1 - 15m APL - Looking North



Figure 4: Drone at Position 1 - 15m APL - Looking East



Figure 5: Drone at Position 1 - 15m APL - Looking South



Figure 6: Drone at Position 1 - 15m APL - Looking West

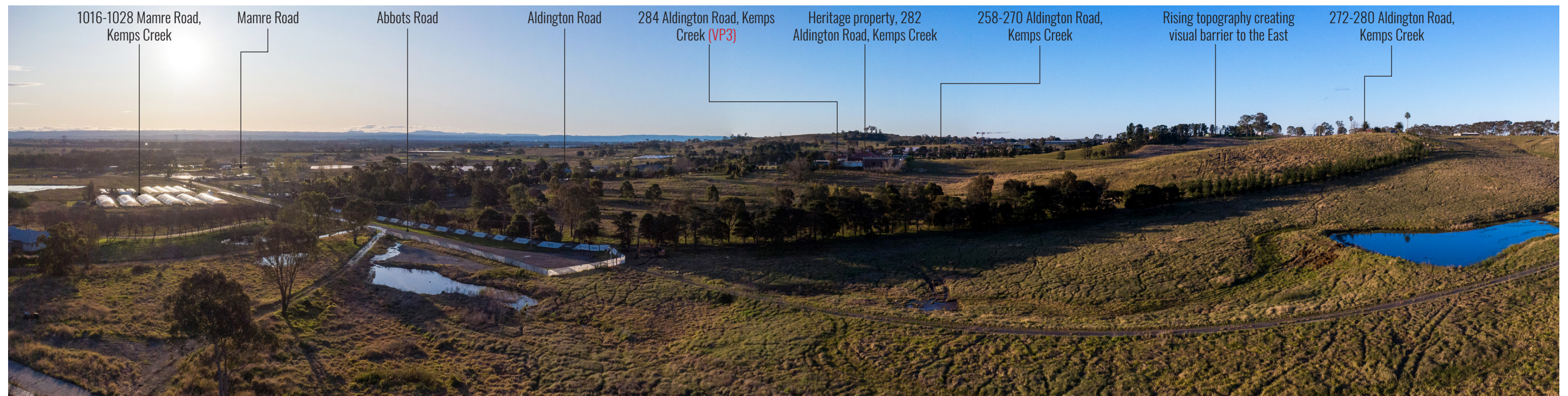


Figure 7: Drone at Position 3 - 16.8m APL - Looking North



Figure 8: Drone at Position 3 - 16.8m APL - Looking East



Figure 9: Drone at Position 3 - 16.8m APL - Looking South



Figure 10: Drone at Position 3 - 16.8m APL - Looking West



Figure 11: Drone at Position 2 - 120m AGL looking North



Figure 12: Drone at Position 2 - 120m AGL looking East



Figure 13: Drone at Position 2 - 120m AGL looking South



Figure 14: Drone at Position 2 - 120m AGL looking West

4.0 THE SITE AND ENVIRONS

4.1 Location

The site is located at the corner of Abbotts Road and Aldington Road, Kems Creek and is within the Penrith City Council Local Government Area. It has a total site area of 32ha. 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	59-63 Abbotts Road & 290-308 Aldington Road, Kems Creek.
Legal description	Lots 11,12 & 13 in DP253503
Current use	The site is currently 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 4km from the M7 Motorway and 7km 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 on the northern boundary of the site is a 'brick farmhouse' heritage listed property at number 282 Aldington Road. Aldington Road and associated rural properties with farmland continue north until the WaterNSW Trunk Pipeline. This is typical of the character seen in this area with pastoral lands and Aldington Road rising in the elevation to the north.
- To the south of the site within Kems Creek and Mount Vernon, individual residential dwellings and agricultural farms are scattered throughout the landscape.
- Located to the east is the residential suburb of Mount Vernon, this is considered to be an affluent area with large detached properties and land. It is judged that Mount Vernon would potential contain the most sensitive visual receivers of the ESR development and is on the edge of the IN1 zoning. ESR's civil engineering design has considered the sensitivity of these view points in reducing the height of bulk earthwork levels at the east of the site.
- Directly west of the site is Abbotts Road and 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 24th August 2022, (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 and highlighting key features of the surrounding landscape;
- Analysing the existing landscape character and Identifying locations of potential individual receptors.

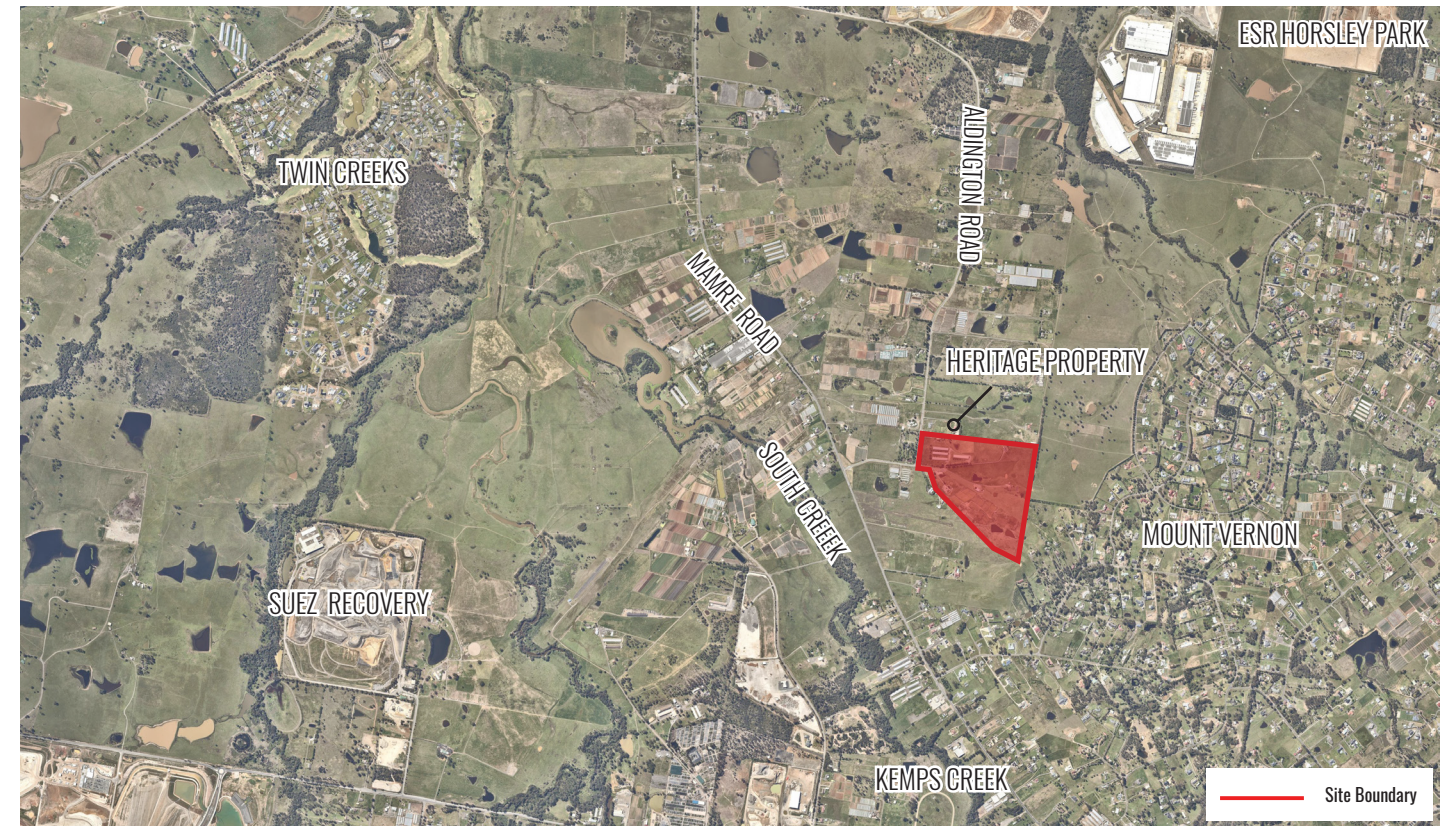


Figure 16: Site Context (Source: Nearmap 2019)

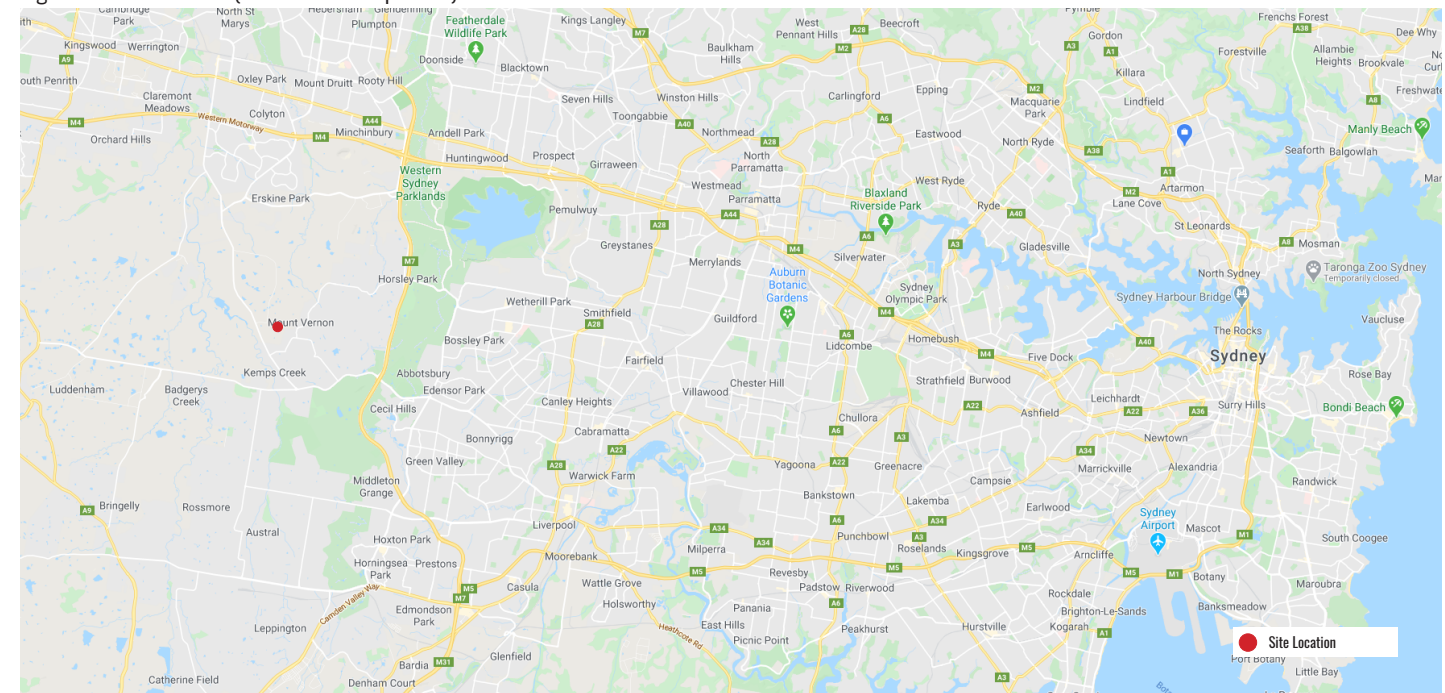


Figure 17: Site Location (Source: Google Maps)

5.0 BASELINE DESCRIPTION

5.1 Planning Context

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

Penrith Local Environmental Plan 2010 (LEP)
State Environmental Planning Policy (Industry and Employment) 2021
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
Mamre Road Development Control Plan Nov 2021

Following the rezoning of the Mamre Road Precinct, the Subject Site is zoned IN1 General Industrial under the provisions of Industry and Employment SEPP (formerly State Environment Planning Policy (Western Sydney Employment Area) 2009), see Figure 18 below.

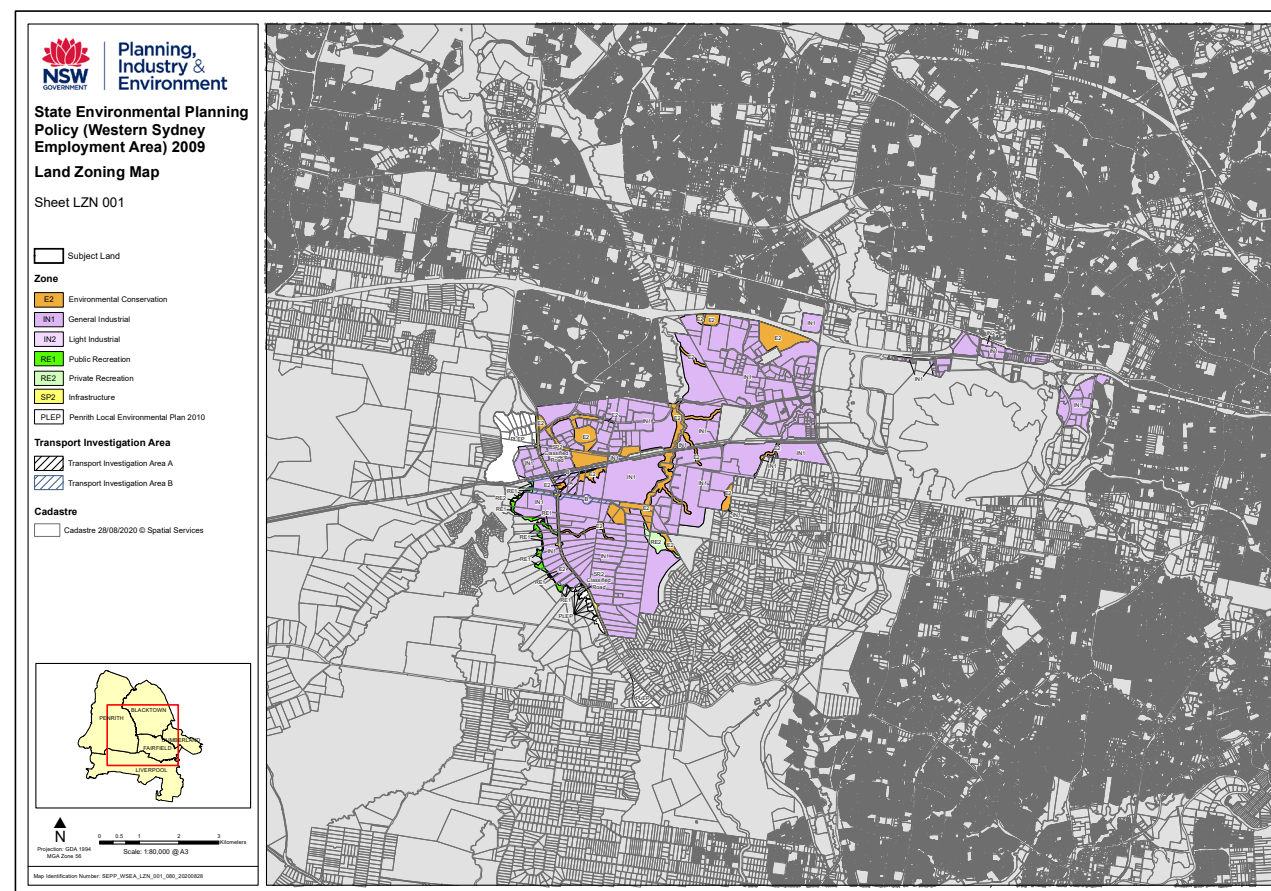


Figure 18: Land Zoning Map (Source: NSW Legislation SEPP WSEA Amendment 2020)

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 DPE post exhibition.

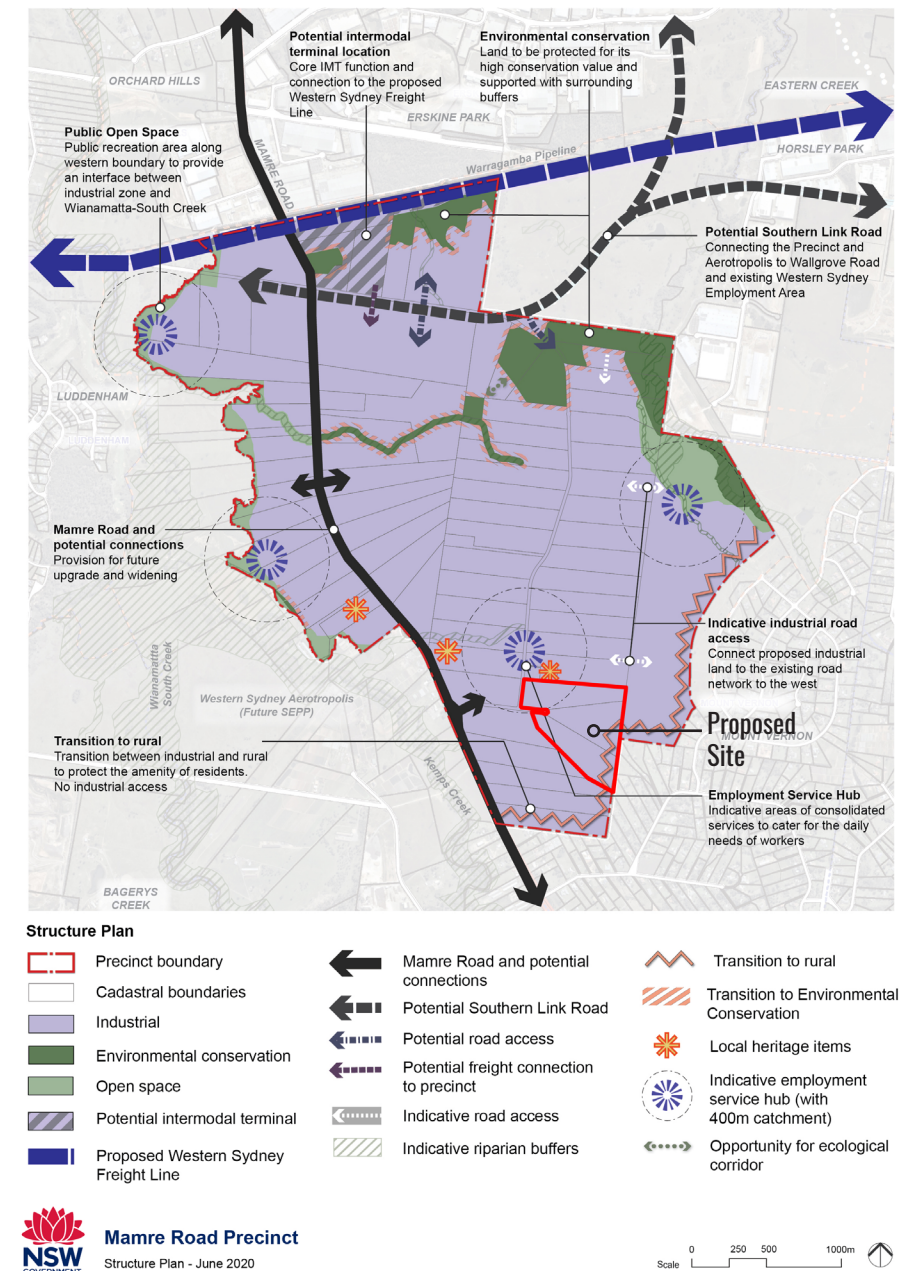


Figure 19: Mamre Road Precinct Structure Plan June 2020 (Source: DPE. Amended by Geoscapes to overlay Proposed Site boundary)

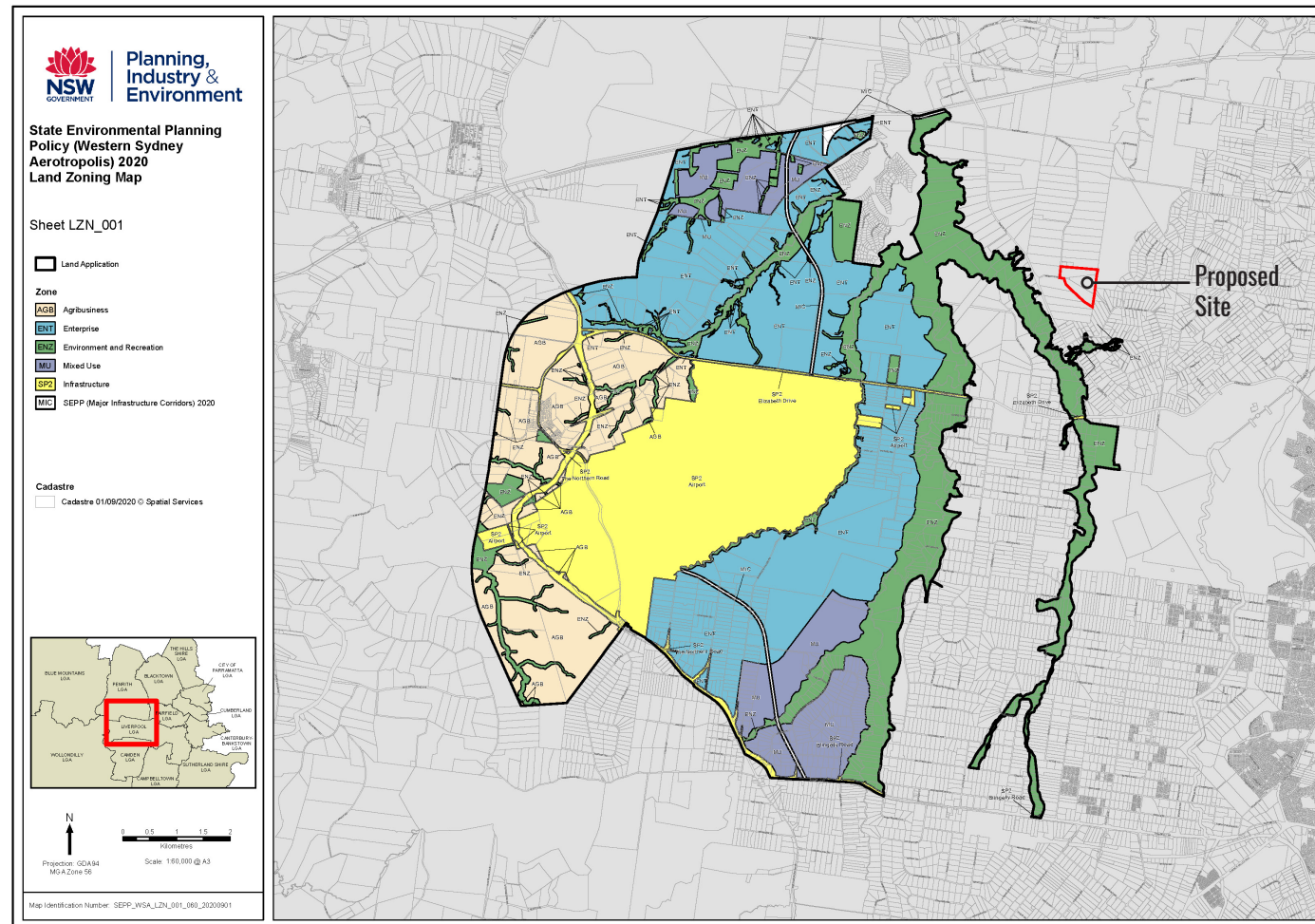


Figure 20: SEPP Western Sydney Aerotropolis Plan 2020 (Source: DPE)

5.3 Western Sydney Aerotropolis Plan

Following public exhibition of the Draft Western Sydney Aerotropolis Plan (WSAP) in 2019 the WSAP was finalised in September 2020. As the development site is close to land within the WSA it has been considered within the VIA. Above in Figure 20 is the SEPP WSA 2020 Land Zoning Map, this shows that land approximately 700m to the west of the proposed site has been rezoned to ENZ Environment and Recreation.

Presently within the ENZ land to the west and southwest contain 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 potentially be acquired at a future point in time for environment or recreation development.

5.4 Mamre Road Precinct Development Control Plan - NOV 2021

The Draft Mamre Road DCP was placed on exhibition in Dec 2020 and finalised in November of 2021, it provides planning controls for future development in the Mamre Road Precinct including building design control, a road network, drainage strategy, landscaping and biodiversity control.

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

- 3.2 Views and Visual Impacts

Objectives

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

Controls

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

Following review of sections 3.2 and the ESR proposals, the below can be concluded:

- The development has, in particular, considered view corridors from Mount Vernon by using the natural topography of the land and terracing the development down towards Mamre Road. Views to the Blue Mountains will be maintained from Mount Vernon over the top of warehousing. This can be clearly seen within the photomontages of VP6 and 7.
- The visual amenity of adjoining properties has been addressed by the introduction of landscape screening, in particular a large number of canopy trees are proposed along the northern boundary opposite the heritage property. This will contain canopy trees to help screen the building.
- A high quality landscape character has been proposed in the landscape plans including addressing the main entry and approach to the site in the form of feature walling, landscaping and signage.

5.5 Future Industrial Development within the Surrounding Area

To the northwest at a distance of 2.5km from the development site is the recently approved 'Kemps Creek Warehouse, Logistics And Industrial Facilities Hub - SSD 9522' located at 657-769 Mamre Road. 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 within the Mamre Road Precinct and will extend the industrial character further south along Mamre Road. The proposal will be of similar scale and type of warehousing that has already been established within First Estate and Erskine Park.

To the north east at a distance of 1.3km 'Aspect Industrial Estate' will be located at lots 54-58 Mamre Road and was approved in May 2022. Figure 22 shows the SSDA Estate Masterplan containing 11 warehouses. The development is by Mirvac and will form another significant industrial development immediately along Mamre Road.

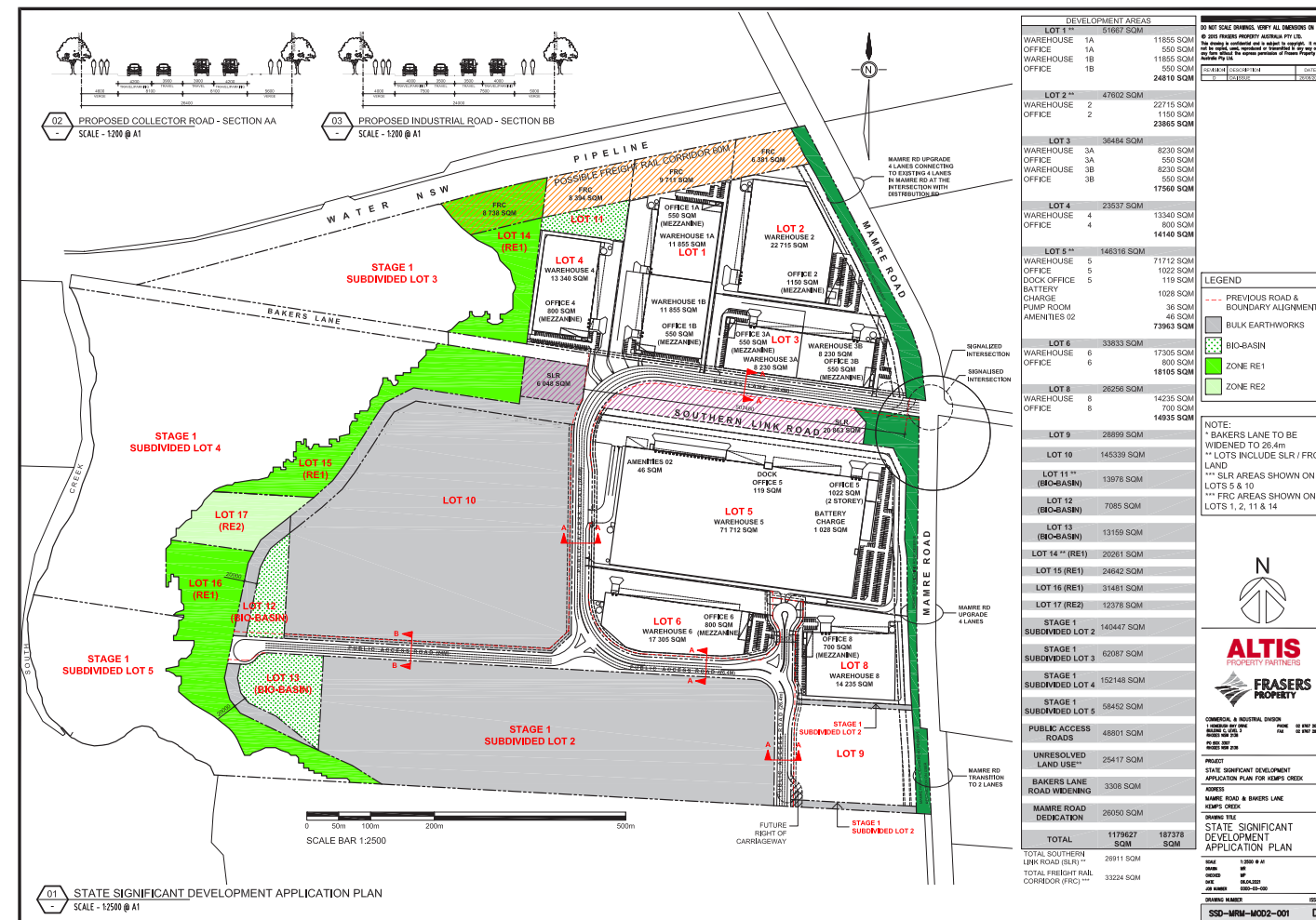


Figure 21: Kemps Creek Industrial Facility - SSD Plan (Source: Frasers & Altis)



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

To the north at a distance of 600m, an application for '200 Aldington Road Industrial Estate' has been lodged by Stockland Fife Kemps Creek. Figure 23 shows the SSDA Estate Masterplan for 13 warehouses. If approved this would form a significant industrial development to the east of Aldington Road and in close proximity to the proposed ESR development. A number of rural residential properties would be removed as a result, any impacts received at those locations would no longer be of relevance.

5.6 Landscape Character

The site is currently home to a number of rural properties with working buildings and agricultural land. It is predominately covered with pasture grasses and scattered copses of trees and scrub.

To the east, the topography becomes more elevated and rises up towards the residential suburb of Mount Vernon. Farm land and scattered residential properties are present to the north and west. 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 higher elevations. From aerial photography and site observations, the current immediate surrounding character of the area can be described as predominately agricultural with low density rural residential. At a distance of approximately 3km to the north, the character is more heavily influenced by industrial development.

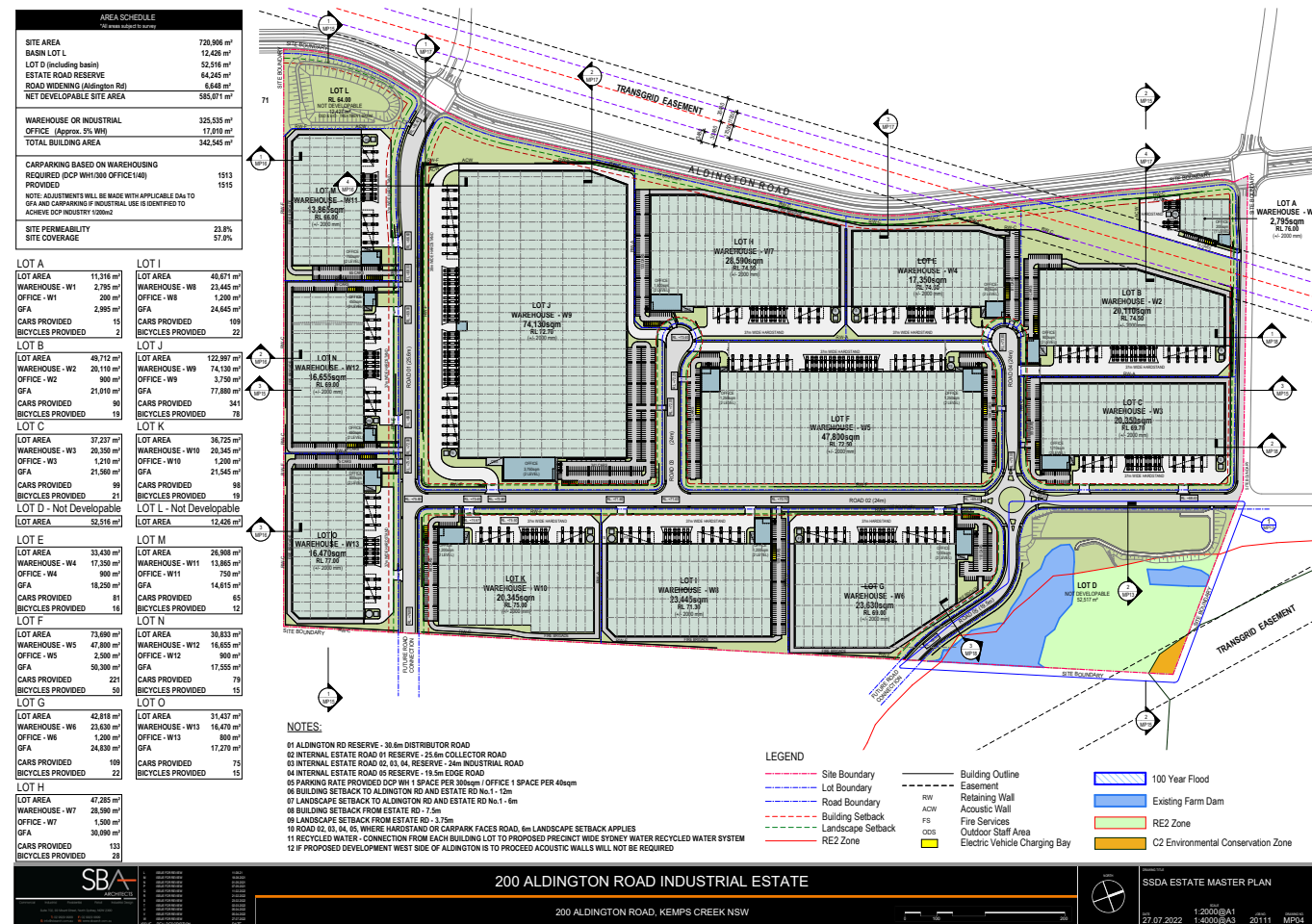


Figure 23: 200 Aldington Road Industrial Estate - SEARS Application-Masterplan (Source: DPE)

As described in Section 4.0, the future character of the immediate context to the north and west of the proposed development has now been defined by the rezoning of the Mamre Road Precinct. This will result in a gradual change in character north towards the M4 from rural residential to industrial use. To the east the of the proposal, transitions from industrial IN1 zoning to rural residential are indicated on the Mamre Road Structure Plan and within the Mamre Road Precinct DCP. This will take the form of large landscape buffer zones, to soften the edges of industrial 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, year 5, year 10 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 9.

5.8 Proposed ESR Westlink - SSD Masterplan

Situated in Figure 24 below is the current Estate Plan. This plan is used for the purpose of assessment within this VIA report.

6.0 DEVELOPMENT PROPOSALS

6.1 General

The following description is based on the ESR Estate Plan Stage 1 plan and elevations shown in Figures 24, 25a and 25b. The application proposes an industrial estate with 5 lots containing 2 warehouses including a central access road, offices, car parking facilities, loading hard stand areas, detention basin and landscaping setbacks. There is also a 30m building setback to the eastern boundary which will contain a 15m wide landscape buffer zone.

6.2 Access

Access to the site will be from Abbotts Road which connects directly to Mamre Road. Mamre Road is due to be widened in the future to accommodate increase volumes of traffic.



Figure 24: ESR Westlink - Stage 1 Estate Plan (Source: Nettletontribe)

6.3 Height / Scale / Levels

The height and scale of the warehouse is to be representative of the type of warehousing already present within the Mamre Precinct area. Warehouse 1 is to have a height to ridge of 15m with a 2.5 degree roof pitch. Warehouse 4 proposes a slightly taller warehouse at 16.8m to ridge height. Pad levels have been designed to maintain sight lines from elevated areas within Mount Vernon to the east and therefore, mitigate visual impacts.

6.4 Colour / Materials & Finishes

Colour tones have been chosen to help sit the building more comfortably into the surrounding context. A palette of whites and greys 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 and climbing plants.

Offices entry frontages will include flowering plants and landscaping in and around car parking areas, this will help with way finding and provide shade.

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 warehousing 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.

View corridors have been addressed by the design team and in particular those from sensitive receivers in Mount Vernon.

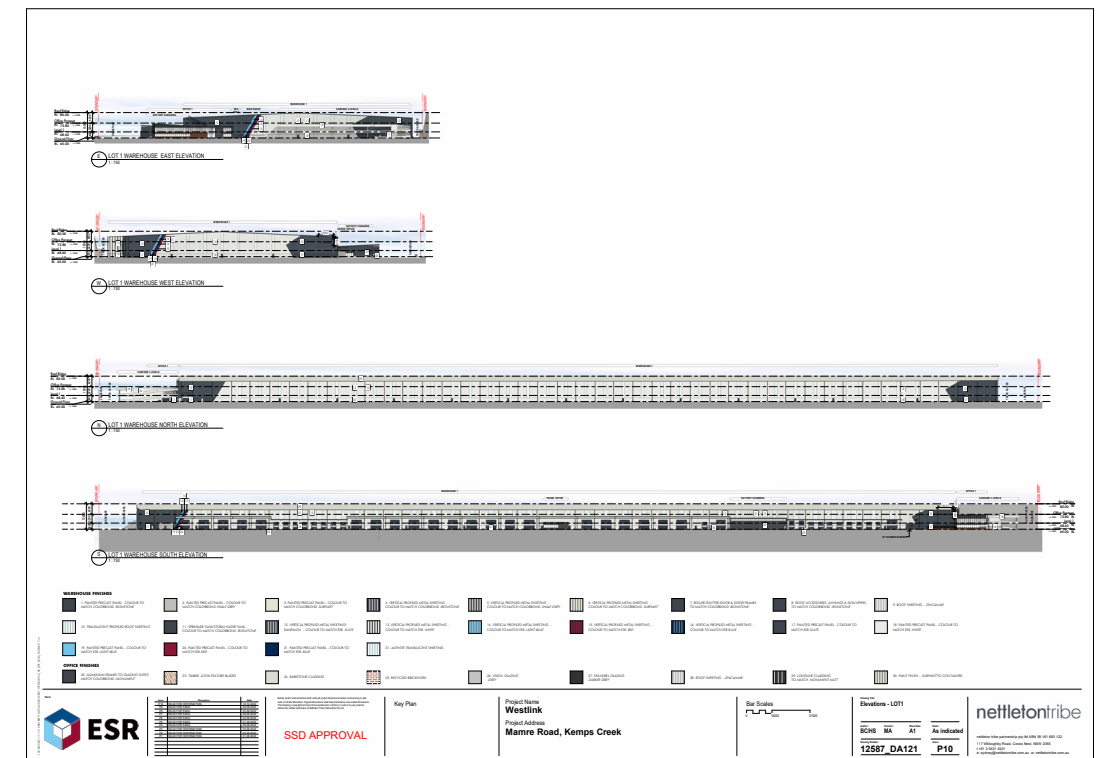


Figure 25a: Elevations Lot 1 - (Source: Nettletontribe)

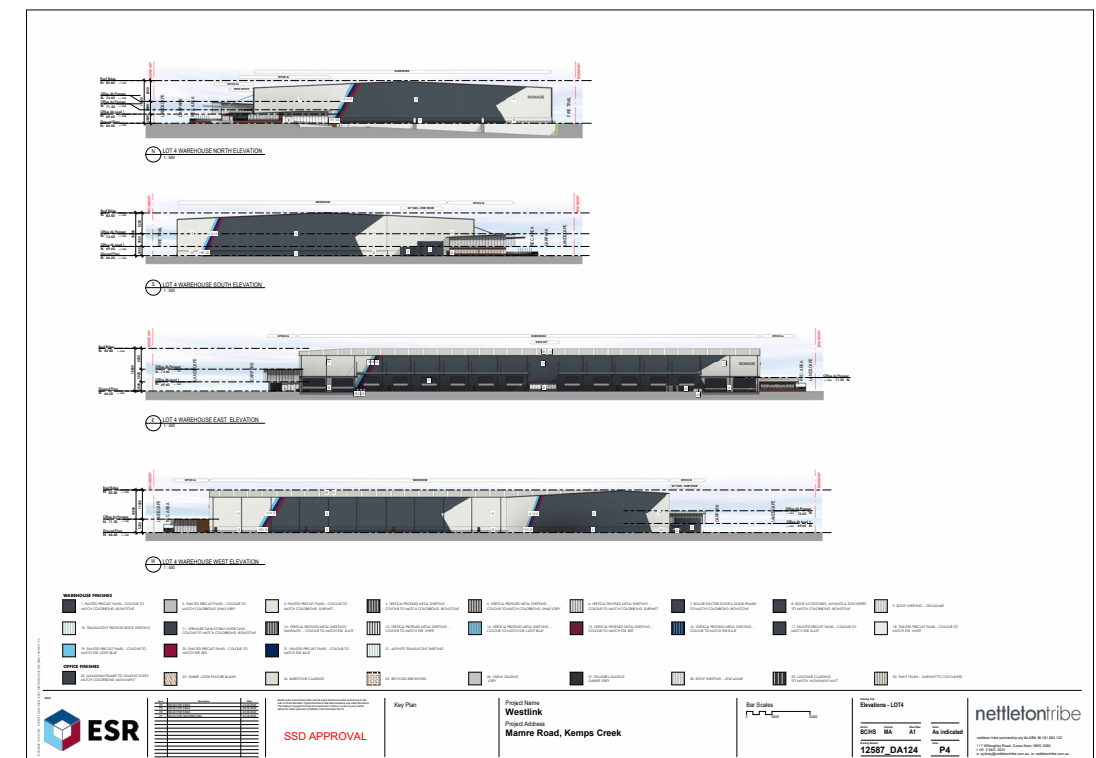


Figure 25b: Elevations Lot 4 - (Source: Nettletontribe)

7.0 LANDSCAPE STRATEGY, DESIGN AND MITIGATION

7.1 Strategy and Mitigation

To help mitigate views particularly from the north, a landscape buffer zone is present. Trees and shrub planting has been introduced to help provide screening of the development. This will allow for large endemic canopy tree planting that would be expected to reach a mature height of between 15m to 25m. This will help to filter the build form from potential visual receivers. Trees are also incorporated where possible in the 15m eastern buffer zone, this is subject to bushfire restrictions on canopy cover.

Landscape treatments to the entry and in particular the corner Abbots Road and Aldington Road include details as shown in Figure 26b. A representation of the design has been incorporated within within Viewpoint 2 within Section 8.0. The corner includes terraced wall treatments, pylon signage and cascading planting.

Landscape Masterplan

The landscape concept masterplan demonstrates the vision for the Kemps Creek Logistics Park. This Masterplan report is to be read with other consultants report including civil, and architectural.

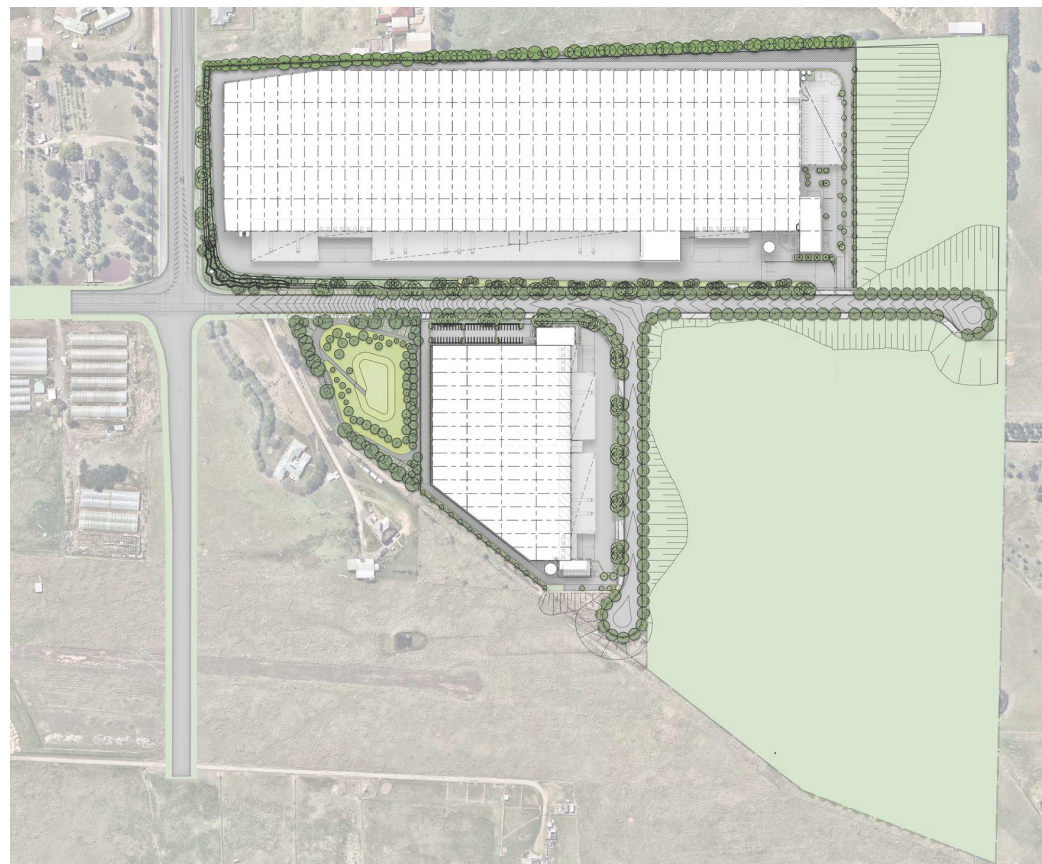


Figure 26a: Landscape Masterplan - (Source: Site Image)

Aldington Road Retaining Wall

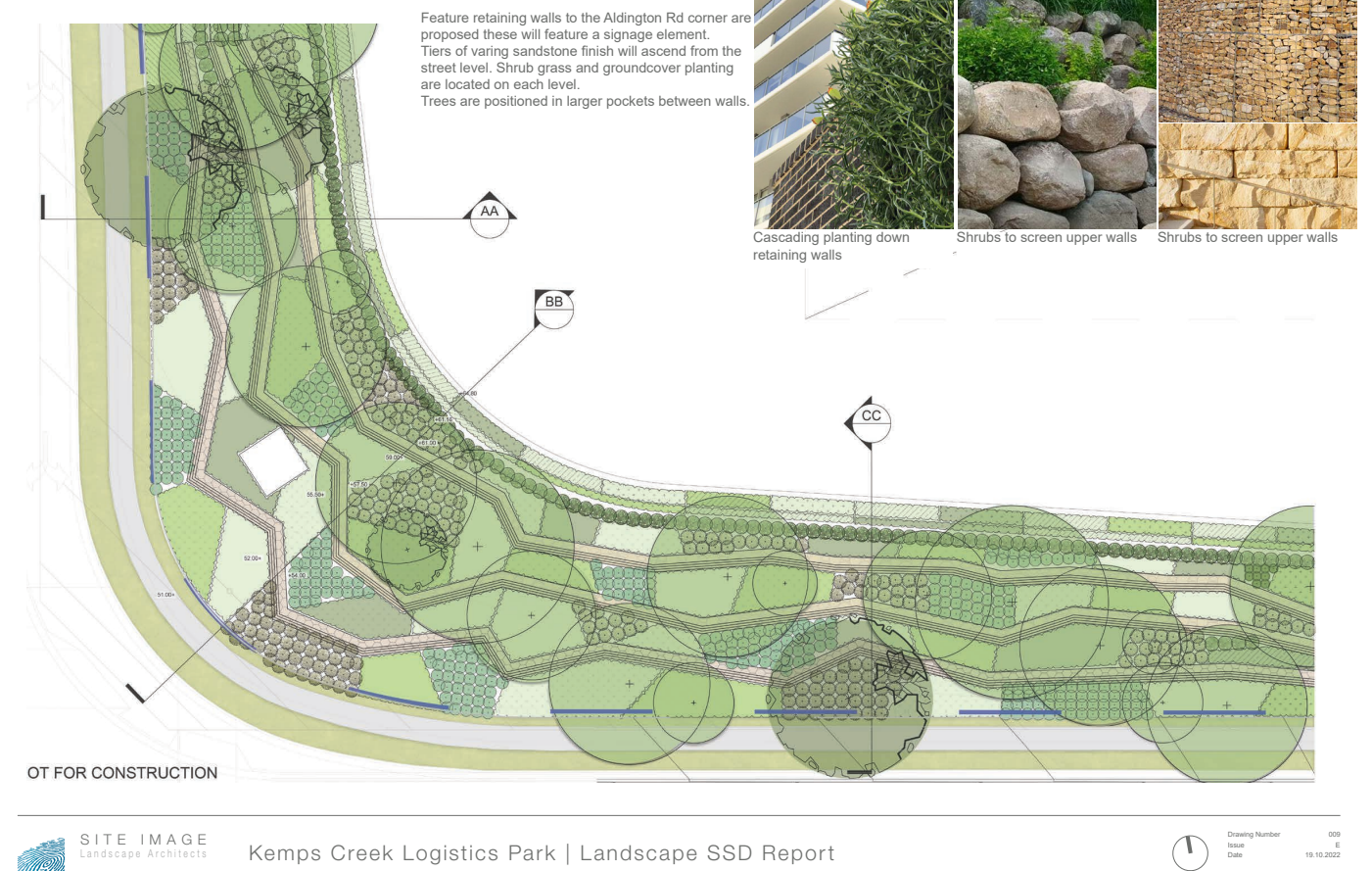


Figure 26b: Aldington Road Retaining Wall - (Source: Site Image)

7.2 Detailed Landscape Proposals

Please refer to landscape design documentation prepared by Site Image, for detailed landscape proposals.

8.0 VISUAL IMPACT ASSESSMENT

8.1 Viewpoint 1

Viewing Location	Junction of Abbotts Road & Mamre Road, Kemps Creek - Looking East
GPS	33°51'26"S, 150°47'27"E
Elevation (Eye-level)	45.7m
Date and Time	25th November 2020 - 1.45pm
Baseline Photo & Photomontage Figure	Figure 27a, 27b & 27c (Photomontage Extended Angle of View)
Visual Description	
Approx. Viewing Distance from Site Boundary	470m
View description & prominence of the development	This receptor was selected for visual assessment as it represents the type of view that might be experienced by motorists waiting at the Abbotts road junction or turning on to Abbotts Road from Mamre Road. The view would continue to be experienced while traveling east along the road and approaching the development site. The baseline photograph was taken on the grass verge on the western side of Mamre Road. The view is fairly typical of those currently experienced along this section of road and within the immediate area. In the foreground are agricultural pastoral lands, the natural topography then rises up to the east and south which can be seen in the background of the view. There is the presence of existing scattered mature vegetation throughout the landscape. The development site is situated centrally within the baseline view and existing dwellings within Mount Vernon can currently be seen within the site at higher elevations. <u>NOTE: For all viewpoint locations, ratings of visual receptor sensitivity and magnitude of change are judged against the current baseline situation as seen in baseline images. 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 and rezoning has been given at the end where applicable.</u>
Visual Receptor Sensitivity	Views are likely to be experienced by motorists waiting at the junction and traveling east towards the site. These will be transient and for a short time period only, the number of receptors is also likely to be lower than Mamre Road as the classification of Abbotts road is more likely to be deemed that of a local road. However, the view is presently absent of any large scale type of development and can be argued that some scenic quality exists. Therefore, the sensitivity has been judged to be medium .
Magnitude of Change	The proposed built form will be noticeable and would be recognisable as an industrial development to the receptor. There would be changes over a horizontal and vertical extent within the view however, landscape planting within will help to screen building facades facing west. 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 adjacent within the Mamre Road Precinct which has recently been rezoned to industrial use following an amendment to the SEPP WSEA. Lands directly adjacent to the east, north and west 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.



Baseline Photo



Photomontage - Year 0



Photomontage - Year 5

Figure 27a: Viewpoint 1 - Junction of Abbotts Road & Mamre Road, Kemps Creek - Looking East (Photomontage Y0 & Y5)

Approx Angle of View - 67°



Baseline Photo



Photomontage - Year 10



Photomontage - Year 15

Figure 27b: Viewpoint 1 - Junction of Abbotts Road & Mamre Road, Kems Creek - Looking East (Photomontage Y10 & Y15)

Approx Angle of View - 67°

8.2 Viewpoint 2

Viewing Location	Junction of Abbotts Road & Aldington Road, Kemps Creek- Looking East
GPS	33°51'12"S, 150°47'17"E
Elevation (Eye-level)	52.7m
Date and Time	25th November 2020 - 2.27pm
Baseline Photo & Photomontage Figure	Figures 28a, 28b & 28c (Photomontage Extended Angle of View)
Visual Description	
Approx. Viewing Distance from Site Boundary	20m
View description & prominence of the development	This viewpoint was taken further along Abbotts Road immediately adjacent to the proposed site entry to the ESR development. Motorists either heading into the proposed development or turning left onto Aldington Road would experience this view. To the right of image is the entry to the residential property no. 1028 Mamre Road, access to take a photograph was denied at this location (refer to section 3.0 for further details). To the centre and left of shot is the boundary of the development site. Currently this contains a cul-de-sac for property access and existing vegetation within property no. 290 Aldington Road.
Visual Receptor Sensitivity	Similar to Viewpoint 1 views are likely to be experienced by motorists traveling towards the site, these will be transient and for a short time period only. In contrast to VP 1 longer distance views do not presently exist due to the rising topography and presence of existing vegetation. Therefore, the sensitivity has been judged to be low .
Magnitude of Change	Views are direct and at close range with changes over a noticeable horizontal and vertical extent however, following maturity, landscape planting should sit the development more comfortably in the landscape. Retaining walls are tiered with landscaping to reduce the apparent change in level. However, the proposed development will be clearly noticeable and the view would be altered by its presence. It is judged that the residual magnitude of change is high .
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 within the Mamre Road Precinct which has recently been rezoned to industrial use following an amendment to the SEPP WSEA. Lands directly adjacent to the east, north and west 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.**

Refer to landscape documentation for further details of retaining wall treatments.

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Baseline Photo



Photomontage - Year 0



Photomontage - Year 5

Figure 28a: Viewpoint 2 - Junction of Abbotts Road & Aldington Road, Kemp's Creek- Looking East (Photomontage Y0 & Y5)

Approx Angle of View - 67°



Baseline Photo



Photomontage - Year 10



Photomontage - Year 15

Figure 28b: Viewpoint 2 - Junction of Abbots Road & Aldington Road, Kemps Creek- Looking East (Photomontage Y10 & Y15)

Approx Angle of View - 67°

8.3 Viewpoint 3

Viewing Location	284 Aldington Road, Kemps Creek - Looking South
GPS	33°51'18"S, 150°47'48"E
Elevation (Eye-level)	68.2m
Date and Time	25th November 2020 - 2.09pm
Baseline Photo & Photomontage Figure	Figures 29a, 29b and 29c (Photomontage Extended Angle of View)

Visual Description

Approx. Viewing Distance from Site Boundary	40m
View description & prominence of the development	This viewpoint was taken within the land of No. 284 Aldington Road. No. 284 is located immediately to the northern boundary of the proposed development. Adjacent to this location at higher elevation is No 282A. This property is heritage listed as a 'Brick Farmhouse' in the State Environmental Planning Policy (Western Sydney Employment Area) 2009. This can be seen to the left of the baseline photo in extended Figure 29c. The elevation of the property is higher than Lots 1 & 4 of the proposed development, the remaining lots are on a similar or higher level than the property. Access to take a photograph directly from the heritage listed property was denied by the landowner. Refer to section 3.0 for further details regarding the heritage farm house. The baseline image shows the southern boundary of the property with the development site immediately beyond. Existing vegetation on the boundary partially screens the adjoining development lands, however views out to the wider landscape are possible at higher elevations.

Visual Receptor Sensitivity

Although a baseline photograph could not be taken directly from the heritage listed property this viewpoint is still intended to not only provide an indication of the baseline view of number 284 but also 282A. The sensitivity is therefore likely to be higher due to the inclusion of the heritage item. This has state significance and is mentioned in the Mamre Road Precinct DCP as requiring special consideration because of heritage value. Therefore, even though the land in which it is located is zoned IN1 it would appear that the property would be protected from being redeveloped for industrial use at a future point in time. Views are currently absent of any large scale developments.

Therefore, It is judged that the sensitivity of this visual receptor is **very high**.

Magnitude of Change

Due to the proximity of the development to the receptor, the proposed built form will be noticeable from garden areas at year 0 and would be recognisable as an industrial development to the receptor. There would be changes seen beyond the vegetated boundary line. As discussed in Section 3.0, views directly from within the property are of north/north west aspect therefore, the proposed development does not directly hinder those views. Landscape planting along the northern boundary should significantly screen facades and help mitigate the visual impact at year 15. This will also unify the existing planting visible within the baseline image. 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* .
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***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, No. 284 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 from No.284 would no longer be of any relevance. The heritage property at 282A is in the future likely to be surrounded by industrial development due to the IN1 zoning as shown in the Mamre Road Structure Plan. Therefore, visual sensitivity is likely to decrease as industrial development increases within the immediate context.**

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Baseline Photo



Photomontage - Year 0



Photomontage - Year 5

Figure 29a: Viewpoint 3 - 284 Aldington Road, Kemps Creek - Looking South (Photomontage Y0 & Y5)

Approx Angle of View - 67°



Baseline Photo



Photomontage - Year 10



Photomontage - Year 15

Figure 29b: Viewpoint 3 - 284 Aldington Road, Kemps Creek - Looking South (Photomontage Y10 & Y15)

Approx Angle of View - 67°

8.4 Viewpoint 4

Viewing Location	Aldington Road, Kemps Creek - Looking South
GPS	33°50'55"S, 150°47'48"E
Elevation (Eye-level)	66.5m
Date and Time	25th November 2020 - 1.54pm
Baseline Photo & Photomontage Figure	Figures 30a & 30b

Visual Description

Approx. Viewing Distance from Site Boundary	750m
View description & prominence of the development	This viewpoint was taken to represent motorists traveling in a southerly direction along Aldington Road. Due to the elevation and open vistas from certain locations along the road views of the development will be possible on the horizon. As can be seen in the baseline photograph properties within the development site are visible on rising topography to the south. In the mid and foreground working agricultural lands are present together with scattered existing vegetation. The scene is fairly typical of those seen along the length of Aldington Road.

Visual Receptor Sensitivity	This viewpoint is taken at a mid range distance close 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 Aldington 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 noticeable and would be recognisable as an industrial development to the receptor at Year 0. However, following the maturity of proposed landscape planting the proposed development is expected to form a minor constituent of the view being partially visible behind vegetation. Landscape planting along the northern boundary will help to screen prominent facades facing Aldington 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 within lands that have recently been rezoned to industrial use following an amendment to the SEPP WSEA. This is applicable to all of Aldington Road and any locations along it 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.**

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Baseline Photo



Photomontage - Year 0



Photomontage - Year 5



Baseline Photo



Photomontage - Year 10



Photomontage - Year 15

Figure 30b: Viewpoint 4 - Aldington Road, Kemps Creek - Looking South (Photomontage Y10 & Y15)

Approx Angle of View - 67°

8.5 Viewpoint 5

Viewing Location	30 Bellevue Ave, Mount Vernon - Looking West
GPS	33°51'27"S, 150°48'54"E
Elevation (Eye-level)	89m
Date and Time	25th November 2020 - 3.09pm
Baseline Photo & Photomontage Figure	Figures 31a & 31b

Visual Description

Approx. Viewing Distance from Site Boundary	1.1km
View description & prominence of the development	This viewpoint was selected to test whether the development would be visible within central areas of Mount Vernon to the east and its location is highlighted in the 120m drone Figure 12. The property could be seen when flying to a height of 15m above Lot 3 of the original SSD masterplan. The viewpoint was selected in order to determine the type of view that might be experienced from properties with Mount Vernon due east of the development site. Most properties within this view corridor are expected to not experience extensive views of the proposed development due to existing vegetation. However, some small view corridors may exist for certain properties.

Visual Receptor Sensitivity

The baseline photo would be expected to be typical of many properties within the area. Mount Vernon is a generally affluent suburb with large properties and extensive gardens.

Within the foreground are garden and lands associated with the property and adjacent properties. There is high abundance of mature existing vegetation within the mid to background. Small view corridors towards the Blue Mountains are possible on a clear day as can be seen in the baseline. Residential receptors are often more critical of their view and due to the high scenic quality seen from garden areas and upper floor windows, it is judged that the sensitivity of this visual receptor is **high**.

Magnitude of Change

The proposed development would form a barely noticeable component of the view if visible, and the view would be extremely similar to the baseline situation. The view is of long range with a negligible part of the view affected. Therefore, it is judged that the magnitude of change is **very low**.

Significance of Visual Impact

The significance of the visual impact at this location is judged to be **minor**.

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Baseline Photo



Photomontage - Year 0



Photomontage - Year 5



Baseline Photo



Photomontage - Year 10



Photomontage - Year 15

Figure 31b: Viewpoint 5 - 30 Belleview Ave, Mount Vernon - Looking West (Photomontage Y10 & Y15)

Approx Angle of View - 67°

8.6 Viewpoint 6

Viewing Location	247 Capitol Hill Drive, Mount Vernon - Looking West
GPS	33°51'33"S, 150°48'24"E
Elevation (Eye-level)	93.3m
Date and Time	25th November 2020 - 12.44pm
Baseline Photo & Photomontage Figure	Figures 32a & 32b

Visual Description

Approx. Viewing Distance from Site Boundary	390m
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 close to the site and located to the southeast within Mount Vernon. This would also possibly include the garden of property No. 239, though that dwelling sits at a lower elevation. The baseline photograph was taken from the rear garden under an area of mature scattered trees and close to the property boundary. In the foreground pastoral land can be seen (which is also zoned IN1), the development site is central within the view and descends lower beyond the ridge line. 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. Due to the long range views towards the blue mountains, expansive views over the landscape and the fact that residential receptors are also often likely to be more critical of their view, the sensitivity has been judged to be high .
Magnitude of Change	Possibly only the very top of warehousing to Lot 1 and 4 is likely to be seen within the view which will be recognised as an industrial development by the receptor. The ESR development is expected to sit low enough in the landscape to maintain the current views to the Blue Mountains as demonstrated in Figure 32. 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 .

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Baseline Photo



Photomontage - Year 0



Photomontage - Year 5

Figure 32a: Viewpoint 6 - 247 Capitol Hill Drive, Mount Vernon - Looking West (Photomontage Y0 & Y5)

Approx Angle of View - 67°



Baseline Photo



Photomontage - Year 10



Photomontage - Year 15

Figure 32b: Viewpoint 6 - 247 Capitol Hill Drive, Mount Vernon - Looking West (Photomontage Y10 & Y15)

Approx Angle of View - 67°

8.7 Viewpoint 7

Viewing Location	52A Mount Vernon Road, Mount Vernon - Looking Northwest
GPS	33°51'36"S, 150°48'15"E
Elevation (Eye-level)	97.9m
Date and Time	25th November 2020 - 3.55pm
Baseline Photo & Photomontage Figure	Figures 33a, 33b & 33c (Photomontage Extended Angle of View)

Visual Description

Approx. Viewing Distance from Site Boundary	170m
View description & prominence of the development	This baseline photograph was taken from the northern boundary of land at property No. 52A Mount Vernon Road. It is intended to be representational of the type of view that would be experienced from a number of properties located at close proximity to the southeast corner of the development site. Views from within the residential dwelling may also be possible, however there is the presence of existing trees immediately in front of the house. As can be seen in the baseline photograph, the property sits in an elevated position overlooking the site towards Aldington Road and Mamre Road. Long range expansive views are possible and the Blue Mountains can be seen in the distance on the horizon. In the foreground the development site can be seen, together with rural and pastoral lands.

Visual Receptor Sensitivity	This viewpoint is in close proximity to the development site, with expansive views over the landscape and of the Blue Mountains. Residential receptors are often likely to be more critical of their view and therefore, the sensitivity has been judged to be high .
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Magnitude of Change	The proposed development will be noticeable and the view would be altered by its presence. The view is also at close range with changes seen in the horizontal and vertical extent. However, due to the proposed pads levels of warehousing, views over the wider landscape including Orchard Hills, Twin Creeks and Luddenham and are expected to be still possible. Longer distant views of the Blue Mountains are also maintained, therefore, the magnitude of change is judged to be medium .
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Significance of Visual Impact	The significance of the visual impact at this location is judged to be moderate .
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Baseline Photo



Photomontage - Year 0



Photomontage - Year 5

Figure 33a: Viewpoint 7 - 52A Mount Vernon Road, Mount Vernon - Looking Northwest (Photomontage Y0 & Y5)

Approx Angle of View - 67°



Baseline Photo



Photomontage - Year 10



Photomontage - Year 15

Figure 33b: Viewpoint 7 - 52A Mount Vernon Road, Mount Vernon - Looking Northwest (Photomontage Y10 & Y15)

Approx Angle of View - 67°

8.8 Viewpoint 8

Viewing Location	Mamre Road, Kemps Creek - Looking Northeast
GPS	33°51'44"S, 150°47'34"E
Elevation (Eye-level)	44.3m
Date and Time	7th December 2020 - 4.03pm
Baseline Photo & Photomontage Figure	Figures 34a & 34b

Visual Description

Approx. Viewing Distance from Site Boundary	570m
View description & prominence of the development	This view was taken along Mamre Road to demonstrate the type of view that would be expected for motorists traveling in both north and south directions. It is located on the western side of Mamre Road opposite property No 1066. The development site sits in an elevated position and existing buildings from the site can be seen in the background centered within the view. In the foreground the view is fairly typical of what is seen in this part of Mamre Road with farm and pastoral lands located east and west.

Visual Receptor Sensitivity	This viewpoint is located at a mid-range distance 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 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 more 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 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 within lands that have 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.**

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Baseline Photo



Photomontage - Year 0



Photomontage - Year 5

Figure 34a: Viewpoint 8 - Mamre Road, Kemps Creek - Looking Northeast (Photomontage Y0 & Y5)

Approx Angle of View - 67°



Baseline Photo



Photomontage - Year 10



Photomontage - Year 15

Figure 34b: Viewpoint 8 - Mamre Road, Kemps Creek - Looking Northeast (Photomontage Y10 & Y15)

Approx Angle of View - 67°

8.9 Viewpoint 9

Viewing Location	1096 Mamre Road, Kemps Creek - Looking Northeast
GPS	33°51'52.1"S, 150°47'45.7"E
Elevation (Eye-level)	48.2m
Date and Time	10th August 2022 - 3.54pm
Baseline Photo & Photomontage Figure	Figures 35a, 35b & 35c (Photomontage Extended Angle of View)

Visual Description

Approx. Viewing Distance from Site Boundary	520m
View description & prominence of the development	This view was taken from the rear of property No. 1096 Mamre Road which is located to the south of the development and within Mount Vernon. It does not form part of the Mamre Road precinct and is located just outside the boundary as C4 zoned land. Similar views would also exist from property numbers 1114, 1116 Mamre Road, 30 and 37 Kerrs Road Mount Vernon. The baseline view contains paddocks and fields that increase in elevation to the east within the right of the photograph, this is a fairly typical view of lower lying properties to the southern edge of Mount Vernon.

Visual Receptor Sensitivity	This viewpoint is in close proximity to the development site, with views currently containing no large scale industrial development. Residential receptors are often likely to be more critical of their view and views would be experienced from primary or secondary living spaces therefore, the sensitivity has been judged to be high .
Magnitude of Change	The proposed built form will be noticeable and would be recognisable as an industrial development to the receptor. However, existing vegetation will provide some immediate screening and this will be further strengthened by landscape planting along the southern boundary will help to screen building facades. 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 .

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Baseline Photo



Photomontage - Year 0



Photomontage - Year 5

Figure 35a: Viewpoint 9 - 1096 Mamre Road, Kemps Creek - Looking Northeast (Photomontage Y0 & Y5)

Approx Angle of View - 67°



Baseline Photo



Photomontage - Year 10



Photomontage - Year 15

Figure 35b: Viewpoint 9 - 1096 Mamre Road, Kemps Creek - Looking Northeast (Photomontage Y10 & Y15)

Approx Angle of View - 67°

9.0 CONCLUSIONS AND NON-TECHNICAL SUMMARY

The main purpose of this Visual Impact Assessment (VIA) is to support a State Significant Development application for ESR Westlink Stage 1. This report relies on desktop study, on-site analysis, drone photography and photomontages of the proposal. Potential visual impacts have been assessed for a number of locations that are either in close vicinity to the proposed development, with those at higher elevations or those judged to have particularity high sensitivity.

It is concluded that the proposed development 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, some 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. However, a number of receptors are located with the suburb of Mount Vernon which remains outside of the Mamre Road Precinct IN1 zoning. These are generally situated at higher elevations and directly to the east, south or southeast of the development site.

Land designated within the Western Sydney Aerotropolis (WSA) has also been subject to a recent change in zoning. Some properties are now zoned ENZ as per the SEPP WSA and therefore, could also be subject to purchase for environmental or recreational use. Visual impacts received at these locations may not exist in the future. The properties this would relate to are at medium to long range from the site and would be those situated along the southern part of Mamre Road.

Although properties within Mount Vernon or the WSA are not situated within 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 possibly 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 locations are judged to receive **moderate short to medium term** visual impacts from the proposed development:

- 284 Aldington Road, Kemps Creek (VP3)

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

- Junction of Abbots Road & Mamre Road, Kemps Creek (VP1)
- Junction of Abbots Road & Aldington Road, Kemps Creek (VP2)
- Mamre Road, Kemps Creek (VP8)

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

- Aldington Road, Kemps Creek (VP4)

The visual impacts assessed above 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. The visual sensitivity from the heritage property, Aldington Road and 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.

The following location is judged to receive **moderate** visual impacts from the proposed development:

- 52A Mount Vernon Road, Mount Vernon (VP7)

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

- 1096 Mamre Road, Kemps Creek (VP8)

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

- 30 Belleview Ave, Mount Vernon (VP5)
- 247 Capitol Hill Drive, Mount Vernon (VP6)

From analysis of aerial photography it is evident that a number of residential properties within the immediate area will receive views of the development. However, as previously mentioned throughout this report many of these residential properties are located within the Mamre Road Precinct or Western Sydney Aerotropolis. The Mamre Road Precinct has recently been rezoned for industrial use. 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 likely to be short term only and therefore, only a selection have been included for assessment.

One location assessed within Mount Vernon at close proximity to the development was judged to receive **moderate** visual impacts from the proposed ESR development. ESR have demonstrated an awareness of the sensitivity of the nearby residential receivers within Mount Vernon and as such have implemented the following mitigation:

- 1) Pad levels of the site respond to the topography and have been designed to maintain long distance views for residential receptors where possible. Warehousing to the east has been set at much lower pad level than the adjacent land.
- 2) Significant landscape planting has been proposed on the eastern boundary to screen building facades.

This also responds directly to objectives and controls contained with the Mamre Road Precinct DCP.

The report photomontages demonstrate that proposed landscape planting at the development site, can be highly effective in helping to reduce visual impacts for a number of sensitive close range properties. This will be most effective after 15 years and for those receptors who experience direct views at close to medium range. Existing vegetation should also 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
DPE	Department of Planning 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

11.0 APPENDIX

Approx Extent of Proposed Development



VP1- Baseline Photo



VP1 - Photomontage - Year 0



VP1 - Photomontage - Year 5



VP1 - Photomontage - Year 10



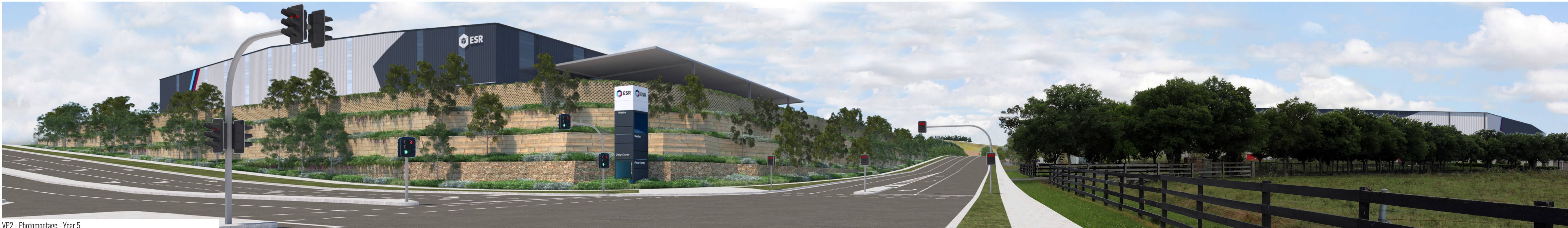
VP1 - Photomontage - Year 15



VP2 - Baseline Photo



VP2 - Photomontage - Year 0



VP2 - Photomontage - Year 5



VP2 - Photomontage - Year 10



VP2 - Photomontage - Year 15



VP3 - Baseline Photo



VP3- Photomontage - Year 0



VP3- Photomontage - Year 5



VP3- Photomontage - Year 10



VP3- Photomontage - Year 15



VP7 - Baseline Photo



VP7 - Photomontage - Year 0



VP7 - Photomontage - Year 5



VP7 - Photomontage - Year 10



VP7 - Photomontage - Year 15



VP9 - Baseline Photo



VP9 - Photomontage - Year 0



VP9 - Photomontage - Year 5



VP9 - Photomontage - Year 10



VP9 - Photomontage - Year 15