

225–245 Martin Road, Bradfield

SSD–97711727 – Bulk Earthworks, Rehabilitation & Quarrying

Visual Impact Assessment

Prepared For

Goodman Property Services (Aus) Pty Ltd

MARCH 2026

Final

Acknowledgement of Country

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

Urbis staff responsible for this report

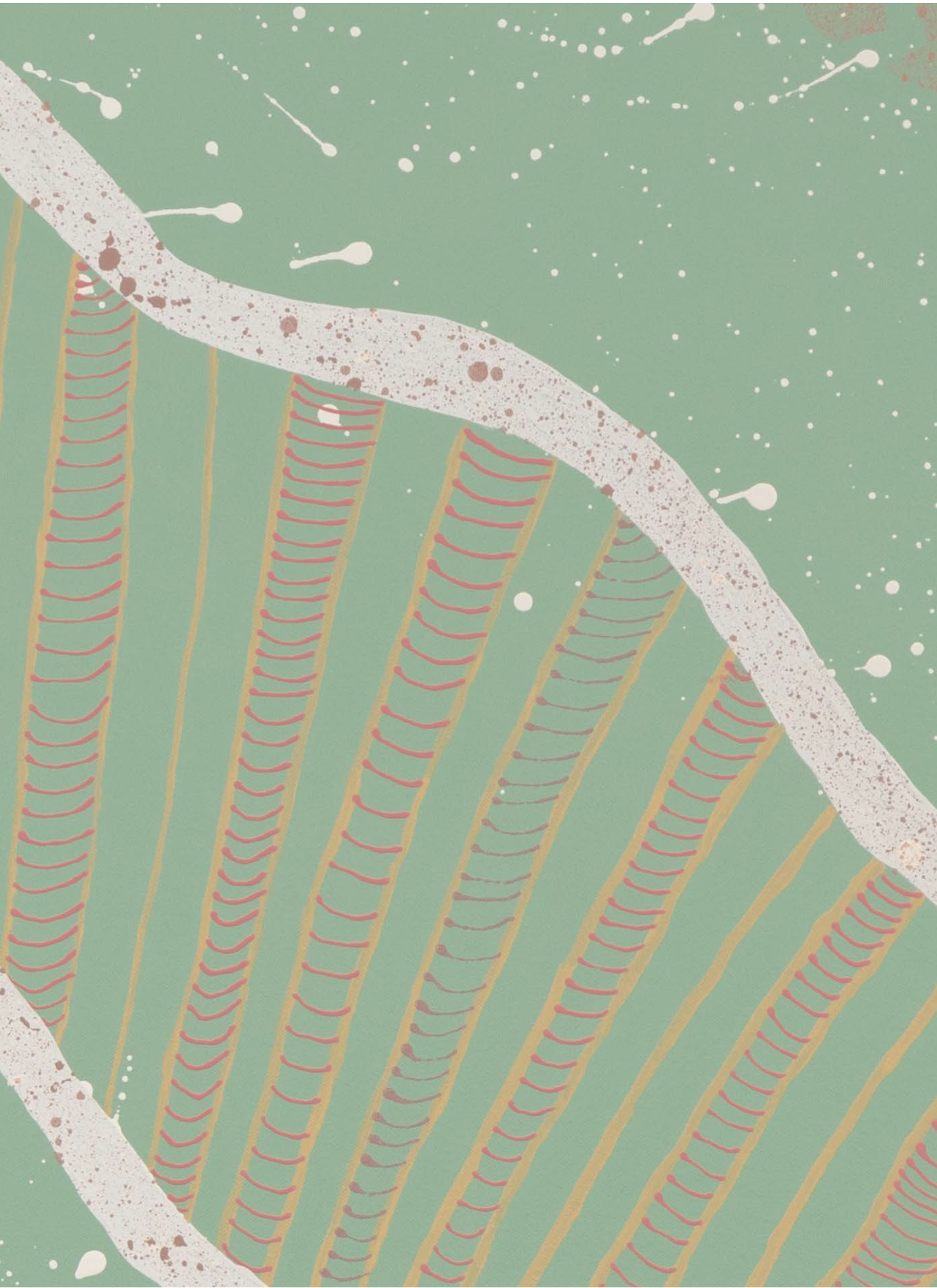
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Contents

Executive summary	5
1.0 Introduction	6
1.1 Introduction	7
1.2 Proposed development	8
2.0 Methodology	10
3.0 Baseline visual analysis	12
3.1 Visual context	13
3.2 Heritage items	13
3.3 Documented views	13
3.4 Visual catchment	13
3.5 Fieldwork inspected locations	14
3.6 Visual character of the site	19
3.7 Scenic quality	19
3.8 Public view place sensitivity	19
3.9 Private view place sensitivity	19
4.0 Visual effects analysis	20
4.1 Selection of views for analysis	20
4.2 Certification of photomontages	20
5.0 Visual impact assessment	30
5.1 Sensitivity	31
5.2 Visual absorption capacity	31
5.3 Visual compatibility	31
5.4 Viewing period	31
5.5 Viewing distance	31
5.6 Significance of residual visual impacts	31
5.7 Applying the weighting factors	32
5.8 Summary	32
6.0 Appendix	33
6.1 Analysis of visual effects	34
6.2 Analysis of visual impacts	34
6.3 Visual assessment photomontages	35

Executive summary

A photograph of a rural road with trees on the left and a field on the right under a blue sky. The road is paved and has white lane markings. The trees on the left are tall and leafy, while the field on the right is grassy with some bare patches. A utility pole is visible on the right side of the road. The sky is blue with some light clouds.

- This Visual Impact Assessment has been prepared by Urbis to address the site-specific Secretary's Environmental Assessment Requirements (SEARs) received in respect of the proposed State Significant Development Application (SSDA) No. 97711727.
- This report is limited to an assessment of quantitative and qualitative visual change likely to be caused by the proposed Bulk Earthworks.
- The extent and significance of the potential visual change has been assessed using a well established and accepted Visual Impact Assessment (VIA) methodology.
- The site is located in Bradfield within the Western Sydney Aerotropolis, an area undergoing rapid transformation from rural and agricultural uses to large-scale employment, industrial, and urban precincts.
- The site is predominantly zoned Enterprise, with Environmental zoning on the eastern and Western sides.
- Major nearby projects, including the Western Sydney International Airport, Bradfield City Centre, and the Inghams Property Group Master Plan, are driving this change.
- The site contains two distinct character areas. The south-west is a highly modified quarry and brickmaking facility with stockpiles, pits, sediment basins, and minimal low-scale built form. The north and east are open, semi-rural landscapes with flat to gently undulating topography, sparse vegetation, and limited canopy cover.
- The scenic quality of the site is low, reflecting a utilitarian working landscape with few distinctive natural or cultural features, no significant vegetation, and minimal built form.
- The public domain visual catchment is small, with potential views limited to short sections of Lawson Road, Martin Road, and part of Badgerys Creek Road.
- Riparian corridors along Badgerys Creek and South Creek provide substantial screening of both the existing site and proposal, significantly reducing visibility from most public locations.
- There are no high value public viewing places, recreation areas, or heritage items within or immediately adjacent to the site, and no documented views to or across the site.
- Public view place sensitivity is low, as most views are brief and incidental, typically experienced by motorists passing through the area.
- Potential private views are limited to a small number of nearby properties on Lawson Road and Martin Road to the north.
- Analysis of four representative views (photomontages) found that
 - Visual impacts for the views ranged from Nil to Low:
 - Three were rated as having Nil impact;
 - One as Low impact.
- The surrounding context has a high capacity to absorb visual change due to mature vegetation and intervening elements.
- Viewing periods from public locations are short and typically from moving situations.
- Residual visual impacts are considered low and acceptable, given the site's location within a changing rural-to-urban context and the high level of screening provided by existing vegetation. The proposal is expected to integrate into the evolving visual character of the area as the Aerotropolis vision is realised.
- Taking into consideration the existing visual context and baseline factors against which to measure change, the level of visual effects of the proposed development and in the context of additional weighting factors, the visual impacts of the proposed development were found to be acceptable.
- The proposal is supported on visual impact grounds.

01 Introduction



1.1 Introduction

This Visual Impact Assessment (VIA) has been prepared by Urbis to address the site-specific Secretary’s Environmental Assessment Requirements (SEARs) received in respect of the proposed State Significant Development Application (SSDA) No. 97711727.

The proposed development includes Rehabilitation, Quarrying and Bulk Earthworks and is being undertaken by Goodman Property Services (Aust) Pty Ltd (Applicant) on behalf of Goodman Western Sydney Pty Limited as trustee for the Goodman Western Sydney Trust (Owner). The development is located at 225 – 245 Martin Road, Bradfield, 2556 (the Site).

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

Table 1 SEARs Compliance.

Description of Requirement	Section Reference
Visual Impact	
Include a detailed assessment of the likely visual impacts of the development on private landowners in the vicinity of the development and key vantage points in the public domain, paying particular attention to any new landforms.	Section 4.0, 5.0 and 6.0



Figure 1 Subject site | Urbis.

1.2 Proposed development

This SSDA seeks approval for the following;

- Site Preparation works only (i.e no buildings, retaining walls or other infrastructure works)
- Rehabilitation of areas disturbed by historic mining and brick-making operations under major project approval MP10_0014 and MP10_0033.
- Bulk Earthworks to the site to align with the Connecting to Country and Precinct Plan principles including both the disturbed and undisturbed portions to capture the following proposed works:
 - Rehabilitation of Pits 1 & 2 using predominantly on-site fill (Engineered fill import required).
 - Preparation of the remaining site area to Bulk Earthwork Levels (BEL) (not including detailed trimming) for the proposed industrial development as considered under SSDA 97688711.
- Quarrying and Export of Bringelly Shale and Clay from select areas of Pit 1 & 2 to rectify the previous approved pit designs to ensure they are geotechnically stable to suit the proposed industrial masterplan.
- Vegetation Removal of 6.97Ha over land that is not certified under the Growth Centre SEPP.
 - Species being cleared involve species protected under both the BC Act and EPBC Act.
 - EPBC Act Referral completed on a precautionary measure given small amount of EPBC listed communities.
- Demolition of any remaining structures on the site.
- Rehabilitation of identified and unidentified contamination and, if required, the construction of a containment cell in the proposed northeastern corner of the site (currently identified as Lot 55 of DP 3050). The containment cell is proposed to trigger Designated Development threshold due to the proposed upper limit storage volume of 100,000m³.
- Relocation of the Jemena Gas main predominantly burdening Lot 3 of DP127878.0
- If required through an Aboriginal Cultural Heritage Assessment Report (ACHAR), relocation and reburial of artefacts.

Additionally, this SSDA application seeks to rely on already existing authority approvals issued under MP10_0014 (subject to any applicable modifications). These are as follows:

- Mining Lease 1771
- Environmental Protection Licence 684
- Ground Water Access Licence WAL24346
- Ground Water Supply Works Approval No. 10WA109463

It is important to note that a number of the proposed activities being sought for approval under this SSDA have previously been assessed and approved under MP10_0014. The existing DA relates to approximately 70Ha of Net Developable Area (NDA), with the new portion of site approx. 36ha NDA. Cumulatively the area is approx. 116ha NDA.



Figure 2 Aerial view of the existing site

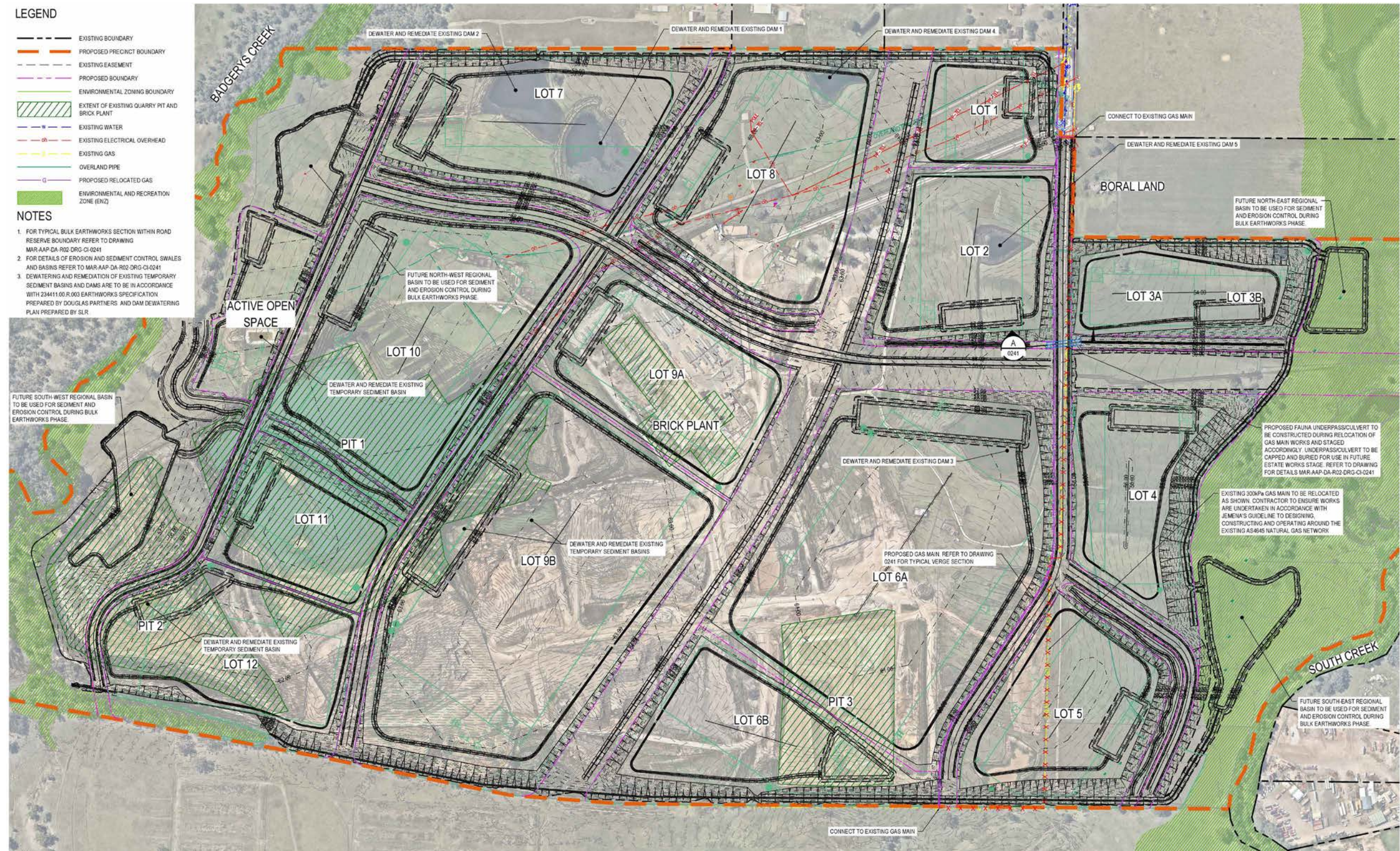


Figure 3 Bulk earthworks, rehabilitation & Quarrying - General arrangement plan

02 Methodology



2.1 Urbis methodology

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

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

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

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

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

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

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

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

Our method also has regard to:

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

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

Guidance note for Landscape and Visual Assessment (AILA 2018)

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

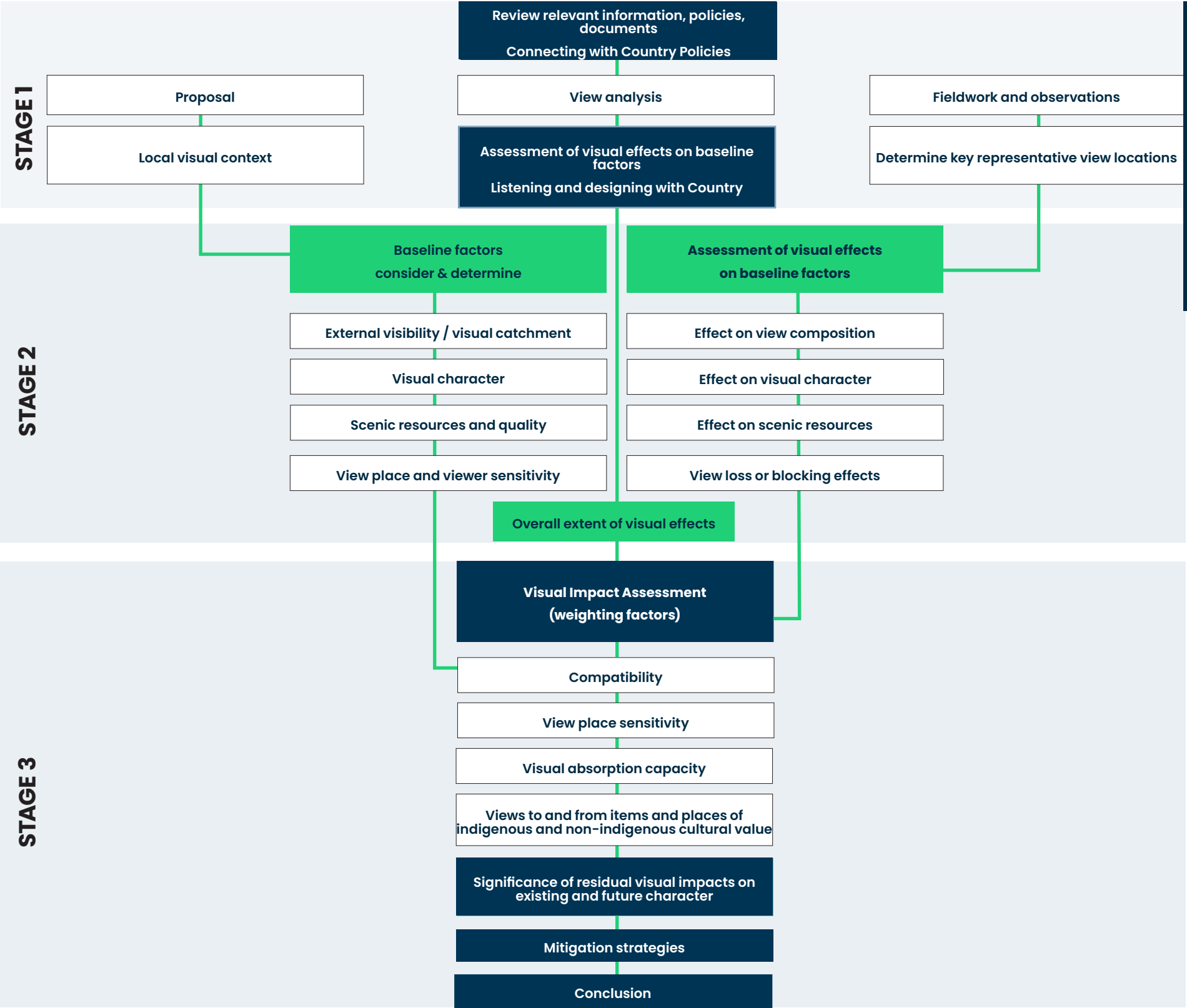


Figure 4 Urbis methodology flowchart

03 Baseline visual analysis



3.1 Visual context

North:

The area to the north features a mix of rural and agricultural land, landscape industries, and residential properties accessed via Lawson and Martin Roads. Several sites here already have State Significant Development Applications (SSDAs) for industrial and warehouse projects, such as SSD-65529236, SSD-74191717 and SSD-81662708. Both Martin and Lawson Roads connect to Elizabeth Drive, a key arterial route linking the Western Sydney International (WSI) site to the regional road network, including the M7, Northern Road, and the future M12.

South:

Currently rural, the land to the south is part of the Inghams Property Group (IPG) Master Plan, approved on 11 July 2025. Covering 184 hectares, the plan is expected to support more than 12,400 jobs, with approximately 625,467 sqm dedicated to employment space in advanced manufacturing, logistics, and community services. It incorporates industrial and commercial zones, a local centre, and public green spaces close to WSI. Further southwest lies Bradfield City Centre, a planned 114-hectare urban precinct adjacent to WSI. Designed as a hub for innovation and advanced industries, it aims to deliver 20,000 jobs and 10,000 homes, including affordable housing, with a strong focus on sustainability, green spaces, climate-resilient infrastructure, and net-zero emissions.

East:

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

West:

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

3.2 Heritage items

The subject site is not currently listed on any statutory heritage lists, nor is it located within a heritage conservation area.

Neither item appear to be publicly accessible.

The Aboriginal Cultural Heritage Assessment Report identified five AHIMS registered sites located within their study area (the site). One area of PAD is also located within the study area. These include:

- AHIMS ID 45-5-4099 – Comprises a subsurface artefact scatter of low archaeological and scientific significance.
- AHIMS ID 45-5-2704 – Comprises a surface artefact scatter of low archaeological and scientific significance.
- AHIMS ID 45-5-5164 – Comprises a subsurface artefact scatter and hearth feature of high archaeological and scientific significance.
- PAD area adjacent to Badgerys Creek in the west.

3.3 Documented views

There are no documented views to or across the site.

3.4 Visual catchment

Prior to undertaking fieldwork, Urbis undertook a desktop review of all relevant statutory and non-statutory documents, an analysis of aerial imagery and topography to establish the potential visual catchment to inform fieldwork inspections.

Potential visibility of the existing site and proposal from the public domain was determined by Urbis during fieldwork observations of the site from a range of distance classes (close, medium and distant views) and an indicative visual catchment from Google Earth.

Due to the underlying topography and presence of vegetation within the surrounding catchment, the effective public domain visual catchment of the existing site and proposal broadly includes the following public and private domain locations.

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

- A section of Badgerys Creek Road west of the site between the Badgerys Creek riparian and approximately 355 Badgerys Creek Road to the south where the road turns southwards and vegetation and built-form limits views.
- The southern end of Lawson Road.
- The southern end of Martin Road.
- Views from future public open spaces within the Precinct Plan.

Key findings:

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

3.5 Inspected fieldwork locations



Figure 5 Locations inspected during fieldwork



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



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



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



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



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



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



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



Photo 8. View south from 215 Lawson Road



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



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



Photo 11. View south from 210 Martin Road



Photo 12. View south from 180 Martin Road



Photo 13. View south from 165 Martin Road



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



Photo 15. View north-west from 310 Ramsay Street



Photo 16. View west from 82 Victor Street



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



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



Photo 19. View north from Bradfield south of the site

3.6 Visual character of the site

The site is visually divided into two broad character types; a highly modified landscape to the south-west and more open rural land to the north and east.

To the north and east, the land is generally flat to gently undulating, reflecting the broader topography of the Aerotropolis precinct.

Vegetation is sparse and primarily consists of grassland, scattered shrubs and occasional small tree clusters located near boundaries or along drainage lines. The vegetation pattern appears informal and contributes to a utilitarian, semi-rural landscape quality rather than a naturalistic or scenic character. Tree canopy cover is very limited, and most of the north and east exhibit broad areas of cleared ground or grassed paddock.

The south-western part of the site consists of quarry site that has been used for brick production. The area is highly modified from any natural topography or vegetation which would have been present, with the area now containing of areas of stockpiling, quarry pits, sediment basins and dams set amongst a network of informal, unsealed vehicle tracks.

Built form within the site is almost non-existent and restricted to the quarry site, where it is minimal and low scale consisting of simple, utilitarian sheds or small industrial/agricultural buildings or demountables.

3.7 Scenic quality

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

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

The site exhibits a low scenic quality, reflecting its position within a transitioning rural-industrial edge landscape. The visual environment is defined by broad, open ground planes with limited vegetation, producing an expansive but visually simple setting. The flat to gently undulating topography enables long views but does not provide notable landform features that might elevate scenic interest, noting that the only landforms are a artificial and a result of quarry stockpiling.

Vegetation is largely unmanaged and sparse, consisting of grassed paddocks and scattered small trees, offering minimal aesthetic variety. The absence of mature canopy and structured planting contributes to a somewhat austere landscape character.

The overall characterisation of the site is of productive, working landscape with no natural or cultural focal points. While the openness provides a sense of space, the lack of distinctive natural features, cohesive vegetation patterns, or high-quality built form results in a landscape that reads as visually modest and transitional rather than scenic or valued for its aesthetic qualities.

3.8 Public view place sensitivity

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

The site exhibits low public view place sensitivity due to its limited exposure to high-value public spaces and the functional nature of its surrounding context. There are no notable public lookouts, parks, pedestrian corridors, or gathering spaces in the immediate vicinity that would increase visual sensitivity. Potential viewers would typically be motorists, with views primarily obtained from Martin Road, a low-traffic local road serving rural holdings, industrial yards, and emerging Aerotropolis transition uses. These views are transient and not associated with significant recreational, scenic, or heritage values.

3.9 Private view place sensitivity

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

Potential views of the proposal (or parts of the proposal) are likely possible from:

- 180 Lawson Road.
- 190 Lawson Road.
- 200 Lawson Road.
- 245 Lawson Road.
- 255 Lawson Road.
- 165 Martin Road.
- 210 Martin Road.
- 211-217 Martin Road.

- 355 Badgerys Creek Road.
- 360 Badgerys Creek Road.

04 Visual effects analysis



4.1 Selection of views for analysis

Prior to undertaking fieldwork, Urbis undertook a desktop review of all relevant statutory and non-statutory documents, an analysis of aerial imagery and topography and LiDAR data to establish the potential visual catchment to inform fieldwork inspections. Following fieldwork Urbis selected and recommended 4 public view locations for further analysis.

No.	Photomontage location
PM 01	View north-east from 300 Badgerys Creek Road.
PM 02	View south from 180 Martin Road.
PM 03	View north-west from 310 Ramsay Street.
PM 04	View north from Badgerys Creek Road in Bradfield

4.2 Certification of photomontages

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

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

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

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

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



Figure 6 Photomontage location map

Photomontage 01

View north-east from 300 Badgerys Creek Road.

Distance class

- Distant
- 1.25km

Existing composition of the view

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

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

Note: the proposal is located behind the recently approved IPG site which will include development which will replace this existing view and block views to the proposal.

Visual effects of the proposal on the composition as modelled

The earthworks are blocked from view by the undulating foreground and intervening vegetation.

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

The intrinsic character of the view is retained.

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

Weighting factors

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

See section 5.7 for overall visual impact rating.



Figure 7 Viewpoint 01 location.



Figure 8 Viewpoint 01 existing view.



Figure 9 Viewpoint 01 photomontage.

Photomontage 02

View south from 180 Martin Road.

Distance class

- Medium
- 315m

Existing composition of the view

The composition is characterised by an expansive, rural view with gently undulating foreground and midground land that includes scattered trees and development limited to small rural buildings and one detached dwelling. In the distance an embankment within the northern part of the site is visible, with sections of stockpiling and low height built form within the quarry visible beyond.

Visual effects of the proposal on the composition as modelled

The foreground is unaffected by the proposal.

The earthworks remove several trees within the site and flattens areas of stockpile. The earthworks lower the height of the existing ground and results in a flatter, more uniform appearance with an open expanse allowing views over the site to the south.

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

The proposal does not block views to any heritage items.

Visual effects of Proposal (quantum of change) on existing view attributes

Visual character	low
Scenic quality	low
View composition	low
View blocking of scenic elements	low

Overall rating of effects on baseline factors	low
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Weighting factors

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

See section 5.7 for overall visual impact rating.



Figure 10 Viewpoint 02 location.



Figure 11 Viewpoint 02 existing view.



Figure 12 Viewpoint 02 photomontage.

Photomontage 03

View north-west from 310 Ramsay Street.

Distance class

- Medium
- 750m

Existing composition of the view

The composition is defined by a semi-rural view with an open grassed foreground, a midground of scattered mature vegetation, and a small cluster of low scale built form including a detached dwelling and small ancillary buildings set against a backdrop of taller trees that prevent long distance views.

Visual effects of the proposal on the composition as modelled

The earthworks are entirely blocked by intervening elements
The earthworks does not block views to any scenic or highly valued features.
The intrinsic character of the view is retained.

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

Weighting factors

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

See section 5.7 for overall visual impact rating.



Figure 13 Viewpoint 03 location.



Figure 14 Viewpoint 03 existing view.



Figure 15 Viewpoint 03 photomontage.

Photomontage 04

View north from Badgerys Creek Road in Bradfield

Distance class

- Distant
- 2.4km

Existing composition of the view

The expansive northerly view is characterised by a foreground and midground of broad, undulating topography of low-lying pasture cleared of vegetation. The distant background presents a low, continuous horizon with scattered tree clusters devoid of built form.

Visual effects of the proposal on the composition as modelled

The foreground and midground are unaffected.

The earthworks are imperceptible from this location due to the limited height combined with the distance.

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

The intrinsic character of the view is retained.

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

Visual effects of Proposal (quantum of change) on existing view attributes

Visual character	nil
Scenic quality	nil
View composition	nil
View blocking of scenic elements	nil

Overall rating of effects on baseline factors	nil
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Weighting factors

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

See section 5.7 for overall visual impact rating.



Figure 16 Viewpoint 04 location.



Figure 17 Viewpoint 04 existing view.



Figure 18 Viewpoint 04 photomontage.

05 Visual impact assessment



Having determined the extent of the visual change based on the 4 representative modelled views (photomontages), Urbis have applied relevant weighting factors to determine the overall level of visual impacts or importance of the visual effects. The factors have been considered in relation to the visual effects to provide up-weight or down-weights and to determine a final impact rating.

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

5.1 Sensitivity

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

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

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

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

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

5.2 Physical absorption capacity

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

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

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

- Low to moderate prominence means:
 - Low: The proposal has either no visual effect on the landscape or the proposal is evident but is subordinate to other elements in the scene by virtue of its small scale, screening by intervening elements, difficulty of being identified or compatibility with existing elements.

- Moderate: The proposal is either evident or identifiable in the scene, but is less prominent, makes a smaller contribution to the overall scene, or does not contrast substantially with other elements or is a substantial element, but is equivalent in prominence to other elements and landscape alterations in the scene.

The area surrounding the site has a significant screening effect on the site. The riparian corridors adjoining Badgerys Creek and South Creek contain substantial, mature vegetation that plays a key role in the site's visual containment. These large trees form a continuous canopy and understory that provide effective screening from public domain location to the east and west of the site. The greatest potential visibility of the site from the public domain is from limited locations north of the site on Lawson Road and Martin Road. Views would be from northern sections of the road where there is limited intervening elements such as existing development or significant vegetation to block or filter views. The number of viewers from these locations would be low and typically restricted to residents accessing their properties as both roads terminate along the northern part of the proposal site. The overall PAC for the surrounding context is high

5.3 Visual compatibility

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

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

As the Aerotropolis develops, this character will transition towards a more urbanised and structured landscape. Large-scale employment buildings, transport infrastructure, and civic spaces will introduce a denser and more varied development types which will include large format built form which requires bulk earthworks which modify existing landforms.

5.4 Viewing period

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

Visual effects of the proposal with regard to viewing periods from close locations in the public domain are low, typically from moving

viewing situations and experienced for short periods from surrounding transport roads

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

The bulk earthworks will be temporary in nature and ultimately developed with built-form, assessed under an SSDA.

5.5 Viewing distance

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

Views of the earthworks from the public domain are possible from limited close locations.

More distant views locations would typically include only small section of the earthworks viewed in a wide composition where surrounding elements block the majority of the estate. From these locations, the earthworks would be almost impossible to distinguish given the modest height combined with distance.

5.6 Significance of residual visual impacts

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

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

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

5.7 Applying the ‘weighting’ factors

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

Table 3 – Summary of Visual Effects and Weighting Factors.

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

5.8 Summary

- The site has low scenic quality, with a utilitarian working landscape, no significant vegetation, and minimal built form.
- Potential private views are limited to a small number of properties on Lawson Road and Martin Road.
- Public views are limited to short sections of Lawson Road, Martin Road, and part of Badgerys Creek Road.
- There are no high value public viewing places, recreation areas, heritage items, or documented views to or across the site.
- Photomontage analysis found visual impacts ranged from Nil to Low.
- Riparian corridors along Badgerys Creek and South Creek provide substantial screening, reducing visibility from most public locations.
- Public view sensitivity is low, with most views brief and incidental, typically from passing motorists.
- Short viewing periods and greater distances further reduce perceived visual effects.
- Residual visual impacts are low and acceptable given the changing rural-to-urban context and strong vegetation screening.
- Overall, the visual impacts of the Bulk Earthworks are acceptable and is supported on visual impact grounds.

06 Appendix

Appendix 1

Analysis of visual effects

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

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

Table 1 Description of visual effects.

Appendix 2

Analysis of visual impacts

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

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

225-245 Martin Road, Bradfield

SSD-97711727 – Bulk Earthworks, Rehabilitation & Quarrying

Visual Assessment – Photomontages

Photomontages Prepared By:

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

Date Prepared:

11 March 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

Kim Nguyen, Urbis – Visual Technologies Consultant
Bachelor of Interior Architecture

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)
Canon EOS 6D – 20 Megapixel digital SLR camera (Full-frame sensor)

Camera Lens and Type:

Canon EF24-105mm f/4L IS II USM
Canon EF16-35mm f/2.8L II USM

Software Used:

- 3DSMax 2023 with Arnold 5 (3D Modelling and Render Engine)
- AutoCAD 2025 (2D CAD Editing)
- Globalmapper 26 (GIS Data Mapping / Processing)
- Photoshop CC 2025 (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) – 2025-10-20
- Proposed Civil levels 3D model (AutoCAD DWG) – Received 2026-03-03
- Independent site survey from LTS Registered Surveyors (AutoCAD DWG) – Dated 2025-11-25

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 been taken at 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, including independent site surveys, aerial photography, digital elevation models and LiDAR point-clouds, the relevant datasets are validated and combined to form a geo-referenced base 3D model from which additional information, such as proposed architecture, landscape and photographic viewpoints can be inserted.
- Layers of the proposed development are obtained from the designers as digital 3D models and 2D plans. All drawings/models are verified and registered to their correct geo-location before being inserted into the base 3D model.
- For each photo being used for the photomontage, the photo’s GPS location, camera, lens, focal length, time/date and exposure information is extracted, checked and replicated within the 3D base model as a 3D camera. A camera match is created by aligning the 3D camera with the 3D base model against the original photo, matching the original photographic location and orientation.
- From each viewpoint, a reference 3D model camera match is generated to verify an accurate match between the base 3D model (existing ground survey/vegetation etc) and original photo. A 3D wireframe image of the 3D base model is rendered in the 3D modelling software and composited over the original photo using the photo-editing software.
- From each viewpoint, the final photomontage is then produced by compositing 3D rendered images of the proposed development into the original photo with editing performed to sit the render at the correct view depth. Photographic elements are cross-checked against the 3D model to ensure elements such as foreground trees and buildings that may occlude views to the proposed development are retained. Conversely, where trees/buildings may be removed as part of the proposal, these are also removed in the photomontage.





Original Photo Extent - 35mm Standard View



225-245 Martin Road, Bradfield - SSD-97711727 - Bulk Earthworks, Rehabilitation & Quarrying
VP1 (Photo 2258): Looking ENE along Badgerys Creek Road
Existing Conditions 2025-04-10 09:46 AEST

DATE: 2026-03-11
JOB NO: P0062504
DWG NO: VP_1A
REV: A



225-245 Martin Road, Bradfield - SSD-97711727 - Bulk Earthworks, Rehabilitation & Quarrying
VP1 (Photo 2258): Looking ENE along Badgerys Creek Road
Camera Match 3D Model to Photo (Wire Frame)

DATE: 2026-03-11
JOB NO: P0062504
DWG NO: VP_1B
REV: A

Legend

Proposed
Earthworks
(screened from
this view)



Distance to project - 1.25km
Original Photo Extent - 35mm Standard View



225-245 Martin Road, Bradfield - SSD-97711727 - Bulk Earthworks, Rehabilitation & Quarrying
VP1 (Photo 2258): Looking ENE along Badgerys Creek Road
Photomontage - Proposed Earthworks

DATE: 2026-03-11
JOB NO: P0062504
DWG NO: VP_1C
REV: A



Original Photo Extent – 35mm Standard View



225–245 Martin Road, Bradfield – SSD-97711727 – Bulk Earthworks, Rehabilitation & Quarrying
VP2 (Photo 0135): Looking SSW along Martin Road
Existing Conditions 2025-10-09 09:50 AEDT

DATE: 2026-03-11
JOB NO: P0062504
DWG NO: VP_2A
REV: A



Original Photo Extent – 35mm Standard View





225-245 Martin Road, Bradfield - SSD-97711727 - Bulk Earthworks, Rehabilitation & Quarrying
VP2 (Photo 0135): Looking SSW along Martin Road
Photomontage - Proposed Earthworks

DATE: 2026-03-11
JOB NO: P0062504
DWG NO: VP_2C
REV: A

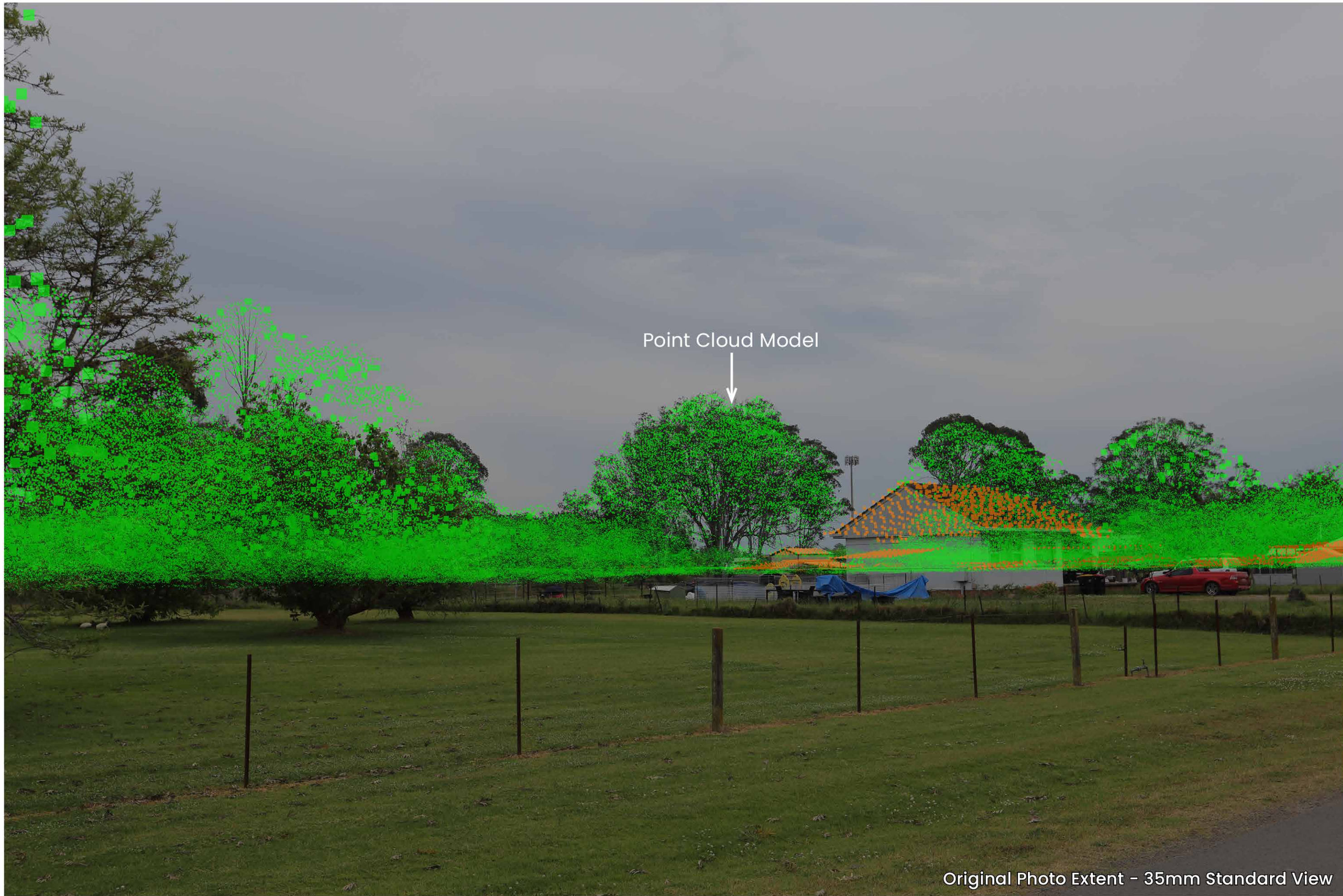


Original Photo Extent – 35mm Standard View



225–245 Martin Road, Bradfield – SSD-97711727 – Bulk Earthworks, Rehabilitation & Quarrying
VP3 (Photo 0159): Looking NNW along Ramsay Road
Existing Conditions 2025-10-09 10:09 AEDT

DATE: 2026-03-11
JOB NO: P0062504
DWG NO: VP_3A
REV: A



Point Cloud Model



Original Photo Extent – 35mm Standard View



225–245 Martin Road, Bradfield – SSD-97711727 – Bulk Earthworks, Rehabilitation & Quarrying
VP3 (Photo 0159): Looking NNW along Ramsay Road
Camera Match 3D Model to Photo (Wire Frame)

DATE: 2026-03-11
JOB NO: P0062504
DWG NO: VP_3B
REV: A

Legend

Proposed
Earthworks
(screened from
this view)



Distance to project - 750m
Original Photo Extent - 35mm Standard View

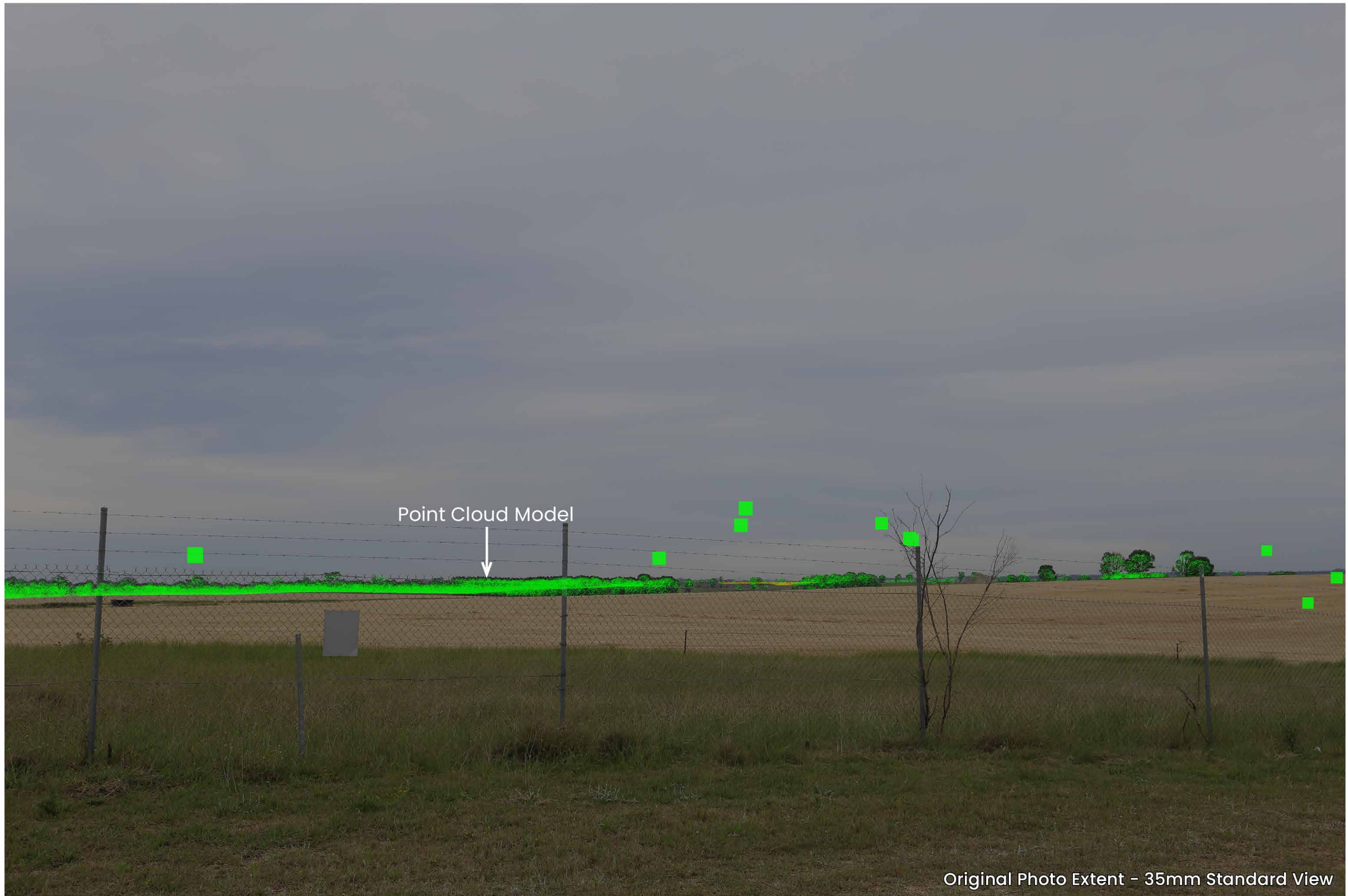


Original Photo Extent - 35mm Standard View



225-245 Martin Road, Bradfield - SSD-97711727 - Bulk Earthworks, Rehabilitation & Quarrying
VP4 (Photo 0198): Looking NNE off Badgerys Creek Road
Existing Conditions 2025-10-09 10:34 AEDT

DATE: 2026-03-11
JOB NO: P0062504
DWG NO: VP_4A
REV: A



Original Photo Extent - 35mm Standard View



225-245 Martin Road, Bradfield - SSD-97711727 - Bulk Earthworks, Rehabilitation & Quarrying
VP4 (Photo 0198): Looking NNE off Badgerys Creek Road
Camera Match 3D Model to Photo (Wire Frame)

DATE: 2026-03-11
JOB NO: P0062504
DWG NO: VP_4B
REV: A

Legend

Proposed
Earthworks
(screened from
this view)



Distance to project - 2.40km

Original Photo Extent - 35mm Standard View



225-245 Martin Road, Bradfield - SSD-97711727 - Bulk Earthworks, Rehabilitation & Quarrying
VP4 (Photo 0198): Looking NNE off Badgerys Creek Road
Photomontage - Proposed Earthworks

DATE: 2026-03-11
JOB NO: P0062504
DWG NO: VP_4C
REV: A