

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

Following the recent rezoning of the Mamre Road Precinct, the Site is now pursuant to the provisions of the WSEA SEPP (see Figure 26 below) and is zoned IN1 General Industrial.

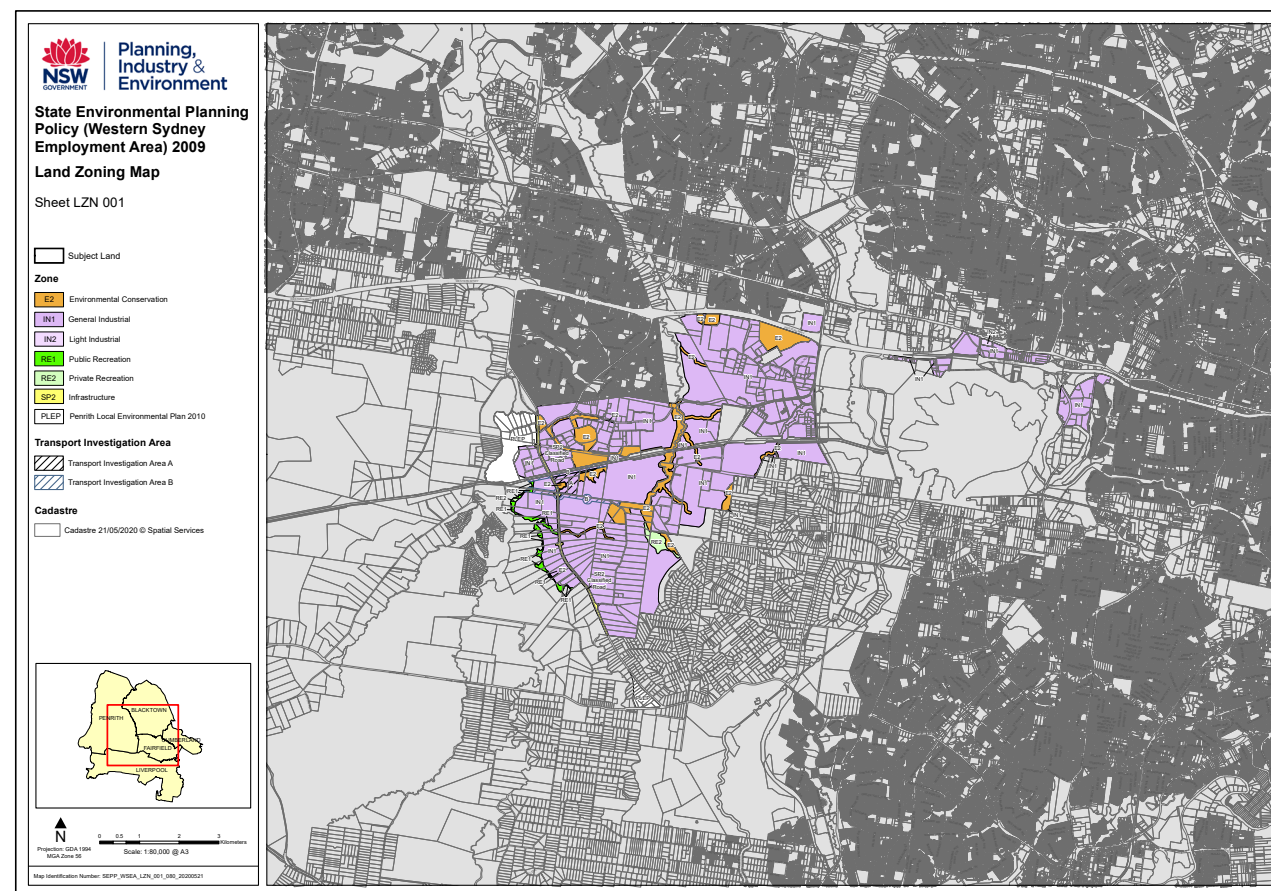


Figure 26: Land Zoning Map (Source: NSW Legislation SEPP WSEA Amendment 2020)

5.2 Mamre Road Precinct Structure Plan - June 2020

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

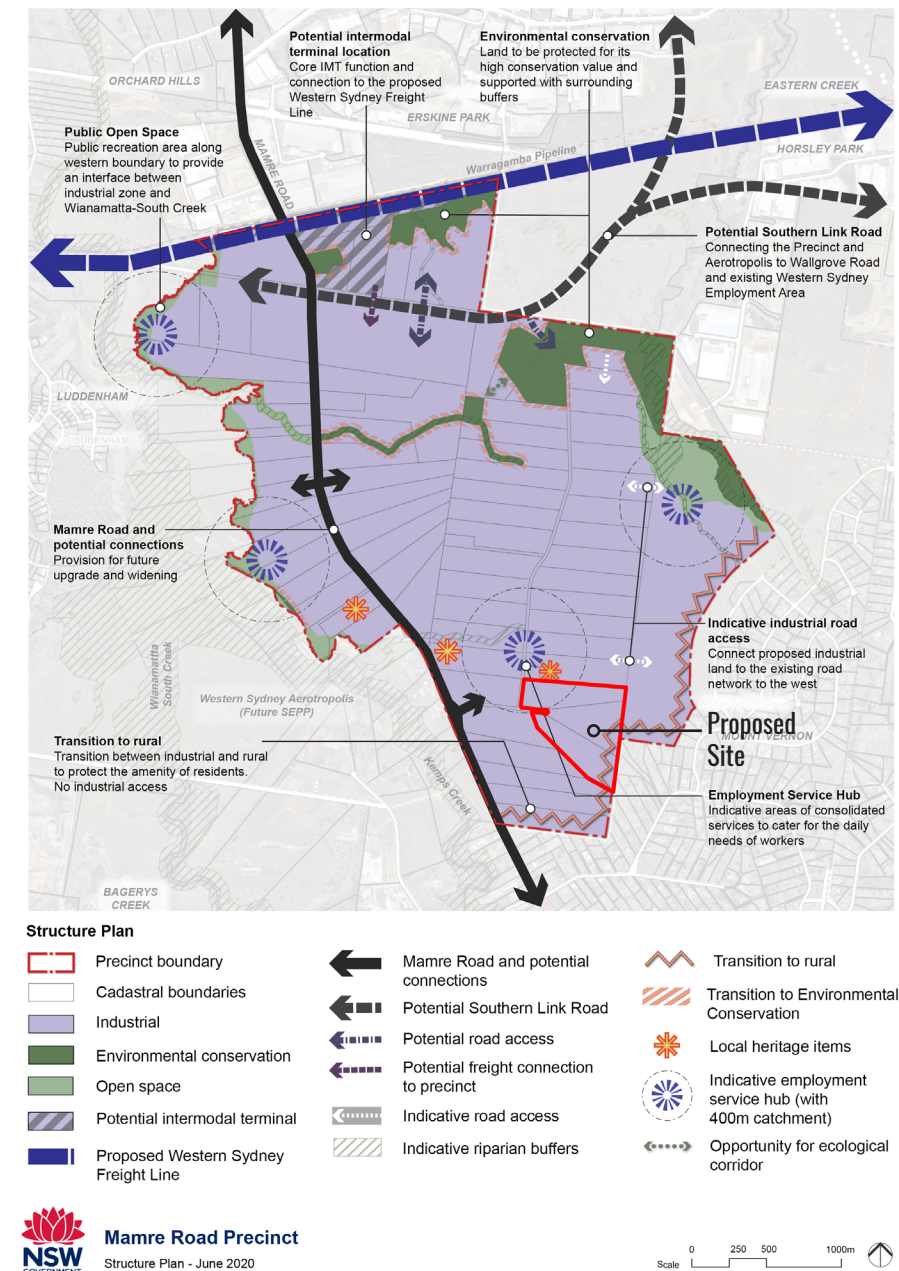


Figure 27: Mamre Road Precinct Structure Plan June 2020 (Source: DPIE. Amended by Geoscapes to overlay Proposed Site boundary)

5.3 Mamre Road Precinct DRAFT Development Control Plan - NOV 2020

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

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

- **3.2 Views and Vistas**
- **3.3 Interface with Mount Vernon Residential Area**

Following review of sections 3.2 and 3.3 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.
- The visual amenity of adjoining rural residential areas has been address by the introduction of the landscape screening, particular on the eastern boundary with a 15m wide buffer zone and 30m building setback.

5.4 Western Sydney Aerotropolis Plan

Following public exhibition of the Draft Western Sydney Aerotropolis Plan (WSAP) in 2019, the WSA was finalised in September 2020. As the development site is close to land within the WSA, it has been considered within the VIA. Below in Figure 28 is the SEPP WSA 2020 Land Zoning Map, this shows that land in approximately 700m in distance 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 are residential dwellings which have been identified as being potential visual receptors of the proposed development. As a result of the recent finalisation of the WSAP, it is possible that in the future any property located within the ENZ zone could potentially be acquired at a future point in time for environment or recreation development.

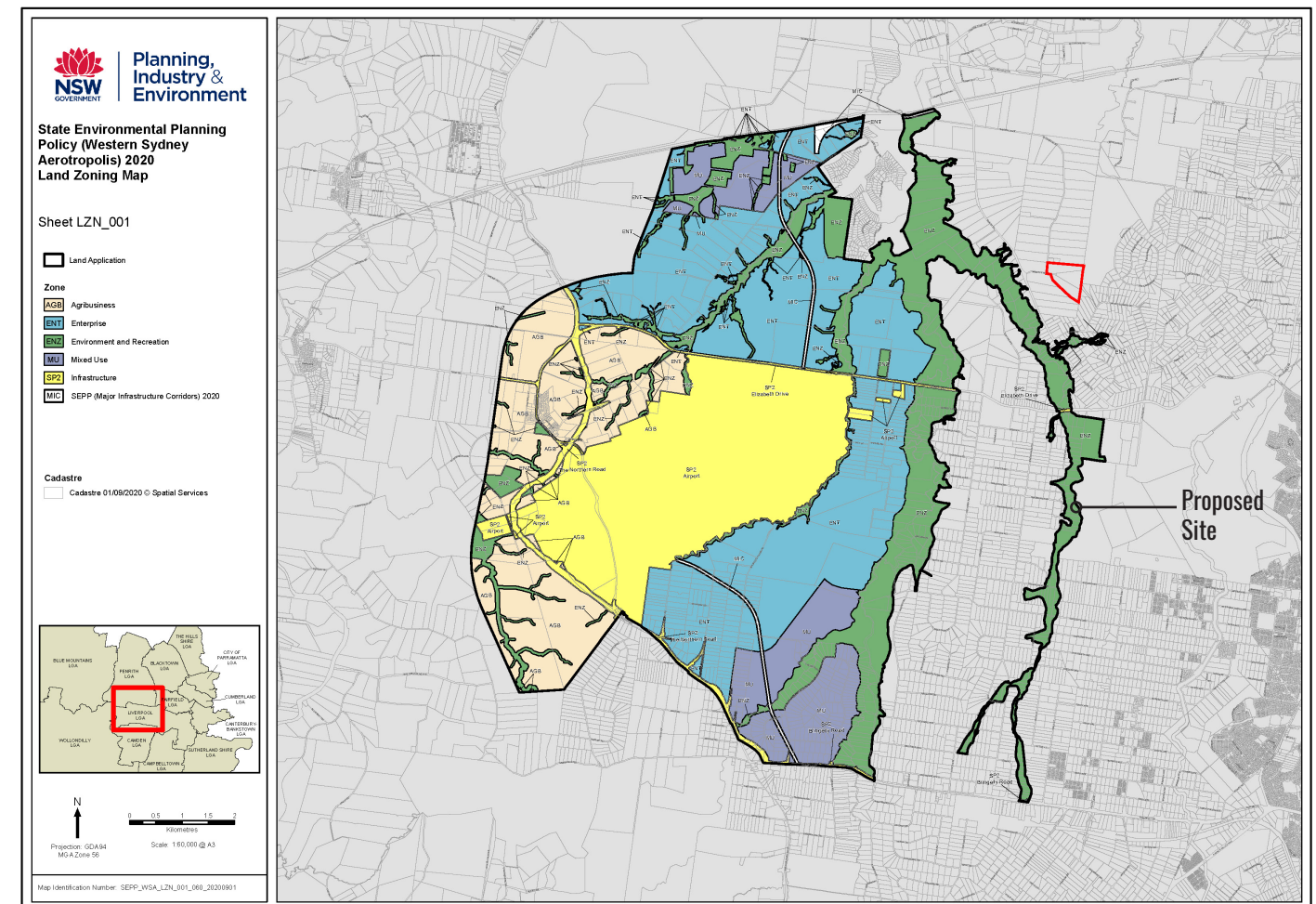


Figure 28: SEPP Western Sydney Aerotropolis Plan 2020 (Source: DPIE)

5.5 Future Industrial Development within the Surrounding Area

To the northwest at a distance of 2.5km from the development site, a proposal for the 'Kemps Creek Warehouse, Logistics And Industrial Facilities Hub - SSD 9522' located at 657-769 Mamre Road is currently under approval review by the DPIE. Figure 29 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 of the proposed site, a SSD application has been submitted for 'Aspect Industrial Estate' located at lots 54-58 Mamre Road. Figure 30 shows the SSDA Estate Masterplan containing 11 lots and a potential of 15 warehouses. The proposal was prepared on behalf of Mirvac and will form another significant industrial development immediately along Mamre Road.

To the north at a distance of 600m, an application for '200 Aldington Road Industrial Estate' is currently being prepared for SDD lodgement by Stockland Fife Kemps Creek. Figure 31 shows the SEARS Application-Masterplan for 13 warehouses containing 23 buildings. If approved this would form a significant industrial development to the east of Aldington Road 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.

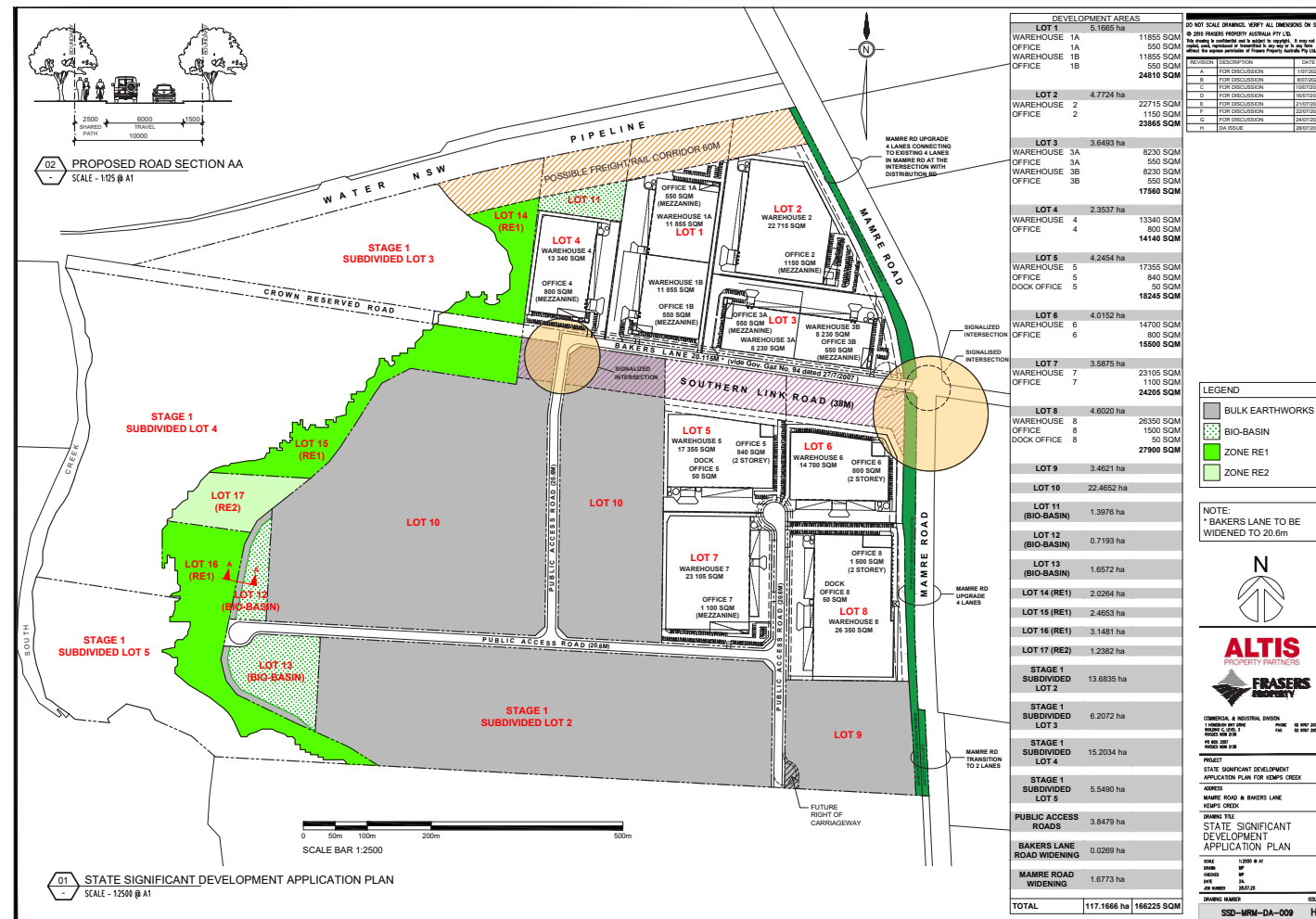


Figure 29: Kemps Creek Industrial Facility - SSD Plan (Source: Frasers & Altis)



Figure 30: Aspect Industrial Estate - SSDA Estate Masterplan (Source: DPIE Major Projects)

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.

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 Draft Mamre Road Precinct DCP. This will take the form of large landscape buffer zones, to soften the edges of industrial development.

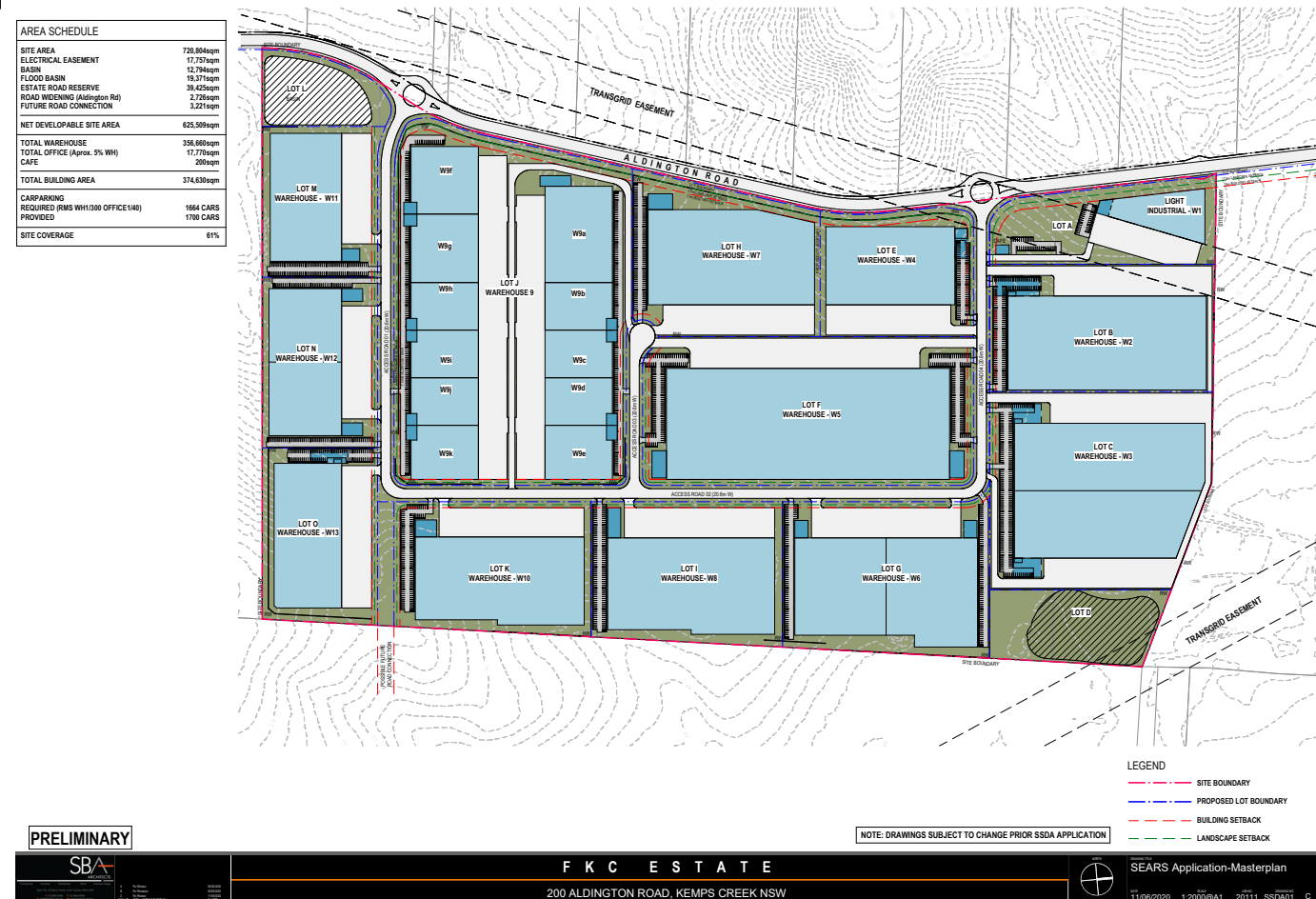


Figure 31: 200 Aldington Road Industrial Estate - SEARS Application-Masterplan (Source: DPIE)

5.7 Selected Viewpoints – Receptor Locations

The symbols and numbering in Figure 2 on page 8, indicates the viewpoints and photomontages that have been selected for a Visual Impact Assessment (VIA). A sample of receptors which are closest in proximity to the proposed development have been selected. From viewpoint locations, photomontages have been generated to represent as closely as possible views of the proposed development following construction at year 0 and at year 15. Year 15 photomontages are used to simulate proposed landscape mitigation at maturity.

Refer to the visual impact assessment at Section 8.0 of this report and the corresponding viewpoints 1 to 7.

5.8 Proposed ESR Logistics Estate, Kemps Creek - SSD Masterplan

Situated in Figure 32 on page 24 is the current Site Masterplan. This plan is used for the purpose of assessment within this VIA report. For detailed information regarding the built forms, refer to section 6.0.

6.0 DEVELOPMENT PROPOSALS

6.1 General

The following description is based on the ESR Estate Plan, elevations and sections shown in Figures 32,33 and 34. The application proposes an industrial estate with 7 buildings containing 12 warehouses including a central access road, offices, car parking facilities, loading hard stand areas 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 Abbots Road which connects directly to Mamre Road. Mamre Road is due to be widened in the future to accommodate increase volumes of traffic.

6.3 Height / Scale

The height and scale of the warehouse is to be uniform and representative of the type of warehousing already present within the WSEA area. Warehousing is to be consistent a height of 14.6m at the ridge with a 2.5 degree roof pitch.

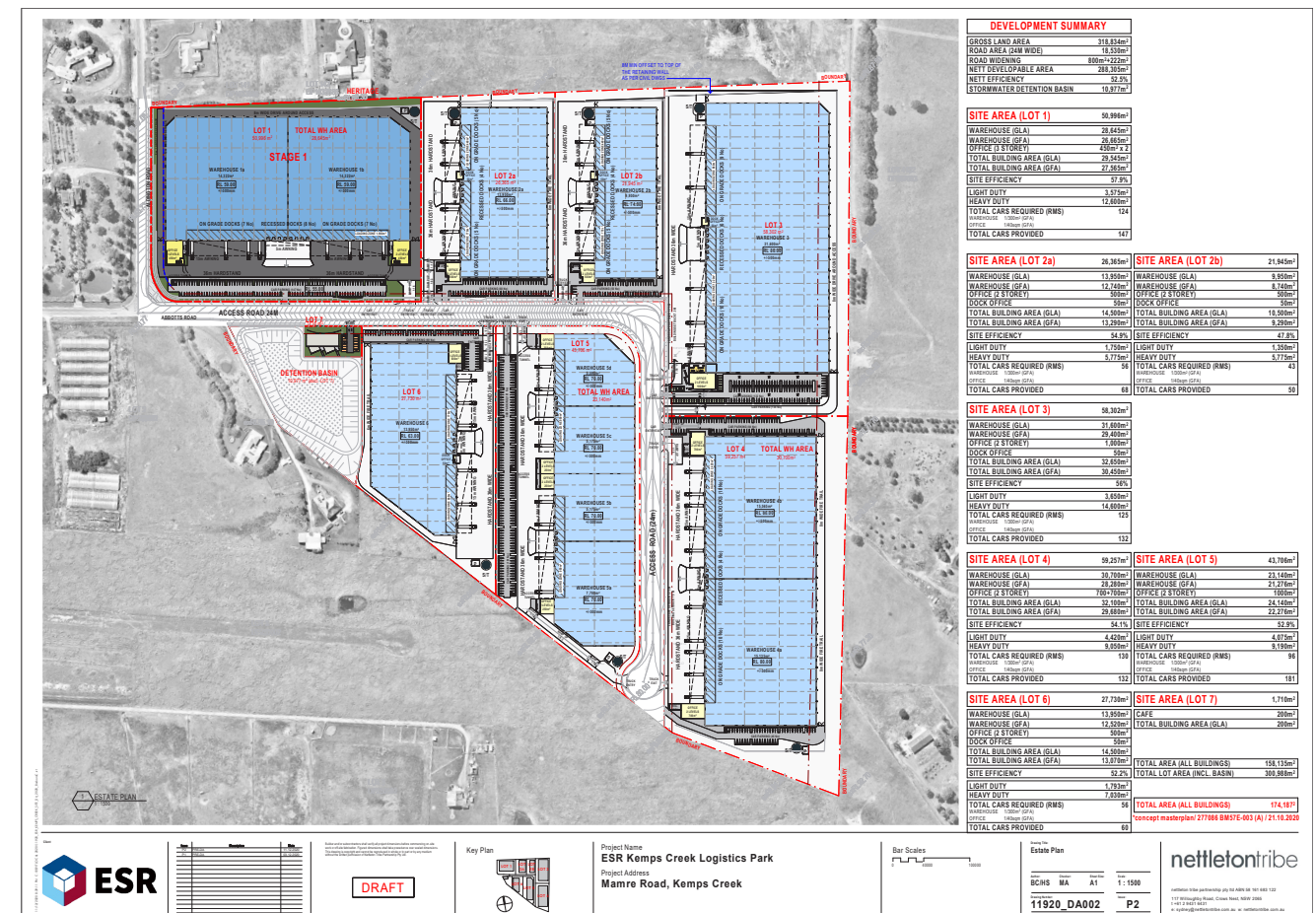


Figure 32: ESR Kemps Creek Logistics Park - Estate Plan (Source: Nettletontribe)

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

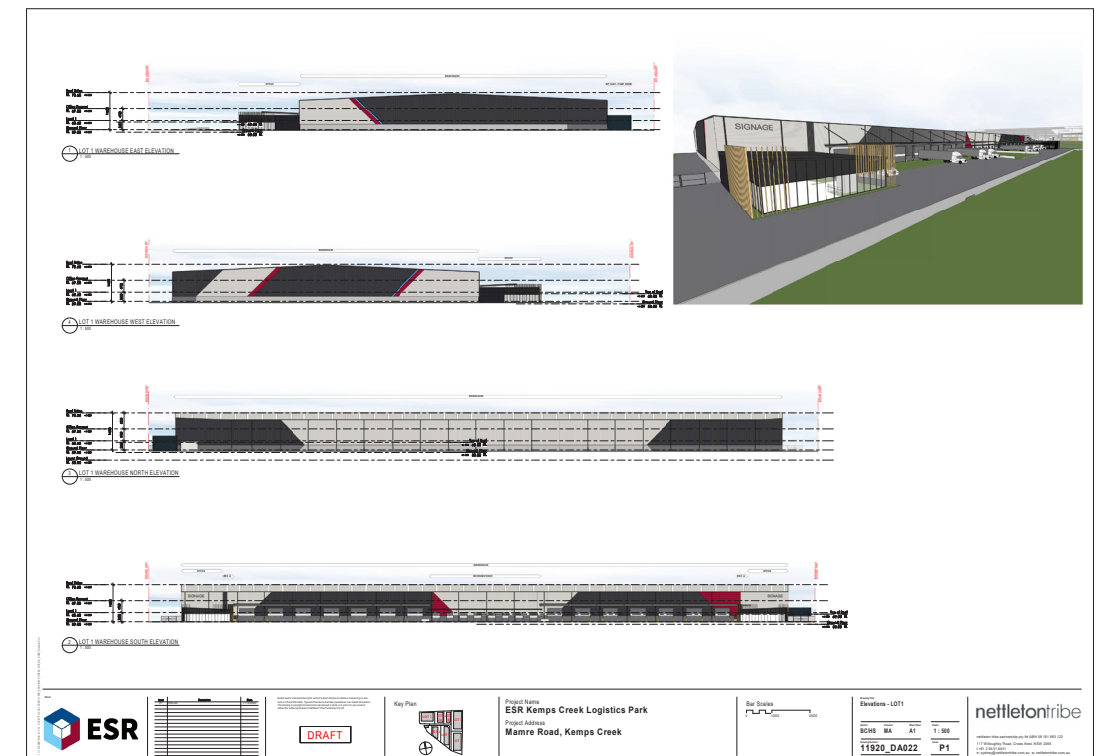


Figure 33: Typical Warehouse Elevations - (Source: Nettletontribe)

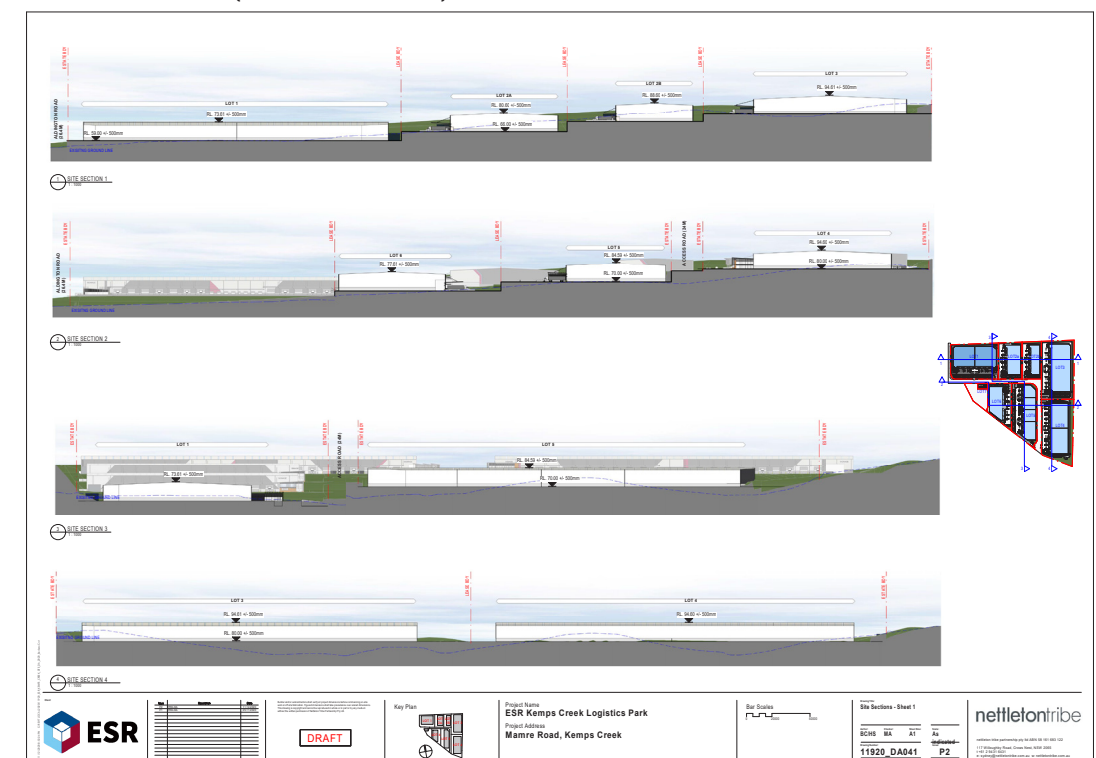


Figure 34: Typical Warehouse Sections - (Source: Nettletontribe)

7.0 LANDSCAPE STRATEGY, DESIGN AND MITIGATION

7.1 Strategy and Mitigation

The figure below shows the proposed landscape masterplan produced by Site Image Landscape Architects.



Figure 35: Landscape Masterplan - (Source: Site Image)

To help mitigate views particularly from the east, south and south east, a 15m wide 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.

7.2 Detailed Landscape Proposals

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

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8.0 VISUAL IMPACT ASSESSMENT

8.1 Viewpoint 1

| | |
|--|--|
| Viewing Location | Junction of Abbots 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 36 |
| Visual Description | |
| Approx. Viewing Distance from Site Boundary | 400m |
| View description & prominence of the development | <p>This receptor was selected for visual assessment as it represents the type of view that might be experienced by motorists turning on to Abbots 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 a gravel lay-by on the northern side of the junction.</p> <p>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.</p> <p>The development site is situated centrally within the baseline view and existing dwellings can currently be seen within the site at higher elevations.</p> <p><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></p> |
| Visual Receptor Sensitivity | Views are likely to be experienced by motorists 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 Abbots 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 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 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 15

Figure 36: Viewpoint 1 - 983 Mamre Road, Kems Creek - Looking North (Photomontage)

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 37 and 37a (Photomontage Extended Angle of View) |
| Visual Description | |
| Approx. Viewing Distance from Site Boundary | 20m |
| View description & prominence of the development | <p>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.</p> <p>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.</p> |
| 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 | |
| | The proposed development will be clearly noticeable and the view would be altered by its presence. 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. Therefore, 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* . |

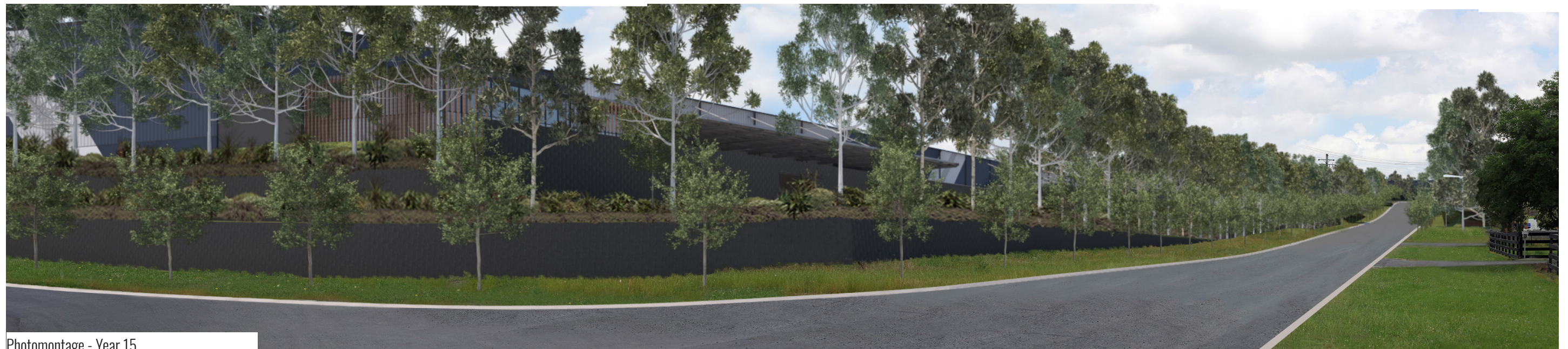
***NOTE :** This visual receptor is located adjacent within the Mamre Road Precinct which has recently been rezoned to industrial use following an amendment to the SEPP WSEA. Lands directly adjacent to the east, north and west have been zoned IN1. Therefore, visual impacts are likely to reduce in the longer term as more industrial development influences the area and visual sensitivity decreases.



Baseline Photo



Photomontage - Year 0



Photomontage - Year 15

Figure 37: Viewpoint 2 - 967 Mamre Road, Kemps Creek - Looking North (Photomontage)

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 | Figure 38 and 38a (Photomontage Extended Angle of View) |

Visual Description

| | |
|--|---|
| Approx. Viewing Distance from Site Boundary | 40m |
| View description & prominence of the development | <p>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. The elevation of the property is higher than Lots 1 & 6 of the proposed development, the remaining lots are on a similar or higher level than the property.</p> <p>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 in to the left of the baseline photo in extended Figure 38a. 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.</p> <p>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.</p> |

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 Draft 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* . |
|-------------------------------|---|

***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.**



Baseline Photo



Photomontage - Year 0



Photomontage - Year 15

Figure 38: Viewpoint 3 - Mamre Road South Approach, Kems Creek - Looking North (Photomontage)

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 | Figure 39 |

Visual Description

| | |
|--|--|
| Approx. Viewing Distance from Site Boundary | 750m |
| View description & prominence of the development | <p>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.</p> <p>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.</p> |

| | |
|-------------------------------|---|
| 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.**