

**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 1030-1048, 1050-1064 Mamre Road and 59-62 & 63 Abbotts 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, a 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.

This report is the second for the Westlink project following the Stage 1 Visual Impact Assessment (refer to VIA01 SSD-9138102). Stage 2 proposes the construction of a single warehouse, access roads, bulk earthworks only to future development areas and trunk drainage adjacent to the north boundary.

A request for a Secretary's Environmental Assessment Requirements (SEARs) was submitted by the client in July 2022 to the NSW Department of Planning and Environment (DPE). The SEARs were received in August 2022. This report aims to satisfy the following requirements of the SEARs:

Visual Impact –

- Provide a visual analysis of the development from key viewpoints, including photomontages or perspectives showing the proposed and likely future development.
- Where the visual analysis has identified potential for significant visual impact, provide a visual impact assessment that addresses the impacts of the development on the existing catchment.

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 Gluszkowski (Geoscapes Director and Registered Landscape Architect) who has over 20 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 building into the existing landscape/estate 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 Site Visit and Analysis of Zone of Visibility

Site visits were conducted on the 25th of November 2020, the 7th of December 2020 and 10th August 2022. Geoscapes 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 (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.

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).

2.3 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 using a planar method with no additional perspective fixing 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.

2.4 3D Modeling of the Development

Morphmedia were engaged to prepare an accurate digital three-dimensional computer model of the development using Autodesk 3Ds Max. Architectural warehousing and site models were supplied by Nettletontribe. All aspects of the proposed development were combined with the landscape design proposed by Site Image.

Camera positions of photographs taken from selected viewpoints were added to the model from the recorded GPS data. Known reference points and a triangulated surface model obtained from survey information were positioned into the view. These were then combined with the site photographs to create the simulated views of the proposal seen within Section 8.0.

2.5 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 all 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 ‘d’) 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 ‘d’ 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 ‘d’ 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.

Photomontages are intended to be printed at A3 or ‘d’ 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.

2.6 Visual Receptor Sensitivity and Magnitude of Change

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 below.

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.

2.7 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 opposite:

Table: Significance of Visual Impact Matrix

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 'baseline'.

Ratings of **visual receptor sensitivity** and **magnitude of change** which determine the significance of the visual impact, are judged against a '**baseline**' and normally this would be the existing view as photographed at each viewpoint. To ensure that the Westlink Stage 2 development is assessed cumulatively, each baseline image also contains a 3D representation of the DPE approved Stage 1 (SSD 9138102) development at Year 5 inserted into the photograph (Refer to Figures 27-35 (a,b and c) within section 8.0). It has been assumed for the purposes of this assessment that within the timeline of events it would be highly likely that Stage 2 would be constructed by Year 5. Therefore, the baseline image is now considered to be **the existing view (photograph) plus Westlink Stage 1 at Year 5, including all infrastructure, buildings and landscaping**. Ratings of receptor visual sensitivity and magnitude of change are assessed against this new baseline.

In simple terms, the significance of visual impacts at each location assessed within section 8.0 of this report are therefore, judgements of visual impacts that the Stage 2 development will create when assessed against the approved 'Westlink Stage 1' at year 5 and surrounding visual context.

All elements of the Stage 1 and 2 proposal, including buildings and mature landscaping (Year 15) are to be considered to be the 'residual effects' of development and **the significance of visual impacts indicated within this report are assessed against the residual effects**.

Ratings of visual receptor sensitivity and magnitude of change also do not take into account any potential future development to adjoining lands or potential change of use to the receptor lands, however, a consideration of both of these factors and how they could influence sensitivity in the future has been given at the end of each viewpoint assessment. Refer to sections 4.0 and 8.0.

3.0 JUSTIFICATION OF VIEWPOINTS SELECTED

3.1 Receptor Selections and Reasoning

The visual impacts generated by the proposed 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)
- Aldington Road (Close to Abbots Road), Kemps Creek (VP2)
- Mamre Road (Approach from North), Kemps Creek (VP3)
- Aldington Road, Kemps Creek (VP4)
- Boundary to 30 Kerrs Road, Mount Vernon (VP5)
- 30-38 Mount Vernon Road, Mount Vernon (VP6)
- 52A Mount Vernon Road, Mount Vernon (VP7)
- Mamre Road (Approach from South), Kemps Creek (VP8)
- 1096 Mamre Road, Kemps Creek (VP9)

In total nine viewpoint locations have been selected for photomontage and visual impact assessment, refer to Figure 2 for viewpoint locations. Five viewpoints have remained in the same locations as those assessed in the Westlink Stage 1 VIA report (200723_SSD_VIA01), four locations have been relocated to new positions deemed to be more relevant to the Stage 2 development.

As identified in the warehouse 2 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 Stage 2 development. A sample of these would include the following:

- 1 Abbots Road, Kemps Creek - 300m north of the site boundary
- 272-280 Aldington Road, Kemps Creek - 650m northeast of the site boundary
- 1005-1023 Mamre Road, Kemps Creek - 220m northwest of the site boundary
- 1066A-1078 Mamre Road, Kemps Creek - 80m south of the site boundary
- 1016-1028 Mamre Road, Kemps Creek - 80m north of the site boundary
- 930 Mamre Road, Kemps Creek - 1km north of the site boundary
- 930A Mamre Road, Kemps Creek - 0.8km north of the site boundary
- 930B Mamre Road, Kemps Creek - 0.7km north of the site boundary
- 967 Mamre Road, Kemps Creek - 0.7km northwest of the site boundary
- 44 Kerrs Road, Mount Vernon - 300m south of the site boundary
- 62A Mount Vernon Road, Mount Vernon - 250m east 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)

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. Many properties have been earmarked for purchase or recently purchased due to the likely approval of planned large scale industrial development.

The Mamre Road Precinct was rezoned to industrial use following an amendment to the WSEA SEPP. State Environmental Planning Policy (Industry and Employment) 2021 (Industry and Employment SEPP) repealed State Environmental Planning Policy (Western Sydney Employment Area) 2009 on 1 March 2022. The Subject Site now forms part of the Industry and Employment SEPP and is situated within Precinct 12 – Mamre Road of the Industry and Employment SEPP.

As a result of the rezoning of the Mamre Road Precinct most if not all the receptors listed 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 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 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 and Western Sydney Aerotropolis to the south and east lies the suburb of Mount Vernon, this is zoned C4 Environmental Living under the provisions of the Penrith LEP. Mount Vernon is considered to contain the most sensitive visual receivers of the ESR development due to a number of residential properties which will potentially have views of the estate. Some of these are at located at higher elevations and experience panoramic long distant views out over the landscape and towards the Blue Mountains.

Access was granted at three properties within Mount Vernon at distances ranging from approximately 90m to 330m from the Westlink Stage 2 site boundary. Views at nearby adjacent properties are expected to be similar and this is noted within view descriptions of viewpoints 5, 6 and 7. Therefore, the significance of visual impacts assessed for VP5, VP6 and VP7 can be considered to be representational of the expected visual impacts that could be received at number of similarly located properties.

Analysis of drone photography suggests that only very small view corridors may exist further east in central Mount Vernon. This was presented within the Stage 1 Westlink VIA report (200723_SSD_RPT_VIA01).

It should also be noted that the built form has been placed 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.

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 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

— Stage 2 Site Boundary

① Drone Position 1 -
16.8m APL

33°51'33.5"S
150°47'35.5"E

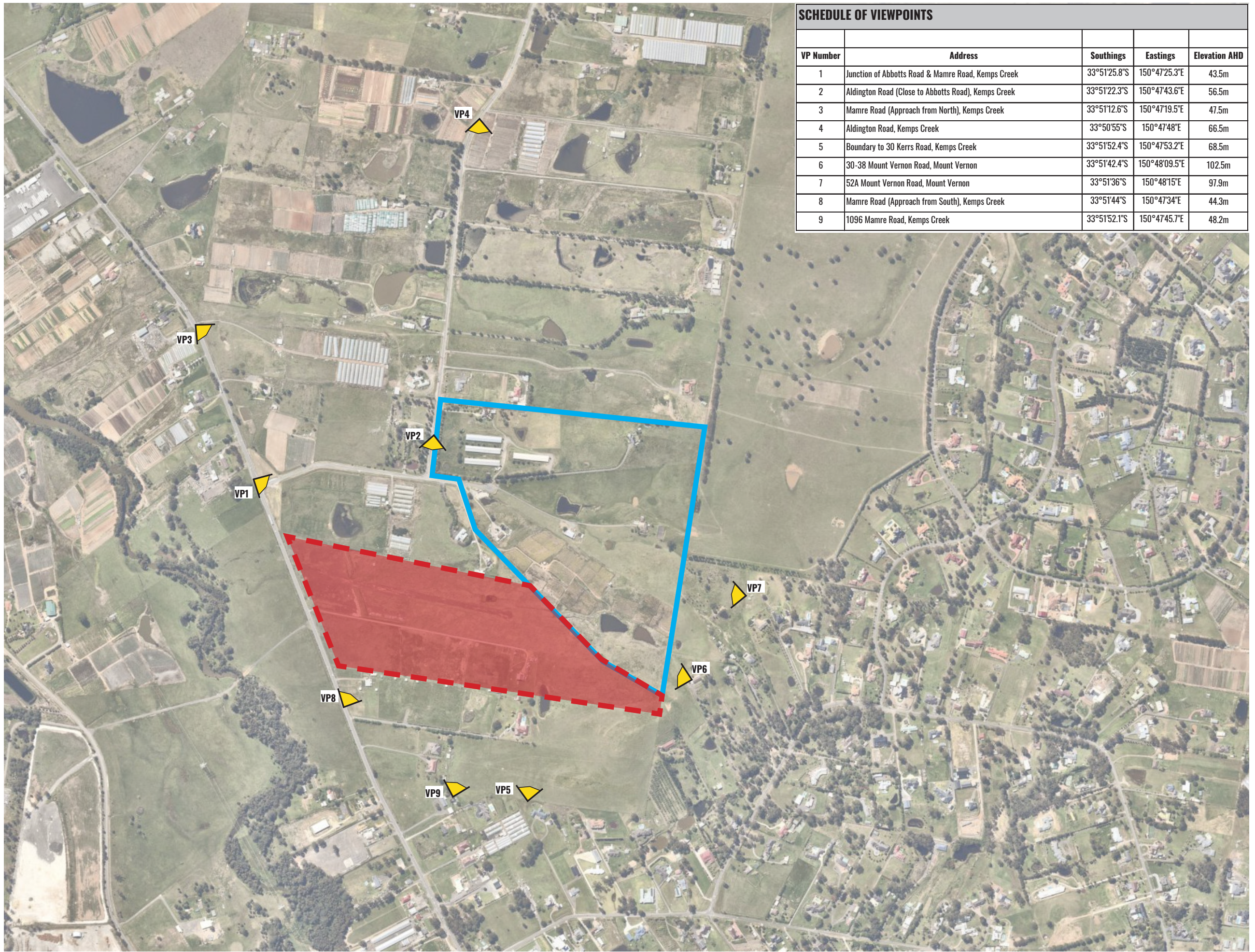
② Drone Position 2 -
16.8m APL

33°51'38.5"S
150°47'36.2"E

③ Drone Position 3 -
120m AGL

33°51'27.4"S
150°47'57.5"E

Figure 1: Drone Panoramic Photograph Positions



SCHEDULE OF VIEWPOINTS				
VP Number	Address	Southings	Eastings	Elevation AHD
1	Junction of Abbotts Road & Mamre Road, Kemps Creek	33°51'25.8"S	150°47'25.3"E	43.5m
2	Aldington Road (Close to Abbotts Road), Kemps Creek	33°51'22.3"S	150°47'43.6"E	56.5m
3	Mamre Road (Approach from North), Kemps Creek	33°51'12.6"S	150°47'19.5"E	47.5m
4	Aldington Road, Kemps Creek	33°50'55"S	150°47'48"E	66.5m
5	Boundary to 30 Kerrs Road, Kemps Creek	33°51'52.4"S	150°47'53.2"E	68.5m
6	30-38 Mount Vernon Road, Mount Vernon	33°51'42.4"S	150°48'09.5"E	102.5m
7	52A Mount Vernon Road, Mount Vernon	33°51'36"S	150°48'15"E	97.9m
8	Mamre Road (Approach from South), Kemps Creek	33°51'44"S	150°47'34"E	44.3m
9	1096 Mamre Road, Kemps Creek	33°51'52.1"S	150°47'45.7"E	48.2m

- STAGE 2 SITE BOUNDARY
- STAGE 1 SITE BOUNDARY
- VIEWPOINT LOCATION & PHOTOMONTAGE

Figure 2: Viewpoint Locations

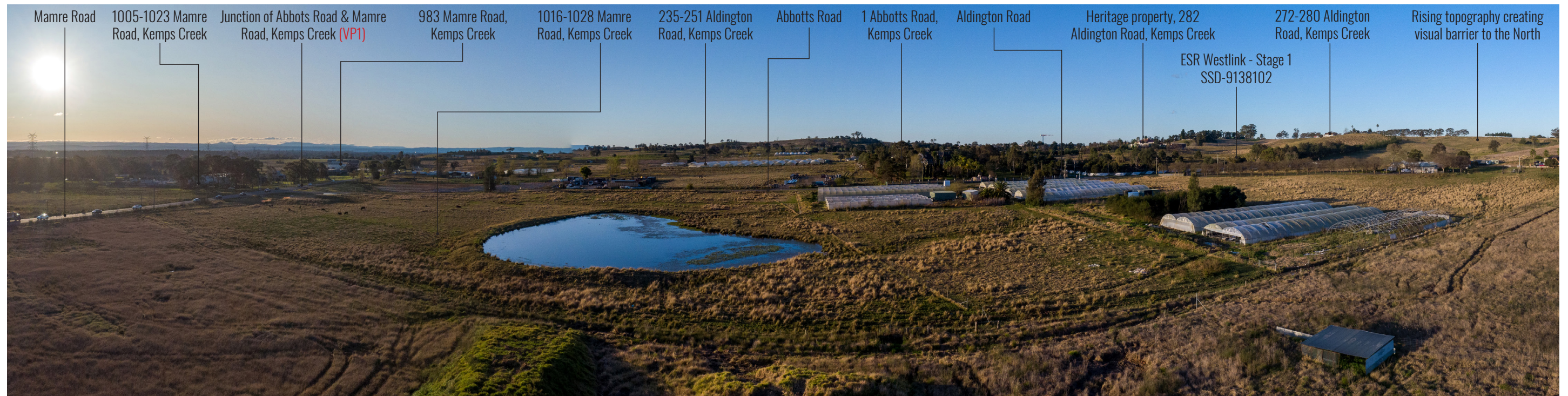


Figure 3: Drone at Position 1 - 16.8 APL - Looking North

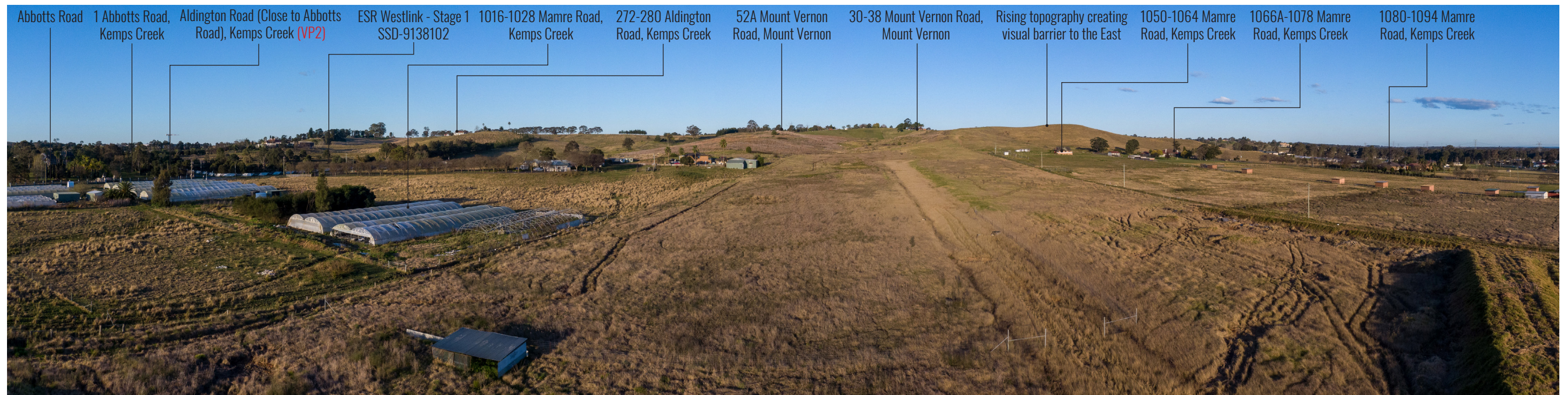


Figure 4: Drone at Position 1 - 16.8 APL - Looking East



Figure 5: Drone at Position 1 - 16.8 APL - Looking South



Figure 6: Drone at Position 1 - 16.8 APL - Looking West

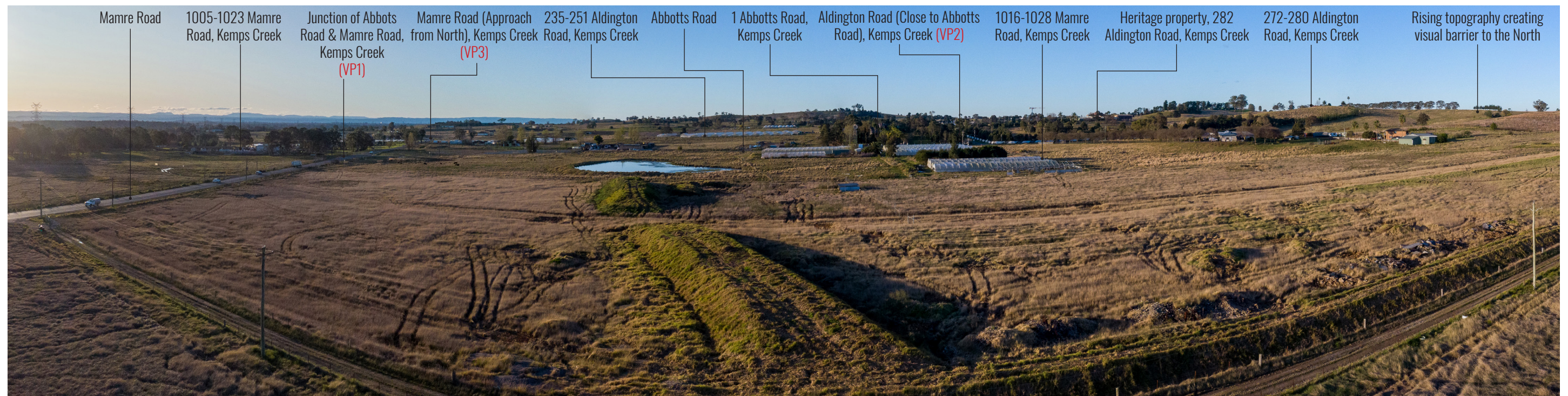


Figure 7: Drone at Position 2 - 16.8m APL - Looking North

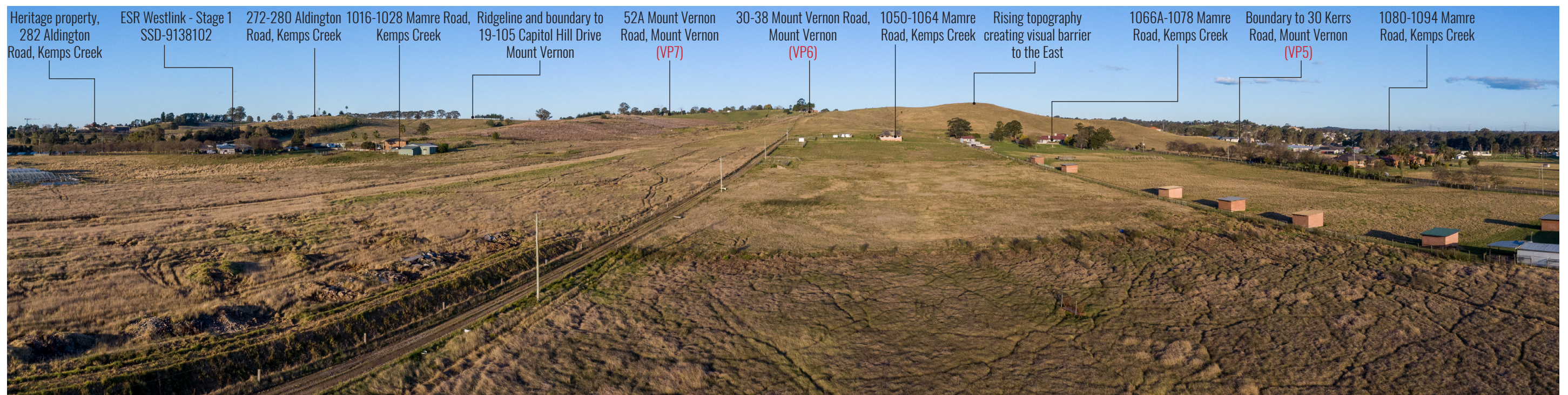


Figure 8: Drone at Position 2 - 16.8m APL - Looking East



Figure 9: Drone at Position 2 - 16.8m APL - Looking South



Figure 10: Drone at Position 2 - 16.8m APL - Looking West

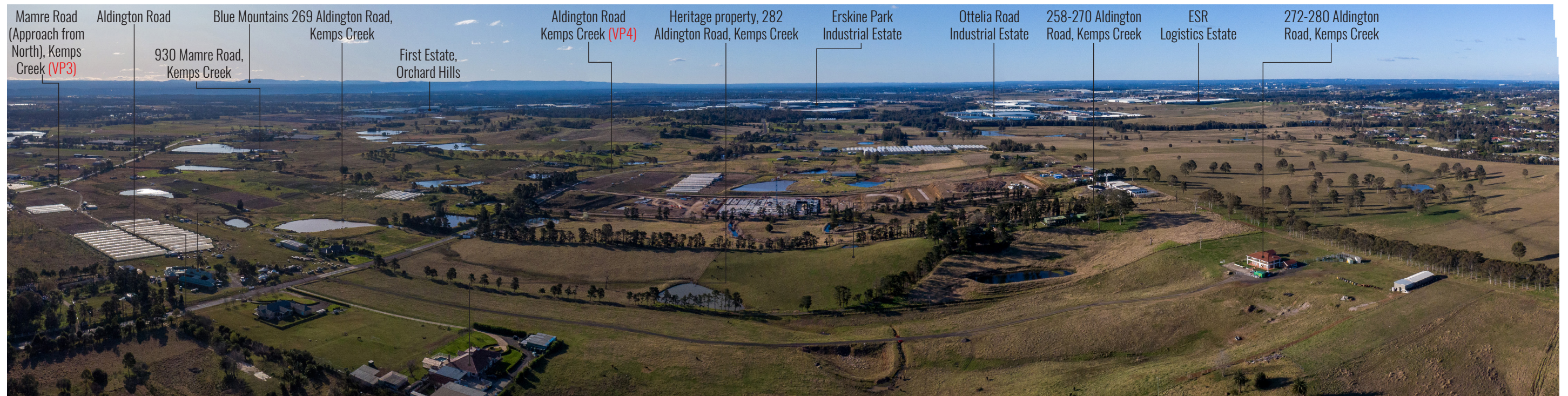


Figure 11: Drone at Position 3 - 120m AGL looking North



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



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



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

4.0 THE SITE AND ENVIRONS

4.1 Location

Stage 2 is located to the southwest of Stage 1 and is within the Penrith City Council Local Government Area. It has a gross land area of 21.7ha. 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	1030-1048 & 1050-1064 Mamre Road and 59-62 & 63 Abbotts Road, Kems Creek
Legal description	Lots 3 and 4 in DP250002 and Lots 11 and 12 in DP253503
Current use	The site was previously used as rural/agricultural land. 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 1028 Mamre Road, this land is also zoned IN1. Further north is Abbotts and Aldington Road and to the northeast the Westlink Stage 1 boundary. Mamre Road runs past the site in a north westerly direction.
- To the south of the site within Kems Creek and Mount Vernon, individual residential dwellings and agricultural farms are scattered throughout the landscape. 1080 Mamre Road has been recently purchased by a developer for industrial use and is situated adjacent to the boundary of the Mamre Road Precinct and Mount Vernon.
- Located to the east is the residential (zoned C4) suburb of Mount Vernon, this is considered to be an affluent area with large detached properties and land. It is judged that Mount Vernon will contain the most sensitive visual receivers of the ESR development and is located on the edge of the Mamre Road Precinct Boundary. Properties in this location are generally more elevated with views across to the north, northeast and west.
- Directly west of the site is Mamre Road, existing agricultural land uses, residential dwellings and the vegetated creek line of South Creek.

4.4 Aerial Photography

During the Drone photography that was carried out within the site boundary on the 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.

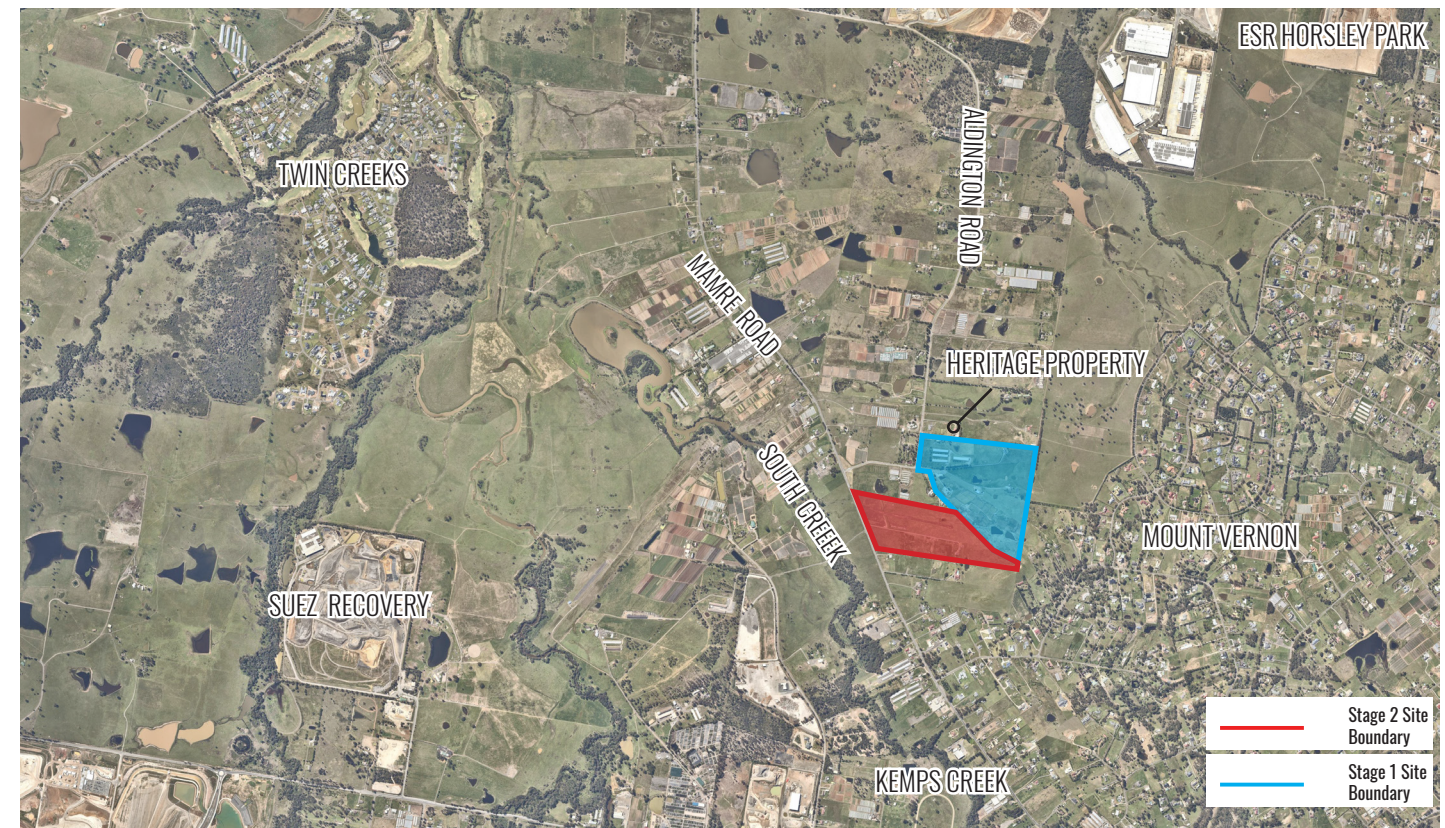


Figure 16: Site Context (Source: Nearmap 2019)

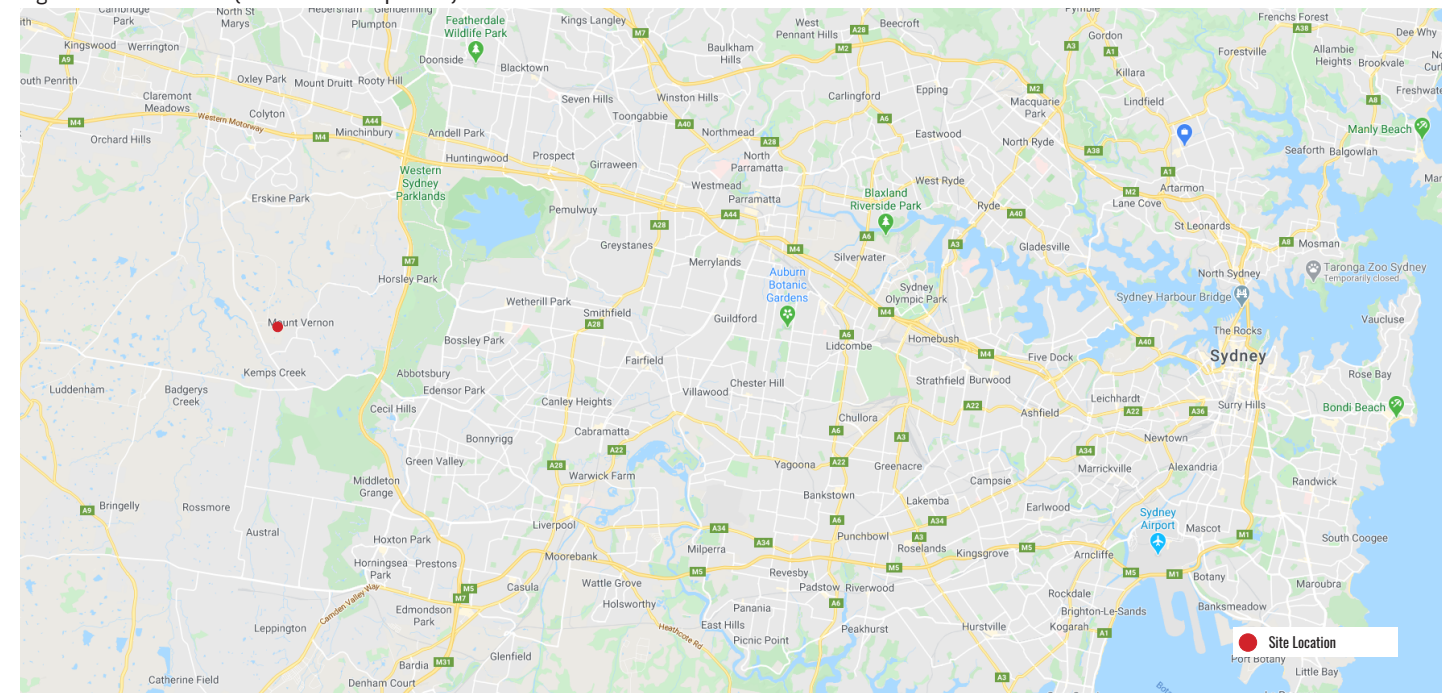


Figure 17: Site Location (Source: Google Maps)

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.

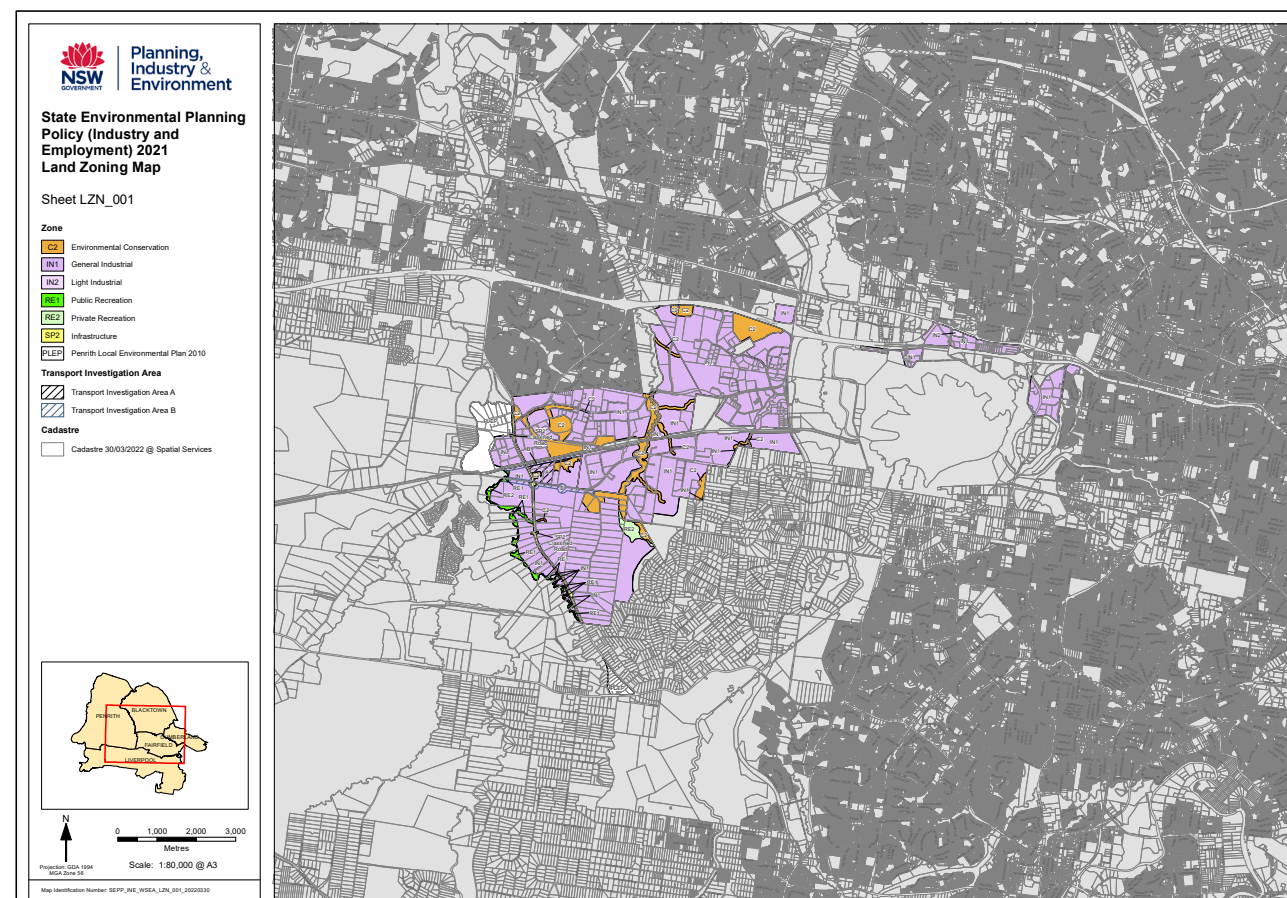


Figure 18: Land Zoning Map (Source: NSW Legislation State Environmental Planning Policy (Industry and Employment) 2021)

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.

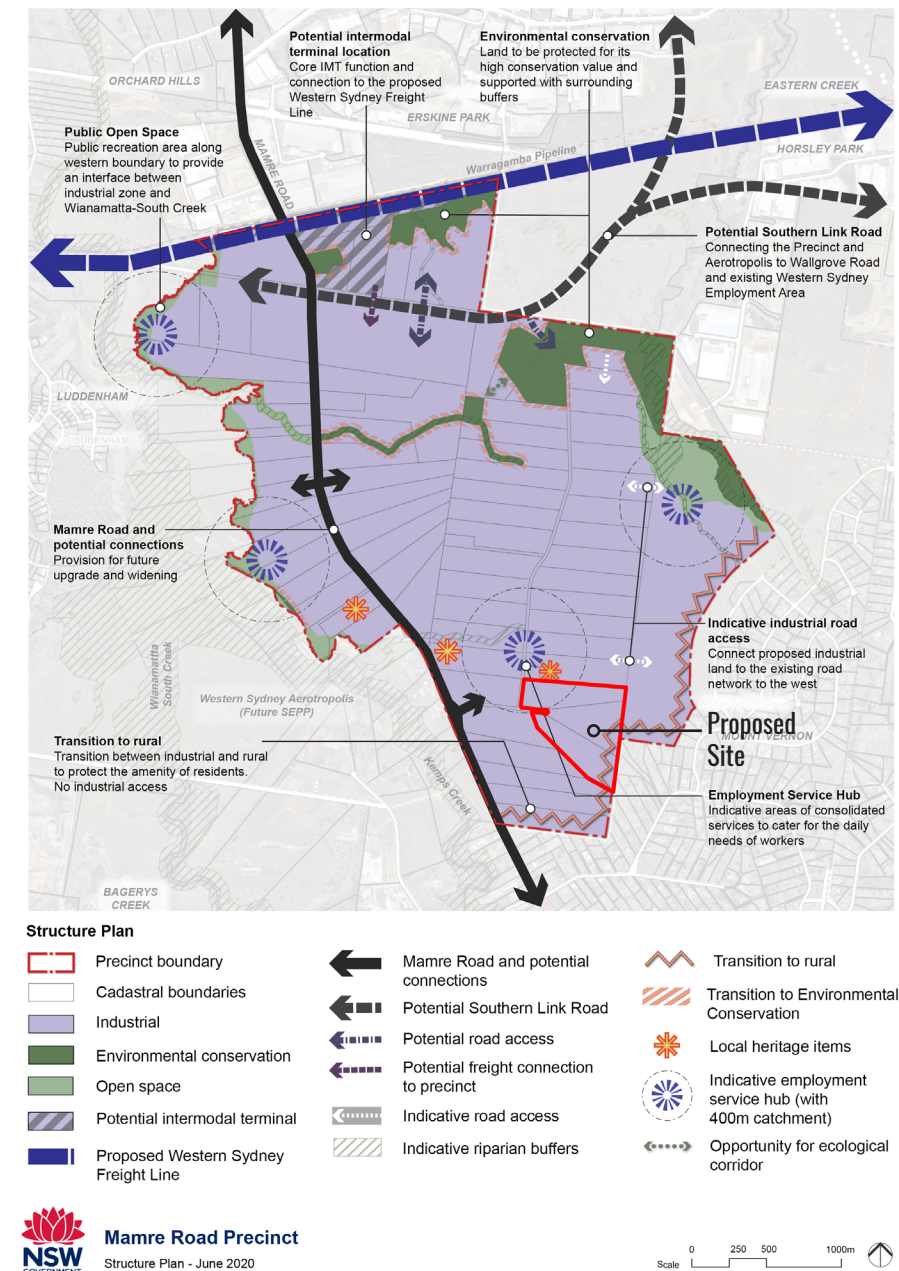


Figure 19: Mamre Road Precinct Structure Plan June 2020 (Source: DPE. Amended by Geoscapes to overlay Proposed Site boundary)

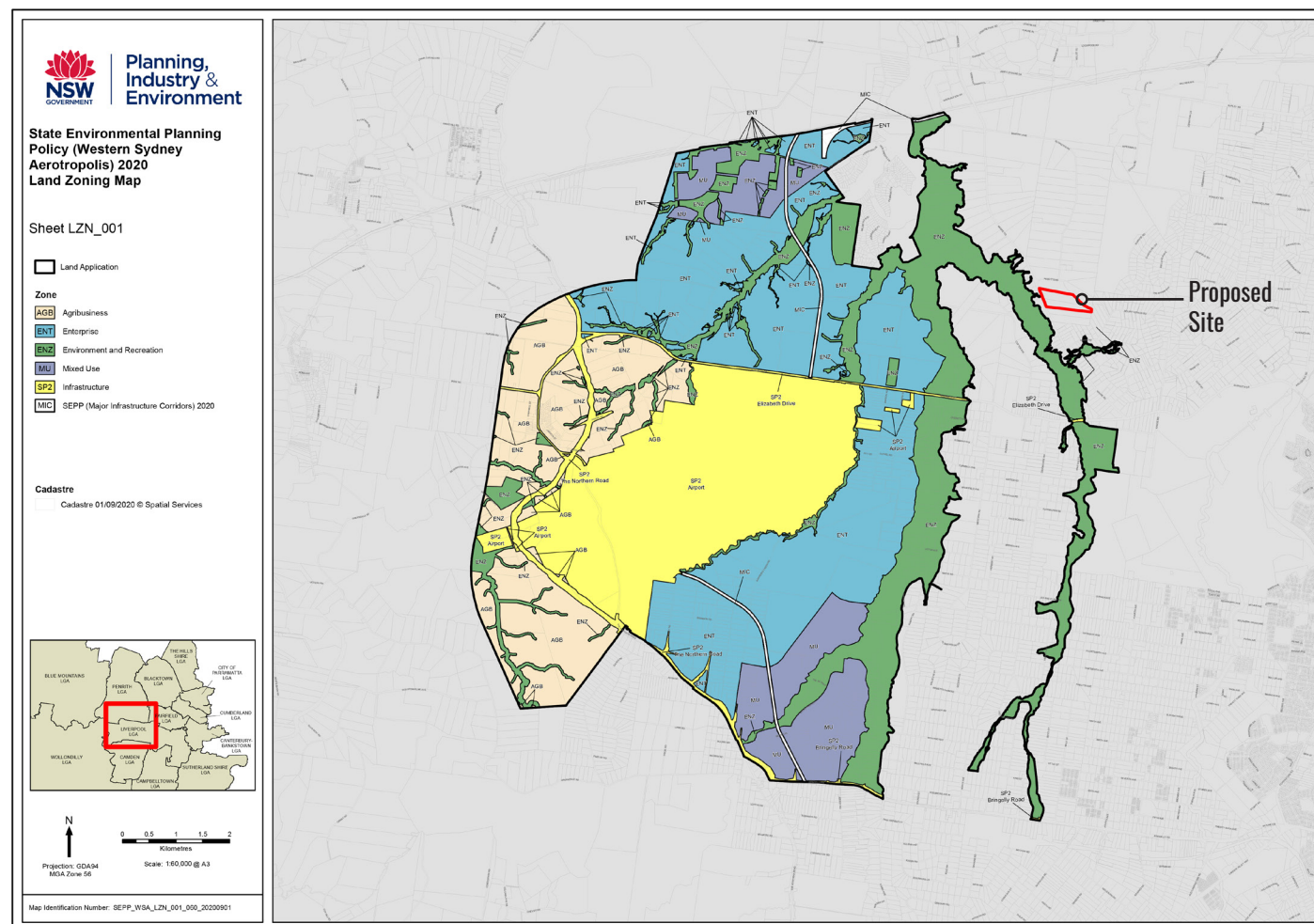


Figure 20: SEPP Western Sydney Aerotropolis Plan 2020 (Source: DPE)

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 the boundary of the WSA it has been considered within this VIA. Above in Figure 20 is the SEPP WSA 2020 Land Zoning Map, this shows that land to the west of the proposed Stage 2 boundary has been zoned to for recreation RE1 and ENZ Environment and Recreation.

VP1 is situated along Mamre Road and close to the ENZ zoning and therefore demonstrates the type of views that could be experienced of the Stage 2 development from future Environment and Recreation areas.

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 placing pad levels in cut 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 canopy trees are proposed along the western and southern boundaries.
- A high quality landscape character has been proposed in the landscape plans including addressing Mamre Road in the form of terraced walling and landscaping.

5.5 Westlink Stage 1

Situated in Figure 21 is the ESR Westlink Stage 1 estate plan, this has been approved by the DPE under SSD-9138102. It proposes the construction of two warehouses to lots 1 and 4 and bulk earthworks. The Stage 1 site plan was used in the assessment of visual impacts within report VIA01, and for this Stage 2 report, forms part of the 'baseline' within views from the surrounding area. Refer to section 2.4 for further details.

5.6 Future Industrial Development within the Surrounding Area

To the northeast 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 by Mirvac will form another significant industrial development at in close proximity to Westlink along Mamre Road.

To the north at a distance of 600m, '200 Aldington Road Industrial Estate' by Stockland Fife was approved by the DPE in May 2023. Figure 23 shows the SSDA Estate Masterplan for 13 warehouses and will form a significant industrial development to the east of Aldington Road. A number of rural residential properties will be removed as a result and any visual impacts received at those locations would no longer be of relevance.



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

5.7 Landscape Character

The site was previously 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 rural 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 Mamre Road Precinct DCP. This will take the form of large landscape buffer zones to soften the edges of industrial development along the boundary of Mount Vernon.



Figure 21: ESR Westlink - Stage 1 Estate Plan (Source: Nettletontribe)

Situated in Figure 24 is the Stage 2 Estate Plan. This plan is used for the purpose of assessment within this VIA report.

5.9 Proposed ESR Westlink Stage 2 - SSD Masterplan

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 in close in proximity to the proposed development and those with views on higher ground have been selected. From viewpoint locations, photomontages have been generated to represent 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 Selected Viewpoints – Receptor Locations

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



6.2 Access

6.3 Height / Scale / Levels

6.4 Colour / Materials & Finishes

[illegible]

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 aluminum framing, timber look feature blades and recycled brickwork.

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.

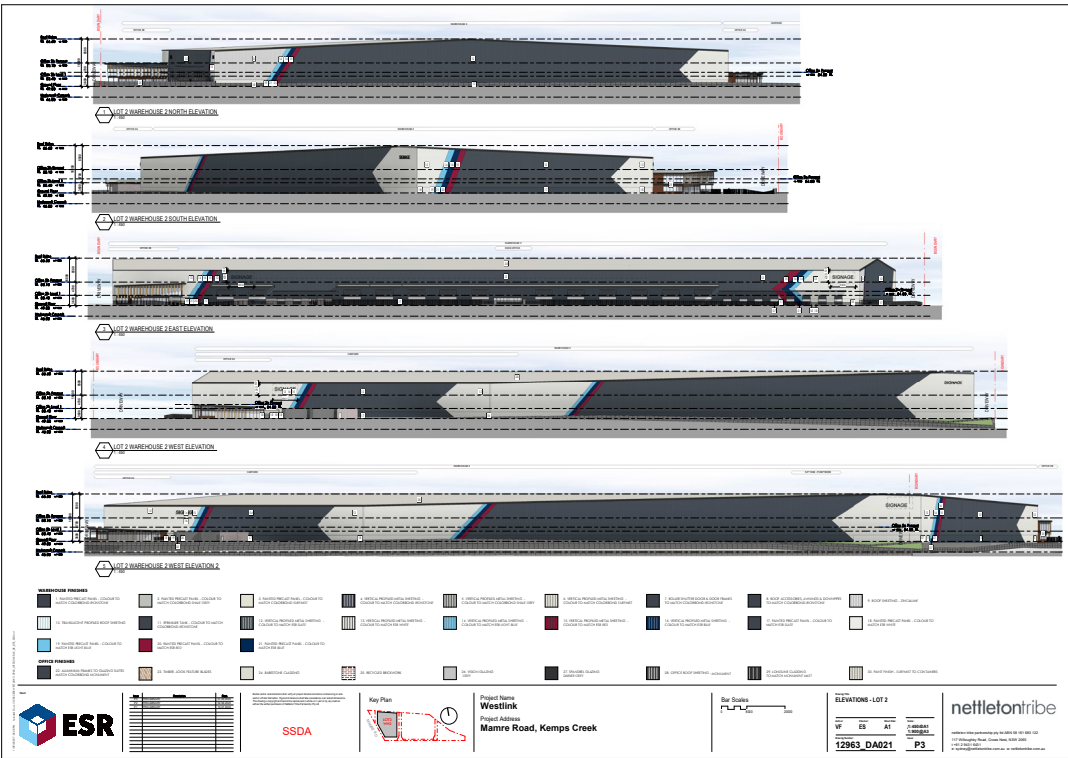


Figure 25a: Elevations - (Source: Nettletontribe)

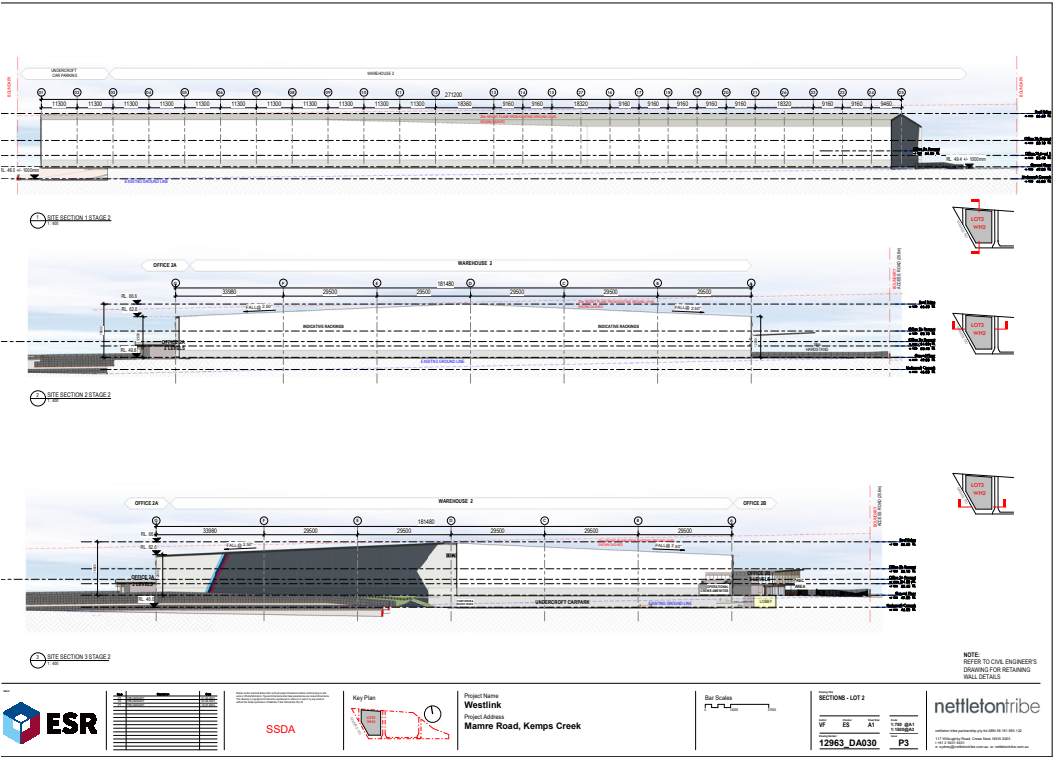


Figure 25b: Sections - (Source: Nettletontribe)

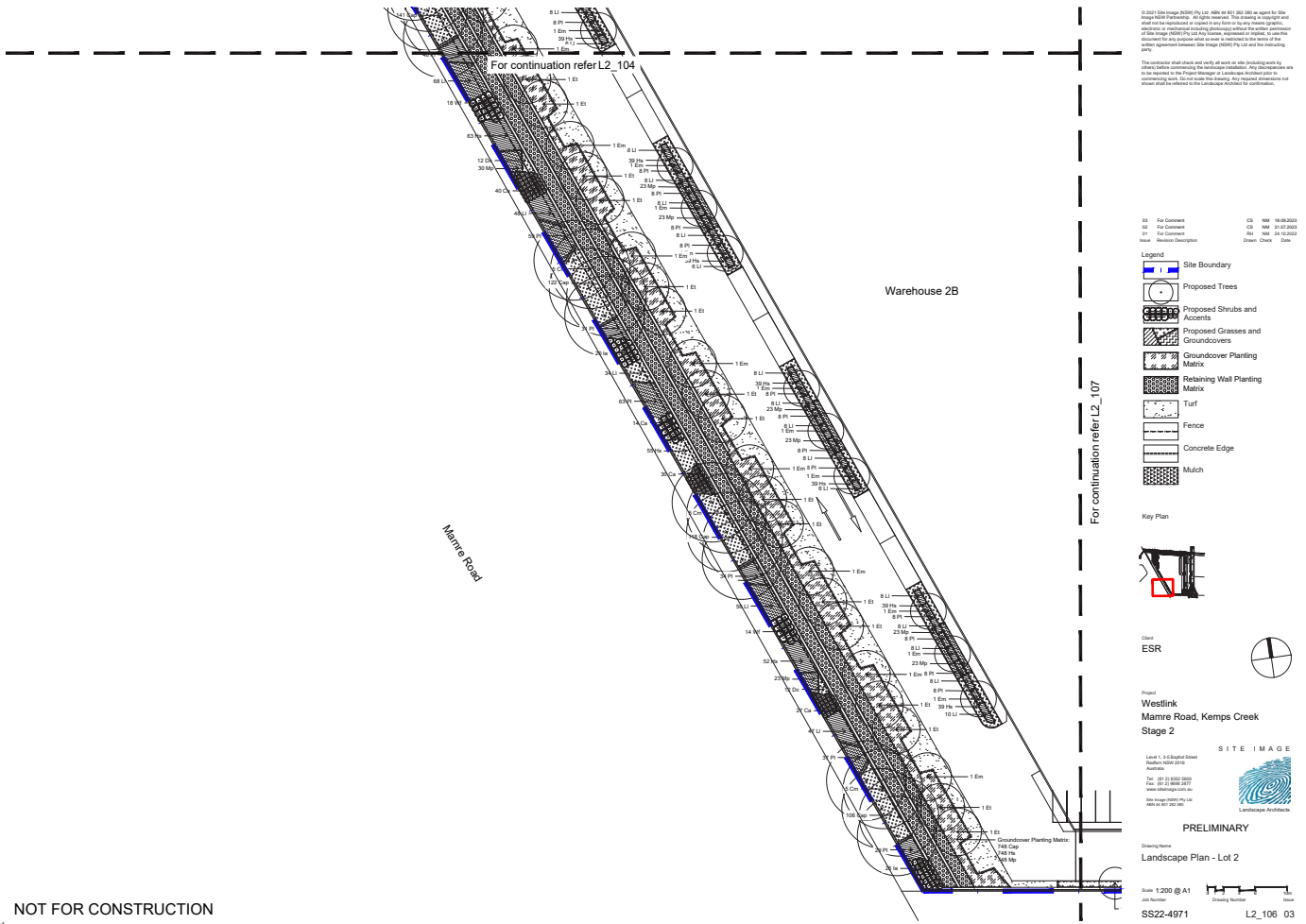
7.0 LANDSCAPE STRATEGY, DESIGN AND MITIGATION

7.1 Strategy and Mitigation

To mitigate visual impacts particularly from Mamre Road a landscape buffer zone is present with terraced walling helping to transition raised pad levels down to the public domain. At the top and bottom of the retaining walls tree, shrub and groundcover planting has been introduced to 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. Trees are also incorporated where possible in the southern buffer zone, this is subject to bushfire restrictions on canopy cover.

7.2 Detailed Landscape Proposals

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



Westlink Stage 2 - Lot 2 Mamre Road, Kemps Creek Landscape Development Application



NOT FOR CONSTRUCTION

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

8.0 VISUAL IMPACT ASSESSMENT

8.1 Viewpoint 1

Viewing Location	Junction of Abbotts Road & Mamre Road, Kemps Creek - Looking East
GPS	33°51'25.8"S, 150°47'25.3"E
Elevation (Eye-level)	43.5m
Date and Time	10th August 2022 - 1.52pm
Baseline Photo & Photomontage Figure	Figure 27a, 27b, 27c and 27d (27d is a Photomontage Extended Angle of View)
Visual Description	
Approx. Viewing Distance from Stage 2 Site Boundary	160m
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 waiting at the Abbotts road junction or turning onto Abbotts Road from Mamre Road. The view would continue to be experienced while traveling east along Abbotts Road and approaching the development site. The baseline photograph was taken on the grass verge on the western side of Mamre Road.</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 warehouse 1 and 4 from Stage 1 would be clearly visible.</p>
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 and with the introduction of Stage 1 into the view the character has altered to one that is influenced by industrial development, therefore, the sensitivity has been reduced to low .
Magnitude of Change	The proposed Stage 2 building will be clearly noticeable along the frontage of Mamre Road. There would be changes over a horizontal and vertical extent within the view however, landscape planting within will help to screen building facades facing Mamre Road. Therefore, it is judged that the residual magnitude of change is medium .
Stage 2 Significance of Visual Impact	The significance of the visual impact of the Stage 2 development at this location is judged to be minor* .

***NOTE :** This visual receptor is located within the Mamre Road Precinct which has recently been rezoned to industrial use following an amendment to the SEPP WSEA. Lands directly adjacent to the east, north and south 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.



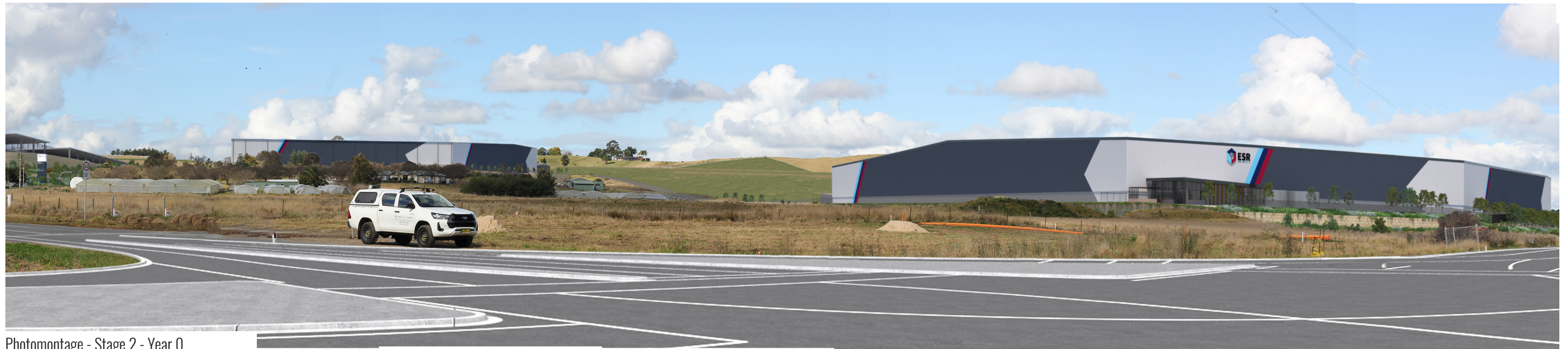
Existing View - Aug 2022



Baseline Photomontage - Westlink Stage 1 - Year 5



Baseline Photomontage - Westlink Stage 1 - Year 5



Photomontage - Stage 2 - Year 0



Photomontage - Stage 2 - Year 5



Baseline Photomontage - Westlink Stage 1 - Year 5



Photomontage - Stage 2 - Year 10



Photomontage - Stage 2 - Year 15

8.2 Viewpoint 2

Viewing Location	Aldington Road (Close to Abbotts Road), Kemps Creek - Looking South
GPS	33°51'22.3"S , 150°47'43.6"E
Elevation (Eye-level)	56.5m
Date and Time	14th September 2022 - 11.52am
Baseline Photo & Photomontage Figure	Figures 28a, 28b & 28c

Visual Description

Approx. Viewing Distance from Stage 2 Site Boundary	320m
View description & prominence of the development	<p>This viewpoint was taken along Aldington Road close to Abbotts Road and the proposed site entry of the ESR development. Motorists either heading south into the proposed development or approaching the right turn onto Abbotts Road would experience this view.</p> <p>To the right of the baseline image is a residential property located at 1 Abbotts Road and to the left is the site boundary adjacent to Warehouse 1. Agricultural lands can be seen beyond Abbotts Road with the vegetated tree line to Mamre Road in the distance.</p>

Visual Receptor Sensitivity

Similarly to Viewpoint 1, views are likely to be experienced by motorists traveling towards the site but these views will be transient and for a short time period only. The view has been significantly affected with the introduction of Stage 1 and therefore, the sensitivity has been judged to be **low**.

Magnitude of Change

The Stage 2 development will form a small constituent of the view being partially visible. Views are at medium or range with a small horizontal and vertical extent of the view affected. It is expected that more of the development would be seen on approach to the Aldington Road and Abbotts Road junction, however it is judged that the residual magnitude of change is **low**.

Stage 2 Significance of Visual Impact

The significance of the visual impact of the Stage 2 development at this location is judged to be **minor negligible***.

***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. Lands directly adjacent 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.**



Existing View - Sep 2022



Baseline - Photomontage Westlink Stage 1 - Year 5



Baseline Photomontage - Westlink Stage 1 - Year 5



Photomontage - Stage 2 - Year 0



Photomontage - Stage 2 - Year 5



Baseline Photomontage - Westlink Stage 1 - Year 5



Photomontage - Stage 2 - Year 10



Photomontage - Stage 2 - Year 15

Figure 28c: Viewpoint 2 - Aldington Road (Close to Abbots Road), Kems Creek - Looking South (Stage 2 Photomontage Y10 & Y15)

Approx Angle of View - 67°

8.3 Viewpoint 3

Viewing Location	Mamre Road (Approach from North), Kemps Creek - Looking Southeast
GPS	33°51'12.6"S, 150°47'19.5"E
Elevation (Eye-level)	47.5m
Date and Time	14th September 2022 - 11.21am
Baseline Photo & Photomontage Figure	Figures 29a, 29b and 29c

Visual Description

Approx. Viewing Distance from Stage 2 Site Boundary	580m
View description & prominence of the development	<p>This viewpoint was selected along Mamre Road to demonstrate the type of view that would be expected to be received by motorists traveling in a southerly direction towards the development site. It is located on the eastern side of Mamre Road opposite to property No 967. Therefore, properties in the vicinity of this viewpoint are expected to experience similar views to the baseline image.</p> <p>Views of the development site are possible through and above vegetation within pastoral lands and properties at higher elevations along Aldington Road are seen along the ridgeline. The view is fairly typical of what is seen along this route with agricultural and pastoral farm land located either side of Mamre Road. Stage 1 is expected to be partially visible behind existing vegetation within the foreground.</p>

Visual Receptor Sensitivity

The development site sits in an elevated position in front of the ridgeline to Aldington Road and Mount Vernon. Motorists and residential receivers would presently experience views that are without large scale industrial development. However, views are not of long range due to rising topography and there are a few landscape detractors within the foreground. Buildings 1 and 4 from Stage 1 of Westlink would also influence the view and would be recognised by the receptor as an industrial development, however existing vegetation does partially screen the development.

Therefore, it is judged that the sensitivity of this visual receptor is **medium**.

Magnitude of Change

The Stage 2 development will be recognised by the receptor as an extension to Stage 1 but being only partially visible behind existing vegetation at Year 0. Following maturity of landscaping to the eastern boundary it is expected that the development will be further screened and match vegetation patterns already present within the landscape. It is judged that the residual magnitude of change is **low**.

Stage 2 Significance of Visual Impact	The significance of the visual impact of the Stage 2 development at this location is judged to be minor* .
---------------------------------------	---

***NOTE : This location along Mamre Road is within the Mamre Road Precinct which has recently been rezoned industrial use and forms part of the Industry and Employment SEPP 2021. Adjacent residential properties to the western side of Mamre Road are also zoned IN1 and therefore, may not exist at a future point in time. Should land be acquired in the short to medium term and properties removed, any visual impacts from received from residential receptors would no longer be of any relevance. Further industrial development is likely in the immediate context 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.**



Existing View - Sep 2022



Baseline - Photomontage Westlink Stage 1 - Year 5



Baseline Photomontage - Westlink Stage 1 - Year 5



Photomontage - Stage 2 - Year 0



Photomontage - Stage 2 - Year 5



Baseline Photomontage - Westlink Stage 1 - Year 5



Photomontage - Stage 2 - Year 10



Photomontage - Stage 2 - Year 15

Figure 29c: Viewpoint 3 - Mamre Road (Approach from North), Kemps Creek - Looking Southeast (Stage 2 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 and 30c

Visual Description

Approx. Viewing Distance from Stage 2 Site Boundary	1.15km
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 residential 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	<p>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. With the introduction of the Stage 1 scheme into the baseline, the sensitivity of this visual receptor has been reduced to low.</p>
Magnitude of Change	<p>The proposed Stage 2 development is likely to be completely screened at this location through a combination of natural topography and the Stage 1 development. Only very small components of the building may be visible and the view would be very similar to the baseline situation. Therefore, a the magnitude of changed is judged to be very low.</p>

Stage 2 Significance of Visual Impact	The significance of the visual impact of the Stage 2 development at this location is judged to be negligible* .
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***NOTE : This visual receptor is located within the Mamre Road Precinct which has recently been rezoned to industrial use and forms part of the Industry and Employment SEPP 2021. 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.**



Existing View - Nov 2020



Baseline - Photomontage Westlink Stage 1 - Year 5



Baseline Photomontage - Westlink Stage 1 - Year 5



Photomontage - Stage 2 - Year 0



Photomontage - Stage 2 - Year 5



Baseline Photomontage - Westlink Stage 1 - Year 5



Photomontage - Stage 2 - Year 10



Photomontage - Stage 2 - Year 15

Figure 30c: Viewpoint 4 - Aldington Road, Kemps Creek - Looking South (Stage 2 Photomontage Y10 & Y15)

Approx Angle of View - 67°

8.5 Viewpoint 5

Viewing Location	Boundary to 30 Kerrs Road, Kemps Creek - Looking North
GPS	33°51'52.4"S, 150°47'53.2"E
Elevation (Eye-level)	68.5m
Date and Time	14th September 2022 - 10.03am
Baseline Photo & Photomontage Figure	Figures 31a, 31b & 31c

Visual Description

Approx. Viewing Distance from Stage 2 Site Boundary	265m
View description & prominence of the development	<p>This viewpoint was selected to be representational of a number of properties located south along the southern edge of the Mount Vernon and Kemps Creek Boundary. Property No's 30, 37-43 Kerrs Road, 1114-1118 and 1120 Mamre Road could be seen by the drone when flying to a height of 16.8m above the pad levels of Warehouses 2A & 2B.</p> <p>As direct access to the land of 30 Kerrs Road was not possible, the photograph was taken from 1080 Mamre Road which has a boundary adjoining 30 Kerrs Road. A very similar view as seen within the Figure 31a would be experienced from within the garden just to the north of the house at this location. The dwelling itself is slightly further south and at lower elevation.</p> <p>Properties further east such as 45 and 54 Kerrs Road and 20 Mount Vernon Road have either heavily restricted views of the site or cannot see the site at all. This is due to rising topography within properties 1080 & 1066 Mamre Road situated in the immediate foreground. 1066 contains topography which forms a peak at approximately 100m RL.</p>

Visual Receptor Sensitivity

The baseline photo would be expected to be typical to some of the properties mentioned above. Mount Vernon is a generally affluent suburb with large properties, extensive gardens and scenic views over the surrounding landscape.

Within the foreground immediately north are pastoral lands associated with properties 1080 and 1066 Mamre Road. Longer distance views over Kemps Creek and towards the Blue Mountains are possible to the northwest on a clear day as can be seen within the site photography in Figure 31. Warehouses 1 & 4 and earthworks within Stage 1 of Westlink are expected to be partially visible as is demonstrated within the baseline image. Residential receptors are also often more critical of their view and due to the high scenic quality seen from garden areas and potentially upper floor windows, it is judged that the sensitivity of this visual receptor would remain **high**.

Magnitude of Change

The Stage 2 development does extend the influence of industrial development seen within the view further towards Mamre Road. Landscaping proposed along the southern boundary is expected to filter and screen views at Year 15 and therefore, it is judged that the magnitude of change is **medium**.

Stage 2 Significance of Visual Impact	The significance of the visual impact of the Stage 2 development at this location is judged to be moderate .*
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***NOTE : This visual receptor is located adjacent to the Mamre Road Precinct boundary which has recently been rezoned to industrial use and forms part of the Industry and Employment SEPP 2021. As such the property immediately north at 1080 Mamre Road has been purchased by a developer for industrial development. Therefore, it is highly likely in the medium term that a 30m landscape buffer will be introduced into the foreground along with warehousing that will prevent views of the ESR development at this location.**



Existing View - Sep 2022



Baseline - Photomontage Westlink Stage 1 - Year 5



Baseline Photomontage - Westlink Stage 1 - Year 5



Photomontage - Stage 2 - Year 0



Photomontage - Stage 2 - Year 5



Baseline Photomontage - Westlink Stage 1 - Year 5



Photomontage - Stage 2 - Year 10



Photomontage - Stage 2 - Year 15

8.6 Viewpoint 6

Viewing Location	30-38 Mount Vernon Road, Mount Vernon - Looking Northwest
GPS	33°51'42.4"S , 150°48'09.5"E
Elevation (Eye-level)	102.5m
Date and Time	19th September 2022 - 13.09pm
Baseline Photo & Photomontage Figure	Figures 32a, 32b & 32c
Visual Description	
Approx. Viewing Distance from Stage 2 Site Boundary	90m
View description & prominence of the development	<p>This viewpoint is intended to be representational of the type of view that could be experienced from residential visual receptors close to the site and located to the southeast within Mount Vernon. This would also include the property No's 22-28 and 48 Mount Vernon Road. The dwelling at 22-38 Mount Vernon Road sits at a lower elevation behind topography but has land that extends to the development boundary. This is shown within drone photography Figures 5, 8 and 13.</p> <p>The existing view was taken looking northwest from a carport immediately adjacent to a verandah joined to the residential property.</p> <p>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 and some industrial development is seen within Orchard Hills. Stage 1 will be clearly noticeable and the view would be significantly altered by its presence.</p>
Visual Receptor Sensitivity	Views would be experienced from the rear of the property and due to the long range views towards the Blue Mountains and expansive views over the landscape, visual receptors here are likely to be highly critical of their view. However, due to the introduction of the Stage 1 scheme, the character of the view in the baseline has now been significantly influenced by industrial development at close range and therefore, the sensitivity has been judged to be medium .
Magnitude of Change	The Stage 2 development will extend earthworks further to the east and west, however only the top of the warehouse is expected to be seen. The development will be positioned low enough in the landscape to maintain the current views of Kemps Creek, Orchard Hills and the Blue Mountains as demonstrated in Figures 32b and 32c. Landscape planting following maturity is also expected to further screen the eastern facade. Therefore, it is judged that the magnitude of change is medium .
Stage 2 Significance of Visual Impact	The significance of the visual impact of the Stage 2 development at this location is judged to be moderate/minor .



Existing View - Sep 2022



Baseline - Photomontage Westlink Stage 1 - Year 5



Baseline Photomontage - Westlink Stage 1 - Year 5



Photomontage - Stage 2 - Year 0



Photomontage - Stage 2 - Year 5



Baseline Photomontage - Westlink Stage 1 - Year 5



Photomontage - Stage 2 - Year 10



Photomontage - Stage 2 - Year 15

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 & 33d (33d is a Photomontage Extended Angle of View)
Visual Description	
Approx. Viewing Distance from Stage 2 Site Boundary	330m
View description & prominence of the development	<p>This 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.</p> <p>The existing view shows that the property is positioned in an elevated aspect 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.</p> <p>Within the baseline image, both warehouse 1 & 2 from Stage 1 are visible though lower parts of the buildings are obscured by natural ground. Longer distant views to the Blue Mountains are expected to be maintained.</p>
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 despite the influence that the Stage 1 development is expected to make within the view, natural topography and existing vegetation do screen part of the Stage 1 development. Therefore, the sensitivity has been judged to remain high .
Magnitude of Change	The proposed development will form a very small component of the view, and the view whilst slightly altered would be similar to the baseline situation. Only the very top of the warehouse is expected to be seen behind natural topography and views to the horizon are maintained. Therefore, the magnitude of change is judged to be very low .
Stage 2 Significance of Visual Impact	The significance of the visual impact of the Stage 2 development at this location is judged to be minor .



Existing View - Nov 2020



Baseline - Photomontage Westlink Stage 1 - Year 5



Baseline Photomontage - Westlink Stage 1 - Year 5



Photomontage - Stage 2 - Year 0



Photomontage - Stage 2 - Year 5



Baseline Photomontage - Westlink Stage 1 - Year 5



Photomontage - Stage 2 - Year 10



Photomontage - Stage 2 - Year 15

8.8 Viewpoint 8

Viewing Location	Mamre Road (Approach from South), 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, 34c & 34d (34d is a Photomontage Extended Angle of View)

Visual Description

Approx. Viewing Distance from Stage 2 Site Boundary	100m
View description & prominence of the development	<p>This view was taken along Mamre Road to demonstrate the type of view that would be expected for motorists traveling in a predominantly northern direction. It is located on the western side of Mamre Road opposite property No 1066.</p> <p>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. The Stage 1 development will become highly visible and will change the character of the existing view.</p>

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 stage one development is a highly noticeable element within the baseline view and therefore, the sensitivity is now judged to be low .
Magnitude of Change	The proposed development will be clearly noticeable and the view would be significantly altered by its presence. Views are direct and at close range with changes over a noticeable horizontal and vertical extent. Therefore, it is judged that the residual magnitude of change is high .

Stage 2 Significance of Visual Impact	The significance of the visual impact of the Stage 2 development at this location is judged to be moderate/minor*
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***NOTE : This visual receptor is located adjacent to the Mamre Road Precinct boundary which has recently been rezoned to industrial use and forms part of the Industry and Employment SEPP 2021. Therefore, visual impacts are likely to lower in the longer term as more industrial development influences the area.**



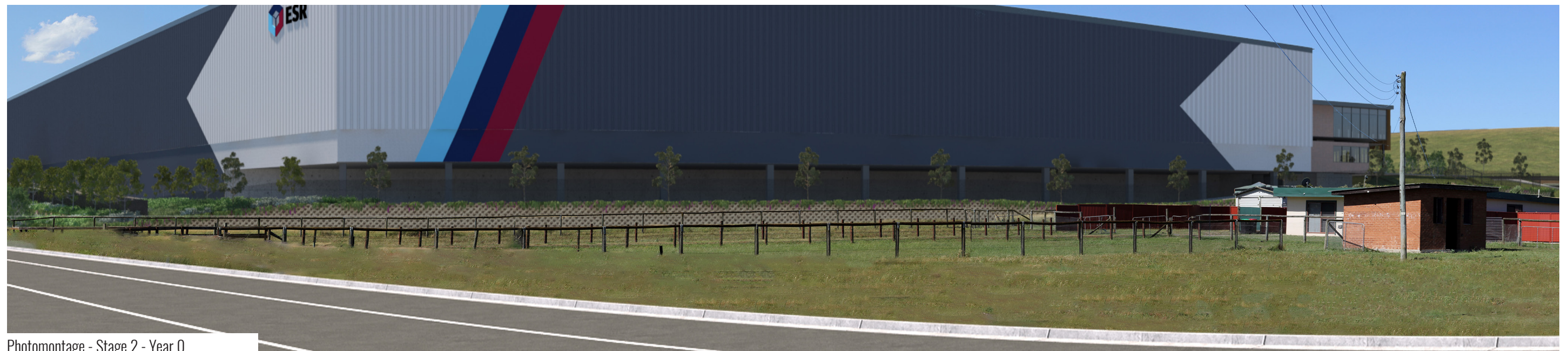
Existing View - Dec 2020



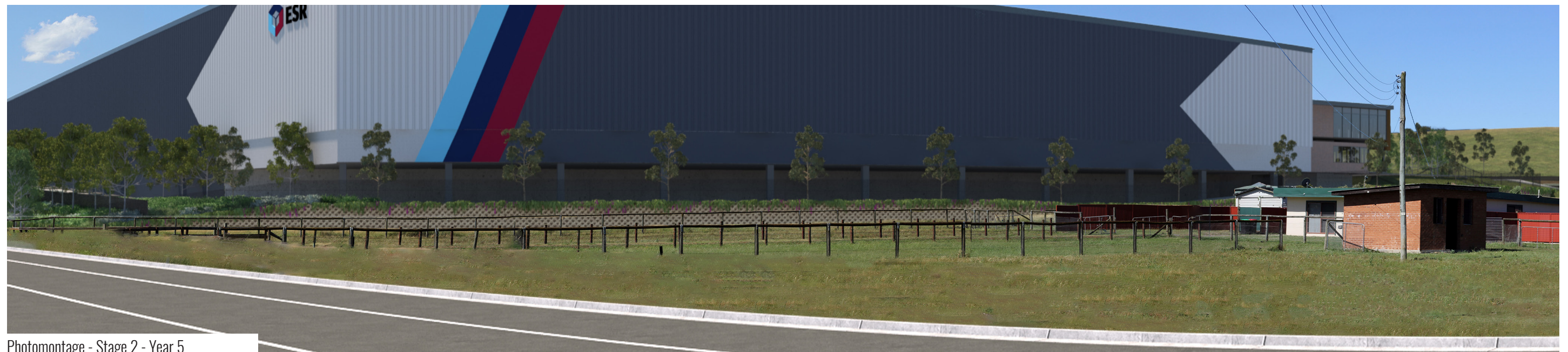
Baseline - Photomontage Westlink Stage 1 - Year 5



Baseline Photomontage - Westlink Stage 1 - Year 5



Photomontage - Stage 2 - Year 0



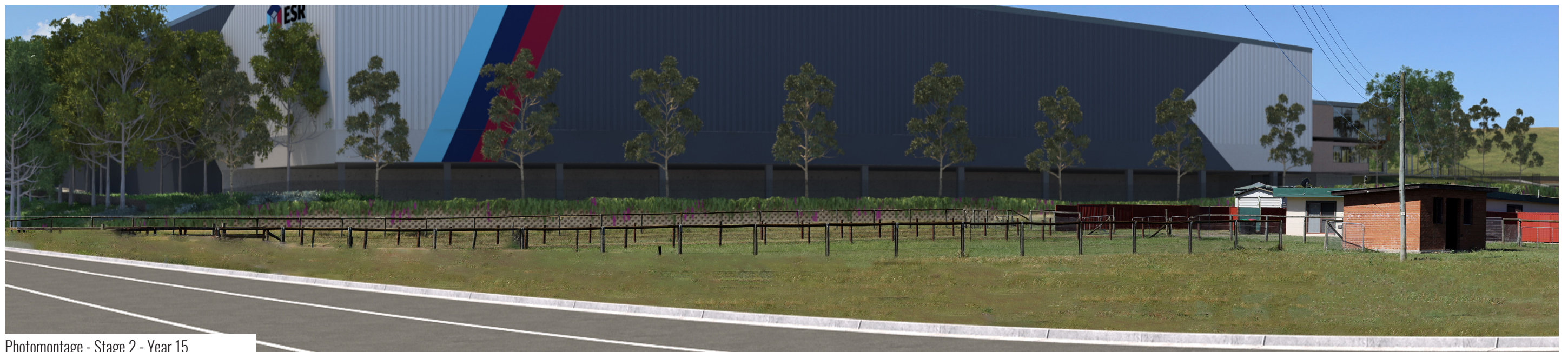
Photomontage - Stage 2 - Year 5



Baseline Photomontage - Westlink Stage 1 - Year 5



Photomontage - Stage 2 - Year 10



Photomontage - Stage 2 - Year 15

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, & 35d (35d Photomontage Extended Angle of View)
Visual Description	
Approx. Viewing Distance from Stage 2 Site Boundary	285m
View description & prominence of the development	<p>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.</p> <p>Similar views would also exist from property number 1114 Mamre Road.</p> <p>The baseline view contains paddocks and fields that increase in elevation to the east shown in the right of the photograph, this is a fairly typical view of lower lying properties to the southern edge of Mount Vernon. The Stage 1 development is expected to be partially screened behind the hedgerow and tree line seen within the distance.</p>
Visual Receptor Sensitivity	<p>This viewpoint is in close proximity to the development site and residential receptors are often likely to be more critical of their view and views would be experienced from primary or secondary living spaces. Stage 1 has become a new element within the view that will be recognised as an industrial development to the receptor. However, it is expected that proposed landscape mitigation in combination with existing vegetation will further screen the building in later years therefore, the sensitivity has been judged to be high.</p>
Magnitude of Change	<p>The Stage 2 warehouse is expected to be almost fully screened by existing vegetation and proposed earthworks should actually prevent views of the Stage 1 development seen in the Baseline image. Landforms will be artificially raised above the existing view and extend the influence of the development in the horizontal extent. It is judged that the residual magnitude of change is low.</p>
Stage 2 Significance of Visual Impact	<p>The significance of the visual impact of the Stage 2 development at this location is judged to be moderate/minor.</p>



Existing View - Aug 2020



Baseline - Photomontage Westlink Stage 1 - Year 5

Figure 35a: Viewpoint 9 - 1096 Mamre Road, Kems Creek - Looking Northeast (Existing View & Baseline)

Approx Angle of View - 67°



Baseline Photomontage - Westlink Stage 1 - Year 5



Photomontage - Stage 2 - Year 0



Photomontage - Stage 2 - Year 5



Baseline Photomontage - Westlink Stage 1 - Year 5



Photomontage - Stage 2 - Year 10



Photomontage - Stage 2 - Year 15

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 2. This report follows on from the Stage 1 development and 200723_SSD_RPT_VIA01 should also be read in conjunction with this document. For the purposes of assessing visual impacts against what will likely be seen at the locations selected, the Stage 1 development has been superimposed into the view to create the new 'baseline' as it is assumed that Stage 1 will be approved (refer to section 2.7). All visual impacts are judged against the baseline.

This Stage 2 VIA 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 in close vicinity to the proposed development and those at higher elevations with 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. However, in some locations the Stage 2 development is only partially viable due to natural landforms.

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 potential visual 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.

Although properties within Mount Vernon 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. Further industrial development is planned immediately adjacent to the southern boundary of Mount Vernon and will have an impact upon views in the future.

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

Through analysis conducted within this report, of the receptors assessed, the following location is judged to receive **moderate** visual impacts from the Stage 2 development:

- Boundary to 30 Kerrs Road, Kemps Creek (VP5)

The following locations are judged to receive **moderate/minor** visual impacts from the Stage 2 development:

- 30-38 Mount Vernon Road, Mount Vernon (VP6)
- 1096 Mamre Road, Kemps Creek (VP9)

The following location is judged to receive **minor** visual impacts from the Stage 2 development:

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

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 is judged to receive **moderate** visual impacts from the proposed Stage 2 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 following location is judged to receive **moderate/minor short to medium term** visual impacts from the Stage 2 development:

- Mamre Road (Approach from South), Kemps Creek (VP8)

The following locations are judged to receive **minor short to medium term** visual impacts from the Stage 2 development:

- Junction of Abbotts Road & Mamre Road, Kemps Creek (VP1)
- Mamre Road (Approach from North), Kemps Creek (VP3)

The following location is judged to receive **minor negligible short to medium term** visual impacts from the Stage 2 development:

- Aldington Road (Close to Abbotts Road), Kemps Creek (VP2)

The following location is judged to receive **negligible short to medium term** visual impacts from the Stage 2 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 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



VP1 - Existing View - Aug 2022



VP1 - Baseline Photomontage - Westlink Stage 1 - Year 5



VP1 - Photomontage - Stage 2 - Year 0



VP1 - Photomontage - Stage 2 - Year 5



VP1 - Photomontage - Stage 2 - Year 10



VP1 - Photomontage - Stage 2 - Year 15



VP7 - Existing View - November 2020



VP7 - Baseline - Photomontage Westlink Stage 1 - Year 5



VP7 - Photomontage - Stage 2 - Year 0



VP7 - Photomontage - Stage 2 - Year 5



VP7 - Photomontage - Stage 2 - Year 10



VP7 - Photomontage - Stage 2 - Year 15



VP8 - Existing View - November 2020



VP8 - Baseline - Photomontage Westlink Stage 1 - Year 5



VP8 - Photomontage - Stage 2 - Year 0



VP8 - Photomontage - Stage 2 - Year 5



VP8 - Photomontage - Stage 2 - Year 10



VP8 - Photomontage - Stage 2 - Year 15



VP1 - Existing View - Aug 2022



VP1 - Baseline Photomontage - Westlink Stage 1 - Year 5



VP1 - Photomontage - Stage 2 - Year 0



VP1 - Photomontage - Stage 2 - Year 5



VP1 - Photomontage - Stage 2 - Year 10



VP1 - Photomontage - Stage 2 - Year 15