

**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 771-797 Mamre Road, Kemps Creek. It will be named 'Yiribana Logistics Estate West' and contain two warehouse buildings within one lot. Each individual building will include an office space, hard stand areas, car parking and landscaping. Future stages to the west will include three further IN1 sites and parcels of RE1 land.

Yiribana Logistics Estate - a state significant project (SSD) also by GPT - is currently under assessment by the DPE. This is located to the east of the proposed development at 754-770 and 784-786 Mamre Road, Kemps Creek.

A request was made by Penrith City Council (PCC) for the developer to provide a Visual Impact Assessment (VIA). This report aims to qualify the following:

Urban Design and Visual :

- Assess and describe both the existing and proposed views of representative viewpoints utilising qualitative and quantitative criteria; and
- Record an overall visual impact rating for each viewpoint based on the above analysis from negligible to substantial.

1.2 This Report and Author

Geoscapes Pty Ltd has been commissioned by GPT 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 17 years' experience in the field of Landscape Architecture. He has previously been involved in high profile LVIA's on developments within the UK, including the M1 & M62 motorway road widening, several wind farms and energy from waste facilities (EFW).

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

2.0 METHODOLOGY OF ASSESSMENT

2.1 Guidelines

LVIA or VIA does not follow prescribed methods or criteria. This assessment is based on the principles established and broad approaches recommended in the following documents:

- Guidelines for Landscape and Visual Impact Assessment (GLVIA) – Third Edition (LI/IEMA 2013)
- The Landscape Institute Advice Note 01 (2011) Photography and Photomontage in Landscape and Visual assessment.

In accordance with GLVIA3 the assessment methodology is tailored to the specific requirements of the Proposed Development, its specific landscape context and its likely significant effects. The methodology used for this assessment reflects the principal ways in which the Proposed Development is considered likely to interact with existing landscape and visual conditions as a result of:

- The permanent introduction of an industrial estate into the existing landscape/townscape and visual context.

Landscape assessment is concerned with changes to the physical landscape in terms of features/elements that may give rise to changes in character. Visual appraisal is concerned with the changes that arise in the composition of available views as a result of changes to the landscape, people's responses to the changes and to the overall effects on visual amenity. Changes may result in adverse (negative) or beneficial (positive) effects.

The nature of landscape and visual assessment requires both objective analysis and subjective professional judgement. Accordingly, the following assessment is based on the best practice guidance listed above, information and data analysis techniques, uses subjective professional judgement and quantifiable factors wherever possible, and is based on clearly defined terms (refer to glossary).

As stated in paragraph 1.20 of the GLVIA:

"The guidance concentrates on principles while also seeking to steer specific approaches where there is a general consensus on methods and techniques. It is not intended to be prescriptive, in that it does not follow a detailed 'recipe' that can be followed in every situation. It is always the primary responsibility of any landscape professional carrying out an assessment to ensure that the approach and methodology adopted are appropriate to the particular circumstances."

This VIA written by Geoscapes is considered to use a methodology and approach that is appropriate to this type of industrial development.

2.2 Site Visit and Analysis of Zone of Visibility

Site visits were conducted in October 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 (14.6m APL), refer to figures 3 to 10. The flight was performed on the 11th October 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 Adobe Photoshop. 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 SBA Architects. 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 obtained from survey information were positioned into the view and 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 and at a mature age of approximately 15 years. It is important to note that the year 0 and 15 images are simulations of how proposed landscaping may appear at a selected viewpoint. The final appearance of landscape mitigation will be based on many factors including growth rates, maintenance and environmental conditions. Additional A1 sized viewpoint sheets (figures 'a') 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 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 'a' 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 'a' figures are approximately 97-110°. 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 'a' 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.
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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 below:

Receptor for Sensitivity	Magnitude of Change					
		Very High	High	Medium	Low	Very Low
	Very High	Substantial	Major	Major/Moderate	Moderate	Moderate/Minor
	High	Major	Major/Moderate	Moderate	Moderate/Minor	Minor
	Medium	Major/Moderate	Moderate	Moderate/Minor	Minor	Minor Negligible
	Low	Moderate	Moderate/Minor	Minor	Minor Negligible	Negligible
	Very Low	Moderate/Minor	Minor	Minor Negligible	Negligible	Negligible/None

In all cases, where overall effects are 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 development in isolation only.

Ratings of visual receptor sensitivity and magnitude of change which determine the significance of the visual impact, are judged against the current baseline situation as can be seen in the baseline images within section 8.0. They do not take into account any potential future development to adjoining lands or change of use to the receptor lands. A consideration of any surrounding future development and adjacent land zoning has been given at the end of each viewpoint assessment and within the conclusion. Refer to sections 4.0, 8.0 and 9.0.

3.0 JUSTIFICATION OF VIEWPOINTS SELECTED

3.1 Receptor Selections and Reasoning

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

- Mamre Road, Kemps Creek - (Approach from North) (VP1)
- Mamre Road, Kemps Creek - (Approach from South) (VP2)
- 799 Mamre Road, Kemps Creek (VP3)
- RE1 Lands Position 1, Kemps Creek (VP4)
- RE1 Lands Position 2, Kemps Creek (VP5)
- Adjacent to 7 Medinah Ave, Luddenham (VP6)

In total six viewpoint locations have been selected for photomontage and visual impact assessment, refer to Figure 2 for viewpoint locations. As identified in the site 14.6m APL drone photography in figures 3 to 10, it is clear that there are number of residential properties in the surrounding vicinity that would experience views of the Proposed Development at varying distances. A sample of these would include the following:

- 805 Mamre Road, Kemps Creek - 195m south of the site boundary
- 819 Mamre Road, Kemps Creek - 300m south of the site boundary
- 833 Mamre Road, Kemps Creek - 465m south of the site boundary
- 845 Mamre Road, Kemps Creek - 540m south 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 in red are located within the Mamre Road Precinct. The Mamre Road Precinct has recently been rezoned to industrial use following an amendment to the SEPP WSEA. 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.

Properties listed in blue are also within the Mamre Road Precinct and have already been purchased due to the likely approval of large scale industrial development. A summary of the developments known to affect the properties/land immediately within the surrounding area that are either approved or subject to current SSD application, are listed below (information obtained from the DPE Major Projects website):

- 805-817 Mamre Road, Kemps Creek - '805 Mamre Road Kemps Creek Logistics'
- 884-928 Mamre Road, Kemps Creek - 'Access Logistics Park'
- 842, 864 & 904 Mamre Road, Kemps Creek - 'Aspect Industrial Estate' - Mirvac (APPROVED)
- 155-199 Aldington Road, Kemps Creek - '155-217 Aldington Road Estate' - Frasers
- 754-770 And 784-786 Mamre Road, Kemps Creek - 'Yiribana Logistics Estate'

As a result of the rezoning of the Mamre Road Precinct, potential visual receptors listed in red or blue will be removed or are highly likely to no longer exist at a future point in time. Should the lots of properties (listed in red 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.

It is likely that in the short to medium term, the properties not presently purchased but identified within the Mamre Road Precinct IN1 zoning will experience varying degrees of visual impact generated by the Proposed Development. This will depend on the proximity of the residential dwelling to

the Proposed Development and the degree to which natural features may screen their view, this can be seen in the drone photograph within figures 3 to 10.

Properties south of the proposed '805 Mamre Road Kemps Creek Logistics (GIBB GROUP)' are also highly likely to have their views affected by the Gibb Group development. So in the event that these properties remain, any views of the proposed Yiribana West development would likely be restricted.

A large proportion of the land within the Mamre Road Precinct has already been purchased by developers and it would be fair to assume that the remainder of land zoned as IN1 will also be purchased for industrial development within the near future. 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 submission received by the DPE post exhibition. It can therefore, be also 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.

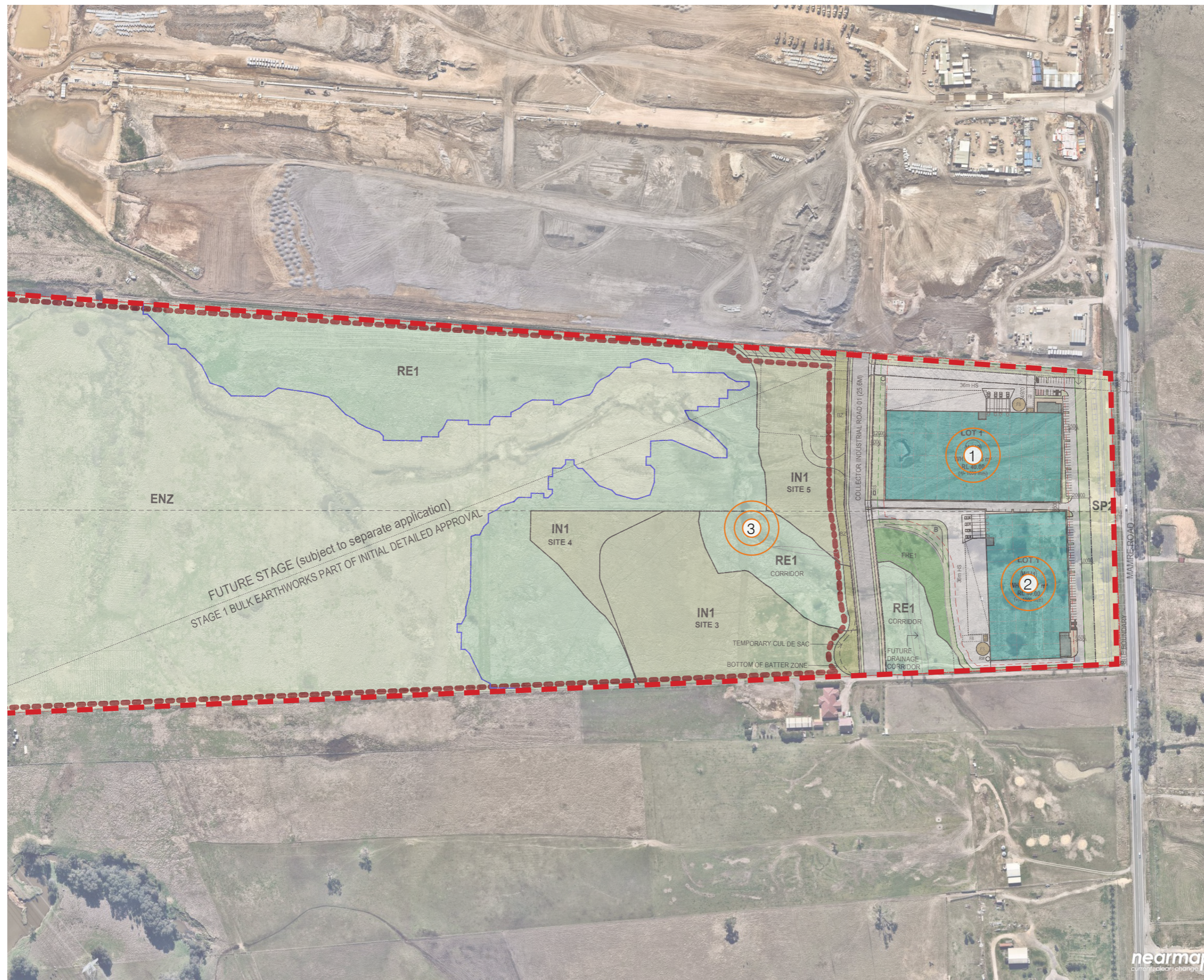
Viewpoints were selected along Mamre Road due to the fact that the road will remain regardless of the rezoning. The development will be visible to passing motorists at the locations selected.

The Industry and Employment planning policy has identified a number of Public Recreational RE1 areas to the west of the built form. Therefore, two viewpoints were taken within RE1 zoned land to consider potential visual impacts upon the Wianamatta-South Creek corridor.

It was also concluded that several properties within Luddenham may receive views of the proposed development, however due to the presence of dense vegetation surrounding South Creek views are likely to be filtered and restricted. VP6 was selected as a potential more open view corridor which a small number of properties and users of the golf course may experience.

It should also be noted that the development includes a landscape masterplan, this is intended to populate the site with vegetation along the site boundaries. Following maturity this will provide some screening and visual relief of the built form, particularly for visual receivers in close proximity to the east and west but also those situated at greater distances.

Refer to section 8.0 for a detailed visual impact assessment from the receptors.



Legend

- Site Boundary
- ① Drone Position 1 -
14.6m APL
33°50'16.4"S
150°46'45.8"E
- ② Drone Position 2 -
14.6m APL
33°50'20.4"S
150°46'48.0"E
- ③ Drone Position 3 -
120m AGL
33°50'18.2"S
150°46'27.5"E

Figure 1: Drone Panoramic Photograph Positions



Figure 2: Viewpoint Locations



Figure 3: Drone at Position 1 - 14.6 APL - Looking North



Figure 4: Drone at Position 1 - 14.6 APL - Looking East



Figure 5: Drone at Position 1 - 14.6 APL - Looking South



Figure 6: Drone at Position 1 - 14.6 APL - Looking West



Figure 7: Drone at Position 2 - 14.6 APL - Looking North



Figure 8: Drone at Position 2 - 14.6m APL - Looking East

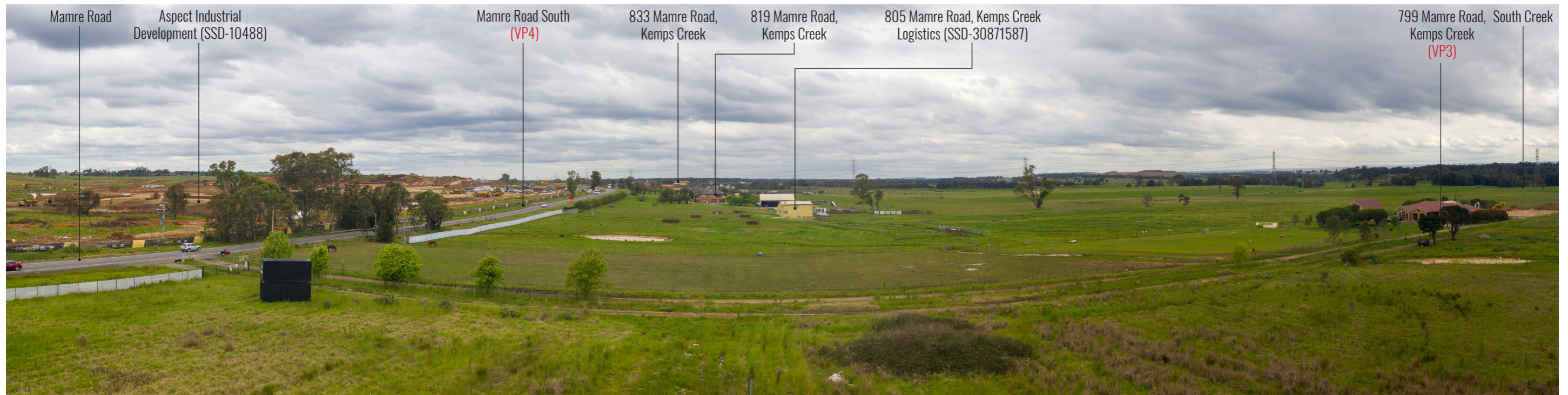


Figure 9: Drone at Position 2 - 14.6m APL - Looking South



Figure 10: Drone at Position 2 - 14.6m 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

The site is located on Mamre Road, Kemps Creek and is within the Penrith City Council Local Government Area. It has a total site area of 38.4ha. 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	771-797 Mamre Road, Kemps Creek.
Legal description	Lot 23 & 24 in DP258414
Current use	The site has been used for rural/agricultural land uses. Rezoned to IN1 (Mamre Road Precinct) and ENZ Western Sydney Aerotropolis

4.3 Context

The site is located within the Mamre Road Precinct and directly adjacent to the southern boundary of the recently approved 'The Yards' by Frasers and Altis, situated 40 kilometres' west of Sydney's CBD. It is 7km from the M7 Motorway and 6km 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 the Altis/Frasers 'The Yards' industrial estate. Further north is First Estate and Erskine Park Industrial Estates.
- The site shares the southern boundary with 799 Mamre Road, a rural residential dwelling with pastoral farm lands. This property is zoned within the Mamre Road precinct but is not currently subject to purchase for IN1 use. Further south is 805 Mamre Road which has been purchased by a developer for industrial use and other residential properties along Mamre Road.
- Located on the eastern side of Mamre Road at 754-770 and 784-786 Mamre Road, Kemps Creek is GPT's proposed 'Yiribana Logistics Estate'. Further east land rises up to Aldington Road providing vantage points over the proposed development. However, all land immediate land to the east has now been purchased by developers such as ISPT, Frasers and Dexu for industrial development. All residential properties will therefore be removed.
- Directly west of the built form are pockets of land zoned IN1, RE1 and ENZ located within the site boundary. Outside of the site boundary is the vegetated creek line of South Creek with Twin Creeks Golf course and properties within Luddenham further west of South Creek.

4.4 Aerial Photography

During the Drone photography that was carried out within the site boundary on the 11th October 2022, (refer to section 2.2 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.

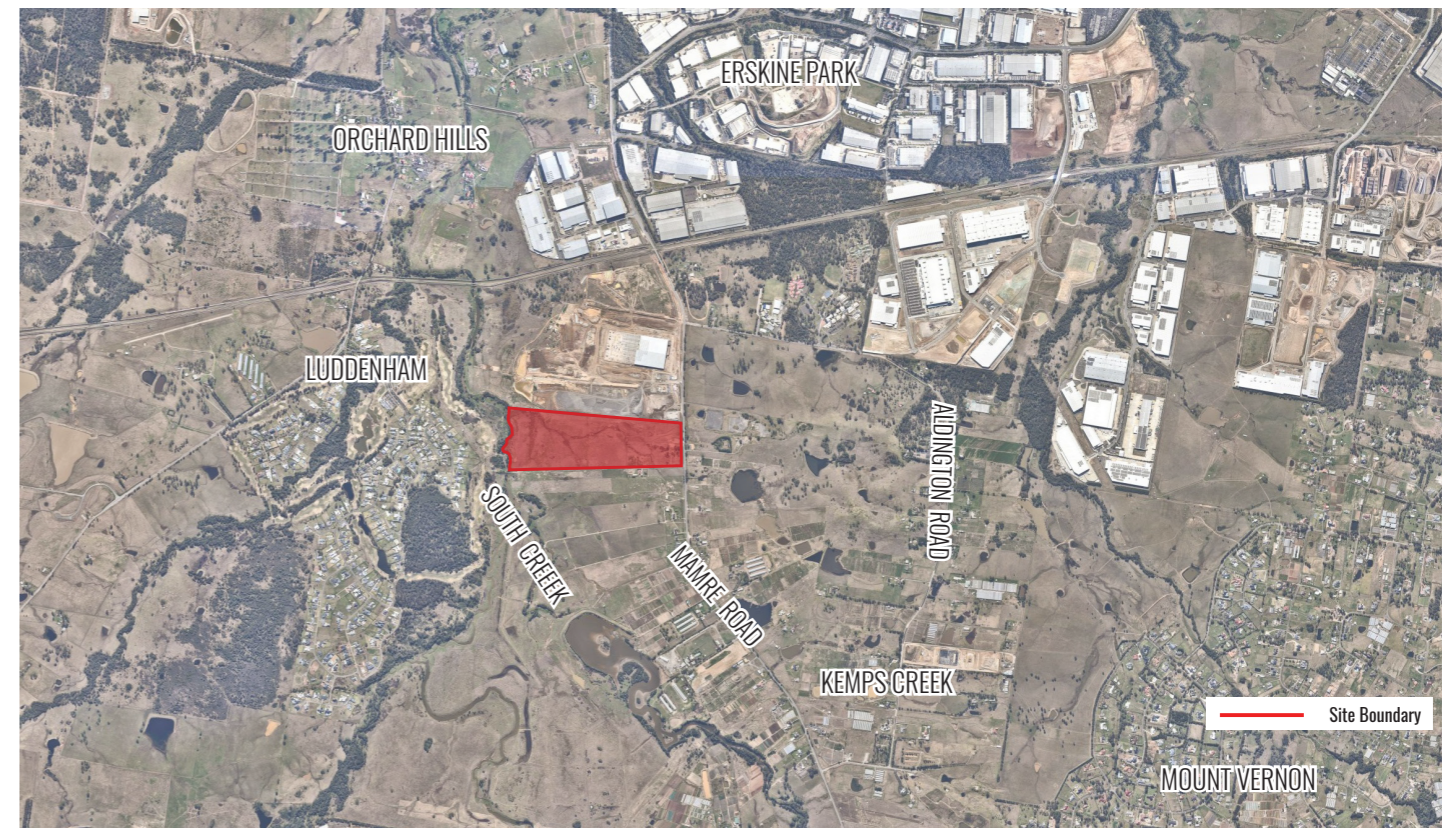


Figure 16: Site Context (Source: Nearmap 2022)

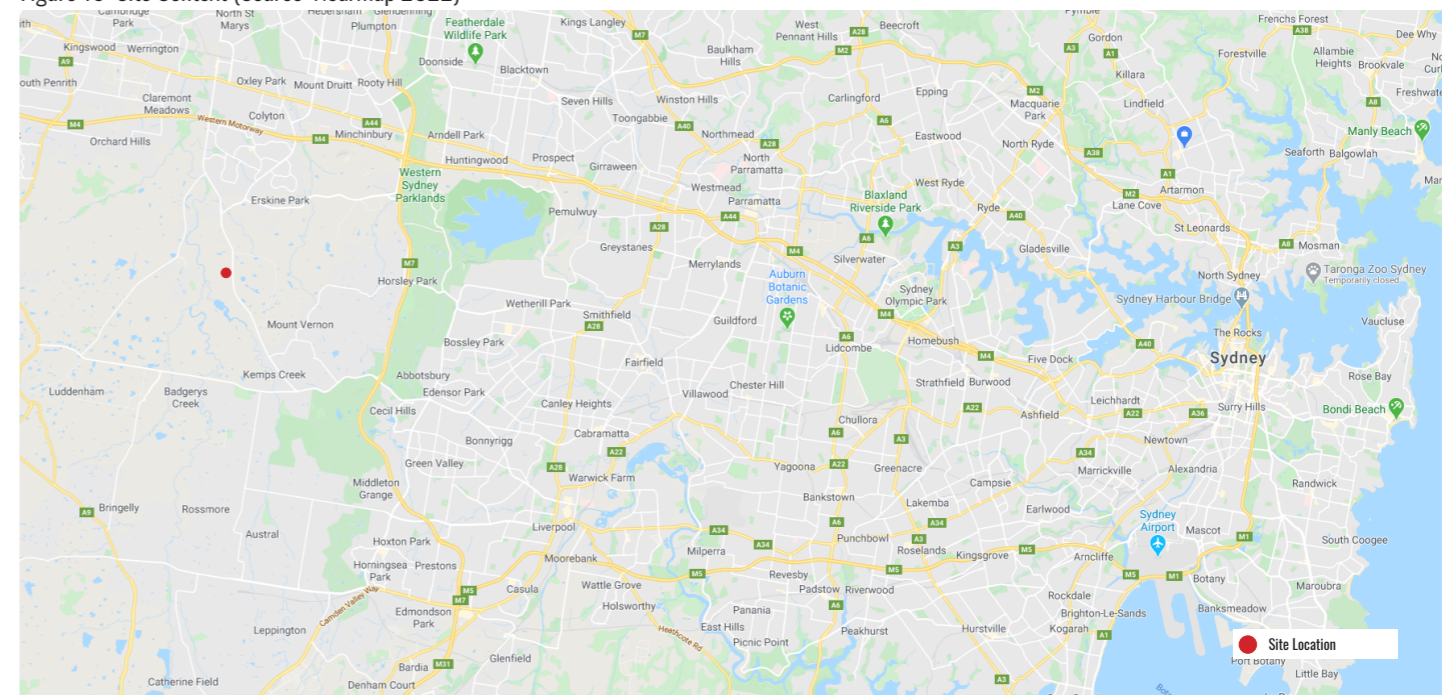


Figure 17: Site Location (Source: Google Maps)

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.

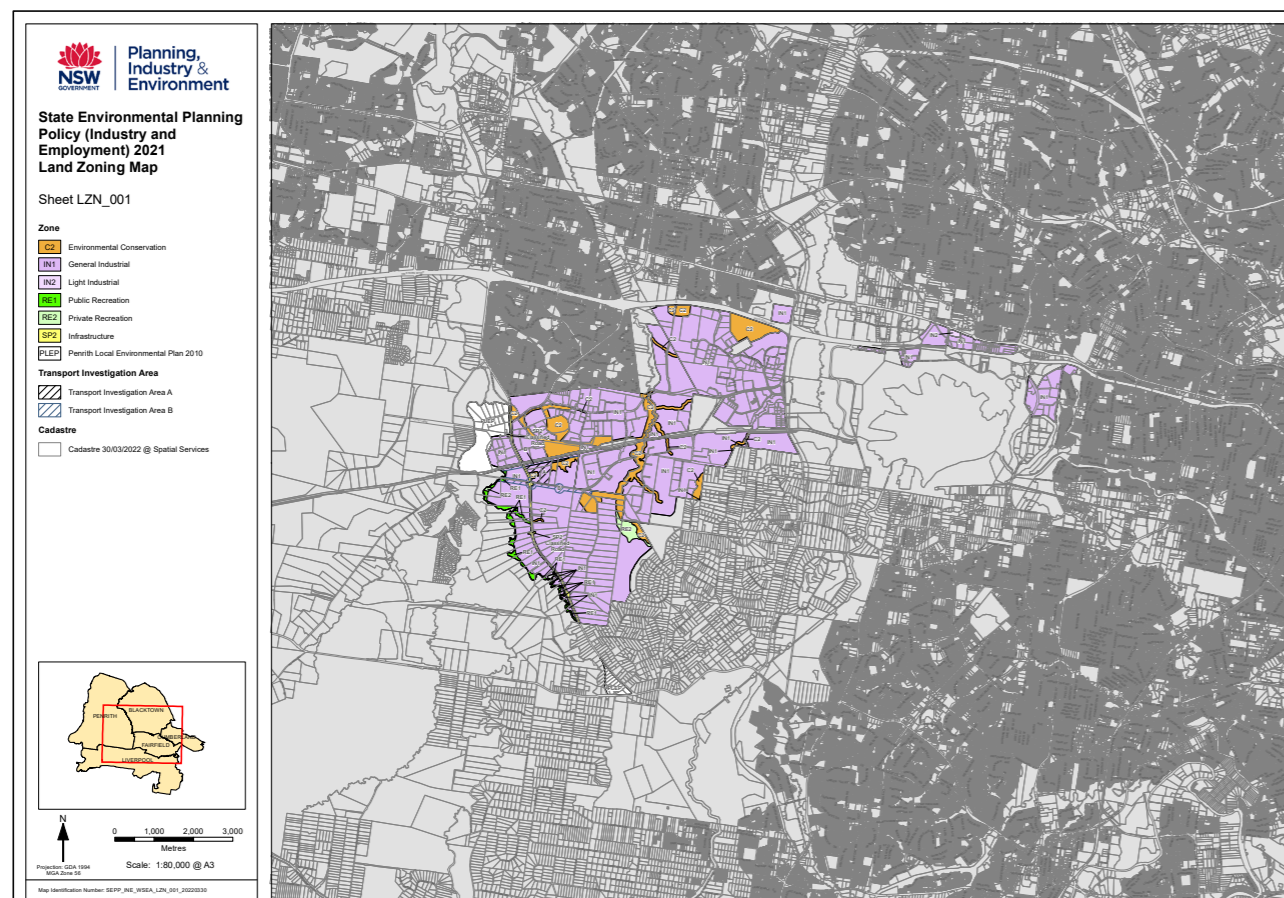


Figure 18: Land Zoning Map (Source: NSW Legislation State Environmental Planning Policy (Industry and Employment) 2021)

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.

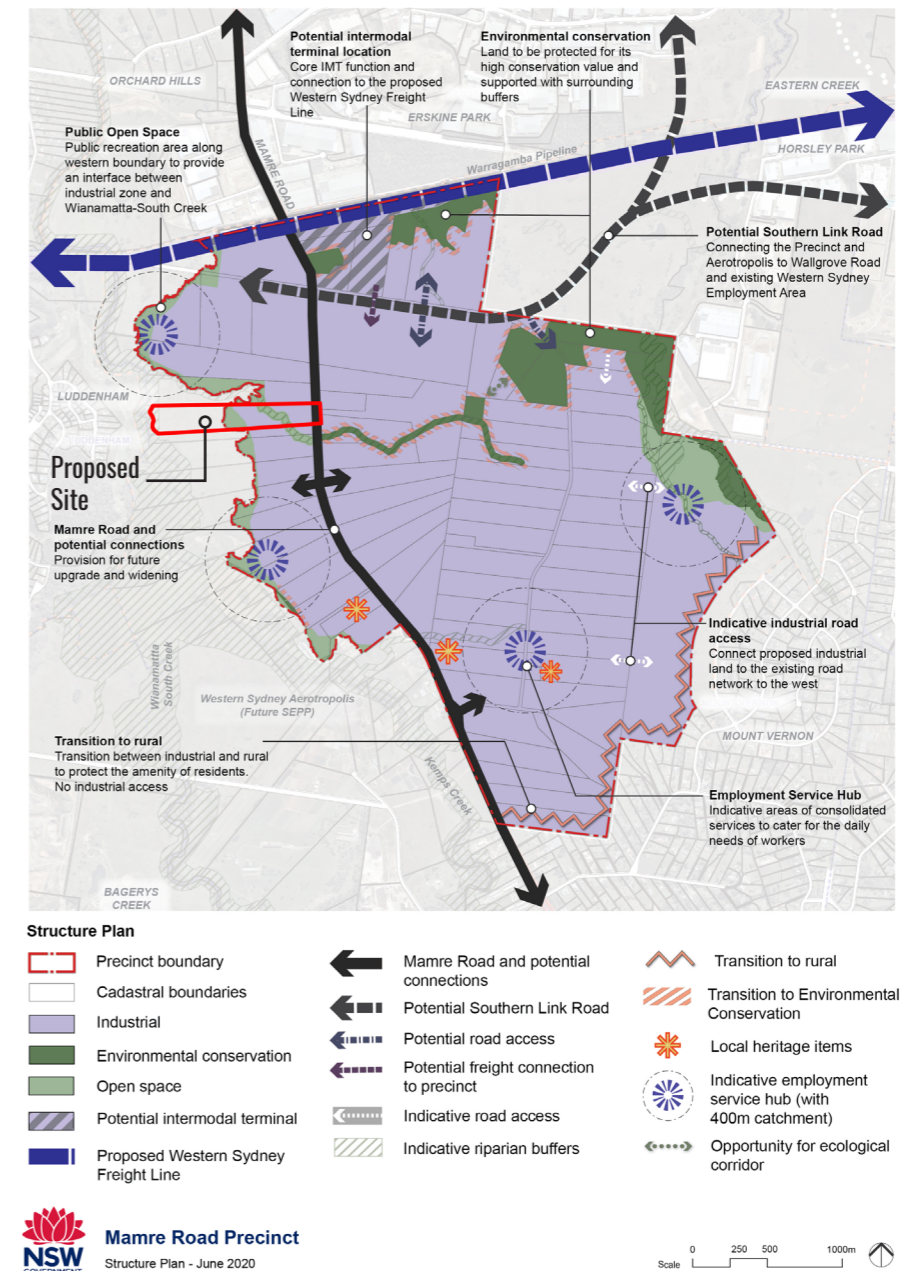


Figure 19: Mamre Road Precinct Structure Plan June 2020 (Source: DPE. Amended by Geoscapes to overlay Proposed Site boundary)

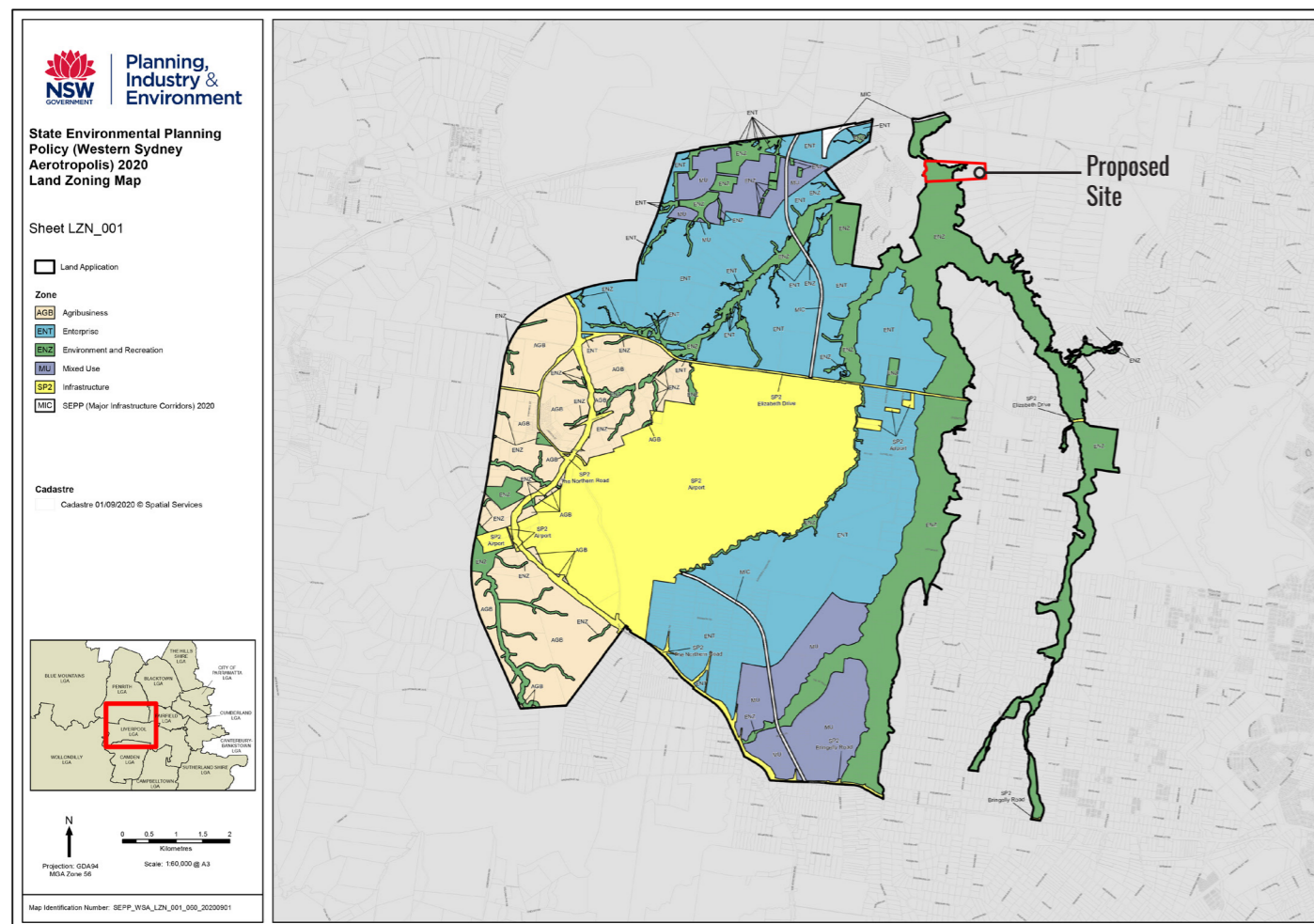


Figure 20: SEPP Western Sydney Aerotropolis Plan 2020 (Source: DPE)

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 partially zoned ENZ (Environment and Recreation) under the WSA it has been considered within this VIA. Two viewpoints have been selected (VP4 & VP5) within land zoned RE1 and adjacent to the ENZ zoning to assess the visual impact of the proposed development upon this setting.

Since August 2022 the State Environmental Planning Policy (Industry and Employment) 2021 now includes all immediate residential properties to the north, east and south of the development within IN1 zoning however, as shown in Figure 20 above large areas of ENZ land also exist to the south that includes the Wianamatta South Creek corridor.

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 GPT proposals, the below can be concluded:

- The development is situated to the east of South Creek, this provides existing dense screening of the development to residential visual receptors in Luddenham and users of the Gold Course at Twin Creeks. This is supplemented by proposed screen planting to the west of warehousing as shown in the landscape estate plans. It is also highly likely that further future planting within the RE1 zones will provide additional screening.
- The development does not affect the view corridors as identified in those shown in Figure 11.
- The GPT facility is intended to present high quality design. This is achieved through the use of different colours and materials within architectural facades.
- The scale of the development is comparable with other employment-generating development in the precinct and the height is similar or lower to existing or approved development within adjacent estates.
- Setbacks have been included as per the Mamre Road Development Control Plan.

5.5 Future Industrial Development within the Surrounding Area

Immediately opposite to the east of the Proposed Development an application has been submitted for the 'Yiribana Logistics Estate' for GPT under SSD -10272349. The masterplan within Figure 21 indicates a development concept containing five warehouses and Stage 1 seeks approval for two of the five warehouses.

Adjacent to the northern boundary the 'Kemps Creek Warehouse, Logistics And Industrial Facilities Hub - SSD 9522' now known as 'The Yards' located at 657-769 Mamre Road has been approved by the DPE. This is currently under construction and this is evident within the drone photograph with the TTI building nearing completion.

Figure 22 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.

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.

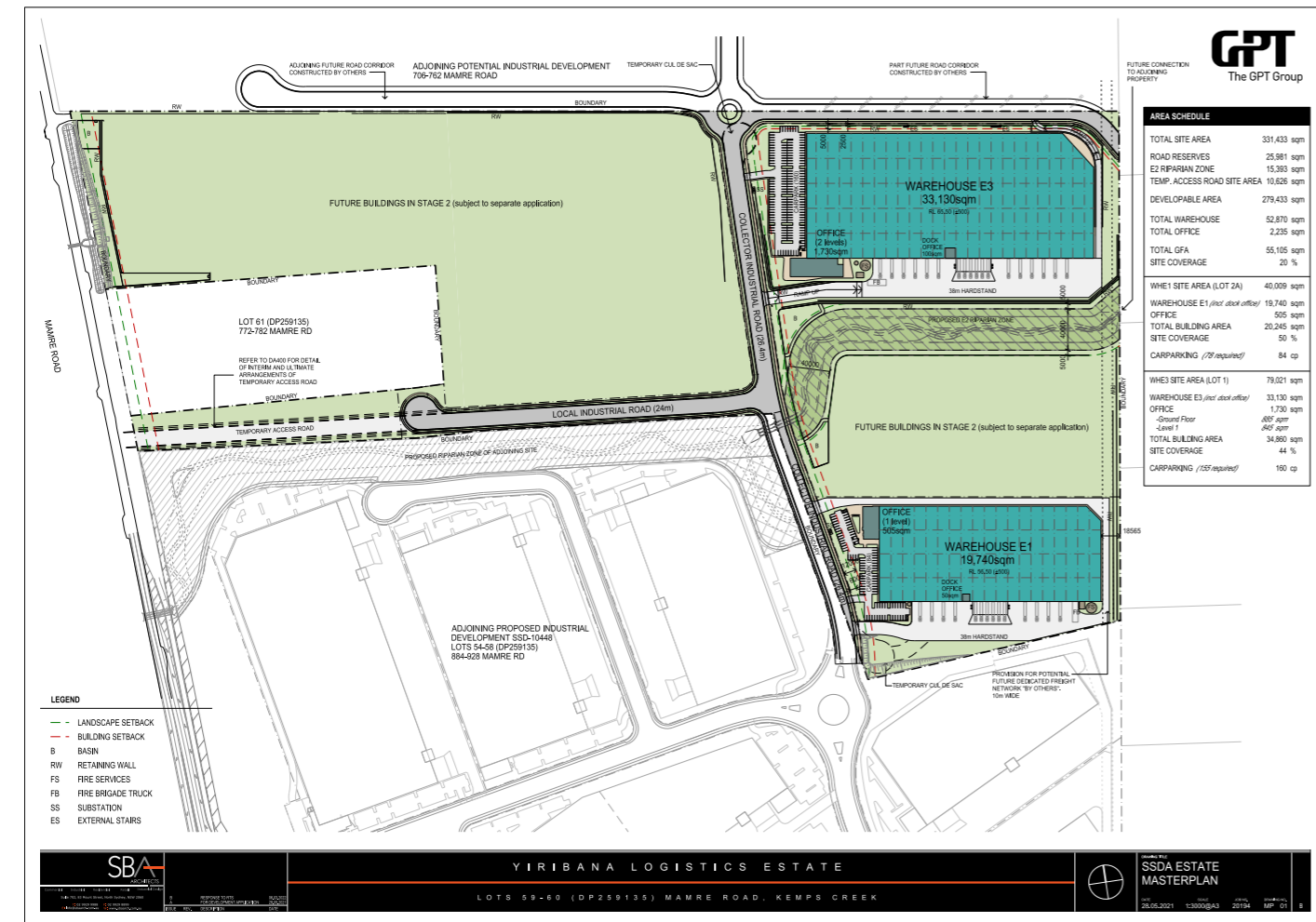


Figure 21: Yiribana Logistics Estate - SSDA Estate Masterplan (Source: SBA)

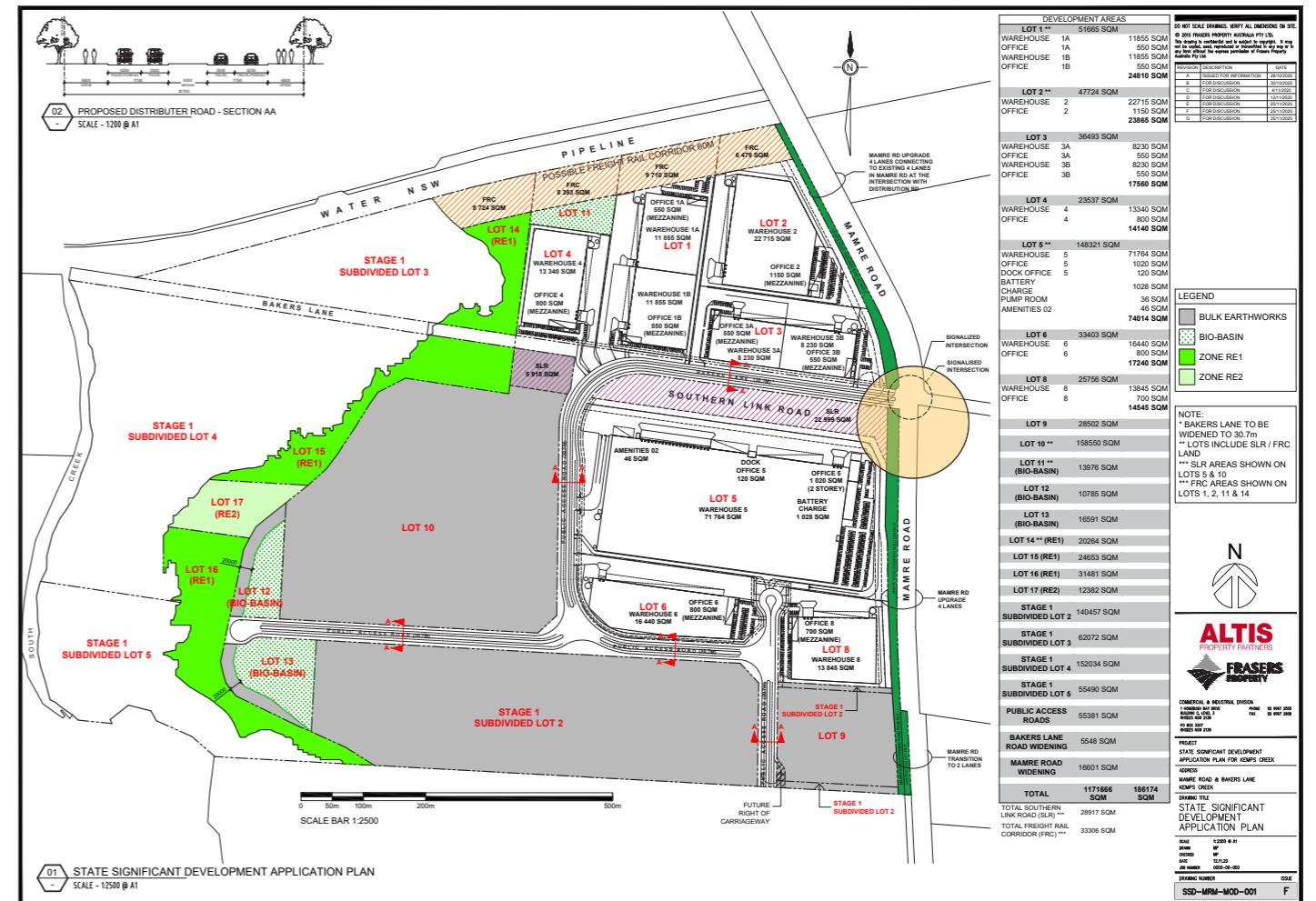


Figure 22: Kemps Creek Warehouse, Logistics And Industrial Facilities Hub - SSD Application Plan (Source: Altis/Frasers)

To the southeast located at lots 54-58 Mamre Road the SSD application for 'Aspect Industrial Estate' by Mirvac has now been approved. Figure 23 on page 20 shows the SSDA Estate Masterplan containing 11 lots and a potential of 15 warehouses.

5.6 Landscape Character

The Proposed Site was previously home to a rural property with working buildings and agricultural land, this has now been removed. It is predominately covered with pasture grasses and has a creek running from north to east across the lot. It is relatively flat with a level change of approximately 10m from Mamre Road down to South Creek.

Outside of the site to the east and north the topography becomes more elevated and rises up towards Aldington Road and the Erskine Park Industrial Estate, farm land and scattered residential properties are present to the south. To the west is South Creek with Twin Creeks Golf Course and E4 residential dwellings behind.

On a clear day to the west views to the Blue Mountains are possible from higher elevations. From aerial photography, site observations and future known approved development, the current immediate surrounding character of the area can presently be described as agricultural to the south with large scale industrial development emerging in the north and east.



Figure 23: Aspect Industrial Estate - SSDA Estate Masterplan (Source: DPE Major Projects)

As described in Sections 4.0 and 5.0, the future character of the immediate context to the south, north and east 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 previous rural residential to industrial use. Pockets of RE1 land will be interspersed between industrial development including on the Proposed Development site itself. To the west land is zoned as Environment and Recreation (ENZ) by the Aerotropolis Plan (WSA), this includes the Wianamatta South Creek area.

5.7 Selected Viewpoints – Receptor Locations

The symbols and numbering in Figure 2 on page 9, indicates the viewpoints and photomontages that have been selected for a Visual Impact Assessment (VIA). A sample of receptors which are closest in proximity to the proposed development have been selected. From viewpoint locations, photomontages have been generated to represent as closely as possible views of the proposed development following construction at year 0 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 6.



5.8 Proposed GPT Yiribana West - DA Masterplan

Situated in Figure 24 on page 21 is the Yiribana West DA Estate Masterplan. This plan is used for the purpose of assessment within this VIA report.

6.0 DEVELOPMENT PROPOSALS

6.1 General

The following description is based on the GPT Yiribana Estate DA Masterplan and elevations shown in Figures 24, 25a and 25b. The application proposes two warehouses. Each building will contain offices, car parking facilities, loading hard stand areas, and landscaping setbacks. A pocket of RE1 land is situated to the west of warehouse 2 and east of the collector road. This will be subject to a future extension planning approval as will all other development to the west of the collector road. A breakdown summary of each warehouse is noted below:

- Construction of a single occupancy warehouse building ('Warehouse 1'), with a warehouse area of approximately 10,207 sqm, serviced by office space approximately 405 sqm in area and loading docks. Associated car parking, comprising of 39 spaces.
- Construction of a single occupancy warehouse building ('Warehouse 2'), with a warehouse area of approximately 13,836 sqm, serviced by office space approximately 405 sqm in area and loading docks. Associated car parking, comprising of 57 spaces.
- Associated landscaping works.
- Construction of a (25.6m wide collector) road.

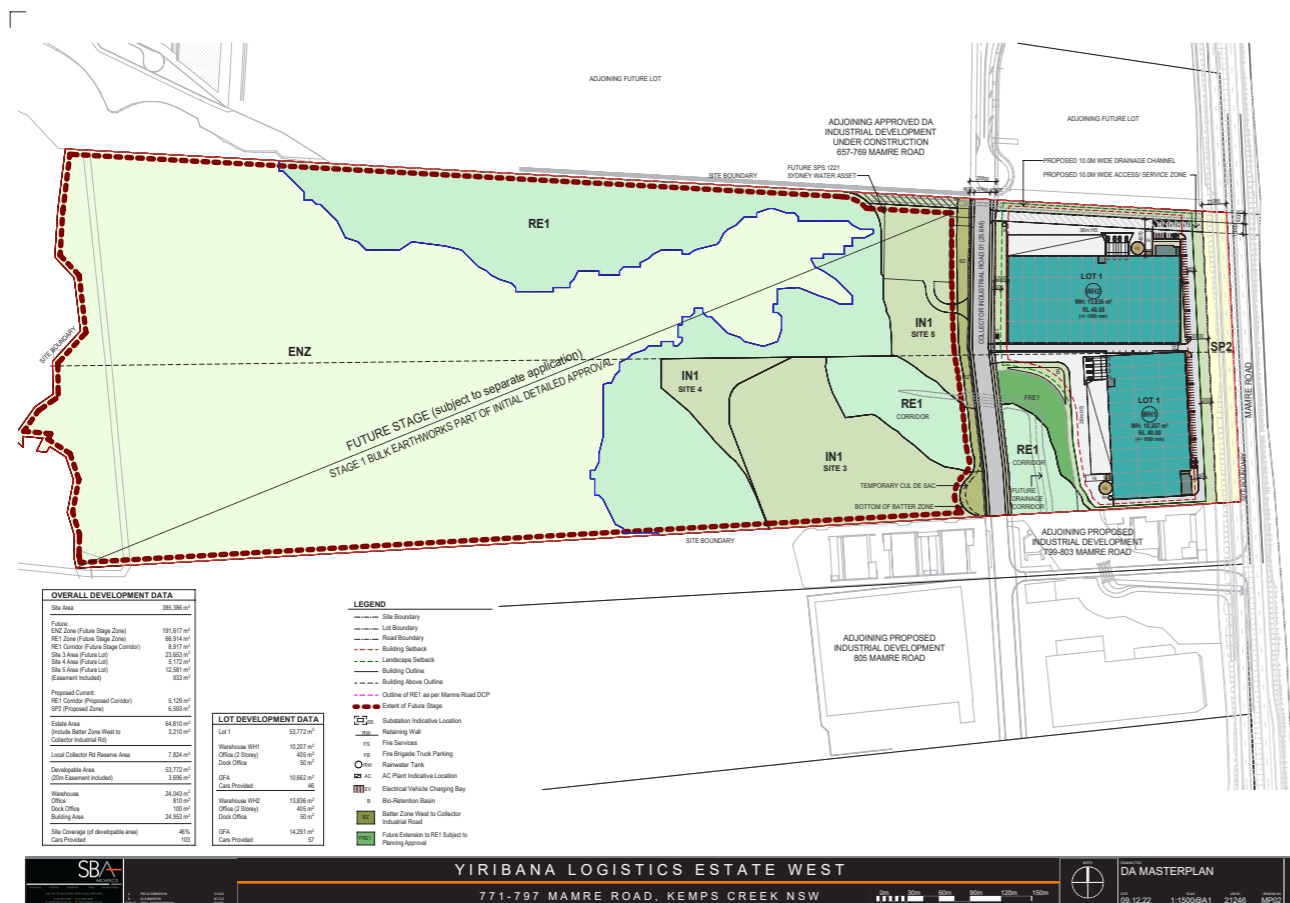


Figure 24: GPT Yiribana West - DA Masterplan (Source: SBA)

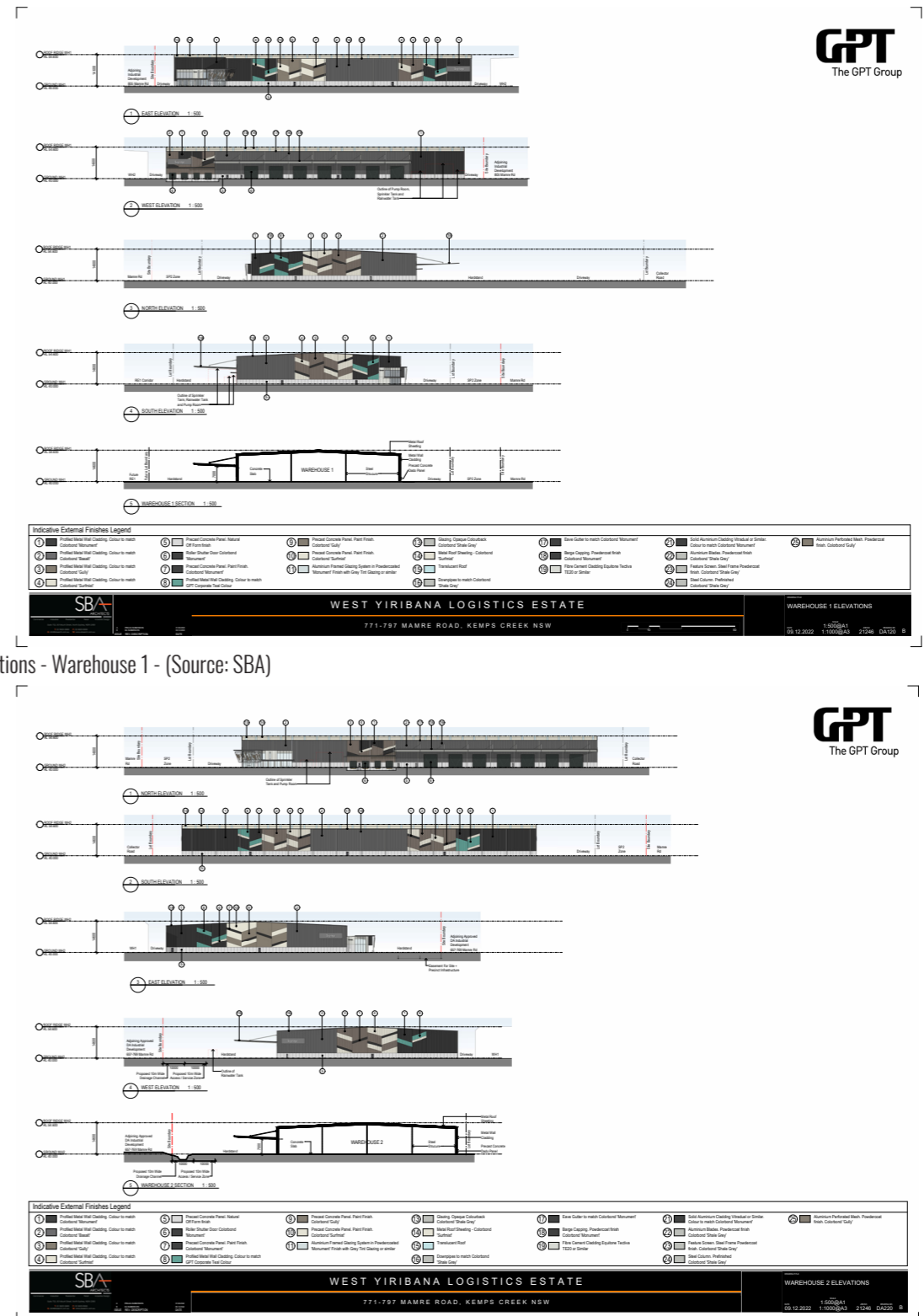


Figure 25a: Elevations - Warehouse 1 - (Source: SBA)

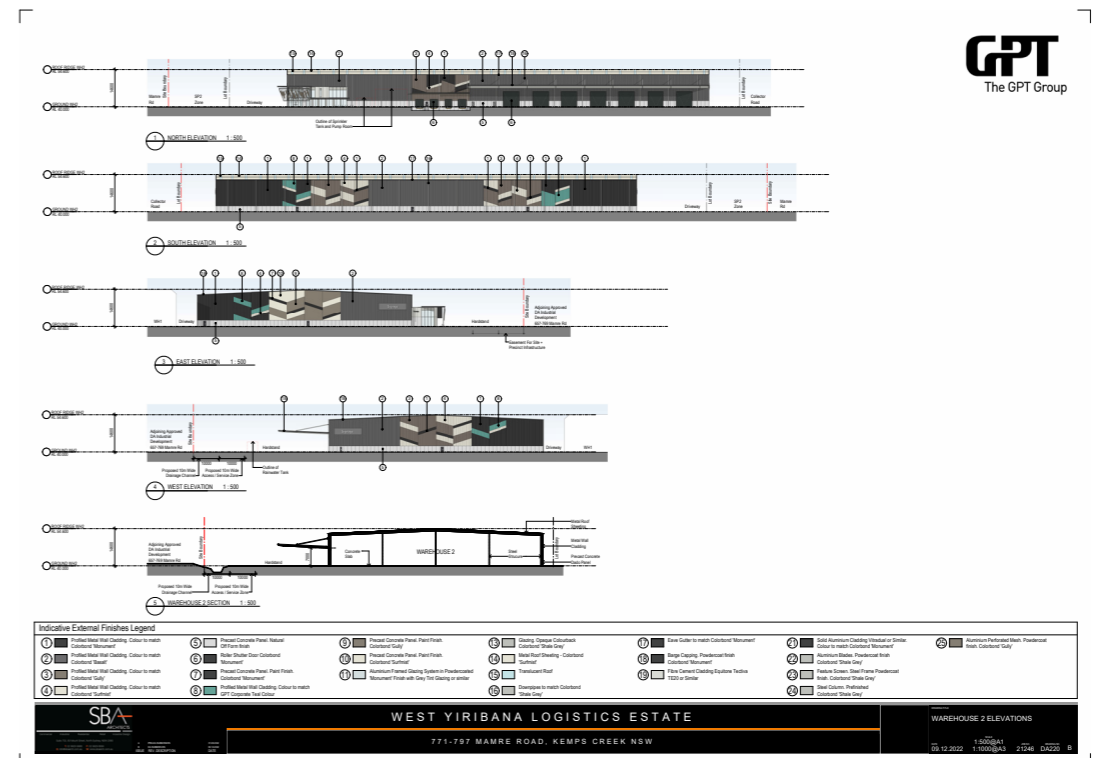


Figure 25b: Elevations Warehouse 2 - (Source: SBA)

6.2 Access

Access to the site will be from the north along a collector road which adjoins 'The Yards' development. This results in the entire length of Mamre Road being screened by a 10m wide buffer. Mamre Road is due to be widened in the future to accommodate increase volumes of traffic.

6.3 Height / Scale / Levels

The height and scale of the warehousing is to be representative of the type of warehousing already present within the Mamre Precinct area. Both warehouse 1 and 2 are to have a height to ridgeline of 14.6m with a 2.5 degree roof pitch. Pad levels are to be raised slightly from existing levels.

6.4 Colour / Materials & Finishes

Colour tones have been chosen to help sit the building more comfortably into the surrounding context. A palette of browns and darker 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 aluminum cladding and glazing.

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 creates 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.

7.0 LANDSCAPE STRATEGY, DESIGN AND MITIGATION

7.1 Strategy and Mitigation

To mitigate views particularly from the south, east and west, landscape buffer zones are present. Trees and shrub planting has been proposed 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. 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.

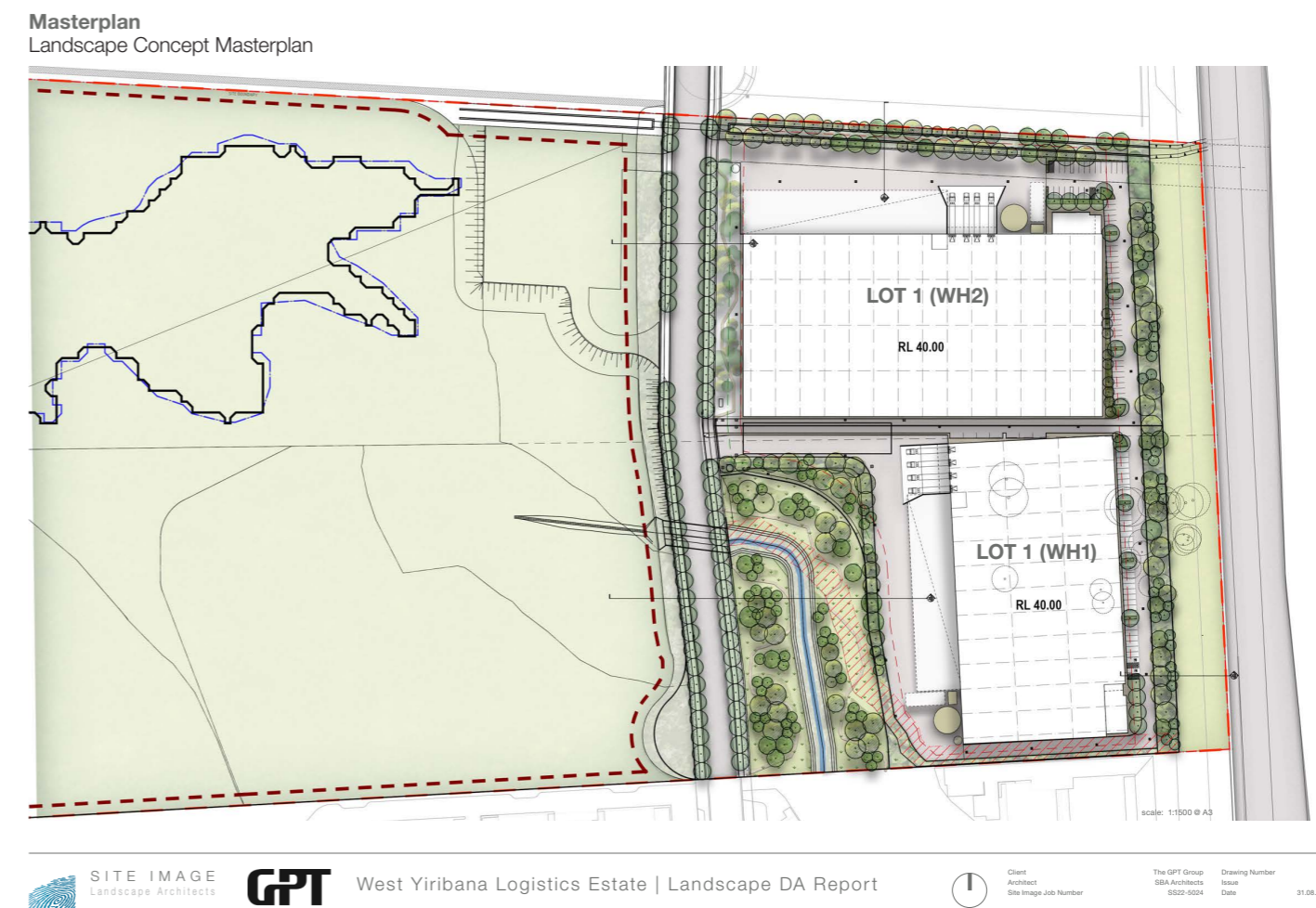


Figure 26a: Landscape Concept Masterplan - (Source: Site Image)

Masterplan /
Landscape Typologies



Masterplan /
Mamre Road Frontage

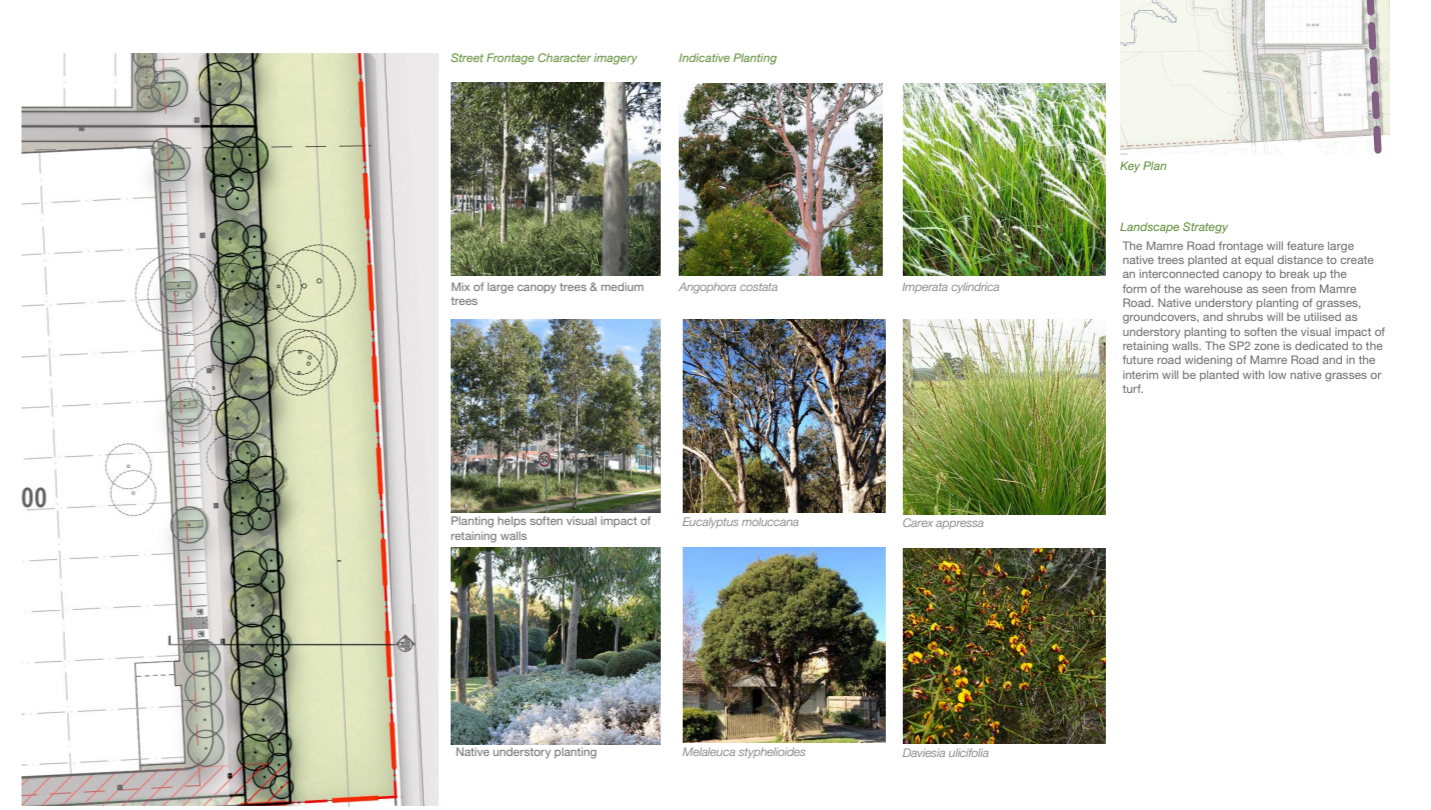


Figure 26b: Landscape Typologies - (Source: Site Image)

Figure 26c: Mamre Road Frontage - (Source: Site Image)

8.0 VISUAL IMPACT ASSESSMENT

8.1 Viewpoint 1

Viewing Location	Mamre Road (Approach from North), Kemps Creek - Looking Southwest
GPS	33°50'08.8"S, 150°46'51.5"E
Elevation (Eye-level)	46.5m
Date and Time	13th October 2022 - 11.20am
Baseline Photo & Photomontage Figure	Figure 27
Visual Description	
Approx. Viewing Distance from Site Boundary	150m
View description & prominence of the development	<p>This viewpoint was taken to represent motorists traveling in a southerly direction on approach to the Proposed Development frontage. At this location the view is relatively open towards the site with longer distance views possible beyond.</p> <p>The baseline image shown in Figure 27 shows the approach to the site and views south along Mamre Road. To the right of shot is 'The Yards' industrial development by Altis and Frasers with the proposed development situated behind.</p>
Visual Receptor Sensitivity	Views are likely to be experienced predominantly by motorists traveling south along Mamre Road. These will be transient and for a short time period only, the view has also been and will continue to be affected by large scale recent industrial development and therefore, the sensitivity has been judged to be low .
Magnitude of Change	The Proposed Development will form a new and recognisable element within the view which would be recognised by the receptor. However, planting at Year 15 is expected to screen a large proportion of Warehouse 2 and soften the view of the road frontage. The presence of other industrial development also reduces the magnitude of change expected within the view. Therefore, it is judged that the magnitude of change is low .
Significance of Visual Impact	The significance of the visual impact at this location is judged to be minor negligible* .

***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 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 - Oct 2022



Photomontage - Year 0



Photomontage - Year 15

Figure 27: Viewpoint 1 - Mamre Road (Approach From North), Kems Creek - Looking Southwest (Photomontage Y0 & Y15)

Approx Angle of View - 67°

8.2 Viewpoint 2

Viewing Location	Mamre Road (Approach from South), Kemps Creek - Looking Northwest
GPS	33°50'30.6"S, 150°46'52.3"E
Elevation (Eye-level)	46.5m
Date and Time	13th October 2022 - 11.17am
Baseline Photo & Photomontage Figure	Figure 28
Visual Description	
Approx. Viewing Distance from Site Boundary	250m
View description & prominence of the development	<p>This viewpoint was taken to represent motorists traveling in a northerly direction on approach to the Proposed Development frontage. At this location the view is relatively open towards the site with longer distance views possible beyond.</p> <p>The baseline image shown in Figure 28 shows the approach to the site and views north along Mamre Road. The development site is situated behind 805 Mamre Road which is subject to an industrial application from Gibb Group. 'The Yards' development is visible behind the tree line in the distance.</p>
Visual Receptor Sensitivity	Views are likely to be experienced predominantly by motorists traveling north along Mamre Road. These will be transient and for a short time period only and there is the presence of industrial development seen within 'The Yards' further north therefore, the sensitivity has been judged to be medium .
Magnitude of Change	The Proposed Development will form a new and recognisable element within the view which would be recognised by the receptor. However, due to the presence of existing vegetation to Mamre Road and proposed landscape planting to the Mamre Road frontage Warehouse 1 is expected to be partially screened. Therefore, it is judged that the magnitude of change is low .
Significance of Visual Impact	The significance of the visual impact at this location is judged to be minor* .

***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.**



Existing View - Oct 2022



Photomontage - Year 0



Photomontage - Year 15

Figure 28: Viewpoint 2 - Mamre Road (Approach From South), Kemps Creek - Looking Northwest (Photomontage Y0 & Y15)

Approx Angle of View - 67°

8.3 Viewpoint 3

Viewing Location	799 Mamre Road, Kemps Creek - Looking Northeast
GPS	33°50'24.0"S, 150°46'40.9"E
Elevation (Eye-level)	43.5m
Date and Time	13th October 2022 - 10.53am
Baseline Photo & Photomontage Figure	Figure 29 & 29a (29a is an A1 Photomontage Extended Angle of View, Refer to 11.0 Appendix)

Visual Description

Approx. Viewing Distance from Site Boundary	30m
View description & prominence of the development	<p>This viewpoint was taken from the residential dwelling at 799 Mamre Road. The land is zoned IN1 use however, presently there are no applications for the site. It is unsure at this stage whether the property will remain in the longer term. The property sits between the Yiribana West development to the north and the 805 Mamre Road, Kemps Creek Logistics estate to the south.</p> <p>Views up to higher ground at Aldington Road are presently possible however, ultimately this view will contain the future Yiribana Logistics Estate and ISPT developments. The Yards development is also prominent in the view to the north.</p>

Visual Receptor Sensitivity

Although this receptor is residential in type it will ultimately be surrounded by industrial development to the north, east and south and warehousing from 'The Yards' is already present within the baseline view.

However, other developments are expected to be well screened by proposed planting to Mamre Road, views are at very close range and will be present from living spaces of the property. Sensitivity is presently judged on the Proposed Development in isolation and therefore, It is judged that the sensitivity of this visual receptor is **high**.

Magnitude of Change

Although it is expected that proposed landscaping would be highly effective in screening the development, 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. Views are direct and at close range with changes over a wide horizontal and vertical extent. Therefore, it is judged that the magnitude of change is **high**.

Significance of Visual Impact

The significance of the visual impact at this location is judged to be **major/moderate***.

***NOTE : This visual receptor is located within the Mamre Road Precinct which has 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 immediate area.**



Existing View - Oct 2022



Photomontage - Year 0



Photomontage - Year 15

Figure 29: Viewpoint 3 - 799 Mamre Road, Kems Creek Looking Northeast (Photomontage Y0 & Y15)

Approx Angle of View - 67°

8.4 Viewpoint 4

Viewing Location	RE1 Lands Position 1, Kemps Creek - Looking Southeast
GPS	33°50'12.67"S, 150°46'34.67"E
Elevation (Eye-level)	39.1m
Date and Time	26th October 2022 - 10.00am
Baseline Photo & Photomontage Figure	Figure 30
Visual Description	
Approx. Viewing Distance from Site Boundary	10m
View description & prominence of the development	<p>Viewpoints 4 to 5 were included to understand potential future views from RE1 zoned land located within the site boundary. This zoning is shown within the precinct planning documentation described within Section 5.0 of this report.</p> <p>As access to the RE1 zoned land within the site boundary was not possible on foot, the baseline photograph was instead taken within the adjoining Yards development close to the northern boundary of the Proposed Development. The RE1 land is only 10m south from this location and therefore, a similar type of view would be experienced.</p> <p>The RE1 land is indicated on the SEPP Industry and Employment Land Zoning Map (Figure 18) and on the Proposed Development DA Master Plan (Figure 24). Beyond this area to the south and west land is zoned ENZ as per the provisions of the Aerotropolis Plan (Figure 20). It would be assumed that in the future, the environment and recreation zoned land will be actively used for this purpose and views of the industrial estate will be received by this type of receptor.</p> <p>Presently, the existing view shows the development site with pastoral grasslands and scattered trees and vegetation. Views up to higher grounds are possible along the Aldington Road ridgeline.</p>
Visual Receptor Sensitivity	<p>Judgements of sensitivity are more difficult with viewpoints when the receptor is likely to undergo change within the future. Until more is known regarding the design for the ENZ and RE1 land, the use for this exact location is presently unknown however, it is possible that there would potentially be public footpaths and cycleways joining to a wider network.</p> <p>The baseline view seen in Figure 30 has started to become affected by industrial development and that is evident by earthworks to the north and east. Therefore, it is judged that the sensitivity of the receptor to the proposed development is high to medium.</p>
Magnitude of Change	<p>Judgments regarding the Magnitude of Change are also more speculative for the receptor for the same reasons mentioned above. However, landscape mitigation is highly likely to be introduced within the RE1 land as part of the design which would further mitigate views of the Proposed Development from this location. To the south of warehousing the proposal also includes canopy tree planting and landscaping to soften and screen the built form.</p> <p>Due to the proximity of the development to this location, it is still likely that the development would be seen behind proposed landscaping. Therefore, it is judged that the residual magnitude of change is medium.</p>
Significance of Visual Impact	The significance of the visual impact at this location is judged to potentially be moderate or moderate/minor .



Existing View - Oct 2022



Photomontage - Year 0



Photomontage - Year 15

Figure 30: Viewpoint 4 - RE1 Lands Position 1 - Looking Southeast (Photomontage Y0 & Y15)

Approx Angle of View - 67°

8.5 Viewpoint 5

Viewing Location	RE1 Lands Position 2, Kemps Creek - Looking Northeast
GPS	33°50'20.7"S, 150°46'38.6"E
Elevation (Eye-level)	41.5m
Date and Time	13th October 2022 - 10.39am
Baseline Photo & Photomontage Figure	Figure 31 & 31a (31a is an A1 Photomontage Extended Angle of View, Refer to 11.0 Appendix)
Visual Description	
Approx. Viewing Distance from Site Boundary	N/A within site boundary
View description & prominence of the development	<p>The baseline photograph was taken within RE1 land to the south about 130m from warehouse 2 and 25m from the existing creek.</p> <p>The RE1 land is indicated on the SEPP Industry and Employment Land Zoning Map (Figure 18) and on the Proposed Development DA Master Plan (Figure 24). Beyond this area to the south and west land is zoned ENZ as per the provisions of the Aerotropolis Plan (Figure 20). It would be assumed that in the future, the environment and recreation zoned land will be actively used for this purpose and views of the industrial estate will be received by this type of receptor.</p> <p>Presently, the existing view shows the development site with pastoral grasslands and scattered trees and vegetation. Views up to higher grounds are possible along the Aldington Road ridgeline.</p>
Visual Receptor Sensitivity	<p>Judgements of sensitivity are more difficult with viewpoints when the receptor is likely to undergo change within the future. Until more is known regarding the design for the ENZ and RE1 land, the use for this exact location is presently unknown however, it is possible that there would potentially be public footpaths and cycleways adjacent to the creek joining to a wider network.</p> <p>The baseline view seen in Figure 30 has started to become affected by industrial development and that is evident by earthworks to the north. Therefore, it is judged that the sensitivity of the receptor to the proposed development is high to medium.</p>
Magnitude of Change	<p>Judgments regarding the Magnitude of Change are also more speculative for the receptor for the same reasons mentioned above. However, landscape mitigation is highly likely to be introduced within the RE1 land as part of the design which would further mitigate views of the Proposed Development from this location. To the south of warehousing the proposal also includes canopy tree planting and landscaping to soften and screen the built form.</p> <p>Due to the proximity of the development to this location, it is still likely that the development would be seen behind proposed landscaping. Therefore, it is judged that the residual magnitude of change is medium.</p>
Significance of Visual Impact	The significance of the visual impact at this location is judged to potentially be moderate or moderate/minor .



Existing View - Oct 2022



Photomontage - Year 0



Photomontage - Year 15

Figure 31: Viewpoint 5 - RE1 Lands Position 2 - Looking Southeast (Photomontage Y0 & Y15)

Approx Angle of View - 67°

8.6 Viewpoint 6

Viewing Location	Adjacent to 7 Medinah Ave, Luddenham - Looking East
GPS	33°50'12.3"S, 150°45'51.6"E
Elevation (Eye-level)	34.5m
Date and Time	13th October 2022 - 13.09pm
Baseline Photo & Photomontage Figure	Figure 32

Visual Description

Approx. Viewing Distance from Site Boundary	400m (1.3km from warehouse 1B)
View description & prominence of the development	<p>Viewpoint 6 is located on land zoned R2 private recreation within the Penrith LEP. This view is close to Twin Creeks Country Club and Golf Course and it is situated within a public reserve and electrical easement adjacent to No 7 Medinah Ave.</p> <p>It would be expected that users of the golf course would, at times, be subject to views of the proposed development. This viewpoint is also close to the back of several properties along Medinah Avenue that have rear gardens facing the reserve. No 7 Medinah Ave would experience a view very similar to that seen within the baseline view.</p> <p>In the foreground of the image are grasslands adjacent to the Golf Course, with electric pylons visible to the south. Fairways, bunkers and greens can be seen from the Twin Creek Golf Course. To the rear of the baseline image is existing vegetation associated with South Creek. Existing industrial development is in the most part screened by vegetation, although some parts of the Golf Course are able to see the Snackbrands high-bay and the under-construction TTI building from 'The Yards'.</p> <p>A small view corridor to the site exists as shown in drone photography imagery and the baseline image in Figure 32.</p>

Visual Receptor Sensitivity	Even with the presence of landscape detractors such as the electrical easement and pylons, the view from this location is likely to be held in high regard by local residents and users of the golf facilities. Views are also possible from the living spaces of a number of residential properties facing the golf course. Therefore, it is judged that the sensitivity for this receptor to the Proposed Development would be high .
Magnitude of Change	The proposed development will be seen through a view corridor that exists between a gap in vegetation along South Creek, however, view corridors are limited. It is expected to form a minor constituent of the view being partially visible and at a sufficient distance to be a small component. Views are at medium to long range with a small horizontal/vertical extent of the view affected. Proposed landscaping at Year 15 is also expected to further screen the development and blend into the backdrop of South Creek. Therefore, the magnitude of change is judged to be very low .
Significance of Visual Impact	The significance of the visual impact at this location is judged to be minor .



Existing View - Oct 2022



Photomontage - Year 0



Photomontage - Year 15

9.0 CONCLUSIONS AND NON-TECHNICAL SUMMARY

The purpose of this Visual Impact Assessment (VIA) is to address Penrith City Council's requirements to prepare a qualitative Visual Impact Assessment for the proposed Yiribana West Industrial Estate. This report relies on desktop study, on-site analysis, drone photography and photomontages of the proposal. Potential visual impacts have been assessed for a number of locations that are either in close proximity to the proposed development or are judged to have high sensitivity.

It is concluded that the proposed development will create visual impacts of varying significance for different user groups situated in close proximity to the site. Following the recent rezoning of the Mamre Road Precinct from rural to industrial (IN1) use, some properties will be, and in some cases, have already been acquired to enable industrial development. Therefore, these impacts are likely to only be short to medium term only.

There are locations in the immediate area that are outside of the Mamre Road Precinct or the Western Sydney Aerotropolis zoning, these would include residential dwellings within Luddenham/Twin Creeks and private and public lands associated with the golf course and reserve. However, these locations are buffered by vegetation to South Creek which already provides a high degree of screening.

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 **major/moderate short to medium term** visual impacts from the proposed development:

- 799 Mamre Road, Kemps Creek (VP3)

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

- Mamre Road (Approach from South), Kemps Creek (VP1)

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

- Mamre Road (Approach from North) Kemps Creek (VP2)

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 viewpoints assessed above are likely to reduce over time due to further industrial developments within the immediate area and this will result in likely lower visual impacts.

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

- Adjacent to 7 Medinah Ave, Luddenham (VP7)

Two viewpoints were also assessed within the site boundary from RE1 land designated for future environmental use, public recreation, or open space. The significance of visual impacts from these locations is more difficult to predict due to uncertainties at this time to the final use and design of these areas. However, the following locations are judged to potentially receive **moderate** or **moderate/minor** visual impacts from the proposed development:

- RE1 Lands Position 1, Kemps Creek (VP4)
- RE1 Lands Position 2, Kemps Creek (VP5)

From analysis of aerial photography, it is evident that a number of other (non-assessed) residential properties within the immediate area will receive views of the development. However, as previously mentioned, many of these residential properties are located within the Mamre Road Precinct. 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.

Land immediately to the west of the warehousing has been identified as RE1 within the Industry and Employment SEPP 2021. This VIA report has considered potential visual impacts upon this future use. From VP4 and 5 it is possible to obtain an approximate understanding of the potential visual impact that the Yiribana Estate could create upon the RE1 land. These impacts would not be unique just to the Proposed Development and any adjacent industrial type building would to some degree affect the visual amenity of the RE1. A large scale development for example is planned adjacent to the RE1 lands to the south of 'The Yards' development.

The Proposed Development complies with all relevant setback controls as per the Mamre Road DCP, which will allow for screening of the proposed warehousing along the western boundary and therefore help to mitigate visual impacts upon the RE1 land. For a more detailed assessment of the visual impact upon the RE1 land, refer to Section 5.0 and Section 8.0.

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



VP3 - Existing View - Oct 2022



VP3 - Photomontage - Year 0



VP3 - Photomontage - Year 15

Figure 29a: Viewpoint 3 - 799 Mamre Road, Kemps Creek - Looking Northeast (Photomontage Extended Angle of View) Approx Angle of View - 109° - Sheet Print Size A1



VP5 - Existing View - Oct 2022



VP5 - Photomontage - Year 0



VP5 - Photomontage - Year 15

Figure 31a: Viewpoint 5 - RE1 Lands Position 2, Kemps Creek - Looking Northeast (Photomontage Extended Angle of View)

Approx Angle of View - 97° - Sheet Print Size A1