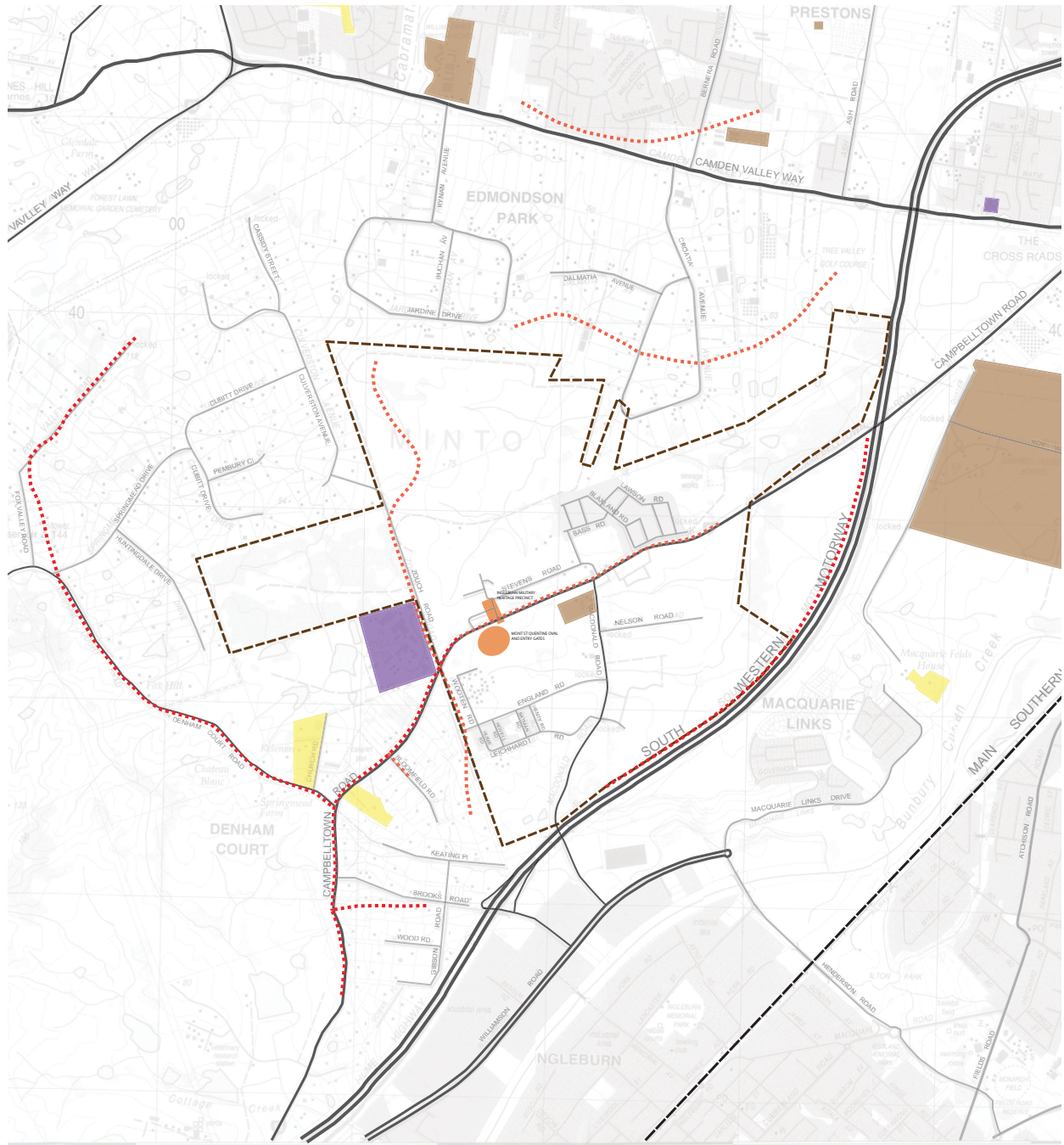


03 Visual Assessment

20









-  SITE BOUNDARY
-  RIDGELINES
-  HERITAGE
-  SCHOOLS
-  RELIGIOUS
-  INGLEBURN MILITARY PRECINCT

Figure 5\_Cultural Heritage diagram

## 03 \_\_\_\_\_ Visual Assessment

### 3.3\_The Proposed Concept Plan

21

The proposed concept plan for Edmondson Park South has been developed following considerable review of the landscape and cultural characteristics and features of the precinct. The site has a long history of detailed survey and assessment of ecological values that was used on assessing the rezoning of the land and the preparation of a Conservation Agreement under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 to preserve the regenerating vegetated areas across the majority of the central portion of the site (refer SIMI diagram for the agreed extent of conservation lands). The concept plan also preserves significant riparian corridors as open space and provides for the augmentation of core riparian vegetation in accordance with best practice requirements.

**Refer Figure 6\_SIMI diagram** (overpage) .

*Residential Development (R1 and E4 Zones)*

A variety of housing types will be delivered as a result of the project. The range of densities will enable a range of dwelling types and will include moderate income housing and housing for seniors. Medium density development will be concentrated around the proposed town centre and along Campbelltown Road.

Low density residential development will occupy the majority of gently undulating land to the north of the new South West Rail Link and to the south of Campbelltown Road. Environmental living (large rural) lots are proposed for the prominent slopes in the south-west corner of the site. Location of rural dwellings in this visually prominent area of the site provides maximum opportunity to retain existing scattered trees and to provide substantial tree canopy vegetation to screen views of new housing. These will need to be developed with special care to minimise the visual impact of new built form on the existing green rural setting. Consideration of setbacks and other measures to ensure achievement of adequate landscaping in private lots for these sites will be key to achieving this.

Typical lot sizes and approximate numbers are likely to be as follows.

_Environmental living (large rural)	1 hectare lots, 2 storeys assumed
_Low density residential	500sqm (lot sizes typically 14x35m, 1-2 storeys assumed)
_Medium density	townhouses and apartment buildings, 3-4 storeys assumed
_Additional units are also proposed in the town centre area	

Block and lot layouts at this density will result in a major change to the existing rural landscape, effectively transforming the existing green pastoral landscape to a typically urbanised environment with formalised street patterns accentuated by formal tree planting. An important criterion in minimising the impact of such a change will be in creating a new landscape setting that blends and softens new housing with a combination of new canopy tree planting and sympathetically selected built form materials. The large areas of retained vegetation in the proposed conservation and riparian zones will assist greatly in achieving this.

03 Visual Assessment

22

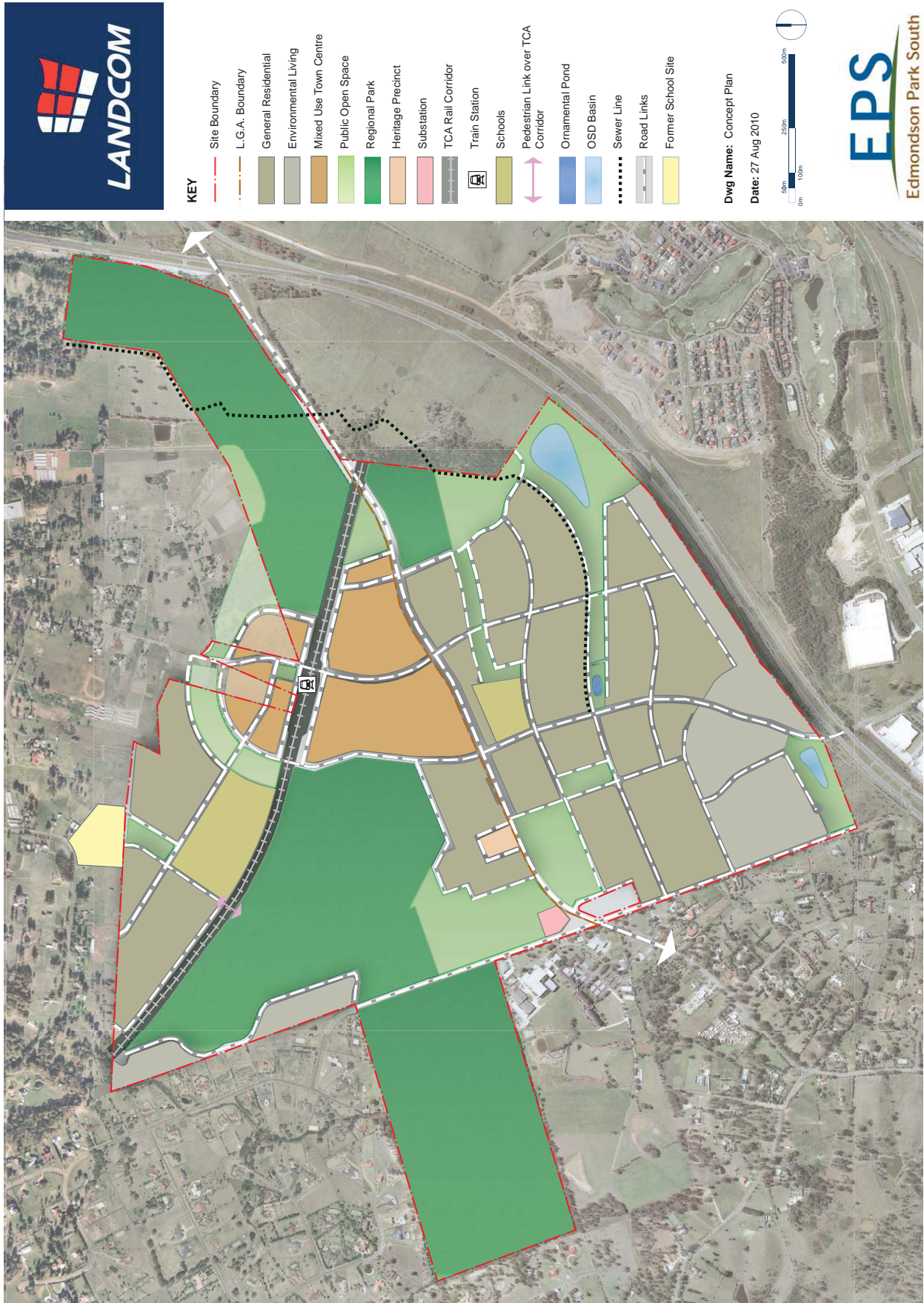


Figure 6\_Concept Plan

### 03 Visual Assessment

The creation of a new connected tree canopy across the site is recommended and will be most achievable in the areas of low density development on the slopes around the proposed town centre. In these areas trees can be incorporated in private gardens as well as in the public domain. A key consideration will be in planning lot depths sufficiently deep to allow private backyard tree planting which will facilitate the establishment of canopy trees providing natural shade, amenity and temperature control of houses, as well as visual softening of the development.

#### *Acoustic Walls*

5m acoustic walls (opaque) are proposed on the northern side of the M5 Motorway on the bridge over MacDonald Road. The new walls will extend for a distance of 250m beyond the extent of the existing walls (similar height) lining the Brooks Road on-ramp to the Motorway at this location.

#### *Edmondson Park Town Centre (B4 Zone)*

The proposed Edmondson Park town centre is located around the proposed Edmondson Park railway station, which will be delivered as part of the South West Rail Link project. New buildings in this area will be predominantly 6 stories (24m) comprising approximately 35,000 – 45,000 m<sup>2</sup> of retail/commercial floor space and residential development. Special provision for 10 storey (30m) buildings may also be considered. The location of the B4 Zone on an elevated ridge will be visible from surrounding locations and is likely to result in removal of existing vegetation. The town centre will be surrounded by lower 3-5 storey medium density development (12m) to address the major streets including Campbelltown Road. This extent of town centre development represents a major change to existing uses and visual character and will be visible from vantage points to the north because of the proposed height of development.

#### *Open Space Network and Regional Park*

The proposed development aims to retain remnant vegetation pockets wherever possible, particularly fingers of riparian vegetation along creek lines in new linear parks. The concept plan also retains a substantial (150 hectare) Regional Park across the central portion of the site. Some small isolated pockets of vegetation will be retained in parks or in new private land holdings. Other than the conservation zones, most open space areas are located in the low lying lands of the site where they serve multiple drainage functions such as preservation of core riparian vegetation, provision of detention basins, and water quality control facilities.

#### *Future Context*

Development of Edmondson Park South must be considered in the context of its location within the South West Growth Sector identified for urban development in the NSW Metropolitan Plan. Existing and future development around the site is creating a new, more urban context for the Edmondson Park South release area and landscape. The visual effect, or change, resulting from the proposed development in this future context will be much lower than from the current predominantly rural setting.

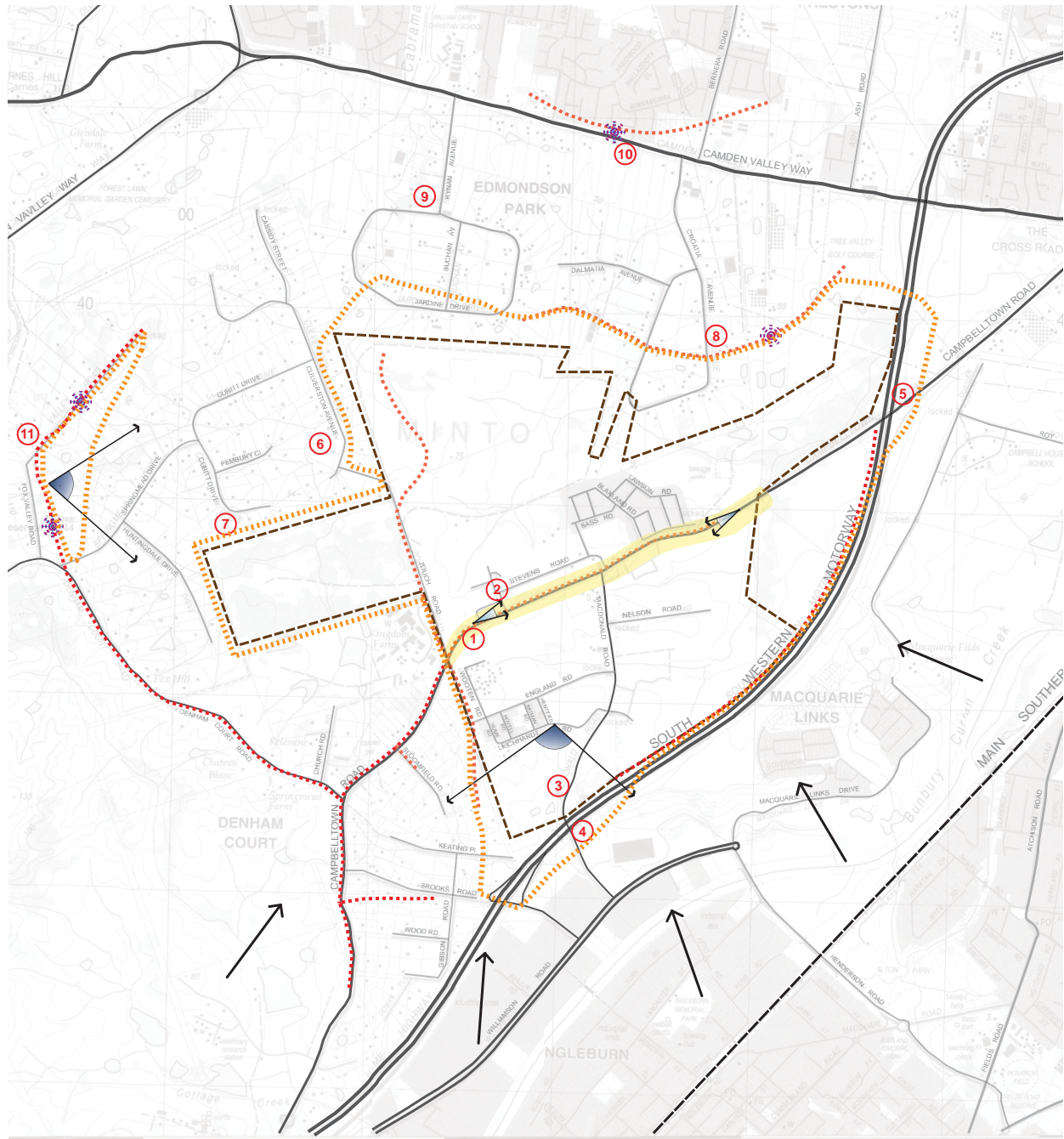
#### *South West Rail Link*

The South West Rail Link will be part of the future Edmondson Park town centre but it is not the subject of this Concept Plan Application. The visual impact of the South West Rail Link has been separately addressed in the South West Rail Link TA301 Landscape and Visual Assessment (HASSELL, March 2010).

Refer **Figure 6\_Concept Plan**.

03 Visual Assessment

24



- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>1 CAMPBELLTOWN ROAD</li> <li>2 INGLEBURN MILITARY PRECINCT</li> <li>3 MACDONALD ROAD</li> <li>4 M5 MOTORWAY (MACDONALD RD)</li> <li>5 M5 MOTORWAY (CAMPBELLTOWN RD)</li> <li>6 LARGE LOT RESIDENTIAL AREA</li> <li>7 CUBITT DRIVE</li> <li>8 CROATIA AVENUE</li> <li>9 RYAN AVENUE &amp; JARDINE DRIVE</li> <li>10 CAMDEN VALLEY WAY</li> <li>11 FOX VALLEY ROAD</li> </ul> | <ul style="list-style-type: none"> <li><span style="border: 1px dashed black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> SITE BOUNDARY</li> <li><span style="border: 1px solid black; border-radius: 50%; width: 15px; height: 15px; display: inline-block; margin-right: 5px;"></span> VIEWER LOCATIONS</li> <li><span style="border-bottom: 1px solid black; width: 15px; display: inline-block; margin-right: 5px;"></span> PANORAMIC VIEWS</li> <li><span style="border-bottom: 1px dotted black; width: 15px; display: inline-block; margin-right: 5px;"></span> RIDGELINES</li> <li><span style="border-bottom: 2px dashed orange; width: 15px; display: inline-block; margin-right: 5px;"></span> VISUAL CATCHMENT</li> <li><span style="color: purple; font-size: 1em; margin-right: 5px;">•••••</span> HIGH POINTS</li> <li><span style="background-color: yellow; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> ENCLOSED VIEWS</li> <li><span style="color: black; font-size: 1.5em; margin-right: 5px;">↗</span> VIEWS FROM SOUTH WEST ARE LARGELY OBSCURED BY EXISTING LANDFORM &amp; VEGETATION</li> </ul> |
|--|--|

Figure 7\_Views and Viewer Locations diagram

### 03 Visual Assessment

#### 3.4 Visual Assessment

##### Views and Viewer Locations

Landcom seeks to achieve new residential development in the most acceptable way possible. In this context, the most important objective of new development is to acknowledge the value and significance of the cultural heritage and visual landscapes of the land proposed for development. Whilst the land has already been zoned for urban development at Edmondson Park, it must occur in a way that does not encroach on important cultural landmarks, road corridors and landscape settings.

The previous sections provide an outline of the landscape and cultural features that contribute to the existing visual character of the landscape and an outline of the development proposal. This provides the background for the assessment of the visual impact of the proposed development on the existing landscape.

An analysis of significant views and viewer locations relating to the Edmondson Park South release area has been undertaken as a basis for assessing the impact the development will have on the significant landscape and cultural features identified in this report. These are a reflection of the importance of the visual and cultural landscape and of the opportunity and frequency with which the landscape or elements will be viewed.

Identified views and viewer locations are identified in Figure 8. Each of these views and view locations is assessed using the methodology outlined in Section 2 and presented in the following table. Visual impact is determined as a result of the relationship between visual effect and visual sensitivity in accordance with the following matrix.

Visual Effect Levels				
Visual Sensitivity Levels		HIGH	MODERATE	LOW
	HIGH	High impact	High impact	Moderate impact
	MODERATE	High impact	Moderate impact	Low impact
	LOW	Moderate impact	Low impact	Low impact

Matrix for Determining the Visual Impact of Proposed Development

Refer **Figure 7\_Views and Viewer Locations diagram**.

The detailed visual assessment for each identified viewer location is presented in the following table.

### 03 Visual Assessment

26



01\_Campbelltown Road - Typical Rural Character.



02\_The Ingleburn Military Precinct on Campbelltown Road.

## 03 Visual Assessment

Vantage Point	Visual effect	Visual Sensitivity	Visual Impact	Recommendations
01_ Campbelltown Road	<b>High</b> visual effect. Campbelltown Road will be upgraded from its existing semi-rural character to a 4 lane urban road with median street tree planting. The removal of a considerable proportion of existing mature trees along this ridge line will affect views from distant vantage points around the site as well as impact the character of the ridgeline itself. Foreground views from Campbelltown Road into the developed area will be highly modified from semi-rural to urban. High density residential and town centre development will present a new built form edge to Campbelltown Road.	<b>Moderate</b> visual sensitivity. The change will affect a large number of motorists at high frequency. The proposal will result in a changed road corridor condition representing a sustained view and perception change for a large number of motorists. Views will be of short to moderate duration. As new development is proposed on both side of the road there will be minimum changes for residents in private homes. New residents in these areas will not be sensitive to the change. A small portion of long distance views towards the Campbelltown Road ridgeline will be affected by the loss of existing vegetation. This will affect a low number of local residents.	<b>High</b> visual impact. The significant land use changes and upgrade of Campbelltown Rd will have a visual impact.	Retain existing tree vegetation within the new road reserve and on the ridgeline wherever possible. Provide new large, native evergreen street tree planting along Campbelltown Rd. Control building heights and front setbacks of new buildings along Campbelltown Road to provide comfortable scale. Provide public domain treatments that address the new town centre and highlight the quality of the new development. Provide a different streetscape treatment where the new Campbelltown Road passes through the conservation zone.
02_ Retained Heritage Items.	<b>Low</b> visual effect. Implementation of the Concept Plan will have a positive impact on views to these items, allowing them to be viewed from a variety of vantage points. The retained heritage items are integrated into the proposed open space network maintaining a sense of their relationship with the original open setting that the Defence site provided. <i>Reference Heritage Impact Statement, Tanner Architects.</i>	<b>Moderate</b> visual sensitivity. The retained heritage items have moderate sensitivity to proposed changes. The scale and form of permissible development in the envelope surrounding the retained heritage items will ensure that an appropriate curtilage is established to protect the heritage items and their setting within the development.” <i>Reference Heritage Impact Statement, Tanner Architects.</i>	<b>Low</b> visual impact. There are no proposed changes to the valued heritage items and proposed new development in the vicinity will not visually detract from these elements.	Not applicable.