

FORMER HOXTON PARK AIRPORT RE-DEVELOPMENT: HINCHINBROOK CREEK LINK ROAD

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VISUAL IMPACT ASSESSMENT



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Cover photograph: Detail photo of local vegetation

Opposite photograph: Aerial photo of site (source: Google Earth)



Photograph of former runway north of the Site

1.0 INTRODUCTION

1.1 SCOPE

AECOM has been commissioned to prepare a visual impact assessment (VIA) for a link road over Hinchinbrook Creek to connect the industrial development on the site of the former Hoxton Park Airport with Cowpasture Road at Hoxton Park .

1.2 PROPOSED DEVELOPMENT

Project Description

A road and bridge spanning Hinchinbrook Creek (to be referred to in this report as 'Link Road') is proposed to link the development of the former Hoxton Park Airport with Cowpasture Road (refer Appendix A for design drawings, and Figure 1.2.1). The development of the former Hoxton Park Airport consists of an industrial park (currently under construction) and a proposed residential development, including a neighbourhood centre (refer Figure 1.4.3).

The proposed Link Road meets Cowpasture Road approximately 50m north of a Bus Depot, intersecting perpendicular to Cowpasture Road and heading due west for approximately 50m before turning 15 degrees in a south-westerly direction, crossing Hinchinbrook Creek and meeting the perimeter road inside the former Hoxton Park Airport development.

The proposed Link Road is approximately 300m long from Cowpasture Road to where it joins the perimeter road of the former Hoxton

Park Airport development.

The bridge spanning Hinchinbrook Creek will have a span of approximately 120m, as illustrated in Appendix A.

The road and bridge are approximately 13m wide (not including batters) and contain two vehicular lanes and a pedestrian / cycle way, protected by concrete safety barriers. The widths of the road corridor (including the batters) are illustrated in Figure 1.2.1. The vegetation 10m either side of the bottom of the batters is to be cleared during construction. The batters are to be revegetated with endemic grasses and shrubs post construction. The construction corridor is to be revegetated with native trees and grasses, in accordance with the Vegetation Management Plan for this project.

The batters either side of the eastern bridge abutment (shown in blue in Figure 1.2.1) are proposed to be concrete or rock rip rap.

No landscape plan has been prepared as yet, therefore it is assumed for the purposes of this VIA that there will be no avenue trees either side of the proposed Link Road.

LEGEND

- APPROXIMATE AREA CLEARED OF VEGETATION ADJACENT TO BATTERS (10M)
- BRIDGE ABUTMENT BATTERS - CONCRETE OR RIP RAP
- BUS DEPOT

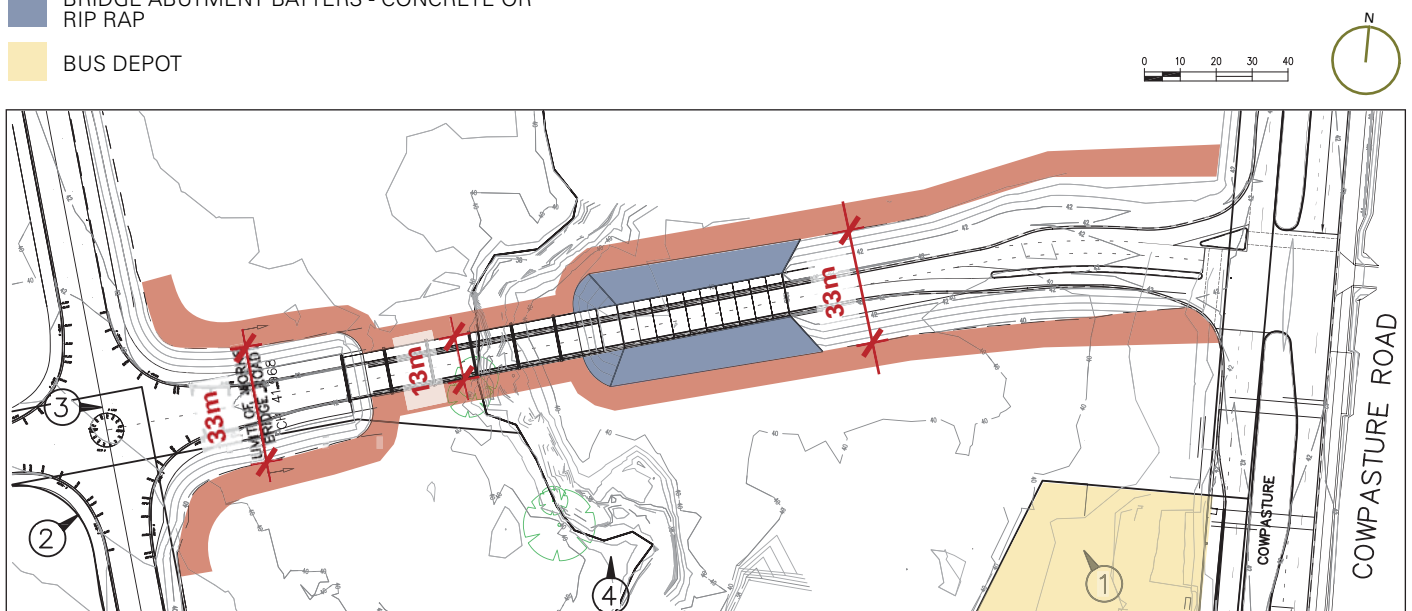


Figure 1.2.1: Proposed road between Hoxton Park Airport development and Cowpasture Road (Base drawing source: ADW Johnson) NTS

Site Description

The Hinchinbrook Creek riparian corridor through which the proposed road will travel, consists of two broad vegetation types, being fully structured riparian forest and open woodland (refer Figure 1.2.2).

A dense band of fully structured vegetation lies either side of Hinchinbrook Creek (refer Figure 1.2.3). The width of this vegetation at the point of the road crossing is approximately 40m. Either side of this riparian corridor, the vegetation typically thins out to an open woodland with an understorey of native grasses and occasional shrubs (refer Figure 1.2.4).

LEGEND

- DENSE, FULLY STRUCTURED FOREST
- OPEN WOODLAND

DRAWING NOT TO SCALE

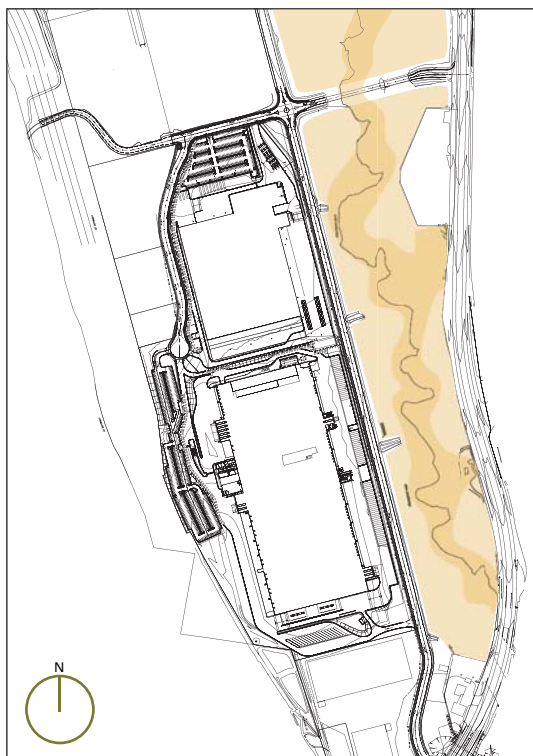


Figure 1.2.2: Diagram showing approximate areas of fully structured forest and open woodland

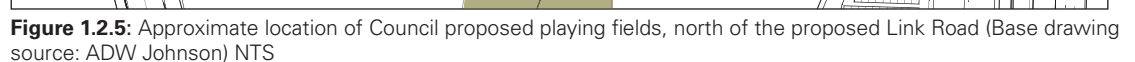


Figure 1.2.3: Typical dense riparian vegetation adjacent to Hinchinbrook Creek



Figure 1.2.4: Typical open woodland adjoining Hinchinbrook Creek

industrial development of the former Hoxton Park Airport site from Cowpasture Road and adjacent residential development. Council will be responsible for the design, development and management of these fields. There is no certainty at this point in time as to whether the development will proceed.



1.3 SITE CONTEXT



Figure 1.3.1: Map of proposed development site and surrounding locality (source: Google Maps)

1.4 ADJACENT DEVELOPMENT OF HOXTON PARK AIRPORT

Project Description

The development site adjacent to the proposed road and bridge from Cowpasture Road comprises of the following (refer Appendix A and Figures 1.4.1 and 1.4.3):

- A. Dick Smith Electronics warehouse and associated parking to the north-east corner:
 - Stage 1 - Warehouse (43,000 sq.m and 13m high)
 - Stage 2 – High Bay Racking Shed (7,000 sq.m and 37m high)
- B. Big W Warehouse (90,000m² and approximately 13m high) to the middle of the site
- C. Residual Lot to the south of the site proposed for two warehouses, associated parking
- D. A stormwater detention basin

Associated development proposed to adjoin the above works comprises of the following:

- » Lots 401, 402 and 403 in the north-west quadrant of the site:
 - Lot 401 is occupied by a warehouse, incorporating a high bay racking shed of some 30m in height, and
 - Lots 402 and 403 to the south of it have not had building plans submitted at this stage.
- » To the north of the proposed development site (refer Figure 1.4.3):
 - a buffer neighbourhood centre / retail development
 - residential development.

The ground surface of the former Hoxton Park Airport site is being raised in the order of 1.0 to 2.0 metres in height.

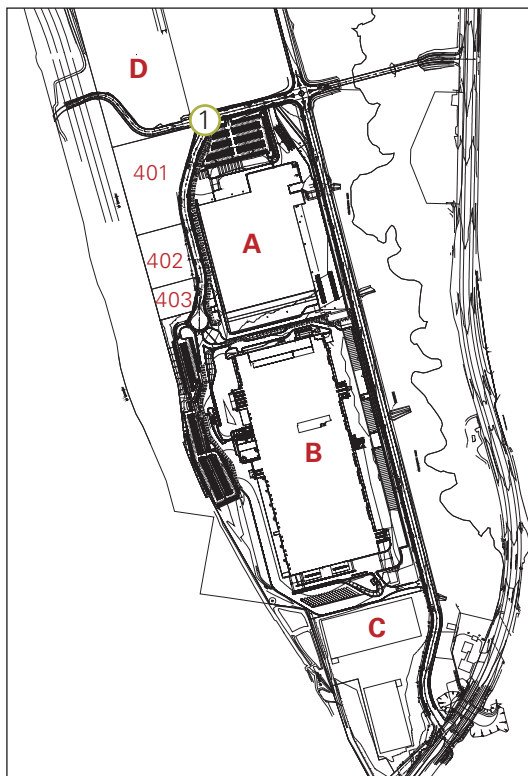


Figure 1.4.1: Proposed development at Hoxton Park Airport (Source: Mirvac) NTS



Figure 1.4.2: View looking east down partially constructed road, aligning with the proposed Link Road (photo taken from Point A in Figure 1.4.1)

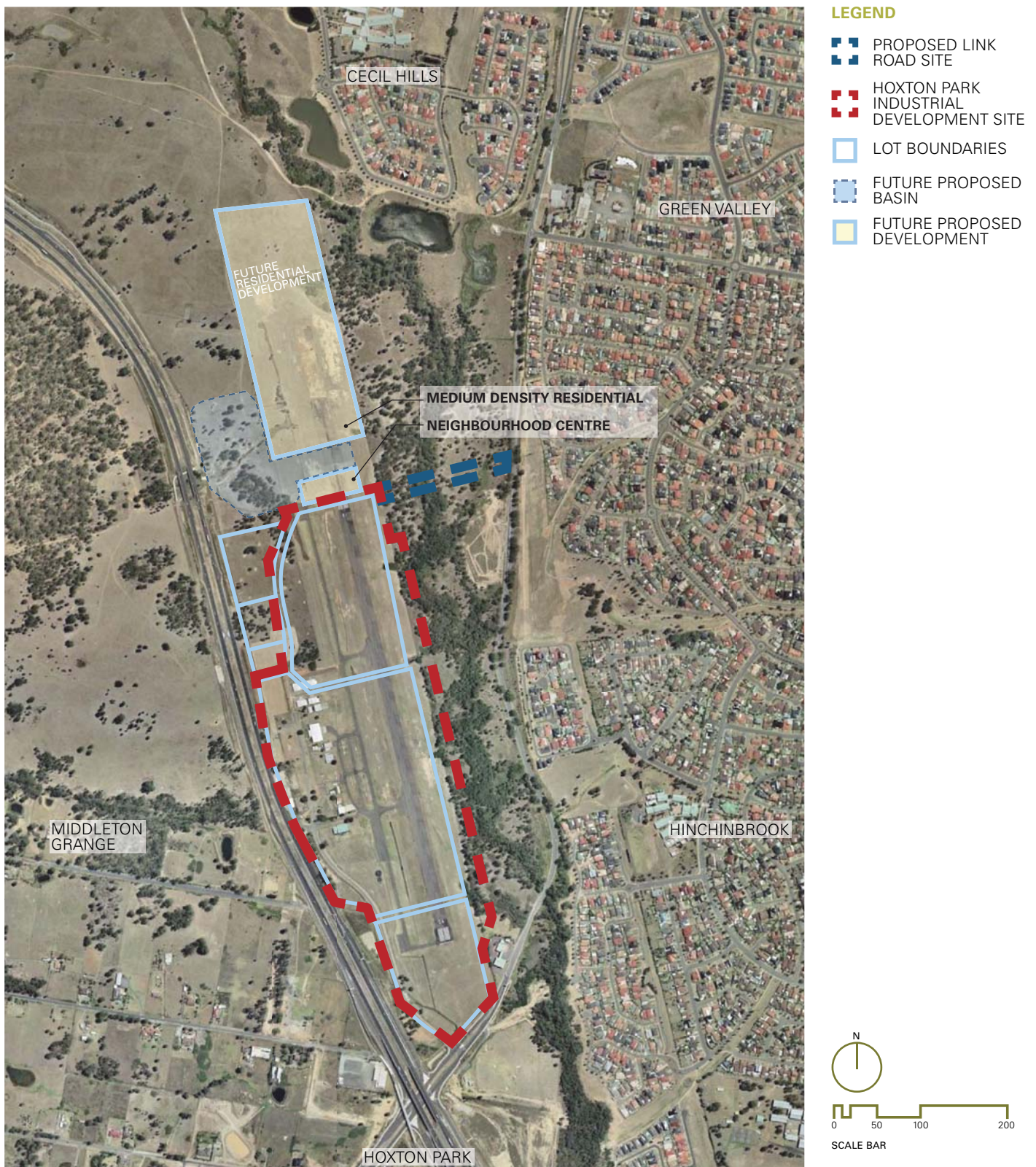


Figure 1.4.3: Aerial Photograph of Hoxton Park Airport development site, site of proposed road and bridge to Cowpasture Road, and surrounding locality (source: Google Earth)