



LANDSCAPE CHARACTER AND VISUAL IMPACT ASSESSMENT

TRG Bushfire Response and Training Centre Block 45
Section 3 Hume ACT.

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Abstract

The proposed helicopter landing area as part of the proposed facility is not visually distinctive or unique as it is located in the northeast section of the block and is hidden from view from Lanyon Drive and Shepard Street.

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1.0 Introduction

1.1 Overview

1.1.1 Purpose of this report and background

This report is an assessment of the visual impacts of a proposed TRG Bushfire Response and Training Centre which includes a helicopter landing area.

This report specifically relates to visual aspects of all infrastructure proposed for the site including preferred flight paths for helicopter activities to and from the site. The report was prepared by Lanterra Consulting.

The purpose of the report is to assist with the development assessment of the potential visual impacts of the proposed development and in particular address the requirements under the Non-Urban Zones Development Code, Part B – General Development Control for an Assessment of Environmental Effects – Element 1 (1.2), (c) *impacts on the role and character of the hills and ridges as a visual backdrop*. The report consists of an assessment of the likely extent and significance of the visual impacts of the specific visual effects likely to be caused by the existence of proposed structures and use site to operate a helicopter, considered regarding the range of public, industrial and private places that could be affected.

The visual assessment report in accordance with EIS Scoping Document 202000027 @ March 24 2021, is to consider the current landscape character of the area and.

- must address impacts from the subject site and from operations.
- identify important view sheds and significant views and vistas to and from the site.
- visual impact analysis must provide perspectives of the site from both carriageways of the highway (main approach route) and identify potential measures to address the National Capital Authority's (NCA'S) requirements; and
- describe measures that are to be adopted to reduce the visual impact from the building bulk and scale, any stockpiling that may be required and lighting the facility.

The report assesses the following aspects:

- The existing natural landscape including landform, geology, water and vegetation.
- The existing cultural landscape including heritage values, land uses, infrastructure and recreation.
- The landscape character and character zones.
- The sensitivity of the setting.
- The magnitude of change as a result of the proposed elements.
- The visual impacts of all proposed surface elements.

1.2 Assessment methodology

The assessment of visual impacts is a field that requires a degree of subjective judgement and cannot be made fully objective. It is therefore necessary to limit the subjectivity of the work by adopting a systematic, explicit and comprehensive approach. This has the aim of separating aspects that can be more objective, for example the physical setting, visual character, visibility and visual qualities of a proposal, from more subjective elements, such as visual absorption capacity and the compatibility of the proposal with the setting.

Overall, the major components of the visual impact assessment are determining the concept for the development, and general strategic planning principles, view analysis, visual effects analysis, visual impact evaluation and assessment of significance of residual visual impacts. This assessment is also supplemented with an assessment of the merits and compliance of the proposed redevelopment with the relevant Planning Instruments in relation to visual and related amenity impacts and the mitigation measures that have been undertaken to reduce or eliminate residual impacts.

Viewing places were chosen to represent the full range of possible view experiences, situations, distances and land uses that are possible, in the entire visual catchment. The viewing locations fall into two categories, a) Public domain locations and b) Private domain locations. Public domain locations are major and minor roads, public reserves and recreation areas and waterways. The private domain viewing locations are predominantly residences.

All the significant vantage points from which the site can be viewed were assessed. A sample of the very large number of viewing places assessed, which represents examples of every relevant kind of viewing place, was abstracted from the total number of places assessed, for detailed analysis.

1.3 Documents Consulted.

In preparing this report, we have consulted the following documents:

- ❖ Guidelines for Landscape and Visual Impact Assessment (GLVIA) Third Edition (2013), prepared by the Landscape Institute and Institute of Environmental Management and Assessment
- ❖ Scoping Document Under Division 8.2.2 of the *Planning and Development ACT 2007*, for an Emergency Services, Maintenance and Training Facility, Application number 202000027.

1.4 Context of the development

1.4.1 The Regional and Local Context

The site is identified as Block 45 Section 3 Hume and is located at the southwestern corner of Sheppard Street and Lanyon Drive (Figure 1) and Figure 2 regional map.

Block 45 Section 3 Hume is zoned NUZ1 Broadacre and is subject to the Main Avenues and Approach Routes overlay in the ACT Territory Plan.

The proposed development and use of the site, as described below, are permissible uses in this zone under the Zone Development Table; Emergency Services Facility and Educational Establishment, as well as ancillary use, uses definitions in the Territory Plan.

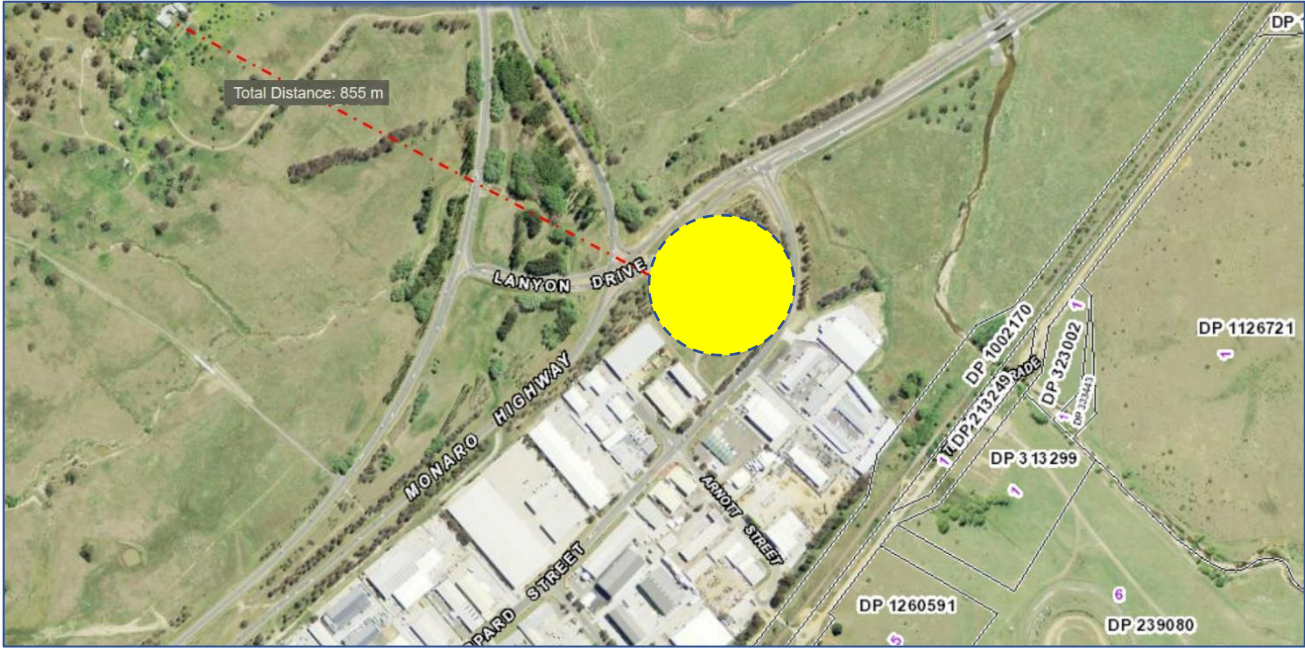


Figure 1 Development site showing nearest ACT residence - Block 45 Section 3 Hume Source Sixmaps.

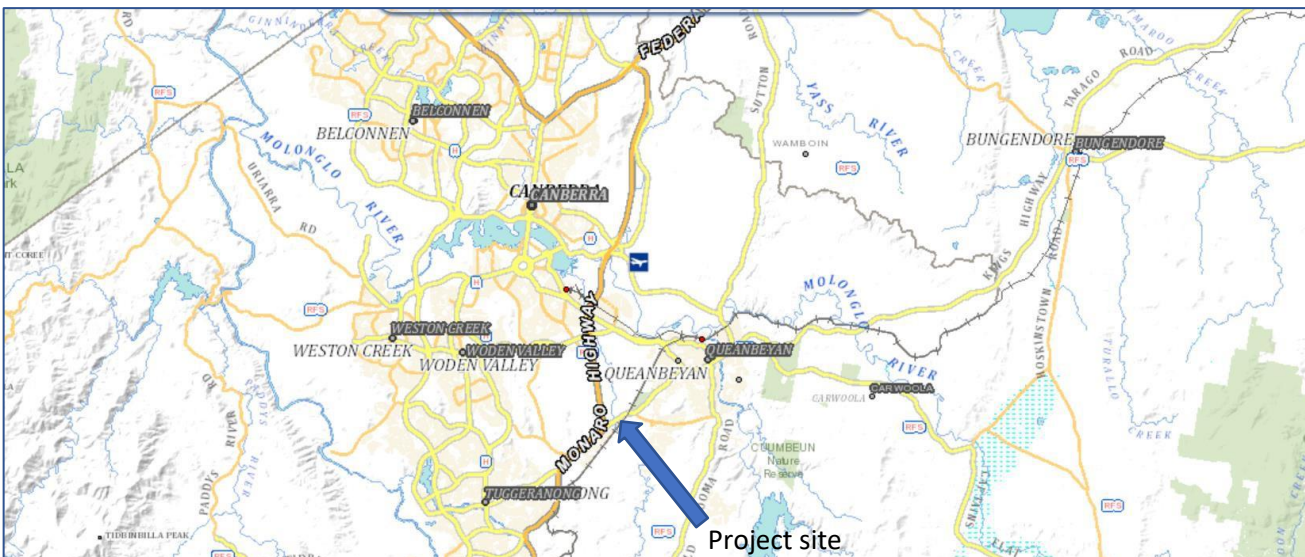


Figure 2 Project Site Regional Map

Source Sixmaps.

1.4.2 Existing Scenic Resources

The greenfield site is characterised into two broad categories, being the cleared central parts of the site, and the outer eastern and northern portions of the site which retain a relatively intact native tree canopy as shown below, in Figure 3.



Figure 3 block 45 section 3 Source Sixmaps

Biodiversity Values of the Site, A *preliminary assessment of the biodiversity values of the site* was completed in October 2018 by PATH-Co and updated report in Nov 2020.

PATH -Co describes the vegetation within the southern (and central) parts of the site 'Area 1' on Figure 3 is in a highly modified condition, being cleared of any native trees, and dominated by introduced grasses and numerous weed varieties, with a few (<10) small introduced/ornamental shrubs/saplings (such as apples/plums) observed to be scattered lightly through this area.

The northern portion of the site 'Area 2' supports a relatively intact native tree canopy, comprising two distinct, but contiguous patches with different species composition. The eastern parts of Area 2

support a tree species composition including predominantly Blakely's Red Gum (*E. blakelyi*), with some occasional Red Box (*E. polyanthemos*) and Yellow Box (*E. melliodora*) individuals.

The north, north-western parts of Area 2 supports a tree species composition including predominantly Brittle Gum (*E. mannifera*) with some occasional Argyle Apple (*E. cinerea*) and very occasional Yellow Box (*E. melliodora*) individuals.

Given the observed typical age and size class (approx. 12-16 m height and on average 400 – 500 mm trunk diameters (dbh) for large specimens), across both parts of Area 2 none of these trees are considered likely to be remnant trees (i.e., occurring pre-development of Canberra).

Both (all) parts of Area 2 were observed by PATH -Co to have a moderately modified understorey. The central and eastern parts of Area 2 and extending north to the intersection of Lanyon Drive and Sheppard Street, supported a relatively dense shrubby understorey, consisting primarily of Cootamundra Wattle (*Acacia baileyana*) and Wedge-leaf Wattle (*Acacia pravissima*) with some minor regrowth specimens of the eucalypt species mentioned above. Some (occasional) introduced exotic shrub varieties including Briar Rose (*Rosa rubiginosa*) and Hawthorn (*Crataegus* spp.) were also observed to be present.

Figure 4 shows a view shed from Sheppard St looking north.



Figure 4 View shed of block 45 section 3 Sheppard Street

A review of the ACT mapi Significant Species database also does not identify any listed threatened communities occurring in or near this area.

The nearest residence is a rural residence located about 900m to the north-west of the site (Figure1).

The site is partially surrounded by industrial development to the east and south as shown in Figure 3.

1.5 Existing opportunities and Constraints

The process behind the selection of this site and its suitability for the intended purpose and uses involved finding a site with the following key characteristics:

- Land with the correct zoning and locality to support the operation.
- Direct road access with a strong preference to be located close to a main/arterial road to facilitate good access for support and ground operations.
- Areas to support operational and pilot training (open land capable to support helicopter flight training is paramount).
- Adequate land area, coordination and operations office, hanger space and storage for equipment and land-based assets/resources, landing facilities and the like.
- Central location in relation to the ACT geographically to permit low response time targets.
- Location away from sensitive (primarily residential) receivers to minimise impacts from flight operations (although this is considered a relatively low impact use).

Block 45 Section 3 Hume was found to meet all of the above site requirements, being located close to Lanyon Drive and subsequently Monaro Highway, provides sufficient land area with manageable ecological constraints to achieve the site building construction and operational requirements. The site is also considered ideal in that it is located within the outer margins of the Hume Industrial Precinct, with (main) roads on all but one boundary, and therefore the operations are considered unlikely to affect any sensitive nearby users and provide approach-routes that can generally steer clear from build-up sites.

Its central location will also see an opportunity to have a response time of generally less than 10 minutes to the entire urban area of Canberra which is vital for the emergency service roles in particular that are proposed to be operated from the site.

1.6 Scenic Resource Management Principles

The existing scenic resources of the site, the visual exposure to external and future internal views and visual constraints remain as assessed in the Application for EIS Scoping Document Dec 2018, and resubmitted EIS scope application 2021, where risk assessments of the proposed development found that the unmitigated risk to be low for the landscape character and land values.

2.0 The Proposal

2.1 Land Custodianship

Block 45 Section 3 Hume, subject to the application for a direct sale, is unleased land. It is identified in ACT Mapi as being under the custodianship of TCCS for the purpose of City Presentation.

The intended use for Block 45 involves an application to purchase and develop the land for the purposes of developing infrastructure (Figure 5) to support emergency services for bush fire response activities, training, forestry and related services, including a helicopter landing site and with ancillary uses supporting these functions.

Based on a preliminary concept plan for the site (Figure 5), the proposed development would involve the following features (including preliminary estimates of the development footprint for each element): - approx. 3030 m² of buildings for offices, training and associated uses, - approx. 3600m² hardstand, for vehicle parking and maneuvering, - 3,000m² storage yard for Forestrack, - 2,000m² (or thereabouts) Emergency Services Training Area, - 7,600m² identified for future possible development (longer term planning to ensure site remains viable in a changing city, regional and global context).

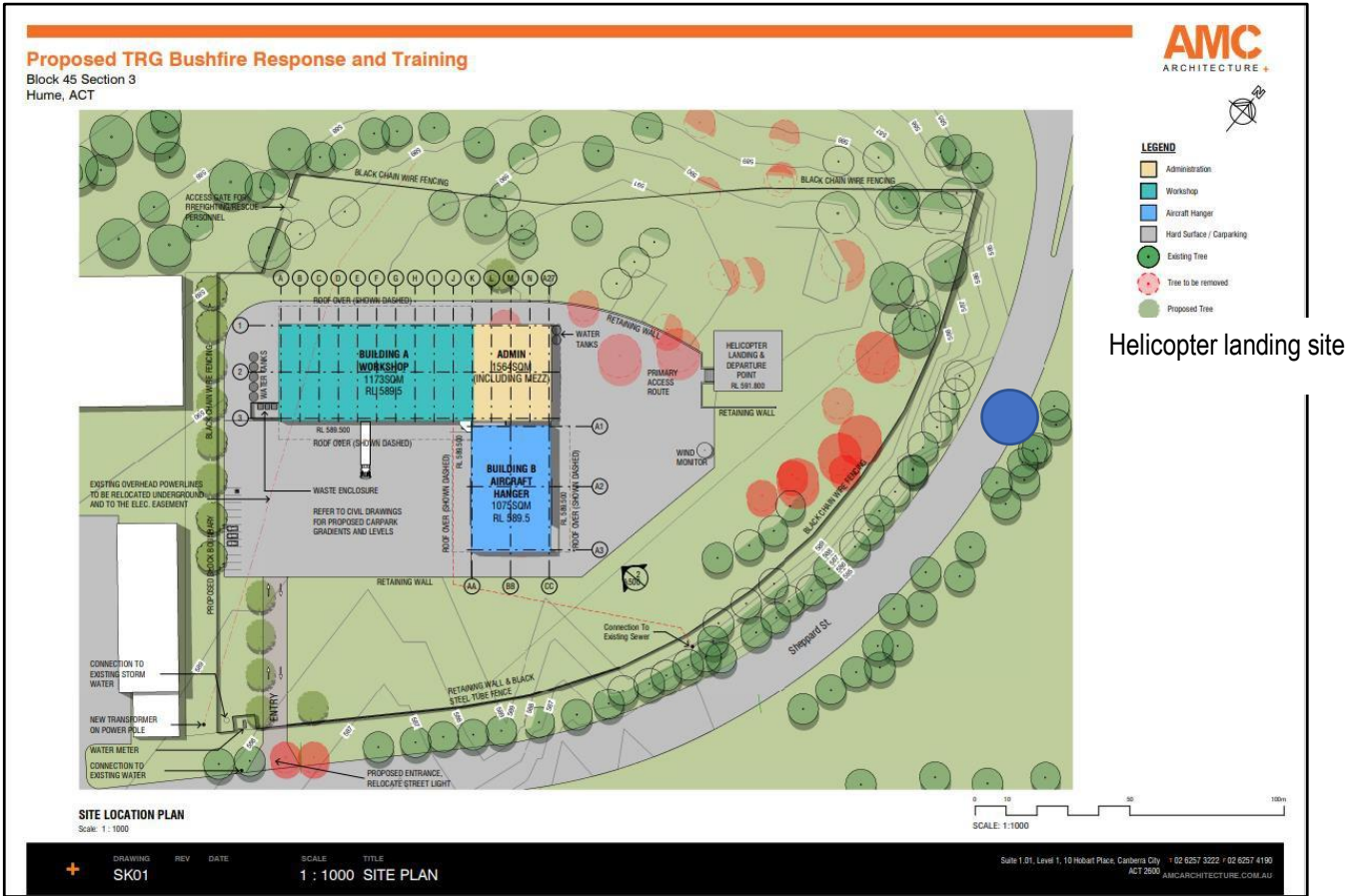
Some of the trees located in the north-eastern portion of the site will require removal to facilitate safe take-off and landing of the helicopter, however it is expected that many of the existing trees could be retained as detailed in the landscape Plan (refer to DA Plans).

The proposed helicopter landing / departure point shown in figure 3 is located approximately 30m from the north and east site boundaries, allowing for a managed safety zone in accordance with guidelines for the establishment of helicopter hard stand area.

The flying of helicopters in and out of the site for the foreseeable future will primarily be to fly machines in and out for maintenance and refurbishment associated with bush fire response/surveillance. This is expected to be at a maximum of 30-35 flights per month or an average 2 in-and-out flights per day on average.

Normal operating hours of the facility would be 7am – 5.30 pm Mon – Friday.

Figure 5 Proposed site plan



2.2 Visual Effects Unique to the Application

The overall scale of the proposed development is shown in Attachment A. The proposed helicopter landing site is not visually distinctive or unique, it is located in the northeast section of the block and is hidden from view from Lanyon Drive and Shepard Street.

The use of the helicopter hard stand area for landing and take-off of a helicopter is the feature that would be most responsible for unique visual effects of the application. The occasional presence of a helicopter on the site and the approach and departure of the helicopter, would be visual effects unique to the application.

3.0 View Analysis

The selection of viewpoints began with a desktop assessment of the ZTV (Zone of Theoretical Visibility) for the proposed permanent elements. The selection of each viewpoint must fall within the visual catchment defined by the ZTV and is based on an eye level of 1.5m above the ground. After all viewpoints were defined, a site visit was undertaken. A description of the selected viewpoint and assessment of the sensitivity and impact of the proposal, in terms of magnitude was made.

3.1 Visual Exposure

The proposed structures that are to be established are largely within area 1 shown in Figure 3, a photomontage view shed looking north from Shepard Street is shown below in Figure 6.

The structures would be visible in some close-range viewpoints from Shepard Street and Lanyon Drive with the foreground/verge dominated by relatively dense shrubby understorey, consisting primarily of Cootamundra Wattle (*Acacia baileyana*) and Wedge-leaf Wattle (*Acacia pravissima*) with some minor regrowth specimens of the eucalypt species. As a result, the proposed helicopter hard stand area is not easily discernible from most viewpoints. Section 4 provides a visual assessment from various view sheds of the helicopter flight paths.



Figure 6. Photomontage view shed of proposed development from Shepard Street looking North. Source Goggle Maps

3.1.1 Views into the site

Views from the Immediate Area:

There will be a minor but not significant change to access to close range views of the proposed development. Arrivals and departure of helicopter movements may be partly perceivable above approved buildings in the industrial estate and from the surrounding road network. These view sheds are shown as photomontages in the following section.

Distant views of the project site and in particular helicopter movements would be apparent from residences in certain landscape areas in Jerrabomberra. The viewshed shown in Figure 7 to the west of the project site would observe the movement of helicopters to and from the site.



Figure 7 Distant viewpoint of the project site from Jerrabomberra. Source: Goggle Maps

Views from the wider visual catchment:

As noted above in relation to the general visual exposure, the proposed structures would not cause any substantive change to views from the wider visual catchment. The scale and character of the structures in the proposal would lead to them being of minimal visibility in views from the wider catchment. Aircraft arriving and departing would be the most evident visual effects, both because of the contrast in form between them and infrastructure and also because of the perception of their movement of aircraft against the sky and background. Due to this aspect Section 4 will assess the view shed from helicopter operations from various advantage points near the site.

3.2 Relevant Planning Documents

The planning documents relevant to the potential visual impacts of the proposed development are those referred to in the Planning criteria statement found in the Development Application. Detailed analysis of the planning documents against the proposal in terms relevant to the visual impacts and amenity issue can be found in section 4.4.

Of relevance to this assessment and apart from EIS scope document matters is the non-Urban Zones Development Code

Part B – General Development Control.

Element 1: Restrictions of Use

1.2 Assessment of Environmental Effects outlined below. Section 4.0 will address item (c).

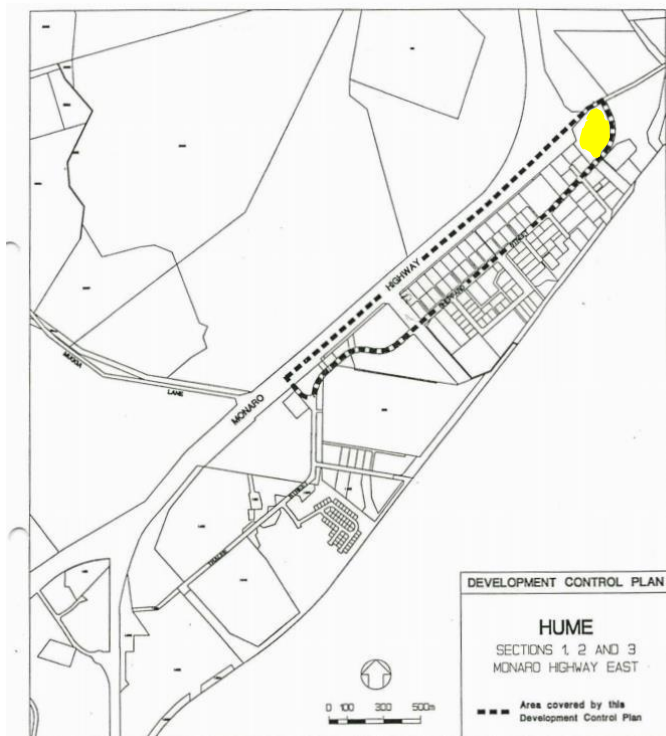
1.2 Assessment of Environmental Effects	
There is no applicable rule.	<p>C17</p> <p>The application for development is accompanied by an Assessment of Environmental Effects (section 120(f) <i>Planning and Development Act 2007</i>) addressing, but not limited to, the following:</p> <ul style="list-style-type: none"> a) the amount of traffic likely to be generated and the likely impacts on the road system b) impacts on the amenity of surrounding land uses c) impacts on the role and character of the hills and ridges as a visual backdrop d) impacts on rural character e) provision of landscaping f) impacts on water supply catchments g) impacts of earthworks or rehabilitation works on soil stability and quality.

Also relevant to this assessment is EIS Scoping Document 202000027 @ March 24, 2021, in which the proponent is to consider the current landscape character of the area and;

- must address impacts from the subject site and from operations.
- identify important view sheds and significant views and vistas to and from the site;
- visual impact analysis must provide perspectives of the site from both carriageways of the highway (main approach route) and identify potential measures to address the National Capital Authority’s (NCA’S) requirements; and
- describe measures that are to be adopted to reduce the visual impact from the building bulk and scale, any stockpiling that may be required and lighting the facility

National Capital Plan

The site is subject to Development Control Plan 171/94/853 for Monaro Highway East as shown in Figure 8.



Drawing No. 171/94/853.1

Figure 8: Location of the DCP

4.0 Assessment

4.1 View Analysis

4.1.1 Viewing locations and situations – surrounding development.

To the east, buffered by verge vegetation, is industrial uses such as building supplies and automotive services. Other uses to the south include light industry uses as shown in Figure 9. To the north is Lanyon Drive.

Landscape

The National Capital Plan indicates the Monaro Highway Eastern Parkway corridor which bisects the Hume Industrial Area as a Designated Area. Development along this route should enhance the rural character and landscape of land adjoining the area before the road enters the urban area. Landscape of a high standard shall be designed and constructed as an integral part of the development.

The following are the main landscape objectives of the Development Control Plan:

- To minimise the visual impacts of buildings, carparking and storage areas viewed from the Monaro
- Highway.
- To enhance the buildings and their appearance to the highway frontage rather than screen the buildings from the highway.
- To retain existing trees, in particular mature native trees where possible.

Existing planting along the Monaro Highway verge is to be retained and additional planting is to be provided in accordance with the Eastern Parkway Landscape Concept Plan (Hume Section). Structure trees referred to in this plan are to be single white-trunked Eucalyptus species to provide a visual connection between buildings and the landscape



Figure 8a Block 45 Extent of vegetation

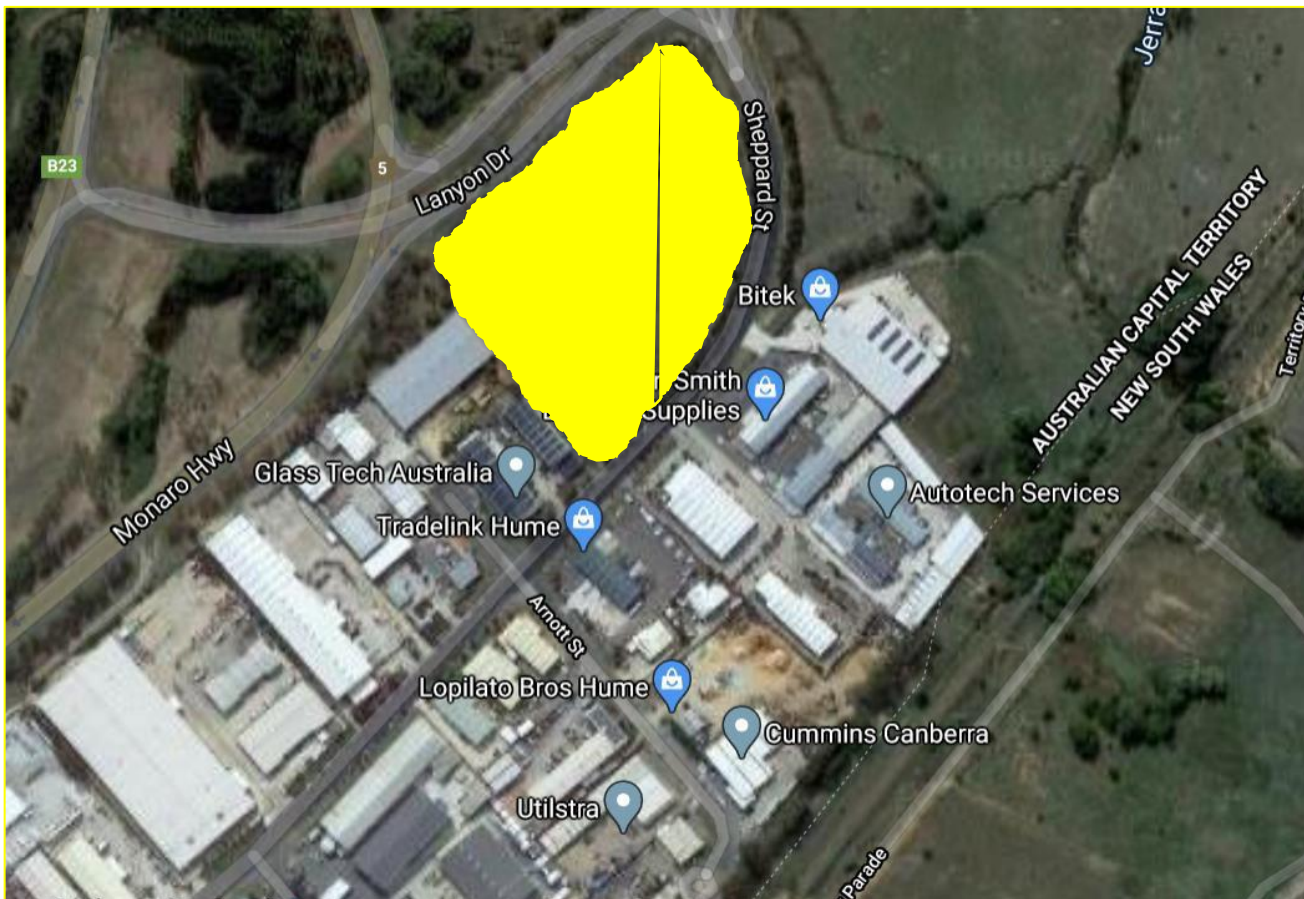


Figure 9 Project site surrounding uses Source: Goggle maps

4.2 Visual Effects Analysis

Short Distance views:

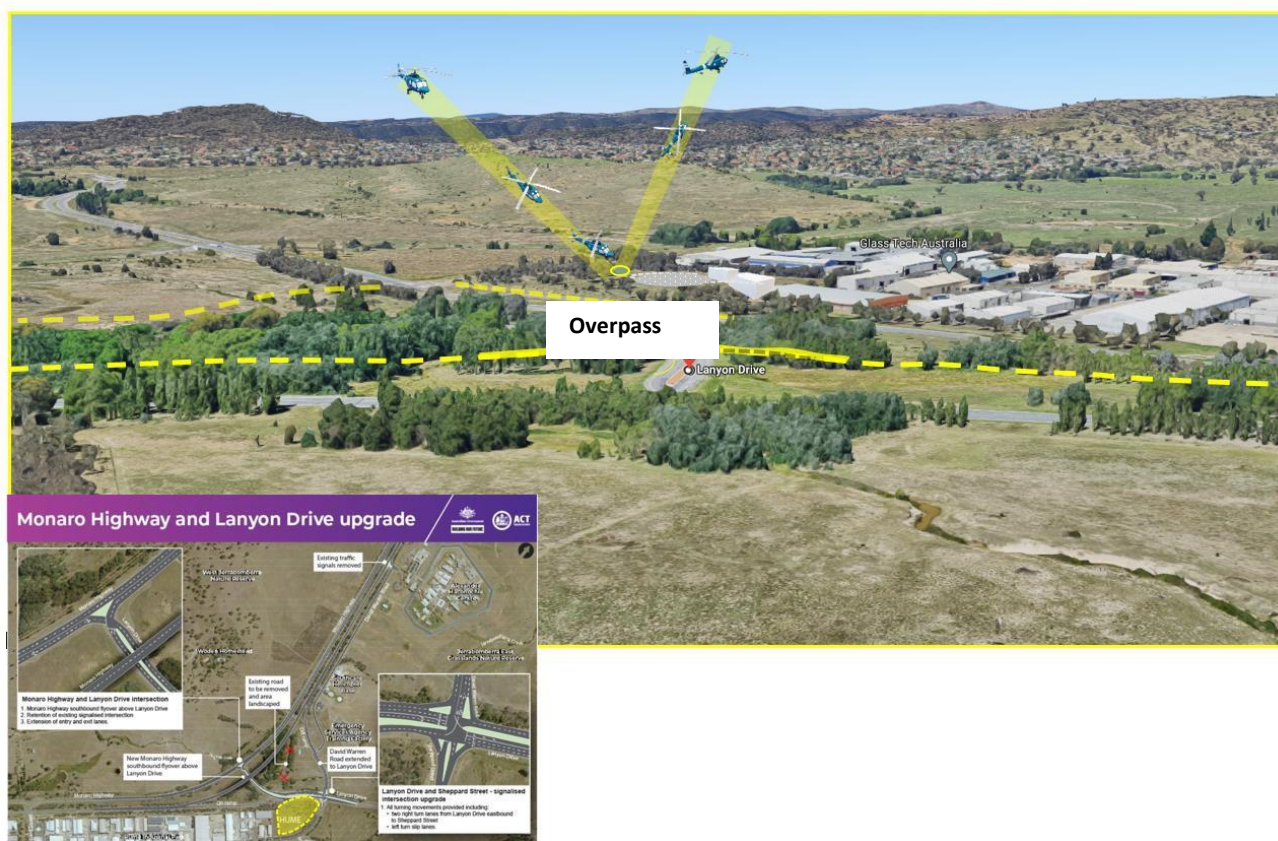
Photomontage view sheds – Helicopter landing site/structures/vegetation - Block 45 Section 3 Hume ACT

Illustrating Bell helicopter flight path's view sheds v1 – v12. The viewsheds also illustrate retained vegetation and comment on proposed structures from current and expected Lanyon Drive Upgrade locations.



Figure 10 View shed looking towards Canberra Airport in the far background

Figure 11a photomontage below illustrates the preferred flight paths to and from the helicopter hard stand area in relation to Lanyon Drive Upgrade.



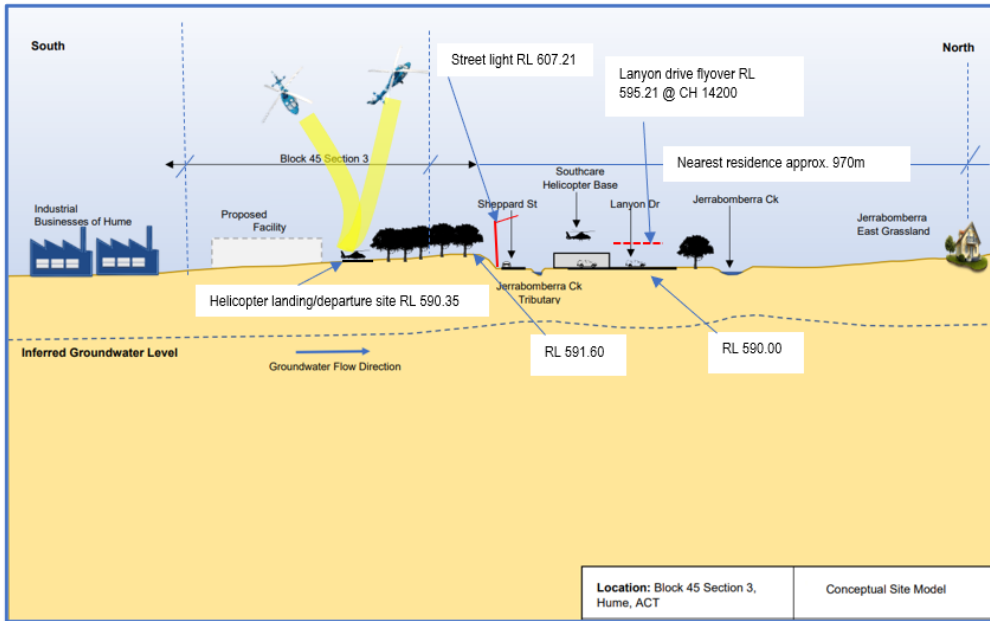
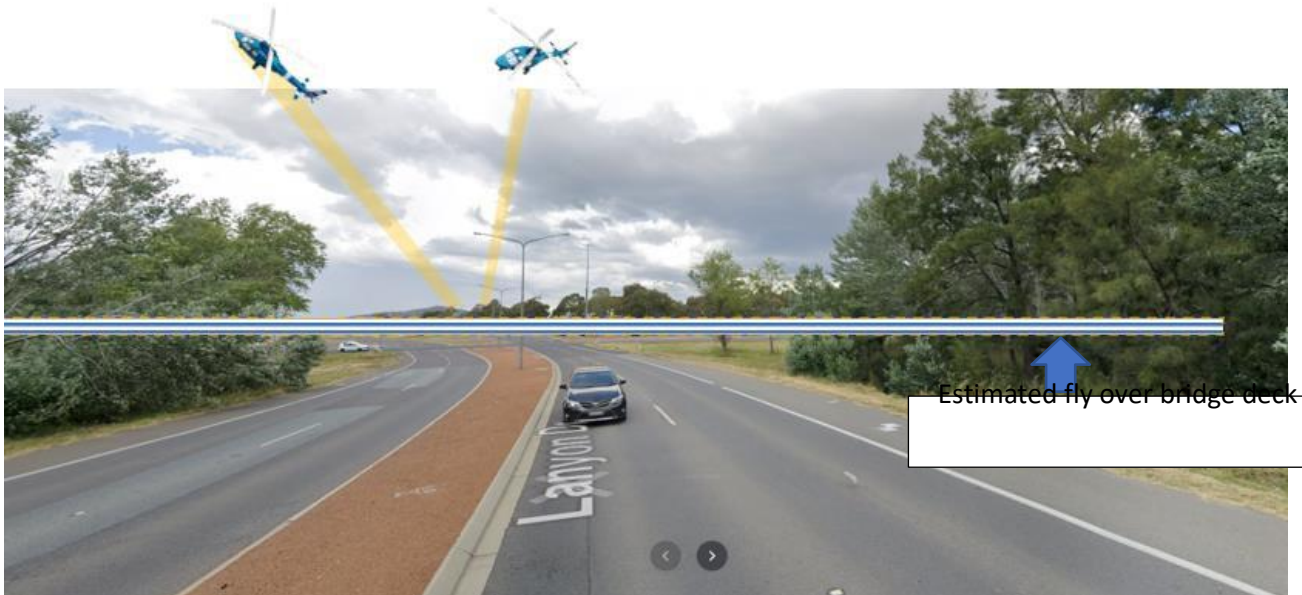


Figure 11b. Proposed helicopter hard stand area and structures in relation to Lanyon Drive flyover / refer to helicopter flight path assessment for further information.



Photomontage illustrating estimated flyover at **RL 595.21** in foreground and helicopter landing pad at **RL 590.35** / Flight paths in the background. (Source goggle street view).

The elevation view serves to illustrate the helicopter hard stand area level at RL 590.35 in relation to Lanyon Drive flyover at RL 595.21, which indicates that the fly over is approximately 5m higher than the site helicopter hard stand area and approximately 700m from the nearest preferred flight path.

Figure 11c photomontage illustrating the helicopter landing site and the approach and departure flight paths.

Also illustrated is proposed selected tree removal which impacts on the helicopter hard stand area. Note, the majority of trees within area 2 are retained as the rest of the proposed development has been deliberately designed outside of this area.

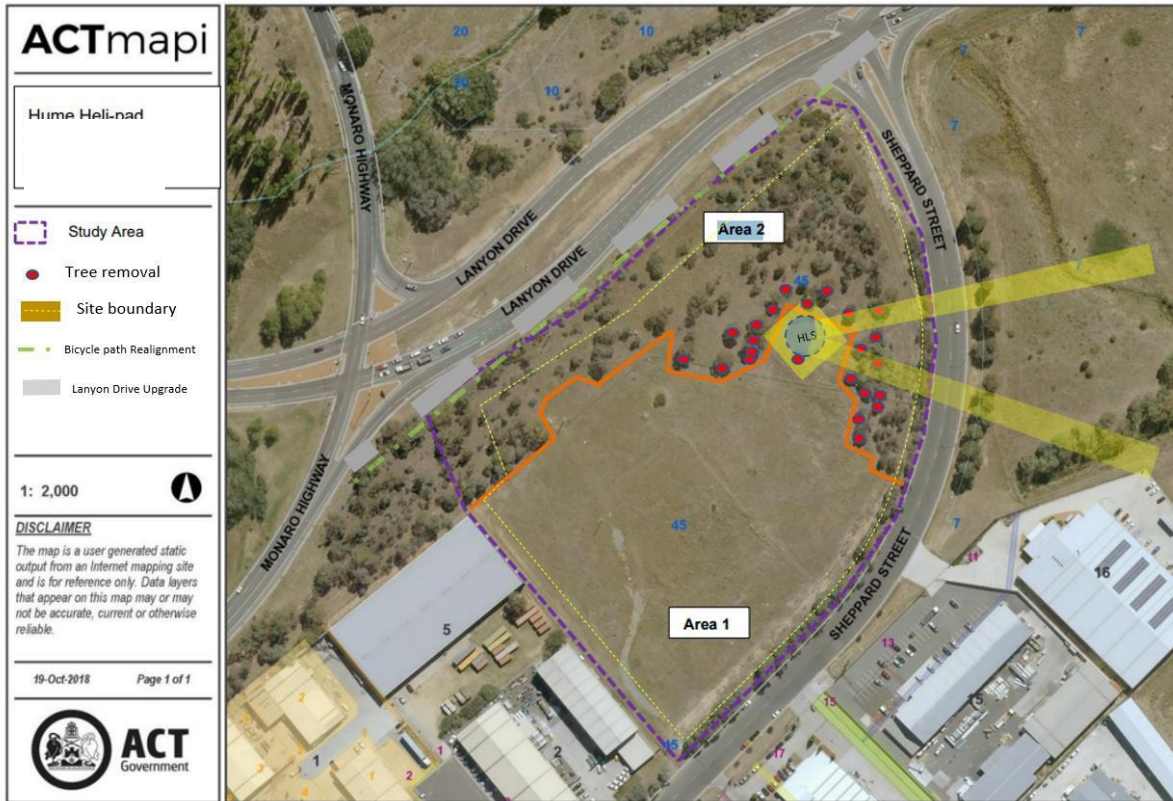


Figure 11c helicopter hard stand area illustrating preferred helicopter flight paths

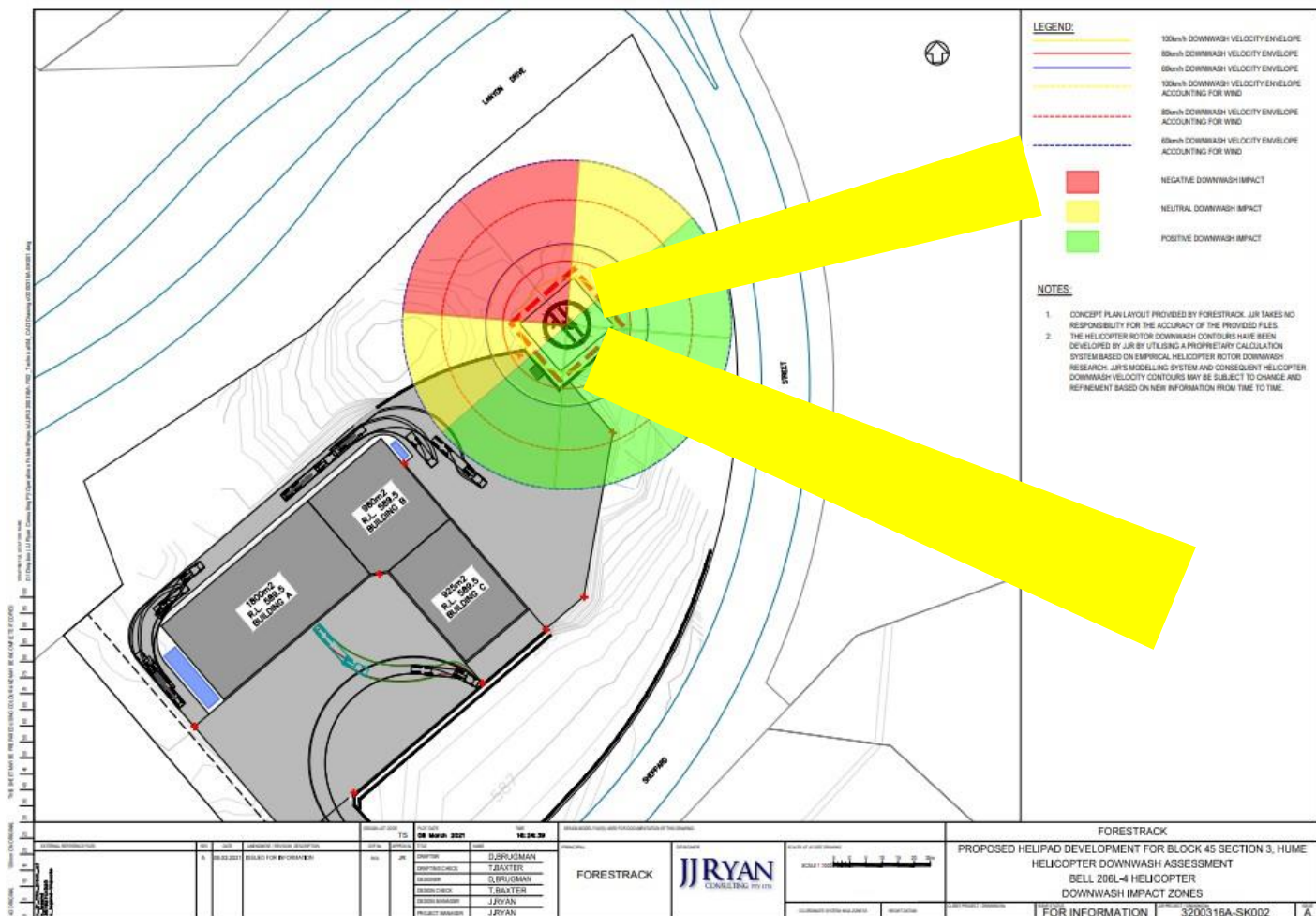
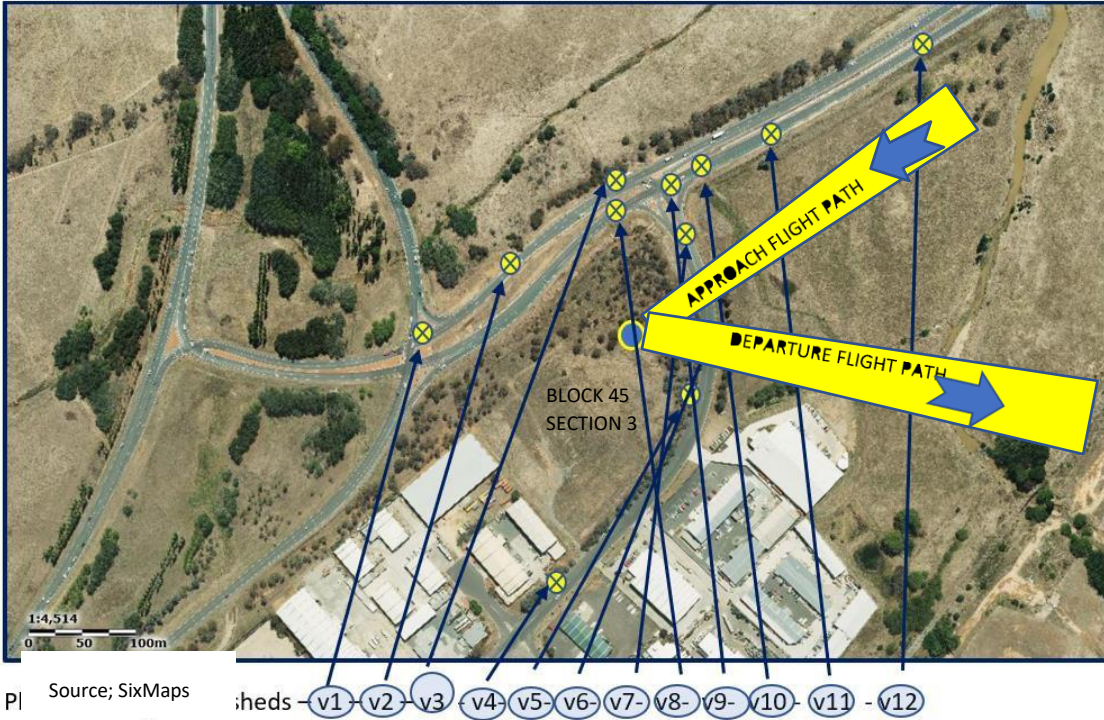


Figure 11d helicopter hard stand area illustrating preferred helicopter flight paths and helicopter downwash impact zones.

The helicopter downwash assessment undertaken by JJ Ryan Consulting demonstrates that the proposed helicopter hard stand area located to the northeast of the proposed operations base area are within CASA’s recommended maximum wind velocity and will not have an impact on the proposed buildings and helistand. Both the proposed buildings and Sheppard St are outside of the 60km/h downwash velocity envelope accounting for wind. Refer to Downwash Impact Assessment Report for further information.



Source; SixMaps

Source: Goggle Street view

The following photomontages serve to illustrate the respective viewsheds. Also refer to Attachment A which provide details of the site plan and streetscape elevations.

Photomontage view shed v1 – looking north-east from Lanyon Drive



Source: Goggle Street view

This view shed shows the potential view by vehicles travelling northbound along Lanyon Drive just past the intersection traffic lights. The observer would see the approach and departure of the helicopter above the retained existing tree lines. The helicopter hard stand area would be fully

screened by trees and the elevated landform relevant to the carriage way. Site structures would be partially screened by existing vegetation and partially visible to traffic travelling northeast.

Photomontage view shed v2 – looking northeast from Lanyon Drive



Source: Goggle Street view

This viewshed shows the potential view by vehicles travelling northbound along Lanyon Drive past the intersection traffic lights. The observer would see the approach and departure of helicopters above the tree line. The helicopter hard stand area would be fully screened by trees and the elevated landform relevant to the carriage way. Site structures would be partially screened by retaining existing vegetation and the elevated landform would limit the view of proposed structures.

Photomontage view shed v3 – looking south from Lanyon Drive



Source: Goggle Street view

This view shed shows the potential view by vehicles travelling north along Lanyon Drive just past the site adjacent to Sheppard Street intersection. The observer would see the approach and departure of helicopters above the retained existing tree lines. The helicopter hard stand area would be fully screened by trees and the elevated landform relevant to the carriage way. Site

structures would be substantially screened by existing vegetation and the elevated position of the site relevant to the carriageway.

Photomontage view shed v4 – looking north from Shepard Street



Source: Goggle Street view

This viewshed shows the potential view by vehicles travelling northbound along Shepard Street approaching the project site. The observer would see the approach and departure of helicopters above the retained existing tree lines. The helicopter hard stand area would be fully screened by trees and the elevated landform relevant to the carriage way. Site structures would be partially screened by existing vegetation. Pedestrians along Shepard Street would also see helicopter approach/departure flight paths.



HUME EMERGENCY SERVICES DEVELOPMENT

Block 45 Section 3
Hume, ACT

Photomontage view shed v4b shows the potential view by vehicles travelling northbound along Shepard Street adjacent to the project site. Note the front boundary fence would be transparent spear type mounted on a rock / block retaining wall.

Photomontage view shed 1 v5 – looking north from Shepard Street.



Source: Goggle Street view

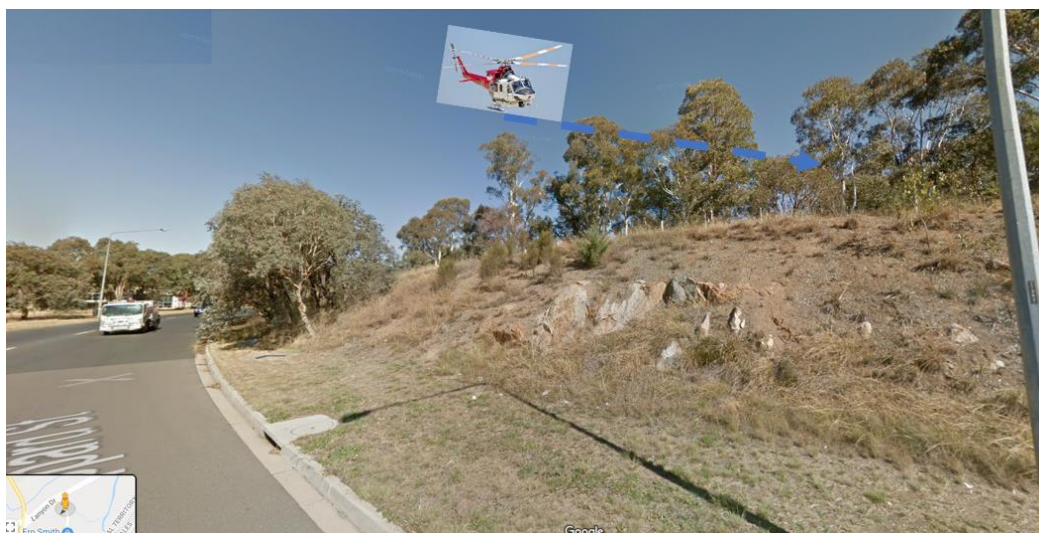
This viewshed shows the potential view by vehicles travelling north along Shepard Street approximately halfway along the site. The observer would see the approach of helicopters above the retained existing tree line. The helicopter hard stand area would be fully screened by trees and the elevated landform relevant to the carriage way. Site structures would be partially screened by existing vegetation and the elevated position of the landform. Pedestrians along Shepard Street would also see helicopter approach and departures.

Photomontage view shed v6 – looking north from Shepard Street.



This viewshed shows the potential view by vehicles travelling north along Shepard Street adjacent to the site. The observer would see the approach and departure of helicopters above the tree line. The helicopter hard stand area would be partially screened by trees and the elevated landform relevant to the carriage way. Site structures would be partially screened by existing vegetation and the elevated position of the landform. Pedestrians along Shepard Street would also see helicopter approach and departures.

Photomontage view shed v7 – looking south from Shepard Street.



Source: Goggle Street view

This view shows the potential view by vehicles travelling north along Shepard Street adjacent to the site and approaching the Lanyon Drive intersection. The observer would see the approach and departure of helicopters above the retained existing tree lines. The helicopter hard stand area would be fully screened by trees and the elevated landform relevant to the carriage way. Site structures would not be visible due to the elevated position of the landform. Pedestrians along Shepard Street would also see helicopter approach and departures.

Photomontage view shed v8 – looking east from Lanyon Drive.



Source: Goggle Street view

This viewshed shows the potential view by vehicles travelling north along Lanyon Drive adjacent to the site, travelling south. The observer would see the approach and departure of helicopters above the tree line. The helicopter hard stand area would be fully screened by trees and the elevated landform relevant to the carriage way. Site structures would not be visible due to the elevated position of the landform. Pedestrians/bicycle riders along Lanyon Drive would also see helicopter approach and departures.

Photomontage view shed v9 – looking south from Lanyon Drive.



Source: Goggle Street view

This view shed shows the potential view by vehicles travelling south along Lanyon Drive, approaching the site. The observer would see the approach and departure of helicopters above the tree line. The helicopter hard stand area would be fully screened by existing trees and the elevated landform relevant to the carriage way. Site structures would not be visible due to the elevated position of the landform. Pedestrians/bicycle riders along Lanyon Drive would also see helicopter approach and departures from this location.

Photomontage view shed v10 – looking south from Lanyon Drive.



Source: Goggle Street view

Photomontage view shed v11 – looking south from Lanyon Drive.



Source: Goggle Street view

These viewsheds show the potential view by vehicles travelling southbound along Lanyon Drive, approaching the site. The observer would see the approach and departure of helicopters above the tree line. The helicopter hard stand area would be fully screened by trees and the elevated landform relevant to the carriage way. Site structures would not be visible due to the elevated position of the landform. Pedestrians/bicycle riders along Lanyon Drive would also see helicopter approach and departures.

Photomontage view shed v12 – looking south from Lanyon Drive.



This view shed shows the potential distant view by vehicles travelling south along Lanyon Drive, approaching the site. The observer would see the approach and departure of helicopters above the tree line. The helicopter hard stand area would be fully screened by trees and the elevated landform relevant to the carriage way. Site structures would be partially visible due to the elevated position of the landform. Pedestrians/bicycle riders along Lanyon Drive would also see helicopter approach and departures.

Long Distance Viewpoints:

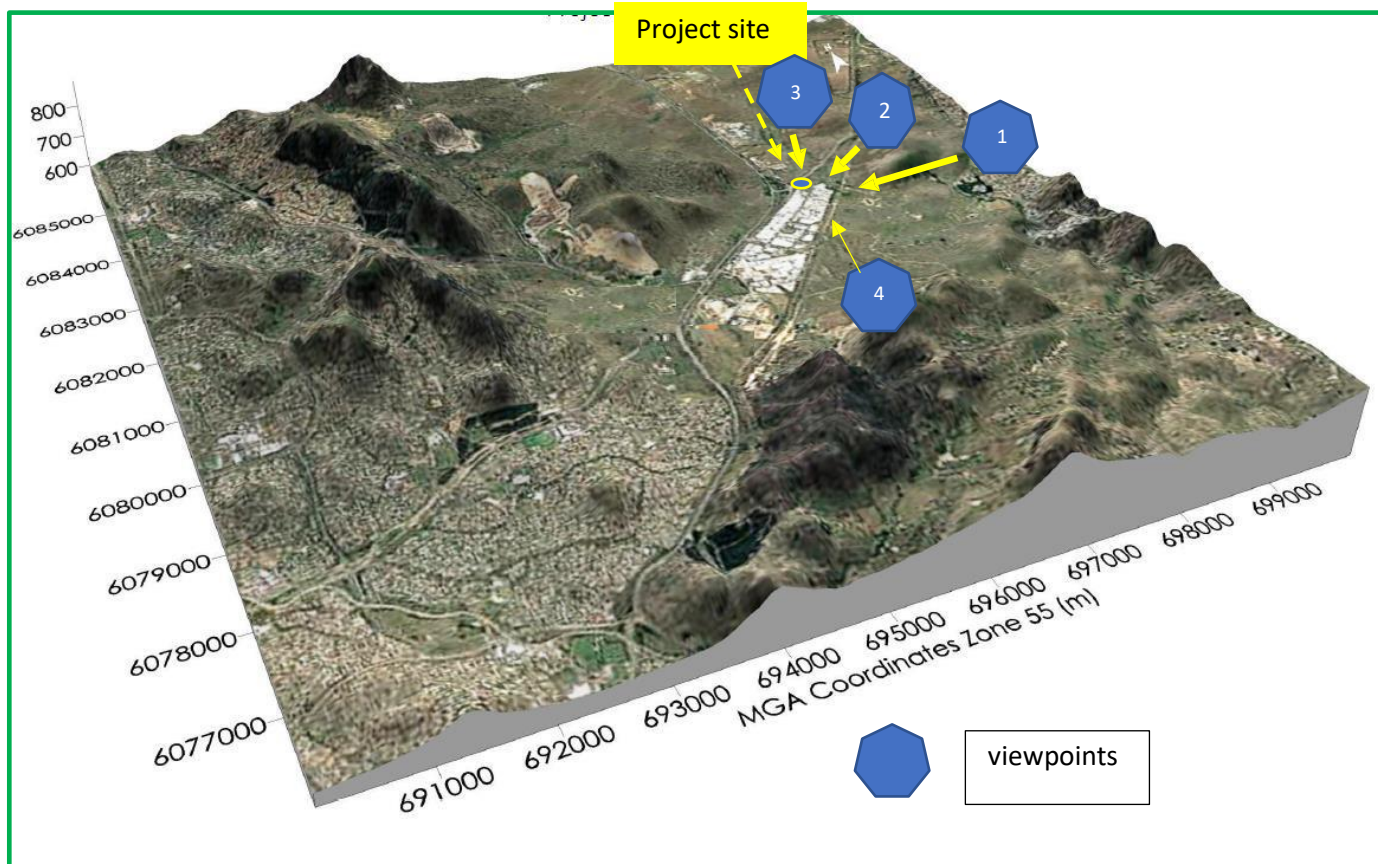


Figure 9 Long distance viewpoints to the project site



Viewpoint 1 looking west from Jerrabomberra in the foreground.



Viewpoint 2 looking west from Jerrabomberra in the foreground
Viewpoint 3 looking south from Jerrabomberra Grassland

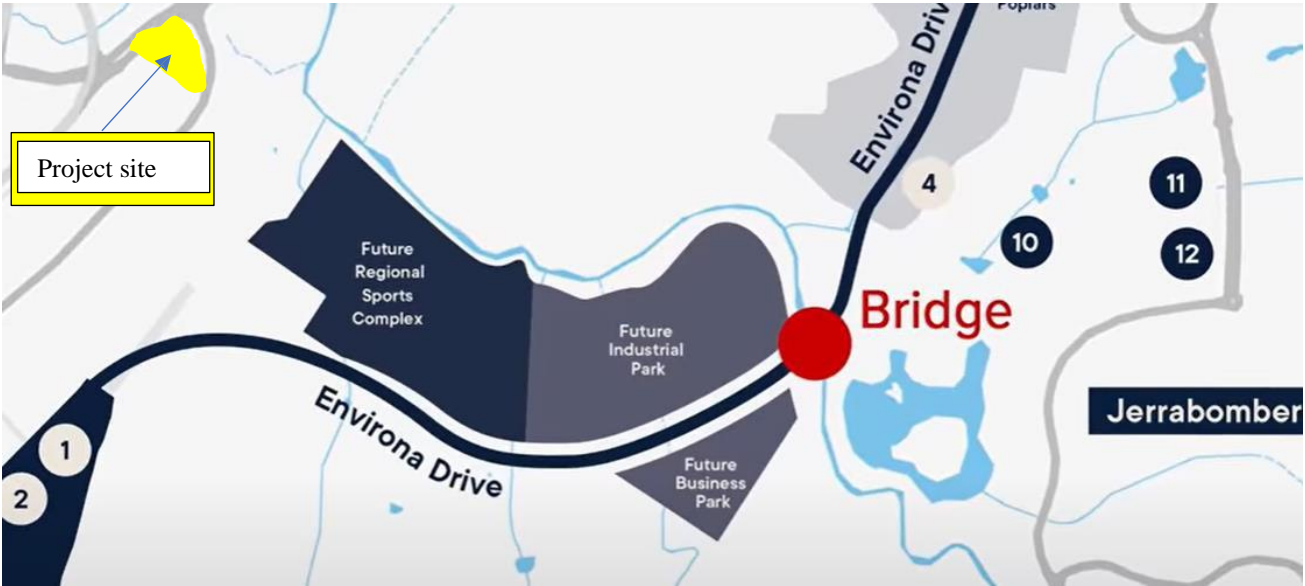


Viewpoint 3b looking south from Jerrabomberra grassland

Viewpoint 4a. Looking north from South Jerrabomberra. Source – Village Building Company



Figure 4 b. Location map showing the project site in relation to South Jerrabomberra Development. Source Village Building Company



Shown in the indicative design plan below QPRC is currently planning for a new sport and recreational hub which will be located approximately 1.5kms away from the proposed TRG site

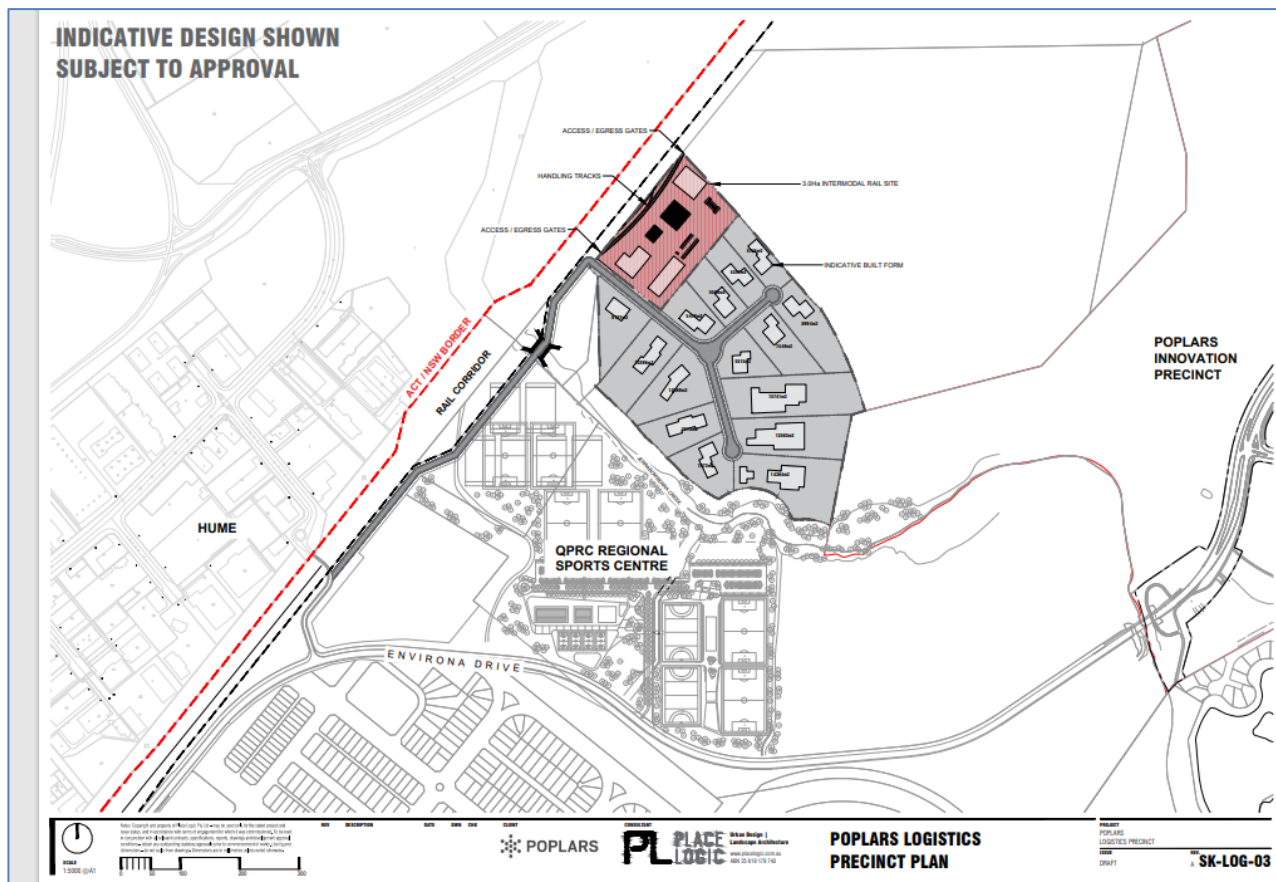


Figure 4b/1 Project Location map showing indicative design plan for the QPRC sports complex.

4.2.1 Baseline Criteria for Landscape and Visual Assessment

Criteria	Development Proposal
Regional and Local Visual Context	No significant changes have occurred since the Hume Industrial Estate was developed – Section 3
Landscape Setting	No change has occurred in the landscape setting unit, visual quality, or visual accessibility. The Landscape Setting Unit is rated as of overall Medium Visual Sensitivity.
Visual Catchment	The Industrial estate has undergone progressive development. Adjacent road upgrades have been planned and the proposed development including the helicopter hard stand area has effectively the same visual catchment.

LANDSCAPE CHARACTER AND VISUAL IMPACT ASSESSMENT

Visual Exposure	The proposal does not contain any structures that have a significantly different visual exposure than existing adjacent structures. Visual exposure of a helicopter arriving and departing from the site
	would be to a wider catchment than the proposed structures.
Views into the site (Distant and medium distance classes)	The visibility and visual effects of the proposed helicopter hard stand area would not be significantly different from the approved nearby emergency services facility aircraft landing site. Views from medium distances to the north-east and north of the helicopter hard stand area would be blocked by existing vegetation. The visual evidence of the structures would be more overall than the helicopter hard stand area, as there is a vertical element. The proposed structures would be of minimal visibility in medium and distant viewing classes. Visual exposure of a helicopter arriving and departing from the helicopter hard stand area would be evident to a wider catchment. A helicopter on the helicopter hard stand area would not be visible from medium distances due to elevated /vegetation of the surrounding landscape.
Views into the site (Close distance classes)	There would be a minor but not a significant visual effect compared to the existing landscape. Close range views would be possible of a helicopter arriving and departing from the site.
Visual exposure to the Public Domain (land)/Road upgrade	There would be a minor but not a significant visual effect compared to the existing landscape. Close range views would be possible of a helicopter arriving and departing from the site. Elevated views would be possible from the proposed Lanyon Drive overpass of a helicopter arriving and departing from the site but not craft landing.
Visual exposure to the Private Domain	Long range views would be possible of a helicopter arriving and departing from the site from the nearest residence – approx. 970m westly direction.

4.3 Visual Impact Analysis

4.3.1 Physical Absorption Capacity

The visual impact of the proposal from each viewpoint is assessed using the sensitivity of the setting and the magnitude of change.

Sensitivity is the measure of the visual quality and importance of the view and is dependent on the distance between the observer and the proposal, the activity category of observer and the elements of the proposal that are visible.

Magnitude of change to existing views refers to the nature and scale of the proposal, and the extent and proximity of the view to it. Magnitude represents the contrast in scale, form and type of proposal to the location and context to which it is to be placed.

The existing characteristics of the site have been agreed to satisfactorily absorb the visual effects of the existing consents for built industrial development and therefore the relevant question is whether the helicopter hard stand area is capable of being satisfactorily absorbed into that future character context. The helicopter hard stand area proposed is similar in appearance to existing nearby structure. In many views, the structures including the helicopter hard stand area would not be easily perceived in the context of adjacent similar and more extensive structures. In addition, the location of the proposed helicopter hard stand area in the north-east of the site is such that it will be physically absorbed by the site/surrounding vegetation, in views from the north, north-east and northwest, and also absorbed by existing approved development in views from off site in existing industrial development to the south and southeast.

4.3.2 Visual compatibility

4.3.2.1 Visual compatibility with industrial, non-urban and natural features

The proposal is of medium scale. It is considered to be of moderate compatibility with the existing non-urban and natural features of the site and high compatibility with existing industrial features of the immediate area.

4.3.2.2 Visual compatibility with approved and desired future character

The proposed structures would be of high compatibility with other existing light industry features. The proposal would also be compatible with the proposed built form on land, given the expressed objective for desired future character of creating a site for emergency service response in response to fighting bush fires. A helicopter landing site would not be incompatible with that objective.

4.3.3 Overall extent of Visual Impact

The overall extent of visual impacts of the proposal is low, both considered in isolation of structures and in relation to the impacts of the helicopter hard stand area. The highest level of impact would be moderate impacts on close range views from an isolated part of the site and related, but not directly applicable impacts, of the view of a helicopter arriving at and departing from the helicopter hard stand area.

Overall visual impacts are determined by application of the relevant weighting factors and Visual Compatibility to the overall extent of visual impacts (how much impact there is), to arrive at an

assessment of the significance (importance) of the impact. The overall effect of the weighting factors on the overall visual impacts and resulting assessment of significance of impact of the application is summarised in the Table below.

Weighting factors	Development Application
Physical Absorption Capacity (Baseline: existing approvals)	Moderate Reduces significance of impact Low impact
Visual compatibility with industrial, non-urban and natural features	Moderate Neutral with regard to significance of impact
Visual compatibility with desired future character	High Reduces significance of impact Low visual impacts
Overall visual impact after applying weightings	Low

4.4 Analysis Against Planning Instruments and Principles

4.4.1 National Capital Authority

Block 45 within Section 3 is subject to NCA Development Control Plan 171/94/853 for Monaro Highway East (figure 8) and as such is subject to several provisions which relate to visual impacts as follows:

Building height

The building height is to be a maximum of 10 meters, above natural ground level. The proposed development elevation plan shown in Attachment A complies with this requirement.

Materials / Colour

External materials should generally be masonry or pre-finished metal cladding and neutral in colour tone. Exposed air-conditioning equipment and building plant will not be permitted. The proposed development plans/specifications shown in Attachment A complies with this requirement.

Setback Coverage

Buildings shall be located toward the Monaro Highway with the minimum setback along the Monaro Highway being 10 meters. The proposed development is not directly adjacent to Monaro Highway. However, structures have been set back approximately 35 m from the site boundary adjacent to Lanyon Drive.

Site Coverage

The maximum area of the site to be covered by building is not to exceed 50% of the total area.

Reflective window glass and coatings will not be permitted. The proposed development plans/specifications shown in Attachment A complies with this requirement.

Storage, Service Areas/Carparking

Storage, service and carparking areas may only be permitted on the Monaro Highway side of the buildings where they are suitability screened by planting.

Storage, service and carparking areas are not located on the Monaro Highway / Lanyon Drive side of the proposed development. Verge and site vegetation will provide adequate screening of the proposed development as demonstrated in this assessment's viewpoints.

4.4.2 ACT Planning

The development proposal was assessed in relation to impacts on sensitivity zones and the relevant planning instruments, policies and guidelines, as follows.

Non-Urban Zones Development Code, Part B

General Development Control for an Assessment of Environmental Effects – Element 1 (1.2), (c) *impacts on the role and character of the hills and ridges as a visual backdrop.*

Comment:

As a visual backdrop the proposed development will have a negligible impact on distant hills and ridges and as such is considered to comply with the zone objective.

Scoping Document 202000027 @ March 24th, 2021.

Consider the current landscape character

Comment:

This assessment and the Biodiversity Report assessment report by Path Co Pty Ltd has identified the existing landscape character of the site as partially or almost totally affected by development, presence of vegetated areas. A balance is desired between built form and natural landscape.

Address impacts from the subject site and from operations.

Comment:

This assessment report has considered landscape and visual impacts of the proposed development and analysis provided in sect 4.3.

Identify important view sheds and significant views and vistas to and from the site.

This assessment report has evaluated important view sheds to and from the site. The visual impact of the proposal from each viewpoint has been assessed using the sensitivity of the setting and the magnitude of change.

Visual impact analysis must provide perspectives of the site from both carriageways of the highway (main approach route) and identify potential measures to address the National Capital Authority's (NCA'S) requirements.

This assessment has considered both NCA requirements under the DCP and the visual impact analysis of the proposed development.

Describe measures that are to be adopted to reduce the visual impact from the building bulk and scale, any stockpiling that may be required and lighting the facility.

Comment:

The proposed development has been sensitivity designed to complement its location and its scale, colours and materials would tend to minimise any adverse visual impacts on the environment.

4.4.3 Relevant Planning principles

The National Capital Plan indicates the Monaro Highway Eastern Parkway corridor which bisects the Hume Industrial Area as a Designated Area. Development along this route should enhance the rural character and landscape of land adjoining the area before the road enters the urban area. Landscape of a high standard shall be designed and constructed as an integral part of the development.

Comment:

The application is considered to be consistent with the above principle. It enables a use that does not significantly diminish features that protect and enhance the appreciation of the natural environment and its scenic values.

The proposal has high capacity to provide emergency services, with a low visual impact of the facility and structures. This assessment found that the application is sensitive to the visual context and does not have unacceptable adverse impacts on the environment as regards visual and landscape impacts.

4.5 Assessment of Proposed Mitigation Measures

4.5.1 Minimising vertical dimensions

Proposed structures vertical dimensions do not exceed the NCA / DCP requirement.

4.5.2 Colours and Materials

The proposed development has been sensitivity designed to complement its location and its scale, colours and materials would tend to minimise any adverse visual impacts on the environment and comply with NCA requirements.

4.5.3 Location to minimise visibility

The location of the helicopter hard stand area, while determined for a combination of reasons, has the effect of minimising its visibility and maximising the distance away from proposed structures. The helicopter hard stand area would not be visible from residential areas to east, as a result of blocking of the view by existing vegetation.

The retaining of existing vegetation adjacent to the northern and eastern boundary has the effect of minimising the visibility of other proposed structures.

4.5.4 Minimal lighting

Apart from compliance with normal site lighting, no lighting is proposed other than warning lights shown prior to and during take-off and landing of the helicopter. Two red flashing lights would be visible from close range for a short period, primarily in the immediate vicinity of the access to the helicopter hard stand area only.

4.5.5 Summary of impact mitigation

The constraints of air safety and navigation are largely responsible for the location and form of the proposed structures. However, this results in a proposal that is of minimal vertical dimensions and overall low visibility. The outcome is a high level of impact mitigation for the helicopter landing site and associated structures.

5.0 Conclusions

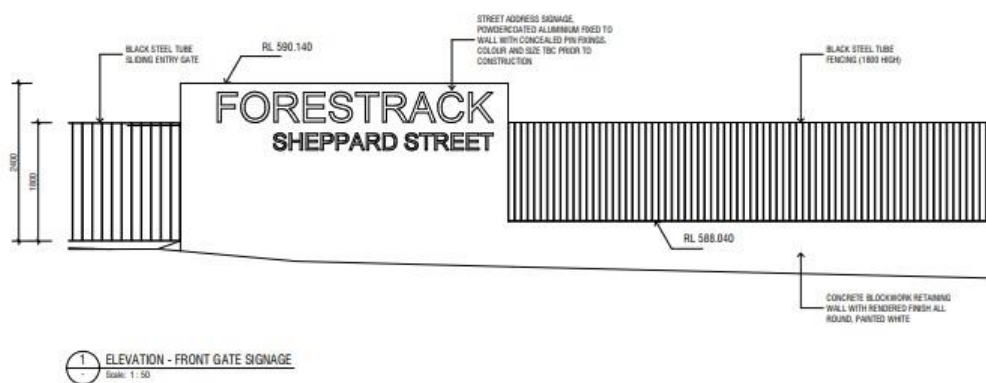
The application is of scale and low overall visibility in the context of the existing industrial estate. The most evident visual effect of the use of the site would be the minor arrival and departure of a helicopter. For the majority of the time, there would be no evidence of this activity. The presence of the helicopter hard stand area would not be marked by the visibility of an aircraft parked on it, as the hard stand area adjacent to the helicopter hard stand area is the designated area.

The proposal is appropriate in the location and has no negative impacts on the natural setting: it would be of appropriate materials consistent with and compatible with the adjacent industrial development and the National Development Code.

The development is of potentially high-quality design and the retaining of existing vegetation in the northern corner, western boundary and verge areas will assist in the mitigation of visual impacts from the proposed development.

Appendix A

Proposed development plans.



Proposed TRG Bushfire Response and Training

Block 45 Section 3
Hume, ACT

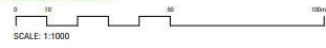


- LEGEND**
- Administration
 - Workshop
 - Aircraft Hangar
 - Hard Surface / Carparking
 - Existing Tree
 - Tree to be removed
 - Proposed Tree



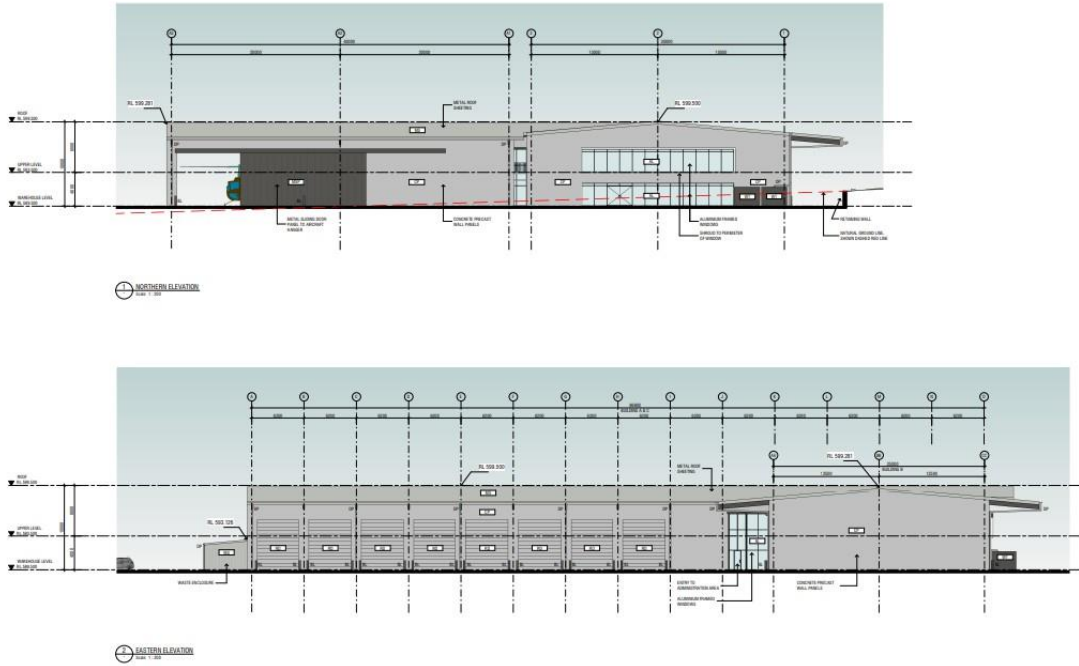
SITE LOCATION PLAN

Scale: 1:1000



+	DRAWING	REV	DATE	SCALE	TITLE	Suite 1.01, Level 1, 10 Hibart Place, Canberra City ACT 2600 02 6257 3222 • 02 6257 4190 AMCARCHITECTURE.COM.AU
	SK01			1 : 1000	SITE PLAN	

LANDSCAPE CHARACTER AND VISUAL IMPACT ASSESSMENT



- LEGEND**
- AL ALUMINUM FRAMED WINDOWS
 - CL CONCRETE
 - CP CONCRETE PRECAST WALL PANELS
 - CS CORRUGATED
 - MS METAL ROOF SHEETING
 - MSF METAL CLADDING SHEET PANEL
 - RD ROLLUP DOOR
 - WT WATER TABLE

DATE: 10/01/24

AMC
ARCHITECTURE

10/01/24

TRG
TRG EMERGENCY SERVICES DEVELOPMENT
Block 42 Section 3
Horns, ACT

NORTH AND EAST ELEVATIONS

FOR DA APPROVAL

SCALE: 1:200 @ A1	DATE: 10/01/24	PROJECT NO: A501
SCALE: 1:200 @ A1	DATE: 10/01/24	PROJECT NO: A501




①

 PC PRE-CAST CONCRETE
 COLOUR: OFF-FORM GREY

②

 MSP METAL SLIDING DOOR PANEL
 COLOUR: MOVEMENT

③

 MS METAL ROOF SHEETING, METAL GLAZING, WALLS AND METAL FLASHING, GUTTERS, DOWNPIPES
 COLOUR: SHALE GREY

④

 AL ALUMINIUM WINDOW FRAMES
 COLOUR: MOVEMENT

⑤

 WINDOW SHEDS FRAMES
 COLOUR: WHITE POWDERCOAT

⑥

 TYPICAL BOUNDARY FENCE
 CHAIN LINK FENCING
 COLOUR: BLACK

⑦

 FEATURE ENTRY BOUNDARY FENCE
 OCTAGONAL PILLARS & BLACK STEEL TUBE FENCING
 COLOUR: BLACK

⑧

 FEATURE ENTRY BOUNDARY FENCE
 OCTAGONAL PILLARS & BLACK STEEL TUBE FENCING
 COLOUR: BLACK

⑨

 FEATURE ENTRY BOUNDARY FENCE
 OCTAGONAL PILLARS & BLACK STEEL TUBE FENCING
 COLOUR: BLACK

FOR DA APPROVAL

AMC ARCHITECTURE

THE HUME EMERGENCY SERVICES DEVELOPMENT
 Block 45 Section 3
 Hume, VIC

EXTERNAL FINISHES

1:100	1:50	1:20
1:50	1:20	1:10

A950