

# **Glenmore Park Extension Visual Impact Assessment**

**Prepared by: Urbaine and GLN Planning**  
**Date: March 2020**

## 1.0 Introduction

This visual impact assessment has been prepared to examine the proposed southward extension of Glenmore Park for urban uses. The report has been commissioned by Mirvac Homes (NSW) Pty Ltd and Vianello Holdings Pty Ltd.

The Visual Impact Assessment was initially prepared in May 2018 to examine the impact on the visual qualities of the site and in particular the interfaces to The Northern Road, Chain-O-Ponds Road and to the Mulgoa Nature Reserve. This assessment has been updated to examine the revised Planning Proposal and specifically the proposal to introduce an E4 Environmental Living Zone with larger lots adjacent to these interfaces as well as other landscape initiatives to screen or provide a visual transition between the site and adjoining land uses.

The Planning Proposal seeks to extend urban development from the existing Glenmore Park suburb boundary to Chain-O-Ponds Road in the south, The Northern Road in the east, and a rural residential property and Mulgoa Nature Reserve in the west. The extension will be principally for housing but will include other land uses including school, passive and active open space areas and a mixed use retail and neighbourhood precinct. A Master Plan has been prepared to show the distribution of land uses and density of housing development including interfaces and connections to adjoining land.

Much of the land comprising the site forms a discrete valley with The Northern Road generally sitting just behind or on a ridge at the eastern head of the catchment that ultimately feed creeks draining into the Mulgoa Nature Reserve in the north and west. The last stage of the existing Glenmore Park development extends, with earthworks, over the northern crest of the valley, anticipating the valley's transformation. The southern ridgeline of this valley formation is within the site running some 20m to 100m adjacent to Chain-O-Ponds Road. Because large sections of The Northern Road and Chain-O-Ponds Road sit behind and outside the key ridges forming the valley, there are only a few uninterrupted views into the valley itself or backdrop views of Rileys Mountain located on the eastern side of the Nepean River.

The background view of the landform of Rileys Mountain is considered to have the greatest scenic value from The Northern Road, as people drive past the site. The maintenance of the current views is the prime focus of this study. There are other outlooks particularly from The Northern Road toward Rileys Mountain however, these views are often obscured by landform, existing vegetation and even existing dwellings. This assessment seeks to determine what are the existing significant backdrop views for preservation and the impact proposed for the treatment of the other interfaces to the site.

The visual assessment follows a strict methodology comprising the following steps:

1. Review of the landform in and around the site to identify existing vantage points across the land and the views available.
2. Review of background studies that have helped inform the current planning controls, including those that attribute visual values to the land.
3. Identify the changes to views associated with new infrastructure and land use change and other measures proposed to manage the visual impact at the interfaces to the site.

4. Produce a visual model of the urban development based on the master plan including photography from the view lines inserting 'typical' dwellings into the photographs to demonstrate impact.
5. Provide a short commentary describing the visual impact.

The report concludes that the existing notable backdrop views from The Northern Road are preserved and that the other treatments including large lots and landscaping outcomes will not only minimise the visual impacts from the change of use proposed but also improve amenity.

## 2.0 The Revised Master Plan and Planning Proposal

The original Planning Proposal included relatively standard residential lots along both The Northern Road and Chain-O-Ponds Road frontages. However, the revised Master Plan and Planning Proposal shows the lots fronting The Northern Road with a minimum lot size of 4,000m<sup>2</sup> and the Lots fronting Chain-O-Ponds Road and the immediate interfaces to Mulgoa Nature Reserve and rural residential property to the west as having minimum lot sizes of 1,000m<sup>2</sup> and 2,000m<sup>2</sup>.

The larger lot sizes are also to be coupled with the provision of a dense 10m wide landscape screen measured between the kerbline of any perimeter road and the site boundary along The Northern Road, and specific treatments including larger front & side setbacks, fencing and landscaping to create a rural streetscape along Chain-O-Ponds Road. The following Figure shows a representation of the proposed Master Plan.



**Figure 1 Representation of the built form on the revised Master Plan**



### 3.0 Landform and Vantage Points

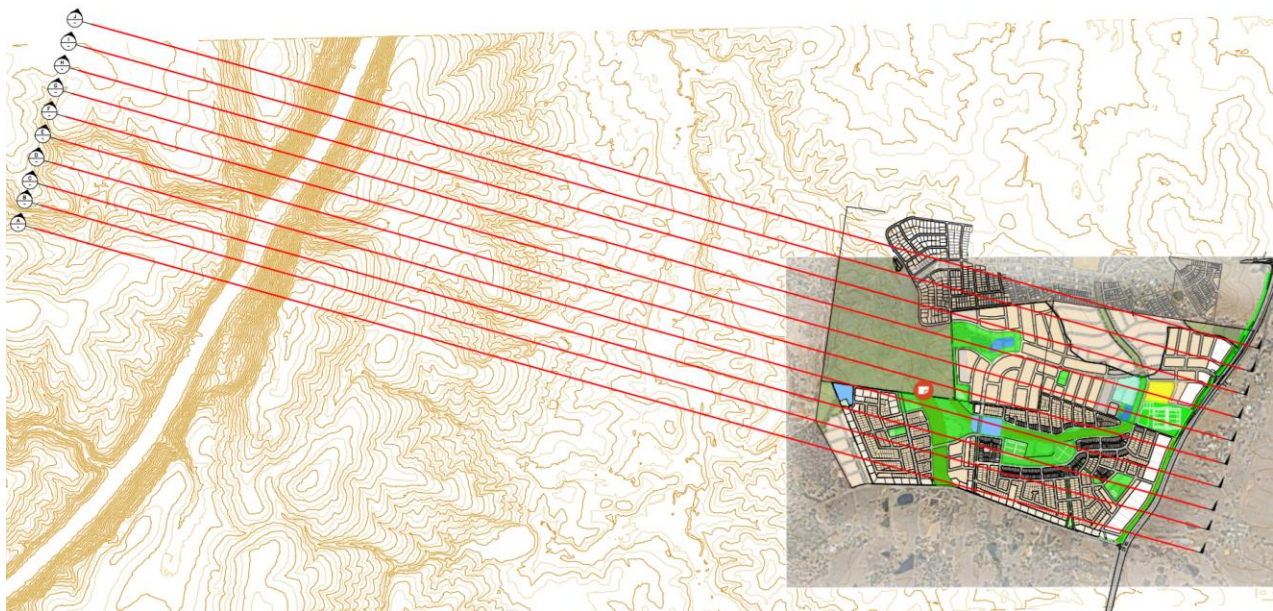
The site comprises land located between the existing Glenmore Park Release in the north and the Chain-O-Ponds Road in the south, and between The Northern Road in the east and the Mulgoa Nature Reserve and a rural residential property in the west.

The land mostly forms a discrete valley formation with a creek roughly traversing east to west through the centre of the site and another watercourse entering from the south closer to the western end of the parcel. This drains to Mulgoa Creek before the land rises sharply toward the Nepean River. It is this land which comprises the visual backdrop which can be most readily viewed from parts of The Northern Road and is known as Rileys Mountain.

The part of the valley comprising the site is relatively contained in its extent. Topographically, it has a maximum rise of 40m from the base of the valley to the ridgelines, with the greatest elevations adjacent to the existing Glenmore Park and along The Northern Road. The topographical undulations decrease with distance to the west and south. The Northern Road sits behind or on the ridge that forms the head of the valley and hence, except where there is a localised landform, the land generally slopes down and away from The Northern Road.

Where the land sits on the ridge line and there is no development or vegetation in the foreground, there are valuable views to the west of Rileys Mountain. This landform is the primary visual backdrop that can be seen from The Northern Road and the site.

**Figure 2** show the land contours and sections which demonstrates the current landform between The Northern Road and Nepean River including the site.



The land generally slopes downward from The Northern Road and has been substantively cleared as a result of previous agricultural practices to the extent that there are some stands of trees along the watercourses and isolated clumps scattered elsewhere on the land. To the west of the site there are large areas of bushland and the properties to the south contain more remnant vegetation comprising both scattered trees and more substantial stands. These often present as a vegetated backdrop to views in and around the site.

**Figure 3** shows the elevation of land in and around the key parts of the site with the ridgelines nominated by red dashed lines.





In order to understand the visual impact of the development from adjoining public roads and places, a series of photographs were taken along Chain-O-Ponds Road, The Northern Road and from within Glenmore Park. **Figure 4** is a map identifying the photograph locations from the perimeter of the site. The photographs taken as panorama shots are included at **Appendix A**.



**Figure 4 – Photograph locations**

The photographs confirm that the discrete valley where most development will occur provides limited uninterrupted views and only in key isolated locations, generally toward the middle of the site's boundary adjoining The Northern Road (around shots 19 and 20 in Figure 4 above). The revised Planning Proposal to introduce large lots to both The Northern Road and Chain-O-Ponds Road will substantively maintain these streetscapes as rural residential rather than urban in character.

## 4.0 Literature Review

The landscape character and the visual sensitivity of land in Penrith LGA is reflected in the existing land use zonings and specific controls within Penrith LEP 2010 which aim to protect and preserve certain landscape, visual and heritage outcomes. In most instances, these outcomes emanate from the Penrith Landscape Character Strategy – Character Statements and Maps (the Landscape Strategy) prepared in June 2006. The Landscape Strategy identifies a range of landscapes that are important to the character of different parts of Penrith which *'fall within four levels of detail, from a big picture perspective to district and local places:*

- *Iconic places - which are places or elements of character that the community acknowledges as fundamental to Penrith City's environmental identity;*
- *The primary visual backdrops – which specifically emphasise the 'visibility' of prominent backdrops to major roads and transportation corridors that have a primary influence upon residents' and visitors' perceptions of the City's environmental character;*
- *Rural places – which are distinct rural areas that have broadly similar characteristics and have been influenced by land use and development history;*
- *Urban places - which are distinct urban areas that have broadly similar characteristics and have been influenced by land use and development history.'*

These four levels are discussed below to determine how these have informed the objectives underpinning the existing planning controls and their applicability to the site.

### 4.1 Iconic Places

Iconic places include scenic and natural areas, rural backdrops, garden suburbs and community centres of excellence. The site is only mapped as contributing to rural backdrops. It is not identified on any of the other maps of Iconic Places.

#### Iconic Places: Rural backdrop

The Landscape Strategy contains the following description and objectives for land identified as a rural backdrop. The plan on the following page is an extract from the Strategy showing rural backdrops in Penrith.

*"Primary rural backdrops of Penrith City are defined by productive agricultural and pastoral landscapes, rural residences and villages that are located to the north and the south of the City's urban lands".*

- 1. Maintain and enhance the primary rural backdrops that influence Penrith City's scenic quality and environmental identity.*
- 2. Promote the current diversity of land holdings and activity that contributes to the existing scenic quality and environmental identity of Penrith City's primary rural backdrops.*
- 3. Discourage new activities, development, works or land management that would dominate or significantly alter the existing scenic or environmental qualities of Penrith City's primary rural backdrops.*
- 4. Ensure that future development, works and land management in Penrith City's primary rural backdrops represent a substantial contrast to intensive development patterns in urban*





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in 2006. These have been reduced slightly by urban releases which have subsequently occurred in the Penrith LGA, including the latest release within Glenmore Park (Stage 2).

The rural backdrop character is a function of the existing zoning of the land. Most of the objectives seek to perpetuate the existing land use as a means to maintain a rural backdrop and do not identify any other specific scenic or visual qualities other than that the land is used for rural type uses.

There is, however, one objective that relates to conserving and enhancing historic properties and works that illustrate early stages of Penrith City's economic development. It is noted that there are no identified heritage properties that can be viewed from the properties, nor is the site within the mapped heritage curtilage on the Heritage Item Map or Scenic and Landscape Values Map under Penrith LEP 2010.

The revised Planning Proposal which now incorporates large lots of 4,000m<sup>2</sup> and 2,000m<sup>2</sup> adjacent to The Northern Road and Chain-O-Ponds Road, respectively. These lots will clearly provide for an interface to public areas including roads more consistent with the rural character of the area.

#### **4.2 Primary Visual Backdrops**

The site is partially mapped on the Primary Visual Backdrops applying to land adjacent to The Northern Road and in the extreme west of the site. This appears to have informed the Scenic and Landscape Values Map and an approach to land releases that have maintained rural residential properties between main roads and urban releases under Penrith LEP 2010.

The Landscape Strategy contains the following description and objectives for land identified as primary visual backdrops.

*"Primary visual backdrops in Penrith City are defined as all lands that are visible from major public gathering places or thoroughfares: the Nepean River, the motorway and railway, arterial roads plus major access roads to the motorway, the City centres at Penrith and St Marys.*

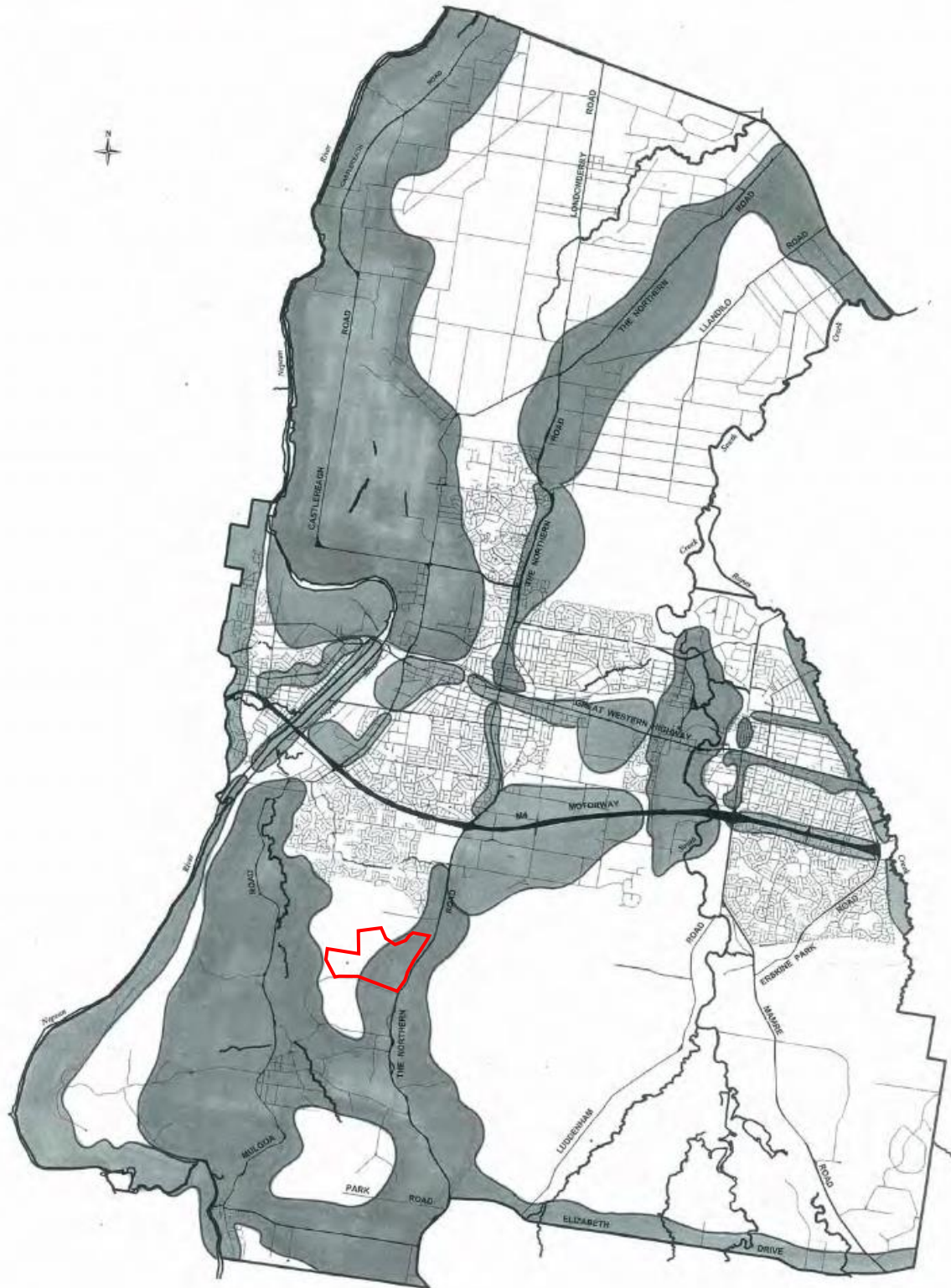
*Visible lands are identified in relation to these major public vantage points according to topographic contours and the height of existing building development.*

*Visible lands also include the full extent of bushland blocks that can be seen from major public vantage points, even where available vistas might be limited by foreground trees, but where the density of visible vegetation is influenced by the extent of natural backgrounds".*

*1. Recognise that Penrith City's environmental identity is affected substantially by the quality of development, infrastructure works and land management practices that occur within the City's primary visual backdrops.*

*2. Within Penrith City's primary visual backdrops, ensure that the highest standards are achieved in relation to landscape planning and scenic quality, as well as the design quality of built form and landscaping to maintain and enhance views and vistas.*

The mapped area of primary visual backdrops applies to land adjacent to The Northern Road and in the extreme west of the site as shown in the extract from the Landscape Strategy on the following page.



**Figure 6 - Extract of Primary Visual Backdrops Map from Landscape Strategy (site bound in red)**

It is clear that the Primary Visual Backdrops Map has informed the Scenic and Landscape Values Map in Penrith LEP and represents past planning practices whereby land on the approaches to Penrith CBD were maintained as rural or rural residential land uses to maintain the 'rural approaches' to the city. This is evident on land further north on The Northern Road adjacent to the existing Glenmore Park release.

Figure 7 below shows the site on an extract of the Scenic and Landscape Value Map from Penrith LEP 2010.



**Figure 7 - Extract of Scenic and Landscape Values Map – Penrith LEP 2010**

The land identified on the Scenic and Landscape Values Map is all topographically located on the more elevated parts of the site, although these areas do not necessarily align with the existing views of the site, particularly from The Northern Road and Chain-O-Ponds Road.

The existing views available from these roads are recorded in the photographs at Appendix A. Apart from the middle of the site, there are no substantive primary views and most provide only limited glimpses of secondary view corridors to the dominant landform in the area of Rileys Mountain.

At present the views along The Northern Road are dominated by older rural dwellings and agricultural buildings. Whilst these may portray the historic use of the land, most are not necessarily a backdrop that is worthy of preservation.

#### **4.3 Rural Places**

The site is partially mapped on being a Rural: Historic Landscape Setting which appears to recognize the watercourse through the site that drains to Mulgoa Creek as well as on the Rural: Rural Residential (but only for that land only zoned E3 Environmental Management under Penrith LEP 2010). The land is not identified on the Rural: Agricultural Flats, Rural: Bushland Residential,



Rural: Rural Villages, Rural: Active Recreation, Rural: Bushland reserves, Rural: Government Facilities.

### Rural: Historic Landscape Setting

The Landscape Strategy describes the Rural: Historic landscape setting and its key objectives as follows:

*"Historic landscape settings in Penrith City are defined by lands within the Mulgoa Valley, where numerous heritage-listed properties reflect early stages of the City's European settlement".*

*1. Ensure that future development and landscaping, as well as infrastructure works and land management do not dominate existing historic landscape settings or compromise the established scenic qualities and defined heritage values of these settings.*

*2. Protect scenic qualities of partly-cleared slopes and bushland backdrops by appropriate siting and construction of future development or works, as well as by considerate landscape management:*

*a. Conserve existing patterns of locally-native vegetation, including blocks and clusters of trees across ridges and hillsides that are visually-prominent, as well as along all road frontages and creeklines;*

*b. Also conserve landmark trees planted around dwellings that are reminders of Penrith City's early rural settlement;*

*c. Locate structures and works away from visually-prominent ridges and slopes unless they can be set against an unbroken bushland backdrop or screened effectively by existing trees;*

*d. Other than for construction of dams, avoid substantial alterations to existing landforms that would be visible from major roads.*

*3. Maintain the heritage value and scenic amenity of existing low intensity development patterns:*

*a. Generally, maintain the existing pattern of properties that vary in shape and size, resulting in widely-spaced buildings on adjoining properties;*

*b. Ensure that siting and design of new structures and works complement the values, configuration and details of defined heritage items or properties nearby;*

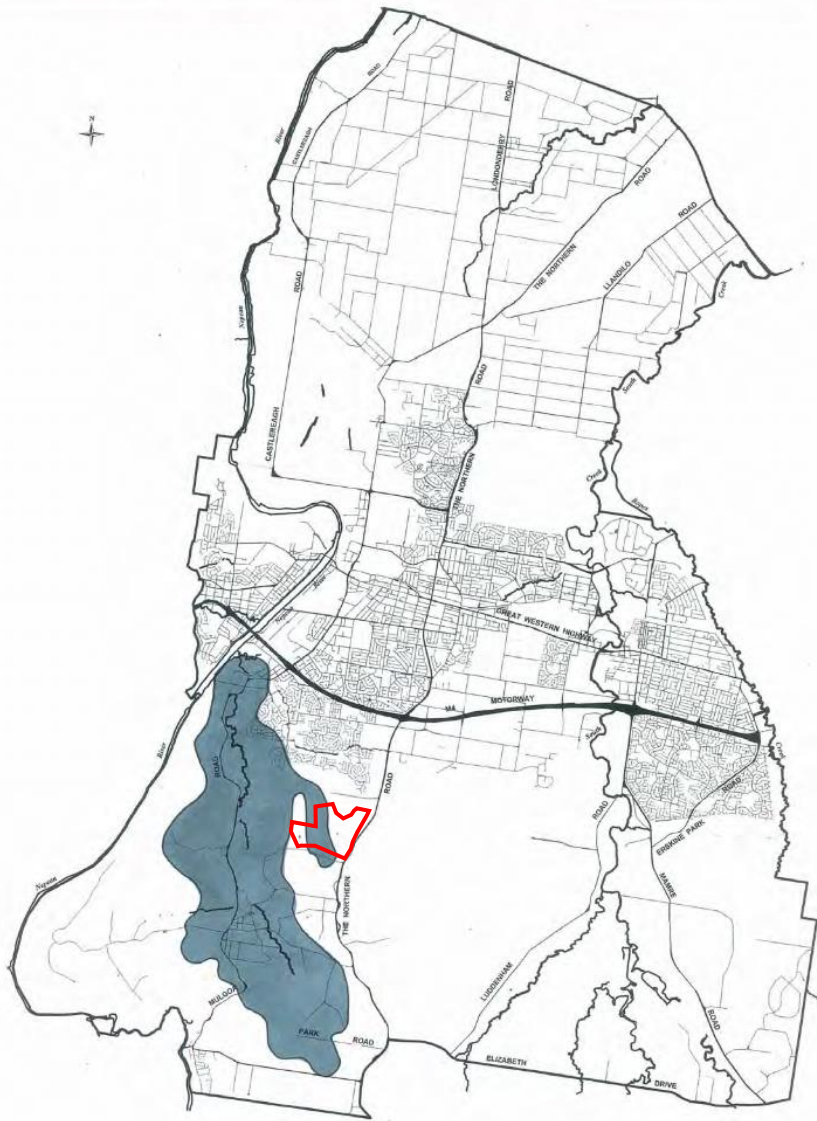
*c. Surround all new structures or works with wide setbacks to maintain the screening effect of existing trees that are located along all street and property boundaries;*

*d. Encourage irregular siting where the alignment of adjoining buildings is staggered to avoid the appearance of regular rows of structures across the landscape;*

*e. Locate ancillary sheds and large structures so that they would be screened effectively from street frontages and neighbouring properties;*

*f. Concentrate any intensive landscaping and site works around the main building on each property, and maintain existing informal landscape qualities alongside boundaries as well as road frontages.*

Figure 8 below is an extract of the Rural: Historic landscape settings from the Landscape Strategy and shows this landscape value primarily traverses through the middle of the site in a north south direction.



**Figure 8 - Extract of Rural: Historic landscape settings from Landscape Strategy**

It is difficult to reconcile the mapping with physical features on the site, although it is close to part of the main watercourses through the site which, together with any adjoining vegetation, will be protected and rehabilitated. There is nothing in the Heritage Report prepared by Niche Environment and Heritage that reveals any other noteworthy heritage significance on the parcel proposed to be rezoned.

It is noted that the Planning Proposal was amended to exclude the western most lot that would have been located within the Mulgoa Valley boundaries to which Clause 7.18 Mulgoa Valley in Penrith LEP 2010 applies.

#### Rural: Rural Residential

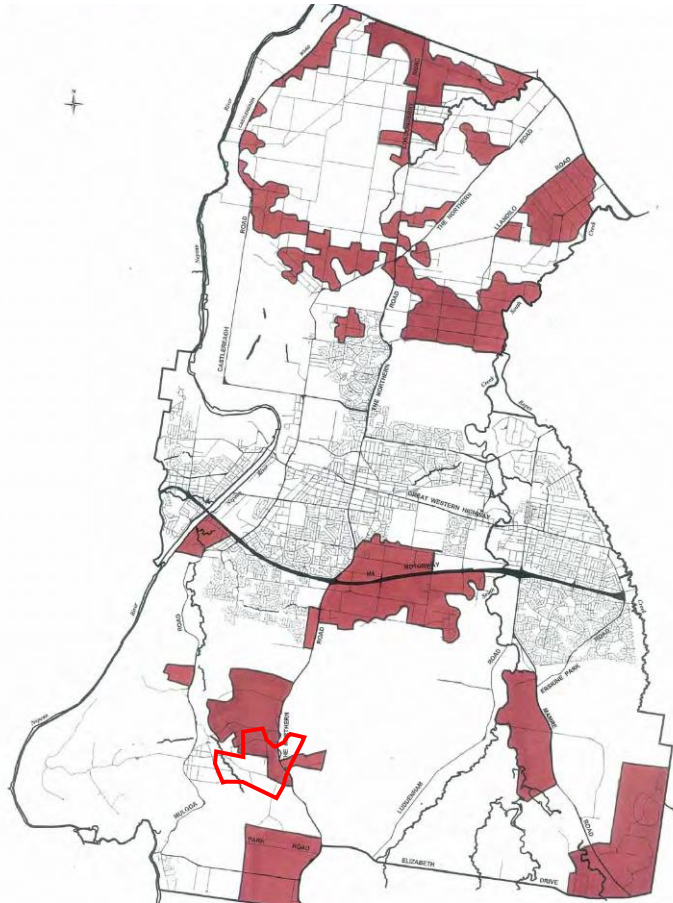
That part of the site within the E3 Environmental Management Zone under Penrith LEP 2010 is identified in the Landscape Strategy as being Rural: Rural residential.

The description and key objectives for the Rural: Rural Residential area are:

*"Rural residential settings in Penrith City are defined as localities that accommodate large residential allotments surrounded by rural landscapes".*

- 1. Maintain these settings as buffers to intensive urban development, and ensure that future development buildings and landscaping, as well as infrastructure and land management, enhance the environmental identity of existing rural residential settings including their defined heritage values.*
- 2. Recognise that these areas accommodate some home business activities, and enhance the environmental identity of these intensively-managed residential settings.*

Figure 9 is an extract of the Rural: Rural Residential from the Landscape Strategy.



**Figure 9 - Extract of Rural: Rural Residential map in Landscape Strategy**

The nomination in the Landscape Strategy is consistent with the existing 10ha zone (with some smaller 2 ha lots) that applies to the land. The large rural residential lots proposed in the Planning Proposal will assist in the transition of this future release to the rural residential lots to the south.

#### **4.4 Urban Places**

The site is not identified on any of the Urban Maps.



## 5.0 Planned and Proposed Works or Outcomes changing visual impact

The visual landscape around the site is changing including:

1. The valley formation which comprises much of the site has urban development expanding into its upper slopes as part of the current expansion of Glenmore Park.
2. The Northern Road adjoining the site in the east will change from a rural standard road to 2 lanes in each direction separated by a broad landscape median, dedicated bus lane and cycleway. The Northern Road upgrade will restrict views for those vehicles heading south to any existing backdrop views because of the new landscape median. The proposed works package by the RMS also includes the urbanisation of the first part of Chain-O-Ponds Road for a distance of about 450m and includes a large roundabout designed as a turning facility.
3. The new alignment of The Northern Road from the edge of the active transport link (pedestrian and cycleway) nearest the site will have a landscape buffer of between 13 to over 22 metres before the new site boundaries. This, together with the incorporation of a perimeter road and large lots with large setbacks means, in most cases, new dwellings will be over 50m distance or more from the active transport link.
4. The land opposite (east) of the site on The Northern Road has been identified in the recent Greater Sydney Commission Western City District Plan as being located within the Greater Penrith to Eastern Creek Growth Area heralding its future consideration for urban development. However, the land to the south of Chain-O-Ponds Road is nominated in the Metropolitan Rural Lands and will be preserved for this purpose for the foreseeable future.

The Master Plan for the development of the site also incorporate features that will lessen the visual impact of any development and future views across the site, particularly from The Northern Road and from Chain-O-Ponds Road. Specifically, the master plan incorporates the following features to minimise the visual impact of the development:

- Proposing the retention and rehabilitation of the riparian watercourses through the site preserving the bulk of vegetation along creeklines.
- Proposing large passive recreation areas that preserve the most significant stands of trees on the site outside riparian areas.
- The siting of large double playing fields adjacent to The Northern Road, thereby preserving the best view across the site toward Rileys Mountain.
- Large lots to both Chain-O-Ponds Road and The Northern Road as well as the provision of internal roads running parallel to The Northern Road providing opportunities for a substantial contiguous landscape screening from The Northern Road.

A copy of the revised Master Plan is at Figure 10 and an aerial perspective of the plan is at Figure 11.



**Figure 10 – Master Plan for Glenmore Park**



**Figure 11 – Perspective Representation of Master Plan looking south from Glenmore Park**

The visual assessment undertaken and documented in this report has focused on the interfaces to the site along The Northern Road, Chain-O-Ponds Road and to Mulgoa Nature Reserve. It discusses how significant views were assessed and the treatments of these areas to achieve Council's desired outcomes.

The three interface areas are described below in more detail:

### Interface to The Northern Road

The interface to The Northern Road is the most complex. The work has focused on ensuring the proposed setbacks and height of dwellings proposed within the release do not compromise existing views of the Rileys Mountain backdrop. The second part is to assess whether the proposed treatments of larger lots and significant landscaping will provide a high quality streetscape for The Northern Road.

To ensure future development on the site does not impact existing views, the views across the site from The Northern Road were recorded every 100m along the frontage. Cross sections were then developed by ADW Johnson at each point along the site frontage with corresponding photographs toward Rileys Mountain, being the most significant visual backdrop visible. The photographs are important as they help identify the nature of the existing view including whether existing dwellings or vegetation in the fore to mid ground obscured views to Rileys Mountain. The proposed dwellings at the increased setback as proposed in the Master Plan and existing vegetation were included on each cross section to determine whether these would further interrupt any existing views. The proposed dwellings on the E4 Environmental Living Zone lots were assumed to be single storey, with the dwellings to the rear in the R2 Low Density Residential Zone being 2 storey.

Each section of the view line from The Northern Road is discussed below in more detail:

#### **Section A-A**

Section A-A is the southern most section taken parallel to Chain O Ponds Road. The existing view of Rileys Mountain is substantially obscured by existing vegetation with only the crest visible through tops of canopies. At this location, the section and photograph confirms there is no primary view available. The section also shows that a proposed dwelling setback on a 4,000m<sup>2</sup> lot behind a perimeter road as per the Master Plan will result in approximately the same impact as the existing vegetation.

#### **Section B-B**

Section B-B occurs at a point where there is a dwelling house, agricultural sheds and equipment storage dominating the foreground and trees obscuring views of the rural backdrop. At this location, the section and photograph confirms there is no primary view available and any future dwelling setback on a 4,000m<sup>2</sup> lot behind a perimeter road as per the Master Plan will not extend above the vegetation line and hence will not impact on existing views.

#### **Section C-C**

Section C-C is at a point where there is a dwelling with an agricultural shed located behind and trees obscuring the backdrop views, providing only glimpses of the Riley Mountain backdrop. The section shows that a proposed dwelling setback on a 4,000m<sup>2</sup> lot behind a perimeter road as per the Master Plan and the dwelling behind sit well below the existing vegetation and hence will not impact on existing views.

#### **Section D-D**

Section D-D is at a small cutting for The Northern Road and hence the view is into a mound on which 2 dwellings are constructed. There is a glimpse of the backdrop



views between the 2 dwellings. The section shows that a proposed dwelling setback on a 4,000m<sup>2</sup> lot behind a perimeter road as per the Master Plan and the dwelling behind sit well below the existing dwellings that obstruct the existing view and hence at this location new backdrop views will be created of Rileys Mountain.

### **Section E-E**

Section E-E has an existing dwelling setback from the frontage which partially obscured what would otherwise be a backdrop view of Rileys Mountain. The section shows that a proposed dwelling setback on a 4,000m<sup>2</sup> lot behind a perimeter road as per the Master Plan and the dwelling behind sit at a level that would not obstruct the existing view and hence at this location new backdrop views will be created of Rileys Mountain.

### **Section F-F**

Section F-F is approximately halfway along the site frontage to The Northern Road and it corresponds with the location of the sportsfields. There a good background views from this location some of which have been partially obscured by a new earth mound put in place to obscure the visual impact of the subdivision on the ridge top. Unfortunately, this mound obscures the most significant backdrop view. There is no new urban development proposed in this location that will impact on the view.

### **Section G-G**

Section G-G is taken to the north of the sportsfields and runs through the school and local centre sites. At this location The Northern Road is at a lower level with the site rising gradually west of the road. This landform obscures any backdrop views toward Rileys Mountain. The section shows that a proposed dwelling setback on a 4,000m<sup>2</sup> lot behind a perimeter road, the school at a height of 8.5m and local centre at a height of 12m as per the Master Plan will not impact on existing views.

### **Section H-H**

Section H-H is taken just south of the new collector road intersection from The Northern Road into the site. At this location, The Northern Road is lower than that of the predominant landform extending into the site and hence affords no backdrop views. The section shows that a proposed dwelling setback on a 4,000m<sup>2</sup> lot behind a perimeter road as per the Master Plan will not impact on existing views.

### **Section I-I**

Section I-I is taken just south of the new collector road intersection from The Northern Road into the site. At this location, The Northern Road is lower than that of the predominant landform extending into the site and hence affords no backdrop views. The section shows that a proposed dwelling setback on a 4,000m<sup>2</sup> lot behind a perimeter road as per the Master Plan will not impact on existing views.

### **Section J-J**

Section J-J is the northern most section taken adjacent to the open space area near Bradley Street. At this location, The Northern Road is lower than that of the

predominant landform extending into the site and hence affords no backdrop views. The section shows that a proposed dwelling setback on a 4,000m<sup>2</sup> lot behind a perimeter road as per the Master Plan will not impact on existing views.

The sections prepared by ADW Johnson are provided at **Appendix B**.

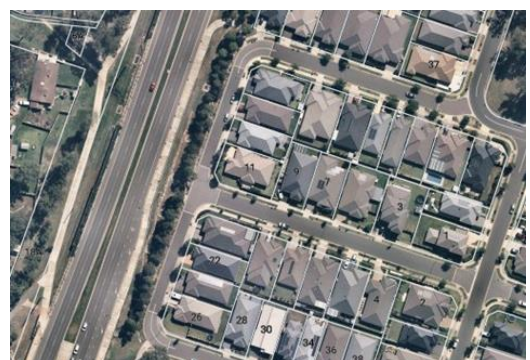
The assessment confirms that views will not be impacted by the residential development as both the single and two storey dwellings are proposed to be setback sufficient distances whereby they will not impact on any existing view and certainly not obstruct any backdrop view. Indeed, the dwellings have the potential to open up additional backdrop views after development has occurred and subject to final future landscaping treatments along The Northern Road.

Despite the large 4,000m<sup>2</sup> lots now proposed behind a perimeter road to The Northern Road, the Planning Proposal includes the planting of a dense contiguous landscape treatment along the edge of The Northern Road between the site boundary and back of kerb of the perimeter road where shown on the Master Plan. There are many instances where this approach has been effectively used to create a landscape buffer to screen the future urban development from busy roads.

**Figures 12 and 13** below show examples of this approach at Parklea and Jordan Springs with only narrow verges created for landscaping.

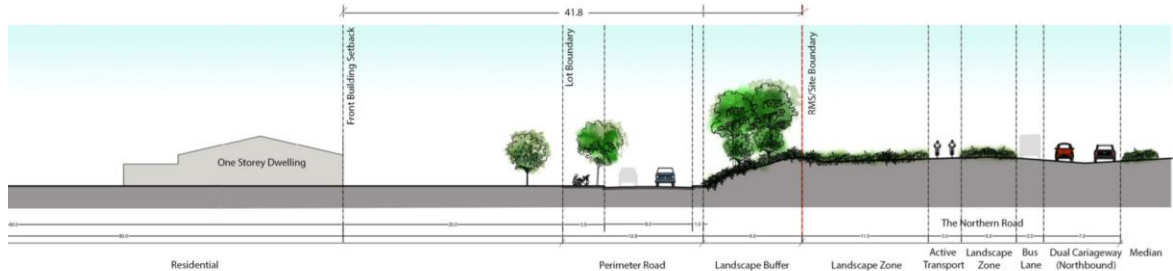


**Figure 12 shows the landscape screen along part of Quakers Hill Parkway in Parklea (Source Nearmap)**



**Figure 13 shows the landscape screen along The Northern Road adjacent to Sandstock Cres in Jordan Springs (Source Nearmap)**

A provision will be incorporated in the DCP for the site to ensure this landscape approach can occur in a widened road verge to ensure its quality. Figure 14 shows a cross section showing the arrangement of infrastructure adjacent to The Northern Road including landscaping to achieve this outcome.



**Figure 14 Section of The Northern Road Landscaping and Dwelling Setback**

### Interface to Chain-O-Ponds Road

The original visual assessment noted that Chain-O-Ponds Road undulates along the site boundary with large sections sitting below an elevated ridge which obscures views into the valley beyond. There are some crests along the road where there are some broader views across parts of the land. However, the most significant backdrop view of Riley's Mountain will remain down the centre line of his road which will not be obscured by development.

The most visually important change to the original Planning Proposal is the replacement of the lots fronting Chain-O-Ponds Road from standard residential lots to land zoned E4 Environmental Living Zone with a minimum lot size of 2,000m<sup>2</sup>, and a lot configuration where the lot frontages are 50m wide to encourage dwellings to build across, rather than down the lot. The dwellings on these lots will be required to maintain the same 15m setback applicable in all rural zones as well as a 5m side setback. The larger setback will help to open up the backdrop views down Chain-O-Ponds Road.

The Master Plan has also been substantially amended, providing only three intersections to Chain-O-Ponds Road, one of which will be constructed by the RMS as a turning point as part of The Northern Road upgrade works. For each lot, landscaping, rural style fencing and restriction on the number of driveways will further enhance the visual transition between the rezoning site and rural residential properties opposite on the southern side of Chain-O-Ponds Road.

The type of visual outcome expected from these initiatives is shown in Figure 15 below.





**Figure 15 Photo from Vermont Estate in Pitt Town showing the expected outcomes**

Interface to Mulgoa Reserve and other properties

The original Planning Proposal was amended to delete the western most lot fronting Chain-O-Ponds Road and provide additional open space areas to provide a managed transition to Mulgoa Nature Reserve and retain the dam and larger reserve in the north western part of the site.

In the south of the site, the E4 Environmental Living Zoned lots of 2,000m<sup>2</sup> will extend from along the Chain-O-Ponds Road along the new western boundary of the Planning Proposal site and north opposite Mulgoa Nature Reserve. The lot in the north western corner of this area will have a minimum lot size of 1.25ha. This size lot will provide an appropriate transition and can incorporate appropriate Asset Protection Zones to reflect bushfire hazard.

The lots in the northern part of the site will also be zoned E4 Environmental Living. However, as they are not located directly opposite Mulgoa Nature Reserve, but managed reserves, these will have a minimum lot size of 1,000m<sup>2</sup>.

## 6.0 Conclusion

The research incorporated in this report has examined the visual properties of the site from a physical perspective, from Council's Landscape Strategy and in terms of the important interfaces.

The most significant views available and that which gives this area its scenic quality and amenity are of the raised hillside landform known as Rileys Mountain located on the eastern side of the Nepean River. This landform provides a backdrop to the site when viewed from select locations along Chain-O-Ponds Road and The Northern Road.

Unobstructed views of the backdrop landform are not available from all areas along these roads, being limited to the centre of the site along The Northern Road and at the crests driving along Chain-O-Ponds Road. Outside of these areas, the views are limited or totally obscured by topography, existing development and existing vegetation.

The viewing experience will change as The Northern Road is widened. There will no longer be the opportunity to pull over a car onto the unformed verge and enjoy the view as the works to The Northern Road will convert this to a bus lane heading north and introduce a landscaped median obscuring views for traffic heading south.

The future viewing locations will be limited from vantages such as the active transport link (combined cycleway and pedestrian path) that runs along the frontage of The Northern Road as well as crests along Chain-O-Ponds Road which will generally be unaltered and give the best vantage looking in a west direction, straight down the road. The Master Plan responds to protect the important existing view corridor to Rileys Mountain by introducing a sportsfield, preventing urban development in the immediate view corridor.

Whilst the remaining part of the frontage to The Northern Road outside of the prime view corridor will comprise large lots of 4,000m<sup>2</sup> in an E4 Environmental Living Zone, the Master Plan has been designed to implement a dense contiguous landscape screen to effectively screen the release and provide a landscaped 'gateway' entry to Penrith along The Northern Road past the site.

Along Chain-O-Ponds Road, the Master Plan limits new road entries into the release to three intersections, one of which corresponds with the turnaround area being constructed by the RMS as part of The Northern Road upgrade, and introduces large 2,000m<sup>2</sup> lots with large rural setbacks for dwellings and further landscaping and fencing guidelines. These initiatives will provide an effective transition to the rural residential lots south on Chain-O-Ponds Road as well as maintaining views, where available, down Chain-O-Ponds Road toward Rileys Mountain.

To the west of the site, E4 Environmental Living Zones with lot sizes of 2,000m<sup>2</sup> and 1,000m<sup>2</sup> will transition to the Mulgoa Nature Reserve and adjoining rural residential land, and open space respectively.

**Appendix A – Photographs showing site features**



Visual Impact Assessment – Extension of Glenmore Park



**viewpoint 5 - original photograph**



**viewpoint 12 - original photograph**





**viewpoint 14 - original photograph**





**viewpoint 17 - original photograph**



**viewpoint 20 - original photograph**





**viewpoint 23 - original photograph**





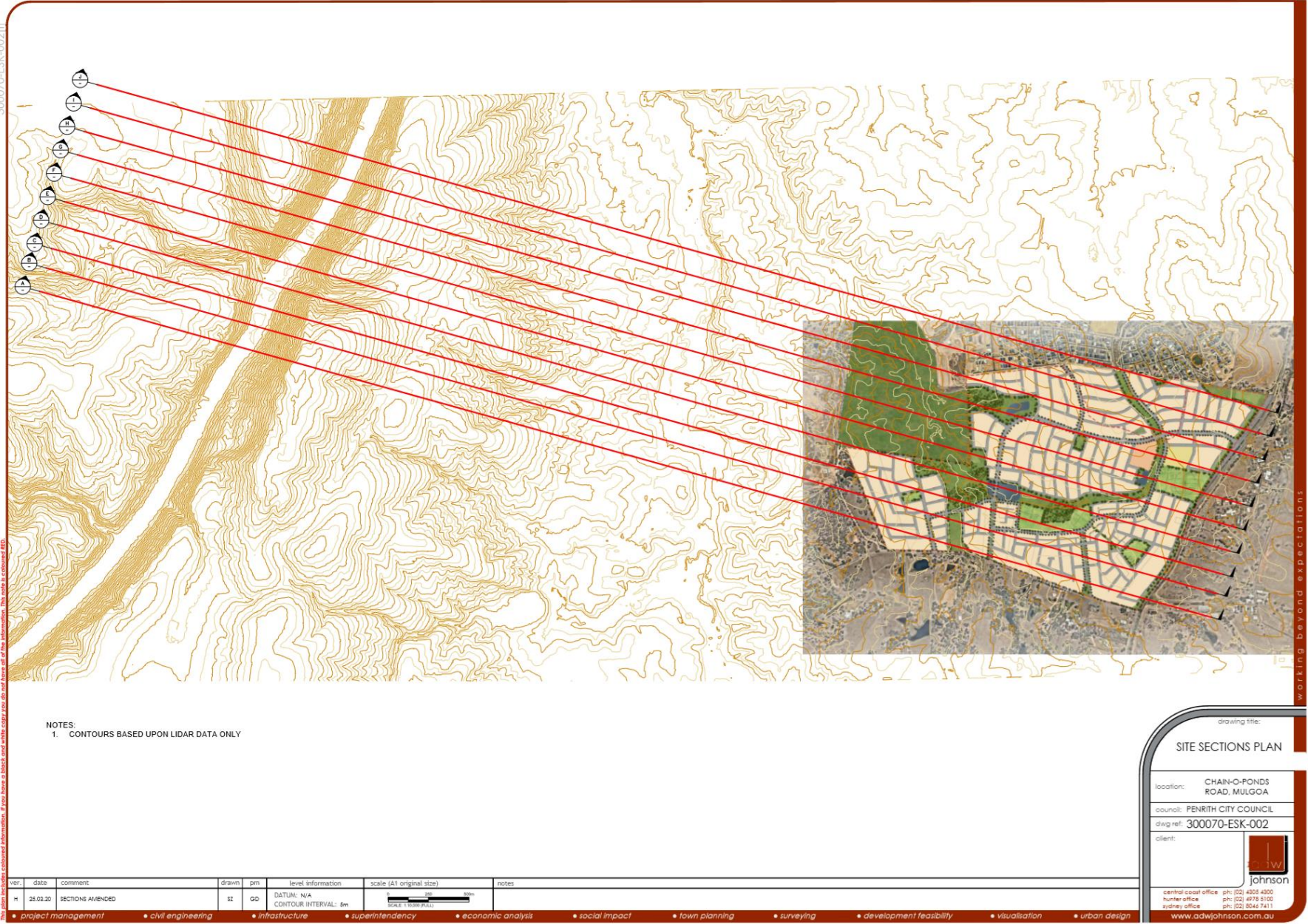
**viewpoint 27 - original photograph**



**viewpoint 28 - original photograph**

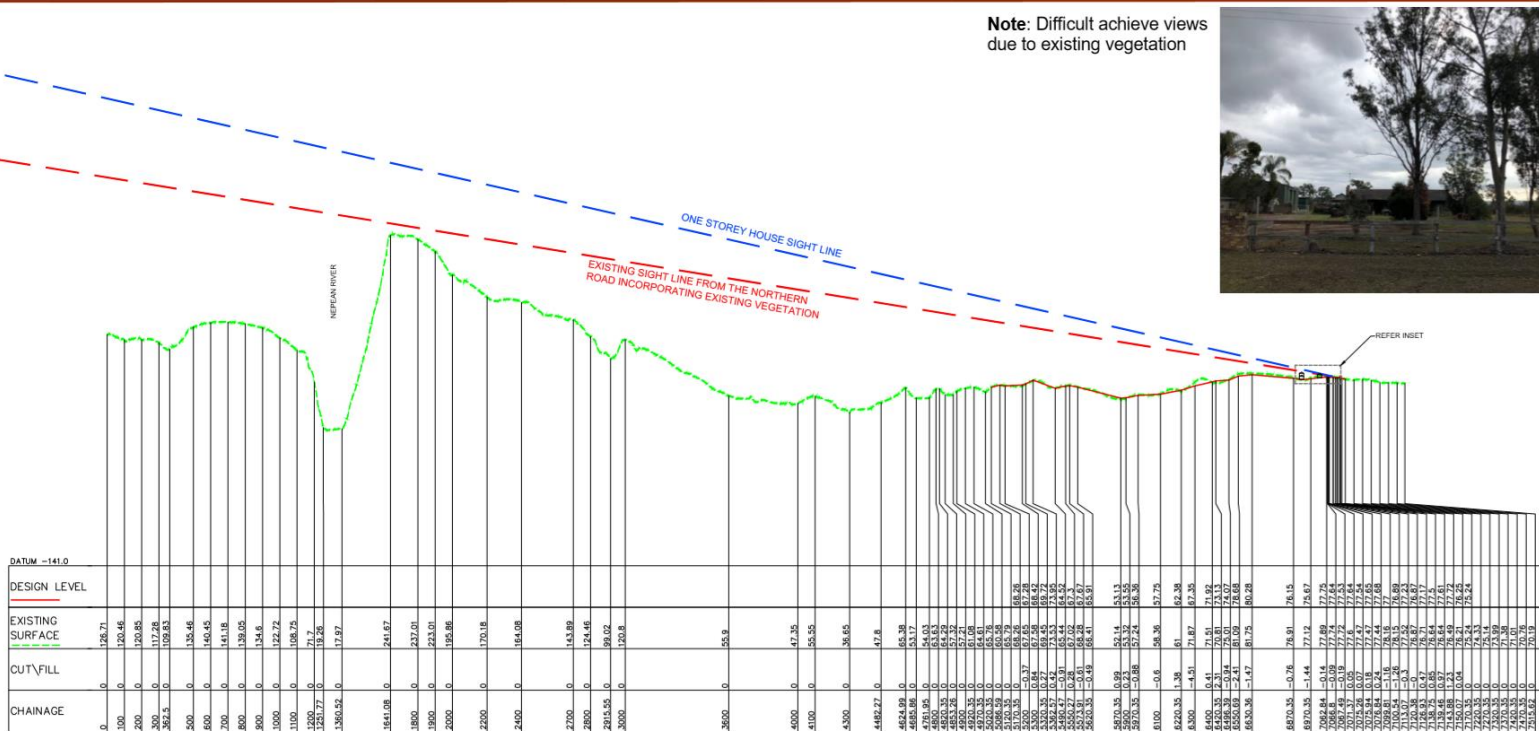
## **Appendix B - Sections**







**Note:** Difficult achieve views due to existing vegetation

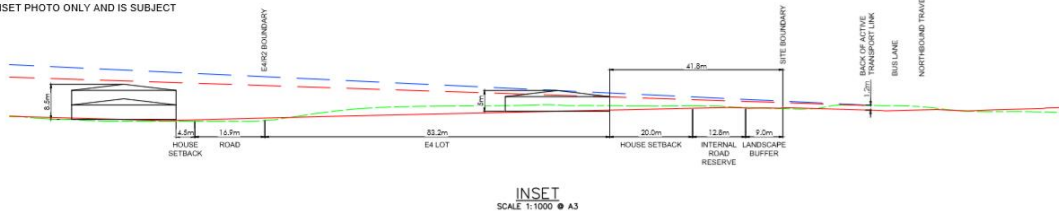


LONGITUDINAL SECTION A-A

HORIZONTAL SCALE 1:24000 @ A3  
VERTICAL SCALE 1:4800 @ A3

NOTES:

- EXISTING SURFACE LEVELS ARE BASED UPON LIDAR DATA ONLY.
- INTERNAL DESIGN LEVELS ARE BASED UPON A FIRST PASS BULK EARTHWORKS DESIGN.
- DESIGN LEVELS FOR THE NORTHERN ROAD HAVE BEEN APPROXIMATED BASED UPON RMS LANDSCAPE DESIGN PLANS SUPPLIED ON THE 5/7/2018
- HOUSE HEIGHTS HAVE BEEN APPROXIMATED ONLY AND ARE SUBJECT TO CHANGE BASED UPON THE FINAL PRODUCT.
- ADDITIONAL SETBACK TO MAINTAIN THE EXISTING SIGHT LINE IS BASED UPON INITIAL BULK EARTHWORKS LEVELS AND IS SUBJECT TO CHANGE.
- THE SIGHT LINE INCORPORATING EXISTING VEGETATION HAS BEEN APPROXIMATED BASED UPON THE INSET PHOTO ONLY AND IS SUBJECT TO CONFIRMATION.



ver.	date	comment	drawn	pm	level information	scale (A1 original size)	notes
H	25.03.20	SECTIONS AVOIDED	ST	OD	DATUM: N/A CONTOUR INTERVAL: N/A		

• project management • civil engineering • infrastructure • superintendency • economic analysis • social impact • town planning • surveying • development feasibility • visualisation • urban design

drawing title:  
SITE SECTION A-A

location: CHAIN-O-PONDS ROAD, MULGOA

council: PENRITH CITY COUNCIL

dwg ref: 300070-ESK-002

client:

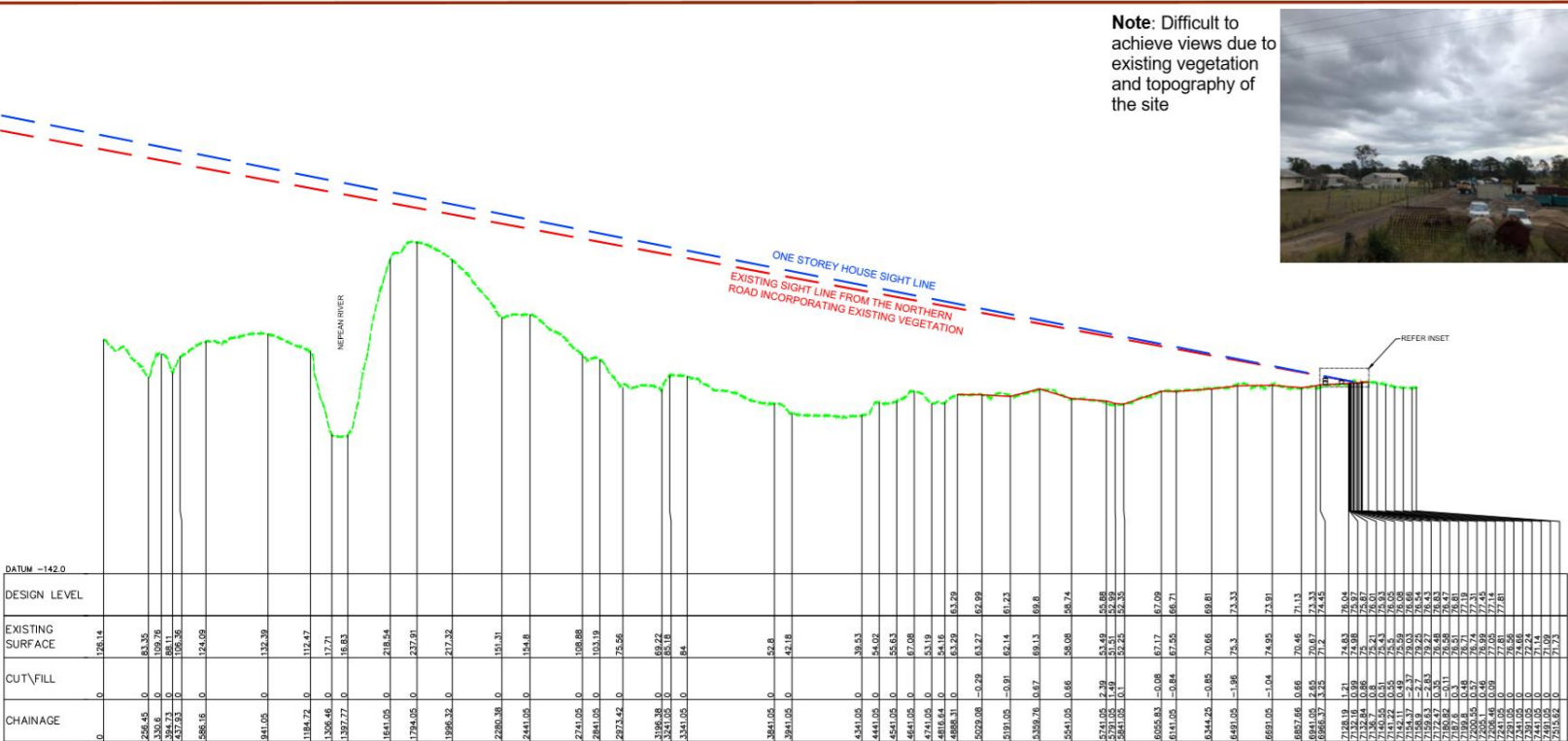


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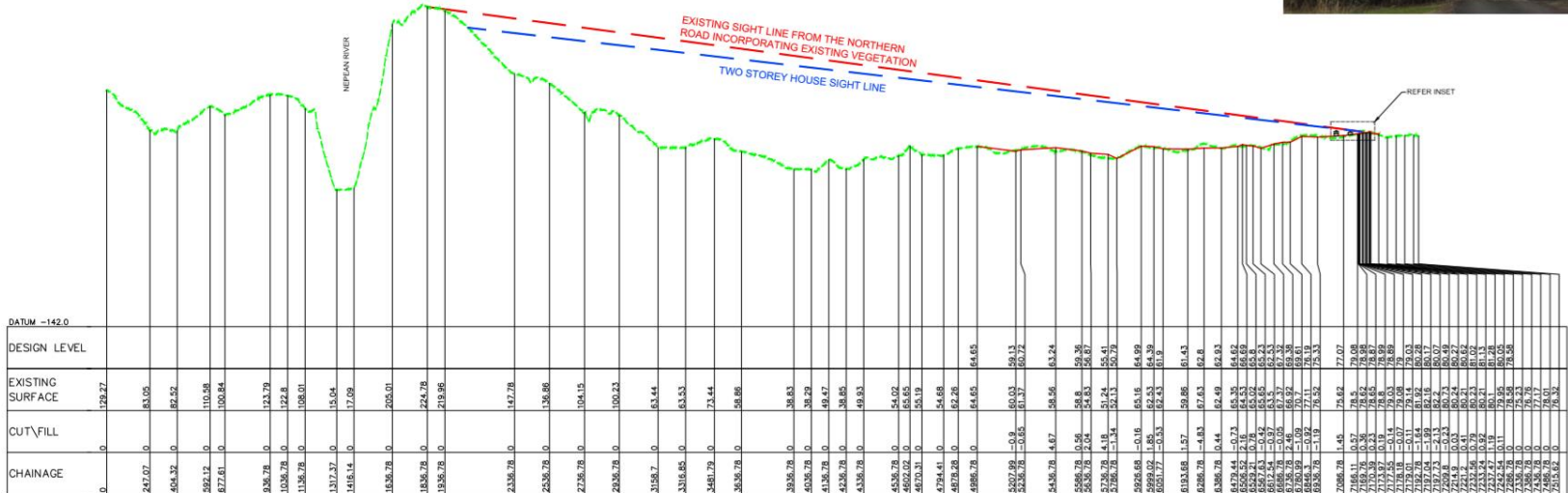


**Note:** Difficult to achieve views due to existing vegetation and topography of the site



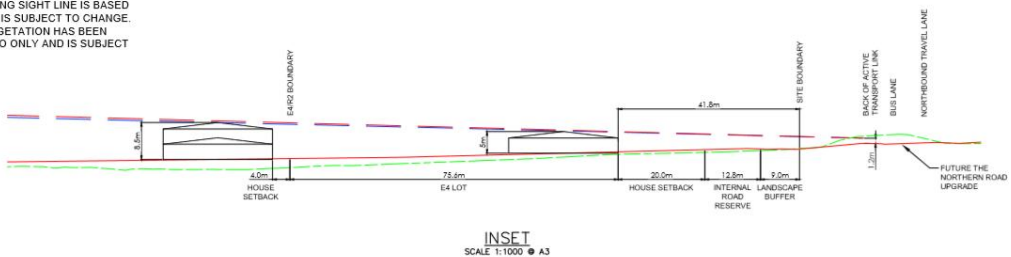


A photograph showing a residential property. In the foreground, there is a dark metal gate. To the left of the gate is a yellow house with a red roof. The sky is overcast with grey clouds. There are trees and a fence in the background.



1. EXISTING SURFACE LEVELS ARE BASED UPON LIDAR DATA ONLY.
2. INTERNAL DESIGN LEVELS ARE BASED UPON A FIRST PASS BULK  
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BASED UPON RMS TOPOGRAHY DESIGN PLANS SUPPLIED ON THE 5/7/2018
4. HOUSE HEIGHTS HAVE BEEN APPROXIMATED ONLY AND ARE SUBJECT TO  
CHANGE BASED UPON THE FINAL PROJECT.
5. ADDITIONAL SETBACK TO MAINTAIN THE EXISTING SIGHT LINE IS BASED  
UPON INITIAL BULK EARTHWORKS LEVELS AND IS SUBJECT TO CHANGE.
6. THE SIGHT LINE INCORPORATING EXISTING VEGETATION HAS BEEN  
APPROXIMATED BASED UPON THE INSET PHOTO ONLY AND IS SUBJECT  
TO CONFIRMATION.

HORIZONTAL SCALE 1:24000 © A3  
VERTICAL SCALE 1:4800 © A3

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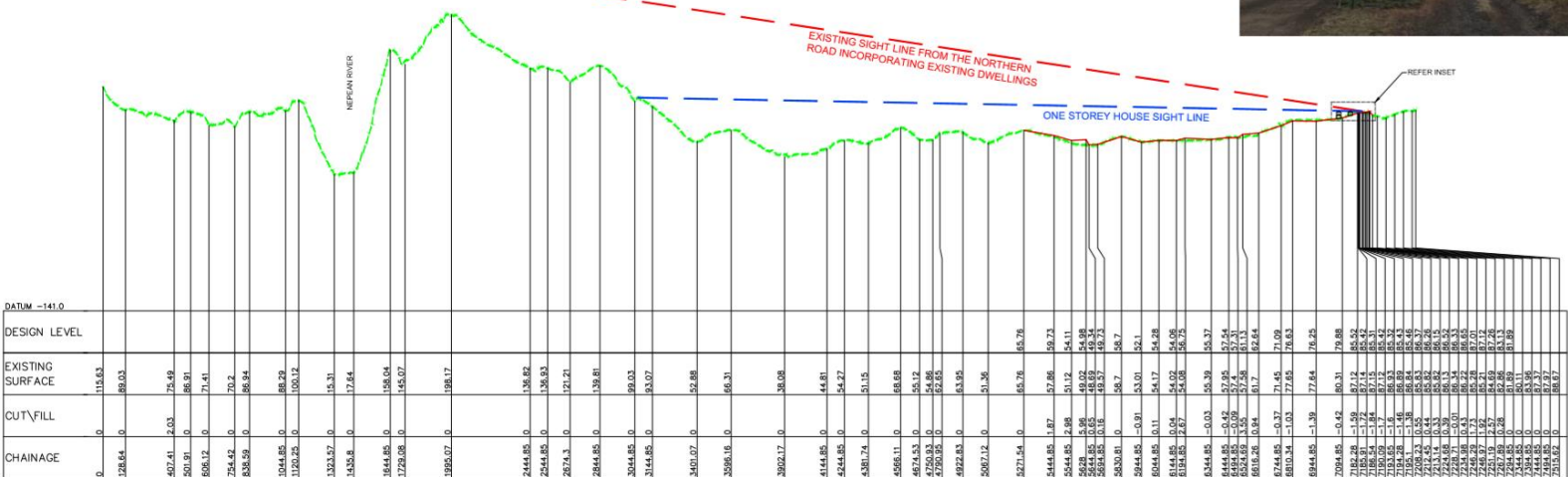
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SITE SECTION C-C	
location:	CHAIN-O-PONDS ROAD, MULGOA
council:	PENRITH CITY COUNCIL
dwg ref:	300070-ESK-002
client:	

Location: CHAIN-O-PONDS  
ROAD, MULGOA  
Council: PENRITH CITY COUNCIL  
dwg ref: 300070-ESK-002  
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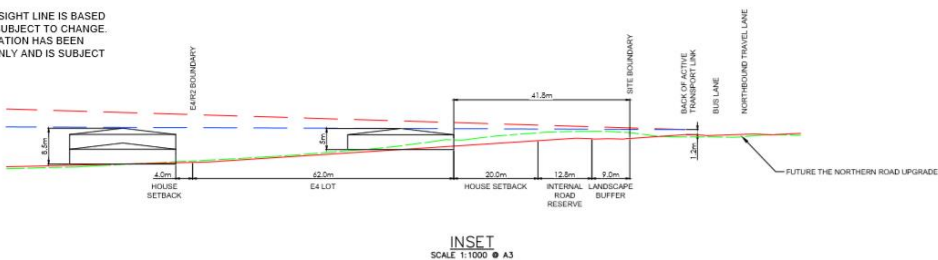
working beyond expectations

A photograph of a residential property. In the foreground, a large, mature palm tree stands prominently. To its left, another palm tree is partially visible. In the background, there is a single-story house with a light-colored exterior and a dark roof. The sky is overcast with grey clouds. A dirt or gravel driveway leads towards the house.



HORIZONTAL SCALE 1:24000 @ A3  
VERTICAL SCALE 1:4800 @ A3

- NOTES
1. EXISTING SURFACE LEVELS ARE BASED UPON LIDAR DATA ONLY.
  2. INTERNAL DESIGN LEVELS ARE BASED UPON A FIRST PASS BLOCK WALL EARTHWORKS DESIGN.
  3. DESIGN LEVELS FOR THE NORTHERN ROAD HAVE BEEN APPROXIMATED BASED UPON RMS LANDSCAPE DESIGN PLANS SUPPLIED ON THE 5/7/2018 HOUSE HEIGHTS HAVE BEEN APPROXIMATED ONLY AND ARE SUBJECT TO CHANGE BASED UPON THE FINAL PRODUCT.
  4. ADDITIONAL SETBACK TO MAINTAIN THE EXISTING SIGHT LINE IS BASED UPON INITIAL BLOCK EARTHWORKS LEVELS AND IS SUBJECT TO CHANGE. THE SIGHT LINE INCORPORATING EXISTING VEGETATION HAS BEEN APPROXIMATED BASED UPON THE INSET PHOTO ONLY AND IS SUBJECT TO CONFIRMATION.



ver.	date	comment	drawn	pm	ai information	scale (A1 original size)	notes
H	28.03.20	SECTION AMENDED	IZ	OO	DATUM: N/A CONTOUR INTERVAL: N/A		
<div> <div>project management</div> <div>civil engineering</div> <div>infrastructure</div> <div>superintendency</div> <div>economic analysis</div> <div>social impact</div> <div>town planning</div> <div>surveying</div> <div>development feasibility</div> <div>visualisation</div> <div>urban design</div> </div>							

drawing title:  
SITE SECTION D-D

location:	CHAIN-O-PONDS ROAD, MULGOA
council:	PENRITH CITY COUNCIL
dwg ref:	300070-ESK-002
client:	



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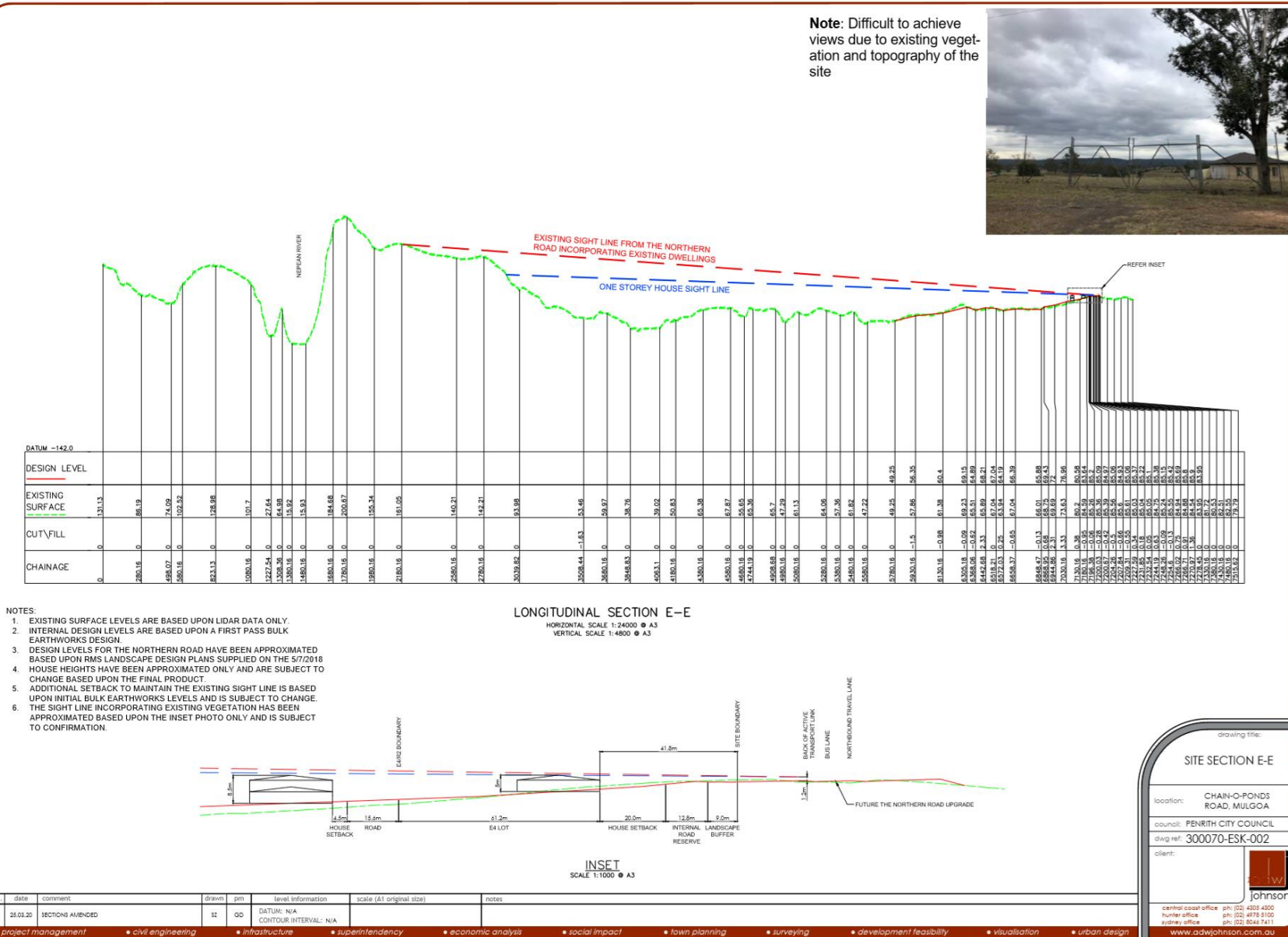
March 2020

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 This plan includes coloured information. If you have a black and white copy you do not have all of the information. This note is coloured AFD.

March 2020

111000-ESK-0-00006

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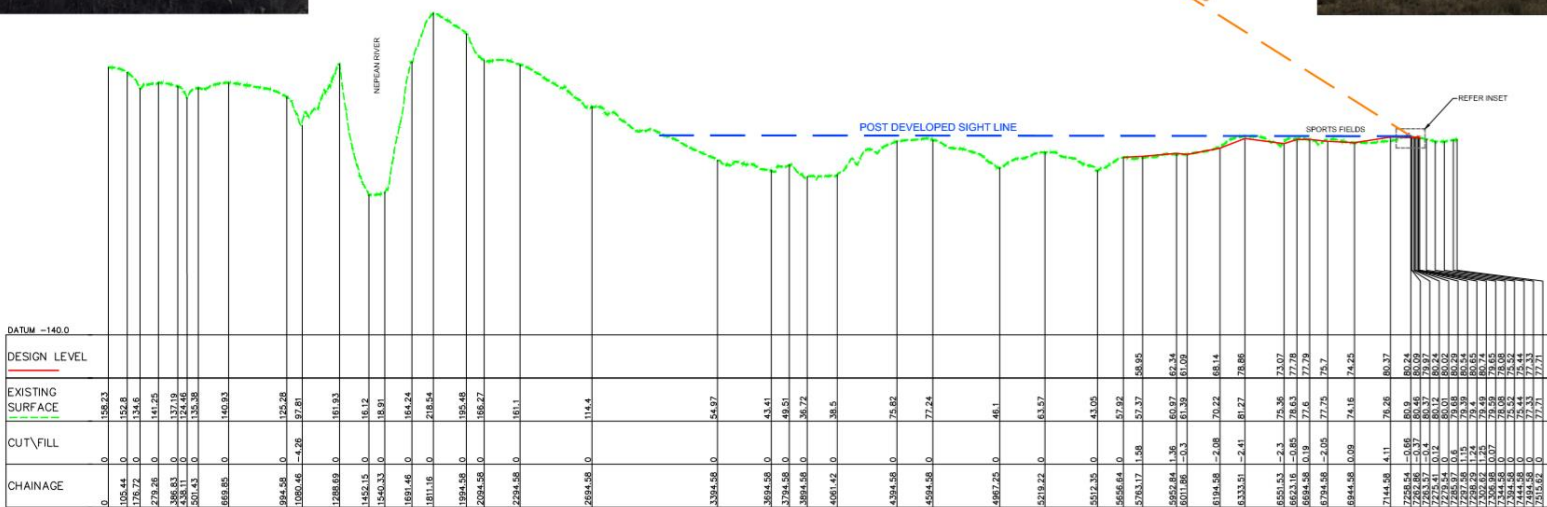






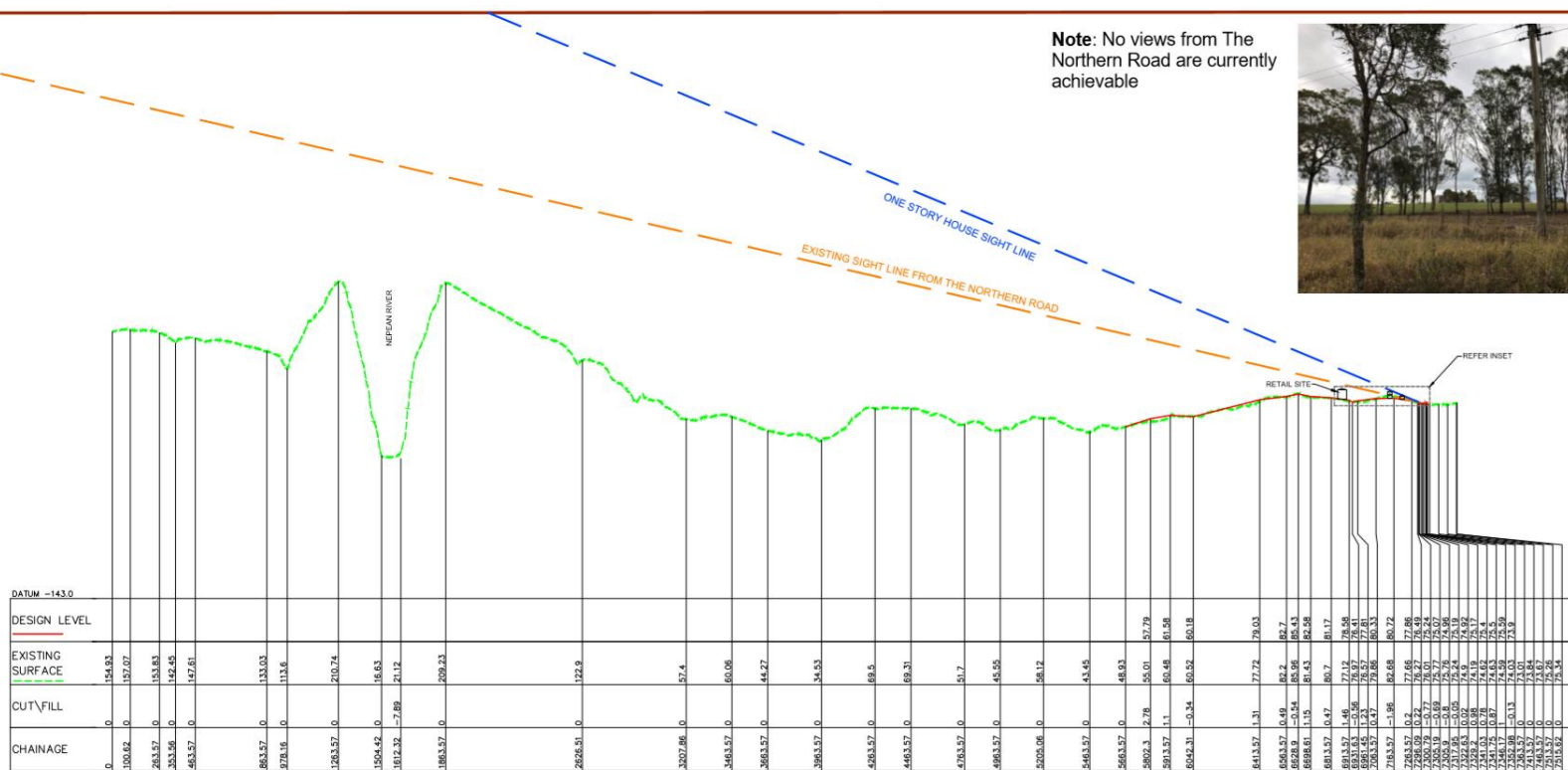
Note: View prior to site mound for Glenmore Park Stage 2

Note: Site mound required for Glenmore Park Stage 2 obstructs all views. Future proposed sportsfields will improve visual impact.





**Note:** No views from The Northern Road are currently achievable



drawing title:

## SITE SECTION H-H

location: CHAIN-O-PONDS ROAD, MULGOA

council: PENRITH CITY COUNCIL

dwg ref: 300070-ESK-002

client:



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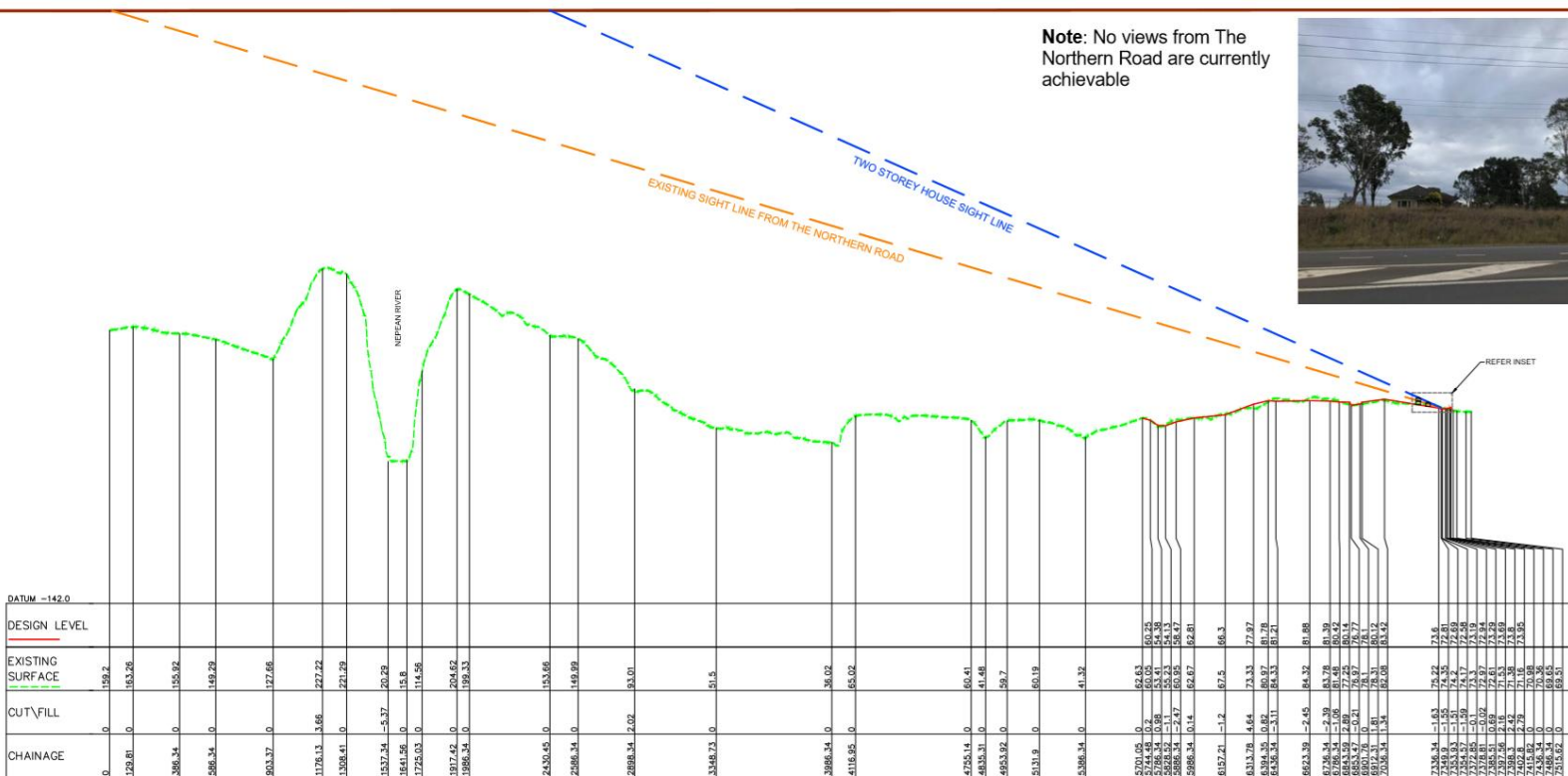
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Note: No views from The Northern Road are currently achievable

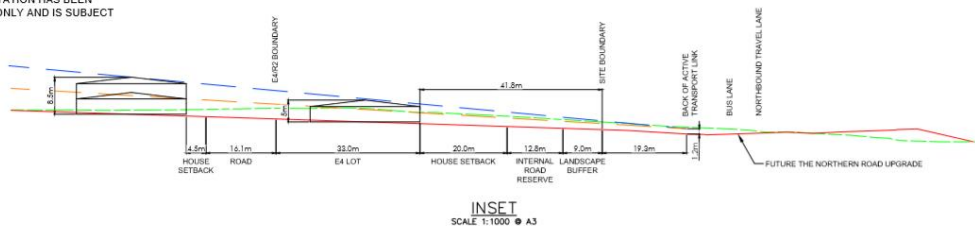


## LONGITUDINAL SECTION H-H

HORIZONTAL SCALE 1:24000 @ A3  
VERTICAL SCALE 1:4800 @ A3

## NOTES:

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INSET  
SCALE 1:1000 @ A3

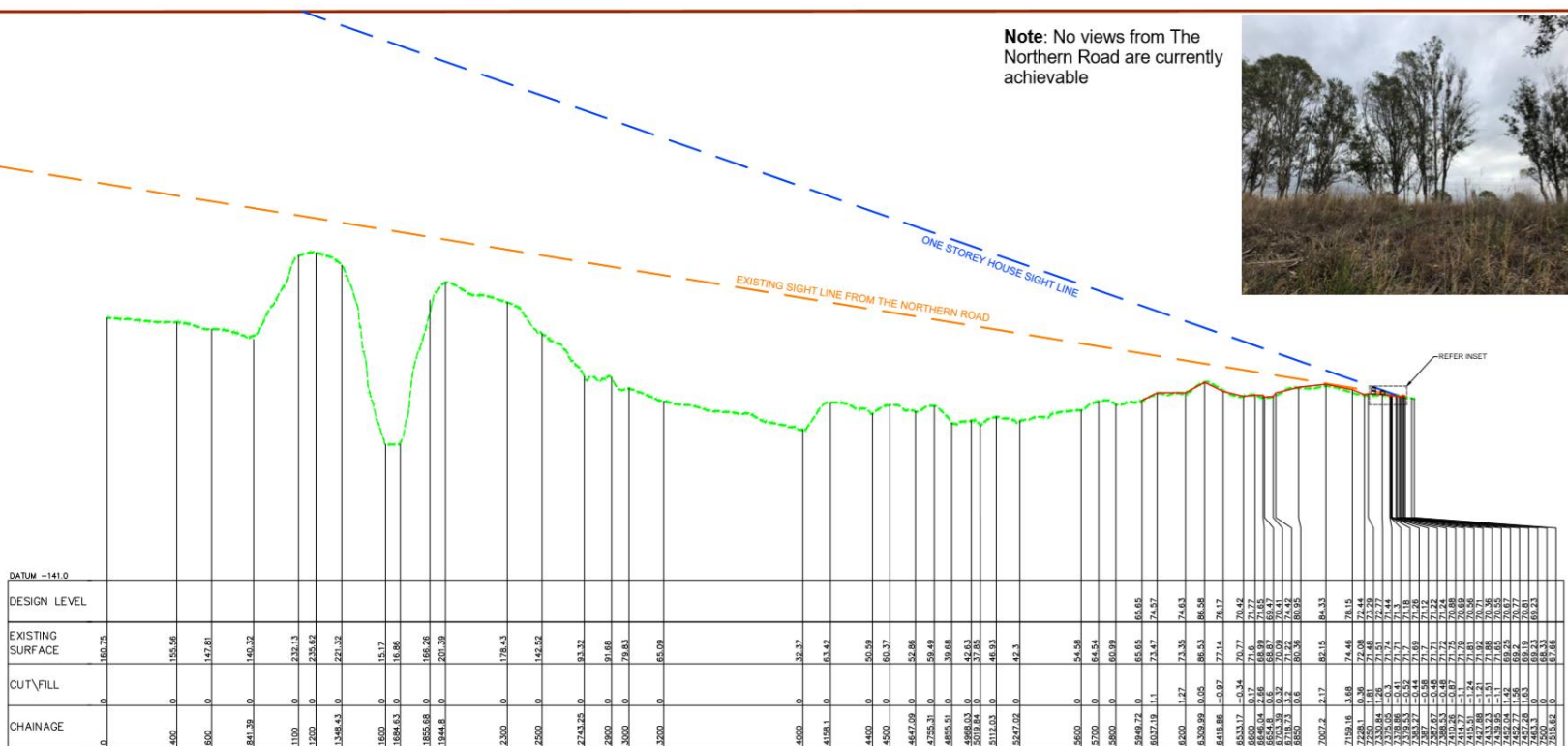
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project management • civil engineering • infrastructure • superintendency • economic analysis • social impact • town planning • surveying • development feasibility • visualisation • urban design





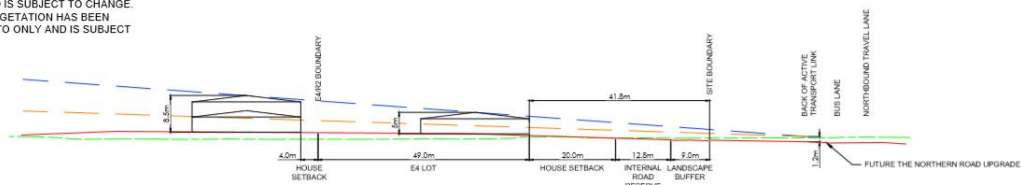
**Note:** No views from The Northern Road are currently achievable



- NOTES:**
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### LONGITUDINAL SECTION I-I

HORIZONTAL SCALE 1:24000 ● A3  
VERTICAL SCALE 1:4800 ● A3



### INSET

SCALE 1:1000 ● A3

ver.	date	comment	drawn	pm	level information	scale (At original size)	notes
H	25.03.20	SECTIONS AMENDED	SI	GD	DATUM: N/A CONTOUR INTERVAL: N/A		
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drawing title:

### SITE SECTION I-I

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council: PENRITH CITY COUNCIL

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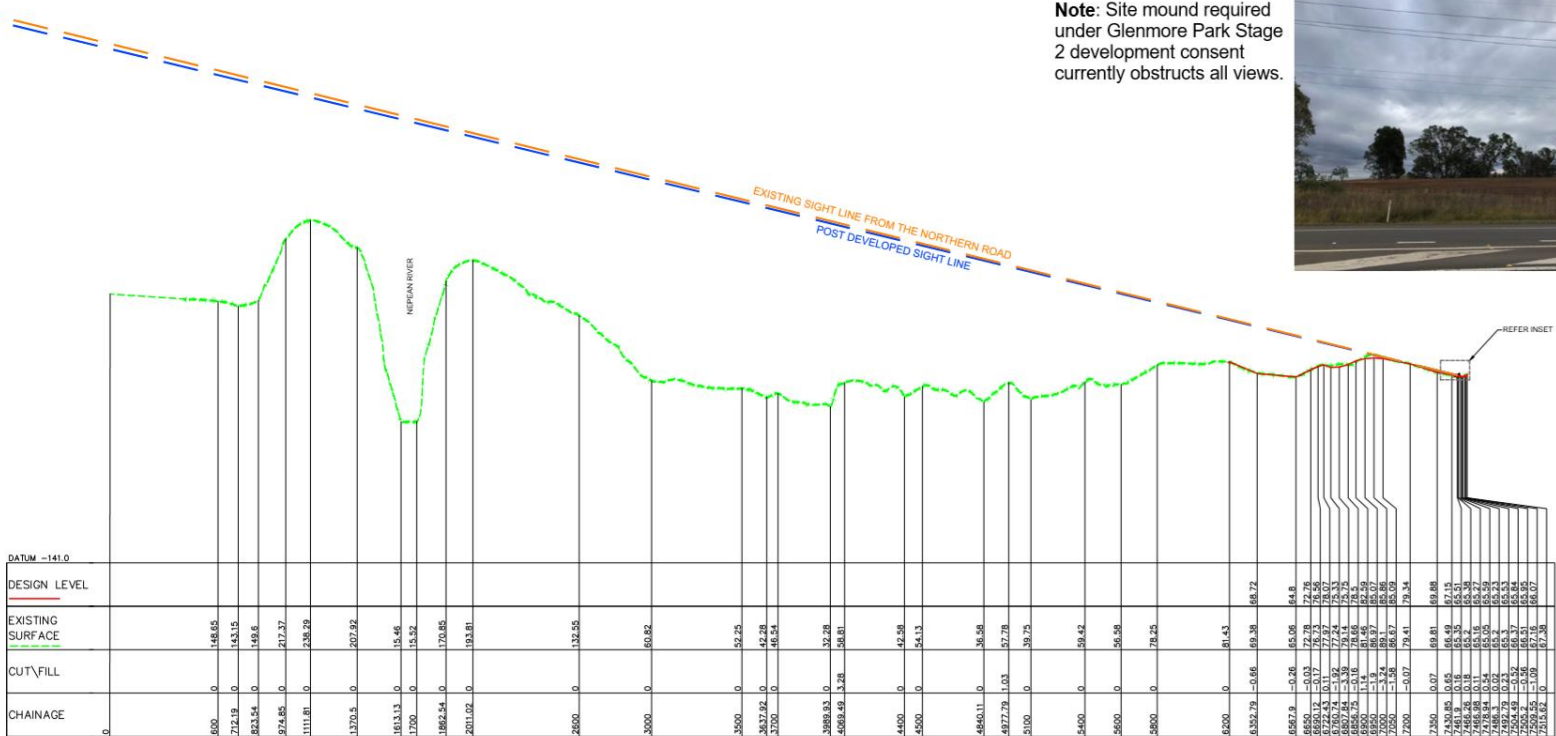
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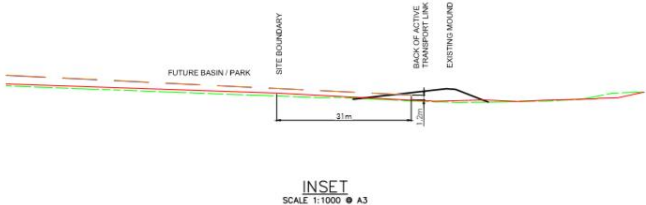


**Note:** Site mound required under Glenmore Park Stage 2 development consent currently obstructs all views.



- NOTES:
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  2. INTERNAL DESIGN LEVELS ARE BASED UPON A FIRST PASS BULK EARTHWORKS DESIGN.
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LONGITUDINAL SECTION J-J  
HORIZONTAL SCALE 1:24000 ● A3  
VERTICAL SCALE 1:4800 ● A3



INSET  
SCALE 1:1000 ● A3

ver	date	comment	drawn	pm	level information	scale (A1 original size)	notes
H	28.03.20	SECTIONS AMENDED	sz	oo	DATUM: N/A CONTOUR INTERVAL: N/A		
• project management • civil engineering • infrastructure • superintendency • economic analysis • social impact • town planning • surveying • development feasibility • visualisation • urban design							

drawing title:

**SITE SECTION J-J**

location: CHAIN-O-PONDS ROAD, MULGOA

council: PENRITH CITY COUNCIL

dwg ref: 300070-ESK-002

client:

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