

# 80 O'SULLIVAN ROAD, LEUMEAH

## VIEW ANALYSIS REPORT

PREPARED FOR  
**REDCAPE HOTEL GROUP**  
JULY 2021





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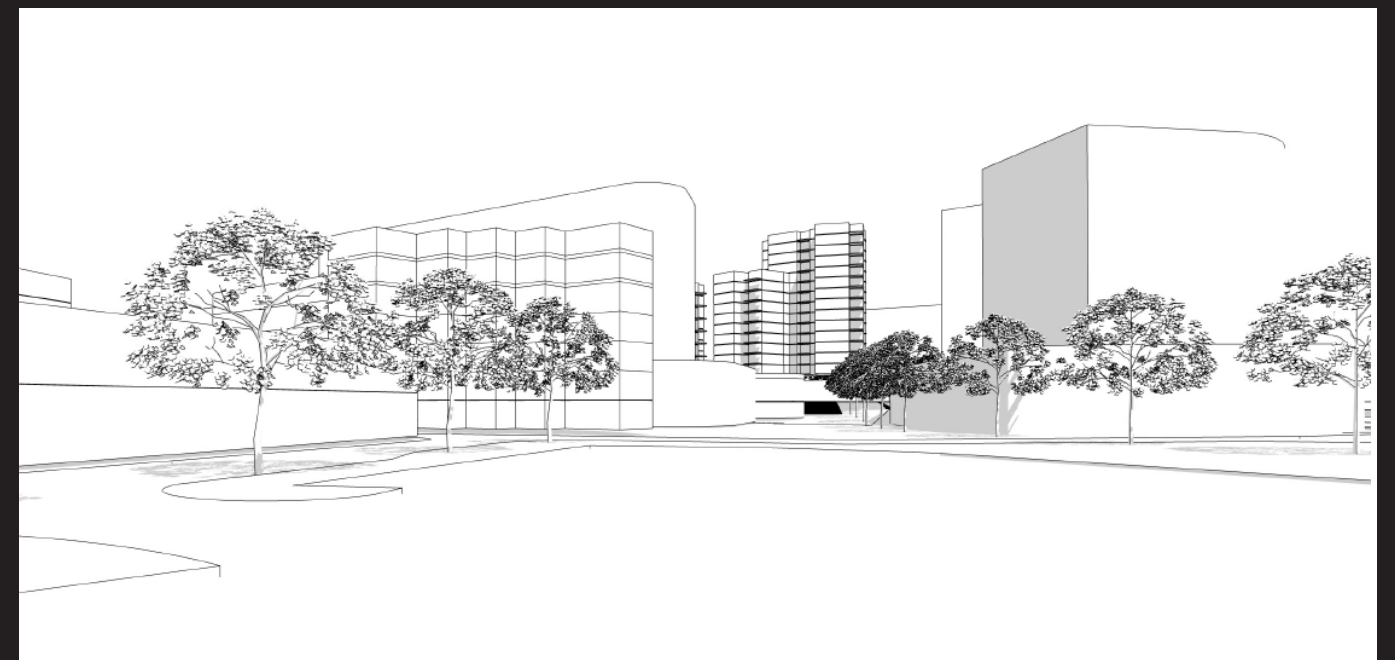
## APPENDIX 1 - PREPARATION OF PHOTOMONTAGES

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# EXECUTIVE SUMMARY

- This report includes an assessment of the visual effects in relation to a Planning Proposal for 80 O'Sullivan Road, Leumeah.
- An indicative design prepared by Integrated Design Group shows the intended massing and building envelopes sought for the site, which are included in simple block-model photomontages. The photomontages have been used to inform this analysis and have been accurately prepared to follow guidelines outlined in the NSW Land and Environment Court and can be relied upon as faithful representations of the built form envelopes proposed.
- Fine grained analysis of the visual impacts of the built form proposed on public and private domain views subsequent to the approval of the Planning Proposal, would be undertaken at DA stage.
- Lidar view shed mapping confirms that the upper-most parts of the proposed tower form may be visible in distant views.
- The site has a moderate potential visual catchment, constrained in part by surrounding topography, however the greatest exposure or magnitude of 'visual change' of the proposed development will be predominantly restricted to the closest locations and adjacent roads including O'Sullivan Road, Pembroke Road and Rudd Road.
- The upper parts of the tallest tower form proposed will be visible from more distant, elevated locations from surrounding approaches predominantly via road corridors for example from near the intersection of Rose Payten Drive at both Pembroke Road to the north-east and Airds Road to the north-west.
- From more distant locations the upper parts of the tower will be visible in the context of residential flat buildings located east of the site at 541 Pembroke Road, the tall forms associated with Campbelltown Stadium and infrastructure associated with Leumeah Train Station and overbridge.
- High-sensitivity public domain viewing locations such as reserves, and parks are not located within the immediate context of the subject site and those located within the wider setting are separated by vegetation including for example a dense continuous band of vegetation in Kanbyugal Reserve along Woodbine Hill.
- Views from private domain locations immediately east and south-east, in the vicinity of Leumeah Road south and east of Pembroke Road, although elevated in relation to the subject site, are heavily screened by dense vegetation associated with riparian areas of Smiths Creek.
- There are a limited number of residential dwellings adjoining the site that would have direct access to views of the proposed built form including at 17-19 and 21 O'Sullivan Road and north-facing dwellings within a development at 3 Illawong Road to the south-east.
- We observed that the majority these residential developments are massed so that their primary frontages are not orientated towards the site or existing views do not appear to be available across the site from living areas due to intervening vegetation.
- In this regard it is unlikely that the proposed development would be the main focus of their views.
- Some north-west facing dwellings located at 3 Illawong Road may have access to distant views across the site to the north-west to topography and vegetation at Woodbine Hill. The location of the built form proposed may create some blocking effects in a limited number of close views.
- Based on fieldwork observations and without the benefit of private domain views inspections, in our opinion the envelopes sought and subsequent built forms, are unlikely to create any significant view loss or negative visual effects on private domain views. Further fine-grained analysis of a limited number of private domain views may be required at DA stage.
- The built forms proposed will not block public domain views to any documented sensitive or scenic settings including heritage items or block potential view corridors as identified in the Reimagining Campbelltown City Centre Masterplan.
- The proposed development would introduce novel, contemporary buildings including a tower which would change the existing composition of some close views.
- The massing proposed is not dissimilar in terms of form or character to other existing residential flat buildings present within the wider visual context and along the Campbelltown valley floor.
- The extent of visual change across the site may be considered by many as providing positive amenity benefits in relation to a site of existing low to moderate scenic quality.
- Given the strategic location of the site and surrounds and desired development objectives for Campbelltown, new podium and tower forms and resultant visual change and potential visual impacts would not be unexpected or incompatible with the existing visual context.
- In our opinion, the envelopes sought by the Planning Proposal and subsequent construction of buildings is unlikely to generate any significant negative visual effects or changes in visual character in relation to public domain views. In this regard the Planning Proposal can be supported on visual impacts grounds.



**Figure 1** Proposed massing - View from Civic Square (Integrated Design Group, 2021)

# 1.0 PURPOSE OF REPORT

Urbis have been commissioned by Redcape Hotel Group to prepare this Visual Assessment Report as part of supporting documentation to the Planning Proposal for 80 O'Sullivan Road, Leumeah, which includes a mix-use development.

This report relates to the assessment of the potential visual effects and impacts of a taller built form to be constructed on the site, within building envelopes that are included in the planning proposal. The planning proposal includes indicative built form massing prepared by Integrated Design Group which show the height and location of envelopes that are proposed for the site. The envelopes proposed have been used to prepare block-model photomontages for visual analysis. The views selected for modelling were based on a desktop review of relevant information which identified sensitive and important public domain locations. These locations and the potential visual catchment were ground-truthed during fieldwork by Urbis. A number of locations were identified as key view points and subsequently recommended for further analysis via the preparation of photomontages by Urbis. The photomontages show the location, form and height of the envelopes of the built form proposed.

The author of this report has had substantial recent experience providing visual assessment, view sharing and visual impact assessment advice to Councils and private clients across NSW. Visual analysis in relation to major projects, planning proposals and development applications have been provided for urban settings across NSW and in visual contexts that are not dissimilar to Leumeah.

# 2.0 BACKGROUND

The planning proposal includes two tower forms in the south-west corner of the site adjacent to the road reserve at the corner of O'Sullivan Road and Pembroke Road. The building envelopes included in the Planning Proposal are a result of an iterative design development and respond to consultations with Council in February 2021. This report aligns with the architectural planning study from June 2021 by Integrated Design Group and responds to Campbelltown Council's City Growth Teams' comments regarding views in the strategic planning document, Reimagining Campbelltown City Centre Masterplan 2020.

## 2.1 PROJECT DESCRIPTION

The site has been identified in the Campbelltown-Macarthur Collaboration Area Place Strategy as within the future Leumeah Town Centre; a mixed use, high-density residential neighbourhood adjacent to the 'Leumeah Live' Sports and Entertainment Precinct. The site is captured in the Reimagining Campbelltown City Centre Masterplan 2020, which notes that the centre will accommodate a significant amount of future housing and employment opportunities for the Campbelltown area. The Masterplan also describes the area as 'a city in a valley', in regard to this future built form is expected to respect and respond to the natural landscape and maintain views, including distant views to surrounding hills and tree tops, as well as provide differences in building height for a varied skyline.

The site forms part of a larger proposed mixed-use precinct that surrounds the subject site to the north-west and north-east of the subject site on the same block. The Planning Proposal has been prepared to establish planning controls to enable future redevelopment of 80 O'Sullivan Road, the current location of the existing Leumeah Hotel.

The indicative massing studies and site plan sets out the rationale in relation to potential built form options for the site and shows proposed building envelopes located adjacent to the corner of Pembroke and O'Sullivan Roads.

The proposal includes demolition of the existing buildings on site and the construction of 2 mixed-use towers, one with proposed ground level tenancies and 15 levels of residential apartments above, and the other with ground and level 1 as hotel premises and 9 levels of apartments above. The towers are connected via a podium at level 1.

The architectural plans show that the envelopes vary in height, floorplate shape and orientation. The towers are separated by a wide setback with both southern forms being taller than the northern tower.

The proposed massing is set back via a wide spatial setback to Pembroke Road which is subject to Land Acquisition for road expansion works. The proposal also includes parts of a through site link towards a proposed Civic Square and Leumeah Station and a new green link on the north-eastern boundary.

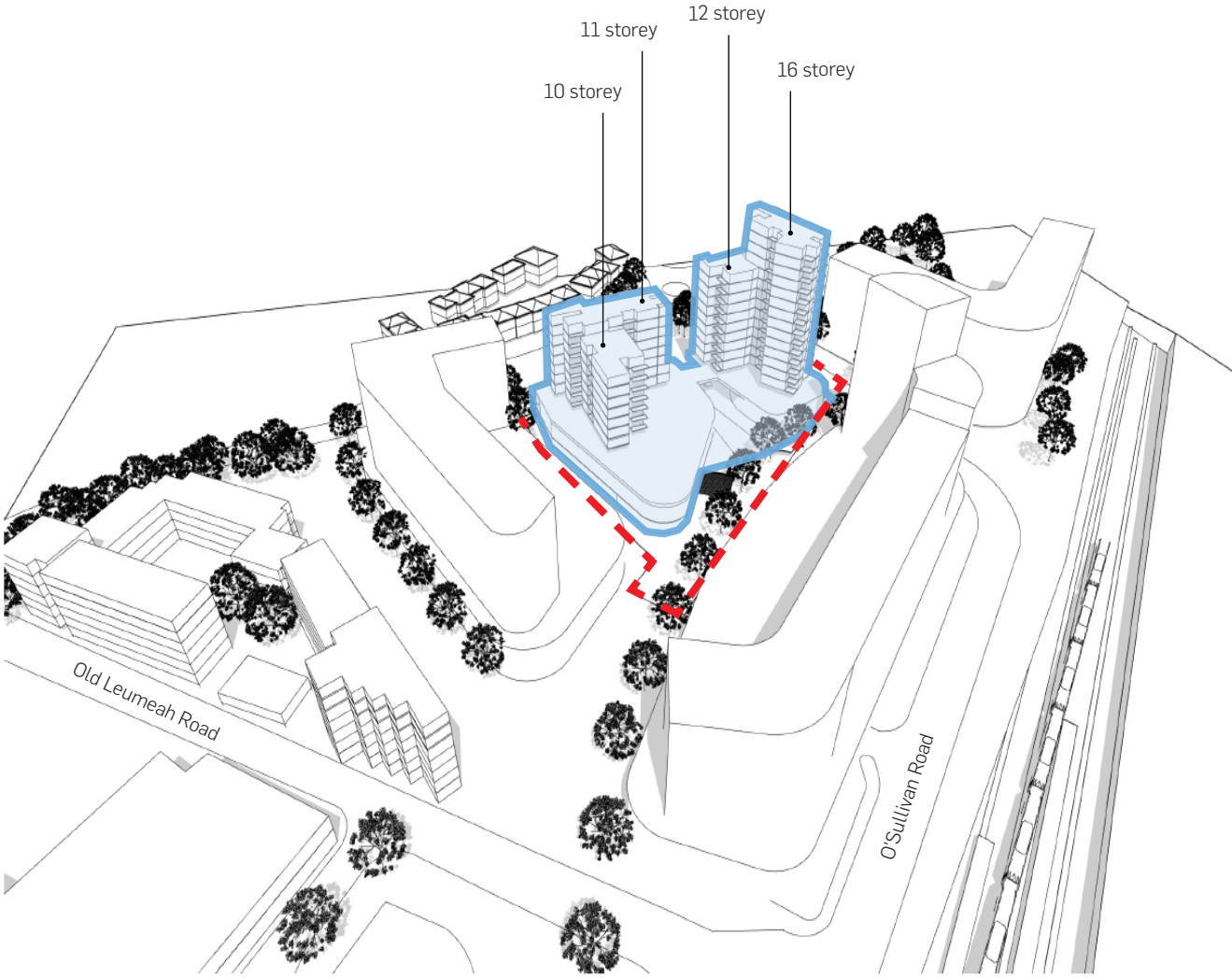
The key features of the planning proposal that would be visible above ground include;

- The two tower forms, one of 16 and 12 storeys and one of 11 and 10 storeys (please see Figure 3).
- The features that would require amendments to the Campbelltown Local Environmental Plan 2015 (CLEP 2015) include; amending the CLEP2015 Height of Buildings Map.

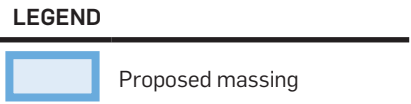




**Figure 2** Precinct Plan (Integrated Design Group, 2021)



**Figure 3** Proposed massing oblique view from north (Integrated Design Group, 2021)





# 3.0 SITE AND SURROUNDING CONTEXT

## 3.1 VISUAL CHARACTER OF THE SITE

The site occupies the south-western corner of a block bounded by Pembroke Road, O'Sullivan Road and Old Leumeah Road and is set back from Pembroke Road to the west by a wide grassed verge that is characterised by mature trees.

The natural ground level of the site falls in elevation broadly sloping from the south-east to north-west and is currently occupied by two single storey buildings located close to the western site boundary. The two buildings are a liquor store and the existing Leumeah Hotel which are separated by carparks and driveway spaces. We observed that mature trees are located along the south edge of the site. The liquor store is irregular in shape so that a short blank wall presents to O'Sullivan Road whilst the hotel building, north of the liquor store is characterised by a square floor plate and is separated from surrounding buildings by either a driveway or at-grade parking. Three separate lots to the north of the site include residential and retail development. We note that the rear of 50 O'Sullivan Road includes a number of mature individual trees.

At-grade parking is accessed via O'Sullivan Road to the west and Pembroke Road to the south. The site can also be accessed via the Leumeah Shopping Centre car park from O'Sullivan Road to the north of the site, this access route provides visibility towards the site from Leumeah Shopping Centre and the entrance of Leumeah Station.

## 3.2 SURROUNDING VISUAL CONTEXT

O'Sullivan Road wraps around the site forming its western boundary before a sharp turn to the north-east where it provides access to Leumeah Train Station. It appears to be a local road providing access to a residential development, the train station and local retail. The site sits within the low point of a valley, with the slope rising towards the north-west and south-east.

The south-west to the south-east of the site is characterised by low to medium density residential development, with single dwellings and some town houses along O'Sullivan Road and Rudd Road. Directly to the west of the site are groups of red brick townhouses that are parallel to the rail corridor. Between these is an open space of a creek corridor (Leumeah Creek) that begins opposite the site on the western side of O'Sullivan Road. Another larger and more vegetation dense creek corridor (Smith Creek) runs south-east of the subject site between the residential dwellings.

As described above 3 single storey residential and retail developments are located directly north-west of the site. This development is separated from the Leumeah Shopping Centre to the north by carparking areas. To the east of the subject site is an empty lot adjacent to a group of 8 storey apartment buildings which present to the corner of Old Leumeah Road and Pembroke Road. This development is located at 541 Pembroke Road north-east of the site and includes a number of separate residential flat buildings which are linked or closely located, and massed to present to the edges of a triangular-shaped site. In this regard in views from the south-west and north-east this development appears as a virtually continuous horizontal wall of built form and further creates view blocking effects in such views.

We observed that other bulky development structures are located to the north within the Campbelltown Sports Stadium and Athletics Centre. The Stadium and Athletics Centre, tennis courts and a car park sit between the rail line, Rose Payten Drive and Pembroke Road and are characterised by tall and highly visible features including the

spectator stands and their projecting roofs. This is bordered to the north-west by established vegetation on Aird's Road and to the north by bulky warehouse development along the north side of Rose Payten Drive.

15, 17-19 and 21 O'Sullivan Road are located opposite the site along the west side of the road. These developments include detached blocks of two storey town houses arranged either side of central driveways. They are all broadly rectangular in shape with their short ends presenting to O'Sullivan Road. In this regard we observed that the majority of windows are orientated to the north or south, rather than towards the subject site.

The dwelling at 70 O'Sullivan Road presents its south elevation to the liquor store carpark. This elevation appears to include one window associated with a living area.

The open expanse of commuter carpark for the Leumeah Train Station is on the northern side of the rail line and is separated from adjacent large industrial and commercial development by mature vegetation along Airds Road. Campbelltown Road, a major thoroughfare sits to the north-west of the subject site, is characterised by large, bulky commercial and industrial development. To the west of Campbelltown Road the topography rises in elevation towards the suburb of Woodbine. This area is colloquially known as 'Woodbine Hill' and includes the long linear park of Kanbyugal Reserve. The reserve runs broadly parallel to the rail line and sits atop a local ridgeline which extends from Badgally Road in the south-west to Payten Reserve on the corner of North Styne Road and Harbord Road. Its southern edge includes a continuous band of dense mature vegetation which covers the lower east-facing slopes and extends towards the rear of buildings along Campbelltown Road.

Further south we observed the presence of groups of six storey residential flat buildings in Chamberlain Street and at 48-52 Warby Street which springs from an elevated ground level and is locally visually prominent.





**Figure 4** Documented views from the visual catchment location reference map



# DOCUMENTED VIEWS FROM THE VISUAL CATCHMENT



View 1 Streetscape detail of Rudd Road south of the site from the intersection of Kingsclare Street



View 2 Townhouses at the north-east corner of Rudd Road and Kingsclare Street



View 3 Axial view north-west down Kingsclare Street towards the site



View 4 Residential development context on the west side of Rudd Road



View 5 Detail of townhouses at 17-25 Rudd Road located south-west of the site



View 6 Detail of residential context on the east side Rudd Road





View 7 Detail of 12 and 14 Rudd Road



View 8 Detail of 10a and 8 Rudd Road



View 9 View to site from south-west corner of Rudd and O'Sullivan Roads



View 10 View to site from south-east corner of Rudd and O'Sullivan Roads



View 11 Axial view west from O'Sullivan Road towards site



View 12 View north-west towards site from south-east corner of Tallawarra and O'Sullivan Roads





View 13 View west down O'Sullivan Road towards subject site



View 14 Detail of townhouses on the southern corner of Pembroke and O'Sullivan Roads



View 15 Detail of western boundary of subject site from driveway of 21 O'Sullivan Road



View 16 Detail of residences at 17-19 O'Sullivan Road opposite the western boundary of the site



View 17 Detail of subject site from driveway of 17-19 O'Sullivan Road



View 18 Detail of 70 O'Sullivan Road adjacent to the north-western boundary of the subject site





View 19 Approximate view south-east to the site from side window of 70 O'Sullivan Road



View 20 Approximate view north-east from 70 O'Sullivan Road side window



View 21 Detail of south-east elevation of 70 O'Sullivan including side window



View 22 View to north-west corner of subject form the northern bend of O'Sullivan Road adjacent to rail corridor



View 23 Detail of 50 O'Sullivan Road to the north-west of the subject site



View 24 View south towards the site from the northern part of O'Sullivan Road that is parallel to the rail corridor





View 25 Detail of Leumeah Shopping Centre



View 26 View north-east from Leumeah Station entrance to mixed-use development north-east of the site



View 27 View south-west down Pembroke Road towards site from the intersection of Pembroke Road and Old Leumeah Road



View 28 View west from corner of Leumeah Road and Rose Payten Drive



View 29 View east towards subject site from southern section of the reserve in Woodbine



View 30 View south-west from northern section of reserve in Woodbine





View 31 View south-west to site from Kanbyugal Reserve on the northern side of Campbelltown Road



View 32 View south from intersection of Pembroke Road and Rose Payten Drive



View 33 View south from Rose Payten Drive near Athletic Centre towards the subject site



View 34 View south towards site from west side of rail corridor on Airds Road



# 4.0 EXTERNAL VISIBILITY

## 4.1 POTENTIAL VISUAL CATCHMENT

Fieldwork observations and Lidar data have been used to determine the extent of external visibility of the existing and proposed built forms proposed on the site, from surrounding public domain locations. The potential visual catchment refers to the geographical extent or area from within which part of the built form proposed may be visible. For tall towers or in some settings this may extend for some kilometres. Further, visibility of a proposed building does not directly equate to the level of visual impact, which takes in consideration many other relevant factors.

The existing built form was used as a visual marker during fieldwork and in addition the highest proposed roof form (top of 16 storey building) was used to guide the use of lidar survey data to further interrogate the potential visual catchment. Visibility is shown in Figure 5. The subject site broadly sits within a valley surrounded by local ridgelines to the north-west and south-east. Potential views from distant locations for example from high points to the south or south-east, include Kanbyugal atop a ridgeline in Woodbine to the north-west of the site and residential dwellings and street intersections from the south-east.

Close views are available from immediately surrounding roads for example from O'Sullivan Road near its intersection with Kingsclare Street and the intersection of Onslow Place with Pembroke Road from the north-east of the site. South-east of this approximate location the road corridor bends to the east where further views are blocked by intervening residential development. From the low-lying valley floor to the north-east and south-west there are limited elevated locations from which to view the site or proposed built form. In this regard the underlying topography, presence of roadside vegetation, the curvilinear road alignment and intervening development, limit views towards the site.

The upper parts of the tower forms proposed may be visible from distant locations predominantly to the north-west, north and east, and will be visible in the context of built form along Campbelltown Road and rail line.

## 4.2 EFFECTIVE VISUAL CATCHMENT

The effective visual catchment refers to the geographical area within which architectural details, materiality and colours proposed are likely to be perceived by viewers.

The visual catchment of the site is predominantly restricted to the closest locations and adjacent roads including O'Sullivan Road, Pembroke Road and Rudd Road. The proposed built forms are likely to be highly visible from the vicinity of Leumeah shopping area, train station, pedestrian overpass, existing carparks and the immediately adjacent main roads.

The effective visual catchment to the west, south and east includes low density residential development, the majority of which is not directly orientated towards the site. For example, dwellings located along Kingsclare Street, O'Sullivan Road Angle Road and Barcoo Avenue present to streets which are north-south aligned. Some residences along some cross streets, such as Tallawarra and Illawong Roads, may have access to some views towards the site over front or rear boundaries.

Views from dwellings on the upper slopes south-east of the site are likely to be partially constrained due to the vegetation associated with Smith's Creek corridor and other intervening residential built form.

The effective visual catchment includes views from the Sports Stadium, including its carpark and nearby pedestrian bridge. Potential views from warehouse and distribution areas north of the pedestrian bridge and Rose Payten Drive may also be available to the upper parts of the southern tower form.





Figure 5 Visual catchment of site based on visibility from key viewing points



# 5.0 EXISTING VIEW ACCESS

## 5.1 PUBLIC DOMAIN VIEWS

Potential views are available to the subject site from the north and south via the low and flat base of the 'valley'.

Views to the north-east corner of the subject site are restricted from Pembroke Road due to a curve in the roadway to the north and existing built form on the north side of Pembroke Road including the 8 storey apartment buildings (at 541 Pembroke Road) on the corner of Pembroke and Old Leumeah Roads. There is limited views access to the site from the north between Old Leumeah Road and Rose Payten Drive.

There is limited views access from Pembroke Road from near its intersection with Onslow Place. Close views to the site from Pembroke Road are partially obscured by existing vegetation on the southern portion of the site, which has been acquired for roadworks.

There is limited visibility from the publicly accessible areas to the north-west from Kanbyugal Reserve and other parts of Woodbine Hill due to dense mature vegetation.

The site is visible from a pedestrian bridge which crosses the rail line near the private carpark for the sports stadium, as well as from the crossover bridge attached to Rose Payten Drive further north along the rail line.

Public spaces on the upper slope to the south-east have restricted views access to the site due to the vegetation of the Smiths Creek corridor and existing residential built form on undulating topography.

North-westerly views along the O'Sullivan Road corridor are restricted south of a bend in the road at Kingsclare Street intersection.

Views from highpoints and upper open spaces along the length of Kanbyugal Reserve to the north-west were inspected. We determined that visibility towards the subject site and proposed envelope would be limited and constrained by the canopies of dense vegetation in the reserve. Intermittent and isolated views if available through the dense vegetive screen are partly blocked by large bulky buildings present along Campbelltown Road further limits potential views towards the site from the north-west.

## 5.2 PRIVATE DOMAIN VIEWS

Two storey townhouses at 3 Illawong Road have rear boundaries that are orientated towards the site. The townhouses are elevated above street level and some existing vegetation, including a row of Grevillea trees, provide screening effects in views towards the subject site.

Notwithstanding the presence of adjacent ornamental planting and matures trees located along the south edge of the site, there may be some potential views available to the north and north-west across and between the existing low buildings and open spaces on the site.

Residential development located along the west side of O'Sullivan Road (including Nos; 15-21) appear to have limited direct views towards the site based on their orientation, massing and window openings.

Dwellings located east of Smiths Creek riparian corridor have limited views to the creek vegetation. Dwellings located directly south-west near Leumeah Creek also have limited views access as they are not orientated towards the subject site.

Dwellings along streets in closest proximity to the site including Rudd Road, O'Sullivan Road and Kingsclare Street with front or rear elevations orientated away from the subject site are unlikely to have direct views towards the site or proposed built forms.

More distant residential development located to the east, south-east and south may have potential views to the upper parts of the tower forms.

Direct views from 70 O'Sullivan Road are likely from two windows along its east elevation. Notwithstanding, such views include buildings and carparks and do not include scenic items, areas or compositions that would be considered to be highly valued.

Units within the group of 8 storey apartment buildings to the north-east have windows and balconies which are orientated towards the site and may have potential views towards the site and proposed development.



# 6.0 REGULATORY CONTEXT

## 6.1 CAMPBELLTOWN DEVELOPMENT CONTROL PLAN

The Campbelltown Development Control Plan 2015 (CSDCP 2015) provides some objectives relevant to views.

Table 1 below outlines the relevant controls to the site.

Section/Clause	Provisions
Volume 1: Development Controls for all Types of Development	
Part 2 Requirements Applying to all Types of Development	
2.3 Views and Vistas	<p>(a) Development shall appropriately respond to Campbelltown's important views and vistas to and from public places. These include views and vistas to and from:</p> <ul style="list-style-type: none"><li>(i) the Scenic Hills;</li><li>(ii) rural/semi rural landscape areas;</li><li>(iii) the Georges and Nepean River corridors;</li><li>(iv) areas of significant public open space (formal and informal); and</li><li>(v) heritage items.</li></ul> <p>(b) District views and existing significant view corridors as viewed to and from public places shall be protected.</p>

Table 1 - CSDCP 2015 Controls Relevant to Views

### Urbis Comment In relation to (a)

Whilst the development is at Planning Proposal stage, the indicative massing for the subject site shows that it will not significantly affect views to and from the Scenic Hills and is not in the visual context of rural/semi-rural landscapes nor in proximity to the Georges and Nepean River corridors. There are no public open spaces within the immediate setting of the site from which direct views to the site are available or could be significantly blocked.

Potential views from notable more distant open spaces were identified in fieldwork observations and cross-checked via Lidar mapping. This found that potential views from Woodbine Hill are limited with virtually no visibility from any open areas or high points along the ridgeline reserve. Visibility is constrained by on the local highpoint to the north-west, however dense vegetation already screens these views and in our

opinion the tower form proposed if visible would occupy only a narrow, slim section of a wider expansive view. The forms proposed will not interrupt important views or vistas to and from heritage items.

### Urbis Comment In relation to (b)

The location of the tower envelopes and subsequent forms does not block any documented existing significant view corridors as viewed from public places. The proposed development does not interrupt district views, such as those to the Scenic Hills or other highpoints. In distant views a new narrow isolated tower form may be visible and will occupy a small part of these distant views from high point to high point.

## 6.2 REIMAGINING CAMPBELLTOWN CITY CENTRE MASTERPLAN 2020

Reimagining Campbelltown City Centre Masterplan 2020 highlights a commitment to built form which celebrates the 'city centre in a valley setting'. This setting includes views within the valley and distant views such as to the Scenic Hills. The Masterplan outlines that building heights should provide a city skyline with visual diversity and interest and contribute to and celebrate Campbelltown's 'City Centre in a Valley' setting.

Figure 6 outlines key outcomes relevant to views from the Masterplan.

### Urbis Comment In relation to (b)

The proposed site massing contributes to the 'city centre in a valley' setting and does not block or significantly impact on distant views to and from the Scenic Hills.

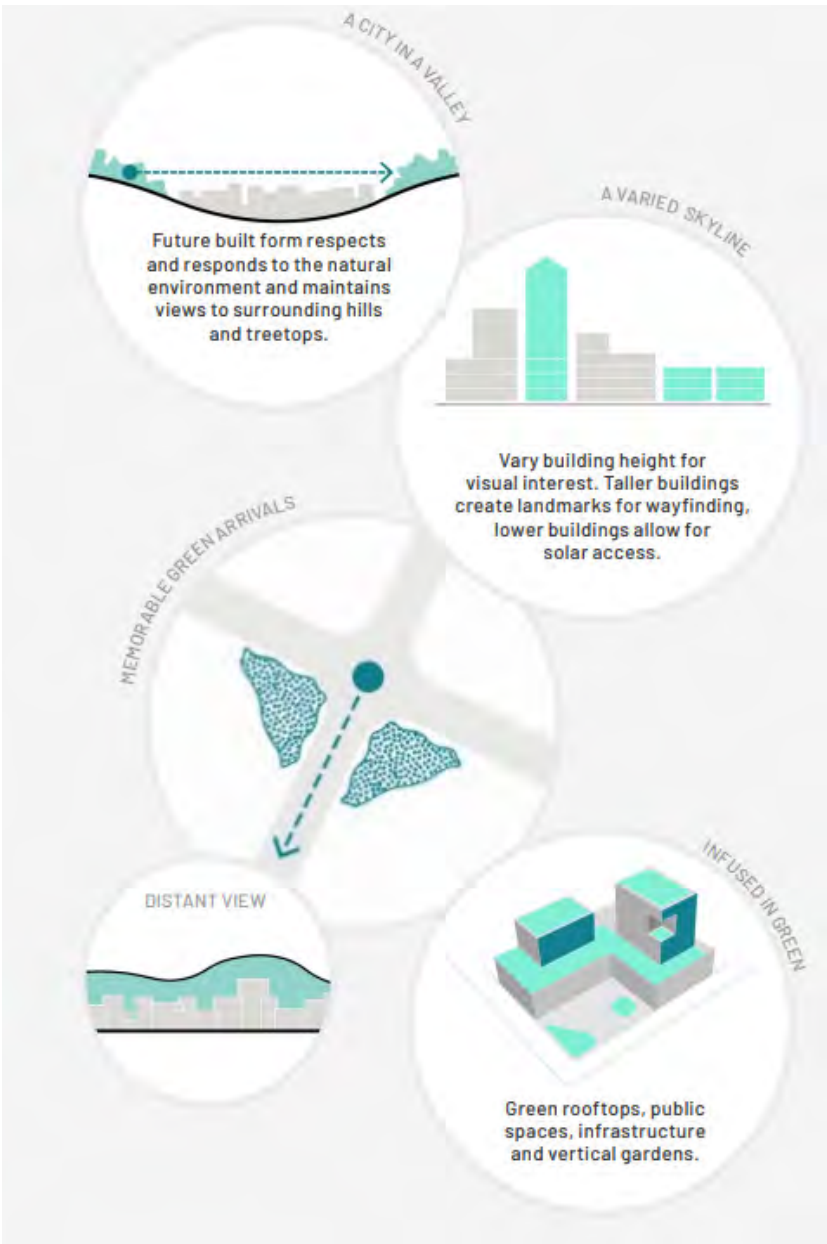


Figure 6 Reimagining Campbelltown City Centre Master Plan key outcomes in relation to views



# 7.0 VIEWS ANALYSIS

## 7.1 USE OF PHOTOMONTAGES

Urbis staff undertook fieldwork and documented views from within the potential visual catchment in June 2021. A number of medium-distant views were selected for modelling and further analysis. 4 views were used as a basis for the preparation of photomontages. The original photographs were taken by Urbis using a Canon EOS 6D full frame camera using a 35mm Focal length lens and the GPS coordinates for each view locations were located on a google earth KMZ file as a means to determining the view place. Appendix 1 includes further detail regarding the preparation of photomontages.

The photomontages prepared provide an accurate and faithful representation of the built form envelopes proposed. In my opinion, the process followed is as accurate as possible in the circumstances and in this regard the photomontages can be relied upon as objective visual aids for this assessment.



Figure 7 Photomontage view location map



# 7.2 PHOTOMONTAGES

## VIEW 01

VIEW TO SOUTH-WEST CORNER OF SITE FROM  
INTERSECTION OF O'SULLIVAN, PEMBROKE AND RUDD  
ROADS

### EXISTING VIEW

This is a close view from opposite the southern corner of the site. The composition includes foreground road carriageways, low built forms and semi-mature vegetation. The composition does not include any areas of high scenic quality or access to important features such as reserves, Kanbyugal Reserve or heritage items through or beyond the site. There is no existing views access beyond the existing built form and vegetation in the midground to heritage items or items of scenic quality or value.



Existing view to south-west corner of subject site

### PROPOSED VIEW

The proposal introduces contemporary forms into the composition. The envelopes are set back from the road corridor and widely spaced from each other. This spatial arrangement creates a through-site view corridor where the visual permeability is filled with areas of open sky and serves to reduce the perception of the scale of built form proposed. The envelopes do not block access to areas of high scenic quality, documented views or views to and from important features or heritage items.



Proposed view to south-west corner of subject site



# VIEW 02

## VIEW SOUTH FROM EASTERN ENTRY TO LEUMEAH STATION

### EXISTING VIEW

This medium distance view is predominantly characterised by low height development. The view location at the elevated eastern entrance of Leumeah Station is of medium to high sensitivity given its potentially high number of users. The foreground includes part of O'Sullivan Road, at-grade parking and part of the Leumeah Shopping Centre. Established vegetation present in the view is visually significant and screens part of the subject site and provides positive amenity.



Existing view to north of site from Leumeah Station

### PROPOSED VIEW

The proposal will introduce new built forms into the midground composition. The tower forms vary in height and present elevations which vary in orientation, massing and articulation. This arrangement and the inclusions of the through-site view corridor creates visual permeability through the subject site and helps to reduce the perception of the scale of the massing proposed. The envelopes do not block access to areas of high scenic quality, documented views or views to and from important features such as heritage items. Existing vegetation is retained so that the visual amenity and character of the view is not significantly affected by the proposal.



Proposed view to north of site from Leumeah Station



# VIEW 03

## VIEW SOUTH-WEST FROM RAILWAY PEDESTRIAN OVERPASS

### EXISTING VIEW

This is an elevated view from the eastern end of the railway pedestrian overpass that leads to the Campbelltown Sport Stadium. The south-easterly view includes a foreground characterised by an open expanse of carpark, vegetation and 8 storey residential development in the mid-ground composition. The low buildings including 3 storey commercial development, the Leumeah Shopping Centre and parts of the Leumeah train station are visible. Established vegetation on the subject site is visible beyond the Leumeah Shopping area and a short section of distant ridgeline to the south is visible above the railway corridor.



Existing view to north of site from pedestrian bridge

### PROPOSED VIEW

The proposal will introduce a new built form into the background composition. The tower forms vary in height and present elevations which vary in orientation, massing and articulation. The through-site view corridor although reduced in width in this view contributes some visual permeability through the subject site and helps to reduce the perception of bulk and scale of the massing proposed. The built form proposed is not dissimilar in height, form or character to existing residential development present in teh composition and woud be visible in the context of this development in similar views from the north. Further the envelopes will not block areas of high scenic quality, documented views or views to and from important features such as heritage items. Existing vegetation is retained so that the visual amenity, main compositional elements and character of the view is not significantly affected.



Proposed view to north of site from pedestrian bridge



# VIEW 04

## VIEW SOUTH-EAST FROM NORTH END OF WOODBINE AT KANBYUGAL RESERVE

### EXISTING VIEW

This distant view is from Kanbyugal Reserve which occupies the north end and lower slopes of Woodbine Hill, north-west of the subject site. The foreground includes open space, turfed areas and the intersection of Harbord Road with Rennie Road and Campbelltown Road. In the mid-ground of the view, development along Campbelltown Road is visible, views further to the east are constrained by vegetation associated with Smiths Creek.



Existing view to north-west of site from the corner of Harbord Road and Rennie Road

### PROPOSED VIEW

The proposal introduces new built form into the background composition. The lower tower is partly obscured by existing vegetation. The taller, southern tower is partly screened by vegetation and intervening development and occupies a narrow section of the view, predominantly blocking areas of sky. The proposed envelopes do not block views to heritage items or views to items that are scenic or highly valued. The predominant visual character of the composition is not significantly affected.



Proposed view to north-west of site from the corner of Harbord Road and Rennie Road



# 8.0 CONCLUSION

- The subject site sits within the low 'valley' the slopes of which constrain the potential visual catchment to the west and east.
- The potential and effective visual catchment includes residential development.
- The visual catchment would not be significantly increased in relation to the subsequent approval and construction of the tallest tower.
- Views to the proposed development from the north-east are constrained by intervening development including existing apartment buildings, the sports stadium and by vegetation.
- The proposal is of high visibility from the close locations for example at the intersection of Pembroke, Rudd and O'Sullivan Roads.
- There are a limited number of views available to the proposed development from sensitive public domain locations such as parks and reserves including local high points along Woodbine Hill and Kanbyugal Reserve.
- Analysis of photomontages shows that whilst the site and proposed built forms will be visible from close locations, view blocking effects in views 2, 3 and 4 are limited. In such views the tower forms do not block areas of high scenic quality, documented views or views to and from important features such as heritage items. The envelopes predominantly block areas of open sky.
- In views 2, 3 and 4 the envelopes sought and resultant buildings are not dissimilar in height, form or character to existing residential development that is present in the composition or immediate context.
- The proposed envelopes are partly visible in the distant background of views from the south edge of Kanbyugal Reserve.
- The extent of visual change (visual effects) on the character and scenic quality of views 2, 3 and 4 in our opinion is reasonable given that the main compositional elements remain visible and the built forms proposed do not create any significant view blocking effects in important public domain views.
- Access to documented views including distant views to and from the Scenic Hills, highly valued scenic features, heritage items or features of views will not be significantly affected by the proposal. remain unaffected by the proposed development.
- View 1 and other immediate close views to the site will include parts of the podium and towers. A view corridor between towers allows for visual permeability through the site and access to more distant views.
- We note the strategic location of the site and planning context which supports taller development within the 'Valley' and CBD fringes of Campbelltown. In our opinion the visual effects and potential visual impacts subsequent to the approval and construction of the built forms indicated are compatible with the existing and desired future character of this part of Campbelltown.
- Based on the information available and a review of photomontages in our opinion the built form envelopes sought will not generate significant visual effects or view blocking in the majority of views considered or modelled.
- In our opinion the level of visual effects and potential visual impacts caused in relation to the immediate and wider visual context by the Planning Proposal can be supported on visual impacts grounds.



# APPENDIX 1

## PREPARATION OF PHOTOMONTAGES



# **80 O'SULLIVAN ROAD, LEUMEAH, NSW**

## **VISUAL ASSESSMENT - PHOTO-SIMULATIONS**

PREPARED FOR

**EQUITY DEVELOPMENT MANAGEMENT**

JULY 2021



**PHOTO-SIMULATIONS PREPARED BY:**

Urbis, Level 10, 477 Collins Street, MELBOURNE 3000.

**DATE PREPARED :**

2 July 2021

**VISUALISATION ARTIST :**

Ashley Poon, Urbis – Lead Visual Technologies Consultant

Bachelor of Planning and Design (Architecture) with over 20 years' experience in 3D visualisation

**LOCATION PHOTOGRAPHER :**

Jane Maze-Riley, Urbis - Associate Director, National Design

**CAMERA :**

Canon EOS 6D Mark II - 26 Megapixel digital SLR camera (Full-frame sensor) - with GPS enabled

**CAMERA LENS AND TYPE :**

Canon EF24-105mm f/3.5-5.6 IS STM

**SOFTWARE USED :**

- 3DSMax 2021 with Arnold 4.0 (3D Modelling and Render Engine)
- AutoCAD 2021 (2D CAD Editing)
- Globalmapper 22 (GIS Data Mapping / Processing)
- Photoshop CC 2021 (Photo Editing)

**DATA SOURCES :**

- Point cloud and Digital Elevation Models from NSW Government Spatial Services datasets - Wollongong 2019-06
- Aerial photography from Nearmap - 2021-04-15
- Site survey data received via Client - 2021-06-17
- Proposed 3D massing model received from Architect - 2021-06-18

**METHODOLOGY :**

Photo-simulations provided on the following pages have been produced with a high degree of accuracy to comply with the requirements as set out in the practice direction for the use of visual aids in the Land and Environment Court of New South Wales.

The process for producing these photo-simulations are outlined below:

- Photographs have been taken on site using a full-frame GPS enabled digital camera coupled with a quality lens in order to obtain high resolution photos whilst minimising image distortion. Photos are taken hand-held and at a standing height of 1.6m above natural ground. Photos have generally been taken at 35mm to cover a wider context, with a 50mm reference window provided to assist with standardising the set for a standard view. A photo taken using the 50mm focal length on a full-frame camera (equivalent to 40° horizontal field-of-view / 46.8° diagonal field-of-view) is an accepted photographic standard to approximate human vision.
- Using available geo-spatial data for the site, including independent site surveys, aerial photography, digital elevation models and LiDAR point-clouds, the relevant datasets are validated and combined to form a geo-referenced base 3D model from which additional information, such as proposed architecture, landscape and photographic viewpoints can be inserted.

Layers of the proposed development are obtained from the designers as digital 3D models and 2D plans. All drawings/models are verified and registered to their correct geo-location before being inserted into the base 3D model.

- For each photo being used for the photo-simulation, the GPS location, camera, lens, focal length, time/date and exposure information is extracted, checked and replicated within the 3D base model as a 3D camera. A camera match is created by aligning the 3D camera with the 3D base model against the original photo, matching the original photographic location, orientation.
- From each viewpoint, a reference 3D model camera match is generated to verify an accurate match between the base 3D model (consisting of existing conditions feature survey, elevation data, point cloud data with existing buildings and vegetation etc) and original photo. A 3D wireframe image of the 3D base model is rendered in the 3D modelling software and composited over the original photo using the photo-editing software.
- From each viewpoint, the final photo-simulation is then produced by compositing 3D rendered images of the proposed development into the original photo with editing performed to sit the render at the correct view depth. Photographic elements are cross-checked against the 3D model to ensure elements such as foreground trees and buildings that may occlude views to the proposed development are retained. Conversely, where trees/ buildings may be removed as part of the proposal, these are also removed in the photo-simulation.









50MM STANDARD VIEW - REFERENCE

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW











**80 O'SULLIVAN ROAD, LEUMEAH, NSW - VISUAL ASSESSMENT**  
VP 1 (PHOTO 3958) : VIEW LOOKING NORTH, INTERSECTION RUDD / O'SULLIVAN ROAD | PHOTO-SIMULATION (PROPOSED MASSING)

DATE: 2021-07-02  
JOB NO: P0034555  
DWG NO: VP\_1C  
REV: -









3D POINT CLOUD

DIGITAL ELEVATION  
MODEL

50MM STANDARD VIEW - REFERENCE

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW





## 80 O'SULLIVAN ROAD, LEUMEAH, NSW - VISUAL ASSESSMENT

VP 2 (PHOTO 3982) : VIEW LOOKING SOUTH, LEUMEAH STATION ENTRANCE - O'SULLIVAN ROAD | PHOTO-SIMULATION (PROPOSED MASSING)

DATE: 2021-07-02  
JOB NO: P0034555  
DWG NO: VP\_2C  
REV: -



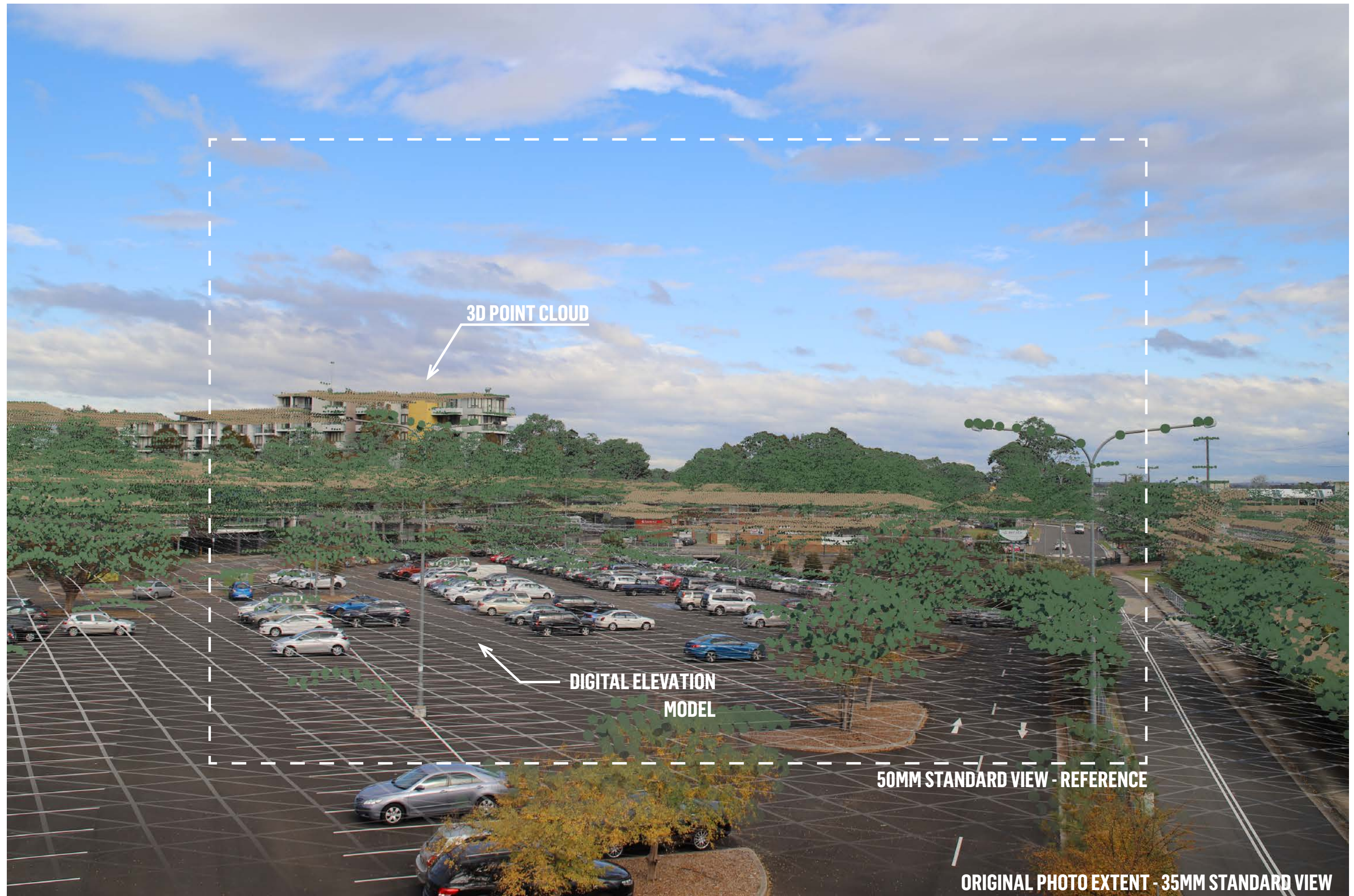


50MM STANDARD VIEW - REFERENCE

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW











50MM STANDARD VIEW - REFERENCE

DISTANCE TO PROJECT - 310M  
ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW



**80 O'SULLIVAN ROAD, LEUMEAH, NSW - VISUAL ASSESSMENT**  
VP 3 (PHOTO 3988) : VIEW LOOKING SSW, LEUMEAH STATION OVERPASS | PHOTO-SIMULATION (PROPOSED MASSING)

DATE: 2021-07-02  
JOB NO: P0034555  
DWG NO: VP\_3C  
REV: -





ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW



**80 O'SULLIVAN ROAD, LEUMEAH, NSW - VISUAL ASSESSMENT**  
VP 4 (PHOTO 4005) : VIEW LOOKING SOUTH-EAST, KANBYUGAL RESERVE | EXISTING PHOTO : 2021-06-24 13:34 AEST

DATE: 2021-07-02  
JOB NO: P0034555  
DWG NO: VP\_4A  
REV: -









DISTANCE TO PROJECT - 610M  
ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW



**80 O’SULLIVAN ROAD, LEUMEAH, NSW - VISUAL ASSESSMENT**  
VP 4 (PHOTO 4005) : VIEW LOOKING SOUTH-EAST, KANBYUGAL RESERVE | PHOTO-SIMULATION (PROPOSED MASSING)

DATE: 2021-07-02  
JOB NO: P0034555  
DWG NO: VP\_4C  
REV: -



