

# urbaine architecture pty ltd

Date: October, 2018

## A Visual Impact Assessment for the proposed recreational flight school at Frog's Hollow Airstrip, Bega.

A recreational flight school has been proposed on land adjacent to the Princes Highway at Frog's Hollow.

The site is home to a longstanding airfield, which is the oldest in the Bega Valley. There is some conjecture around the actual first flight at Frog's Hollow Aerodrome. Some articles say the aerial postal service began in 1932, while most records show that Adastra Airlines constructed the area's first aerodrome in 1937 at Frog's Hollow, so they could operate in practically all weathers. In the late eighties, The Frogs Hollow Fliers banded together on the strip. The land currently houses eleven aircraft - three GA, four RA-Aus, three Experimental and one gyrocopter.

The location of the proposed flight school is the Bega Valley, which is located between the coast and the snowy mountains. The area provides consistent flying conditions and has a great variety of traditional Australian landscape within close proximity.

Frog's Hollow is an existing airstrip, situated 6 miles SW of Bega, with an elevation of 300ft amsl. It is 900 meters in length, with 2 designated runways - primary and secondary.

The new design proposes facilities for the storage and maintenance of training aircraft, in addition to accommodation and teaching facilities for up to 360 students.

The buildings have been carefully designed to comply with the recommendations contained with the Council's DCP:

1. The scale and location of the buildings have been determined in response to the natural contours of the land, in addition to maximising their concealment through existing landscape. The proposed building heights vary, between 2900mm and 5900mm, ensuring minimal impact on the existing land profile .
2. The use of non reflective materials, coloured in natural hues, is intended to minimise any visual impact from the main vantage points around the site, particularly to the East, along Princes Highway, which is closest to the new buildings.
3. The images contained in Appendix A show photomontaged views from the eastern side of the development (Viewpoints 2, 5 and 6), as well as supplementary views from the eastern side of the site, with additional landscaping shown. From assessment of these images, landscaping is not considered essential, given the distance from public vantage points and the extent of existing vegetation. However, should additional landscaping be proposed, this will serve to further soften the edges of the new structures. Over time, this landscaping would mature and further conceal the impact of any new buildings.
4. All access roads to the new buildings have also been positioned to follow the existing site contours.

Urbaine Architecture has been engaged by the proponent to undertake a number of visual impact studies to demonstrate the impact of the proposed development.

Following processes determined by the Land and Environment court, operatives from Urbaine took a series of photos from known locations around the site, all of which were selected to show the greatest extent possible of any visual impact – see views 1 to 24 in the accompanying documents. The public area closest to the site is on the Princes Highway, East of the existing air strip. The majority of photos were taken from this area. Further photos were then taken from other key vantage points, including the perimeter roads and elevated viewing points, located at a greater distance, such as the Princes Highway Bega Lookout (approximately 12.5km North of site), Dr George Mountain Lookout (approximately 14km North East of site) and the Myrtle Mountain Lookout (approximately 13km South West of site). As can be seen from these photos, the distances from the site are sufficiently large to prevent any analytical assessment of the visual impact being practical, or consequential.

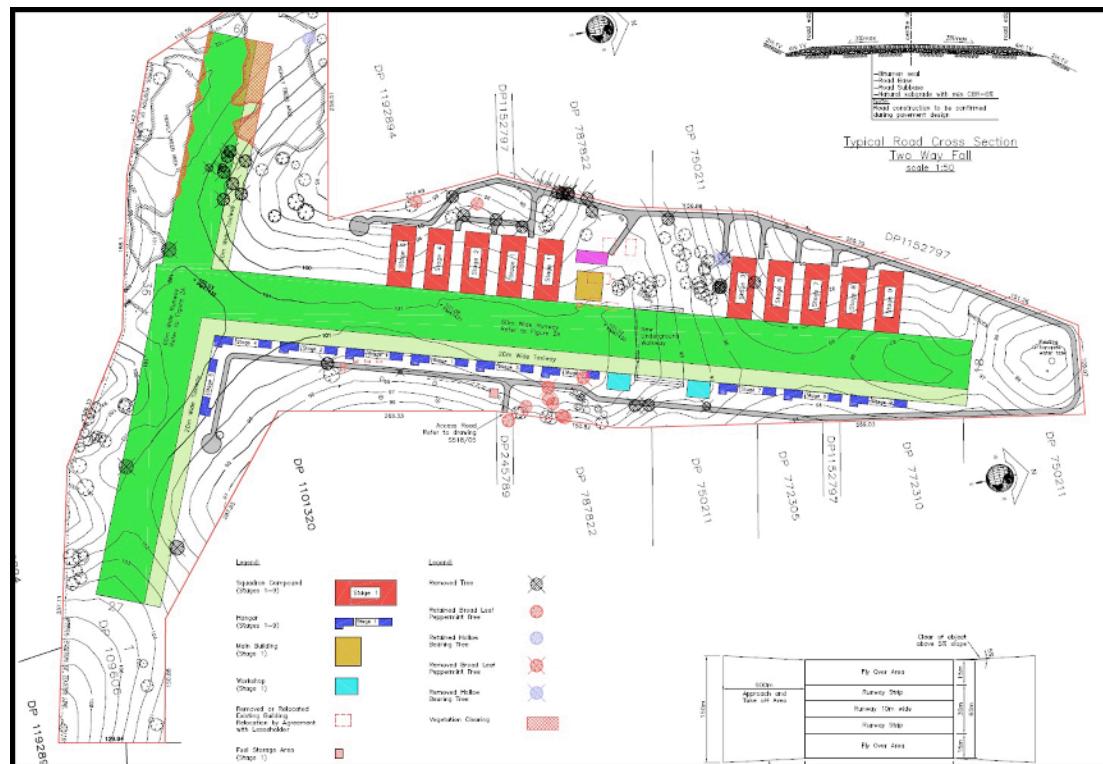
The Black Range, to the East of the site is not accessible by road and was not used as a viewpoint location.

All photography was taken using a 50mm focal length lens – the equivalent of the human eye.

From these viewpoint photographs, a smaller number were selected to show the development photomontaged into the background images. This was achieved by incorporating known elements on the existing site to align the new proposal – ie existing trees, buildings and the water holder at the end of the main runway.

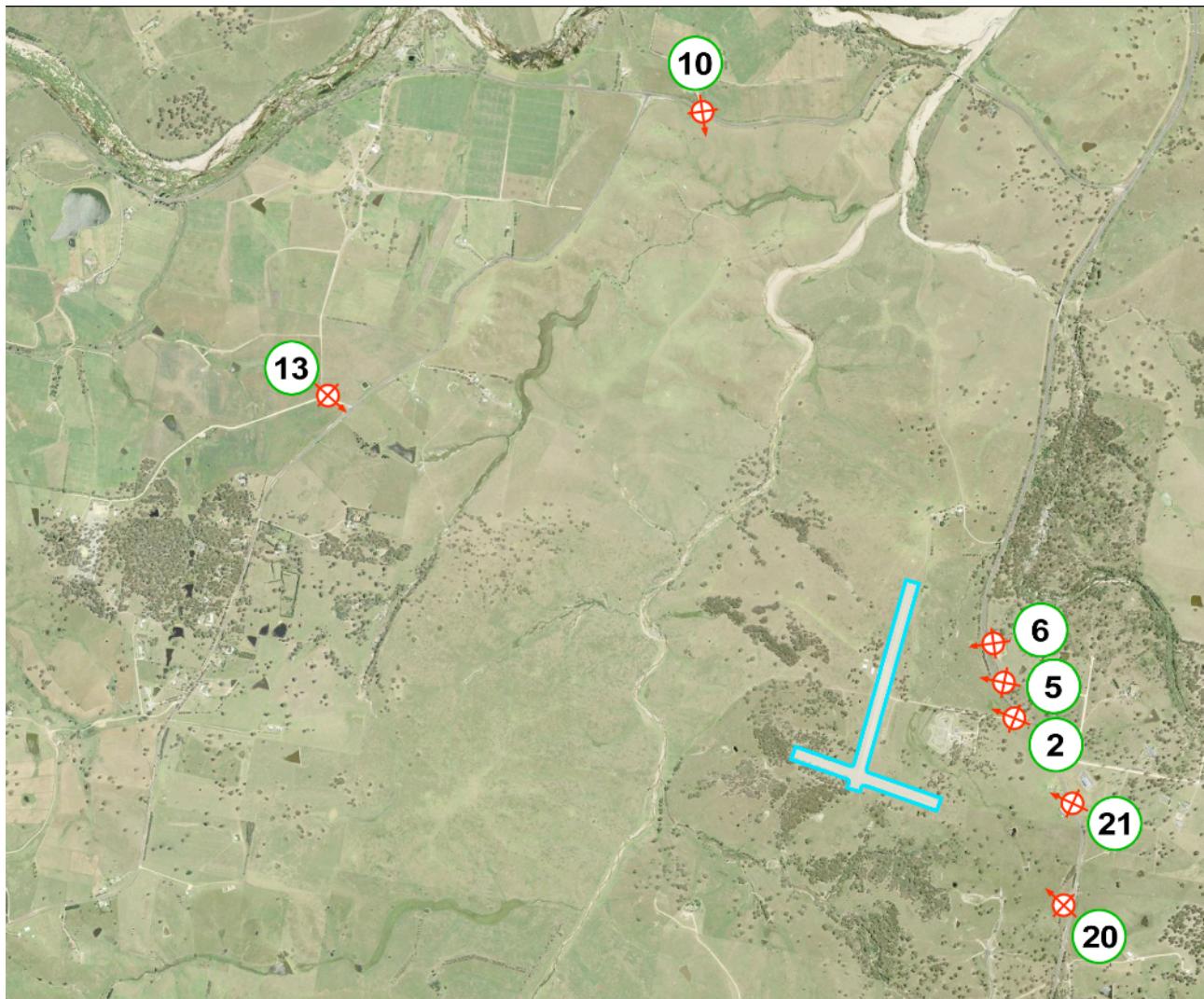
The new buildings and ground plane were accurately modelled, in 3 dimensions, using proprietary CAD software – Autocad. The sequence of images provided demonstrate the process used to locate the finale imagery into the scene

### Layout of new buildings proposed.



In the new design layout, the hangers and maintenance buildings are located to the East of the existing airstrip, while clusters of smaller buildings constitute the residential and teaching components of the new air school to the West. All access roads are positioned along existing contour lines to the East and west of the new structures.

**Viewpoint locations: 2, 5, 6, 10, 13, 20 and 21.**



In the process of travelling around the entire site, by publicly accessible roads, photos were taken from a number of locations where the visual impact was assessed to be the most significant and, particularly, where the existing buildings were clearly visible. All the original photography, with site locations, is contained in Appendix A.

From the selected viewpoints, a smaller number were selected that were determined to represent the locations where the visual impact was most significant.

## Viewpoint 2

Viewpoint 2 is from the main entry to the site, at the junction with Princes Highway, approximately 800m ENE from the existing airfield buildings.



Visual impact of new buildings shown in red



Zoomed view to show extent of visual impact

From Viewpoint 2, the new structures at the Northern end of the site are the most visible, since the others are screened by existing landscape. By applying natural colours to the new buildings and adding new landscape, the impact of these buildings is diminished considerably. The access roads to the hangers, along the Eastern edge of the airstrip, follow the natural contours of the existing landform.

At the Northern end of the main runway the natural land form rises by approximately 8 metres. The closest new buildings to this area are approximately 40m to the South, ensuring the buildings do not rise to a point where they impact the distant skyline.

## Viewpoint 5

Viewpoint 5 is from a parking area, alongside Princes Highway, approximately 650m ENE from the existing buildings and 200m North of Viewpoint 2.



Visual impact of new buildings shown in red



Zoomed view to show extent of visual impact

From Viewpoint 5, most of the new structures at the Northern end of the site, and also the main workshops and teaching buildings, due West, can be seen. Those to the SW are screened by significant mature, existing landscape. Existing trees also serve to break up the rooflines of the new buildings. By applying natural colours to the new buildings and adding new landscape, the impact of these buildings is diminished considerably. The access roads to the hangers, along the Eastern edge of the airstrip, follow the natural contours of the existing landform.

The water holding tank at the Northern end of the runway is not visible from this location.

## Viewpoint 6

Viewpoint 6 is from a raised bank, alongside Princes Highway, approximately 650m NE from the existing buildings and 350m North of Viewpoint 2.



Visual impact of new buildings shown in red



Zoomed view to show extent of visual impact

Viewpoint 6 is intended to give an assessment of the visual impact from the boundary of the nearest adjoining residential property, located off Frogs Hollow Lane. There are many mature trees along this section of the Princes Highway, giving good screening to the new development. Again, it is mostly the new hangers at the Northern end of the airstrip that create the most significant impact.

The rising land to the water holding tank at the Northern end of the runway is visible from this location and it is visually apparent that the new buildings terminate prior to the increase in elevation of the land.

## Viewpoint 10

Viewpoint 10 is from a farm access road, off Candelo Bega Road, looking SSE towards the existing airfield.



Visual impact of new buildings shown in red



Zoomed view to show extent of visual impact

The area to the North of the proposed air school site is gently undulating topographically, sitting at the Southern end of the main Bega Valley.

Existing landscape is minimal in the pasture lands. However, the distance from the public road to the site ensures that any visual impact on the surroundings is almost negligible to the naked eye. It would not be necessary to apply any additional landscaping to the Western side of the new development, as the buildings are of a significantly low height and treated with colours and materials to allow them to blend into the surroundings naturally.

## Viewpoint 13

Viewpoint 13 is from a farm access road, off Wyndham Lane, looking SE towards the existing airfield. It is approximately 2.2km away from the existing airfield buildings.



Visual impact of new buildings shown in red



Zoomed view to show extent of visual impact

This view, again, shows the minimal visual impact created by the new buildings, as viewed from the West of the site. The low level design ensure there is almost no impact on the mountain range behind and the existing mature trees break up any observable building mass, effectively removing any need for additional landscaping on the Western side of the new development.

## Viewpoint 20

Viewpoint 20 is from the perimeter fence around the neighbouring property, approximately 1100m SE of the existing airfield buildings, alongside the Princes Highway.



Visual impact of new buildings shown in red



Zoomed view to show extent of visual impact

Viewpoint 20 is an exercise to assess the visual impact on the neighbouring property to the South, which was not accessible. Mature lines of trees cover the greater part of the new buildings and additional landscape will facilitate the softening of the new structures.

Very little of the existing airfield is visible and there is only a small area to the North of the site that appears between the breaks in the treeline.

## Viewpoint 21

Viewpoint 21 is from the land adjoining the Princes Highway. It is approximately 900m away from the existing airfield buildings in an ESE direction.



Visual impact of new buildings shown in red

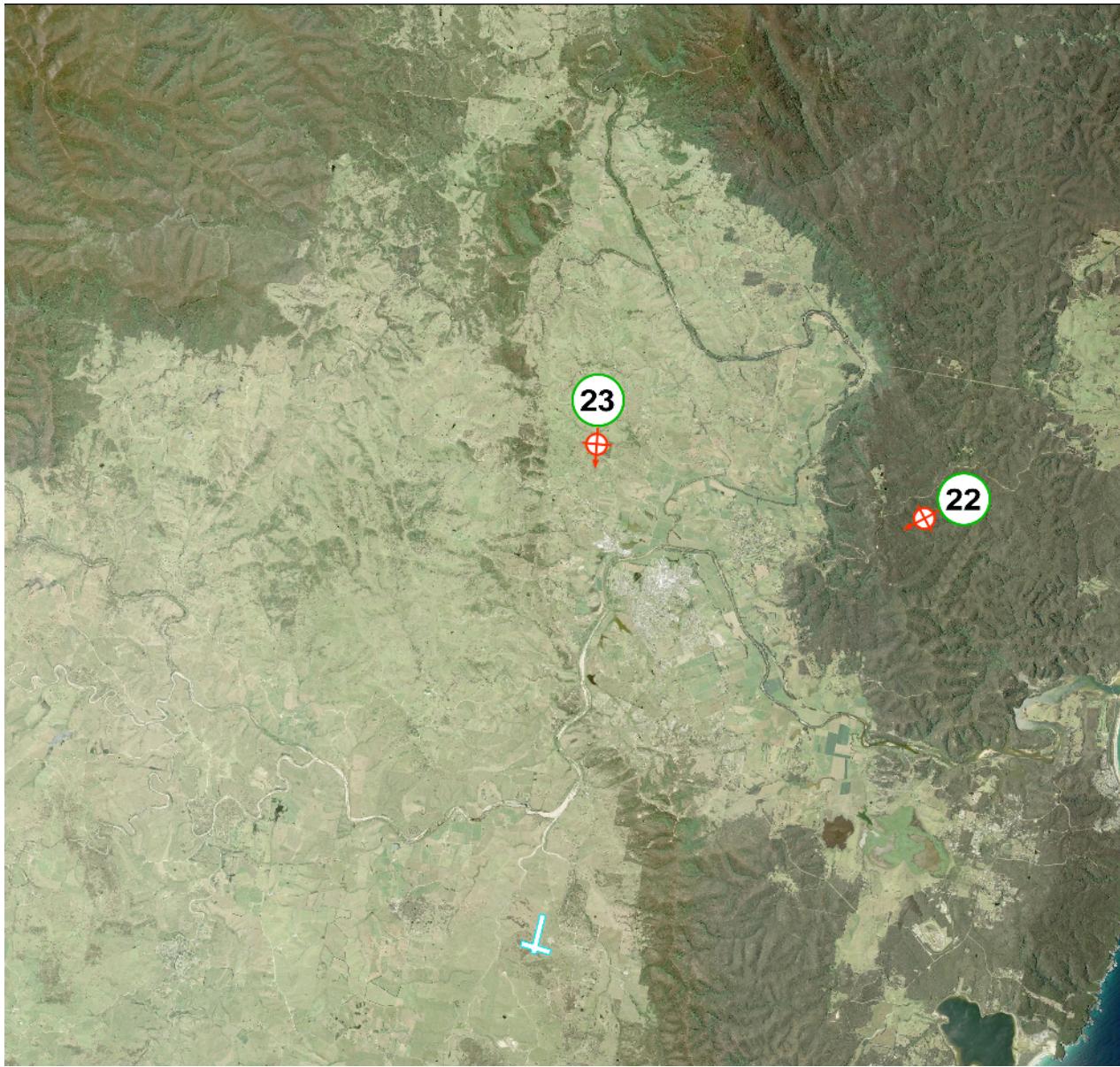


Zoomed view to show extent of visual impact

Viewpoint 21 is from the property adjoining that of Viewpoint 20 and is a property owned by the airport landowner. Large clusters of mature trees almost entirely obscure the Southern end of the runway and the associated buildings. The hanger buildings to the Northern end are visible and will be obscured by new vegetation over time. The rising land at the Northern end and the water holding tank are not visible from this location.

This view represents the clearest observation of the new airport from the Princes Highway driving North towards Bega.

**Viewpoint locations: 22 and 23.**



In the process of travelling around the entire site, by publicly accessible roads, photos were taken from locations where the visual impact was assessed to be the most significant and, particularly, where the existing buildings were clearly visible.

## **Viewpoint 22**

Viewpoint 22 is from the lookout point on Dr George Mountain Rd, located approximately 14km ENE of the existing airfield buildings.



This distant view, from the Dr George Mountain Lookout indicated that views towards the site location are not attainable from this location due to large scale tree screening from the lookout to the South West.

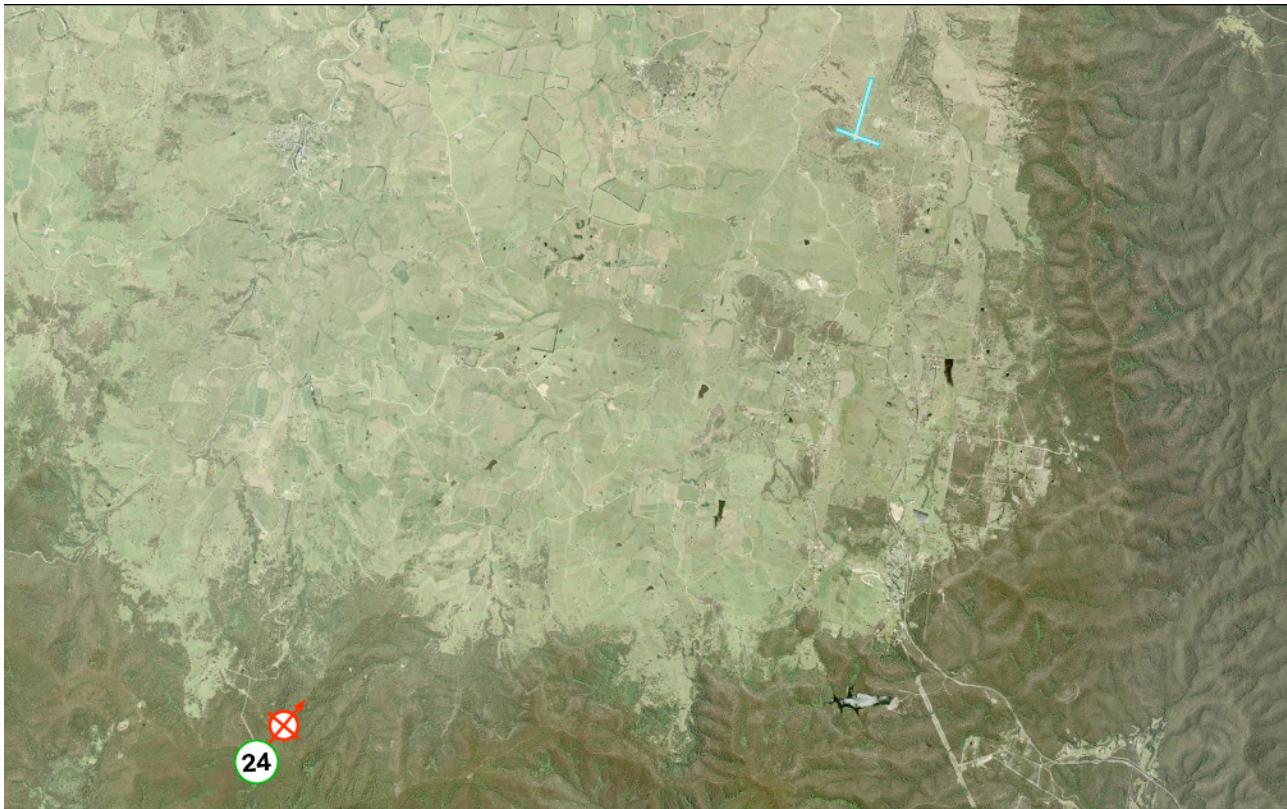
## **Viewpoint 23**

Viewpoint 23 is from The Bega Valley lookout on The Princes Highway, located approximately 12.5km due North of the existing airfield buildings.



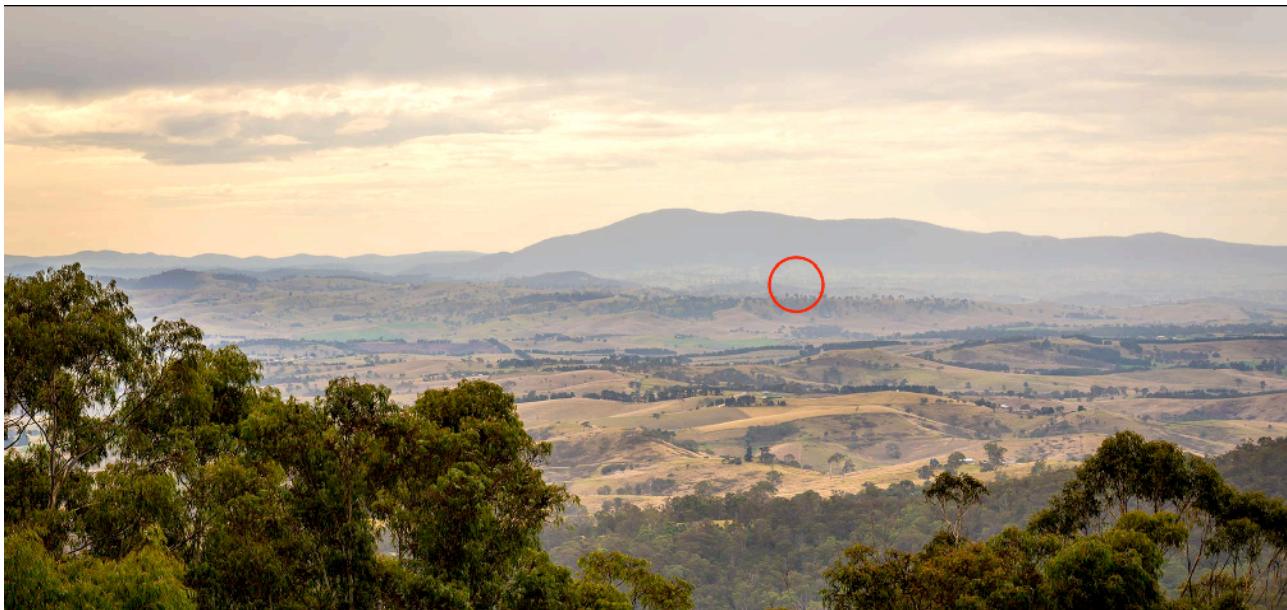
This distant view shows the Bega Valley as approached from the North. With the naked eye, the location of the new development is so distant as to be deemed a negligible visual impact on the view and surroundings.

**Viewpoint location: 24.**



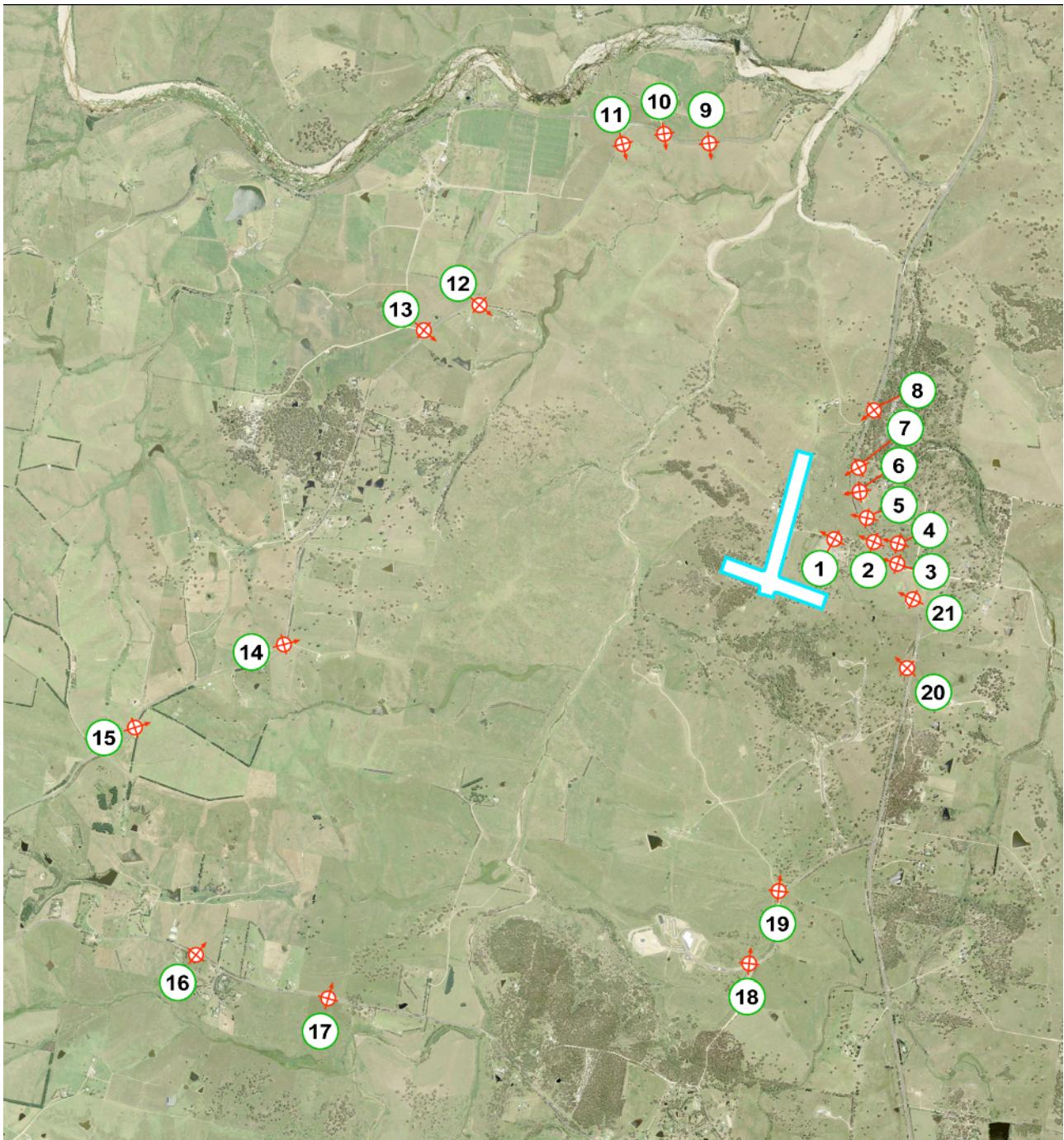
### **Viewpoint 24**

Viewpoint 24 is from Myrtle Mountain Lookout, approximately



This distant view shows the view back towards Bega from the South West. With the naked eye, the location of the new development is so distant as to be deemed a negligible visual impact on the view and surroundings

## Original Photography Viewpoint Locations.



## Original Photography Viewpoints 1 to 23

The position of the existing airfield buildings is indicated by the red circle outline.









