



# Review of Environmental Factors The Cooks to Cove GreenWay (In-Corridor Works)

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## Appendix K: Landscape and Visual Impact Assessment (MODE Design, 2021)

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June 2021



## GREENWAY IN-CORRIDOR WORKS

### LANDSCAPE VISUAL IMPACT ASSESSMENT

FINAL REPORT

May 2021  
REV 02

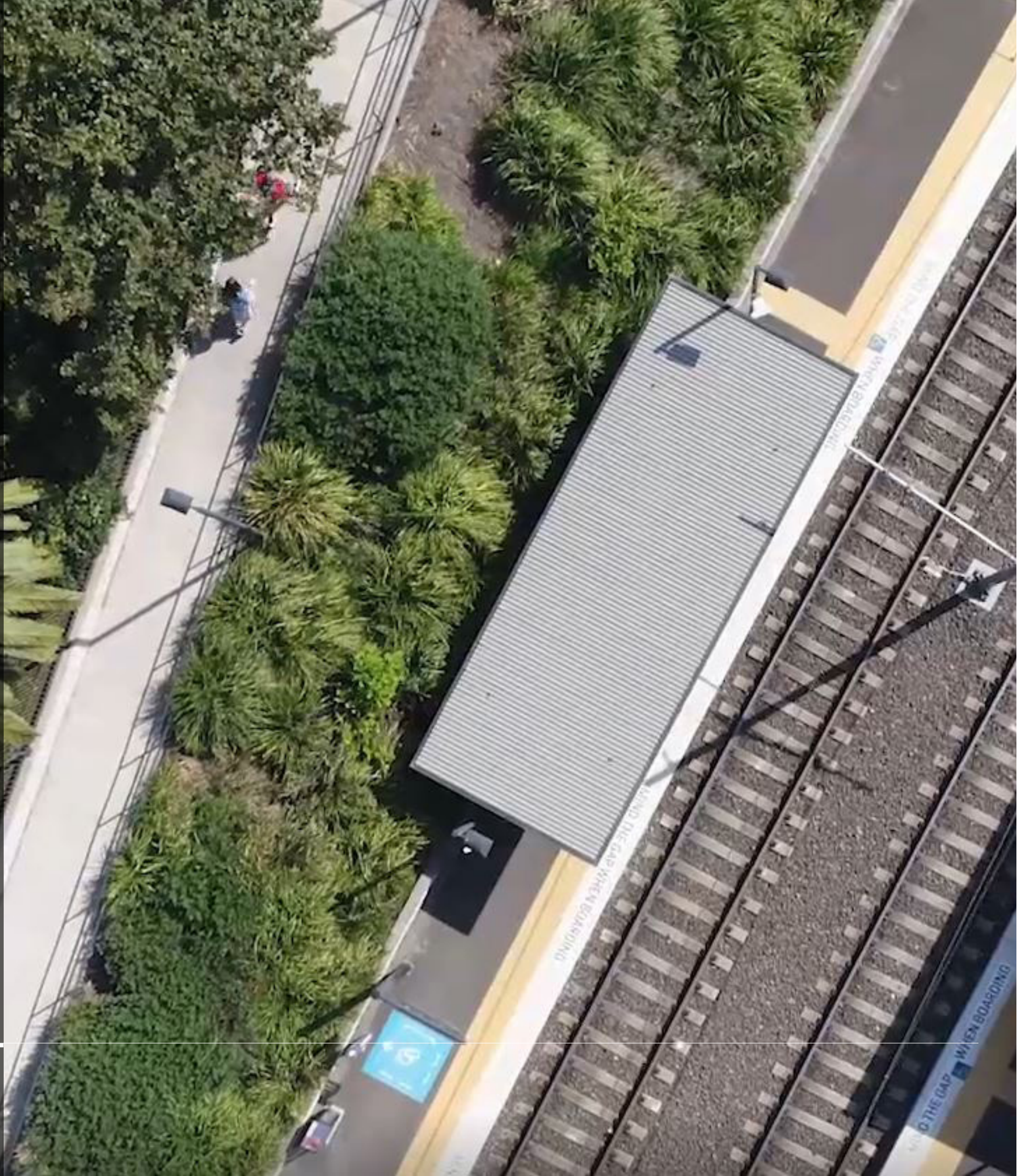


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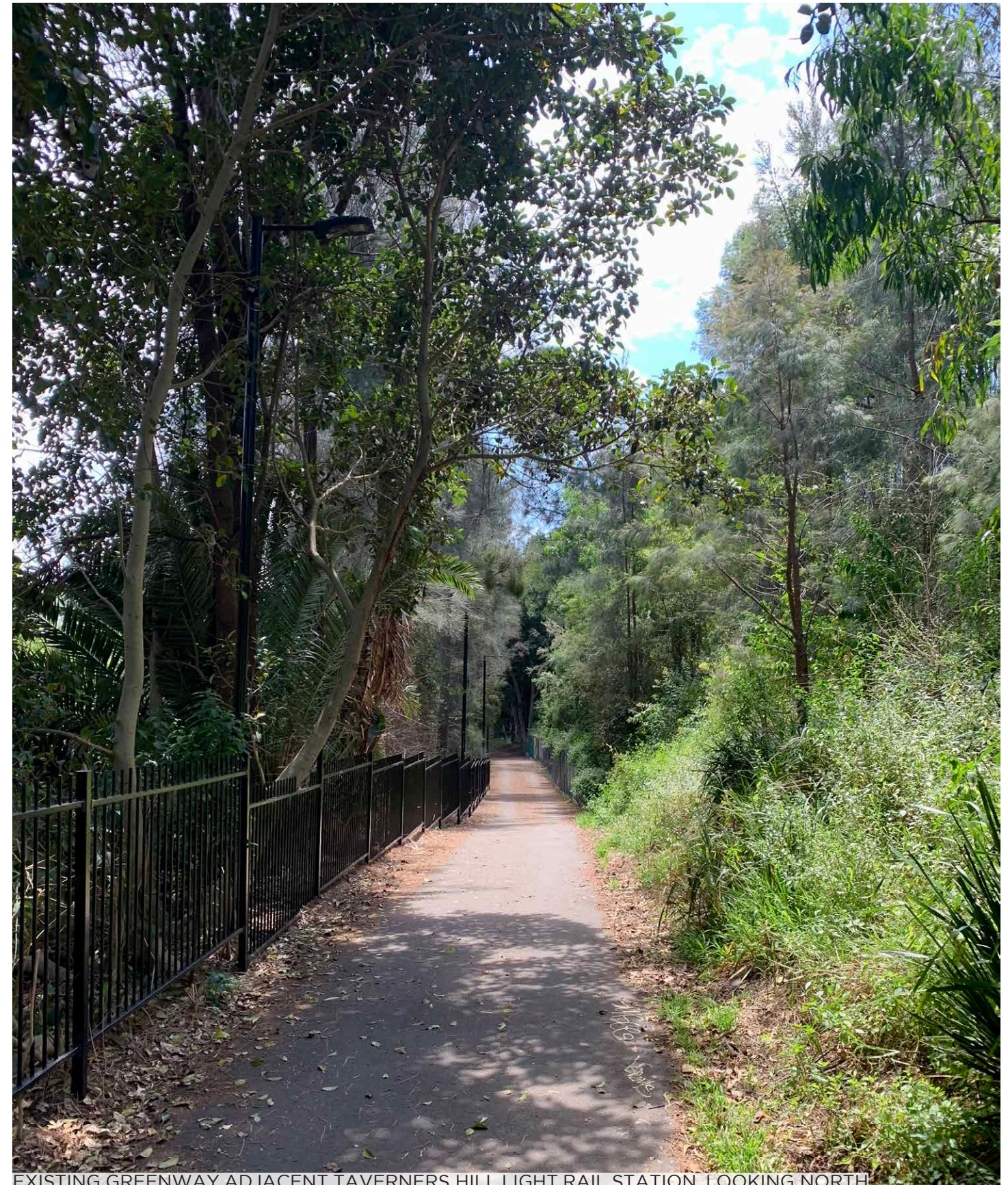
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EXISTING GREENWAY ADJACENT TAVERNERS HILL LIGHT RAIL STATION, LOOKING NORTH





# 1.0 INTRODUCTION





## 1.1 OVERVIEW

The *Cooks River to Iron Cove GreenWay* is a 5.8km urban environmental corridor linking the Parramatta River at Iron Cove with the Cooks River at Earlwood (refer Figure 1 for location context). From 2019 to 2023, Inner West Council intends to design and construct high priority sections of the GreenWay.

This Landscape Visual Impact Assessment (VIA) pertains to the GreenWay 'In-Corridor' Works, forming part of the 'Review of Environmental Factors' (REF) being prepared by EcoLogical Australia. The 'in-corridor' package consists of two discrete areas known as the Central Links and the Southern Links. The Central Links extends from north of Parramatta Road (Leichhardt) to Old Canterbury Road (Lewisham). The GreenWay then runs along Weston Street, before continuing to the Southern Links, which extends from Davis Street (Dulwich Hill) to Hercules Street (Dulwich Hill - refer Figure 2).

## 1.2 PURPOSE OF REPORT

MODE Design has been commissioned by Eco Logical Australia, on behalf of Inner West Council to prepare a Landscape Visual Impact Assessment Report to accompany the REF for the in-corridor package sections of the Inner West 'GreenWay' Project (hereafter, referred to as 'the project').

The purpose of this report is to analyse the potential visual impacts of the proposed design, based on the current design status, to support the REF. The report will help inform the design direction, seek to avoid or minimise adverse visual impacts to adjacent residents, users, flora and fauna and propose strategies to mitigate those impacts.

The intent is to consider both user experience, and that of neighbouring residents to improve the physical design outcome for the community. This report is one of a number of technical reports supporting the REF for the Project.

Please note that any figures, photography or content not individually referenced as by others have been produced by the author.

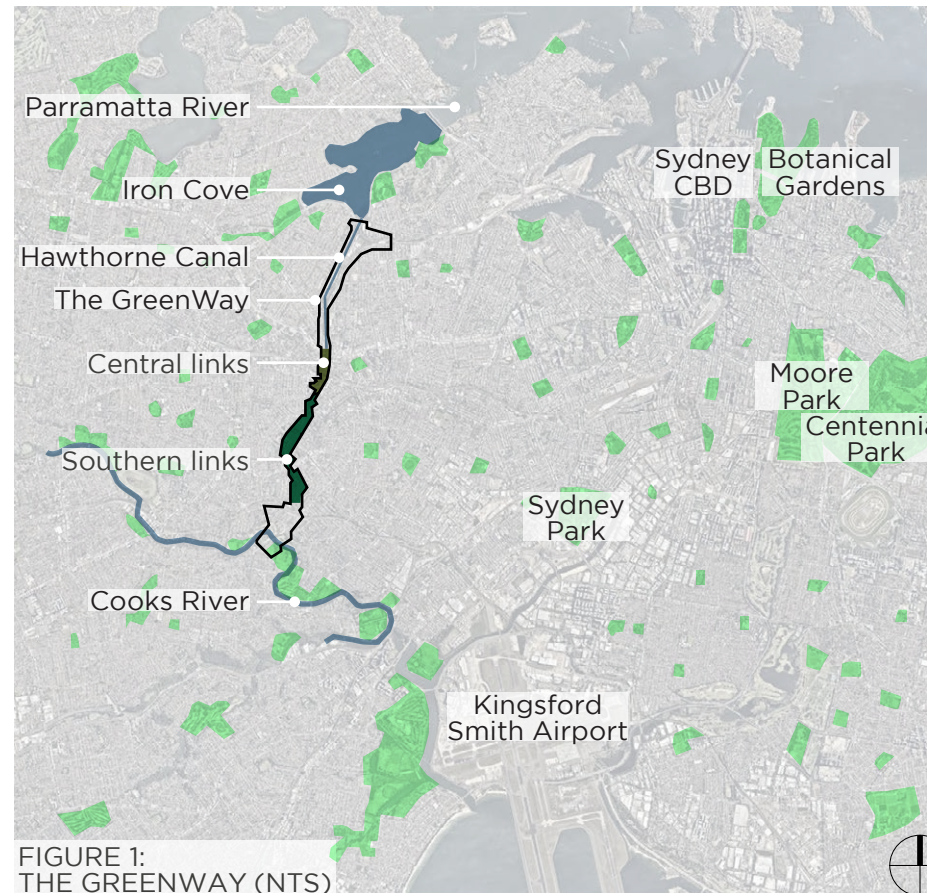


FIGURE 1: THE GREENWAY (NTS)

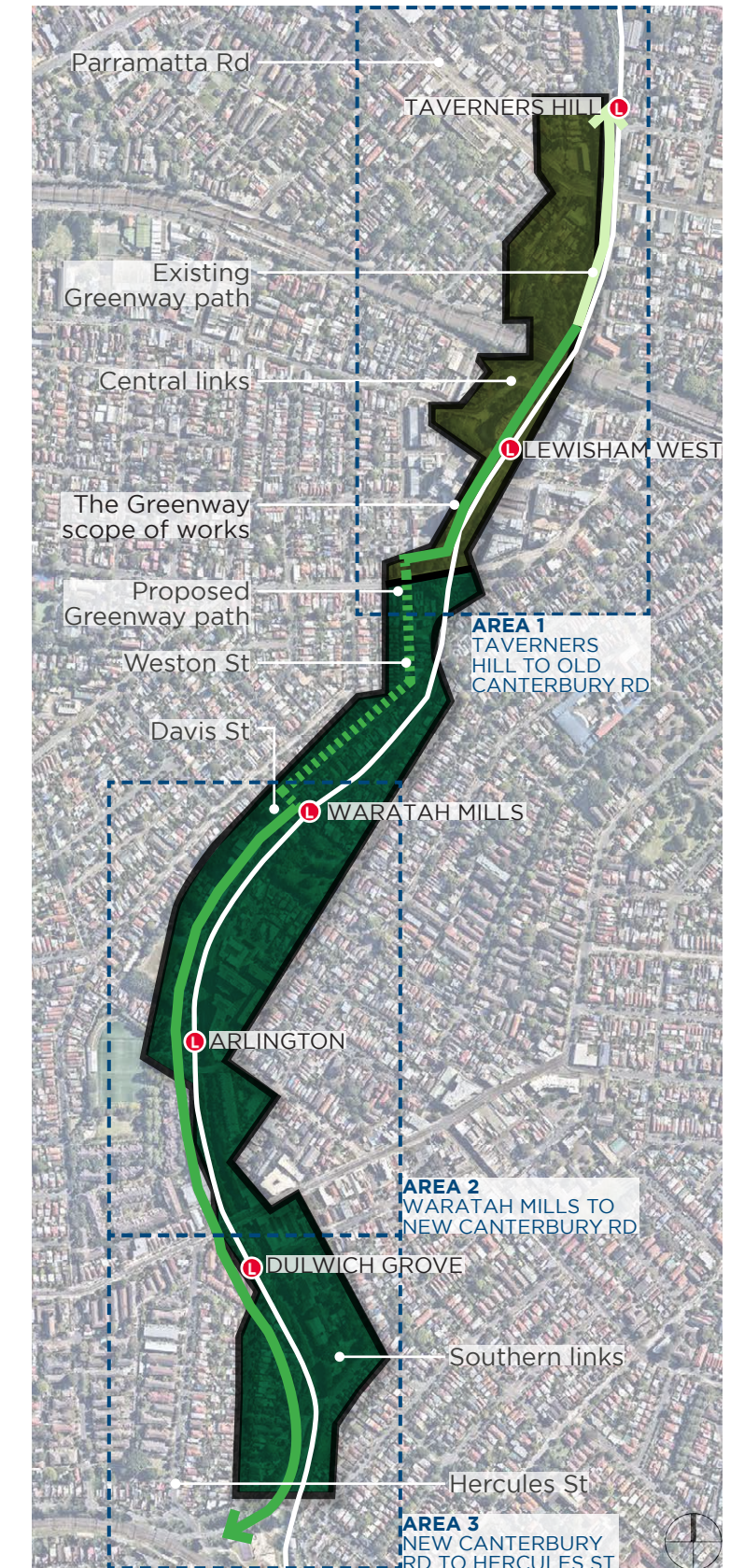



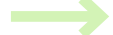





FIGURE 2: THE GREENWAY: CENTRAL & SOUTHERN LINKS (NTS)

### LEGEND

-  Extent of GreenWay (as defined by GreenWay Masterplan 2018, McGregor Coxall)
-  Central links
-  Southern links
-  Existing GreenWay path
-  Proposed GreenWay path
-  Proposed on-road GreenWay (out of scope)
-  Light Rail Station



### 1.3 METHODOLOGY

The Methodology for this VIA has been adopted from AILA's *Guidance Note for Landscape and Visual Assessment* (2018) and TfNSW's *Guideline for Landscape Character and Visual Impact Assessment* (2020).

According to AILA (2018, p. 12): *All methodologies should generally follow the following steps:*

1. Describe and analyse the existing conditions
2. Describe the proposed development
3. Identify effects and categorise potential impacts
4. Identify opportunities to modify the project and / or mitigate adverse effects
5. Identify and categorise residual impacts i.e. with mitigation incorporated into the project

According to TfNSW:

*"The method to measure impact is based on the combination of the sensitivity of the existing area or view to change and the magnitude (scale, contrast, quality, distance) of the proposal on that area or view" (TfNSW 2020, p. 11).*

*Sensitivity is defined as "the qualities of an area, the number and type of receivers and how sensitive the existing character of the setting is to the proposed nature of change" (TfNSW 2020, p. 11).*

*Magnitude is defined as "the physical scale of the project, how distant it is, and the contrast it presents to the existing condition" (TfNSW 2020, p. 12).*

The landscape character impact rating and visual impact assessment is assessed through a number of criteria, based on the combination of sensitivity and magnitude, as outlined in Table 1. A more detailed breakdown of the assessment criteria is provided in Section 4: Visual Impact Assessment

		MAGNITUDE			
		HIGH	MODERATE	LOW	NEGLIGIBLE
SENSITIVITY	HIGH	HIGH	HIGH - MODERATE	MODERATE	NEGLIGIBLE
	MODERATE	HIGH - MODERATE	MODERATE	MODERATE - LOW	NEGLIGIBLE
	LOW	MODERATE	MODERATE - LOW	LOW	NEGLIGIBLE
	NEGLIGIBLE	NEGLIGIBLE	NEGLIGIBLE	NEGLIGIBLE	NEGLIGIBLE

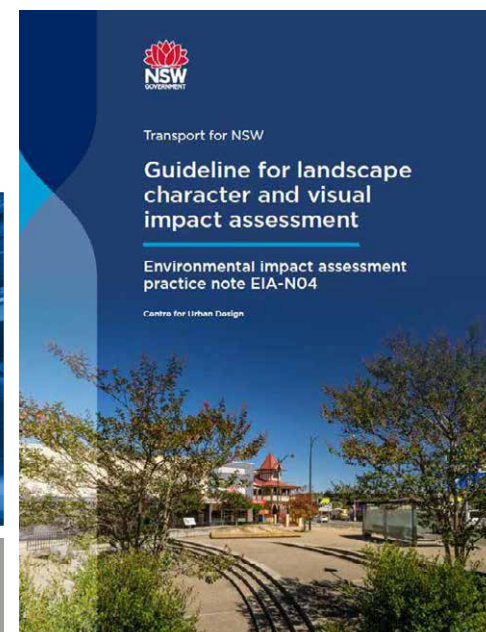
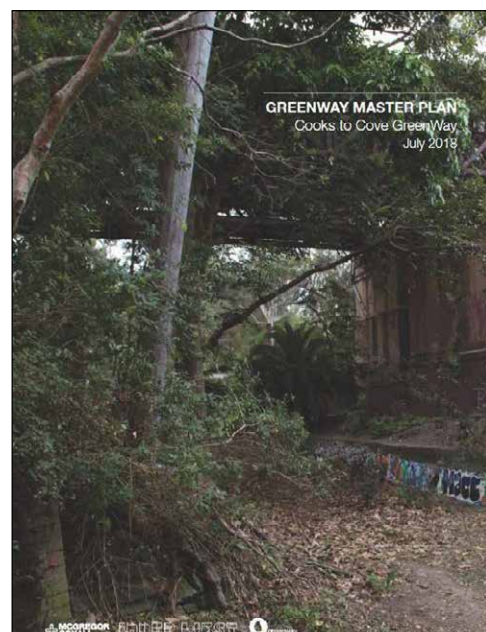
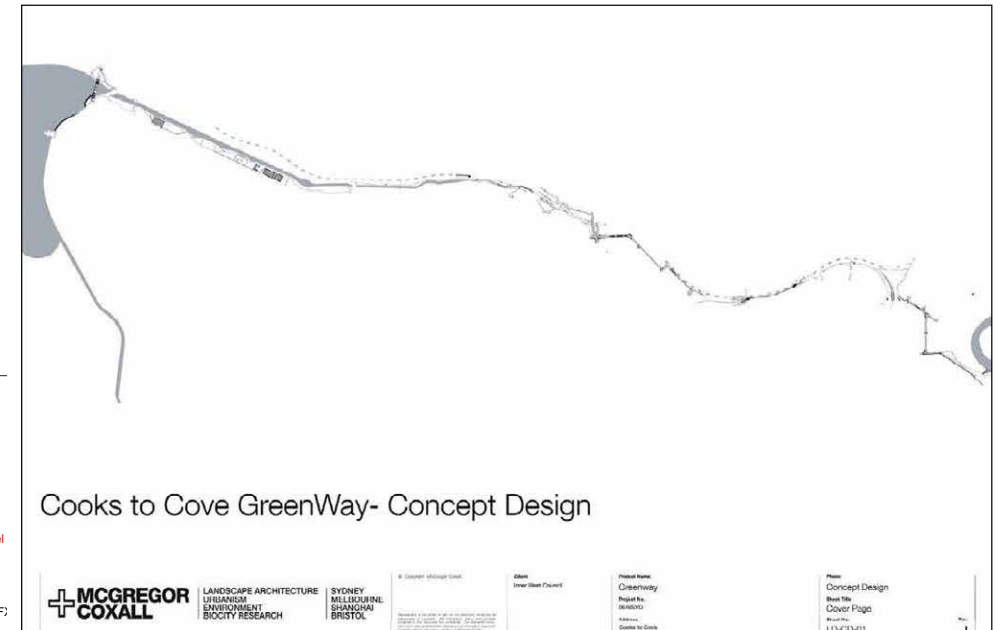
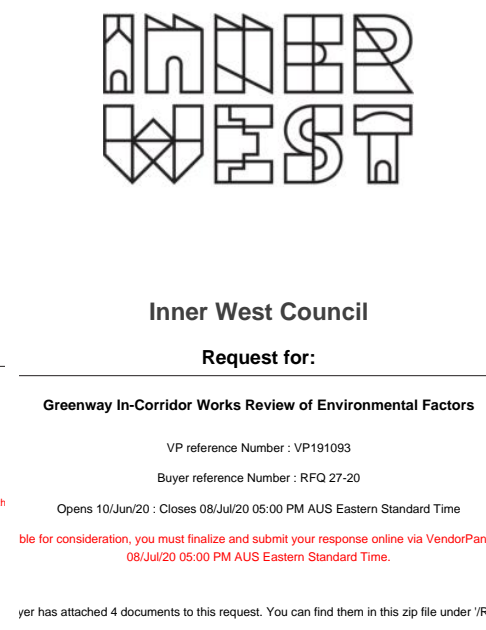
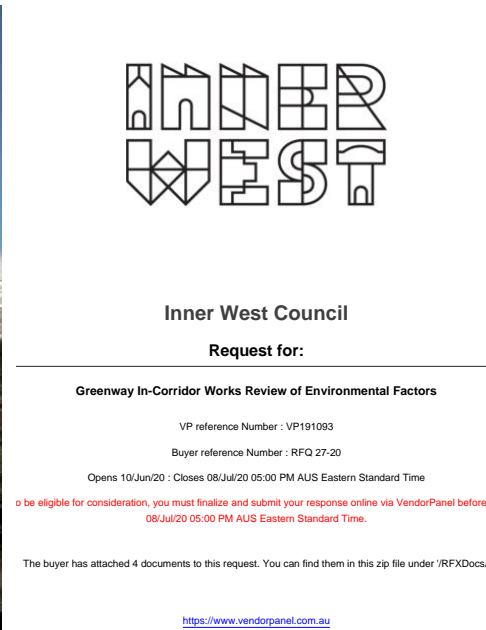
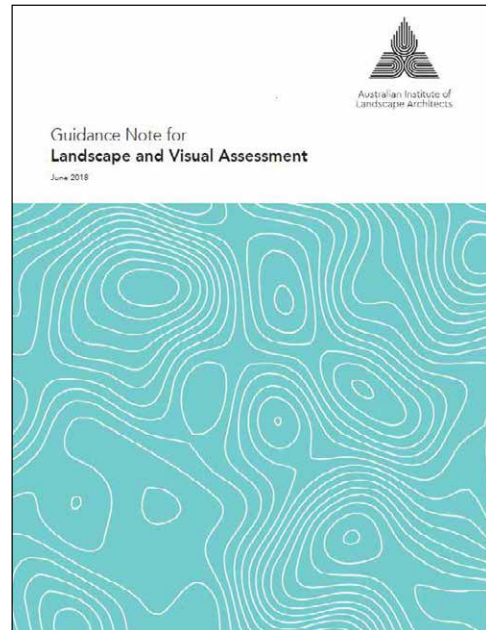
Table 01: Landscape character and visual impact rating matrix  
 Source: *Guideline for landscape character and visual impact assessment character and visual impact assessment, TfNSW 2020*



## 1.4 REFERENCE DOCUMENTS

This report has been prepared with reference to the following policy and project background documents:

- AILA 2018, *Guidance Note for Landscape and Visual Assessment*
- HASSELL, 2010, *Sydney Light Rail Extension Visual Impact Assessment*
- Inner West Council, July 2020, *Request for Greenway In-Corridor Works Review of Environmental Factors*
- Inner West Council, July 2020, *Specification - Greenway In-Corridor Works Review of Environmental Factors RFQ No 27-20*
- McGregor Coxall, June 2020, *Cooks to Cove Greenway Concept Design*
- McGregor Coxall, June 2020, *Cooks to Cove Greenway Masterplan*
- McGregor Coxall, May 2019, *Greenway Concept Report: Cooks to Cove GreenWay*
- Parsons Brinckerhoff, 2010, *Sydney Light Rail Extension, Inner West Extension Environmental Assessment*
- Taylors Survey and Development, 2019, *The Greenway Detailed Survey*
- Transport for NSW Centre for Urban Design 21/08/2020, *Guideline for landscape character and visual impact assessment - Environmental impact assessment practice note EIA-N04 Version 2.2*

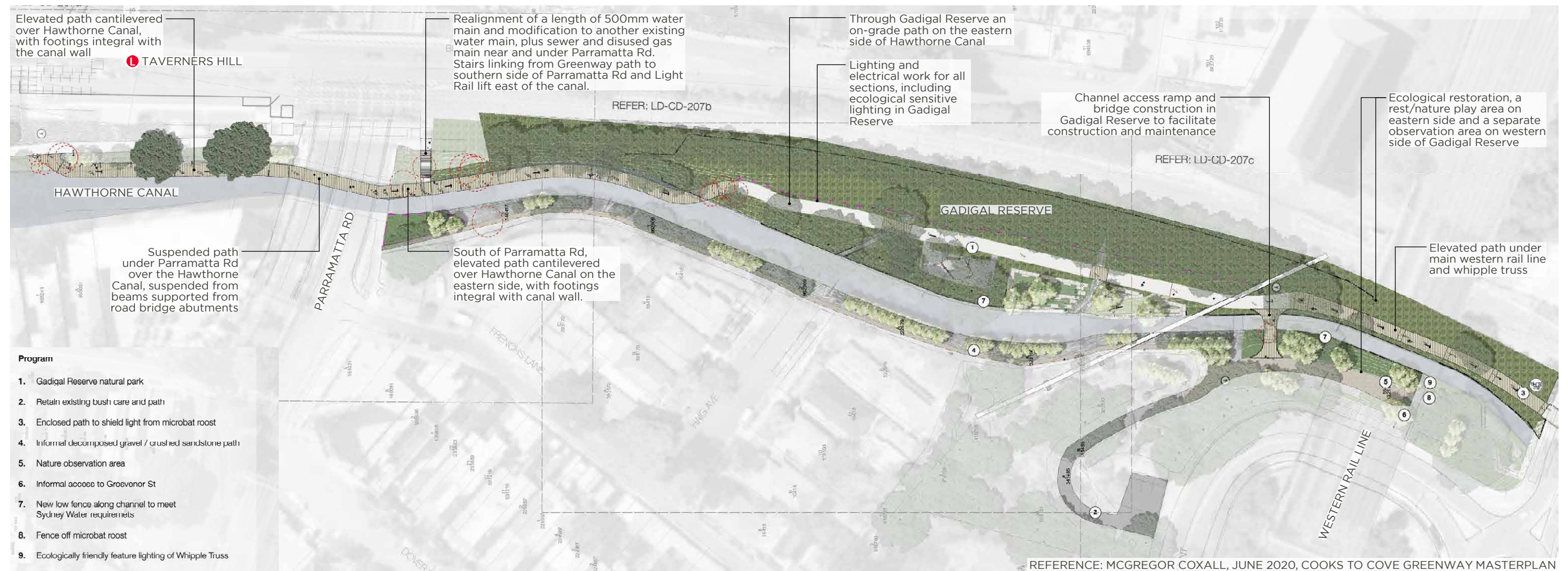




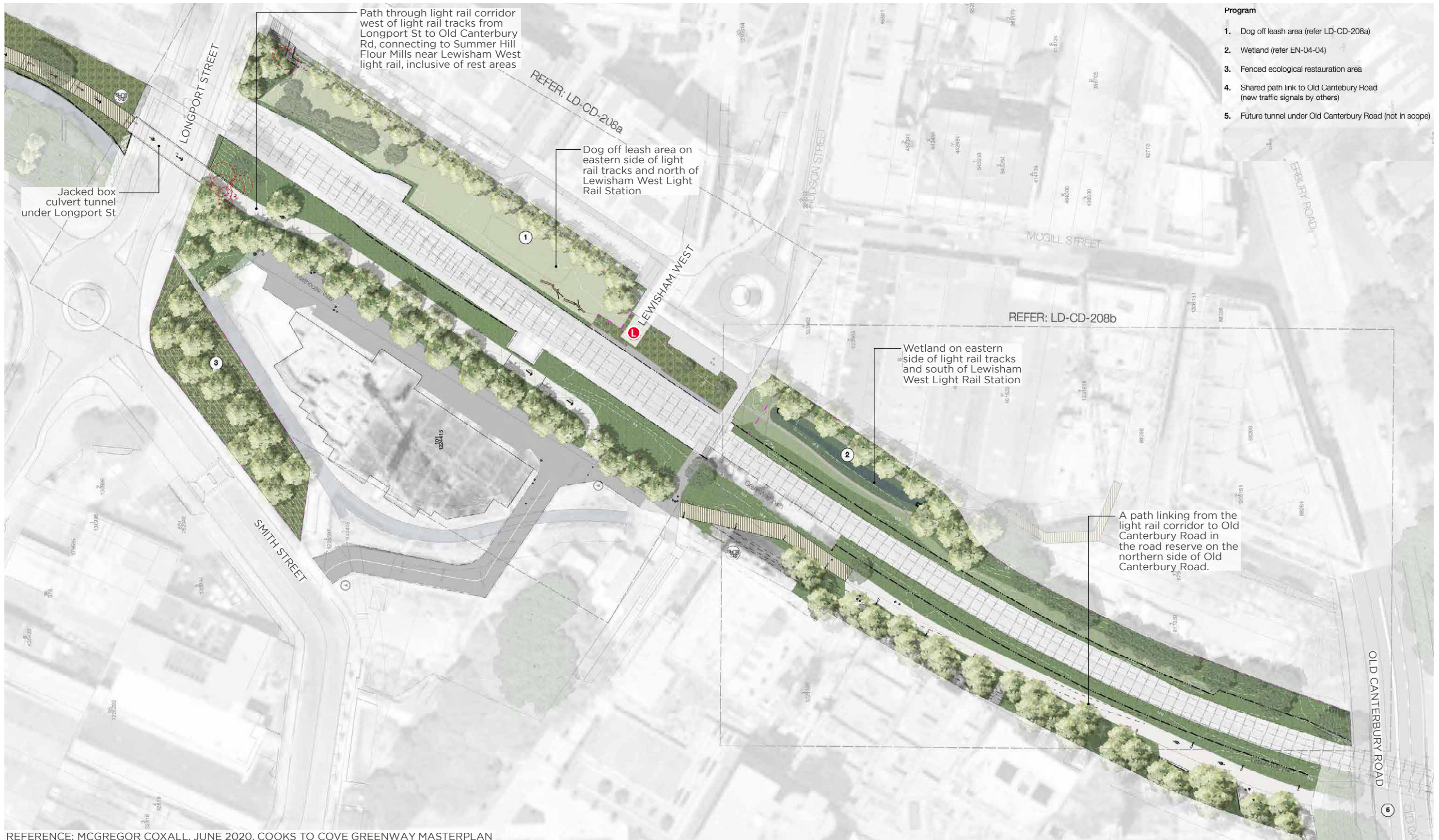
## 1.4 THE PROJECT - CENTRAL LINKS

The In-corridor works generally considers the construction of a shared path, lighting, landscaping and ecological restoration within the Inner West Light Rail Corridor and adjacent land.

The in-corridor works consist of two discrete areas known as the Central Links and the Southern Links. The Central Links extends from north of Parramatta Road to Old Canterbury Road, while the Southern Links extends from Weston Street to Hercules Street.







Path through light rail corridor west of light rail tracks from Longport St to Old Canterbury Rd, connecting to Summer Hill Flour Mills near Lewisham West light rail, inclusive of rest areas

REFER: LD-CD-208a

Dog off leash area on eastern side of light rail tracks and north of Lewisham West Light Rail Station

Jacked box culvert tunnel under Longport St

REFER: LD-CD-208b

Wetland on eastern side of light rail tracks and south of Lewisham West Light Rail Station

A path linking from the light rail corridor to Old Canterbury Road in the road reserve on the northern side of Old Canterbury Road.

- Program**
1. Dog off leash area (refer LD-CD-208a)
  2. Wetland (refer EN-04-04)
  3. Fenced ecological restoration area
  4. Shared path link to Old Canterbury Road (new traffic signals by others)
  5. Future tunnel under Old Canterbury Road (not in scope)

REFERENCE: MCGREGOR COXALL, JUNE 2020, COOKS TO COVE GREENWAY MASTERPLAN



## 1.4 THE PROJECT - SOUTHERN LINKS



REFERENCE: MCGREGOR COXALL, JUNE 2020, COOKS TO COVE GREENWAY MASTERPLAN





Cut and cover tunnel (or jacked culvert) under Constitution Rd, including retaining walls on northern approach and a secant pile wall on southern approach, close to private property.

Protection and/or diversion of existing water and gas mains in Constitution Rd during tunnel construction.

REFER: LD-CD-211a

Elevated path from south of Constitution Rd to south of New Canterbury Rd, including through back span under New Canterbury Rd bridge and connecting to existing path south of New Canterbury Rd.

REFER: LD-CD-211b

REFERENCE: MCGREGOR COXALL, JUNE 2020, COOKS TO COVE GREENWAY MASTERPLAN





REFER: LD-CD-212b

R: LD-CD-212a - EN-01-07

Upgrade of the path through Jack Shanahan Reserve including modification to the existing playground and surrounds.

New on-grade path from Hercules St near Consett St to Jack Shanahan Reserve and Hercules St near Terrace Rd.

New parklands and ecological restoration area Hercules St near Consett St to Jack Shanahan Reserve and Hercules Street near Terrace Road, including earthworks and stormwater drainage improvements.

DULWICH HILL SKATE PARK

JACK SHANAHAN RESERVE

HERCULES STREET

HERCULES STREET

CONSETT STREET

HERCULES LANE

TERRACE ROAD

MACARTHUR PARADE

REFERENCE: MCGREGOR COXALL, JUNE 2020, COOKS TO COVE GREENWAY MASTERPLAN





## 2.0 SITE CONTEXT





## 2.1 LEP LANDUSE ZONING

The GreenWay corridor traverses multiple landuse zones. The dominant landuse is residential, varying from low density to medium and high density clusters around light rail stations. Other landuses include:

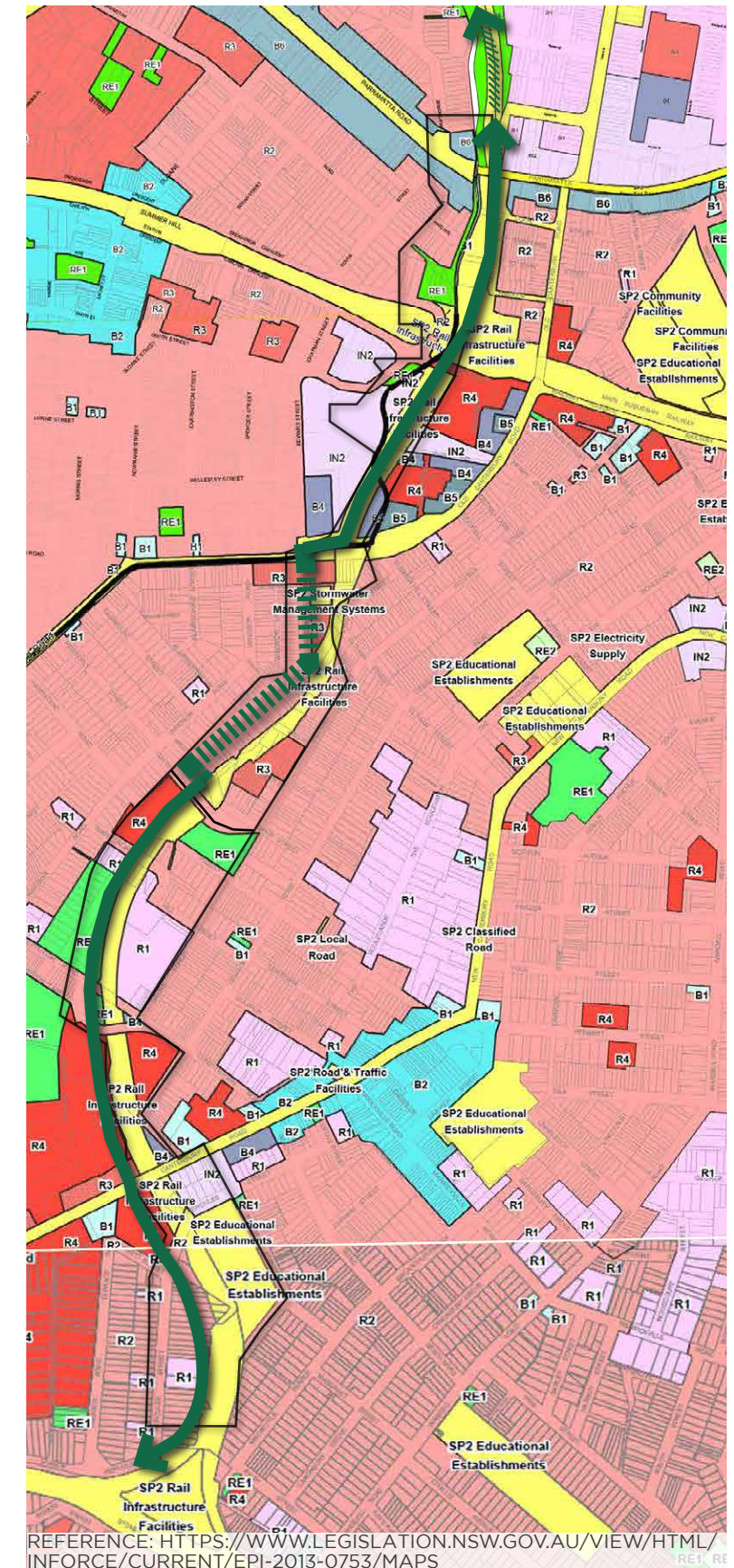
- Infrastructure (main roads such as Parramatta, Old Canterbury and New Canterbury; Western Railway Line; and Inner West Light Rail Line)
- Public Recreation (Cadigal Reserve and the existing Greenway)
- Enterprise Corridor (commercial strip along Parramatta Road)
- Mixed Use, Business Development and Light Industrial around the Lewisham West light rail station

### Zone

B1	Neighbourhood Centre
B2	Local Centre
B4	Mixed Use
B5	Business Development
B6	Enterprise Corridor
B7	Business Park
IN1	General Industrial
IN2	Light Industrial
R1	General Residential
R2	Low Density Residential
R3	Medium Density Residential
R4	High Density Residential
RE1	Public Recreation
RE2	Private Recreation
SP1	Special Activities
SP2	Infrastructure
W1	Natural Waterways
W2	Recreational Waterways

### LEGEND

- Extent of GreenWay (as defined by GreenWay Masterplan 2018, McGregor Coxall)
- Existing GreenWay path
- Proposed GreenWay path
- Proposed on-road GreenWay (out of scope)
- Light Rail Station










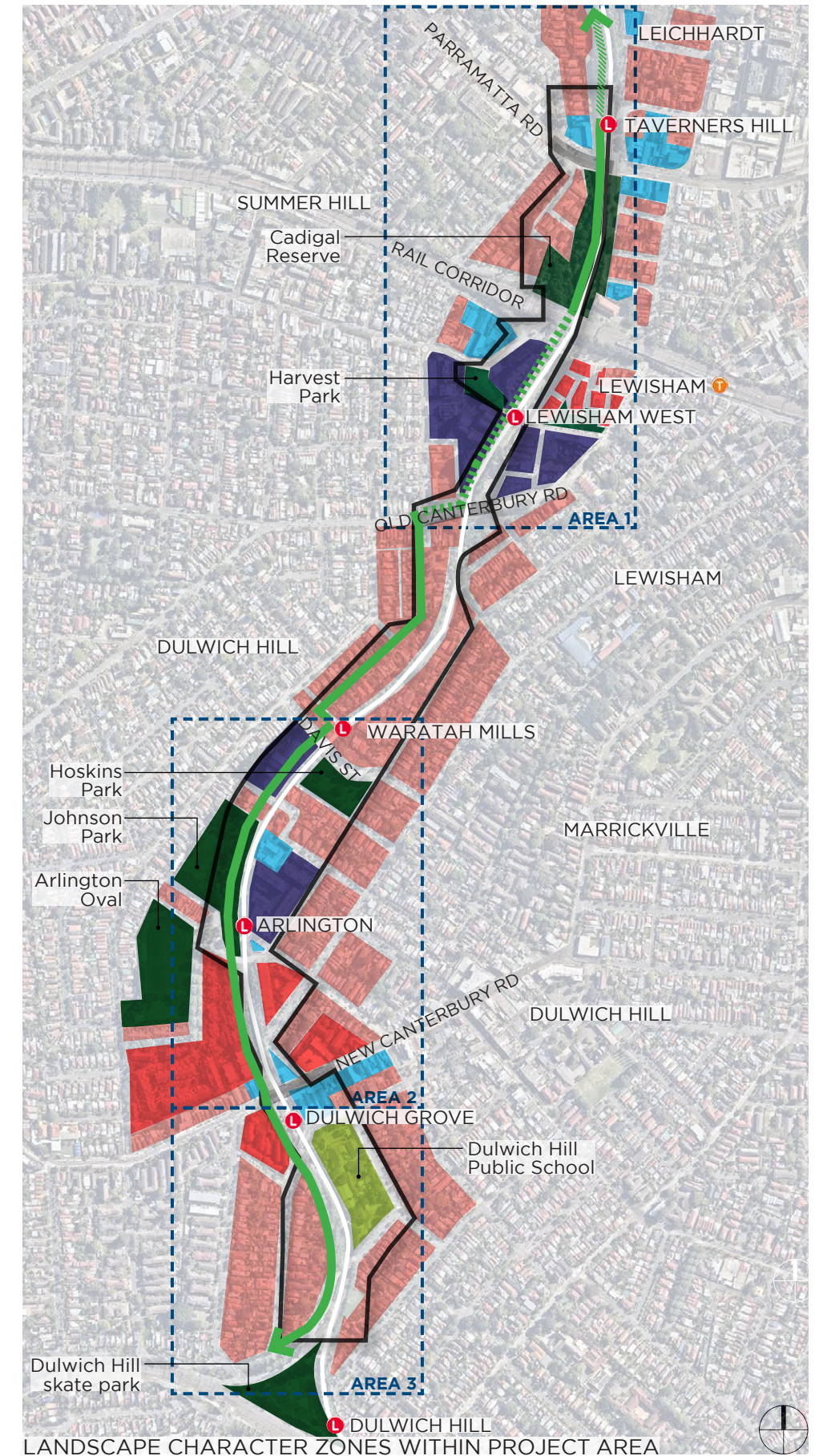
## 2.2 LANDSCAPE CHARACTER ZONES

A number of landscape character zones define the Greenway Corridor. According to the AILA *Guidance Note for Landscape and Visual Assessment* (p. 6, June 2018), landscape character is defined as “[a] distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another, and often conveys a distinctive ‘sense of place’”. This term does not imply a level of value or importance.”

<b>ZONE 1</b>	LIGHT RAIL STATIONS
<b>ZONE 2</b>	LIGHT RAIL CORRIDOR
<b>ZONE 3</b>	ROADS
<b>ZONE 4</b>	GREENWAY CORRIDOR (EXISTING & PROPOSED)
<b>ZONE 5</b>	PARKLAND
<b>ZONE 6</b>	COMMERCIAL PROPERTIES + INFRASTRUCTURE DEVELOPMENTS
<b>ZONE 7</b>	DULWICH HILL PUBLIC SCHOOL
<b>ZONE 8</b>	LOW DENSITY RESIDENTIAL DEVELOPMENT
<b>ZONE 9</b>	MEDIUM DENSITY RESIDENTIAL DEVELOPMENT
<b>ZONE 10</b>	HIGH DENSITY RESIDENTIAL DEVELOPMENT

### LEGEND

-  Extent of GreenWay (as defined by GreenWay Masterplan 2018, McGregor Coxall)
-  Existing GreenWay path
-  Proposed GreenWay path
-  Proposed on-road GreenWay (out of scope of this report)
-  Light Rail Station

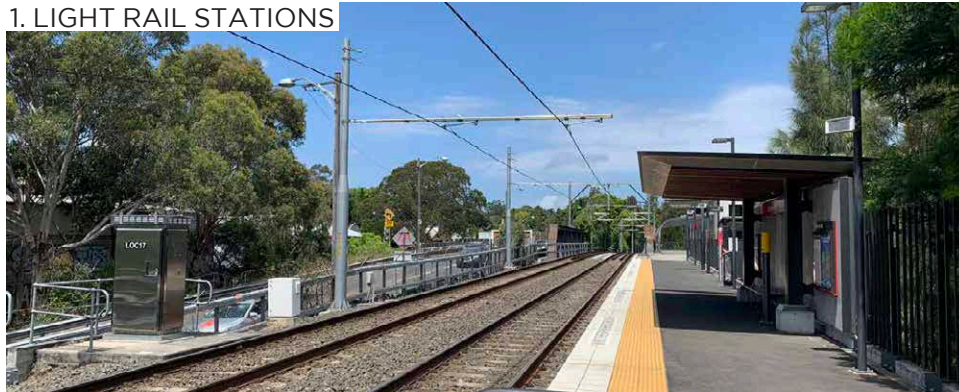


LANDSCAPE CHARACTER ZONES WITHIN PROJECT AREA



## 2.3 LANDSCAPE CHARACTER ZONES

1. LIGHT RAIL STATIONS



2. LIGHT RAIL CORRIDOR



3. ROADS



4. EXISTING GREENWAY CORRIDOR



5. PARKLAND



6. COMMERCIAL PROPERTIES + INFRASTRUCTURE DEVELOPMENTS



7. DULWICH HILL PUBLIC SCHOOL



8. LOW DENSITY RESIDENTIAL DEVELOPMENT



9. MEDIUM DENSITY RESIDENTIAL DEVELOPMENT



10. HIGH DENSITY RESIDENTIAL DEVELOPMENT





An aerial photograph of a swimming pool area. The pool is dark blue and has a blue inflatable ring floating in it. A large palm tree is on the right side, casting a long shadow across the pool. In the center, a group of people is gathered around a table. To the left, there is a concrete deck with a blue bench and a white ladder leading into the pool. The background shows more trees and a paved area.

# 3.0 LANDSCAPE CHARACTER ASSESSMENT



## 3.0 Landscape Character Assessment

### 3.1 LANDSCAPE CHARACTER ASSESSMENT METHODOLOGY

In the preparation of this report, the *Guideline for landscape character and visual impact assessment character and visual impact assessment* (TfNSW 2020) has been adopted and referenced where data has been included or referred to within this report.

To enable the assessment of impacts on landscape character, landscape character zones have been determined for the study area (as outlined in Section 2.2 and 2.3: Site Context). This section presents a general assessment of the overall landscape character of the primary zones which the development passes through. This is to be considered a broad overview of these character zones. Detailed assessments of individual viewpoints within these landscape character zones is provided presented in section 4

The overall impact rating of the Project proposal on any given landscape character zone is based on themes of magnitude and sensitivity. The severity of these impacts are calculated using Table 2 - based on a combination of magnitude and sensitivity, aggregated by the detailed criteria in Table 3 overleaf..

#### Sensitivity

The degree to which a particular type can accommodate change arising from a development, without detrimental effects on its character.

This includes factors such as:

- existing land use
- the pattern and scale of the landscape
- visual enclosure, openness of views and distribution of visual receptors
- the value placed on the landscape.

Areas with a high sensitivity to change include zones with substantial natural landscape features, natural landscape types with inherent natural values and landscapes with heritage or cultural values.

#### Magnitude

The magnitude of the effects of the proposed development within the landscape.

Consideration is given to:

- existing built form in the landscape and how closely the development matches this in bulk, scale and form
- the scale or degree of change to the landscape resource
- the nature of the effect and its duration including whether it is permanent or temporary.

#### Overall Impact Rating

Negligible: No part of the proposal, or work or activity associated with it, is discernible.

Low: The proposal constitutes only a minor component, which might be missed by the casual observer or receptor. Awareness of the proposal would not have a marked effect on the overall quality of the landscape zone.

Moderate: The proposal may form a recognisable new element within the overall scene that affects and changes its overall character.

High: The proposal becomes the dominant feature of the scene to which other elements

		MAGNITUDE			
		HIGH	MODERATE	LOW	NEGLIGIBLE
SENSITIVITY	HIGH	HIGH	HIGH - MODERATE	MODERATE	NEGLIGIBLE
	MODERATE	HIGH - MODERATE	MODERATE	MODERATE - LOW	NEGLIGIBLE
	LOW	MODERATE	MODERATE - LOW	LOW	NEGLIGIBLE
	NEGLIGIBLE	NEGLIGIBLE	NEGLIGIBLE	NEGLIGIBLE	NEGLIGIBLE
		NEGLIGIBLE	NEGLIGIBLE	NEGLIGIBLE	NEGLIGIBLE

Table 2: Landscape character and visual impact rating matrix

Source: *Guideline for landscape character and visual impact assessment character and visual impact assessment*, TfNSW 2020



### 3.1 LANDSCAPE CHARACTER ASSESSMENT METHODOLOGY

SENSITIVITY		
RECEPTOR SENSITIVITY		Sensitivity to change varies according to the unique context in which the view is being experienced.
	HIGH	Public reserve, Park, Public walkway Residential
	MODERATE	Public roads/transport Commercial property/workplace
	LOW	Work/education/service provider
MAGNITUDE		
DISTANCE		The effect the Project has on the view between the Project and the visual receptor. Distances are from the nearest edge of the Project
	HIGH	0-10m
	MODERATE	10-30m
	LOW	30+m
QUANTUM OF VIEW		Relates to openness and angle of the view, as well as potential mitigation from screening elements (eg vegetation) and the nature of the view (eg panoramic, restricted)
	HIGH	Direct view where the project occupies the greater proportion of the view cone
	MODERATE	Direct or slightly oblique view of the Project within a broad or panoramic view cone
	LOW	An oblique, highly filtered or largely obscured view
PERIOD OF VIEW		The length of time the visual receptor is exposed to the view
	HIGH	Significant period of time (5 minutes - multiple hours), eg view from a residential property
	MODERATE	Brief period of time (10 seconds - 1 minute), eg road/driveway entrance, walking past
	LOW	Very brief period of time (1-10 seconds), eg walking past or viewed from a vehicle moving at speed (car or train)
MAGNITUDE OF CHANGE		A quantitative assessment of the change in compositional elements of the view
	HIGH	Elements within the view would be greatly at odds with existing features in the landscape
	MODERATE	Elements within the view would be at odds with existing features in the landscape
	LOW	Elements and composition of the view would remain largely unaltered
SUMMARY OF MAGNITUDE RATINGS		A summary rating that combines all of the quantitative ratings
	HIGH	Major visible change based on the combined quantitative criteria
	MODERATE	Notable visible change based on the combined quantitative criteria
	LOW	Insignificant visible change based on the combined quantitative criteria

SUMMARY		
COMBINED RATING		The nature of the visual impact may be beneficial or adverse, based on a transparent professional assessment of the combined totals of qualitative and quantitative ratings and comments
	HIGH	Highly adverse
	MODERATE	Moderately adverse
	LOW	Slightly adverse

*Table 3: Landscape character and visual impact rating matrix  
Source: Developed from various sources, and industry best practice, including Guideline for landscape character and visual impact assessment, TfNSW 2020 and AILA's Guidance Note for Landscape and Visual Assessment (2018)*



## 3.0 Landscape Character Assessment

### LANDSCAPE ZONE 1: LIGHT RAIL STATIONS



Element	Description
Topography	Variable: elevated, level with street, below street level (rock cutting)
Hydrology	Overland stormwater drains to subsurface urban drainage, swales and Hawthorne Canal
Ecology/vegetation	Remnant bushland, mostly established native trees, and some new tree and shrub plantings. Weedy shrubs and grasses
Land use	SP2 Rail Infrastructure
Built form	Small shelters and light rail infrastructure (e.g. electrical poles, light poles, signal boxes, fencing)
Spatial	Enclosed - by trees, medium density apartment blocks, heritage industrial buildings, parkland and a rock cutting

#### DESCRIPTION

The GreenWay will pass through the following light rail stations: Taverners Hill, Lewisham West, Waratah Mills, Arlington and Dulwich Grove. While the topographical relationship of these stations to the surrounding streetscape and buildings varies greatly, all stations are spatially similar; they are flanked or enclosed by vegetation, buildings or a rock cutting.

#### ASSESSMENT

##### Sensitivity

The majority of the light rail stations in the zone of influence of the project have a **low** degree of sensitivity, as they are located in a highly modified urban landscape setting.

##### Magnitude

The magnitude of change is generally **low**, as the GreenWay is often only partially visible from the light rail stations as it is visually buffered by existing and proposed vegetation, and/or is sunken or elevated in relation to the Greenway route.

##### Summary/Landscape Character Impact

A **low** impact rating has been recorded, due to the low sensitivity and magnitude of the light rail stations. There is minimal to no visual impacts to view corridors to and from the stations. Any potential visual impacts could be mitigated through increased planting of trees and shrubs concentrated around the light rail stations.

Where impacts are noted for individual stations, these are discussed in *Section 4: Visual Impact Assessment*

Sensitivity	LOW
Magnitude	LOW
Overall Landscape Character Impact Rating	LOW



## 3.0 Landscape Character Assessment

### LANDSCAPE ZONE 2: LIGHT RAIL CORRIDOR



Element	Description
Topography	Elevated, level with street, below street level
Hydrology	Overland stormwater drains to subsurface urban drainage, swales and Hawthorne Canal
Ecology/vegetation	Mown grass, low weeds
Land use	SP2 Rail Infrastructure
Built form	Small shelters and light rail infrastructure (e.g. electrical poles, light poles, signal boxes, fencing)

#### DESCRIPTION

This portion of the light rail corridor traverses established vegetation within and adjacent to the corridor itself, medium density apartment blocks (up to 10 storeys) and townhouses, bushland reserve, parkland, and a handful of commercial and light industrial premises. Existing mature vegetation provides screening for much of these adjacent landuses, especially those with a lower profile such as Dulwich Hill Public School and detached housing.

#### ASSESSMENT

##### Sensitivity

This character zone presents a **low** sensitivity rating, primarily as the areas to be developed along the light rail corridor are generally either barren or congested with exotic weed growth. These areas are typically neglected land, seen mostly at higher speeds from the light rail.

Some multi-residential developments overlook the corridor, and have a slightly higher sensitivity rating due to different context. These are discussed in *Section 4: Visual Impact Assessment*.

##### Magnitude

The magnitude of change is considered **moderate**. The proposed development will present changes to these areas, however this is associated with new tree and vegetation planting, which presents an improvement to the existing landscape character.

##### Summary/Landscape Character Impact

A **moderate-low** impact rating is proposed due to variable impacts which are proposed by the development, most of which could be considered improvements to the landscape character.

Sensitivity	LOW
Magnitude	MODERATE
Overall Landscape Character Impact Rating	MODERATE - LOW



## 3.0 Landscape Character Assessment

### LANDSCAPE ZONE 3: ROADS



Element	Description
Topography	Elevated, level with street, below street level
Hydrology	Rainfall drains to subsurface urban drainage, swales and Hawthorne Canal
Ecology/vegetation	Remnant bushland, mostly established native trees, and some new tree and shrub plantings
Land use	SP2 Infrastructure (Classified Roads)
Built form	Arterial roadways, bridges, barrier walls, screens and associated road infrastructure / lighting

### DESCRIPTION

Several road crossings are associated with the proposed development, where major roads cross over the light rail corridor, Hawthorne Canal and other local and arterial roads.

These conditions vary to some degree, resulting in a different design response for each crossing. The intent throughout the project however is a primarily unbroken journey on the shared pathway, which traverses beneath the roadways being crossed where possible.

### ASSESSMENT

#### Sensitivity

A **negligible** sensitivity rating has been assigned. These zones are highly urbanised and are primarily only viewable by / at pedestrian eye level, due to the height of barrier walls and speed of cars traveling over these roadways.

This prevents drivers having views toward the development. These barrier walls and safety screens obstruct most opportunities for pedestrians to overlook the development.

#### Magnitude

Generally, these character zones have a **low** magnitude consideration, as these highly built-up urbanised conditions are not currently visually appealing. The degree of change would go largely unnoticed as the development is largely located below road level.

#### Summary/Landscape Character Impact

The proposed development is unlikely to present any discernible visual impacts in these landscape character areas.

Sensitivity	NEGLIGIBLE
Magnitude	LOW
Overall Landscape Character Impact Rating	NEGLIGIBLE



## 3.0 Landscape Character Assessment

### LANDSCAPE ZONE 4: EXISTING GREENWAY CORRIDOR



Element	Description
Topography	Varied: elevated, level with street, below street level
Hydrology	Overland flow drains to subsurface urban drainage, natural and formed swales and Hawthorne Canal
Ecology/vegetation	Remnant bushland, mostly established native trees, exotic weeds and some new tree and shrub plantings
Land use	RE1 Public Recreation
Built form	Minimal built elements - bitumen pathways, metal handrails and fencing
Spatial	

#### DESCRIPTION

The existing Greenway segments traverse various elevation changes along Hawthorne Canal and adjacent bushland and reserves. These areas are primarily densely vegetated embankments with mature trees and underplanting, providing considerable screening and 'borrowed views' from adjacent residential properties.

#### ASSESSMENT

##### Sensitivity

This character zone presents a **moderate** sensitivity due to their significant natural setting and subsequent value as regional wildlife and vegetation corridors.

Consideration is also given to the alternating portions of viewpoint enclosure, openness and landscape features.

##### Magnitude

The considered change magnitude is **low**, as the proposed design seeks to improve and upgrade adjacent planted areas, including pocket parks, and naturalised stormwater channels / vegetated swales.

##### Summary/Landscape Character Impact

A **moderate-low** impact rating has been established to these areas. It should be noted however, this rating could potentially be reduced with consideration to the improvements to some of the degraded areas proposed by the development.

Sensitivity	MODERATE
Magnitude	LOW
Overall Landscape Character Impact Rating	MODERATE - LOW



## 3.0 Landscape Character Assessment

### LANDSCAPE ZONE 5. PARKLAND



Element	Description
Topography	Level with street, community open space
Hydrology	Overland flow drains to surface and subsurface urban drainage, swales and stormwater infrastructure
Ecology/vegetation	Mostly established native trees, open turf areas, palms, and associated vegetation
Land use	RE1 Public Recreation
Built form	Play equipment, amenities buildings, retaining walls, concrete pathways

#### DESCRIPTION

Existing parkland character with mature existing palms, trees and vegetation. Primarily turfed open space with pathways to be retained, play equipment, amenities and associated community infrastructure. The light rail corridor is largely walled off with limited views into this area.

#### ASSESSMENT

##### Sensitivity

A **moderate** sensitivity is associated with this landscape character zone. The existing landscape includes mature existing palms, trees and under-planting, and significant impacts to its character such as the removal of trees could present impacts to the park users and adjacent residential developments.

It is noted that the development will tie into an existing path at key junctions.

##### Magnitude

A **moderate** magnitude is presented by the development landscape character zone, as the development passes through the edges of parkland zones. These sharepaths are however proposed at grade and tie into existing at grade pathways, also likely to be filtered through the new and existing tree and vegetation planting.

##### Summary/Landscape Character Impact

The development provides a recognisable new form in the existing landscape, which is, however not deemed to significantly affect the overall character of its location as it ties into existing similar conditions. The development also allows an opportunity for supplementary tree and vegetation planting to upgrade edge conditions.

Sensitivity	MODERATE
Magnitude	MODERATE
Overall Landscape Character Impact Rating	MODERATE



## 3.0 Landscape Character Assessment

### LANDSCAPE ZONE 6: COMMERCIAL PROPERTIES + INFRASTRUCTURE DEVELOPMENTS



Element	Description
Topography	Varied: level with street, below street level - primarily 2-5 Storey developments
Hydrology	Overland flow drains to surface drainage, stormwater infrastructure and Hawthorne Canal
Ecology/vegetation	Remnant bushland, mostly established native trees, and some new tree and shrub plantings
Land use	IN2 Light Industrial / B4 Mixed Use / SP2 Industrial
Built form	Predominantly 2-5 storey buildings with limited outlooks

#### DESCRIPTION

Local commercial, mixed use and infrastructure developments located along roadways, the light rail corridor and Hawthorne Canal.

#### ASSESSMENT

##### Sensitivity

**Low** sensitivity is associated with the bulk of these developments, as the current outlooks are limited to small viewsheds, small or obstructed windows or no facing windows or doors.

Generally the existing view corridors are either filtered through vegetation, looking across areas of exotic weed growth or densely vegetated / enclosed.

##### Magnitude

The development presents **low** magnitude for change to these zones. Although permanent structures - pathways and elevated boardwalks are proposed, these are conceptually lightweight in their visual form. The supplementary landscape treatments proposed are intended to provide adequate visual buffering / softening of hard structures and built forms.

##### Summary/Landscape Character Impact

The proposed development is unlikely to have a marked effect on the existing landscape quality of these zones.

Sensitivity	LOW
Magnitude	LOW
Overall Landscape Character Impact Rating	LOW



## 3.0 Landscape Character Assessment

### LANDSCAPE ZONE 7: DULWICH HILL PUBLIC SCHOOL



#### DESCRIPTION

Between Hercules Street and Blackwood Avenue, the light rail corridor is bordered by Dulwich Hill Public School. 2 buildings are located in very close proximity to the corridor (5m). A strip of established native trees, as well as small trees and shrubs, provide dense screening to the corridor. A high brick wall adjacent to Hercules Street also provides visual separation.

#### ASSESSMENT

##### Sensitivity

A **low** sensitivity is associated with this landscape character zone, as the focus of activity within this landuse is not dependent on the view.

##### Magnitude

The development presents **low** magnitude for change to this zone.

Whilst Dulwich Hill Public School occupies an elevated position relative to the GreenWay path, the existing brick wall and established vegetation along the eastern edge of the light rail corridor will provide significant visual screening. Furthermore, any views of the Project will be mitigated by proposed screening vegetation along the GreenWay path edge.

##### Summary/Landscape Character Impact

A **moderate-low** overall impact may be presented by the development, however this may be lower once planting has established on the development site.

Element	Description
Topography	Varied: level with street at Blackwood Avenue, below street level at Hercules Street
Hydrology	Overland flow drains to subsurface urban drainage
Ecology/vegetation	Established native trees; small trees and shrubs
Land use	SP2 Infrastructure (Educational Establishment)
Built form	School buildings along railway corridor edge, brick retaining/privacy wall

Sensitivity	LOW
Magnitude	LOW
Overall Landscape Character Impact Rating	LOW



## 3.0 Landscape Character Assessment

### LANDSCAPE ZONE 8: LOW DENSITY RESIDENTIAL DEVELOPMENT



#### DESCRIPTION

Low-density residential properties adjacent to bushland reserves and Hawthorne Canal. These properties have moderate to dense screening to / from the canal and the development through existing trees and vegetation.

#### ASSESSMENT

##### Sensitivity

A **moderate** sensitivity is associated with this landscape character zone, as the existing landscape (whilst degraded), provides a vegetated wildlife corridor and affords 'borrowed views' to the residences.

##### Magnitude

Generally, **low** magnitude effects of the development are presented. Within the Central Links portion, the bulk and form of the sharepath is proposed to be visually lightweight in its form, and is set low on the embankment to the opposite side of the canal. This presents a lower viewing height and viewshed to the development from the adjacent properties on Hawthorne Parade. On Haig Avenue, dense existing vegetation will screen much of the proposed GreenWay path.

Within the Southern Links portion, the sharepath runs closer to adjacent residential dwellings; where feasible, vegetation has been proposed to mitigate the visual impact of the path and lighting.

Throughout this landscape zone it is anticipated that light spill from proposed pole-mounted lighting will be partially screened by existing trees and shrubs, as well as proposed vegetation. Careful consideration of light pole location, as well as luminaire type and angle is recommended for subsequent design phases to reduce light spill to adjacent residences. Where possible, additional vegetation could be planted to further reduce impact of light spill on residences.

Element	Description
Topography	Primarily street level, top of Hawthorne Canal embankments
Hydrology	Overland flow drains to subsurface urban drainage, swales and Hawthorne Canal
Ecology/vegetation	Remnant bushland, embankments with mostly established native trees and dense exotic weed growth
Land use	RE1 Public Recreation (Bushland Reserve)
Built form	Central Links (Hawthorne Parade & Haig Avenue - Canalised artificial waterway (Hawthorne Canal) Southern Links (Hecules St)

#### Summary/Landscape Character Impact

A **moderate-low** overall impact may be presented by the development, however this may be lower once planting has established on the development site.

Sensitivity	MODERATE
Magnitude	LOW
Overall Landscape Character Impact Rating	MODERATE - LOW



## 3.0 Landscape Character Assessment

### LANDSCAPE ZONE 9: MEDIUM DENSITY RESIDENTIAL DEVELOPMENT



#### DESCRIPTION

Medium density residential properties adjacent to the light rail corridor and station precincts. These properties have moderate to dense screening to the lower floors through existing trees and vegetation, however the higher floors have less available screening.

The overlooking is a consideration when assessing the potential impacts, as well as the existing landscape character which is quite degraded or neglected.

#### ASSESSMENT

##### Sensitivity

A **moderate** sensitivity is associated with this landscape character zone, as the existing landscape (whilst degraded), provides some visual amenity for the residences.

The areas to be developed along the light rail corridor are generally either barren or congested with exotic weed growth, so can accommodate change in the forms of upgrades, which are proposed in the design in the forms of dog parks and supplementary tree planting.

##### Magnitude

A **moderate** magnitude is presented by the development landscape character zone. The visual impact of the proposed Project varies according to its distance from and height relative to the residential development. For example,

Within the Southern Links portion, the sharepath runs closer to adjacent residential dwellings; where feasible, vegetation has been proposed to mitigate the visual impact of the path and lighting.

Throughout this landscape zone it is anticipated that light spill from proposed pole-mounted lighting will be partially screened by existing trees and shrubs, as well as proposed vegetation. Careful consideration of pole location, as well as luminaire type and angle is recommended for subsequent design phases to reduce light spill to adjacent residences. Where possible, additional vegetation could be planted to further reduce impact of light spill on residences.

##### Summary/Landscape Character Impact

The development provides a recognisable new form in the existing landscape, which is, however not deemed to significantly affect the overall character of its location within the light rail corridor, due to its industrial setting and currently degraded landscape features.

Element	Description
Topography	Elevated slightly above light rail corridor, level with street - 2-4 storeys (varying)
Hydrology	Overland flows to surface drainage, stormwater infrastructure and on-site detention basins
Ecology/vegetation	Disturbed remnant bushland, established trees, turf and exotic weed growth
Land use	R3 Medium Density Residential
Built form	2-4 Storey residential buildings / mixed-use developments

Sensitivity	MODERATE
Magnitude	MODERATE
Overall Landscape Character Impact Rating	MODERATE



## 3.0 Landscape Character Assessment

### LANDSCAPE ZONE 10: HIGH DENSITY RESIDENTIAL DEVELOPMENT



Element	Description
Topography	Elevated slightly above light rail corridor, level with street - 5+ storeys (varying)
Hydrology	Overland flows to surface drainage, stormwater infrastructure and on-site detention basins
Ecology/vegetation	Disturbed remnant bushland, established trees, turf and exotic weed growth
Land use	R4 High Density Residential
Built form	5+ Storey residential buildings / mixed-use developments

#### DESCRIPTION

High density residential properties adjacent to the light rail corridor and station precincts. These properties have moderate to dense screening to the lower floors through existing trees and vegetation, however the higher floors have less available screening.

The overlooking is a consideration when assessing the potential impacts, as well as the existing landscape character which is quite degraded or neglected.

#### ASSESSMENT

##### Sensitivity

A **moderate** sensitivity is associated with this landscape character zone, as the existing landscape (whilst degraded), provides some visual amenity for the residences.

The areas to be developed along the light rail corridor are generally either barren or congested with exotic weed growth, so can accommodate change in the forms of upgrades, which are proposed in the design in the forms of dog parks and supplementary tree planting.

##### Magnitude

A **moderate** magnitude is presented by the development landscape character zone, as the primary views to the development are from the higher floors of the apartment buildings. These views are more distant, and are likely to be filtered through the new tree planting and supported by the new small parks and associated vegetation.

Within the Southern Links portion, the sharepath runs closer to adjacent residential dwellings; where feasible, vegetation has been proposed to mitigate the visual impact of the path and lighting.

##### Summary/Landscape Character Impact

The development provides a recognisable new form in the existing landscape, which is, however not deemed to significantly affect the overall character of its location within the light rail corridor, due to its industrial setting and currently degraded landscape features.

Sensitivity	MODERATE
Magnitude	MODERATE
Overall Landscape Character Impact Rating	MODERATE