

An aerial photograph showing a residential neighborhood with a railway line running through it. A dirt road crosses the tracks. The scene is lush with greenery and trees. A semi-transparent black banner is overlaid across the middle of the image, containing the text '4.0 VISUAL IMPACT ASSESSMENT' in white, bold, sans-serif font.

4.0 VISUAL IMPACT ASSESSMENT

4.0 Visual Impact Assessment

4.1 ASSESSMENT CONTEXT

Visual Impact Assessment (VIA) aims to take into account the impact of views and visual amenity when evaluating the effects of change and development in the landscape. It is concerned with how the surroundings of individuals or groups of people may be specifically affected by change in the landscape, both quantitatively and qualitatively.

Judgment as to the significance of the effects is arrived at by a process of reasoning, based upon analysis of the baseline conditions, identification of receptors and assessment of their sensitivity, as well as the magnitude and nature of the changes that may result from any development.

This assessment is an independent report and is based on a professional analysis of the visual environment and the Project at the time of writing. The current and potential future viewers (visual receptors) have not been consulted about their perceptions. The analysis and conclusions are therefore based solely on a professional assessment of the anticipated impacts, based on a best practice methodology.

4.2 EXISTING VISUAL ENVIRONMENT

The Project runs along the L1 Inner West Light Rail line and part of Hawthorne Canal, giving the project a very linear spatial quality. It traverses a variety of landuses, including parkland and sports facilities, low and medium density residential development and commercial properties. It is bisected by the T2 Inner West railway line, as well as multiple major roads, including Parramatta Road, Old Canterbury Road and New Canterbury Road.

Private Domain

The Project passes through Haberfield, Leichhardt, Summer Hill, Lewisham and Dulwich Hill. Receptors with visual accessibility to the Project are predominantly low and medium residential developments along the light rail corridor. A small number of commercial properties are also affected. Existing and proposed vegetation along the length of the Project will screen views, limiting the visual catchment. This screening effect will increase over time as new vegetation establishes.

Public Domain

Public open space with visual accessibility to the Project includes Cadigal Reserve, Harvest Park, Johnson Park, Arlington Oval and the GreenWay corridor itself.

4.3 REPRESENTATIVE VIEWPOINTS

Following a detailed site investigation, the following representative viewpoints have been chosen for further analysis. The visual receptors encompassed by these viewpoints all have the potential to be visually impacted by some element of the Project. For each viewpoint, the location, distance to project and receptor type have been identified, and the current view has been described.

4.4 USER EXPERIENCE

Based on the current Project proposal, a description of the anticipated path user experience is outlined, including both pedestrians and cyclists.

4.5 RECOMMENDATIONS

Following visual impact assessment and rating for each viewpoint, conclusions or recommendations are proposed which may improve user experience, and/or mitigate any anticipated negative visual impacts.

The locations identified are:

AREA 1: TAVERNERS HILL TO OLD CANTERBURY ROAD

1. Hawthorne Parade Residential
2. Taverners Hill Station
3. Parramatta Road Commercial
4. Parramatta Road
5. Haig Avenue Residential
6. Haig Avenue
7. Flour Mill Residential North - 'Malthouse' building
8. 'Luna' Residential
9. Lewisham West public domain (including Harvest Park)
10. Lewisham West Station
11. Light Rail Corridor
12. Flour Mill Residential South - 'Granary', 'Durum Silos' and 'Wheatstore' buildings
13. Lewisham West Residential

AREA 2: WARATAH MILLS TO NEW CANTERBURY ROAD

1. Waratah Mills Light Rail Station
2. Waratah Mills Residential
3. Terry Road
4. Johnson Park
5. Arlington Grove Residential
6. Arlington Light Rail Station
7. Light Rail Corridor
8. Denison Road Residential
9. 553 New Canterbury Road

AREA 3: NEW CANTERBURY ROAD TO HERCULES STREET

1. New Canterbury Road Residential
2. Dulwich Grove Light Rail Station
3. Hercules Street Bridge
4. Hercules Street Residential
5. Blackwood Avenue
6. Light Rail Corridor*
7. Hercules Street

Views for some residential and commercial viewpoints assessed have been taken from the corridor towards the viewpoint itself (rather than from the viewpoint towards the corridor) due to restricted access to private property. This has been noted on individual viewpoint entries.

VISIBILITY ANALYSIS MAP + VIEWPOINT LOCATIONS

AREA 1: TAVERNERS HILL TO OLD CANTERBURY ROAD



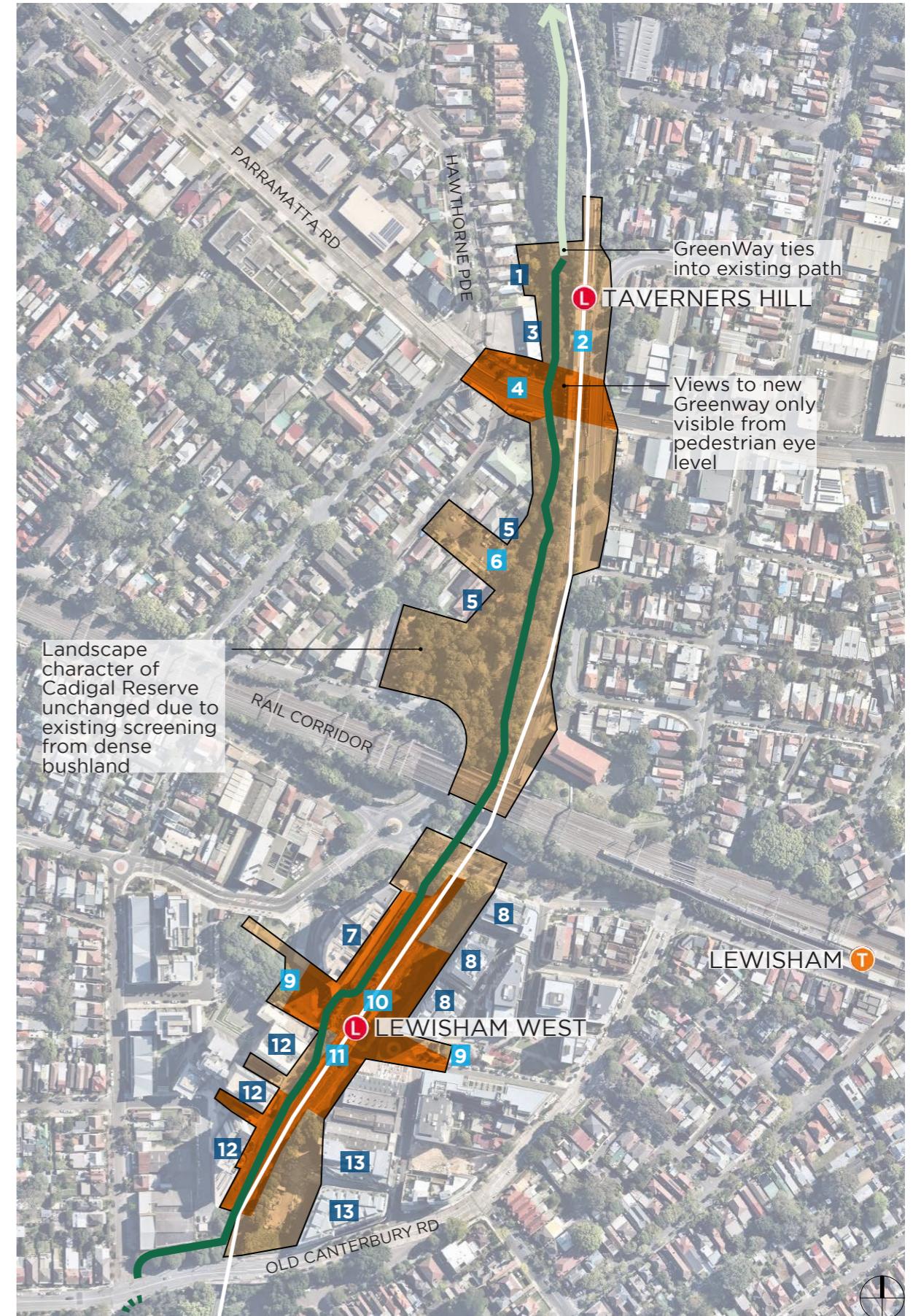
REFERENCE: MCGREGOR COXALL, JUNE 2020, COOKS TO COVE GREENWAY MASTERPLAN

VIEWPOINT LOCATION

- 1 Hawthorne Parade Residential
- 2 Taverners Hill Light Rail Station
- 3 Parramatta Road Commercial
- 4 Parramatta Road (Pedestrian)
- 5 Haig Avenue Residential
- 6 Haig Avenue public domain
- 7 Flour Mill Residential North - 'Malthouse' building
- 8 'Luna' Residential
- 9 Lewisham West public domain (including Harvest Park)
- 10 Lewisham West Station
- 11 Light Rail Corridor
- 12 Flour Mill Residential South - 'Granary', 'Durum Silos' and 'Wheatstore' buildings
- 13 Lewisham West Residential

LEGEND

- GreenWay route (as per GreenWay Masterplan 2018, McGregor Coxall)
- Existing path
- View corridor
- Filtered views
- Direct views
- Public viewpoint
- Private viewpoint
- Light Rail Station
- Train Station



VISIBILITY ANALYSIS MAP + VIEWPOINT LOCATIONS

AREA 2: WARATAH MILLS TO NEW CANTERBURY ROAD













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

VIEWPOINT LOCATION

- 1 Waratah Mills Light Rail Station
- 2 Waratah Mills Residential
- 3 Terry Road
- 4 Johnson Park
- 5 Arlington Grove Residential
- 6 Arlington Light Rail Station
- 7 Light Rail Corridor
- 8 Williams Parade Residential
- 9 Denison Road Residential
- 10 553 New Canterbury Road Residential*

LEGEND

-  GreenWay route (as per GreenWay Masterplan 2018, McGregor Coxall)
-  Existing path
-  View corridor
-  Filtered views
-  Direct views
-  Public viewpoint
-  Private viewpoint
-  Light Rail Station
-  Train Station
-  Views negligible due to low receptor sensitivity (eg commercial); limited viewshed; and/or existing visual screening (eg vegetation, fencing)



VISIBILITY ANALYSIS MAP + VIEWPOINT LOCATIONS

AREA 3: NEW CANTERBURY ROAD TO HERCULES STREET



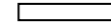








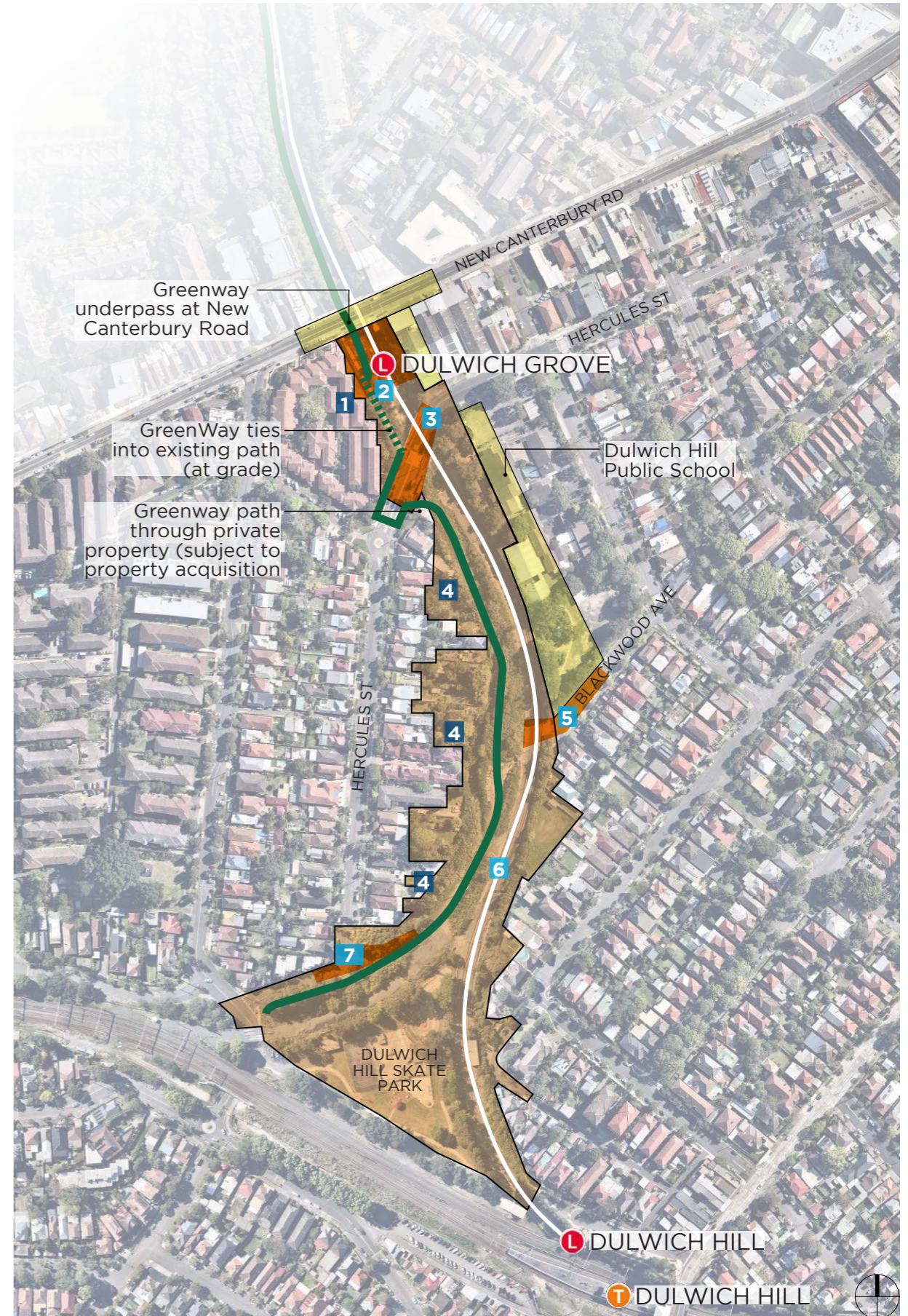
REFERENCE: MCGREGOR COXALL, JUNE 2020, COOKS TO COVE GREENWAY MASTERPLAN

VIEWPOINT LOCATION

- 1 1-9 Terrace Road Residential
- 2 Dulwich Grove Light Rail Station
- 3 Hercules Street Bridge
- 4 Hercules Street Residential
- 5 Blackwood Avenue
- 6 Light Rail Corridor
- 7 Hercules Street

LEGEND

-  GreenWay route (as per GreenWay Masterplan 2018, McGregor Coxall)
-  Existing path
-  View corridor
-  Filtered views
-  Direct views
-  Public viewpoint
-  Private viewpoint
-  Light Rail Station
-  Train Station



An aerial photograph of a city development project. The image shows a mix of modern, multi-story buildings with various architectural styles, including some with glass facades and others with more traditional brick or concrete. The buildings are interspersed with residential houses, many with red-tiled roofs. A railway line with multiple tracks runs diagonally across the lower-left portion of the image. The area is surrounded by greenery and trees. A semi-transparent dark banner is overlaid across the center of the image, containing white text.

**AREA 1:
TAVERNERS HILL TO
OLD CANTERBURY ROAD**

Viewpoint 1

HAWTHORNE PARADE RESIDENTIAL

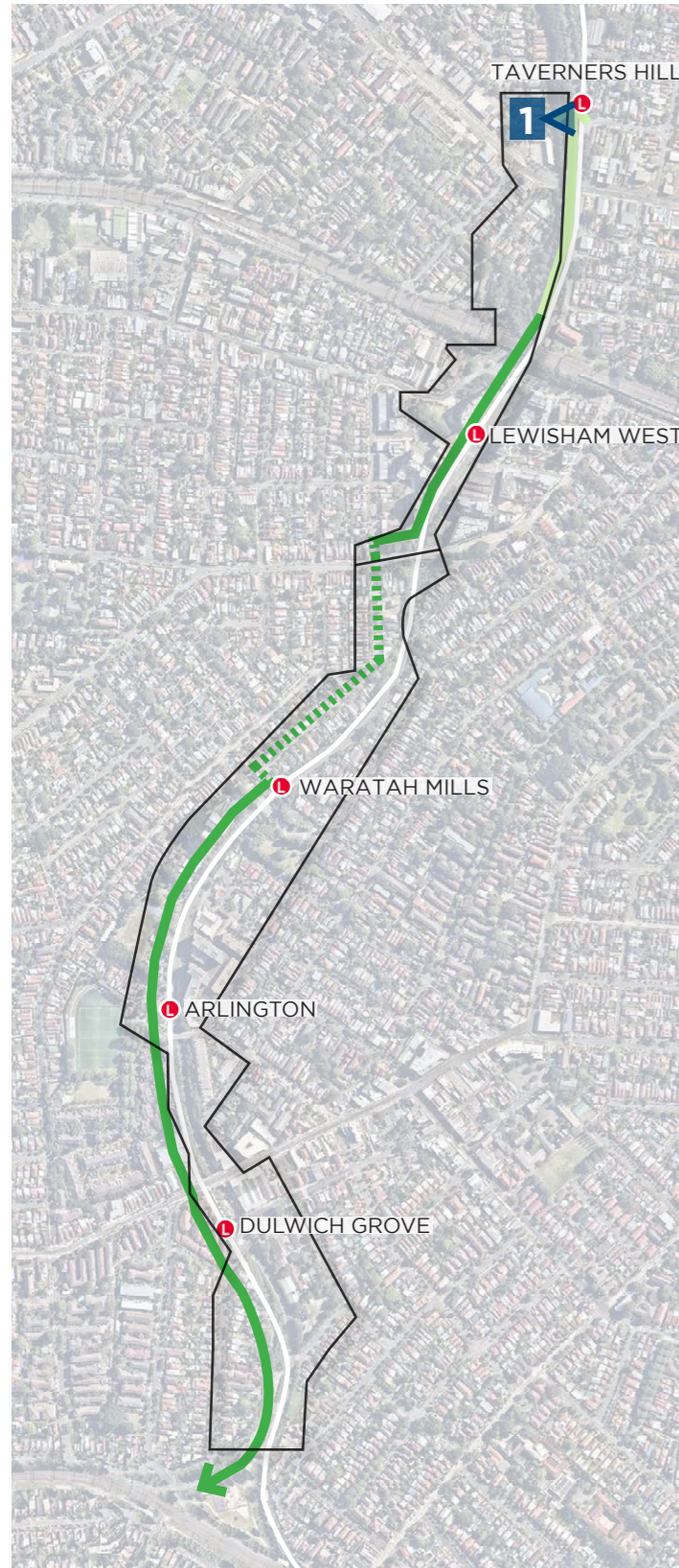


IMAGE 1: VIEW ACROSS HAWTHORNE CANAL TO RESIDENTIAL LOTS 9-15 HAWTHORNE PARADE FROM EXISTING GREENWAY

Viewpoint 1

LOCATION

Hawthorne Parade Residential

DISTANCE TO PROJECT (APPROX.)

15 metres

RECEPTORS

Residents of low density (detached) houses

CURRENT VIEW

Views from backs of houses and backyards to existing GreenWay corridor are significantly screened by existing vegetation within backyards and along Hawthorne Canal corridor. Furthermore, the affected houses are all single-storey dwellings, thus limiting the viewshed.

CURRENT USER EXPERIENCE

Crossing Parramatta Road is highly compromised and unsafe, involving a circuitous route crossing Brown Street bridge which includes blind spots, narrow paths and pinch points, creating multiple pedestrian/cyclist conflict points.

FUTURE USER EXPERIENCE

Proposed shareway will provide safe and scenic access underneath Parramatta Road - a linear path will provide space for pedestrians and cyclists to pass each other safely, as well as an unobstructed view corridor which will be lit by feature lighting underneath Battle Bridge. This is consistent with CPTED surveillance principles and will improve user safety. The cantilevered path passes over the canal and under overhanging fig tree branches, framing scenic views along the canal.

VISUAL IMPACT

The Project is likely to be partially visible from 2-3 dwellings along the southern end of Hawthorne Parade. The existing GreenWay path runs along this portion of the canal.

It is anticipated that light spill from proposed pole-mounted lighting will be partially screened by existing trees and shrubs along the opposite side of the canal (refer plan below).

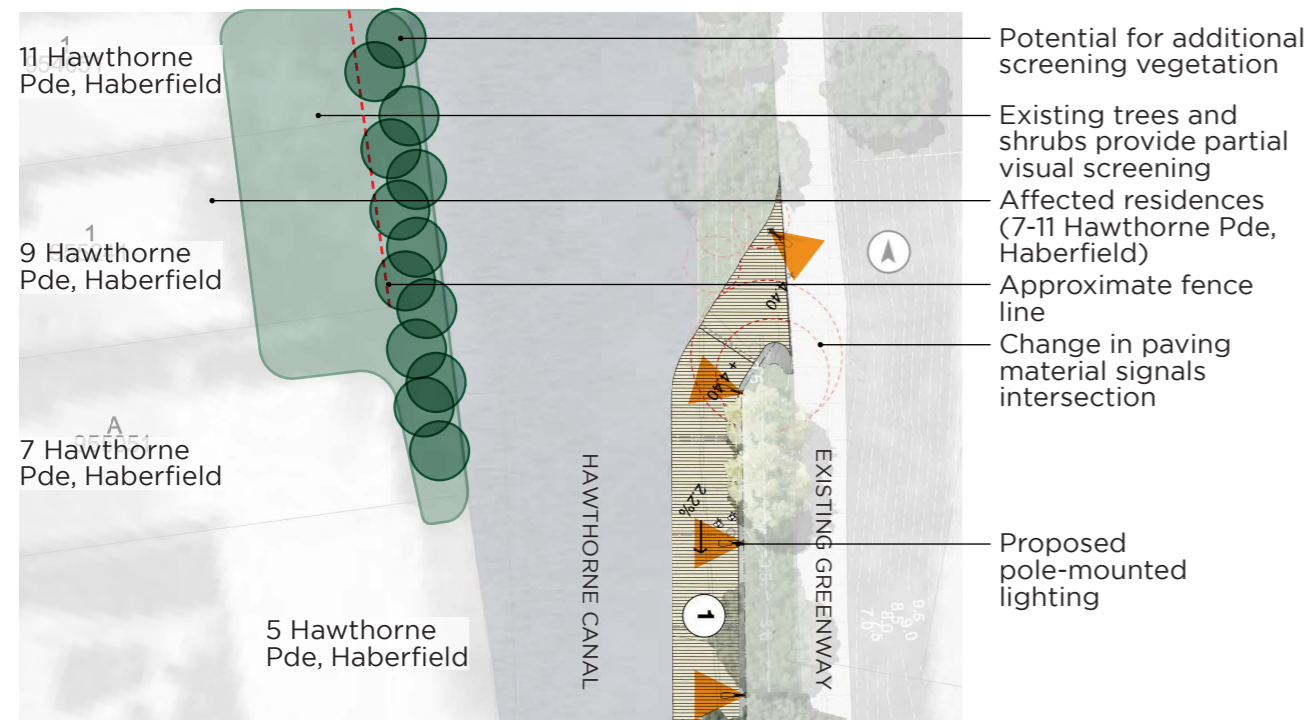
Overall, a **high-moderate** visual impact is expected here.

COMMENTS

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. Additional vegetation could be planted between the fence line and the canal to further reduce impact of light spill on residences.

To minimise potential conflict between pedestrians and cyclists, a change in paving material and/or pavement treatment could be considered to alert users to the intersection of the new pathway with the existing Greenway path.

RECEPTOR TYPE	RECEPTOR IDENTIFICATION	RECEPTOR SENSITIVITY	MAGNITUDE				
			DISTANCE	QUANTUM OF VIEW	PERIOD OF VIEW	SCALE OF CHANGE	SUMMARY OF RATINGS
PRIVATE	1	H	M	M	H	M	H
VISUAL IMPACT RATING		HIGH-MODERATE					



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

Viewpoint 2

TAVERNERS HILL STATION

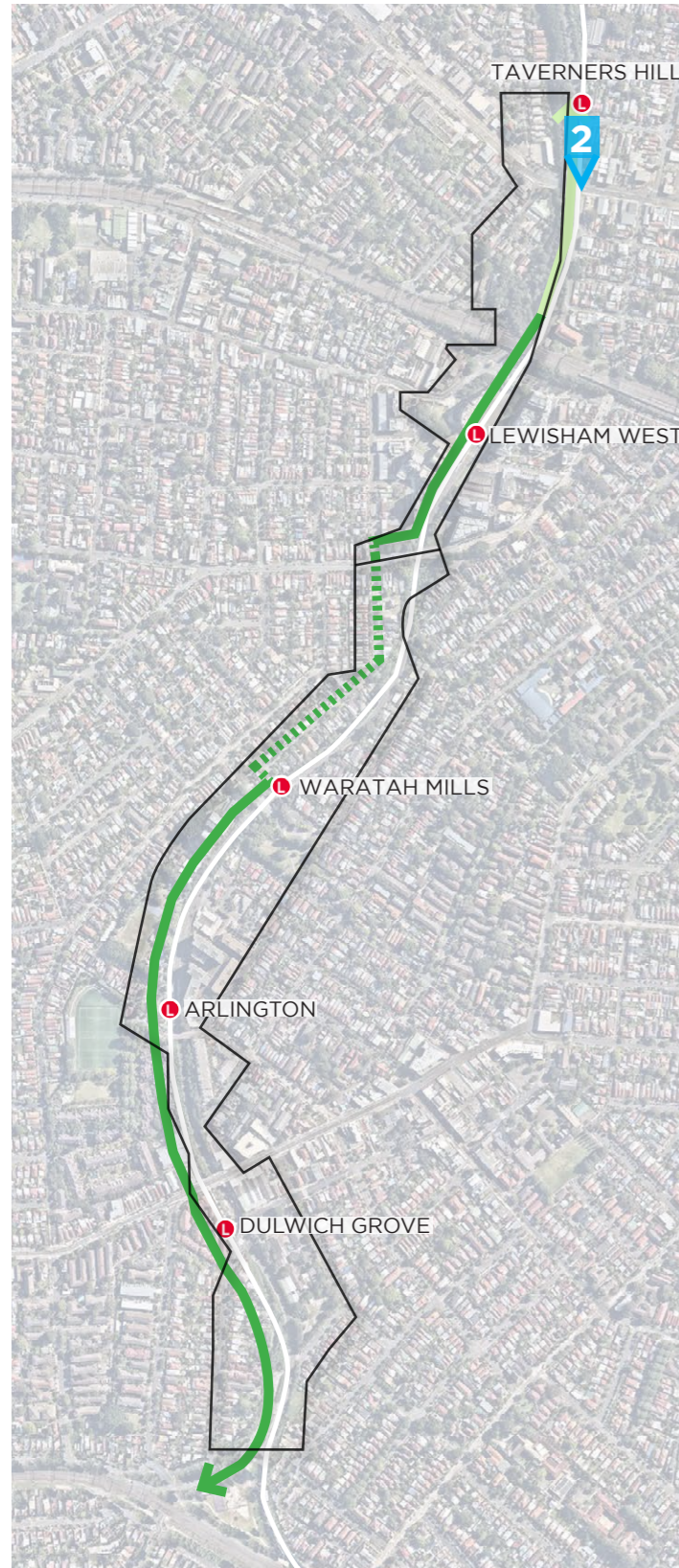


IMAGE 2: VIEW SOUTH FROM TOP OF TAVERNERS HILL LIGHT RAIL STATION STAIRS

Viewpoint 2

LOCATION

Taverners Hill Light Rail Station

DISTANCE TO PROJECT (APPROX.)

15 metres

RECEPTORS

Light rail station users

CURRENT VIEW

Due to the station being elevated and dense canopies of casuarina and fig trees providing screening along much of its western edge, it is anticipated that the project will only be visible from the station stairs, where glimpses of the project will be visible.

CURRENT USER EXPERIENCE

Stair and elevator access from station to existing Greenway path. Good provision of lighting around station.

FUTURE USER EXPERIENCE

Views to the new Greenway path are anticipated from the western edge of Taverners Hill Light Rail Station and stairs, however these are likely to be negligible due to dense existing vegetation.

VISUAL IMPACT

The Project is likely to be partially visible through screening vegetation when looking towards the Greenway from the station steps. The existing GreenWay path runs along this portion of the canal.

Overall, a **moderate** visual impact is expected here. Despite the close proximity of the project to the station, the visual impact will be mitigated by existing screening vegetation. Furthermore, as the Greenway extends out into Hawthorne Canal and grades down to go under Parramatta Road, the viewshed from the elevated station is minimised.

COMMENTS

Future design phases should consider overarching signage and wayfinding strategy to help direct users to entry points and new connections to existing and new sections of the Greenway.

This will be especially important for connections that are heavily screened by vegetation and/or located below eye level, such as the proposed cantilevered Greenway path under Battle Bridge at Parramatta Road.

RECEPTOR TYPE	RECEPTOR IDENTIFICATION	RECEPTOR SENSITIVITY	MAGNITUDE				
			DISTANCE	QUANTUM OF VIEW	PERIOD OF VIEW	SCALE OF CHANGE	SUMMARY OF RATINGS
PUBLIC	2	M	M	M	M	M-L	M
VISUAL IMPACT RATING		MODERATE					

Viewpoint 3

PARRAMATTA ROAD COMMERCIAL

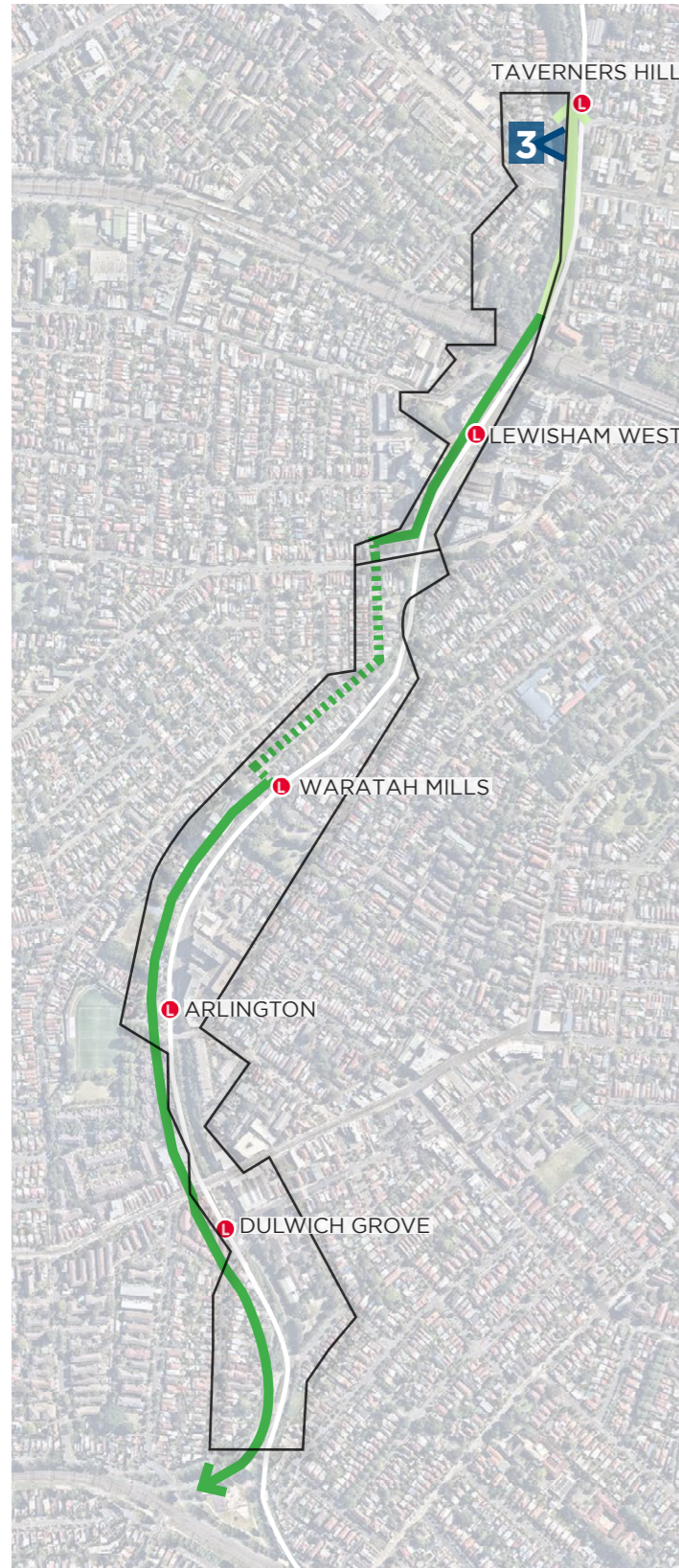


IMAGE 3: VIEW LOOKING WEST FROM EXISTING GREENWAY TOWARDS BACK OF OFFICE BUILDING

Viewpoint 3

LOCATION

Parramatta Road Commercial

DISTANCE TO PROJECT (APPROX.)

10-15 metres

RECEPTORS

Staff and customers (commercial car rental office)

CURRENT VIEW

A number of windows provide views directly across Hawthorne Canal to the existing Greenway. Lower windows are at approximately the same height as the walkway.

CURRENT USER EXPERIENCE

At this viewpoint the Greenway path is characterised as a green linear corridor, enclosed by established vegetation (eg large fig trees) and light rail infrastructure. The proximity and continuity of Parramatta Road Commercial buildings glimpsed through trees provide an urban backdrop.

FUTURE USER EXPERIENCE

The proposed Greenway path will be closer to, and have more open views to Parramatta Road Commercial buildings.

VISUAL IMPACT

Overall, a **high-moderate** visual impact is expected here, as the path is cantilevered over the canal

Views of the project may be partially obscured by branches of the large existing fig tree overhanging Hawthorne Canal; where possible, These should be retained to reduce the overall visual impact of the project. The existing GreenWay path runs along this portion of the canal.

A cluster of semi-mature Casuarina trees will be removed to allow access and construction. These are fast-growing species which could be replaced adjacent the new pathway once installed

COMMENTS

Additional vegetation / understory planting to both embankments of the canal corridor would provide further visual screening of the Project from adjacent Parramatta Road Commercial properties.

An open-design style balustrade would provide a lightweight look to the cantilevered pathway and allow more view to adjacent planting

Replacement tree planting to off set the casuarinas being removed would provide gentle screening from the existing Eastern bitumen pathway, adjacent the station.

RECEPTOR TYPE	RECEPTOR IDENTIFICATION	RECEPTOR SENSITIVITY	MAGNITUDE				
			DISTANCE	QUANTUM OF VIEW	PERIOD OF VIEW	SCALE OF CHANGE	SUMMARY OF RATINGS
PRIVATE	3	M	H-M	H-M	H-M	H-M	H-M
VISUAL IMPACT RATING		HIGH-MODERATE					

Viewpoint 4

PARRAMATTA ROAD (PEDESTRIAN)

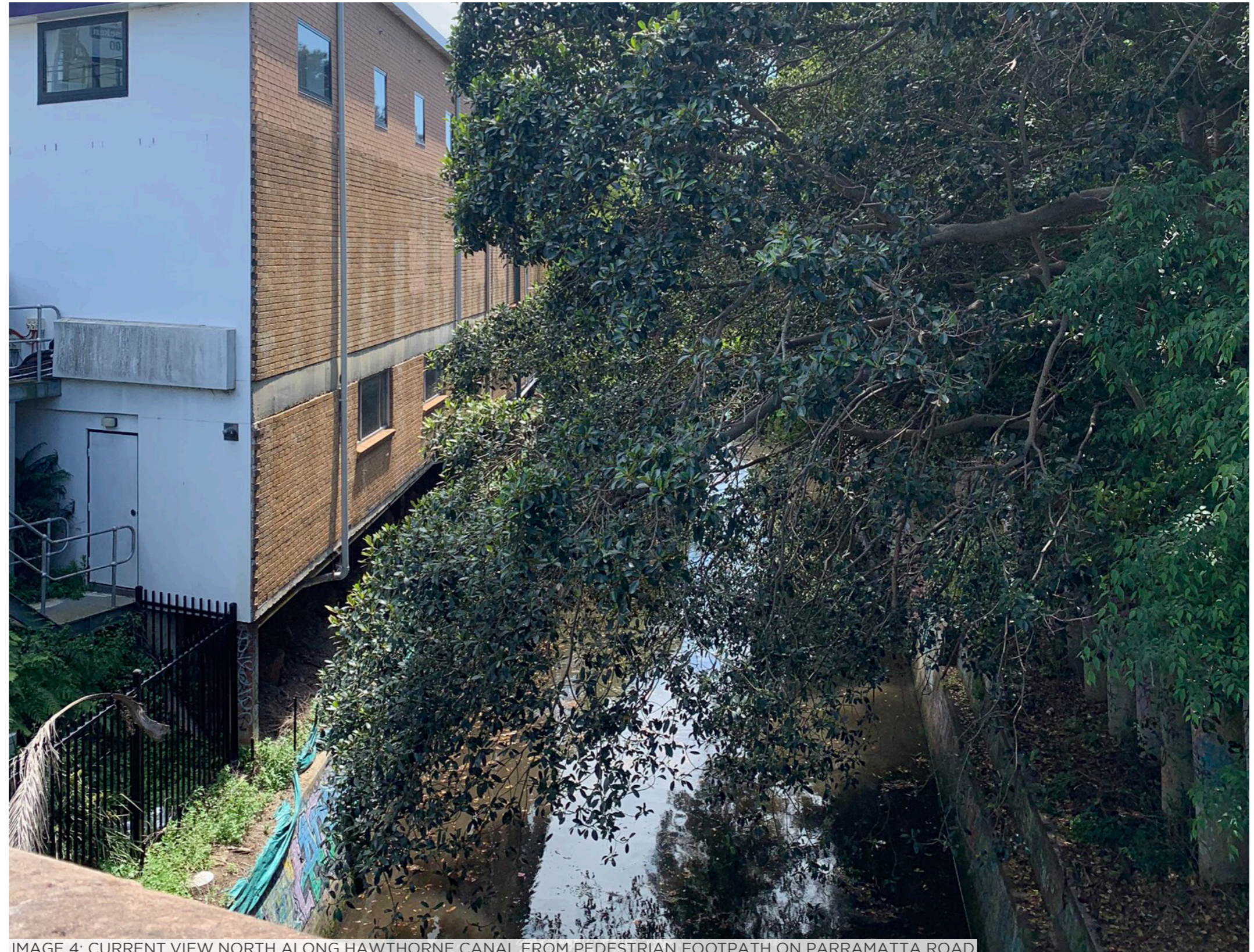
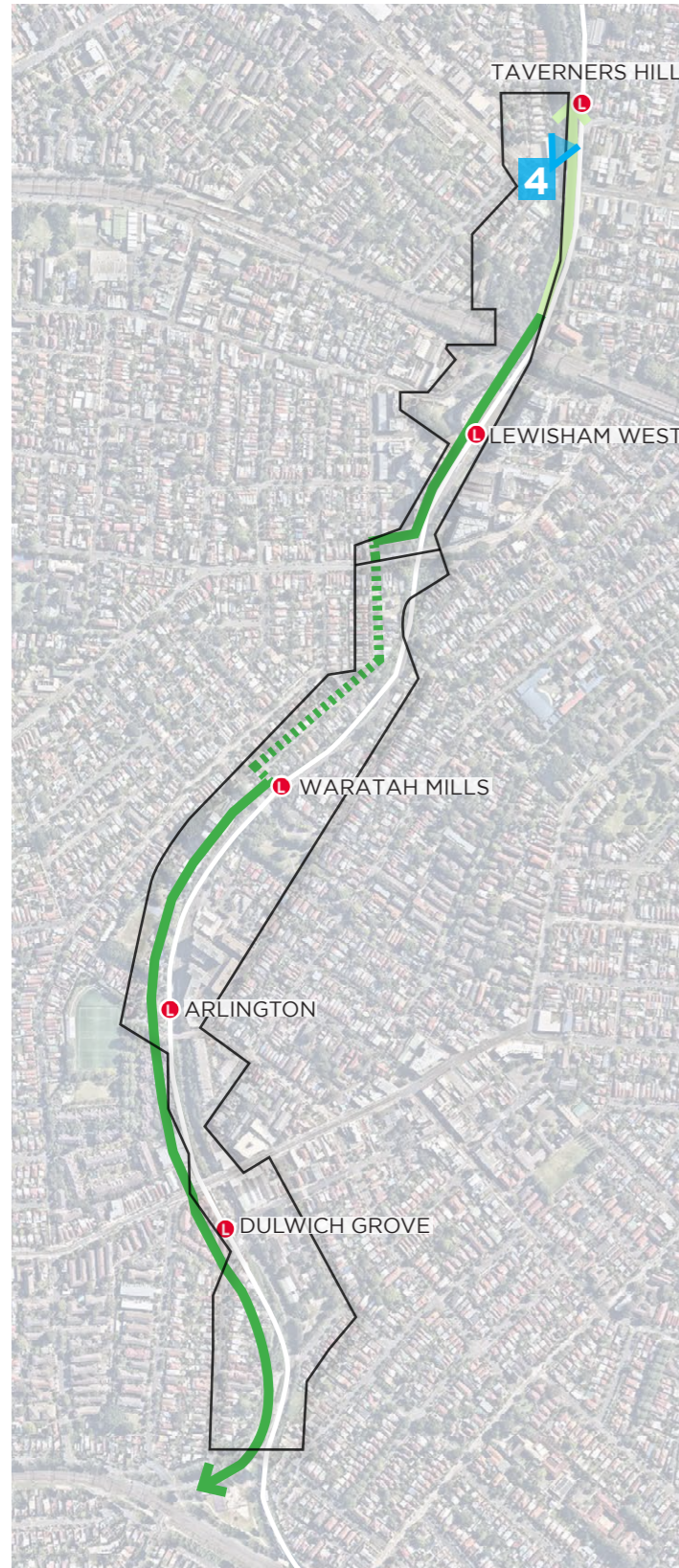


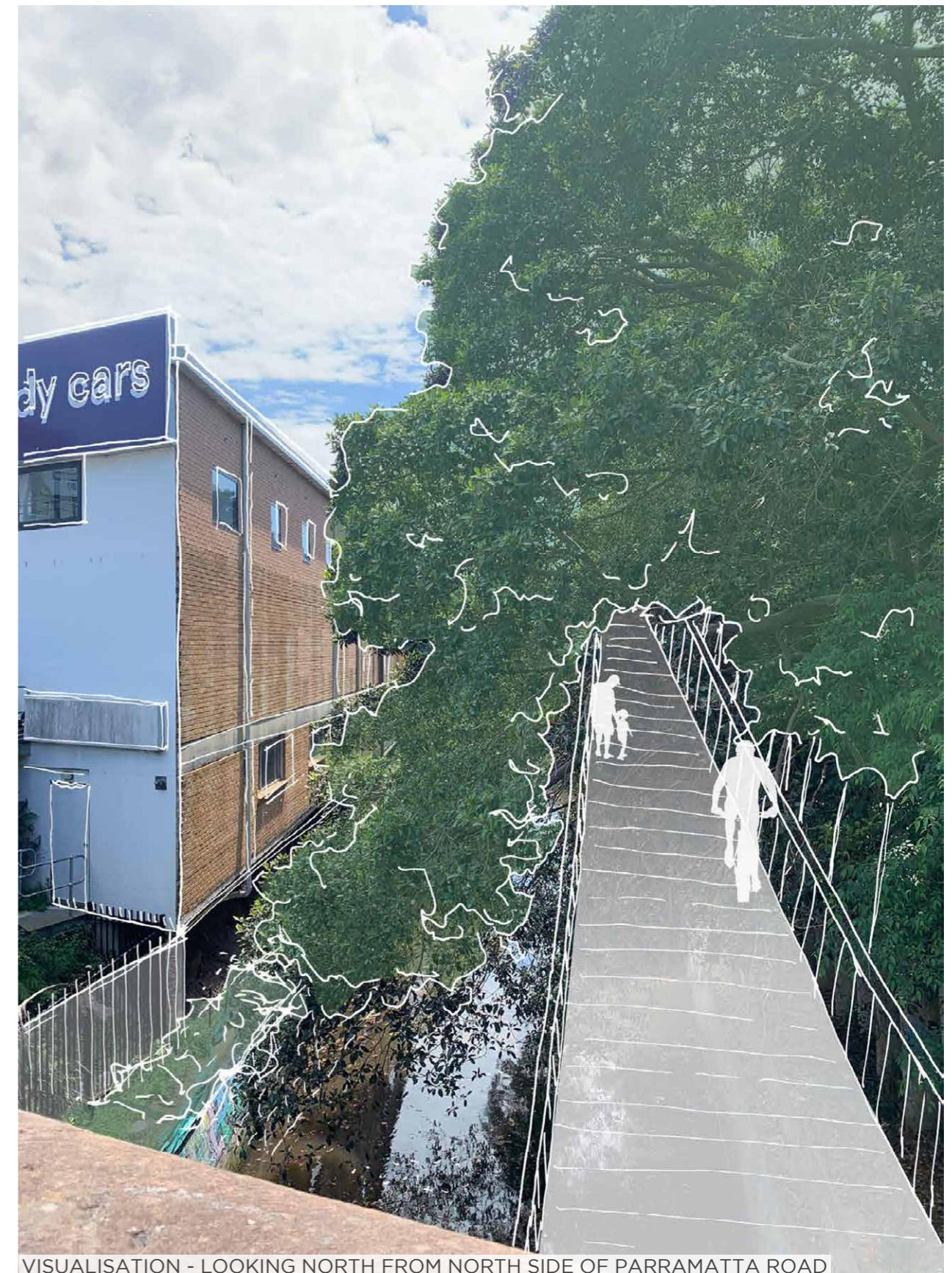
IMAGE 4: CURRENT VIEW NORTH ALONG HAWTHORNE CANAL FROM PEDESTRIAN FOOTPATH ON PARRAMATTA ROAD

Visualisation - Parramatta Road, Taverners Hill

ELEVATED/CANTILEVERED PATHWAY



Reduction pruning to existing fig tree required to allow clearance for access to sharepath



VISUALISATION - LOOKING NORTH FROM NORTH SIDE OF PARRAMATTA ROAD

Visualisation - Parramatta Road, Taverners Hill

ELEVATED/CANTILEVERED PATHWAY



Elevated/cantilevered sharepath runs underneath Parramatta Road/Battle Bridge.

Revegetation and new trees along the Eastern canal bank would provide shade, amenity, and filtered screening to the pathway



VISUALISATION - LOOKING SOUTH-WEST TO BATTLE BRIDGE AND PARRAMATTA ROAD

Viewpoint 4

LOCATION

Parramatta Road

DISTANCE TO PROJECT (APPROX.)

5-10 metres

RECEPTORS

Pedestrians using footpath and eastbound motorists on Parramatta Road (public domain). Receptor sensitivity is low due to the highly urbanised nature of the existing public domain (foopath is adjacent to six lanes of traffic on Parramatta Road).

CURRENT VIEW

View north towards Hawthorne Canal from the Parramatta Road bridge. The existing sandstone wall limits visual access, and is high enough to create a visual barrier for most motorists.

CURRENT USER EXPERIENCE

The pedestrian experience is poor due to unintuitive and circuitous access across Parramatta Road and a harsh urban environment (ie fencing, metal road barriers, light rail structures, concrete ground plane, minimal softscape).

FUTURE USER EXPERIENCE

It is anticipated that the Project will provide a safer and more scenic alternative crossing of Parramatta Road which will support active transport.

VISUAL IMPACT

The quantum view is reduced by the oblique angle of view from Parramatta Road down to the elevated walkway, the existing sandstone wall and the large fig tree branches which overhang the Hawthorne Canal. These branches should be retained to reduce the overall visual impact of the project.

The period of view is very short for passing motorists (who are traveling at up to 60 km/hr). As this is a highly urbanised area with little incentive to stop or linger, it is anticipated pedestrians will be moving quickly through this area.

The existing GreenWay path crosses Parramatta Road adjacent to this viewpoint location.

Overall, a **low-moderate** visual impact is expected here.

COMMENTS

Future design phases should consider overarching signage and wayfinding strategy to help direct users traveling along Parramatta Road to entry points and new connections to existing and new sections of the Greenway.

This will be especially important for connections that are heavily screened by vegetation and/or located below eye level, such as the proposed cantilevered Greenway path under Battle Bridge at Parramatta Road.

Replacement tree planting to off set the casuarinas being removed would provide gentle screening from the existing Eastern bitumen pathway, adjacent the station.

RECEPTOR TYPE	RECEPTOR IDENTIFICATION	RECEPTOR SENSITIVITY	MAGNITUDE				
			DISTANCE	QUANTUM OF VIEW	PERIOD OF VIEW	SCALE OF CHANGE	SUMMARY OF RATINGS
PUBLIC	4	L	H-M	L	L	M	L-M
VISUAL IMPACT RATING		LOW-MODERATE					

Viewpoint 5

HAIG AVENUE RESIDENTIAL

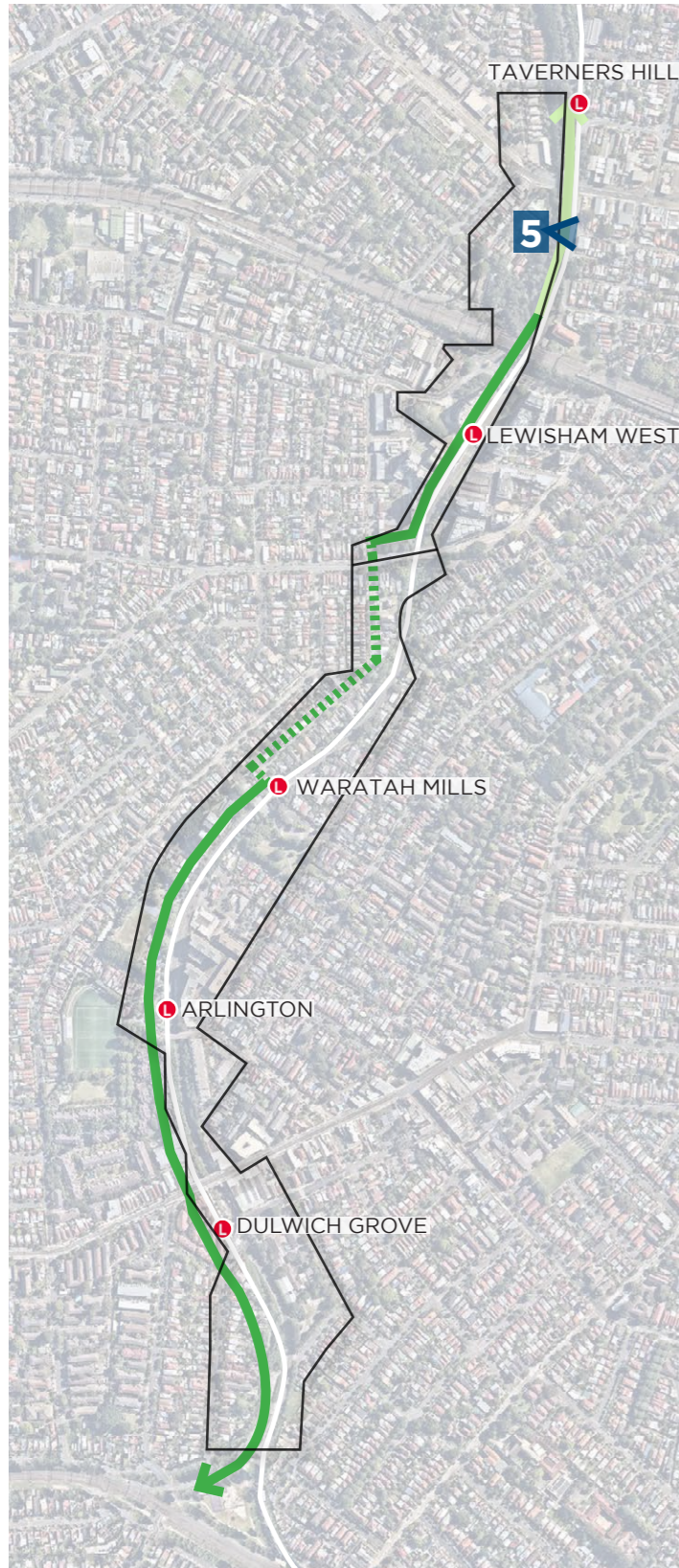


IMAGE 5: APPROXIMATE VIEW FROM 8 HAIG AVENUE LOOKING EAST ACROSS HAWTHORNE CANAL TO THE PROJECT

Viewpoint 5

LOCATION

Haig Avenue Residential

DISTANCE TO PROJECT (APPROX.)

25 metres

RECEPTORS

Residents of low density (detached) houses

CURRENT VIEW

Views from backs of houses and backyards to existing Greenway corridor are significantly screened by existing vegetation within backyards and along Hawthorne Canal corridor.

VISUAL IMPACT

The Project is likely to be partially visible from Haig Avenue dwellings that are immediately adjacent to the existing Greenway corridor. The existing GreenWay path runs along this portion of the canal.

It is anticipated that minimal trees and vegetation will require removal as the pathway alignment travels through the mostly clear central area of the embankment

Overall, a **moderate** visual impact is expected here. The impact is reduced due to the existing dense visual screening provided by existing vegetation within the Greenway corridor.

COMMENTS

Low massed understorey planting to assist with bank stabilisation and reduction of sedimentation downslope could be considered.

Although these areas have been planted, Species should be selected from species found naturally in Sydney Turpentine-Ironbark Forest Communities

RECEPTOR TYPE	RECEPTOR IDENTIFICATION	RECEPTOR SENSITIVITY	MAGNITUDE				
			DISTANCE	QUANTUM OF VIEW	PERIOD OF VIEW	SCALE OF CHANGE	SUMMARY OF RATINGS
PRIVATE	5	H	M	L	M	M	M
VISUAL IMPACT RATING		MODERATE					

Viewpoint 6

HAIG AVENUE PUBLIC DOMAIN

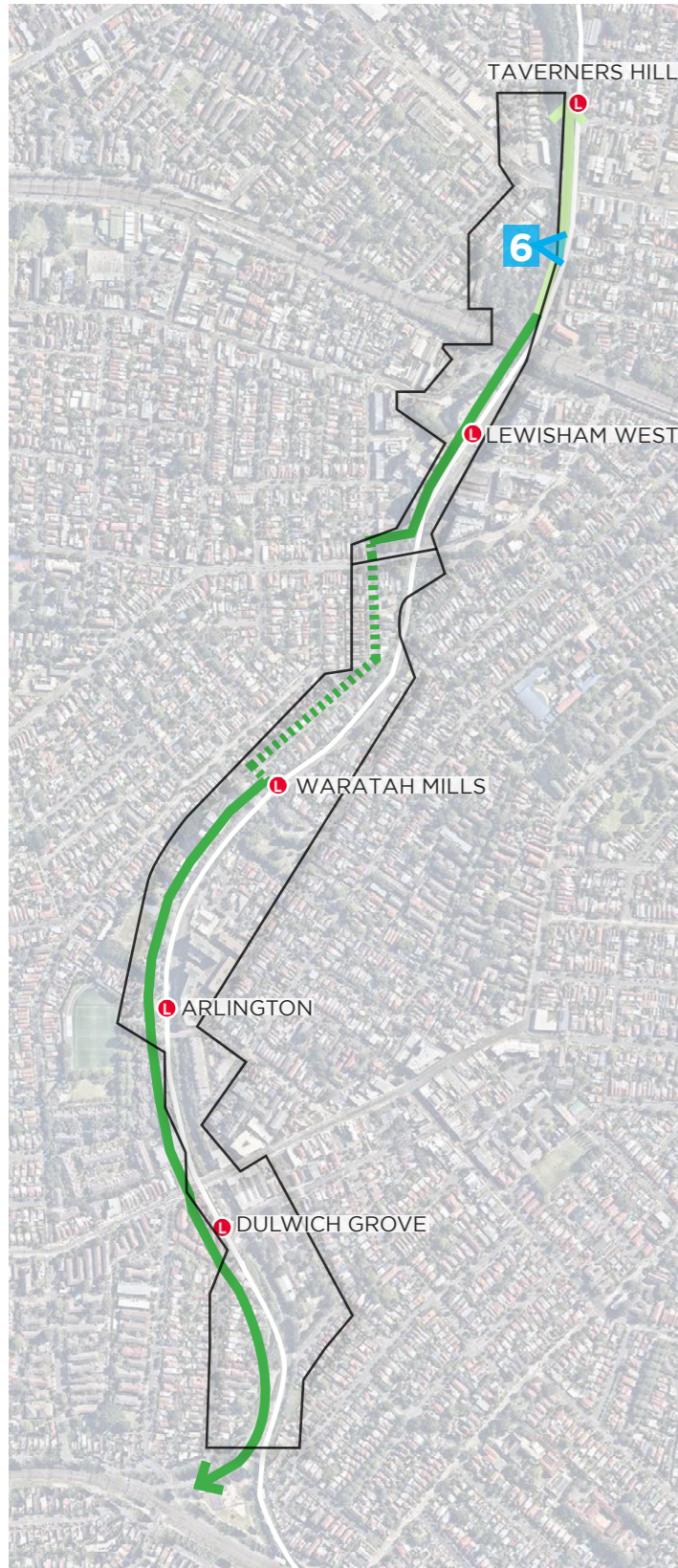


IMAGE 6: VIEW FROM THE END OF HAIG STREET LOOKING EAST ACROSS HAWTHORNE CANAL TO THE PROJECT

Viewpoint 6

LOCATION

Haig Avenue Public Domain

DISTANCE TO PROJECT (APPROX.)

20 metres

RECEPTORS

Residential street users (public domain) and a number of private residences at the end of Haig Street.

CURRENT VIEW

Views from the end of Haig Street and from the front of a number of private residences at the end of Haig Street, looking east across Hawthorne Canal to the existing Greenway corridor are significantly screened by vegetation within the existing Greenway corridor.

CURRENT USER EXPERIENCE

A metal fence largely obstructs pedestrian access to the Greenway from the end of Haig Avenue. A narrow gap at each end of the fence aligns with the footpaths and allows pedestrian access.

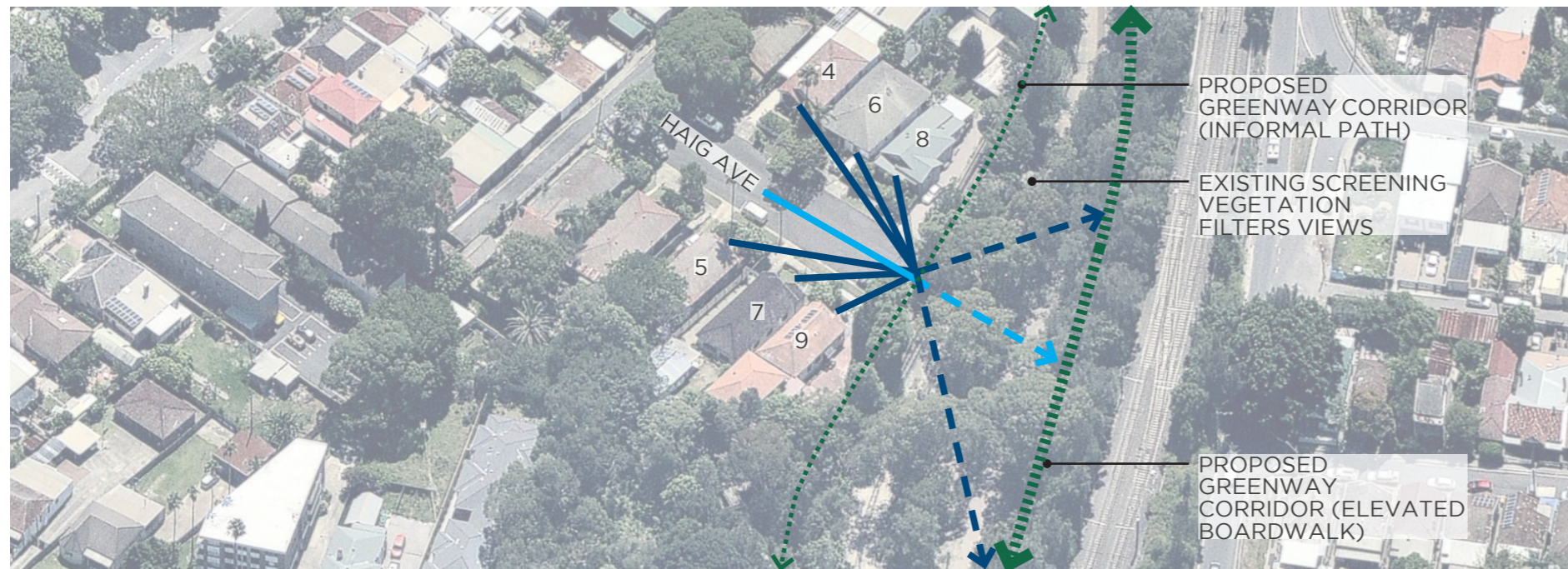
FUTURE USER EXPERIENCE

The design proposes replacing the existing asphalt path with an informal crushed sandstone path.

VISUAL IMPACT	
The Project is likely to be partially visible from the end of Haig Avenue looking east across Hawthorne Canal to the existing Greenway corridor.	
It is anticipated that minimal trees and vegetation will require removal as the pathway alignment travels through the mostly clear central area of the embankment	
Overall, a moderate visual impact is expected here. The impact is reduced due to the existing dense visual screening provided by existing vegetation within the Greenway corridor.	

RECEPTOR TYPE	RECEPTOR IDENTIFICATION	RECEPTOR SENSITIVITY	MAGNITUDE				
			DISTANCE	QUANTUM OF VIEW	PERIOD OF VIEW	SCALE OF CHANGE	SUMMARY OF RATINGS
PUBLIC	6	H	M	M	M	M	M
VISUAL IMPACT RATING		MODERATE					

COMMENTS
Considerations for ongoing design development could include replacing the existing metal fencing to the end of Haig Street with a more accessible solution such as timber bollards or sandstone blocks which also prevent vehicular access to the Greenway.
Low massed understorey planting to assist with bank stabilisation and reduction of sedimentation downslope could be considered.
Although these areas have been planted, Species should be selected from species found naturally in Sydney Turpentine-Ironbark Forest Communities



Visualisation - Western Rail Line Underpass, Lewisham

SHAREPATH UNDER WESTERN RAIL LINE AND LONGPORT STREET



Sharepath runs underneath the Western Train Line Rail Bridge and heritage truss structure.

Additional understorey planting opportunities where feasible, are shown indicatively



VISUALISATION - LOOKING SOUTH UNDER THE WESTERN TRAIN LINE RAIL BRIDGE

Visualisation - Lewisham West

LEWISHAM WEST LIGHT RAIL STATION AND DOG OFF LEASH AREA



Proposed trees will help screen the dog off leash area and sharepath from adjacent overlooking residential apartments, while also providing shade, amenity and a sense of continuity along the Greenway.

The dog off leash area will include a fenced turf area, and will help activate this space, which is currently inaccessible and void of activity.

The area is currently limited in vegetation cover, and the proposed addition of a planted buffer adjacent the new dog park, and tree planting to both edges of the rail corridor should provide a much improved landscape character and community benefit to these currently underutilised areas.

The tree planting in particular should provide a much more aesthetic outlook for the residential apartments both sides of the light rail corridor.



VIEW LOOKING NORTH-EAST ACROSS THE PROPOSED DOG OFF LEASH AREA TOWARDS THE SHAREPATH

Viewpoint 7

FLOUR MILL RESIDENTIAL (NORTH)

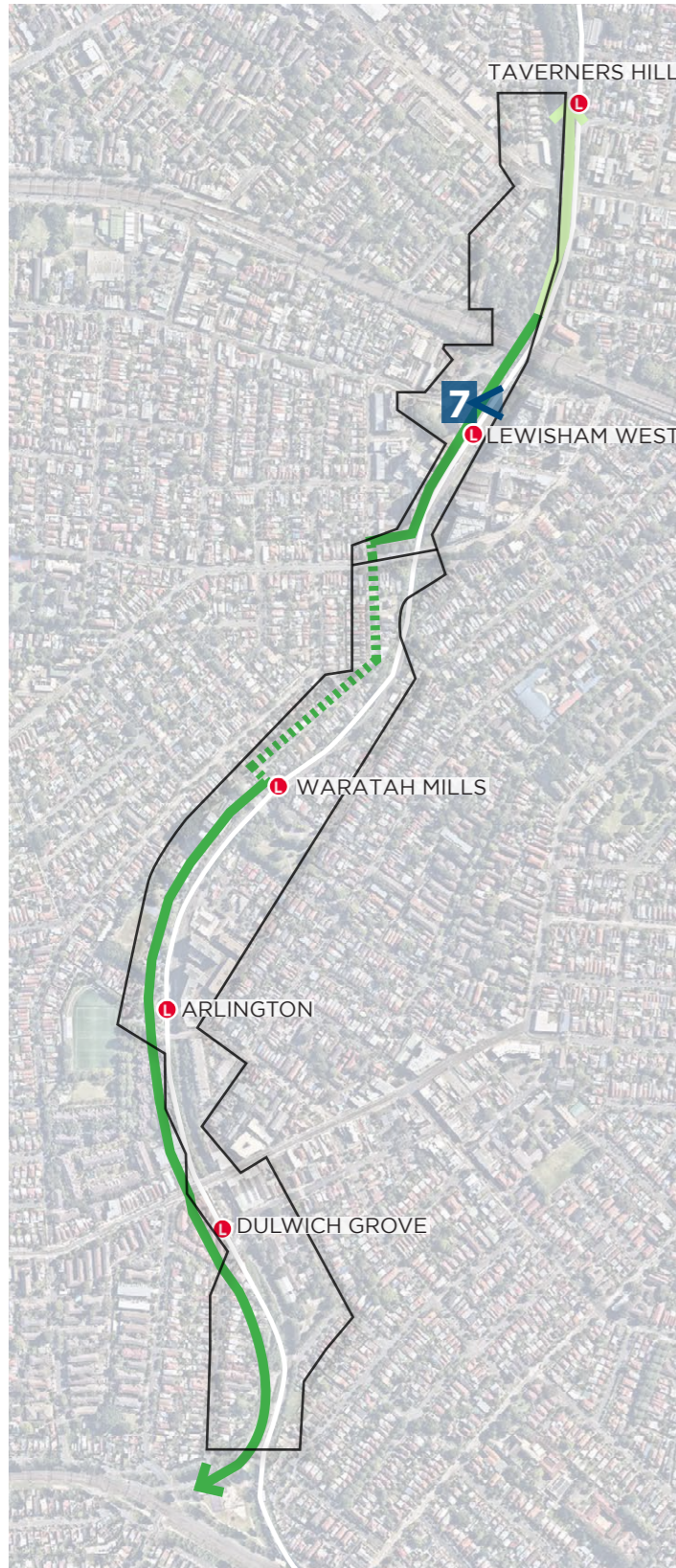


IMAGE 7: LOOKING WEST TOWARDS FLOUR MILL RESIDENTIAL APARTMENTS (NORTH) WITH LIGHT RAIL CORRIDOR IN FOREGROUND - VISUALLY OPEN LANDSCAPE CHARACTER LACKING VEGETATION WITH EDGES DEFINED BY MEDIUM-HIGH DENSITY APARTMENTS IS TYPICAL OF THE LEWISHAM WEST PRECINCT

Viewpoint 7

LOCATION

Flour Mill Residential (North)

DISTANCE TO PROJECT (APPROX.)

15 metres

RECEPTORS

Flour Mill (North) residents

CURRENT VIEW

Panoramic views across the light rail corridor towards medium-high density apartments. Minimal screening vegetation or other significant built elements.

CURRENT USER EXPERIENCE

Currently there is no pedestrian/cycle access along the light rail corridor at this location. The closest access is a level crossing at Lewisham West light rail station.

FUTURE USER EXPERIENCE

The plan proposes opening access to the light rail corridor via a shared path to run underneath Longport Street and parallel to Malthouse Way, adjacent to Flour Mill Residential (North) apartments. Park benches are to be incorporated along this stretch to provide opportunities for rest, and heritage rails are proposed to provide visual interest and a link to the site's history. Significant vegetation is proposed here to visually screen the sharepath from Flour Mill Residential (North) apartments.

VISUAL IMPACT
<p>The Project occupies both sides of the light rail corridor and will be highly visible from this viewpoint, despite some visual screening from proposed vegetation at the outer edges of the project.</p> <p>Therefore, overall a high visual impact is expected here. This is, however considered to be an overall positive impact.</p> <p>It should be noted however that area is currently limited in vegetation cover, and the proposed tree planting to both edges of the rail corridor should provide a much improved landscape character and community benefit to these currently underutilised areas.</p>

COMMENTS
<p>The significant vegetation proposed here should provide a much improved outlook from this currently underutilised and generally bare area. The project also seeks to increase visual screening to the sharepath from the Flour Mill Residential (North) apartments through new trees and underplanting.</p> <p>When selecting vegetation species, consideration should be made for the significant level change between Malthouse Way and the (lower) light rail corridor.</p> <p>Consideration of privacy and screening of the Greenway must be balanced with CPTED principles to ensure clear sightlines and lighting to create a safe space.</p>

RECEPTOR TYPE	RECEPTOR IDENTIFICATION	RECEPTOR SENSITIVITY	MAGNITUDE				
			DISTANCE	QUANTUM OF VIEW	PERIOD OF VIEW	SCALE OF CHANGE	SUMMARY OF RATINGS
PRIVATE	7	H	M	H	H	H	H
VISUAL IMPACT RATING		HIGH					

Viewpoint 8

'LUNA' RESIDENTIAL

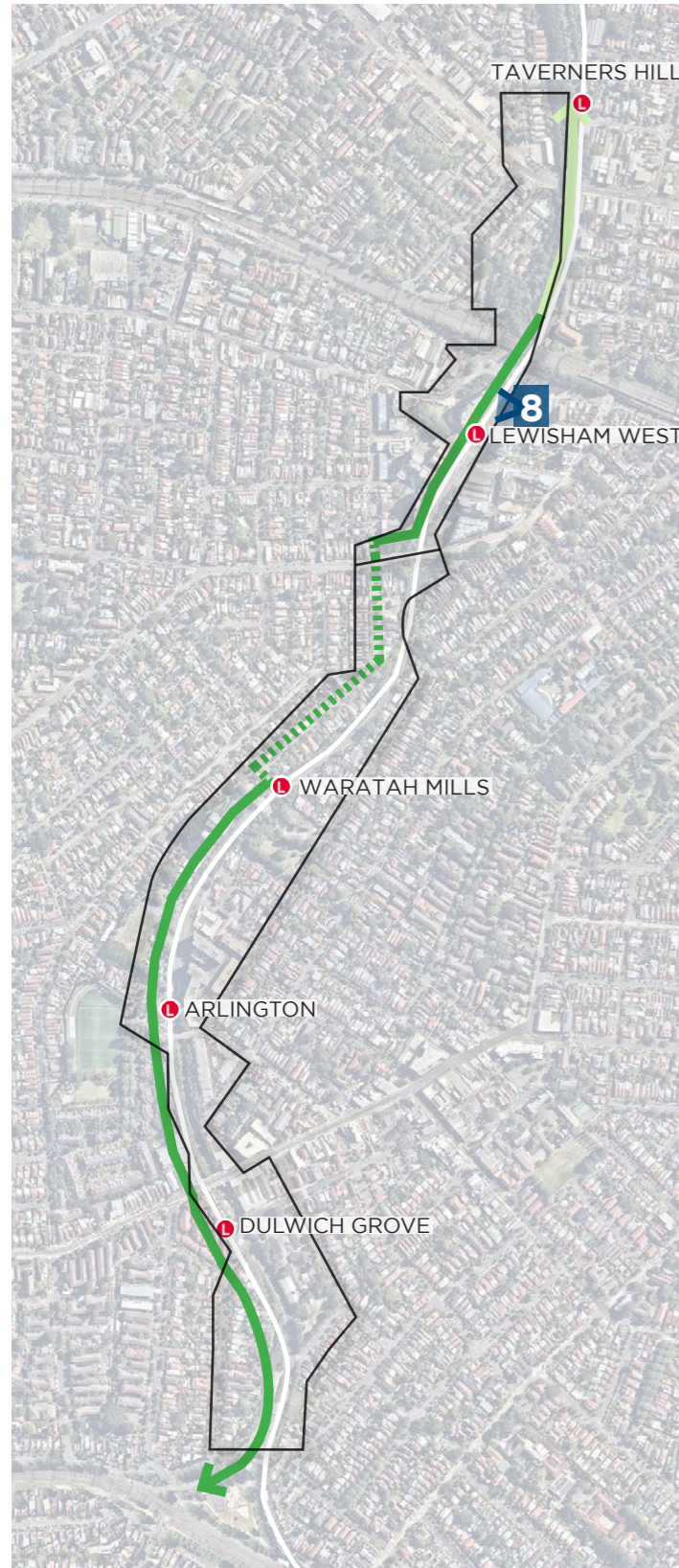


IMAGE 8: LOOKING EAST TOWARDS 'LUNA' APARTMENTS WITH LIGHT RAIL CORRIDOR IN FOREGROUND

Viewpoint 8

LOCATION

'Luna' Residential

DISTANCE TO PROJECT (APPROX.)

10-15 metres

RECEPTORS

'Luna' apartment residents

CURRENT VIEW

Panoramic views across the light rail corridor towards medium-high density apartments. Some screening vegetation along eastern corridor edge limits viewshed from lower apartments.

CURRENT USER EXPERIENCE

Currently there is no pedestrian/cycle access along the light rail corridor at this location. There is a footpath running parallel to the light rail line that connects Longport Street to the level crossing at Lewisham West light rail station and to Hudson Street. Native tree and shrub planting in wide raised concrete garden beds provides visual screening to the light rail corridor as well as the 'Luna' Residential apartments. Bollard lighting and ambient lighting from the apartments provides safety and amenity.

FUTURE USER EXPERIENCE

The plan proposes opening pedestrian access to the light rail corridor via a decomposed granite path with benches and additional screening vegetation which lines the edge of a fenced dog off leash/play area proposed outside of the 'Luna' Residential apartments.

Proposed tree planting to both edges of the rail corridor should provide a much improved landscape character and community benefit to these currently underutilised areas.

COMMENTS
Privacy and screening of the Greenway must be balanced with CPTED principles to ensure clear sightlines and lighting create a safe space.
The dog off leash area should activate this space and increase passive surveillance, providing a benefit to the local community and much needed open space

VISUAL IMPACT
The Project occupies both sides of the light rail corridor and will be highly visible from this viewpoint, despite some visual screening from existing and proposed vegetation at the outer edges of the project.
Therefore, overall a high visual impact is expected here. This is, however considered to be a positive impact.
It is anticipated there will be minimal removal of significant vegetation required, as the pathway alignment is proposed through areas which are currently primarily turf grass of low significance
Additional planting aims to provide visual softening of the pathway

RECEPTOR TYPE	RECEPTOR IDENTIFICATION	RECEPTOR SENSITIVITY	MAGNITUDE				
			DISTANCE	QUANTUM OF VIEW	PERIOD OF VIEW	SCALE OF CHANGE	SUMMARY OF RATINGS
PRIVATE	8	H	M	H	M	H	H
VISUAL IMPACT RATING		HIGH					

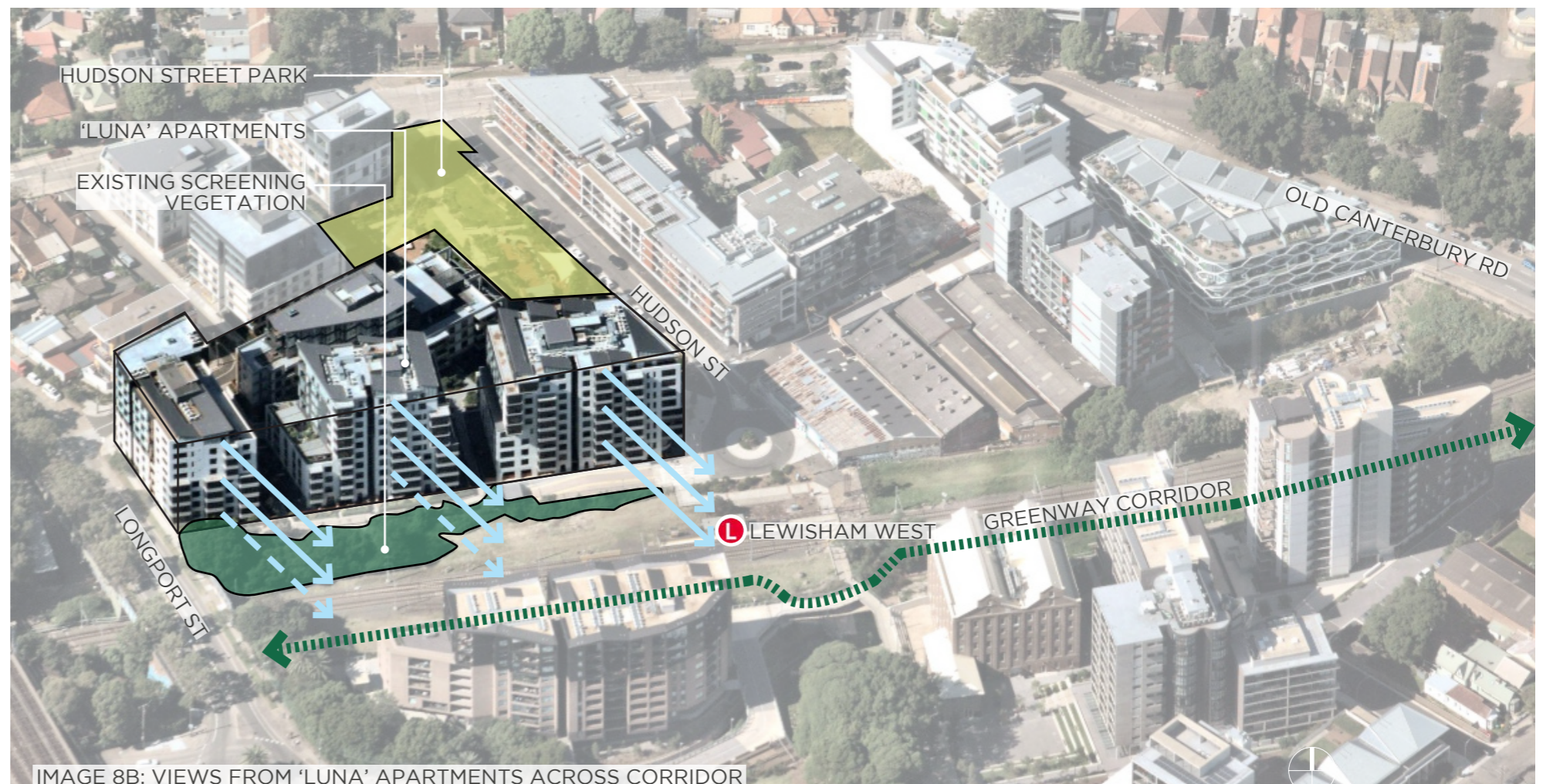
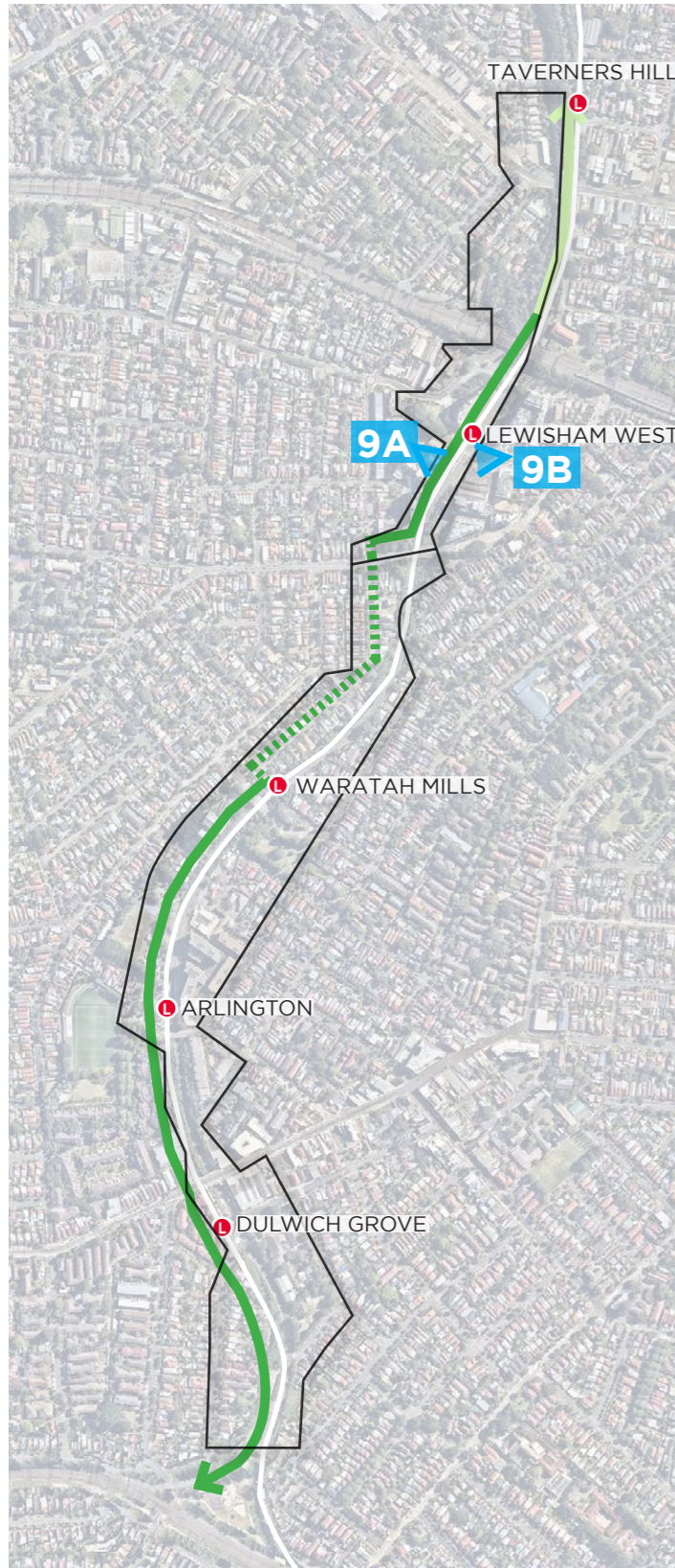


IMAGE 8B: VIEWS FROM 'LUNA' APARTMENTS ACROSS CORRIDOR

Viewpoint 9

LEWISHAM WEST PUBLIC DOMAIN (HARVEST PARK AND HUDSON STREET)



Viewpoint 9

LOCATION

Lewisham West Public Domain (Harvest Park and Hudson Street)

DISTANCE TO PROJECT (APPROX.)

30 metres (Hudson Street)
60 metres (Harvest Park)

RECEPTORS

Park users, light rail users, local residents (public domain)

CURRENT VIEWS

Harvest Park - views east towards Lewisham West light rail station are heavily filtered by a grove of established trees within Harvest Park. The viewshed is also limited by a raised walkway that provides access across the light rail corridor.

Hudson Street - a tree-filled plaza to the western end of Hudson Street park provides filtered views towards the light rail corridor. The viewshed is restricted by buildings that bookend the western end of Hudson Street; however, there is a clear view of the light rail corridor from the turning circle at the end of Hudson Street.

CURRENT USER EXPERIENCE

Generous planting, feature paving and ample pole lighting within Harvest Park and Hudson Street Park contribute to a generally high quality public domain flanking each side of Lewisham West light rail station.

FUTURE USER EXPERIENCE

The Project proposes screening vegetation between Harvest Park and the light rail corridor, and low planting to the Hudson street interface. Increased planting is anticipated to improve the public domain, both in practical terms (eg increased tree canopy will provide shaded pedestrian access) as well as contribute to increased community pride, which may lead to a reduction in litter, dumping of trolleys, etc.

VISUAL IMPACT

The Project is likely to be partially visible from Harvest Park, and clearly visible from the western end of Hudson Street. The proposed changes to the landscape visible from these two viewpoints are minor, ie low vegetation to each side of the corridor, and a row of trees to the western edge of the corridor - as these trees establish they will screen views to the Project.

Overall, a **high-moderate** visual impact is expected here for both of these viewpoints.

COMMENTS

Additional vegetation and pavement upgrades where the light rail station interfaces with Hudson Street could be considered in future design stages, to enhance and create a more consistent high-quality public domain within this precinct.

Where possible, continuing the tree canopy and landscaped areas that characterise these two parks will elevate the experience of the user and create visual continuity as users move across the light rail corridor.

Importantly, these upgrades will also extend the cooling benefits of increased tree canopy and vegetation already experienced in these parks, which is especially critical within and around the light rail corridor. This is currently very exposed and dominated by hardscape.

RECEPTOR TYPE	RECEPTOR IDENTIFICATION	RECEPTOR SENSITIVITY	MAGNITUDE				
			DISTANCE	QUANTUM OF VIEW	PERIOD OF VIEW	SCALE OF CHANGE	SUMMARY OF RATINGS
PUBLIC	9A	H	M	N	H	N	H-M
VISUAL IMPACT RATING		HIGH-MODERATE					

RECEPTOR TYPE	RECEPTOR IDENTIFICATION	RECEPTOR SENSITIVITY	MAGNITUDE				
			DISTANCE	QUANTUM OF VIEW	PERIOD OF VIEW	SCALE OF CHANGE	SUMMARY OF RATINGS
PUBLIC	9B	H	L	H-M	M	H-M	H-M
VISUAL IMPACT RATING		HIGH-MODERATE					

Viewpoint 10

LEWISHAM WEST LIGHT RAIL STATION

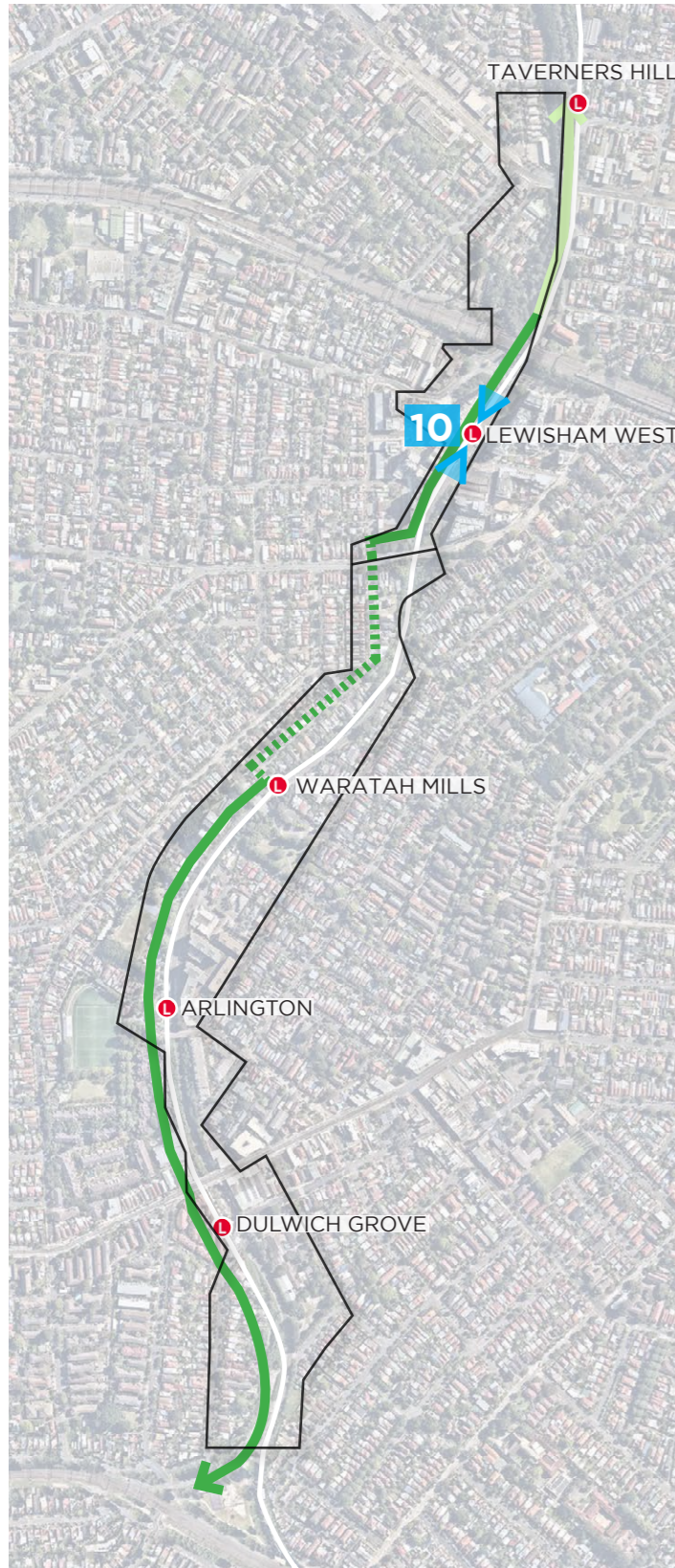


IMAGE 10: LOOKING NORTH EAST ALONG THE LIGHT RAIL CORRIDOR - THE PROPOSED GREENWAY WILL OCCUPY BOTH SIDES OF THE LIGHT RAIL CORRIDOR

Viewpoint 10

LOCATION

Lewisham West Light Rail Station

DISTANCE TO PROJECT (APPROX.)

0 metres

RECEPTORS

Light rail users

CURRENT VIEW

Panoramic views of the light rail corridor, with edges defined by medium-high density apartments. Harvest Park and Hudson Street provide views out of the corridor and a sense of greenery that contrasts with the highly urban character of the Lewisham West precinct.

CURRENT USER EXPERIENCE

A level crossing at Lewisham West light rail station provides pedestrian access across the light rail corridor and between Harvest Park and Hudson Street. Contrasting with the high quality public domain in Harvest Park and Hudson Street Park that flank Lewisham West light rail station, the quality of the public domain where Hudson street interfaces with the light rail corridor is poor, with mismatched paving (concrete, asphalt) and a lack of planting (large areas of mulch or dirt). This leads to a community perception of this space lacking care, which can increase the likelihood of litter, dumping of trolleys, etc.

FUTURE USER EXPERIENCE

The Project proposes screening vegetation between Harvest Park and the light rail corridor, and low planting to the Hudson street interface. Increased planting is anticipated to improve the public domain, both in practical terms (eg increased tree canopy will provide shaded pedestrian access) as well as contribute to increased community pride, which may lead to a reduction in litter, dumping of trolleys, etc.

VISUAL IMPACT

Multiple areas within the Project will be highly visible from this viewpoint, including the proposed dog off leash area, new sharepath and wetland. Visual access to medium-high density residential developments that line the western edge of the corridor will be reduced as proposed trees mature.

Overall, a **high-moderate** visual impact is expected here.

IT should be noted, however that this area is currently limited in vegetation cover, and the proposed tree planting to both edges of the rail corridor should provide a much improved landscape character and community benefit to these currently underutilised areas.

COMMENTS

Where possible, establishing tree canopy and landscaped areas to reduce heat and improve pedestrian amenity will provide high benefits, as this area is very exposed and dominated by hardscape and pavement.

RECEPTOR TYPE	RECEPTOR IDENTIFICATION	RECEPTOR SENSITIVITY	MAGNITUDE				
			DISTANCE	QUANTUM OF VIEW	PERIOD OF VIEW	SCALE OF CHANGE	SUMMARY OF RATINGS
PUBLIC	10	M	H	H	M	H-M	H-M
VISUAL IMPACT RATING			HIGH-MODERATE				

Viewpoint 11

LIGHT RAIL CORRIDOR

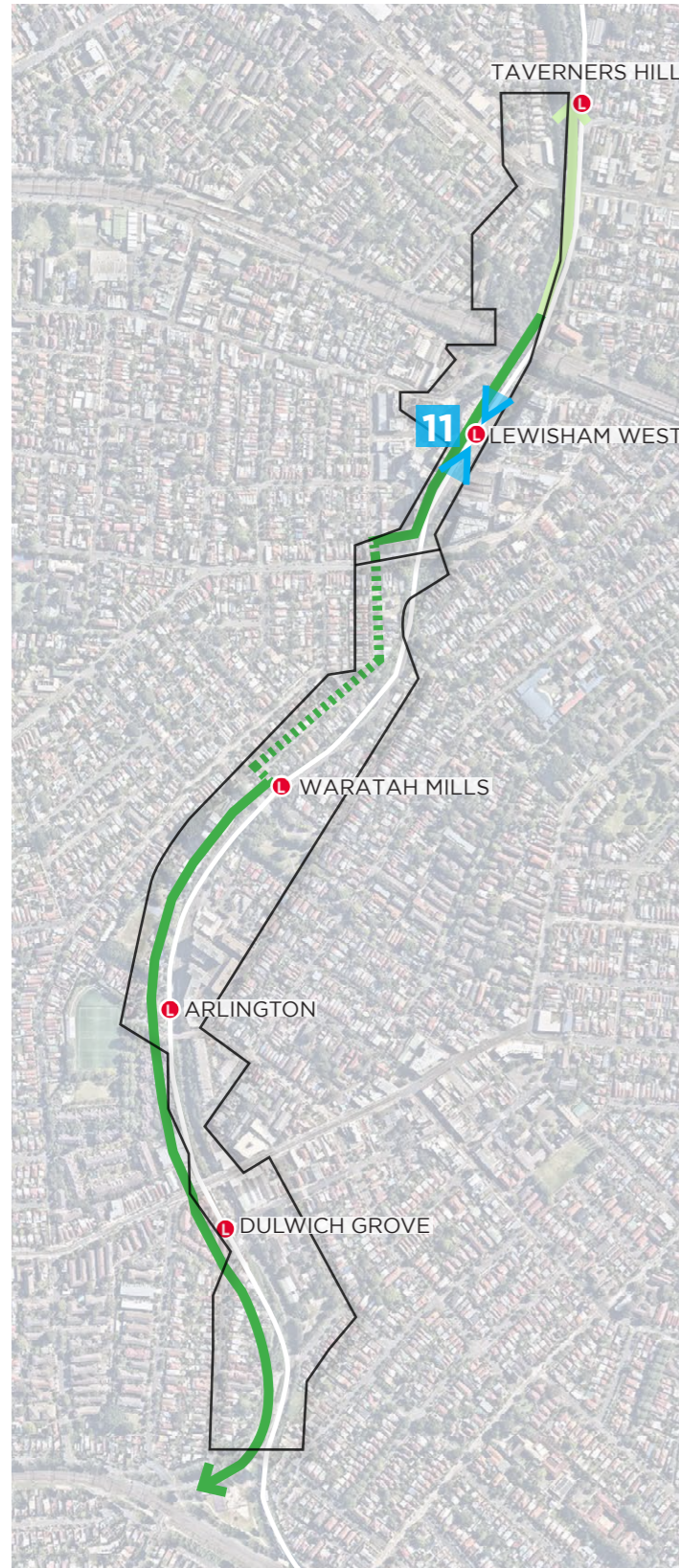


IMAGE 11: LOOKING NORTH EAST ALONG THE LIGHT RAIL CORRIDOR - THE PROPOSED GREENWAY WILL OCCUPY BOTH SIDES OF THE LIGHT RAIL CORRIDOR

Viewpoint 11

LOCATION

Light Rail Corridor

DISTANCE TO PROJECT (APPROX.)

8-10 metres

RECEPTORS

Light rail users, anyone passing through the Lewisham West precinct (public domain)

CURRENT VIEW

Panoramic views of the light rail corridor, with edges defined by medium-high density apartments.

VISUAL IMPACT
<p>Multiple areas within the Project will be highly visible from the light rail corridor, including the proposed dog off leash area, new sharepath and wetland. Visual access to medium-high density residential developments that line the western edge of the corridor will be reduced as proposed trees mature.</p> <p>The period of view is limited as most receptors will only see this view for a short period of time, eg crossing the light rail line, traveling on the light rail.</p> <p>Overall, a moderate visual impact is expected here.</p>

COMMENTS
<p>Additional vegetation and pavement upgrades where the Lewisham West light rail station interfaces with Hudson Street could be considered in future design stages to enhance the consistency of the public domain.</p> <p>Where possible, establishing tree canopy and landscaped areas to reduce heat and improve pedestrian amenity will provide high benefits, as this area is very exposed and dominated by hardscape and pavement.</p>

RECEPTOR TYPE	RECEPTOR IDENTIFICATION	RECEPTOR SENSITIVITY	MAGNITUDE				
			DISTANCE	QUANTUM OF VIEW	PERIOD OF VIEW	SCALE OF CHANGE	SUMMARY OF RATINGS
PUBLIC	11	M	M	L-M	M	M	M
VISUAL IMPACT RATING		MODERATE					

Viewpoint 12

FLOUR MILL RESIDENTIAL (SOUTH)

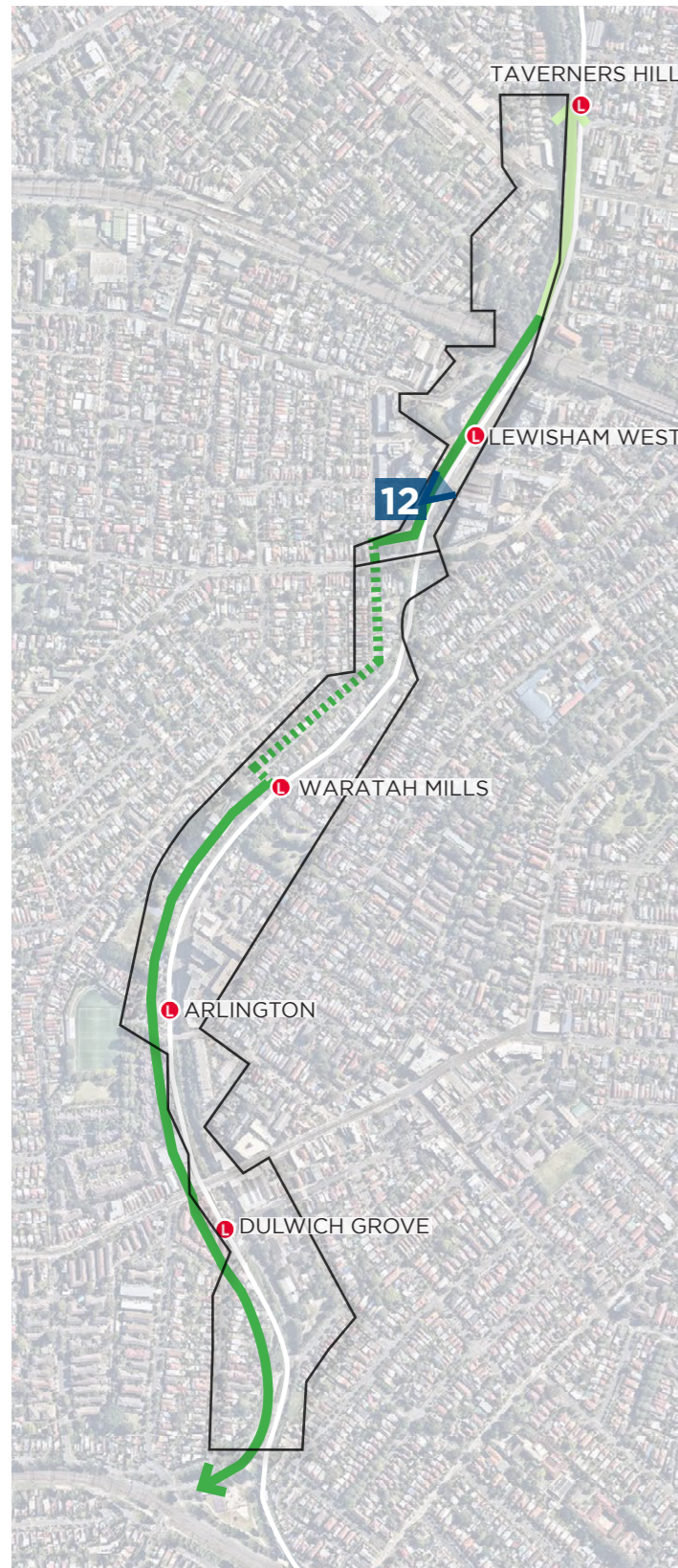


IMAGE 12: LOOKING NORTH EAST FROM FLOUR MILL RESIDENTIAL (SOUTH)

Viewpoint 12

LOCATION

Flour Mill Residential (South)

DISTANCE TO PROJECT (APPROX.)

5-10 metres

RECEPTORS

Flour Mill apartment residents

CURRENT VIEW

Panoramic views across the light rail corridor towards medium-high density apartments. Screening vegetation along a portion of the corridor, adjacent to the light rail pedestrian crossing.

CURRENT USER EXPERIENCE

Currently there is no pedestrian/cycle access along the light rail corridor at this location. The corridor is visually accessible from several public ground level viewpoints within the Flour Mill Residential (South) residential apartment complex. It should be noted that while these viewpoints are publicly accessible, they occupy narrow spaces between private buildings, and so function more as semi-private spaces for passive activity.

FUTURE USER EXPERIENCE

The plan proposes opening pedestrian access to the light rail corridor via a timber and concrete sharepath running along the edge of the Flour Mill Residential (South) apartment complex, featuring benches, additional screening vegetation and existing rail heritage items.

VISUAL IMPACT

The Project occupies both sides of the light rail corridor and will be highly visible from this viewpoint, however proposed vegetation at the outer edges of the project should benefit residents. Some existing screening vegetation adjacent to the light rail pedestrian crossing is proposed to be removed for the sharepath alignment construction.

Some apartments within the Flour Mill may be affected by light spill from proposed pole-mounted lighting and potential lighting to rail heritage items. There is an existing high level of existing light spill from light rail infrastructure (especially Lewisham West Light Rail station and pedestrian crossover). Proposed vegetation will provide visual screening to light spill for most apartments.

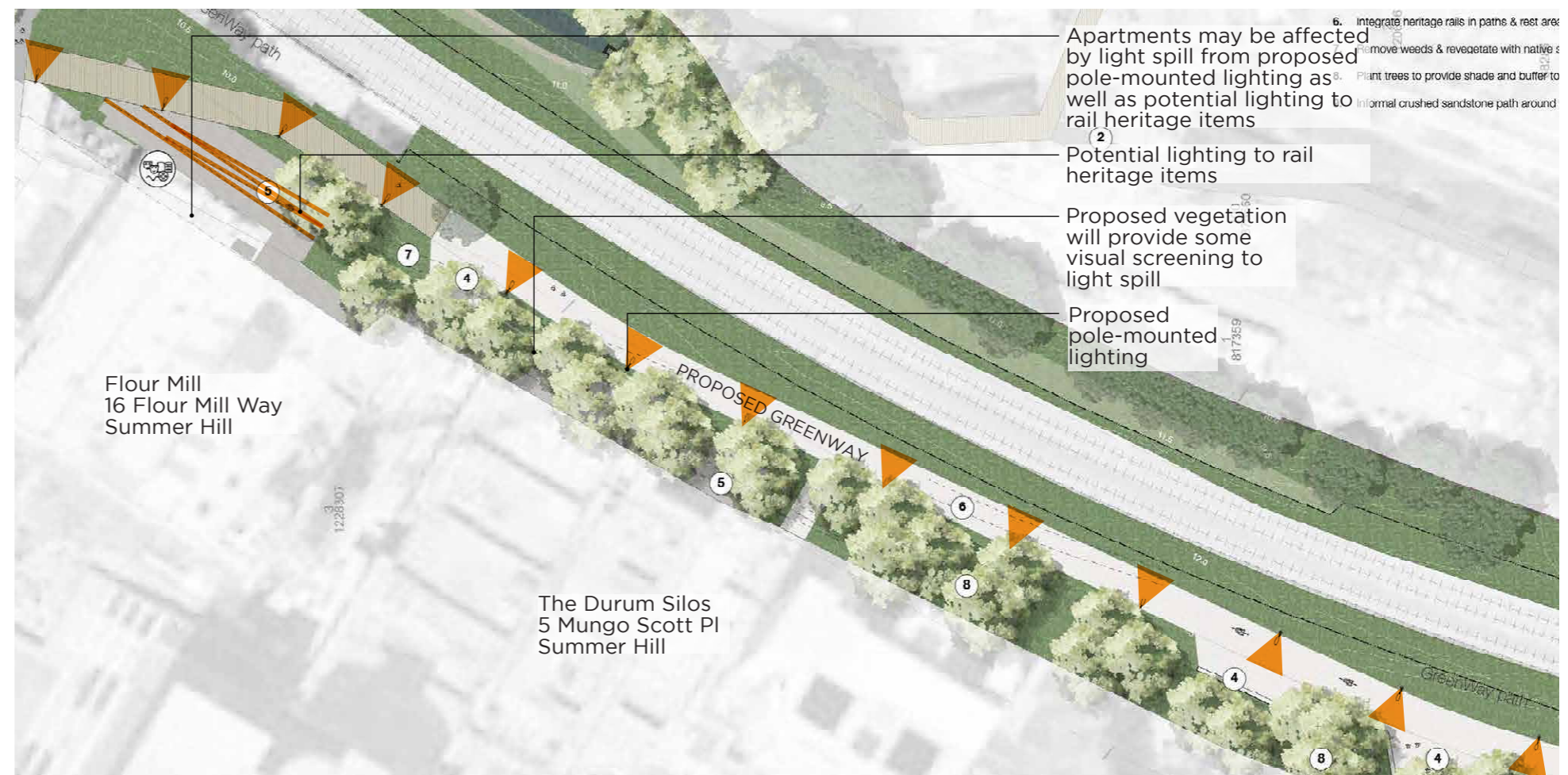
Therefore, overall a **high** visual impact is expected here. Replanting and screening will be provided to mitigate adverse impacts and provide visual screening from the light rail corridor, providing an overall positive visual impact

RECEPTOR TYPE	RECEPTOR IDENTIFICATION	RECEPTOR SENSITIVITY	MAGNITUDE				
			DISTANCE	QUANTUM OF VIEW	PERIOD OF VIEW	SCALE OF CHANGE	SUMMARY OF RATINGS
PRIVATE	12	H	H	H	H	H	H
VISUAL IMPACT RATING		HIGH					

COMMENTS

Privacy and screening of the Greenway must be balanced with CPTED principles to ensure clear sightlines and lighting create a safe space along the pathway.

Tree and revegetation replanting will be key for residents visual amenity and privacy



Viewpoint 13

LEWISHAM WEST RESIDENTIAL (SOUTH)

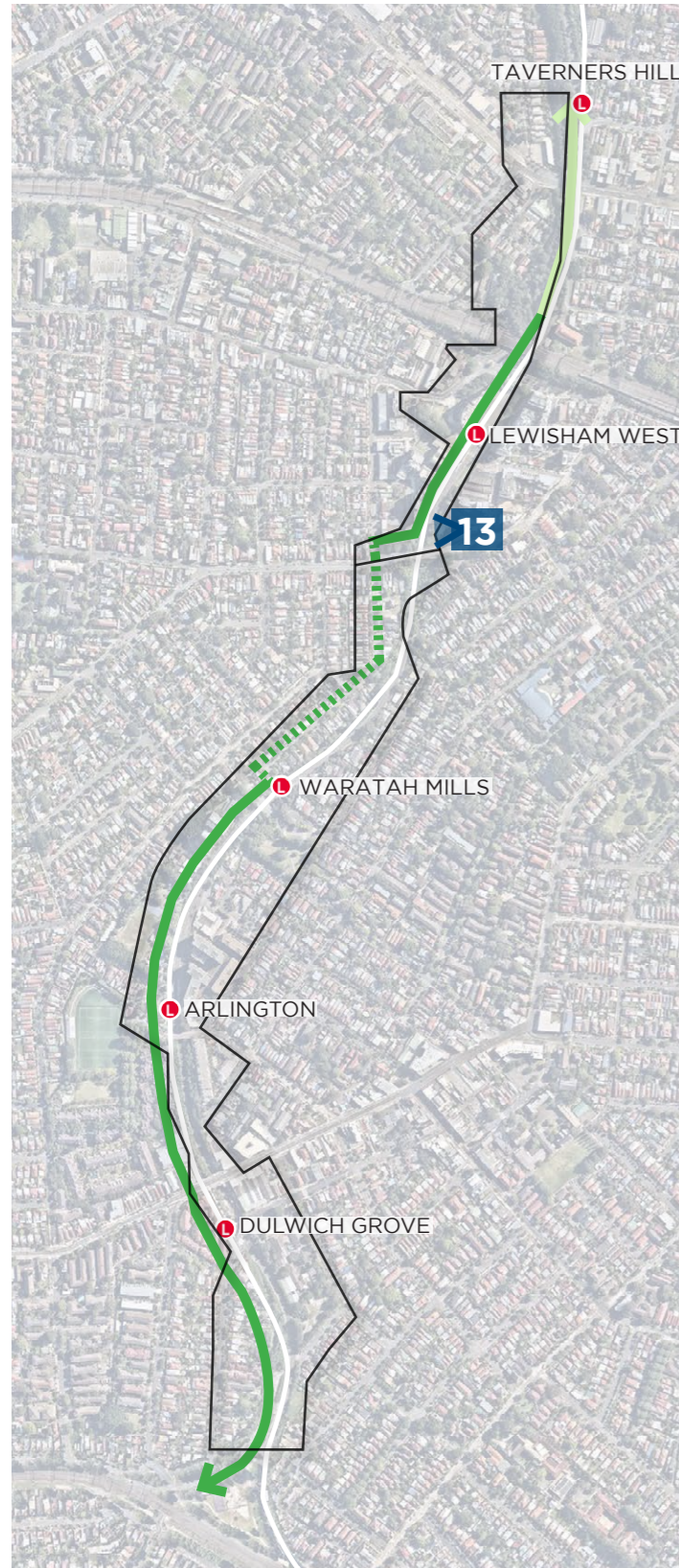


IMAGE 13: LOOKING EAST TO LEWISHAM WEST RESIDENTIAL FROM FLOUR MILL APARTMENTS (SOUTH) - EXISTING VEGETATION ALONG LIGHT RAIL CORRIDOR PROVIDES SOME VISUAL SCREENING

Viewpoint 13

LOCATION

Lewisham West Residential

DISTANCE TO PROJECT (APPROX.)

30-35 metres

RECEPTORS

Lewisham West apartment residents

CURRENT VIEW

Panoramic views across the light rail corridor towards medium-high density apartments. Screening vegetation along eastern corridor edge limits viewshed from lower apartments.

CURRENT USER EXPERIENCE

Currently there is no pedestrian/cycle access along the light rail corridor at this location. There is very limited visual accessibility to the Project as there is significant existing screening vegetation. A brief elevated viewshed is apparent looking northwards along the light rail corridor from Old Canterbury Road.

FUTURE USER EXPERIENCE

While there is no pedestrian/cycle access along the light rail corridor at this location, the sharepath proposed along the western edge of the corridor will be briefly visible to users of Old Canterbury Road.

The plan also proposes a wetland and associated screening vegetation adjacent to the Lewisham West light rail pedestrian crossing. These elements are expected to have minimal visual impact on the Lewisham West Residential location, as the view toward them is oblique; they will be at ground level; and they will be screened by the proposed vegetation.

VISUAL IMPACT

The Project proposes minimal changes to the eastern side of the corridor (ie closest to this viewpoint), and proposes a sharepath and new tree plantings to the western side.

Overall a **high** visual impact is expected here, as the receptor has a high level of sensitivity, and the overall magnitude of change is high.

Several advanced existing trees adjacent Old Canterbury Road are proposed to be removed to allow for construction. It should be noted these trees are considered weed species of various significance

COMMENTS

Proposed screening vegetation is expected to visually mitigate views of the proposed wetland from the Lewisham West Residential apartments.

While changes proposed to the western edge of the corridor will be clearly visible, especially from higher apartments within Lewisham West Residential apartments, these will be visually mitigated by proposed screening vegetation.

Furthermore, this section of the light rail corridor is expected to take on a greener and more amenable character over time as this new vegetation becomes more established over time. This is consistent with the character of other sections of the light rail corridor, and provides benefits both for path users and residents of adjacent apartments such as those within Lewisham West.

Consideration should be given to the advanced existing trees adjacent Old Canterbury Road - replacement species should be advanced to assist in softening the overall construction impacts

RECEPTOR TYPE	RECEPTOR IDENTIFICATION	RECEPTOR SENSITIVITY	MAGNITUDE				
			DISTANCE	QUANTUM OF VIEW	PERIOD OF VIEW	SCALE OF CHANGE	SUMMARY OF RATINGS
PRIVATE	13	H	L	M	H	H	H
VISUAL IMPACT RATING		HIGH					