

An aerial photograph of a residential area. In the upper left, there is a large green soccer field with white markings. To the right of the field is a dense line of trees. Further right, there are several houses with brown roofs and a large building with a flat roof. In the lower half of the image, there is a large residential complex with many houses, some with swimming pools, and a road. A semi-transparent black banner with white text is overlaid across the middle of the image.

AREA 2: WARATAH MILLS TO NEW CANTERBURY ROAD

Viewpoint 1

WARATAH MILLS LIGHT RAIL STATION

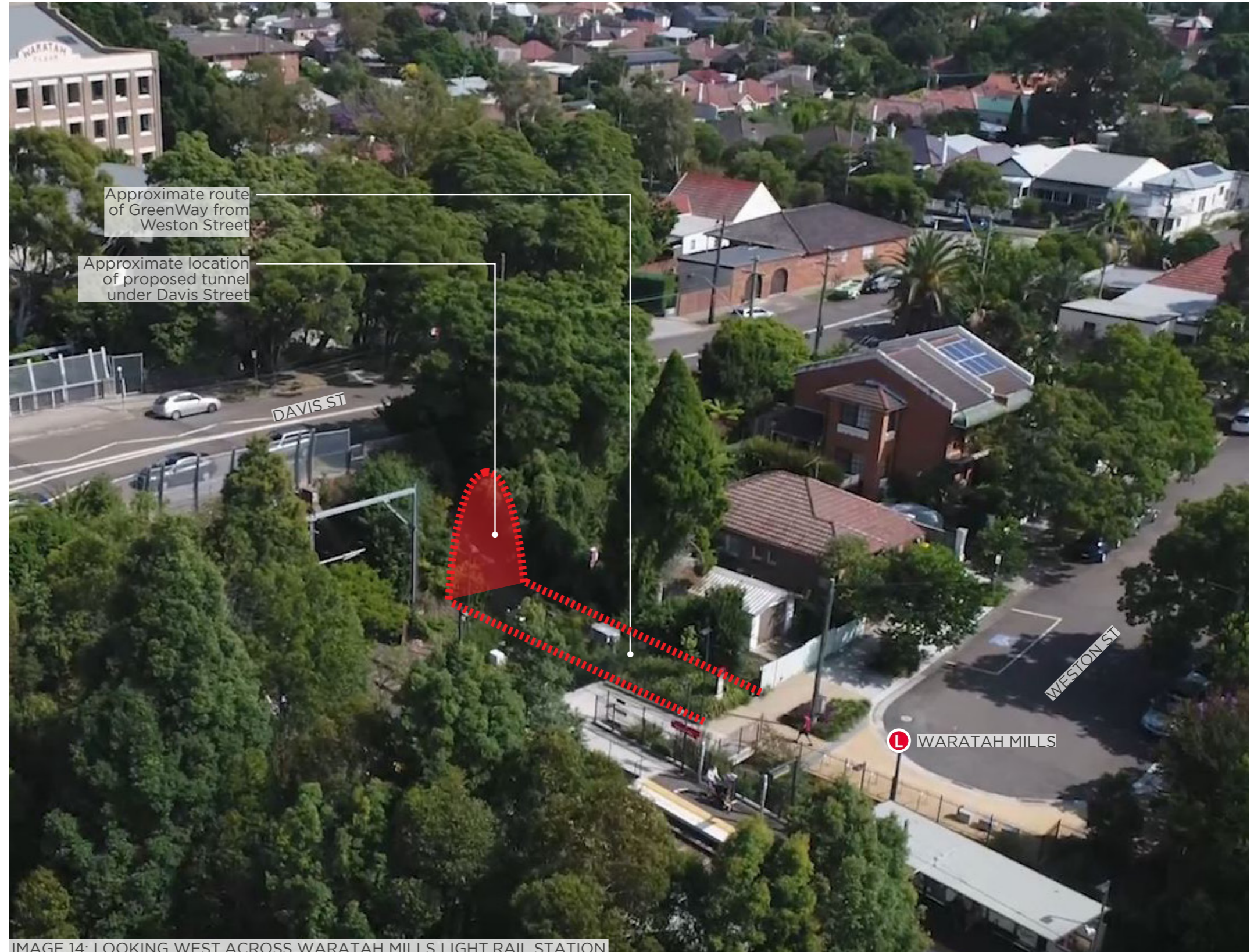
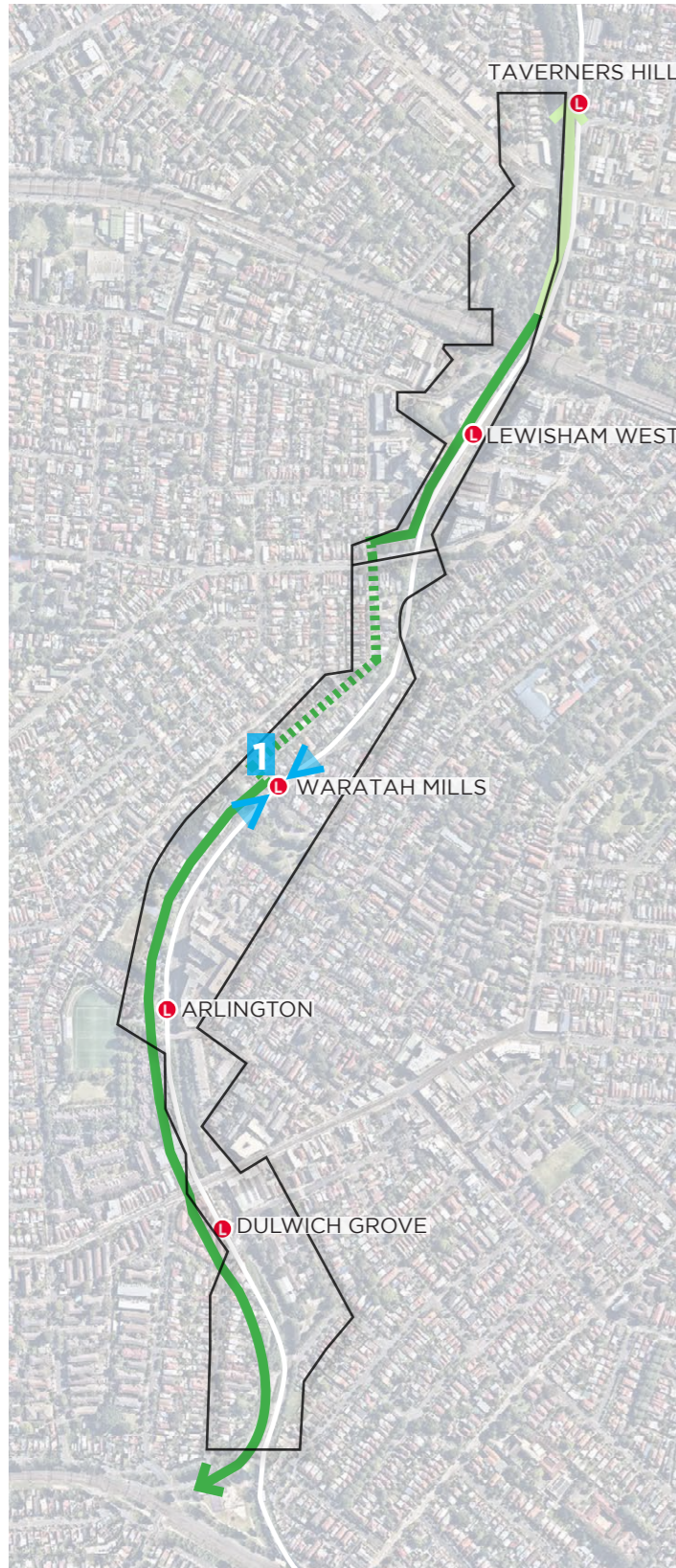


IMAGE 14: LOOKING WEST ACROSS WARATAH MILLS LIGHT RAIL STATION

Viewpoint 1

LOCATION

Waratah Mills Light Rail Station

DISTANCE TO PROJECT (APPROX.)

0-5 metres

RECEPTORS

Light rail users

CURRENT VIEW

Clear views along the light rail corridor and along Weston Street from the middle of the station. Corridor is heavily vegetated, mostly screening views from adjacent properties. One exception is the residential townhouses at 1-15 Nelson Street, the western face of which is visible and in close proximity to Waratah Mills light rail station.

CURRENT USER EXPERIENCE

A level crossing at Waratah Mills Light Rail Station provides pedestrian access across the light rail corridor between Weston Street and Davis Street. Access across the light rail line is also provided by the adjacent Davis Street road bridge.

This station has many amenities for the user and integrates well with its environment. There are cycle hoops and seating, as well as generous shrub planting, coloured concrete and artwork (eg Long-nosed Bandicoot sculptures mounted on seating; perforated metal panels that form part of the station structure and depict images of birds).

FUTURE USER EXPERIENCE

The plan proposes the Greenway continue south through a tunnel underneath Davis Street. The tunnel has been identified as a potential location for lighting/artwork.

VISUAL IMPACT

The proposed GreenWay path rejoins the light rail corridor at the end of Weston Street, moving in a south-westerly direction through a proposed tunnel under Davis Street.

The entry to the tunnel will be visible from Waratah Mills Light Rail Station. It is recommended that this sightline remains clear in the interests of safety and in line with CPTED guidelines, and to ensure user experience is one of perceived safety.

It is worth noting that an oblique view of the tunnel entry may be present from the residential townhouses at 1-15 Nelson Street. However, as these windows are very narrow and located approximately 50m from the tunnel entry, the visual impact is considered to be negligible.

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

While vegetation clearing will be required along the new pathway alignment, impacts will be reduced by existing dense visual screening provided by existing vegetation within the GreenWay corridor. Additional replacement planting is proposed to assist with vegetated screening and softening to the pathway for the residents along this area

COMMENTS

As the proposed tunnel entrance will not be visually apparent from Weston Street or Davis Street, signage and lighting will be important to assist users with wayfinding.

Additional vegetation planting should be carefully considered to create fast-growing and ample density screening for the residential properties, however CPTD principles are to be considered to ensure safety for pedestrians, residents and users.

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

Visualisation - Waratah Mills

SHAREPATH TUNNEL UNDER DAVIS STREET



The Greenway continues south through the proposed Davis Street tunnel.



VIEW LOOKING SOUTH-WEST ACROSS WARATAH MILLS LIGHT RAIL STATION TOWARDS DAVIS STREET BRIDGE

Viewpoint 2

SILOS RESIDENTIAL

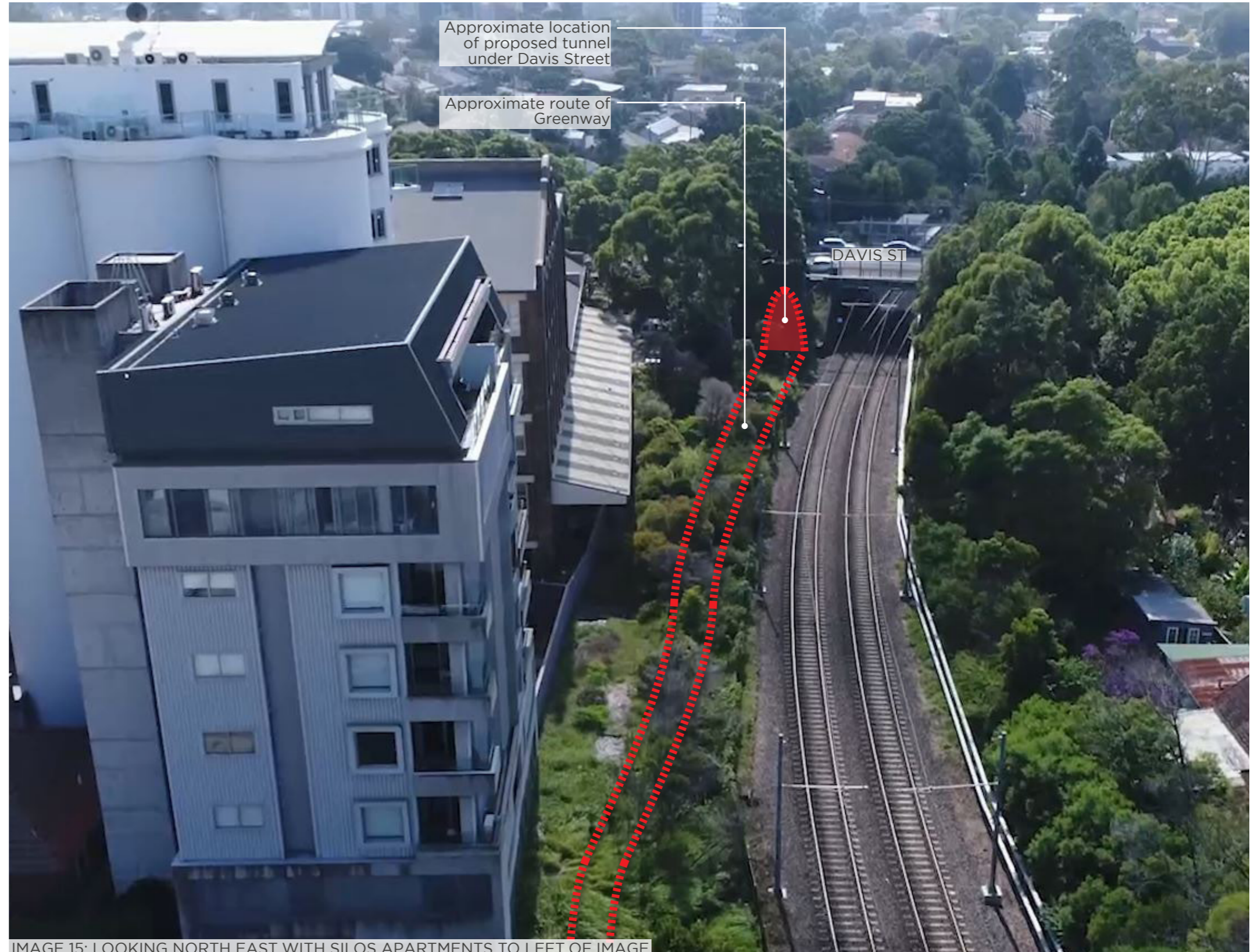
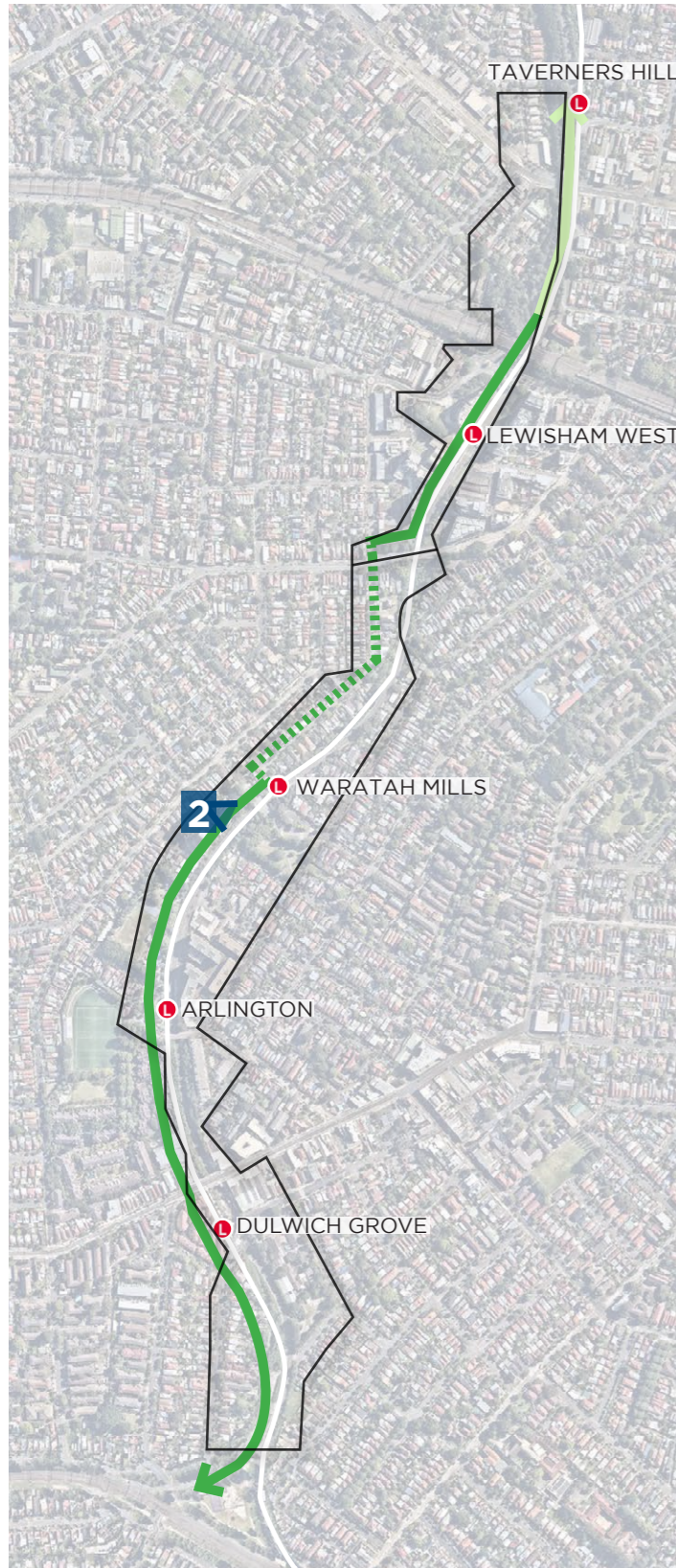


IMAGE 15: LOOKING NORTH EAST WITH SILOS APARTMENTS TO LEFT OF IMAGE

Viewpoint 2

LOCATION

Waratah Mills Residential

DISTANCE TO PROJECT (APPROX.)

3-10 metres

RECEPTORS

Waratah Mills apartments residents

CURRENT VIEW

Views from lower Waratah Mills apartments towards proposed GreenWay corridor are significantly screened by existing vegetation along the light rail corridor. However, higher apartments will have a clearer view. Apartments in the repurposed silo will have a particularly open view of the GreenWay as the vegetation is lower here.

CURRENT USER EXPERIENCE

Currently there is no pedestrian/cycle access along the light rail corridor at this location.

FUTURE USER EXPERIENCE

The plan proposes opening access to the light rail corridor via a shared path to run underneath Davis Street and along Waratah Mills Residential apartments. Replacing existing gates with bollards is proposed adjacent to the Davis Street bridge to allow public access and prevent vehicular access.

VISUAL IMPACT

The Project is likely to be visible from higher Waratah Mills Residential apartments, especially those within the repurposed silo. Additional screening vegetation along the GreenWay path would help to mitigate the visual impact of the pathway.

Overall, a **high-moderate** visual impact is expected here. While vegetation clearing will be required along the new pathway alignment, impacts will be reduced by existing dense visual screening provided by existing vegetation within the GreenWay corridor. Additional replacement planting is proposed to assist with vegetated screening and softening to the pathway for the residents along this area

COMMENTS

As the proposed tunnel entrance will not be visually apparent from Davis Street, signage and lighting will be important to assist users with wayfinding.

Additional advanced trees and dense vegetation along the Greenway sharepath would help to visually screen the Project from Waratah Mills Residential apartments. This should match the desired character of the original vegetation.

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

Viewpoint 3

TERRY ROAD

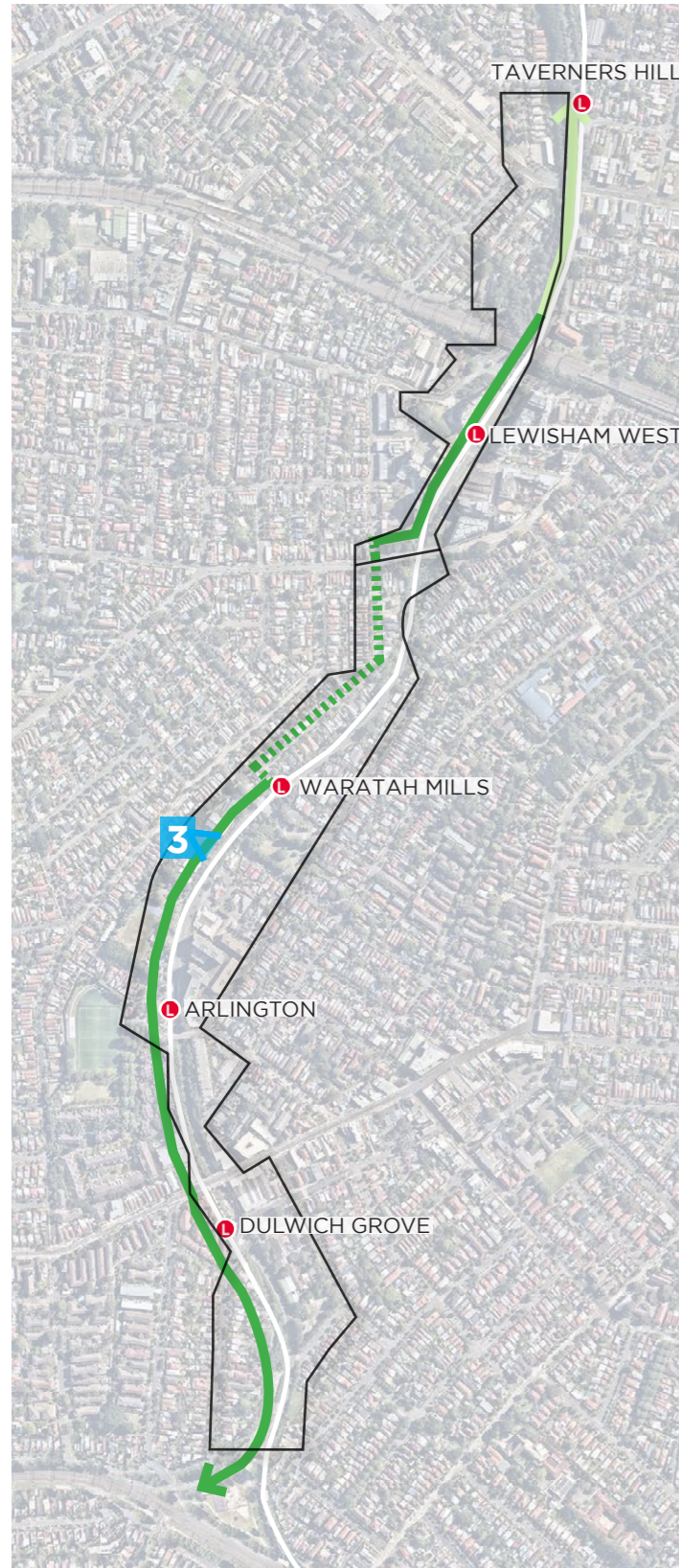


IMAGE 16: LOOKING EAST ACROSS LIGHT RAIL CORRIDOR FROM TERRY ROAD (FUTURE PEDESTRIAN CONNECTION TO PROPOSED GREENWAY)

Viewpoint 3

LOCATION

Terry Road

DISTANCE TO PROJECT (APPROX.)

0-5 metres

RECEPTORS

Road users (pedestrians and motorists) - public domain

CURRENT VIEW

View corridor framed by buildings to both sides of Terry Road, with the central view cone semi-open with trees, shrubs and grasses partially obscuring light rail corridor and associated infrastructure.

CURRENT USER EXPERIENCE

Currently there is no pedestrian/cycle access to the light rail corridor from Terry Road, or along the light rail corridor itself at this location.

FUTURE USER EXPERIENCE

The plan proposes opening access to the light rail corridor via a shared path to run underneath Davis Street and along Waratah Mills Residential apartments. Replacing existing fencing with boulders is proposed at the end of Terry Road to allow pedestrian permeability and prevent vehicular access. Drainage upgrades and ecological restoration are also proposed here.

VISUAL IMPACT

While the Project will be fully visible for both motorists and pedestrians using Terry Road, the view is not likely to change greatly. Initially there may be less vegetation visible as some will need to be cleared for the proposed pathway; however, fencing will also be removed, opening up both physical and visual access to the proposed pathway. Further, views will be softened as the proposed vegetation establishes over time.

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

COMMENTS

As the proposed tunnel entrance will not be visually apparent from Terry Road, signage and lighting will be important to assist users with wayfinding.

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

Viewpoint 4

JOHNSON PARK



IMAGE 17A: LOOKING NORTH EAST FROM JOHNSON PARK - PROPOSED GREENWAY WILL JOIN EXISTING PATH AT THIS LOCATION



IMAGE 17B: LOOKING NORTH EAST FROM JOHNSON PARK (ARLINGTON APARTMENTS IN BACKGROUND)

Viewpoint 4

LOCATION

Johnson Park

DISTANCE TO PROJECT (APPROX.)

0-5 metres

RECEPTORS

Park users

CURRENT VIEW

Views across the park through to the light rail corridor are heavily filtered by existing trees and shrubs within Johnson Park.

USER EXPERIENCE

Description

CURRENT USER EXPERIENCE

Currently there is no pedestrian/cycle access to the light rail corridor from Johnson Park. A footpath borders Johnson Park, and provides access from Windsor Road to Arlington light rail station via Johnson Park. Light poles line the footpath increasing safety at night. While there is some passive surveillance from surrounding medium to high density residential developments (eg Arlington apartments; apartments at 48 Constitution Road), large established trees with thick canopies heavily screen views into the park.

FUTURE USER EXPERIENCE

The plan proposes opening access to the light rail corridor via a shared path that would tie into the existing footpath through Johnson Park at its north-eastern corner. Additional planting is also proposed between the path and the playground. The plan proposes upgraded lighting, which will increase safety.

VISUAL IMPACT

The Project is likely to be heavily filtered by existing trees and shrubs within Johnson Park. The most visible element of the Project will be the proposed path that will connect the existing internal path within Johnson Park to the GreenWay.

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

The Greenway sharepath is expected to bring an increase in numbers of users passing through and using Johnson Park, and therefore increase passive surveillance and safety. Proposed upgrades to lighting along the footpath is likely to also increase safety.

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

Viewpoint 5

ARLINGTON RESIDENTIAL

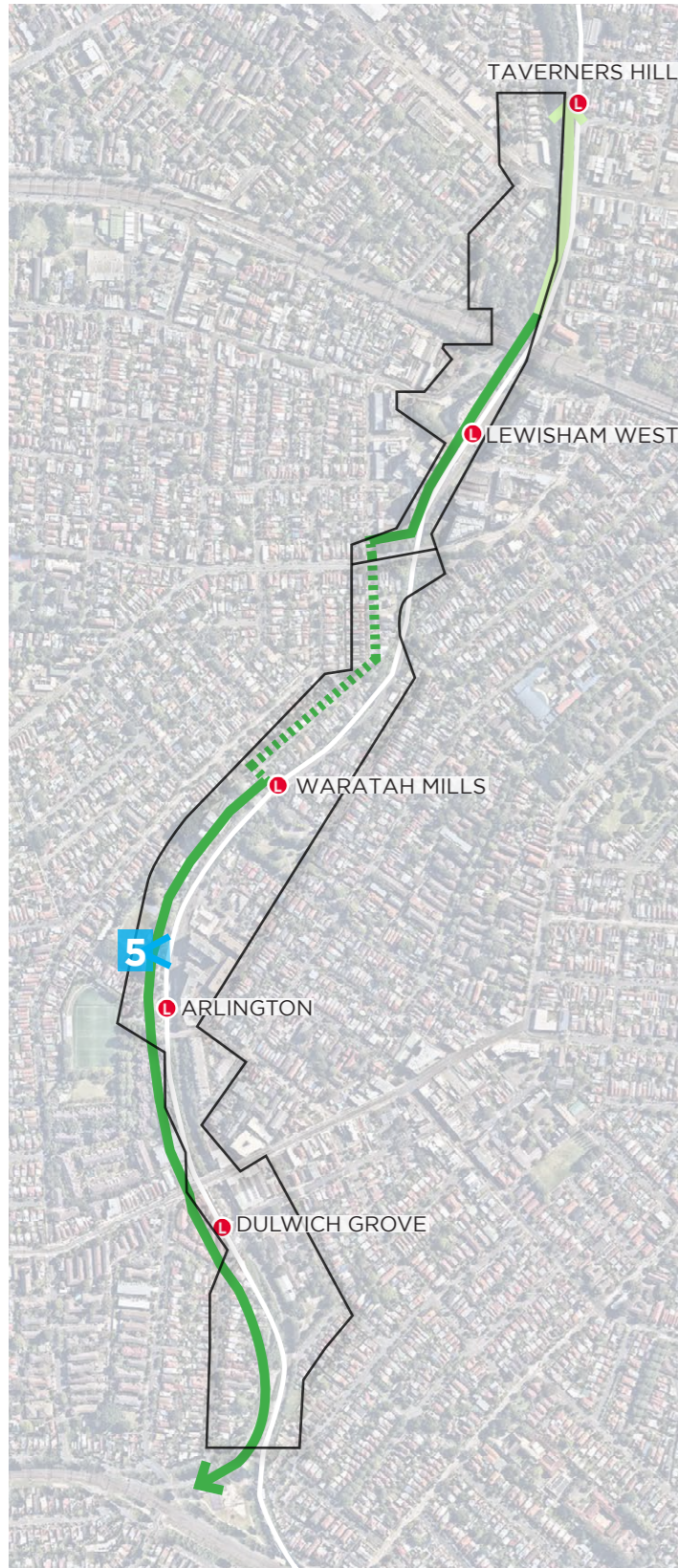


IMAGE 18: LOOKING EAST ACROSS JOHNSON PARK TO ARLINGTON APARTMENTS

Viewpoint 5

LOCATION

Arlington Residential

DISTANCE TO PROJECT (APPROX.)

35 metres

RECEPTORS

Arlington apartment residents

CURRENT VIEW

Open views across the light rail line towards Johnson Park from the western side of the Arlington Residential apartments. Established trees along the eastern edge of Johnson Park and along the light rail corridor heavily screen views into the park.

CURRENT USER EXPERIENCE

Currently access is provided through Johnson Park and a publicly accessible walkway through the apartment complex along the light rail frontage

VISUAL IMPACT
<p>While higher apartments will have more open views across Johnson Park towards the Project, existing trees and shrubs along the eastern edge of Johnson Park will provide significant visual screening. The most visible elements of the Project will be the new path and tunnel that will run under Constitution Road, as well as the proposed path that will connect the existing internal path within Johnson Park to the GreenWay. Both of these new features are expected to be screened by existing vegetation.</p> <p>Overall, a low-moderate visual impact is expected here. The impact is reduced due to the existing dense visual screening provided by existing vegetation along the eastern edge of Johnson Park and within the Greenway corridor.</p>

COMMENTS
<p>The addition of significant planting should provide a more cohesive and inviting public domain experience overall</p>

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

Viewpoint 6

ARLINGTON LIGHT RAIL STATION

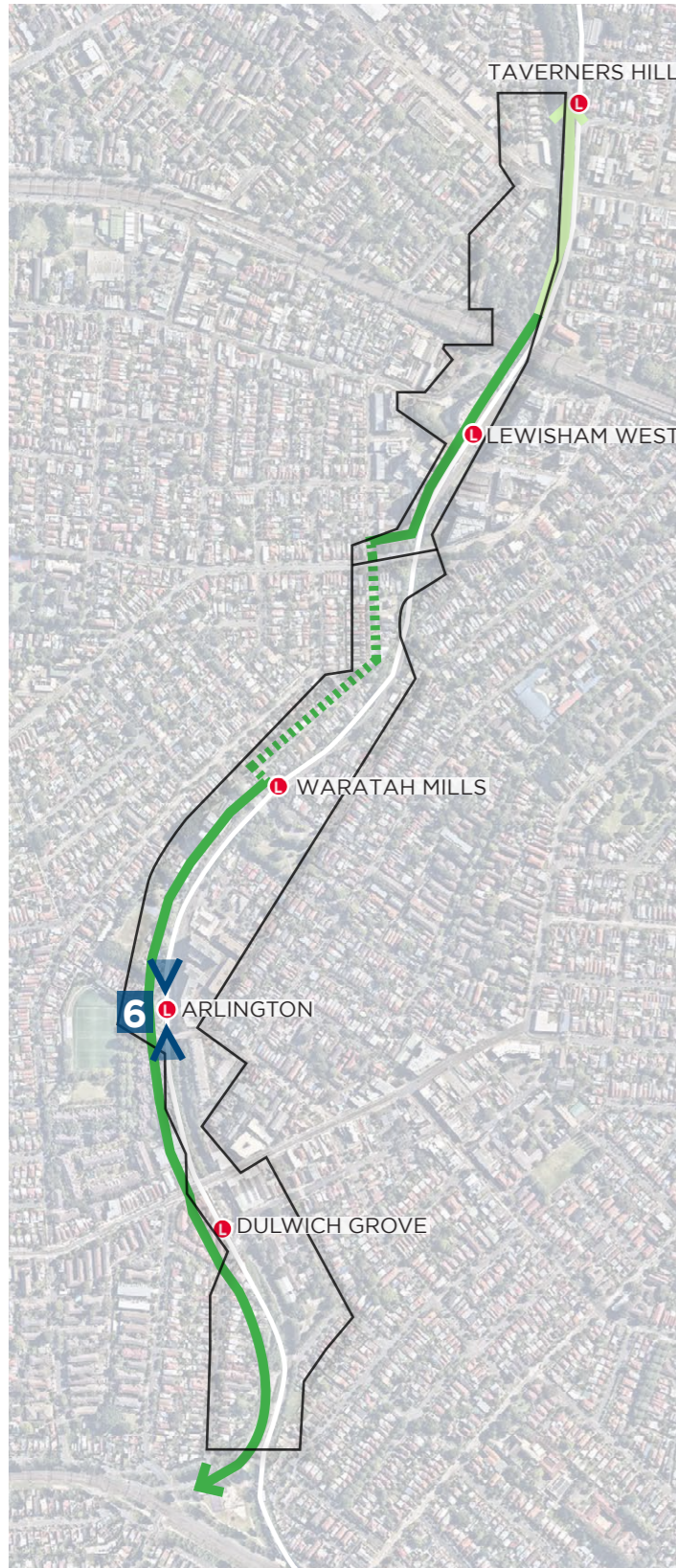


IMAGE 19: LOOKING NORTH WITH ARLINGTON STATION IN FOREGROUND

Viewpoint 6

LOCATION

Arlington Light Rail Station

DISTANCE TO PROJECT (APPROX.)

0 metres

RECEPTORS

Light rail users

CURRENT VIEW

Partial views beyond the light rail station towards Johnson Park. Established trees along the western edge of Arlington Station filter views into the park.

CURRENT USER EXPERIENCE

A crossing at Arlington Light Rail Station, and ramps to both sides, provide pedestrian access across the light rail corridor and between Johnson Park and Grove Street. Access across the light rail line is also provided by the adjacent Constitution Road bridge.

This station has many amenities for the user, including cycle hoops and seating, as well as generous shrub planting, coloured concrete and timber bollards.

FUTURE USER EXPERIENCE

The Greenway sharepath is proposed to tie into the existing footpath at the southern end of Johnson Park and continue south through a tunnel underneath Constitution Road. The tunnel has been identified as a potential location for lighting/artwork.

VISUAL IMPACT
The Project is likely to be partially visible from Arlington Light Rail station. However, existing vegetation and the sunken nature of the station will significantly reduce visual access to the Project.
Overall, a moderate visual impact is expected here.

COMMENTS
As the proposed tunnel entrance will not be visually apparent from most areas Johnson Park, Constitution Road or Grove Street, signage and lighting will be important to assist users with wayfinding.

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

Viewpoint 7

LIGHT RAIL CORRIDOR

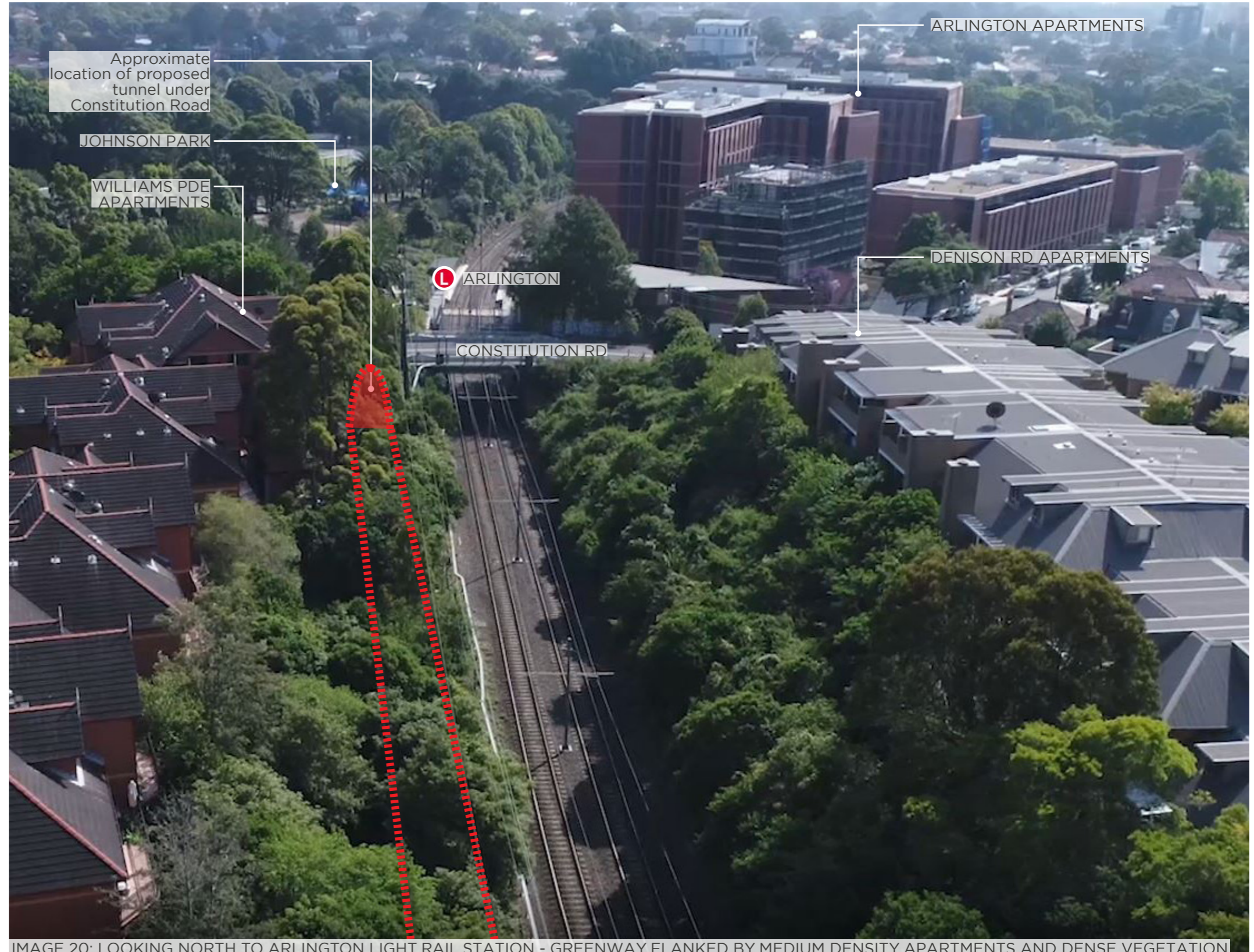
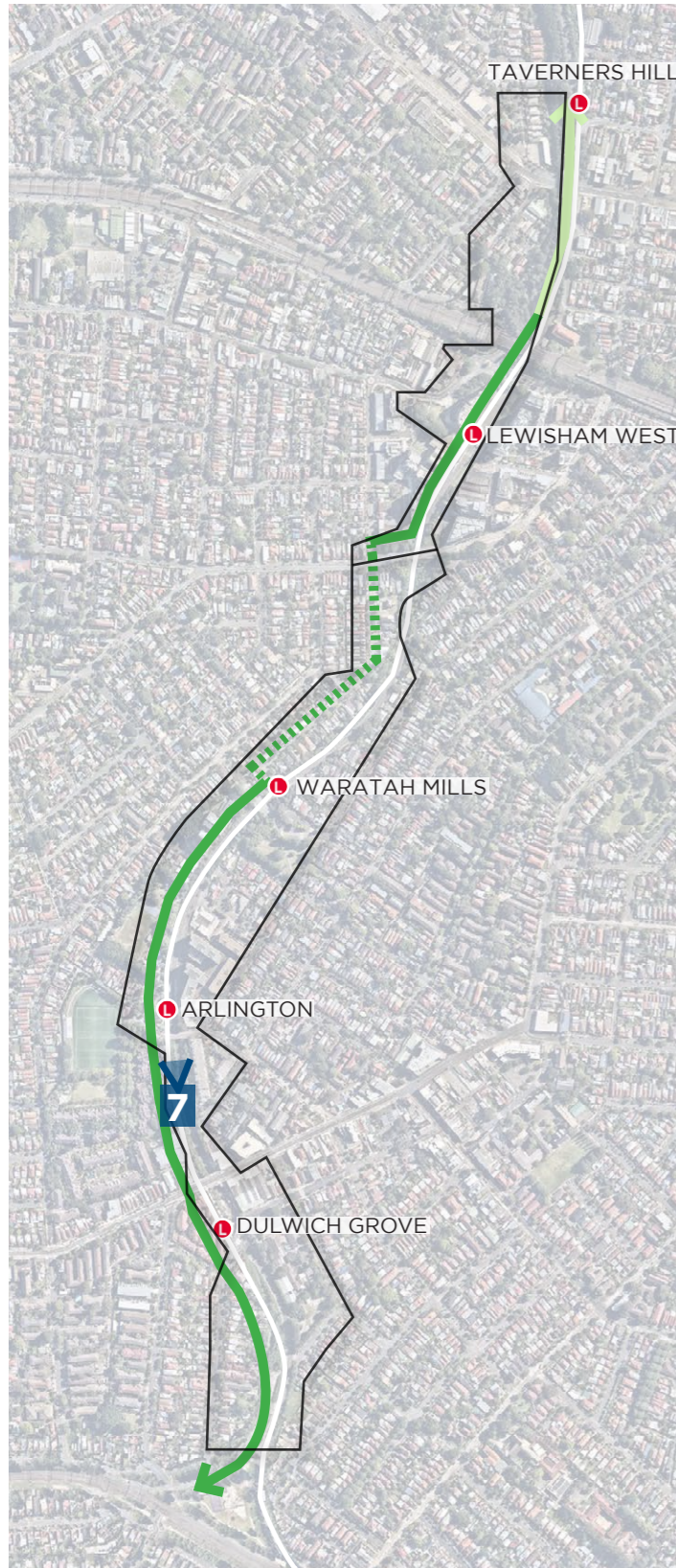


IMAGE 20: LOOKING NORTH TO ARLINGTON LIGHT RAIL STATION - GREENWAY FLANKED BY MEDIUM DENSITY APARTMENTS AND DENSE VEGETATION

Viewpoint 7

LOCATION

Light Rail Corridor

DISTANCE TO PROJECT (APPROX.)

0-5 metres

RECEPTORS

Light Rail users

CURRENT VIEW

Views enclosed by heavy vegetation flanking both sides of light rail corridor.

CURRENT USER EXPERIENCE

Currently there is no pedestrian/cycle access along the light rail corridor at this location.

FUTURE USER EXPERIENCE

The plan proposes opening access to the light rail corridor via a shared path to run along its western edge, providing a new pedestrian/cyclist connection from Constitution Road to New Canterbury Road.

The new sharepath will necessitate vegetation removal along this corridor. The plan shows new vegetation proposed along the corridor.

VISUAL IMPACT
<p>Significant vegetation will be removed to make way for the new GreenWay path. The path will be clearly visible from the light rail line; however, existing trees adjacent to Williams Parade apartments will provide a vegetated backdrop.</p> <p>The period of view is limited as receptors will only see this view for a short period of time while traveling on the light rail.</p> <p>Overall, a moderate visual impact is expected here.</p> <p>While significant vegetation clearing will be required along the new pathway alignment, future amenity and impacts will be improved by additional replacement tree and shrub planting, proposed to assist with vegetated screening and softening to the pathway for the residents along this area.</p>

COMMENTS
<p>This section of light rail corridor has a heavily vegetated character. As construction of the Greenway here will necessitate the removal of some vegetation, it is important that vegetation is reinstated to retain its character.</p> <p>Careful consideration is to be taken prior and during construction to ensure impacts to residents privacy are minimised</p>

RECEPTOR TYPE	RECEPTOR IDENTIFICATION	RECEPTOR SENSITIVITY	MAGNITUDE				
			DISTANCE	QUANTUM OF VIEW	PERIOD OF VIEW	SCALE OF CHANGE	SUMMARY OF RATINGS
PUBLIC	7	M	H	M	L	H-M	M
VISUAL IMPACT RATING		MODERATE					

Visualisation - Williams Parade Residential

ELEVATED SHAREPATH WITHIN LIGHT RAIL CORRIDOR



Elevated/cantilevered sharepath runs along the western edge of the light rail corridor. New trees and shrubs will replace existing vegetation being removed and screen the sharepath from adjacent overlooking residential apartments, while also providing shade, amenity and a sense of continuity along the Greenway.



VIEW LOOKING NORTH ALONG LIGHT RAIL CORRIDOR FROM NEW CANTEBURY ROAD (553 CANTEBURY ROAD AT LEFT OF IMAGE)

Viewpoint 8

WILLIAMS PARADE RESIDENTIAL

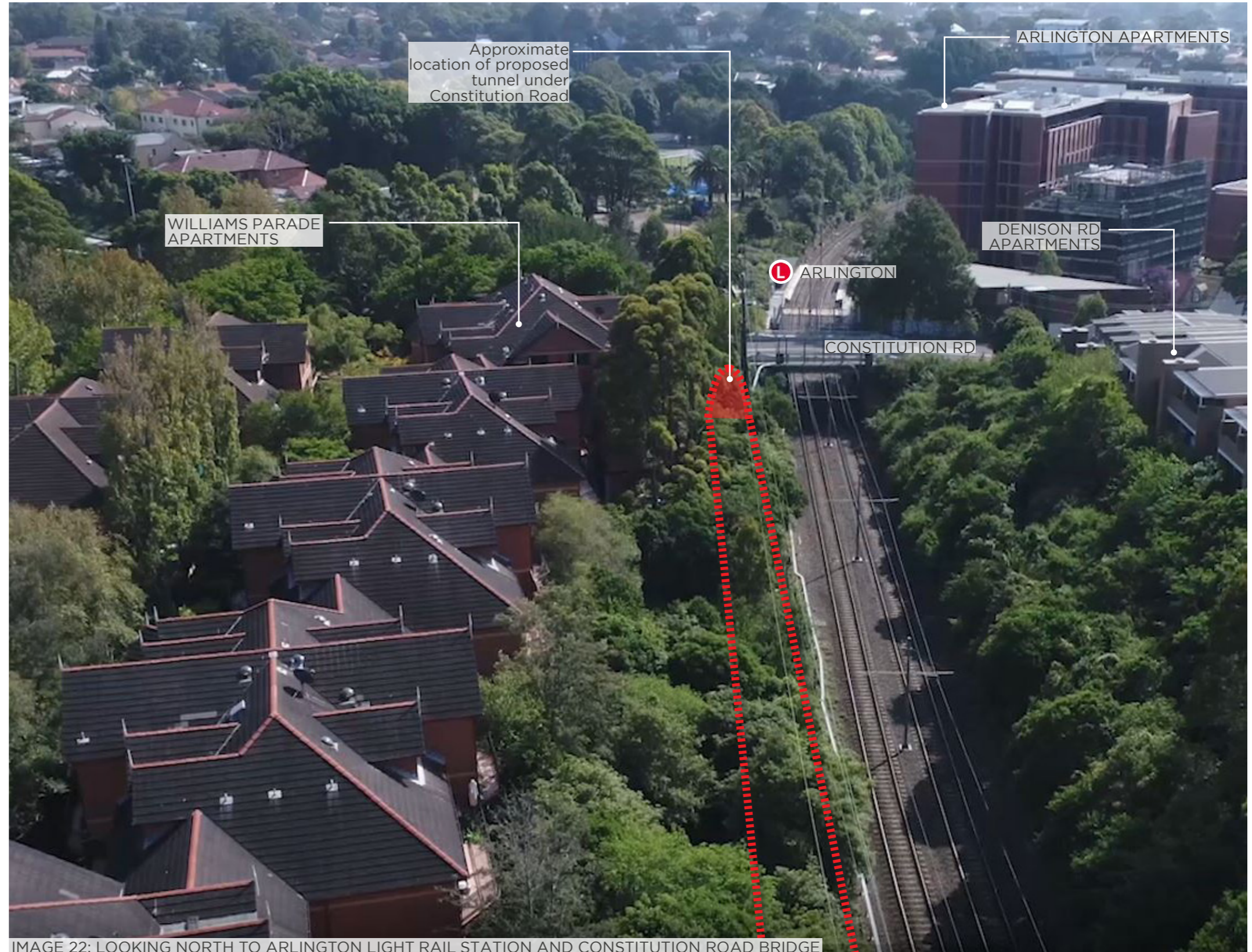
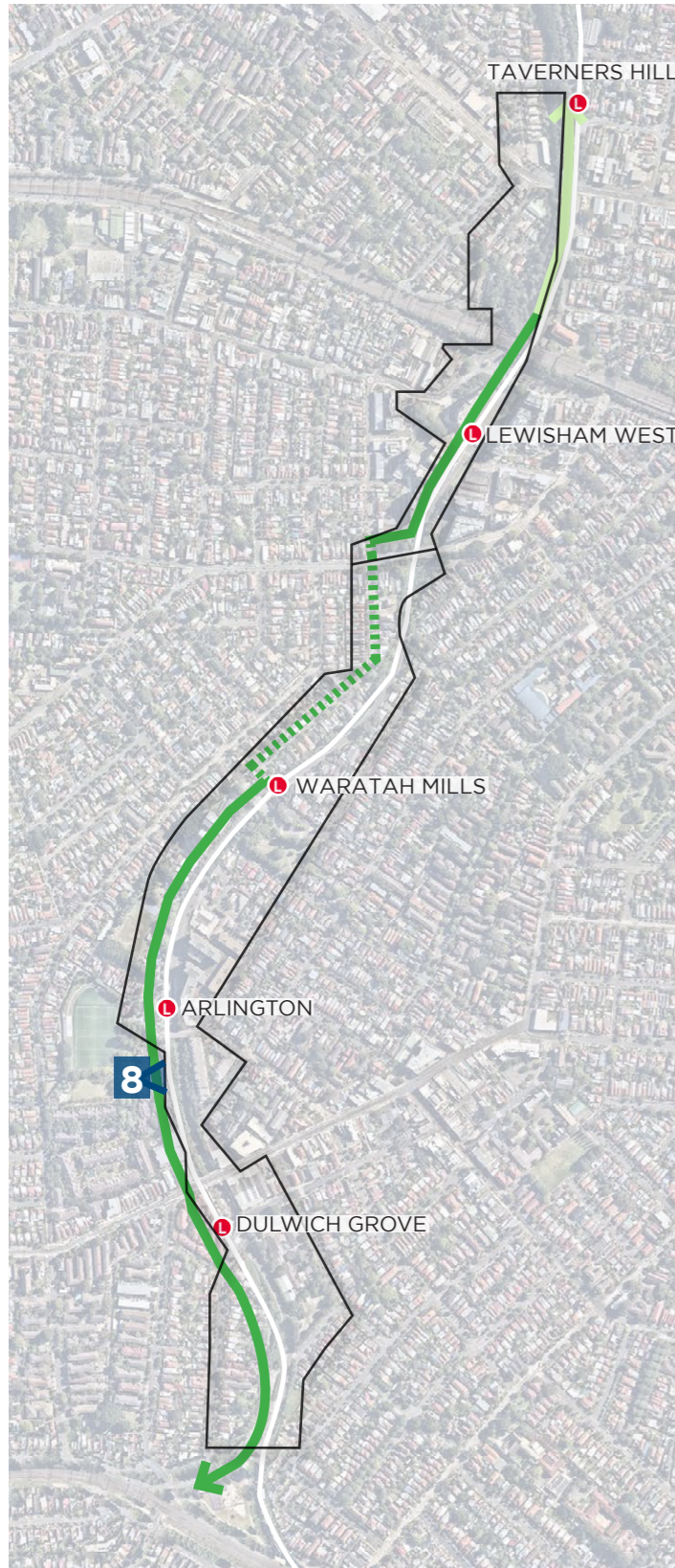


IMAGE 22: LOOKING NORTH TO ARLINGTON LIGHT RAIL STATION AND CONSTITUTION ROAD BRIDGE

Viewpoint 8

LOCATION

Williams Parade Residential

DISTANCE TO PROJECT (APPROX.)

5 metres

RECEPTORS

Williams Parade apartment residents

CURRENT VIEW

Established vegetation filters views to light rail corridor. Apartments elevated above light rail line and proposed level of GreenWay path.

CURRENT USER EXPERIENCE

Currently there is no pedestrian/cycle access along the light rail corridor at this location.

FUTURE USER EXPERIENCE

The plan proposes opening access to the light rail corridor via a shared path to run along its western edge, providing a new pedestrian/cyclist connection from Constitution Road to New Canterbury Road.

The new sharepath will necessitate vegetation removal along this corridor. The plan shows new vegetation proposed along the corridor.

VISUAL IMPACT
Existing trees and shrubs between these apartments and the light rail corridor will provide significant visual screening of the Project. However, significant vegetation along the western edge of the light rail corridor will be removed to make way for the new GreenWay path.
While the ground floor apartments are expected to be approximately level with the GreenWay path, the second floor apartments are expected to have elevated views, thus reducing the overall visual impact of the Project.
Overall, a high visual impact is expected here, due to the sensitivity of the receptor, distance and scale of change.
While significant vegetation clearing will be required along the new pathway alignment, future amenity and impacts will be improved by additional replacement tree and shrub planting, proposed to assist with vegetated screening and softening to the pathway for the residents along this area.

COMMENTS
This section of light rail corridor has a heavily vegetated character. As construction of the Greenway here will necessitate the removal of some vegetation, it is important that vegetation is reinstated to retain its character. Specifying more established vegetation is recommended the process
Significantly, this vegetation will also help to visually screen the Project from Williams Parade Residential apartments. Additional tree planting along the existing vegetation corridor to visually screen the Project is recommended.v
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 sharepath to further reduce impact of light spill on residences.

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

Viewpoint 9

DENISON ROAD RESIDENTIAL

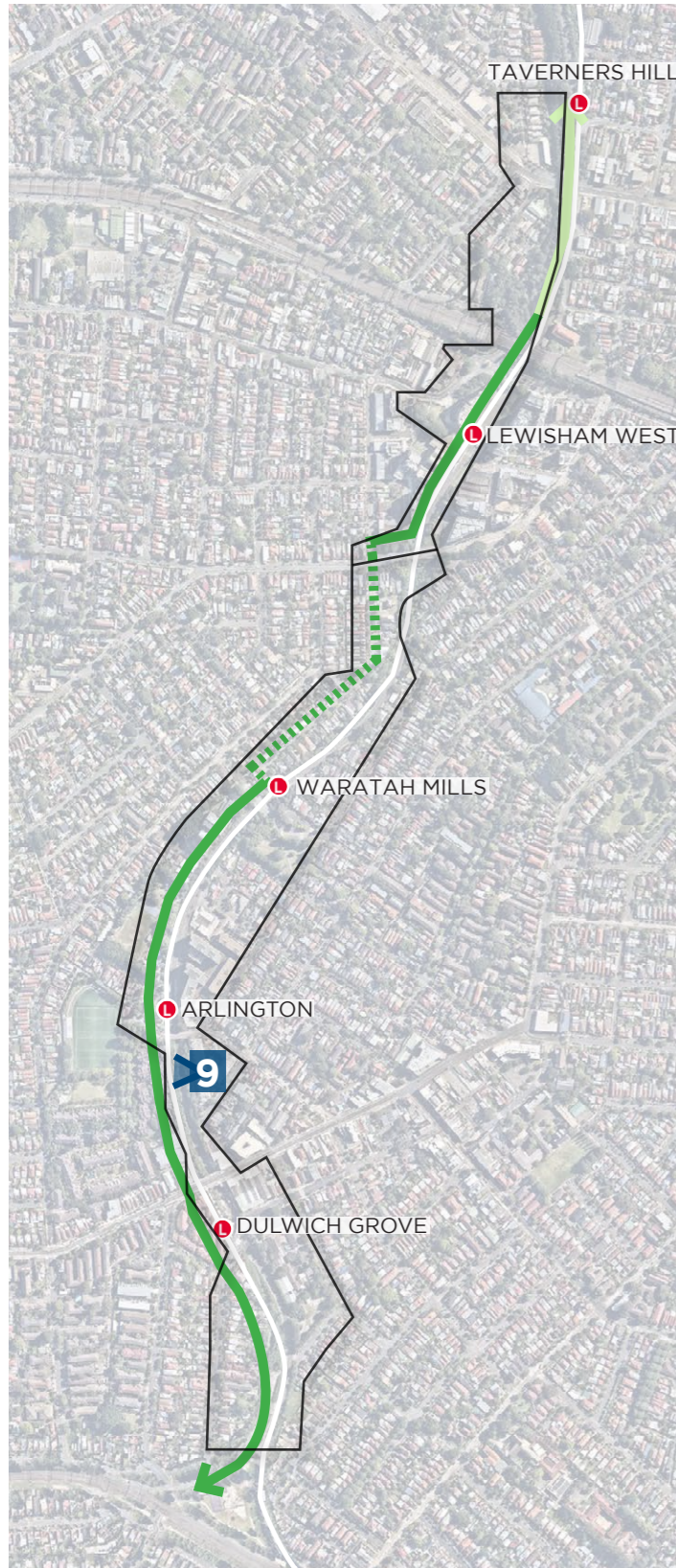


IMAGE 21: LOOKING EAST TO DENISON ROAD APARTMENTS - DENSE VEGETATION PROVIDES SCREENING TO PROPOSED GREENWAY

Viewpoint 9

LOCATION

Denison Road Residential

DISTANCE TO PROJECT (APPROX.)

30-40 metres

RECEPTORS

Denison Road apartment residents

CURRENT VIEW

Established vegetation filters views to light rail corridor. Apartments elevated above light rail line and proposed level of GreenWay path.

CURRENT USER EXPERIENCE

Currently there is no pedestrian/cycle access along the light rail corridor at this location.

FUTURE USER EXPERIENCE

The plan proposes opening access to the light rail corridor via a shared path to run along its western edge, providing a new pedestrian/cyclist connection from Constitution Road to New Canterbury Road.

The new sharepath will necessitate vegetation removal along this corridor. The plan shows new vegetation proposed along the corridor.

VISUAL IMPACT

Existing trees and shrubs between these apartments and the light rail corridor will provide significant visual screening of the Project. While significant vegetation along the western edge of the light rail corridor will be removed to make way for the new GreenWay path, no vegetation on the eastern side closest to these apartments is proposed to be removed, therefore this visual screening will remain unchanged.

The higher floor apartments will have elevated views across the Project, thus reducing the overall visual impact.

Overall, a **moderate** visual impact is expected here, due to the sensitivity and scale of change.

COMMENTS

This section of light rail corridor has a heavily vegetated character. As construction of the Greenway here will necessitate the removal of some vegetation, it is important that vegetation is reinstated to retain its character and scale

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

Viewpoint 10

553 NEW CANTERBURY ROAD

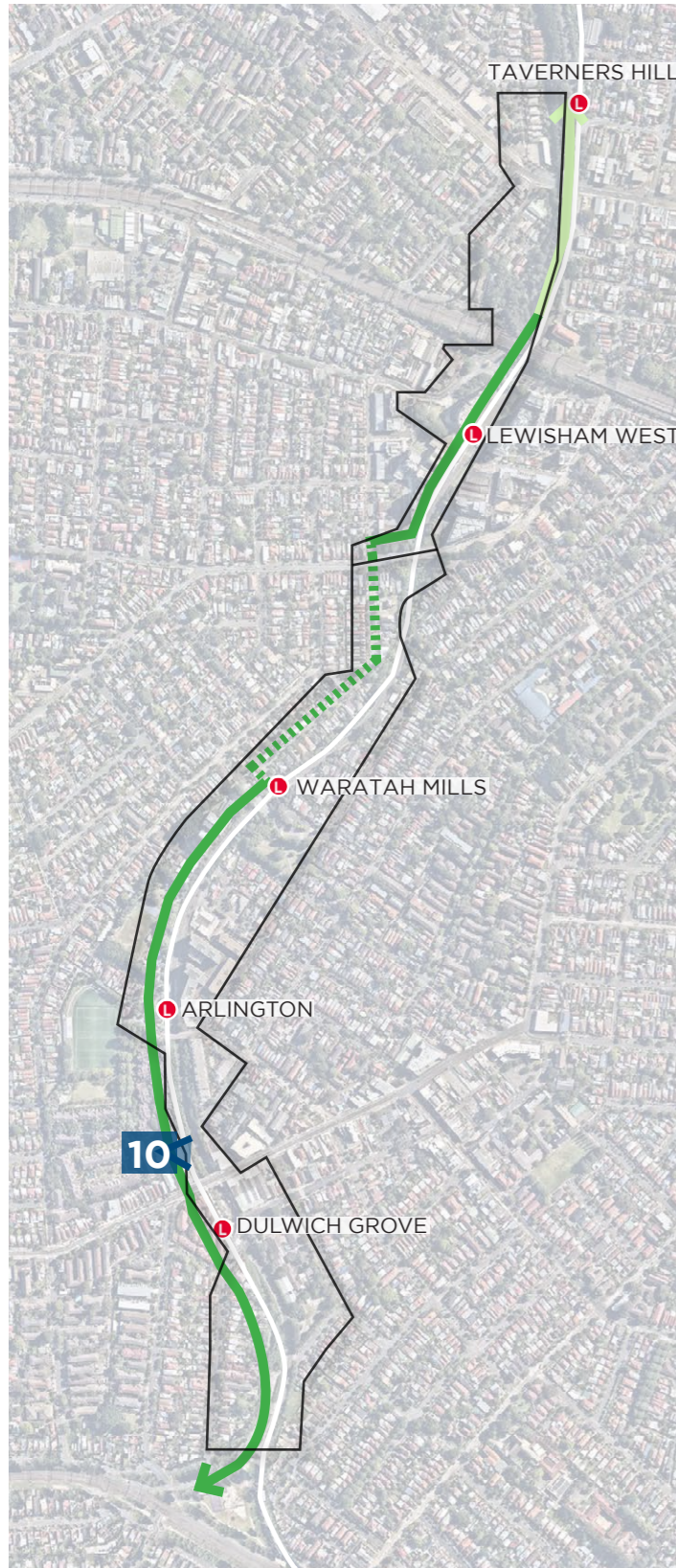


IMAGE 22: LOOKING SOUTH TO DULWICH GROVE LIGHT RAIL STATION

Viewpoint 10

LOCATION

553 New Canterbury Road Residential

DISTANCE TO PROJECT (APPROX.)

5 metres

RECEPTORS

553 New Canterbury Road apartment residents

CURRENT VIEW

Established vegetation filters views to light rail corridor. Apartments elevated above light rail line and proposed level of GreenWay path.

CURRENT USER EXPERIENCE

Currently there is no pedestrian/cycle access along the light rail corridor at this location.

FUTURE USER EXPERIENCE

The plan proposes opening access to the light rail corridor via a shared path to run along its western edge, providing a new pedestrian/cyclist connection from Constitution Road to New Canterbury Road.

The plan also proposes access to the Greenway from New Canterbury Road via new stairs to the north of New Canterbury Road, adjacent to 553 New Canterbury Road Residential.

The new sharepath will necessitate vegetation removal along this corridor. The plan shows new vegetation proposed along the corridor, as well as a rest stop with seating located adjacent to 553 New Canterbury Road Residential.

VISUAL IMPACT

Existing trees and shrubs between these apartments and the light rail corridor will provide significant visual screening of the Project. However, significant vegetation along the western edge of the light rail corridor will be removed to make way for the new GreenWay path.

The higher apartments are expected to have elevated views across the GreenWay path, thus reducing the overall visual impact of the Project.

Overall, a **high** visual impact is expected here, due to the sensitivity of the receptor, distance and scale of change. Additional tree planting along the existing vegetation corridor to visually screen the Project is recommended. Taller tree species will assist with screening views from higher apartments.

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 considered for new planting between the fence line and the sharepath to further reduce impact of light spill on residences, and to replace any trees removed as part of construction

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

An aerial photograph of a residential neighborhood. The houses are densely packed with various roof colors including red, brown, and grey. There are green trees scattered throughout the area. A road runs diagonally from the top left towards the bottom right. A semi-transparent dark grey horizontal band is overlaid across the middle of the image, containing white text. In the bottom left corner, there is a small white text reference.

**AREA 3: NEW CANTERBURY
ROAD TO HERCULES STREET**

Viewpoint 1

1-9 TERRACE ROAD RESIDENTIAL

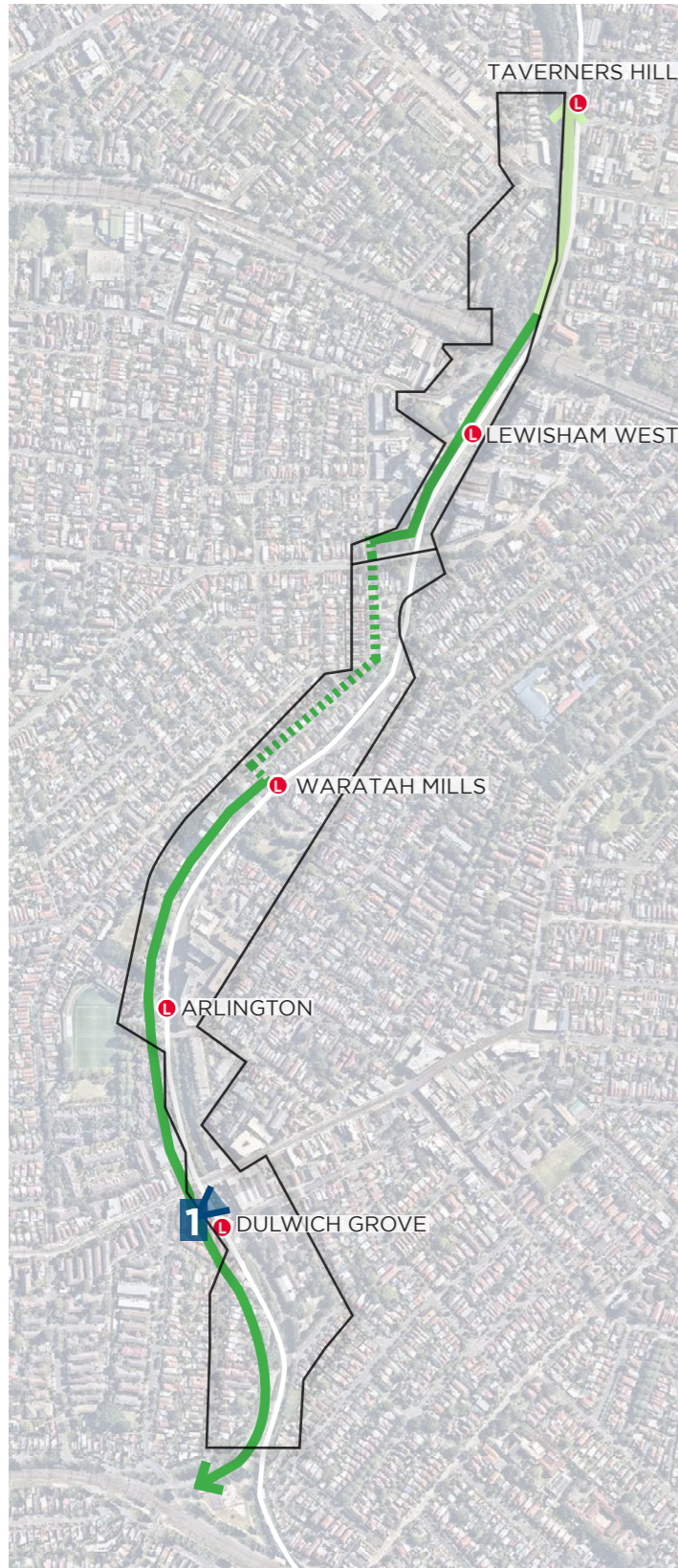


IMAGE 23: LOOKING SOUTH TO DULWICH GROVE LIGHT RAIL STATION

Viewpoint 1

LOCATION

1-9 Terrace Road Residential

DISTANCE TO PROJECT (APPROX.)

8 metres

RECEPTORS

1-9 Terrace Road apartment residents

CURRENT VIEW

Existing vegetation to both sides of the existing footpath filters views to the light rail corridor. Apartments elevated above light rail line and proposed level of GreenWay path.

CURRENT USER EXPERIENCE

Currently there is pedestrian/cycle access along the light rail corridor at this location. A concrete footpath lined with native tree and grass planting connects New Canterbury Road to Hercules Street. Timber bollards to each to each end of the footpath prevent vehicular access.

FUTURE USER EXPERIENCE

The plan proposes connecting the existing concrete footpath to the Greenway via an underpass at New Canterbury Road. New trees are proposed where the underpass rises to meet the existing footpath.

VISUAL IMPACT

Existing vegetation to both sides of the existing footpath filters views to the light rail corridor, and will provide significant visual screening of the Project. As the GreenWay path is proposed to run through a tunnel underneath New Canterbury Road then connect to the existing footpath adjacent to New Canterbury Road, the scope of works visible from this viewpoint is limited.

While significant vegetation clearing will be required along the new pathway alignment, future amenity and impacts will be improved by additional replacement tree and shrub planting, proposed to assist with vegetated screening and softening to the pathway for the residents along this area.

The main residents to be affected will be those in the northernmost apartment building, who will have direct views to the tunnel entry underneath New Canterbury Road. Other residents in buildings further south will have oblique views towards the Project.

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

COMMENTS

As the proposed underpass entrance will not be visually apparent from New Canterbury Road, signage and lighting will be important to assist users with wayfinding.

This section of light rail corridor has a heavily vegetated character. As construction of the Greenway here will necessitate the removal of some vegetation, it is important that vegetation is reinstated to retain its character and scale

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

Viewpoint 2

DULWICH GROVE LIGHT RAIL STATION

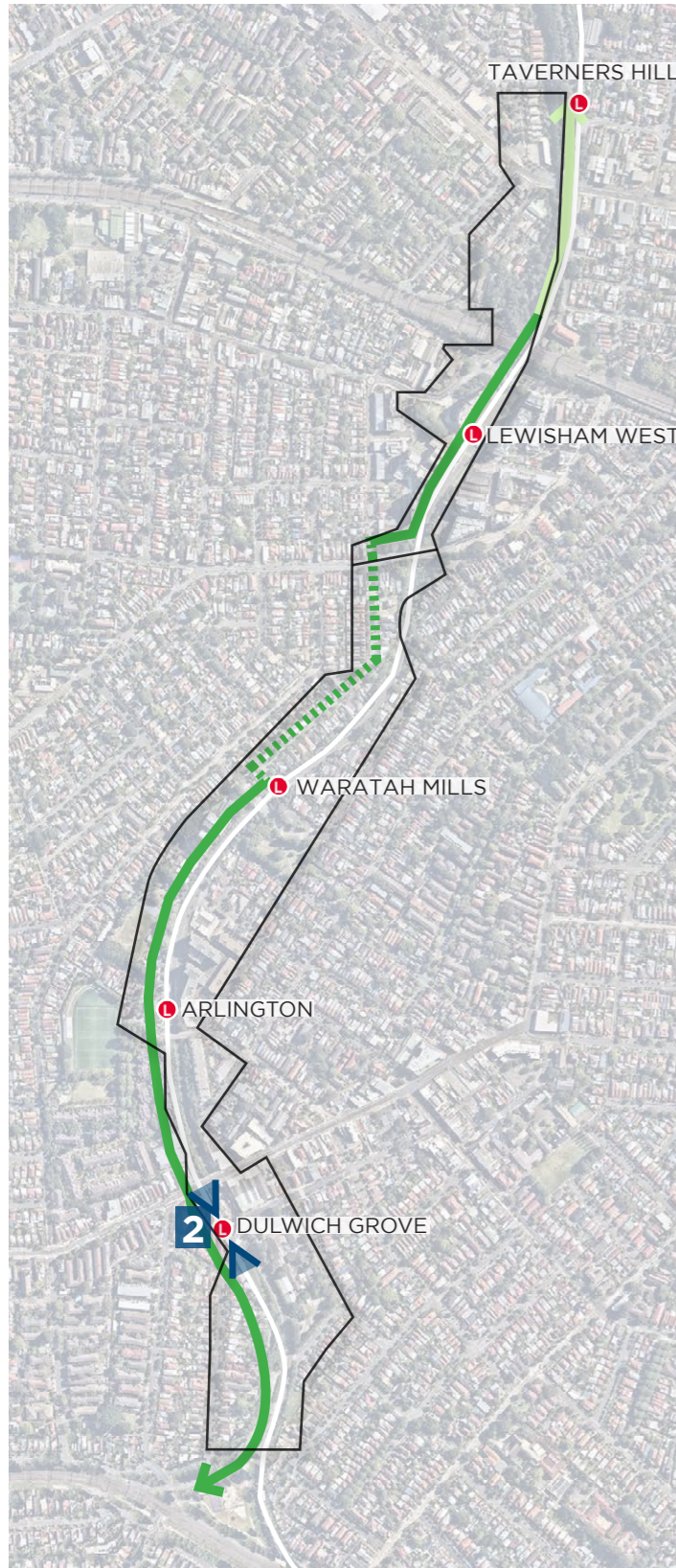


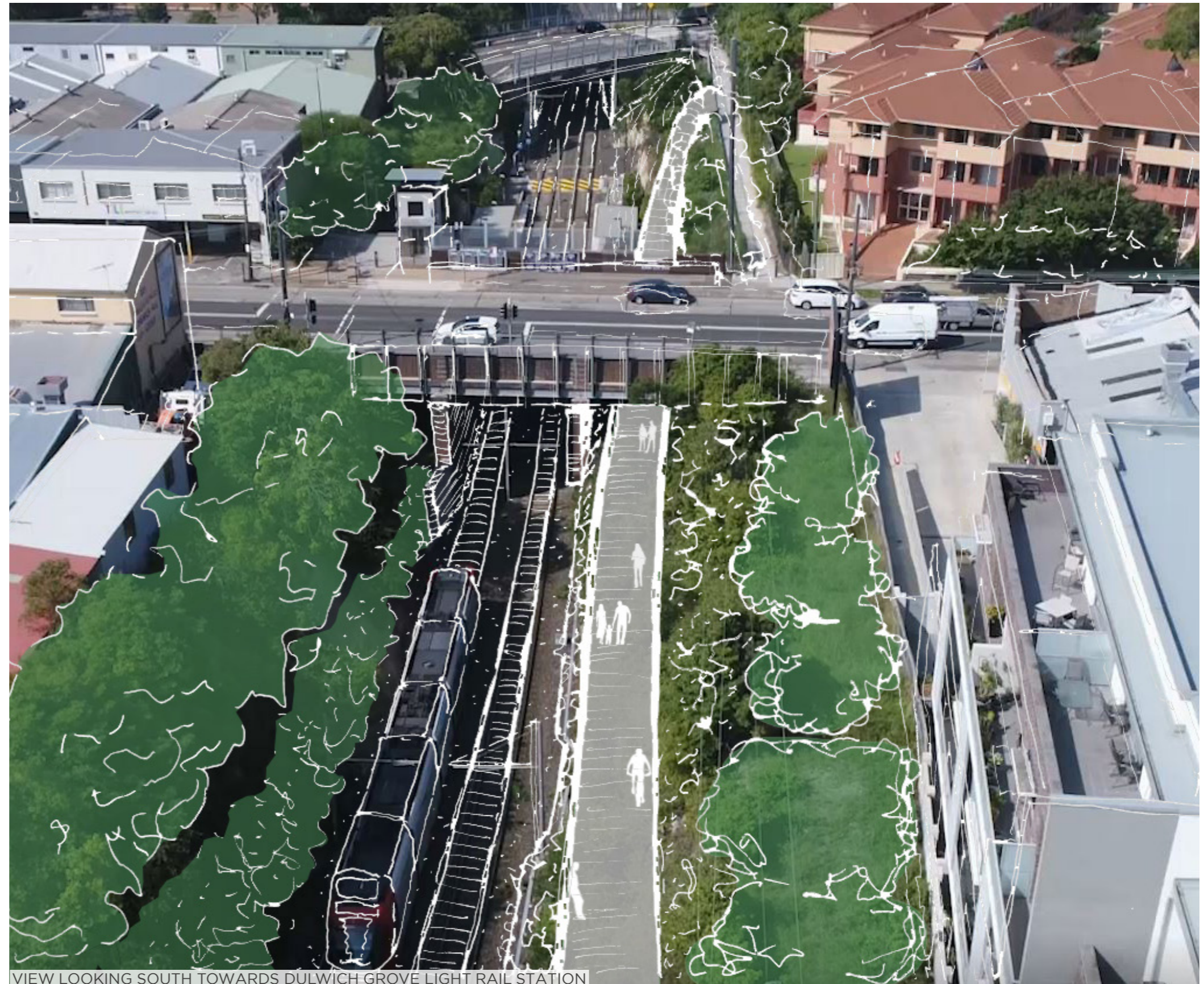
IMAGE 24: LOOKING SOUTH TO DULWICH HILL LIGHT RAIL STATION

Visualisation - New Canterbury Road

ELEVATED SHAREPATH WITHIN LIGHT RAIL CORRIDOR



Advanced tree and shrub planting will help screen the sharepath from adjacent overlooking residential apartments, while also providing shade, amenity and a sense of continuity along the Greenway.



VIEW LOOKING SOUTH TOWARDS DULWICH GROVE LIGHT RAIL STATION

Viewpoint 2

LOCATION

Dulwich Grove Light Rail Station

DISTANCE TO PROJECT (APPROX.)

6 metres

RECEPTORS

Light rail users

CURRENT VIEW

Linear views along the light rail corridor, enclosed by the sunken nature of the station, as well as by vegetation to both sides of the light rail corridor.

CURRENT USER EXPERIENCE

Dulwich Grove Light Rail Station is currently accessible via stairs and a lift on New Canterbury Road.

FUTURE USER EXPERIENCE

No changes are proposed to the usability of Dulwich Grove Light Rail Station. No planting is specified between the new sharepath and the light rail line.

VISUAL IMPACT

Due to being an underpass, the project is likely to be minimally visible from Dulwich Grove Light Rail Station. From further south oblique views will be available, however are likely to be filtered by existing and proposed vegetation.

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

As construction of the Greenway here will necessitate the removal of some vegetation, it is important that vegetation is reinstated to retain its character and scale

COMMENTS

New narrow planting between the new sharepath and the light rail line would assist in further reducing the visual impact of the new sharepath.

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

Viewpoint 3

HERCULES STREET BRIDGE

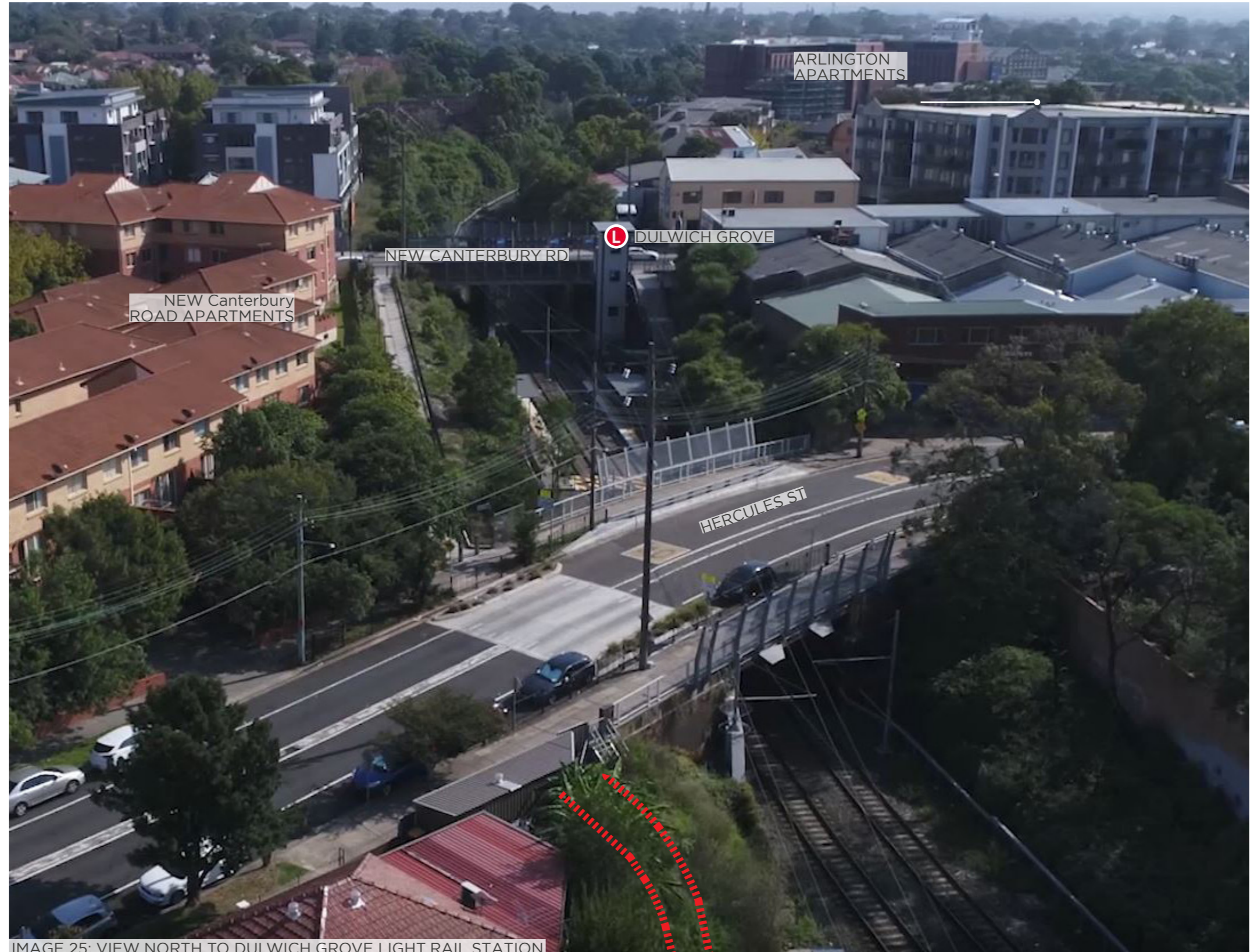
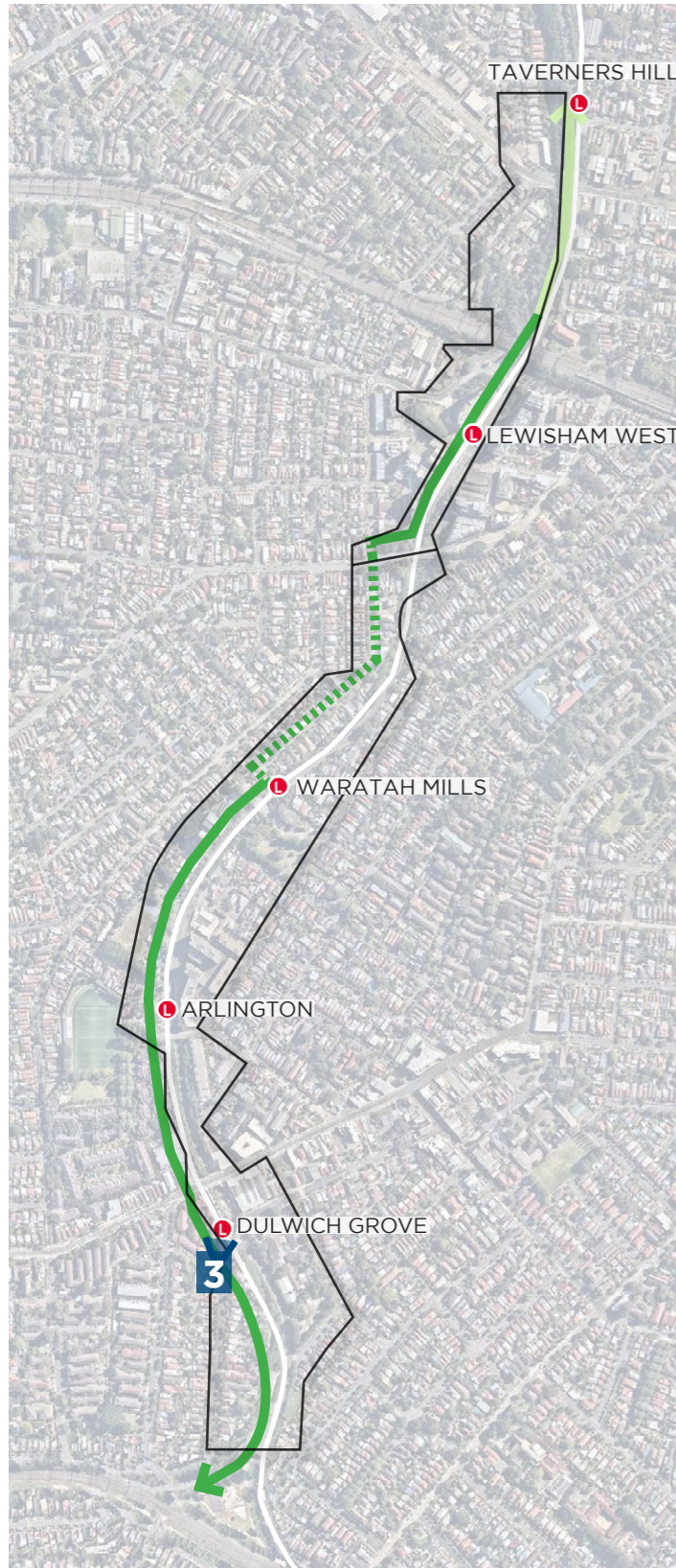


IMAGE 25: VIEW NORTH TO DULWICH GROVE LIGHT RAIL STATION

Viewpoint 3

LOCATION

Hercules Street Bridge

DISTANCE TO PROJECT (APPROX.)

0-5 metres

RECEPTORS

Hercules Street bridge users (eg pedestrians, cyclists, motorists)

CURRENT VIEW

Views out from Hercules Road bridge are filtered by high fencing and balustrading.

CURRENT USER EXPERIENCE

Currently pedestrian access to the light rail corridor terminates at Hercules Street and there is no access south of Hercules Street bridge.

FUTURE USER EXPERIENCE

The plan proposes extending the Greenway south from Hercules Street bridge along the light rail corridor. Key elements of the plan include property acquisition to allow access, an expanded pedestrian crossing with provision for bikes, removing carparking and planted blisters.

VISUAL IMPACT

The Project meets this viewpoint at street level, proposing planted beds to extend the kerb and loss of some parking. These changes are immediately adjacent to Hercules Street Bridge and so will be visually apparent.

Overall, a **moderate-low** visual impact is expected here. This is considered to offer a significant improvement to visual amenity through the addition of generous planting beds to soften the roadway

COMMENTS

Should the aquisition of property be accomodated to provide the concept design pathway orientation, there is opportunity to provide ample planted buffer / wetlands to soften the pathway. This should provide a much improved character and through-site legibility for the users

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

Viewpoint 4

HERCULES STREET RESIDENTIAL

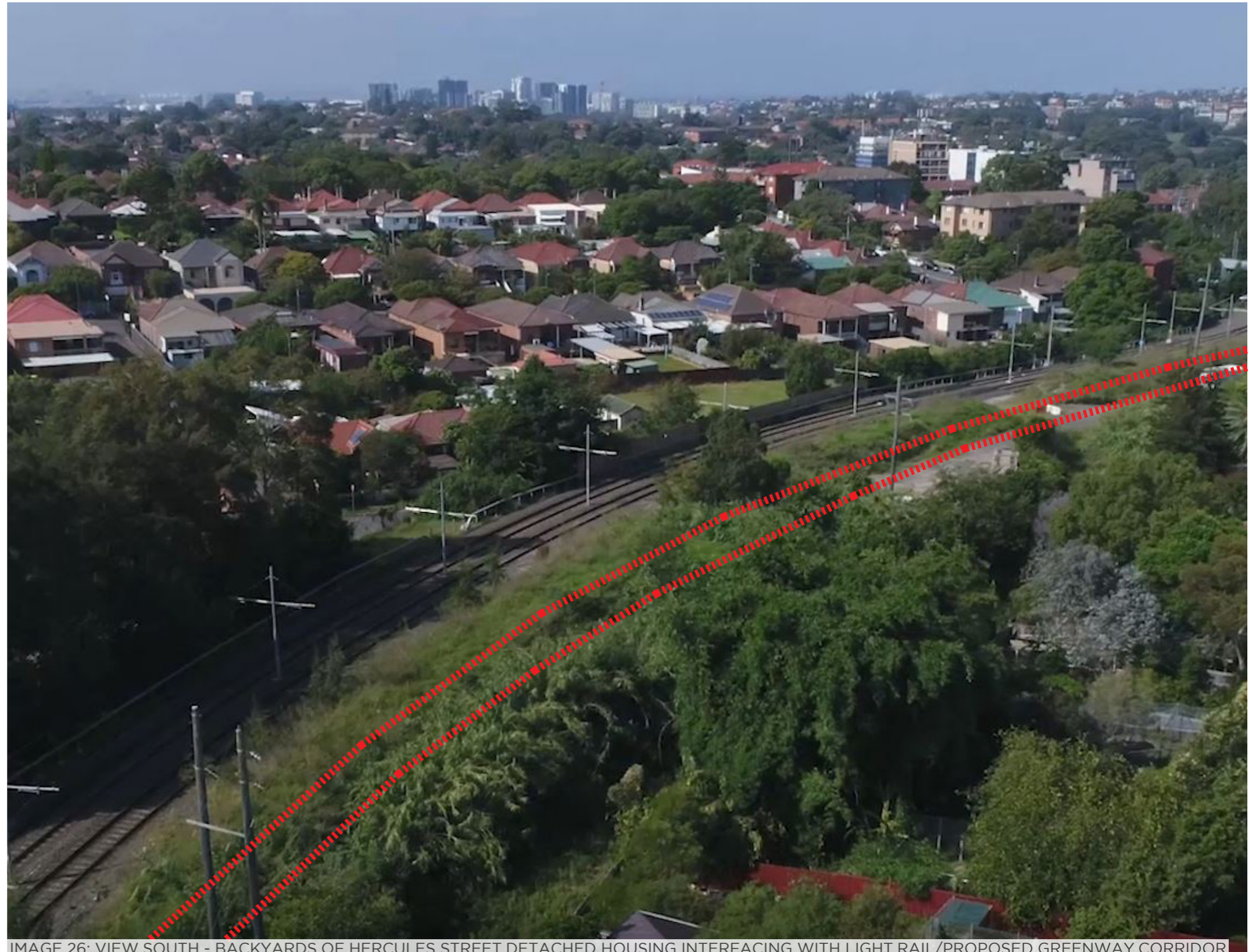
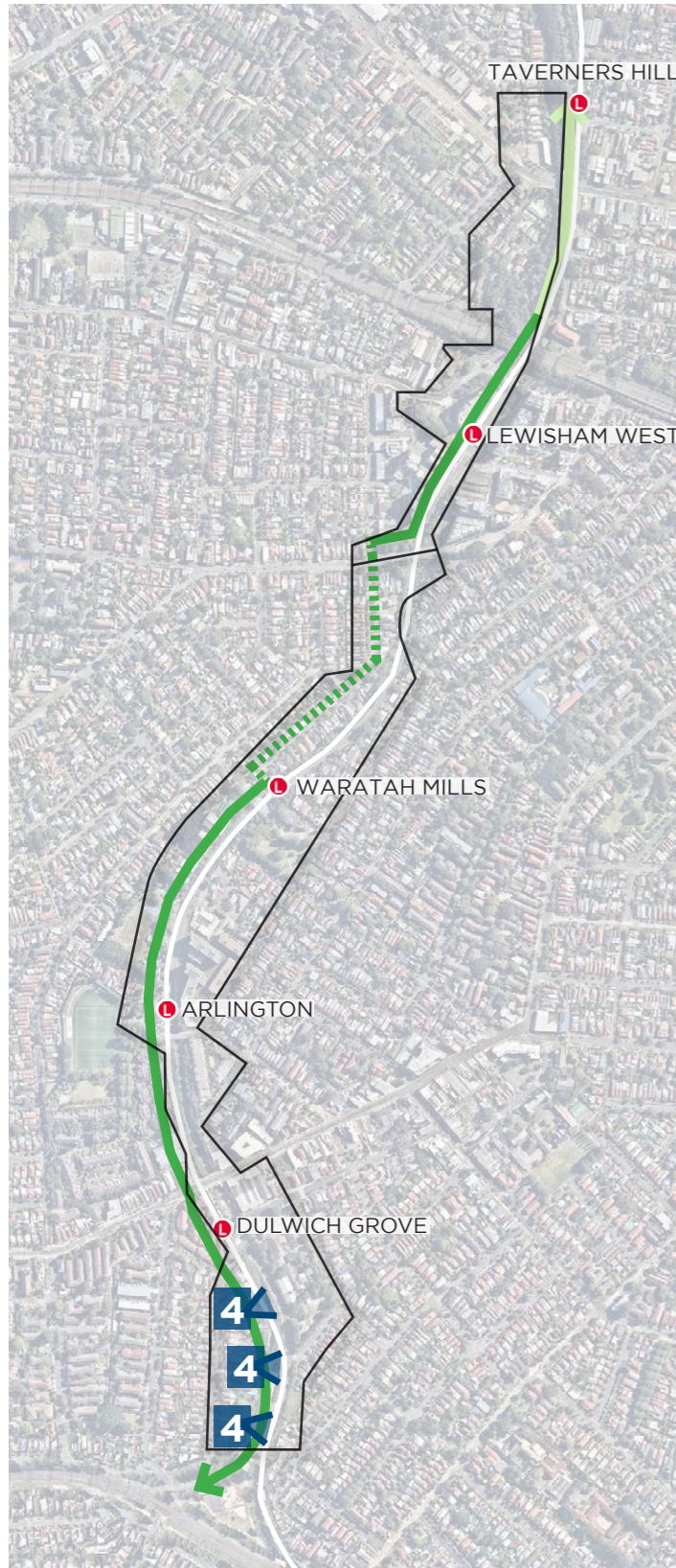


IMAGE 26: VIEW SOUTH - BACKYARDS OF HERCULES STREET DETACHED HOUSING INTERFACING WITH LIGHT RAIL/PROPOSED GREENWAY CORRIDOR

Viewpoint 4

LOCATION

Hercules Street Residential

DISTANCE TO PROJECT (APPROX.)

0 metres

RECEPTORS

Residents of detached houses in Hercules Street that interface with the light rail corridor/proposed Greenway corridor

CURRENT VIEW

Views towards the light rail corridor are heavily screened by existing rambling shrubs and grasses within the light rail corridor, as well as some trees in the backyards of properties on Hercules Street.

CURRENT USER EXPERIENCE

Currently there is no pedestrian/cycle access along the light rail corridor at this location.

FUTURE USER EXPERIENCE

The plan proposes extending the Greenway south from Hercules Street bridge along the light rail corridor. Key elements include wetlands, regrading of creekline and habitat improvement, ecological restoration areas, public art, native food garden, decking, seating, new trees and vegetation.

VISUAL IMPACT							
<p>The Project is likely to be well screened by existing and proposed vegetation between the back property/fence line of houses on Hercules Street and the light rail corridor. With time, the many proposed trees within this relatively wide portion of light rail corridor will provide increased visual screening.</p> <p>Furthermore, while the views from the backyards of these properties directly face the Project, the majority of properties have a significant distance between the back of their dwelling and the Project. Therefore, affected views are most likely from backyards, not dwellings themselves.</p> <p>This section of light rail corridor has a vegetated character. As construction of the Greenway here will necessitate the removal of some vegetation, it is important that vegetation is reinstated to retain its character and scale. It should be noted that the proposed GreenWay path is located along a mound, and so will be more visually accessible from this viewpoint.</p> <p>Overall, a high-moderate visual impact is expected here. The impact is reduced due to the existing dense visual screening provided by existing and proposed vegetation within the Greenway corridor.</p>							

COMMENTS							
<p>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.</p> <p>Additional vegetation could be planted between the fence line and the Greenway sharepath to further reduce impact of light spill on residences. Consideration should be given to advanced tree plantings to replace existing trees to be removed</p>							

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

Viewpoint 5

BLACKWOOD AVENUE

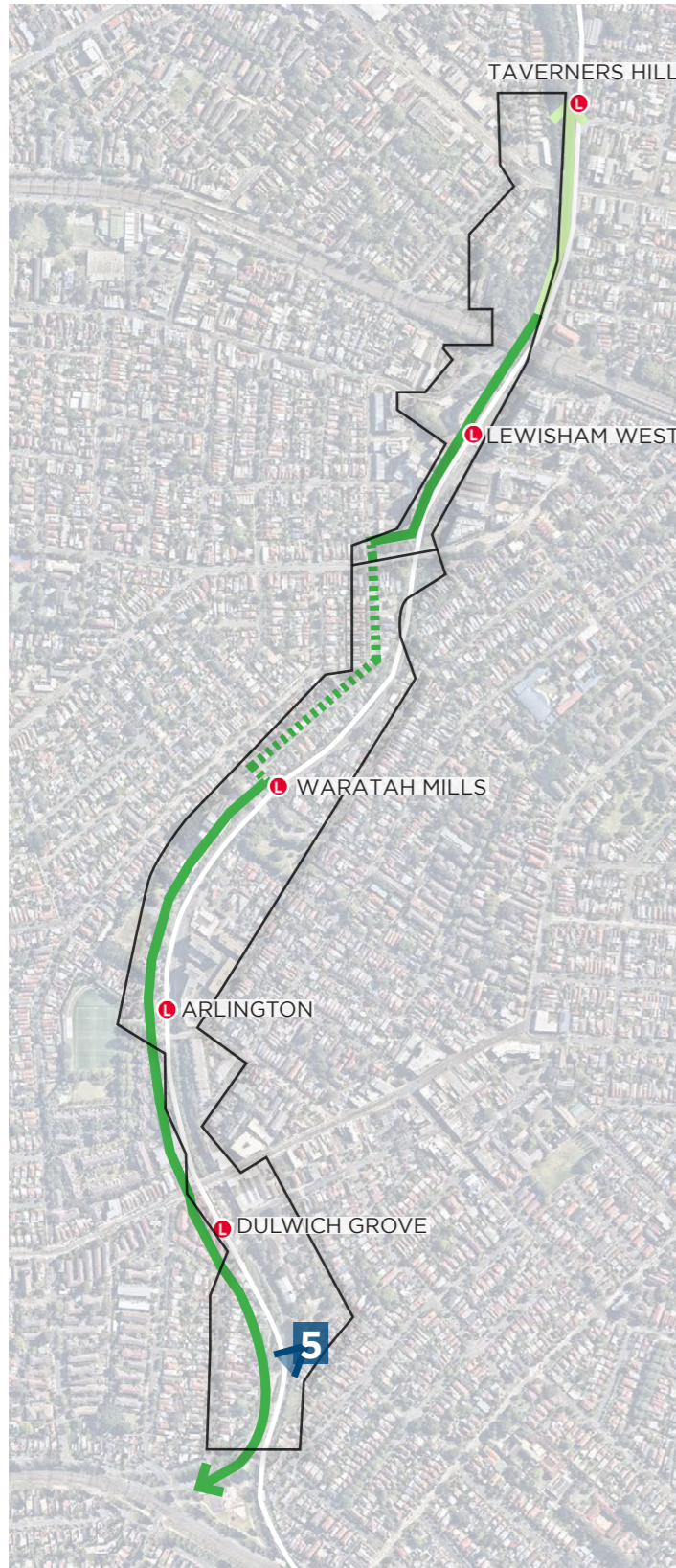


IMAGE 27: OPEN VIEW SOUTH-WEST FROM BLACKWOOD AVENUE SHOWING SIGNIFICANT MOUNDING TO FAR SIDE OF LIGHT RAIL CORRIDOR

Viewpoint 5

LOCATION

Blackwood Avenue

DISTANCE TO PROJECT (APPROX.)

20 metres

RECEPTORS

Blackwood avenue users and residents

CURRENT VIEW

View corridor framed by existing established vegetation to both sides of Blackwood Avenue, with the central view cone semi-open with trees, shrubs and grasses partially obscuring light rail corridor and associated infrastructure.

CURRENT USER EXPERIENCE

Currently there is no pedestrian/cycle access along the light rail corridor at this location.

FUTURE USER EXPERIENCE

The plan notes a potential future pedestrian/cyclist connection to Blackwood Avenue from the Greenway.

VISUAL IMPACT

While the Project will be visible for both motorists and pedestrians using Blackwood Avenue, existing and proposed vegetation is likely to reduce the overall visual impact of the Project.

Initially there may be less vegetation visible as some will need to be cleared for the proposed pathway; however, views will be softened as proposed vegetation establishes over time.

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

COMMENTS

Future design development should consider a landscaped solution that prioritises CPTED principles and is aesthetically pleasing for the user experience, while providing compliant gradients

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

Viewpoint 6

LIGHT RAIL CORRIDOR

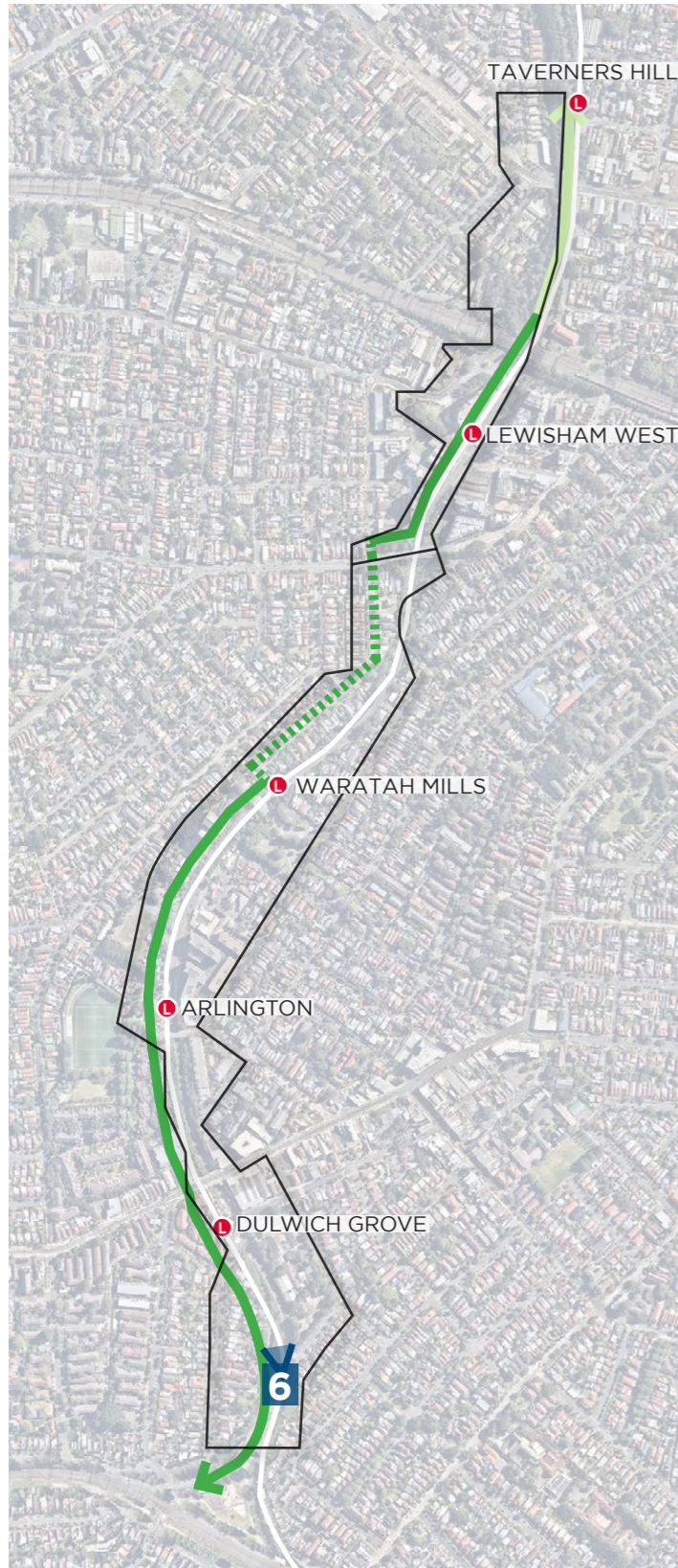


IMAGE 28: VIEW NORTH SHOWING PROPOSED GREENWAY CORRIDOR

Visualisation - Hercules Street South

ELEVATED SHAREPATH WITHIN LIGHT RAIL CORRIDOR



Generous tree and shrub planting will help screen the sharepath from adjacent overlooking residential apartments, while also providing shade, amenity and a sense of continuity along the Greenway.



VIEW LOOKING NORTH ALONG THE LIGHT RAIL CORRIDOR

Viewpoint 6

LOCATION

Light Rail Corridor

DISTANCE TO PROJECT (APPROX.)

0-5 metres

RECEPTORS

Light rail users

CURRENT VIEW

Open views across rambling shrubs and grasses within the light rail corridor, as well as some trees in the backyards of properties on Hercules Street.

CURRENT USER EXPERIENCE

Currently there is no pedestrian/cycle access along the light rail corridor at this location.

FUTURE USER EXPERIENCE

The plan proposes opening access to the light rail corridor via a shared path to run along its western edge, providing a new pedestrian/cyclist connection from Hercules Street bridge to the southern end of Hercules Street.

The new sharepath will necessitate vegetation removal along this corridor. The plan shows new vegetation proposed along the corridor.

VISUAL IMPACT

The Project will be clearly visible from this viewpoint. Existing and proposed vegetation, especially proposed trees, will increasingly screen views across the GreenWay path over time

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

COMMENTS

This section of light rail corridor has a heavily vegetated character. As construction of the Greenway here will necessitate the removal of some vegetation, it is important that vegetation is reinstated to retain its character.

Also, as the sharepath runs along the ridge of an elevated mound that wraps around the back of houses on Hercules Street, 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 between back fences and the sharepath to further reduce impact of light spill on residences.

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

Viewpoint 7

HERCULES STREET

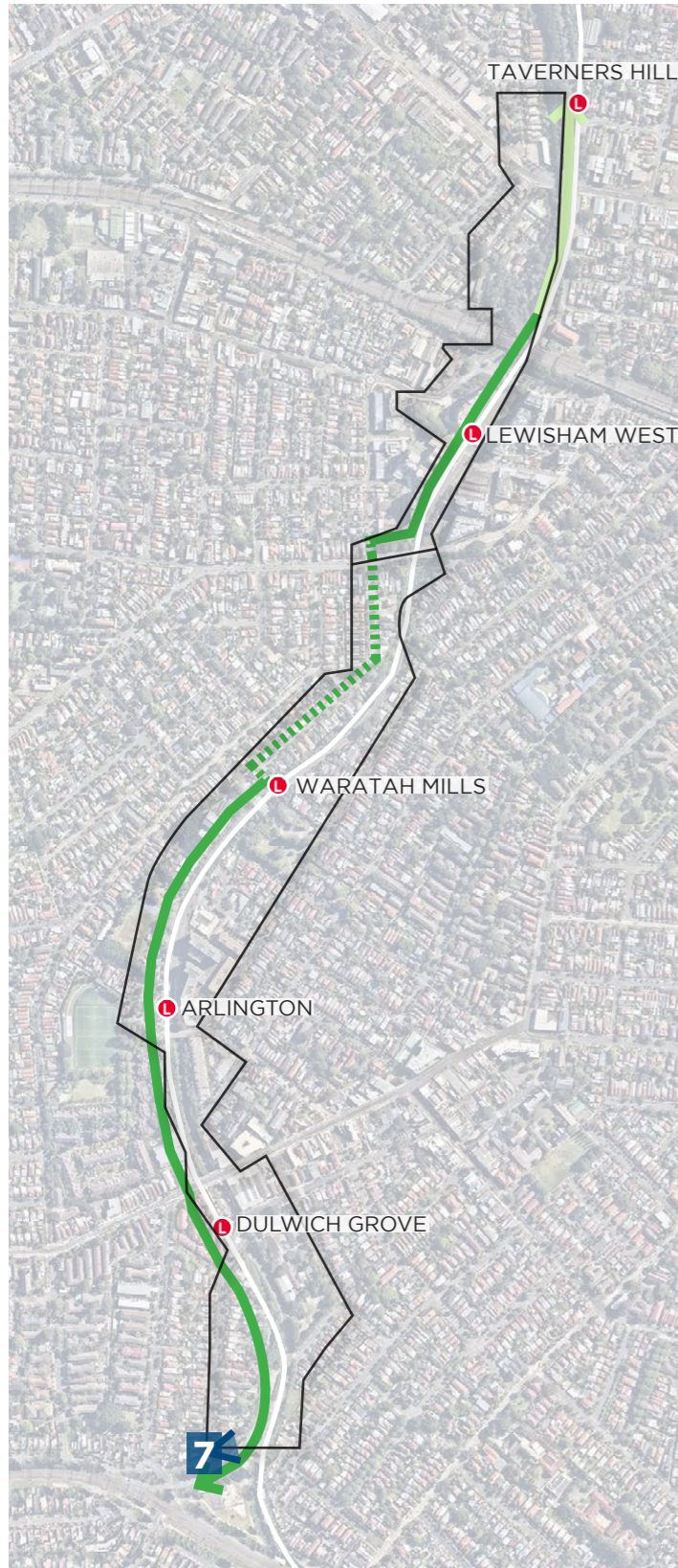


IMAGE 29: VIEW EAST FROM HERCULES STREET TO PROPOSED SOUTHERN ENTRY TO GREENWAY

Viewpoint 7

LOCATION

Hercules Street

DISTANCE TO PROJECT (APPROX.)

0 metres

RECEPTORS

Hercules Street users (eg pedestrians, cyclists, motorists)

CURRENT VIEW

Views eastward to light rail corridor along Hercules Street are filtered by established street trees and obscured by mounding covered with rambling shrubs and grasses.

CURRENT USER EXPERIENCE

Currently there is no pedestrian/cycle access along the light rail corridor at this location.

FUTURE USER EXPERIENCE

The plan proposes opening up access to the light rail line via a sharepath that connects to the southern end of Hercules Street. Some parking will be removed here. Brushbox trees are to be retained. An ecological restoration area and bollards to the path entry to prevent vehicular access are also proposed.

VISUAL IMPACT
The Project is likely to be visible looking eastward on Hercules Street, however will be highly screened by existing and proposed vegetation, especially existing street trees on Hercules Street.
Overall, a moderate visual impact is expected here.

COMMENTS
Future design phases should consider overarching signage and wayfinding strategy to assist with legibility for users, especially in this location, as its the main southern connection the Greenway.

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

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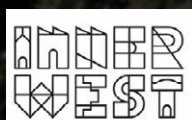
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