



# Appendix J

Visual Impact Assessment

# Sydney Park Junction Visual Impact Assessment

Final

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## Sydney Park Junction Visual Impact Assessment

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# 1. Introduction

## 1.1 Introduction

The Sydney Park Junction is being implemented by Transport for NSW in response to the expected redistribution of traffic following the opening of WestConnex Stage 2 (New M5).

The proposal objectives comply with the strategic objectives articulated in the Greater Sydney Region Plan (Greater Sydney Commission, 2018), the Road Safety Plan 2021 (Transport for NSW, 2018) and the Future Transport Strategy 2056 (Transport for NSW, 2018).

The proposal is located within the suburbs of St Peters, Newtown, Erskineville and Alexandria at the boundary between the Inner West and City of Sydney Local Government Areas (LGAs). The site comprises three major road conduits (King Street, Princes Highway and Sydney Park Road); a significant public transport hub; a major green open space (Sydney Park); and an important cultural community.

Currently the site experiences high traffic volumes and a lack of pedestrian and cyclist facilities. The Kings Street Gateway proposal aims to reorganise regional and local road traffic along the southern and eastern side of Sydney Park, constituting a “gateway” to King Street, Newtown. It provides an opportunity to improve the civic amenity and connectivity along the roads north and west of the park to improve the streetscape and complement the amenity of Sydney Park.

The key improvements include:

- Changing the streetscape by reducing the Princes Highway and Sydney Park Road carriageways
- widening of footpaths and additional landscaping
- Improving pedestrian crossings
- Introducing traffic signal works
- Providing permanent parking
- Implementing road re-surfacing and kerb adjustments
- Rationalising bus stops by removing redundancies
- Relocating utilities
- Improving the urban amenity of the precinct
- Integrating works with WestConnex Stage 2 at Campbell Street and Euston Road.

## 1.2 Purpose & Structure of this Report

Jacobs’ Cities and Places team were commissioned to undertake a Visual Impact Assessment for the proposal to outline the urban design principles used, analyse the receiving landscape and assess the effects of the proposal upon local visual amenity.

This report is presented in the following sections:

- 1. Introduction** outlines the proposal and the purpose, structure and methodology of this report
- 2. Contextual Landscape Analysis** describes the local planning context and landscape elements
- 3. Design Concept** sets out the urban design strategy and principles for the proposal
- 4. Visual Impact Assessment** identifies key viewpoint locations and assesses the changes resulting from the proposal upon those views
- 5. Mitigation Measures** describes the strategy and measures included in the design
- 6. Appendices** includes the proposal drawings.

## 1.3 Methodology

The methodology adopted for this report is guided by policy and guidelines outlined in ‘Beyond the Pavement’ (TfNSW, 2020) and the Guideline for landscape character and visual impact assessment: Environmental impact assessment practice note EIA-N04 (TfNSW, 2020)

The methodology for this report includes the following steps:

- Describe the subject site and surrounding area;
- Describe the proposed works;
- Describe the planning instruments that are relevant to both visual amenity and landscape character and that apply to the subject site and the surrounding area;
- Describe the landscape of the subject site and the surrounding area;
- Assess the visual impact of the proposed development from publicly accessible locations;
- Summarise the visual effects of the proposal;
- Identify measures to mitigate potential negative effects of the proposal.



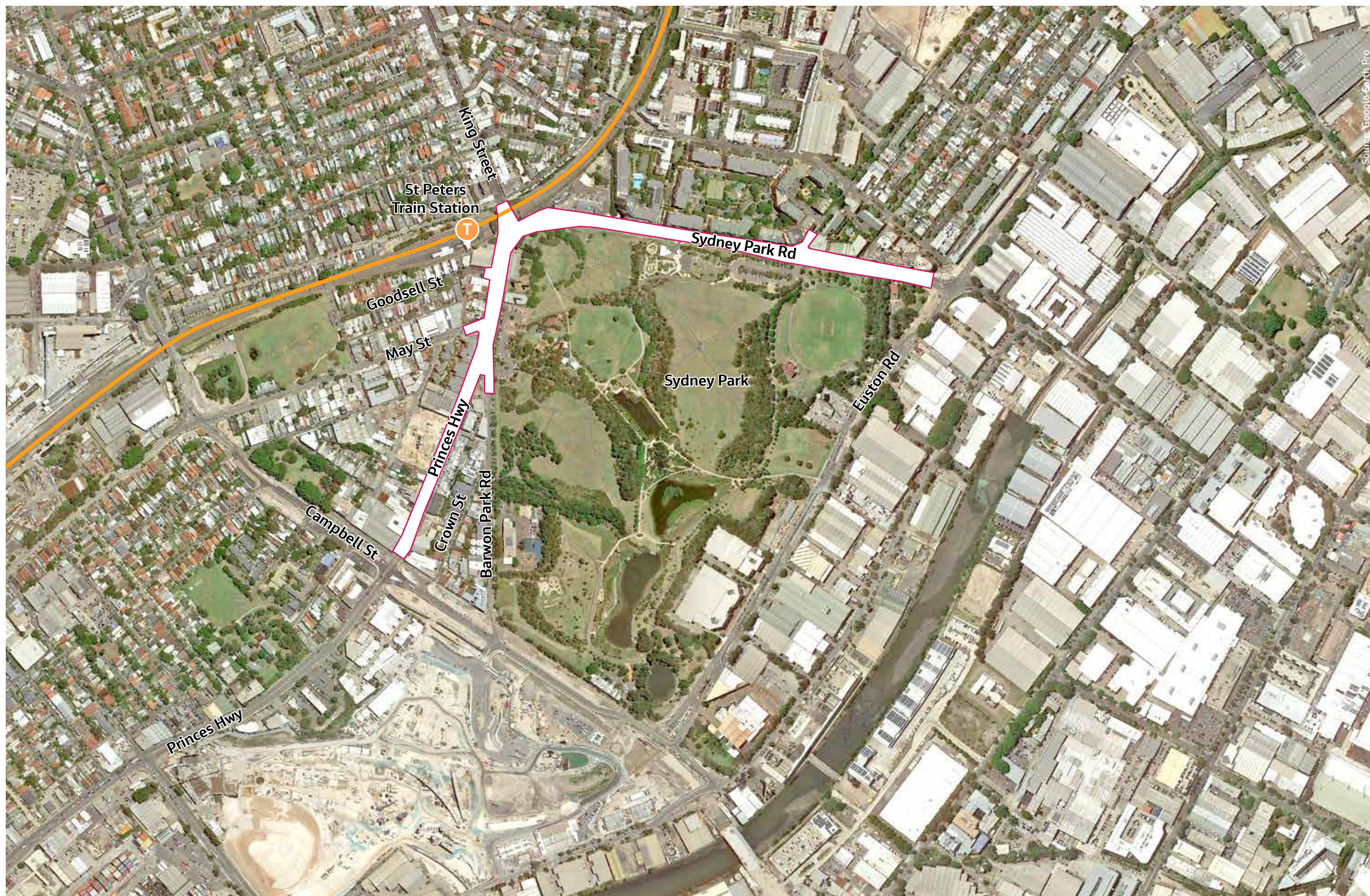


Figure 1.1A: Proposal site



# 2.

## Contextual Landscape Analysis

### 2.1 Local Landscape Context

The proposal is partially aligned along the boundary between City of Sydney and Inner West Council local government areas and aligned through the suburbs of St Peters, Newtown, Erskineville and Alexandria.

This report assesses visual impacts for the proposal and does not include landscape character impacts. The proposal is relatively small-scale with works typically contained within the existing road corridor. This section includes an analysis of individual landscape elements within the locality:

**Sydney Park** - local recreational open space provision includes the inner-city's third largest park. Sydney Park covers an expansive 41.6 hectares and includes undulating landform that provides long views across the city. The park was formerly a landfill site and now features numerous recreational facilities, stormwater retention ponds that function as wildlife habitats and a former brickworks listed on the City of Sydney's heritage list.

**Newtown** - The proposal would improve the 'gateway' to King Street which is the main thoroughfare through the lively and unique suburb of Newtown. North King Street becomes South King Street (Princes Highway) as it crosses the railway line. The diverse retail offering of Newtown also changes in character south of St Peters Station and due to recent changes has seen an increase in residential developments with ground floor retail which is raising the quality of built form and enhancing the streetscape.

**Road and Rail infrastructure** - The rail line is largely concealed from view from the site and runs broadly northeast to southwest in deep cutting to the northwest corner of Sydney Park. St Peters Station lies in cutting adjacent to the Sydney Park Road and King Street intersection. The station serves the Bankstown Line, Airport & South Line, and Inner West & Leppington Line.

**Princes Highway** - Includes the southern end of King Street and forms a major route connecting Sydney to Adelaide. Princes Highway is a busy arterial road, overlooked by residential apartments and businesses, with three lanes in each direction and extends northwards along the length of Newtown to meet the Great Western Highway. The WestConnex Stage 2 scheme has reorganised regional and local road traffic along the southern and eastern side of Sydney Park, providing the catalyst for this proposal to make streetscape improvements north and west of the park.

**Sydney Park Road** - Is a busy arterial road aligned along the northern boundary of Sydney Park. The road typically comprises two lanes of traffic in each direction overlooked by large residential blocks on the northern side. The streetscape is lined by trees along much of its length with attractive views into Sydney Park. WestConnex Stage 2 also enables the proposal to make improvements along Sydney Park Road.



Figure 2.1A: View east along Sydney Park Road

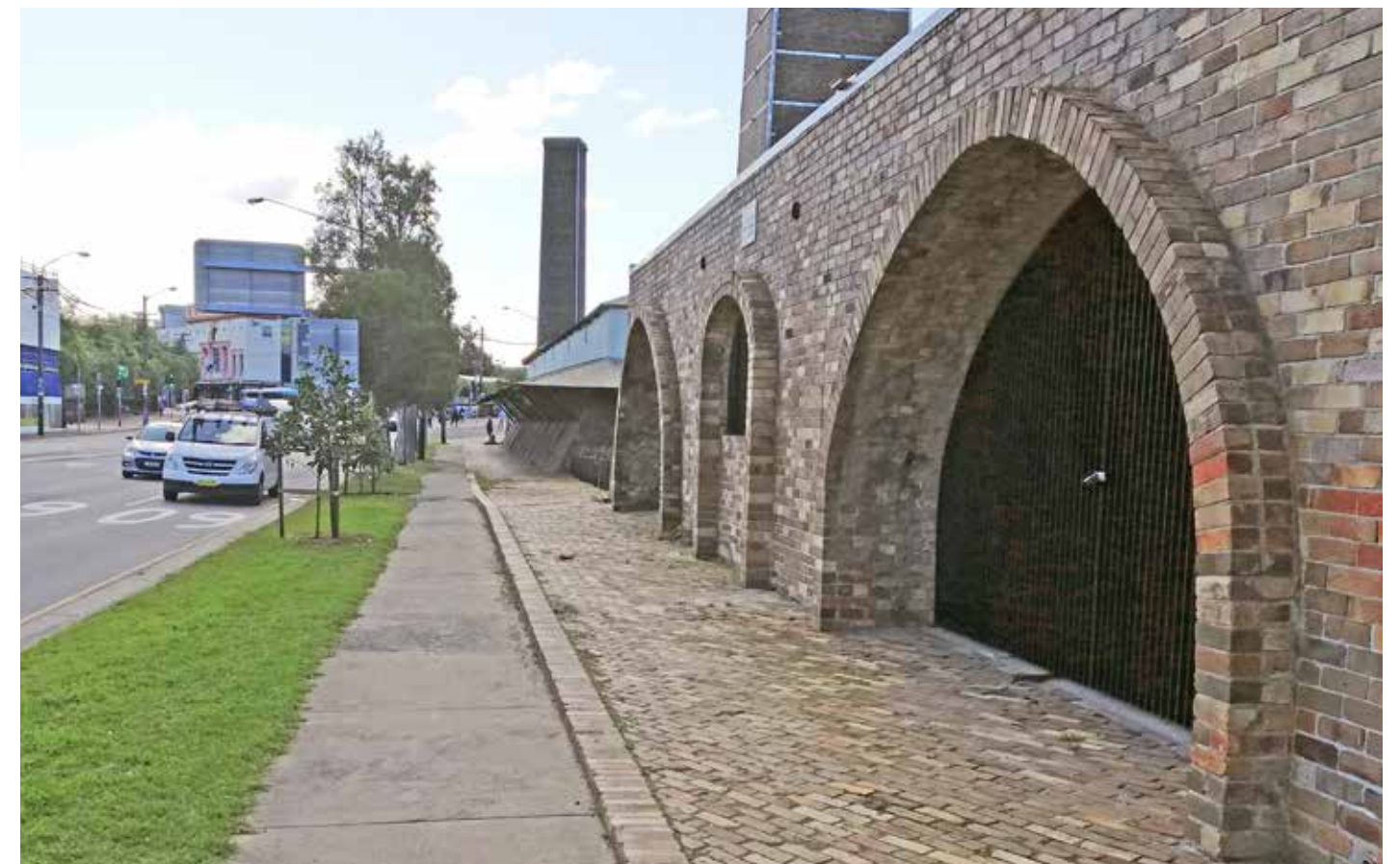


Figure 2.1B: View north along Princes Highway from former brickworks



2.1.1 Land Use

The proposal site extends through the suburbs of St Peters, Newtown, Erskineville and Alexandria, and it is defined within City of Sydney and Inner West Council local government areas.

Both LEPs identified the proposal site as within the SP2 Infrastructure Zone. The objectives for this zone include:

- To provide for infrastructure and related uses;
- To prevent development that is not compatible with or that may detract from the provision of infrastructure.

Extending the length of the proposal, Sydney Park presents an extensive area of Public Recreation land. To the north of the park, along Sydney Park Road there are large to medium density residential developments, and further north the Ashmore Precinct urban renewal area.

Fronting Princes Highway there are extensive mixed-use developments, businesses and commercial premises.

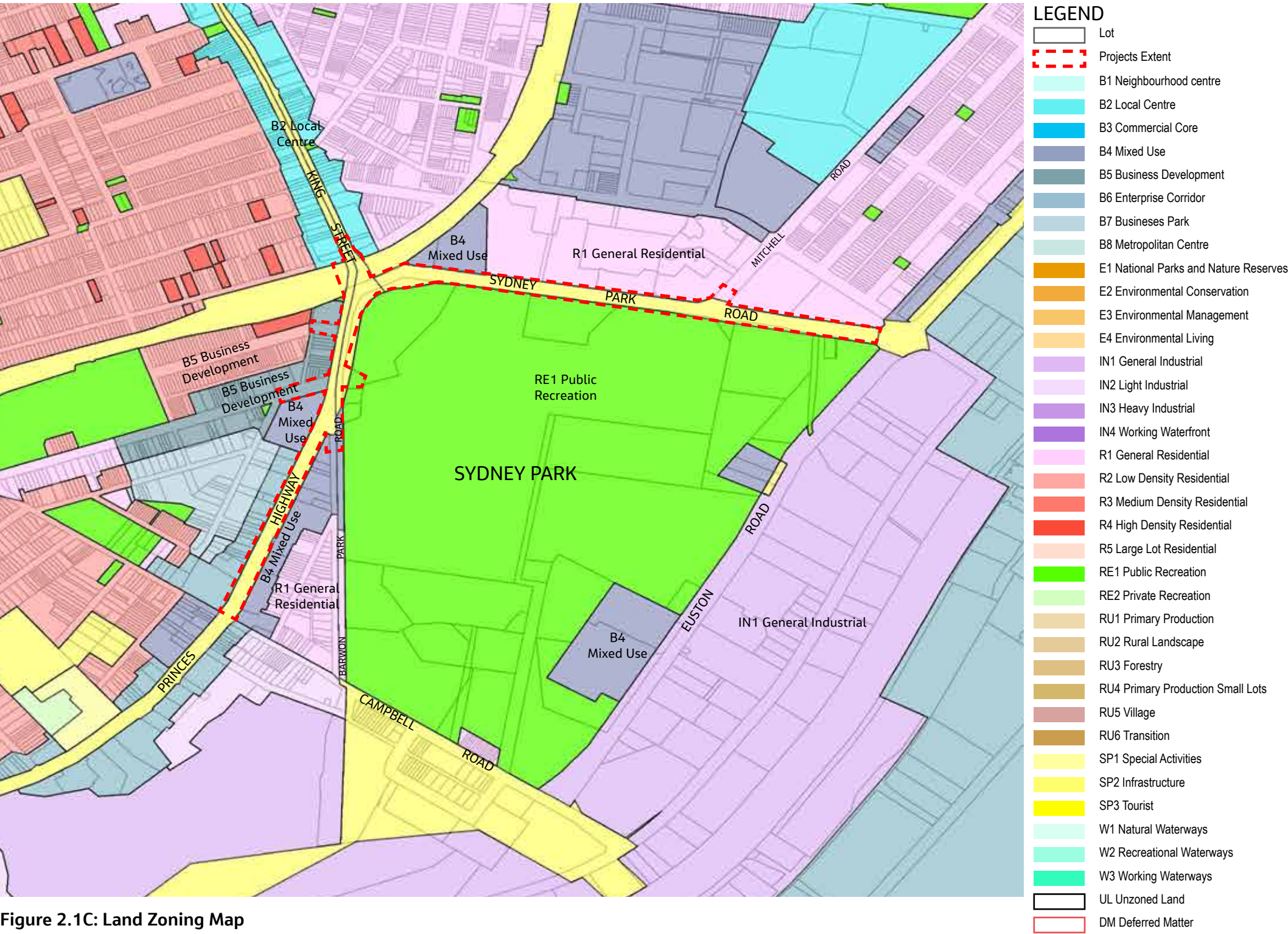


Figure 2.1C: Land Zoning Map



Figures 2.2B: Local land uses along Princes Highway and Sydney Park Road.



## 2.1.2 Heritage

The most notable local heritage features relative to the proposal are St Peters railway station and a former brickworks both of which are located on the Princes Highway.

The station dates back to 1884 and features a group of typically brick-built structures listed on the New South Wales Heritage Register. A former brickworks is located on the western edge of Sydney Park where its distinctive chimneys are an important local landmark fronting directly onto Princes Highway.

Adjacent to the proposal site there are the following heritage items/areas:

- Goodsell Estate Heritage Conservation Area;
- Electricity substation No 549;
- St Peters Hotel, including interiors;
- Former St Peter's Theatre façade;
- King Street Heritage Conservation Area; and,
- King Street and Enmore Road Heritage Conservation Area.



Figure 2.2A: Sydney Park brickworks and chimneys viewed from Sydney Park



Figure 2.2B: St Peters Railway Station

## 2.1.3 Topography

The proposal site comprises Princes Highway, Barwon Park Road and Sydney Park Road which frame the northwest part of Sydney Park. Overall the area has relatively level topography, with Sydney Road Park descending gradually from the intersection with King Street towards the intersection with Euston Road. Princes Highway falls gently from north to south from the junction with King St towards the Campbell Street intersection.

Sydney Park features the most topographical variation locally with undulating, manmade landform that offers scenic views of the city skyline and inner west, and a series of wetland ponds that function as a recycled water network system.



Figure 2.2C: Looking east along Sydney Park Road



Figure 2.2D: Sydney Park Wetlands



## 2.1.4 Vegetation

The quality of the streetscape varies along the length of the proposal. A lack of planting has the most notable detrimental effect upon the quality of the streetscape. Sydney Park Road has the most consistent vegetative cover, typically featuring regularly spaced mature paperbark trees along both sides. Open views into Sydney Park are also available along the length of the road and feature mature trees and undulating grassed landform.

Princes Highway has comparatively less street tree planting. Several paperbark trees are aligned within a narrow grass verge adjacent to the brickworks and a distinctive grove of peppercorn trees are located adjacent to the King Street/ Sydney Park Road intersection. Several trees of varying quality are within the pavement adjacent to the Barwon Park Road intersection and the Sydney Park car park has a landscaped buffer fronting Princes Highway that

enhances the streetscape and filters views into the car park.

Several recent developments have planted young trees within the pavement along the southern section of Princes Highway however the narrow width of the pavements and projecting canopies pose maintenance issues with the siting of the trees.



Figure 2.2E: Recent tree planting associated with new development on Princes Highway



Figure 2.2G: Looking south along Princes Highway



Figure 2.2F: Pedestrian entrance to Sydney Park from Sydney Park Road



Figure 2.2H: Looking east along Sydney Park Road



# 3.

## Design Concept

### 3.1 Proposal Site

The proposal extends northwards on Princes Highway from Campbell Street to the Sydney Park Road intersection, and eastwards along Sydney Park Road to the Euston Road intersection. The extent of works does not typically extend further than the extents of the footway either side of the road however short sections of several side roads are also included.

### 3.2 Proposal Description

The primary purpose of the proposal is to force a reduction of traffic volumes and provide safe movement for pedestrians and cyclists along the proposal area.

The key elements of the proposal include:

- Decreasing the King Street/ Princes Highway carriageway from six lanes to four lanes from Concord Street to Sydney Park Road, to accommodate the widening of footpaths and/ or additional landscaping;
- Condensing the Sydney Park Road carriageway from four lanes to two lanes in order to accommodate additional landscaping, parking and to upgrade the existing temporary pop-up cycleway along the northern side of Sydney Park Road to a permanent two-way on-road segregated cycleway to promote active transport;
- Proposing three new mid-block pedestrian / shared crossings to improve access across the King Street/Princes Highway and Sydney Park Road corridors;
- Traffic signal and lane reconfiguration work to improve road safety;
- Introducing road re-surfacing at signalised intersections and along road corridor where required;
- Setting kerb adjustments;
- Removing the redundant bus stop in the westbound lane of Sydney Park Road, east of its intersection with Mitchell Road and relocating the shelter to the bus stop east of the Mitchell Road intersection;
- Relocating utilities and adjustments to streetlights where required;
- Providing landscaping along King Street, Princes Highway and Sydney Park Road to improve the urban amenity of the precinct. Areas for dynamic community spaces will be provided for CoS and IWC to use at their discretion; and,
- Temporary construction facilities, including site compounds and stockpile sites.

Vehicles will use the upgraded sections of Campbell Street and Euston Road as an alternate connection between Princes Highway at Campbell Street and Euston Road at Sydney Park Road.

### 3.3 Proposal Objectives

The objectives of the proposal include:

- Improve the amenity of the 'gateway' to King Street by enhancing the place function of the area around the entry to St Peters station, and access to Sydney Park along Princes Highway and Sydney Park Road to provide an improved pedestrian environment
- Minimise environmental impacts
- Transform King Street and Sydney Park Road to achieve a better balanced movement and place outcome
- Improve cyclist movement and safety in the area, particularly to Sydney Park and to St Peters Station
- Improve pedestrian and cycling connectivity to Sydney Park and improve the place environment of King Street, Princes Highway and Sydney Park Road; and
- Improve road safety for all customers.



## 3.4 Urban Design Context

The King Street Gateway Report by McGregor Coxall described the contextual positioning of the project, analysed the site, identified conflicts and constraints and established urban design strategies. The concept design outcome was presented in the report through a series of sections and the Concept Masterplan Rev T.

The following vision and urban design strategies are taken from the King Street Gateway Report by McGregor Coxall and are included here in sections 3.4-3.5 for reference.

Urban design principles and objectives have been set out in section 3.8 to guide implementation.

## 3.5 Vision

Sydney Park Junction focuses on what it was, appreciative of what it is, and imagining what it could be - a unique place, at the intersection of road and rail, park and city, and thriving and creative cultural communities

## 3.6 Urban Design Strategies

### Keeping it weird keeping it safe

- Downgrade the Princes Highway and Sydney Park Road
- Encourage local communities to be part of the project and to promote the Newtown character by providing opportunities

### Inhabiting

- Connect Newtown, St Peters and Sydney Park with a meeting point and gateway
- Better connect and provide access to streets, railway station and Sydney Park
- Encourage the community to drive the revitalisation of the streets and space
- Make it natural to inhabit the street
- Activate shopfronts by activating the street life

### Showcasing

- Create an editable environment expressive of the local community and its vibrancy
- Showcase local community places
- Reveal the hidden
- Stimulate weekend markets

### Greening the streets

- Create a road in Sydney Park, rather than bordering Sydney Park, that is pedestrian-friendly, cycle-friendly and tree-friendly
- Encourage guerilla gardening, to bolster the Local Character
- Promote a 'make-do' approach, using 'backyard plant' species and domestic-scale elements

### Revitalising the economy sensitively

- Stimulate small fine-grain active frontages, Local Occupation, Cafe/Retail Activity and Pop-up Event Spaces and Activities
- Replace conservative 'on-the-brink' industries with funky creative and innovative uses of warehouse space

## 3.7 Beyond the Pavement

The MacGregor Coxall Urban Design Strategies supported the strategic and concept design of the proposal and resulted in the Concept Masterplan. The design development has now reached implementation and is progressing and evolving through detailed design. The following Beyond the Pavement (TfNSW, 2020) principles provide broad direction for all Transport for NSW projects:

1. Contributing to urban structure, urban quality and the economy
2. Fitting with the built fabric
3. Connecting modes and communities and promoting active transport
4. Fitting with the landform
5. Contributing to green infrastructure and responding to natural systems
6. Connecting to Country and incorporating heritage and cultural contexts
7. Designing an experience in movement
8. Designing self-explaining roads that respond to their role and context
9. Achieving integrated and minimal maintenance design





# 3.8 Implementation Principles

The nine Beyond the Pavement principles listed in section 3.6 have been used as the basis to define urban design objectives and principles for implementation, to guide the refinement of the design, build upon all that has gone before and deliver the concept design on the ground.

Urban Design and Landscape Objectives	Urban Design and Landscape Principles
<b>Placemaking</b> <i>Delivering a whole of corridor approach while creating vibrant hubs along the way</i>	<ul style="list-style-type: none"><li>• Provide a gateway experience between St Peters/ Newtown/ Sydney Park</li><li>• Celebrate the diversity of the streetscape and its unique heritage features</li><li>• Enable a sense of “Connection to Country” that values landscape and cultural expression</li></ul>
<b>Connectivity and sense of journey</b> <i>Increasing connectivity between St Peters Station, Sydney Park and commercial precinct of King Street</i>	<ul style="list-style-type: none"><li>• Support modal shift to active transport</li><li>• Create a safe and inclusive environment for all</li><li>• Improve accessibility/ connections and interfaces between all transport types</li><li>• Provide a simple and coherent streetscape that prioritises pedestrian movement</li><li>• Improve wayfinding between destinations</li></ul>
<b>Liveability and sustainability</b> <i>Enhancing urban amenity with resilient infrastructure creating a unique sense of place for all users</i>	<ul style="list-style-type: none"><li>• Increase available space for pedestrian movement</li><li>• Activation of spaces to stimulate social interactions and economic activity</li><li>• Enhance on-road pedestrian and cyclist provision</li><li>• Use high-quality and sustainably sourced materials</li><li>• Water Sensitive Urban Design features to be adopted</li><li>• Reduce heat island effect through carefully selected material palettes and additional plantings</li></ul>
<b>Greening our streets</b> <i>Creating a resilient green boulevard that integrates with Sydney Park and surrounding streets</i>	<ul style="list-style-type: none"><li>• Increase tree canopy cover, enhancing the linkages and setting to Sydney Park</li><li>• Use native species tolerant of urban environments</li><li>• Link surrounding streets to Sydney Park through continuous tree canopy (where possible)</li></ul>

Table 3A: Implementation Urban Design and Landscape Objectives and Principles



# 4.

## Visual Impact Assessment

### 4.1 Introduction

When considering the predicted effect of changes upon views/ visual receptors, the sensitivity of the view to change is combined with the magnitude of the change to give an overall judgement of significance of impact supported by analysis of evidence and professional judgement. The Guideline for landscape character and visual impact assessment: Environmental impact assessment practice note EIA-N04 (TfNSW, 2020) provides the following definitions:

**Sensitivity:** Sensitivity refers to 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. For example, a pristine natural environment is likely to be more sensitive to a change of the nature of a four-lane motorway than a built-up industrial area.

**Magnitude:** Magnitude refers to the physical scale of the proposal, how distant it is and the contrast it presents to the existing condition. For example, a large interchange would have a very different impact on landscape character than a localised road widening in the same area.

Table 4A is taken from the TfNSW LCVIA guideline and has been used to rank the criteria above and provide an overall impact assessment as a conclusion to this assessment.

### 4.2 Sensitivity, magnitude & impact

The sensitivity to change within the selected views is evaluated using the criteria set out below:

**High** - Views and/ or receptors from or within areas of recognised national or local importance for their landscape value. Residential areas and occupied properties afforded existing, attractive views. Recreational users of footpaths including walkers and riders. Recreational road users. Visual receptors that are likely to contemplate, spend long periods of time and focus on particular views and, through the position of the receptor relative to the development have the capacity to experience the view.

**Moderate** - Recreational users of the landscape that are site or activity focussed (i.e. hunting, shooting, nature conservation, golf, etc) and outdoor workers where time to appreciate the view is limited. Visual receptors whose attention is likely to be focussed on their work or activity rather than the wider view.

**Low** - Travellers and people at their place of work or users of indoor facilities. Visual receptors where exposure to the view is short-term and whose attention is likely to be focussed on their work or activity within an indoor environment. Receptors that are less sensitive to the type of changes to the pre-development view that would result from the proposed development.

**Negligible** - Views from areas of low landscape quality/ value within which visual receptors would not value the view. Travellers and people at their place of work where exposure to/ appreciation of the view would be short-term and likely screened / heavily filtered. Receptors that are less sensitive to the type of changes to the pre-development view that would result from the proposed development.

### 4.3 Magnitude of change

The magnitude of change upon views resulting from the proposal is evaluated using the criteria set out below:

**High** - Complete or very substantial adverse change in view: change very prominent involving complete or very substantial obstruction of existing view or complete change in character and composition of baseline i.e. pre-development view through removal of key elements or addition of uncharacteristic elements.

**Moderate** - Partial obstruction of existing view or partial change in character and composition of pre-development view through the introduction of new elements or removal of existing elements. Change may be prominent but not substantially different in scale and character from the surroundings and the wider setting. Composition of the view will alter. View character may be partially changed through the introduction of features which, though uncharacteristic, may not be visually discordant

**Low** - Minor adverse change in baseline i.e. pre-development view – change will be distinguishable from the surroundings whilst composition and character (although altered) will be similar to the pre-change circumstances

**Negligible** - Very slight change in baseline i.e. pre-development view – change barely distinguishable from the surroundings. Composition and character of view substantially unaltered

SENSITIVITY	MAGNITUDE				
		High	Moderate	Low	Negligible
	High	High	Moderate/High	Moderate	Negligible
	Moderate	Moderate/High	Moderate	Moderate/Low	Negligible
	Low	Moderate	Moderate/Low	Low	Negligible
	Negligible	Negligible	Negligible	Negligible	Negligible

Table 4A: Impact assessment rating matrix

The assessment should also include a description to support the degree of sensitivity and magnitude assigned by the assessor.



## 4.4 Key Viewpoints

Representative viewpoints have been selected to illustrate the existing (baseline) condition and the extents of the changes proposed. The viewpoints are located as shown on Figure 4.4A and are described as follows:

VP01: Barwon Park Road and Princes Highway intersection

VP02: King Street/ Sydney Park Road intersection

VP03: Mitchell Road and Sydney Park Road intersection

VP04: Princes Highway

VP05: Princes Highway

## 4.4 Visual Impact Assessment Summary

Five viewpoints have been included within the visual assessment and the results are summarised in Table 4G. All viewpoints will experience low sensitivity to change. One viewpoint will experience low magnitude of change and four will experience moderate magnitude of change. The overall impact ratings are:

- Four viewpoints would experience a Moderate/ Low visual impact
- One viewpoint would experience a Low visual impact

These ratings are indicative of a proposal without significant impacts and comprising change of a scale and character consistent with the existing condition.



Figure 4.4A: Viewpoint Locations



4.5 Viewpoint 1

BARWON PARK ROAD AND PRINCES HIGHWAY INTERSECTION

Existing View Description

This viewpoint positions the viewer on the pavement alongside the intersection of the major thoroughfare of Princes Highway and Barwon Park Road. Barwon Park Road is no longer a through-route to Campbell Street and now only provides access to Sydney Park car park, the park nursery depot and a number of commercial and residential properties. The view is urban in appearance and comprises built form along both roads, several street trees of varying condition, the wide carriageway of Princes Highway and associated highway infrastructure including signage and the overhead VMS.

The streetscape exhibits a functional appearance with limited consideration for visual quality:

- Street tree planting is sparse, of varying condition and contributes little to the urban environment
- Pavements vary in materiality and condition

- Provision for pedestrians is minimal and unappealing
- The materials and colour palette are utilitarian
- The streetscape lacks identity and appears designed to function only as a vehicular through-route with limited consideration for pedestrian or cyclist movements
- Recent redevelopment has improved the architectural quality of the street but lack active frontages
- Increased residential occupation will further redevelopment, increase demand for neighbourhood improvements and facilities and diversify the character of the area.

Proposed Change Description

The lane in the foreground will be removed and replaced by a two-way intersection created outside the BP garage. The foreground will become a widened area of pavement, tree and shrub planting. A new shared crossing will span Princes Highway within the foreground. The VMS will be relocated further north. The western pavement of Princes Highway will be widened into the carriageway and street trees planted. Highway signage will be adjusted/ replaced. Light poles and telegraph poles will remain in-situ.

Sensitivity	Magnitude	Visual Impact Rating
The existing landscape sensitivity of the view is low given the poor visual quality and functional requirements of Princes Highway and its associated infrastructure as a strategic highway corridor. Whilst the area is residential, the proposed nature of the changes are considered as characteristic within the context of the existing urban streetscape and therefore do not increase the sensitivity of the view to change.	The proposed changes comprise partial alteration to key visual elements and the composition of the view. The changes will not be visually discordant with the existing visual character of the road corridor.	The proposed changes will be an improvement to the composition and character of the view; comprising reduction in the road width, realignment of the carriageway, (including relocation of the VMS and large-scale road signage) and widening of the public domain with paving and planting.
Low	Moderate	Moderate/Low

Table 4B: Viewpoint 1 Visual Impact Assessment



Figure 4.5A: Viewpoint 1 looking south along Princes Highway



Figure 4.5B: Illustrative representation of the predicted extent of change to Viewpoint 1



4.6 Viewpoint 2

KING STREET/ SYDNEY PARK ROAD INTERSECTION

Existing View Description

This viewpoint positions the viewer on the pavement adjacent to the walkway to St Peters Station from the King Street/ Sydney Park Road intersection. The view is urban in character and looks across the large interchange dominated by the large expanse of highway, associated infrastructure and moving traffic but does feature some elements of visual interest.

The streetscape exhibits a functional appearance with limited consideration for visual quality:

- Features of interest include Sydney Park, and the heritage buildings of the former brickworks
- Street tree planting is limited but the overhanging canopy of the peppercorn trees outside the station entrance are notable in size, quality and character
- Greenery in Sydney Park is the focus of the view but appear distant given the scale of the intersection

- The chimneys of the brickworks (just visible to the right of the view) provide a landmark feature within the locality
- The block paving provides visual interest and adds colour to the streetscape
- The scale and layout of the interchange is designed to function as a vehicular through-route with limited consideration for pedestrian or cyclist movements

Proposed Change Description

The lane in the foreground will be removed and the pavement widened with additional pavement and planting. The pavements on either side of Sydney Park Road to the rear of the view will also be widened with additional hard surfacing and planting. The Sydney Park Road central median will also be removed. The increase in pavement widths and addition of kerbside tree and shrub planting will reduce the large-scale of the intersection and provide greater physical separation from moving traffic.

Sensitivity	Magnitude	Visual Impact Rating
The existing landscape sensitivity of the view is low given the poor visual quality and functional requirements of the King Street intersection and its associated infrastructure as part of a wider strategic highway corridor. Whilst the area is semi-residential, the proposed nature of the changes are considered as characteristic within the context of the existing urban streetscape and therefore do not increase the sensitivity of the view to change.	The proposed changes comprise partial alteration to key visual elements and the composition of the view. The changes will not be visually discordant with the existing visual character of the road corridor.	The proposed changes will be an improvement to the composition and character of the view; comprising reduction in the road width, realignment of the carriageway and widening of the public domain with paving and planting.
Low	Moderate	Moderate/Low

Table 4C: Viewpoint 2 Visual Impact Assessment



Figure 4.5C: Viewpoint 2 looking east along Sydney Park Road



Figure 4.5D: Illustrative representation of the predicted extent of change to Viewpoint 2



4.7 Viewpoint 3

MITCHELL ROAD AND SYDNEY PARK ROAD INTERSECTION

Existing View Description

This viewpoint is located on the southern side of Sydney Park Road and looks east towards Euston Road. Sydney Park Road is a busy traffic thoroughfare bordered by large residential blocks to the north and Sydney Park to the south. The road is tree-lined along much of its length however the large scale of the highway and large volumes of traffic detract from and dominate the view.

The Sydney Park Road streetscape exhibits a functional appearance with limited consideration for visual quality:

- Street tree planting is extensive in this location and contributes significantly to the urban environment
- Pavements are typically concrete and vary in width and condition
- Architectural built form to the north of Sydney Park Road varies in architectural style and quality

- The scale of the road creates a significant division between the residential buildings and Sydney Park
- The residential blocks typically lack active frontages/ access to Sydney Park Road and are separated by continuous boundary walls
- Sydney Park provides a continuous feature along this section of highway with views available of recreational facilities, grassed landform, planting beds and mature trees
- Pedestrian crossings are limited in number and therefore inhibit pedestrian movement
- Several bus stops are located along this section of highway, promote active travel and pedestrian activity
- The intersection provides access to Mitchell Road and also facilitates access to and from the Sydney Park car park.

Proposed Change Description

The northern carriageway of Sydney Park Road will be narrowed and the central reserve removed. A two-way off-road cycleway will be added parallel to the northern footpath with a planted buffer strip. The southern side of the road will be narrowed to two lanes and the dedicated right-turn lane removed.

Sensitivity	Magnitude	Visual Impact Rating
The existing landscape sensitivity of the view is low given the poor visual quality and functional requirements of Sydney Park Road and its associated infrastructure as a highway corridor. Whilst the area is residential, the proposed nature of the changes are considered as characteristic within the context of the existing urban streetscape and therefore do not increase the sensitivity of the view to change.	The proposed changes comprise partial alteration within the background of the view. Whilst the changes will be distinguishable they will not be visually discordant with the existing visual character of the road corridor.	The proposed changes will likely be relatively minor within the existing composition and character of the view. The change will comprise reduction in the road width, realignment of the carriageway, addition of a cycleway and planting strip on the far side of the carriageway.
Low	Low	Low

Table 4D: Viewpoint 3 Visual Impact Assessment



Figure 4.5E: Viewpoint 3 looking east along Sydney Park Road from the Mitchell Road intersection



Figure 4.5F: Illustrative representation of the predicted extent of change to Viewpoint 3



4.8 Viewpoint 4

PRINCES HIGHWAY

Existing View Description

This viewpoint locates the viewer on the western pavement of Princes Highway, just south of Short Street. The location is outside one of several commercial properties of varying age which contrast with the modern mixed-use developments opposite. Larger scale mixed-use developments populate the majority of the eastern side of the road between Barwon Park Road and Campbell Street. Redevelopment of land to the north of Short Street fronting Princes Highway is currently underway and will add further mixed-use frontages to the streetscape.

The Princes Highway streetscape exhibits a functional appearance with limited consideration for visual quality:

- Street tree planting is limited
- Pavements vary in materiality and condition
- Provision for pedestrians is minimal and unappealing

- The materials and colour palette are utilitarian
- The streetscape lacks identity and appears designed to function only as a vehicular through-route with limited consideration for pedestrian or cyclist movements
- Recent redevelopment has improved the architectural quality of the street but lack uses that promote activation of the street and reasons to linger
- Increased residential occupation will further redevelopment, increase demand for neighbourhood improvements and facilities and diversify the character of the area.

Proposed Change Description

Landscape build-outs will be added in the kerbside lane and will feature trees and shrub planting. Between the build-outs will be used as dynamic community spaces at the council’s discretion. The central median will be retained. A section of footpath north of Short Street will be extended into the carriageway to accomodate the relocated bus stop, planting and a new pedestrian crossing. The landscape build-outs, section of widened footpath, shrub planting and street trees will narrow the road corridor, provide physical separation from moving traffic and diversify the character of the view.

Sensitivity	Magnitude	Visual Impact Rating
The existing landscape sensitivity of the view is low given the poor visual quality and functional requirements of Princes Highway and its associated infrastructure as a strategic highway corridor. Whilst the area is semi-residential, the proposed nature of the changes are considered as characteristic within the context of the existing urban streetscape and therefore do not increase the sensitivity of the view to change.	The proposed changes comprise partial alteration to key visual elements and the composition of the view. The changes will not be visually discordant with the existing visual character of the road corrdor.	The proposed changes will be an improvement to the composition and character of the view; comprising reduction in the road width, widening of the public domain with paving and planting.
Low	Moderate	Moderate/Low

Table 4E: Viewpoint 4 Visual Impact Assessment



Figure 4.5G: Viewpoint 4 looking north along Princes Highway



Figure 4.5H: Illustrative representation of the predicted extent of change to Viewpoint 4



4.9 Viewpoint 5

PRINCES HIGHWAY

Existing View Description

This viewpoint locates the viewer on the eastern pavement of Princes Highway, looking north towards the Sydney Park Road interchange. The view is urban in character and dominated by built form, moving traffic and the wide carriageway. The eastern side of the street features a grass verge with occasional tree planting. Vegetation along the periphery of Sydney Park and the historic brickwork chimney stacks are visible to the right of the view.

The Princes Highway/ King Street streetscape exhibits a functional appearance with limited consideration for visual quality:

- Street tree planting is limited, sparse and of varying condition
- Pavements vary in materiality and condition
- Provision for pedestrians is minimal and unappealing
- The materials and colour palette are utilitarian

- The streetscape lacks identity and appears designed to function only as a vehicular through-route with limited consideration for pedestrian or cyclist movements
- Recent redevelopment has improved the architectural quality of the street but lack uses that promote activation of the street and reasons to linger
- Increased residential occupation will further redevelopment, increase demand for neighbourhood improvements and facilities and diversify the character of the area.

Proposed Change Description

The pavements on both sides of Princes Highway will be widened with additional paving, trees and shrub planting strips. The crossing in the foreground will be removed and new shared crossings will be added to the south of this viewpoint and mid-block within the middle distance of the view. The median in the foreground will be removed and a new planted median added further north. The widened public domain and tree planting will narrow the road corridor, diversify the character of the streetscape and filter views towards moving traffic and provide physical separation from the road corridor.



Figure 4.5I: Viewpoint 5 looking north along King Street from the Princes Highway footpath

Sensitivity	Magnitude	Visual Impact Rating
The existing landscape sensitivity of the view is low given the poor visual quality and functional requirements of Princes Highway and its associated infrastructure as a strategic highway corridor. Whilst the area is residential, the proposed nature of the changes are considered as characteristic within the context of the existing urban streetscape and therefore do not increase the sensitivity of the view to change.	The proposed changes comprise partial alteration to key visual elements and the composition of the view. The changes will not be visually discordant with the existing visual character of the road corridor.	The proposed changes will be an improvement to the composition and character of the view; comprising reduction in the road width, realignment of the carriageway and widening of the public domain with paving and planting.
Low	Moderate	Moderate / Low

Table 4F: Viewpoint 5 Visual Impact Assessment



Figure 4.5J: Illustrative representation of the predicted extent of change to Viewpoint 5



# 4.10 Conclusion

The selected viewpoints will likely experience similar impacts to each other and are, as a whole, not significantly impacted as a result of the Project. It is considered that the works will typically result in a beneficial impact upon the streetscape and the locality. The reduction in volumes of traffic resulting from WestConnex offers the opportunity for extensive works to improve the local urban environment and increase provision for pedestrians and cyclists.

Whilst planting of shrubs and street trees are an integral part of the Project there are further mitigation strategies outlined in Section 5.

Viewpoint	Sensitivity	Magnitude	Visual Impact Rating
VP 01	Low	Moderate	Moderate/Low
VP 02	Low	Moderate	Moderate/Low
VP 03	Low	Low	Low
VP 04	Low	Moderate	Moderate/Low
VP 05	Low	Moderate	Moderate/Low

Table 4G: Visual Impact Assessment Summary





# 5.

## Mitigation Measures

### 5.1 Existing Trees - Methodology

Tree removal will be kept to a minimum and any proposed removals are considered to be essential to the success of the scheme. Existing trees are currently identified in indicative locations only. A detailed tree assessment and survey is required to locate and determine the condition of the existing trees within the site.

### 5.2 Tree Planting Strategy

Proposed tree planting are detailed in the detailed design phase landscape drawings and Urban Design Report and reference the City of Sydney's Street Tree Masterplan and the Marrickville Street Tree Masterplan. The tree planting strategy proposes tree planting as 400 litre specimens, which will provide an immediate visual effect within the street.

City of Sydney's Street Tree Masterplan identifies the proposal site within the Southern Industrial precinct and proposes the planting of:

*Lophostemon confertus* (Brush Box)

*Banksia integrifolia* (Coast Banksia)

*Angophora costata* (Smooth Barked Apple)

*Corymbia maculata* (Spotted Gum)

*Platanus acerifolia* (London Plane)

*Robinia pseudocacia* "Frisia" (Golden Robinia)

*Backhousia citriodora* (Lemon Scented Myrtle)

*Fraxinus pennsylvanica* (Green Ash)

*Jacaranda mimosifolia* (Jacaranda)

*Melaleuca quinquenervia* (Broad Leaf Paperbark)

*Eucalyptus microcorys* (Tallowwood)

*Eucalyptus sideroxylon* (Red Ironbark)

City of Sydney will carry out tree planting within the landscape build-outs along Sydney Park Road following completion of the works.

Marrickville Street Tree Masterplan identifies the proposal site within the Sydenham & St Peters precinct and proposes the planting of *Lophostemon confertus* (Brush Box) along the Princes Highway between Belmore Street and Goodsell Street. These large canopy trees will be planted within landscape build-outs and garden beds within widened sections of footpath.

### 5.3 Green Infrastructure

The proposed narrowing of Princes Highway and Sydney Park Road offer considerable potential for planting along the highway corridor. Underground services are typically buried within the footpath therefore the widened public domain and landscape build-outs that extend into the existing road offers an ideal opportunity for avenue planting to create a green boulevard effect.

The presence of Sydney Park within the streetscape of both Princes Highway and Sydney Park Road is a great asset and offers the opportunity to link tree canopies into the surrounding streets.

Several areas offer the potential for Water Sensitive Urban Design (WSUD) solutions and have been included in the design where feasible.



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