

Approach to landscape and visual assessment

This assessment considers the expected impacts of the project on each surface works site in terms of:

- Landscape quality, and
- Visual amenity

The assessment identifies the landscape and visual impacts during construction and operation, and during the day and at night.

The scope of the surface works at the eight station sites is limited to the construction and operation of the ground floor level entry and structural elements to provision for future above station development. Any above station development would not be undertaken as part of this project and has not been considered in this assessment.

Overview of potential impacts

The following section summarises the potential landscape and visual impacts which are expected to be experienced at the eleven surface works sites.

Chatswood dive site (northern) & Northern surface works

Landscape impacts

Construction of the project would result in a **moderate adverse landscape impact** on the Frank Channon Walk. This would be primarily due to the direct impacts of construction upon the path, and its closure during some stages of construction. Although the Frank Channon Walk would be reopened during project operation, the loss of trees, scale of adjacent retaining structure, and overshadowing impacts would result in a **minor adverse landscape impact**.

There would be indirect impacts on Chatswood Park during the construction and operation of the project, however, this would result in a **negligible landscape impact**.

Visual impacts

There would be **minor** and **moderate adverse visual impacts** created by the project during construction. These impacts are primarily due to the scale and extent of the works, including the removal of vegetation along the rail corridor between Nelson Street and Mowbray Road, and the scale of works occurring at the dive site. These impacts are experienced in particular from Nelson Street, Gilham Street, Mowbray Road and the residential properties to the east of the existing rail corridor.

There would also be **minor adverse visual impacts** experienced from elevated residences to the west of the Frank Channon Walk. In these views, the removal of vegetation within the rail corridor would open up views to the existing corridor as well as the new Metro line.

During operation, there would be **minor** to **moderate adverse visual impacts** experienced in views to the site from residential properties to the west of Frank Channon Walk, residential properties and streets between Nelson Street and Mowbray Road, and residential properties between Mowbray and Hawkins Street. The removal of vegetation within the rail corridor would result in unfiltered views of the corridor works and dive structure.

At night there would be a **moderate adverse visual impact** during construction due to the requirement for vehicle deliveries and haulage after hours. During operation, however, there would be a **negligible visual impact** as the works would be visually absorbed into the existing character of the rail corridor and surrounding area of E3: Medium district brightness.

Artarmon substation

Landscape impacts

The landscape impacts of the project both during construction and operation are expected to be **negligible** at the Artarmon substation site. This is due to the

THEIR DEFINITION OF "MINOR" IS UNACCEPTABLE. 1-3 GORDON AVENUE WILL BE STUCK WITH A CONCRETE EYESORE VIEW OF THE TRACKS AND NO VEGETATION ON THE FRANK CHANNON WALK.