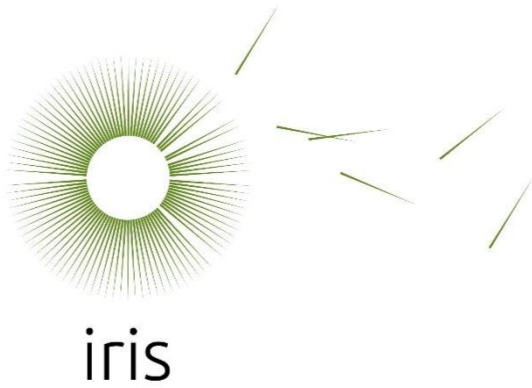


Appendix E

Landscape and visual amenity assessment



Sydney Metro West

Clyde stabling and maintenance facility modification

Landscape and visual impact assessment



November 2021

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1.0 Introduction

1.1 Overview

Sydney Metro is Australia's biggest public transport program. The Sydney Metro West project is part of the broader Sydney Metro and includes a new 24-kilometre metro line that will connect Greater Parramatta with the Sydney CBD. Stations include Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and Hunter Street (Sydney CBD). This infrastructure investment will double the rail capacity of the Greater Parramatta to Sydney CBD corridor with a travel time target between the two centres of about 20 minutes.

The planning approval process for Sydney Metro West is being completed as a staged infrastructure application under section 5.20 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

1.2 The approved project

Planning approval Sydney Metro West Project Concept, from Westmead to the Sydney CBD, as well as station excavation and tunnelling between Westmead and The Bays (the approved project) was granted by the Minister for Planning and Public Spaces on 11 March 2020 (SSI-10038) and is described in the following documents:

- The Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD (Sydney Metro, 2020a)
- The Sydney Metro West Westmead to The Bays and Sydney CBD Submissions Report (Concept and Stage 1) (Sydney Metro, 2020b)
- The Sydney Metro West Westmead to The Bays and Sydney CBD Amendment Report (Concept and Stage 1) (Sydney Metro, 2020c)
- Conditions of Approval for Sydney Metro West – Concept and Stage 1 Construction (SSI 10038) (Department of Planning and Environment, 2021)

1.3 The proposed modification

The proposed modification relates to the major civil construction work at the Clyde Stabling and maintenance facility and would include:

- Rosehill dive structure relocation and extension
- Kay Street and Unwin Street realignment.

These changes to the design for the approved project would require:

- Additional land required for future planning applications brought forward
- Additional impact to heritage not assessed as part of the approved project
- Additional impact to biodiversity not assessed as part of the approved project

There would be no changes proposed to the Concept as described in Chapter 6 (Concept description) of the Environmental Impact Statement.

1.4 Project description

1.4.1 Rosehill dive structure

The Rosehill dive structure is required to provide for a future connection from the Clyde stabling and maintenance facility to the mainline tunnels. The proposed modification includes:

- Relocation east and extension of the Rosehill dive structure further north-east within the former T6 Carlingford Line
- Additional construction area, previously identified in the Environmental Impact Statement as required for future use, to allow for:
 - Enabling works as outlined in Section 9.4.1 of the Environmental Impact Statement
 - Removal of the Rosehill Railway Station Footbridge which is of local heritage significance, listed under the RailCorp Heritage and Conservation Register under Section 170 of the *NSW Heritage Act 1977* (NSW), and provision for an alternative crossing of the former T6 Carlingford Line prior to removal of the footbridge
 - Removal of the platforms and station furniture at the former Rosehill Railway Station
- Minor realignment of the tunnel portal connecting the mainline tunnels to the revised Rosehill dive structure location.

The revised Rosehill dive structure is presented in Figure 1. Further investigation into temporary facilities to support additional access to the tunnels would be considered as part of detailed construction planning.



FIGURE 1 CLYDE STABLING AND MAINTENANCE FACILITY INDICATIVE CONSTRUCTION SITE (PROPOSED MODIFICATION)

1.4.2 Kay Street and Unwin Street realignment

The realignment of Kay Street and Unwin Street is required to provide general traffic and B-double access around the Clyde stabling and maintenance facility construction site. The proposed modification includes the following changes to the Kay Street and Unwin Street realignment:

- A road bridge as opposed to an underpass to cross the future metro rail tracks
- Elevation of the Kay Street and Unwin Street realignment for about 250 metres
- Minor realignment of the Kay Street and Unwin Street route
- A shared path to accommodate pedestrians and cyclists on one side.

The revised Kay Street and Unwin Street realignment is presented in Figure 2.

The proposed modification does not include any changes to the culverts located at A'Becketts Creek and Duck Creek assessed as part of the approved project. These structures and the changes to A'Becketts Creek and Duck Creek as part of the approved project are subjective to ongoing design development to ensure project outcomes are met.



FIGURE 2 KAY STREET AND UNWIN STREET ROUTE REALIGNMENT (PROPOSED MODIFICATION)

1.5 Purpose of this assessment

This assessment provides a landscape and visual assessment of the proposed modification. It compares the impacts as a result of the proposed modifications with the approved project.

This memo includes the following:

- Identification of any changes to legislative and policy context identified in the Environmental Impact Statement
- Methodology for the assessment of landscape and visual impacts
- Assessment of landscape and visual impacts from the proposed modification
- Changes to or additional mitigation measures
- Conclusion.

1.6 Changes to legislative and policy context

The legislative and policy context used to assess the landscape and visual impacts for the approved project are discussed in Technical Paper 5: Landscape and Visual Impact Assessment. Since the approval of the major civil works between Westmead and The Bays, Parramatta City Council have released their Local Strategic Planning Statement (2020) and an updated Local Environmental Plan (2020). The Department of Planning, Infrastructure and Environment are also leading a rezoning process for the Camellia Rosehill area as a part of the Camellia-Rosehill Place Strategy. A paper *Directions for Camellia–Rosehill Place Strategy* was released in September of 2021.

1.6.1 Parramatta Local Strategic Planning Statement 2020

The Local Strategic Planning Statement contains several policy directions and actions are relevant to this proposal. These are:

- Investigate opportunities to enhance protection of views and scenic and cultural landscapes, such as historic cemeteries, buildings, lookouts and significant bushland and garden city park vistas through planning controls (Planning Priority 9, Action 59)
- Protect and increase tree canopy cover and vegetation across public and private land (Planning Priority 14, Policy direction 53)
- Enhance street tree canopy to support walkability (Planning Priority 14, Policy direction 54).

Rosehill and Camellia are identified as existing and future local centres surrounded by ‘key urban services’ and ‘additional housing’, as part of the Camellia growth precinct. The Local Strategic Planning Statement refers to the Greater Parramatta and the Olympic Peninsula document recommendations for further directions for Camellia.

1.6.2 Draft Parramatta Local Environmental Plan 2020

The draft LEP does not propose any changes to zoning or increases to density controls at this proposal site. There are additional areas of ‘proposed Riparian Corridor and Waterways’ extending along A’Becketts and Duck Creek as they pass through the approved Clyde Stabling facility construction site. The proposed modification does not offer any changes to these areas that would alter the landscape and visual impact levels.

1.6.3 Directions for Camellia-Rosehill Place Strategy, 2021

This directions paper identifies the potential for an ‘Entertainment precinct’ to the west of the Rosehill dive structure, and a future town centre to the north (refer Figure 3). The strategy also includes future roads and active transport routes aligned generally north-south and east-west surrounding the Rosehill Gardens Racecourse.

These directions will be refined following community submissions and presented in the Place Strategy, that is planned to be released in 2022.

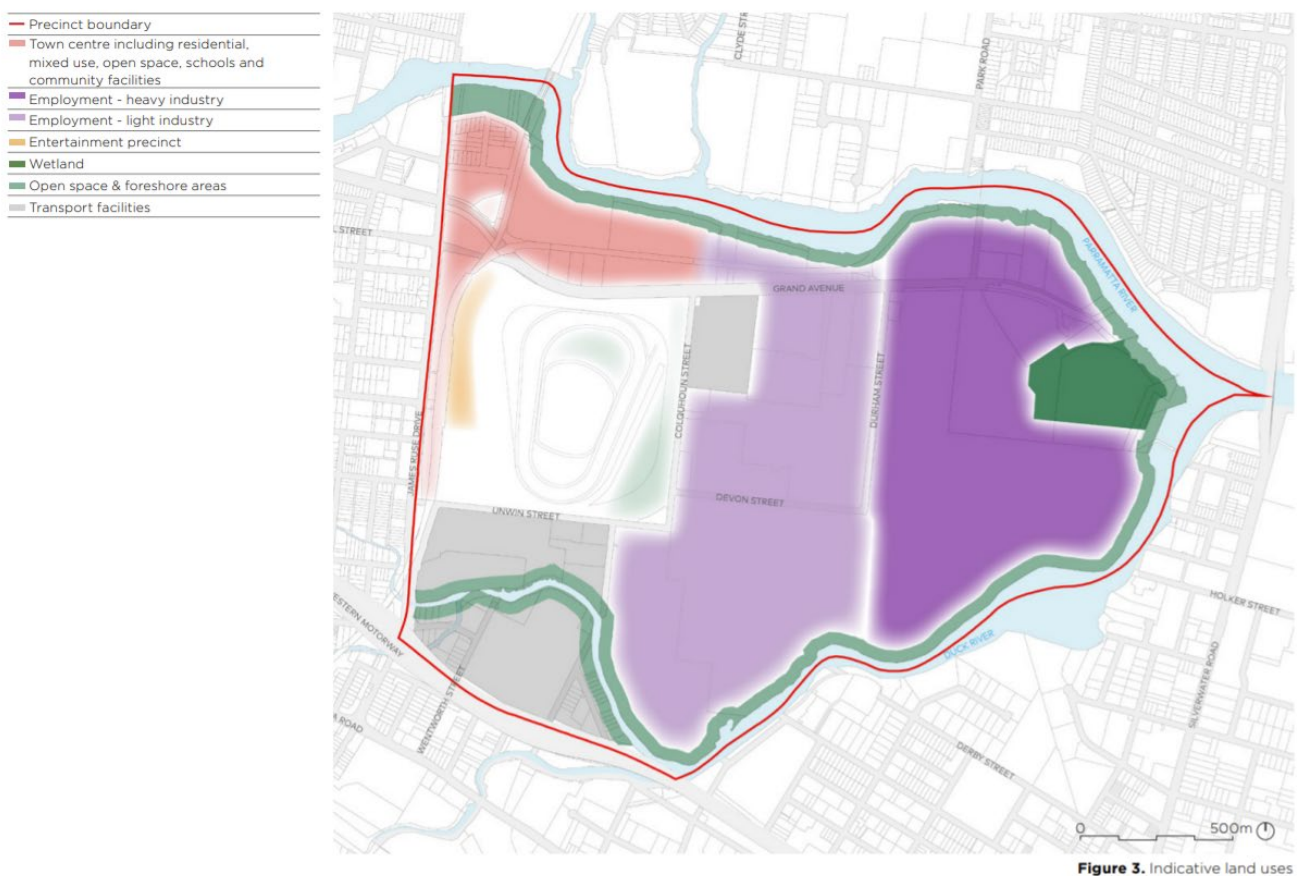


FIGURE 3 INDICATIVE LAND USES, CAMELLIA-ROSEHILL PLACE STRATEGY (2021)

2.0 Assessment method

The methodology for the assessment of landscape and visual impacts is detailed in the Environmental Impact Statement, Technical Paper 5 (Landscape and Visual Impact Assessment), at pages 5-12.

The method includes the following steps:

- Identify the sensitivity of the receptor
- Describe the magnitude of change
- Assign an impact level (refer to Table 1).

TABLE 1 LANDSCAPE AND VISUAL IMPACT LEVELS – DAYTIME

| Magnitude of change | | Sensitivity | | | | |
|---------------------|--------------------------|----------------------|----------------------|---------------------|---------------------|------------------|
| | | National | State | Regional | Local | Neighbourhood |
| | Considerable reduction | Very high adverse | Very high adverse | High adverse | Moderate adverse | Minor adverse |
| | Noticeable reduction | Very high adverse | High adverse | Moderate adverse | Minor adverse | Negligible |
| | No perceived change | Negligible | Negligible | Negligible | Negligible | Negligible |
| | Noticeable improvement | Very high beneficial | High beneficial | Moderate beneficial | Minor beneficial | Negligible |
| | Considerable improvement | Very high beneficial | Very high beneficial | High beneficial | Moderate beneficial | Minor Beneficial |

This memo provides an assessment of the potential landscape and visual impact of the proposed modifications and identifies if there would be increased or decreased impact from the impacts as shown in the Environmental Impact Statement, Technical Paper 5 (Landscape and Visual Impact Assessment) and subsequent Amendment Report.

3.0 Assessment of impacts

3.1 Changes to landscape impact

The Environmental Impact Statement for the approved project assessed the impact on the landscape and public realm areas in the vicinity of the Clyde site including:

- Rosehill Gardens Racecourse
- Sydney Speedway
- A'Becketts Creek and Duck Creek and
- the site and streetscapes including Unwin, Kay and Shirley Streets.

The proposed changes for the Kay Street and Unwin Street realignment may alter the impacts previously identified for the **site and streetscapes including Unwin, Kay, Wentworth and Shirley Streets** for the approved project. All other landscape impacts would remain unchanged.

In addition to those landscape impacts previously assessed, the revised Rosehill dive structure has the potential for a new landscape impact on the **former T6 Carlingford Line and Rosehill Railway Station**.

The following table summarises the landscapes that will be assessed in this memo (refer to Table 2).

TABLE 2 SUMMARY OF LANDSCAPES ASSESSED FOR THIS PROPOSED MODIFICATION

| No. | Landscape | Assessed for approved project | Assessed for proposed modification |
|-----|---|-------------------------------|------------------------------------|
| 1 | Rosehill Gardens Racecourse | Yes | No |
| 2 | Sydney Speedway | Yes | No |
| 3 | A'Becketts Creek and Duck Creek | Yes | No |
| 4 | The site and streetscapes including Unwin, Kay, Wentworth and Shirley Streets | Yes | Yes (refer to 3.1.1) |
| 5 | The former T6 Carlingford Line and Rosehill Railway Station | No | Yes (refer to 3.1.2) |

The following section will assess these potential landscape impacts in turn.

3.1.1 The site and streetscapes including Unwin, Kay, Wentworth and Shirley Streets

The existing conditions and sensitivity levels are described in the Environmental Impact Statement, Technical Paper 5 (Landscape and Visual Impact Assessment).

Landscape impact of the proposed modification: The realignment of Unwin and Kay Streets via a bridge would increase the scale of the landform change slightly with long embankments being of a greater scale and having an engineered character, compared with the underpass assessed as part of the approved project. There would continue to be substantial landform change across the site, including works to raise the overall height of the site for the stabling yard.

Furthermore, the vegetation removal approved on this construction site would not be altered by the proposed amendment. Overall, due to the scale of the earthworks and vegetation removal required across the site, there would be a considerable reduction in the quality of this landscape, which is of neighbourhood sensitivity, and a **minor adverse landscape impact**. This overall impact level is unchanged from the approved project.

3.1.2 Former T6 Carlingford Line and Rosehill Railway Station

Existing conditions: The proposed Rosehill dive structure would be located within the area of the former T6 Carlingford Line and Rosehill Railway Station. The T6 Carlingford Line was closed as a part of Parramatta Light Rail Stage 1, and the Rosehill Railway Station buildings and track were removed as a part of that project. The platforms of the former Rosehill Railway Station and T6 Carlingford Line remain. The existing footbridge provides east-west access across the former T6 Carlingford Line between the P4 Car Park and the Rosehill Gardens Racecourse gate on race days. The station is in a cutting, located below the level of the existing surface car parking and James Rouse Drive to the west. The northern end of the platforms are located at a similar level to the Rosehill Gardens Racecourse, with the cutting rising to the south and in the vicinity of the Rosehill Railway Station Footbridge. The cutting is vegetated with mature native and exotic trees and shrubs which provide visual separation between the station and the areas to the west. (Refer to Figure 5 and 6)

The Rosehill Railway Station Footbridge is on the s170 heritage list. It is a steel riveted Warren truss style footbridge on steel trestles and channel iron stair stringers. However, as visibility of the bridge from the surrounding area is limited, it does not make a notable aesthetic contribution to the locality. (Refer to Figure 4)

Sensitivity: The former T6 Carlingford Line and Rosehill Railway Station are no longer in use with public access limited to the Rosehill Railway Station Footbridge which connects Rosehill Gardens Racecourse with James Ruse Drive. The Rosehill Railway Station Footbridge and the trees within this corridor are landscape features contributing to the local setting and with limited value beyond the immediate setting. Overall, the former T6 Carlingford Line and Rosehill Railway Station are of **local landscape sensitivity**.

Landscape impact of the proposed modification: The change to the Clyde stabling and maintenance facility construction site would include the removal of the Rosehill Railway Station Footbridge, platforms and station furniture at the now closed Rosehill Railway Station. The platforms and station furniture are located at the unused station and no longer have any value to accessibility of this area. The closure of the Rosehill Railway Station Footbridge, and provision

of an alternative crossing to the north, would maintain local east-west pedestrian movement between the car park parking areas and racecourse. All vegetation within the site, including along the former rail corridor would be removed, reducing the vegetation cover in this area and reducing the shade cover and amenity of the adjoining carparking areas and western areas of the Rosehill Gardens Racecourse. Overall, due to the reduced tree cover, there would be a considerable reduction in the landscape quality of the area containing the former T6 Carlingford Line and Rosehill Railway Station. As this area is of local landscape sensitivity, there would be a **moderate adverse landscape impact**.



FIGURE 4: VIEW NORTH FROM THE FORMER STATION PLATFORM TO THE ROSEHILL RAILWAY STATION FOOTBRIDGE



FIGURE 5: VIEW SOUTH FROM THE ROSEHILL RAILWAY STATION FOOTBRIDGE, SHOWING EXISTING VEGETATION



FIGURE 6: VIEW NORTH FROM THE ROSEHILL RAILWAY STATION FOOTBRIDGE, SHOWING EXISTING VEGETATION (LEFT OF VIEW) AND THE ROSEHILL GARDENS RACECOURSE (RIGHT OF VIEW)

3.1.3 Summary of landscape impacts

The changes to the Kay Street and Unwin Street realignment from an underpass to a road bridge would result in a **minor adverse landscape impact** on the site and Unwin, Kay and Shirley Street streetscapes due to the scale of the earthworks and vegetation removal. This impact level is unchanged from the approved project.

The proposed changes to the Rosehill dive structure would impact the landscape area of the Former T6 Carlingford Line and Rosehill Railway Station. Due to the removal of vegetation, and reduced canopy cover and amenity, there would be a **moderate adverse visual impact** during construction. This impact would be in addition to those identified for the approved project.

The proposed changes would not alter the landscape impacts at the Rosehill Gardens Racecourse Sydney Speedway or A'Becketts Creek.

Table 3 provides a summary of this landscape impact assessment.

TABLE 3 SUMMARY OF LANDSCAPE IMPACTS

| No. | Location | Landscape impact | |
|-----|---|------------------|-----------------------|
| | | Approved project | Proposed modification |
| 1 | Rosehill Gardens Racecourse | Negligible | N/A |
| 2 | Sydney Speedway | Negligible | N/A |
| 3 | A'Becketts Creek and Duck Creek | Minor adverse | N/A |
| 4 | The site and streetscapes including Unwin, Kay, Wentworth and Shirley Streets | Minor adverse | Minor adverse |
| 5 | The former T6 Carlingford Line and Rosehill Railway Station | N/A | Moderate adverse |

3.2 Changes to daytime visual impact

The Environmental Impact Statement and subsequent amendment report for the approved project included an assessment of a range of representative views in the vicinity of the Clyde stabling and maintenance facility. Of these, the following three viewpoints and a viewing location have been reassessed as the proposed changes would be seen in these views:

- Viewpoint 1: View south-east along James Ruse Drive
- Viewpoint 3: View south-west to the corner of Unwin and Shirley streets
- Viewpoint 5: View north-east from M4 Western Motorway on ramp
- Views from Rosehill Gardens Racecourse.

The representative viewpoints assessed for the approved Clyde stabling and maintenance facility did not include views towards the proposed relocated Rosehill dive structure and extended construction site area. The following additional views have therefore been assessed to consider views to this proposed change:

- Viewpoint 6: View south from the James Ruse Drive footbridge
- Viewpoint 7: View north from a car parking area of the Rosehill Gardens Racecourse
- Viewpoint 8: View south from the now closed station entry near the Rosehill Gardens Racecourse

In addition, views generally from the following areas will also be considered:

- Views from James Ruse Drive
- View from residential and hotels to the west of James Ruse Drive.

The location of these viewpoints, and those assessed in the Environmental Impact Statement, are shown in Figure 7. A summary of the viewpoints that will be assessed in this report are shown in Table 4.

TABLE 4 SUMMARY OF VIEWS ASSESSED FOR THIS PROPOSED MODIFICATION

| No. | Viewpoint description | Assessed for approved project | Assessed for proposed modification |
|-----|---|-------------------------------|------------------------------------|
| 1 | View south-east along James Ruse Drive | Yes | Yes |
| 2 | South-east from Unwin Street | Yes | No |
| 3 | South-west to the corner of Unwin and Shirley streets | Yes | Yes |
| 4 | View north along Shirley Street | Yes | No |
| 5 | View north-east from M4 Western Motorway onramp | Yes | Yes |
| 6 | View south from the James Ruse Drive footbridge | No | Yes |
| 7 | View north from a car parking area of the Rosehill Gardens Racecourse | No | Yes |
| 8 | View south from the now closed station entry near the Rosehill Gardens Racecourse | No | Yes |
| | Views from Rosehill Gardens Racecourse | Yes | Yes |
| | Views to the power supply route | Yes | No |
| | Views from James Ruse Drive | No | Yes |
| | View from residential and hotels to the west of James Ruse Drive | No | Yes |

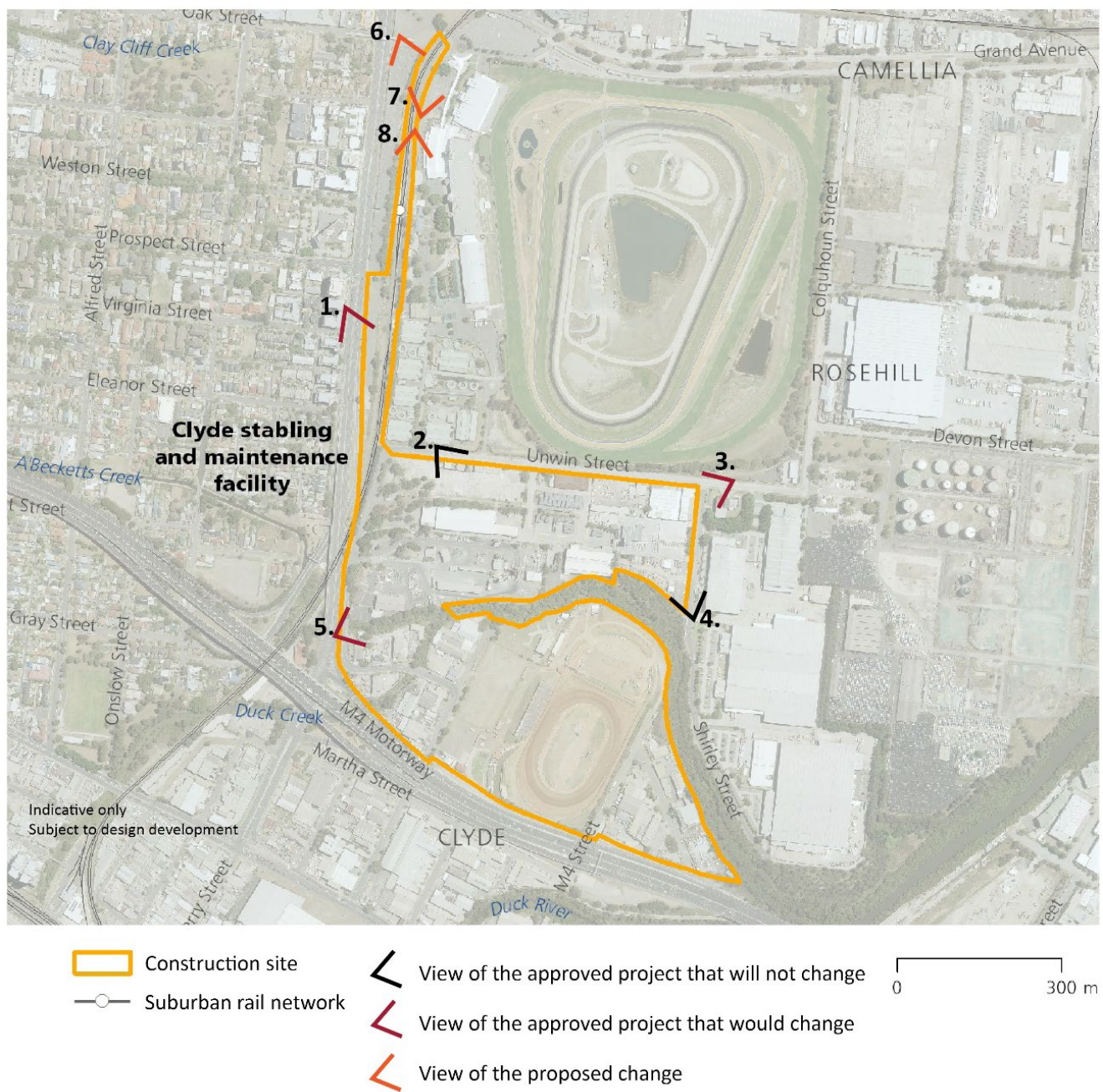


FIGURE 7: VIEWPOINT LOCATION PLAN

3.2.1 Viewpoint 1: View south-east along James Ruse Drive

The existing conditions and sensitivity levels are described in the Environmental Impact Statement, Technical Paper 5 (Landscape and Visual Impact Assessment).

Visual impact of the proposed modification: The works to realign Unwin Street would be more visually prominent in this view as the works would include the construction of a bridge structure rather than an underpass. This structure would require the use of large equipment and include the gradual construction of a bridge structure which would rise taller than the adjacent ramping roadway leading to the M4 Western Motorway. This bridge would not be open to public use but there would be construction vehicles seen moving across this realigned roadway and bridge.

With the proposed modification, the vertical scale of the construction works in the background of this view would be greater, however, otherwise the construction work within the construction site would continue as expected by the approved project. That is, they would extend across a large portion of this view, requiring the removal of a large area of vegetation and introducing an intensive construction character to the middle and background of this view. Overall, there would be a considerable reduction in the amenity of this view, which is of local sensitivity, and a **moderate adverse visual impact**. This impact level is unchanged from the approved project.



FIGURE 8: VIEWPOINT 1 – VIEW SOUTH-EAST ALONG JAMES RUSE DRIVE, EXISTING VIEW

3.2.2 Viewpoint 3: View south-west to the corner of Unwin and Shirley streets

The existing conditions and sensitivity levels are described in the Environmental Impact Statement, Technical Paper 5 (Landscape and Visual Impact Assessment).

Visual impact of the proposed modification: Works to realign Unwin Street would be seen in the background of this view, extending to the south-west, away from the viewer. The prominence of these works would be greater than for the approved project, as the work would include major earthworks and the formation of embankments and construction of a bridging structure extending south and over the site. This proposed road bridge would be aligned north east to south westerly direction so that the long side of the road bridge would be visible, increasing its prominence somewhat. These works, and the use of this route by construction vehicles, would be located in the background of this view, and would somewhat absorbed into the character of the large scale construction activity approved for this site.

While the scale of the road bridge construction would be greater, and the road bridge would be more visually obtrusive than the approved design, the overall extent and intensity of construction work that would be seen would be similar. From this location there would be a noticeable reduction in the amenity of this view, which is of local sensitivity and there would be a **minor adverse visual impact**. This impact level is unchanged from the approved project.



FIGURE 9: VIEWPOINT 3 – VIEW SOUTH-WEST TO THE CORNER OF UNWIN AND SHIRLEY STREETS, EXISTING VIEW

3.2.3 Viewpoint 5: View north-east from M4 Western Motorway onramp

The existing conditions and sensitivity levels are described in the Environmental Impact Statement, Technical Paper 5 (Landscape and Visual Impact Assessment).

Visual impact of the proposed modification: The works to realign Kay Street and Unwin Street and would be more prominent in this view, with construction of a road bridge, visible in the foreground of this view, and rising above the viewer. The construction of this road bridge would require additional earthworks and large-scale equipment. Due to the visibility and scale of the works which would be seen across the site, there would continue to be a considerable reduction in the amenity of this view. As this is a view of local visual sensitivity, there would be a **moderate adverse visual impact**. While this road bridge would be a less desirable visual outcome in this location, the overall impact level is unchanged from the approved project.



FIGURE 10: VIEWPOINT 5 – VIEW NORTH-EAST FROM M4 WESTERN MOTORWAY ONRAMP, EXISTING VIEW

3.2.4 Viewpoint 6: View south from the James Ruse Drive footbridge

Existing conditions: This elevated view is characterised by large areas of surface carparking and the six-lane wide James Ruse Drive. To the west (right of view) are the residential and commercial areas of Rosehill, including larger medium density residential and hotel developments in the background. To the east (left of view) the vegetation along the rail corridor containing the former T6 Carlingford Line and Rosehill Railway Station can be seen. This vegetation screens the former rail corridor from view. The upper levels of buildings within the Rosehill Gardens Racecourse can be seen rising above this vegetation.

Sensitivity: This view is from a footbridge which provides an east-west crossing of James Ruse Drive, connecting to the car parking areas of the Rosehill Gardens Racecourse. This footbridge would have increased use during events at the racecourse and be seen by a large number of people. It is intended that the Camelia area, to the north of this footbridge, be redeveloped with key urban services and additional housing (Parramatta Local Strategic Planning Statement, 2020). Overall, this view is of **local visual sensitivity**.

Visual impact of the proposed modification: This change would include the removal of the vegetation along the rail corridor, opening up views across the rail corridor and to the western façade of the Rosehill Gardens Racecourse grandstand and buildings. Within the former rail corridor there would be large construction equipment seen, partly obstructed by the cutting. Overall, there would be noticeable reduction in the amenity of this view, and a **minor adverse visual impact**.



FIGURE 11: VIEWPOINT 6 – VIEW SOUTH FROM THE JAMES RUSE DRIVE FOOTBRIDGE



FIGURE 12: VIEWPOINT 6 – VIEW SOUTH FROM THE JAMES RUSE DRIVE FOOTBRIDGE, EXTENT OF PROPOSED MODIFICATION FOOTPRINT SHOWN (ORANGE SHADE)

3.2.5 Viewpoint 7: View north from the car parking areas of the Rosehill Gardens Racecourse

Existing conditions: This view towards the former T6 Carlingford Line includes site perimeter fencing with blue shade cloth, screening the view to ground level construction activity within the site. Construction activity associated with the Parramatta Light Rail (Stage 1) can be seen within the site, with stockpiled spoil and an excavator undertaking earthworks. This view includes several large trees, enclosing the view, including figs to the north (centre of view) and large existing trees along the rail embankment to the west (left of view). The 'Might and Power' entry to the racecourse is located to the east (right of view) and there are roads and carparking between the former rail corridor and the racecourse gardens and buildings.

Sensitivity: This view is from the western property boundary of the Rosehill Gardens Racecourse. This is an incidental view from the car parking area, however, this is a location where there would be visitors to the racecourse, a recreational and sporting venue. Being an area associated with the racecourse entry, this is a view of **local visual sensitivity**.

Visual impact: The construction site would be visible extending along the western boundary of the Rosehill Gardens Racecourse property (left of view), replacing the work currently being undertaken by Parramatta Light Rail Stage 1 construction work. This view would include major construction activity including further earthworks and major civil works, with large equipment likely to be seen above the site fencing. While the existing fig trees to the north of the site would remain (centre of view), the large trees on the former rail embankment (left of view) would be removed. The removal of this vegetation would further reduce the amenity of this view.

Overall, there would be large scale construction works seen in close proximity and extending across a large portion of views from this location. Overall, there would be a considerable reduction in the amenity of this view, which is of local visual sensitivity, and a **moderate adverse visual impact**.



FIGURE 13: VIEWPOINT 7 – VIEW NORTH FROM THE CAR PARKING AREAS OF THE ROSEHILL GARDENS RACECOURSE



FIGURE 14: VIEWPOINT 7 – VIEW NORTH FROM THE CAR PARKING AREAS OF THE ROSEHILL GARDENS RACECOURSE, EXTENT OF PROPOSED MODIFICATION FOOTPRINT SHOWN (ORANGE SHADE)

3.2.6 Viewpoint 8 View south from the now closed station entry near the Rosehill Gardens Racecourse

Existing conditions: This view towards the former Rosehill Railway Station includes the station platforms and Rosehill Railway Station Footbridge in the fore and middle ground. The cutting and vegetation long the former rail corridor encloses this view to the west (right of view). Some medium density residential and hotel buildings, located to the west of James Ruse Drive, can be seen rising above this vegetation (right of view). The railway entrance buildings (Gate 3) are visible to the east (left of view). The former railway platforms are generally level with the racecourse and separated by a chainmesh fence and low hedges.

Sensitivity: This view is from the western property boundary of the Rosehill Gardens Racecourse. This is an incidental view from the car parking area, however, this is a location where there would be visitors to the racecourse. Being an area associated with the racecourse entry this is a view of **local visual sensitivity**.

Visual impact: This view would include large scale construction activity and equipment rising above site perimeter fencing, seen in the fore and middle ground. This would include works to demolish the former station platforms and Rosehill Railway Station Footbridge, in the centre of this view. The vegetation along the western side of the rail corridor would be removed, opening up views to the existing surface car parking areas and medium density development along James Ruse Drive in the background.

Overall, due to the scale and extent of the construction activity that would be seen, there would be considerable reduction in the amenity of this view. Overall, this would result in a **moderate adverse visual impact**.



FIGURE 15: VIEWPOINT 8 – VIEW SOUTH FROM THE NOW CLOSED STATION ENTRY NEAR THE ROSEHILL GARDENS RACECOURSE



FIGURE 16: VIEWPOINT 8– VIEW SOUTH FROM THE NOW CLOSED STATION ENTRY NEAR THE ROSEHILL GARDENS RACECOURSE EXTENT OF PROPOSED MODIFICATION FOOTPRINT SHOWN (ORANGE SHADE)

3.2.7 Views from Rosehill Gardens Racecourse

The existing conditions and sensitivity levels are described in the Environmental Impact Statement, Technical Paper 5 (Landscape and Visual Impact Assessment).

Visual impact of the proposed modification: The amendment of the Kay Street and Unwin Street realignment from an underpass to a road bridge would increase the vertical scale of the construction activity seen in the far background of oblique views from the Rosehill Gardens racecourse. The proposed modification would potentially increase the prominence of the Clyde stabling and maintenance facility construction site in views from this location, the overall visibility of the works would be small and there would be no perceived change in the amenity of this view. These views are of local visual sensitivity, resulting in a **negligible visual impact**. This impact level is unchanged from the approved project.

3.2.8 Views from James Ruse Drive

Existing conditions: In views west from James Ruse Drive, the former railway corridor is largely out of view due to a hedge located along the road, and the rail corridor cutting. The trees along the rail corridor cutting are visible above the hedge and where there are glimpses across the existing car parking area. Beyond this, the buildings within the Rosehill Gardens Racecourse can be seen rising above the trees. The Rosehill Railway Station Footbridge would be glimpsed amongst the trees and not prominent in these views.

Sensitivity: Views along James Ruse Drive would be experienced by road users, and from adjacent residents and commercial properties. These views are seen by a large number of potential receivers and have a **local visual sensitivity**.

Visual impact: The removal of vegetation within the site, and the use of large scale construction equipment, would be seen rising above the cutting in the background of views from James Ruse Drive. Much of the work would continue to be screened by the existing hedge along the road or seen across the existing carparking area. Due to the removal of vegetation and introduction of major construction activity, there would be a noticeable reduction in the amenity of views from James Ruse Drive. These views are of local visual sensitivity and there would be a **minor adverse visual impact**.

3.2.9 Views from residential buildings and hotels to the west of James Ruse Drive

Existing conditions: There would be views to the site from the upper storeys of the hotels and medium density residential apartments located to the west of James Ruse Drive. From these locations, the former railway corridor would be largely out of view due to the cutting and existing trees along the rail corridor. There may be views to the existing Rosehill Railway Station Footbridge, glimpsed amongst the trees and not prominent in these views. These views would be panoramic and include James Ruse Drive and expansive car parking areas in the middle ground, as well as the buildings of the Rosehill Gardens Racecourse, areas of industry and M4 Western Motorway beyond.

Sensitivity: These views from private property experienced by residents and their visitors. These views are seen by a concentration of potential receivers over multiple storeys of these apartments and have a **neighbourhood visual sensitivity**.

Visual impact: The works to remove the existing trees within the former rail corridor would be seen and open-up a view to the former rail corridor where there would be construction activity occurring. This would include major civil construction works, expanding the area of construction seen as a part of the approved project. This activity would be seen in the context of large carparking areas, and within a broader context of industrial development. While the works on the site would be substantial in scale and cover a large area, they would be seen at a distance, so that they would comprise a small part of the panoramic views across James Ruse Drive. Overall, there would be a noticeable reduction in the amenity of these views, which are of neighbourhood visual sensitivity, and a **negligible visual impact**.

3.2.10 Summary of daytime visual impact

A summary of the visual impacts for the revised Rosehill dive structure is provided in Table 5. These impacts include **minor** and **moderate adverse visual impacts** in the vicinity of the revised Rosehill dive structure. These impacts are in addition to the impacts identified in the Environmental Impact Statement.

There would also be **moderate** and **minor adverse visual impacts** at the Kay Street and Unwin Street realignment. These impact levels are unchanged from the approved project. These impacts were also identified for the approved project.

TABLE 5 SUMMARY OF DAYTIME VISUAL IMPACT

| Location | Visual impact level | |
|---|---------------------|-----------------------|
| | Approved project | Proposed modification |
| Revised Rosehill dive structure | | |
| Viewpoint 6: View south from the James Ruse Drive footbridge | N/A | Minor adverse |
| Viewpoint 7: View north from the car parking areas of the Rosehill Gardens Racecourse | N/A | Moderate adverse |
| Viewpoint 8: View north along the boundary with the Rosehill Gardens Racecourse | N/A | Moderate adverse |
| Views from Rosehill Gardens Racecourse. | Negligible | Negligible |
| Views from James Ruse Drive | N/A | Minor adverse |
| Views from the residential buildings and hotels to the west of James Ruse Drive | N/A | Negligible |
| Kay Street and Unwin Street realignment | | |
| Viewpoint 1: View south-east along James Ruse Drive | Moderate adverse | Moderate adverse |
| Viewpoint 3: View south-west to the corner of Unwin and Shirley streets | Minor adverse | Minor adverse |
| Viewpoint 5: View north-east from M4 Western Motorway onramp | Moderate adverse | Moderate adverse |

3.3 Changes to night-time visual impact

The existing conditions and sensitivity levels for the Clyde stabling and maintenance facility construction site are described in the Environmental Impact Statement, Technical Paper 5 (Landscape and Visual Impact Assessment).

3.3.1 Revised Rosehill Dive Structure

Visual impact of the proposed modification at night: There would be the potential for night works at the site. Due to the cutting, and distance of the site from any receivers, any additional lighting would be somewhat contained. The works would also be seen in the context of an area of E3: Medium district brightness, where there are brightly lit roads and commercial areas. The construction night-time visual impact identified for the Clyde stabling and maintenance facility would extend to include this additional area but would be otherwise unchanged.

3.3.2 Kay Street and Unwin Street realignment

Visual impact of the proposed modification at night: The construction hours would not change as a result of the proposed modification and therefore there would be no changes to the night-time visual impact of the approved project.

3.3.3 Summary of night-time visual impact

A summary of the night-time visual impacts is provided in Table 6. There would be **negligible visual impacts** at night. This is unchanged from the approved project.

TABLE 6 SUMMARY OF NIGHT-TIME VISUAL IMPACT

| Location | Night-time visual impact level | |
|---|--------------------------------|-----------------------|
| | Approved project | Proposed modification |
| Revised Rosehill Dive Structure | | |
| Night-time visual impact, Clyde stabling and maintenance facility construction site | Negligible | Negligible |
| Kay Street and Unwin Street realignment | | |
| Night-time visual impact, Clyde stabling and maintenance facility construction site | Negligible | Negligible |

3.4 Changes to and additional mitigation measures

The mitigation measures identified for the approved project would be applied to minimise impacts associated with the proposed modification. The following table includes the mitigation measures relevant to this site. Changed and additional mitigation measures are proposed as a result of the modification are shown in **bold** text and are provided in Table 7. Rows highlighted in grey include either an addition or change to an existing mitigation measure.

TABLE 7 REVISED MITIGATION MEASURES

| Refer ence | Impact / issue | Mitigation measure | Application location |
|---------------|---------------------|--|---|
| LV1 | Visual impacts | Where feasible and reasonable, the elements within construction sites would be located to minimise visual impacts (for example storing materials and machinery behind fencing). | All |
| LV2 | Visual impacts | The design and maintenance of construction site hoardings would aim to minimise visual amenity and landscape character impact. | All |
| LV3 | Visual impacts | Graffiti would be removed promptly from hoardings and any other aspects of construction sites. | All |
| LV4 | Visual impacts | All structures (including acoustic sheds or other acoustic measures, site offices and workshop sheds would be finished in a colour which aims to minimise their visual impact, if visible from areas external to the construction site. This finish is to be applied to all visible fixtures and fittings (including exposed downpipes). | WMS, PMS, SOPMS, SNMS, BNS, FDS, CSMF |
| LV5 | Lighting impacts | Lighting of construction sites would be orientated to minimise glare and light spill impacts on adjacent receivers. | All |
| LV6 | Public art | Public art would be adopted on temporary hoarding, particularly around future station precincts. Implementation would be as soon as feasible and reasonable after the commencement of construction, and any public art would remain for the duration of the construction period. | All |
| LV11 | Trees | Opportunities for the retention and protection of existing street trees and trees within the site would be identified during detailed construction planning. | All |
| LV12 | Trees | Existing trees to be retained would be protected prior to the commencement of construction in accordance with Australian Standard AS4970 the Australian Standard for Protection of Trees on Development Sites and Adjoining Properties. | All |
| LV13 | Trees | Trees removed by Stage 1 would be replaced to achieve no net loss to tree numbers and/or canopy in proximity to the | All |

| Reference | Impact / issue | Mitigation measure | Application location |
|-----------|----------------|--|----------------------|
| | | site as a minimum in the long term (and part of future stages of Metro West). | |
| LV14 | Trees | Opportunities would be investigated with the relevant local council to provide plantings in proximity to the impacted areas prior to construction commencing where feasible and reasonable. | All |
| LV15 | Visual impacts | Investigate the opportunity for early installation of screening vegetation along the eastern boundary of the former rail corridor alongside the Rosehill Gardens Racecourse and west of the Kay Street and Unwin Street road bridge where feasible. | CSMF |
| LV16 | Visual impacts | Provide vegetation that assists in the screening and visual softening of the road, bridge and other permanent engineered structures where feasible. | CSMF |

Key: WMS: Westmead metro station; PMS: Parramatta metro station; CSMF: Clyde stabling and maintenance facility; SSF: Silverwater services facility; SOPMS: Sydney Olympic Park metro station; NSMS: North Strathfield metro station; BNS: Burwood North Station; FDS: Five Dock Station; TBS: The Bays Station; Metro rail tunnels: Metro rail tunnels not related to other sites (eg tunnel boring machine works); PSR: Power supply routes.

4.0 Conclusion

The proposed modification would change some of the landscape and visual impacts identified for the Clyde stabling and maintenance facility construction site compared against the approved project. There are also some new impacts not previously assessed.

4.1 Revised Rosehill dive structure

4.1.1 Changes to landscape impact

There would be a **moderate adverse** landscape impact on the former T6 Carlingford Line and Rosehill Railway Station due to the removal of the existing Rosehill Railway Station Footbridge and vegetation along the embankments, reducing the shade cover, amenity and local accessibility.

There would be additional visual impacts because of the additional area required for construction and vegetation removal. This would include **minor adverse** landscape impacts in views from the Roseville Gardens Racecourse, where the works would be near the entry and parking areas of this venue.

4.1.2 Changes to visual impact

There would also be **minor adverse** visual impact in views from James Ruse Drive and the James Ruse Drive footbridge where the modification works would be partly screened by the cutting and seen in the context of the existing surface carparking areas. There would be **negligible** visual impacts in views from the hotels and residential buildings to the west of James Ruse Drive.

At night there would be a negligible visual impact due to the containment of the site by the cutting, distance from potential receivers and existing brightly lit setting. This impact level is unchanged from the approved project.

4.2 Kay Street and Unwin Street realignment

4.2.1 Changes to landscape impact

At the Clyde stabling and maintenance facility construction site, the change of the Kay Street and Unwin Street realignment from an underpass to a road bridge would result in some changes to the landscape impacts on the site and streetscapes including Unwin, Kay and Shirley Streets. While the proposed overpass would include a larger elevated structure and with more engineered earthworks that would be visually prominent, overall, this structure would be seen in the context of the landscape impact would be generally consistent with that assessed in the Environmental Impact Statement which is a **minor adverse landscape impact**.

4.2.2 Changes to visual impact

While the proposed road bridge would be larger in scale and more visually prominent, there would not be an increase in the magnitude of change seen in views where this road bridge would be viewed within the context of the approved large scale construction site. This would

include views from James Ruse Drive and from the M4 Western Motorway onramp, where there would continue to be a **moderate adverse** visual impact. In views from Unwin Street, there would continue to be a **minor adverse** visual impact.

Similarly, at night, due to the context of other major civil construction work, there would be a **negligible** visual impact at night. This impact is unchanged from the approved project.

4.2.3 Mitigation measures

There are several mitigation measures that would assist in the management of the impacts associated with the modification. These include measures LV1, LV2, LV3 and LV5. LV4 is proposed to be amended to apply to the modification.

Several additional mitigation measures have been identified to address the landscape and visual impacts of the modification. This would include adjacent to the Rosehill Gardens Racecourse in the vicinity of the Rosehill Dive site. For the Kay Street and Unwin Street realignment there is the potential for the use of colour to break-up the scale of the road bridge, and landscape treatments on the rising embankments to screen and visually integrate the road bridge over time.