



# **Sydney International Speedway**

## **Environmental Impact Statement**

Technical Paper 7

Landscape Character and Visual Amenity



## Sydney International Speedway, Eastern Creek

### Landscape and Visual Impact Assessment

July 2020

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# 1. Introduction

## 1.1. Sydney International Speedway

The NSW Government has committed to relocating speedway racing to Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports, creating a true motorplex for the NSW motorsport racing community. The new speedway would provide the community and racing supporters a unique sporting facility that would cater for local, regional, national, and international racing events while continuing to support the growth of speedway racing in NSW.

The new speedway would be located alongside the existing Sydney Dragway to the north and east and the Sydney Motorsports Park (operated by the Australian Racing Drivers' Club) to the north.

Western Sydney Parklands Trust, in association with the NSW Office of Sport, is leading a masterplanning process for Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports, with opportunities to share infrastructure and coordinate events across the three venues. This masterplan sets the context for the planning of the new Sydney International Speedway, which is the subject of this Technical Paper.

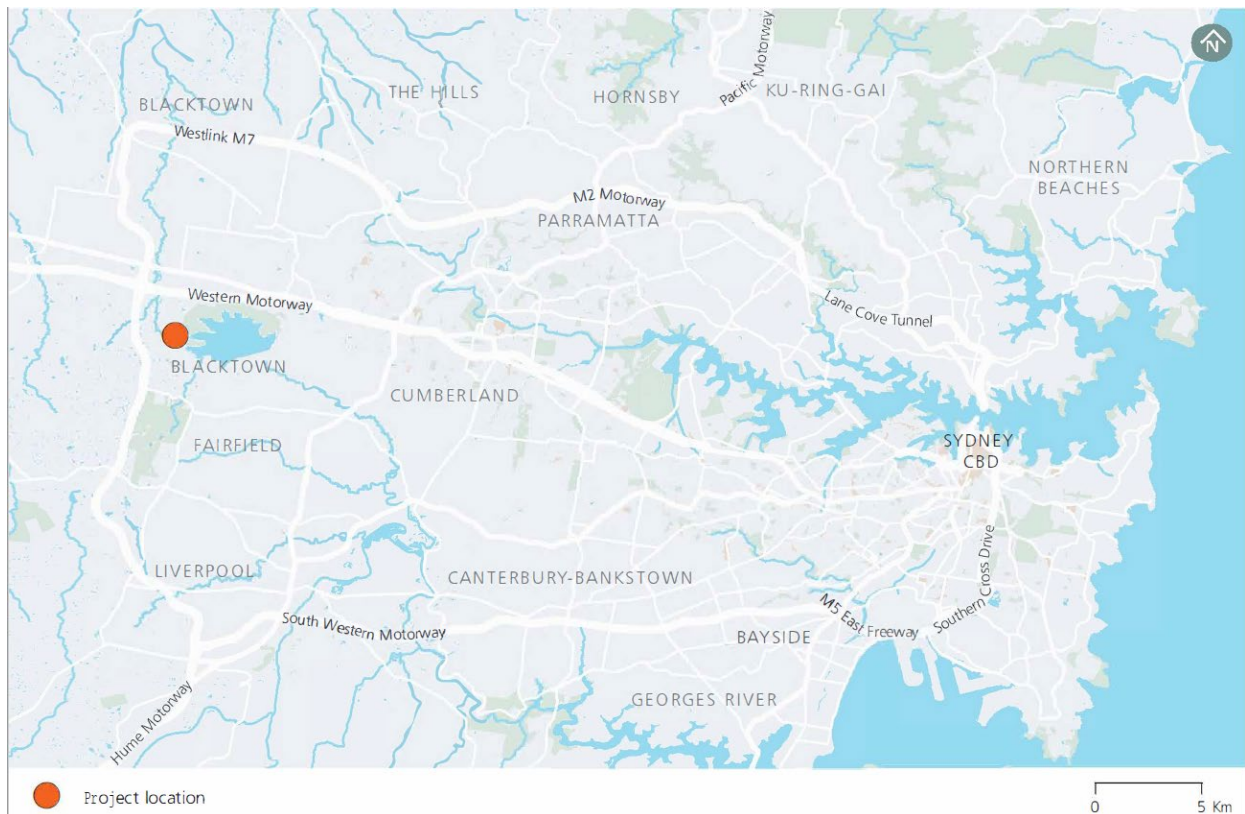
As part of delivering Sydney Metro West - the city's next big underground railway, the existing government land currently used for speedway racing is required for a future stabling and maintenance facility. The project is planned to be constructed and operational prior to the closure of the current speedway.

The project site is located on land owned and managed by Western Sydney Parklands Trust. Sydney Metro is applying for State significant infrastructure approval and is proposing to build the project on behalf of and pursuant to arrangements with Western Sydney Parklands Trust.

Section 5.12(4) of the EP&A Act provides for the declaration of specified development on specified land as State significant infrastructure. A declaration is being sought for the Sydney International Speedway as State significant infrastructure under Sections 5.12(4) of the EP&A Act. Schedule 4 of *State Environmental Planning Policy (State and Regional Development) 2011* will be amended to include Sydney International Speedway.

### 1.1.1. Location

The project would be located within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports which sits within the Blacktown Local Government Area (LGA) in the Central River City sub-region of Greater Sydney, about six kilometres south-west of the Blacktown City Centre, and 32 kilometres west of the Sydney Central Business District. The location of the project is shown on Figure 1-1.



**Figure 1-1 Location of the project**

### 1.1.2. Local context of the project

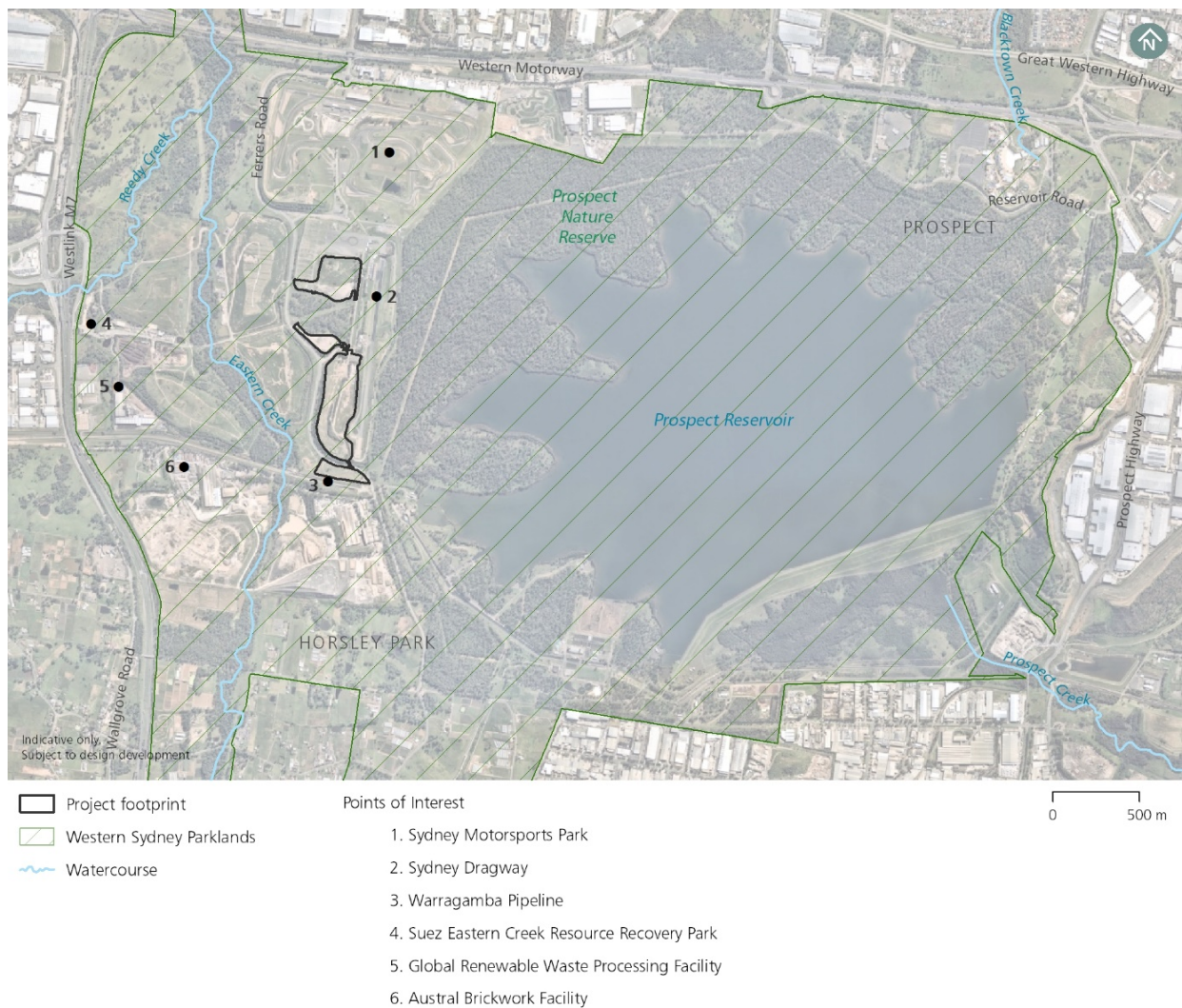
The footprint of the project site is about 21 hectares. The Western Motorway (M4 Motorway) is about 1.4 kilometres north, and the Westlink M7 is about 1.2 kilometres west of the project. Industrial and commercial developments are located to the north and west of these major roads. Prospect Nature Reserve, which contains the Prospect Reservoir, is about 150 metres east of the project. The local context of the project is shown on Figure 1-2.

Sixteen precincts have been identified within the Western Sydney Parklands, each with its own character and land uses, infrastructure, issues and opportunities. The project would be situated within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports. The project is bounded by Ferrers Road to the north-west, Ferrers Road and vegetation as part of Western Sydney Parklands in the west, the Warragamba Pipeline to the south and the Austral Bricks Horsley Park Brickworks located further south. Other motorsport operators within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports include Sydney Dragway immediately to the north and east and Sydney Motorsports Park (operated by the Australian Racing Drivers' Club) to the north. A full list of stakeholders is provided in Chapter 4 (Stakeholder and community engagement).

Other businesses in the vicinity include:

- The SUEZ Eastern Creek Resource Recovery Park, about 1.1 kilometres west of the project
- Global Renewables waste processing facility, about 650 metres west of the project.





**Figure 1-2 Local context of the project**

### 1.1.3. Overview of the project

Once complete, the project would include world class racing infrastructure in the form of a clay-based racetrack benchmarked to national and international best practice for both speedway vehicles and motorcycles. To facilitate the use of the speedway racetrack, the following ancillary racing infrastructure would be constructed:

- New vehicle access to the raceway area via an existing intersection off Ferrers Road
- A racing competitor's pit area, comprising around 150 parking bays for race vehicles and their tenders, including 20 bays for heavy vehicles transporting racing vehicles to and from the speedway and viewing platforms for pit crews
- Workshops/garages and track-side operational support areas to be used by pit crews.

High quality event support infrastructure provided to maximise the spectator experience at speedway events would comprise:

- A grandstand with the capacity to seat around 3750 spectators
- Ticketing and entryway structures
- Spectator facilities, including terraced seating for up to a total of around 7000 spectators, public amenities, corporate boxes, provision for food and beverage operators together with merchandise outlets
- Dedicated parking provided for spectators, visitors and users of the Sydney International Speedway, available for use by other motorsport operators by agreement
- Dedicated parking for Sydney Dragway to replace the existing spectator parking areas which would form part of the Sydney International Speedway project site. The new Sydney Dragway parking would be available for use by other motorsport operators by agreement.

Operational support infrastructure would be provided to enable the operation of the Sydney International Speedway. Such infrastructure would include:

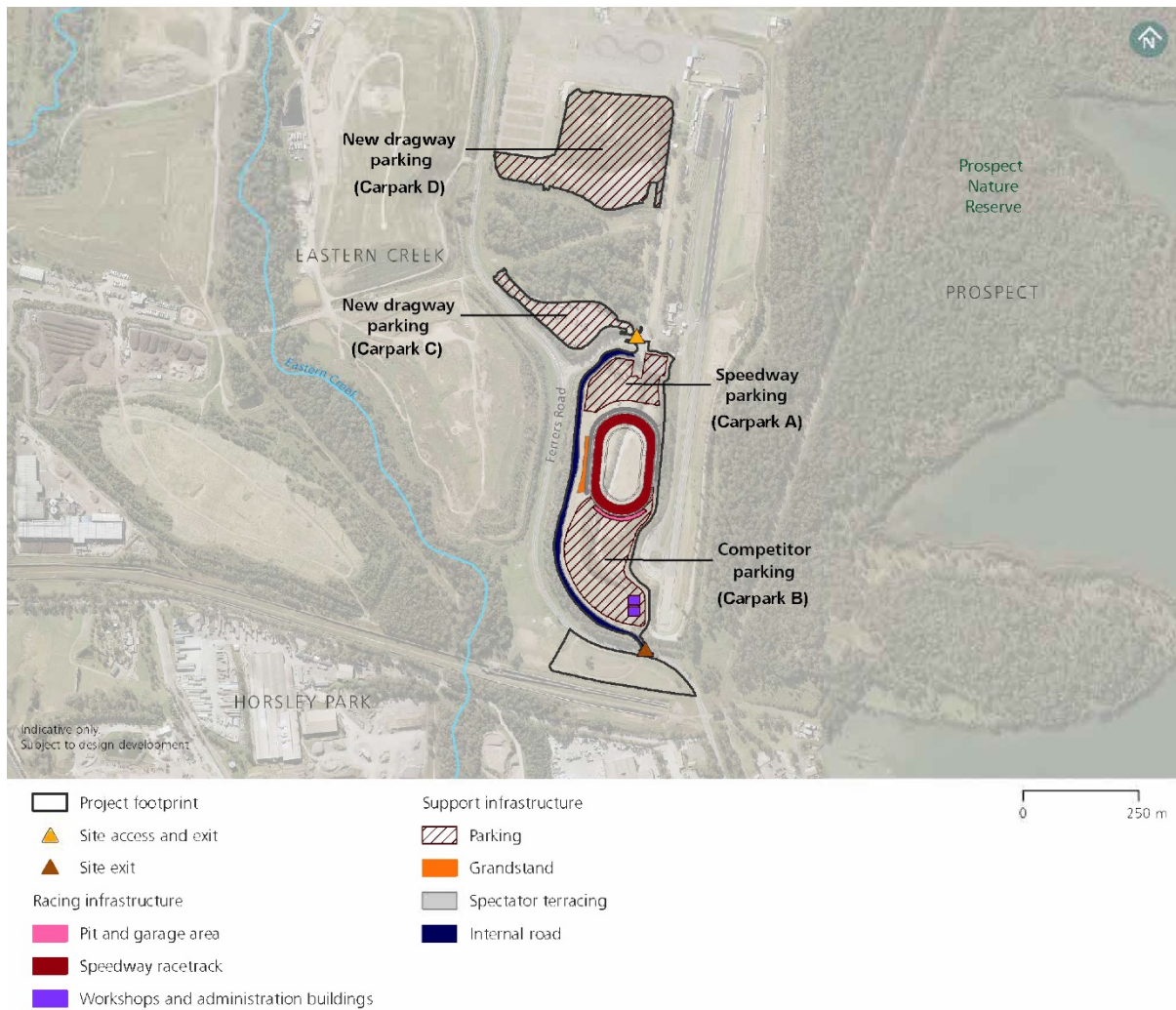
- Public safety including fencing and fire safety systems
- Communications including a fibre optic network (to suit internet broadcasting bandwidth and PA/AV provisions), signage and large broadcasting screens
- Services including the provision of stormwater, drainage and flooding, utilities and lighting.

The operational site layout is shown on Figure 1-3. Operation would also include maintenance activities required to support the project.

Construction of the project is expected to take around 13 months to complete. The following construction activities would be carried out:

- Clearing, earthworks and levelling
- Landforming works
- Establishment of carparks
- Construction of racing and event support infrastructure
- Utilities connections, landscaping and finishing works.

Further detail on the project is provided in Chapter 5 (Project description) of the Sydney International Speedway Environmental Impact Statement.



**Figure 1-3 Project overview**

#### 1.1.4. Purpose and scope of this report

This technical paper is one of several technical papers that form part of the Environmental Impact Statement. The purpose of this technical paper is to assess the potential impact of the project on the landscape character and visual amenity of the project site and surrounds. In doing so it responds directly to the Secretary's Environmental Assessment Requirements outlined in Section 1.3.

#### 1.1.5. Secretary's Environmental Assessment Requirements

The Secretary's Environmental Assessment Requirements were issued for Sydney International Speedway on 19 May 2020. The requirements specific to landscape character and visual amenity and where these requirements are addressed in this technical paper are outlined in Table 1-1.



**Table 1-1 Secretary's Environmental Assessment Requirements – Landscape character and visual amenity**

Reference	Requirement	Where addressed
2.7.1	The Proponent must identify how the project will demonstrate public benefit outcomes, including design principles, strategies and initiatives that:	Section 5
	(a) achieve quality design (landscaping, streetscape, and architectural) consistent with the existing and desired future character of the area as defined in the Eastern Creek Motor Sports Precinct, part of the Western Sydney Parklands Plan of Management;	
	(b) identify opportunities to reduce urban heat island effects, including in parking areas; and	Section 5 Section 8
	(c) address the ongoing maintenance of the space.	Chapter 5 (Project description) of the Environmental Impact Statement
2.7.2	The Proponent must provide visual representations of the project from key receiver locations and assess the visual impact of the project on:	Section 6 Section 7
	(a) views and vistas;	
	(b) the Western Sydney Parklands; and	Section 6 Section 7
	(c) heritage items including Aboriginal places and environmental heritage.	Technical Papers 5 (Aboriginal Cultural Heritage Assessment Report) and 6 (Non-Aboriginal Heritage) of the Environmental Impact Statement
2.7.3	The Proponent must assess open space and tree impacts, including:	Section 6
	(a) the provision of green infrastructure;	
	(b) estimating the number of trees to be cleared that will not be covered by a biodiversity offset strategy (a tree is defined by Australian Standard 4970); and	Section 6
	(c) describe how the project will achieve a net increase in tree numbers and canopy within proximity of the impacted area.	Section 6

## 2. Assessment Methodology

### 2.1. Guidance for landscape and visual impact assessment

A range of guidance is available for the assessment of landscape and visual impacts. In New South Wales, the following are typically referred to:

- *Guidance note EIA-N04 Guidelines for Landscape Character and Visual Impact Assessment*, Roads and Maritime Services, 2018
- *The Guidance Note for Landscape and Visual Assessment*, Australian Institute of Landscape Architects Queensland, 2018.

The methodology used for this assessment is described below and is consistent with the direction offered by these documents.

### 2.2. Study area

The study area for this assessment includes the potential visual catchment of the project site. This extends generally north to the Sydney Motorsports Park, east across the Prospect Reservoir, and south and west to the industrial areas of Horsley Park and Eastern Creek.

### 2.3. Method

A detailed landscape and visual assessment for the proposed Sydney International Speedway has been carried out in the following steps:

- A review of the relevant legislative and policy framework
- Identification of the existing landscape and visual conditions
- Description of the components and character of the project
- An assessment of landscape character impact during construction and operation
- An assessment of the daytime visual impact during construction and operation
- An assessment of night-time visual impact during construction and operation
- Identification of mitigation measures.

These steps are described in the following sections.

#### 2.3.1. Legislative and policy framework

A range of legislation and policies from International, Federal, State and Local Government agencies provide guidance for development within the study area. Additionally, masterplans and guidance documents identify ambitions for the future land use, built form and the desired character of the study area.

The relevant requirements which apply across the study area have been summarised in Section 3.

### 2.3.2. Existing environment

The key landscape and visual features of the project site have been identified to describe the existing environment of the study area. The project site was visited during February 2020, and the existing character, landscape elements and views were recorded with photographs.

### 2.3.3. Description of the character and components of the Sydney International Speedway

A description of the character and a summary of the key components of the project has been included. This summary describes the features that would influence the level of landscape and visual impact within the study area. This includes the elements and works that would be visible throughout construction and operation, during the day and at night.

### 2.3.4. Landscape impact assessment

Landscape as defined by Roads and Maritime Services (2018) is ... *'All aspects of a tract of land, including landform, vegetation, buildings, villages, towns, cities and infrastructure.'* It also defines landscape character as the ... *'combined quality of built, natural and cultural aspects which make up an area and provide its unique sense of place'.*

The Western Sydney Parklands has been divided into management precincts based on character, context, land use and function. These management precincts align with landscape character and are used for the following landscape assessment.

The landscape assessment was carried out by identifying the sensitivity of each precinct and the likely magnitude of change expected as a result of the project. These factors were combined to make an overall assessment of the level of impact.

#### 2.3.4.1. Landscape sensitivity

Landscape sensitivity refers to the value placed on a landscape and the level of service it provides to the community. The sensitivity of a landscape may reflect the frequency and volume of users. Landscapes can also be valued for characteristics such as tranquillity, visual relief and contribution to microclimate. The value of landscapes is often described in local and NSW Government masterplans and planning guidance documents, reflecting the importance of landscape resources to the local, regional and state-wide community.

Landscape sensitivity is therefore considered in the broadest possible context (refer to Table 2-1), from those landscapes of national importance through to those considered to be landscapes of neighbourhood importance. Landscapes which are afforded legislative protection are specifically identified in the policy context section of this assessment.

One heritage item is located near the project, the Prospect Reservoir and Surrounding Area, which is 40 metres east of the project at its nearest point. An assessment of visual impacts of the project to this item has been completed as part of Technical Paper 6 (Non-Aboriginal heritage) of the Sydney International Speedway Environmental Impact Statement and as a result has not been considered further as part of this technical paper.

Table 2-1 lists the landscape sensitivity levels that applies to this assessment.

**Table 2-1: Landscape sensitivity levels**

Landscape sensitivity	Description
National	Landscape feature protected under national legislation or international policy, e.g. the World Heritage Listed Parramatta Park.
State	Landscape feature that is heavily used and/or is iconic to the State, e.g. Sydney Olympic Park stadium plaza.
Regional	Landscape feature that is heavily used and valued by residents of a major portion of a city or a non-metropolitan region, e.g. Prospect Reservoir, Sydney Motorsport Park, Sydney Dragway.
Local	Landscape feature valued and experienced by concentrations of residents and/or local recreational users. Provides a considerable service to the community, for example, it provides a place for local gathering, recreation, sport, street use by cafes and/or shade and shelter in an exposed environment.
Neighbourhood	Landscape feature valued and appreciated primarily by a small number of residents e.g. street trees in a local street. Provides a minor service to the community, for example, it provides a seat or resting place, passive recreation and/or some shade and shelter in a local street.

#### 2.3.4.2. Magnitude of change to the landscape

The changes to the landscape that would occur as a result of the project are assigned a magnitude of change level. This considers direct impacts on the landscape such as the removal of trees and tree canopy, open space and public realm areas, as well as indirect impacts, such as changes to the function of an area of open space or the public realm. The magnitude of change can result in adverse or beneficial effects. Table 2-2 lists the magnitude of change levels that applies to this assessment.

Specific note has been made of considerations such as changes to the functioning of footpaths, built form, changes to public art, street trees and canopy, access to parks and open space, as well as the types of works supported in the public realm.

**Table 2-2: Landscape magnitude of change levels**

Magnitude of change	Description
Considerable reduction or improvement	Substantial portion of the landscape is changed. This may include substantial changes to vegetation cover (trees and canopy), the area of open space, accessibility, permeability, legibility and wayfinding, comfort and amenity, activation and safety, and diversity of the public realm.
Noticeable reduction or improvement	A portion of the landscape is changed. This may include some alteration to vegetation cover (trees and canopy), the area of open space, accessibility, permeability, legibility and wayfinding, comfort and amenity, activation and safety, and diversity of the public realm.

Magnitude of change	Description
No perceived reduction or improvement	<p>Either the landscape quality is unchanged or if it is, it is largely mitigated by public realm improvements.</p> <p>Does not alter or not noticeably alter the vegetation cover (trees and canopy), the area of open space, accessibility, permeability, legibility and wayfinding, comfort and amenity, activation and safety, and diversity of the public realm.</p>

### 2.3.5. Daytime visual impact assessment

This visual impact assessment considers visual amenity as experienced by various people (referred to as receivers) and aims to identify the range of views to the project site which may be impacted, including views from adjacent roads, open space areas and sporting facilities.

The existing visual conditions have been identified and views that are representative of these conditions have been selected. For each representative view, a sensitivity level and magnitude of change expected as a result of the project are identified. These are combined to determine an overall level of impact.

#### 2.3.5.1. Identification of existing visual conditions

A number of viewpoints were selected to represent the range of views to the project site. These views are from the public domain (available to the public) and from a range of locations and viewing situations. Particular attention was paid to views from places where viewers are expected to congregate such as sporting facilities and lookouts.

#### 2.3.5.2. Visual sensitivity

Visual sensitivity refers to the nature, quality and duration of views. Locations from which a view would potentially be seen for a longer duration, where there are higher numbers of potential viewers and where visual amenity is important to viewers, can be regarded as having a higher visual sensitivity. In addition, views recognised by local, state or federal planning regulations would, by nature of their recognition in these documents, have a higher sensitivity.

The sensitivity of a viewpoint is considered in the broadest context of possible views, from those of national importance through to those considered to have a neighbourhood visual importance (refer to Table 2-3).

**Table 2-3: Visual sensitivity levels – daytime**

Visual sensitivity	Description
National	<p>Heavily experienced view to a national icon, e.g. view to the Sydney Opera House from Circular Quay or Lady Macquarie's Chair.</p> <p>There are no nationally sensitive views within this assessment.</p>
State	<p>Heavily experienced view to a feature or landscape that is iconic to the State, e.g. views to Old Government House from within Parramatta Park.</p> <p>There are no state sensitive views within this assessment.</p>
Regional	<p>Heavily experienced view to a feature or landscape that is iconic to a major portion of a city or a non-metropolitan region, or an important view from an area of regional open space, e.g. view from George Maunders Lookout over Prospect Reservoir.</p>



Visual sensitivity	Description
Local	High quality view experienced by concentrations of residents and/or local recreational users, local commercial areas and/or large numbers of road or rail users. Views with local visual features and/or landmarks. For example, view to the outlet tower from Prospect Reservoir foreshore, view along the pine tree-lined entrance road at Prospect Reservoir.
Neighbourhood	Viewers whose interest is not specifically focused on views e.g. workers. Views where visual amenity is appreciated by a small number of isolated residents, not particularly valued by the wider community.

### 2.3.5.3. Magnitude of change to views

The magnitude of change describes the extent of change resulting from the project and the visual compatibility of these new elements with the surrounding landscape. There are some general principles which determine the ranking of magnitude of change which include elements relating to the view itself such as distance, landform, backdrop, enclosure and contrast. There are also characteristics of the project, such as scale, form, line, shape, pattern, colour or texture. The magnitude of change can result in an improvement or reduction in visual amenity.

A high magnitude of change would result if the project contrasts strongly with the existing landscape. A low magnitude of change occurs if there is minimal visual contrast and a high level of integration of form, line, shape, pattern, colour or texture between the project and the environment in which it is located.

Table 2-4 lists the terminology used to describe the magnitude of change levels.

**Table 2-4: Visual magnitude of change levels – daytime**

Magnitude of change	Description
Considerable reduction or improvement	A substantial part of the view is altered. The project is not compatible and / or contrasts substantially with the surrounding landscape.
Noticeable reduction or improvement	A small to moderate part of the view is altered. The project contrasts with the surrounding landscape.
No perceived reduction or improvement	Either the view is unchanged or if it is, the change in the view is unlikely to result in a change in the amenity of the view. The project does not contrast with the surrounding landscape.

### 2.3.6. Night-time visual impact assessment

The assessment of night-time impact has been carried out with a similar methodology to the daytime assessment. However, the assessment also draws upon the guidance contained within the Australian Standard AS4282 *Control of the obtrusive effects of outdoor lighting* (2019). AS4282 identifies four main potential effects of lighting, these are:

- Effects on residents
- Effects on transport system users
- Effects on transport signalling systems
- Effects on astronomical observations.

Of relevance to this assessment is the effects on residents and transport system users, as these relate to impacts on visual amenity.

AS4282 identifies environmental zones which are useful for categorising night-time landscape settings. The following assessment uses these environmental zones to describe the existing night-time visual condition and assign a sensitivity to these settings.

AS4282 notes the potential visual intrusion caused by the daytime appearance of outdoor lighting systems. This potential impact has also been addressed in the daytime visual impact assessment.

### 2.3.6.1. Night-time visual sensitivity

The environmental zone (defined in AS4282) which best describes the existing night-time visual condition of the project site has been selected. These zones are typical night-time settings and reflect the predominant light level at the project site. Each environmental zone has an inherent level of sensitivity as described in Table 2-5.

**Table 2-5: Environmental zone sensitivity – night-time**

Environmental Zones (AS4282:2019)		
Sensitivity level	Description	Examples
Very high	A0: Intrinsically dark	UNESCO Starlight Reserve. IDA Dark Sky Parks. Major optical observatories No road lighting – unless specifically required by the road controlling authority
High	A1: Dark	Relatively uninhabited rural areas No road lighting – unless specifically required by the road controlling authority
Moderate	A2: Low district brightness	Sparsely inhabited rural and semi-rural areas
Low	A3: Medium district brightness	Suburban areas in towns and cities
Negligible	A4: High district brightness areas TV: High district brightness	Town and city centres and other commercial areas Residential areas abutting commercial areas

### 2.3.6.2. Night-time visual magnitude of change

Following the sensitivity assessment, the magnitude of change that would be expected within the study area is then identified. These changes are described, as relevant, in terms of:

- *Sky glow – the brightening of the night sky*
- *Glare – condition of vision in which there is discomfort or a reduction in ability to see*
- *Light spill – light emitted by a lighting installation that falls outside of the design area.*

Table 2-6 lists the categories used to describe the visual magnitude of change at night.

Table 2-6: Visual magnitude of change levels – night-time

Magnitude of change	Description
Considerable reduction or improvement	Substantial change to the level of skyglow, glare or light spill would be expected. The lighting of Sydney International Speedway would contrast substantially with the surrounding landscape at night.
Noticeable reduction or improvement	Alteration to the level of skyglow, glare or light spill would be clearly visible. The lighting of Sydney International Speedway would contrast with the surrounding landscape at night.
No perceived reduction or improvement	Either the level of skyglow, glare and light spill is unchanged or if it is altered, the change is generally unlikely to be perceived by viewers or compatible with the intended future use of the area.

### 2.3.7. Assigning impact levels

An assessment of daytime landscape and visual impact has been made by combining the landscape or visual sensitivity and landscape or visual magnitude of change levels for each element and assigning an impact level (refer to Table 2-7).

Table 2-7: Landscape and visual Impact levels – daytime

		Sensitivity				
		National	State	Regional	Local	Neighbourhood
Magnitude of change	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

Assessment of night-time visual impact has been made by combining the visual sensitivity of the environmental zone with the night-time visual magnitude of change for each area generally and assigning an impact level (refer to Table 2-8).

Table 2-8: Visual impact levels – night-time

		Sensitivity			
		A0/A1: Intrinsically dark / Dark	A2: Low district brightness	A3: Medium district brightness	A4: High district brightness
Magnitude of change	Considerable reduction	Very high adverse	High adverse	Moderate adverse	Minor adverse
	Noticeable reduction	High adverse	Moderate adverse	Minor adverse	Negligible
	No perceived change	Negligible	Negligible	Negligible	Negligible
	Noticeable improvement	High beneficial	Moderate beneficial	Minor beneficial	Negligible
	Considerable improvement	Very high beneficial	High beneficial	Moderate beneficial	Minor beneficial

The impacts identified would be for the duration of construction and operation of the project.

#### 2.3.8. Avoidance and minimisation of impacts

Following the assessment of landscape and visual impact, measures to mitigate potential impacts have been identified. These measures include opportunities for mitigation on and off site, both day and night.

### 3. Legislative and policy framework

The following chapter provides a brief review of the State and Local Authority planning documents which provide guidance for the management of landscape character and visual amenity of the study area.

#### 3.1. State legislation and planning guidance

##### 3.1.1. A Metropolis of Three Cities – the Greater Sydney Region Plan, 2018

This plan (Greater Sydney Commission, 2018) sets a 40-year vision (2016-2056) and establishes a 20-year plan to manage growth and change for Greater Sydney. It divides Greater Sydney into three districts, including the *'Western Parkland City'*, the *'Central River City'* (including Eastern Creek) and the *'Eastern Harbour City'* centred around Sydney CBD (Greater Sydney Commission, 2018a, p.6).

The role of this plan is to co-ordinate a whole-of-government approach to providing the appropriate infrastructure to support the growth of three cities. It also intends to provide a coordinated approach to district level planning.

The proposed Sydney International Speedway is located at the western edge of the *'Central River City'*, within an area identified as *'Major Urban Parkland including National Parks and Reserves'*, between the M7 motorway and the Prospect Reservoir (Greater Sydney Commission, 2018a, p.15).

Greater Sydney's *'green infrastructure'* including *'urban tree canopy, green ground cover, bushland, waterways, parks and open spaces'* (Greater Sydney Commission, 2018a, p.6) are valued assets. A target has been set to *'increase tree canopy cover to 40 per cent, up from the current 23 per cent'* (Greater Sydney Commission, 2018a, Strategy 30.1, p.164). Strategy 25.1 aims to *'protect environmentally sensitive areas of waterways'* (Greater Sydney Commission, 2018a, p.151) including the Eastern Creek corridor.

Objective 32 aims to connect parks, open spaces, bushland and walking and cycling paths through a network of green spaces known as the Greater Sydney Green Grid. Eastern Creek and Prospect Reservoir are identified as part of this grid, and the *'re-envisioning Prospect Reservoir for tourism and greater leisure activities'* is identified as an opportunity (Greater Sydney Commission, 2018a, p.29).

##### 3.1.2. Our Greater Sydney 2056 Central City District Plan – connecting communities, 2018

The Central City District Plan provides a 20-year plan to manage growth and provides a *'guide for implementing the Greater Sydney Region Plan, A Metropolis of Three Cities, at a district level and provides a bridge between regional and local planning'* (Greater Sydney Commission, 2018b, p.14).

The Central City District encompasses four local government areas including Blacktown, The Hills, Cumberland and Parramatta City Councils. The project site is located in the southern part of the Blacktown City Council area, within the *'Metropolitan Rural Area'* (Greater Sydney Commission, 2018b, p.41).

Planning Priority C13 *'Protecting and improving the health and enjoyment of the District's waterways'* aims to improve the character and *'sense of place'* of the district (Greater Sydney Commission, 2018b, p.14). While Planning Priority C15 aims to protect and enhance scenic and cultural landscapes such as waterways, urban bushland and parkland areas, including Prospect Reservoir, which contribute to the *'identity and international profile of Greater Sydney'* (Greater Sydney Commission, 2018b, p.105).



Green infrastructure is planned to be increased through the delivery of green grid connections such as the 'Prospect Reservoir Water Pipeline Corridor' which aims to 'enhance access to open space, recreation and greener urban landscapes' (Planning Priority C16, Greater Sydney Commission, 2018b, p.108-109).

### 3.1.3. State Environmental Planning Policy (Western Sydney Parklands) 2009

The aim of this Policy is to put in place planning controls that enable the Western Sydney Parklands Trust to develop the Western Parklands into a multi-use urban parkland for the region of western Sydney. Relevant aims of the policy include:

- (a) *Allowing for a diverse range of recreational, entertainment and tourist facilities in the Western Parklands*
- (d) *Protecting and enhancing the natural systems of the Western Parklands, including flora and fauna species and communities and riparian corridors*
- € *Protecting and enhancing the cultural and historical heritage of the Western Parklands*
- (f) *Maintaining the rural character of parts of the Western Parklands*
- (g) *Facilitating public access to, and use and enjoyment of, the Western Parklands* (NSW State Government, 2009, cl.2).

### 3.1.4. Western Sydney Parklands Plan of Management 2030

This document provides a strategic management framework for the Parklands and assists the Western Sydney Parklands Trust in determining its priorities and actions. The Parklands is divided into 16 precincts, each with specific character statements, objectives, land-use opportunities and management priorities. Sydney International Motorsports Park and Prospect Reservoir are identified as major recreation facilities within the Plan of Management.

The project site is located in the central part of the 'Eastern Creek Motor Sports Precinct' (no.5), west of Sydney Dragway. This precinct is a 'constructed landscape' containing two major sport venues: Sydney Motorsports Park and Sydney Dragway (Western Sydney Parklands Trust, 2019, p.58).

The desired future character for this precinct is: 'To be a venue for amateur and professional motorsports, and associated activities, events, exhibitions and facilities' (Western Sydney Parklands Trust, 2019, p.58). A key opportunity for this precinct is to: 'Improve general streetscape amenity and buffer/integration to the broader Parklands, while acknowledging the Precinct's motorsports character' (Western Sydney Parklands Trust, 2019, p.58).

Located directly to the west of the project site, Precinct 6: Wallgrove, currently includes a diverse range of urban services infrastructure including recycling, brickmaking, quarrying, a closed landfill and Eastern Creek Waste Management Centre. The future desired character for this precinct includes some of the current uses, plus 'renewable energy and recycling opportunities, agriculture, unstructured recreation and sport uses, and a potential WSPT Business Hub development'. (Western Sydney Parklands Trust, 2019, p.60).

To the east of the project site, Precinct 8: Prospect Reservoir and Nature Reserve, contains the Prospect Reservoir, WaterNSW and Sydney Water Infrastructure, and Prospect Nature Reserve. The Precinct is described as having 'significant Aboriginal and non-Aboriginal heritage value and a unique landscape'. (Western Sydney Parklands Trust, 2019, p.60). Prospect Nature Reserve is part of a National Parks and

Wildlife Reserve and has its own Plan of Management (*Prospect Nature Reserve Plan of Management 2012*). Prospect Nature Reserve is also part of a Special Water catchment area and is closed to the public.

### 3.1.5. Western Sydney Parklands Design Manual

The aim of this manual is to outline the general approach to planning and implementation of park infrastructure within the Western Sydney Parklands, to create '*a recognisable visual identity*' and ensure any new design and implementation of facilities '*respond to place, function, landscape and cultural/regional heritage*' (Western Sydney Parklands Trust, 2018, p.5).

To ensure 'design excellence', the manual requires any new plantings and landscape design to reflect the 'rural and natural landscape of the Cumberland Plain' (p.9). In particular, 'use of endemic Cumberland Plain species will be the predominant planting palette across the Parklands' (p.119). It also advises new planting to be used to 'create distinction, identify entries and assist in developing a recognisable character within the Parklands' (p.119). Section 14.4 provides guidance on plant species in specific locations and uses such as feature trees and shade canopy trees.

## 3.2. Local Government planning guidance

### 3.2.1. Blacktown City Council planning guidance

The project site is located within the Blacktown local government area. As the project is located in the Western Sydney Parklands, the Blacktown Local Environmental Plan does not apply. However, the LEP, Draft Blacktown Local Strategic Planning Statement (2019) and Blacktown Development Control Plan (2015) have been considered as part of this assessment.

#### *Draft Blacktown Local Strategic Planning Statement, 2019*

The purpose of the Local Strategic Planning Statement (LSPS) is to provide a vision and strategic direction for Blacktown over the next 20 years. The LSPS recognises the role of Blacktown City as a critical part of Western Sydney and seeks to achieve a future which is sustainable, liveable and productive.

The LSPS divides the council area into four districts, each serviced by a strategic centre, and having its own economic, social and environmental characteristics that influence how it grows and develops. The project site is located in the southern part of 'Blacktown' precinct and designated as '*open space*' in the structure plan (Blacktown City Council, 2019, p.18-19). '*Eastern Creek Raceway*' is identified as one of the '*Great Places*' in the Precinct Structure Plan (Blacktown City Council, 2019, p.19). Action 22 in Local Planning Priority 6 aims to '*review planning controls to enhance and promote great places in Blacktown City*' (Blacktown City Council, 2019, p.45).

The Blacktown City Council also places importance on the protection of '*scenic and cultural landscapes*' and is committed to an increase in '*urban tree canopy cover*' to manage urban heat through landscaping (p.63-64). It identifies the Eastern Creek corridor as a potential green grid investigation area (Blacktown City Council, 2019, p.57).

#### *Blacktown Local Environmental Plan 2015*

A key aim of the Local Environmental Plan (LEP) is '*to provide land for community facilities, public purposes and recreational pursuits*' (Blacktown City Council, 2015a, cl. 1.2.2c). A Design excellence clause requires the form and external appearance of the development to ... '*improve the quality and amenity of*

*the public domain*’ and not to *‘detrimentally impacts on view corridors’* (Blacktown City Council, 2015a, cl. 7.7)

#### *Blacktown Development Control Plan 2015*

The Development Control Plan (DCP) includes more detailed provisions to guide development, ensuring that development contributes to the quality of the natural and built environments and positively responds to the character of the surrounding area.

Design principles identified in the DCP include, to consider ... *‘Integration of building design with landscape elements’*, *‘the impact of building bulk and scale on district views’*, the *‘articulation of building facades’* and *‘visual interest in roof design’*, preserving the *‘amenity of any adjoining landscaped areas’*. (Blacktown City Council, 2015a, PART E, s.6.2.3)

Other relevant design principles that relate to the visual amenity of new development include:

- The creation of *‘distinctive high quality gateways to the site’* (Blacktown City Council, 2015a, s.6.2.6)
- Ensuring the development earthworks achieve *‘visual integration with the surrounding environment’* (Blacktown City Council, 2015a, s.6.2.7)
- *‘Encourage a high standard of landscaping to enhance the streetscape and amenity of the precinct’* (Blacktown City Council, 2015b, s.6.3).

## 4. Existing environment

The project site is situated in the Western Sydney Parklands, at Eastern Creek to the south of the Sydney Motorsport Park (formerly Eastern Creek Raceway) and to the west and southwest of Sydney Dragway (refer to Figure 4-1). This area is identified as a Sport and Structured Recreation Hub in the Western Sydney Parklands Plan of Management 2030.

The northern areas of the project site (Carpark C and D) are occupied by informal gravel car parking areas. These areas are located on mounded platforms and used for events at Sydney Dragway. There is an internal road which leads generally north south between the northern and southern spectator entries to Sydney Dragway.

The main operational site is used for maintenance and materials storage areas, informal parking, and areas for off-road race training. This area of the project site is enclosed to the north by a two-lane road leading to a small roundabout and internal access roads which lead to the southern spectator entry for Sydney Dragway. This area of the project site has a highly modified landform, which rises gently from the north eastern corner of the project site, and steeply from the west, east and south to create a predominantly flat platform. The steep vegetated slopes along the western and southern project site boundary enclose the site and partially block views to the site from Ferrers Road. The southern area of project site is largely open.

A transmission line is located between Carpark C and Carpark D in an east-west orientation. Existing bushland, located to the north and south of the transmission line easement, visually separates these two parking areas. This bushland area is relatively low-lying and collects surface water runoff from the project site, which form small freshwater areas.

The Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports is surrounded by a range of large-scale industrial character land uses, including landfill sites, quarries, a brickworks, and waste and resource recovery centres to the west. This includes a former landfill site located to the west of the project site creating an artificial landform which rises to a similar height to that of the main operational site.

Sydney Dragway is located immediately east of the project site within the Western Sydney Parklands Precinct 5: Eastern Creek Motor Sports. Further east, land uses mainly consist of open space and environmental land uses, including the Prospect Reservoir and a nature reserve. There are also areas of the Western Sydney Parkland to the north-west of the project site, beyond the Sydney Motorsport Park, which are not developed for recreation.

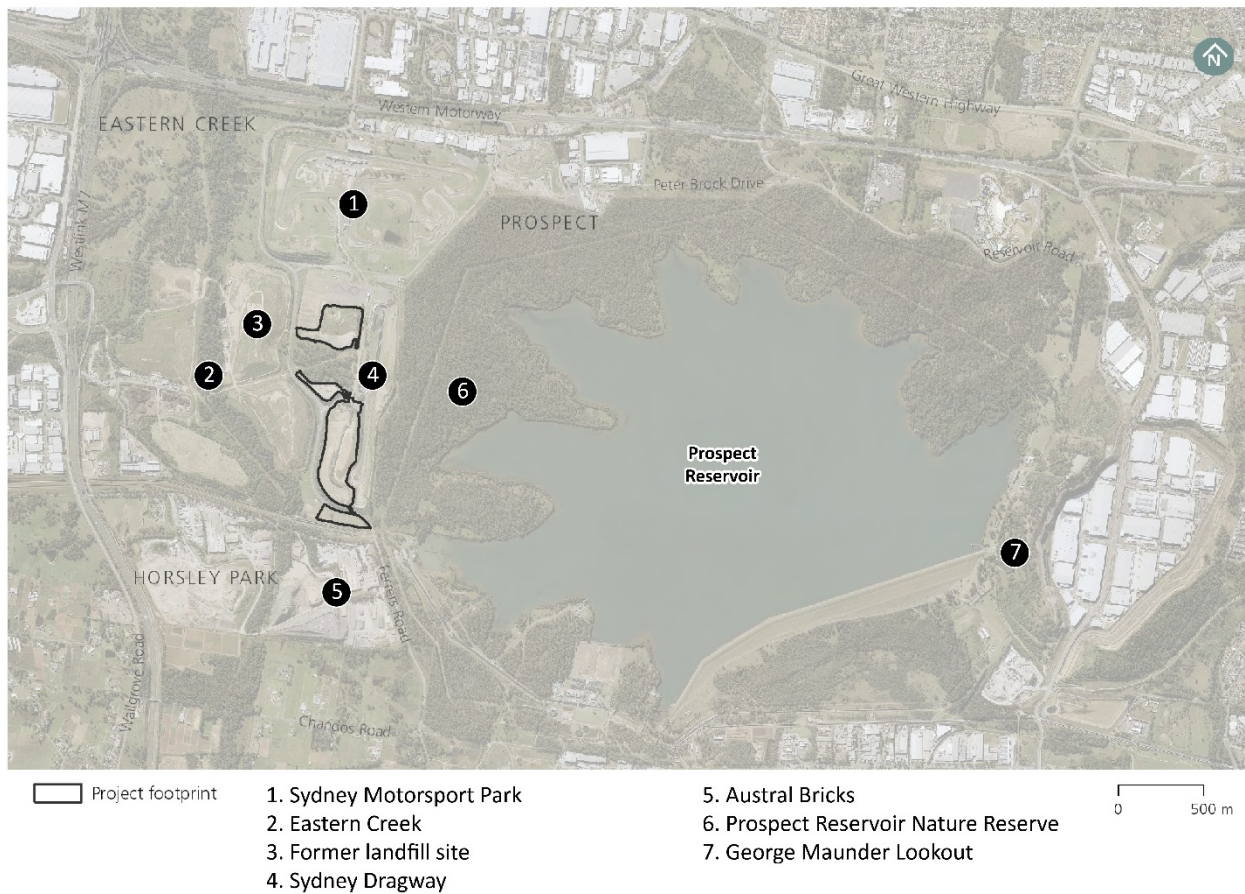


Figure 4-1 Landscape context of the project site



## 5. Urban design strategy

The urban design for the Sydney Speedway project aims to balance the technical requirements of a sports racing venue with the environmental and design objectives of the Western Sydney Parklands Trust. In particular, this includes the aspirations and requirements of the Western Sydney Parklands Trust Plan of Management 2030, as it relates to Western Sydney Parklands Precinct 5: Eastern Creek Motor Sports.

The following section summarises the key elements urban design strategy for the project which are relevant to this landscape and visual impact assessment:

### **Planting and soft landscaping**

The layout of the facility protects the regrowth Cumberland forest vegetation between Carpark C and Carpark D, and new planting areas would use vegetation endemic to the region. The landscape plans propose about 1000 new trees and areas of mass planting which would have a bushland character and assist with the integration of the project into the surrounding landscape.

### **Car parking and spectator areas**

Dense vegetation is proposed along the perimeter of each large car parking area to visually soften and filter views to these areas from surrounding venues and roads. Where possible, car parking and spectator seating areas would incorporate turf and other permeable surfaces to minimise heat absorption and reduce the potential urban heat island effect.

### **Built form**

The grandstand design aims to achieve a pavilion style design with a long and low building form and generous roof overhangs that offer shade and protection to spectators. The smaller ancillary buildings would be a collection of shaded pavilions and sports garages with a similar architectural form and design quality to the grandstand. Trees would be located around the buildings and public realm areas to provide amenity and shade.

### **Sustainability**

Building design aims to create a legible identity for the sport while responding sustainably to the context. Water sensitive urban design principles would be incorporated into the design including water harvesting and the use of permeable surfaces. Solar power would be used for carpark lighting.

### **Western Sydney Parklands Design Manual**

The Western Sydney Parklands Design Manual (Version 2) (Western Sydney Parklands Trust, 2018) provides specific design guidelines for a range of standard elements including roads, barriers, signage, lighting, planting and landscape management. It also includes sustainability principles in accordance with its 'whole of life' approach to facilities planning and implementation. The project has and would continue to consult the Design Manual throughout the design process to ensure the vision of the Plan of Management 2030 is achieved.

A detailed assessment of the consistency of the project design with the Design Manual is included in Chapter 5 (Project Description) of the Environmental Impact Statement.

## 6. Landscape impact assessment

The following section provides an assessment of the landscape impacts of the project. (refer to Table 2-7 for impact levels).

Existing conditions: The project is located within the Western Sydney Parklands Precinct 5: Eastern Creek Motor Sports. This precinct is a developed landscape containing two major sport venues, Sydney Motorsports Park and Sydney Dragway. It is bounded by Ferrers Road to the west and Prospect Nature Reserve to the east.

The project site consists of two parking areas, the main operational site and landscaping in the southern area (south of Ferrers Road). Carpark D is a heavily modified landscape, with levelled roadway and built-up area used for four-wheel driving training. This area also includes a number of temporary structures, including shipping containers. Carpark C is bounded by Ferrers Road to the west and currently comprises a levelled gravel parking area surrounded by vegetation and roadways.

The proposed main operational site comprises about 10.8 hectares of built up landscape including informal parking, maintenance and materials storage areas to the north and a levelled open land with areas for off-road race training. The southern area comprises open grassland, bounded by the Warragamba pipeline to the south.

The landscape of the project site and surrounding precinct is heavily modified and shaped to accommodate the Sydney Motorsports Park and Sydney Dragway venues, including spectator facilities and training areas.

The desired future character of the Western Sydney Parklands Precinct 5: Eastern Creek Motor Sports is: *'to be a venue for amateur and professional motorsports, and associated activities, events, exhibitions and facilities'* (p.58, Western Sydney Parklands Trust, 2019).

Sensitivity: Western Sydney Parklands Precinct 5: Eastern Creek Motor Sports is a destination venue attracting racegoers from across the Sydney metropolitan region. It also attracts people for race related work, training, and events. This precinct is valued by the wider community as a sporting venue and has a **regional landscape sensitivity**.

Landscape impact during construction: Large scale earthworks would be carried out across the project site during construction. This would include earthworks to substantially reduce the height of the existing mound at the new Sydney Dragway parking (Area D), and both excavation and filling at the main operational site.

The project would result in the removal of 1.83 hectares of vegetation, including 0.63 hectares of native vegetation, and 1.2 hectares of vegetation classified as revegetation and weeds. Large scale earthworks would be carried out across the project site including removal of 148 trees. However, much of the bushland vegetation along the transmission easement and around the perimeter of the project site, including alongside Ferrers Road, would be retained.

The project would include large scale construction activities including the use of heavy plant and equipment such as piling rigs and cranes. There would be laydown areas and temporary stockpiling of material. There would be works associated with the construction of the grandstand, and civil works including drainage, access roads and car parking areas.

Overall, the project site and surrounding precinct already comprises a substantially modified landscape and has the capacity to accommodate high intensity construction activities, such as the project. However,

the removal of vegetation and scale of the construction works would result in a noticeable reduction in the quality of this landscape, which is of regional sensitivity, and a **minor adverse landscape impact** during construction.

Landscape impact during operation: The project would lead to a transformation of the largely open project site with patches of vegetation, to a developed race track facility. The project would include a surfaced racetrack set within extensive areas of hardstand and car parking, supporting buildings and a grandstand.

The entry road to the north of the proposed main operational site would be maintained and reinforced with a feature landscape treatment. A second left-only exit would be provided along Ferrers Road south of Carpark B. The layout and treatment of these roads would '*establish sense of arrival and legible wayfinding through the use of entry features, tree avenues and signage*', as intended by the *Western Sydney Parklands Design Manual* (cl.4.1).

The existing vegetated slopes along the western and southern boundaries of the project site would be retained and continue to enclose the site along Ferrers Road. The vegetation to the north and south of the transmission line easement is outside the project site so that the '*green corridor*' (cl.4.1) through the centre of the project site, identified in the *Western Sydney Parklands Plan of Management 2030*, would be maintained. About 1000 trees would be planted as part of the design landscape plan, replacing 148 trees cleared during construction of the project.

As the existing landform of the project site and surrounding areas is substantially modified, particularly in areas to the south of the project site, there is considerable capacity to absorb the proposed changes to the landform of the project site.

The project would introduce a race track, grandstand and supporting infrastructure into the landscape, transforming the character of the project site. Given the existing highly modified landscape character of the surrounding area, within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports (*Western Sydney Parklands Plan of Management 2030*), the project would be consistent with the desired future character of the precinct as a whole.

Overall, the project site and surrounding precinct already comprises a substantially modified landscape and has the capacity to accommodate high intensity and high impact land uses such as the project. Therefore, the project would result in no perceived change in the character of this area, which is of regional landscape sensitivity, and a **negligible landscape impact** during operation.

## 7. Visual impact assessment

### 7.1. Assessment of daytime visual impact

The project site currently has a relatively limited visual catchment, due to the existing vegetation, extensively modified landform (including large mounded areas), and large-scale built form of the surrounding industrial areas.

The project site can be seen from elevated areas within the motor sports precinct, including the existing terraced spectator seating of Sydney Dragway and within Sydney Motorsport Park.

There are distant views towards the project site from the elevated recreational areas on the eastern side of the Prospect Reservoir, including from George Maunders Lookout. There are no recreational areas along the western side of the Prospect Reservoir, and as such no views from within this area.

Residential properties nearest to the project site are about one kilometre to the south along Chandos Road in Horsley Park. Beyond that, the nearest residential areas are at Wetherill Park, about two kilometres to the south east, and Huntingwood, about 1.5 kilometres to the north. None of these residential areas would have views to the project site. There may, however, be views from the upper storeys of the mid- and high-rise hotel buildings located to the north of the project site near the M4 Western Motorway.

Based on this analysis of the visual catchment of the project, the following viewpoints were selected as representative of views to the project site:

- Viewpoint 1: View south west from the Sydney Dragway spectator seating area
- Viewpoint 2: View south-east from Sydney Motorsports Park to Sydney Dragway
- Viewpoint 3: View south-east from Ferrers Road
- Viewpoint 4: View south from Ferrers Road
- Viewpoint 5: View north-west from Ferrers Road
- Viewpoint 6: View west from George Maunders Lookout, Prospect Reservoir.

Figure 7-1 shows the location of the viewpoints 1-5 and Figure 7-2 shows the location of viewpoint 6.

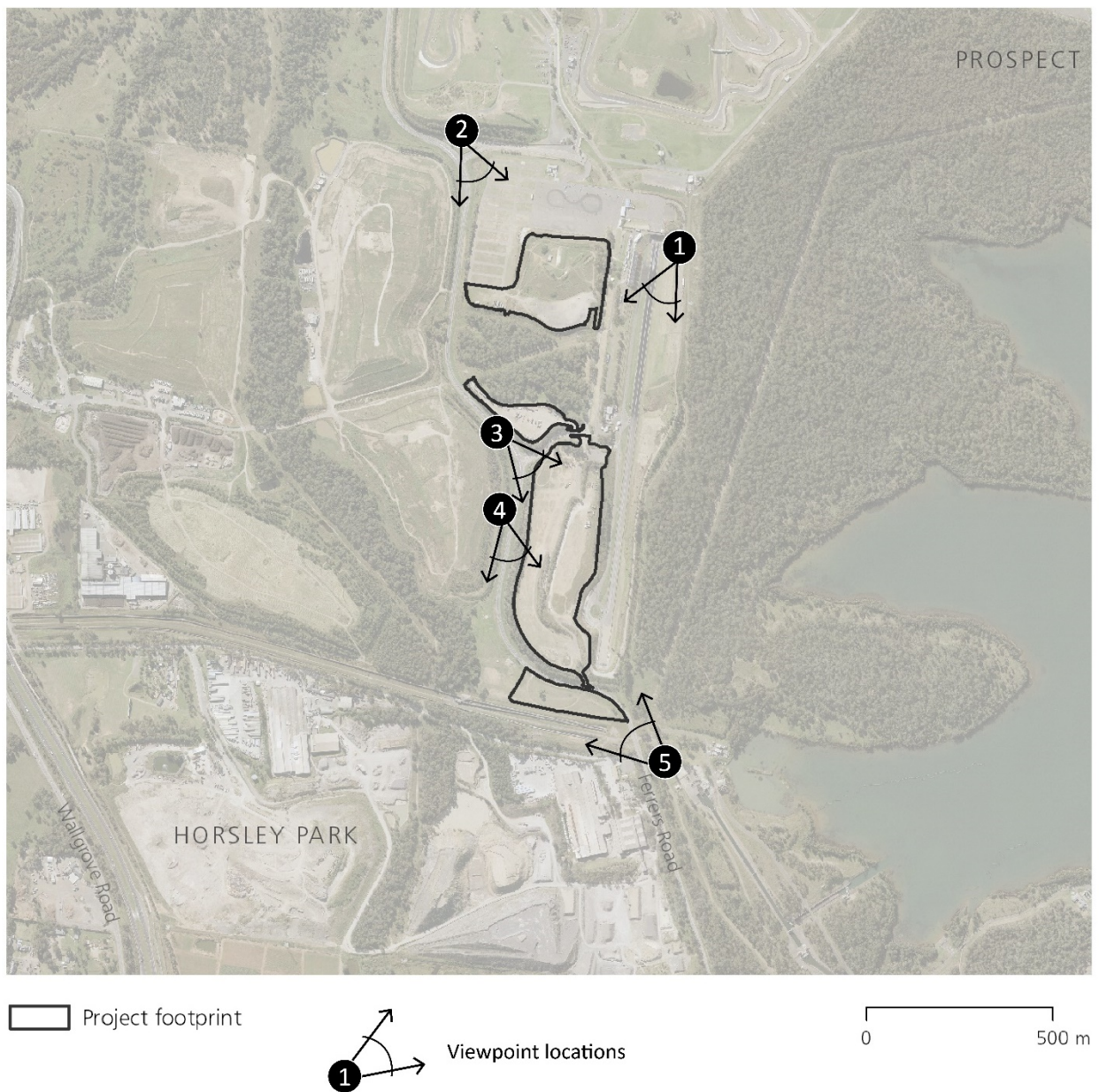


Figure 7-1 Viewpoint location plan, short range views



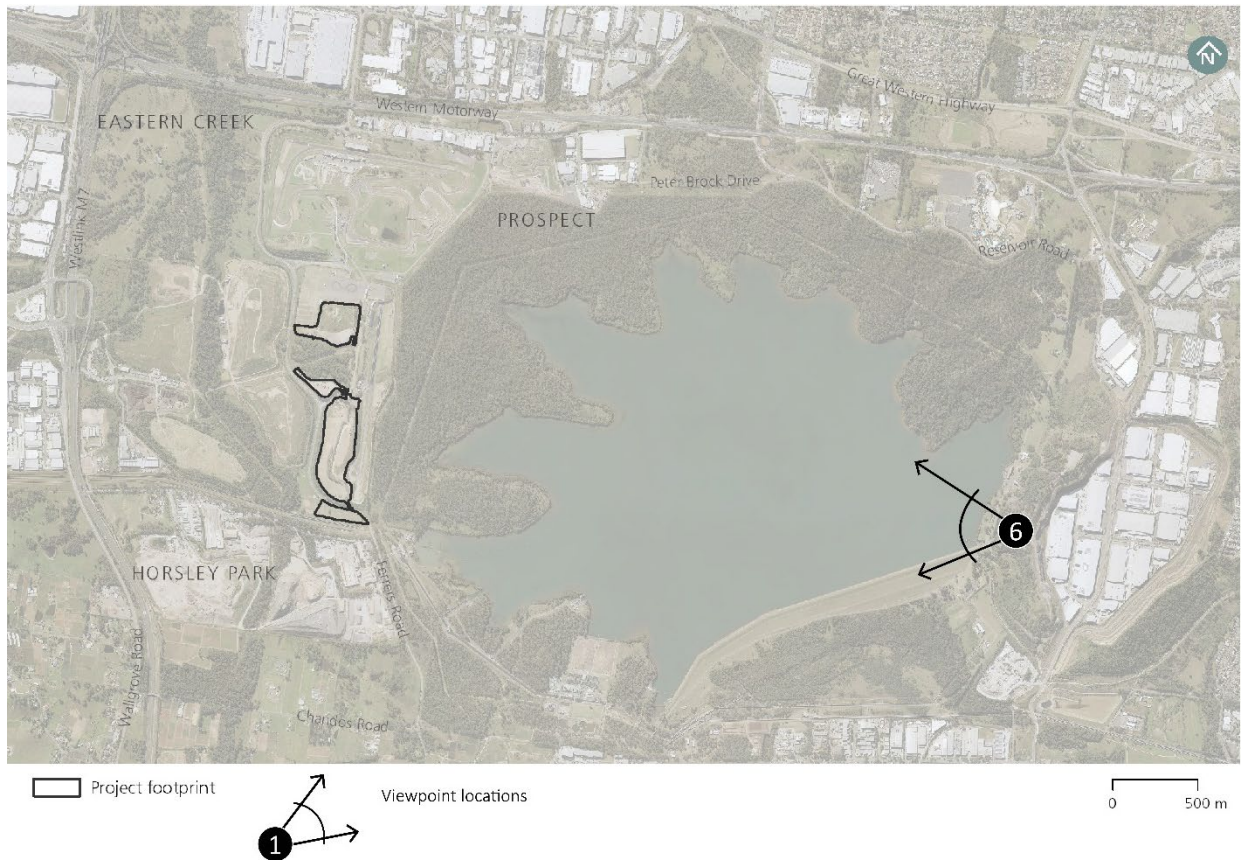


Figure 7-2 Viewpoint location plan, long range view

### 7.1.1. Viewpoint 1: View south-west from Sydney Dragway spectator seating area



**Figure 7-3 Viewpoint 1: View south-west from Sydney Dragway spectator seating area**

Existing conditions: The foreground of this view includes the sloping grassed spectator viewing areas of Sydney Dragway. The dragway track is located below the viewer and is the focal point of these views. There is a grandstand opposite this viewing area (right and out of view) and rows of tall lighting masts are aligned parallel with the track to the rear of the spectator areas. These built features are visually prominent, rising above the dragway track. There are transmission lines which can be seen crossing the dragway track overhead.

The project site is visible to the south-west (centre of view), in the background, beyond the vegetated artificial mound enclosing Sydney Dragway. The project site includes some mature trees and bushland (right and centre of view). Beyond the project site the quarried mounds at the Austral brickworks can be seen in the middle to background (centre of view). The landform rises in the background and there is a largely vegetated skyline which encloses the view.

Sensitivity: Views from this location would be experienced by visitors, staff and competitors at Sydney Dragway during events. Due to the number of potential receivers and frequency of use of Sydney Dragway, this view would be considered to have a **local visual sensitivity**.

Visual impact during construction: The project site would be visible in the background of this view, beyond the vegetated mound enclosing Sydney Dragway to the west. While construction works at the project site would be substantial in scale, the ground level activity (including earthworks, levelling and establishment of hardstand areas) would be mostly screened by the intervening landform (the artificial mound) and vegetation. There would be some vegetation removal required at the project site, however, much of the vegetation seen in this view is outside of the project site and would be retained. Works to

construct the grandstand may be visible, rising above the intervening landform and vegetation (right of view). This may include the presence of machinery and equipment, including cranes.

Overall, construction of the project would comprise a relatively small area of the broad panoramic view available from this elevated location. There is likely to be a noticeable reduction in the amenity of this view during construction, which is of local visual sensitivity, resulting in a **minor adverse visual impact**.

Visual impact during operation: Sydney Dragway, including the track, racing facilities and adjacent terraced spectator viewing areas which comprise the fore and middle ground of this view would be unchanged during operation. The vegetated mounds to the east of Sydney Dragway would also be retained and screen much of the project. The proposed speedway racetrack would be located in the middle to background of this view (about 700 metres from this viewpoint at its nearest point). The track would be raised about four metres above the existing ground level of the dragway track, however the intervening landform (the artificial mound) would largely obstruct views to the speedway racetrack from this location.

The proposed grandstand facility would be located on an embankment raised about a further six metres above the speedway racetrack and would be a two-storey structure. The rooftop of the grandstand may be seen rising above the tree line to the right of this view, beyond the vegetated mound. The grandstand would be located about 800 metres from this location and visible in the background of this view. There would also be lighting masts which would rise above the speedway racetrack and surrounding carparks, vehicle circulation areas and access roads. While these structures may rise above the backdrop of trees, they would be consistent with the character of Sydney Dragway, in the foreground of this view, which includes tall vertical masts and lighting structures.

Due to the relatively small scale of these changes to the view, and compatibility of the project with the surrounding landscape, it is likely to be well absorbed into the view. Overall, there would be no perceived change in the amenity of this view, which is of local sensitivity, resulting in a **negligible visual impact**.



### 7.1.2. Viewpoint 2: View south-east to Sydney Dragway



**Figure 7-4 Viewpoint 2: View south-east to Sydney Dragway**

Existing conditions: This view is located at the entry road to both the Sydney Motorsport Park and Sydney Dragway at Ferrers Road. The foreground of this view includes the wide road corridors, beyond which is a largely flat surfaced parking area. In the middle to background of the view a prominent mounded area can be seen, which includes a grassed area and some scattered trees. This area is used for car parking and forms Carpark D for the project. To the east of the mound (left of view) a vegetated backdrop can be seen, surrounding Sydney Dragway. There are lighting masts at the dragway track, across the car parking areas, and along the surrounding roads.

Sensitivity: Views from this location would be experienced mainly by visitors, staff and competitors approaching the Sydney Motorsport Park and Sydney Dragway. While this location has somewhat of a gateway function to the motor sports precinct, it does not include any visual features of value. Due to the number of potential receivers, this view would be considered to have a **local visual sensitivity**.

Visual impact during construction: Construction of Carpark D (Construction area 1 and 2) at this location would be seen on the raised mound area in the middle ground of view. Temporary construction fencing would be installed around the perimeter of the project site and some vegetation would be removed. Earthmoving activities would be seen across this part of the project site. The height of the mounded area would be reduced substantially in some areas while the existing sloping embankment would be retained at the north western corner of the project site (centre of view). Construction of a retaining wall would be seen extending along the northern and western project site boundary.

Due to the elevated position of the construction areas (Construction area 1 and 2), there would be clear views across the project site to the works from this viewpoint, including large scale earthmoving machinery and stockpiles. Overall, there would be a noticeable reduction in the amenity of this view, which is of local visual sensitivity, resulting in a **minor adverse visual impact**.

Visual impact during operation: During operation, a new car park would be seen in the middle ground of view, extending along the northern boundary of the project site. The car park would consist of a level asphalt platform, raised about seven metres higher than the adjacent car parking area in the fore to middle ground of the view. A small retaining wall would be visible along the perimeter of the project site. Access to the new carpark would be via an existing north-south oriented connecting road; however, cars would be seen within this new area of parking.

As this area is currently used as a carpark, and the height of the landform would be reduced, these changes would be largely consistent in character and absorbed into this view. This would result in no change in the amenity of this view and a **negligible visual impact** overall.

### 7.1.3. Viewpoint 3: View south-east to proposed main entrance to Sydney International Speedway



**Figure 7-5 Viewpoint 3: View south-east to proposed main entrance to Sydney International Speedway**

Existing conditions: This view along Ferrers Road shows the existing secondary access and competitors' entrance to Sydney Dragway (centre of view). There are vegetated mounds along Ferrers Road, which enclose and channel views along the road, and obstruct views to Sydney Dragway (left of view). The former landfill site (right of view), which is currently being rehabilitated, is also partly screened by vegetation. The project site is visible in the center and left of view, extending along the eastern side of Ferrers Road and to the south of the secondary access road.



Sensitivity: Views from this location would be experienced by road users travelling along Ferrers Road, as well as visitors, staff and competitors accessing Sydney Dragway during events and race meets. Due to the number of potential receivers, and recreational use of the surrounding motor sporting facilities, this view has a **local visual sensitivity**.

Visual impact during construction: A construction area would be established to the east (left of view) and a second area in the centre of the view (Construction areas 4 and 5), both to the east of Ferrers Road. Existing vegetation along Ferrers Road partly encloses the view to this work. The existing secondary Sydney Dragway entrance would be used for construction access and there would be additional light and heavy vehicles seen entering the project site and along Ferrers Road.

There would be extensive bulk earthworks carried out within this area of the project site to raise and shape the site. This work would include the construction of embankments and retaining walls within the project site and along the site perimeter. A grandstand would be constructed in the centre of view on a platform of raised fill about 15 metres above the existing road level. Much of this activity would be screened by the existing vegetation along Ferrers Road, with only some construction activity seen rising above the project site. Construction of Carpark A, south of the entrance road, would be visible in the middle ground of this view. This would include the use of large machinery, vegetation clearing and earthworks. Construction of the racetrack and other facilities (i.e. race pit areas, workshops/garages) would be concealed behind the vegetated mounds and grandstand construction.

While much of the construction works would be screened by the existing vegetation, there would be some earthworks visible in the centre of this view and works to construct the grandstand would be visible rising above the existing vegetation along Ferrers Road. This would create a noticeable reduction in the amenity of this view, which is of local sensitivity, resulting in a **minor adverse visual impact**.



Figure 7-6 Viewpoint 3: View south-east to proposed main entrance to Sydney International Speedway, photomontage



Visual impact during operation: Operation of the project would result in the existing secondary Sydney Dragway entrance at Ferrers Road becoming the main entrance for the Sydney International Speedway. As part of the project, this roadway would include an entry signage wall, digital display board and additional landscaping along Ferrers Road. Both light and heavy vehicles would be seen in the middle ground of this view, entering and departing the project site, increasing the amount of traffic seen in this view particularly during events.

The vegetation and mounds along Ferrers Road would be retained, blocking views to the racetrack (centre of view) and Carpark C, north of the entry road (left of view). There would be additional vegetation planted along the entry road, that would screen views to Carpark A over time. The upper level of the grandstand would be seen in the background of this view, rising above the vegetation, and creating a new built feature on the skyline of this view.

Overall, the proposed infrastructure would be in line with the intended use and design of the Western Sydney Parklands Precinct 5: Eastern Creek Motor Sports (Western Sydney Parklands Trust, 2019) and the existing vegetation along the perimeter of the project site would largely enclose views to the site. Overall, there would be no perceived change in the amenity of this view, which is of local sensitivity, resulting in a **negligible visual impact**.

#### 7.1.4. Viewpoint 4: View south from Ferrers Road



Figure 7-7 Viewpoint 4: View south from Ferrers Road

Existing conditions: This view from Ferrers Road shows the existing vegetated slopes along the western boundary of the project site. This vegetation screens views into the project site, and channels views along Ferrers Road. This section of road is two lanes wide with some combined street lighting and powerlines.

Sensitivity: Views along Ferrers Road would be experienced by people visiting the Motorsports Precinct, driving heavy vehicles approaching the nearby industrial areas, and other road users. This is a highly modified view along a route which includes a number of industrial uses, landfill sites and motorsport facilities. As this view is beyond the main entries to the motor sporting facilities, it has a **neighbourhood visual sensitivity**.

Visual impact during construction: The vegetated mound along the eastern side of Ferrers Road would screen the earthworks which would be carried out to achieve the final landform of the project site. The final ground level would be about 15 metres above the top of the existing embankment, so that work to construct the grandstand would rise above this and may be seen above the vegetation in this view. While this would be above the main eyeline of viewers within vehicles travelling along this section of Ferrers Road, this work would be seen on approach and from an oblique viewing angle from the road.

Overall, the works would be mostly screened by the existing vegetation, however, there would be glimpses to the intensive construction character between the trees and rising above the trees in this view. This change would create a noticeable reduction in the amenity of this view, which is of neighbourhood sensitivity, resulting in a **negligible visual impact**.

Visual impact during operation: The existing sloping landform along the western perimeter of the project site (left of view) would be extended with a retaining structure (associated with the finished grandstand facility) so that it rises about 14 metres above the existing ground level. The Sydney International Speedway grandstand would be located on this new platform and set back some 50 metres from the road. The upper level of the grandstand would be seen between the trees and rising above the existing trees. The car parks, racetrack and supporting facilities would not be visible from this location due to intervening grandstand, existing mounding and vegetation along Ferrers Road.

Overall, retaining the existing vegetated slope along Ferrers Road would maintain the leafy character of this view and screen much of the project. While the grandstand would be seen rising above the existing trees, it would be generally consistent in character with the scale of the motorsports facilities within the Western Sydney Parklands Precinct 5: Eastern Creek Motor Sports. This would result in a noticeable reduction in the amenity of this view, which is of local sensitivity, and a **negligible visual impact** during operation.

#### 7.1.5. Viewpoint 5: View north-west from Ferrers Road



**Figure 7-8 Viewpoint 5: View north-west from Ferrers Road**

Existing conditions: This view shows the southern end of the project site, south of Carpark B and the secondary competitor exit, which is enclosed by vegetation. This vegetation is located on sloping embankments which block views into the project site and to the adjacent Sydney Dragway. A large billboard sign can be seen rising above the vegetation to the east of the project site (right of view). This sign marks the southern end of the Sydney Dragway racetrack. An access gate is located in the centre of view, behind the vegetation, providing rear access (rarely used) to Sydney Dragway and an off-road track race training area.

Mature vegetation to the east of Ferrers Road (right of view), is located within the Prospect Nature Reserve. To the west of Ferrers Road (left of view), a flat area of open space associated with the Warragamba Pipeline is visible. This area, called Pipeline Park, is currently used for off-road rally car driving. While not in use, this area is largely open and allows clear views to the southern part of the project site.

Sensitivity: Views along Ferrers Road would be experienced by people visiting the Motorsports Precinct, driving heavy vehicles approaching the nearby industrial areas, and other road users. This is a highly modified view along a route which includes a number of industrial uses, landfill sites and motorsport facilities. As this view is beyond the main entries to the motor sporting facilities, it has a **neighbourhood visual sensitivity**.



Visual impact during construction: A new left-only exit road from the project site onto Ferrers Road would be constructed in the centre of this view, at the existing access gate location. Earthworks to construct the access road would be seen, including excavation and construction of a retaining wall either side of the road.

Elsewhere, the existing sloping landform and roadside vegetation would be retained and would partly screen views to construction works within the project site. Works to construct the grandstand may be seen rising above the existing trees in the background of the view, however, this would not be visually prominent.

There would be a construction area established to the south of Ferrers Road, north of the Warragamba Pipeline (Construction area 7). There would be temporary spoil storage and heavy vehicles seen accessing this area.

Overall, much of the work to construct the project (Construction area 6) would be screened by existing vegetation around the perimeter of the project site. The supporting construction areas would be generally consistent with the character of the adjacent industrial areas, and generally absorbed into this view. Overall, this would result in a noticeable reduction in the amenity of this view, which is of neighbourhood sensitivity, and a **negligible visual impact**.



**Figure 7-9 Viewpoint 5: View north-west from Ferrers Road, photomontage**

Visual impact during operation: A southern vehicle exit from the Sydney International Speedway (which would be used for vehicles using Carpark A and B only) would be seen in the centre of view. A small section of the vegetation and landform along Ferrers Road would be altered to accommodate the new intersection and exit point.

While the landform of the project site would be raised in part, there would be limited views into the site due to the existing mature trees. The grandstand may be glimpsed in the background, but would not be visually prominent from this distance. There would be lighting masts surrounding the racetrack and spread across the car parking areas that would be seen rising above the trees.

In the foreground of this view, a permanent stockpile rising about three metres, would be located to the south of Ferrers Road adjacent to the pipeline. This stockpile would partly obstruct the view to Ferrers Road and the Sydney International Speedway carpark exit.

Overall, there would be a noticeable reduction in the amenity of this view, which is of neighbourhood sensitivity, resulting in a **negligible visual impact**.

#### 7.1.6. Viewpoint 6: View west from George Maunder Lookout, Prospect Reservoir



**Figure 7-10 Viewpoint 6: View west from George Maunder Lookout, Prospect Reservoir**

Existing conditions: This elevated view is from a lookout located within the recreational areas to the east of the Prospect Reservoir. From this location there are expansive views over the reservoir towards Eastern Creek and Western Sydney Parklands, and to the Blue Mountains and beyond. This view would be during daytime hours by those visiting the reserve, as the Reserve is closed from 5pm. This view includes the Prospect Reservoir waterbody and adjacent reserve areas in the fore and middle ground of the view. There are industrial areas visible to the south of the viewpoint (left of view), separated from the Reservoir by vegetation. The Western Sydney Parklands Precinct 5: Eastern Creek motorsports is located in the centre background of this view, however, the existing motorsport facilities are not discernible from this location due to the distance between the viewing platform and the Western Sydney Parklands Precinct 5: Eastern Creek motorsports, the intervening landform and vegetation.

Sensitivity: Prospect Reservoir and the surrounding reserve is a landscape of State heritage importance. It is considered to be *'aesthetically significant, as a picturesque site with a large expanse of water, parklands, landscaping and bush.... punctuating the monotony of the surrounding urban landscape'* (NSW Heritage Inventory, 2001). This is a designated viewpoint which would be experienced by recreational users visiting the parkland. This reserve is an important regional destination and offers views from a historic lookout, across a varied landscape towards the Blue Mountains. Consequently, this view is of **regional visual sensitivity**.

Visual impact during construction: The project site would be located in the far background of this view. Construction of the project would be mostly screened by large areas of vegetation to the west of the Prospect Reservoir and intervening landform. Installation of the grandstand structure and other tall equipment used at the project site may be glimpsed above this vegetation, however, the distance of this viewpoint from the project site would reduce the extent of visibility and these elements would be absorbed into the background of this view which includes a varied landscape with mixed natural and urban elements.

Overall, due to the distance and visual absorption capacity of this broad view, there would be no perceived change in the amenity of this view. As this is a view of regional sensitivity this would result in a **negligible visual impact** during construction.

Visual impact during operation: Due to the enclosure of the speedway racetrack by mounded grassed spectator areas, intervening vegetation and landform, the track itself would not be seen from this location. The surrounding carpark areas would be screened by vegetation surrounding the project site and within the Prospect Reservoir Nature Reserve. The grandstand structure, however, may be visible rising above the surrounding landform and vegetation. This structure would be of a similar scale to some of the nearby industrial buildings. There would be very little vegetation removal required to construct the project and the Sydney international Speedway would generally be nestled into the existing landscape.

Due to the distance, intervening vegetation and visual compatibility of the project with the character of the broader landscape, there would be no perceived change in the amenity of this view. This is a view of regional sensitivity and there would be a **negligible visual impact** from this location during operation.

## 7.2. Assessment of night-time visual impact

Existing conditions: The project site is located in a setting of medium district brightness (A3) (refer to Section 2.3.1). It is located within an existing motor sports precinct, including Sydney Dragway and Sydney Motorsports Park which are flood lit during night-time racing events. This includes lighting of the tracks, vehicle entries and access roads, spectator stands, surrounding pathways and car parking areas. While some of this lighting would be contained by the existing vegetation within and on the perimeter of the project site, there would be a general skyglow above the project site and numerous bright sources of light seen in this area. The headlights from traffic moving along Ferrers Road would also contribute to the night-time setting of the project site together with lighting at nearby industrial sites to the south and west.

The very low levels of lighting at Prospect Reservoir and surrounding reserve would be contrast to the brightly lit motor sports precinct. It is expected that the dense mature vegetation within this reserve would contain light spill from the project site, however as there is no public access to the reserve at night there would be no views affected.



Visual impact during construction: Construction of Sydney International Speedway would be carried out up to 24 hours a day, for the duration of construction. This would require task lighting and low-level security lighting within the project site during construction works. There would also be construction traffic at night including large plant and equipment deliveries.

The additional night-time lighting during construction would be readily absorbed into the existing moderately lit setting of the Western Sydney Parklands Precinct 5: Eastern Creek Motor Sports and adjacent industrial areas which surround the project site to the south and west. There would not be a perceived change in the amenity of views at night as a result of night-time construction works, resulting in a **negligible visual impact**.

Visual impact during operation: Most events at the Sydney International Speedway would occur during the evening in the peak racing season (September to May), requiring the racetrack, pit areas and grandstand and spectator areas to be brightly flood lit to ensure maximum visibility for competitors and spectators. There would also be lighting provided in all external vehicle circulation areas, including vehicle entrances, roadways, pedestrian pathways and carparks. Lighting would generally be pole mounted or mounted to buildings and structures. All Post-top lighting would incorporate full cut-off optics to minimize light spill beyond the project site.

While the Sydney International Speedway would increase the level of lighting in this location, the project site would be located in an existing motor sports precinct, where there are similarly brightly lit facilities. The proposed lighting of Sydney International Speedway would be consistent with the existing setting of the project site at night, which is of medium district brightness (E3), and there would be a **negligible visual impact** at night.

## 8. Summary of impact

Tables 7-1, 7-2 and 7-3 summarise the potential landscape and visual impacts of the proposed Sydney International Speedway.

**Table 7-1: Landscape impact summary**

No.	Location	Sensitivity	Construction		Operation	
			Magnitude	Impact	Magnitude	Impact
1	Eastern Creek Motor Sports Precinct	Regional	Noticeable reduction	Minor adverse	No perceived change	Negligible

**Table 7-2: Daytime visual impact summary**

No.	Location	Sensitivity	Construction		Operation	
			Magnitude	Impact	Magnitude	Impact
1	View south-west from Sydney Dragway spectator seating area	Local	Noticeable reduction	Minor adverse	No perceived change	Negligible
2	View south-east from main entrance to Sydney Motorsport Park and Sydney Dragway	Local	Noticeable reduction	Minor adverse	No perceived change	Negligible
3	View south-east to proposed main entrance to Sydney International Speedway	Local	Noticeable reduction	Minor adverse	Noticeable reduction	Minor adverse
4	View south-east from Ferrers Road	Neighbourhood	Noticeable reduction	Negligible	Noticeable reduction	Negligible
5	View north-west from Ferrers Road	Neighbourhood	Noticeable reduction	Negligible	Noticeable reduction	Negligible
6	View west from George Maunders Lookout, Prospect Reservoir	Regional	No perceived change	Negligible	No perceived change	Negligible

**Table 7-3: Night-time visual impact summary**

No.	Location	Construction		Operation	
		Sensitivity		Magnitude	Impact
1	Sydney International Speedway	E3: Medium district brightness		No perceived change	Negligible

## 9. Mitigation measures

This section identifies mitigation measures which would avoid, reduce and manage the identified potential adverse landscape and visual impacts resulting from the project.

**Table 9-1 Mitigation measures**

ID	Mitigation measure
LV1	Where feasible and reasonable, the elements within construction areas would be located to minimise visual impact, for example materials and machinery would be stored behind fencing.
LV2	Opportunities for the retention and protection of existing trees within the project site would be identified during detailed construction planning.
LV3	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.
LV4	Opportunities for the incorporation of trees and low heat absorbing ground surface finishes in carparks to be identified and implemented where feasible and reasonable.

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