

ZONE 5 – DUCK RIVER TO HASLAM'S CREEK CHAINAGE 3550 – 5800

East of the Duck River crossing, the motorway gently transitions into a cutting situation, creating a confined corridor.

NORTHERN SIDE

From Junction Street up to Stubbs Street, a mixture of commercial properties flank the road, including large warehouse type premises. The somewhat disjointed streetscape and land use makes this area low in sensitivity. Further to the east, the residential area of Silverwater defines the setting with a mixture of single storey homes and apartment flats. The residential area extends east of Silverwater Road all the way to Haslam's Creek. Newington, the eastern section of this residential area is comprised of double storey villas set in manicured gardens and has a particular homogeneous character.

Overall, the **sensitivity to this zone is considered high** due to the extent of residential land use within this zone and taking into account its homogeneous streetscape character.

SOUTHERN SIDE

The southern side of this zone is dominated by commercial properties, ranging from warehouses to office buildings. Within this zone are small residential pockets of predominantly single storey homes (between Stubbs Street and Silverwater Road) and Auburn North Public School. Wedged between the motorway and Parramatta Road, this zone lacks cohesion. Due to its predominant commercial land use, a **low sensitivity** is assessed for this zone.

ZONE 6 – CARTER STREET PRECINCT CHAINAGE 5800 - 7400

NORTHERN SIDE

To the north of the M4 Motorway is situated the Carter Street Precinct which currently consists of large warehouse type premises. These premises are visible through the bands of trees lining the motorway

Under the Auburn Local Environment Plan 2010, the Carter Street Precinct is nominated as a future development site zoned B7, Business Park and IN2 Light Industrial, focusing on fostering employment generation. A public domain design plan adopted by Auburn City Council in 2010 currently indicates lot arrangements with the street layout remaining as per the existing layout. In March 2013 the NSW Department of Planning announced that Carter Street had been selected as one of eight precincts in the Urban Activation Precincts program and redevelopment would focus on supporting its current role as a specialised centre for the Olympic Park providing a mixture of housing, retail, office-based employment and services. Further investigations for the land use mix are currently being undertaken in conjunction with the local council.

The Sydney Olympic Park facilities are situated north of this precinct. Overall, a **low sensitivity** is assessed for this zone, due to the existing and future land use zoning.

SOUTHERN SIDE

From Haslam's Creek to Hill Road/Bombay Street are large warehouse type premises and smaller commercial premises adjacent the M4 Motorway. The Parramatta Road flanks the southern side of these premises and continues east of Bombay Street where it runs adjacent the motorway. Commercial premises flank Parramatta Road to the south with residential areas beyond. Two small pockets of remnant Shale-Gravel Transition Forest are situated either side of the entrance to Hill Road.

To the eastern edge of the precinct is a business park. Due to its predominant commercial land use, a **low sensitivity is assessed for this zone**.

ZONE 7 – OLYMPIC PARK CHAINAGE 7400 TO 8100

Within this zone there is a transition from the motorway at grade to within a cutting and confined corridor. The motorist's view is restricted by embankments and significant mixed tree planting either side of the motorway.

NORTHERN SIDE

Sydney Olympic Park on the northern side, includes Hockey and Tennis facilities. A surface carpark adjacent to the motorway and the Homebush Bay Drive interchange are also located here.

East of Homebush Bay Drive beyond the road reserve are Direct Factory Outlet shopping warehouse premises, surface car parking and a large electrical substation. This area is heavily screened from the M4 corridor by tree planting.

A **moderate sensitivity rating** has been assessed for this zone due to the uniqueness and significance of the nearby Olympic Park.

SOUTHERN SIDE

A business park and a small pocket of residential consisting of mixed single dwelling and low level flats up to 3 storeys high are located to the south of the Parramatta Road.

East of the interchange, is a small pocket of residential single storey dwellings closest to the interchange, transitioning into small to medium size warehouse premises bordered by Parramatta Road to the south. 'Paddys Markets' are also to the south of the highway.

Due to its predominant commercial land use and the existing setting of the motorway, a **low sensitivity is assessed for this zone**.



landscape character zones

SHEET 3



landscape character zones

SHEET 4

Figure 3.5 Landscape Character Zones - Sheet 4



landscape character zones

SHEET 5

3.2 SENSITIVITY VALUE

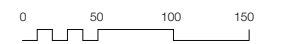
Figures 3.7 to 3.11 illustrate the sensitivity values of the areas adjacent to the motorway as described in section 3.1 of this report. Note the strong correlation between land use and sensitivity values.

The highly impacted residences are single storey dwellings situated either side of the Good Street underpass and continue along A'Beckett Street. Two of the properties with frontages to A'Beckett Street are currently indicated as being totally acquired for the project.



sensitivity value

SHEET 1



High



Moderate



Low



Highly impacted residences



Character zones



Proposed partial property acquisition areas
with opportunity for enhancing green corridor

NOTE: Property acquisitions as at time of documentation

Figure 3.7 Sensitivity value map - Sheet 1