

Opening remarks
Urban design, landscape architecture and visual impact

1. The Project adopts world-class architecture to celebrate its necessary structural components such as portals, river crossings and elevated interchanges. It uses landscaping variously to ameliorate visual impact, improve linkages and rehabilitate underused urban land, so as to make a positive contribution to amenity, microclimate and habitat values.
2. The urban design and landscape response has been prepared by an acclaimed team with specific experience in urban freeway design. It is based on a set of urban design principles that were developed during the Concept Design phase for the purposes of the Reference Design, in consultation with the Technical Reference Group. The Project Design was assessed against those urban design principles, as part of the competitive tender process.
3. The Project Design and alignment have been determined having regard to multiple relevant considerations. Those considerations include urban design principles but also include traffic engineering, geotechnical, acoustic and air quality considerations, and whether the Project Design and alignment meets the Project objectives.
4. The visual impact of the Project must be assessed in the context of major freeway infrastructure within a highly urbanised environment, and in the context of the likely future use and development of the land adjacent to the Project alignment.
5. The urban design and landscape response is a fully resolved concept for the Project Design. It will undergo further refinement through detailed design, in accordance with relevant EPRs (including EP1, EP5, EP6, LPP1, BP2, LVP1 to 4, and SP1).

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