

# Beverly Hills Commuter Car Park

Landscape and Visual Impact Assessment



## Document Control

**Beverly Hills Commuter Car Park, TfNSW Transport Access Program – Landscape and Visual Impact Assessment**

Job No: 106-2018

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TABLE 1-1 ABBREVIATIONS

| Term  | Meaning  |
|-------|--|
| CCTV  | Closed Circuit TV  |
| CPTED | Crime Prevention Through Environmental Design                      |
| DCP   | Development Control Plan   |
| DDA   | <i>Disability Discrimination Act 1992</i>                          |
| DSAPT | <i>Disability Standards for Accessible Public Transport (2002)</i> |
| LEP   | Local Environmental Plan   |
| LSPS  | Local Strategic Planning Statement                                 |
| TGSI  | Tactile ground surface indicators                                  |
| TfNSW | Transport for New South Wales                                      |

TABLE 1-2 DEFINITIONS

| Term                          | Meaning  |
|-------------------------------|--|
| Concept design                | The concept designs are the preliminary designs presented in this REF, which have been used to create a Project extent (see definition below).   |
| Design and Construct Contract | A method to deliver a project in which the design and construction services are contracted by a single entity known as the Contractor. The Contractor completes the project by refining the concept design presented in the REF and completing the detailed design so that it is suitable for construction (subject to Transport for NSW acceptance). The Contractor is therefore responsible for all work on the project, both design and construction.             |
| Detailed design               | Detailed design broadly refers to the process that the Contractor undertakes (should the Proposal proceed) to refine the concept design to a design suitable for construction (subject to TfNSW acceptance).   |
| Mid winter                    | The winter solstice about the 21 <sup>st</sup> or 22 <sup>nd</sup> of June in the southern hemisphere.   |
| Out of hours work             | Defined as works <i>outside</i> standard construction hours (i.e. outside of 7.00 am to 6.00 pm Monday to Friday, 8.00 am to 1.00 pm Saturday and no work on Sundays/public holidays).   |
| Sensitive receivers           | Land uses which are sensitive to potential noise, air and visual impacts, such as residential dwellings, schools and hospitals.  |
| Project extent                | The project extent is the maximum building envelope of the Proposal and has been developed based on the previous concept designs. The project extent describes the greatest 3-dimensional envelope of the Proposal and is assessed in this REF. The project extent would be used as the limits for development and would be refined by the Contractor (should the Proposal proceed) to a design suitable for construction (subject to Transport for NSW acceptance). |
| The Proposal                  | The construction and operation of the Beverly Hills Station commuter car park.   |

# 1. Introduction

## 1.1. Overview

IRIS Visual Planning + Design was commissioned by pitt&sherry to undertake an assessment of the visual impact of a proposed multi-storey car park at Beverly Hills Station. Beverly Hills Station is located on the East Hills line approximately 15 kilometres southwest of the Sydney CBD. Beverly Hills Station has been identified for a new commuter car park, to increase provision of commuter car park spaces and improve access between the car park and station.

The Proposal includes a new likely five level car park structure including an open rooftop level, one lift shaft and stairwells as required. The car park structure would replace the existing surface car park to the southwest of the station, with the main pedestrian access maintained via Edgbaston Road. The site location is shown in Figure 2-1.

This visual impact assessment has been prepared to inform the Review of Environmental Factors (REF) for the Proposal.

## 1.2. Study scope

This visual impact assessment identifies the potential impacts of the Proposal (including the potential project extent for the commuter car parking structure) on views from surrounding areas. The study area for this Proposal extends generally north to the rail corridor, east to King Georges Road, south to Edgbaston Road, and west to Melvin Street.

The visual assessment assumes:

- a likely 5 level car park (within the project extent) with the greatest height above ground having the most visual impacts and
- the number of basement levels would have a corresponding reduction in the number of above ground levels.

Accordingly, this visual assessment considers the worst-case visual scenario of 5 levels above ground (within the project extent).

This assessment begins with the identification of the existing character of the site; a description of the visual character of the Proposal; and an individual viewpoint assessment. This includes views which represent the range of publicly accessible views to the Proposal including from the Beverly Hills Station, the commercial centre and surrounding residential streets and footpaths.

The viewpoint assessment includes a description of the sensitivity of each view and the magnitude of change that would be experienced in each view. These factors are then combined to determine a level of impact.

Following this, the assessment includes a general discussion of the potential for a visual impact on views from private residential dwellings. This analysis is inferred from site observations.

The assessment has identified the impacts of the Proposal during the day and night, throughout construction and in operation.

The assessment also considers the urban design and landscape impacts of the Proposal. This assessment will include: an assessment of the Proposal's consistency with requirements of the *Multi-level and at-grade Commuter Car Parks urban design guideline* (TfNSW, 2017), identification of any direct landscape impacts such as tree removal, and a detailed assessment of the potential overshadowing impacts of this Proposal.

## 2. The Proposal

### 2.1. Proposal components

Within the site, the Proposal involves:

- removal of the existing Georges River Council's at grade 3 hour timed public car park off Edgbaston Road
- construction and operation of a multi-storey car park which would likely comprise up to five levels of commuter car parking within the project extent including:
  - approximately 200 commuter car parking spaces
  - access to each level of the car park via lifts and stair wells as required to meet the National Construction Code (NCC) fire egress requirements
  - internal vehicle circulation ramps connecting each level of the car park
  - potential installation of rooftop solar panels
  - provision for future electric vehicle charging points (for 15% of car parking spaces)
- Transport Park&Ride infrastructure (Opal card operated boom gates)
- reconfiguration of the existing access and egress from Edgbaston Road, including vehicle and pedestrian access
- ancillary work including installing, relocating or adjustments to services, drainage work, foundations, power supply, installation of lighting, installation of handrails and balustrades, wayfinding signage, landscaping work, with new infrastructure (including CCTV cameras)
- vegetation removal within the footprint of the proposed commuter car park and planting of new landscaping and vegetation to offset vegetation removal
- upgrade existing stairs that link the existing carpark to King Georges Road including fixing treads, nosings and balustrades to be code compliant.

- provision of four new DDA compliant accessible commuter parking spaces at Tooronga Terrace adjacent to Beverly Hills Station and removal of six existing parking spaces to allow for the work.
- upgrade of the footpath on the southern side of Tooronga Terrace connecting the four new DDA compliant commuter parking spaces to the King Georges Road intersection and then along King Georges Road to the existing lift to Beverly Hills Station.

The proposal would improve accessibility and amenities for Transport for NSW customers in Beverly Hills. Figure 2-2 shows the general layout of key elements for the Proposal.





FIGURE 2-1 SITE LOCALITY MAP



FIGURE 2-2 GENERAL LAYOUT OF THE PROPOSAL (INDICATIVE ONLY, SUBJECT TO DETAILED DESIGN)



### 2.1.1. Project extent

The project extent is described as follows:

Building footprint defined by property boundaries and offsets required to protect existing utilities and amenity (refer Figure 2-3)

- Up to five levels above-ground and three levels below-ground (eight level project extent) (refer Figure 2-4).

Based on the above, the project extent has a maximum height of 16 metres above existing ground level, and maximum depth of nine metres below existing ground.

The project extent is restricted by the easements on and adjacent to the site (refer to Figure 2-3) and minimum boundary setbacks that form the basis from which the detailed design will need to minimise overshadowing and solar access impacts upon residential dwellings to the south and west of the site.

The following factors describes the project extent footprint relative to the property boundaries:

#### North boundary

- a three metre offset above and below ground is required from the existing pressurised gas line owned by APA.
- the location of the gas main is close to and parallels the northern boundary

#### East boundary

- avoid the Sydney Water pipeline and easement above and below ground and maintain access for maintenance.

#### South boundary

- a three metre offset has been nominated at the ground floor and upper levels level, reducing to 0.5m for below-ground levels.
- over-shadowing is the dominant constraint on this frontage.

#### West boundary

0.5 metre offset has been nominated from the west boundary.



FIGURE 2-3 PROJECT EXTENT

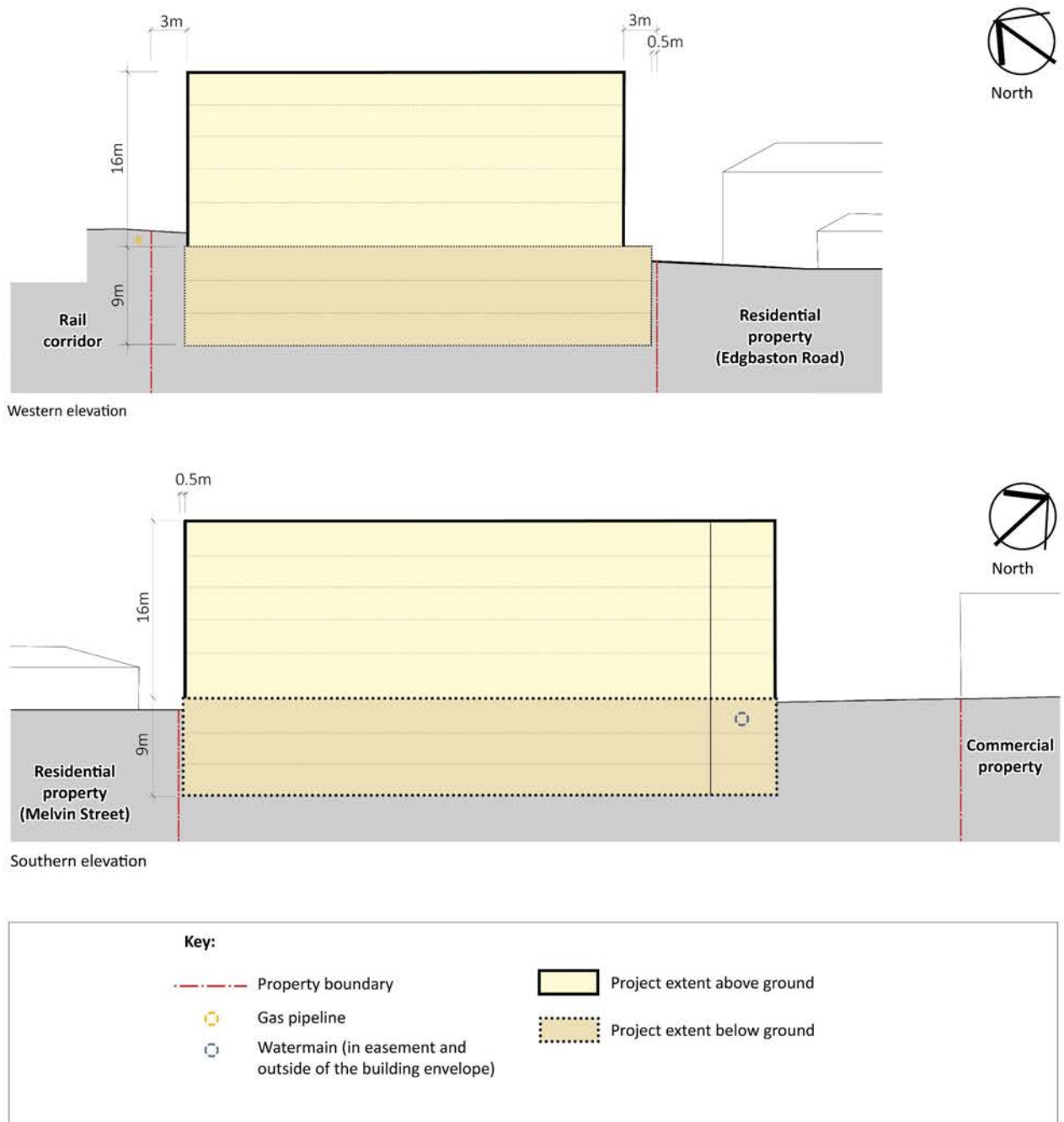


FIGURE 2-4 PROJECT EXTENT WESTERN AND SOUTHERN ELEVATIONS



### 2.1.2. Materials and finishes

Materials and finishes for the Proposal would be selected based on the criteria of durability, low maintenance and cost effectiveness, to minimise visual impacts, and to be aesthetically pleasing.

Availability and constructability are also important criteria to ensure materials are readily available and the structure can be built with ease and efficiently. Materials are also selected for their application based on their suitability for meeting design requirements.

The Proposal would be constructed from a range of different materials. Subject to detailed design, the materials used for this Proposal would include the following:

- durable and low maintenance materials (including the use of anti-graffiti paint or coatings)
- neutral tones to blend the car park with natural elements of the neighbourhood, and to create a less obtrusive façade
- appropriate screening treatments to maintain optimum ventilation to comply with the requirements of an open-deck car park where levels are above ground
- materials selected on the basis of sustainability principles, in particular lower carbon content, use of recycled materials and properties assist with the reduction of the urban heat island effect. Such materials may include recycled crushed glass, lower carbon content concrete and constructability criteria to ensure resources are readily available, and for the structure to be constructed with ease and proficiency.

The design would be submitted to Transport for NSW's Design Review Panel for comment before being accepted by Transport for NSW. An Urban Design and Landscape Plan (UDLP) would also be prepared by the Contractor, prior to finalisation of detailed design for endorsement by Transport for NSW.

## 2.2. Construction

Closure of the existing Council car park would be required to allow construction of the new commuter car park. The primary construction access would be via the existing entry point off Edgbaston Road. Vehicle access to the rear of 407 King Georges Road, a ground level car park for that building, would be retained during this construction period. The existing pedestrian access and stairs, located from King Georges Road to the current car park would be temporarily closed throughout the construction period.

A secondary construction access is being pursued via Melvin Street South, through the rail corridor that is owned by Transport Access Holding Entity (TAHE) and is parallel to the northern boundary of the site. Access to this land would be subject to further negotiation and approval of TAHE.

Subject to approval, construction is expected to commence in mid-2022 and take around 18 months to complete. The construction methodology would be further developed during the detailed design of the Proposal by the nominated Contractor in consultation with Transport for NSW.

The works would be undertaken during standard (NSW) Environment Protection Authority (EPA) construction hours, which are as follows:

- 7.00 am to 6.00 pm Monday to Friday
- 8.00 am to 1.00 pm Saturdays
- no work on Sundays or public holidays.

Certain works may need to occur outside standard hours and these activities would be identified during the detailed design of the Proposal.

It is estimated that the size of the workforce would vary in numbers from 15 personnel during the enabling works phase and peak at approximately 63 workers during concrete pours at the height of construction activities. The number of trucks per day is estimated to be between 20 to 45 trucks (maximum during excavation and piling works).

Figure 2-5 shows the indicative site layout during construction. Figure 2-6 shows the proposed construction traffic haul routes.





FIGURE 2-5 LOCATION OF CONSTRUCTION COMPOUNDS AND LAYDOWN AREAS



FIGURE 2-6 CONSTRUCTION TRAFFIC HAUL ROUTES



### 3. Planning context

There are several state and local government planning documents which provide relevant guidance as to the landscape character, visual values, and desired planning outcomes of the study area. These are summarised in the following section.

#### 3.1.State and regional planning documents

##### 3.1.1. Greater Sydney Regional Plan: A Metropolis of Three Cities, NSW Greater Sydney Commission

The *Greater Sydney Regional Plan* sets a 40-year vision (to 2056) and establishes a 20-year plan to manage growth and change for Greater Sydney in the context of social, economic and environmental matters (NSW Greater Sydney Commission, 2018a). It identifies three key cities in Greater Sydney, including the 'Eastern Harbour City' centred around Sydney CBD, which includes Beverly Hills (Pages 20-21).

Beverly Hills Station is located to the west of Sydney Airport. It is not identified as a strategic centre or part of a Transit Oriented Development site.

The Regional Plan recognises the '*dual function of streets as places for people and movement*' as being '*paramount*' to the design and management of '*great places*' (Page 73). Amenity is to be prioritised, including the provision of '*safe, direct and comfortable pathways for all people*' (Page 74). The '*protection of the amenity of public spaces from overshadowing*' is also identified as important (Page 101).

The region's '*green infrastructure*', including street tree plantings, are identified as valued assets for Greater Sydney (Page 156). '*Expanding urban tree canopy in the public realm*' is a priority for Greater Sydney along streets, in parks and other public spaces, and on privately owned land, in Strategy 30.1 (Page 164).

##### 3.1.2. South District Plan, NSW Greater Sydney Commission

Greater Sydney's three cities, identified in the *Greater Sydney Regional Plan: A Metropolis of Three Cities* (NSW Greater Sydney Commission, 2018a), extend across five districts, including the South District, which is a part of the Eastern Harbour City.

Beverly Hills, including the Proposal site, is located in the middle part of the South District, adjacent to a local centre. '*Place-based planning*' and '*creating and renewing great places and local centres*' are key planning priorities for local centres such as Beverly Hills (Planning Priority S6). Increasing urban tree canopy cover is also a key priority in the Plan (Planning Priority S3).

##### 3.1.3. Better Placed, Office of the NSW State Government

The office of the NSW State Government Architect has prepared a suite of documents under the title of '*Better Placed*' which aims to improve the urban design quality of places in NSW. These documents include:

- *Better Placed: An integrated design policy for the built environment of NSW, State Government Architect NSW* (2018)
- *Better Placed: Draft Good Urban Design Strategies for realising Better Placed objectives in the design of the built environment, State Government Architect NSW* (2018)
- *Better Methods: Evaluating Good Design, Implementing Better Placed design objectives into projects* (2018).

These documents are intended to inform those involved in the design, planning, and development of the built environment in NSW. The overriding policy establishes the objectives and expectations in relation to design and creating good places.

The policy includes seven objectives for the design of the built environment, which are:

- Better fit – Contextual, local and of its place
- Better performance – Sustainable, adaptable and durable
- Better for community – Inclusive, connected, and diverse
- Better for people – Safe, comfortable and liveable



- Better working – Functional, efficient and fit for purpose
- Better value – Creating and adding value
- Better look and feel – Engaging, inviting and attractive.

These objectives are expanded upon in the Strategy and Evaluation documents. The principles identified in the *'Better Methods, Evaluating good design'* paper have generally informed the evaluation of the urban design impacts of this Proposal.

### 3.1.4. Multi-level and at-grade Commuter Car Parks Urban Design Guidelines, TfNSW 2017, Interim Issue

The NSW Government is committed to the development of a customer focused transport network to help it achieve its economic, social and environmental objectives. *'Good architectural and urban design'* can help achieve the NSW Government to provide *'efficient, safe and user-friendly car parking that sits comfortably within its urban context'* (Page 3, TfNSW 2017).

The design of the commuter car park *'should complement its surroundings with an appropriate built form and character'* (page 12). Preferred design solutions will *'sit comfortably in their context, carefully managing scale, bulk and entry locations in a considered and integrated way'* (page 12). The guideline recommends a 'A view analysis study' to and from the proposed site, to identify the following:

- existing views towards the site from surrounding built form and open spaces, and these should be rated according to importance
- the visual prominence of the site within the broader urban or landscape context
- the views on approach to the site from a pedestrian and vehicular perspective
- whether passive overlooking of the site and surrounds is possible to assist in passive crime prevention
- potential areas of conflict and/or loss of privacy to surrounding developments both existing and with the potential to exist.

The guideline refers to six urban design principles:

1. Connect with and enhance the transport network
2. Deliver quality built form that is appropriate to context
3. Include quality landscaping
4. Ensure a sustainable design outcome
5. Enhance the public realm
6. Allow for future growth (Pages 17-23).

TfNSW commuter car park projects are required to outline how they have addressed each of these principles, to ensure they *'sit comfortably within their built and natural context'* (Page 5).

Chapter 8 of this report provides a review of the car park design against the urban design objectives set out in this guideline.

'Solar access and overshadowing of adjacent sites', including 'open spaces and buildings' is identified in this guideline as a key consideration in *Objective 2: Deliver quality built form that is appropriate to context* (Page 19). Chapter 9 considers overshadowing of neighbouring properties.

### 3.1.5. Apartment design guide

The *Apartment Design Guideline* (NSW Department of Planning and Environment, 2015) includes guidance on how to design new apartment buildings so that they comply with the *State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development* (SEPP 65). While this guide does not apply to the design and approval of multi-storey car parks, it provides useful criteria for the analysis of overshadowing upon adjoining dwellings that can assist this assessment.

#### Objective 4A-1 Solar and daylight access

Direct sunlight into living rooms and private open spaces is a key factor influencing residential amenity. Objective 4A-1 of the *Apartment Design Guide* aims to optimise the number of apartments receiving sunlight to habitable rooms, primary windows and private open space. The design criteria include:

- Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9 am

and 3 pm at mid winter in the Sydney Metropolitan Area

- A maximum of 15% of apartments in a building receive no direct sunlight between 9 am and 3 pm at mid winter.

### 3.2. Local authority planning documents

Beverly Hills is located in the Georges River local government area. While the following planning documents do not apply to this Proposal, they contain the planning intent and context for areas surrounding the Proposal. Relevant clauses from *Georges River Local Strategic Planning Statement 2020* (LSPS), *Georges River Local Environmental Plan 2021* (LEP), *Georges River Development Control Plan 2021* (DCP) and the *Beverly Hills Town Centre Masterplan* (2020) are summarised in the following sections.

#### 3.2.1. Georges River Local Strategic Planning Statement

The LSPS for Georges River (Georges River Council, 2020) outlines the vision for land use planning over the next 20 years and is intended to guide future planning decisions.

The LSPS presents a local vision for land use within the Georges River LGA, that recognises the character of its suburbs. It is based around five themes, with several planning priorities for each theme.

Relevant priorities include:

- *Planning Priority 8. Place-based development, quality building design and public art deliver liveable places.*
- *Planning Priority 17. Tree canopy, bushland, landscaped settings and biodiversity are protected, enhanced and promoted.*

The area surrounding Beverly Hills Station, including the Proposal site, is identified as a Centre Expansion Investigation (Jobs and/or Housing) area. The delivery of a multi-use commuter car park at Beverly Hills train station to encourage public transport use is listed as a short to medium term action in the LSPS (Action 14).

An implementation plan for the delivery of the Beverly Hills Town Centre Masterplan is also listed as a short term action, to revitalise the commercial centre and

improve the amenity and quality of the built environment at Beverly Hills (Action 77).

#### 3.2.2. Georges River Local Environmental Plan 2021

The *Georges River Local Environmental Plan 2021* (GRLEP) aims to ‘*promote a high standard of urban design and built form*’, ‘*promote and facilitate transit oriented development that encourages the use of public transport*’ whilst maintaining ‘*landscape amenity*’ in Georges River (cl.1.2).

##### Land use zoning and potential building heights

The proposal site is zoned SP2 – car park and has no set building height in the LEP. Objectives of the SP2 zone include the aim to ‘*provide for infrastructure and land uses*’ and ‘*prevent development that is not compatible with or that may detract from the provision of infrastructure*’.

The areas to the south and west of the Proposal site are zoned R4 High Density Residential, with building heights allowed up to 12 metres. To the east of the site is the Beverly Hills Local Centre (B2 zone). Buildings in this area are permitted to reach 15 metres in height.

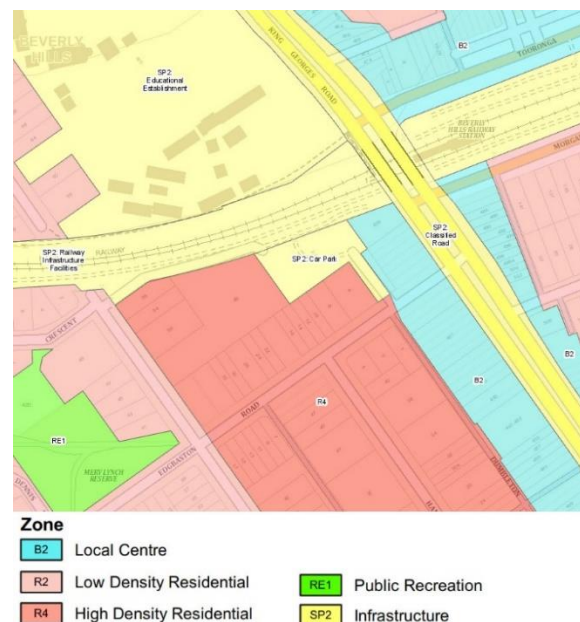


FIGURE 3-1 GEORGES RIVER LEP ZONING

##### Heritage Conservation

Other than the Beverly Hills Railway Station Group (State listed heritage item, including the platform, platform building and King Georges Road overbridge),

there are no local heritage items located in the vicinity of the Proposal site.

#### Design excellence

The objective of this clause is to deliver the highest standard of sustainable architecture and urban design. It applies to new buildings exceeding 12 metres in height. While this clause does not apply to this Proposal, it indicates the design intent for areas within the B2 Local Centre and R4 High Density Residential zones (cl.611.2a), which surround the Proposal site.

This clause indicates that for development applications to Council an urban designer or a registered architect peer review the design. This review would consider the following:

- *the bulk, massing and modulation of buildings*
- *street frontage heights*
- *the relationship of the development with other development (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form,*
- *environmental impacts, such as overshadowing and solar access, visual privacy and reflectivity*
- *the impact on any special character area*
- *excellence and integration of landscape design* (cl.6.10.5d).

#### 3.2.3. Georges River Development Control Plan 2021

This DCP supports the provisions of the Georges River LEP by providing additional objectives and development controls to guide and enhance development within Georges River.

Section 3.8, Views Impacts, aims to recognise the value of views from private dwellings and encourage view sharing based on the Tenacity Planning Principle, whilst not restricting the reasonable development potential of the site.

The DCP refers to the *Beverly Hills Town Centre Masterplan* (2020) for guidance relating to the desired further character of Beverly Hills, including the Proposal site, which has been summarised in the following section.

#### 3.2.4. Beverly Hills Town Centre Masterplan

The purpose of this master plan is to establish a vision for the Beverly Hills Town Centre and to provide an urban design framework for the public and private domain to enhance the centre and its immediate surroundings, and improve the quality, accessibility and amenity of the public domain. (Georges River Council, 2021).

The master plan area has been divided into five precincts. The Proposal site forms part of 'The Strip' (B2 – Local Centre zoned land focused on King Georges Road). Renewing 'The Strip' by encouraging mixed use development and shop top housing, including an expansion of the B2 zone and the creation of a new 'East Street' is listed as a priority.

The Proposal site is identified as a key development site in The Strip, forming part of a large strategic site between Edgbaston Road, the rail corridor, King Georges Road and Melvin Street. A key land use priority for this site is the incorporation of a public car park to service the needs of railway commuters as well as the broader needs of the Beverly Hills Town Centre, while managing potential land use conflict through well considered site planning.

The master plan recommends several amendments to the LEP, including B4 Local Centre zoning covering the Proposal site, with building heights permitted to reach 21 metres (or six storeys). To the west and south of the site, along Edgbaston Road to Melvin Street, the master plan recommends R4 High Density Residential zoning with building heights permitted to reach 21 metres (or six storeys) in the west and 15 metres (or for storeys) to the south of the site. It is also proposed that the properties to the east, on King Georges Road, include a development height of 28 metres (8 storeys)



Additional relevant priorities for the Proposal site include:

- Any public car parking should be integrated with commercial components of the precinct and separated from residential uses to the west of the site
- Active ground level commercial frontages provided along Edgbaston Road
- Building façades should be designed in a visually attractive manner that provides a high degree of visual interest as viewed from the public realm
- Provision of through access between the existing car park entry and Melvin Street.



FIGURE 3-1 PROPOSED AMENDMENTS TO THE LAND USE ZONING MAPPING

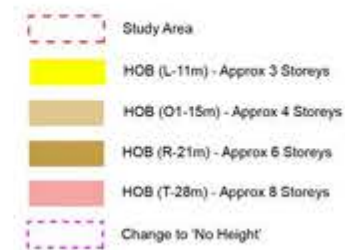


FIGURE 3-1 PROPOSED AMENDMENTS TO THE HEIGHT OF BUILDINGS MAPPING

## 4. Methodology

### 4.1. Guidance for landscape and visual assessment

While there are no specific legislative requirements that guide the methodology of a landscape and visual assessment in NSW, the industry typically refers to the guidance offered by:

- *Guidance note EIA-N04 Guidelines for Landscape Character and Visual Impact Assessment*, TfNSW (2020) and the
- *The Guidance Note for Landscape and Visual Assessment* (GNLVA), Australian Institute of Landscape Architects Queensland (2018).

The methodology used for this assessment conforms generally with the direction offered by these guidelines.

### 4.2. Approach

This assessment includes two assessments, a visual impact assessment and a landscape and urban design assessment.

These assessments have identified potential impacts during construction and operations of the Proposal, day and night.

The process involved the identification of:

- existing conditions
- visual and landscape sensitivity
- magnitude of change
- visual and landscape impact
- mitigation opportunities.

The potential visual impacts have been classified according to the impact significance criteria set out in this methodology.

### 4.3. Method – Visual assessment

#### 4.3.1. Public domain views

##### 4.3.1.1. Identification of existing conditions

The key landscape features of the site have been identified, described and located on a plan.

A number of viewpoints have been selected to illustrate the visual influence and character of the site. These views represent publicly accessible viewpoints from a range of locations and viewing situations. Particular attention was paid to views from places where viewers are expected to congregate such as the approaches to the Beverly Hills station and views to and from the adjacent streets.

##### 4.3.1.2. Visual sensitivity

Visual sensitivity is 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, any views recognised by local, state or federal planning regulations would, by nature of their recognition in these documents, increase the sensitivity level of the view.

In order to ensure the assessment of impact is reasonable, the sensitivity of a viewpoint is considered in the broadest context of possible views, from those of national importance through to those which are of neighbourhood importance. For this reason, the following terminology is used to describe the level of visual sensitivity, see Table 4-1.

TABLE 4-1 VISUAL SENSITIVITY LEVELS

| Visual sensitivity | Description  |
|--------------------|--|
| National           | Heavily experienced view to a national icon, e.g. view to Sydney Opera House from Circular Quay or Lady Macquarie's Chair, view to Parliament House Canberra along Anzac Parade.   |
| State              | Heavily experienced view to a feature or landscape that is iconic to the State, e.g. view along the main avenue in Hyde Park.  |
| Regional           | 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. an identified view corridor to a state heritage listed item. |
| 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, e.g. view from a local park or gathering space, such as Beverly Hills Station.         |
| Neighbourhood      | Views where visual amenity is not particularly valued by the wider community such as views from local streets and residences.  |

#### 4.3.1.3. Magnitude of change

Magnitude describes the extent of change resulting from the Proposal and the compatibility of these new elements with the surrounding landscape. There are some general principles which determine the magnitude of change; these include elements relating to the view itself such as distance, landform, backdrop, and contrast. There are also characteristics of the Proposal itself which are: scale, form and line/alignment. Change can result in an improvement or reduction in visual amenity.

A high magnitude of change would result if the development contrasts strongly with the existing characteristics of the view. A low magnitude of change occurs if there is a high level of integration of form, line, shape, pattern, colour or texture values between the Proposal and the environment in which it is located.

In some circumstances, there may be a visible change to a view which does not alter the amenity of the view, this would be due to the compatibility of the Proposal and capacity of the view to absorb the change. Table 4-2 lists the categories used to describe the magnitude of change.

TABLE 4-2 MAGNITUDE LEVELS

| Magnitude  | Description   |
|--|---|
| Considerable reduction or improvement in visual amenity. | Substantial part of the view is altered.<br><br>The Proposal contrasts substantially with surrounding landscape, is not compatible, or substantially detracts from the amenity of the view. Or the Proposal substantially enhances the amenity of the view. |
| Minor reduction or improvement in visual amenity.        | Alteration to the view is clearly visible.<br><br>The Proposal contrasts somewhat with surrounding landscape, is somewhat compatible or detracts somewhat from the amenity of the view. Or the Proposal somewhat enhances the amenity of the view.          |
| Neutral change in visual amenity                         | Either the view is unchanged or if it is, the change in the view is unlikely to be perceived by viewers, or the Proposal is compatible with the surrounding landscape and causes no reduction in the amenity of the view.                                   |



#### 4.3.1.4. Photomontages and artists impressions

Photomontages have been prepared to illustrate the massing and scale of the project extent. This combines an image of the project extent with a photograph using a 3D model and photo editing techniques.

The process used to prepare these images was as follows:

- GPS coordinates and details of the camera were recorded
- A digital surface model was prepared using 2020 LiDAR data with points at one metre intervals
- The project extent was modelled in 3D
- The camera was positioned in the model using the photograph GPS data for each image
- Multiple points were identified in the digital surface model and used to align the 3D model in the photograph, and
- The photograph and modelled elements are combined and edited in photoshop.

The photomontage locations were selected to illustrate the massing and scale of the building envelope in relation to adjacent built form.

#### 4.3.2. Public domain views at night

The assessment of night-time impact has been carried out with a similar methodology to the daytime assessment. This assessment method also draws upon the guidance contained within *AS4282 Control of the obtrusive effects of outdoor lighting* (2019).

AS4282 identifies four main potential effects of lighting, which are, the effects on residents, transport system users, transport signalling systems and astronomical observations. Of relevance to this assessment is the effects of lighting on the visual amenity of residents and transport system users.

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

These zones are:

- A0 / A1: Dark / Intrinsically dark landscapes – national parks, state forests etc.
- A2: Low district brightness areas – rural, small village, or relatively dark urban locations
- A3: Medium district brightness areas – small town centres or urban locations
- A4: High district brightness areas – town/city centres with high levels of night-time activity.

Specific features of the lit landscape can be described 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 ('trespass') – light emitted by a lighting installation that falls outside of the design area.

The level of impact on the precinct has been described according to the impact levels that are identified in Table 4-4.

The setting of the Beverly Hills Station and neighbourhood centre is considered to be an area of **medium district brightness (A3)**. There is bright lighting associated with the commercial centre along King Georges Road and the Beverly Hills Station. There is existing lighting at the commuter car park and on surrounding streets including a concentration of moving vehicle lights. Surrounding the commercial centre, there are further, less brightly lit residential areas with street lights and illuminated residences.

#### 4.3.3. Views from private residences

The assessment of visual impact on views from private residences is generally guided by the planning principles for 'view sharing' provided in the judgment of the NSW Planning Environment court in the *Tenacity Consulting V Warringah Council* [2004], NSWLEC 140. While this method is not necessarily applicable to a Part 5 activity, the principles have generally informed the following assessment of views from private residences.

Generally, this judgement outlines a step by step process to determine whether the visual impact is reasonable. The judgement says that an impact is likely to be reasonable if a development complies with the controls set by local government in their Local

Environmental Plan and Development Control Plan. With a complying proposal, the question is *‘whether a more skilful design could provide the applicant with the same development potential ... and reduce the impact on the views of neighbours.’* If the answer is no ... *‘the impact would probably be considered reasonable’.*

Therefore, a general assessment of the potential visual impact on the existing surrounding properties has been undertaken, including the main steps from this judgement. The purpose of this assessment is to inform the development of the design and ensure mitigation measures respond to the potential visual impact on existing neighbours.

The assessment of views from private residences was undertaken in the following steps:

- **Step 1:** Identify views that would be affected
- **Step 2:** Consider from what part of the property the views are obtained
- **Step 3:** Assess the extent of the impact (using a ranking system)
- **Step 4:** Assess the reasonableness of the proposal that is causing the impact i.e. does it comply with the planning intentions of the locality.

The magnitude of change levels identified in Table 4-2 have been used to ranking the potential visual impact on private dwellings.

#### 4.4. Method - Assessment of Urban Design and Landscape Impacts

An assessment of urban design and landscape character impacts of the Proposal was undertaken in two steps. These were:

- a response to the urban design principles contained in the *Multi-level and at-grade Commuter Car Parks urban design guidelines* (Transport for NSW, 2017, Interim Issue), and
- an assessment of overshadowing.

The *Multi-level and at-grade Commuter Car Parks urban design guidelines* (Transport for NSW, 2017, Interim Issue) contains a series of urban design principles.

This assessment considers how the Proposal has responded to these urban design principles, which are:

1. Connect with and enhance the transport network
2. Deliver quality built form that is appropriate to context
3. Include quality landscaping
4. Ensure a sustainable design outcome
5. Enhance the public realm
6. Allow for future growth (Pages 17-23).

Whilst there are no statutory requirements for the protection of solar access from multi-storey car parks, the *State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development (SEPP 65)* has been used for guidance. The SEPP includes an *Apartment Design Guide*. Objective 4A-1 (page 79) of the guide says:

*‘Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid winter in the Sydney Metropolitan Area’.*

To identify the hours of available sunlight, diagrams have been prepared to show the shadows that would be cast by the Proposal, at hourly intervals from 9am to 3pm.

This assessment includes:

- Identify properties potentially affected by overshadowing
- Identify any existing overshadowing impacts (if any)
- Identify extent of shadow with proposal in place
- Confirm if the impacts align generally with the benchmarks set within the *Apartment Design Guide*.

Assumptions have been made as to the likely internal layout of neighbouring residential properties based on the location of balconies, the size and shape of the windows.

## 4.5. Assigning impact levels

For public domain views an assessment of impact has been made on a range of representative viewpoints. A visual impact level has been determined by combining the sensitivity and magnitude level according to the matrix presented in Table 4-3.

Similarly, a night-time impact has been determined by combining a sensitivity and magnitude level according to the matrix presented in Table 4-4.

For views from private dwellings, the magnitude of change is used to describe the potential impact rather than assign a sensitivity level.

## 4.6. Mitigation measures

Following the identification of potential landscape and visual impacts, opportunities for mitigation were identified (to minimise impacts where they were identified). Mitigation measures considered included opportunities to avoid, reduce and/or manage potential adverse impacts during construction and operation of the Proposal.

TABLE 4-3 VISUAL / LANDSCAPE IMPACT LEVELS

|                     |                          | Sensitivity          |                   |                      |                   |                           |
|---------------------|--------------------------|----------------------|-------------------|----------------------|-------------------|---------------------------|
|                     |                          | National sensitivity | State Sensitivity | Regional sensitivity | Local sensitivity | Neighbourhood sensitivity |
| Magnitude of change | Considerable reduction   | Very high adverse    | Very high adverse | High adverse         | Moderate adverse  | Minor adverse             |
|                     | Minor reduction          | Very high adverse    | High adverse      | Moderate adverse     | Minor adverse     | Negligible                |
|                     | Neutral                  | Negligible           | Negligible        | Negligible           | Negligible        | Negligible                |
|                     | Minor improvement        | Very high benefit    | High benefit      | Moderate benefit     | Minor benefit     | Negligible                |
|                     | Considerable improvement | Very high benefit    | Very high benefit | High benefit         | Moderate benefit  | Minor benefit             |

TABLE 4-4 NIGHT-TIME VISUAL IMPACT LEVELS

|                     |                          | Sensitivity                                 |                             |                                |                              |
|---------------------|--------------------------|---|-----------------------------|--------------------------------|------------------------------|
|                     |                          | A0/A1: Dark / Intrinsically dark landscapes | 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                |
|                     | Minor reduction          | High adverse                                | Moderate adverse            | Minor adverse                  | Negligible                   |
|                     | Neutral                  | Negligible                                  | Negligible                  | Negligible                     | Negligible                   |
|                     | Minor improvement        | High beneficial                             | Moderate beneficial         | Minor beneficial               | Negligible                   |
|                     | Considerable improvement | Very high beneficial                        | High beneficial             | Moderate beneficial            | Minor beneficial             |

## 5. Assessment of visual impacts

### 5.1. Existing conditions

The site, primarily the access to the carpark, slopes gently from the rail corridor in the north to Edgbaston Road in the south whilst the main part of the car park is generally flat (refer Figure 5-1). The landform rises further to the north and east of the site, with a highpoint at the King Georges Road overbridge. This bridge provides north-south connectivity over the railway line, access to the station, and elevated views east to the station.



FIGURE 5-1 VIEW WEST ACROSS EXISTING CAR PARK

The railway corridor is in cutting with large concrete retaining walls separating the car park from the rail corridor. There is some vegetation between the railway and the northern site boundary, softening views between the rail corridor and adjacent uses, including the car park (Figure 5-2).

Stairs lead down from the King Georges Road overbridge to a path which follows the southern boundary of the rail line, adjacent to commercial properties facing King Georges Road, and connects with the existing surface carpark. A mature tree and some areas of garden areas are located on this path (Figure 5-3).

The car park site can be accessed via the path on the western side of the King Georges Road overbridge, via a set of stairs leading up from the western end of the station platform.

To the north of the rail corridor, a path is located at the top of the retaining wall, with large concrete based noise barriers, with clear perspex panels, enclosing views to the railway line (Figure 5-4). Further north, the railway line is bordered by educational facilities

(including a language school and Beverly Hills Girls High School) and low-medium rise residential apartments.

The vegetation along the southern boundary of the language school encloses views to and from the site (Figure 5-4).



FIGURE 5-2 VIEW WEST OVER RAIL CORRIDOR FROM KING GEORGES ROAD OVERBRIDGE



FIGURE 5-3 PATHWAY FROM KING GEORGES ROAD OVERBRIDGE



FIGURE 5-4 PATHWAY NORTH OF RAIL CORRIDOR

The local centre of Beverly Hills is located to the east of the car park site, extending north and south along King Georges Road (refer Figure 5-5). It is characterised by early twentieth century two-storey commercial terrace buildings with retail and offices at street level,



channeling views north-south along King Georges Road. A central landscaped median strip provides some visual relief amongst the busy 6-8 lane road corridor.

Beverly Hills Station (c.1931) is located to the east of King Georges Road overbridge. This station is on the State Heritage list and characterised by the distinctive single storey platform building with a hipped and gabled roof and decorative red brickwork. The railway line and platform buildings are located in a cutting and not visible from the car park site.

Areas to the south and west of the car park site are characterised by a mix of detached single



storey dwellings and medium rise residential apartment buildings. The streetscape along Edgbaston Road is characterised by mature Brush Box trees (refer Figure 5-6).

The site is currently occupied by a surface carpark which extends across most of the site. A two-lane entry road extends north into the site from Edgbaston Road. This entry road is flanked by car parking spaces. There is a narrow garden area to the west of the entry road which includes a few trees and shrubs. To the north of the car park there is a triangular shaped garden area with a row of semi-mature trees (refer to Figure 5-7).

90-degree angle commuter car parking is currently provided along Tooronga Terrace and Morgan Street, immediately north and south of the station.

The visual conditions of the study area are further illustrated in Figure 5-8.



FIGURE 5-5 BEVERLY HILLS LOCAL CENTRE, KING GEORGES ROAD



FIGURE 5-6 VIEW ALONG EDGBASTON ROAD



FIGURE 5-7 VEGETATION ALONG THE NORTHERN EDGE OF THE CARPARK



FIGURE 5-8 LANDSCAPE AND VISUAL FEATURES OF THE SITE AND SURROUNDS

The existing landscape and visual conditions of the site and surrounding areas of Beverly Hills are likely to change with the potential changes to the land use and allowable building height of buildings on and surrounding the Proposal site (as described in section 3.2.4 of this report). The potential for increased built form density and greater massing and scale is illustrated in the following Figures 5.9 and 5-10. These diagrams show the existing massing of built form in the vicinity of the site, derived from LiDAR data, and the potential future massing of built form in the vicinity of the site based on the recommended heights of buildings in the Beverly Hills Town Centre Masterplan (Georges River Council, 2021).



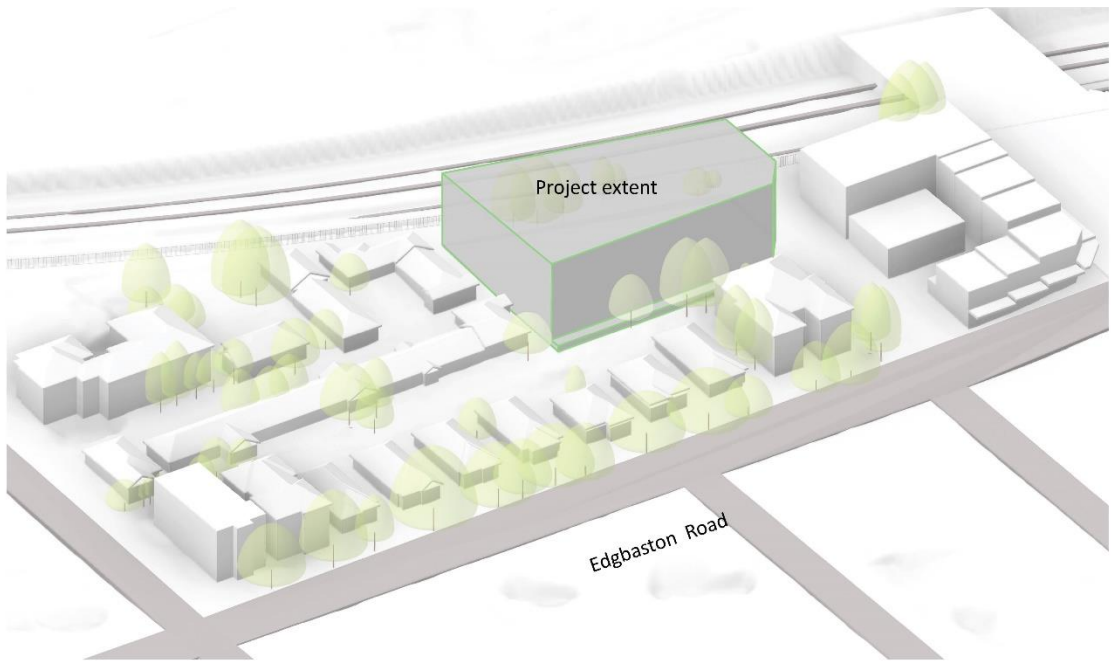
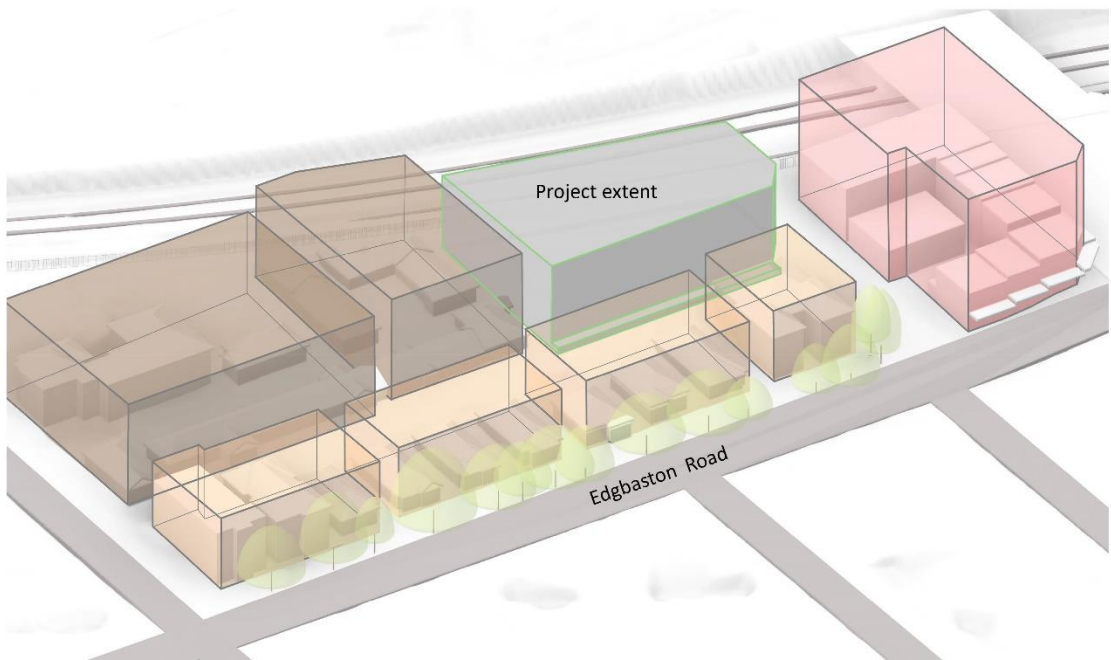


FIGURE 5-9 DIAGRAM SHOWING EXISTING MASSING OF BUILT FORM IN THE VICINITY OF THE SITE



Proposed height of buildings (Beverly Hills Town Centre Master Plan):

- Up to 28 metres (about 8 storeys)
- Up to 21 metres (about 6 storeys)
- Up to 15 metres (about 4 storeys)

FIGURE 5-10 DIAGRAM SHOWING POTENTIAL EXTENT OF BUILT FORM IN THE VICINITY OF THE SITE

## 5.2. Public domain views – Daytime visual assessment

The following viewpoints were selected to represent the main public views to the Proposal:

- Viewpoint 1: View northeast from Melvin Street
- Viewpoint 2: View north from the corner of Hampdon Street across Edgbaston Road
- Viewpoint 3: View north from the footpath on Edgbaston Road
- Viewpoint 4: View west from King Georges Road
- Viewpoint 5: View southwest from King Georges Road to carpark pedestrian entry
- Viewpoint 6: View southwest from King Georges Road Bridge at the lift to Beverly Hills Station
- Viewpoint 7: View west from King Georges Road overbridge stairs to Beverly Hills Station.

The location of these viewpoints is shown on Figure 5-11, and an assessment of each viewpoint has been summarised on the following pages.

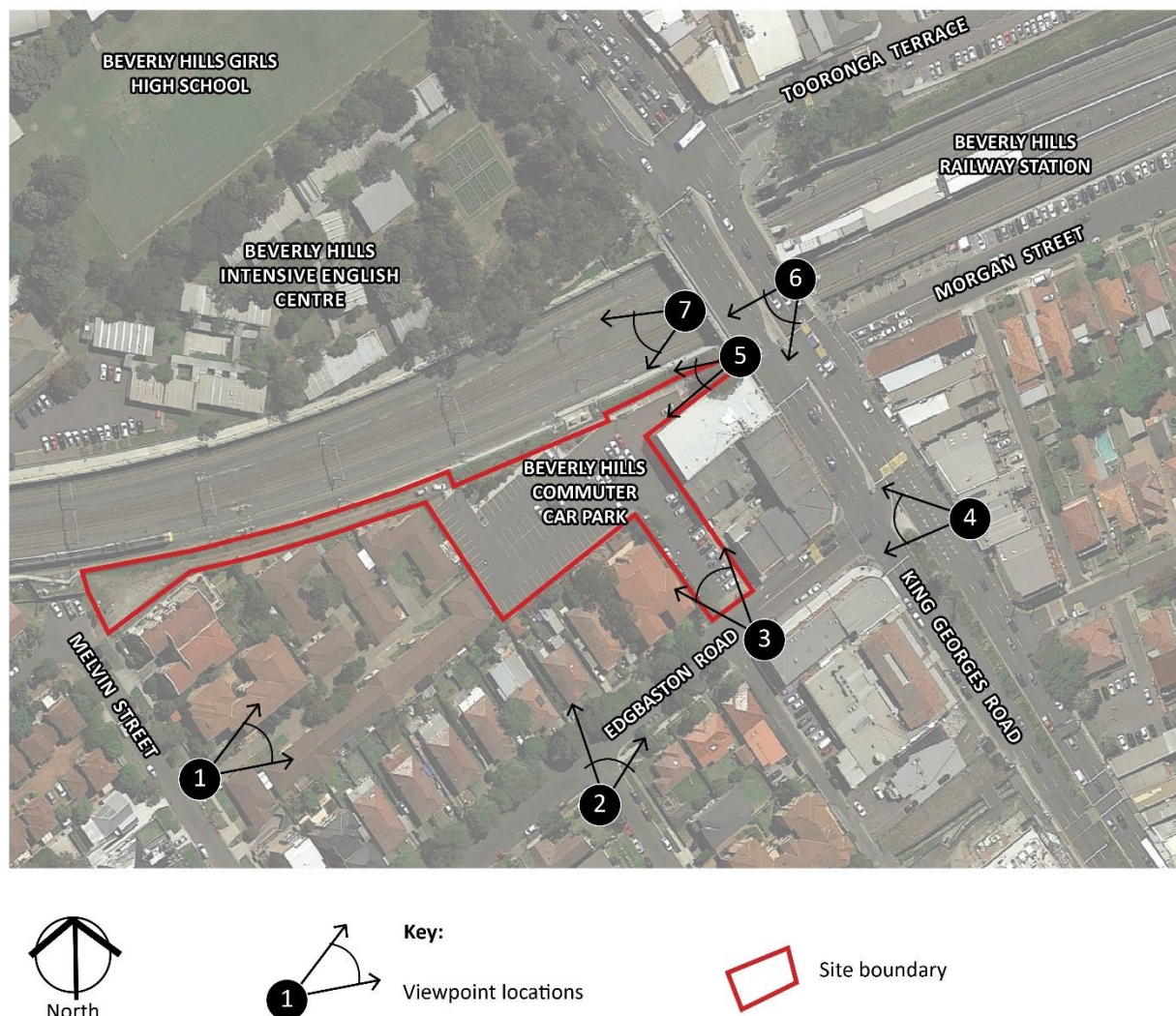


FIGURE 5-11 VIEWPOINT LOCATION PLAN



### 5.2.1. Viewpoint 1: View northeast from Melvin Street



FIGURE 5-12 VIEWPOINT 1: VIEW NORTHEAST FROM MELVIN STREET



FIGURE 5-13 VIEWPOINT 1: VIEW NORTHEAST FROM MELVIN STREET – PHOTOMONTAGE

Existing view: This view is directed along the driveway at the entrance of a low-density multi-dwelling housing complex (46 Melvin Street) which adjoins the western boundary of the Proposal site. This complex contains 14 dwellings within several single storey brick buildings. These buildings can be seen with small courtyard gardens and lawn areas along the internal circulation roads (right of view). To the north (left of view), there is a three-storey apartment block. Units located in the eastern part of this apartment building would have elevated easterly views over the low-rise residential community towards the car park site.

There are several trees along the driveway, in the centre of this view, that provide some screening of the buildings in the middle and background of this view. The existing commuter car park and three storey commercial building can be seen, glimpsed through these trees, beyond the eastern end of the internal access road, in the background of this view. This commercial building rises several storeys above the residences.

The residential areas in the fore and middle ground of this view are zoned R4 High Density Residential (Georges River LEP 2021), with the height of buildings up to 12 metres (or four storeys). This area is also identified in the Beverly Hills Town Centre Masterplan as potentially increasing to six storeys (21 metres). It is therefore possible that the type of residential development in this view may change in the future, with buildings of a much larger mass and scale.

Visual sensitivity: This view is of **neighbourhood visual sensitivity** as it is located in a private residential street and seen mainly by local residents and their visitors.

Visual impact during construction: A construction site would be established in the background of the view, directly adjacent to the residential buildings along the western site boundary. Work within the site would include the use of large construction equipment including excavators and cranes. Construction of the upper levels of the car park would be progressively visible above the fence line beyond the existing residences.

While the character of this construction activity would contrast with the leafy low-rise residential character of these views, it would be seen in the background, and

partly screened by intervening built form and trees. Overall, there would be a minor reduction in the amenity of this view, which is of a neighbourhood visual sensitivity resulting in a **negligible visual impact**.

Visual impact during operation: The aboveground levels of the multi-storey car park building would be seen in the background of this view, at the end of the internal access road. The building would replace the existing commuter car park and rise up to five levels and partly seen against the skyline.

From this location, existing intervening trees would screen much of the view of the car park building. The lower part of the building would be screened by built form and fencing, and the in the view foreground, within the existing residential community.

The car park would block views to existing commercial buildings on King Georges Road in the Beverly Hills local centre, currently seen in the background of this view.

While the building would have a large mass and scale, it would be seen in the background and not prominent in this view. Overall, there would be a minor reduction in the amenity of this view, which is of a neighbourhood visual sensitivity, resulting in a **negligible visual impact**.

### 5.2.2. Viewpoint 2: View north from the corner of Hampden Street across Edgbaston Road

Existing view: This view includes the intersection of Edgbaston Road and Hampden Street in the foreground. In the middle ground, to the north of Edgbaston Road, there are residential buildings, including several single storey residential dwellings with front gardens, fences and garden walls (8, 10 and 12 Edgbaston Road) and a three storey apartment building (4 Edgbaston Road). The entrance to the existing car park can be seen (right of view), between the apartment block and two-storey commercial building, marking the edge of Beverly Hills local centre. The existing surface carpark is located beyond these dwellings and is out of view. The mature Brush Box trees along Edgbaston Road provide a consistent and leafy character to this area, which also screen views to the existing residential buildings.





FIGURE 5-14 VIEWPOINT 2: VIEW NORTH FROM THE CORNER OF HAMPDEN STREET ACROSS EDGBASTON ROAD

The land use zoning for this location is R4 High Density Residential (Georges River LEP 2021) with building heights permitted to reach up to 12 metres (or four storeys) and also identified in the Beverly Hills Town Centre Masterplan as potentially increasing to four storeys (15 metres). Therefore the type of residential development in this view is likely to change in the future.

Visual sensitivity: This view is of **neighbourhood visual sensitivity** as it is located in a residential street, would be seen by local residents and their visitors.

Visual impact during construction: The ground level construction work would be screened by the street trees, houses and apartments along Edgbaston Road. Construction of the upper levels of the structure, may be visible in the background of this view, rising above the houses and filtered through the existing street trees. This may include tall equipment such as cranes and pile drivers. The existing car park entrance on Edgbaston Road (right of view) would be used for construction site access and there would be heavy vehicles, machinery, plant and construction staff would be seen crossing this view and entering the site in this location.

Overall, the Proposal would result in a minor reduction in the amenity of this view which is of a neighbourhood visual sensitivity, resulting in a **negligible visual impact** during construction.

Visual impact during operation: The upper levels of the car park structure may be seen in the background of this view, rising above the existing buildings and trees in the centre, middle ground of this view. The car park building would have a long façade, somewhat contrasting in scale and mass to the scale of the existing residential built form. The entry to the carpark would be visible to the east (right of view) and be similar in character to the existing car park driveway. Overall, there would be a minor reduction in the amenity of this view which is of a neighbourhood visual sensitivity, resulting in a **negligible visual impact**.

### 5.2.3. Viewpoint 3: View north from the footpath on Edgbaston Road



FIGURE 5-15 VIEWPOINT 3: VIEW NORTH FROM THE FOOTPATH ON EDGBASTON ROAD



FIGURE 5-16 VIEWPOINT 3: VIEW NORTH FROM THE FOOTPATH ON EDGBASTON ROAD – PHOTOMONTAGE



Existing view: The entrance to the commuter car park can be seen in the centre of this view, including 90 degree and parallel parking on either side of the two-lane entry. Beyond the car park, the rail corridor is in cutting, so that only filtered glimpses to the overhead wires and associated equipment along the rail corridor can be seen. A retaining wall and clear panel noise wall along the northern rail corridor cutting can be seen in the background of this view with a backdrop of mature trees.

A three storey apartment building faces Edgbaston Road (4 Edgbaston Road), to the west of the driveway (left of view). This building together with the existing trees along the site boundary obstructs the view to the western portion of the existing surface car park. To the east (right of view) the rear of several two to three storey commercial buildings (409-421 King Georges Road) can be seen with a further driveway and car parking separating these buildings and the Site.

In the Georges River LEP 2021, buildings within the Beverly Hills Local Centre (B2 zone, right of view) are permitted to reach 15 metres, about two storeys higher than the existing office buildings. The Beverly Hills Masterplan recommends the height of buildings in this area be increased to 28 metres (about 8 storeys). The areas to the east (left of view) are zoned R4 High Density Residential, with building heights permitted to reach up to 12 metres (or four storeys) in the Georges River LEP 2021 and up to 15 metres (about four storeys) in the Beverly Hills Masterplan (Georges River Council, 2021). The scale of development in this view, therefore, has the potential to change in the future.

Visual sensitivity: This view is of **local visual sensitivity** as it is located in Beverly Hills local centre, which is a gathering place for people and a place of local business.

Visual impact during construction: A construction site would be established in the middle ground of the view on the site of the existing commuter car park, adjacent to the apartment building (centre of view). The existing car park entrance would be a main site egress and

construction vehicles would be seen travelling along Edgbaston Road, west of the site entry, and within the site.

Construction activity within the site would include the removal and regrading of the car park and entrance road, in the middle ground of this view, and construction of the multi-storey car park to the rear of the site. Several trees along the western boundary of the entrance road would be removed, however, the existing trees within the neighbouring property garden would remain.

Construction of the car parking structure would be prominent in this view, rising taller than the adjacent built form and reducing the visible extent of the vegetation in the background. The character of this construction activity would contrast in character with the leafy residential buildings (left of view) but have less contrast with the character of the commercial built form along King Georges Road.

Overall, there would be a considerable reduction in the amenity of this view which is of a local visual sensitivity, resulting in a **moderate adverse visual impact** during construction.

Visual impact during operation: The car park entrance road would be resurfaced and regraded and trees on the site would be removed. The existing angle parking would be replaced.

A new multi-level car park would be visible to the west of this entrance road (left of view), partly screened by the existing apartment building. The building could rise up to five levels, stepping up in height from the existing adjacent buildings. There would remain a view to the rail corridor and part of the vegetated backdrop would be retained.

Overall, the Proposal would increase the extent of built form visible from this location, however, the built form would step up slightly in height and not be prominent from this location. This would result in a minor reduction in the amenity of this view which is of a local visual sensitivity, resulting in a **minor adverse visual impact** during operation.

#### 5.2.4. Viewpoint 4: View west from King Georges Road



FIGURE 5-17 VIEWPOINT 4: VIEW WEST FROM KING GEORGES ROAD

**Existing view:** This view is from the local centre of Beverly Hills, looking west from King Georges Road towards Edgbaston Road. The heavily trafficked corridor of King Georges Road, seen in the foreground of view, includes six to eight lanes separated by a central median. The median includes a raised gardens bed, providing some visual relief to this otherwise vehicle dominated streetscape.

The landform gently rises to the north (left of view) along King Georges Road towards the rail overbridge and slopes away to the west along Edgbaston Road (centre of view). The sloping landform and two storey buildings in Beverly Hills local centre block views to the existing surface car park and rail corridor beyond. The existing car park access road is visible in the middle ground of this view, on the northern side of Edgbaston Road. The Mature Brush Box street trees on Edgbaston Road filter views to the existing low to medium density housing south of the car park site.

In the Georges River LEP 2021, buildings within the Beverly Hills Local Centre (B2 zone, right of view) are permitted to reach 15 metres, about two storeys higher than the existing commercial buildings. In the Beverly Hills Masterplan (Georges River Council, 2021) a building height of 28 metres (about 8 storeys) is proposed, which would further increase the scale of the built form in this area. The areas to the west (centre of view) are zoned R4 High Density Residential, with building heights permitted to reach up to 12 metres (or four storeys). In the Beverly

Hills Masterplan (Georges River Council, 2021) a building height of 15 metres (about 4 storeys) is proposed, which would further increase the scale of the built form in this area. The scale of development in this view is therefore has the potential to change.

**Visual sensitivity:** This view is of **local visual sensitivity** as it is located in Beverly Hills local centre, which is a gathering place for people and a place of local business.

**Visual impact during construction:** A construction site would be established on the site of the existing commuter car park, to the rear of the commercial buildings on the northern corner of Edgbaston and King Georges roads. Most of the construction works would not be visible from this location due to the intervening built form and vegetation. However, construction works at the site entry would be visible in the middle ground of view, between the three-storey apartment building adjoining the Proposal site and the two storey commercial buildings on King Georges Road. Cranes and other tall construction equipment may be visible at times, rising above the buildings on King Georges Road, and construction vehicles would be seen travelling along Edgbaston and King Georges roads.

Due to the limited visibility of the Proposal from this location and highly urban character of this view, there would be a minor magnitude of change in the amenity of

this view which is of a local visual sensitivity resulting in a **minor adverse visual impact** during construction.

Visual impact during operation: The car park structure is unlikely to be seen in this view due to the intervening built form along King Georges Road, the distance and descending landform. However, if visible, the building would step up from the existing built form and be absorbed into this predominantly urban character view. The car park entry would be visible in the middle ground of view, including entry gates and ticketing infrastructure. Overall, there would be no reduction in the amenity of

this view which is of a local visual sensitivity, resulting in a **negligible visual impact** during operation.

### 5.2.5. Viewpoint 5: View southwest from King Georges Road to carpark pedestrian entry

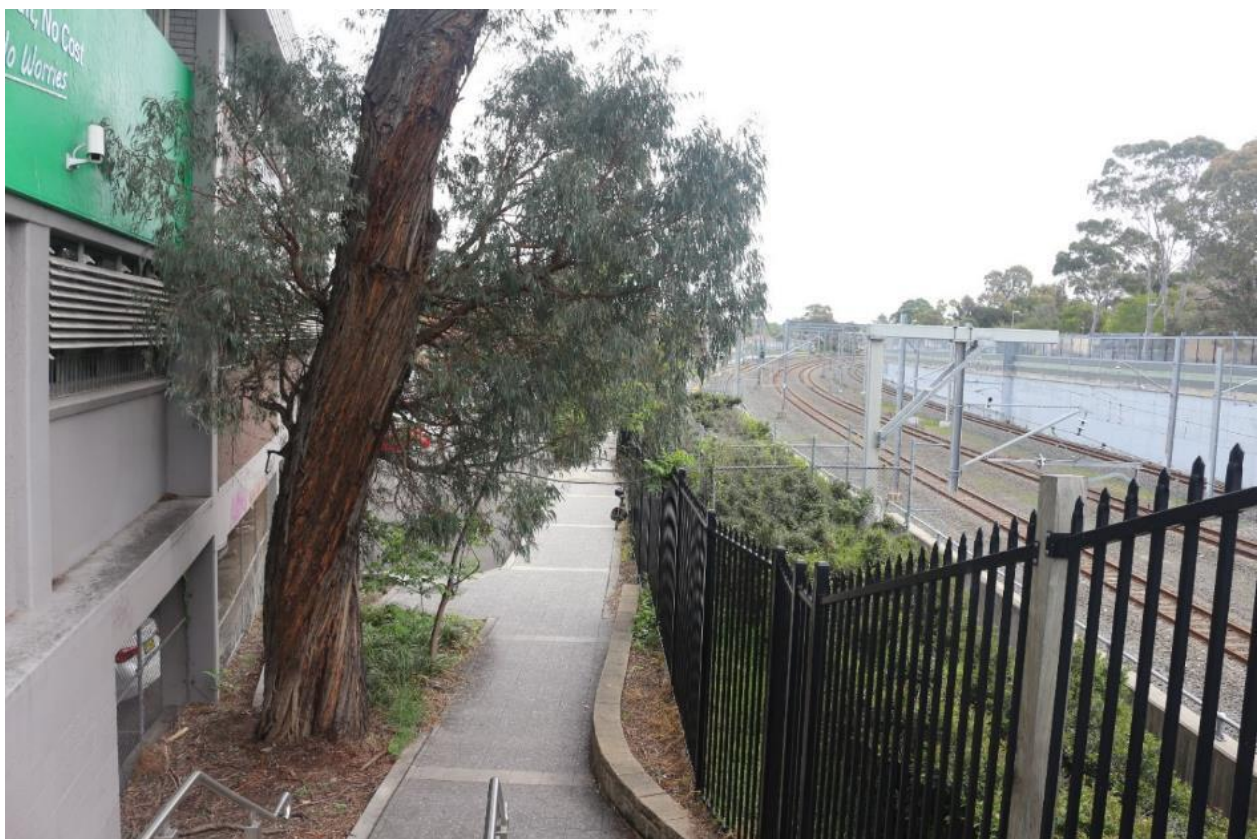


FIGURE 5-18 VIEWPOINT 5: VIEW SOUTHWEST FROM KING GEORGES ROAD TO CARPARK PEDESTRIAN ENTRY

Existing view: This view is from the top of a staircase that links the commuter car park with King Georges Road. This view is an elevated westerly view along the rail corridor which is in cutting. The fencing and planting at the top of the rail cutting provide some visual separation between the track and pathway.

A mature tree is located to the south of the stairs (left of view). This tree and the three-storey built form within Beverly Hills local centre mostly screen and filter views to the commuter car park site. In the Georges River LEP 2021, buildings within the Beverly Hills Local

Centre (B2 zone, left of view) are permitted to reach 15 metres, about two storeys higher than the existing commercial buildings. In the Beverly Hills Masterplan (Georges River Council, 2021) a building height of 28 metres (about 8 storeys) is proposed, which would further increase the scale of the built form in this area.

The areas to the west (centre background of view) are zoned R4 High Density Residential, with building heights permitted to reach up to 12 metres (or four storeys). In the Beverly Hills Masterplan (Georges River Council, 2021) a building height of 21 metres (about 6

storeys) is proposed, which would further increase the scale of the built form in this area. The scale of development in this view is therefore has the potential to change in the future.

Visual sensitivity: This view is of **local visual sensitivity** as it is located in the station precinct and Beverly Hills local centre, used by many people throughout the day. This view is located within the curtilage of the State Heritage Listed station, however, there are no heritage features visible.

Visual impact during construction: The footpath and stairs would be closed, and the northern edge of the construction site would be seen in the middle ground of view, along the existing fence line. The steel fence and vegetation at the top of the rail corridor retaining wall (right of view) and mature Brush Box tree (left of view) would be retained. Most of the construction works, including a construction compound that would be located generally in the background of this view, would be blocked by existing vegetation and the three-storey commercial building at King Georges Road (left of view). There would be some works required to upgrade the stairs, in the foreground of the view. This work would be minor in nature.

This construction activity would be largely out of view and where seen, would be seen in the context of the existing rail corridor. Overall, there would be a minor reduction in the amenity of this view, which is of a local visual sensitivity, resulting in a **minor adverse visual impact** during construction.

Visual impact during operation: Most of the car park building would not be visible from this location due to the intervening vegetation and commercial building (left of view). Minor improvements to the stairs and footpath would be visible in the foreground of this view. The northern edge of the car park structure would be visible at the base of the stairs, when approaching the car park, however these views would be experienced by those intentionally approaching the facility. While the scale of the car park structure would be larger than the adjacent commercial building, rising up to five levels and having a long northern elevation, up to about 50 metres, views to the building from this location would be limited and in character with the nearby commercial precinct and rail corridor.

Overall, there would be a minor reduction in the amenity of this view, which is of a local visual sensitivity, resulting in a **minor adverse visual impact** during operation.

#### 5.2.6. Viewpoint 6: View southwest from King Georges Road Bridge at lift entry to Beverly Hills Station

Existing view: This view is from the eastern footpath of the King Georges Road overbridge near the Beverly Hills station lift entry. The existing commercial building along King Georges Road, and a mature Brush Box tree, can be seen in the middle ground (left of view). There are transparent anti-throw screens over the bridge which allows a view to a leafy residential backdrop (right of view)

In the Georges River LEP 2021, buildings within the Beverly Hills Local Centre (B2 zone, left of view) are permitted to reach 15 metres, about two storeys higher than the existing commercial buildings. The Beverly Hills Masterplan (Georges River Council 2021) proposes this increase to 28 metres (about 8 storeys). The areas to the west (centre background of view) are zoned R4 High Density Residential, with building heights permitted to reach up to 12 metres (or four storeys). The Beverly Hills Masterplan (Georges River Council 2021) proposes the height of buildings to increase to 21 metres (about 6 storeys). The scale of development in this view therefore has the potential to change in the future.

Visual sensitivity: This view is of **local visual sensitivity** as it is located at the station entry where groups of people would gather and this is the primary station entry for those accessing the station from the eastern side of King Georges Road. While this view is located within the curtilage of the State Heritage Listed station, there are no heritage features visible.





FIGURE 5-19 VIEWPOINT 6: VIEW SOUTHWEST FROM KING GEORGES ROAD BRIDGE AT LIFT ENTRY TO BEVERLY HILLS STATION

Visual impact during construction: Construction of the multi-storey car park building would be visible in the background of the view, to the west (centre and right of view) and set back from the existing commercial buildings along King Georges Road. The construction of the upper levels of the car park would be seen behind and rising above the existing commercial building and the overbridge, seen through the transparent anti-throw screens and in the context of vehicles constantly passing in each direction along King Georges Road.

The new building under construction would rise several stories above the existing commercial buildings, forming a new skyline feature. This building would have a long northern elevation and would obstruct the more distant views to the leafy residential areas to the west, seen in the centre of this view. There may also be tall equipment used for construction that would also be seen, including cranes and piling rigs.

While this building would be seen in the background and in an urban setting, there would be a minor reduction in the amenity of this view, which is of a local visual sensitivity, resulting in a **minor adverse visual impact** during construction.

Visual impact during operation: The car park structure would be seen in the background of this view, setback from the existing commercial buildings. The full length of the northern façade of the building would be seen from this location, angled away and extending along the rail corridor for about 50 metres. This building could rise up to 2-3 levels higher than the adjacent office building on King Georges Road. From this elevated location the cars parked at the rooftop level may be glimpsed above the top carpark deck.

This building would obstruct the distant view to the leafy suburban areas to the west. This Proposal would be seen in the context of the existing rail corridor infrastructure and existing local centre of Beverly Hills, including commercial buildings and traffic on King Georges Road.

Overall, due to the scale of the proposed building and obstruction of the distant views, this Proposal would result in a minor reduction in the amenity of this view, which is of a local visual sensitivity, resulting in a **minor adverse visual impact** during operation.

5.2.7. Viewpoint 7: View west from King Georges Road overbridge from stairs to Beverly Hills Station



FIGURE 5-20 VIEWPOINT 7: VIEW WEST FROM KING GEORGES ROAD OVERBRIDGE FROM STAIRS TO BEVERLY HILLS STATION



FIGURE 5-21 VIEWPOINT 7: VIEW WEST FROM KING GEORGES ROAD OVERBRIDGE FROM STAIRS TO BEVERLY HILLS STATION – PHOTOMONTAGE



Existing view: This view is from the King Georges overbridge at the western stair entrance to the Beverly Hills station. A three-storey commercial building on King Georges Road can be seen to the south of the overbridge (left of view). The stairs, providing access between the platform and the King Georges Road overbridge, are located in the foreground of this view. This view is directed along the rail corridor, which is located in a cutting, with a large concrete retaining wall along its southern boundary. There would be intermittent trains seen travelling along this corridor.

The existing commuter car park is visible in the centre of this view, beyond some existing vegetation at the top of the retaining walls. Beyond the existing car park there are low and medium density residential buildings set amongst mature trees, forming a backdrop to the south and west (centre and right of view).

In the Georges River LEP 2021, buildings within the Beverly Hills Local Centre (B2 zone, left of view) are permitted to reach 15 metres (or five storeys), about two storeys higher than the existing commercial buildings. The areas to the west (centre background of view) are zoned R4 High Density Residential, with building heights permitted to reach up to 12 metres (or four storeys). The scale of development in this view is therefore has the potential to change in the future.

Visual sensitivity: This view is of **local visual sensitivity** as the station platform is used by groups of people and this is the primary station entry for those accessing the station from the western side of King Georges Road. Whilst Beverly Hills Station is heritage listed, there are no heritage items in this view. While this view is located within the curtilage of the State Heritage Listed station, there are no heritage features visible.

Visual impact during construction: A construction site would be located generally parallel to the rail corridor, set back from the site boundary fence line by about three metres, and visible in the centre, middle ground of the view.

Construction of the car park and associated machinery and plant would be visually prominent from this location as it would rise above the site to a height greater than the adjacent commercial building and would extend across a long section of the northern site boundary. The openness of this view would be substantially reduced, trees would be removed, construction activity would be seen rising above the skyline and obstructing the view to the leafy residential areas to the south and west of the site.

While the construction activity would be seen in the context of intermittent trains, and adjacent to the rear of a commercial area, it would contrast somewhat with the existing leafy residential background of this view. Overall, there would be a considerable reduction in the amenity of this view, which is of a local visual sensitivity, resulting in a **moderate adverse visual impact** during construction.

Visual impact during operation: The full length of the northern façade of the car park building would be seen in the centre, middle ground of this view. The building could rise up to five levels above the rail corridor and be seen above the existing rail corridor retaining wall, emphasizing its height from this vantage point. The building would rise up to two levels higher than the adjacent office building on King Georges Road (left of view), stepping up in height.

This is a view along the rail corridor, where there are lower amenity values and therefore a greater capacity to accommodate development with a greater visual bulk and scale in the view. However, this would be an unobstructed view to a new building (up to a 5 level multistorey car park) with a larger mass and scale than the adjacent buildings. Some trees would be removed and the new building would replace the existing low to medium density residential and leafy backdrop to this view.

Overall, due to the large scale and visual mass of this building, seen within the context of the rail corridor, there would be a considerable reduction in the amenity of this view which is of a local visual sensitivity, resulting in a **moderate adverse visual impact** during operation.

## 5.2.8. Public domain views - Summary of daytime visual assessment

The following is a summary of the impacts identified in the viewpoint assessment.

### 5.2.8.1. Visual impacts from surrounding streets

There would be **negligible visual impact** in views from Melvin Street and Hampden Streets during construction and operations due to the screening effect of intervening buildings and trees (refer to Viewpoint 1 and 2).

### 5.2.8.2. Views from Beverly Hills commercial centre

There would be a **moderate adverse visual impact** on views from Edgbaston Road during construction, due to the scale of the works that would be seen in close proximity. During operations, the building would be partly screened by intervening buildings and vegetation so that it would not be prominent in this view and there would be a **minor adverse visual impact** (refer viewpoint 3).

There would be a **minor adverse visual impact** from the commercial areas along King Georges Road during construction as the construction works would be largely screened by commercial development (refer viewpoint 4 and 5). Where visible, the works would be largely absorbed into the built character of these urban views. Similarly, during operation there would be a **negligible visual impact** as the multi-storey car park would be largely screened by intervening built form or where visible, it would have a similar scale and massing to the surrounding commercial precinct.

### 5.2.8.3. Views from Beverly Hills station

The Beverly Hills Station is located in a cutting, with the King Georges Road overbridge and retaining wall along the rail corridor providing visual separation between the station platforms and proposal site. However, there would be views to the Proposal from the western end of the Beverly Hills Station platforms and from the entrances to the station on the King Georges Road rail overbridge. From these locations there would be a **minor adverse visual impact** during construction due to the scale of the work.

During operation, there would be a **negligible visual impact** from the eastern side of King Georges Road where the project extent would be seen in the context of and stepping up from the existing commercial buildings. There would be a **minor adverse visual impact** from the western side of King Georges Road where the new project extent would be seen, unobstructed and the long northern façade of the project extent would be prominent and obstruct distant views.

During construction, due to the minor scale of the works proposed works at Tooronga Terrace there would be a **negligible visual impact**. Similarly, during operations there would be a **negligible visual impact** due to the proposed adjustments being in character with existing views in this area.

TABLE 5-1 SUMMARY OF VIEWPOINT ASSESSMENT

|   | Viewpoint location  | Sensitivity   | Construction           |                  | Operation       |                  |
|---|---|---------------|------------------------|------------------|-----------------|------------------|
|   |   |               | Magnitude              | Visual impact    | Magnitude       | Visual impact    |
| 1 | View northeast from Melvin Street                                     | Neighbourhood | Minor reduction        | Negligible       | Minor reduction | Negligible       |
| 2 | View north from Hampdon Street across Edgbaston Road                  | Neighbourhood | Minor reduction        | Negligible       | Minor reduction | Negligible       |
| 3 | View north from the footpath on Edgbaston Road                        | Local         | Considerable reduction | Moderate adverse | Minor reduction | Minor adverse    |
| 4 | View west from King Georges Road                                      | Local         | Minor reduction        | Minor adverse    | Neutral         | Negligible       |
| 5 | View southwest from King Georges Road to carpark entry                | Local         | Minor reduction        | Minor adverse    | Minor reduction | Minor adverse    |
| 6 | View southwest from King Georges Road Bridge at Beverly Hills Station | Local         | Minor reduction        | Minor adverse    | Neutral         | Negligible       |
| 7 | View west from King Georges Road overbridge                           | Local         | Minor reduction        | Moderate adverse | Minor reduction | Moderate adverse |



## 5.3.Views from adjoining private residences

### 5.3.1. Views from residences to the west

The proposed construction works would be located near the single storey detached dwellings adjoining the western site boundary (refer to Figure 5-22). While the existing garden fencing and sheds would obstruct eastward views to the ground level works, construction of the upper levels would be seen largely unobstructed above the site. This would include works to construct up to five levels in close proximity and including the use of large construction equipment such as cranes and piling rigs.

The close proximity and temporary character of the construction activity would contrast with the leafy low-rise residential character of views from the residential properties directly adjacent to the site on Melvin Street. This would result in a **considerable reduction** in the amenity of views overlooking the site.

During operation, the single storey detached dwellings adjoining the western site boundary would be in close proximity to the project extent. The project extent is located within half a metre of the property boundary and may rise up to five levels. Again, the ground level of the car park would be partially screened by fencing and garden vegetation, the east facing windows, patios/courtyards, doorways and garden areas would have close-range views to the car park building. There is the potential for overlooking from the upper levels of the proposed car parking structure to the outdoor spaces of these residences. Overall, due to the scale of the project extent there would likely be a **considerable reduction** in the amenity of these views during operation.



FIGURE 5-22 VIEW FROM THE SITE TO PROPERTIES ADJOINING WESTERN SITE BOUNDARY, ON MELVIN STREET

The medium density residential properties on Melvin Street (opposite Gregory Crescent) include windows and balconies which face the rail corridor (refer to Figure 5-21). These properties have an existing view across a rail corridor access track and the rail corridor. This access track may be used during construction of this Proposal and during this time there may be additional heavy vehicles seen in close proximity, crossing this view. While these additional activities would be seen in largely unobstructed and in close proximity, the additional heavy vehicle use of this track would be an incremental change from what is currently seen. Overall, there would be a **minor reduction** in the amenity of north facing views from these residences.

During operation, the rail maintenance track would return to its current use. Therefore, there would be a **neutral** impact on the amenity of the north oriented views from these residences.



FIGURE 5-23 VIEW FROM MELVIN STREET TO MEDIUM DENSITY RESIDENTIAL PROPERTIES ADJACENT TO THE RAIL CORRIDOR

### 5.3.2. Views from residences to the south west

To the south west of the proposal site, there are several single storey residential dwellings (8, 12/10, 16/14 and 20/18 Edgbaston Road), (refer to



Figure 5-24). These dwellings would have close proximity views to the construction works. The lower

levels of the works would be screened by rear fences and sheds and vegetation, but the upper-level car park construction works would be visible, with some filtering by trees in the rear gardens. Due to the landform, which generally slopes down from the northern boundary of the site to the south, the height of the works to construct the project extent may be exaggerated as the private dwellings are on slightly lower ground. Overall, there would be a **considerable reduction** in amenity of these views during construction albeit temporary in nature.



FIGURE 5-24 VIEW TO RESIDENCES ADJOINING SOUTHERN SITE BOUNDARY, ON EDGBASTON ROAD

During operation there would be views from these dwellings to the project extent. The north facing windows, patios, doorways and garden areas would have close-range views to the project extent including it being setback three metres from the common property boundary. There is the potential for overlooking from the proposed car parking structure to the rear gardens of these properties.

Due to the proximity, and scale of the project extent there would continue to be a **considerable reduction** in amenity in northerly views from these dwellings.

### 5.3.3. Views from the apartment building adjoining the site, on Edgbaston Road

An apartment building (6 Edgbaston Road) adjoining the southern site boundary and existing entrance road would be in close proximity to the construction works. The building has small windows along the northern façade (refer to Figure 5-26), that suggest they are likely bathrooms and bedroom windows and therefore considered less important viewing locations. The eastern building façade includes small balconies and larger windows which overlook the existing car park entrance and the rear of the commercial buildings on King Georges Road (refer to Figure 5-27).

The design and construction of this apartment building suggests that it was done so to reduce impacts from the use of the car park and rail line.

The ground level construction work would be partly screened by the existing fence and vegetation within the property of 6 Edgbaston Road. However, there would be works visible rising above the fence from the ground level of this apartment building. The north and east facing rooms and balconies on the second and third level of this building would have close range views to the construction activity. Overall, there would be a **considerable reduction** in the amenity of these views.

During operation, the car park structure would be prominent in north-facing windows from this apartment building. However, these are smaller windows which currently overlook a surface car park. The proposal would also be seen from the east-facing windows and balconies. Whilst these living areas and rooms would have views of greater importance than those to the rear and northern facade of the building, they currently overlook a surface carpark. The change to the character of views to the east would be minimal as the surface carparking would be replaced with a wider entry road, and would remove existing vegetation, which have a similar visual character. Overall, there would be a **considerable reduction** in the amenity of these views during operation.



FIGURE 5-25 VIEW FROM EDGBASTON ROAD TO THE APARTMENT BUILDING, CAR PARK ENTRY AND COMMERCIAL BUILDINGS



FIGURE 5-26 NORTHERN ELEVATION OF THE APARTMENT BUILDING ADJACENT TO PROPOSAL SITE



FIGURE 5-27 EASTERN ELEVATION OF THE APARTMENT BUILDING ON EDGBASTON ROAD

#### 5.3.4. Views from adjoining private residences - Summary of visual assessment

The following is a summary of the impacts identified in the viewpoint assessment.

Generally, there would be a **considerable reduction** in the amenity of views from residential properties located directly to the west and south west of the site during construction (8, 12/10, 16/14 and 20/18 Edgbaston Road). This is due to the scale and proximity of the construction activity to these residences. There would be a **minor reduction** in the amenity of north facing views from the medium density residential building on Melvin Street during construction due to the temporary use of the existing rail corridor access track by this Proposal.

In views from the medium density residential building to the south of the site (6 Edgbaston Road), there

would also be a **minor reduction** in amenity of views during construction. This is because, there are few windows oriented to the north, where the main construction activity would be, and the views that face east currently view a surface carpark and the rear of the commercial buildings on King Georges Road, reducing the level of contrast between the works and the existing views.

During operation, there would continue to be a **considerable reduction** in the amenity of views from residences to the west and south west due to the scale of the project extent and close proximity of these dwellings. There would continue to be a **minor reduction** in the amenity of views from the medium density residential building to the south of the site (6 Edgbaston Road), due to the scale and proximity of the proposed project extent. There would be no ongoing visual impact to views of the existing rail access track during operation and no visual impact in north facing views from the medium density residential buildings on Melvin Street.

These residences are all zoned R4 High Density Residential, with building heights permitted to reach up to 12 metres (or four storeys) (Georges River LEP 2021) These potential visual impacts could be considered to be temporary if any of these properties were to be redeveloped with greater building heights and densities in the form of higher FSR

TABLE 5-2 SUMMARY OF VISUAL IMPACTS ON SURROUNDING DWELLINGS

|   | Residential dwelling location  | Construction           | Operation              |
|---|--|------------------------|------------------------|
|   |  | Magnitude              | Magnitude              |
| 1 | East facing views from residential properties on Melvin Street                               | Considerable reduction | Considerable reduction |
| 2 | North facing views from medium density residential apartment on Melvin Street                | Minor reduction        | Neutral                |
| 3 | North east facing views from residential properties to the south, on Edgbaston Road          | Considerable reduction | Considerable reduction |
| 4 | North and east facing views from the apartment building adjoining the site on Edgbaston Road | Considerable reduction | Minor reduction        |



## 5.4. Views at night

Existing conditions: Areas in the vicinity of the Beverly Hills Station, including the proposal site, are considered to be of **medium district brightness (A3)**. This is due to the combination of land uses surrounding the site, which includes a mix of moderate to high light levels along at Beverly Hills Station, along King Georges Road and the local centre, and lower light levels in the surrounding residential area, schools, parks and reserves.

Visual impact during construction: During construction, the proposal site would be lit for security, including the car park site and adjacent site compound (site offices, amenities and plant/material storage areas etc.). There may be some after-hours deliveries, however, it is unlikely that the site would be used on an ongoing basis for construction activity during evening hours.

Generally, the character of the construction site at night would be visually absorbed into the surrounding brightly lit environment. The works would create a minor reduction in amenity and result in **minor adverse visual impact** during construction.

Visual impact during operation: During operation, the project extent would be brightly lit for security and safe use at night. The project extent would be seen within the context of the existing lighting in the commercial buildings and street lights along King Georges Road, and nearby train station. However, it would also extend this character, closer to the residential areas to the west and south of the site.

It is likely that there would be additional skyglow seen from the residential buildings to the south and west of the site. From these locations, there would currently be views across the carpark to the rear of the commercial areas, which are brightly lit at night. With the potential for up to five levels, there would be additional lighting both closer to these residences and located at a higher level and above these dwellings.

Generally, the character of the project extent at night would result in a minor reduction in the amenity of views at night, resulting in a **minor adverse visual impact** at night during operation.

TABLE 0-1 SUMMARY OF VISUAL IMPACT AT NIGHT

|   | Location       | Sensitivity                | Construction    |               | Operation       |               |
|---|----------------|----------------------------|-----------------|---------------|-----------------|---------------|
|   |                |                            | Magnitude       | Visual impact | Magnitude       | Visual impact |
| 1 | Views at night | Medium district brightness | Minor reduction | Minor adverse | Minor reduction | Minor adverse |



## 6. Assessment of urban design and landscape character

### 6.1. Response to local urban design and landscape character considerations

Whilst the requirements of the local government planning documents (including the LSPS, LEP and

DCP) are not applicable to this approval, the requirements of these planning instruments have been used to assist ensuring locally appropriate urban design outcomes are achieved.

Table 6-1 provides a summary of how the Proposal has responded to the key landscape and urban design considerations identified in section 3 (Planning context) of this technical paper.

TABLE 6-1 RESPONSES TO URBAN DESIGN AND LANDSCAPE CHARACTER CONSIDERATIONS

| Consideration   | Response   |
|---|--|
| <b><i>Multi-level and at-grade Commuter Car Parks urban design guidelines (Transport for NSW, 2017)</i></b> |  |
| Connect with and enhance the transport network  | This proposal will connect with and enhance the transport network due to the upgrades to existing footpaths and stairs, connecting the commuter car park with the northern end of the station platform, and additional accessible parking spaces which would be provided on Tooroonga Terrace, in close proximity to the station.  |
| Deliver quality built form that is appropriate to context   | The scale of the project extent will be appropriate to its context as it would step up in height from the two and three storey commercial buildings along King Georges Road in the east to be generally consistent with the heights and density of the heights allowed in the zoning of the areas to the south and west of the site currently included in the Georges River LEP and recommended in the Beverly Hills Masterplan (Georges River Council, 2021). The mitigation measures proposed will ensure the development delivers a quality architectural design. |
| Include quality landscaping   | Mitigation measures have been identified to require the preparation of a landscape plan that will provide a quality landscaping is incorporated into the building and within the site.   |
| Ensure a sustainable design outcome   | The development of the project extent for the Proposal would be undertaken in accordance with the project targets identified in Transport for NSW's Environmental Management System (EMS) and the <i>NSW Sustainable Design Guidelines - Version 4.0</i> (Transport for NSW, 2020).  |
| Enhance the public realm  | By providing a dedicated carpark, vehicles would be removed from the streets surrounding and within the commercial precinct, allowing for the further enhancements of the public realm to be realised by Council.  |
| Crime prevention through environmental design   | Wayfinding signage at the overbridge entrance would improve legibility and the visual prominence of the car park entry.  |

## 6.2. Assessment of overshadowing impact

Consistent with the methodology established in the Apartment Design Guide, shadow diagrams for mid-winter at hourly intervals from 9:00am to 3:00pm have been prepared for the proposal and are shown in Figure 7-2.

Overshadowing of adjacent dwellings to the south and west would be experienced during winter months, due to the close proximity and height of the project extent. The following dwellings would potentially be impacted (Refer Figure 6-1):

1. Dwellings west of the site, at 46 Melvin Street
2. Dwellings to the south of the site, at 20/18, 16/14, 12/10 and 8 Edgbaston Road
3. Apartments to the south of the site, at 6 Edgbaston Road.

The following section provides an assessment of the overshadowing that would be experienced by each group of residences.



FIGURE 6-1 RESIDENTIAL RECEPTOR LOCATIONS





June 21st, 9am



June 21st, 1pm



June 21st, 10am



June 21st, 2pm



June 21st, 11am



June 21st, 3pm



June 21st, 12 noon

FIGURE 6-2 OVERSHADOWING DIAGRAMS, 9AM – 3 PM



### 6.2.1. Dwellings to the west of the site



FIGURE 6-3 VIEW WEST FROM THE SITE TO THE SINGLE STOREY RESIDENCES AT 46 MELVIN STREET

Existing conditions: The dwellings at 46 Melvin Street consist of single storey strata dwellings (typically described as villas) . These dwellings are located directly adjacent to the western site property boundary. These dwellings do not have back gardens, but gardens surrounding a communal entry road, and narrow gardens to the perimeter of the site which are likely private open space.

The east facing windows of these dwellings are in close proximity to the site boundary and would be shaded in the mornings due to the screening effect of the existing fence. These dwellings do not currently experience any overshadowing from the proposal site.

Overshadowing impact: The project extent would overshadow the dwellings directly alongside the western site boundary between 9am and 1pm on the 21<sup>st</sup> of June. The dwellings within the south eastern corner of this property, in particular, would not only receive sun from 2-3pm. The remaining units within the centre and western areas of this property, however, would not be overshadowed the Project extent for at least two hours between 9am and 3pm in mid-winter. (Refer figure 7-2)

### 6.2.2. Dwellings to the south west of the site

Existing conditions: Several residential dwellings are located directly to the south of and adjoining the site, number 8, 12/10, 16/14 and 20/18 Edgbaston Road. These are single storey detached houses and semi-detached houses. These houses are located near to the street with small front gardens, and rear gardens to the north of the property. The rear gardens are

relatively small and numbers 8 and 10 have several garden structures, reducing the overall size of the garden, and a fence on the rear property boundary, adjacent to the site. These existing structures create some overshadowing of the garden.



FIGURE 6-4 SOUTH TO ADJACENT SINGLE STOREY HOUSES AT 8 AND 10/12 EDGBASTON ROAD

Currently these houses also experience some minor overshadowing from neighbouring properties. Particularly from the adjacent three storey apartment building to the east, which would cast a shadow across the rear garden and side of the house at number 8 between 9am and 12 noon. They do not currently experience any overshadowing from the proposal site.

Overshadowing impact: The project extent would overshadow the rear gardens of these properties gradually from 9am to 11 am on the 21<sup>st</sup> of June and then from 1pm to 3pm the entire garden and northern wall of the dwellings would be in shadow. (Refer figure 7-2).

The duplex at 20/18 would have up to four hours of sun after 11am and the duplex at 16/14 would have between 1.5 and two hours of sunlight after 1pm. The duplex at 10/12, however, would also receive under two hours of sunlight in the morning between 9am and 10.30am.

The property at number 8 Edgbaston Road would only receive one hour of sunlight between 9 and 10am in mid-winter on the rear garden, and at the rear of this house, where living areas are likely to be located.

### 6.2.3. Residential apartment to the south of the site



FIGURE 6-5 THREE STOREY APARTMENT BUILDING AT 6 EDGBASTON ROAD

Existing conditions: A three storey apartment building is located to the south of the site. The living areas and balconies appear to be orientated east, south and west. The northern building elevation (overlooking car park site) contains small windows with no balconies and is assumed to be bathroom and bedrooms.

During winter, this property is overshadowed by the existing commercial properties on King Georges Road between 9 and 10am.

Overshadowing impact: The project extent would begin to overshadow the rear communal garden of this building from 10am and overshadow the building from 11am. From 11am to 3pm the rear communal garden would be in shade and there would be a shadow progressively extending across the northern façade of the building. (Refer figure 7-2)

The eastern facade which appears to contain living rooms and balconies, would not be overshadowed by the Project extent for two to three hours in mid-winter. The western façade, however, due to the orientation of this building, achieves less than 2hrs of sunlight regardless of the additional shadowing caused by the Project extent.

## 7. Mitigation of impacts

The following mitigation measures would be implemented to further reduce and manage the visual and landscape character impacts of the Proposal:

- An Urban and Landscape Design Plan (ULDP) would be prepared by the Contractor, in consultation with the relevant council, and submitted to Transport for NSW for endorsement by the Precincts and Urban Design team, prior to finalisation of the detailed design. The UDP, at a minimum, would address the following:
  - the appropriateness of the proposed design with respect to the existing surrounding landscape, built form, behaviours and use-patterns (including consideration of Crime Prevention Through Environmental Design principles). This is to include but not be limited to:
    - site analysis
    - vision and objectives for the infrastructure
  - connectivity with surrounding local and regional movement networks including street networks, other transport modes and active transport networks. Existing and proposed paths of travel for pedestrians and bicycles should be shown
  - integration with surrounding local and regional open space and or landscape networks. Existing and proposed open space infrastructure/landscape elements should be shown
  - integration with surrounding streetscape including street trees, entries, vehicle cross overs etc
  - integration with surrounding built form (existing or desired future) including building height, scale, bulk, massing and land-use
  - design detail that is sensitive to the amenity and character of heritage items located within or adjacent to the Proposal.
- A Public Domain Plan (PDP) would be prepared by the Contractor, in consultation with the relevant council, and submitted to Transport for NSW for endorsement by the Precincts and Urban Design team, prior to finalisation of the detailed design. The PDP, at a minimum, would address the following:
  - materials, finishes, colour schemes and maintenance procedures including graffiti control for new walls, barriers and fences
  - location and design of pedestrian and bicycle pathways, street furniture including relocated bus and taxi facilities, bicycle storage (where relevant), telephones and lighting equipment
  - landscape treatments and street tree planting to integrate with surrounding streetscape
  - opportunities for public art created by local artists to be incorporated, where considered appropriate, into the Proposal
  - total water management principles to be integrated into the design where considered appropriate
  - design measures included to meet Transport for NSW's NSW Sustainable Design Guidelines -Version 4.0 (TfNSW, 2019)
  - identification of design and landscaping aspects that will be open for stakeholder input, as required.
- All permanent lighting would be designed and installed in accordance with the requirements of standards relevant to AS 1158 Road Lighting and AS 4282 Controlling the Obtrusive Effects of Outdoor Lighting.
- The detailed design of the Proposal would comply with Crime Prevention Through Environmental Design principles.
- Worksite compounds would be screened with shade cloth (or similar material, where necessary) to minimise visual impacts from key viewing locations.
- Temporary hoardings, barriers, traffic management and signage would be removed when no longer required.



- During construction, graffiti would be removed in accordance with Transport for NSW's Standard Requirements.

The following mitigation measures are to be considered in the detailed design of the Proposal:

- the detailed design of the multi storey car park should include solar access diagrams demonstrating that living rooms and private open spaces of adjoining dwellings and apartments receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid winter.
- southern and western facades should be designed to minimise overlooking on private residences.
- the louvres or architectural screen along the western and southern façade should be designed to provide texture and shadow to reduce the visual scale of the structure.
- the building should incorporate vertical and horizontal articulation to reduce the perceived mass and scale of the built form in views from adjacent residential properties (south and west) and from the rail corridor (to the north).
- the façade of the multi-level carpark should provide natural ventilation with a degree of visual transparency through use of louvres and perforated metal panels or similar commensurate with noise mitigation measures.
- ventilation grills or screening devices should be integrated into the facade and landscape design.
- green infrastructure such as trellises should be investigated into being incorporated into the building facades to minimise the potential visual impact of the building from the south and west.
- the design of the building should incorporate a stepped form to respond to the natural landform of the site where possible to minimise the height of the building.
- the location of any structures on the top level of the project extent, including the lift over run, should be located to minimise the potential for an overshadowing effect on adjacent residences to the south and west of the site.
- site equipment and facilities should be located away from adjacent residential properties to minimise potential impact.
- an architectural feature should be incorporated into the façade of the building to highlight the pedestrian entry to the car park building to improve legibility from Beverly Hills station and King Georges Road.
- temporary access arrangements should be well signed and provide a visually legible route for pedestrians.
- a minimum 24 month maintenance period (including establishment, monitoring and maintenance) should apply to ensure the quality of landscaped areas.
- Finishes and materials for the car park would be complementary to the existing locality and landscape and reflective surfaces would be minimised with a preferred use of muted colours.
- The design of the car park would incorporate screening at each level to contain the break out of headlights to surrounding properties.

## 8. References

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Transport for NSW, 2020, *Guidance note EIA-N04 Guidelines for Landscape Character and Visual Impact Assessment*.