



# Transport Access Program

## **Petersham Station Upgrade**

### Supporting Studies



*Artist's impression of the proposed Petersham Station Upgrade,  
subject to change during detailed design.*

# PETERSHAM STATION UPGRADE

## Landscape Character and Visual Impact Assessment

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## REPORT

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## TERMS AND ACRONYMS

**Table 1: Terms**

Term	Description
Inner West Council	Local Government Area (LGA) for the Proposal area.
Inbound	North bound trains and stops (heading to Sydney).
Landscape Character	The combined quality of built, natural and cultural aspects which make up an area and provide its unique sense of place.
Landscape Character Zone	An area of landscape with similar properties or strongly defined spatial qualities, distinct from areas immediately adjacent.
Magnitude	The measurement of the scale, form and character of a development proposal when compared to the existing condition. In the case of visual assessment this also relates to how far the proposal is from the viewer. Combined with sensitivity, magnitude provides a measurement of impact
Proposal	Construction and operation of the Petersham Station Upgrade.
Proposal area	The extent to which the station upgrade would occur, including works to the platform, stairs, the platform building and other ancillary items.
Road reserve	Public roads that are controlled by a local authority/ government or other State authority.
Roads and Maritime Services	Former NSW road agency now incorporated as part of Transport for NSW. References to previous publications issued by Roads and Maritime are made in this report.
RPS	The author of this Landscape Character and Visual Impact Assessment.
Scenic amenity	The overall pleasantness of the views people enjoys of their surroundings, which provides an attractive visual setting or backdrop for the enjoyment of activities of the people living, working, recreating, visiting or travelling through an area.
Sensitivity	The sensitivity of a landscape character zone or view and its capacity to absorb change of the nature of the proposal. In the case of visual impact this also relates to the type of viewer and number of viewers. Combined with magnitude, sensitivity provides a measurement of impact.
Viewpoint	Positions looking towards a proposal and considers views from a cluster of receptors.
Visual amenity	The overall pleasantness of the views people take-in of their surroundings, which provides an attractive visual setting or backdrop for the enjoyment of activities of the people living, working, recreating, visiting or travelling through an area.
Visual catchment	Extent of potential visibility to or from a specific area, feature or project.
Visual prominence	Is determined by the size, height and colour of proposed infrastructure elements and the degree to which the landscape within which they sit can assist in reducing their visual prominence (e.g. screening vegetation, landform, etc.).
Visual receptor	Individuals and/or defined groups of people who have the potential to be affected by a proposal. These are sensitive visual receptors such as houses, roads and other infrastructure that is used frequently.

Table 2: Acronyms

Abbreviation	Title
DCP	Development Control Plan
DDA	Commonwealth <i>Disability Discrimination Act 1992</i>
DSAPT	Disability Standards for Accessible Public Transport
EP&A Act	NSW <i>Environmental Planning and Assessment Act 1979</i>
Infrastructure SEPP	<i>State Environmental Planning Policy (Infrastructure) 2007</i>
LCZ	Landscape Character Zone
LEP	Local Environment Plan
LGA	Local Government Area
REF	Review of Environmental Factors
SHR	State Heritage Register
TAP	Transport Access Program
TfNSW	Transport for NSW
VP	Viewpoint

# 1 INTRODUCTION

## 1.1 Purpose

RPS has been commissioned by Transport for NSW (TfNSW) to undertake a Landscape Character and Visual Impact Assessment for proposed modifications to Petersham Station located on Terminus Street, Petersham NSW.

The Proposal is part of the Transport Access Program (TAP) which is an NSW Government initiative to ensure that stations meet legislative requirements stipulated within the Commonwealth *Disability Discrimination Act 1992* and the *Disability Standards for Accessible Public Transport 2002* (DSAPT).

This Landscape Character and Visual Amenity Impact Assessment delivers an objective assessment of the probable impacts on the visual environment resulting from the construction of the Proposal. This report outlines results from site assessment and describes the present landscape character. It documents the assessment of visual impact resulting from the Proposal and provides recommendations for suitable mitigation measures.

This Landscape Character and Visual Amenity Impact Assessment supports the Review of Environmental Factors (REF), which has been developed concurrently with this report.

## 1.2 Study limitations

This assessment is intended to be an objective report based on professional analysis of the concept design. It seeks to establish the anticipated visual impacts of the Proposal on a wide range of receivers. The assessment has been undertaken based on conceptual level information and therefore is generally broad in its approach.

Landscape character and visual impact assessment requires qualitative (subjective) judgements to be made. The assessment process aims to be objective and describe any changes factually. Potential changes because of the Proposal have been defined, however the significance of these changes requires qualitative (subjective) judgements to be made. The conclusions of this assessment therefore combine objective measurement and subjective professional interpretation.

The opinions, conclusions and any recommendations in this report are based on assumptions made by RPS described in this report.

## 1.3 Methodology

This report adopts the industry standard in its approach to visual impact assessment that is process-driven, consistent and based on professional, value judgement of commonly accepted and adopted criteria in the industry.

The methodology adopted for this report is guided by policy and guidelines outlined in *Beyond the Pavement* (NSW Roads and Maritime Services, 2014) and the *Guideline for Landscape character and visual impact Environmental Impact Assessment Practice Note assessment EIA-N04* (NSW Roads and Maritime Services, 2018).

The methodology for this visual impact assessment involves the following activities:

- desktop study using aerial photography to identify the potential visual catchments and possible visual receptors
- ground truthing of assumptions reached through initial desktop studies
- visiting the Proposal area on 29 July 2019 and reviewing the surrounding vantage points from publicly accessible areas



- describing and evaluating the existing landscape character and visual environment to establish a baseline for the visual assessment
- mapping the visual envelope based on field studies and data while identifying sensitive visual receptors. Sensitive visual receptors are people who would might experience a visual impact
- undertaking a visual impact assessment using the grading matrix, considering visual sensitivity (of the visual amenity or viewpoints) and the magnitude of the visual change, to arrive at an overall level of effect or impact
- views from habitable room windows and private outdoor areas of residences are treated as sensitive receptors. Views from residual land beyond the primary outdoor area (such as driveways, cropping lands, easements) are treated as less sensitive receptors
- this assessment adopts the standard methodology of sensitivity relating to proximity - the greater the distance between the visual receptor and the Proposal, the lesser the visual sensitivity of that visual receptor.

Key information reviewed as part of this report included:

- DesignInc (2019) Architecture Design Report - SDR Submission (Revision 3 dated 25/07/2019)
- DesignInc (2019) Urban Design and Public Domain Plan: Petersham Station (dated 30/07/2019)
- TfNSW, DesignInc, Laing O'Rourke, GML Heritage, GHD (2019) Transport Access Program Petersham Station – Accessibility Upgrade – Presentation to Heritage Division August 2019
- Transport Access Program – Petersham Station easy access upgrade transport access program - package 2a – architectural (drawings dated 25/07/2019 – SDR Submission).

## 2 PROPOSAL OUTLINE

### 2.1 Site description

Petersham Station first opened in 1855 and is located at Terminus Street in Petersham within the Inner West Council local government area (LGA) in the Sydney region of NSW. The station is serviced by the T2 Inner West and Leppington Line and is approximately five kilometres south west of Sydney's Central Business District (refer Figure 1).

As shown in Figure 2, the local context of Petersham is predominately residential. Close by are the commercial precincts of Audley Street, New Canterbury Road, Crystal Street and Shaw Street.

Petersham Station features an island platform accessed from both Terminus and Trafalgar Streets via a footbridge to the east of the station. There is an underpass to the west of the station providing pedestrian cross corridor connectivity to Terminus and Trafalgar Streets but no access to the station. The architectural and urban character of Petersham Station is highlighted by the 19<sup>th</sup> century former station building. It is the only known 'First Class' station building in the Sydney Trains network. The station footbridge was added in 1883, with the island platform built in 1926 (Office of Environment and Heritage, 2019a).

Topographically, the station is located within a valley with suburban Petersham as shown in Figure 3. The undulating nature of the adjacent suburbs means part of the station is located below grade and part of the station is located above the adjacent grade. The nearby Petersham Water Tower and Croydon Streets atop the ridgeline north and south of the site. Crystal Street, east of the site is a built-up road bridge over the rail lines.

Petersham Station is listed on the State Heritage Register (SHR), RailCorp Section 170 Heritage and Conservation Register and the heritage schedule of the *Marrickville Local Environmental Plan 2011*. To the north of the site is the Petersham North Heritage Conservation Area (HCA3) which is listed under the *Marrickville Local Environmental Plan 2011* (Office of Environment and Heritage, 2019b).

**Table 3: Proposal area particulars**

Aspect	Details
Station name	Petersham Station
Address	Terminus Street, Petersham, NSW 2049
LGA	Inner West Council
Coordinates (approx.)	Lat: -33.8938587523 Long: 151.1551636580
Site total area (approx.)	4.63 ha
Lot and Plan	Lot 1 DP868501
Land zoning (site)	SP2 Rail Infrastructure facilities
Adjacent land zoning	B1 Neighbourhood Centre, B2 Local Centre, B4, Mixed Use R1 General Residential, R2 Low Density Residential, R4 High Density Residential



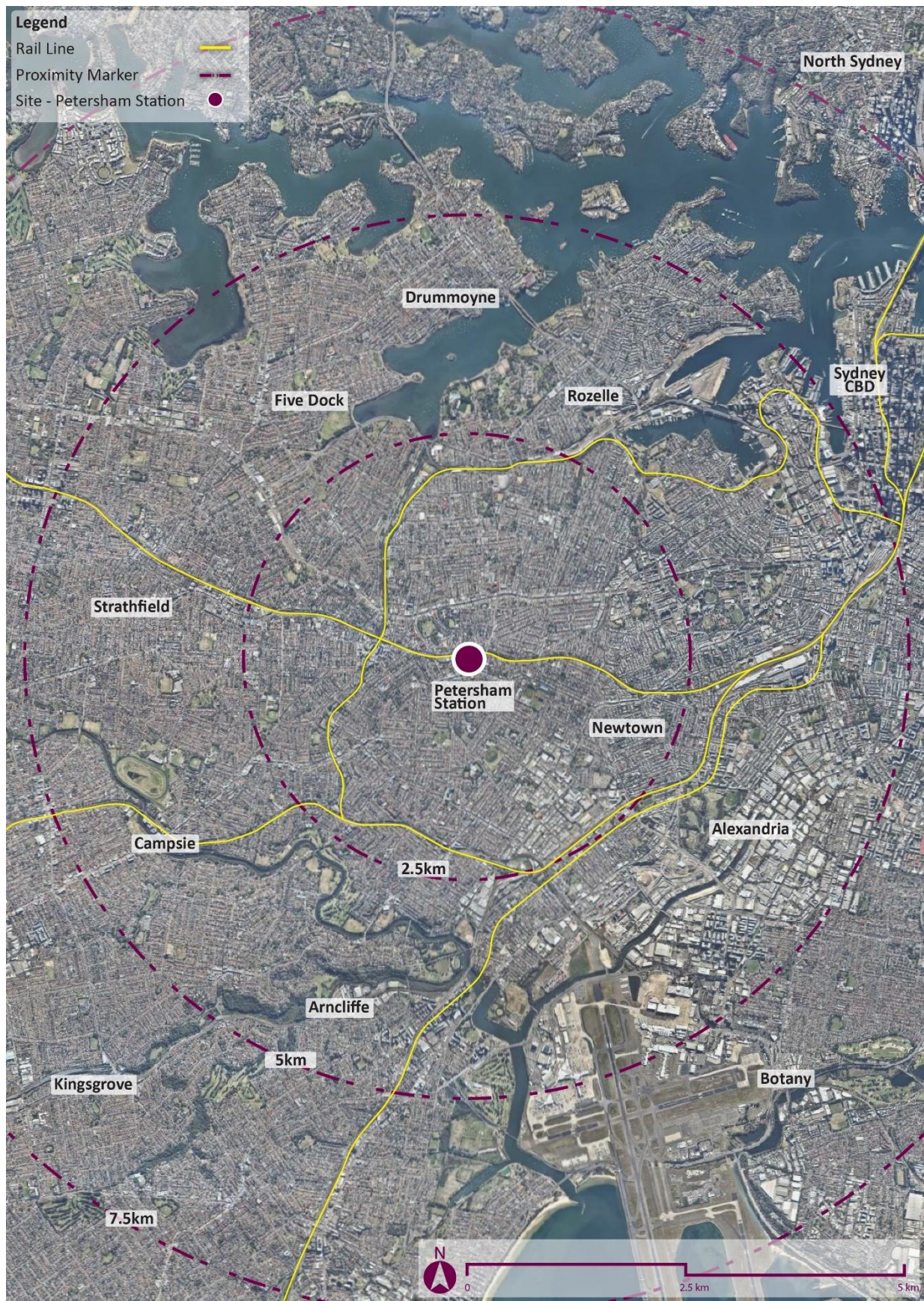


Figure 1: Petersham Station: Regional context



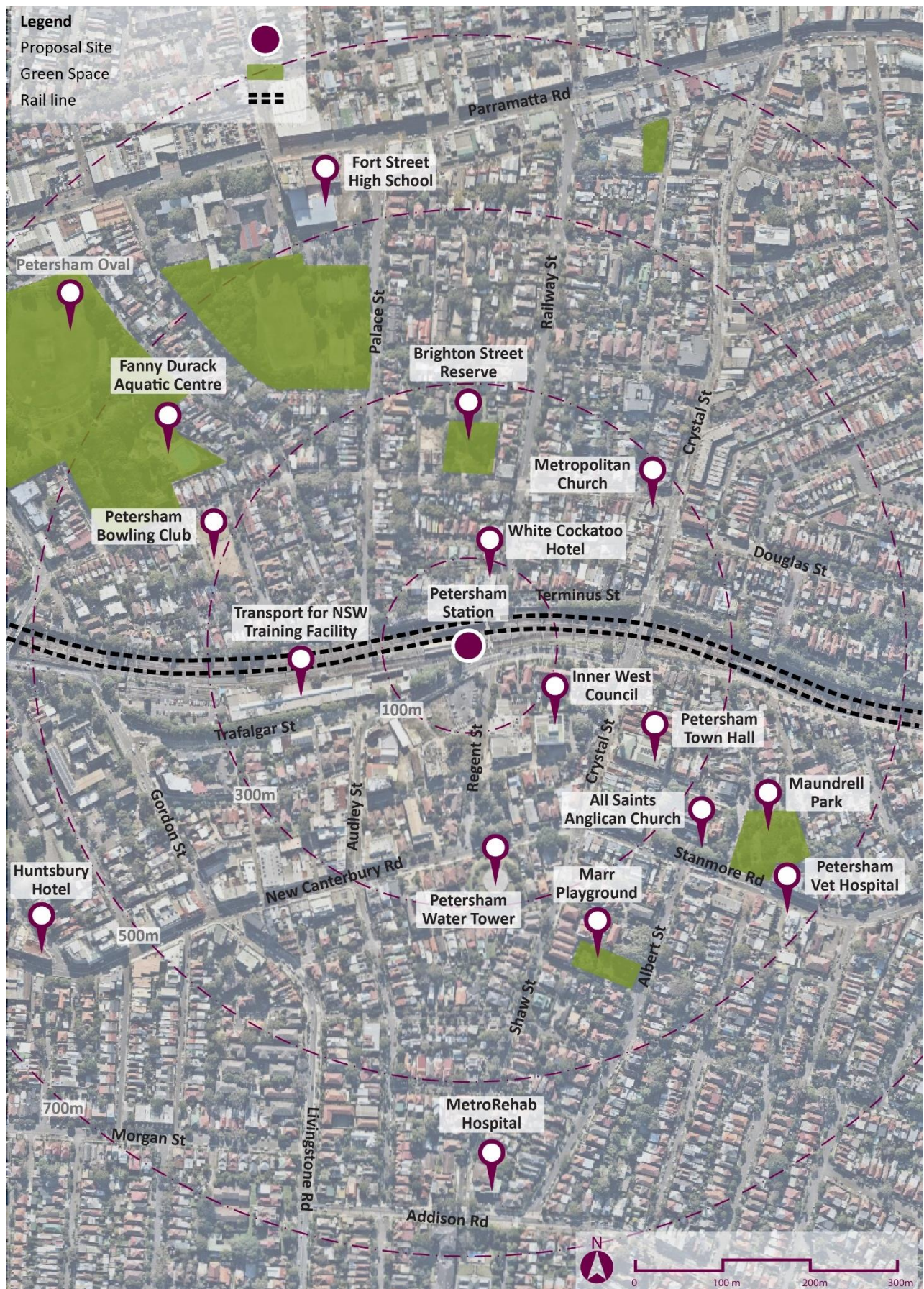


Figure 2: Petersham Station: Local context



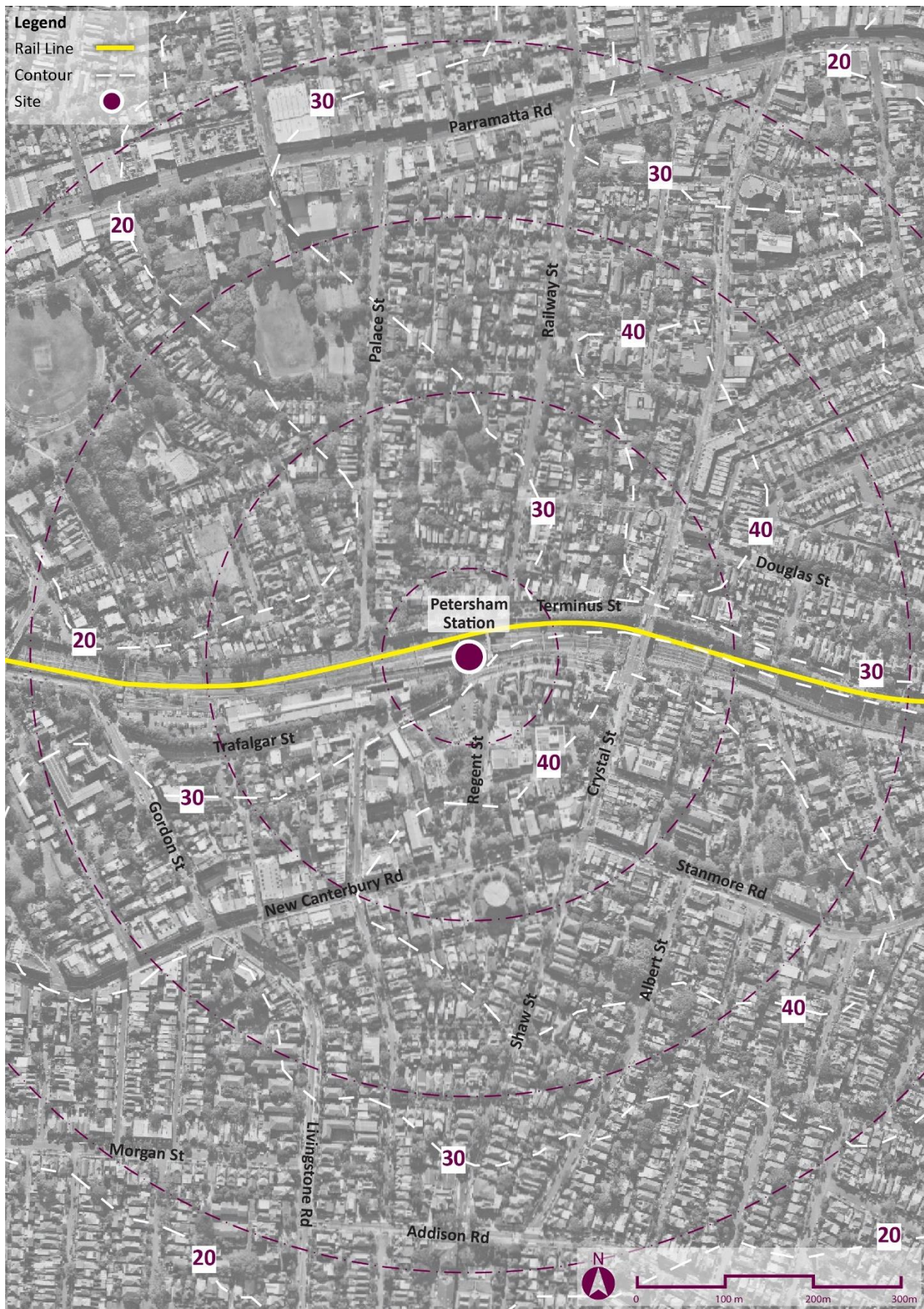


Figure 3: Petersham topography

## 2.2 Urban and landscape design objectives and principles

The following urban design objectives and principles have been developed by DesignInc and TfNSW for the Proposal. These are focussed towards maintaining the existing landscape and heritage character where possible, through strategic and practical measures.

### 2.2.1 Design guidelines

The design outcomes for the Proposal have also been developed from the following guidelines and reference documents:

- *Creativity Guidelines for transport systems (Interim Issue)* (TfNSW, 2016)
- *Managing Heritage issues in rail projects (Interim Issue)* (TfNSW, 2016)
- *Around the Tracks - urban design for heavy and light rail (Interim Issue)* (TfNSW, 2016)
- *Canopies and shelters - Design Guide for Heritage Stations* (Sydney Trains, 2016)
- *Station Components Guide v2.1* (Sydney Trains, 2018)
- *Conservation Guide: Railway Station Platforms* (Australian Railway Historical Society and Office of Rail Heritage, 2013).

### 2.2.2 Urban design objectives

- Integrate the station within its current urban context, taking into consideration the nature of the site and the local context.
- Maintain the biodiversity of the site and ensure it is not adversely impacted by the new works.
- Encourage walking, cycling and bus usage by facilitating prioritised access for all customers, through the urban design of the station precinct and careful integration of the station within its local area.
- Create a high quality, safe and positive addition to the public domain.
- Design all elements for easy maintenance and with an appropriate human scale.

### 2.2.3 Landscape design principles

- Respect the historic importance and landmark status of the precinct.
- Expand the pedestrian and landscape forecourt to the new entry into Terminus Street.
- Minimal landscape intervention to Trafalgar Street interface (due to the restricted area and interface to roadway).
- Use of new Tuckeroo (*Cupaniopsis anacardioides*) plantings to match existing trees on Terminus Street.
- Reuse of brick for Terminus Street entrance and extension of surface treatments to match existing aesthetic.
- Create a focal point from Regent Street of the structural steel balustrade of the proposed entry ramp.



## 2.3 Proposal overview

Upgrades under the Transport Access Program are designed to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure. The Proposal would improve accessibility of the station in line with the requirements of the Commonwealth *Disability Discrimination Act 1992* (DDA) and the *Disability Standards for Accessible Public Transport 2002* (DSAPT).

The key features and construction staging of the Proposal is summarised in Table 4 and shown in Figure 4. It is noted that the description of the Proposal is based on the preliminary concept design and is subject to further design refinement.

**Table 4: Proposal overview and construction activities**

Stage	Activities
New lifts to existing footbridge	<ul style="list-style-type: none"> <li>Construction and installation of two lifts connecting to the existing footbridge. This would include:               <ul style="list-style-type: none"> <li>installation of a narrow through-lift at the northern entrance (Terminus Street)</li> <li>installation of a narrow through lift on the station platform</li> <li>lift landings with canopies for weather protection at the waiting areas</li> <li>drainage, electrical and communications services installation for the lifts.</li> </ul> </li> <li>Retention of the existing footbridge with minor modifications which would include:               <ul style="list-style-type: none"> <li>minor extension of the footbridge toward the southern entrance (Trafalgar Street) requiring demolition of the existing stairway and brick pillars to accommodate the new stairs and ramp</li> <li>upgrade works including removal of a portion of the existing footbridge balustrade to allow for landings to the lifts and replacement of stair treads and handrails etc.</li> </ul> </li> </ul>
Station entrances and interchange facilities	<ul style="list-style-type: none"> <li>Modifications to the northern entrance (Terminus Street) which would include:               <ul style="list-style-type: none"> <li>a new accessible station entrance at the lift area which would include demolition of a portion of the existing brick wall and widening of the existing footpath to create a forecourt area</li> <li>replacement of the existing lower stairs, balustrade and handrail that provides access from street level to the existing footbridge stairs</li> <li>one new accessible parking space on Terminus Street including line marking, signage, new kerb ramp and kerb adjustments</li> <li>a formalised kiss and ride area with capacity for two car spaces on Terminus Street including line marking, signage new kerb ramp and kerb adjustments</li> <li>provision of eight new bike hoops (i.e. bike racks)</li> <li>new landscaping, feature lighting, seating and decorative paving at the station entrance.</li> </ul> </li> <li>Modifications to the southern entrance (Trafalgar Street) would include:               <ul style="list-style-type: none"> <li>a new compliant ramp and stairs from the southern entrance on Trafalgar Street to the existing footbridge with a balustrade and handrail</li> <li>widening of the station entrance forecourt to the existing retaining wall for a new paved landing</li> <li>new feature lighting and decorative paving at the station entrance.</li> </ul> </li> </ul>
Platform and platform building works	<ul style="list-style-type: none"> <li>Reconfiguration of the platform building would include:               <ul style="list-style-type: none"> <li>provision of a new family accessible toilet through the construction of a new internal wall within the existing male toilets and removal of one male cubicle</li> <li>conversion of one female cubicle and one male cubicle into female and male ambulant toilets</li> <li>provision of a new door and lowering of the floor to provide level access for the family accessible toilet</li> <li>a new canopy for the family accessible toilet entrance</li> <li>construction of a new switchboard room which would require existing internal wall modifications, and works to provide the required fire resistance</li> <li>creating a dedicated Station Services Equipment Room (SSER) through relocation of station communications and electrical equipment to the existing store room</li> </ul> </li> </ul>

- repositioning of one basin from the store room to the staff room with a new partition wall and ceiling.
  - Platform works would include:
    - provision of a canopy at the base of the platform lift to provide weather protection for customers
    - localised platform regrading to allow for accessible paths of travel
    - line marking for the boarding assistance zone.
- 

### Ancillary works

- replacement or adjustments to existing fencing and safety screens
  - installation of wayfinding signage and other signage to identify accessible features
  - adjustment to seating, rubbish bins, lighting and other facilities
  - improvement to station security and communication systems, including CCTV upgrade, PA system upgrades, additional opal card readers and new hearing induction loops
  - new or reinstatement of Tactile Ground Surface Indicators (TGSIs) to the platform, stairways and ramp
  - protection or relocation of services and utilities
  - electrical upgrades for new infrastructure.
-



### Figure 4: Key Elements of the Proposa

### **2.3.1 Consideration of visual amenity in development of the concept design**

A number of initiatives have been incorporated as part of the concept design to minimise visual impacts, impacts to the heritage setting and to respond to the design objectives listed in Section 2.2. A summary of these is provided below.

#### **Terminus Street entrance and new lifts**

- Retain the existing heritage-listed footbridge.
- Integrate the Terminus Street lift with the brick wall, minimising the area to be demolished and installing similar (or reinstated) bricks around the lift entrance to provide visual continuity.
- Minimise the bulk and scale of the new lifts through the selection of a narrow-through lift with a minimum height required to meet standards.
- The two new lifts have also been positioned to align across the rail corridor in order to achieve symmetry in design.

#### **Materials and finishes**

Materials and finishes for the Proposal have been selected based on the criteria of durability, low maintenance and cost effectiveness, to accord with heritage requirements, to minimise visual impacts, and to be aesthetically pleasing. Consideration has also been given to lifecycle impacts.

Subject to detailed design, the Proposal would include the following:

- lower lift shaft – brick facade
- upper lift shaft – steel frame with glass infill panels
- lift waiting canopies – metal sheet roofing with soffit lining
- lift safety screens – glass infill panels
- station entrance – engineered stone paving with reclaimed brick banding
- family accessible toilet door – timber
- canopy at family accessible toilet entrance – combination of light weight materials
- access ramp at Trafalgar Street – concrete base and concrete wall with folded sheet metal steel hand balustrade and stainless steel handrails
- access stairs at Trafalgar Street – concrete base and concrete wall with stainless steel handrails and non-slip treads
- access stairs at Terminus Street – concrete base, folded sheet metal balustrade with stainless steel handrails and non-slip treads.

The concept design has been submitted to TfNSW's Design and Sustainability Review Panel for comment before being accepted by TfNSW.

### Vegetation

The concept design has sought to retain mature trees which have a high amenity value and can assist with the scale of the proposed new infrastructure. This includes retention of the Lemon-scented Gum and the Date Palm.

Further an Urban Design and Public Domain Plan has been prepared by DesignInc which proposes additional planting which will reduce the visual impact of new station entry. Tree species proposed are also a continuation of the existing species located in Terminus Street.

## 2.4 Legislative context

The Proposal is subject to the provisions of the *State Environmental Planning Policy (Infrastructure) 2007* (Infrastructure SEPP) and Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and is permissible without consent under the Infrastructure SEPP.

## 2.5 Local planning context

Although the Proposal is permissible without development consent and does not formally require consideration of local planning instruments, where possible the design and/or systems associated with any development should have some regard for these, and to establish a high level of aesthetic synergy with the wider LGA. A proposal should also be considerate of the broader objectives and strategies within the local government's Development Control Plan (DCP), in addition to more specific design parameters such as those relating to development within publicly accessible/ public domain areas.

Relevant Inner West Council policy includes:

- *Marrickville Local Environmental Plan 2011*
- Marrickville Development Control Plan 2011.

The Marrickville Development Control Plan 2011 outlines objectives for the areas to the north and south of Petersham Station (refer Table 5). The station plays a pivotal role in the area's realisation of the Council's vision and objectives.

As well the *Marrickville Local Environmental Plan 2011* maps out allowable development within a specified land use zone, as highlighted in Figure 5.

**Table 5: Local planning objectives**

Reference	Objectives
Petersham North – Development Control Plan - Marrickville DCP2011 – Section 9.2 Strategic Context (Source: Marrickville Council (2011a))	<p>The desired future character of the area is:</p> <ul style="list-style-type: none"> <li>• To protect and preserve contributory and period buildings within the precinct and require their sympathetic alteration or restoration.</li> <li>• To protect the identified heritage items within the precinct.</li> <li>• To maintain distinctly single storey streetscapes that exist within the precinct.</li> <li>• To protect groups or runs of buildings which retain their original built form including roof forms, original detailing and finishes.</li> <li>• To protect significant streetscapes and/or public domain elements within the precinct including landscaping, fencing, open space, sandstone kerbing and guttering, views and vistas and prevailing subdivision patterns.</li> <li>• To preserve the mixed density residential character of the precinct.</li> <li>• To ensure that new development considers all potential impacts to biodiversity.</li> <li>• To ensure that the provision and location of off-street car parking does not adversely impact the amenity of the precinct.</li> <li>• To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.</li> <li>• To protect the identified values of the Petersham North Heritage Conservation Area, Railway Street (Petersham) Heritage Conservation Area and the Hordern Avenue Heritage Conservation Area.</li> <li>• To ensure that higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.</li> <li>• To ensure that the design of higher density development protects the residential amenity of adjoining and surrounding properties.</li> </ul>
Petersham South – Development Control Plan - Marrickville DCP2011 – Section 9.6 Strategic Context (Source: Marrickville Council (2011b))	<p>The desired future character of the area is:</p> <ul style="list-style-type: none"> <li>• To protect, preserve and enhance contributory and period buildings within the precinct and require their sympathetic alteration or restoration.</li> <li>• To protect the identified heritage items within the precinct.</li> <li>• To protect, preserve and enhance other significant public domain elements within the precinct including landscaping, fencing, open space, kerb and guttering, views and vistas and prevailing subdivision patterns.</li> <li>• To maintain distinctly single storey streetscapes within the precinct.</li> <li>• To protect, preserve and enhance the existing character of the streetscapes, where only compatible development is permitted.</li> <li>• To protect the identified values of the Petersham South (Norwood Estate) and the Morgan Street Heritage Conservation Areas.</li> <li>• To facilitate urban renewal in appropriate locations (predominantly on masterplan sites), allowing substantial change to the streetscape character while resulting in a high quality public domain.</li> <li>• To allow and encourage a greater scale of development and increased residential density on masterplan sites that provides new dwellings near local shops, services and public transport, to meet the market demand, create the opportunity for high access housing choice and support sustainable living.</li> <li>• To ensure orderly development on masterplan sites in accordance with the principles of the masterplan vision, including allotment amalgamations where required, that are not detrimental to achieving the overall masterplan structure and achieve an efficient and high quality built outcome.</li> <li>• To support excellence in contemporary design.</li> <li>• To ensure that the design of higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments.</li> <li>• To ensure that the design of higher density development provides adequate amenity for the intended occupants of the building and protects the residential amenity of adjoining and surrounding properties.</li> </ul>



- To ensure that the provision and design of any parking and access for vehicles is appropriate for the location, efficient, minimises impact to streetscape appearance and maintains pedestrian safety and amenity.
  - To ensure that new development considers all potential impacts to biodiversity.
- 

The Proposal broadly aligns to the local planning objectives on the following basis:

- the Proposal seeks to protect the identified heritage items within the precinct (incorporating the lifts into the existing footbridge, avoiding major demolition of heritage fabric)
- the Proposal station entries are sympathetic to the aesthetic and materials of both Petersham North and South development precincts. This is achieved by:
  - maintaining an 'elegant simplicity in architecture planning and detailing' (DesignInc, 2019)
  - responding sensitively to the to the current and likely future built environment around the station (DesignInc, 2019)
- supporting pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality. This is achieved through the proposed landscaping and improved access to bicycle facilities adjacent to the station entries
- the Proposal preserves or enhances other significant public domain elements within the precinct including landscaping, fencing, open space, kerb and guttering, views and vistas.

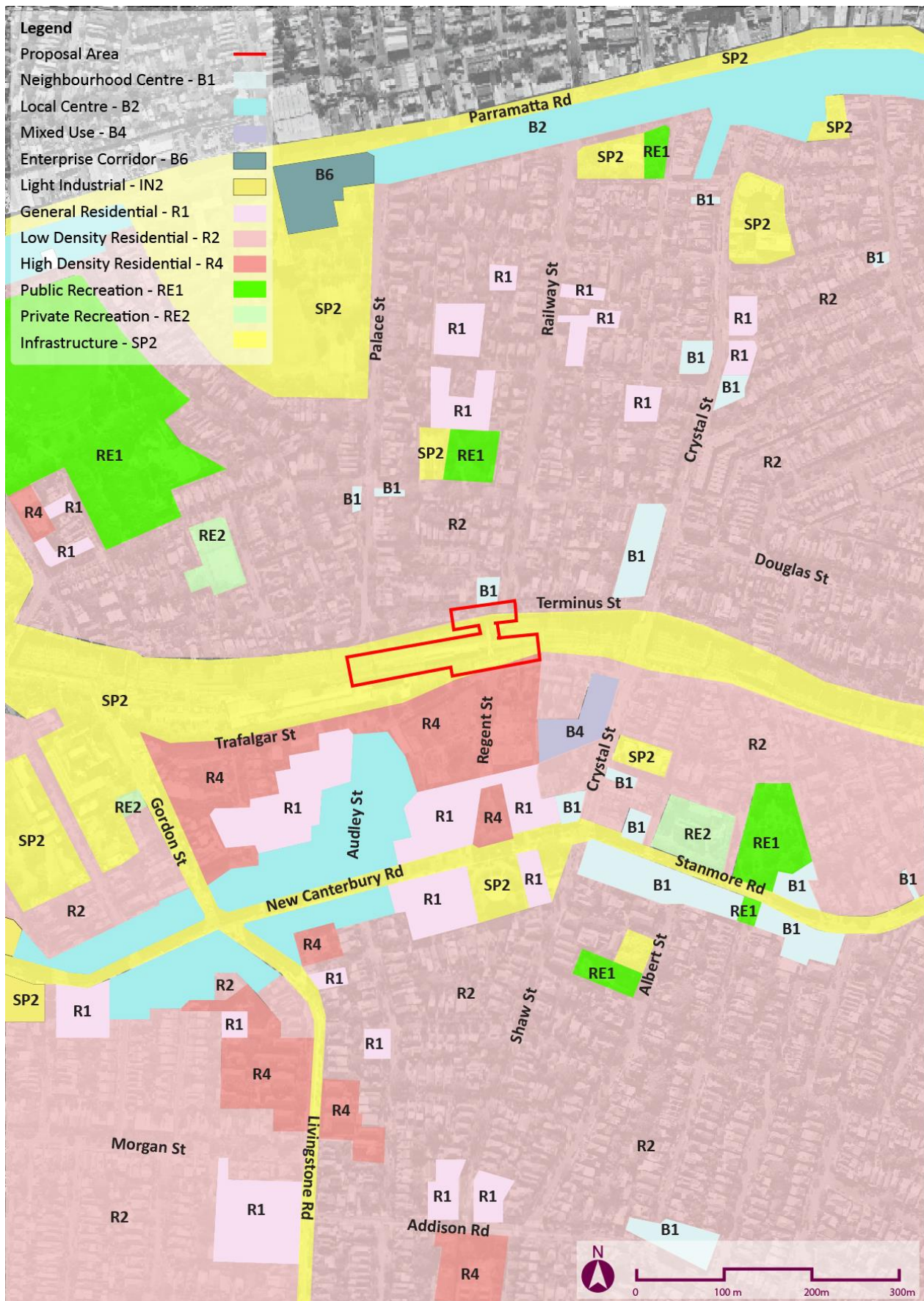


Figure 5: Petersham land use zoning

## 3 LANDSCAPE CHARACTER ASSESSMENT

### 3.1 Methodology

This chapter outlines the urban landscape character within a localised context to obtain an appreciation of the existing visual environment of the area in which the Proposal is located, and to subsequently develop a visual baseline. This visual baseline will be used as a measurement to gauge the level of influence the Proposal has on its surrounding area.

The methodology inherited for the landscape character used herein is based on an objective assessment of the landscape attributes of a place. The Proposal area is viewed as a whole site within a broader context for the specific purpose of evaluation, and to assist with developing guidelines to manage and plan for the landscape character type and its relationship with the site and Proposal.

### 3.2 Landscape Character Zones

A Landscape Character Zone (LCZ) is defined as the collective qualities including the built form, natural elements, and the cultural and social facets that combine to provide a locale with a unique sense of place. An appreciation of the visual character of the present landscape assists in the development of a baseline and means for evaluation in visual impact assessment, and subsequently how the Proposal will influence: the present visual environment; aesthetic and perceptual aspects of the landscape, and; its unique character.

An LCZ takes place when there are apparent patterns of elements occurring consistently in a specific type of landscape. The landscape character zones, and prominent landscape features identified and described below collectively define the overall character for the part of the local area. Seven LCZs have been identified within a 300 metre radius from the Proposal (refer Figure 6). The following sections provide a description of each LCZ to convey the urban style of the locale.

.





Figure 6: Landscape Character Zones



### 3.2.1 LCZ 1 – Former station building

LCZ 1 comprises the former station building which is located within the heritage-listed Petersham Station. The landscape character of the LCZ 1 has been represented in Figure 7.

The landscape character of this zone is defined by the former station building which is a fine example of late Victorian architecture style from 1885. The building is a significant landmark in Petersham, which was designed by George Cowdery (NSW Office of Environment and Heritage, 2019a). The building was the only “First Class station” built in the Sydney Trains network (NSW Office of Environment and Heritage, 2019a). The building is characterised by complicated roof structures, large symmetrical plans, awnings and large columns.



Figure 7: Landscape Character Zone 1 – Former station building



### 3.2.2 LCZ 2 – Platform building and railway infrastructure

LCZ 2 is located along Trafalgar Street, which intersects along Gordon Street and Audley Street. LCZ 2 is representative of rail infrastructure, including the platform building and footbridge which also form part of the state heritage listing. Also included in this LCZ is the adjacent Transport Training Facility on Trafalgar Street. An example of the landscape character is shown in Figure 8.

This character of the zone is defined by its industrial and utilitarian use. Power infrastructure dominates the spaces with little to no vegetation within the railway precinct. There are some native and exotic large trees that provide some screening on the outside of the LCZ to Trafalgar Street.



Figure 8: Landscape Character Zone 2 – Platform building and railway infrastructure

### 3.2.3 LCZ 3 – Commercial heritage precinct

LCZ 3 is located along Audley Street and New Canterbury Road. This LCZ is predominately the commercial zone of Petersham, centred around hospitality, place of worship, restaurants and retail trade. Figure 9 addresses the character of the precinct.

There are two similar streetscape styles within this landscape character zone.

Audley Street has an urban vernacular, with narrow sidewalks, on-street car park and shopfront awnings extending to the road line. Boutique retail outlets, small eateries and cafés, as represented in Figure 9. The aesthetic of New Canterbury Road possesses late 19<sup>th</sup> century detailing. Audley Street falls into the Petersham Commercial Precinct Heritage Conservation Area (HCA25) (Marrickville City Council, 2011d).

This landscape character zone encompasses the mid-19<sup>th</sup> century federation vernacular, this is composed of brickwork, corrugated iron and federation style decoration. This vernacular has been retained and highlighted to provide the commercial zone with a greater sense of heritage. The precinct demonstrates a wide variety of food, supplies and entertainment, recognised as Sydney's 'Little Portugal' (Marrickville City Council, 2011c).

Outside of the commercial qualities, LCZ 3 is composed of the typical urban streetscape utilities, including electrical light poles, signage and native street trees. Within the utilitarian landscape the retained heritage features contribute to a stronger sense of place.



Figure 9: Landscape Character Zone 3 – Commercial heritage precinct



### 3.2.4 LCZ 4 – Car park / future development

LCZ 4 includes the car park and development site areas adjacent to Regent Street and Trafalgar Street.

The landscape in this area is dominated by:

- asphaltic surface areas, with various degrees of shade provided by a variety of native and exotic trees. Trees ranging in height from four to 15 metres
- cleared development sites ready for construction.

The character of the LCZ 4 is represented in Figure 10.

It should be noted that future development of this space would alter the landscape character of this zone which would impact the receptor sensitivity of the site. A Development Application was approved in June 2019 for the staged construction of 357 apartments over three sites. One of the sites, immediately opposite Petersham Station, will comprise:

- a mixed use building ranging from two to 11 storeys in height containing a new registered club premises for the Petersham RSL Club fronting Trafalgar Street
- three residential buildings containing 196 apartments
- three two-storey apartments (refer Figure 23).



Figure 10: Landscape Character Zone 4 – Car park/ future development

### 3.2.5 LCZ 5 – Annandale Farm & South Heritage Conservation Area

LCZ 5 is divided into north (Annandale Farm) and south heritage zones. The character of the LCZ5 has been represented in Figure 11.

Annandale Farm Heritage Area is defined by the styles of late Victorian and Federation period residential development, shops and retails. The residential building typographies in the Annandale Farm Heritage Area include mansions, villas and single row houses.

The local shopping centre aligns with the straight street layout. The streetscape provides a regular pattern that fits into rectangular space of street layout.

LCZ 5 extends south to the Norwood Estate Heritage Conservation Area. The architectural style in this side of the LCZ is predominately Victorian. This zone has a range of housing and gardens that reflect the 19<sup>th</sup> and 20<sup>th</sup> century Victorian style. Some notable structures are Petersham Town Hall and Inner West Council Service Centre with similar materials and building features as the Annandale Farm Heritage Area.



Figure 11: Landscape Character Zone 5 - Annandale Farm & South Heritage Conservation Area



### 3.2.6 LCZ 6 – New Canterbury Road precinct

LCZ 6 is located on New Canterbury Road, which intersects Fisher Street, Regent and Trafalgar Street. The character of LCZ 6 has been represented in Figure 12.

The predominant architectural styles along New Canterbury Road are 19<sup>th</sup> century Federation and Victorian Italianate/ Filigree. Commercial and retail buildings demonstrate the characteristics of suburban shops with narrow shopfronts and structural bays. The materials which best highlight the historic vernacular of this landscape character zone are brickwork and corrugated iron. Some properties have retained their original configuration as ground floor commercial with direct access to the public footpath and upper levels of commercial/residential uses.

The Petersham water tower visually dominates this precinct. Mature exotic trees and vegetation throughout the precinct provide a contrast to the predominantly masonry-built form.



Figure 12: Landscape Character Zone 6 - New Canterbury Road precinct

### 3.2.7 LCZ 7 – North Heritage Conservation Area

LCZ 7 is located to the north of Petersham Station. The character of LCZ7 has been represented in Figure 13. The LCZ 7 is located within the Petersham North Heritage Conservation Area (Marrickville Council, 2011a).

This landscape character zone is defined by its 19<sup>th</sup> and 20<sup>th</sup> century heritage elements and design. Dwellings are typically one to two storeys with a wide streetscape. The streets are lined with native and exotic street trees and a high level of vegetation within the residential open spaces has resulted in a highly vegetated neighbourhood aesthetic.

The precinct also includes public open spaces with Petersham Oval the largest. Taverner's Hill, Fort Street High School and TAFE are also included in the precinct.

The architectural style of the individual dwellings is a variable mix of Federation and Victorian architecture. Construction materials which are commonplace in this architectural style include masonry, white/cream coloured weatherboarding and typically corrugated iron roofs finished in heritage colourways (Marrickville Council, 2011a).



Figure 13: Landscape Character Zone 7 – North Heritage Conservation Area



## 4 VISUAL IMPACT ASSESSMENT

### 4.1 Methodology

The methodology adopted in this assessment has been adapted from the *Guidelines for landscape character and visual impact assessment practice note EIA-N04* (Roads and Maritime Services, 2018). This methodology has been used as a guide to assess the features and impacts of this Proposal.

This report considers groups or clusters of visual receptors which are used to demonstrate the influence of the Proposal in a broader context.

There are two primary measurements used to determine impacts to the landscape character:

1. Sensitivity of the character
2. Magnitude of a proposal.

#### 4.1.1 Sensitivity

Visual sensitivity refers to the character of a setting, the quality of the view, and how sensitive it is to the proposed change (Roads and Maritime Services, 2018). Combined with magnitude, sensitivity provides a measure of impact. Visual sensitivity relates to the direction of view and the composition of the view.

The higher the visual quality of the landscape surrounding the viewpoint, the greater the significance of introducing new development and therefore the impact on the existing. For example, road widening would be ranked lower than changes to national parkland. A place with a more consistent character would be more visually sensitive to new development than a place with less consistency.

#### 4.1.2 Magnitude

The magnitude is the degree of visual change on the view due to the proposed development. It is the measurement of the overall scale, form and character of a proposed development when compared to the existing condition (Roads and Maritime Services, 2018).

Magnitude also takes into consideration the distance between the viewer(s) and the proposed development. Judging the magnitude of visual effects takes account of:

- the scale of the change within the view with respect to the addition (or loss) of elements taken up by the proposed development
- the degree of change and/or integration of any new features or changes in the landscape in terms of form, scale and mass, line height, colour and texture
- the nature of the view of the proposed development and whether the views are permanent, full, partial or glimpses (Landscape Institute and Institute for Environmental Management and Assessment, 2013)
- the magnitude of proposed development in a landscape character depends on the scope of the Proposal
- the location of the proposed development in relation to the region in question also influences magnitude.

Six categories are used in ranking the magnitude of a proposal, ranging from negligible to high. Impact on the visual character of the landscape is determined using the matrix shown in Figure 14. Rankings for sensitivity and magnitude are combined to generate the impact in the body of the table.

Sensitivity	Magnitude			
	High	Moderate	Low	Negligible
	High	High Impact	High-Moderate	Moderate
	Moderate	High-Moderate	Moderate	Moderate-Low
	Low	Moderate	Moderate-Low	Low
	Negligible	Negligible	Negligible	Negligible

Figure 14: Impact Grading Matrix (Roads and Maritime Services, 2018)

### 4.1.3 Viewpoints

In order to assess the sensitivity and the magnitude of the Proposal a desktop study was undertaken of potential viewing locations of the Development. These viewpoints were ground-truthed and analysis was undertaken from each of the viewpoints during site inspection. Figure 15 outlines the position and direction of the viewpoints analysed for the Proposal.

### 4.1.4 Artist impressions

Artist impressions provide an indication of what a proposal may look like from key representative viewpoints once complete and help to demonstrate the bulk and scale. Artist impressions for the Proposal have been prepared from two viewpoints (VP2 and VP5 standpoints) and were chosen to highlight different aspects of the Proposal and demonstrate potential future views from the most impacted viewpoints. The artists impressions are shown against the existing environment noting that materials and finishes are indicative and would be further investigated during detailed design. Refer to Figure 16, Figure 17, Figure 18, and Figure 19.



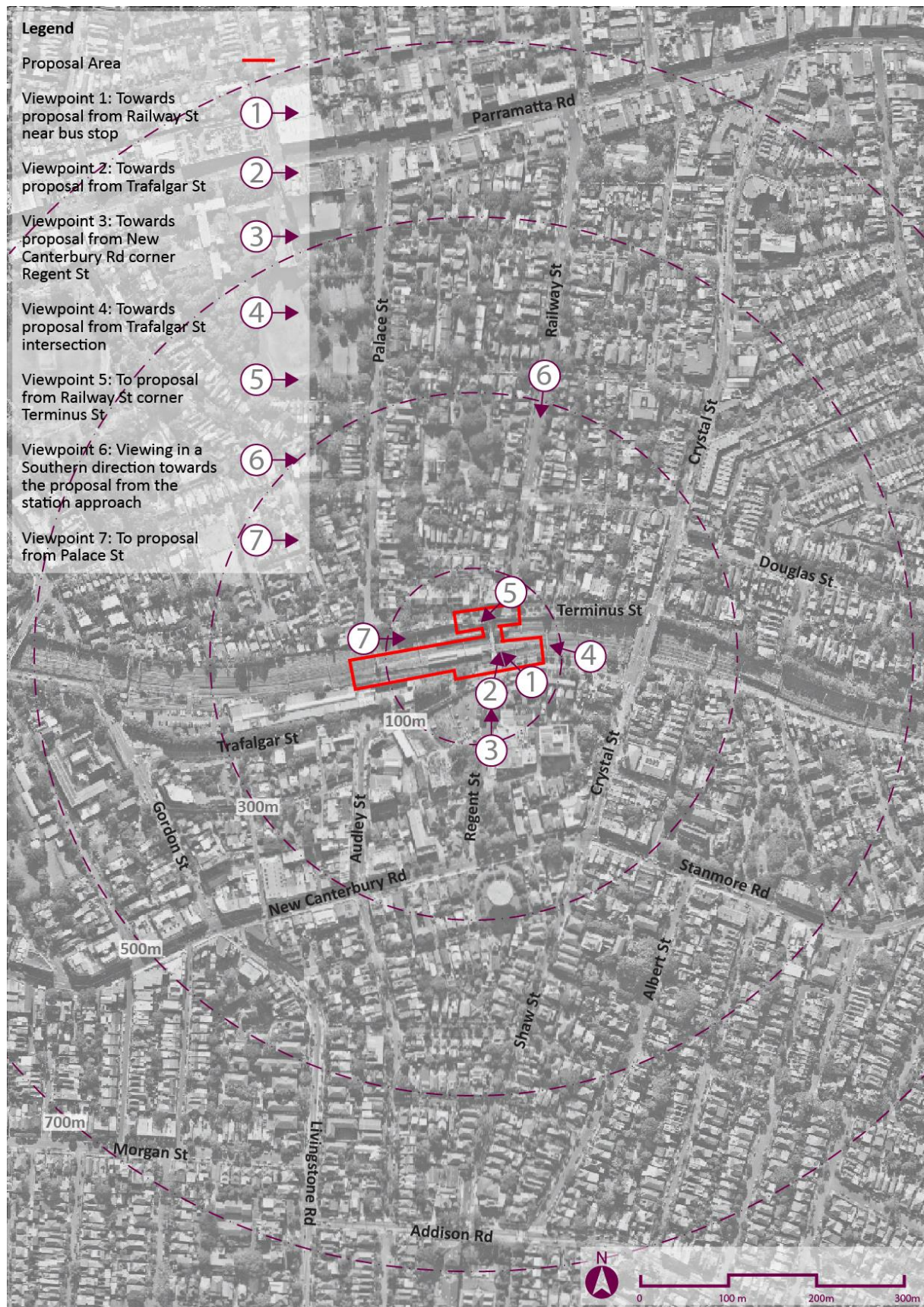


Figure 15: Viewpoint locations





Figure 16: Terminus Street – Existing view



Figure 17: Terminus Street – Artist impression





Figure 18: Trafalgar Street – Existing view

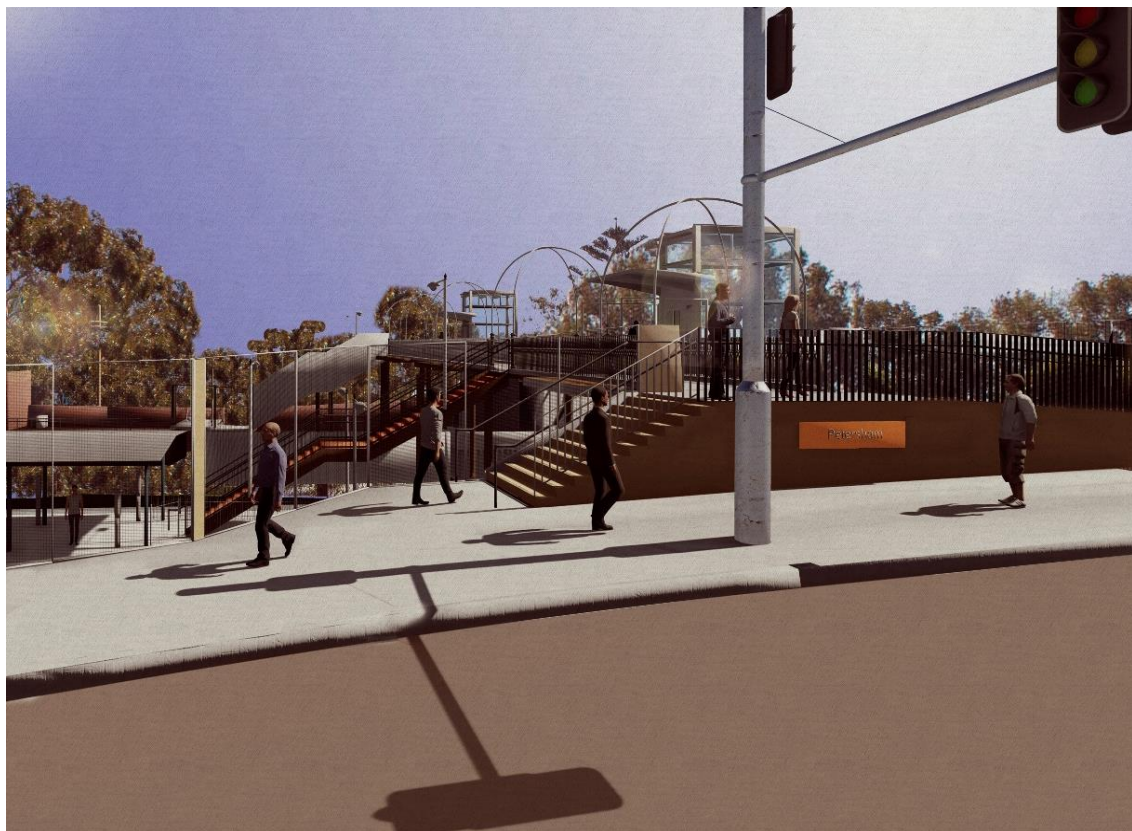


Figure 19: Trafalgar Street – Artist impression



## 4.2 Viewpoint assessment

### 4.2.1 Viewpoint 1: Views from 285 Trafalgar Street (east of Regent Street intersection)

#### 4.2.1.1 Viewpoint description

Views towards the Proposal from Viewpoint 1 are dominated by the existing station infrastructure within the immediate locality. From this location on Trafalgar Street the rail infrastructure can be identified including the pedestrian footbridge and transport interchange (refer Figure 20). The historical former station building can be seen in the background of the viewpoint through the screen fencing. The view has a backdrop of various large eucalypt trees.



Figure 20: Viewpoint 1 – Views from 285 Trafalgar Street (east of Regent Street intersection)

#### 4.2.1.2 Viewpoint impacts

- New lift to the existing footbridge (providing access to the platform) would be partially visible but obscured by fencing and other infrastructure.
- Station entrance and interchange facilities on Trafalgar Street visible and prominent to this location.
- Station entrance, inclusive of the lift on Terminus Street partially visible in background (obscured by fencing and other infrastructure).
- Platform building is obscured from views from this location.

#### 4.2.1.3 Assessment of impacts

For viewpoint 1 refer to Table 6 for assessment of sensitivity, magnitude and impacts.

**Table 6: Viewpoint 1: Visual Impact Assessment**

Sensitivity (High)	Magnitude (Low)	Overall impact
<ul style="list-style-type: none"> <li>• Two storey attached residential properties to Trafalgar Street.</li> <li>• Petersham Station and associated infrastructure already visible to residents in Trafalgar Street.</li> <li>• The viewpoint has an urbanised landscape character.</li> <li>• Trafalgar Street: three/four lane road is urban in character with urban infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed station infrastructure not a significant visual departure from the existing visual conditions.</li> <li>• Close distance between the Proposal and residential dwellings.</li> <li>• Motorists and pedestrians with direct views to the Proposal area.</li> <li>• Proposal small departure from existing landscape character.</li> </ul>	<b>Moderate</b>

## **4.2.2 Viewpoint 2: Views from 297-299 Trafalgar Street (west of Regent Street intersection)**

### **4.2.2.1 Viewpoint description**

Viewpoint 2 is positioned at the 297-299 Trafalgar Street (Figure 23) looking north east towards the footbridge. This is represented in Figure 21.

Views in this area are dominated by the security fencing adjacent to the roadway as well as traffic signage and lighting in this urbanised environment.

Generally, the views from this location are over and across the station to the north. The platform can be viewed to the left in the background of the viewpoint. Various large eucalypts and exotic species provide some vegetative backdrop to this view.





Figure 21: Viewpoint 2 – Views from 297-299 Trafalgar Street (west of Regent Street intersection)



Figure 22: Trafalgar Street – Artist impression



Figure 23: Viewpoint location - Artists Impression in the Statement of Environmental Effects of “The Siding” development proposal -  
Corner of Regent and Trafalgar Streets  
(source: Ludvik & Associates Pty Ltd 2019 for Deicorp Projects Petersham Pty Ltd)

#### 4.2.2.2 Viewpoint impacts

Refer also to the artist's impression in Figure 22.

- New lift to the existing footbridge (providing access to the platform) would be partially visible but obscured by fencing and other infrastructure.
- Station entrance and interchange facilities on Trafalgar Street visible and prominent to this location.
- Station entrance, inclusive of the lift on Terminus Street partially visible in background (obscured by fencing and other infrastructure). As well the impact of the lifts is mitigated through the use of materials, namely using glass to the upper levels of the lift shafts to assist blending the lifts into the background.
- Platform and platform building works obscured from views from this location.

#### 4.2.2.3 Assessment of impacts

For viewpoint 2 refer Table 7 for assessment of sensitivity, magnitude and impacts. Table 8 describes the sensitivity, magnitude and impacts in the event the proposed development proceeds at the corner of Trafalgar and Regent Streets.

**Table 7: Viewpoint 2: Visual Impact Assessment – current**

Sensitivity (Low)	Magnitude (Low)	Overall impact
<ul style="list-style-type: none"> <li>• Current – car parking.</li> <li>• Station infrastructure prominent on termination of view.</li> <li>• Station and associated infrastructure already exposed to users and businesses on Trafalgar Street.</li> <li>• The viewpoint has an urbanised landscape character.</li> <li>• Trafalgar Street: three/four lane road is urban in character with urban infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>• New station infrastructure not a significant visual departure from the existing visual conditions.</li> <li>• Small distance between the Proposal and car parking.</li> <li>• Motorists and pedestrians have direct views to the Proposal area.</li> <li>• Proposal not a departure from existing landscape character.</li> </ul>	<b>Low</b>

**Table 8: Viewpoint 2: Visual Impact Assessment – future (refer to Figure 23)**

Sensitivity (High)	Magnitude (Low)	Overall possible impact
<ul style="list-style-type: none"> <li>• Up to 11 storey mixed use to corner of Regent Street and Trafalgar Street.</li> <li>• Petersham Station and associated infrastructure already visible to future residents in this area.</li> <li>• The viewpoint will still have an urbanised landscape character.</li> <li>• Trafalgar Street: three/four lane road is urban in character with urban infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>• New station infrastructure not a significant visual departure from the existing visual conditions.</li> <li>• Small distance between the Proposal and future development.</li> <li>• Motorists and pedestrians have direct views to the Proposal area.</li> <li>• Proposal not a departure from existing landscape character.</li> </ul>	<b>Moderate</b>



### 4.2.3 Viewpoint 3: Views from Regent Street

#### 4.2.3.1 Viewpoint description

Viewpoint 3 is located directly south of the Proposal on Regent Street. Views from this position are highlighted in Figure 24.

Regent Street itself has several identified uses including car parking to the western side of the road with housing further south. To the east the local RSL is located along with parking further south closer to New Canterbury Road.

There are heavily filtered views of the railway assets with only the station entry and arch over the pedestrian footbridge noted. This is due to the prevailing topography with street trees and fencing filtering views. The railway infrastructure becomes more visually apparent towards the northern end of Regent Street.



Figure 24: Viewpoint 3 – Views from Regent Street

#### 4.2.3.2 Viewpoint impacts

- New lift to the existing footbridge (providing access to the platform) would be obscured by vegetation, fencing and other infrastructure.
- Station entrance and interchange facilities on Trafalgar Street partially visible to this location.
- Station entrance, inclusive of the lift on Terminus Street obscured from this location.
- Platform and platform building works obscured from views from this location.

#### 4.2.3.3 Assessment of impacts

For viewpoint 3 refer Table 9 for assessment of sensitivity, magnitude and impacts.

**Table 9: Viewpoint 3: Visual Impact Assessment**

Sensitivity (Moderate)	Magnitude (Negligible)	Overall impact
<ul style="list-style-type: none"> <li>• Car parking on the western side of Regent Street.</li> <li>• Station infrastructure identifiable on termination of view down Regent Street.</li> <li>• Fencing and pedestrian footbridge already exposed to residences on Regent Street.</li> <li>• Regent Street: two lane residential street is urban in character with urban infrastructure.</li> <li>• Rail infrastructure such as walkway and fencing noted from this viewpoint.</li> <li>• Overhead power infrastructure not prominent from this location due to topography.</li> </ul>	<ul style="list-style-type: none"> <li>• New station platform infrastructure (such as the lift) would not be visible from most parts of Regent Street. New entrance ramp may be seen closer to Trafalgar Street.</li> <li>• Moderate distance between the Proposal and residential dwellings.</li> <li>• Mature vegetation within Proposal area visually mitigates views to Proposal.</li> <li>• Proposal not a departure from existing landscape character.</li> </ul>	<b>Negligible</b>



## 4.2.4 Viewpoint 4: Views from Trafalgar Street at intersection with Crystal Street

### 4.2.4.1 Viewpoint description

Viewpoint 4 is located on Crystal Street to the east of the station. This view is represented in Figure 25.

Residential housing lines the southern side of Trafalgar Street with railway infrastructure on the northern side of the street.

Streetscape vegetation lines both side of Trafalgar Street leading up to the station entry. The vegetation is mature comprising a variety of native and exotic species.

Station fencing (newly installed) dominates view directly opposite residents. Overhead infrastructure can be seen when looking north over Trafalgar Street.



Figure 25: Viewpoint 4 – Views from Trafalgar Street at intersection with Crystal Street



#### 4.2.4.2 Viewpoint impacts

- New lift to the existing footbridge (providing access to the platform) would be obscured by vegetation, fencing and other infrastructure.
- Station entrance and interchange facilities on Trafalgar Street mostly obscured.
- Station entrance, inclusive of the lift on Terminus Street in mid-ground and mostly obscured from this location.
- Platform and platform building works obscured from views from this location.

#### 4.2.4.3 Assessment of impacts

For viewpoint 4 refer Table 10 for assessment of sensitivity, magnitude and impacts.

**Table 10: Viewpoint 4: Visual Impact Assessment**

Sensitivity (High)	Magnitude (Negligible)	Overall impact
<ul style="list-style-type: none"> <li>• Two-three storey residential properties on the southern side of Trafalgar Street.</li> <li>• Petersham Station and associated infrastructure on the northern side of Trafalgar Street.</li> <li>• Urban character with little vegetation in the streetscape.</li> <li>• Trafalgar Street: four-lane road is urban in character with urban infrastructure.</li> <li>• Rail infrastructure along Trafalgar Street, including bus stop, signage, walkway, fencing.</li> <li>• Close view to railway barrier fencing.</li> </ul>	<ul style="list-style-type: none"> <li>• New station platform infrastructure (such as the lift) and new access ramp would not be a significant departure from the existing visual conditions.</li> <li>• 200 metre distance between the Proposal and residential dwellings.</li> <li>• Existing vegetation in streetscape screens all changes.</li> <li>• Proposal not a departure from existing landscape character.</li> </ul>	<b>Negligible</b>

## **4.2.5 Viewpoint 5: Views from Railway Street at intersection of Terminus Street**

### **4.2.5.1 Viewpoint description**

As shown by Figure 26, residents along Terminus Street are closely exposed to existing railway infrastructure including the heritage footbridge. However, from 22 Terminus Street to 32 Terminus Street a high brick wall acts as a solid screen obscuring the station platform and platform building. A newly installed barrier fence lines the northern side of the street from Crystal Street to opposite 22 Terminus Street.

The residences at the western end of Railway Street have views of the former station building, which buffers views of the station entrances and footbridge.

Vegetation lines both sides of Terminus Street and includes a large Lemon-scented Gum.



Figure 26: Viewpoint 5 – Views from Railway Street at intersection of Terminus Street

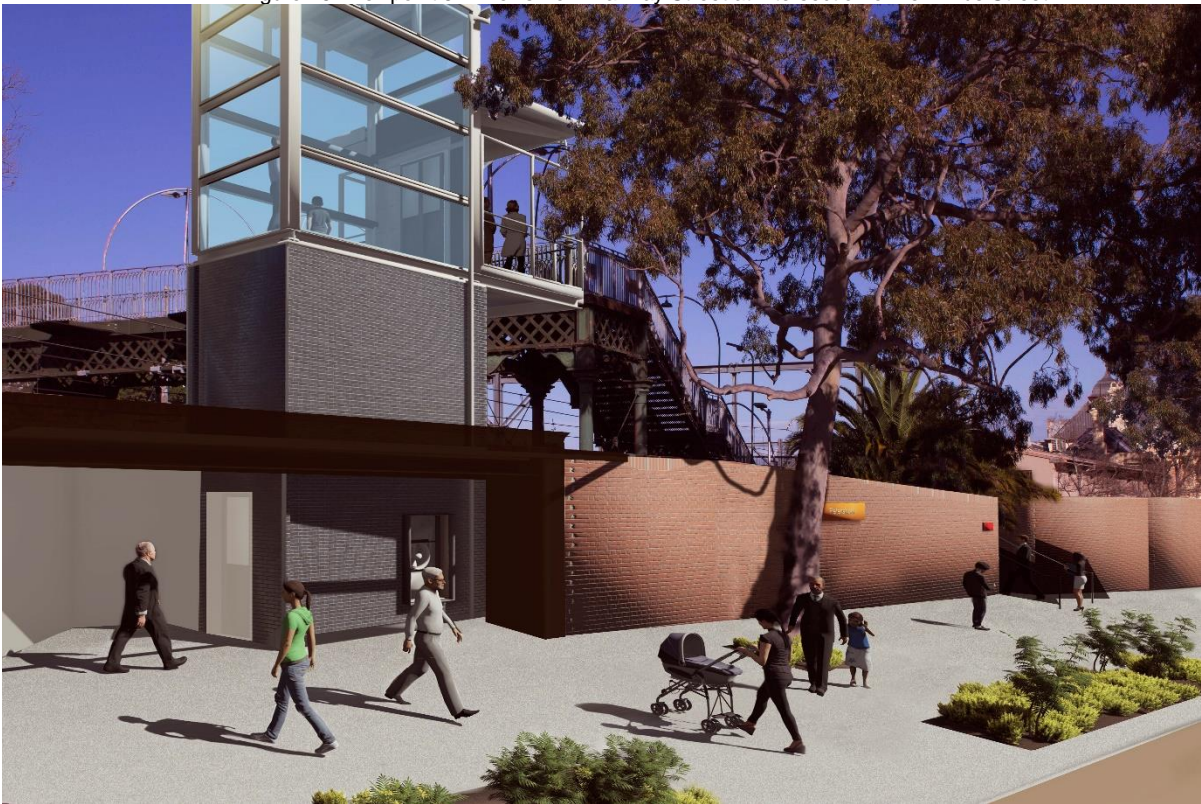


Figure 27: Terminus Street – Artist impression



#### 4.2.5.2 Viewpoint impacts

New lift to the existing footbridge (providing access to the platform) would be somewhat obscured by vegetation, fencing and other infrastructure. Refer also to the artist's impression in Figure 27.

- Station entrance and interchange facilities on Trafalgar Street mostly obscured from views from this location.
- Station entrance, inclusive of the lift on Terminus Street would be prominent and located in the foreground on Terminus Street – especially at the intersection with Railway Street.
- Platform and platform building works obscured from views from this location.

#### 4.2.5.3 Assessment of impacts

For viewpoint 5 refer Table 11 for assessment of sensitivity, magnitude and impacts.

**Table 11: Viewpoint 5: Visual Impact Assessment**

Sensitivity (High)	Magnitude (Moderate)	Overall impact
<ul style="list-style-type: none"> <li>• Single storey attached and detached residential properties on the southern side of Terminus Street.</li> <li>• Some residences with direct views to heritage listed former station building and footbridge</li> <li>• Vegetation lines both side of Terminus Street.</li> <li>• Station Street: single lanes east and westbound. Trees between carriageway and fencing and brick wall.</li> <li>• Rail infrastructure at termination of view visible above wall/fencing.</li> </ul>	<ul style="list-style-type: none"> <li>• New station infrastructure, particularly the proposed lift on Terminus Street, is a departure. That said the design has sought to:               <ul style="list-style-type: none"> <li>– integrate the Terminus Street lift with the brick wall, minimising the area to be demolished and installing similar (or reinstated) bricks around the lift entrance to provide visual continuity</li> <li>– minimise the bulk and scale of the new lifts through the selection of a narrow-through lift with a minimum height required to meet standards</li> <li>– the two new lifts have also been positioned to align across the rail corridor in order to achieve symmetry in design.</li> </ul> </li> <li>• The apparent height of the lift shaft from ground level would be mitigated by the retention of the existing large tree, the use of glass/glazing for the top of the lift structure, and the use of a shade canopy to the structure to the front entry.</li> <li>• Existing infrastructure and vegetation would screen the majority of new infrastructure along Terminus Street except the lift.</li> <li>• Proposal is somewhat a departure from existing landscape character.</li> </ul>	<b>High-Moderate</b>

## 4.2.6 Viewpoint 6: Views from Railway Street

### 4.2.6.1 Viewpoint description

Viewpoint 6 is located on Railway Street north of the Proposal. This is represented in Figure 28.

The area is highly urbanised. The tree lined street funnels view south down and onto parts of the existing station. Vegetation, particularly at the southern end of Railway Street, provides visual relief to large parts of the railway infrastructure.



Figure 28: Viewpoint 6 – Views from Railway Street

#### 4.2.6.2 Viewpoint impacts

- New lift to existing footbridge (providing access to the platform) would be in the background and obscured by vegetation, fencing and other infrastructure.
- Station entrance and interchange facilities on Trafalgar Street would be in the background and obscured by vegetation, fencing and other infrastructure.
- Station entrance, inclusive of the lift on Terminus Street in mid-ground and somewhat prominent termination of view of Railway Street.
- Platform and platform building works obscured from views from this location.

#### 4.2.6.3 Assessment of impacts

For viewpoint 6 refer Table 12 for assessment of sensitivity, magnitude and impacts.

**Table 12: Viewpoint 6: Visual Impact Assessment**

Sensitivity (Moderate)	Magnitude (Low)	Overall impact
<ul style="list-style-type: none"> <li>• Single storey residences line both sides of Railway Street but face parallel to the station. Tree lined street highly obscures view to station.</li> <li>• Railway Street is a two lane road with single lane traffic in each direction. Travellers on road heading south would see parts of the Proposal.</li> <li>• Pedestrians would not see Proposal due to trees obscuring view.</li> </ul>	<ul style="list-style-type: none"> <li>• New station infrastructure, particularly the proposed lift on Terminus Street, would be seen at the termination of the view line – however the distance from the viewpoint and the proposed materials of the structure mitigates the visual impact of the Proposal.</li> <li>• The apparent height of the lift shaft from ground level would be mitigated by the retention of the existing large tree, the use of glass/glazing for the top of the lift structure, and the use of a shade canopy to the structure to the front entry.</li> <li>• Existing vegetation screens the majority of new infrastructure</li> <li>• At this distance the Proposal is not a significant departure from existing landscape character.</li> </ul>	<b>Moderate-Low</b>



## 4.2.7 Viewpoint 7: Views from South Avenue

### 4.2.7.1 Viewpoint description

Viewpoint 7 is located along the South Avenue, west of the station. The position of this viewpoint is shown in Figure 25.

The laneway is mainly garage access to residents on Searl Street. The property at 2 South Avenue faces the station and has installed a 1.8 metre fence to roadway and in so doing have screened views of the station. The property at 110 Palace Street has a zero-setback façade with three windows which face onto the lane.

This location is largely characterised by rail corridor infrastructure, including the rail line and platform. The station infrastructure is less than 10 metres from this location.



Figure 29: Viewpoint 7 – Views from South Avenue

### Viewpoint impacts

- New lift to the existing footbridge (providing access to the platform) would be in the background and obscured by vegetation, fencing and other infrastructure.
- Station entrance and interchange facilities on Trafalgar Street would be in the background and obscured by vegetation, fencing and other infrastructure.
- Station entrance, inclusive of the lift, on Terminus Street would be obscured by the former station building.
- Platform and platform building works partially obscured from views from this location by the existing fencing.

4.2.7.2 Assessment of impacts

For viewpoint 7 refer Table 13 for assessment of sensitivity, magnitude and impacts.

Table 13: Viewpoint 7: Visual Impact Assessment

Sensitivity (Moderate)	Magnitude (Negligible)	Overall impact
<ul style="list-style-type: none"><li>Garages and two single storey residences are exposed to the existing railway infrastructure.</li><li>No vegetation in laneway.</li><li>South Avenue is a small dead-end laneway servicing mainly garages.</li></ul>	<ul style="list-style-type: none"><li>Platform and platform building visible from this location.</li><li>All other proposed changes not visible from this location.</li><li>Given that glazing is proposed for the new canopy to the family accessible toilet, the Proposal is not considered to present a departure from existing landscape character.</li></ul>	<b>Negligible</b>

### 4.3 Summary of Visual Impact Assessment

Refer Table 14 for summary of visual impacts of the seven viewpoints:

**Table 14: Summary of Visual Impact Assessment**

Viewpoint	Summary	Overall impact
Viewpoint 1: Views from 285 Trafalgar Street (east of Regent Street intersection)	<ul style="list-style-type: none"> <li>The Proposal is 20 m from this viewpoint.</li> <li>There would be visual changes evident from this location, but they would be in-keeping with the landscape character of the viewpoint/location.</li> </ul>	Moderate
Viewpoint 2: Views from 297-299 Trafalgar Street (west of Regent Street intersection) – current	<ul style="list-style-type: none"> <li>The Proposal is 20 m from this viewpoint.</li> <li>There would be small visual changes evident from this location, which would be in keeping with the landscape character of the viewpoint/location.</li> </ul>	Low
Viewpoint 2: Views from 297-299 Trafalgar Street (west of Regent Street intersection) – proposed	<ul style="list-style-type: none"> <li>The Proposal would be 20 meters from this viewpoint which in the future is likely to include residential receivers.</li> <li>There would be small visual changes evident from this location, which would be in keeping with the landscape character of the viewpoint/location.</li> </ul>	Moderate
Viewpoint 3: Views from Regent Street	<ul style="list-style-type: none"> <li>Residences in this area are mainly screened from the majority of changes proposed.</li> <li>There would be negligible visual changes evident from this viewpoint/location.</li> </ul>	Negligible
Viewpoint 4 Views from Trafalgar Street at intersection with Crystal Street.	<ul style="list-style-type: none"> <li>Residences in this area are mainly screened from the majority of changes proposed.</li> <li>There would be negligible visual changes evident from this viewpoint/location.</li> </ul>	Negligible
Viewpoint 5: Views from Railway Street at intersection of Terminus Street	<ul style="list-style-type: none"> <li>Increase in exposure of Proposal from this location due to new lifts and station entrance.</li> <li>While the concept design has incorporated many measures to reduce the visual impact of the new lifts, the proximity of sensitive receivers and heritage setting is likely to result in a High-Moderate impact.</li> <li>The Proposal includes new elements which are a departure from the existing view. However, the landscape character of the view is already dominated by the station infrastructure.</li> </ul>	High-Moderate
Viewpoint 6: Views from Railway Street	<ul style="list-style-type: none"> <li>No change to level of exposure from this location to the Proposal.</li> <li>There is some existing vegetation screening this view.</li> <li>The landscape character at the termination of the view is already dominated by the station infrastructure.</li> <li>New station infrastructure, particularly the proposed lift on Terminus Street, would be seen at the termination of the view line – however the distance from the viewpoint and the proposed materials of the structure mitigates the visual impact of the Proposal.</li> </ul>	Moderate-Low
Viewpoint 7: Views from South Avenue	<ul style="list-style-type: none"> <li>Residences in this area are already highly exposed to railway infrastructure in this location.</li> <li>There would be negligible visual changes evident from this location.</li> </ul>	Negligible



## 5 CONCLUSION AND SAFEGUARDS

### 5.1 Conclusion

A key consideration in the visual impact assessment of the Proposal will be the sensitivity of residents, passengers and other stakeholders to specific elements, which may result in a variety of responses, both positive and negative. Whilst the degree to which the scale of the Proposal area is visible from certain vantage points can be quantified, ultimately, the residents and users of the landscape surrounding the site will reflect a range of sensitivities. The degree to which the changes to the landscape are perceived will depend on the values of the actual users/ residents.

This report considers views from passengers, motorists, habitable room windows, outdoor areas of the home yard dwelling as the most sensitive receptors. Views from residual land beyond the home yard area (such as recreational land) are treated as less sensitive receptors. This report also adopts the standard methodology of sensitivity relating to proximity, in that the greater the distance between the visual receptor and the Proposal, the lesser the visual sensitivity.

In summary, the Proposal would result in Negligible to Low-Moderate impacts for most of the selected viewpoints except for Viewpoint 5: Views from Railway Street at the intersection of Terminus Street. The increased impact at this viewpoint (High-Moderate) is due to the proximity of residential receptors to one of the new station entry lifts and the presence and height of the new structure above the adjacent residences.

Except for this one viewpoint the assessment of the Proposal is that it would have a Low or Low-Moderate impact on the current landscape character of the setting. Section 5.2 proposes mitigation measures to assist with maintaining the current visual quality of the landscape as well as complimenting the heritage character of the precinct.

### 5.2 Mitigation measures

Mitigation measures to manage and minimise the potential visual impacts have been identified based on the findings in this report. Mitigation measures, where not already provisioned by the concept design, are proposed in response to impact assessment ratings of Moderate to High, to help further reduce the visual impacts of the Proposal during the construction and operational stages.

Design recommendations have been made with the aim of meeting the key urban design and landscape objectives as outlined in Section 2.2 and maintain the current design considerations relating to mitigating visual amenity.

#### 5.2.1 Design safeguards

- The proposed materials and finishes including the use of opaque materials (steel and glass/glazing) to the upper lift shaft, bricks for the lower lift shaft should be implemented as the use of these materials mitigates the visual impact of these structures on adjacent visual receptors.
- The Lemon-scented Gum at the intersection of Railway Street and Terminus Street should continue to be retained through detailed design and construction as it has high amenity value and provides visual mitigation.
- The scope and extent of the landscaping proposed by DesignInc for the Terminus Street entrance should be implemented as part of the Urban Design and Public Domain Plan.
- Consideration for public art on the brick perimeter wall should be investigated during detailed design.

### 5.2.2 Construction safeguards

- The large existing Lemon-scented gum at the intersection of Railway Street and Terminus Street should be protected in accordance with Australian standards during construction.
- Avoid unnecessary loss or damage to other vegetation adjacent the rail corridor by protecting trees not proposed for removal prior to construction. This includes vegetation that makes a substantial and positive contribution to landscape character such as the mature native and exotic trees and vegetation to the station corridor boundary. Restore any areas that are impacted by construction with appropriate landscape treatments.
- Minimise light spill from the development areas into adjacent visually sensitive residential properties surrounding the development by directing construction lighting into the construction areas and ensuring the site is not over-lit. This includes the sensitive placement and specification of lighting to minimise any potential increase in light pollution
- Temporary hoardings, barriers, traffic management and signage would be removed immediately when no longer required. This is particularly critical to the Proposal's location which is adjacent low-density residential dwellings.
- The site to be kept tidy and well maintained, including removal of all rubbish at regular intervals. There should be no storage of materials beyond the construction boundaries. Storage should occur off-site considering the location of sensitive receptors, utilise rail corridor storage space where possible
- Graffiti (other than sanctioned art), posters and other visual nuisance should be removed during construction in accordance with standard requirements, particularly to areas immediately adjacent Petersham Station.

### 5.2.3 Operational safeguards

- Undertake regular landscape maintenance works to maximise the health and effectiveness of existing planting to help buffer the removal of any existing landscape items.
- For safety and crime prevention- retain any critical views through to the platform building and the rail corridor through regular pruning maintenance.
- Graffiti (other than sanctioned art), posters and other visual nuisance should be removed during on-going operation in accordance with standard requirements, particularly to areas immediately adjacent Petersham Station.

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