

Transport for NSW

Erskineville Station Upgrade

Supporting Studies



ERSKINEVILLE STATION UPGRADE

Landscape Character and Visual Impact Assessment

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TERMS AND ACRONYMS

Table 1: Terms

Term	Description
City of Sydney	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." (Transport for NSW, 2020)
Landscape Character Zone	"An area of landscape with similar properties or strongly defined spatial qualities, distinct from areas immediately adjacent." (Transport for NSW, 2020)
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" (Transport for NSW, 2020)
Proposal	Construction and operation of the Erskineville Station Upgrade.
Proposal area	The extent to which the station upgrade would occur, including work to the platform, stairs, the station 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.
Scoping Design	Is the preliminary design presented in this REF, which would be refined by the Contractor (should the Proposal proceed) to a design suitable for construction (subject to Transport for NSW acceptance).
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." (Transport for NSW, 2020)
Viewpoint	"The specific location of a view, typically used for assessment purposes." (Australian Institute of Landscape Architects, 2018)
Visual amenity	The attractiveness of a scene or view." (Australian Institute of Landscape Architects, 2018)
Visual catchment	The Australian Institute of Landscape Architects describes visual catchment as "Areas visible from a combination of locations within a defined setting (may be modelled or field-validated)." (Australian Institute of Landscape Architects, 2018)
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
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

1 INTRODUCTION

1.1 Purpose

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

As well, this report also considers the upgrade work relating to the More Trains, More Services program, which aims to roll out technology to improve the rail network and provide customers with more reliable, high capacity turn up and go services. Infrastructure improvements are being made across the network as part of this program such as modifications to track, signalling, stabling facilities and station platforms. The Proposal includes additional canopy cover on all platforms to meet the objectives of the More Trains, More Services program.

This Landscape Character and Visual Amenity Impact Assessment delivers an objective assessment of the probable impacts on the visual environment resulting from the construction and operation 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 scoping 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 as 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* (Transport for NSW, 2020) and the *Guideline for Landscape character and visual impact Environmental Impact Assessment Practice Note assessment EIA-N04* (Transport for NSW, 2020).

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 21 October 2020 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 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.

In the preparation of undertaking the visual impact assessment 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, agricultural 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:

- Urban Design and Public Domain Plan: Erskineville Station (dated 20/11/2020)
- TAP 3 MC Tranche 2 - REF briefing (5 November 2020) Erskineville, St Peters & Pymble
- Transport Access Program 3 MC Tranche 2 - Erskineville Station Design Report (dated 20/11/2020)
- Erskineville Station Upgrade – Architectural Drawing Package (SDR Submission dated 20/11/2020)
- TAP 3 – Erskineville Station Architecture Design Report (Revision 3 dated 20/11/2020)
- Erskineville Station Upgrade – Landscape Drawing Package (dated 20/11/2020)
- Erskineville Station Upgrade – Statement of Heritage Impact (dated 15/12/2020)

2 PROPOSAL OUTLINE

2.1 Site description

Erskineville Station is located at Swanson Street, Erskineville within the City of Sydney local government area (LGA).

Erskineville Station is serviced by the following services:

- T2 – Parramatta and Leppington to City
- T3 – Inbound – Liverpool or Lidcombe to City via Bankstown
- T3 – Outbound – City to Liverpool or Lidcombe via Bankstown
- T4 –Waterfall or Cronulla to Bondi Junction
- T4 - Bondi Junction to Waterfall or Cronulla

Erskineville Station is approximately 4 kilometres south-west of Sydney's Central Business District (refer Figure 1). The station is situated between residential properties on George Street to the west of the station and the Erskineville Public School to the east of the station (refer Figure 2).

The Western and Central platforms of Erskineville Station are currently accessed by a stairs from a pedestrian footbridge connection off Swanson Street overpass. The eastern platform can be accessed from both the pedestrian footbridge connection off Swanson Street overpass and from Bridge Street. An overhead booking office is located directly above the station on the Swanson Street overpass.

A bus stop is located east and west of the station on Swanson Street. There is limited on street parking around the station.

The original Erskineville Station was opened in 1884 North of the current site (NSW Office of Environment & Heritage). Erskineville Station Group is listed on RailCorp's Section 170 Heritage and Conservation Register - s170. The station is considered to have local significance "for its role as a transport hub for the Erskineville area, evolving from the original 1884 Erskineville railway station north of the Swanson Street overbridge to the present station site south of the bridge constructed in 1911." (NSW Office of Environment & Heritage).

Of specific note is the intact Overhead Booking Office built in 1910 which is the best example of Federation Queen Anne style and is representative of urban station design of the early twentieth century. Additionally, the 1911 footbridge, including stair structures and newel posts, is a good example of a standard rolled steel joists footbridge design and is unique in that it is contemporary with the other station buildings and structures.

Numerous terrace houses (including their front fences) on Bridge Street are listed on the *Sydney Local Environmental Plan 2012* (Parliamentary Counsel's Office - NSW Government, 2020).

Refer to Table 3 for a summary of statutory listings in the vicinity of Erskineville Railway Station as sourced from the Statement of Heritage Impact (RPS, 2021).

Table 3: Summary of statutory listings in the vicinity of Erskineville Railway Station

Item Name	Item No.	Instrument	Significance	Location
Erskineville Railway Station Group	SHI No. 4801158	Sydney Trains Section 170 Heritage and Conservation Register	Local	Within the boundaries of the Proposal
Erskineville Railway Station including buildings and their interiors	I625	Sydney LEP 2012	Local	Within the boundaries of the Proposal

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Eveleigh Railway Workshops	SHR 01140	SHR	State	Adjacent to Erskineville Railway Station
Toogood & White's Estate – conservation area	C26	Sydney LEP 2012	Local	Adjacent to Erskineville Railway Station
Malcolm Estate – conservation area	C24	Sydney LEP 2012	Local	Adjacent to Erskineville Railway Station
House including interior	I612	Sydney LEP 2012	Local	Adjacent to Erskineville Railway Station
Burren Estate	C21	Sydney LEP 2012	Local	Adjacent to Erskineville Railway Station
Erskineville Public School	I626	Sydney LEP 2012	Local	Adjacent to Erskineville Railway Station
Terrace Group	I604	Sydney LEP 2012	Local	Adjacent to Erskineville Railway Station

Topographically, Erskineville Station is located in a landscape gently sloping north towards the Princes Highway as shown in Figure 3. The station is located below grade of the adjacent Swanson Street running along the northern side of the site. The station also sits below grade of adjacent Erskineville Public School on Bridge Street and Residences on George Street.

Table 4: Proposal area particulars

Aspect	Details
Station name	Erskineville Station
Address	Swanson Street, Erskineville, NSW 2073
LGA	City of Sydney
Coordinates (approx.)	Lat: -33.900872 Long: 151.185263
Site total area (approx.)	1.237 ha
Lot and Plan	Lot 1 DP1003674
Land zoning (site)	SP2 Infrastructure – Railway Infrastructure
Adjacent land zoning	SP2 Infrastructure, B1 Local Centre, R1 Low Density Residential

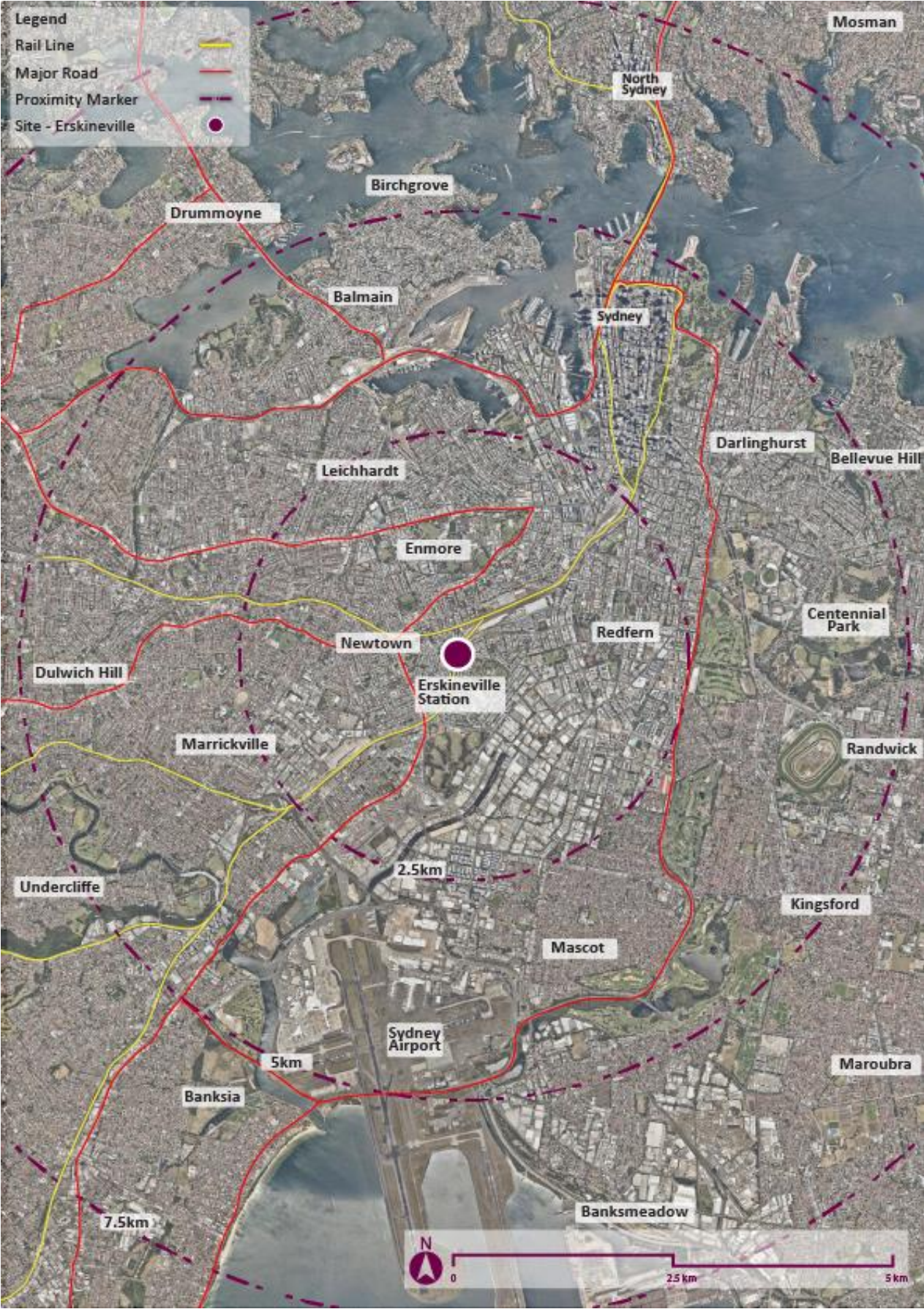


Figure 1: Erskineville Station: Regional context



Figure 2: Erskineville Station: Local context

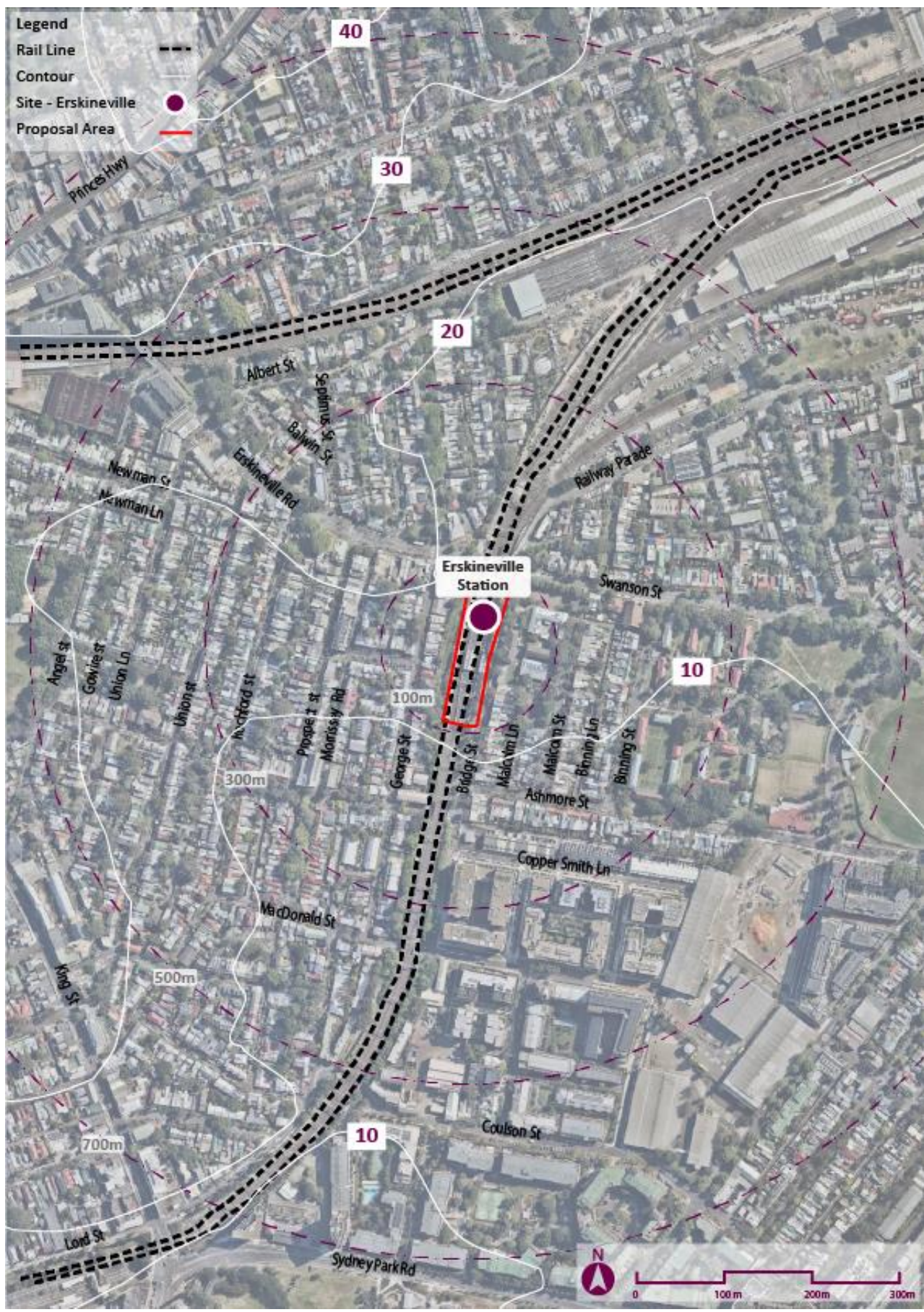


Figure 3: Erskineville topography

2.2 Urban and landscape design objectives and principles

The following urban design objectives and principles have been developed 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:

- *Around the Tracks - urban design for heavy and light rail (Interim Issue)* (Transport for NSW, 2016)
- *City of Sydney – Local Environmental Plan*
- *City of Sydney – Development Control Plan*

2.2.2 Urban Design and Landscape design principles

The overarching urban design and landscape design principles for the project are drawn from *Around the tracks - urban design for heavy and light rail* (Transport for NSW, 2016) which provides the following core principles:

- draw on a comprehensive site and context analysis to inform the design direction
- provide value-for-money design solutions that achieve high quality low maintenance architectural and urban design outcomes that have longevity
- provide connectivity and permeability for pedestrians
- integrate the project with the surrounding area
- maximise the amenity of the public domain
- protect and enhance heritage features and significant trees
- maximise positive view opportunities
- design an efficient and functional transport solution which enhances and contributes to local amenity and prosperity.

Specifically for the Proposal the “objectives of the design” have been sourced from the Urban Design and Public Domain Plan: Erskineville Station (DesignInc, 2020).

Key architectural objectives:

- maintain elegant simplicity in the architectural planning and detailing
- ensure compliance with functional and operational requirements
- respond sensitively to the current and likely future built environment around the station
- balance core operations and customer needs
- design all elements for easy maintenance, considering human factors and operational costs
- fire and life safety incorporated into the design.

Key urban design objectives:

- integrate the station with its current and future urban context, taking into consideration the nature of the sites, the local context and the surrounding biodiversity
- 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
- incorporate flexibility and adaptability in the station precinct which may accommodate any future change
- create a high quality, secure and positive addition to the public domain
- design for sustainable infrastructure that is constructed and operated to optimize environmental, social and economic outcomes.

Key customer experience objectives:

- increase equity of access for all customers
- minimise walking distances and promote interchange with other modes of transport
- minimise pedestrian conflict points and crowding points
- maximise the perception of security and safety
- accommodate potential for growth in patronage and changing travel patterns.

2.3 Proposal overview

Upgrades under the TAP 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 as follows and as shown in Figure 4: Key Elements of the Proposal. It is noted that the description of the Proposal is based on a scoping design and is subject to further design refinement.

- a new southern station entrance off Bridge Street including a new footbridge with three new lifts and stairs connecting to all platforms
- extension of the existing northern footbridge with a new lift and lift landing to the western side of Platform 1 (whilst retaining the existing overhead booking office, footbridge and stairs)
- one new kiss and ride area and one accessible parking space at the northern terminus of Bridge Street providing an accessible path of travel to the existing (northern) station entrance
- a new kiss and ride areas with capacity for two cars and a new pedestrian crossing on Bridge Street opposite the new southern station entrance
- new canopies on the platforms to provide weather protection
- a new family accessible toilet, female ambulant toilet and male ambulant toilet within the Platform 2/3 building
- modifications to the family accessible toilet on Platform 1 for improved accessibility
- upgrade work along the footpaths approaching the northern and southern station entrances

- kerb modifications and line marking at the southern station entrance to provide access to the new kiss and ride areas
- improvements to customer information and communication systems including wayfinding modifications, public address (PA) system modifications and new hearing induction loops
- localised platform regrading and the installation of new tactiles along the platforms
- improvements to station lighting and CCTV to improve safety and security
- landscaping work, tree removal and adjustments to wayfinding
- electrical upgrades for the new infrastructure and service relocations.

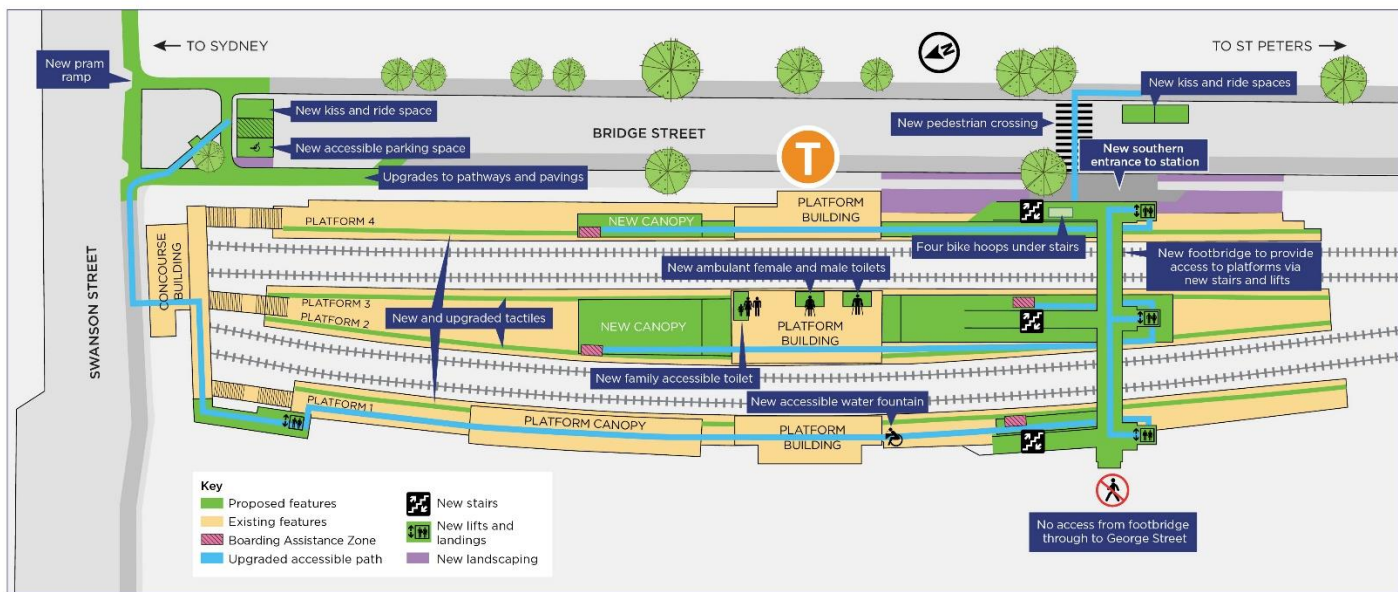


Figure 4: Key Elements of the Proposal. Additionally, there are two construction laydown areas proposed for the project.

Additionally, there are two areas proposed construction laydown areas for the project:

- a temporary construction compound would be required to accommodate a site office, amenities, laydown and storage area for materials and waste. An area for a construction compound has been proposed in the rail corridor near Platform 1
- a cleared area within the rail corridor approximately 500 metres south of the station would be utilised for construction laydown, with gated access off Concord Street (shared with the proposed St Peters Station Upgrade project).

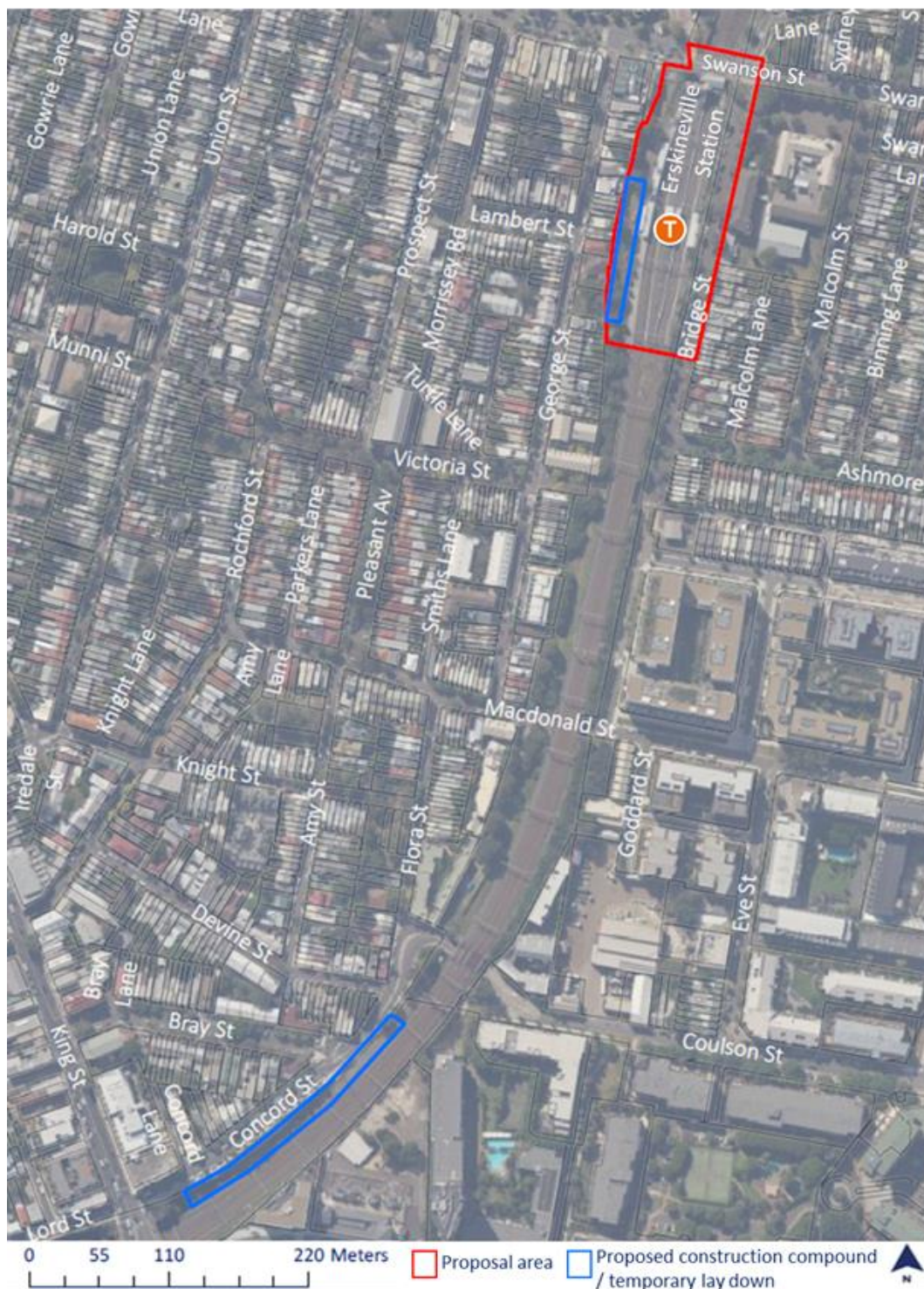


Figure 5: Proposed construction compounds/temporary laydowns for Proposal

2.4 Materials and finishes

Subject to detailed design, the Proposal would include the following materials and finishes:

- lower lift shafts – concrete
- upper lift shafts – steel frame with glass infill panels
- lift canopies – metal roof
- platform building canopy connection – steel frame with glazed canopy
- footbridge – steel truss footbridge with concrete slab flooring with mesh anti-throw screens
- new stairs – concrete stair on steel frame with mesh anti-throw screens
- canopies – steel frame with metal sheet roofing
- handrails – stainless steel.

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 Plan (UDP) including a Public Domain Plan (PDP) would also be prepared by the Contractor, prior to finalisation of detailed design for endorsement by Transport for NSW.

2.5 Consideration of visual amenity in development of the scoping design

A number of initiatives have been incorporated as part of the scoping 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:

- develop on the “low scale, accessible village character on the main street, retaining the original concourse building and highlighting elevated corridor views and views over the heritage station buildings.” (DesignInc, 2020)
- the new footbridge and lifts to have “a clean, contemporary aesthetic that is complementary to the heritage structures, particularly the steel trestles to the original footbridge.” (DesignInc, 2020)
- lift structures throughout constructed from “steel frame and cross bracing for consistency across the station and as a reference to the heritage trestles that are part of the existing station character.” (DesignInc, 2020)
- provide a contiguous design outcome by employing design cues from surrounding development in the station upgrade.
- new canopies from southern end of the station to be “contemporary in design, with a clean profile that tapers upwards with the gutter to the centre of the platform, and with a profiled metal roof to match the lift canopies and lift shafts.” (DesignInc, 2020)
- the new canopies to the northern end of the station “in contrast, will be of glass so as to keep views open and to not dominate the heritage building.” (DesignInc, 2020)

2.6 Legislative context

The Proposal is subject to the provisions of the *State Environmental Planning Policy (Infrastructure) 2007* (Infrastructure SEPP) and Division 5.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and is permissible without consent under the Infrastructure SEPP.

2.7 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 governments Development Control Plan (DCP), in addition to more specific design parameters such as those relating to development within publicly accessible/ public domain areas.

Relevant City of Sydney policy includes:

- *City of Sydney – Local Environmental Plan*
- *City of Sydney – Development Control Plan – Locality Statement*
- *City of Sydney – Development Control Plan – General Provisions*
- *City of Sydney – Development Control Plan – Development Types*

Table 5 outlines objectives for development that is in or near a rail corridor related to the zone SP2 Infrastructure (refer Figure 6).

Table 5: Local planning objectives

Reference	Principals/Objectives
<i>City of Sydney – Development Control Plan – Locality Statement - Erskineville Road village centre</i>	<p>“Erskineville Road village centre is to be a vibrant and active local community hub with a diverse mix of uses, including retail, business and commercial uses, community facilities, cafes, restaurants and hotels, high quality public domain, well designed infill development that is respectful of the existing street character, and a range of public transport options. Development or upgrading of building stock is to prioritise amenity and appeal for pedestrians, with uses that engage with the street and building frontages that open to the footpath, awnings for shelter on the southern edge and high quality façade design.”</p> <p>Relevant Principals:</p> <ul style="list-style-type: none"> (a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles. (b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes. (c) Reinforce an understanding of the importance of the ridge in forming the road and built form pattern, retaining the visual dominance of corner buildings in particular, which are typically massed to the highest point at the street edge. (d) Enhance the streetscape vistas both along Erskineville Road and also the views to the south. (e) Retain the narrower road corridor from Rochford Street west up to the Railway bridge. (f) Encourage the continuation of buildings that are built to the street boundary and buildings with larger footprints. (g) Encourage the continuation of the street level awnings along the existing retail strip and a continuous awning along the southern side of the road. (h) Require buildings to align with and address the street at ground level. (i) Limit the height of new development and require awnings to the footpath of new mixed-use development, particularly on the southern side of Erskineville Road. (j) Ensure that development of sites that currently have internalised spaces provide active edges to enliven the street. (k) Encourage a mix of building types and scales, reflecting the diversity of form and massing that derive from a range of lot sizes. (l) Ensure the built form of new developments is consistent with the existing public domain scale of buildings. <p>...</p>

Reference	Principals/Objectives
	(n) Retain and encourage active uses on the ground floor of buildings fronting Erskineville Road. ...
	(r) Retain the vibrant pedestrian friendly village centre with future development enriching the pedestrian environment.
<i>City of Sydney Local Environmental Plan</i> Zone SP2 Infrastructure	Objectives of zone <ul style="list-style-type: none"> • To provide for infrastructure and related uses. • To prevent development that is not compatible with or that may detract from the provision of infrastructure.
<i>City of Sydney Local Environmental Plan</i> Heritage Conservation	The objectives of this clause are as follows: <ul style="list-style-type: none"> • to conserve the environmental heritage of the City of Sydney, • to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views, • to conserve archaeological sites, • to conserve Aboriginal objects and Aboriginal places of heritage significance.

The Proposal broadly aligns to the local planning objectives as it:

- seeks to upgrade Erskineville Station to improve the infrastructure and related uses at the station
- adheres to the relevant principals of the *City of Sydney – Development Control Plan – Locality Statement* - Erskineville Road Village Centre.

Please refer to Statement of Heritage Impact (RPS, 2021) for information relating to the Proposal's alignment to heritage factors.



Figure 6: Erskineville Land Use Zone

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 used to appraise landscape character in this report 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. The assessment outcomes are used 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;
- the aesthetic and perceptual aspects of the landscape
- the unique character of the landscape.

A LCZ takes place when there are apparent patterns of elements occurring consistently in a specific type of landscape. The LCZs, and prominent landscape features identified and described below collectively define the overall character for the part of the local area. Nine LCZs have been identified within a 300-metre radius from the Proposal (refer **Figure 7**). The following sections provide a description of each LCZ to convey the landscape character of the locale.

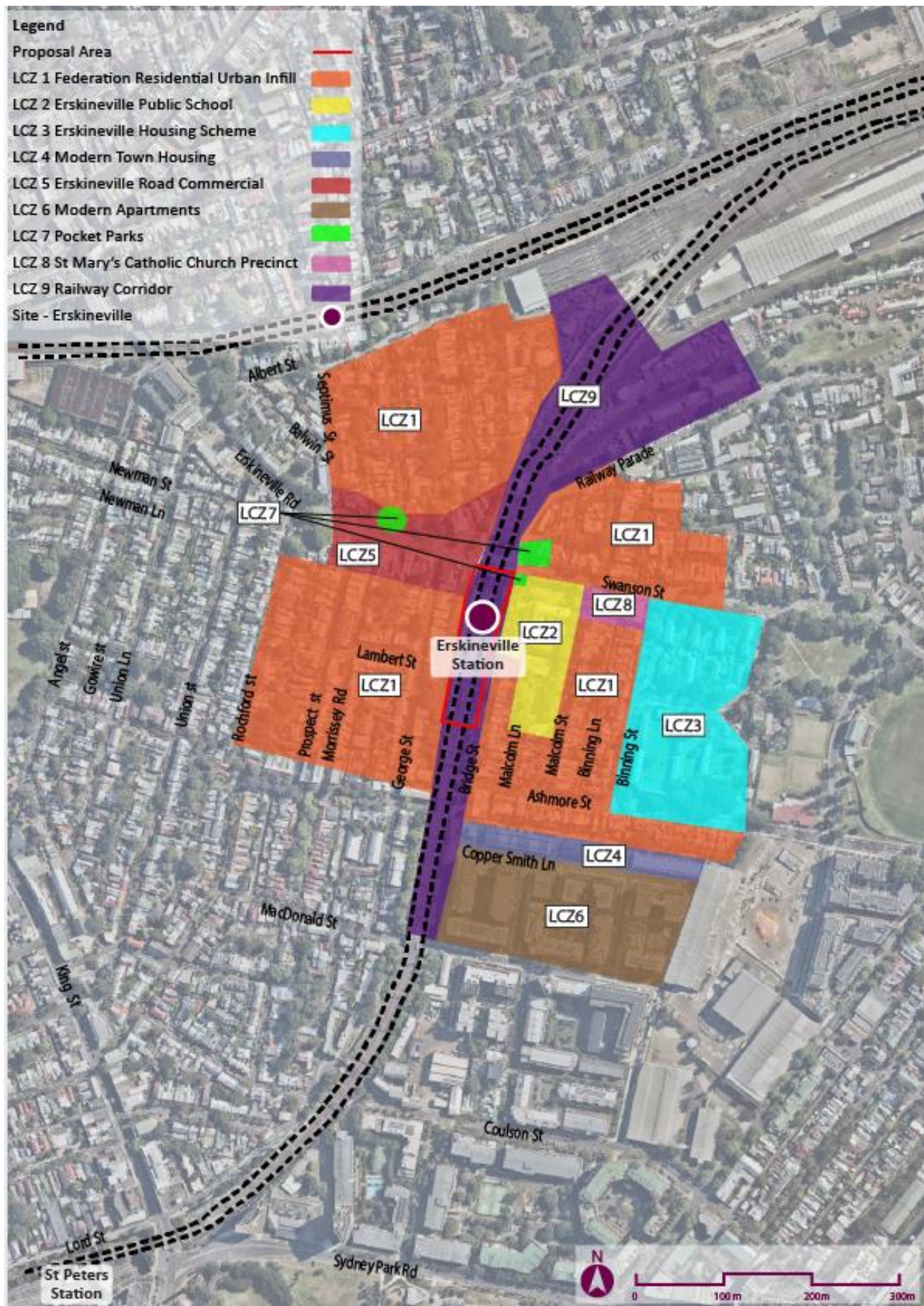


Figure 7: Landscape Character Zone

3.2.1 LCZ 1 – Federation Residential with Urban Infill

LCZ 1 comprises residential uses around the Erskineville Station precinct. This LCZ type is proliferated around the precinct in several zones.

The landscape character of the LCZ 1 has been represented in Figure 8.

The notable characteristics of this LCZ include:

- older one to two storey row housing. “Federation style” residential housing. Timber or brick construction with tin roofs - Iron and brick fencing is prevalent throughout.
- infill development to four storeys of varying ages. Natural red and painted brick construction. Various detailing to with similar materials to the workers cottages.
- conversion of some buildings from residential to commercial purposes.
- narrow streets with pavement pedestrian footpaths established single street trees (native and exotic)
- very narrow laneways with pavement pedestrian footpaths devoid of vegetation
- small or nil front setbacks to front property boundary. Low fences where buildings are set back from front property boundary.
- overhead power infrastructure present along streets and laneways.
- building materials include timber, red brick, and tin roofs.

For those areas north of Erskineville Road the locality statement contained within the DCP for the area state that “The consistency of terrace rows and their scale and proportion, roof design and materials palette is very important to the quality of the streetscape and will be retained” (City of Sydney, 2020).

For those areas south of Erskineville Road the locality statement contained within the DCP for the area state that “The consistency of terrace and cottage rows; their scale and proportion, roof design, materials palette and intact rear laneways is important to the quality of the streetscape and will be retained” (City of Sydney, 2020).

For those areas east of the railway corridor the locality statement contained within the DCP for the area state that the neighbourhood will “remain a pleasant landscaped area with predominantly low scale residential area with a cohesive built form and scale within a small lot subdivision pattern. The consistency of terrace and cottage rows; their scale and proportion, roof design, materials palette and intact rear laneways is very important to the quality of the streetscape and will be retained.” (City of Sydney, 2020).

This LCZ includes Heritage Conservation areas listed in the City of Sydney LEP (Parliamentary Counsel's Office - NSW Government, 2020)

The landscape in this zone is heavily urbanised/modified with minimal contrived vegetative elements in parts of this zone. This landscape character zone has the capacity to accommodate some change without losing its valued attributes.



Figure 8: Landscape Character Zone 1 - Federation Residential with Urban Infill - Photo: RPS

3.2.2 LCZ 2 – Erskineville Public School

LCZ 2 is the Erskineville Public School and is located east of the Proposal.

The character of LCZ 2 has been represented in Figure 9.

The notable characteristics of this Erskineville Public School include:

- large central public school building in federation style with Tuscan style columns.
- red brick buildings in federation style throughout.
- large expanses of paved asphalt play areas (unshaded)
- open grassed playground between Malcolm Street and Malcolm Lane
- modern black picket style steel fencing where the building is not adjacent to the streetscape
- established vegetation around the perimeters of the site to Swanson Street, Bridge Street, Malcolm Street, and Malcolm Lane. Vegetation is native but not endemic to the area.

The landscape characteristics in this zone are mostly urbanised/modified with some contrived vegetative elements in parts of this zone. This landscape character zone has the capacity to accommodate some change without losing its valued attributes.



Figure 9: Landscape Character Zone 2 – Erskineville Public School Photo: RPS

3.2.3 LCZ 3 – Erskineville Housing Scheme

LCZ 3 is the Erskineville Housing Scheme and is located east of the Proposal. The Erskineville Housing Scheme is part of the Erskineville Estate Heritage Conservation Area which is listed on the State Heritage Register (NSW Office of Environment & Heritage, 2012).

The character of LCZ 3 has been represented in Figure 9.

The notable characteristics of this LCZ include:

- elongated two-storey brick buildings running north-south
- the two-storey buildings have “Darker toned bricks form a base, and portions of some courses are recessed for decorative effect. Joints are raked at ground floor level and flush finished at first floor level.” (NSW Office of Environment & Heritage, 2012)
- newer single-storey buildings to the south of the precinct
- hipped roofs throughout are lined with corrugated steel sheeting. (NSW Office of Environment & Heritage, 2012)
- concrete drying courts located between two-storey buildings
- open turf areas surround the buildings with interspersed non-endemic, native and exotic vegetation.
- there are few fences and barriers around the buildings in this LCZ and as such the space is more preamble than other areas around the Proposal.

The landscape characteristics in this zone are urbanised/modified with some contrived vegetative elements in and around the buildings within this zone. This landscape character zone has a limited capacity to accommodate some change without losing its valued attributes.



Figure 10: Landscape Character Zone 3 – Erskineville Housing Scheme Photo: RPS

3.2.4 LCZ 4 – Modern Town-housing

LCZ 4 is modern town housing located in the Ashmore Precinct. This LCZ type is specific to Metters Street, south of the Proposal.

The character of LCZ 4 has been represented in in Figure 11.

The characteristics of this LCZ are:

- attached modern three-storey town housing
- narrow streets with paved footpaths and established single exotic street trees.
- Two metre (approximate) setback to building frontages
- low fences in brick, rendered brick and powder-coated aluminium to frontages
- rear laneway (Cooper Smith Lane) has zero setback to two metre rear fencing and gate
- modern building materials include timber, multiple-coloured brick, and colorbond (roofs and facades).

The landscape characteristics in this zone is modern and urbanised with some contrived vegetative elements in the front yards of the townhouses. This landscape character zone has a substantial capacity to accommodate change without losing its attributes.



Figure 11: Landscape Character Zone 4 – Typical Modern Town-housing Photo: RPS

3.2.5 LCZ 5 – Erskineville Road Commercial

LCZ 5 incorporates the commercial and public buildings on Erskineville Road – west of the Proposal.

The typical character of LCZ 5 has been represented in Figure 12. The characteristics of this LCZ are:

- a range of eclectic attached one and two-storey retail and commercial buildings. Buildings have adjoined awnings with advertising on businesses on the southern side of Erskineville Road
- buildings on the northern side of Erskineville Road are generally detached. Buildings of note include Erskineville Town Hall and The Erskineville Hotel
- the apparent width of the road reserve, is contributed to by a series of pocket parks (Refer 3.2.7 LCZ 7 – Pocket Parks)
- the streets are fringed with well-established, non-endemic, native and exotic trees. There is non-endemic, native and exotic ground cover vegetation throughout
- pedestrian footpaths are asphaltic pavement with brick header. Medians are brick with juxtaposed colour headers
- building materials are dominated by brick (clay and painted). Other materials building present throughout the LCZ include rendered brick, tin, clay tiles and timber
- overhead services are present throughout the landscape.

The landscape in this zone is heavily urbanised/modified with minimal contrived vegetative elements in parts of this zone. In part due to its eclectic nature, this landscape character zone has some capacity to accommodate some change and continue to retain its valued attributes.



Figure 12: Landscape Character Zone 5 – Erskineville Road Commercial Photo: RPS

3.2.6 LCZ 6 – Modern Apartments

LCZ 6 is modern apartments located in the Ashmore Precinct. This LCZ type is located south of the Proposal between Metters Street and MacDonalds Street.

The typical character of LCZ 5 has been represented in in Figure 13

The characteristics of this LCZ are:

- attached modern multi-storey residential apartments. These buildings range from five to seven storeys
- streets with footpath access, turf, and other introduced vegetation
- some pedestrian footpaths have established single exotic street trees with surrounding ground covers
- building frontages are setback from the property line
- modern building materials include precast concrete, rendered block, timber, multiple-coloured clay brick, and colorbond (roofs and facades).

The landscape characteristics in this zone are modern and urbanised with contrived/introduced vegetative elements. This landscape character zone has a substantial capacity to accommodate change without losing its attributes.



Figure 13: Landscape Character Zone 6 – Typical Modern Apartments Photo: RPS

3.2.7 LCZ 7 – Pocket Parks

LCZ 7 includes a series of pocket parks in and around the Proposal.

The typical character of LCZ 7 has been represented in

Figure 14

The characteristics of this LCZ include:

- shaded green space with a mix of planted and turf areas
- parks are small in size, suited to small-scale, passive, recreational activities
- having established non-endemic, native, and exotic trees
- having established non-endemic, native, and exotic shrubs and ground covers
- having a mix of hard surfaces and pavements provide connection to elements throughout the local area.

The landscape in this zone is heavily modified with contrived vegetative elements. This landscape character zone has some capacity to accommodate some change and continue to retain its valued attributes as long as the open space and connections are maintained.

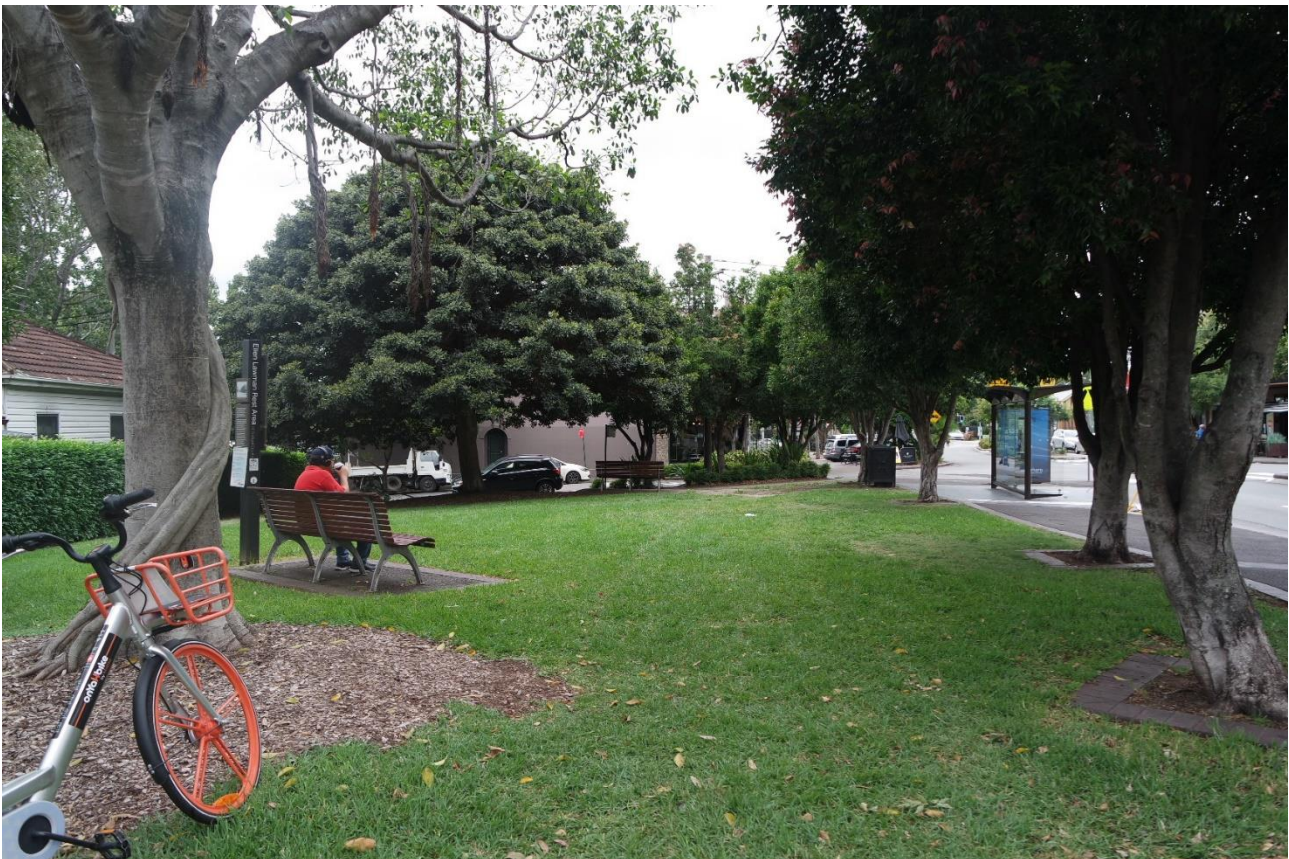


Figure 14: Landscape Character Zone 7 – Typical Pocket Park Photo: RPS

3.2.8 LCZ 8 – St Mary’s Catholic Church Precinct

LCZ 8 is the St Mary’s Catholic Church Precinct located on Swanson Street. The church is listed on the State Heritage Register and was constructed in 1912 (NSW Office of Environment & Heritage). The landscape character of the LCZ 8 has been represented in Figure 15.

The notable characteristics of this LCZ are:

- the church building is a “Two storey Federation Arts & Crafts style Church 1912 designed by J. McCarthy, architect, and two storey Federation presbytery.” (NSW Office of Environment & Heritage)
- materials include clay brick, rendered panels, terracotta tiled roof and metal roof to bell tower. Adjacent buildings in the precinct include timber
- the church fronts directly onto Swanson Street with other buildings in the precinct obscured by established non exotic vegetation
- overhead power infrastructure present along streets and laneways surrounding the precinct.

The landscape in this zone is heavily urbanised/modified with contrived vegetative elements. This landscape character zone has the limited capacity to accommodate change without losing its valued attributes.

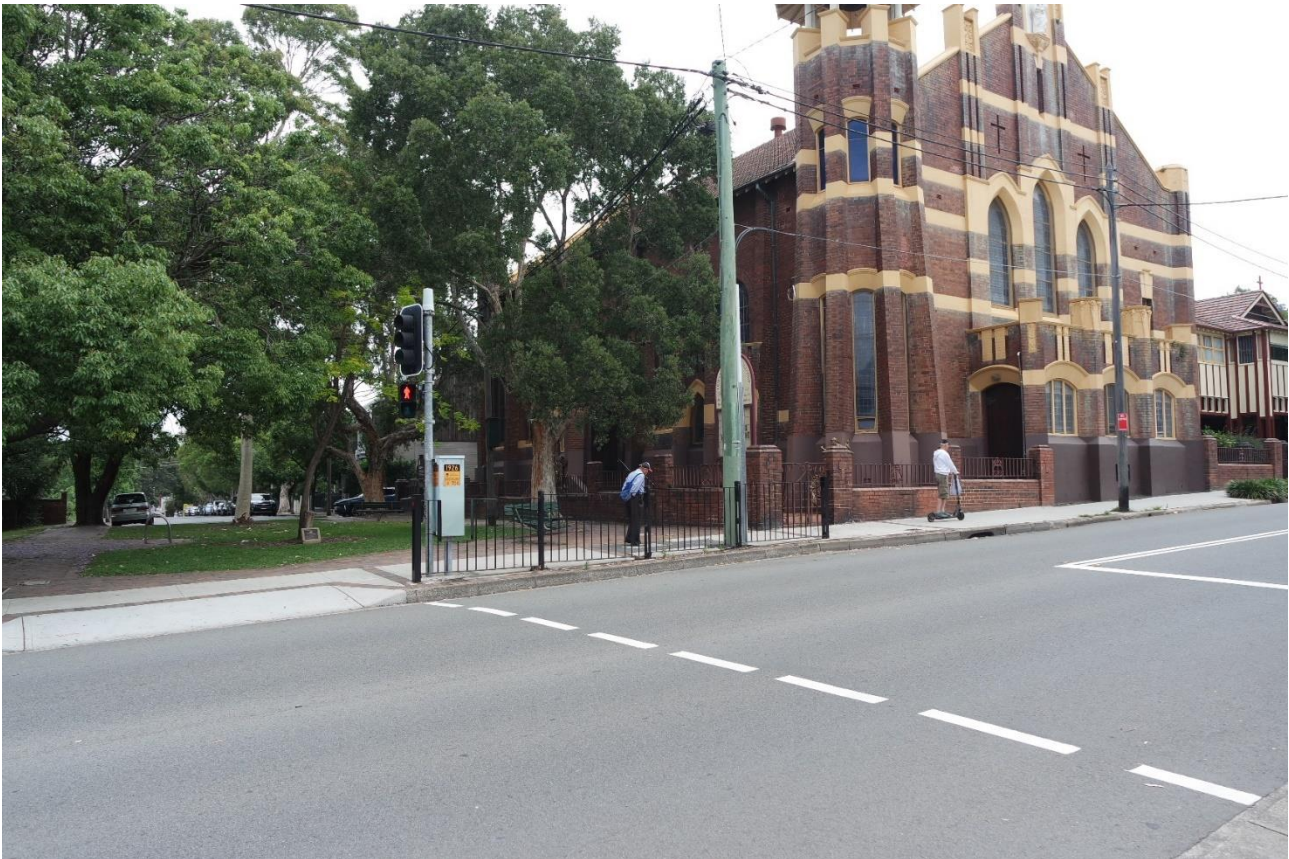


Figure 15: Landscape Character Zone 8 – St Mary’s Catholic Church Precinct - Photo: RPS

3.2.9 LCZ 9 – Railway Corridor

LCZ 9 is Erskineville Station (the Proposal area) and the rail corridor. The station is bound by Swanson Street, Bridge Street, George Street, and Victoria Street. The LCV continues in both northerly (inbound) and southerly (outbound) directions.

The character of LCZ 9 has been represented in Figure 16.

The notable characteristics of this LCZ are:

- the corridor landscape is dominated by the four railway tracks running generally north-south
- Platform 1 Building which has a high integrity of heritage elements as noted in the Statement of Heritage Impacts (RPS, 2021)
- Platform 2/3 Building which has a high integrity of heritage elements as noted in the Statement of Heritage Impacts (RPS, 2021)
- Platform 4 Building which has a high integrity of heritage elements as noted in the Statement of Heritage Impacts (RPS, 2021)
- Overhead Booking Office which has a high integrity of heritage elements as noted in the Statement of Heritage Impacts (RPS, 2021)
- Footbridge which has a high integrity of heritage elements as noted in the Statement of Heritage Impacts (RPS, 2021)
- the platforms which have moderate integrity of heritage elements as noted in the Statement of Heritage Impacts (RPS, 2021)
- established, non-endemic, native and exotic trees line either side of the corridor. These trees are reinforced in parts by street trees on adjacent streets.
- overhead power and other infrastructure present throughout the LCZ.

The landscape in this zone is heavily industrialised/modified with contrived vegetative elements. This landscape character zone has the capacity to accommodate change.



Figure 16: Landscape Character Zone 9 – Railway Station and corridor Photo: RPS

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* (Transport for NSW, 2020). 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:

- sensitivity of the character
- magnitude of a Proposal.

4.1.1 Sensitivity

Visual sensitivity refers to “the quality of the view, and how sensitive it is to the proposed change” (Transport for NSW, 2020). 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

When assessing visual impact, the magnitude “refers to the form—scale, size, character—of the project and its proximity to the viewer” (Transport for NSW, 2020).

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
- 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 17. Rankings for sensitivity and magnitude are combined to generate the impact in the body of the table.

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

Figure 17: Landscape character and visual impact rating matrix – adapted from (Transport for NSW, 2020)

4.1.3 Viewpoints

To assess the sensitivity and the magnitude of the Proposal a desktop study was undertaken of potential viewing locations of the Proposal. These viewpoints were ground-truthed and analysis was undertaken from each of the viewpoints during site inspection. **Figure 18** outlines the position and direction of the viewpoints analysed for the Proposal.

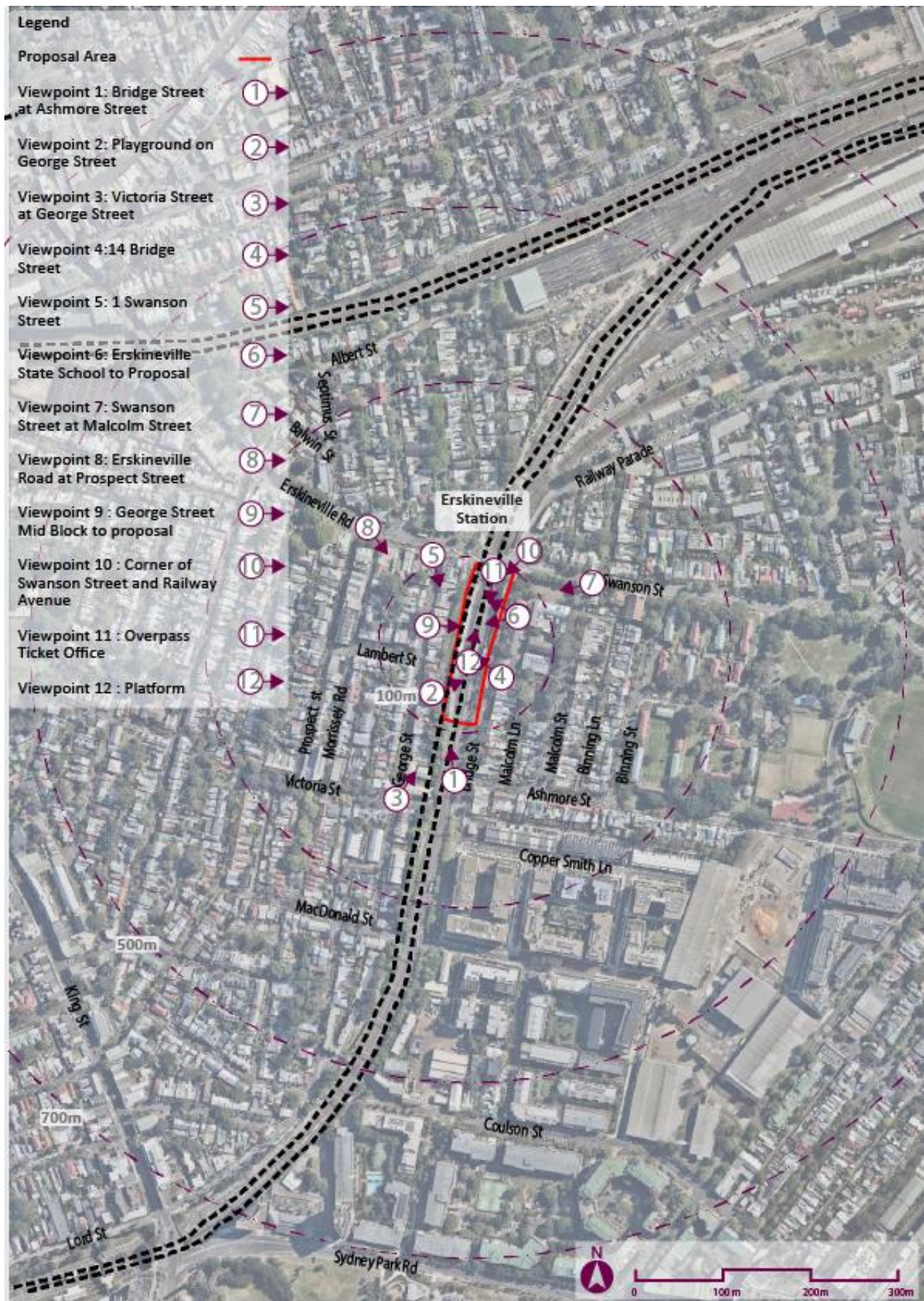


Figure 18: Viewpoint locations

4.1.4 Photomontages

Photomontages provide an indication of what a Proposal may look like from key representative viewpoints once complete and help to demonstrate the bulk and scale. Photomontages for the Proposal have been prepared from three viewpoints:

- viewpoint 4
- viewpoint 11
- viewpoint 12.

These viewpoints were chosen to highlight different aspects of the Proposal and demonstrate potential future views from the most impacted viewpoints. The photomontages are shown against the existing environment noting that materials and finishes are indicative and would be further investigated during detailed design. Refer to **Figure 19**, through **Figure 24**.



Figure 19: Viewpoint 4 - Bridge Street – Existing view Photo: RPS



Figure 20: Viewpoint 4 - Bridge Street –Photomontage, subject to change during detailed design: RPS



Figure 21: Viewpoint 11- Platform – Looking Outbound (south) – Existing view Photo: RPS



Figure 22: Viewpoint 11 - Platform – Looking Outbound (south) –Photomontage, subject to change during detailed design: RPS



Figure 23: Viewpoint 12 - Platform – Looking Inbound – Existing view Photo: RPS



Figure 24: Viewpoint 12 - Platform – Looking Inbound – Photomontage, subject to change during detailed design: RPS

4.2 Viewpoint assessment

4.2.1 Viewpoint 1: View from Bridge Street at Ashmore Street

4.2.1.1 Viewpoint description

Notable in the viewshed from viewpoint 1 is the green vegetation corridor which draws the eye down Bridge Street. Power infrastructure is evident amongst the trees and in the foreground. Some traffic signage is in view and glimpses of the railway infrastructure (fencing, signals and overhead power) are evident behind the vegetation. There is no expansive view to the background.



Figure 25: Viewpoint 1 – View from Bridge Street at Ashmore Street Photo: RPS

4.2.1.2 Viewpoint impacts

- the new entry, lift and landing from Bridge Street onto the platform would have a small impact to the vegetation in the distant background of the view. The new entry would disrupt the continuous street vegetation
- the proposed raised pedestrian crossing to Bridge Street would be mainly obscured by the perspective of the view and would have no impact on the view
- the top of the lift towers may be evident from this location
- all other elements of the projects will be screened from this view by the vegetation at the roadside and along the railway corridor.

4.2.1.3 Assessment of impacts

For Viewpoint 1 refer to Table 6 for an assessment of sensitivity, magnitude and impacts

Table 6: Viewpoint 1 - Visual Impact Assessment

Sensitivity	Magnitude	Overall impact
“the quality of the view, and how sensitive it is to the proposed change”	Magnitude refers to the form—scale, size, character—of the project and its proximity to the viewer.	Rankings for sensitivity and magnitude are combined to generate the impact
Low	Low	Low
<ul style="list-style-type: none"> the view is highly urbanised with buildings, car parking, fencing, road signage, power infrastructure, and railway infrastructure present throughout the view plants and plant species in this view are highly contrived. There are very few natural elements in the view other than planting along Bridge Street based on the highly contrived character of the view it has low scenic amenity and has low sensitivity to change 	<ul style="list-style-type: none"> at this viewpoint the proposed Station infrastructure would not a significant visual departure from the existing visual conditions scale of the Proposal in this view would be negligible due to the distance of this view from the Proposal the Proposal would have negligible magnitudinal impact from this viewpoint. 	

4.2.2 Viewpoint 2: View from Playground on George Street

4.2.2.1 Viewpoint description

The view from the playground on George Street to the station is dominated in the foreground by the existing vegetation; this vegetation prevents views to the mid and background. Fencing and bollards are present at the very foreground of the photo.



Figure 26: Viewpoint 2 – Playground on George Street Photo: RPS

4.2.2.2 Viewpoint impacts

- per Arboricultural Impact Assessment Report (Allied Tree Consultancy, 2021) the trees in the foreground of this view would not be impacted by the Proposal work. Subsequently the Proposal cannot be seen from this viewpoint.

4.2.2.3 Assessment of impacts

For Viewpoint 2 refer to Table 7 for an assessment of sensitivity, magnitude and impacts

Table 7: Viewpoint 2 - Visual Impact Assessment

Sensitivity	Magnitude	Overall impact
“the quality of the view, and how sensitive it is to the proposed change”	Magnitude refers to the form—scale, size, character—of the project and its proximity to the viewer.	Rankings for sensitivity and magnitude are combined to generate the impact
Moderate	Negligible	Negligible
<ul style="list-style-type: none">the view is dominated by vegetation (native and introduced)<ul style="list-style-type: none">The vegetation improvises the quality of the view above others in the nearby localitythere are some contrived elements in the viewshedbased on the natural elements in the view it has moderate scenic amenity and has moderate sensitivity to change	<ul style="list-style-type: none">the Proposal works would not be seen from this viewpoint as the vegetation in the foreground is maintained	

4.2.3 Viewpoint 3: View from Victoria Street at George Street

4.2.3.1 Viewpoint description

The view from viewpoint three are framed on the east by the building and to the west by the vegetation in the foreground. Cars and traffic are evident in the view.

The buildings continue in perspective to the vanishing point with a larger tree evident in the background. Power and other infrastructure is present in the view. Brick, block, asphalt and other man made materials are present throughout the view.



Figure 27: Viewpoint 3 –View from Victoria Street at George Street Photo: RPS

4.2.3.2 Viewpoint impacts

- nil – the proposal would have no impact on this view as the residences screen the proposal from George Street.

4.2.3.3 Assessment of impacts

For Viewpoint 3 refer to Table 8 for an assessment of sensitivity, magnitude and impacts

Table 8: Viewpoint 3 - Visual Impact Assessment

Sensitivity	Magnitude	Overall impact
“the quality of the view, and how sensitive it is to the proposed change”	Magnitude refers to the form—scale, size, character—of the project and its proximity to the viewer.	Rankings for sensitivity and magnitude are combined to generate the impact
Low	Negligible	Negligible
<ul style="list-style-type: none"> the view is urbanised with the buildings throughout dominating this view residential buildings, and other infrastructure are evident in the view some scattered planting is located throughout the view. These plantings are exotic/introduced species there are very little natural or other elements providing a higher level of scenic amenity in this view based on the highly contrived character of the view it has low scenic amenity and has low sensitivity to change. 	<ul style="list-style-type: none"> nil –residential buildings would block view to the Proposal. 	

4.2.4 Viewpoint 4: View from 14 Bridge Street

4.2.4.1 Viewpoint description

The View contains established vegetation between the viewpoint and Bridge Street residences. Also evident in the view is power infrastructure and the brightly coloured dedicated cycle lane. The station buildings and fencing are present in the view and evident to residences along Bridge Street. Roadway and parked cars are in the front of the view. Residential buildings on the opposite side of the train line would be apparent from Residential buildings on Bridge Street.



Figure 28: Viewpoint 4 –View from 14 Bridge Street Photo: RPS



Figure 29: Viewpoint 4 –Photo montage from 14 Bridge Street Photo, subject to change during detailed design: RPS

4.2.4.2 Viewpoint impacts

- the new lift on Platform 4 and footbridge would be present in the centre of this viewpoint and to residences on Bridge Street
- the new pedestrian crossing and kiss and ride area would be evident in this view and to residences on Bridge Street
- lift and stairs to Platform 2/3 would be somewhat screened but evident from residences on Bridge Street
- lift and stairs to Platform 1 at the southern end of the station would be somewhat screened but evident to some residences on Bridge Street
- lift to Platform 1 at the northern end of the station would be well screened from residences on Bridge Street
- the new platform canopies on Platform 4 would be evident in this view and to residences on Bridge Street
- the new platform canopies on Platform 2/3 would be somewhat screened but evident from residences on Bridge Street
- the new platform canopies on Platform 1 would be screened but evident to some residences on Bridge Street
- removal of Trees 22, 23, 24, 25 and 27 noted in the Arboricultural Impact Assessment Report would be evident from the viewpoint and from residences on Bridge Street.

4.2.4.3 Assessment of impacts

For Viewpoint 4 refer to Table 9 for an assessment of sensitivity, magnitude and impacts

Table 9: Viewpoint 4 - Visual Impact Assessment

Sensitivity	Magnitude	Overall impact
“the quality of the view, and how sensitive it is to the proposed change”	Magnitude refers to the form—scale, size, character—of the project and its proximity to the viewer.	Rankings for sensitivity and magnitude are combined to generate the impact
Low	Moderate	Moderate-Low
<ul style="list-style-type: none"> the view is highly urbanised with the station and power infrastructure dominating the view railway infrastructure, fencing and car parking are also evident in this view continuous planting is located along the view corridor. These plantings are exotic or introduced native species there are some natural elements providing a level of scenic amenity in this view based on the highly contrived character of the view it has low scenic amenity and has low sensitivity to change. 	<ul style="list-style-type: none"> proposed station infrastructure would be a visual departure from the existing visual conditions the structures materials have been designed to be sympathetic with the surrounds (refer Section 2.2.2) at this viewpoint the scale of the Proposal would increase to those properties facing Bridge Street there would be a close distance between the Proposal and residential properties motorists, cyclists and pedestrians would have direct views to the Proposal area the Proposal would not a departure from existing landscape character in the zone the Proposal would have a moderate magnitude impact. 	

4.2.5 Viewpoint 5: View from 1 Swanson Street

4.2.5.1 Viewpoint description

The foreground of the view is dominated by the security fencing. Glimpses of the station infrastructure are evident behind. Vegetation and the school buildings are evident in the background.



Figure 30: Viewpoint 5 –View from 1 Swanson Street Photo: RPS

4.2.5.2 Viewpoint impacts

- new walkway and Lift connection to Platform 1 at northern end of the station would be visible through fencing from this viewpoint
- the new lifts and footbridge at the southern end of the station would be obscured from view
- the new pedestrian crossing and kiss and ride area would be obscured from view
- the new platform canopies on Platform 4 will be evident in this view and to residences on Bridge Street
- the new platform canopies will be obscured from the view
- the new platform canopies on Platform 1 will be screened but evident from this viewpoint.
- removal of trees will not be evident from this viewpoint.

4.2.5.3 Assessment of impacts

For Viewpoint 5 refer to Table 10 for an assessment of sensitivity, magnitude and impacts

Table 10: Viewpoint 5 - Visual Impact Assessment

Sensitivity	Magnitude	Overall impact
“the quality of the view, and how sensitive it is to the proposed change”	Magnitude refers to the form—scale, size, character—of the project and its proximity to the viewer.	Rankings for sensitivity and magnitude are combined to generate the impact
Low	Low	Low
<ul style="list-style-type: none"> the view is highly urbanised with the station dominating the view some scattered planting evident in the background of the view. These plantings are exotic or introduced native species there are little natural elements providing a level of scenic amenity in this view. based on the highly contrived character of the view it has low scenic amenity and has low sensitivity to change. 	<ul style="list-style-type: none"> proposed station infrastructure would not be a visual departure from the existing visual conditions. at this viewpoint the scale of the Proposal would not be increased to those people travelling along Swanson Street. the structures materials have been designed to be sympathetic with the surrounds (refer Section 2.2.2) motorists, cyclists and pedestrians would have direct views to the Proposal area. the Proposal would not be a departure from existing landscape character in the zone. the Proposal would have a low magnitude impact. 	

4.2.6 Viewpoint 6: View from Erskineville Public School

4.2.6.1 Viewpoint description

The views contain some established vegetation between the Erskineville Public School and Erskineville Station. Power infrastructure and the brightly coloured dedicated cycle lane are also evident in the views. The Overhead Booking Office is evident in the North West view. Station fencing is present in the views from the school. The roadway is evident at the front of the view. Residential buildings on the western side of the train line would be screened but apparent from school.



Figure 31: Viewpoint 6 –View from Erskineville Public School looking north west Photo: RPS



Figure 32: Viewpoint 6 –View from Erskineville Public School looking south west Photo: RPS

4.2.6.2 Viewpoint impacts

- new walkway and lift connection to Platform 1 at northern end of station would be visible through fencing but mainly obscured by fencing from this viewpoint
- the new lift on Platform 4 and footbridge would be present in the distant view on Bridge Street
- the rest of the new lifts and footbridge at the southern end of the station would be obscured from view by the vegetation on Bridge Street
- the new pedestrian crossing and kiss and ride zone would be evident to the left of this view
- the new platform canopies on all platforms would be mostly obscured from the view
- removal of trees on Bridge Street would be evident in the distance of this view.

4.2.6.3 Assessment of impacts

For Viewpoint 6 refer to Table 11 for an assessment of sensitivity, magnitude and impacts

Table 11: Viewpoint 6 - Visual Impact Assessment

Sensitivity	Magnitude	Overall impact
“the quality of the view, and how sensitive it is to the proposed change”	Magnitude refers to the form—scale, size, character—of the project and its proximity to the viewer.	Rankings for sensitivity and magnitude are combined to generate the impact
Low	Low	Low
<ul style="list-style-type: none"> the view is highly urbanised with the station and power infrastructure dominating the view railway infrastructure, fencing and car parking are also evident in this view some scattered planting is located throughout the view. These plantings are exotic or introduced native species there are some natural elements providing a level of scenic amenity in this view based on the highly contrived character of the view it has low scenic amenity and has low sensitivity to change 	<ul style="list-style-type: none"> proposed station infrastructure would not be a visual departure from the existing visual conditions at this viewpoint the scale of the Proposal would not increase significantly to school users the structures materials have been designed to be sympathetic with the surrounds (refer Section 2.2.2) motorists, cyclists and pedestrians would have direct views to the Proposal area The Proposal would not be a departure from existing landscape character in the zone The Proposal would have a low magnitude impact 	

4.2.7 Viewpoint 7: View from Swanson Street at Malcolm Street

4.2.7.1 Viewpoint description

Roadway and fencing is visible in the fore to mid ground of the view. Established, mature vegetation is in the mid and backgrounds of the view. Fencing and other school infrastructure is present within the view. The heritage listed school building is apparent but screened by fencing and vegetation.



Figure 33: Viewpoint 7 –View from Swanson Street at Malcolm Street Photo: RPS

4.2.7.2 Viewpoint impacts

- Nil – the proposal cannot be seen from this viewpoint as the buildings and vegetation on the school ground would screen the view.

4.2.7.3 Assessment of impacts

For Viewpoint 7 refer to Table 12 for an assessment of sensitivity, magnitude and impacts

Table 12: Viewpoint 7 - Visual Impact Assessment

Sensitivity	Magnitude	Overall impact
“the quality of the view, and how sensitive it is to the proposed change”	Magnitude refers to the form—scale, size, character—of the project and its proximity to the viewer.	Rankings for sensitivity and magnitude are combined to generate the impact
Moderate	Negligible	Negligible
<ul style="list-style-type: none"> the view is highly urbanised with the urban infrastructure throughout the view fencing and car parking are evident in this view mature and established vegetation throughout the view. These plantings are exotic or introduced native species there are natural elements providing a level of scenic amenity in this view a heritage listed building is within this view the view has moderate scenic amenity due to the vegetation and the heritage listed buildings and has moderate sensitivity to change. 	<ul style="list-style-type: none"> Nil –the vegetation and buildings would block view to the Proposal. 	

4.2.8 Viewpoint 8: View from Erskineville Road at Prospect Street

4.2.8.1 Viewpoint description

A heavily trafficked roadway is in the foreground with buildings and established mature vegetation in the mid ground. The background is mainly obscured by buildings and vegetation, with some larger vegetation evident on the horizon line. Power infrastructure, signage and other urbanised elements are present throughout the view.



Figure 34: Viewpoint 8 –View from Erskineville Road at Prospect Street Photo: RPS

4.2.8.2 Viewpoint impacts

- Nil – the proposal would not be seen from this viewpoint

4.2.8.3 Assessment of impacts

For Viewpoint 8 refer to Table 13 for an assessment of sensitivity, magnitude and impacts

Table 13: Viewpoint 8 - Visual Impact Assessment

Sensitivity	Magnitude	Overall impact
“the quality of the view, and how sensitive it is to the proposed change”	Magnitude refers to the form—scale, size, character—of the project and its proximity to the viewer.	Rankings for sensitivity and magnitude are combined to generate the impact
Moderate	Negligible	Negligible
<ul style="list-style-type: none"> the view is highly urbanised with the urban infrastructure throughout the view fencing and car parking are evident in this view mature and Established vegetation throughout the view. These plantings are exotic or introduced native species there are natural elements providing a level of scenic amenity in this view. building with distinctive Architecture within this view the view has moderate scenic amenity due to the vegetation and the Architectural qualities of the buildings. The view has moderate sensitivity to change. 	<ul style="list-style-type: none"> Nil –the vegetation and buildings in the view would block view to the Proposal 	

4.2.9 Viewpoint 9: George Street - Mid Block

4.2.9.1 Viewpoint description

An eclectic array of housing dominates the view from this viewpoint. Signage and power infrastructure present throughout the view. An asphalt roadway dominates the foreground. Small areas of exotic vegetation are noted in the houses. Brick, block, timber and other man made materials are present throughout the view.



Figure 35: Viewpoint 9 –View from George Street – Mid Block Photo: RPS

4.2.9.2 Viewpoint impacts

- nil – residences would block views from George Street onto the Proposal
- refer 4.2.9.4 for potential visual impacts to George Street residences directly adjacent to the railway corridor.

4.2.9.3 Assessment of impacts

For Viewpoint 9 refer to Table 14 for an assessment of sensitivity, magnitude and impacts

Table 14: Viewpoint 9 - Visual Impact Assessment

Sensitivity	Magnitude	Overall impact
“the quality of the view, and how sensitive it is to the proposed change”	Magnitude refers to the form—scale, size, character—of the project and its proximity to the viewer.	Rankings for sensitivity and magnitude are combined to generate the impact
Low	Negligible	Negligible
<ul style="list-style-type: none"> the view is urbanised with the buildings throughout dominating this view residential buildings, and other infrastructure are evident in the view some scattered planting is located throughout the view. These plantings are exotic/introduced species there are very little natural or other elements providing a higher level of scenic amenity in this view based on the highly contrived character of the view it has low scenic amenity and has low sensitivity to change. 	<ul style="list-style-type: none"> nil –residential buildings would block view to the Proposal. 	

4.2.9.4 Potential visual impacts - George Street residences

Additional to the visual impact from George Street itself, impacts from habitable spaces on residences on George Street should be considered.

Based on 3D modelling of the site the following impacts and assessment of impacts can be extrapolated:

4.2.9.4.1 Viewpoint impacts - George Street Residences

- lift and stairs to Platform 1 at southern end of the station would be evident to some residences on George Street with receding exposure moving away from address 134 George Street. Intermittent vegetation does provide some screening to ground level habitable rooms
- lift and stairs to Platform 2/3 and Platform 4 would be somewhat screened but evident from residences on George Street. Exposure would be impacted by location versus existing screening trees
- the new pedestrian crossing and kiss and ride area would not be evident in this view and to residences on George Street
- lift to Platform 1 at northern end of station would be somewhat screened, but evident and well screened from residences on George Street. Exposure would be impacted by location of the receiver versus existing screening trees
- the new platform canopies on Platform 1, Platform 2/3 and Platform 4 would be screened but evident to some residences on George Street. Exposure would be impacted by location of the receiver versus existing screening trees
- removal of Trees 8,9, 10 and 11 per arborist’s report would be evident to residences on George Street, with receding exposure moving away from address 134 George Street

- the temporary construction compound/laydown areas would be installed on the western side of the railway corridors. Trees within this area would be retained. This construction compound/laydown would be adjacent to residents on George Street.

4.2.9.4.2 Assessment of impacts - George Street Residences

For Viewpoint 9a refer to Table 15: Viewpoint 9a - Visual Impact Assessment for an assessment of sensitivity, magnitude and impacts.

Table 15: Viewpoint 9a - Visual Impact Assessment

Sensitivity	Magnitude	Overall impact
“the quality of the view, and how sensitive it is to the proposed change”	Magnitude refers to the form—scale, size, character—of the project and its proximity to the viewer.	Rankings for sensitivity and magnitude are combined to generate the impact
Moderate	Moderate	Moderate
<ul style="list-style-type: none"> the view is urbanised with the buildings throughout dominating this view the station and infrastructure are evident in this view. residential buildings, and other infrastructure are evident in the view some scattered planting is located throughout the view. These plantings are exotic/introduced species there are very little natural or other elements providing a higher level of scenic amenity in this view depending on the viewing angle, some views might be accessible through to the heritage listed Overhead Booking Office obscured view may be accessible to the heritage listed Erskineville Primary School Building the view is moderately sensitive to change 	<ul style="list-style-type: none"> proposed station infrastructure would be a minor visual departure from the existing visual conditions the structures materials have been designed to be sympathetic with the surrounds (refer Section 2.2.2) at this viewpoint the scale of the Proposal would increase to those properties facing George Street – Receding in scale from 134 George Street there would be a close distance between the Proposal and residential properties residents would have direct views to the Proposal area during construction the construction compound/laydown area would be temporarily located adjacent to residents on George Street the Proposal would not be a departure from existing landscape character in the zone the Proposal would have a moderate magnitude impact due to the increased scale over the existing visual outlook 	

4.2.10 Viewpoint 10: View from Pocket Park – Corner of Swanson Street and Railway Avenue

4.2.10.1 Viewpoint description

There is a shaded tree in the foreground with a heavily trafficked roadway in the midground. The heritage listed overhead booking office is centred in view. Power infrastructure and railway fencing is also evident in the midground. Vegetation is scattered along the horizon line.



Figure 36: Viewpoint 10 – View from Pocket Park – Corner of Swanson Street and Railway Avenue Photo: RPS

4.2.10.2 Viewpoint impacts

- upgraded landscape works to the end of Bridge Street would be evident
- lift to Platform 1 at northern end of station would be screened by the Overhead Booking Office
- all other elements would be obscured from this viewpoint.

4.2.10.3 Assessment of impacts

For Viewpoint 10 refer to Table 16 for an assessment of sensitivity, magnitude and impacts

Table 16: Viewpoint 10 - Visual Impact Assessment

Sensitivity	Magnitude	Overall impact
“the quality of the view, and how sensitive it is to the proposed change”	Magnitude refers to the form—scale, size, character—of the project and its proximity to the viewer.	Rankings for sensitivity and magnitude are combined to generate the impact
Moderate	Negligible	Negligible
<ul style="list-style-type: none"> the view is urbanised with the buildings throughout dominating this view. the station and infrastructure are evident in this view some scattered planting is located throughout the view. These plantings are exotic/introduced species there are some natural elements providing a level of scenic amenity in this view view to the heritage listed Overhead Booking Office the view is moderately sensitive to change due to the Heritage listed Overhead Booking Office 	<ul style="list-style-type: none"> proposed station infrastructure would not be seen from this view. at this viewpoint there would be no change in scale. there is a close distance between the Proposal and residential properties, however the only changes evident would be the improvements to the landscape surrounding the station. passing traffic would have obscured views to the Proposal area. the Proposal would not be a departure from existing landscape character in the zone the Proposal would have a negligible magnitude impact due to screening by the Overhead Booking Office and the improvement to the landscape surrounding the station. 	

4.2.11 Viewpoint 11: View from Overhead Booking Office

4.2.11.1 Viewpoint description

Railway infrastructure dominates this view. The railway track draws the eye to the horizon line terminating in the distance. Vegetation frames either side of this view. Some residential housing is visible to the right mid-view. A multistorey residential building is on the focal point of the horizon.



Figure 37: Viewpoint 11 –View from Overhead Booking Office Photo: RPS



Figure 38: Viewpoint 11 –Photomontage from Overhead Booking Office Photo, subject to change during detailed design: RPS

4.2.11.2 Viewpoint impacts

- the new footbridge would be present across the centre mid view of this viewpoint
- the stairs off the new footbridge to Platforms 1, 2/3 and 4 would be evident in the view
- the new pedestrian crossing and kiss and ride area would not be evident in this view and to residences on Bridge Street
- the lifts off the new footbridge to Platforms 1, 2/3 and 4 would be evident in the view – but would be obscured mostly by the footbridge and the stairs
- the lift to Platform 1 at the northern end of station is not in this viewshed
- the new platform canopies on all platforms would be evident in this view
- removal of trees throughout would be somewhat evident from the viewpoint.

4.2.11.3 Assessment of impacts

For Viewpoint 11 refer to Table 17 for an assessment of sensitivity, magnitude and impacts

Table 17: Viewpoint 11 - Visual Impact Assessment

Sensitivity	Magnitude	Overall impact
“the quality of the view, and how sensitive it is to the proposed change”	Magnitude refers to the form—scale, size, character—of the project and its proximity to the viewer.	Rankings for sensitivity and magnitude are combined to generate the impact
Moderate	Low	Moderate-Low
<ul style="list-style-type: none"> the view is highly urbanised with the railway infrastructure dominating this view some scattered planting is located throughout the view. These plantings are exotic/introduced species there are few natural elements providing a level of scenic amenity in this view views to the heritage listed platform buildings the view is moderately sensitive to change due to the view Heritage listed platform buildings. 	<ul style="list-style-type: none"> proposed station infrastructure would be a minor visual departure from the existing visual conditions the new structures materials have been designed to be sympathetic with the surrounds (refer Section 2.2.2) at this viewpoint the scale of the Proposal would be a minor increase over the existing infrastructure the Proposal would not be a departure from existing landscape character in the zone the Proposal would have a low magnitude impact due to the existing character of this view and the minor changes in scale of the Proposal 	

4.2.12 Viewpoint 12: View from platform

4.2.12.1 Viewpoint description

The foreground of the view is dominated by the station platforms. Infrastructure includes overhead power, signage, and lighting. The railway line curves away north towards the horizon. Vegetation is in the midground on both the left- and right-hand side of the view. The vegetation screens views to the background. The centre of the view is terminated by the Swanson Street overpass the Overhead Booking Office.



Figure 39: Viewpoint 12 –View from Platform Photo: RPS



Figure 40: Viewpoint 12 –Photomontage from Platform Photo, subject to change during detailed design: RPS

4.2.12.2 Viewpoint impacts

- the new platform canopies on Platform 1 would be evident in this view
- the new platform canopies on Platform 2/3 would be evident in this view
- the new platform canopies on Platform 4 would be screened by the new canopy on Platform 2/3
- the lift to Platform 1 at the northern end of station would be well screened by the existing station building on the platform
- the new footbridges, lifts and stairs at the southern end of the station would be behind the viewing position and not in this viewshed
- the new pedestrian crossing and kiss and ride area would not be evident in this view.

4.2.12.3 Assessment of impacts

For Viewpoint 11 refer to Table 18 for an assessment of sensitivity, magnitude and impacts

Table 18: Viewpoint 11 - Visual Impact Assessment

Sensitivity	Magnitude	Overall impact
“the quality of the view, and how sensitive it is to the proposed change”	Magnitude refers to the form—scale, size, character—of the project and its proximity to the viewer.	Rankings for sensitivity and magnitude are combined to generate the impact
Moderate	Low	Moderate-Low
<ul style="list-style-type: none"> the view is highly urbanised with the railway infrastructure dominating this view. some scattered planting is located throughout the view. These plantings are exotic/introduced species there are few natural elements providing levels of scenic amenity in this view views to the heritage listed platform buildings and Overhead Booking Office above the view is moderately sensitive to change due to the views including Heritage listed platform buildings. 	<ul style="list-style-type: none"> proposed station infrastructure would be a minor visual departure from the existing visual conditions the new structures materials have been designed to be sympathetic with the surrounds (refer Section 2.2.2) at this viewpoint the scale of the Proposal (particularly the new canopies) would be an increase over the existing infrastructure the Proposal would not a departure from existing landscape character in the zone the Proposal would have a low magnitude impact due to the existing character of this view and the minor changes in scale of the Proposal. 	

4.3 Summary of Visual Impact Assessment

Refer to Table 19 for a summary of the visual impacts across all eleven viewpoints.

Table 19: Summary of Visual Impact Assessment

Viewpoint	Summary	Overall impact
Viewpoint 1: View from Bridge Street at Ashmore Street	<ul style="list-style-type: none"> the viewpoint has low sensitivity due to the urbanised/contrived environment with little scenic value at this viewpoint the proposed station infrastructure would not a significant visual departure from the existing visual conditions the Scale of the Proposal in this view would be negligible due to the distance of this view from the Proposal the Proposal would not a departure from existing landscape character 	Low
Viewpoint 2: View from Playground on George Street	<ul style="list-style-type: none"> the viewpoint has moderate sensitivity due to the vegetation surrounding this viewpoint. the Proposal changes would not be seen from this viewpoint 	Negligible
Viewpoint 3: View from Victoria Street at George Street	<ul style="list-style-type: none"> the viewpoint has low sensitivity due to the urbanised/contrived environment with little scenic value the Proposal changes would not be seen from this viewpoint 	Negligible
Viewpoint 4: View from 14 Bridge Street	<ul style="list-style-type: none"> the viewpoint has low sensitivity due to the urbanised/contrived environment with little scenic value the scale of the project, at this proximity would be a visual departure to residents of Bridge Street the scale would be mitigated by the use of appropriate materials and building massing outcomes the Proposal would not be a departure from existing landscape character 	Moderate-Low
Viewpoint 5: View from 1 Swanson Street	<ul style="list-style-type: none"> the viewpoint has low sensitivity due to the urbanised/contrived environment with little to no natural elements the Proposal would not a departure from existing landscape character 	Low
Viewpoint 6: View from Erskineville Public School	<ul style="list-style-type: none"> the viewpoint has low sensitivity due to the urbanised/contrived environment with little to no natural elements the Proposal would not be a departure from existing landscape character as viewed from this locality 	Low
Viewpoint 7: View from Swanson Street at Malcolm Street	<ul style="list-style-type: none"> the viewpoint has moderate sensitivity due to the scenic value of the established vegetation and Historic building façade of the school the Proposal would not be a departure from existing landscape character as it cannot be seen from this viewpoint 	Negligible
Viewpoint 8: View from Erskineville Road at Prospect Street	<ul style="list-style-type: none"> the viewpoint has moderate sensitivity due to the scenic value of the established vegetation and architectural integrity of Erskineville Road precinct 	Negligible

	<ul style="list-style-type: none"> the Proposal changes would not be seen from this viewpoint 	
Viewpoint 9: Views from George Street – Mid Block	<ul style="list-style-type: none"> the viewpoint has low sensitivity due to the urbanised/contrived environment with little scenic value nil –residential buildings would block views to the Proposal 	Negligible
Viewpoint 9a: Views from George Street residences	<ul style="list-style-type: none"> the viewpoint has moderate sensitivity due to the views with scenic value available to some residents to vegetation and historic station elements the scale of the Proposal would be somewhat mitigated by the use of appropriate materials and building massing outcomes during construction there would be a temporarily higher impact due to the usage of the western side of the corridor being used as a construction compound/laydown. the Proposal would have a moderate magnitude impact due to the increased scale over the existing visual outlook 	Moderate
Viewpoint 10: View from Pocket Park – Corner of Swanson Street and Railway Avenue	<ul style="list-style-type: none"> the viewpoint has moderate sensitivity due to the views with scenic value available to some and historic station elements the Proposal would have a low magnitude impact due to the negligible increase in scale over the existing visual outlook 	Negligible
Viewpoint 11: View from Overhead Booking Office	<ul style="list-style-type: none"> the viewpoint has moderate sensitivity due to the views with scenic value available to some and historic station elements the Proposal would not be a departure from existing landscape character and scale 	Moderate-Low
Viewpoint 12: View from platform	<ul style="list-style-type: none"> the viewpoint has moderate sensitivity due to the views with scenic value available to some and historic station elements the Proposal would not be a departure from existing landscape character and scale. 	Moderate-Low

5 CONCLUSION AND SAFEGUARDS

5.1 Conclusion

A key consideration in the visual impact assessment of the Proposal would 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 is visible from certain vantage points can be quantified, ultimately, the residents and users of the landscape surrounding the site would reflect a range of sensitivities. The degree to which the changes to the landscape are perceived would 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, Low or Moderate-Low impacts for all of the selected viewpoints except Viewpoint 9A - Views from George Street residences. The proximity of residences with habitable spaces to the Proposal – and the change in scale that the Proposal has at that proximity would result in moderate visual impact.

Section 5.2 proposes mitigation measures to assist with maintaining the current visual quality of the landscape as well as complementing 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 scoping design, are proposed in response to impact assessment ratings of Moderate or above, 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 maintaining the current design considerations relating to mitigating visual amenity.

5.2.1 Design safeguards

- the proposed materials and finishes should be implemented as they are complementary to the existing landscape character of the local area. This would extend to:
 - the use of materials such as steel, to complement the existing platform buildings and infrastructure, mitigates the visual impact of the elements on adjacent visual receptors
 - the extensions to the canopies should be complimentary to the current walkways and platform buildings
 - use of translucent / lightweight materials (e.g. glass) which allow the design compliment the building mass within the landscape will assist in mitigating the visual impact of the design
- where the detailed design allows, retain trees in accordance with the design scope and the Arborist's report for the work. Tree removal is to be minimised to maintain screening of new and existing railway infrastructure
- install additional vegetation screening between residents on George Street and the Proposal to mitigate the ongoing visual impacts of the Proposal following decommissioning of the construction compound
- the scope and extent of the landscaping proposed by the Contractor for the Bridge Street entrance should be implemented as part of the Urban Design and Public Domain Plan.

5.2.2 Construction safeguards

- Avoid unnecessary loss or damage to other vegetation adjacent to 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 adjacent to the station corridor boundary. Restore any areas that are impacted by construction with appropriate landscape treatments approved by Transport for NSW and in accordance with the arborists report for this site (Allied Tree Consultancy, 2021).
- 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 within a highly trafficable location
- the site is 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 Erskineville Station
- consideration given to the screening of the construction laydown area (or other mitigation measure) to residences on George Street.

5.2.3 Operational safeguards

- undertake regular landscape maintenance work to vegetation and planting in and around the station. This will maximise the health and effectiveness of new / existing planting and help buffer the removal of any existing landscape items.
- for safety and crime prevention- retain any critical views through to the station 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 Erskineville Station.

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