NSW GOVERNMENT

Transport for NSW

St Peters Station Upgrade

Supporting Studies

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

March 2021

ST PETERS STATION UPGRADE

Landscape Character and Visual Impact Assessment

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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.” (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 St Peters 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 *Disability Discrimination Act 1992*
DSAPT	Disability Standards for Accessible Public Transport
EP&A Act	*NSW Environmental Planning and Assessment Act 1979*
Infrastructure SEPP	*State Environmental Planning Policy (Infrastructure) 2007*
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 St Peters Station, located on King Street, St Peters, 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 report also considers the upgrade work relating to the More Trains, More Services Program. The More Trains, More Services Program will 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 Platforms 3 and 4 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 21st 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:

- TAP 3 MC Tranche 2 - REF briefing (5th November 2020) Erskineville, St Peters & Pymble
- St Peters Station Scoping Design Report – Aurecon (dated 14/12/2018)
- TAP 3 – St Peters Station Architecture Design Report (dated 20/11/2020)
- Transport Access Program 3 MC Tranche 2 - St Peters Station Design Report (dated 20/11/2020)
- St Peters Station Upgrade – Architecture Drawing Package (dated 11/12/2020)
- St Peters Station Upgrade – Landscape Drawing Package (dated 10/12/2020)
- St Peters Station Upgrade – Roofs 1-6 Roof Typologies (dated 11/04/2020)
- Urban Design and Public Domain Plan: St Peters Station (dated 22/11/2020)
- St Peters Station Upgrade – Statement of Heritage Impact (dated 15/12/2020).

2 PROPOSAL OUTLINE

2.1 Site description

St Peters Station is located at King Street, St Peters within the Inner West Council local government area (LGA).

St Peters Station is serviced by the following services (Transport for New South Wales, No Date):

- 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
- T8 – City to Macarthur via Sydenham.

St Peters Station is approximately five (5) kilometres south-west of Sydney's Central Business District (refer **Figure 1**). The station is situated between residential properties on Lord Street to the north of the station and the residential properties on Goodsell Street to the south of the station (refer **Figure 2**).

The Platforms of St Peters Station are currently accessed by stairs off a pedestrian footbridge connection off King Street overpass.

A bus stop is located north of the station on King Street. There is limited on street parking around the station.

St Peters Station was opened in 1884 (NSW Office of Enviroment & Heritage). St Peters Station Group is listed on RailCorp's Section 170 Heritage and Conservation Register - s170. The station is considered to have local significance "as one of the earliest railway stations on the Illawarra line, developed from 1884 to the present, and for its role in the development of the St Peters/Newtown area since 1884." (NSW Office of Enviroment & Heritage). Per Statement of Heritage Impact (RPS, 2021) "St Peters Railway Station is included on the State Heritage Register (SHR) (SHR No. 01) and RailCorp Section 170 Heritage and Conservation Register (SHI No. 4801153). It is also identified as an item of State significance on the Marrickville Local Environmental Plan (LEP) 2011 (Item No. I272)."

Per Statement of Heritage Impact (RPS, 2021) there are three heritage conservation areas and three items of heritage significance located within the immediate vicinity of the Proposal area:

- St Peters Hotel, including interiors (Marrickville LEP 2011 Item No. I159)
- former Bedford Brickworks group, including chimneys, kilns and grounds (Sydney LEP 2012 Item No. I27)
- former St Peter's Theatre façade (Sydney LEP 2012 Item No. I614)
- King Street and Enmore Road Heritage Conservation Area (Marrickville LEP 2011 Item No. C2)
- Goodsell Estate Heritage Conservation Area (Marrickville LEP 2011 Item No. C16)
- King Street Conservation Area (Sydney LEP 2012 Item No. C47).

The design of new elements as part of the Proposal would consider its heritage context including the aforementioned surrounding heritage buildings.

Topographically, the station is located in a generally flat landscape as shown in **Figure 3**. The station is located below the grade of the adjacent King Street which runs along the eastern side of the station and Goodsell Street which runs along the south side of the station. Lord Street runs along the North side of the station at the same grade.

Table 3: Proposal area particulars

Aspect	Details
Station name	St Peters Station
Address	King Street, St Peters, NSW 2044
LGA	Inner West Council
Coordinates (approx.)	Lat: --33.907354 Long: 151.180433
Site total area (approx.)	1.49ha
Lot and Plan	Lot 30, DP1254499
Land zoning (site)	SP2 Infrastructure – Railway Infrastructure
Adjacent land zoning	SP2 Infrastructure, R1 General Residential, R2 Low Density Residential, R4 High Density Residential, B2 Local Centre, B5 Business Development, RE1 Public Recreation (including in City of Sydney LGA)

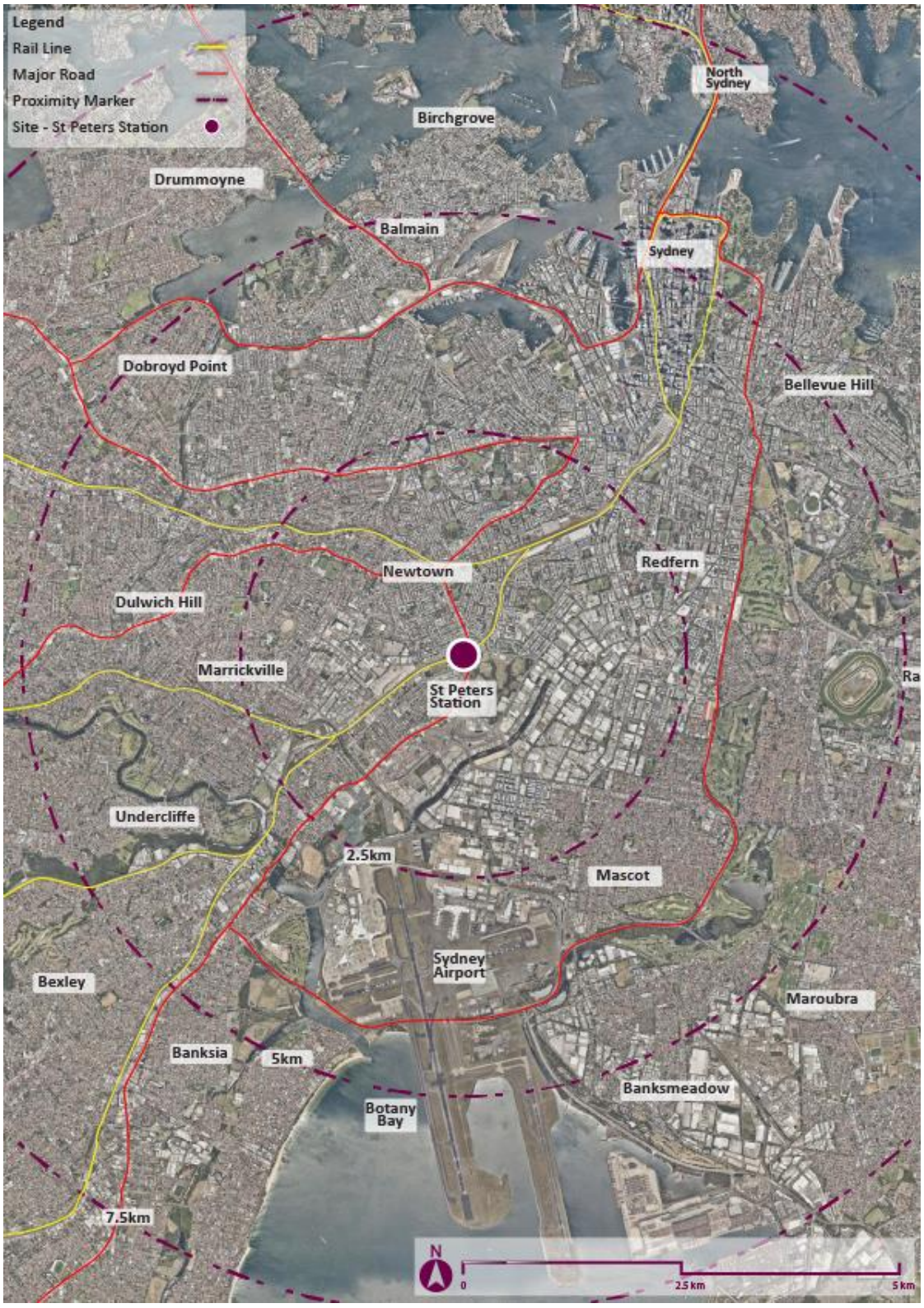

Figure 1: St Peters Station: Regional context

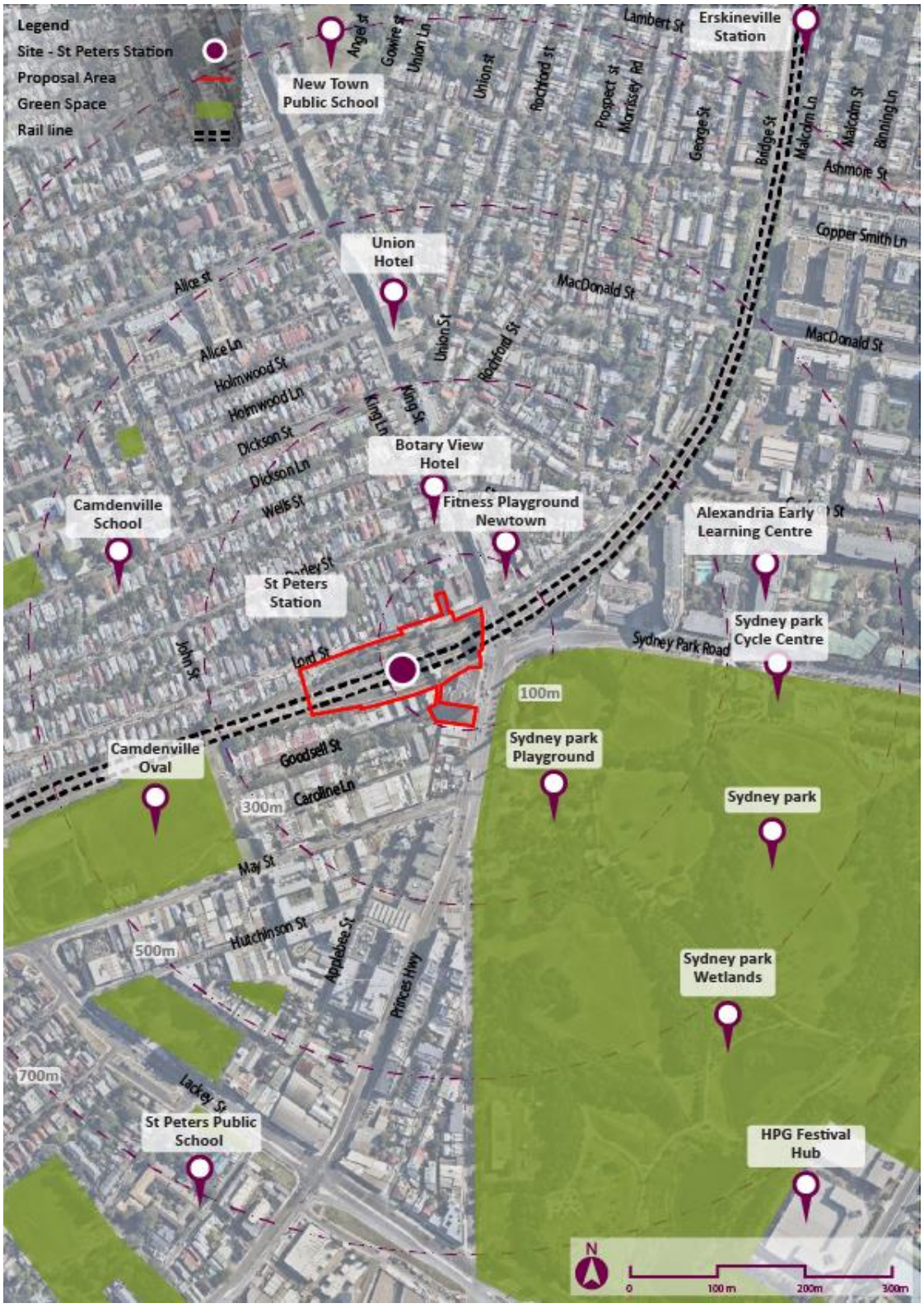

Figure 2: St Peters Station: Local context

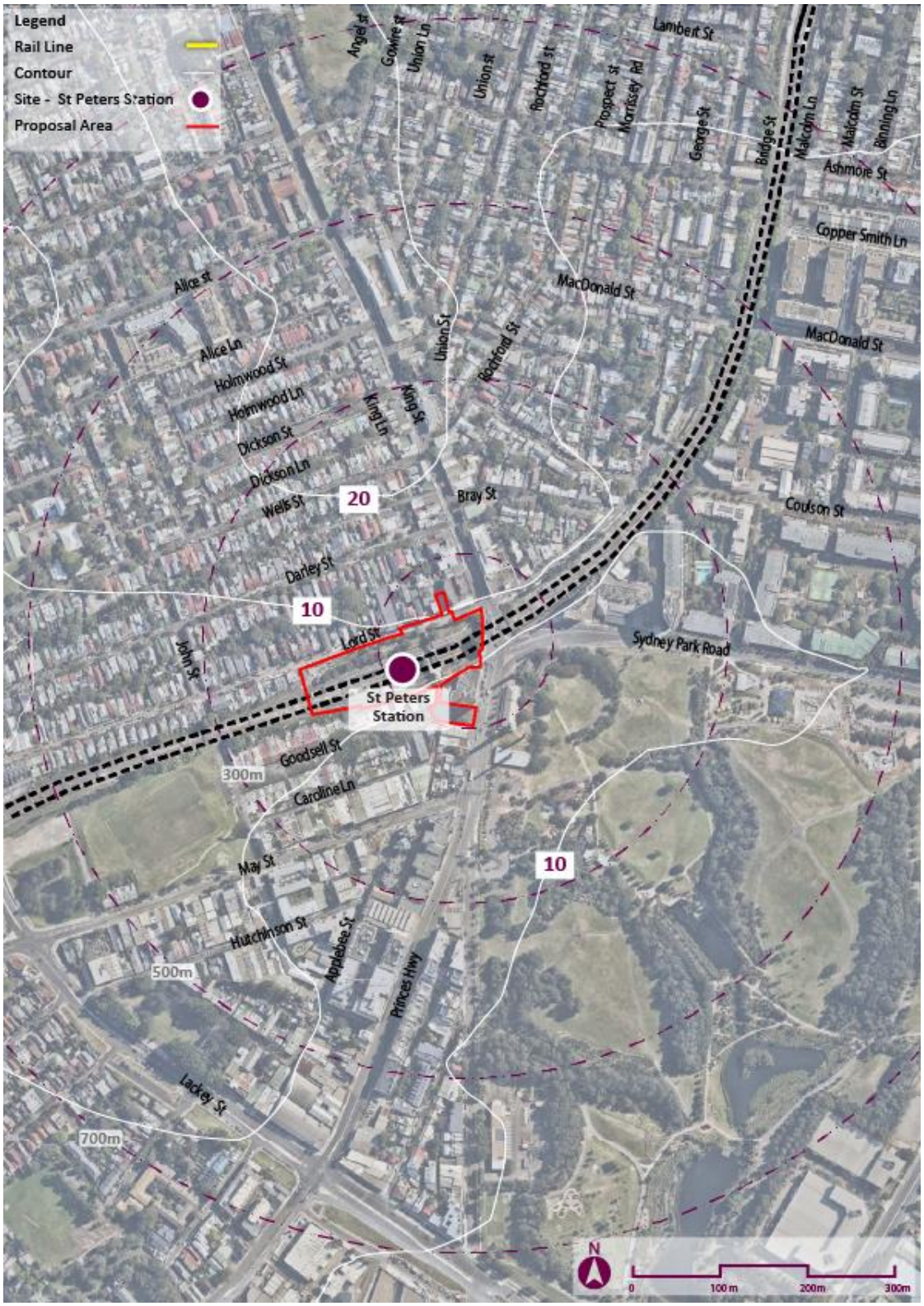

Figure 3: St Peters topography

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)
- *Marrickville – Local Environmental Plan 2011*
- *Marrickville – 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: St Peters Station (DesignInc, 2020), and are as follows:

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 station
- balance core operations and customer needs
- design all elements for easy maintenance, considering human factors and operational costs
- incorporate fire and life safety 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 optimise 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 shown in **Figure 4**. It is noted that the description of the Proposal is based on a concept design and is subject to further design refinement.

- two new lifts, lift landings and lift canopies at the Sydney (eastern) end of Platforms 1/2 and 3/4, connecting to the existing eastern footbridge
- closure and removal of the concourse retail kiosk for the installation of a new lift servicing Platform 1/2
- new canopies and anti-throw screens to stairs on Platform 3/4
- new canopies along Platform 3/4 for weather protection
- a standalone canopy at the western end of Platform 1 for weather protection at the boarding assistance zone (BAZ)
- modifications to the existing footbridge safety screens at new lift interface locations
- reconfiguration of the existing concourse building to accommodate a new family accessible toilet, new installation main switch board (IMSB) and existing station systems. A new switchboard would supply the required power to the lifts (and other station systems) from a pad mount transformer
- provision of one kiss and ride area on Goodsell Street and two on Lord Street
- regrading of the footpaths and landscaping work at the station entrances from Lord Street, King Street and Goodsell Street

- provision of up to six additional bike hoops at Railway Lane and Lord Street
- improvements to customer information and communications systems including wayfinding modifications, public address (PA) system modifications and new hearing induction loops as required
- platform regrading and the installation of new Tactile Ground Surface Indicators (TGSI) along the platforms
- improvements to station lighting and CCTV to improve safety and security
- electrical upgrades and service relocations and/or adjustments to accommodate the new infrastructure, including replacement of an existing transformer.

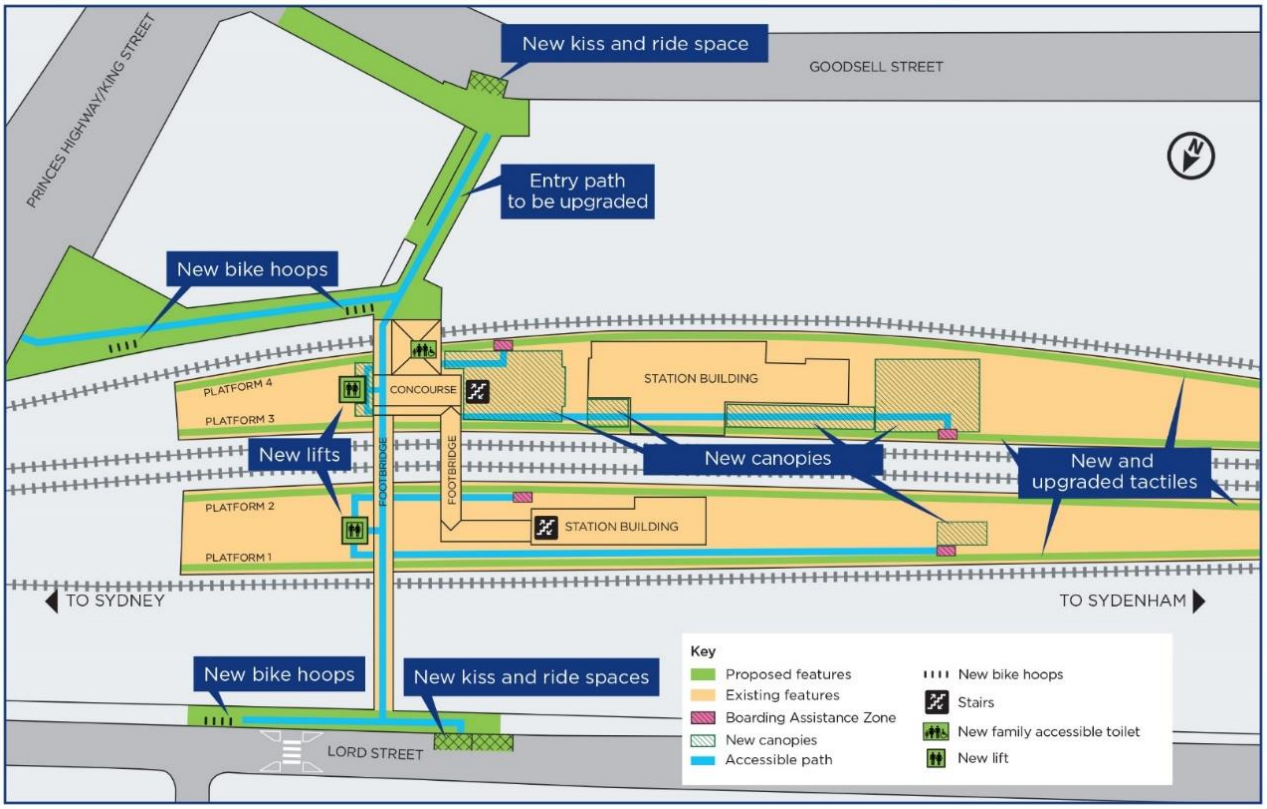

Figure 4: Key Elements of the Proposal

2.4 Materials and finishes

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

- lower lift shafts – steel frame with solid panels
- upper lift shafts – steel frame with glazed infill panels lift canopies – metal roof
- platform building canopy connection – steel frame with glazed canopy
- platform stairs – concrete with mesh anti throw screens and canopy
- platform canopies – steel frame with glazed and metal sheet roofing.

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 concept 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:

- use materials to complement the existing elements on site. For example, "employ a steel truss structure to the framing which complements the distinctive construction of the existing heritage footbridge" (DesignInc, 2020)
- utilise the new canopies onsite to "frame the views of the existing heritage building, whilst also creating a connection between the existing roofs." (DesignInc, 2020)
- locating the new family accessible toilet away from the existing platform heritage building (DesignInc, 2020)
- rearranging the refuse area in the scheme away from prominent entry to improve visual amenity (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 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*

Table 4 outlines objectives for development that is in or near a rail corridor related to the zone SP2 Infrastructure (refer **Figure 5**).

Table 4: Local planning objectives

Reference	Principals/Objectives
Marrickville Development Control Plan 2011 – Strategic Context – St Peters Triangle	The desired future character of the area is: • to protect and preserve contributory and period buildings within the precinct and require their sympathetic alteration or restoration • to protect the identified Heritage Items within the precinct • to enhance existing streets, lanes and open space • to improve pedestrian amenity and link the series of open spaces within the precinct via new pedestrian links • to create new active and mixed-use streetscapes with May Street to be the central activity street within the precinct • to link St Peters Rail Station more effectively to the precinct • to support and extend creative laneways • to encourage new hubs of activity along Hutchinson Street, Applebee Street and May Lane for live/work and creative uses • to create a special site (for example, a village square, community garden or open-air market that supports local artists) in the centre of the triangle to integrate the surrounding creative industry and uses with local residents • to provide building heights to fit the context with restricted heights on narrower streets and laneways and taller buildings along the Princes Highway, May Street and Campbell Street • to develop building envelopes to strongly define existing streets and laneways • to identify signature development opportunities along the Princes Highway (at the Campbell Street and King Street intersections) to help define the precinct along this major road • to integrate design excellence and sustainability across the precinct and within individual buildings and open spaces/public domain • to protect the identified values of the Goodsell Estate Heritage Conservation Area • to ensure that higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments • to ensure that the design of higher density development protects the residential amenity of adjoining and surrounding properties.
Marrickville – Development Control Plan – Strategic Context – Camdenville	The desired future character of the area is: • to protect and preserve contributory and period buildings within the precinct and require their sympathetic alteration or restoration • to protect the identified Heritage Items within the precinct • to maintain distinctly single storey streetscapes within the precinct • 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 • to preserve the predominantly low to medium density residential character of the precinct • to ensure the provision and location of off-street carparking does not adversely impact the amenity of the precinct • to protect the identified values of the Enmore-Newtown Heritage Conservation Area, Enmore House Estate Heritage Conservation Area, Camden & James Street Heritage Conservation Area and the Holmwood Estate Heritage Conservation Area • to ensure orderly development on the masterplan site 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 • to facilitate the redevelopment of the underutilised industrial site at 32-60 Alice Street, Newtown for a mix of uses that will contribute to the character and diversity of the precinct

	• to ensure that higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments • to ensure that the design of higher density development protects the residential amenity of adjoining and surrounding properties.
Marrickville – Development Control Plan – Strategic Context – King Street and Enmore Road (commercial)	The desired future character of the area is: • to protect the identified Heritage Items within the precinct • to protect and preserve contributory and period buildings within the precinct and require their sympathetic alteration or restoration • to protect the identified values of the King Street and Enmore Road Heritage Conservation Area • to protect and enhance the character of streetscapes and public domain elements within the precinct including prevailing subdivision patterns, building typologies, materials and finishes, setbacks, landscaping, fencing, open space, carriageway and footpath design and kerb and guttering • to ensure that buildings provide strong definition to the street through retention of the existing nil building setbacks • to retain, as a minimum, the front portion of contributory buildings where they are contributory to the heritage conservation area (HCA) and/or streetscape • where required, to protect, preserve and enhance the existing character of the streetscape, where only compatible development is permitted • to ensure that the street building frontage of infill development complements the siting (location and orientation), scale, form (height, massing and setback), proportion (height to width and solid to void), rhythm, pattern, detail, material, colour, texture, style and general character in the design of the existing predominantly traditional two storey commercial streetscape, without being imitative • to ensure that there are active commercial fronts to new buildings facing onto streets to create a vibrant and safe streetscape • to ensure that higher density development demonstrates good urban design and environmental sustainability and provides suitable amenity for occupants of those developments • to ensure that the design of higher density development protects the residential amenity of adjoining and surrounding properties • to support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality • to ensure 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.

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

- seeks to upgrade St Peters Station to improve the infrastructure and related uses at the station
- seeks to maintain the character of the streetscapes
- seeks to support pedestrian and cyclist access.

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

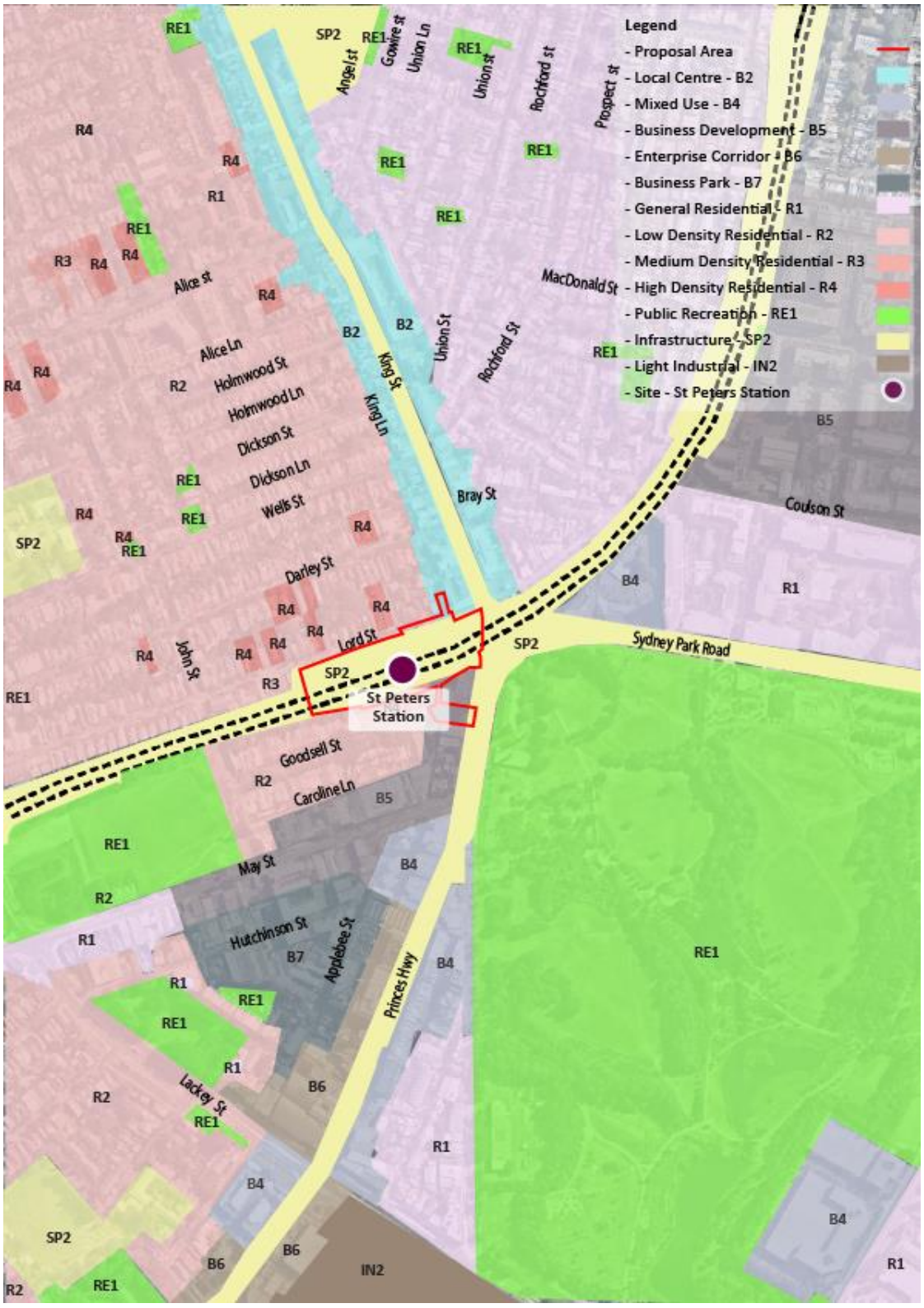

Figure 5: St Peters Land Use Zoning

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 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:

1. the present visual environment
2. the aesthetic and perceptual aspects of the landscape
3. 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. 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 landscape character of the locale.

Figure 6: Landscape Character Zone

3.2.1 LCZ 1 – Public Open Space

LCZ 1 include open spaces around the Proposal including:

- Sydney Park.
- Camdenville Oval.
- Simpson Park.

The typical character of LCZ 1 has been represented in **Figure 7**.

The characteristics of this LCZ are:

- larger open space parks
- Sydney Park and Camdenville Oval have large areas of open space for highly active recreation
- all three parks have areas for passive types of recreation
- all three parks have well established non-endemic, native, and exotic trees, shrubs and ground covers
- all three parks have a mix of hard surfaces and pavements provide connection to elements throughout the local and contextual areas.

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 if the open space and connection therein are maintained.

Figure 7: Landscape Character Zone 1 – Public Open Space (Photo: RPS)

3.2.2 LCZ 2 – King Street (Princess Highway) Commercial – North of St Peters Station

LCZ 2 incorporates the commercial and public buildings on King Street (Princess Highway) Commercial – North of St Peters Station.

The typical character of LCZ 2 has been represented in **Figure 8.**

The characteristics of this LCZ include:

- generally attached buildings with building heights of between 2-3 storeys which form “a continuous scale along the footpath edge that hug the street curves” (Marrickville Council, 2011c)
- facades including those from the late 19th and early 20th century throughout
- art Deco and Interwar Period buildings are also prominent on this street
- adjoined awning with advertising on businesses on both side of the streetscape
- King Street is dotted with occasional, well-established, non-endemic, native and exotic trees
- sidewalks on the eastern side are asphaltic pavement with concrete header
- sidewalks on the western side are paver with darker header course
- building materials are dominated by brick (clay and painted). Other materials building present throughout the LCZ include rendered brick, tin, clay tiles and timber
- signage and overhead services are present throughout the landscape.

The landscape in this zone is heavily urbanised/modified with minimal contrived vegetative elements. 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 8: Landscape Character Zone 2 – King Street (Princess Highway) Commercial – North of St Peters Station (Photo: RPS)

3.2.3 LCZ 3 – Urban Infill

LCZ 3 are the modern apartments associated with pockets of urban infill around the site.

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

The characteristics of this LCZ are:

- attached modern multi-storey residential apartments. Ranging from 5 to 15 storey.
- streets with footpath access, turf, and other introduced vegetation
- some sidewalks have established single exotic street trees with surrounding ground covers
- building frontages are setback from street fronting property boundary
- modern building materials include precast concrete, rendered bloc, timber, multiple-coloured clay brick, and Colourbond (rooves 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 9: Landscape Character Zone 3 – Typical Urban Infill (Photo: RPS)

3.2.4 LCZ 4 – Federation Residential with Urban Infill

LCZ 4 comprises residential uses around the St Peters Station precinct. This Landscape Character Zone type is proliferated around the precinct in several zones.

The landscape character of the LCZ 4 has been represented in **Figure 10**.

The notable characteristics of this LCZ include:

- older one-two storey row housing. “Federation style” residential housing. Timber or brick construction with tin rooves - iron and brick fencing is prevalent throughout
- two Storey Victorian row style housing
- infill development to four stories of varying ages. Natural red and painted brick construction. Various detailing with details and materials similar to the workers cottages
- conversion of some buildings from residential to commercial purposes
- industrial style buildings of varying sizing interspersed amongst the rows of housing
- narrow streets with pavement sidewalks established single street trees (native and exotic)
- very narrow laneways with pavement sidewalks devoid of vegetation
- small or nil front setbacks with low fences
- overhead power infrastructure present along streets and laneways
- building materials include timber, red clay brick, tin rooves.

For those areas north of King Street the locality statement contained within the DCP for the area states 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 north of the station and west of King Street the desired future character statement (Marrickville Council, 2011b) includes:

- to protect and preserve contributory and period buildings within the precinct and the character statement for this area requires the sympathetic alteration or restoration of period buildings in this zone
- to protect the identified Heritage Items within the precinct
- to maintain distinctly single storey streetscapes within the precinct
- 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.

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 10: Landscape Character Zone 4 – Federation Residential with Urban Infill (Photo: RPS)

3.2.5 LCZ 5 – Railway Corridor

LCZ 5 is St Peters Station (The Proposal work) and the rail corridor. The station is bound by King Street, Lord Street, John Street, and Goodsell Street. The LCZ continues in both north-easterly (inbound) and westerly (outbound) direction.

The character of LCZ 5 has been represented in **Figure 11**.

The notable characteristics of this LCZ are:

- the corridor landscape is dominated by the four railway tracks running generally north-south
- Platform 3 /4 building built in 1884, which is nominated in the site state heritage listing and in the local LEP (SHR No. 01250, SHI No. 4801153, Marrickville LEP Item No. I272) (RPS, 2021)
- the Overhead Booking Office, built in 1914, which is nominated in the site state heritage listing and in the local LEP (SHR No. 01250, SHI No. 4801153, Marrickville LEP Item No. I272) (RPS, 2021)
- established, non-endemic, native and exotic trees line the northern side of the corridor. These trees are reinforced in parts by street trees on adjacent Lord Street
- 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 11: Landscape Character Zone 5 – Railway Corridor (Photo: RPS)

3.2.6 LCZ 6 – Princess Highway

LCZ 6 is the Princess Highway south of the station.

The character of LCZ 6 has been represented in **Figure 12.**

The notable characteristics of this LCZ include:

- light industrial, retail, and commercial uses
- mostly two-storey brick and concrete buildings
- wide road reserve with views at the northern end onto Sydney Park
- nil front setback to asphalt paved road reserve
- overhead power and telecommunications infrastructure present
- traffic infrastructure dominates this landscape.

The landscape characteristics in this zone are heavily urbanised/modified with. This landscape character zone has an abundant capacity to accommodate change without losing its valued attributes.

Figure 12: Landscape Character Zone 6 – Princess Highway Scheme (Photo: RPS)

3.2.7 LCZ 7 – St Peters triangle light industrial

LCZ 7 is the light industrial area in the locality known as St Peters Triangle. The Marrickville DCP – Strategic Context (Marrickville Council, 2011a) describes the existing character as “a mix of residential and industrial buildings reflective of its historical development. The land uses within the precinct are mainly light manufacturing with a mix of uses such as local light industry and urban support services, retail, residential, freight and logistics, office, artist studios and creative industries. May Lane has become a focus for street art and the May Lane Art Project is an outdoor gallery space.”

The character of LCZ 7 has been represented in in **Figure 13**.

The characteristics of this LCZ are:

- attached commercial / light industrial buildings to two storeys
- minor interspersion of federation style housing similar to LCZ4.
- some urban infill projects to three storeys
- some empty blocks used as informal carparking and storage
- streets with pavement sidewalks established single street trees (native and exotic)
- small or nil front setbacks. Low fences to most non-nil setbacks
- overhead power infrastructure present along streets and laneways
- building materials dominated by brick and tin rooves.

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 13: Landscape Character Zone 7 – Typical St Peters triangle light industrial (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 the 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 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	Negligible
Moderate	High- Moderate	Moderate	Moderate-Low	Negligible
Low	Moderate	Moderate-Low	Low	Negligible
Negligible	Negligible	Negligible	Negligible	Negligible

Figure 14: 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 15** outlines the position and direction of the viewpoints analysed for the Proposal.

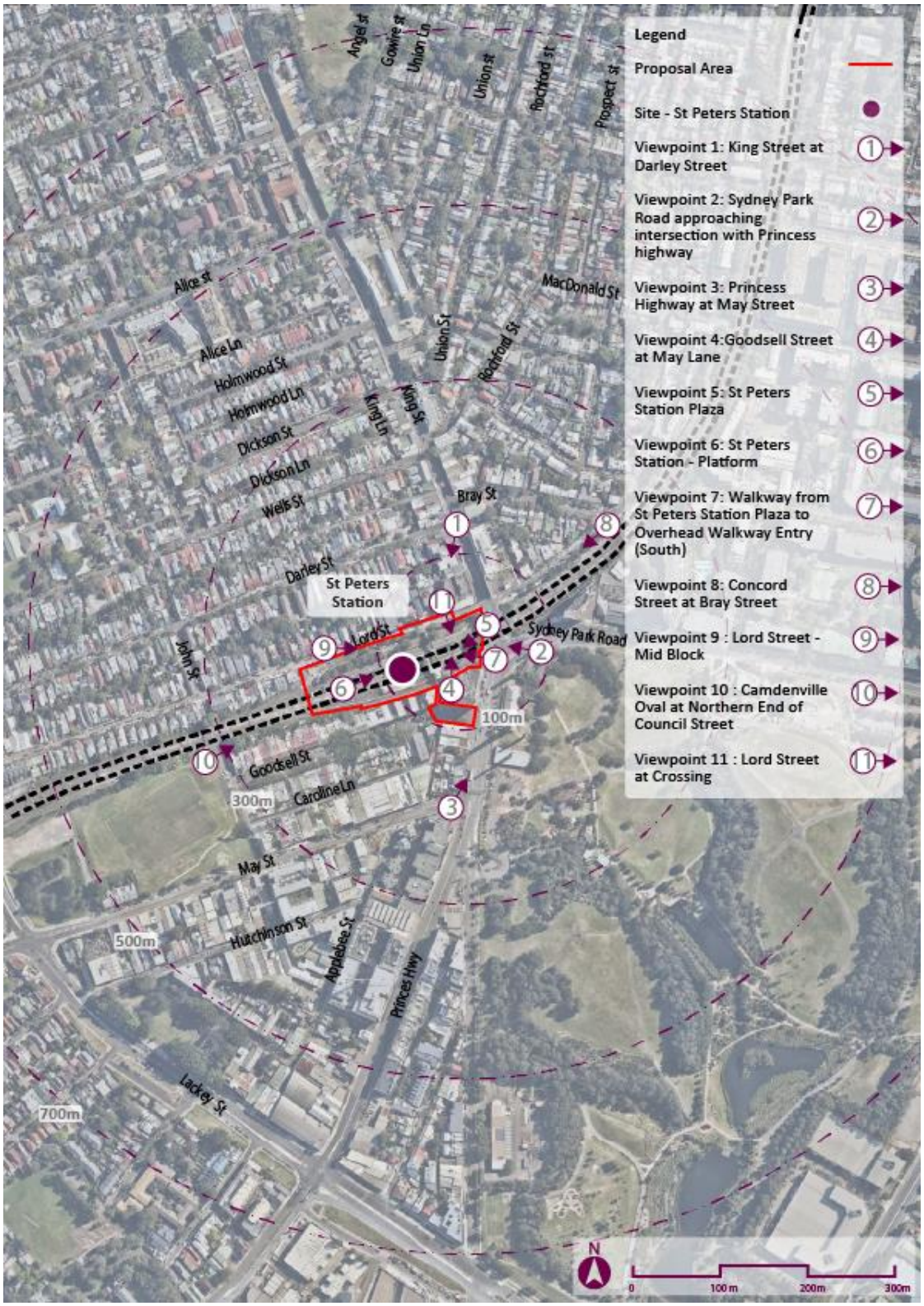

Figure 15: Viewpoint locations

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 2
- viewpoint 6
- veiwpoint11.

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 16**, through **Figure 21**.

Figure 16: Viewpoint 2 - View to Proposal from corner of Sydney Park Road and Princess Highway - Existing view (Photo: RPS)

Figure 17: Viewpoint 2 - View to Proposal from corner of Sydney Park Road and Princess Highway – photomontage (Photo: RPS)

Figure 18: Viewpoint 6 - St Peters Station - Platform - Existing view (Photo: RPS)

Figure 19: Viewpoint 6 - St Peters Station - Platform (Photomontage: RPS)

Figure 20: Viewpoint 11 - From Lord Street at laneway – Existing view (Photo: RPS)

Figure 21: Viewpoint 11 - From Lord Street at laneway (Photomontage: RPS)

4.2 Viewpoint assessment

4.2.1 Viewpoint 1: View from King Street at Darley Street

4.2.1.1 Viewpoint description

The foreground is dominated by the roadway. Buildings frame either side of the view terminated by obscured brick chimney stack. Signage, traffic signals and power infrastructure present throughout the view.

Figure 22: Viewpoint 1 – View from King Street at Darley Street (Photo: RPS)

4.2.1.2 Viewpoint impacts

- Nil – Buildings block views from King Street to the Proposal.

4.2.1.3 Assessment of impacts

For Viewpoint 1 refer to **Table 5** for an assessment of sensitivity, magnitude and impacts.

Table 5: 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	**Negligible**	**Negligible**
• the view is urbanised with the buildings throughout dominating this view • commercial buildings, and other infrastructure are evident in the view • vegetation is isolated to only part in the view. The 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.	• nil – commercial buildings would block view to the Proposal.	

4.2.2 Viewpoint 2: View from Sydney Park Road approaching intersection with Princess Highway

4.2.2.1 Viewpoint description

The foreground is dominated by roadway with traffic signals and power infrastructure. The mid view is dominated by the brick wall between St Peters Plaza and St Peters Station. Mature vegetation and the brick wall screen most views to the station. Vegetation is present in the background at the horizon line.

Figure 23: Viewpoint 2 –View from Sydney Park Road approaching intersection with Princess Highway (Photo: RPS)

4.2.2.2 Viewpoint impacts

- lift to Platform 3/4 and anti-throw screens would be somewhat visible over brick wall and behind foliage of tree to be retained adjacent to future mixed-use development
- lift to Platform 1/2 would be mostly obscured by brick wall foliage of tree to be retained in St Peters Plaza
- changes to landscape finishes between future mixed-use development and Proposal would be evident
- all other work would be screened from this view.

4.2.2.3 Assessment of impacts

For Viewpoint 2 refer to **Table 6** for an assessment of sensitivity, magnitude and impacts

Table 6: 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.***
Low	**Low**	**Low**
• the view is urbanised with built infrastructure throughout dominating this view • power and traffic infrastructure are evident in the view • established trees in the midground provide some visual amenity in the view • there are few 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.	• small parts of the Proposal would be visible from this viewpoint • the scale of the Proposal from this viewpoint would be in keeping with the current scale • the material proposed would be complimentary to existing materials • the new structures materials have been designed to be sympathetic with the surrounds • the Proposal would have a low magnitudinal impact from this viewpoint.	

4.2.3 Viewpoint 3: View from Princess Highway at May Street

4.2.3.1 Viewpoint description

The view is dominated by vehicular infrastructure, being the Princess Highway. Traffic signals, signage, lighting and power infrastructure are evident in the view. Vegetation from Sydney Park lies to the righthand side of the horizon. Two historic chimney stacks dominate the skyline with scattered multi storey residential blocks dotted on the horizon.

Figure 24: Viewpoint 3 –View from Princess Highway at May Street (Photo: RPS)

4.2.3.2 Viewpoint impacts

- nil – buildings would block views from this part of the Princess Highway to the Proposal.

4.2.3.3 Assessment of impacts

For Viewpoint 3 refer to **Table 7** for an assessment of sensitivity, magnitude and impacts

Table 7: 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**
• the view is urbanised with the Princess Highway dominating this view • buildings, and other infrastructure are evident in the view • planting is located on the left-hand side of this view. Located in Sydney Park these plantings are exotic or introduced native species • other than the trees there are 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.	• nil – commercial buildings would block views to the Proposal.	

4.2.4 Viewpoint 4: View from Goodsell Street at May Lane

4.2.4.1 Viewpoint description

The foreground is dominated by the Goodsell Street roadway. Construction hoarding is present in the right of the view. Mixed use ground floor building to the left of the view. View through the laneway to the station and residential buildings beyond.

Figure 25: Viewpoint 4 –View from Goodsell Street at May Lane (Photo: RPS)

4.2.4.2 Viewpoint impacts

- roof of lift to Platform 3/4 would be visible over existing station building
- all other work would be screened from this view.

4.2.4.3 All other improvements are screened from this view - Assessment of impacts

For Viewpoint 4 refer to **Table 8** for an assessment of sensitivity, magnitude and impacts

Table 8: 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	**Low**	**Low**
• the view is highly urbanised with the buildings, and other infrastructure are dominating the view • there is no planting or vegetation present in this view • the roof of the historic ticket office is present in this view • based on the highly contrived character of the view it has low scenic amenity and has low sensitivity to change.	• small parts of the Proposal would be visible from this viewpoint • the scale of the Proposal from this viewpoint would be in keeping with the current scale • the material proposed, which would be be seen in this view, are mostly translucent and as such would be complimentary to the view • the Proposal would have a low magnitudinal impact from this viewpoint	

4.2.5 Viewpoint 5: View from St Peters Station Plaza

4.2.5.1 Viewpoint description

The foreground is dominated by brick pavement through to historic brick wall at the edge of the plaza. Additional fencing above the brick fencing partially screens view to the background. A large established tree frames the right-hand side of the view. Light post in heritage green in centre of view.

Figure 26: Viewpoint 5 – View from St Peters Station Plaza (Photo: RPS)

4.2.5.2 Viewpoint impacts

- Nil – Brick wall would obstruct views from St Peters Station Plaza to the Proposal.

4.2.5.3 Assessment of impacts

For Viewpoint 5 refer to **Table 9** for an assessment of sensitivity, magnitude and impacts

Table 9: 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***
Moderate	**Negligible**	**Negligible**
• the view is highly urbanised with the hard surfaces, walls, and infrastructure are dominating the view • there is a significant established tree in this view • the brick wall forms part of the historic bridge structure over the railway • based on the historic nature of the plaza it has moderate scenic amenity and has moderate sensitivity to change.	• nil – brick wall would block views from St Peters Station Plaza onto the Proposal.	

4.2.6 Viewpoint 6: View from St Peters Station Platform

4.2.6.1 Viewpoint description

The foreground of the view is the hard surface platforms which make up St Peters Station. The centre and right mid-ground include the platform buildings and infrastructure associated with the station. Some vegetation is present to the left of the mid-ground. The overhead footbridge terminates the ground plane view. The horizon line is crowded on the right by newer residential style buildings and construction hoarding.

Figure 27: Viewpoint 6 –View from St Peters Station Platform (Photo: RPS)

4.2.6.2 Viewpoint impacts

- the two new lifts and lift canopies on the eastern side of Platform 1/2 and Platform 3/4 connecting to the existing footbridge would be eident behind the footbridge
- anti throw screens and modifications to existing footbridge safety screens would be evident in the distance
- installation of new stand-alone canopies surrounding the existing platform building on Platform 3/4 for weather protection would be apparent
- installation of a new stand-alone canopy at the western end of Platform 3/4 for weather protection would be evident
- installation of a new stand-alone canopy at the western end of Platform 1 for weather protection at BAZ would be evident
- replacements of TGSI and the installation of new directional TGSI would be evident.

4.2.6.3 Assessment of impacts

For Viewpoint 6 refer to **Table 10** for an assessment of sensitivity, magnitude and impacts.

Table 10: 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.***
Moderate	**Low**	**Moderate-Low**
• 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 ticket office above • the view is moderately sensitive to change due to the views including Heritage listed platform buildings.	• the work would be a minor visual departure from the existing visual conditions • the new structures materials have been designed to be sympathetic with the surrounds • at this viewpoint the scale of the Proposal would not be a substantial increase over the existing infrastructure • the Proposal is 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.	

4.2.7 Viewpoint 7: View from Walkway from St Peters Station Plaza to Overhead Walkway Entry (South)

4.2.7.1 Viewpoint description

The foreground of the view is brick paved hardstand. Established vegetation is present in the left of the view screening construction hoarding. Brick wall in the mid-foreground blocks views over the station and draws the eye to the left of the view. Lighting, seating, bin and bike racks are visible in the plaza. Canopies to the footbridge are evident above the brick wall, with vegetation visible in the skyline.

Figure 28: Viewpoint 7 –View from Princess Highway at May Street (Photo: RPS)

4.2.7.2 Viewpoint impacts

- two new lifts and lift canopies on the eastern side of Platform 1/2 and Platform 3/4 would be evident from this viewpoint
- removal and replacement of the surface treatment between future mixed-use development and the Proposal would be evident from this viewpoint
- all other work would be screened from this view.

4.2.7.3 Assessment of impacts

For Viewpoint 7 refer to **Table 11** for an assessment of sensitivity, magnitude and impacts

Table 11: 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.***
Low	**Low**	**Low**
• the view is urbanised with built infrastructure throughout dominating this view • street furniture is evident in the view • established trees in the left midground provide some visual amenity in the view; these trees are introduced species • there are few natural or other elements providing any 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.	• small parts of the Proposal would be visible from this viewpoint • the scale of the Proposal from this viewpoint would be in keeping with the current scale of the landscape • the material proposed would be complimentary to existing materials • the material of the proposed structures have been designed to be sympathetic with the surrounds • The Proposal would have a low magnitudinal impact from this viewpoint.	

4.2.7.4 Completion of multi-use block

On the basis that the multi-use residential block beside this viewpoint would be completed prior to the Proposal; the following viewpoint impacts are extrapolated from known information:

- the two new lifts and lift canopies on the eastern side of Platform 1/2 and Platform 3/4 connecting to the existing footbridge would be evident to north and west facing residents on floors one and above
- anti throw screens and modifications to existing footbridge safety screens would be evident in the distance to north and west facing residents on floors one and above
- installation of new stand-alone canopies surrounding the existing platform building on Platform 3/4 for weather protection would be apparent would be evident over the platform building to north and west facing residents on floors one and above
- installation of a new stand-alone canopy at the western end of Platform 3/4 for weather protection would be evident over the platform building to north and west facing residents on floors one and above
- installation of a new stand-alone canopy at the western end of Platform 1 for weather protection at BAZ would be evident over the Platform 1/2 building to north and west facing residents on floors one and above
- replacements of TGSI and the installation of new directional TGSI would be evident.

Refer **Table 12** for an assessment of sensitivity, magnitude and impacts extrapolated for approved residential tower.

Table 12: Visual Impact Assessment from approved residential tower

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**
• the view is urbanised with built infrastructure throughout dominating this view • established trees in view provide some visual amenity in the view; these trees are introduced species • there are views to the historic elements of the railway station • there are few natural or other elements providing any higher level of scenic amenity in this view • given the timeframe that residents in the tower would have to the initial view they would have little to no attachment to the view and as such the sensitivity of this view to change is diminished • based on the highly contrived character of the view it has low scenic amenity and has low sensitivity to change.	• large parts of the Proposal would be visible from residents with north and west facing views • the scale of the Proposal from this viewpoint over existing would be an increase to those residents with north and west facing view • The material proposed would be complimentary to existing materials • The material of the proposed structures have been designed to be sympathetic with the surrounds • the Proposal would have a moderate magnitudinal impact from this viewpoint.	

4.2.8 Viewpoint 8: View from Concord Street at King Street

4.2.8.1 Viewpoint description

Concord Street and footpaths are evident in foreground of this view. Two storey buildings frame the right-hand side of this view. Power and traffic infrastructure are present in the view. Vegetation lines and screens the adjacent railway corridor. Historic brick chimney stacks are evident in the left background of this view. Construction hoarding around the new multi-use building is visible in the background.

Figure 29: Viewpoint 8 –View from Concord Street at King Street (Photo: RPS)

4.2.8.2 Viewpoint impacts

- lifts and lift canopies on the eastern side of Platform 1/2 may be evident from this viewpoint
- all other work would be screened from this view.

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.***
Low	**Low**	**Low**
• the view is urbanised with built infrastructure throughout dominating this view • street furniture and power infrastructure is evident in the view • vegetation screens adjacent railway corridor • there are few natural or other elements providing any 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.	• very small parts of the Proposal would be visible from this viewpoint • the scale of the Proposal from this viewpoint would being keeping with the current scale • the new structures materials have been designed to be sympathetic with the surrounds • the Proposal would have low magnitudinal impact from this viewpoint.	

4.2.9 Viewpoint 9: Views from Lord Street - Mid Block

4.2.9.1 Viewpoint description

The foreground is dominated by Lord Street with parked cars. An electrical transformer is located in the centre of the view in neutral colour. Introduced, native, mature vegetation forms a screen through the mid-ground of the view. The station platform including the Platform 3/4 Platform Building, overhead power infrastructure, and signage is evident but mostly screened by the vegetation. Housing with graffiti is evident on the far side of the rail corridor.

Figure 30: Viewpoint 9 –View from Lord Street – Mid Block (Photo: RPS)

4.2.9.2 Viewpoint impacts

- new stand-alone glazed canopies surrounding the existing platform building on Platform 3/4 for weather protection would be somewhat visible from this point
- new stand-alone canopy at the western end of Platform 3/4 for weather protection would be evident from this point
- new stand-alone canopy at the western end of Platform 1 for weather protection at BAZ would be evident
- station power supply upgrade works, which includes an upgrade to the existing 75kVA transformer, and earthing/bonding provisions (specific power requirements to be determined during detailed design) may be evident at this point depending on the change in scale to the transformer
- vegetation to be retained subject to construction laydown locations
- all other work would be screened from this view.

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	**Low**	**Low**
• the view is highly urbanised with the railway infrastructure evident in this view • introduced planting is prominent view • there are some natural elements providing levels of scenic amenity in this view • views to the heritage listed platform building • the view has low sensitivity to change.	• 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 • at this viewpoint the scale of the Proposal would not be a substantial 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.	

4.2.10 Viewpoint 10: View from Camdenville Oval at Northern end of Council Street

4.2.10.1 Viewpoint description

The foreground is dominated by turf with exotic vegetation framing the left-hand side of the view. A two-storey residence with attractive green vine growing is positioned in the right mid-view. The Railway Corridor including power infrastructure, is evident in the centre of the view. Residences can be seen on the opposite side of the railway corridor. Two large trees are evident in the skyline along with a historic chimney stack.

Figure 31: Viewpoint 10 –View from Camdenville Oval at Northern end of Council Street (Photo: RPS)

4.2.10.2 Viewpoint impacts

- nil – buildings block would views from this view point to the Proposal.

4.2.10.3 Assessment of impacts

For Viewpoint 10 refer to **Table 15** for an assessment of sensitivity, magnitude and impacts.

Table 15: 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.***
Low	**Negligible**	**Negligible**
• the view is urbanised with built infrastructure throughout this view • power and railway infrastructure are evident in the view • turf in the foreground and established trees in the midground provide some visual amenity in the view • based on the highly contrived character of the view it has low scenic amenity and has low sensitivity to change.	• nil –buildings would block view to the Proposal.	

4.2.11 Viewpoint 11: View from Lord Street at laneway

4.2.11.1 Viewpoint description

The foreground to mid ground is hardstand. The right-hand side of the view is blocked by a painted wall. Beyond a translucent chain wire fence and railway power infrastructure is present with the footbridge evident but screened closest to Lord Street by the painted wall and some vegetation. Beyond the railway corridor a brick retaining structure is below construction hoarding around the new multi-use tower on King Street. Other large residential buildings are evident above the footbridge.

Figure 32: Viewpoint 11 –View from Lord Street at Crossing Pedestrian Crossing (Photo: RPS)

4.2.11.2 Viewpoint impacts

- two new lifts and lift canopies on the eastern side of Platform 1/2 and Platform 3/4 connecting to the existing footbridge would be evident
- modifications to existing footbridge safety screens at new lift interface locations would be evident
- installation of new canopies and anti-throw screens to stairs on Platform 3/4 would be screened from this viewpoint
- all other work would be screened from this view.

4.2.11.3 Assessment of impacts

For Viewpoint 11 refer to **Table 16** for an assessment of sensitivity, magnitude and impacts.

Table 16: 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.***
Low	**Low**	**Low**
• the view is urbanised with built infrastructure throughout dominating this view • power, traffic and railway infrastructure are evident in the view • isolated vegetation is in parts of the view; the plantings are exotic/introduced species • there are few natural or other elements providing any 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.	• small parts of the Proposal would be visible from this viewpoint • the scale of the Proposal from this viewpoint would be in keeping with the current scale • the material proposed are complimentary to existing materials • the materials have been designed to be sympathetic with the surrounds • The Proposal would have a low magnitudinal impact from this viewpoint.	

4.3 Summary of Visual Impact Assessment

Refer to **Table 17** for a summary of the visual impacts across all eleven viewpoints.

Table 17: Summary of Visual Impact Assessment

Viewpoint	Summary	Overall impact
Viewpoint 1: View from King Street at Darley Street	• the viewpoint has low sensitivity due to the urbanised/contrived environment with little scenic value • the Proposal is not a departure from existing landscape character as it cannot be seen from this viewpoint.	Negligible
Viewpoint 2: View from Sydney Park Road approaching intersection with Princess Highway	• the viewpoint has low sensitivity due to the urbanised/contrived environment with little scenic value • the scale of the Proposal at this proximity would not be a visual departure to users of the Princess Highway or Sydney Park Road • the use of appropriate materials and building massing outcomes would be in keeping with the landscape character available in this view • the Proposal would not be a departure from existing landscape character.	Low
Viewpoint 3: View from Princess Highway at May Street	• the viewpoint has low sensitivity due to the urbanised/contrived environment with little scenic value • the Proposal would not be a departure from existing landscape character as it cannot be seen from this viewpoint.	Negligible
Viewpoint 4: View from Goodsell Street at May Lane	• The viewpoint has low sensitivity due to the urbanised/contrived environment with little scenic value • Only a very small part of the Proposal would be seen form this viewpoint • the use of appropriate materials and building massing outcomes would be in keeping with the landscape character available in this view • the Proposal would not be a departure from existing landscape character.	Low
Viewpoint 5: View from St Peters Station Plaza	• as a result of the historic elements of the plaza the viewpoint has moderate scenic amenity and has moderate sensitivity to change • the Proposal would not be a departure from existing landscape character as it cannot be seen from this viewpoint because of the brick wall.	Low
Viewpoint 6: View from St Peters Station Platform	• the view from this locale is moderately sensitive to change due to the views including heritage listed platform buildings • the scale of the project, at this proximity would not be a visual departure form the existing landscape character • the use of appropriate materials and building massing outcomes would be in keeping with the landscape character available in this view • the Proposal would not be a departure from existing landscape character.	Moderate-Low

Viewpoint 7: View from Walkway from St Peters Station Plaza to Overhead Walkway Entry (South)	• based on the highly contrived character of the view it has low scenic amenity and has low sensitivity to change • the scale of the project, at this proximity would not be a visual departure from the existing landscape character • the use of appropriate materials and building massing outcomes would be in keeping with the landscape character available in this view • the Proposal would not a departure from existing landscape character.	Low
Viewpoint 7: extrapolated view from new residential tower proposed for completion in May 2021	• based on the highly contrived character of the view and the time of exposure that residents would have prior to the Proposal's completion the extrapolated view from residents on the north and west sides of the residential building has low scenic amenity and has low sensitivity to change • the scale of the project for residents on the north and west side of the residential building would be somewhat a visual departure from the existing built environment in and around the station • the use of appropriate materials and building massing outcomes would be in keeping with the landscape character available in this view • the Proposal would not a departure from existing landscape character.	Moderate low
Viewpoint 8: View from Concord Street at King Street	• based on the highly contrived character of the view it has low scenic amenity and has low sensitivity to change • the Proposal would not be a departure from existing landscape character.	Low
Viewpoint 9: Views from Lord Street - Mid Block	• the viewpoint has low sensitivity due to the urbanised/contrived environment with little scenic value • The 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 • the Proposal would not be a departure from existing landscape character in the zone.	Low
Viewpoint 10: View from Camdenville Oval at Northern end of Council Street	• based on the highly contrived character of the view it has low scenic amenity and has low sensitivity to change • the Proposal would not be a departure from existing landscape character as it cannot be seen from this viewpoint because of the buildings between the viewpoint and the Proposal.	Negligible
Viewpoint 11: View from Lord Street at laneway	• based on the highly contrived character of the view it has low scenic amenity and has low sensitivity to change • the Proposal would not a departure from existing landscape character and scale • The Proposal has low magnitudinal impact from this viewpoint.	Low

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 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.

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 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 complimentary to the existing landscape character of the local area. This would extend to:
  - the use of materials such as steel and glass, to compliment the existing platform buildings, mitigates the visual impact of the elements on adjacent visual receptors
  - the extensions to the canopies should carry on the colour and materials of the roofing present in the current walkways and platform building
  - use of translucent / lightweight materials (e.g. glass) which allow the design to best match the current building mass within the landscape would assist in mitigating the visual impact of the design.
- review and limit the impacts of the construction laydown area on vegetation along Lord Street.
- the scope and extent of the landscaping proposed by the Contractor for the Goodsell Street entrance (adjoining new multi-use residential building) 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 St Peters Station Upgrade Flora and Fauna Assessment (RPS, 2020) and Arboricultural Impact Assessment (Allied Trees, 2020) t for this site

- 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 St Peters Station.

5.2.3 Operational safeguards

- undertake regular landscape maintenance work to vegetation and planting in and around the Station. This would 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 St Peters Station.

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