Prepared for
Transport for NSW
ABN: 18 804 239 602

Lewisham Station Upgrade

Landscape Character and Visual Impact Assessment

14-Mar-2025

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Abbreviations and definitions

Abbreviation	Meaning
AHD	Australian Height Datum
CBD	Central Business District
CCTV	Closed Circuit TV
DDA	Commonwealth Disability Discrimination Act 1992
DSAPT	Disability Standards for Accessible Public Transport 2002
GLVIA3	*Guidelines for Landscape and Visual Impact Assessment, Third Edition* (Landscape Institute and Institute for Environmental Management (UK), 2013)
HCA	Heritage Conservation Area
IWLEP 2022	Inner West Local Environmental Plan 2022
LCVIA	Landscape Character and Visual Impact Assessment
LCZ	Landscape Character Zones
NSW	New South Wales
REF	Review of Environmental Factors
SAT	Safe Accessible Transport
TAM	Transport Asset Manager for NSW
TGSI	Tactile Ground Surface Indicators
TPZ	Tree Preservation Zone
ZTV	Zone of Theoretical Visibility

Term	Definition
Interchange	Transport interchange refers to the area/s where passengers transit between vehicles or between transport modes. It includes the pedestrian pathways and cycle facilities in and around an interchange.
Kiss and ride space	A kiss and ride space allow for quick entry and exit which helps minimise congestion and risk when used properly. These types of bays operate under the same conditions as no parking zones, which means a customer may stop to drop off or pick up others for a maximum of two minutes. They are required to remain in, or within three metres of their vehicle (Service NSW, 2016).
Magnitude (of effect)	A term that combines judgements about the size and scale of the effect, the extent of the area over which it occurs, whether it is reversible or not, and whether the change is short or long term in duration (GLVIA, 2013).
Photomontage	A computer simulation illustrating the predicted appearance of a development overlaid on a photo of the existing view.
Proposal area	The area within which all the Proposal construction and operational elements would be contained within.
Receptors	(or 'visual receptors'). Individuals and/or defined groups of people who have the potential to be affected by a Proposal (GLVIA, 2013).

Term	Definition
Sensitive visual receptors	Land uses which are sensitive to potential noise, air and visual impacts, such as residential dwellings, schools and hospitals.
Sensitivity	A term applied to specific visual receptors, combining judgements of the susceptibility of the receptor to the specific type of change or development proposed and the value related to that receptor (GLVIA, 2013).
Study area	The area within which the impact of the Proposal on landscape character, views and visual amenity is assessed in this report.
The Proposal	Lewisham Station upgrade
Viewpoint	The location from which an assessment is made of the impact the Proposal has on the view.
Visual amenity	The overall pleasantness of the views people enjoy 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 (GLVIA, 2013).

Executive summary

Introduction

Transport for NSW proposes to provide an accessibility upgrade at Lewisham Station, as part of the Safe Accessible Transport (SAT) program (The Proposal). 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).

Supporting the Review of Environmental Factors (REF) for the Proposal, this Landscape Character and Visual Impact Assessment (LCVIA) has been prepared to:

- describe the existing landscape character of the Proposal study area and the visibility of the proposed works from the surrounding landscape
- describe the site context and relevant aspects of the Proposal
- identify and describe key existing landscape visual receptors and representative viewpoints from which the Proposal would be visible
- assess landscape character effects of the Proposal
- assess visual effects of the Proposal
- recommend management and mitigation strategies to minimise any impacts from the Proposal.

Methodology

This LCVIA has been undertaken in accordance with the *Environmental Impacts Assessment Practice Note – Guideline for Landscape Character and Visual Impact Assessment EIA-N04* (Transport for NSW, 2023), with more detailed guidance taken from *Guidelines for Landscape and Visual Impact Assessment, Third Edition* (2013), developed by the Landscape Institute and Institute for Environmental Management, UK (GLVIA3).

In accordance with these guidelines, key steps in the assessment of landscape character and visual impact include:

1. **contextual analysis** (refer to Section 2.2) - analysis of the regional and local context in which the Proposal is located. This includes a desktop assessment to inform a site visit and a description of the existing environment, including the identification of Landscape Character Zones (LCZs)
2. **landscape character impact assessment** (refer to Section 2.3.1) - evaluation of the impact of the Proposal on the LCZs within the study area
3. **visual impact assessment** (refer to Section 2.3.2) - evaluation of the existing views and visual amenity surrounding the Proposal to identify and assess possible impacts placed on the community by the Proposal
4. **mitigation of impact** – development of mitigation measures to reduce adverse impacts that the Proposal may impose within the study area.

A study area comprising a 300 metre radius from the centre of the Proposal area was selected. This was considered conservative given the flat to gently sloping topography, the modest built form of the station and the visual screening provided by vegetation surrounding the rail corridor and adjacent built form.

The Proposal

The key features of the Proposal would include:

- provision of four new lifts
- modification of the underpass including drainage, lowered floor and new openings for lift access
- new canopies at lift entries and replacement canopies at Thomas Street and Victoria Street entrances to the station

- a new station building on Platform 1 including a family accessible toilet, a unisex ambulant toilet, station office, electrical services enclosure and a station storage room
- platform regrading and resurfacing, new tactile ground surface indicators (TGSIs) and relocated platform furniture
- a new station access ramp from Railway Terrace to Platform 2
- road adjustments and upgrades to station forecourts
- ancillary work including station power supply upgrade, protection and relocation of services and utilities, handrails and fencing, new ticketing facilities including additional Opal card readers, improvement to station communication systems (including CCTV cameras and help points), landscaping, wayfinding and regulatory signage, drainage work including track drainage and public art.

Existing environment

The Proposal is located at Lewisham Station on both the T2 Leppington/Inner West Line and the T3 Liverpool/Inner West line, approximately 6.5 kilometres south-west from the Sydney CBD within the Inner West Council LGA.

Lewisham Station is a small suburban station, comprising two island platforms separated by tracks. The platforms currently have no buildings but include two long canopies which provide weather protection to customers. The platforms are accessed via an underpass and stairs, limiting accessibility. The station platforms are separated from the surrounding landscape beyond the rail corridor to the north by four sets of tracks to allow trains to bypass the station. The station and tracks within the rail corridor lie at grade with the street and landscape to the north (Thomas Street) but is elevated above the landscape to the south (Railway Terrace).

The landform is gently undulating and typically higher in elevation to the east and south, falling towards the Hawthorne Canal, which flows north from near Lewisham West Light Rail Stop, roughly following the light rail alignment. A ridgeline extends to the northwest from a high point to the south-east of the study area boundary.

The study area primarily comprises SP2 (Rail Infrastructure Facilities, Community Facilities and Educational Establishments), and R2 Low Density Residential. The Proposal predominantly lies within the SP2 Rail Infrastructure facilities zone but extends into R2 Low Density Residential. Lewisham Station (and therefore the Proposal) is directly flanked by pockets of R4 and E1, which influence the landscape character surrounding the station.

Vegetation cover within the study area predominantly comprises vegetation planted within streetscapes, private property and parks. Street trees in the surrounding landscape are typically native, with Brush Box, Melaleucas, Water Gum, Tuckeroo and Eucalypt species commonly used. Near Lewisham Station, a row of Canary Island Date Palms are visually prominent along the rail corridor on Thomas Street.

Heritage items within the LCVIA study area include several listed heritage items that are associated with the station and the rail corridor including the Lewisham underbridge, the Lewisham Railway viaduct over Long Cove Creek, and the Lewisham Substation.

Directly north-east of Lewisham Station, across from the current station entry on Thomas Street there is a group of four historic buildings which are now called Church of Saint Thomas, School and Presbytery. These buildings have been listed as an item of local heritage significance within the Inner West Local Environment Plan 2022 and on the Transport Asset Manager's (TAM) Section 170 Heritage and Conversation Register.

Two Heritage Conservation Areas (HCAs) are identified within the study area, comprising Lewisham Estate HCA C61 and Petersham North HCA C79.

Landscape character impact assessment

In assessing the landscape character of the study area, six LCZs have been identified. Of these, only one zone (LCZ 6: Commercial) would have a significant level of change to the landscape character, having a rating of high for both sensitivity and magnitude of change. The high rating is attributed to the heritage value and the small size of the LCZ. It is noted however, that the change in landscape

character would be beneficial, largely due to the replacement of damaged or vandalised infrastructure and the increase in visual prominence of the station entry within the landscape, that would have a positive effect on character. The heritage items and HCA in proximity to the station contribute to raised sensitivity results within LCZs 1, 2, 4 and 6.

Overall, it is considered that the Proposal would have a **moderate (neutral)** effect on landscape character.

Visual impact assessment

Key visual receptors of the Proposal would include rail customers at or travelling past the station, commuters and passers-by on nearby roads (pedestrians, cyclists, motorists), workers or visitors to the nearby business enterprises to the south of the station and community facilities such as the Church of Saint Thomas to the north of the station, and residents in adjacent streets to the station to the north and south.

Rail customers and passers-by would have a lower sensitivity to change due to their limited exposure to the changes. The most sensitive receptors include those who would perceive changes for longer periods of time than receptors passing through. This would include residents on Thomas Street, Railway Terrace, Victoria Street, and Hunter Street, as well as occupants and visitors to nearby commercial properties and churches.

During construction, elements contributing to visual impacts would include traffic control, vehicles and machinery, survey work, temporary fencing, noise barriers, pedestrian diversions, construction of four lifts, extension of the existing canopies on the platforms, construction of new canopies outside the rail corridor, tree removal and relocation, upgrading of footpaths/kerbs/parking, and the temporary ancillary facilities (located at Alfred Street, Longport Street, and Thomas Street). Construction on the station platforms would be less visible to receptors in surrounding properties than the construction activities at the station entrances but would be visible to those using the station and on the trains.

At operation, the most visually prominent changes resulting from the Proposal would include four lifts, new or extended canopies on the platforms, the relocation of one palm tree on Thomas Street, and the entry areas to the station outside the rail corridor. Changes to the platforms and adjacent areas within the rail corridor would be difficult to see from the surrounding landscape due to changes in landform, surrounding built form and trees, but would be clearly visible to customers and those in passing trains.

Ten viewpoints were chosen to represent the change in views from publicly accessible areas due to the Proposal. Overall, the visual impact that would occur from the Proposal ranges from high to moderate, to low. Viewpoint 5 on Railway Terrace and Viewpoints 7 and 8 on Thomas Street are identified with a rating of high to moderate. The close proximity to the changes to the station entries, including the addition of a lift and canopy structures to the existing predominantly residential setting, and the relocation of visually prominent palm trees are contributing elements to the allocation of these ratings.

Five of the ten viewpoints have a neutral rating and a further four are identified with ‘beneficial’ ratings. This is due to the visually recessive nature of a majority of the changes from most viewpoints, the addition or upgrade of rail infrastructure within an existing rail corridor, and the increase in pedestrian and commuter infrastructure at the station entries. This, along with the upgrade of canopy structures and the addition of lifts, would modernise the facilities and create a more legible entry to the station, improving wayfinding and placemaking.

One viewpoint resulted in a ‘adverse’ qualitative rating, due to the slight increase in rail infrastructure positioned within the rail corridor but next to a residential area. The change would be visually recessive and difficult to see from residential properties due to the angle of viewing and surrounding built form.

An ‘adverse’ qualitative rating was identified at Viewpoint 10 as a result of the slight increase in rail infrastructure positioned within the rail corridor but next to a residential area, however, this qualitative rating accompanied a visual impact rating of moderate to low at this viewpoint, meaning that although the view would be adversely affected, the change would be visually recessive and difficult to see from residential properties due to the angle of viewing and surrounding built form.

Overall, the Proposal would have a **moderate (neutral)** visual impact on the surrounding landscape, with some beneficial aspects surrounding the upgrade to the station entries, upgrade and addition of planting, rail infrastructure on the platforms, and streetscapes.

Mitigation of impacts

Should the Proposal proceed, appropriate mitigation of impacts should include:

- landscaping (including potential planting of street trees or shrubs, where possible) to be considered in the detailed design phase of the Proposal
- design elements that reference the heritage character of landscape, however, maintain the visual quality of a 'new' piece of infrastructure rather than replicating heritage items
- vegetation is protected, particularly trees, which provide screening between the station and surrounding landscapes (particularly to the east of the station on both sides of the rail corridor), and visually soften the character of the rail corridor
- consider opportunities for artwork (potentially linked to Connecting with Country) to the visually prominent retaining wall on Railway Terrace along the rail corridor to further promote wayfinding and identity of the station precinct
- consider visually recessive fencing and screening colours and design along the rail corridor, and low-glare / reflectivity roofing to built form to reduce any visual impact to neighbouring residences.

Conclusion

Overall, the Proposal is considered to have a **moderate (neutral)** effect on landscape character and a **moderate (neutral)** visual impact on the surrounding landscape. The Proposal would have beneficial aspects to both landscape character and viewpoints, including the modernisation of rail infrastructure and the replacement of damaged and vandalised structures within and surrounding the station. It is considered that the increase in legibility of the station within the surrounding landscape would be a beneficial outcome for wayfinding and for the placemaking potential of the changes within the public realm.

As such, this report finds that there would be no significant effect on either landscape character or on views and visual amenity as a result of the Proposal. Having regard for the landscape and visual impact ratings for the Proposal, the changes, when considered in the context of the benefits of the Proposal, are considered to be appropriate.

1.0 Introduction

1.1 Background

Transport for NSW proposes to provide accessibility upgrades at Lewisham Station, as part of the Safe Accessible Transport program (the Proposal), which is a NSW Government initiative announced in February 2024 that aims to make public transport safe, inclusive and easy to use for all passengers, especially people with disability, older people, people with prams or luggage and others who may be experiencing mobility problems.

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).

Lewisham Station is located around 6.5 kilometres south-west of Sydney CBD, within the Inner West Local Government Area (LGA), as shown in Figure 1-1. The station has two platforms, serviced by the T2 Leppington/Inner West and the T3 Liverpool/Inner West Line, providing connection to the Sydney Trains network (intercity and suburban). Adjacent stations to Lewisham are Petersham to the east and Summer Hill to the west.

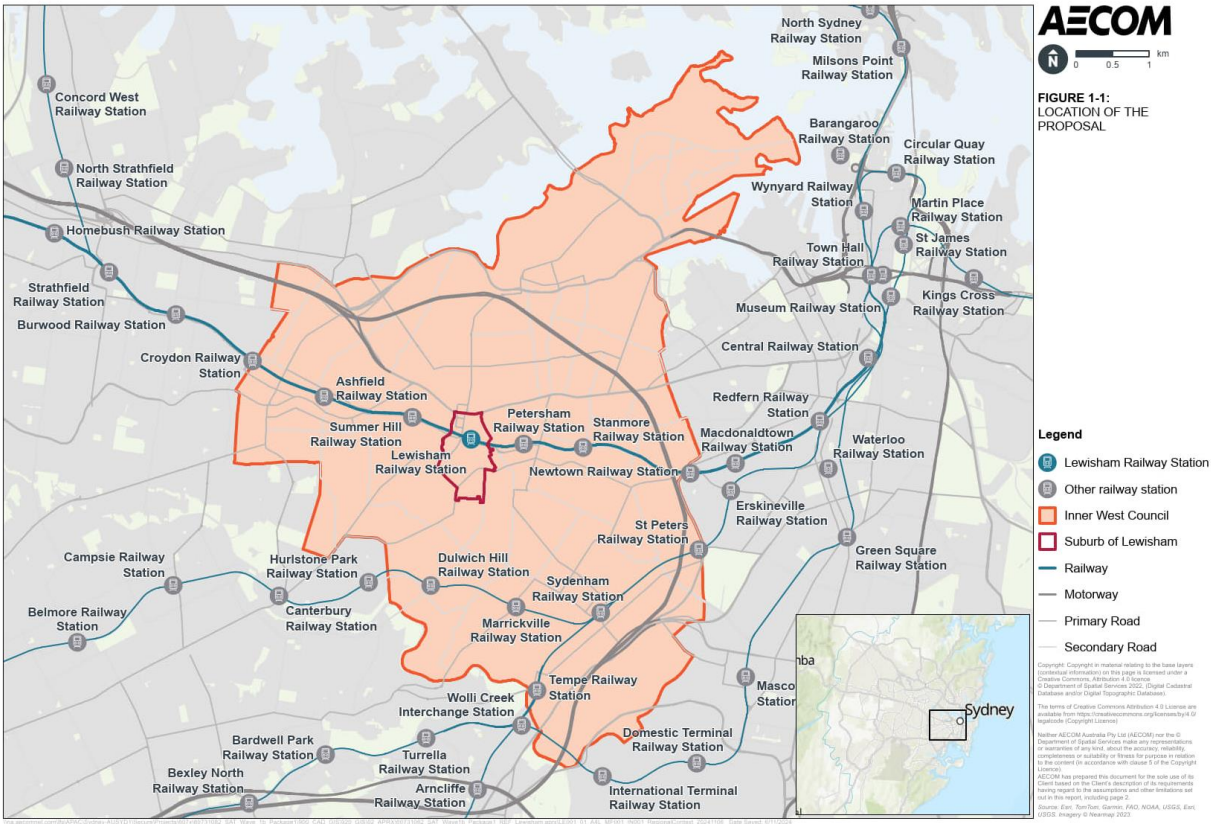

Figure 1-1 Regional context of the Proposal (Source: AECOM)

1.2 Purpose of Technical Report

AECOM has been engaged by Transport to prepare a Review of Environmental Factors (REF) for the Proposal, including a Landscape Character and Visual Impact Assessment (LCVIA). The purpose of this LCVIA is to:

- describe the existing landscape character of the Proposal study area and the visibility of the proposed works from the surrounding landscape

- describe the site context and relevant aspects of the Proposal
- identify and describe key existing landscape visual receptors and representative viewpoints from which the Proposal would be visible
- assess landscape character effects of the Proposal
- assess visual effects of the Proposal
- recommend management and mitigation strategies to minimise any impacts from the Proposal.

Potential changes to landscape character generated by the Proposal at operation have been assessed in detail. Changes to views from the surrounding landscape during construction have been assessed at a high level (i.e. no detailed analysis).

For the purposes of this assessment the study area is defined in Section 2.1.

A description of the Proposal is provided in Section 3.0.

2.0 Methodology

LCVIA is a tool used to identify and assess the significance of and the effects of change resulting from development on both the landscape as an environmental resource in its own right, and on people's views and visual amenity.

This LCVIA has been undertaken in accordance with the *Environmental Impacts Assessment Practice Note – Guideline for Landscape Character and Visual Impact Assessment EIA-N04* (Transport for NSW, 2023), with more detailed guidance taken from *Guidelines for Landscape and Visual Impact Assessment, Third Edition* (2013), developed by the Landscape Institute and Institute for Environmental Management, UK (GLVIA3). GLVIA3 is widely recognised as comprising an example of 'best practice' in this field. This report has undertaken an assessment of the Proposal at operation using the methodology described below.

A high-level assessment of changes during construction has also been provided.

In accordance with these guidelines, key steps in the assessment of landscape character and visual impact include:

1. **contextual analysis** (refer Section 2.2) - analysis of the regional and local context in which the Proposal is located. This includes a desktop assessment to inform a site visit and a description of the existing environment, including the identification of Landscape Character Zones (LCZs)
2. **landscape character impact assessment** (refer Section 2.3.1) - evaluation of the impact of the Proposal on the LCZs within the study area
3. **visual impact assessment** (refer Section 2.3.2) - evaluation of the existing views and visual amenity surrounding the Proposal to identify and assess possible impacts placed on the community by the Proposal
4. **mitigation of impact** – development of mitigation measures to reduce adverse impacts that the Proposal may impose within the study area.

The following sections outline the detailed methodology undertaken for the preparation of this LCVIA report.

2.1 Study area

The study area is determined based on several factors, including:

- topography of the surrounding landscape
- the number and complexity of LCZs surrounding the Proposal
- the visual containment of the Proposal due to the scale of the Proposal in comparison to surrounding built form, landform and vegetation.

A study area comprising a 300 metre radius from the centre of the Proposal area was selected (refer to Figure 2-1). This was considered conservative given the flat to gently sloping topography, the modest built form of the station and the visual screening provided by vegetation surrounding the rail corridor and adjacent built form.

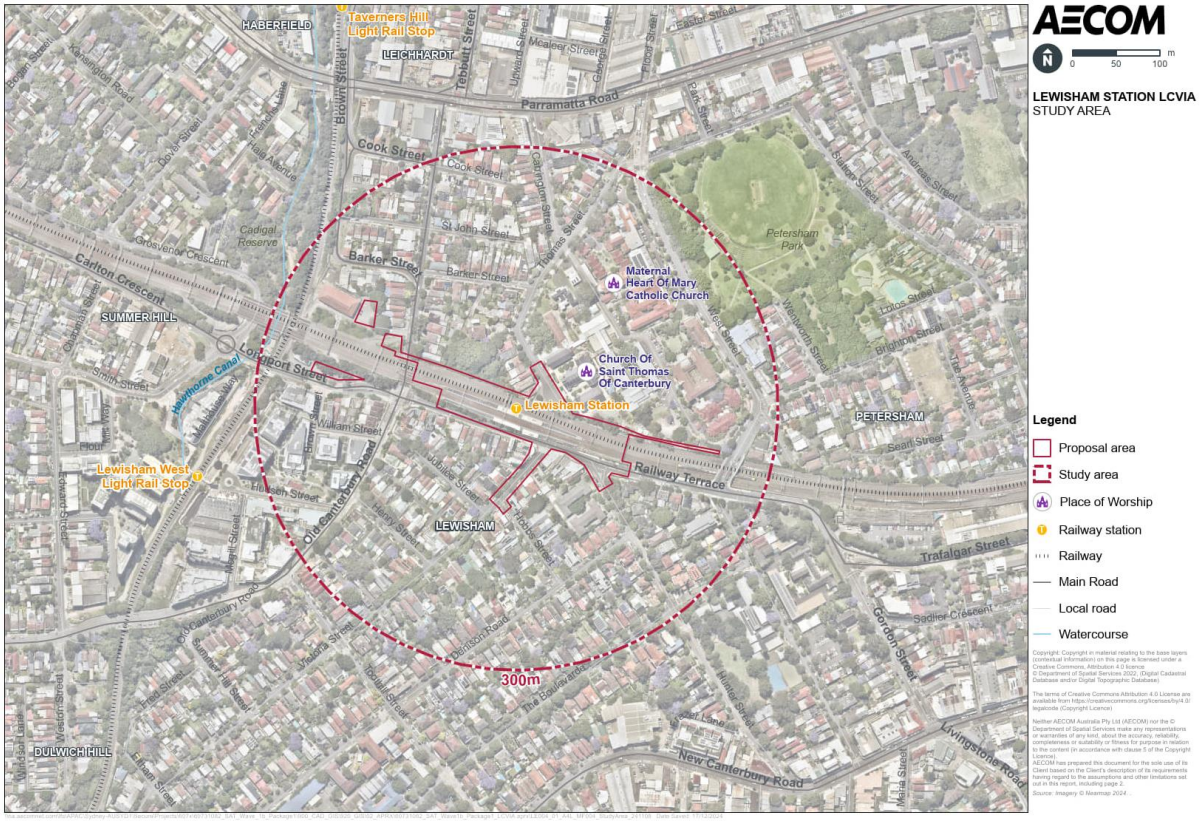

Figure 2-1 Study area and Proposal area (Source: AECOM)

2.2 Existing environment

The existing environment section includes a broad description of the landscape within which the Proposal is located which is used for identification of elements and features relevant to assessment of the Proposal, including site setting, topography, land use, landscape and heritage values. This section was compiled using the methodology below.

2.2.1 Desktop analysis of Proposal landscape and visual resources

Existing data was gathered and reviewed, including:

- available information on sensitive visual receptors, Proposal design, and photos of similar examples of key infrastructure elements proposed
- GIS mapping, including visual envelope mapping, zoning and land use, topography and heritage information (zoning and heritage mapping sourced from *Inner West Local Environmental Plan, 2022* (IWLEP 2022), mapping produced using ArcMap version 10.8)
- Proposal design information, including the *Urban Design and Landscape Plan: Lewisham Station* (DesignInc, September 2024)
- Google Earth and Google Street View.

Using this data, a preliminary assessment of the existing landscape and visual environment was undertaken and used to inform a subsequent site inspection.

2.2.2 Site inspection

A site inspection was undertaken by AECOM on Thursday 7 November 2024. The purpose of the inspection was to:

- identify views from sensitive visual receptors within publicly accessible locations
- assess landscape character
- site photography to record key views and landscape character.

2.2.3 Landscape Character Zones

Based on the identification of the existing environment, a landscape character assessment was undertaken. This identifies what makes a place distinctive, without necessarily assigning a value to it. It considers the way different components of the environment - both natural (the influences of topography, geology, soils, climate, flora and fauna), and cultural (the historical and current impact of land use, settlement, enclosure and other human interventions) - interact together and are perceived to form a distinct pattern, which gives its particular sense of place.

To provide a framework for more clearly describing the area and assessing how the Proposal would affect the elements that make up the landscape (including the aesthetic and perceptual aspects of the landscape and its distinctive character), distinct parts of the overall landscape have been separately defined and mapped as LCZs.

2.3 Impact assessment

2.3.1 Landscape impact assessment

Landscape character impact assessment considers the effect of change and development on landscape as a resource in its own right. Landscape effects are assessed at operation of the Proposal (excluding construction).

The consideration of potential impact of the Proposal on landscape character has been determined based on the existing landscape's sensitivity to change, and the magnitude of change that is likely to occur. The sensitivity of a landscape is judged on the extent to which it can accept change of a particular type and scale without adverse effects on existing landscape character. The magnitude of change to landscape character depends on the nature, scale and duration of the change that is expected to occur.

The sensitivity and magnitude of landscape effects address the following specific criteria:

- sensitivity of landscape to proposed change, based on:
    - susceptibility to change - this means the ability of the landscape receptor (whether it be the overall character or quality/condition of a particular LCZ, or an individual element and/or feature, or a particular aesthetic and perceptual aspect) to accommodate the Proposal without undue consequences for the maintenance of the existing situation, and/or the achievement of landscape planning policies and strategies
    - value of landscape
- magnitude of landscape effect, based on:
    - type/nature of change
    - geographical extent
    - duration and reversibility of effects.

Using the criteria listed above, the sensitivity and magnitude have been assessed and graded as being High, Moderate, Low or Negligible. The Landscape Character and Visual Impact Grading Matrix has then been used to combine the ratings for sensitivity and magnitude (refer to Table 2-1) to determine an overall 'Significance of Landscape Effects' finding of High, High to Moderate, Moderate, Moderate to Low, Low or Negligible in relation to the existing environment. Overall impact ratings of High and High to Moderate are considered to be significant.

Table 2-1 Landscape Character and Visual Impact Grading Matrix*

		Magnitude			
		High	**Moderate**	**Low**	**Negligible**
Sensitivity	**High**	High	High to Moderate	Moderate	Negligible
	Moderate	High to Moderate	Moderate	Moderate to Low	Negligible
	Low	Moderate	Moderate to Low	Low	Negligible
	Negligible	Negligible	Negligible	Negligible	Negligible

**Source: GLVIA3 and Environmental Impacts Assessment Practice Note – Guideline for Landscape Character and Visual Impact Assessment EIA-N04 (Transport for NSW, 2020)*

2.3.2 Visual impact assessment

2.3.2.1 Visibility of the Proposal

The likely visibility of the Proposal, once operational, from surrounding areas has been broadly mapped to define a visual envelope or Zone of Theoretical Visibility (ZTV). This provided an indication of the area from which the Proposal may be viewed taking into account topography, built form and vegetation.

2.3.2.2 Representative visual receptors and viewpoints

Potential visual receptors were identified within the ZTV. These were then used to identify a series of viewpoints from which to assess the visual effects due to the Proposal. Factors such as proximity to the changes, number of visual receptors at each location, and the type of visual receptors were taken into account to select the viewpoints. Viewpoints were chosen to assess the changes from publicly accessible locations, although some viewpoints were used to approximate the changes seen from private locations such as residences or community facilities.

2.3.2.3 Visual impact assessment

The assessment of visual impact addresses the effects of change on the views available to people and their visual amenity. It assesses how the surroundings of individuals or groups of people may be specifically affected by changes, in the context and character of views as a result of the change or loss of existing elements of the landscape and/or the introduction of new elements. Visual effects of the Proposal have been assessed at operation using the method described below.

The evaluation of potential effects on visual amenity has been based on the sensitivity to change of the viewpoint (and the visual receptors it represents), and the magnitude of change from the Proposal that is likely to occur.

The sensitivity of each viewpoint is mainly a function of:

- the occupation or activity of the people experiencing the view
- the extent to which their attention or interest may therefore be focused on the view and the visual amenity they experience, for example:
  - people who are engaged in outdoor recreation, where their attention or interest is likely to be focused on views and the visual amenity they experience, are likely to be more sensitive to a proposed change in that view, rather than land use zoning
  - indicators of value attached to views, e.g. through appearing on tourist maps, or provision of facilities for their enjoyment (such as parking places, sign boards and interpretative material).

The magnitude of change to views and visual amenity takes into account:

- type/nature of change in the view with regard to the:
  - loss or addition of features in the view and changes in its composition
  - degree of contrast or integration of any new features with the existing landscape in terms of form, scale and mass, line, height, colour and texture

  - nature of the view of the Proposal in terms of amount of time it would be experienced, and whether the views would be full, partial or glimpses

- geographical extent of the visual effect with different viewpoints including the:
  - angle of view in relation to the main activity of the receptor
  - distance of the viewpoint from the Proposal
  - extent of area over which the changes would be visible
  - duration and reversibility of visual effects, for example the duration in terms of short term (0-5 years), medium term (6-15 years) or long term (16-30+ years).

Using the criteria listed above, the extent of sensitivity and magnitude for visual effects are measured, with each assessed and graded as being High, Moderate, Low or Negligible. The Landscape and Visual Impact Grading Matrix has then been used to combine the ratings for sensitivity and magnitude (refer to Table 2-1) to determine an overall ‘Significance of Visual Effects’. Overall impact ratings of High and High to Moderate have been considered to be significant.

A qualitative assessment rating further assigned a rating to the change in the views seen by visual receptors. This qualitative assessment has been a professional judgement as to whether the visual effects are deemed 'Adverse', 'Neutral' or 'Beneficial' from each viewpoint. This judgement has been based on whether the changes would affect the quality of the visual experience of visual receptors, given the nature of the existing views. Importantly, the qualitative assessment rating was secondary to the overall impact rating, thereby a low change in views from a viewpoint with an adverse rating, for example, still remained a minor change but with a slightly adverse outcome.

In addition to assessing the visual impact of the Proposal at operation, a high-level commentary has been provided around likely construction effects of the Proposal. Visual receptors have been considered in terms of the views they are likely to obtain from locations within proximity of the Proposal, including consideration of any key vantage points, e.g. lookouts where there is particular interest in the view.

2.3.3 Photos and photomontage

Photographs of the view from each viewpoint were used to assist in providing a baseline from which to assess changes arising from the Proposal. Photographs were taken using a full frame camera mounted on a tripod with a panoramic head of each view and stitched to create a panorama depicting 124 degrees.

A photomontage was produced to illustrate the proposed changes from key viewpoints, selected during the desktop assessment as viewpoints from which the largest visual effects would potentially be seen. These were prepared by overlaying a 3D model of the Proposal over an existing photograph, removing any structures to be replaced using graphic software.

2.4 Mitigation and management measures

Following on from the assessment of impact on the landscape and visual resource, mitigation measures have been developed aimed at reducing or avoiding adverse impacts of the Proposal on identified sensitive visual receptors. Mitigation measures typically comprise a range of techniques including, but not limited to, appropriate lighting design, staging or construction method, material and colour selection, and landscape planting.

3.0 Proposal description

3.1 The Proposal

The key features of the Proposal would include:

- provision of four new lifts
- modification of the underpass including drainage, lowered floor and new openings for lift access
- new canopies at lift entries and replacement canopies at Thomas Street and Victoria Street entrances to the station
- a new station building on Platform 1 including a family accessible toilet, a unisex ambulant toilet, station office, electrical services enclosure and a station storage room
- platform regrading and resurfacing, new tactile ground surface indicators (TGSIs) and relocated platform furniture
- a new station access ramp from Railway Terrace to Platform 2
- road adjustments and upgrades to station forecourts including:
    - Victoria Street – Adjustment to vehicle direction of travel, footpath widening and regrading, roadworks, paving, landscaping, new seating, relocation of bicycle hoops and a new kiss and ride space
    - Hunter Street – an accessible parking space, roadworks, kerb ramp and footpath adjustments
    - Thomas Street – adjustments to kerb alignment, roadworks, paving, landscaping, new seating, new bicycle hoops, a new kiss and ride space and an accessible parking space
    - Railway Terrace – adjustment to kerb ramps, footpath and roadworks
    - lighting, including to the pathway between Thomas Street and West Street.
- ancillary work including station power supply upgrade, protection and relocation of services and utilities, handrails and fencing, new ticketing facilities including additional Opal card readers, improvement to station communication systems (including CCTV cameras and help points), landscaping, wayfinding and regulatory signage, drainage work including track drainage and public art.

The Proposal is shown in Figure 3-1. Further details on the key features are provided in Chapter 3 (Description of the Proposal) of the REF. The description of the Proposal is based on the concept design and is subject to detailed design.

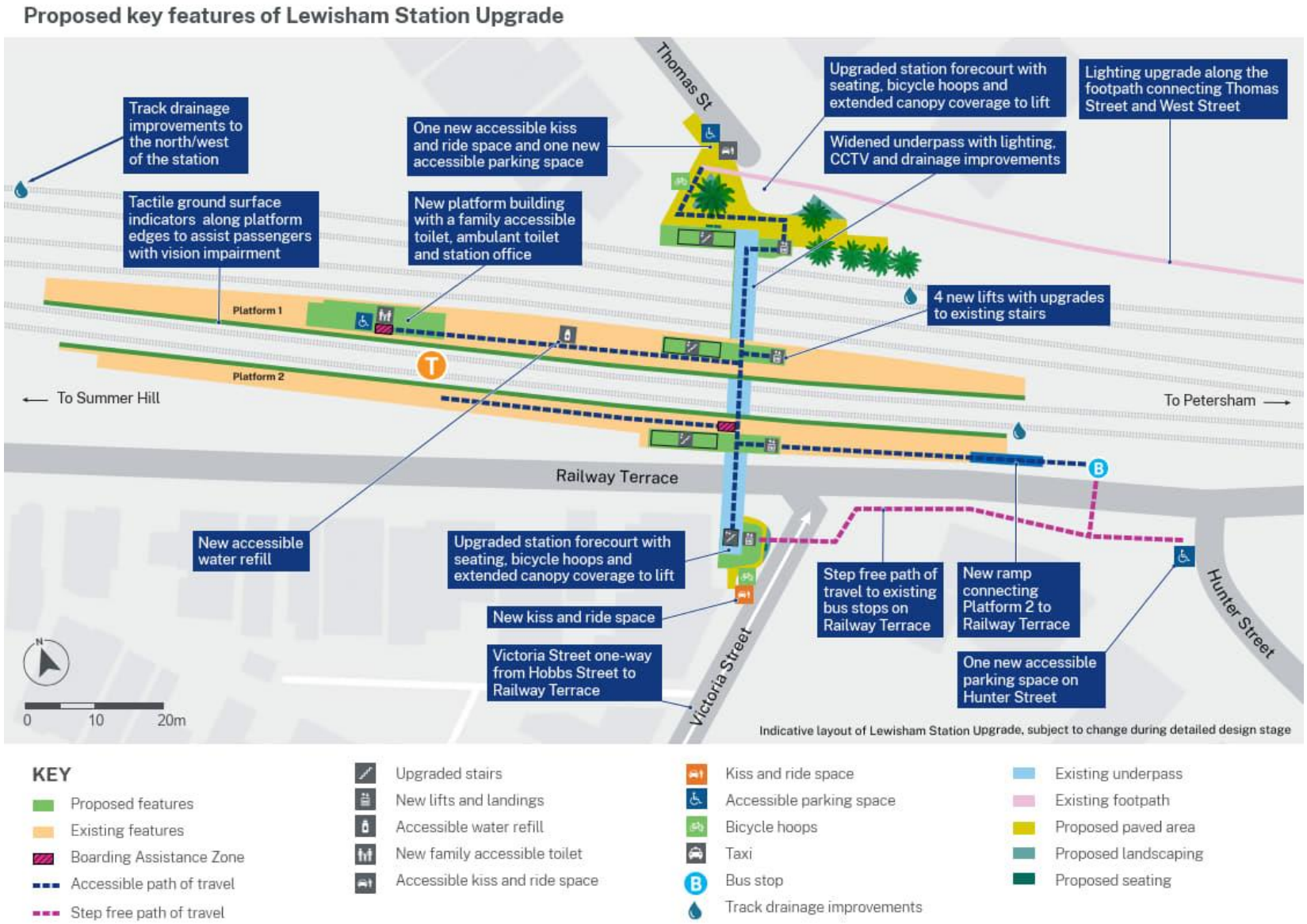

Figure 3-1 Key features of the Proposal (indicative only, subject to detailed design)

4.0 Existing environment

4.1 Site context

The Proposal is located at Lewisham Station on both the T2 Leppington/Inner West Line and the T3 Liverpool/Inner West line, approximately 6.5 kilometres south-west from the Sydney CBD within the Inner West Council LGA. Redfern Station is the closet major rail interchange (approximately 5.3 km east of Lewisham Station), where the T2 and T3 interacts with the T1 line (North Shore and Western Line), T4 (Eastern Suburbs and Illawarra Line), T7 (Olympic Park Line), T8 (Airport and South Line). Lewisham Station is positioned west of Summer Hill Station and east of Petersham Station. The 800 metre distance between Lewisham and Petersham stations is one of the shortest on the Sydney train network.

Lewisham Station is a small suburban station, comprising two island platforms separated by tracks (refer to Figure 4-1). The platforms currently have no buildings but include two long canopies which provide weather protection to customers. The platforms are accessed via an underpass and stairs, limiting accessibility. The station platforms are separated from the surrounding landscape beyond the rail corridor to the north by four sets of tracks to allow trains to bypass the station.

The station and tracks within the rail corridor are at the approximate level of Thomas Street within the landscape to the north but are elevated above the Railway Terrace streetscape and urban landscape to the south. A brick retaining wall mitigates this level change along the southern edge of the station (refer to Figure 4-2).

Figure 4-1 View east along the station showing station canopies and transparent panels between the northern station platform and the through train tracks

Figure 4-2 View west along Railway Terrace showing the brick retaining wall along the rail corridor edge

4.2 Topography and hydrology

The topography and hydrology within the study area is shown in Figure 4-3. Elevation in the surrounding area ranges between 1 and 40 metres Australian Height Datum (AHD). The landform is gently undulating and typically higher in elevation to the east and south, falling towards the Hawthorne Canal, which flows north from near Lewisham West Light Rail Stop, roughly following the light rail alignment. A ridgeline extends to the northwest from a high point to the south-east of the study area boundary.

The railway line extends in roughly an east-west alignment, responding to the contours to achieve as flat a grade as possible. It extends along the ridgeline towards a low point at the Hawthorne Canal, where the line crosses by bridge over the Inner West Light Rail, Hawthorne Canal, Green Way, and Old Canterbury Road west of Lewisham Station. A retaining wall extends along the southern side of the rail corridor on Railway Terrace between near the intersection with Hunter Street to where the rail crosses Old Canterbury Road via bridge.

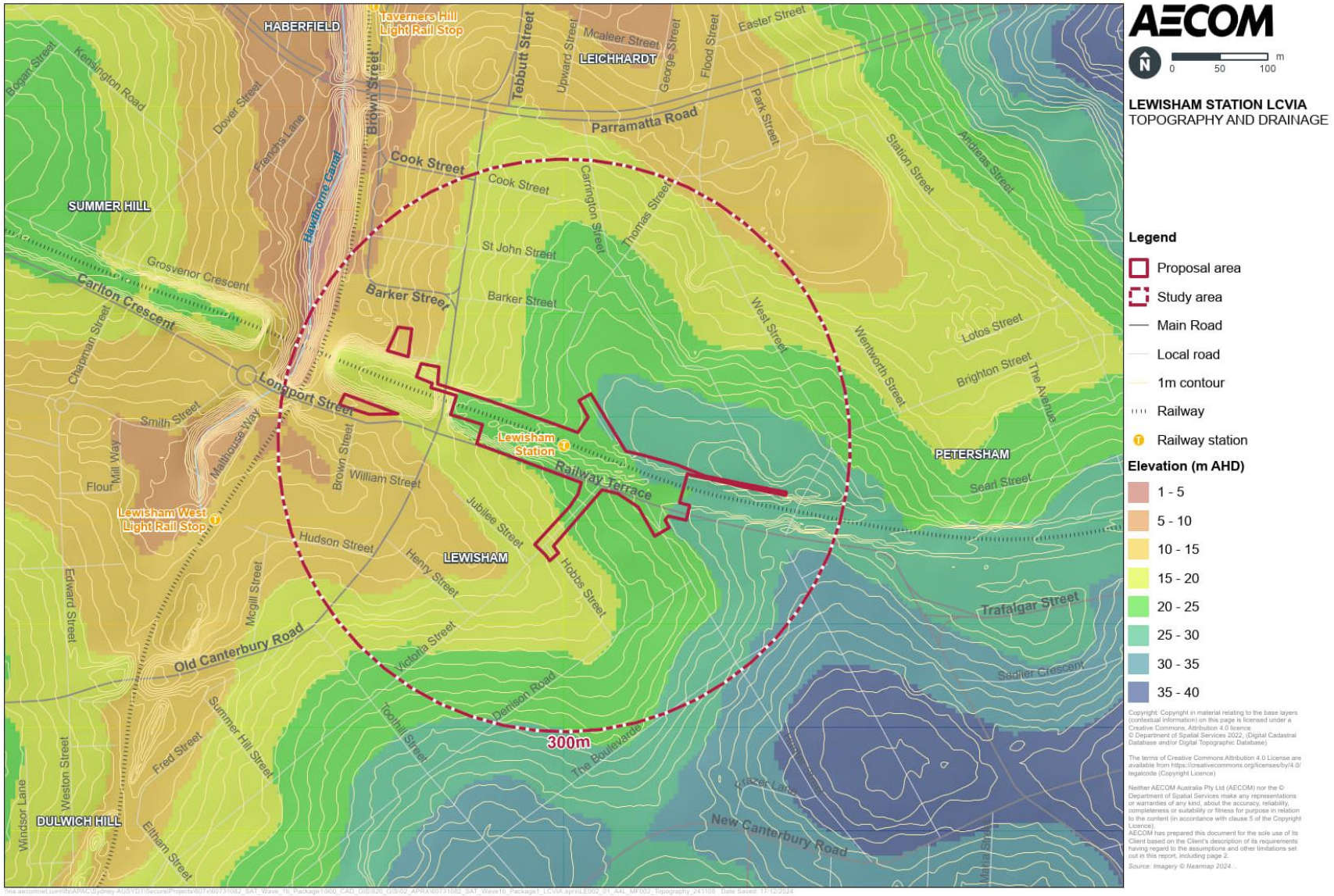

Figure 4-3 Topography within the study area (Source: AECOM)

4.3 Land use

Figure 4-4 shows the land use zones within the study area under IWLEP 2022. The study area primarily comprises SP2 (Rail Infrastructure Facilities, Community Facilities and Educational Establishments), and R2 Low Density Residential. Small areas of R4 High Density Residential and E1 Local Centre are clustered around that station on Railway Terrace and Victoria Street, including terrace housing and shop-top development. Small areas of other land uses include R1 General Residential, RE1 Public Recreation, E3 Productivity Support, E4 General Industrial and MU1 Mixed Use.

The Proposal predominantly lies within the SP2 Rail Infrastructure facilities zone but extends into R2 Low Density Residential.

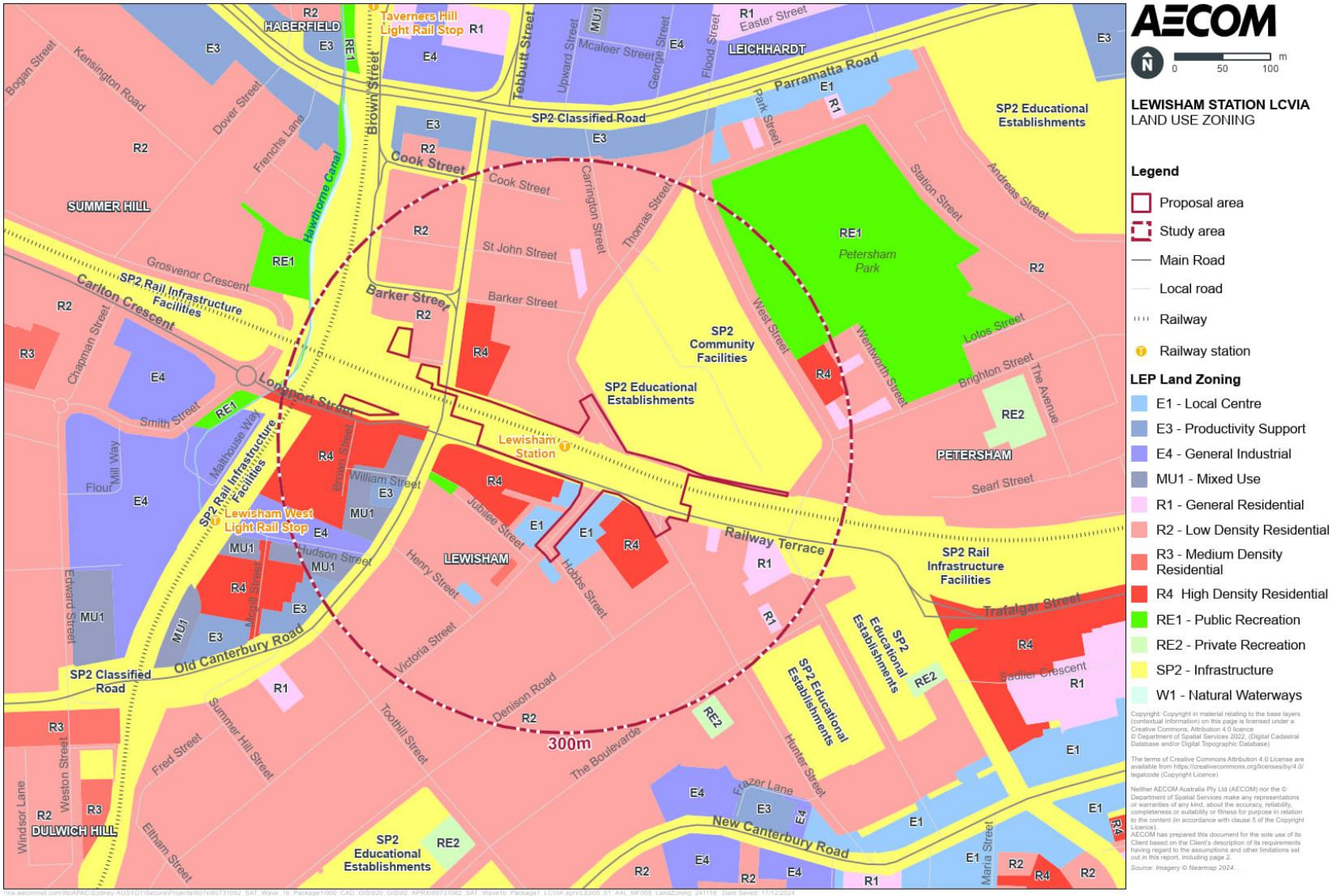

Figure 4-4 IWLEP 2022 land zoning within the study area (Source: AECOM)

4.4 Vegetation

Vegetation cover within the study area predominantly comprises vegetation planted within streetscapes, private property and parks. Street trees in the surrounding landscape are typically native, with Brush Box (*Lophostemon confertus*), Melaleucas, Water Gum (*Tristaniopsis laurina*), Tuckeroo (*Cupaniopsis anacardioides*) and Eucalypt species commonly used (refer to Figure 4-5).

A linear strip of land adjacent to the Hawthorne Canal includes some remnants and regrowth of bushland vegetation, including Casuarinas and Eucalypts (refer to Figure 4-6). Other parks (such as Lewisham Park) have formal planted avenues of native and exotic trees, with central mown ovals and sporting fields.

Figure 4-5 A mix of larger tree species, including Eucalypts and Brush Box, line the wider road corridors in the surrounding landscape, including Hunter Street to the south of the station

Figure 4-6 Images showing native bushland regrowth within Cadigal Park along the Hawthorne Canal (Source: AECOM)

Canary Island Date Palms (*Phoenix canariensis*) are visually prominent along the rail corridor on Thomas Street (refer to Figure 4-7 and Figure 4-8). These trees are characteristic of civic spaces in the area, with other examples within Petersham Park and at intersections in the surrounding landscape near the rail corridor (e.g. on Longport Street near Smith Street). Palms were once planted on the station platform at Lewisham, although are likely to be a *Washingtonia* or *Livistona* rather than *Phoenix* species (refer to Figure 4-9).

Figure 4-7 Street trees on Thomas Street include a mix of native species, including Syzygium, Waterhousia and Melaleuca, with Canary Island Date Palms at the station entry

Figure 4-8 Canary Island Date Palms on Thomas Street near the station entry

Figure 4-9 Palms were once planted on the station platform at Lewisham Station (source: Flickr, 2024)

4.5 Heritage

4.5.1 Aboriginal heritage

"The original owners of the land within the Marrickville Council area were the Cadigal and Wangal clans of the coastal Eora people. They spoke Eora, which may have been a dialect of the Dharug (Darug) language, though sources differ on this point. With the establishment of the penal colony at Sydney Cove in 1788 the dispossession of the original inhabitants was begun. In 1789 a smallpox plague decimated the Aboriginal population, though descendants of the Cadigal and Wangal people still reside within the Sydney metropolitan area" (Heritage NSW, 2012).

A Procedure for Aboriginal Cultural Heritage Consultation and Investigation (PACHCI) was undertaken by Transport for NSW (January 2025), which found that the Proposal would be unlikely to have an impact on Aboriginal cultural heritage as:

- the AHIMS search did not indicate moderate to high concentrations of Aboriginal objects or places in the study area
- the study area does not contain landscape features that indicate the presence of Aboriginal objects, based on the Office of Environment and Heritage's Due diligence Code of Practice for the Protection of Aboriginal objects in NSW and the Transport for NSW procedure
- the cultural heritage potential of the study area appears to be reduced due to past disturbance
- there is an absence of sandstone rock outcrops likely to contain Aboriginal art.

4.5.2 Non-Aboriginal Heritage

While Lewisham Station itself isn't a heritage listed item, there are a few listed heritage items that are associated with the station and the rail corridor. The Lewisham underbridge, where the rail line crosses over Old Canterbury Road, is listed on Transport Asset Manager of NSW (TAM) Section 170 Heritage and Conversation Register as an item of local significance. The statement of significance listed on the State Heritage Inventory states that:

The set of three parallel bridges that form the Old Canterbury Road Underbridge are of local significance containing the second oldest surviving wrought iron plate web girder bridge, constructed in 1885, on the NSW rail network. The bridge was built as part of the upgrade of rail bridges (from the original timber construction to brick or iron) along the Main Suburban Line by the Existing Lines Branch during the Whitton era (1886 - 1890). The 1892 riveted steel girder bridge, built for quadruplication of the line, were the first set of steel riveted though girders in the system designed and constructed by the existing lines branch.

Directly north-east of Lewisham Station, across from the current station entry on Thomas Street there is a group of four historic buildings which are now called Church of Saint Thomas, School and Presbytery. These buildings have been listed as an item of local heritage significance within the IWLEP 2022 and on the TAM Section 170 Heritage and Conversation Register.

Within the study area there is one state-significant heritage item: Lewisham Railway viaduct over Long Cove Creek (Item number #I1169). This item lies approximately 300 metres west of Lewisham Station and is unlikely to be affected by the Proposal.

Additionally, five sites within the study area are also recognised as having local heritage significance on the TAM Section 170 Heritage and Conversation Register:

- Lewisham Railway Substation (IWLEP# I1167, S170 #4803260)
- two-storey Federation Queen Anne style residence, 17 Railway Terrace (IWLEP#I1176)
- Former Lewisham Hospital, Convent and grounds (including interiors), 1 Thomas Street and 2B and 2C West Street (IWLEP #I1181)
- Victorian style villa (including interiors), 36 Thomas Street (IWLEP #I1183)
- Petersham Park including park and stone boundary walls, pergolas and memorial gates, 2 Station Street (IWLEP #I1397).

Two Heritage Conservation Areas (HCAs) are identified within the study area:

- Lewisham Estate HCA (#C61)
- Petersham North HCA (#C79).

Two archaeological sites have been identified within the study area:

- Former Petersham Cemetery Archaeological site (#A11)
- Sydenham House Archaeological site, 67–77 New Canterbury Road & 31 Gordon Street (#A22).

While not heritage listed, palms (particularly Canary Island Date Palms, such as those positioned along the rail corridor on Thomas Street) are characteristic of civic spaces in the surrounding landscape. Other mature examples include those in Petersham Park and within a roundabout on Longport Street, Lewisham.

Non-Aboriginal heritage items are shown in Figure 4-10.

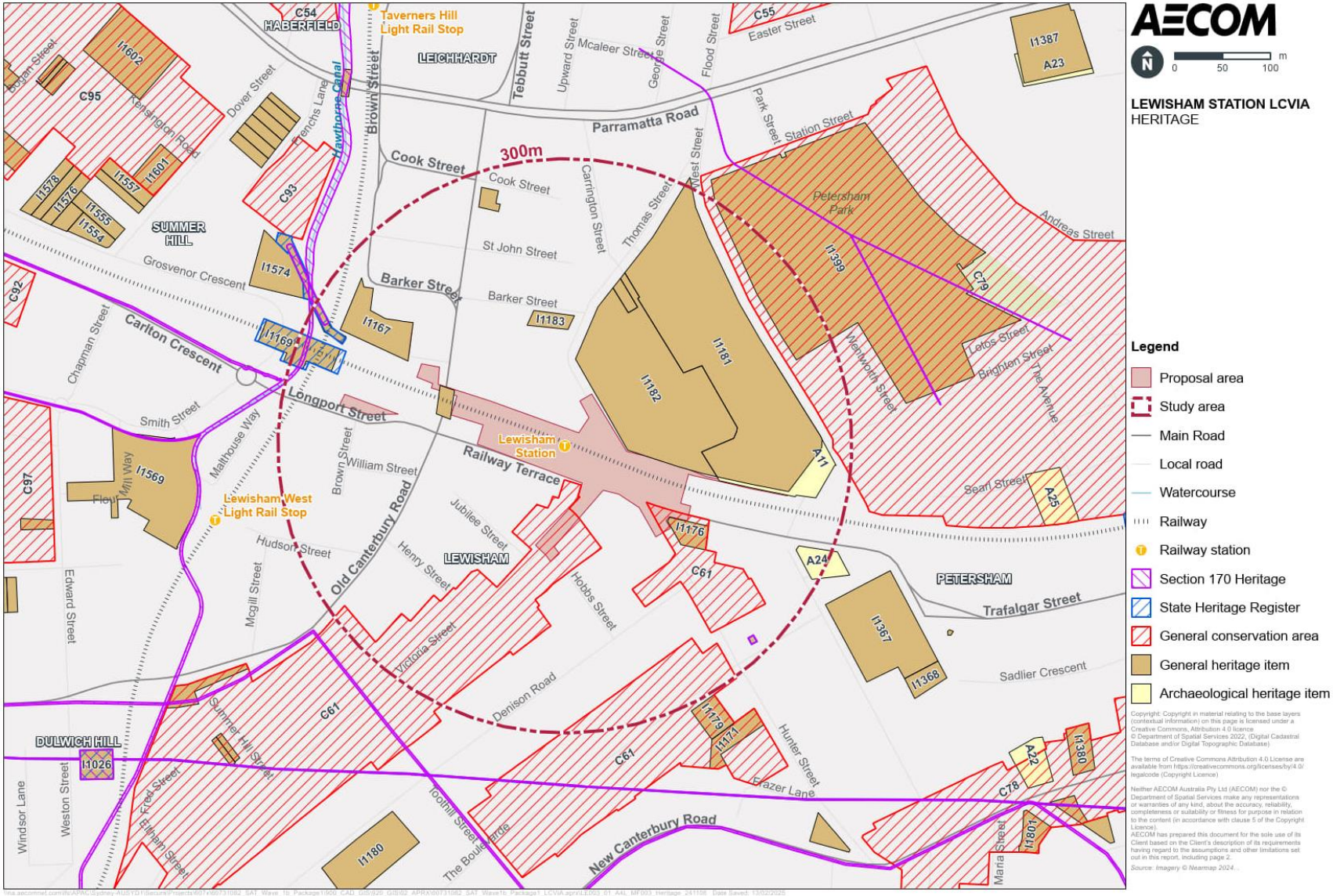

Figure 4-10 Non-Aboriginal Heritage items within the study area

4.6 Landscape Character Zones

Six LCZs have been identified within the study area (refer to Figure 4-11):

- LCZ 1: Rail Corridor
- LCZ 2: Church Campus
- LCZ 3: Parks and Recreation
- LCZ 4: Low Density Residential
- LCZ 5: High Density Residential
- LCZ 6: Commercial.

The Proposal predominantly lies within LCZ 1: Rail Corridor but extends into small portions of LCZ 6: Commercial and LCZ 4: Low Density Residential. Changes due to the Proposal would also extend along the boundary of LCZ 2: Church Campus and near the boundary of LCZ 5: High Density Residential.

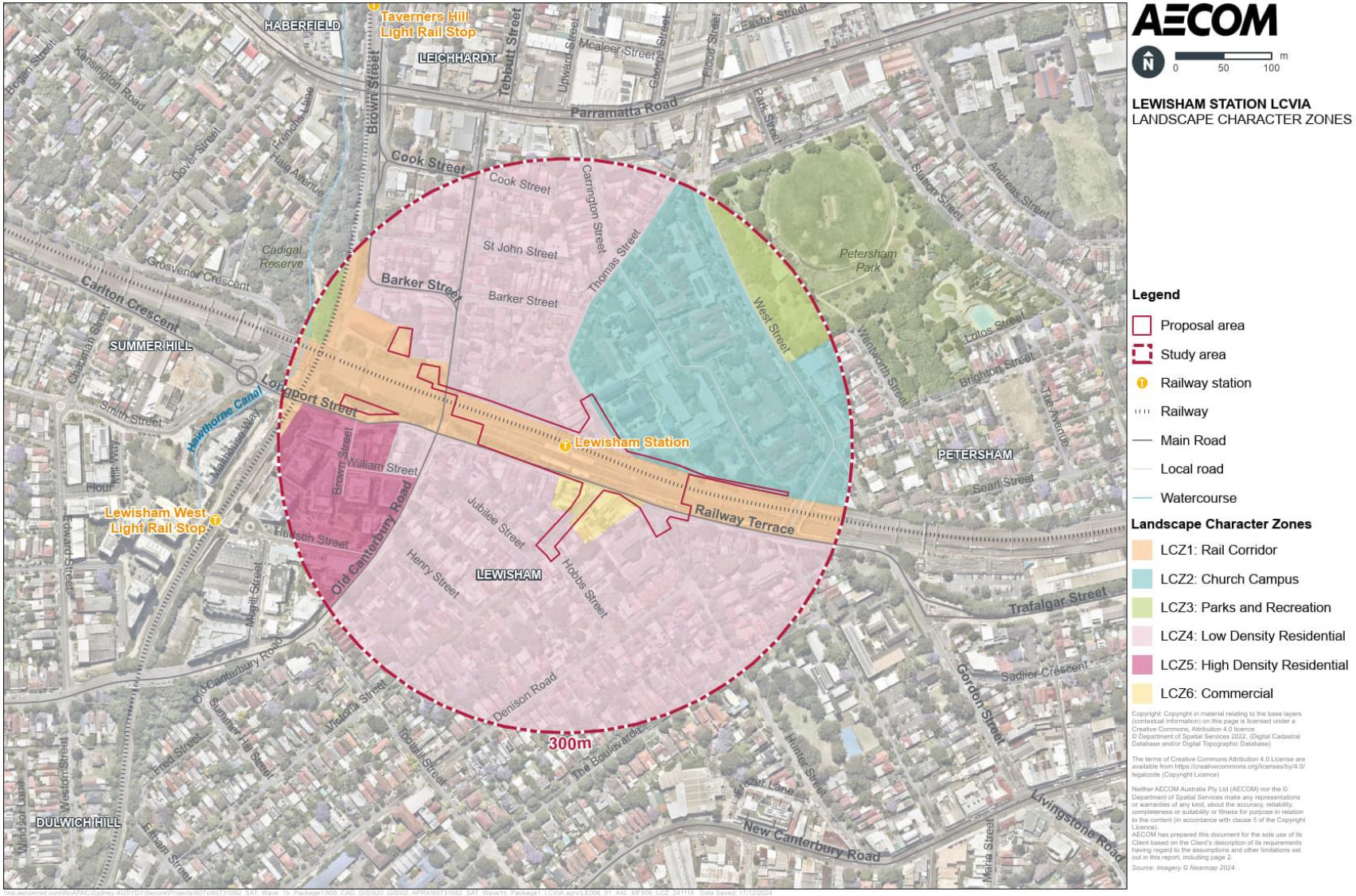

Figure 4-11 Landscape Character Zones within the study area (Source: AECOM)

4.6.1 LCZ 1: Rail Corridor

LCZ 1 typically comprises a linear, functional rail corridor which widens at stations. Other than at the station, the corridor effectively contains only essential infrastructure such as the rail lines, electrical infrastructure (including overhead wires, gantries, substations and switching sheds), intermittent sheds and limited storage of materials such as stockpiles of rail ballast (refer to Figure 4-12). The rail corridor is fenced along its entirety.

The topography within the LCZ is typically flat to facilitate a gentle grade for the tracks. Variations in the topography of the landscape adjoining the rail corridor is mitigated by batters and retaining walls where it does not lie at grade with the tracks (refer to Figure 4-2). Bridges over the rail corridor and rail bridges over roads and drainage lines facilitate movement across the corridor and mitigate level changes.

Figure 4-12 Typical view along rail corridor to infrastructure, including tracks, overhead wiring and gantries, signage and bridges (Source: AECOM)

Typically, the tracks and station platforms are screened from the surrounding environment outside the rail corridor by vegetation and fencing, or due to differences in ground level. While the tracks are often screened, rail infrastructure such as overhead wiring and gantries can often be seen. In a few areas there is little to no screening along the corridor edge, where the vegetation is low, or the rail corridor is too narrow to support screening vegetation, or the tracks are at a similar level to the surrounding environment.

This LCZ contains one state and two locally significant heritage items, none of which are within the Proposal area. The Lewisham underbridge where the rail line crosses over Old Canterbury Road is an item of local significance. Alongside this, the Lewisham Railway viaduct over Long Cove Creek (#I1169) is an item of state significance. The Lewisham substation (#I1167), a local heritage item, is located to the north of the rail corridor and west of Old Canterbury Road.

At stations on the rail network, the landscape adjoining the tracks is typically more formal in design and often well maintained. The entry to Lewisham Station from Thomas Street (refer to Figure 4-13) comprises a covered structure over the stairs to the underpass, from which the platforms are accessed.

The rail corridor typically widens at stations to include support infrastructure such as commuter car parking, however, there is limited additional infrastructure at Lewisham Station outside the rail corridor.

Figure 4-13 Entry to Lewisham Station from Thomas Street (Source: AECOM)

4.6.2 LCZ 2: Church Campus

This LCZ is located to the north of Lewisham Station, bounded by Thomas Street on its western boundary, West Street on its eastern boundary and the rail corridor to the south. It comprises a collection of large religious and community buildings including the Church of Saint Thomas, Maternal Heart of Mary Catholic Church, and several associated school, medical and healthcare buildings. The buildings are set within land zoned SP2 (Educational Establishments and Community Facilities) and have a campus-style arrangement, with internal gardens, driveways and walkways.

The whole LCZ lies within the heritage listed items of the Church of Saint Thomas, School and Presbytery and the Former Lewisham Hospital, Convent and grounds. These buildings have been listed as an items of local heritage significance, along with the open space contained within the grounds (refer to Figure 4-14).

The LCZ comprises large, typically two-storey brick community buildings with varying setbacks from the street. The well-maintained grounds between buildings includes lawns, feature trees (including mature Camphor Laurel and Ornamental Pear) and garden beds. The topography is predominantly flat, falling gently to the north.

Figure 4-14 Church of Saint Thomas on Thomas Street

4.6.3 LCZ 3: Parks and Recreation

Within the study area this LCZ comprises of a range of different types of recreational parks, including Petersham Park and Cadigal Reserve, with land typically zoned R1 General Residential. These parks offer both active and passive recreational opportunities while also enhancing the natural beauty and ecological health of the surrounding residential neighbourhoods. They serve as key public spaces within the predominantly low-density residential surrounding landscape, playing a crucial role in fostering community engagement and improving the overall quality of life for residents.

Typically, this LCZ is flat to gently undulating. It is characterised by larger areas of soft landscaping, including open lawns for recreation, planted beds and avenues, and tracts of bushland. These areas often include drainage corridors, in this case Cadigal Reserve includes the Hawthorne Canal (refer to Figure 4-15). LCZ 3 includes opportunities for recreation which may include sporting facilities, active travel paths (such as walking trails or cycling paths), or parkland for passive recreation (refer to Figure 4-16).

Figure 4-15 Cadigal Reserve, with a pedestrian path adjacent to the Hawthorne Canal

Figure 4-16 Petersham Park

This LCZ incudes heritage items, comprising Petersham Park (listed as an item of local heritage significance, including park and stone boundary walls, pergolas and memorial gates, and within an

HCA), and Hawthorne Canal, which is a state heritage listed item. Mature *Phoenix canariensis* palms feature within Petersham Park, which are characteristic of civic spaces within the Inner West of Sydney (including along the railway corridor at Lewisham Station).

4.6.4 LCZ 4: Low Density Residential

This LCZ is the most represented LCZ within the study area, occurring in large patches to the north and south of the railway corridor on land typically zoned R2 Low Density Residential. The density of residential development changes slightly throughout the landscape, with housing density slightly higher where it lies closer to commercial areas and the station.

The topography is flat to gently undulating, with main roads often responding to the topography (some following ridgelines) and residential streets arranged in an even grid between the more curving main roads and railway corridor. The streets typically comprise one lane travelling in each direction, with provision of parking on either side of the road.

Streets within the LCZ are typically lined with mature street trees, contributing to a leafy, green landscape setting. Street trees include of wide range of species including Gum trees, Brush Box, Ornamental Pear, Acacias and Melaleucas. Residential gardens are typically well-maintained, with small front yards planted with mature shrubs and trees contributing to the overall well-established suburban character.

The character of this LCZ is influenced by the high percentage of older housing which has been retained (refer to Figure 4-17). Much of the LCZ is subject to an HCA (C61) which aims to retain the character.

Built form consists of single and two-storey houses, including freestanding cottages, semi-detached homes, and some terrace / townhouse developments typically set back from the street, allowing for private gardens and landscaping that reinforce the spacious character of the neighbourhood (refer to Figure 4-18). These homes generally feature traditional architectural styles, such as Federation and Californian Bungalow, with many retaining original features like ornate verandas and pitched roofs.

Figure 4-17 The LCZ comprises large areas of older-style housing, typically constructed from brick

Figure 4-18 Housing includes a mix of one and two-storey buildings with a consistent setback from the street and small front yards

4.6.5 LCZ 5: High Density Residential

This LCZ comprises of areas of high-density residential apartment buildings typically zoned R4 High Density residential and is scattered throughout the study area in clusters. The area of this LCZ is located south-west of the rail corridor off Railway Terrace.

Multi-storey apartment blocks within the study area comprise a mix of newer (refer to Figure 4-19) and older developments. Parking is typically beneath or adjacent to the apartment blocks, which have a similar setback from the street and have landscaped front gardens.

The older style apartments are typically red brick two or three storey apartments (refer to Figure 4-20). These buildings are typically scattered throughout the suburb alongside low density residential or beside more modern high density apartment blocks and often front more major roads, such as Old Canterbury Road.

Figure 4-19 A high density apartment building within the study area (Source: AECOM)

Figure 4-20 Typical example of an older-style apartment buildings (Source: AECOM)

4.6.6 LCZ 6: Commercial

Within the study area this LCZ comprises of a small cluster of development near the entry to the station comprising retail shops (such as the Lewisham Convenience Store) and cafes (such as Maia Speciality). Built form comprises terrace-style shop-top buildings, with space for commercial enterprise at street level and shop-top housing above, some of which are unoccupied and the building stock in need of repair and maintenance (refer to Figure 4-21).

Land use zoning typically comprises E1 Local Centre, with some areas zoned R4 High Density Residential. Vegetation in this LCZ is limited to occasional street trees, with the buildings positioned along their front boundaries, opening directly onto the footpath. Awnings are typically positioned over the first storey.

Figure 4-21 Shops on Victoria Street (Source: AECOM)

5.0 Landscape character impact assessment

This section provides an assessment of landscape character impacts for each LCZ during operation of the Proposal.

5.1 LCZ 1: Rail Corridor

The potential effects of change on LCZ 1 are described in Table 5-1.

Table 5-1 LCZ 1: Rail Corridor - Landscape Character Impact Assessment

LCZ 1 – Rail Corridor
Anticipated change Anticipated changes within the LCZ include: • provision of four new lifts • modification of the underpass including drainage, lowered floor and new openings for lift access • new canopies at lift entries and replacement canopies at Thomas Street and Victoria Street entrances to the station • a new station building on Platform 1 including a family accessible toilet, a unisex ambulant toilet, station office, electrical services enclosure and a station storage room • platform regrading and resurfacing, new tactile ground surface indicators (TGSIs) and relocated platform furniture • a new station access ramp from Railway Terrace to Platform 2 • road adjustments and upgrades to station forecourts including: - Victoria Street – Adjustment to vehicle direction of travel, footpath widening and grading, roadworks, paving, landscaping, new seating, relocation of bicycle hoops and a new kiss and ride space - Hunter Street – an accessible parking space, roadwork, kerb ramp and footpath adjustments - Thomas Street – adjustments to kerb alignment, roadwork, paving, landscaping, new seating, new bicycle hoops, a new kiss and ride space and an accessible parking space - Railway Terrace – adjustment to kerb ramps, footpath and roadworks • lighting, including to the pathway between Thomas Street and West Street • ancillary work including station power supply upgrade, protection and relocation of services and utilities, handrails and fencing, new ticketing facilities including additional Opal card readers, improvement to station communication systems (including CCTV cameras and help points), landscaping, wayfinding and regulatory signage, drainage work and public art.
Sensitivity to change: moderate The susceptibility to change of the LCZ 1 is considered to be limited as many of the changes comprise the upgrade of existing rail infrastructure. The most prominent changes would be the addition of four lifts, the introduction of a new station building on the platform, the extension of the existing canopies, which would increase the bulk of built form within the station, and the repositioning of one of the mature palms on Thomas Street from the rail edge to within the new canopy structure. The value of landscape is influenced by the following:

LCZ 1 – Rail Corridor
• while the rail corridor is typically utilitarian, in that the design of elements prioritise function over aesthetic composition, the LCZ includes heritage items related to its function, such as the bridges and substation • much of the station precinct seems in need of maintenance, with graffiti common and many elements (such as signage and other materials) of a temporary nature • vegetation within and fringing the rail corridor, which is typically valued in urban areas, particularly the mature Canary Island Date Palms on Thomas Street, which are characteristic of the area. Given the above, the sensitivity of LCZ 1 is considered to be moderate.
Magnitude of change: moderate The magnitude of change for LCZ 1 is influenced by the following: • the scale of the Proposal would be larger than existing infrastructure, increasing the physical presence of the station within the LCZ and the overall landscape • a moderate proportion of the LCZ within the study area would be affected by the Proposal, positioned within and near the station rather than spread along the rail corridor • the materials proposed would differ from those existing within the station, however, upgrade of lifts, lift canopies, footpaths widths and style at stations along the rail corridor as part of the Safe Accessible Transport program are similar in materiality, which would tie stations together as part of a unified rail character and integrate them into the greater character of the LCZ • other changes comprise the upgrade of existing rail infrastructure, e.g. TGSI upgrades, signage, handrails, resurfacing of footpaths and adjustments to parking spaces, which would be characteristic of the existing character • a majority of the changes would be limited to the station and the immediate surrounds, limiting the geographical extent of the area over which the effects of the larger elements of the Proposal may have an influence • the duration of the Proposal would be long-term, with low potential for reversibility. Given the above, the magnitude of LCZ 1 is considered to be moderate.
Landscape character impact rating: moderate (beneficial) Using the landscape character grading matrix (refer to Table 2-1), the rating of the impact on landscape character is moderate. The proposed changes predominantly include the upgrade of existing rail infrastructure, with the addition of larger structures (the lifts) at the edges of the LCZ and an increase in built form on the platforms (increases to the existing canopies and a new station building). The upgrade of existing rail infrastructure would not result in an overall change to the character of the LCZ. The addition of the more modern lifts would result in a localised change in station character, increasing its prominence within the surrounding landscape. While the new structures are more dominant than the existing arrangement, the infrastructure upgrades proposed enhance the station's functionality, safety, and accessibility within the landscape. The upgrade of the station infrastructure would result in the overall modernisation of rail infrastructure and raise the legibility of the station as a wayfinding outcome of the Proposal. As such, the changes are considered to be largely beneficial within the LCZ, particularly due to the upgrade of infrastructure. However, damage to the characteristic Canary Island Date Palms on Thomas Street would comprise an adverse effect on landscape character, if it was to occur. It is recommended that new elements maintain the characteristic quality of a 'new' piece of infrastructure rather than attempting to replicate heritage items, but existing materials be sensitive to

LCZ 1 – Rail Corridor
the landscape setting. Particular care should be made not to damage the existing palms within the LCZ.

5.2 LCZ 2: Church Campus

The potential effects of change on LCZ 2: Church Campus are described in Table 5-2.

Table 5-2 LCZ 2: Church Campus - Landscape Character Impact Assessment

LCZ 2: Church Campus
Anticipated change Changes that would occur on the boundary of this LCZ include: • a lift at the Thomas Street station entrance providing access between the street level and the underpass • reconfiguration of the station entry for a new lift and public domain improvements, including a paved forecourt, bicycle hoops, canopy coverage from the lift to the stairs, new bench seating, and landscaping • replace the existing canopy with a new lightweight canopy with lighting. Upgraded station entry stairs • tree removal to accommodate the new lift including relocation of a palm tree from Thomas Street to within the forecourt at the station entry • landscaping work comprising a new native tree with understory planting of low maintenance, low water use plants.
Sensitivity to change: moderate The susceptibility to change of the LCZ 2 is considered to be low as the changes would occur on a small portion of the boundary of the LCZ rather than within it. However, the value of landscape is high considering the whole LCZ lies within the heritage listed items of the Church of Saint Thomas, School and Presbytery and the Former Lewisham Hospital, Convent and Grounds and has considerable community value, which would raise the overall sensitivity rating. Given the above, the overall sensitivity of LCZ 2 is considered to be moderate.
Magnitude of change: low The magnitude of change for this LCZ is influenced by the following: • the scale of the proposed changes would be at a similar scale to existing infrastructure and would characteristically fit within adjoining LCZs (namely LCZ 1: Rail Corridor) and their landscape setting • a very minimal proportion of the overall LCZ (along the boundary) would be affected by the Proposal, leaving a majority of it unaffected • the geographical extent of the changes is very small • the duration would be long term, with little chance of reversibility. Given the above, the magnitude of anticipated change in the LCZ 2: Church Campus is considered to be low.
Landscape character impact rating: moderate to low (neutral) Using the landscape character grading matrix (refer to Table 2-1), the rating of the impact on landscape character is moderate to low. The proposed changes along the boundary of the LCZ

LCZ 2: Church Campus
would occur within a small portion of the LCZ, would be in keeping with the character of the station interface, and would not have a significant effect on the overall character of LCZ 2. The changes would not alter the quality of the LCZ (hence the neutral qualitative rating) but would increase the safety and functionality of the station within the adjoining LCZ and its surrounds.

5.3 LCZ 3: Parks and Recreation

The potential effects of change on LCZ 3: Parks and Recreation are described in Table 5-3.

Table 5-3 LCZ 3: Parks and Recreation - Landscape Character Impact Assessment

LCZ 3: Parks and Recreation
Anticipated change There are no elements of the Proposal that would occur within or near the boundary of this LCZ or that would have the potential to affect this LCZ.
Sensitivity to change: negligible Given the distance of the Proposal to the LCZ, the sensitivity of the LCZ to the Proposal is considered to be negligible. No further assessment of this LCZ has been undertaken as it is considered that there would be no effect on landscape character of the LCZ due to the Proposal.

5.4 LCZ 4: Low Density Residential

The potential effects of change on LCZ 4: Low Density Residential are described in Table 5-4.

Table 5-4 LCZ 4: Low Density Residential - Landscape Character Impact Assessment

LCZ 4: Low Density Residential

Anticipated change
 	
Elements of the Proposal that occur within or near the boundary of this LCZ, or would have the potential to affect this LCZ due to their size include:
 	
• provision of two new lifts
• new canopies at lift entries and replacement canopies at Thomas Street and Victoria Street entrances to the station
• a new station access ramp from Railway Terrace to Platform 2
• road adjustments and upgrades to station forecourts including:
  - Victoria Street – Adjustment to vehicle direction of travel, footpath widening and grading, roadworks, paving, landscaping, new seating, relocation of bicycle hoops and a new kiss and ride space
  - Hunter Street – an accessible parking space, roadworks, kerb ramp and footpath adjustments
  - Thomas Street – adjustments to kerb alignment, roadworks, paving, landscaping, new seating, new bicycle hoops, a new kiss and ride space and an accessible parking space
  - Railway Terrace – adjustment to kerb ramps, footpath and roadworks
• lighting, including to the pathway between Thomas Street and West Street
• ancillary work including station power supply upgrade, protection and relocation of services and utilities, handrails and fencing, new ticketing facilities including additional Opal card readers, improvement to station communication systems (including CCTV cameras and help points), landscaping, wayfinding and regulatory signage, drainage work and public art.

LCZ 4: Low Density Residential
Sensitivity to change: moderate The susceptibility to change of the LCZ 4 is considered to minimal as there are few proposed changes which would occur within the LCZ. These include the upgrading of paving, kerbs and the addition of an accessible parking space. Other changes would occur on the boundary of this LCZ, along the edge of the rail corridor (LCZ 1). The value of the landscape is influenced by the following: • heritage items of local significance and conservation areas are located throughout the LCZ which add value to the landscape • vegetation within residential lots and within the streetscapes are typically valued in urban areas • the street pattern, uniform built form, age and character of the housing and streetscape combine to create a unique and attractive landscape. Given the above, the overall sensitivity of LCZ 4 to the Proposal is considered to be moderate.
Magnitude of change: low The magnitude of change for LCZ 4 is influenced by the following: • the size and scale of the Proposal is similar to that of the existing condition, with the addition of slightly larger infrastructure (canopies and lift structures) and some change to placement of trees positioned near the station entry • proposed changes to the pedestrian footpath and accessible parking space would be in keeping with the existing character of the footpath and road corridor within the LCZ and would comprise an upgrade of existing elements • the geographical extent of the changes would be very limited, particularly as the LCZ is very large and the changes only occur along and just within the boundary of the LCZ at two locations • the duration of the visible change would be long term, with little chance of reversibility. Given the above, the magnitude of anticipated change is considered to be low.
Landscape character impact rating: moderate to low (neutral) Using the landscape character grading matrix (refer to Table 2-1), the rating of the impact on landscape character is moderate to low (neutral). The proposed changes within and on the boundary of the LCZ would be limited to a small area of the overall LCZ and do not introduce additional station entries within the overall LCZ. The changes would increase the prominence of the entry to the station. This would not affect the character of the residential neighbourhood. The upgrade to modernised station infrastructure at Thomas Street station forecourt would result in localised improvements to the quality of a small area of the LCZ but would not alter the overall quality of the LCZ. The changes would not alter the quality of the LCZ (resulting in the neutral qualitative rating) but rather increase the safety and functionality of the station within the landscape.

5.5 LCZ 5: High Density Residential

The potential effects of change on LCZ 5: High Density Residential are described in Table 5-5.

Table 5-5 LCZ 5: High Density Residential - Landscape Character Impact Assessment

LCZ 5: High Density Residential
Anticipated change There would be no Proposal elements introduced within this LCZ. Key surrounding changes due to the Proposal that may have influence on this LCZ include the new transformer in the railway corridor on Longport Street.
Sensitivity to change: low The Proposal would have very few elements that would contribute to visual change within the LCZ and therefore the susceptibility to change is also limited. An additional piece of rail infrastructure would be positioned adjacent to the LCZ but within the rail corridor (LCZ 1), where the changes would be characteristic of the utilitarian character within the rail corridor, where function is a key driver of design. The LCZ does not contain any heritage items, has minimal recreational or ecological value, and comprises apartment buildings with limited landscaping surrounding each block. Given the above, the sensitivity of LCZ 5 is considered to be low.
Magnitude of change: low The magnitude of change for this LCZ is influenced by the following: • the scale of the changes that would be within proximity of the LCZ would be minor, as they are consistent with the utilitarian elements that already remain with the rail corridor • the geographical extent of effects would be small considering the changes do not sit within the LCZ and the new transformer on Longport Street is being placed next to an existing transformer • the duration of the effects would be long term. Given the above, the magnitude of anticipated change is considered to be low.
Landscape character impact rating: low (neutral) Using the landscape character grading matrix (refer Table 2-1), the rating of the impact on landscape character is low (neutral). Proposal elements would not be introduced directly within this LCZ and would not change the overall character, nor quality, of LCZ 5: High Density Residential.

5.6 LCZ 6: Commercial

The potential effects of change on LCZ 6: Commercial are described in Table 5-6.

Table 5-6 LCZ 6: Commercial - Landscape Character Impact Assessment

LCZ 6: Commercial
Anticipated change Elements of the Proposal that would occur within or on the boundary of this LCZ would include: • provision of two new lifts • new canopy at lift entry and replacement canopies at Victoria Street entrances to the station • a new station access ramp from Railway Terrace to Platform 2 • road adjustments and upgrades to station forecourts including: - Victoria Street – Adjustment to vehicle direction of travel, footpath widening and grading, roadworks, paving, landscaping, new seating, relocation of bicycle hoops and a new kiss and ride space

LCZ 6: Commercial
- Railway Terrace – adjustment to kerb ramps, footpath and roadworks • ancillary work including station power supply upgrade, protection and relocation of services and utilities, handrails and fencing, landscaping, wayfinding and regulatory signage, drainage work and public art.
Sensitivity to change: high The small size of the LCZ increases the susceptibility to change of the LCZ 6, particularly as it is noted that the commercial activity within the LCZ is dependent on its proximity to the station entry. The value of the landscape is influenced by the Lewisham Estate HCA (C61) which indicates historical significance. The characteristic shop-top built form, including its uniform setback from the street, awnings, materiality and design details are characteristic of the period they were built and the local area, and have a relationship with the adjoining LCZ (LCZ 1: Rail Corridor) due to the activation of the space at the station entry. Given the above, the sensitivity of LCZ 6 is considered to be high.
Magnitude of change: high The magnitude of change for this LCZ is influenced by the following: • the scale of the changes would be larger than existing infrastructure, particularly the replacement of the awning on the corner of Victoria Street, which would potentially consolidate the individual awnings of the shop-top buildings with the awning to the entry to the station. The lift structure would also comprise a larger and more modern piece of rail infrastructure than existing infrastructure at this location, however, the modern design of the proposed infrastructure is a deliberate choice to ensure the 'new' is discernible yet complimentary from 'old' within or adjacent to a HCA • a moderate portion of the overall LCZ would be affected by the Proposal due to the small area of the LCZ • the materials proposed for the lift and canopy would differ from those existing within the LCZ. However, modernisation of station facilities is a common and ongoing process • other changes such as new paving (potentially incorporating art or patination), car parking adjustments and the incorporation of a garden bed comprise an upgrade to the streetscape that would have beneficial aesthetic implications to the LCZ • the duration of the Proposal would be long-term, with low potential for reversibility. Given the above, the magnitude of change is to be considered high.
Landscape character impact rating: high (beneficial) Using the landscape character grading matrix (refer to Table 2-1), the rating of the impact on landscape character is high (beneficial). The proposed changes within the LCZ would predominantly comprise the addition of the lift, the expansion of the canopy, and the overall upgrade of the public domain outside the station entry. The changes would be considered beneficial as they include the replacement and upgrade of existing damaged and/or poorly functioning infrastructure, improving the quality of the landscape character. The upgrade has the potential to encourage the renewal of surrounding built form and commercial enterprises.

6.0 Visual impact assessment

6.1 Visibility of the Proposal

Visually prominent changes resulting from the Proposal would include:

- installation of four new lifts on Victoria Street, Thomas Street and on both station platforms
- extension of existing canopies within the streetscapes and on the platforms for the lifts
- removal of one tree, transplanting of an existing large Canary Island Date Palm and planting of one tree on Thomas Street near the station entry
- a new station access ramp from Railway Terrace to Platform 2
- a new station building on Platform 1
- additional lighting along the pedestrian walkway linking Thomas Street and West Street.

The highest elements with the potential to be visible from the further distances would be the four lifts and the transplantation of the existing Canary Island Date Palm. Upon assessment, the surrounding built form, trees (both street trees and those within private lots) and gently undulating topography, limit views of the changes from many locations in the public domain. It is unlikely that any additional lighting provided to the walkway between Thomas Street and West Street would comprise a visual impact as the walkway is bounded to the south by the rail corridor and to the north by a garden, car park and basketball within the grounds of the Church of Saint Thomas, which would be unlikely to be used at night, and if it was, would be lit anyway.

More prominent views of the Proposal are from within the surrounding streets, including Thomas Street, Old Canterbury Road, Longport Street, Hunger Street and Railway Terrace. Inhabitants and visitors to residences, commercial and community buildings along these roads would have the potentially for changes within their views.

6.2 Visual receptors

Visual effects of the Proposal are assessed for the following key visual receptors:

- rail customers at or travelling past the station
- customers and passers-by on nearby roads (pedestrians, cyclists, motorists)
- workers or visitors to the nearby business enterprises to the south of the station and community facilities such as the Church of Saint Thomas to the north of the station
- residents in adjacent streets to the station to the north and south.

6.3 Assessment of construction activity

During construction, visible construction elements would be expected to typically include traffic control, construction vehicles and machinery, survey investigations, temporary fencing and hoarding, noise barriers, pedestrian diversions, tree/vegetation removal and trimming, signage and ancillary facilities (e.g. temporary offices, toilets and laydown areas).

Three temporary ancillary facilities are proposed outside of the rail corridor, including on Alfred Street, Longport Street and Thomas Street. Other temporary ancillary facilities would be located within the SP2 zone, including an area north of the rail corridor. Further, construction activity visible within the surrounding landscape would include an increase in traffic on the local road network associated with construction vehicle movements.

The most visually prominent construction activities would be associated with the construction of the four lifts, removal and relocation of trees, upgrade work to the footpath and kerbs / parking areas on streets near the station entrance and the temporary ancillary facilities. Construction on the platform and within the station buildings would be difficult to see outside of the rail corridor and would therefore impact users of the rail facilities rather than the general (non-rail user) public.

The most sensitive visual receptors would be residents viewing the changes from their homes on Thomas Street, Railway Terrace, Victoria Street and Hunter Street, those at the commercial properties on Railway Terrace and Victoria Street, and those visiting the Church of Saint Thomas and associated facilities on Thomas Street. These visual receptors would be seeing the changes for sometimes longer periods of time and potentially from close proximity. There are some residents in nearby flats on Longport Street and Thomas Street that may see changes from the living areas of their homes, however most residents would be unlikely to view changes from inside their properties.

Other receptor groups who would be viewing the construction activity include:

- rail customers accessing the station on foot or passing through the station on trains
- passers-by on adjacent streets (pedestrians, cyclists, motorists).

Of these receptor groups, a high number of rail customers and passers-by would potentially receive the most detailed views to the activity but would be seeing the changes as a small part of a greater journey and only for a brief period of time as they moved towards and past the station. These visual receptors are considered to have a low sensitivity to these changes due to the short distance of time they would see the activity.

Workers and visitors to the nearby commercial enterprises (including two cafes) on Victoria Street would have some views directly to the construction activity, although in the case of visitors to these premises, for shorter periods of time.

The majority of visual receptors would have a low sensitivity to the changes (being passers-by and rail customers). There would be a limited number of visual receptors that would have a higher sensitivity to the changes (residents and those at commercial enterprises). Overall, views to the construction ancillary facilities and other construction activity due to the Proposal are considered to be relatively minor. They would be consistent with similar temporary construction work sites and activities carried out across the local rail network, and transitory over a period of about 24 months until completion of construction of the Proposal.

6.4 Assessment of Proposal at operation

6.4.1 Representative viewpoints

Ten viewpoints have been selected to represent the change in views from publicly accessible areas due to the Proposal. The viewpoints and the rationale for their choice is described in Table 6-1, and their location is shown in Figure 6-1.

Table 6-1 Viewpoints chosen to assess visual impacts due to the Proposal

Viewpoint	Viewpoint rationale	Distance*
1: Intersection of Longport Street and Brown Street	Viewpoint chosen to assess changes due to the proposed Ausgrid kiosk within the rail corridor for the station power supply upgrade, seen from nearby apartments and from a busy road corridor.	250 m
2: Lewisham Station Platform 2	Viewpoint chosen to assess changes seen from the southern platform of the station to capture the proposed station building and extended canopies.	0 m
3: 43 Railway Terrace	View from residential housing on Railway Terrace towards the station entry	45 m
4: 1/3 Victoria Street	Viewpoint chosen to assess changes to the view from a local cafe towards the southern station entry and lift	60 m
5: Intersection of Victoria Street and Railway Terrace	Viewpoint chosen to assess changes to the view near the proposed lift and entry on Railway Terrace	45 m
6: Bus Stop on Railway Terrace	Viewpoint chosen to assess changes to the view from residential housing east along Railway Terrace.	50 m

Viewpoint	Viewpoint rationale	Distance*
7: Church of Saint Thomas	Viewpoint selected to assess the changes seen by visitors to the church and adjoining community facilities, including the upgraded Thomas Street entry to the station and proposed canopy and lift.	50 m
8: 54 Thomas Street	This viewpoint considers visual impact at 54 Thomas Street, directly adjacent to the Proposal.	0m
9: 40 Thomas Street	Viewpoint selected to assess the changes seen by residents on Thomas Street.	125 m
10: 49 Old Canterbury Road	Viewpoint selected to assess the changes seen due to the proposed transformer within the rail corridor from nearby residential development and a busy road.	150 m

*Distance is measured between the viewpoint to the nearest proposed lift, structure or landscaping change (e.g. tree removal) as these are considered to be the most visually prominent proposed changes at operation.

Other locations that were considered but not assessed were:

- Hunter Street: View north along the residential street was not assessed as changes would be difficult to see due to viewing angle and surrounding built form / vegetation
- Platform 1 Lewisham Station: View from the northern platform was not assessed as changes seen within the station would be captured by the viewpoint on Platform 2
- other locations on Railway Terrace and south along Victoria Street: Changes have been captured from closer viewpoints. Longer distance views along the road corridors would be limited by built form and vegetation (street trees).

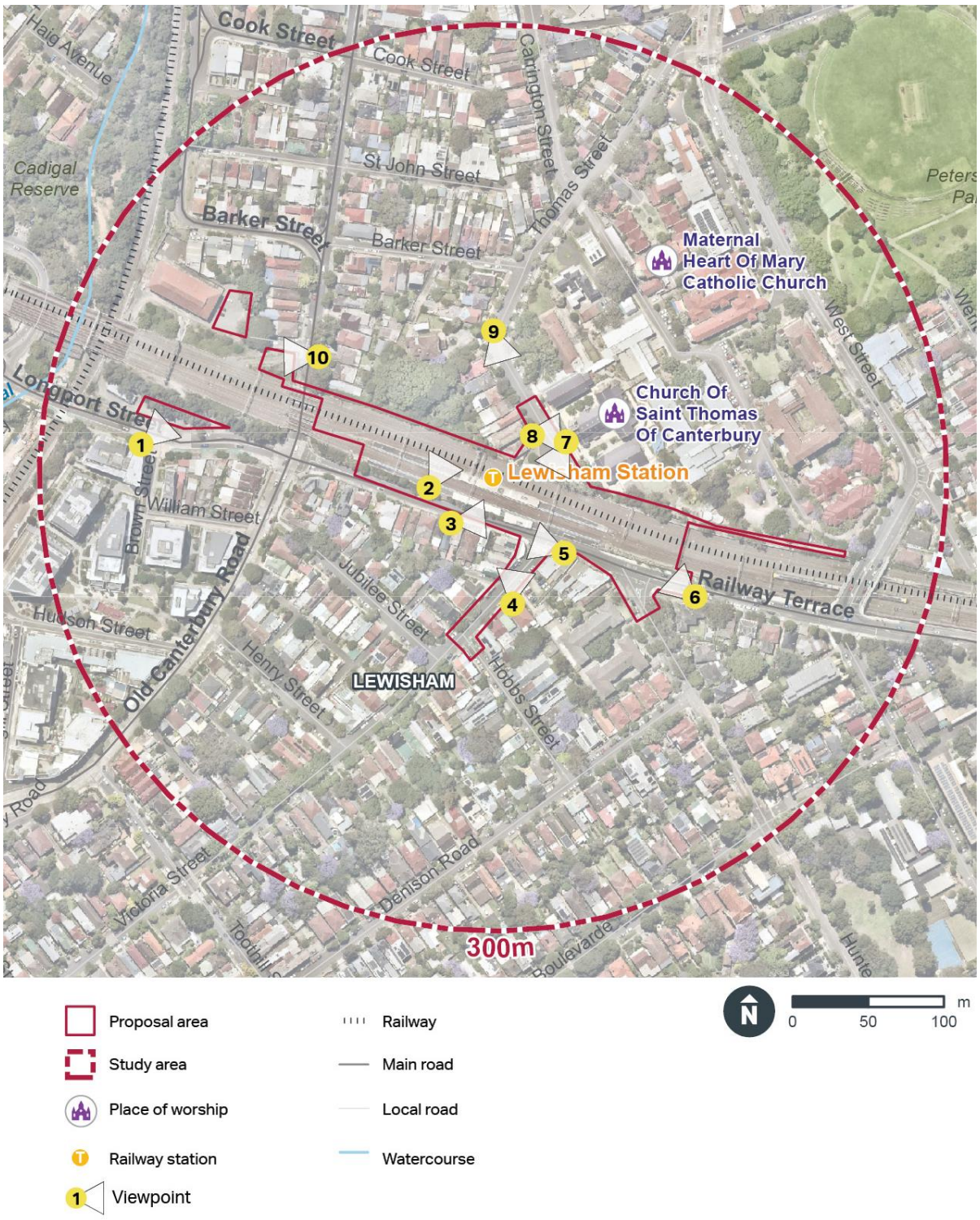

Figure 6-1 Representative viewpoints for visual impact assessment (Source: AECOM)

6.4.2 Assessment of viewpoints

6.4.2.1 Viewpoint 1: Intersection of Longport Street and Brown Street

The visual impact assessment of this viewpoint is in Table 6-2.

Table 6-2 Viewpoint 1 - Visual Impact Assessment

Viewpoint 1: Intersection of Longport Street and Brown Street
Receptors Receptors at this location include passers-by on Longport Street (pedestrians, cyclists, motorists) and the resident of the apartments on the south side of Longport Street (and on Brown Street). The residents of the upper north and east facing apartments would potentially be able to see changes due to the Proposal, but those in lower apartments or with south and west facing windows would not.
Existing view Refer to Figure 6-2 for the existing view north-east from this viewpoint. The existing view is from the western side of the intersection of Longport Street and Brown Street and comprises a long view along the road corridor framed by the rail corridor to the north (left of frame) and residential development to the south (right of frame). The view includes: • the road pavement, driveway entry to Brown Street and footpath with multiple paving materials in the foreground • the two-way, marked cycle lane that runs parallel to Longport Street, a busy two-way road and the raised and heavily vegetated edge of the rail corridor in the middle ground. The cycle lane is separated from the road by a turf verge and ornamental pear trees • on the opposite side of the street, black fencing is visible along the edge of the railway corridor. Parked cars are visible on the northern edge of Longport Street.
Anticipated change to view The key changes to the view due to the Proposal would comprise the installation of a proposed transformer within the rail corridor to the north-east of the viewpoint. Changes within the station, Thomas Street, Victoria Street, Railway Terrace and Old Canterbury Road would not be seen from this viewpoint.
Sensitivity: moderate Factors contributing to the sensitivity of the viewpoint would include: • the visual receptors who would experience this view of the Proposal would primarily comprise passers-by (pedestrians, cyclists and motorists) who would have a casual interest in the views as they move along the street • residents in apartment blocks on Longport Street would have a propriety interest in views from their homes, although changes would be seen within an existing rail corridor and across a busy road. For the reasons outlined above the sensitivity of visual receptors to the proposed change in this view would be assessed to be moderate.
Magnitude of change: low From this viewpoint, contributing factors to the magnitude of change arising from the Proposal include: • the addition of the proposed Ausgrid kiosk for the station power supply upgrade is a small-scale change within this view and would not change the composition of the view • the changes would be seen predominantly in the middle to background of the view. They would be visually recessive and positioned behind a fence with a backdrop of a batter and trees

Viewpoint 1: Intersection of Longport Street and Brown Street
• the Ausgrid kiosk would be positioned within the existing rail corridor and would be similar in size and character to other existing pieces of infrastructure • the duration of the change would be long term with no chance of reversibility. Due to the above, the magnitude of change for this viewpoint has been assessed as low.
Visual impact rating: moderate to low (neutral) Overall, the change in the view seen by visual receptors from this viewpoint has been assessed as moderate to low (neutral). The Proposal results in the addition of a small piece of electrical infrastructure within an existing rail corridor. The changes would comprise a very small portion of the overall view and be seen from across a busy road. The 'neutral' qualitative rating is due to the visually recessive nature of the changes within the greater view and the addition of rail infrastructure within an existing rail corridor. The changes neither add nor subtract from the quality of the existing view from this viewpoint.

Figure 6-2 Panorama showing the view from Viewpoint 1 looking east along Longport Street with the rail corridor visible to the left of frame (Source: AECOM)

6.4.2.2 Viewpoint 2: Lewisham Station Platform 2

The visual impact assessment of this viewpoint is in Table 6-3.

Table 6-3 Viewpoint 2 - Visual Impact Assessment

Viewpoint 2: Lewisham Station Platform 2
Receptors Visual receptors at this location would be customers that are waiting for, entering or exiting the trains on the station platforms. People passing by on trains would also get fleeting glimpses of the changes.
Existing view Figure 6-3 shows the existing view north from this viewpoint and comprises the following: • the foreground of the view includes the tracks extending between the platforms and the pavement of the station's platforms, which include the TGSI indicators at the edge of the platforms • canopies are visible on both platforms in the fore to middle ground of the view, with glass panels positioned along the northern edge under the canopy on Platform 1. White metal fencing is visible on the northern edge of Platform 1, with signage and benches visible along the length of the platform

Viewpoint 2: Lewisham Station Platform 2
• overhead wiring, gantries and lighting are seen above the rail corridor, extending into the background to the east (right of frame) • a concrete planter box with shrubs and grasses is located in the middle ground of the view, located on the western end of Platform 1 (left of frame) • the background includes a backdrop of tall street trees with the roofs of buildings on Thomas Street seen occasionally through the gaps in the canopy of the trees.
Anticipated change to view The key changes to the view due to the Proposal would include: • addition of a new station building on Platform 1 • replacement of screens under the canopy on the platform • a new lift on Platform 1, positioned at the eastern end of the existing canopy • changes to the existing canopy, including extension of the canopy in places • repaving of both platforms with upgrades to the station furniture, signage and other elements, such as an accessible water refill station • upgrade of the TGSI on the platforms.
Sensitivity: low Visual receptors seeing the view would primarily comprise customers who would have a moderate sensitivity as they wait within the space and rail workers who would pass through on their way inside the station building. The extent to which the attention or interest of visual receptors would be focused on the view considers factors such as: • the attention of customers would likely be focussed on the view along the tracks towards oncoming trains with a casual view to their surrounds as they wait • rail workers would likely have a casual interest when moving around the station as they work. The value of the view as seen by visual receptors is influenced by factors such as: • views to rail infrastructure within the rail corridor would be anticipated and accepted within views from the platforms • customers would only see the view for the period of time associated with waiting for a train. For the reasons outlined above the sensitivity of the viewpoint is considered to be low.
Magnitude of change: high From this viewpoint, contributing factors to the magnitude of change arising from the Proposal include: • the changes within the view would introduce new built form of a larger scale than existing into the view. Characteristically this would modernise the station infrastructure and increase the visual prominence of rail infrastructure within the view • the changes would be in the foreground, comprising a majority of the view along the station, and screen part of the view to the landscape beyond the station • the new built form would characteristically match the existing rail infrastructure • the duration of the change would be long term with no chance of reversibility. Due to the above, the magnitude of change for this viewpoint has been assessed as high.

Viewpoint 2: Lewisham Station Platform 2
Visual impact rating: moderate (neutral) Overall, the change in the view seen by visual receptors from this viewpoint has been assessed as moderate (neutral). The proposed changes comprise of larger but necessary upgrades that sit within the usability and aesthetic of the viewpoint. The sensitivity rating of the viewpoint resulted from the industrial, utilitarian look that is already dominating the view. The changes would be at a large scale, but the usability of the infrastructure outweighs the magnitude of change. The upgraded amenities for the station are necessary and are part of an ongoing process of development within stations. It is noted that the inclusion of a station building on the platform would reduce the visual permeability of the station, both screening views to the landscape surrounding the station, and reducing the range of views along the platforms for those using the station. This may have an impact on how 'safe' those on the platforms feel when waiting for a train and should be considered in detailed design.

Figure 6-3 Existing view from Viewpoint 2 looking north towards Platform 1 at Lewisham Station (Source: AECOM)

6.4.2.3 Viewpoint 3: 43 Railway Terrace

The visual impact assessment of this viewpoint is in Table 6-4.

Table 6-4 Viewpoint 3 - Visual Impact Assessment

Viewpoint 3: 43 Railway Terrace
Receptors Receptors include residents and passers-by on Railway Terrace (pedestrians, cyclists, motorists).
Existing view Refer to Figure 6-4 for the existing view, which comprises a directional view extending along a two-lane road framed on either side by fencing, built form and retaining walls which screen views beyond the road corridor to the landscape beyond. The view includes: • the foreground of the viewpoint features Railway Terrace, a narrow, two-way street with a narrow footpath on the southern side of the road (right of frame) • a dark, painted brick retaining wall extends along the northern side of the road from the foreground to the background, topped by safety fencing, the platform canopies of the station and some trees. The wall and visible structures on top of it screen views to the north • tall fencing and terrace housing line the road corridor along its southern edge, screening views to the south

Viewpoint 3: 43 Railway Terrace

- the road extends into the distance, terminating in tree canopies to the east.

Anticipated change to view

The key changes to the view due to the Proposal would include:

- the proposed lift on Platform 2
- changes to screening and fencing on Platform 2
- an additional station entry to the east of the platform canopies and proposed lift, visually comprising changes to the fencing, planting and pavement on the southern side of the rail corridor.

Sensitivity: low

Factors contributing to the sensitivity of the viewpoint would include:

- the nature of the visual receptors who would experience this view of the Proposal, comprising passers-by (pedestrians, cyclists, motorist), who would have a casual interest in the view as they pass the station, and residents on Railway Terrace who would have a vested interest in views from their properties
- there would be limited views from residential properties to the Proposal due to tall fencing and screening vegetation along front boundaries. Some views from upper windows would see views towards the rail corridor, however, there are a low number of residential receptors due to the low-density housing along the road
- the value of the view as seen by visual receptors, comprising an enclosed, framed view along a road adjacent to a rail corridor. The view is visually dominated by the tall, dark retaining wall along the rail corridor, the narrow street, and the proximity of the footpath to the road with no street trees or vegetation in the verge to soften it
- passers-by would only see views for short periods of time on their journey, particularly road users, who would have their attention focussed on the road rather than the view at this location due to the narrowness of the corridor.

For the reasons outlined above the sensitivity of visual receptors to the proposed change in this view are assessed to be low.

Magnitude of change: low

From this viewpoint, contributing factors to the magnitude of change arising from the Proposal include:

- the size and scale of the proposed lifts (which comprise new elements within the view) would be similar in scale (albeit slightly larger, but seen from a moderate distance) to existing station infrastructure seen within the view
- any change to the screening along the station platform would be seen, but would appear as an upgrade of existing station infrastructure due to the similarity in size to what is currently there
- the changes would be seen from an oblique viewing angle and from a lower point within the landscape. They would take up a small portion of the overall view
- the duration of the change would be long term with no chance of reversibility.

Due to the above, the magnitude of change for this viewpoint has been assessed as low.

Visual impact rating: low (neutral)

Overall, the change in the view seen by visual receptors from this viewpoint has been assessed as low (neutral). The proposed changes would visually comprise an upgrade of existing rail infrastructure and the installation of some elements which would be seen within the middle to

Viewpoint 3: 43 Railway Terrace
background of the view. The view remains characteristically unchanged, with dominant features such as the retaining wall unchanged. It is noted that the retaining wall has been identified as an opportunity for the introduction of public artwork, potentially as part of the Connecting with Country scope of work or as part of the urban design and landscape plan within the detailed design phase. This has the potential to provide a beneficial outcome to the quality of the view from this viewpoint.

Figure 6-4 Existing view facing east showing Railway Terrace (Source: AECOM)

6.4.2.4 Viewpoint 4: 1/3 Victoria Street

The visual impact assessment of this viewpoint is in Table 6-5.

Table 6-5 Viewpoint 4 - Visual Impact Assessment

Viewpoint 4: 1/3 Victoria Street
Receptors Receptors at this viewpoint include passers-by on Victoria Street (pedestrians, cyclists, motorists), workers and visitors to the nearby cafe.
Existing view Refer to Figure 6-5 for the existing view north from this viewpoint, which is a view north along an urban street framed with terrace buildings and terminating in the rail corridor. The existing view comprises the following: • the foreground features the road corridor, including the footpath with cafe seating and parked cars on Victoria Street • the road is framed by commercial properties, most being attached, shop-top buildings with awnings that shade the footpath. Many of the buildings are heavily graffitied or have been papered with advertisements or signs • in the background Lewisham Station and rail corridor is visible at the termination of the road, including the retaining wall along the southern edge of the station, white safety fencing along the edge of the platform, and gantries and wiring marking the rail corridor • beyond the station the canopies of trees (including the visually striking Canary Island Date Palms on Thomas Street) and the tallest points of the Church of Saint Thomas are visible against the skyline.
Anticipated change to view The key changes to the view due to the Proposal would comprise (refer to Figure 6-6):

Viewpoint 4: 1/3 Victoria Street
• the addition of two lifts; one to the corner of Victoria Street and one behind it on Platform 2 of the station • changes to fencing and screening on Platform 2 of the station • changes to the corner of Victoria Street, including the addition of fixed bollards, change in kerb conditions and paving, installation of bike parking, relocation of bin, and changes to Victoria Street.
Sensitivity: moderate Factors contributing to the sensitivity of the viewpoint would include: • different types of visual receptors, which would include passers-by (pedestrians, cyclists, motorists), visitors to the cafe and rail customers, all of which would have a casual, passing interest in the view along the road • visitors to the cafe would potentially have the most interest in the view, considering that many would be seated and enjoying a meal or a coffee over a longer period of time, and where the view would have more of an impact on their enjoyment. • the value attached to the view includes the inclusion of the viewpoint and surrounds within an HCA. For the reasons outlined above the sensitivity of the viewpoint is considered to be moderate.
Magnitude of change: moderate From this viewpoint, contributing factors to the magnitude of change arising from the Proposal include: • the size and scale of the proposed lifts (which comprise new elements within the view) would be larger and more modern in architectural character than existing pieces of station infrastructure seen within the view • the upgrade of fencing to that of a less visually prominent colour (dark grey) would reduce the prominence of the fencing within the view and visually prioritise the view beyond the rail corridor to the tree canopy beyond the end of Victoria Street • the addition of bollards and seating would result in the addition of elements within the view • other changes to the streetscape, including changes to the kerbs, cycle infrastructure and bins, would result in a replacement or update of existing elements within the view • the changes would be seen in the middle to background of the view, although some would be seen in some detail • the changes would be seen over a small proportion of the overall view, however, some change would be visually prominent due to the change in scale or the larger scale of some elements, such as the canopy and lifts • the extension of the kerb and reduction of road width at the corner of Victoria Street and Railway Terrace would be difficult to see from this location due to the angle of viewing • the duration of the change would be long term with no chance of reversibility. Due to the above, the magnitude of change for this viewpoint has been assessed as moderate.
Visual impact rating: moderate (beneficial) Overall, the change in the view seen by visual receptors from this viewpoint has been assessed as moderate (beneficial). The proposed changes visually comprise the modernisation of rail infrastructure, better legibility around the station entrance, and the upgrade of the streetscape, including the canopy of existing buildings at the rail entrance. It is considered that these changes

Viewpoint 4: 1/3 Victoria Street
would be appropriate given their necessity and that the upgrade of station infrastructure is considered a normal and ongoing process. While the structures would be more visually dominant and modern, they would benefit the aesthetic of the streetscape, particularly the upgrade of damaged canopies and vandalised rail infrastructure.

Figure 6-5 Existing view looking north towards Victoria Street station entry (Source: AECOM)

Figure 6-6 Photomontage showing the proposed changes to the existing view from Viewpoint 4 (Source: AECOM)

6.4.2.5 Viewpoint 5: Intersection of Victoria Street and Railway Terrace

The visual impact assessment of this viewpoint is in Table 6-6.

Table 6-6 Viewpoint 5 - Visual Impact Assessment

Viewpoint 5: Intersection of Victoria Street and Railway Terrace
Receptors Receptors at this location include passers-by (pedestrians, cyclist, motorist) and residents along Railway Terrace.
Existing view Refer to Figure 6-7 for the existing view north from this viewpoint, comprising a view of a T-intersection with commercial buildings and a rail corridor. The existing view includes: • the foreground of the view includes the intersection of Railway Terrace and Victoria Street, with a pedestrian crossing extending towards a commercial corner in the fore and middle ground. Terrace shop-top buildings with awnings over the footpath are visually dominant within the view

Viewpoint 5: Intersection of Victoria Street and Railway Terrace
• Lewisham Station and the rail corridor is visible to the right of frame from the foreground extending into the background, including a painted brick retaining wall topped with white metal fencing, gantries and overhead wiring and yellow canopies on the station. The rail corridor lies at an elevated level, screening views to the landscape to the north • other elements in this view include cars parked along both sides of Victoria Street, signage, and street trees.
Anticipated change to view The key changes to the view due to the Proposal would comprise (refer to Figure 6-8): • installation of two new lifts (one on the corner of Victoria Street and Railway Terrace and one on Platform 2 of the station), replacement of the canopy over the corner of Victoria Street • changes to the fencing and station infrastructure on the platforms • extension of the footpath and verge on the corner of Victoria Street (resulting in a narrowing of the road pavement) • resurfacing of paving at the existing entry/exit point to Lewisham Station • addition of fixed bollards, kiss and ride space and changed kerb conditions, including the provision of a planted strip along the kerb and the relocation of bike parking and a bin.
Sensitivity: moderate The sensitivity of this viewpoint would be moderate for the reasons outlined in Viewpoint 4, considering the similar visual receptors, quality of the view and close proximity of the viewpoints to one another.
Magnitude of change: high From this viewpoint, contributing factors to the magnitude of change arising from the Proposal include: • the size and scale of the proposed lifts (which comprise new elements within the view) would be larger and more modern in architectural character than existing pieces of station infrastructure seen within the view • the changes to the kerb and paving, addition of a kerb ramp, bollards and change in bin and bike parking location would result in the replacement or upgrade of existing elements within the view, the size and scale of this change would replicate the existing condition • the extension of the paving and footpath and the reduction of road pavement within the view would comprise a visually beneficial change, increasing the visual prominence of the planted bed and pedestrian infrastructure within the view • the changes would be seen from a close proximity and with a good amount of detail • the changes would be seen over a moderate proportion of the overall view, although many would visually comprise an upgrade of existing elements rather than the addition or removal of an element from the view • the duration of the change would be long term with no chance of reversibility. Overall, the changes result in the increase in visual prominence of the station infrastructure at the entry to the station within the streetscape. Due to the above, the magnitude of change for this viewpoint has been assessed as high.

Viewpoint 5: Intersection of Victoria Street and Railway Terrace

Visual impact rating: high to moderate (beneficial)

Overall, the change in the view seen by visual receptors from this viewpoint has been assessed as high to moderate (beneficial). While many of the proposed changes result in the upgrade of existing elements within the view, the addition of lifts and replacement of canopy at the station entry would raise the legibility of the station entry within the streetscape. This in turn creates an entry statement to the station, contributing to wayfinding within the greater landscape.

The upgrade of elements, replacement of ageing, poorly functioning infrastructure (namely the canopies on the corner of Victoria Street) with modern upgrades and prioritisation of pedestrian movement all contribute to an overall increase in the quality to the view.

The retaining wall has been identified as an opportunity for the introduction of public artwork, potentially as part of the Connecting with Country scope of work and would be explored as part of the urban design and landscape plan within the detailed design phase. This would increase the legibility of the station entry and would be an additional beneficial outcome to the quality of the view.

Figure 6-7 Existing view from East Corner of Victoria Street and Railway Terrace facing West (Source: AECOM)

Figure 6-8 Photomontage showing the proposed changes to the existing view from Viewpoint 5 (Source: AECOM)

6.4.2.6 Viewpoint 6: Bus Stop on Railway Terrace

The visual impact assessment of this viewpoint is in Table 6-7.

Table 6-7 Viewpoint 6 - Visual Impact Assessment

Viewpoint 6: Bus Stop on Railway Terrace
Receptors Receptors at this location include rail customers, passers-by (pedestrians, cyclists, motorists) and residents in nearby housing.
Existing view Refer to Figure 6-9 for the existing view looking north-west from this viewpoint. The existing view comprises a view along a road corridor framed by the rail corridor to the north (right of frame) and residential and terrace housing to the south (left of frame). It includes: • the road pavement footpath and fencing along the rail corridor extending west into the distance. The bus stop and a hedge bordering a residential property are seen in the foreground, along with electrical infrastructure, signage and passing cars • the rail corridor visually dominates the view on the northern side of the road (right of frame), including boundary planting and trees, fencing, overhead gantries and electrical wires in the fore and middle ground, and the station buildings and fencing in the background, visible as a series of white elements which visually stand out from the darker background • the view along the road terminates in a bank of dark tree canopies seen between the station and a series of 'shop-top' terrace housing and the station.
Anticipated change to view The key changes to the view due to the Proposal would comprise: • creation of new station entry to the south of the existing white fencing on Platform 2, which would include a ramp, new access point and relocation of bin storage which would be placed surrounding the entry • two new lifts on the platforms, which would be seen in the background of the view (it is unlikely that other changes to the station canopies and infrastructure would be visible from this distance) • upgrade of fencing and signage • changes to kerbs and footpaths.
Sensitivity: low Factors contributing to the sensitivity of the viewpoint would include: • the visual receptors who would experience this view of the Proposal would primarily comprise passers-by (pedestrians, cyclists and motorists) and commuters waiting at the bus stop who would have a casual interest in the views as they move along the street • residents in nearby housing would have a propriety interest in views from their homes, although it is unlikely they would see changes from their homes due to the angle of viewing, the distance, and screening vegetation in front gardens. For the reasons outlined above the sensitivity of visual receptors to the proposed change in this view would be assessed to be low.
Magnitude of change: moderate From this viewpoint, contributing factors to the magnitude of change arising from the Proposal include: • the additional entry would be visible within the view, but visually recessive due to the limited changes and oblique angle of viewing along the road corridor

Viewpoint 6: Bus Stop on Railway Terrace
• the more substantial changes (e.g. the lifts, station building and changes to canopies) would be difficult to discern at the viewing distance, and would integrate with other larger station infrastructure within the view • many changes would comprise of the modernisation of rail infrastructure within the existing rail corridor. The upgrade of fencing would reduce the visual prominence of the fencing within the view, particularly the change of the white platform fencing to a dark grey, which would reduce its visual prominence within the view • the changes would be seen over a small proportion of the overall view, with no changes seen in proximity to the viewpoint. Due to the above, the magnitude of change for this viewpoint has been assessed as moderate.
Visual impact rating: moderate to low (neutral) Overall, the change in the view seen by visual receptors from this viewpoint has been assessed as moderate to low (neutral). The proposed changes would be an upgrade to existing rail infrastructure with the changes comprising of a more accessible and safe additional entry way and lifts, although with the larger elements seen in the distance. These changes would be considered appropriate given the proportional scale of the proposed entry in relation to the surrounding environment. The changes would have no effect on the quality of the view.

Figure 6-9 The current view from Railway Terrace bus stop facing the station (Source: AECOM)

6.4.2.7 Viewpoint 7: Church of Saint Thomas

The visual impact assessment of this viewpoint is in Table 6-8.

Table 6-8 Viewpoint 7 - Visual Impact Assessment

Viewpoint 7: Church of Saint Thomas
Visual receptors Visual receptors at this location include residents on Thomas Street, visitors to the Church of Saint Thomas, passers-by (pedestrians, cyclists, motorists) and rail customers.
Existing view Refer to Figure 6-10 for the existing view looking west from this viewpoint to a cul-de-sac adjacent to the rail corridor. The existing view comprises the following: • the foreground of the view comprises the footpath and road pavement of the cul-de-sac at the southern end of Thomas Street

Viewpoint 7: Church of Saint Thomas
• the middle ground includes a row of four visually distinctive Canary Island Date Palm trees along the rail corridor, fencing and the bright yellow canopy of the station entry and a two-storey apartment block to the west (right of frame) • beyond the rail corridor fencing and overhead gantries and wires for the rail corridor, the upper level of 'shop-top' terrace buildings fronting Railway Terrace to the south are visible, along with tree canopies and the roofs of residential housing.
Anticipated change to view The key changes to the view due to the Proposal would comprise: • installation of a new lift and canopy at the station entry, with canopy extensions / replacements seen in the background below the canopy on Thomas Street • changes to the kerb and footpath within the cul-de-sac, including an extension of the kerb and the provision of landscaping (including tree and shrub planting) • relocation of a Canary Island Date Palm within the paved area to the western portion of the end of Thomas Street, positioned in a gap in the proposed canopy • addition of fixed bollards, accessible parking space, kiss and ride space and the replacement of seating and bike parking.
Sensitivity: moderate Factors contributing to the sensitivity of the viewpoint would include: • different types of visual receptors including passers-by (pedestrians, cyclists, motorists), visitors to the church and other community facilities and rail customers, many of which would have a casual, passing interest in the view • visitors to the church and community facilities may have a higher sensitivity than those passing by as they would spend a more prolonged time seeing the view, which would contain heritage items or be located beside heritage items (namely the Church of Saint Thomas and surrounds) • while residents would have a propriety interest in the view, it is unlikely that any would have a view to the changes from within their homes and from their front yards, given the angle of viewing and the street trees on Thomas Street. The nearest residential neighbours (visible in Figure 6-10) have the side of the apartment block facing the changes, with predominantly high-level windows facing the station entry and tall boundary fencing which would block views from lower windows and private spaces within the property. • the value attached to the view includes the inclusion of the viewpoint and surrounds adjacent to a heritage item. For the reasons outlined above the sensitivity of the viewpoint is considered to be moderate.
Magnitude of change: high From this viewpoint, contributing factors to the magnitude of change arising from the Proposal include: • the size and scale of the proposed lift and canopy would be larger than the existing station infrastructure and would increase the visual presence of the station entry within the view • the relocation of the palm tree would comprise a change to elements within the view, however, would preserve the visually striking characteristic palms that mark the rail corridor within the view, albeit in a different location • the change to the kerb line of the cul-de-sac would decrease the area of the road pavement and increase landscaping within the view, softening the view with an increase in shrub and understorey planting. The planting of a tree would replace the existing Crepe Myrtle that would be removed within the view

Viewpoint 7: Church of Saint Thomas
• the changes would be seen over a large proportion of the overall view • the proposed built form would be more modern than the infrastructure within the existing view, although modernisation of transport infrastructure is considered a normal and ongoing process • the duration of the change would be long term with no chance of reversibility. Due to the above, the magnitude of change for this viewpoint has been assessed as high.
Visual impact rating: high to moderate (beneficial) Overall, the change in the view seen by visual receptors from this viewpoint has been assessed as high to moderate (beneficial). The changes would be seen across most of the view, the existing view includes urban and utilitarian features which would remain. The quantity and extent of station entry infrastructure would increase within the view (including the addition of a lift and canopy which are larger than existing structures). This would create a more visually prominent station entry, however, old or damaged infrastructure would be updated, and result in an aesthetically beneficial outcome. The addition of a planted area beneath the relocated palm and the proposed landscaped areas in proximity to the lift, planted 'blister' within the view, would visually soften the hardscape elements within the view.

Figure 6-10 The existing view from the Church of Saint Thomas facing Lewisham Station (Source: AECOM)

Figure 6-11 Photomontage showing the Proposal as it would be seen from Viewpoint 7 (indicative only, subject to detailed design) (Source: AECOM)

6.4.2.8 Viewpoint 8: 54 Thomas Street

The visual impact assessment of this viewpoint is in Table 6-9.

Table 6-9 Viewpoint 8 - Visual Impact Assessment

Viewpoint 8: 54 Thomas Street
Visual receptors Visual receptors at this location include residents at 54 Thomas Street. The view from the residence would primarily face east towards the street, however, some upper windows of the residential apartment block may have views south towards the station entry (refer to Figure 6-10) showing side windows of the residential apartment block facing the station entry) or southwest across the rail corridor. Views from the lower areas of the residence are unlikely due to tall boundary fencing.
Existing view Refer to Figure 6-12 for the existing view looking east from this viewpoint to Thomas Street and buildings. The existing view comprises the following: • the foreground of the view comprises the footpath and road pavement of the street at the southern end of Thomas Street • the middle ground includes two large church buildings and accompanying landscaping, blocking views east beyond these buildings • some upper windows of the apartment block would have views down to the station entry forecourt, which would presumably appear as a large, paved area in the lower foreground of the view, however, being from a private residence, no image of this has been supplied.
Anticipated change to view Within the view east from the front boundary of the residence, few changes would be seen, but would include: • changes to the kerb and footpath on Thomas Street • installation of a canopy at the station entry, extending out within the view to Thomas Street. From the upper windows of the residence, the following changes to the view due to the Proposal may comprise: • installation of a new lift and canopy at the station entry, with canopy extensions / replacements seen in the lower foreground to middleground of the view • changes to the kerb and footpath within the cul-de-sac, including an extension of the kerb and the provision of landscaping (including tree and shrub planting) • relocation of a Canary Island Date Palm within the paved area to the western portion of the end of Thomas Street • addition of fixed bollards, accessible parking space, kiss and ride space and the replacement of seating and bike parking. It is possible that the proposed station building would be seen from upper windows of the rear of the residence, but this could not be verified, nor the quality of the existing view from this location.
Sensitivity: high Factors contributing to the sensitivity of the viewpoint would include: • residents would have a propriety interest in the view, given that changes may be seen from within their homes and from their front yards, however, given the angle of viewing and the street trees on Thomas Street, views to the Proposal would be most likely to be seen from upper side windows of the apartment block facing the changes, with tall boundary fencing blocking views from lower windows and private spaces within the property. • the value attached to the view includes the inclusion of the viewpoint and surrounds adjacent to a heritage item.

Viewpoint 8: 54 Thomas Street
For the reasons outlined above the sensitivity of the viewpoint is considered to be high.
Magnitude of change: moderate From this viewpoint, the magnitude of change to the view differs from where within the property the Proposal would be seen. From the front, street facing portion of the property, the change in the view would be low, as very little of the proposal would be seen. From the upper side windows, however, the change would be considered to be high, given the addition of the canopy, lifts and the shifting of the palm tree within the lower foreground of the view. Considering these two things, the overall magnitude of change from this viewpoint is considered to be moderate, with contributing factors including: • the size and scale of the proposed lift and canopy would be larger than the existing station infrastructure and would increase the visual presence of the station entry within the view • the relocation of the palm tree would comprise a change to elements within the view, however, would preserve the visually striking characteristic palms that mark the rail corridor within the view, albeit in a different location • changes to the kerb and smaller infrastructure (such as ground-level landscaping, bike racks or bollards, would be visually minor given the distance and angle of viewing • the changes would be seen over a large proportion of the overall view from the limited upper windows of the apartment, but over a small portion of the view from the front of the residential property • the proposed built form would be more modern than the infrastructure within the existing view, although modernisation of transport infrastructure is considered a normal and ongoing process • the duration of the change would be long term with no chance of reversibility. Due to the above, the magnitude of change for this viewpoint has been assessed as moderate.
Visual impact rating: high to moderate (neutral) Overall, the change in the view seen by visual receptors from this viewpoint has been assessed as high to moderate (neutral). The changes would be in close proximity to the residence, but only clearly visible from some areas within the property. The quantity and extent of station entry infrastructure would increase within the view (particularly from upper windows of the residence and including the addition of a lift and canopy which are larger than existing structures), creating a more visually prominent station entry. The addition of a tree to the station forecourt at Thomas Street would soften views to the station entry infrastructure and rail corridor from this residence. The large, paved forecourt of the station entry would be replaced with a view of the new roof / canopy of the station entry. This would result in a minor change to the quality of this view, and providing the roofing did not add glare within the view, would increase the privacy to these windows by blocking views from the end of Thomas Street to the apartment block from close proximity.

Figure 6-12 The existing view from the near the front boundary of 54 Thomas Street (Source: AECOM)

Figure 6-13 The relationship between the front / side boundary of 54 Thomas Street and the paving near the entry to Lewisham Station (Source: AECOM)

6.4.2.9 Viewpoint 9: 40 Thomas Street

The visual impact assessment of this viewpoint is in Table 6-10.

Table 6-10 Viewpoint 9 - Visual Impact Assessment

Viewpoint 9: 40 Thomas Street
Receptors Receptors at this location would potentially include residents on Thomas Street and passers-by (pedestrians, cyclists, motorists). However, the mature row of street trees and parked cars along the road corridor would prevent residents from seeing the view along the road towards the changes from within their properties. Passers-by are considered the only visual receptor group who would see clear views to the change.
Existing view Refer to Figure 6-14 for the existing view towards the Proposal from this viewpoint comprising: • a view along a residential road framed with parked cars and mature street trees in the fore and middle ground • to the left of frame, the cobblestone fence at the boundary of a church is visible adjacent to the footpath • the view along the road terminates in three of the Canary Island Date Palms which lie adjacent to the rail corridor. It is difficult to clearly see station infrastructure due to distance.
Anticipated change to view The key changes to the view due to the Proposal would include changes to the kerb line of the end of the cul-de-sac, some shrub planting and the addition of a tree. Other changes would be screened by neighbouring built form and street trees.
Sensitivity: low Factors contributing to the sensitivity of the viewpoint would include: • the nature of the visual receptors who would experience this view of the Proposal, comprising passers-by (pedestrians, cyclists, motorist), who would have a casual interest in the view as they approach the station, and residents on Thomas Street, who would have a more invested interest in views from their properties • however, there would be limited views from residential properties to the view due to street parking, street trees and the oblique angle of viewing from most residential properties • the value of the view as seen by visual receptors, comprising an enclosed, framed view along a road terminating in the rail corridor • passers-by would only see views for short periods of time on their journey, particularly road users, who would have their attention focused on the road rather than the view to the rail corridor. For the reasons outlined above the sensitivity of visual receptors to the proposed change in this view are assessed to be low.
Magnitude of change: low From this location, the changes would be located within a very small portion of the view and at a distance large enough to reduce the amount of detail seen. The addition of a tree within the view would increase the vegetative screening to the rail corridor. The magnitude of change for this viewpoint has been assessed as low.
Visual impact rating: low (beneficial) Overall, the change in the view seen by visual receptors from this viewpoint has been assessed as low. The proposed changes would be difficult to see and comprise a small change to a small portion

Viewpoint 9: 40 Thomas Street
of the view. The addition of a tree would soften views to the rail corridor, and the rail infrastructure, which results in a beneficial outcome to the quality of the view.

Figure 6-14 The existing view from Viewpoint 9 looking south towards Lewisham Station (Source: AECOM)

6.4.2.10 Viewpoint 10: 49 Old Canterbury Road

The visual impact assessment of this viewpoint is in Table 6-11.

Table 6-11 Viewpoint 10 - Visual Impact Assessment

Viewpoint 10: 49 Old Canterbury Road
Receptors Receptors at this location include passers-by (pedestrians, cyclist, motorist) and nearby residents on Old Canterbury Road.
Existing view Refer to Figure 6-15 for the existing view looking south-east from this viewpoint. The existing view comprises the following: • the foreground of the view comprises Canterbury Road extending south under the rail bridge (Old Canterbury Road Underbridge). Canterbury Road is a three-lane road with a footpath and street trees in the verges • the middle ground comprises the Old Canterbury Road Underbridge which has local heritage significance. The fenced rail corridor is visible to the right of frame, including a batter of weedy vegetation and a mown turf ramp extending up to the tracks. Overhead gantries and wires are visible within the rail corridor • to the right of frame, a row of old federation-style houses is visible • the background comprises street trees seen above the rail corridor and under the rail bridge.
Anticipated change to view The key changes to the view due to the Proposal would comprise the installation of new transformer within the rail corridor, which would be positioned at street level and require the construction of retaining walls.
Sensitivity: moderate

Viewpoint 10: 49 Old Canterbury Road
Factors contributing to the sensitivity of the viewpoint would include: • the visual receptors who would experience this view of the Proposal would primarily comprise a high number of passers-by (pedestrians, cyclists and motorists) on Old Canterbury Road who would have a casual interest in the views as they move along the street • residents in nearby houses would have a propriety interest in views from their homes, however few would see the changes from within their properties due to vegetation in their front gardens, fencing or the angle of viewing. For the reasons outlined above the sensitivity of visual receptors to the proposed change in this view would be assessed to be moderate.
Magnitude of change: low From this viewpoint, contributing factors to the magnitude of change arising from the Proposal include: • the proposed transformer would be of a small scale, and while it would be an additional piece of infrastructure seen within the view, would be located within an existing rail corridor where rail infrastructure is a common feature • removing some vegetation to install the transformer would alter the view, however, the vegetation is predominantly weedy and low in aesthetic value • the changes would only occur over a very small portion of the overall view • the duration of changes would be long term with little chance of reversibility. Due to the above, the magnitude of change for this viewpoint has been assessed as low.
Visual impact rating: moderate to low (adverse) Overall, the change in the view seen by visual receptors from this viewpoint has been assessed as moderate to low (adverse). The proposed changes would comprise the installation of a new transformer within the rail corridor. These changes are considered characteristically appropriate given the location and would be somewhat visually recessive, particularly as transformers within the rail corridor are typically dark green (similar to that seen on Longport Street on the other side of the rail corridor). The 'adverse' qualitative rating is due to the slight increase in rail infrastructure positioned within the rail corridor but next to a residential area. The change would be visually recessive and be difficult to see from residential properties due to the angle of viewing and surrounding built form.

Figure 6-15 The current view on Old Canterbury Road

7.0 Summary

7.1 Summary of landscape character impact

The Proposal lies within LCZ 1: Rail Corridor and adjacent to LCZ 2: Church Campus, LCZ 4: Low Density Residential, LCZ 5: High Density Residential and LCZ 6: Commercial. Due to physical separation of LCZ 3: Parks and Recreation from the Proposal, LCZ 3 would not be affected by the Proposal.

A summary of the assessment of the Proposal on landscape character is shown in Table 7-1.

Table 7-1 Summary of landscape character impact assessment ratings

LCZ	Sensitivity	Magnitude	Overall rating
LCZ 1: Rail Corridor	moderate	moderate	**moderate (beneficial)**
LCZ 2: Church Campus	moderate	low	**moderate – low (neutral)**
LCZ 3: Parks and Recreation	N/A	N/A	**negligible (no change)**
LCZ 4: Low Density Residential	moderate	low	**moderate – low (neutral)**
LCZ 5: High Density Residential	low	low	**low (neutral)**
LCZ 6: Commercial	high	high	**high (beneficial)**

Only one LCZ (LCZ 6: Commercial) was considered to have a significant level of change to the landscape character (high). This was predominantly due to the small area of the LCZ and the heritage value of the area. However, the change in landscape character was considered to be beneficial, with the replacement of damaged or vandalised infrastructure and the increased legibility of the station entry within the landscape, having a positive effect on character. The heritage items and HCA associated with the station and its surrounds resulted in raised sensitivity within LCZs 1, 2, 4 and 6.

The Proposal would result in a moderate change to landscape character in one LCZ, moderate to low changes for two LCZs and one LCZ considered low. One LCZ was found to have no change due to the Proposal. Two LCZs were found to have beneficial changes to character (LCZ 1 and LCZ 6), resulting from replacement or upgrade of damaged or vandalised infrastructure, or raising of the legibility of the station as a wayfinding outcome of the Proposal.

While the upgrade of existing rail infrastructure would not result in a significant change to the character of LCZ 1, 2, 3, 4 or 5, the addition of four larger structures than existing (the lifts alongside the canopies) would result in the overall modernisation of rail infrastructure. This would result in subtle changes to the existing suburban character of the station precinct, some elements of which are heritage listed.

Overall, the Proposal is considered to have a **moderate (neutral)** effect on landscape character.

In relation to the potential changes to landscape character it is recommended that:

- landscaping (including potential planting of street trees or shrubs, where possible) is considered in the detailed design phase of the Proposal
- design elements reference the heritage character of the LCZ, however, maintain the visual quality of a 'new' piece of infrastructure rather than replicating heritage items

- vegetation is protected, particularly trees, which provide screening between the station and surrounding landscapes (particularly to the east of the station on both sides of the rail corridor), and visually soften the character of the rail corridor.

7.2 Summary of visual impact

7.2.1 Construction

During construction, visible elements would include traffic control, vehicles and machinery, survey work, temporary fencing, noise barriers, pedestrian diversions, tree removal, signage, and facilities like temporary offices and toilets. Three ancillary facilities are proposed outside the rail corridor (Alfred Street, Longport Street, and Thomas Street), in addition to others located within the SP2 zone.

Visually prominent activities would involve construction of four lifts, extension of the existing canopies on the platforms, construction of new canopies outside the rail corridor, tree removal and relocation, upgrading of footpaths/kerbs/parking, and the temporary ancillary facilities. Station platform and building construction would be less visible to the public, but visible to those using the station and on the trains.

The most sensitive visual receptors would be residents on Thomas Street, Railway Terrace, Victoria Street, and Hunter Street, as well as occupants and visitors to nearby commercial properties and churches, who may see changes for longer periods of time than those just passing by. Other groups, like rail customers and passers-by on roads would only briefly see the changes, lowering their overall sensitivity.

7.2.2 Operation

The most visually prominent changes resulting from the Proposal would include four lifts, new or extended canopies on the platforms and the entry areas to the station outside the rail corridor, repaving of external footpaths and the creation of an additional entry on Railway Terrace. Changes to the platforms and adjacent areas within the rail corridor would be difficult to see from the surrounding landscape due to changes in landform, surrounding built form and trees, but would be clearly visible to station users and those in passing trains.

At Lewisham Station the surrounding landscape is mostly residential development, including areas of low and medium density residential. The area has multiple local heritage items and conservation areas. Vegetation typically comprises street trees and trees in small residential gardens.

The station precinct, while elevated above the landscape to the south, is also visually insulated, with views to and from the station and rail corridor limited by retaining walls, built form, elevation of the corridor, or fencing and vegetation. Views to the station are predominantly seen by visual receptors directly surrounding the station, including visual receptors passing the station on foot on Railway Terrace or Thomas Street.

Ten viewpoints were chosen to represent the change in views from publicly accessible areas due to the Proposal. The assessment of change in views from these locations are summarised in Table 7-2.

Table 7-2 Summary of visual impact assessment ratings

Viewpoint	Sensitivity	Magnitude	Overall rating
1: Intersection of Longport Street and Brown Street	moderate	low	**moderate – low (neutral)**
2: Lewisham Station Platform 2	low	high	**moderate (neutral)**
3: 43 Railway Terrace	low	low	**low (neutral)**
4: 1/3 Victoria Street	moderate	moderate	**moderate (beneficial)**
5: Intersection of Victoria Street and Railway Terrace	moderate	high	**high - moderate (beneficial)**

Viewpoint	Sensitivity	Magnitude	Overall rating
6: Bus Stop on Railway Terrace	low	moderate	**moderate – low (neutral)**
7: Church of Saint Thomas	moderate	high	**high - moderate (beneficial**
8: 54 Thomas Street	high	moderate	**High – moderate (neutral)**
9: 40 Thomas Street	low	low	**low (beneficial)**
10: 49 Old Canterbury Road	moderate	low	**moderate to low (adverse)**

Overall, the visual impact due to the Proposal ranges from high to moderate, to low. Three viewpoints returned a significant impact rating of high to moderate: Viewpoint 5 on Railway Terrace and Viewpoints 7 and 8 on Thomas Street. All of these were in close proximity to the changes to the station entries, which included the addition of a lift and canopy structure to the predominantly residential setting, and moving one of the visually prominent palm trees marking the rail corridor.

The assessment resulted in a 'neutral' qualitative rating from five out of the ten viewpoints, a 'beneficial' rating for another four viewpoints, and one adverse rating. This is due to:

- the visually recessive nature of a majority of the changes within the greater view from most viewpoints
- the addition or upgrade of rail infrastructure within an existing rail corridor
- the increase in pedestrian and rail customer infrastructure at the station entries. This along with the upgrade of canopy structures and the addition of lifts would modernise the facilities and create more of a visually prominent entry to the station, which would help with wayfinding and placemaking.

One viewpoint resulted in an 'adverse' qualitative rating which is due to the slight increase in rail infrastructure positioned within the rail corridor but next to a residential area. The change would be visually recessive and difficult to see from residential properties due to the angle of viewing and surrounding built form.

It is noted that the inclusion of a station building on the platform would reduce the visual permeability of the station from the platforms, both screening views to the landscape surrounding the station, and reducing the range of views along the platforms for those using the station. This may have an impact on how 'safe' those on the platforms feel when waiting for a train and should be considered in detailed design.

Overall, the Proposal was considered to have a **moderate (neutral)** visual impact on the surrounding landscape, with some beneficial aspects surrounding the upgrade to the station entries, upgrade and addition of planting, rail infrastructure on the platforms, and streetscapes.

8.0 Mitigation of impact and conclusion

8.1 Mitigation measures

This section outlines the mitigation measures that would be implemented to minimise the level of visual impact during the design development, construction and operation phases of the Proposal.

8.1.1 Construction

The following mitigation measures are recommended to minimise visual impacts as a result of construction:

- establish tree protection zones (TPZs) around trees to be retained. Tree protection would be undertaken in keeping with *AS 4970-2009 Protection of Trees on Development Sites* and would include exclusion fencing of TPZs
- provide well-presented and maintained construction hoarding and site fencing with shade cloth (or similar material) (where necessary) to minimise visual impacts during construction. Hoardings and site fencing would be removed following construction completion
- provide cut-off or directed lighting within and outside of the construction site, with lighting location and direction considered to minimise glare and light spill
- keep construction areas clean and tidy and place refuse in appropriate receptacles.

8.1.2 Operation

In relation to the potential changes to landscape character it is recommended that:

- landscaping (including potential planting of street trees or shrubs, where possible) is considered in the detailed design phase of the Proposal
- design elements reference the heritage character of the LCZ, however, maintain the visual quality of a 'new' piece of infrastructure rather than replicating heritage items
- vegetation is protected, particularly trees, which provide screening between the station and surrounding landscapes (particularly to the east of the station on both sides of the rail corridor), and visually soften the character of the rail corridor.

The following mitigation measures are recommended to minimise visual impacts during operation:

- material selection during the detailed design phase of the Proposal to include low graffiti materials across the Proposal, and low-glare / reflectivity roofing for the buildings, lifts and canopies, particularly where these may be seen by residents in surrounding homes
- ongoing maintenance and repair of constructed elements
- removal of graffiti in accordance with Transport for NSW / Sydney Trains maintenance requirements
- consideration of artwork (potentially linked to Designing with Country) to the visually prominent retaining wall on Railway Terrace along the rail corridor to further promote wayfinding and identity of the station precinct
- consider colours of fencing and screening to be visually recessive and low-glare along the rail corridor.

8.2 Conclusion

Overall, the Proposal is considered to have a **moderate (neutral)** effect on landscape character and a **moderate (neutral)** visual impact on the surrounding landscape. The Proposal would have beneficial aspects to both landscape character and viewpoints, including the modernisation of rail infrastructure and the replacement of damaged and vandalised structures within and surrounding the station. The increase in visual prominence of the station within the surrounding landscape is considered a beneficial outcome due to the wayfinding and placemaking potential of the changes within the public realm.

As such, this report finds that would be no significant effect on either landscape character or on views and visual amenity as a result of the Proposal. The changes are considered appropriate given the benefit of the Proposal in comparison to the landscape character and visual impact ratings.

8.3 Reference list

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