

- The areas shown shaded in blue (gravelly sand and demolition wastes) are described as being sandy gravelly fills as placed behind the retaining wall present along the entire northern boundary of the site and within the northern gasholder. With the exception of the northern gas holder area, excavation works in this area are generally anticipated not to exceed 2m in depth. In the vicinity of the northern gas holder excavation works are anticipated to extend to the depth of the gasholder base, at approximately 6m bgl, and the materials generated anticipated to be highly malodorous resulting from the presence of free tar at depth.
- The areas shown shaded in orange and pink (tar impacted soil and free tar / primary source) are impacted with coal tar, and include two tar wells present north of the northern gasholder. Depths of excavation over this area will be variable, and will potentially extend to depths of 8m, with materials generated anticipated to be highly malodorous.

Figure 6 displays the anticipated layout of the site during remediation, based on the requirements for environmental controls on the site. **Figures 7** and **8** display simulated views of the anticipated remediation works on the photomontages of the site.

4 Assessment of Visual Impact

The visual impact of the proposed works has been determined by rating the 'Scenic Quality' to the viewer with the 'Visual Absorption Capacity'. This rating system is widely used in VIAs and is based on the method documented in US Federal Highway Administrations (FHWA) '*Visual Impact Assessment for Highway Projects*' (1981).

4.1 Visual Absorption Capacity

The visual absorption capacity can be described as the amount of change an area can accommodate without adversely affecting the desired character of the surrounding landscape. The visual absorption capacity may vary across the site depending on likely visual impacts of the activity under assessment and its broader context. For the purposes of this study, qualitative criteria listed below have been used to assess the Visual Absorption Capacity:

- **High** – existing landscape / built environment able to absorb development with no or minimal obstruction to significant views or desired character;
- **Moderate** – existing landscape / built environment able to absorb some development with moderate obstruction to significant views and desired landscape character; or
- **Low** – existing landscape / built environment unable to absorb some development without a high degree of obstruction to significant views and desired landscape character.

4.2 Scenic Quality

For the purposes of the current study descriptions of scenic quality have been categorised into the following categories:

- **High** – areas with a diversity of landscape elements or areas with visually prominent features of land form which may include ridgelines, escarpments, visually significant vegetations, geological formations, waterways, heritage items, villages, city skylines or streetscape. Views from an elevated position are also usually of high scenic value;
- **Moderate** – areas of land form or built features which tend to be common throughout the region and are not outstanding in visual quality; or
- **Low** – areas with features of minimal diversity or variety.

4.3 Visual Impact Rating

By combining the ratings of the Visual Absorption Capacity and Scenic Quality, the assessment ensures that emotional responses to scenic quality are considered with respect to the capacity for change to be integrated into the landscape.

The Visual Impact Ratings shown in the following sections are categorised as either:

- **High** – activities within this rating are anticipated as likely to have significant visual impact upon the scenic quality of the urban landscape;
- **Moderate** – activities within this rating are anticipated to have a visual impact upon a limited area at a local scale and may be mitigated during the detailed design stage; or
- **Low** – activities in this rating are anticipated to not have significant visual impact.

4.4 Existing Visual Character of the Area

Rail lines and/or rail facilities are present immediately north, south and east of the site, and include rail corridor land associated with Macdonaldtown Station, the Macdonaldtown Stabling Yards, and the Illawarra Rail Line. In terms of landscape type, these areas considered to be a highly modified landscape – urban industrial, with a typical transport infrastructure visual appearance.

Former rail facility and currently special use areas are present further east of the site, comprising the former North Eveleigh Rail Yard and Australian Technology Park. The North Eveleigh Rail Yard is currently only partially in use, however it is understood planning works are underway for full redevelopment of this area. Australian Technology Park is fully developed and currently in use as educational, commercial and special event purposes. In terms of landscape type, these areas are considered to be a highly modified landscape – urban industrial, with a visual appearance which is a combination of commercial and transport infrastructure.

High density urban development is present immediately west of the site, immediately north of the larger Macdonaldtown Stabling Yards Facility and south of the Illawarra Rail Line corridor, which border the site. In terms of landscape types, these areas are considered to be highly modified landscapes – urban industrial, with a fully developed residential visual appearance.

4.5 Identification of Near-Field Receptors

Views into the site are restricted to views from the rear of some properties on the eastern side of Burren Street and glimpses from the trains on the Illawarra rail line. The gasholder, at more than 12.0m high is visible from properties on the eastern side of Burren Street, from Bridge Street and Railway Parade on the eastern side of the Illawarra rail corridor and from trains passing on the Illawarra rail line.

Two noise walls, one up to 6.0m high on the southern boundary and the second up to 8.0m high on the adjoining stabling yard are visual barriers into and beyond the site. The existing tree line along the northern boundary of the site provides partial visual screening to users of the greater Stabling Yards site. Existing trees on the western embankment provide partial screening of the noise walls for some properties in Burren Street.

An aerial photo showing the site and locations offering views of the site are shown on **Figure 1** and listed in **Table 4.1**.

Table 4.1: Summary of Receptors

No.	Location Description	Approx. Distance from Site	Approx. Easting	Approx. Northing	Visual Screen restricting View to site
1	Wilson Street	100m North	332244	6247859	Yes – Macdonaldtown Station, Stabling Yards
2	Former North Eveleigh RailYard and Australian Technology Park nearest to site	60m East	332269	6247645	No
3	Railway Pde Erskineville	100m South	332342	6247537	Yes – Noise Wall forming southern boundary of site
4	15 -31 Burren St Erskineville	10m West	332265	6247624	No

4.6 Visual Impact Post Remediation

In the long term, the proposed remediation of the site will not impact the visual character of the surrounding area. The project will retain existing surface levels, and revegetation of the area will be undertaken in consultation with affected neighbours.

The visual absorption capacity of the surrounding landscape is rated as 'High'. The greatest Scenic Quality of the site for potential viewers is from Position 4, and is also rated as 'high' based on the items of heritage significance to be retained on site. The resulting Visual Impact Rating for the site following remediation is provided below:

Table 4.2: Visual Impact Rating of the Site following Remediation

Visual Impact Rating		Scenic Quality Rating		
		Low	Moderate	High
Visual Absorption Capacity Rating	Low	Moderate	High	High
	Moderate	Low	Moderate	High
	High	Low	Low	Moderate

Based on the matrix shown the Visual Impact rating of the site following remediation is 'Moderate'. In the context of the proposed redevelopment this means that while the site contains items of heritage significance, the final landscape will neither completely conceal nor devalue the visual impact of these items.

4.7 Visual Impact During Remediation

Partial views of the remediation works will be visible from the Burren Street site gate and from residences neighbouring the site on the western boundary. Additionally, partial views of the remediation works may potentially be visible from Wilson Street and surrounds to the north, the former North Eveleigh Railyard and from Australian Technology Park to the south.

Site works are not likely to extend higher than 12m above the existing grade of the site, the likely height for the enclosure tent for excavations more than 5m deep. All other material or plant used on site should be kept below the level of the enclosure and where possible kept below the level of the noise walls for consistency in the visual impact and allow the works to be viewed as integrated into the layout of the greater Stabling Yards site.

The proposed enclosure(s) and associated emissions treatment system, water treatment system, including water storage tanks; and stockpiles, will result in more bulk visible at the site from the eastern and western ends compared to current conditions, and will potentially impact views from the Former North Eveleigh Railyard, Australian Technology Park and Burren Street residences. Vehicles travelling along Burren Street, south of the Albert Street intersection may also have partial views of these features of the remediation works.

As shown in simulated views in **Figures 9, 10 and 11**, the potential views of the remediation works are considered not to have a significant impact to views from the north, east and south, given the long distance to the site, and that the remediation works will form only part of the view. Similarly, visual impact to vehicles or pedestrians on Burren Street and residents on the western side of Burren Street or beyond are considered not to have a significant impact given that only limited, partial views will be affected.