Technical Paper

Landscape and visual amenity

6

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Sydney Metro West

Environmental Impact Statement – Rail infrastructure, stations, precincts and operations

Technical Paper 6: Landscape and visual amenity

March 2022

Contents

ABBREVIATIONS & GLOSSARY

Abbreviations

Abbreviations

Abbreviation	Description
CBD	Central Business District
DCP	Development Control Plan
LEP	Local Environmental Plan
LSPS	Local Strategic Planning Statement
s170	Listed under Section 170 of the *Heritage Act 1977*
SEPP	State Environmental Planning Policy

Glossary

Term	Definition
Accessibility	A public transport customer's ability to reach their destination unhindered and as independently as possible. Includes compliance with relevant disability standards.
Amenity	The pleasantness of a place as conveyed by desirable attributes including visual, noise, odour etc. (Australian Institute of Landscape Architects QLD, 2018). The 'liveability' of a place. A building's amenity is affected by its design, access to sunlight and views, access to facilities and services, and design. Expectations of amenity and comfort change over time (Office of the Government Architect NSW, Glossary, 2021).
Ancillary infrastructure	Includes the services facility and traction substations.
Canopy (Urban)	The layer of leaves, branches, and stems of trees that cover the ground when viewed from above (Government Architect NSW, Glossary, 2021).
Construction site	The construction site is an area of land required to construct this proposal. Construction sites would generally be contained within the future operational station footprints and may include site offices, amenities, workshops, material and plant storage areas, laydown areas, concrete batching plant etc. These footprints include the land that would be occupied permanently by the future station buildings and associated infrastructure/work. Additional areas may be required to support construction work and to provide staff facilities and parking. These additional areas would be determined as part of further design development.
Character	The combination of the particular characteristics or qualities of a place (Office of the Government Architect NSW, Glossary, 2021).
Comfortable	A building, place, or space that provides physical and emotional ease and wellbeing for its people (Office of the Government Architect NSW, Glossary, 2021).
Connected	A building, place, or space that establishes links with its surrounds, allowing visitors and residents to move about freely and sustainably (Office of the Government Architect NSW, Glossary, 2021).
Contextual	A building, place, or space that responds to the context in which it is designed (Office of the Government Architect NSW, Glossary, 2021).

Glossary

Term	Definition
Context	The physical, social, cultural, economic, environmental, and geographic circumstances that form the setting for a place or building (Office of the Government Architect NSW, Glossary, 2021).
Form	The overall shape and volume and the arrangement of the parts of a building (Office of the Government Architect NSW, Glossary, 2021).
Glare	'Condition of vision in which there is discomfort or a reduction in ability to see, or both, caused by an unsuitable distribution or range of luminance, or to extreme contrasts in the field of vision' (AS4282:2019).
Green infrastructure	The network of green spaces and water systems that deliver multiple environmental, economic, and social values and benefits to urban communities. This network includes parks and reserves, backyards and gardens, waterways and wetlands, streets and transport corridors, pathways and greenways, squares and plazas, roof gardens and living walls, sports fields and cemeteries. Green infrastructure is the web of interrelated natural systems that underpin and are integrated into our urban fabric (Office of the Government Architect NSW, Glossary, 2021).
Green space	An area of grass, trees, and other vegetation set apart for recreational or aesthetic purposes in an urban environment (Office of the Government Architect NSW, Glossary, 2021).
Interchange	A location where customers transfer from one mode of transport to another or between two services of the same mode. Also includes a place where customers join or leave the public transport system on foot, by bicycle, motorcycle, or car.
Landscape	'All aspects of a tract of land, including landform, vegetation, buildings, villages, towns, cities and infrastructure' (Transport for NSW, 2020).
Landscape and visual study area	Extends beyond the site to include the visual catchment of this proposal, adjacent open spaces and public domain, and areas of the landscape that provide a setting for the area.
Landscape character	The … 'combined quality of built, natural and cultural aspects which make up an area and provide its unique sense of place' (Transport for NSW, 2020).
Landscape character zone (or area)	'An area of landscape with similar properties or strongly defined spatial qualities, distinct from areas immediately nearby' (Transport for NSW, 2020).
Legibility	The extent to which an urban environment can be easily understood. Legibility is enhanced through the provision of landmarks, clearly defined visual boundaries and other wayfinding elements.
Magnitude	Magnitude is the … 'measurement of the scale, form and character of a development proposal when compared to the existing condition. In the case of visual assessment this also relates to how far the proposal is from the viewer' (Transport for NSW, 2020).
Massing	The overall form of a building including its overall height and bulk. (Office of the Government Architect NSW, Glossary, 2021).
Out of hours works	Defined as works outside standard construction hours (i.e. outside of 7am to 6pm Monday to Friday, 8am to 1pm Saturday and no work on Sundays/public holidays).

ABBREVIATIONS & GLOSSARY

Glossary

Term	Definition
Parramatta Park	The parkland encompassing Old Government House and the Domain; a World Heritage site.
Permeability	The extent to which an urban area provides for ease of movement and connections between places.
Place	A social and a physical concept – a physical setting, point, or area in space conceived and designated by people and communities. In this sense, place can describe different scales of the built environment – for example, a town is a place and a building can be a place (Office of the Government Architect NSW, Glossary 2020).
Placemaking	'Creating public spaces that are locally relevant and 'belong' to the local community, reflecting the community's inputs and aspirations. It seeks to make place more relevant, usable and meaningful' (Office of the Government Architect NSW, 2016).
Public domain	'The public domain is the collective, communal part of cities and towns, with shared access for all. It is the space of movement, recreation, gathering, events, contemplation, and relaxation. The public domain includes streets, pathways, rights of way, parks, accessible open spaces, plazas, and waterways that are physically and visually accessible regardless of ownership' (Office of the NSW State Government Architect, Glossary).
Rail corridor (or corridor)	This area includes all elements within the Sydney Trains or Sydney Metro land used for the purposes of a railway. The rail corridor includes the permanent way, cuttings and embankments, overhead lines, signaling equipment, vegetation etc.
Rail possession	Possession is the term used by rail building/maintenance contractors to indicate that they have taken possession of the track (usually a block of track) for a specified period, so that no trains operate for a specified time. This is necessary to ensure the safety of workers and rail users.
State environmental planning policy (SEPP)	A statutory plan, typically prepared by the Department of Planning and Environment and endorsed by the Minister for Planning. It can be a spatial plan for particular land in NSW, or it can set policy which applies to particular land or all land in NSW (Government Architect NSW, Glossary, 2021).
Scale	The relative size or extent of something – scale is a device used to quantify objects in a sequence by size; for example a city scale, or a building scale. In architecture, scale is also used to describe a ratio of size in a map, model, drawing, or plan (Government Architect NSW, Glossary, 2021).
Sense of place	Is the intangible qualities and character of a place, interpreted and valued by people.
Sensitivity	'Susceptibility of a landscape or receptor to accommodate change without losing valued attributes' (Australian Institute of Landscape Architects QLD, 2018). The sensitivity of a landscape character zone or view is 'its capacity to absorb change' (Transport for NSW, 2020).
Sky glow	'The brightening of the night sky that results from radiation (visible and non-visible), scattered from the constituents of the atmosphere (gaseous, molecules, aerosols and particulate matter), in the direction of observation.' It comprises Natural sky glow and artificial sky glow (AS4282:2019).
Spill light	'Light emitted by a lighting installation that falls outside of the design area. Spill light may or may not be obtrusive depending on what it affects' (AS4282:2019).

Glossary

Term	Definition
Setting	The area around a heritage place, which contributes to its heritage significance and may include views to and from the heritage item. The listing boundary or curtilage of a heritage place does not always include the whole of its setting (Government Architect NSW, Glossary, 2021).
State Significant Precincts SEPP	State Environmental Planning Policy (State Significant Precincts) 2005
Stage 1	Stage 1 of the planning approval process. Major civil construction work between Westmead and The Bays. This stage of the works has been approved.
Stage 2	Stage 2 of the planning approval process. Major civil construction proposed between The Bays and Sydney CBD.
Stage 3 (this proposal)	Stage 3 of the planning approval process. Rail infrastructure, stations, precincts and operations.
Streetscape	The visual elements of a street, including the road, adjoining buildings, footpaths, street furniture, trees, and open spaces, etc., that combine to form the street's character (Government Architect NSW, Glossary, 2021).
Urban design	An interdisciplinary practice that draws together elements of many built-environment professions, including landscape architecture, urban planning, architecture, civil and municipal engineering (Government Architect NSW, Glossary, 2021).
Values (Landscape or Visual)	'Any aspect of landscape or views people consider to be important. Landscape and visual values may be reflected in local, state or federal planning regulations, other published documents or be established through community consultation and engagement, or as professionally assessed' (Australian Institute of Landscape Architects QLD, 2018).
View	'Any sight, prospect or field of vision as seen from a place, and may be wide or narrow, partial or full, pleasant or unattractive, distinctive or nondescript, and may include background, mid ground and/or foreground elements or features' (Australian Institute of Landscape Architects QLD, 2018)
Viewpoint	'The specific location of a view, typically used for assessment purposes' (Australian Institute of Landscape Architects QLD, 2018).
Visual absorption capacity	'The potential for a landscape or scene to absorb a particular change without a noticeable loss of valued attributes' (Australian Institute of Landscape Architects QLD, 2018).

EXECUTIVE SUMMARY

Overview

Sydney Metro West is a new 24-kilometre metro line that will connect Greater Parramatta with the Sydney CBD. Confirmed stations include Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and Hunter Street (Sydney CBD). This infrastructure investment will double the rail capacity of the Greater Parramatta to Sydney CBD corridor with a travel time target between the two centres of about 20 minutes.

Sydney Metro West is being assessed as a staged infrastructure application under section 5.20 of the Environmental Planning & Assessment Act 1979 (EP&A Act).

Stage 3 of the planning approval process is seeking planning approval to enable the approved Concept to be realised by carrying out the tunnel fit-out, construction of stations, ancillary facilities and station precincts, and operation and maintenance of the Sydney Metro West line (this proposal).

Major civil construction including station excavation and tunnelling work associated with the previous Sydney Metro West planning applications does not form part of this proposal. This proposal includes the activities required to complete construction ready for operations of Sydney Metro West.

This proposal is subject to further design development, and changes may be made during the ongoing design which take into account the outcomes of community and stakeholder engagement and environmental field investigations. The construction works proposed are temporary in nature, that is, they would occur for around three years, prior to subsequent stages of other construction activities and operation of the metro service and stations.

This technical paper provides an assessment of the landscape and visual impacts of this proposal. This includes all works that would be seen on the surface and within the construction footprint during construction.

Approach to this landscape and visual impact assessment

The assessment considers a 'study area' which extends beyond the construction footprint to include the visual catchment of this proposal and adjacent public realm areas. This technical paper assesses this proposal at each station site from west to east, including Westmead, Parramatta, Sydney Olympic Park, North Strathfield, North Burwood, Five Dock, The Bays, Pyrmont and Hunter Street (Sydney CBD), and the Clyde stabling and maintenance facility and Rosehill services facility.

This assessment identifies the potential landscape and visual impact of this proposal during the day and at night for each of these sites, for the period of construction and operation.

Identified potential landscape and visual impacts

The following section summarises the potential landscape and visual impact that is expected at each site.

Westmead metro station

Landscape Impact during construction:

There would be a **moderate adverse landscape impact** at Westmead Station and the Hawkesbury Road and Alexandra Avenue streetscapes. Due to the scale and extent of the work that would include temporary road diversions, alterations to footpaths and bus stops, and some further loss of vegetation along the rail corridor. This ongoing construction activity would adversely affect the comfort, amenity, legibility and permeability for residents and rail customers during construction.

At Hassall Street and Bailey Street streetscapes there would be a **minor adverse landscape impact** due to the lower sensitivity level of these neighbourhood streets.

Landscape Impact during operation:

There would be a **moderate beneficial landscape impact** at Westmead Station and the Hawkesbury Road and Alexandra Avenue streetscapes due to the improvements to local amenity, canopy cover, accessibility, permeability and legibility that would be realised. This would include the introduction of a new, visually prominent station entry facing Hawkesbury Road and Railway Parade, extensive areas of new public domain and trees, an underground cross corridor pedestrian concourse, cycle paths and facilities.

At Hassall Street and Bailey Street streetscapes there would be a **minor beneficial landscape impact** as these streetscapes would be restored with new public domain and street trees.

Visual Impact during construction:

There would be a **moderate adverse visual impact** on views to the construction site from the station and nearby streets including Hawkesbury Road, Railway Parade and Alexandra Avenue. In these views there would be further vegetation removal seen, and large scale construction activity structures seen with an intensive construction character, continuing on the existing construction site and also extending to include areas of the existing Westmead Station and rail corridor.

There would be a **minor adverse visual impact** on views from Bailey and Hassall Street and from parts of Alexandra Avenue as while there would be large scale construction works seen, these are lower sensitivity viewing locations.

At night there would be a **negligible visual impact** on the high district brightness areas of Westmead Station and Alexandra Avenue, as this additional lighting would be somewhat contained by landform and generally absorbed into the surrounding brightly lit night scene.

There would be a **minor adverse visual impact** at night where the works. While much of the work would be centred around the station, which is set back from the residential areas, the additional lighting would contrast with the lower light levels of surrounding residential areas of Bailey Street, Hawkesbury Road and Hassall Street.

Visual Impact during operation:

There would be a **moderate beneficial visual impact** on views from Hawkesbury Road, Alexandra Road and Railway Parade where there would be a new contemporary station entry, visible rising above the rail corridor at Hawkesbury Road, creating a new architectural focal point, and extensive new areas of public domain, including trees, improving the amenity of these views.

There would be a **minor beneficial visual impact** on views from Bailey and Hassall Street as there would no longer be construction activity seen in this view and the streetscapes would refreshed. The new station and services buildings would be located in the middle to background of these views and seen in the context of the higher density development already seen in the background of these views.

At night there would be a **negligible visual impact** on the high district brightness areas of Westmead Station and Alexandra Avenue. The additional lighting required at the station would be consistent with the existing character of the area at night and generally absorbed into the surrounding brightly lit night scene. The additional lighting at the station and in surrounding public domain areas would contrast with the lower light levels of surrounding residential areas of Bailey Street, Hawkesbury Road and Hassall Street, resulting in a minor adverse visual impact at night.

Parramatta metro station

Landscape Impact during construction:

There would be a **minor adverse landscape impact** on the streetscapes of George and Macquarie Streets. This would be due to the continued use of this site for large scale construction activity along a long section of these streets and the impacts on streetscape amenity, pedestrian permeability, legibility and accessibility.

At Church Street there would be **negligible landscape impact** on the streetscape as the works would not directly extend into the streetscape and works would be contained within an acoustic shed (or behind other acoustic measures).

There would also be a **negligible landscape impact** on the Horwood Place, Macquarie Lane and United Lane. While access to these lanes would continue to be restricted where they pass through the site, reducing the permeability and accessibility of this block, a temporary, north-south pedestrian access through the construction site between George Street and Macquarie Street would be provided.

In other locations surrounding the site, including Centenary Square and Parramatta Park, there would be a **negligible landscape impact** as there would be no direct landscape impacts or noticeable indirect impact on amenity or accessibility.

Landscape Impact during operation:

There would be a **moderate beneficial landscape impacts** on the Church Street, George Street and Macquarie Street streetscapes as there would extensive areas of expanded and improved public domain, including a plaza surrounding the heritage character Kia Ora building. There would also be new station entries and other active frontages that would improving accessibility, legibility and streetscape amenity.

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There would also be a **minor beneficial landscape impact** on the site, Horwood Place, Macquarie Lane and United Lane as site would be divided by several inter-block lanes, shared zones and pedestrian links that would improve the permeability and accessibility of this precinct. This would include the reinstatement of Horwood Place, the creation of a new section of the Civic Link, to the west of the Roxy Theatre, and shared zones between the Civic Link and Smith Street in the east, partly reinstating Macquarie Lane.

There would be a **minor beneficial landscape impact** on Church Street with a new contemporary station reinstating the former building line and providing street level activation and improving amenity, accessibility and legibility.

In other locations surrounding the site, including the Church Street streetscape, Centenary Square and Parramatta Park, there would be a **negligible landscape impact** as there would be no direct landscape impacts or noticeable indirect impact on amenity or accessibility.

Visual Impact during construction:

There would be a **moderate adverse visual impact** on views from Macquarie Street and George Street due to the extent and scale of construction activity that would be seen in the context of several heritage character buildings, including The Roxy and Kia Ora buildings in particular.

In views from Church Street there would be a **minor adverse visual impact** as only a small area of the site would be visible and the works largely contained within an acoustic shed (or behind other acoustic measures). Views from Smith Street in the east would be limited by intervening built form and there would be a **minor adverse visual impact.**

At night, it is expected that the additional light sources and skyglow that would be seen from the setting of the Parramatta metro station construction site would be generally absorbed into the existing brightly lit night scene, resulting in a **negligible visual impact.**

Visual Impact during operation:

There would be a **moderate beneficial visual impact** on views from Macquarie Street and George Street where there would be views to broad areas of new public domain including the Civic Link. These areas would improve the setting of the heritage The Roxy and Kia Ora building. These views have the capacity to absorb this larger scale built form, in locations that would be set back from these heritage buildings

In views from Church Street there would be a **minor adverse visual impact.** The new station building would restore the building line and activate the view with a high quality architectural finish.

From Smith Street there would be a new vista opened up and improvements to the public domain and a minor beneficial visual impact.

At night, it is expected that the additional light sources and skyglow that would be seen from the setting of the new station entries and public domain at the Parramatta metro station would be generally absorbed into the existing brightly lit night scene, and there would be a **negligible visual impact**.

Sydney Olympic Park metro station

Landscape Impact during construction

There would also be a **minor adverse landscape impact** on the Herb Elliott Avenue and Figtree Drive streetscapes as the leafy streetscape character would be largely maintained and only a small portion of this streetscape would change, these changes would be localised and affect a small part of this streetscape.

There would be a m**inor adverse landscape impact** on the Abattoir Heritage Precinct gardens, as there would be no direct impact on the heritage buildings and gardens. However, the construction site south of Herb Elliott Avenue, would reduce the amenity of this precinct for recreational users and with reduce the accessibility and legibility of the gardens.

Landscape Impact during operation

There would also be a **moderate beneficial landscape impact** on the Herb Elliott Avenue and Figtree Drive streetscapes during operation. This would be due to the expansive public domain, improved permeability, accessibility, and canopy cover of these streetscapes.

There would be a **negligible landscape impact** on the Abattoir Heritage Precinct gardens as the accessibility and amenity would be restored with new public domain areas, and a spatial separation and stepping down of built form near the gardens.

Visual Impact during construction

There would be a **negligible visual impact** from Showground Road and a minor adverse visual impact from Herb Elliott Avenue as construction activity would continue to be seen in an existing context of higher density built form and retained existing street trees, which increases the capacity of this view to absorb this change.

The impact on views from Figtree Drive would be **negligible to minor adverse.** While there would be large scale construction occurring within the site, the scale of this work would be reduced by the existing mature trees along the streetscape.

There would be a **minor adverse visual impact** on views from Olympic Boulevard, as there would be some further tree removal seen as well as large scale construction. The remaining trees would partly screen this view.

At night, the works would contrast with the lower light levels of the setting, particularly in in the vicinity of the Abattoir Heritage Precinct. The works would also potentially be seen from elevated rooms of nearby hotels and residential towers, which overlook the site. Overall, these changes would result in a **minor adverse visual impact at night.**

Visual Impact during operation

There would be a **negligible visual impact** from Showground Road and Figtree Drive and a **minor beneficial visual impact** from Herb Elliott Avenue. This is due to the compatibility of the built form with the scale of the existing buildings, and maintenance of the street trees which provide a filtering effect to these views.

There would be a **minor beneficial visual impact** on views from Olympic Boulevard, due to the retention of the intervening vegetation, expansive public domain, and compatibility of the new built form with the scale of the existing buildings.

At night there would be a **minor adverse visual impact. This is due to** the additional light sources and skyglow created by the new station lighting that would be consistent with and largely absorbed into the surrounding brightly lit night scene. This lighting would, however, contrast with the lower light levels of in the vicinity of the Abattoir Heritage Precinct. The works would also potentially be seen from elevated rooms of nearby hotels and residential towers, which overlook the site.

North Strathfield metro station

Landscape Impact during construction:

There would be a **moderate adverse landscape impact o**n the existing North Strathfield Station due to the removal of the remaining area of the heritage gardens, which contributes to the setting of the railway station and local centre, affecting local amenity, legibility and sense of place.

There would also be a moderate adverse landscape impact on the North Strathfield Station s170 listed heritage gardens due to the scale and extent of the works, experienced in proximity to the public areas of the station, altering the amenity, accessibility and legibility of the station.

The landscape qualities of the Queen Street streetscape would also be reduced causing a moderate adverse landscape impact due to the continued presence of construction, and impacts to footpaths, reducing pedestrian permeability, legibility and comfort.

There would be a **minor adverse landscape impact** on the Hamilton Street East streetscape because of the presence of construction vehicles accessing the compound would reduce the level of comfort and amenity for pedestrians approaching the station and accessing nearby apartments and educational facilities.

Landscape Impact during operation:

There would be a **moderate beneficial landscape impact o**n the North Strathfield Station during operation as the new station and upgrades to the existing station and adjacent public realm areas along Queen Street would considerably improve the landscape quality and functioning of this precinct.

There would be a **moderate adverse landscape impact** on the North Strathfield Station s170 listed heritage gardens which would have been removed. The Queen Street streetscapes and Hamilton Street streetscapes would also experience a **minor beneficial landscape impact** due to the upgrades to the public domain and improved accessibility.

Visual Impact during construction:

There would be a **moderate adverse visual impact** on views from the northern end of Queen Street, extending from the corner of Beronga and Wellbank Streets, along Queen Street and Waratah Street due to the close proximity of construction work to adjacent residential and commercial properties.

There would be a **minor adverse visual impact** on views from the southern end of Queen Street, near the southern construction site as the scale of the construction work in this location would be largely in character with views to the existing rail corridor and maintenance facility.

There would be a **moderate adverse visual impact** at the North Strathfield metro station construction site at night as this would bring brighter lighting closer to the residences on Queen Street and Pomeroy Street in particular.

Visual Impact during operation:

There would be a **moderate adverse visual impact** on views from the northern end of Queen Street, at the corner with Beronga Street as, while there would be public domain improvements, the scale and utilitarian character of the new building, containing the station services, would substantially contrast with the prevailing character of the residential properties in this view.

There would be a **minor adverse visual impact** on views from Queen Street, opposite the site, and Waratah Street as the new station building would contrast in height, scale and appearance with the residential and commercial buildings in this view.

There would also be a **minor adverse visual impact** on views from the North Strathfield Station footbridge and station platforms as the new station would transform these views. Increasing the built form visible and altering the setting of the heritage character buildings.

There would be a **minor adverse visual impact** at the North Strathfield metro station at night. While all lighting would be designed to minimise light spill and skyglow, it is expected that the additional light sources and skyglow from the station would be seen from the residential properties which overlook the station on Pomeroy Street, Queen Street, Waratah Street and Wellbank Street.

Burwood North Station

Landscape Impact during construction:

There would be a **moderate adverse landscape impact** on the Parramatta Road and Burwood Road streetscapes during construction. This is due to the continued use of this site for large scale construction activity over a large area and the reduction in the amenity of adjacent footpaths, local accessibility and legibility that would result.

During construction, there would be a minor adverse landscape impact on the streetscapes of Burton and Loftus Streets, and Neichs Lane. The large size of the construction site and scale of activity that would occur, and continued diversion of Neichs laneway, would reduce the accessibility and permeability of this area, and streetscape amenity for pedestrians and road users.

Landscape Impact during operation:

There would be a **moderate benefit landscape impact** on the Parramatta Road and Burwood Road streetscapes as these streets would be transformed by this proposal. The new public domain, new station entries and active frontages facing Burwood and Parramatta Roads would improve accessibility, legibility and amenity for road users, cyclists and pedestrians.

During operation, there would be a minor benefit landscape impact on the streetscapes of Burton and Loftus Streets, and Neichs Lane. There would be a broad new area of public domain, new north-south and east-west laneways would improve the accessibility, legibility and amenity for road users, cyclists and pedestrians in the Burton and Loftus Street streetscapes.

Visual Impact during construction:

There would be a **moderate adverse visual impact** on views from Burwood Road due to the continued use of the site for large scale construction activity and presence of the acoustic shed (or other acoustic measures).

Views along Parramatta Road would experience a moderate adverse visual impact. While these views have a high capacity to absorb the character of the works, the works would be prominent and visually dominant due to the extent and scale of the construction activity, that would, in some locations, surround the viewer.

Views from Burton Street would have a moderate adverse visual impact as there would be large scale construction works

seen in the middle and background of views contrasting with the otherwise low density residential, leafy streetscape character. From Loftus Street there would be a minor adverse visual impact as while the scale of the works would contrast with the otherwise leafy low density residential scale of the foreground of this view, the works would be seen in the former location of light industrial uses and in the context of existing medium density residential developments and the busy Parramatta Road. The character of these views is intended to be transformed to higher density development according to the PRCUTS (City of Canada Bay, 2021) and *Burwood-Concord precinct master plan (refer to Section 8.2 of this technical paper).*

At night, the works at the North Burwood metro station construction site would result in a **minor adverse visual impact**. The setting is already brightly lit and has a high capacity to absorb additional light. While some of the night work would be contained by the acoustic shed (or other acoustic measures), some areas of the site may introduce additional light closer to the residences on Burton Street, Loftus Street and Esher Lane in particular.

Visual Impact during operation:

There would be a **minor beneficial visual impact** on views from Burwood Road and Parramatta Road and a **negligible visual impact** in views from Loftus Street and Burton Street which are of lower visual sensitivity. These views have the capacity to absorb the additional height and form of the station buildings due to the mixed built form visible and compatibility with the planning intentions of this area. There would also be new areas of public domain with street trees that would improve the amenity of these views.

At night, there would be a **minor adverse visual impact** as the setting is already brightly lit and has a high capacity to absorb the additional light that would be required to ensure safety for customers at night.

Five Dock Station

Landscape Impact during construction:

There would be a **moderate adverse landscape impact** on the Great North Road streetscape as the use of large scale machinery and vehicles, would decrease the level of comfort and amenity, and continue to change the streetscape character in this location.

There would also be **moderate adverse landscape impacts** to the East Street, Second Avenue and Waterview Street streetscapes. This would be due to the scale of the construction activity which would decrease the level of comfort and amenity on the adjacent footpaths and continue to change the streetscape character in this location.

There would be a **minor adverse landscape impact** on Fred Kelly Place as although there would be no direct impact on Fred Kelly Place, the site would border the northern edge of the square and would continue to impact the level of comfort for recreational users and pedestrians, resulting in the square being less desirable to use during this time.

Landscape Impact during operation:

There would be a **minor beneficial landscape impact** on the Great North Road streetscape as there would be a widened area of public domain adjacent to Fred Kelly Place and the streetscape would be reinstated with high quality pavements, street trees and gardens, lighting and street furniture. These improvements would improve the amenity for road users, cyclists and pedestrians. The station entry and bus stops on Great North Road would improve the legibility and accessibility of public transport in this centre. There would also be a **minor beneficial landscape impacts** to the East Street, Second Avenue and Waterview Street streetscapes. The impacted areas of these streets would be reinstated and there would be new kiss and ride facilities with improved footpaths.

There would be a **moderate beneficial landscape impact** on Fred Kelly Place as Fred Kelly Place would be substantially expanded to the north, achieve the Five Dock Town Centre Urban Design Study Recommendations for this public place. There would be a new station entry and active frontages that would improving the amenity and functioning of this plaza.

Visual Impact during construction:

There would also be a **moderate adverse visual impact** on views from Second Avenue and Waterview Street to the eastern site, due to the scale of the acoustic shed in relation to the surrounding residential area.

There would be a **minor adverse visual impact** on views from the entry to the Five Dock Library, Great North Road and East Street due to the scale of works near to residential areas and parkland.

In views along Second Street from Five Dock Park, there would be a **negligible visual impact** due to the distance and capacity of this view to absorb the construction activity.

At night the works at the Five Dock construction sites would result in a **minor adverse visual impact**, as while all lighting within the construction sites would be designed to minimise light spill, and directed away from neighbouring property, night works would be required at both construction sites, increasing the light levels within the construction site, seen from adjacent residences and commercial properties on East Street, Great North Road and Fred Kelly Place, and also on Second Avenue and Waterview Street.

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Visual Impact during operation:

There would be a **minor beneficial visual impact** in views from the Five Dock Library and East Street, where there would be a new built for of a larger mass and scale that would stepping back from the new expanded Fred Kelly Place, and the St Alban's Anglican Church, with a high quality architectural finish. This building would replace what was a largely blank wall and roofscape, improving the amenity of the view.

There would also be a minor beneficial visual impact in southern views from the Great North Road as, while the new station building would have a large mass and scale, the built form would be stepped so that the prominence of the St Alban's Anglican Church would be maintained, and the setting improved by new public realm. In the views north from Great North Road there would be a moderate beneficial visual impact as these views would include an expanded public domain at Fred Kelly Place, and the built form would be stepped back from this plaza.

In views from Second Avenue and Waterview Street, there would be a moderate adverse visual impact as, while the built form scale is consistent with that intended by the Canada Bay LEP and Urban Design Study, the utilitarian appearance of the built form would contrast with the character of the background of this view. Similarly, there would be a minor adverse visual impact on views from Waterview Street to the eastern site, due to the scale and utilitarian character of the building contrasting with the adjacent low density residential area.

In views from Five Dock Park, there would be a **negligible visual impact** due to the distance and capacity of this view to absorb the scale of the proposed built form.

At night there would be a **negligible visual impact** on the locality of Five Dock. The additional lighting in the public domain and at the new station would be designed to minimise light spill and consistent with the existing brightly lit setting.

The Bays Station

Landscape impact during construction: There would be a **negligible landscape impact** on the Glebe Island portside industrial and commercial areas. Construction activity would be relatively contained and localised, to areas previously subject to construction that have limited public access and extending into areas around Robert Street which would cause some temporary impacts on accessibility and legibility within this area.

Landscape impact during operation:

There would be a **minor beneficial landscape impact** during operation due to the generous provision of public domain, including through site links, cycle and pedestrian facilities, there would be improved accessibility, legibility, and amenity.

Visual Impact during construction:

There would be a **minor adverse visual impact** on views south from Hornsey Street in Rozelle as the construction site, including construction of the traction substation would be seen and obstruct views to the city skyline. There would be a minor adverse visual impact on views from the Mansfield Street Open Space, as while the construction site would extend across a large portion of these views, this construction work would be consistent in character with the surrounding industrial landscape.

There would be a **moderate adverse visual impact** on views from the Anzac Bridge Access Road shared use pathway as this work would obstruct part of the view to several visual features across the background of the view, would be large scale construction work and in close proximity to this pathway. There would also be a moderate adverse visual impact on a vista from the Anzac Bridge to the former Power Station which would be partly obstructed and visually cluttered by construction in the vicinity of the former Power Station façade.

There would be a **negligible visual impact** on views from Peacock Point Reserve and the Barangaroo Reserve, due to the distance and visual compatibility of the construction work with the character of these views.

At night, there would be a negligible visual impact on The Bays Station construction site as the lighting would be consistent with the existing uses on the site and would be largely absorbed.

Visual Impact during operation:

There would be a **minor adverse visual impact** on views south from Hornsey Street in Rozelle during operation as, while this view has the capacity to absorb new built form, together the traction substation building and new buildings would obstruct the distant view to the Sydney Harbour Bridge, which are attractive features of this view. There would also be a moderate adverse visual impact on the vista from the Anzac Bridge to the former White Bay Power Station as the façade of this heritage building would be partly obstructed and by new built form.

There would be a **minor adverse visual impact** on views from the Anzac Bridge Access Road shared use pathway as the new buildings would be in close proximity and obstruct part of the view to several visual features in the background of the view, including the Sydney Harbour Bridge.

There would be a **negligible visual impact** on views from Peacock Point Reserve and the Barangaroo Reserve due to the distance.

At night, there would be a **negligible visual impact** on The Bays Station site and adjacent areas as while the level of lighting required to ensure safety for customers at night would increase the light levels around the precinct, this additional light would be set back from adjacent residential areas.

Pyrmont Station

Landscape impact during construction:

There would be a **minor adverse landscape impact** from the Pyrmont Station eastern site on the Paternoster Lane, Pyrmont Street and Pyrmont Bridge Road streetscapes in the vicinity of the construction site due to the continued loss of a somewhat prominent corner building and character of construction altering the character and amenity of the adjacent streets.

There would also be a **minor adverse landscape impact** from the Pyrmont Station western site on the Paternoster Lane, Pyrmont Street and Pyrmont Bridge Road streetscapes in the vicinity of the construction site due to the continued reduction in character and amenity of the adjacent streets due to construction activity.

Similarly, at the Pyrmont Station eastern construction site there would be a minor adverse landscape impact on the Union Street, Edward Street and Pyrmont Bridge Road streetscapes in the vicinity of the site. This would be due to the continuing reduced tree canopy, reduced in streetscape activation and the amenity of the adjacent footpaths.

There would be a **minor adverse landscape impact** related to potential overshadowing of residential properties at in the building at 110 Pyrmont Bridge Road from the Pyrmont Station eastern site when shadows are cast to the south in mid-winter.

Landscape impact during operation:

There would be a **minor beneficial landscape impact** from the Pyrmont Station eastern site on the Paternoster Lane, Pyrmont Street and Pyrmont Bridge Road streetscapes as the expanded public domain and streetscape upgrades in the vicinity of the site would improve the landscape quality and functioning of these streets. The new station entry would be a local visual landmark improving legibility and accessibility within the local area.

There would be a **negligible landscape impact** on Paternoster Lane due to the new public domain and reinstatement of the former building line, redefining Paternoster Row.

At the Pyrmont Station eastern site there would be a **minor beneficial landscape impact** as the expanded and upgraded public domain, new station entrance and reinstated street trees would improve the landscape quality and functioning of these streetscapes.

There would be potential for **minor overshadowing** of the residential building to the south of the Pyrmont Station eastern site, located to the south of the site, and would be overshadowed by the upper levels of the proposed station building throughout the day in mid-winter.

Visual impact during construction:

There would be **minor adverse visual impact** on views to the Pyrmont Station western site including from Paternoster Row, Pyrmont Bridge Road and Pyrmont Street due to the scale of the construction activity seen in close proximity, located on a locally prominent site and contrasting in character with the adjacent small Victorian Terraces on Pyrmont Street.

Similarly, there would be **minor adverse visual impact** on views to the Pyrmont Station eastern site including in views from Pyrmont Bridge Road and Edward Street due to scale and proximity of the works. From the residential area of Harwood Street there would also be a minor adverse visual impact as there would only be a portion of the site visible.

There would be a **moderate adverse visual impact** in views east along Union Street towards the Pyrmont Station eastern site where the existing street trees would have been removed as part of the work carried out under the previous Sydney Metro West planning application, allowing a clear view to the construction activity. There would also be a moderate adverse landscape impact in views west from Pyrmont Bridge due to the increased sensitivity of this location. There

would be minor adverse visual impact from the residential properties on Harwood Street as only a small part of the construction site would be visible from this location.

At night there would be a **negligible visual impact** on the setting of the Pyrmont Station eastern construction sites as the additional lighting would be consistent with the existing brightly lit setting of these sites.

Visual impact during operation:

There would be **minor adverse visual impacts** in views from Paternoster Row to the Pyrmont Station western site due to the increased massing and scale of the western station entrance building which would contrast with the existing terraces along this lane. There would, however, be minor beneficial visual impacts in views from Pyrmont Bridge Road and Pyrmont Street where the new station building would have a massing and scale that marks this locally important corner site. While this would contrast in character with the adjacent small Victorian Terraces on Pyrmont Street, the new station building would have a high quality architectural finish and improve the quality of the public domain.

Likewise, there would be **minor beneficial visual impact** on views to the Pyrmont Station eastern site including in views from Union Street, Pyrmont Bridge Road and Edward Street where the eastern metro station building would be a high quality contemporary structure that would step up in mass and scale, consistent with the prominence of this location and compatible with these highly urban views. There would be a moderate beneficial visual impact in views from Pyrmont Bridge due to the increased sensitivity of this location.

At night there would be a **negligible visual impact** on the setting of both the Pyrmont Station eastern and western sites as while the level of lighting required to provide for safety for customers at night would increase the light levels around the precinct, this light would be consistent with the bright lighting levels in this area and can be managed to minimise light spill into private properties.

Hunter Street Station (Sydney CBD)

Landscape impact during construction:

There would be a **moderate adverse landscape impact** on the George and Hunter Street streetscapes in the vicinity of the Hunter Street Station (Sydney CBD) western site. While there would not be a direct impact on George Street, and the former Skinners Family Hotel would remain, there would continue to be a large break in the continuity of the built form and reduction in street level activation.

There would be a **minor adverse landscape impact** on Richard Johnson Square as while there would be no direct impact on the square, its appeal as a meeting place and as a breakout space would be reduced due to the sites proximity to major construction activity.

There would be a **minor adverse landscape impact** on the Bligh Street, Hunter Street and O'Connell Street streetscapes near the Hunter Street Station (Sydney CBD) eastern site, would also be altered by the creation of a large break in the continuity of the built form and the effect of the construction activity on pedestrian circulation and amenity.

Landscape impact during operation:

There would be a **moderate beneficial landscape impact** on the George and Hunter Street streetscapes in the vicinity of the Hunter Street Station (Sydney CBD) western site due to generous provision of public domain, including through site links, and new station entries addressing these streets, there would be improved accessibility, legibility and amenity along these streetscapes.

There would be a **minor beneficial landscape impact** on Richard Johnson Square, in the vicinity of the Hunter Street Station (Sydney CBD) eastern site, as there would be improvements to both the urban fabric of the square and its interface with the new metro station entry.

There would be a **moderate beneficial landscape impact** on the Bligh Street, Hunter Street and O'Connell Street streetscapes near the Hunter Street Station (Sydney CBD) eastern site, due to upgrades to the public domain, including a through site link, and new station entry, improving accessibility, legibility and amenity along these streetscapes in the vicinity of the site.

Visual impact during construction:

At the to the Hunter Street Station (Sydney CBD) western site, there would be a **minor adverse visual impact** on views from the Sydney Light Rail Wynyard stop and George Street due to the scale and proximity of the construction activity seen from a location of regional visual sensitivity. Otherwise, there would be minor adverse visual impacts on views from George Street, Margaret Street, Hunter Street and Hamilton Street due to the scale of the works that would continue to be seen on the site.

At the Hunter Street Station (Sydney CBD) eastern site there would be **a minor adverse visual impact** in views from locations along Hunter Street, Pitt Street, Castlereagh Street and Bligh Street. While there would continue to be substantial construction work undertaken at this site, it would be consistent with the scale of the activity currently seen on the site, and would contrast with the adjacent heritage character buildings.

At night, there would be a **negligible visual impact** on the setting of the Hunter Street Station (Sydney CBD) as lighting at the construction sites would be generally in character with the surrounding brightly lit buildings and the traffic on the streets in the vicinity of the site.

Visual impact during operation:

At the to the Hunter Street Station (Sydney CBD) western site, there would be a **moderate beneficial visual impact** on views from the Sydney Light Rail Wynyard stop and adjacent areas of George Street and a **minor beneficial visual impact** on views from other areas of George Street, Margaret Street, Hunter Street and Hamilton Street where there is a view to the site. In these views, the station building would reinstate the building line with a built form that steps in height to reflect the scale of the adjacent heritage buildings and would be broken up with through site links and the station entry.

At the Hunter Street Station (Sydney CBD) eastern site there would be a **minor adverse visual impact** in views from locations along Hunter Street, Pitt Street, Castlereagh Street and Bligh Street. The setbacks and height of the new station building would respond to views of the adjacent heritage buildings, particularly the adjacent former 'NSW Club' building and the former Wales House building, which would continue to be visual features in views in the vicinity of this site. The scale and appearance of the new station building would be consistent with this dense urban setting and the new public realm areas would improve the visual amenity at street level.

Visual impact during operation at night:

At night there would be a **negligible visual impact.** While there would be increased light levels required to provide safety for customers at night, this would be consistent with the light levels around these areas of the CBD.

Clyde stabling and maintenance facility and Rosehill services facility

Landscape impact during construction:

There would be a **moderate adverse landscape impact** on the Rosehill Gardens racecourse and the former T6 Carlingford Line and Rosehill Stations during construction. This is due to the continued reduction in tree cover and ongoing minor changes to accessibility in the vicinity of the of the racecourse and former Rosehill Station.

On the site, and Unwin, Kay and Shirley Streets there would be a **minor adverse landscape impact** due to the continued reduced levels of vegetation, extensive earthworks and presence of large scale construction activity. There would also

be a **minor adverse landscape impact** at A'Becketts Creek and Duck Creek landscapes as, while there would not be any new areas impacted for this proposal, the impacted sections of these creeks would remain within the construction site and subject to ongoing construction activity during this construction of this proposal.

Landscape impact during operation:

There would be a **negligible landscape impact** on the Rosehill Gardens racecourse and the former T6 Carlingford Line and Rosehill Stations during operation due to the consistency of the metro train activity with the former use of the T6 Carlingford Line, the improvements to the accessibility of the racecourse from the west, and further landscaping.

There would be a **negligible landscape impact** on the site during operation due to the improved vegetation cover, permeability and accessibility for road users, there would be a noticeable improvement in the quality of the site landscape and surrounding streetscapes.

There would be a **negligible landscape impact** on the remaining sections of Duck Creek and A'Becketts Creek that pass through the stabling site and former construction site, would be rehabilitated and parts of Duck Creek would be renaturalised. This would improve the condition of the remaining sections of these creeks, and improvement from their heavily degraded condition prior to the commencement of works previously approved. Overall, there would be a noticeable improvement

Visual impact during construction:

While the construction works are somewhat compatible with the existing industrial character of views to the site, there would be a **moderate adverse visual impact** on views from James Ruse Drive and the M4 Western Motorway onramp. This is due to the extent of intensive construction work that would be visible, including construction of the stabling and maintenance facility. There would be a **minor adverse visual impact** on views from the M4 Western Motorway where the view of the site would be partly screened by the road barriers and seen at speed.

There would be a **moderate adverse visual impact** on views from the car parking areas of the Rosehill Gardens Racecourse given the large scale construction works would be seen in close proximity and extending across a large portion of views from this location. View south from the James Ruse Drive footbridge, however, would experience a **minor adverse visual impact**, due to the distance and visual absorption capacity of this view.

There would be a **negligible visual impact** on views from the Rosehill Gardens racecourse as construction for this proposal would be consistent in character with the existing surrounding industrial landscape also seen within the broader panoramas from the spectator stands. These views would be at an oblique angle and at a considerable distance. There would also be a **negligible visual impact** on views along Unwin Street and Colquhoun Street during construction of the power supply due to the minor scale of this work and existing industrial character of these streetscapes.

There would also be a **negligible visual impact** on views along Unwin Street and Colquhoun Street during construction of the power supply due to the minor scale of this work and existing industrial character of these streetscapes.

At night there would be **a negligible visual impact** on the setting of the stabling and maintenance facility as the additional lighting would be readily absorbed into the existing moderately lit setting of industry at Clyde and Rosehill.

Visual impact during operation:

There would be a **minor adverse visual impact** on views from James Ruse Drive. While the water treatment plant building would be visually prominent, these views have a high visual absorption capacity of this view with a precedent of rail and road

infrastructure and the screening effect of proposed vegetation on and surrounding the site over time.

There would be a **minor adverse visual impact** on views from the M4 Western Motorway and the motorway onramp due to the high capacity of this view to absorb the scale of this proposal due to the setting of light industrial built form and road infrastructure.

There would be a **minor adverse visual impact** on views from the car parking areas of the Rosehill Gardens Racecourse during operations as, while there would be a view of metro trains intermittently moving along the test track, this would be similar in character to the former train activity that would have been seen when the former T6 Carlingford Line was operational. There would also be a **minor adverse visual impact** from the James Ruse Drive Footbridge where the water treatment plant building, metro train vehicles and upgraded rail corridor would be seen at a distance.

There would be a **negligible visual impact** on views from the Rosehill Gardens racecourse as the services building and stabling yard would be partly screened by intervening vegetation and consistent in character with the existing and surrounding industrial landscape also seen within the broader panoramas from the spectator stands. There would also be a **negligible visual impact** on views along Unwin Street and Colquhoun Street as the power supply would be underground and not visible. There would also be a negligible visual impact on views along Unwin Street and Colquhoun Street as the power supply would be underground and not visible.

At night, there would be increased light levels for the stabling and maintenance activities, and at the services facility, and along the dive structure which would be mostly consistent with the brightly lit surrounding industrial areas.

Mitigation measures

A Construction Environmental Management Framework (CEMF) (Appendix F of the Environmental Impact Statement) describes the approach to environmental management, monitoring and reporting during construction. The CEMF contains a number of 'standard mitigation measures' related to management of landscape and visual impacts during construction and would be applied at all construction sites to minimise the impacts. In addition to this further specific mitigation measures have been developed that would avoid, reduce and manage the identified potential adverse landscape and visual impacts resulting from this proposal. These include measures to be implemented during construction and operation, during the day and at night.

1. INTRODUCTION

1.1 Context and overview

1.1 Context and overview

Sydney is expanding and the NSW Government is working hard to deliver an integrated transport system that meets the needs of customers now and in the future. Sydney Metro is Australia's biggest public transport program.

Sydney Metro West is a new 24-kilometre metro line that will connect Greater Parramatta with the Sydney CBD. Confirmed stations include Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and Hunter Street (Sydney CBD). This infrastructure investment will double the rail capacity of the Greater Parramatta to Sydney CBD corridor with a travel time target between the two centres of about 20 minutes.

The delivery of Sydney Metro West is critical to keeping Sydney moving and is identified in a number of key strategic planning documents including the *Greater Sydney Region Plan: A Metropolis of Three Cities – connecting people* (Greater Sydney Commission, 2018), *Building Momentum: State Infrastructure Strategy 2018-2038* (Infrastructure NSW, 2018) and *Future Transport Strategy 2056* (Transport for NSW, 2018).

Sydney Metro West is being assessed as a staged infrastructure application under section 5.20 of the *Environmental Planning & Assessment Act 1979* (EP&A Act). The

FIGURE 1-1
SYDNEY METRO WEST

previous Sydney Metro West planning applications included:

- The Concept and major civil construction work for Sydney Metro West between Westmead and The Bays (Stage 1 of the planning approval process, application number SSI-10038), was approved by the Minister for Planning and Public Places on 11 March 2021.
- Stage 2 of the planning approval process includes all major civil construction between The Bays and Sydney CBD. An Environmental Impact Statement for major civil construction between The Bays and Sydney CBD was exhibited between 3 November 2021 and 15 December 2021.

Stage 3 of the planning approval process is seeking planning approval to enable the approved Concept to be realised by carrying out the tunnel fit-out, construction of stations, ancillary facilities and station precincts, and operation and maintenance of the Sydney Metro West line (this proposal).

Major civil construction including station excavation and tunnelling work associated with the previous Sydney Metro West planning applications does not form part of this proposal. This proposal includes the activities required to complete construction ready for operations of Sydney Metro West.

The main elements of Sydney Metro West are shown in Figure 1-1.

1.2 Key features of this proposal

This proposal would involve:

- Fit-out of tunnels including systems for metro train operations
- Construction, fit-out and operation of:
  - Metro station buildings and the surrounding metro precincts
  - services facility and traction substations
  - A control centre, test track and stabling and maintenance facility at Clyde
  - Space for non-station uses at metro stations (e.g. retail, commercial and/or community facilities)
  - Provisions for over and/or adjacent station development within metro precincts
  - Rail interchange support works, including work to the existing T1 Western Line at Westmead and T9 Northern Line at North Strathfield
  - Transport network modifications such as new interchange facilities and changes to public transport networks to serve metro stations
  - Subdivision of sites
  - Operation and maintenance of the Sydney Metro West line.

Components of this proposal are subject to further design development, and changes may be made during the ongoing design which take into account the outcomes of community and stakeholder engagement and environmental investigations.

Further details of the proposal are provided in Chapter 5 (Proposal description – construction) and Chapter 6 (Proposal description – operation) of the Environmental Impact Statement.

1.3 Purpose and scope of this report

This technical paper, Technical Paper 6: Landscape and Visual Amenity is one of a number of technical papers that form part of the Environmental Impact Statement. The purpose of this technical paper is to identify and assess the potential impacts of this proposal in relation to Landscape (including Urban Design) and Visual Amenity. It responds directly to the Secretary's environmental assessment requirements outlined in Section 1.4.

1. INTRODUCTION

1.4 Secretary's envrionmetal assessment requirements

1.4 Secretary's environmental assessment requirements

The Secretary's environmental assessment requirements for this proposal were issued on 16 August 2021. The requirements specific to landscape and visual amenity, and where these requirements are addressed in this technical paper, are outlined in Table 1-1.

The Secretary's environmental assessment requirements also makes reference to the *Sydney Metro West Scoping Report – Rail infrastructure, stations, precincts and operations (Sydney Metro, 2021),* which identified the proposed scope of investigations and assessment. How this technical paper addresses these matters is outlined in Table 1-2.

TABLE 1-1
SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS – LANDSCAPE AND VISUAL AMENITY

Secretary's environmental assessment requirements	Where addressed
3. Design, Place and Movement	Sections 4-14, and Section 16 of this technical paper. Refer also to the EIS, Part B and Appendix E (Sydney Metro West Station and precinct design guidelines).
The proposal is well-designed and enhances the environment where it is located, including optimising accessibility and connectivity for communities, improving quality of places for people walking, cycling and using public transport, and enhancing public spaces.	
The proposal contributes to greener places, facilitating the enhancement and provision of green infrastructure.	
The proposal minimises adverse impacts on the visual amenity of the built and natural environment (including public open space).	
1. A **design led process** that is informed, collaborative and iterative, which:	Refer to the EIS, Part B.
(a) utilises good design processes (such as Design Excellence and Design Review);	
(b) utilises design experts and multidisciplinary teams;	
(c) is designed with and connected with Country;	
(d) demonstrates how design integrity will be maintained during detailed design for the Sydney Metro West scheme;	
(e) involves the community, user groups and other stakeholders.	
2. Identify how the place and design principles for the Sydney Metro West scheme have further developed and remain reflective of the design objectives in Better Placed.	Refer to the EIS, Part B.
3. Illustrate how place designs, outcomes and actions protect and facilitate improvements to the built environment and place, including in relation to:	Sections 4.4, 5.4, 6.4, 7.4, 8.4, 9.4, 10.4, 11.4, 12.4, 13.4, 14.4. Refer also to the EIS, Part B.
(a) built form (including key project elements and amenity impacts to surrounding built environment);	
(b) access and connectivity for people walking, cycling and using public transport;	
(c) public space (including public open space, and how that space has been maximised and protected, access to and the quality of that space);	
(d) residual land;	
(e) views and vistas (including an assessment of visual impact, and visual representations of the proposal from key locations to illustrate the operational state of the proposal where visual impacts that are deemed greater than medium).	Sections 4.5, 5.5, 6.5, 7.5, 8.5, 9.5, 10.5, 11.5, 12.5, 13.5, 14.5.

1.4 Secretary's Environmental Assessment Requirements

Secretary's environmental assessment requirements	Where addressed
4. Illustrate how **movement (accessibility and connectivity) principles, outcomes and actions** achieve:	Sections 4.4, 5.4, 6.4, 7.4, 8.4, 9.4, 10.4, 11.4, 12.4, 13.4, 14.4. Refer also to the EIS, Part B.
(a) balance between "place" and "movement";	
(b) access for people walking, cycling and using public transport;	
(c) integration of proposal with wider active and public transport networks and access to public space, town centres and main precincts of activity (currently existing or proposed in the plans and strategies of local councils and state authorities);	
(d) implementation of universal design and access needs of mobility impaired users.	
5. **Demonstrate improvements to**:	Refer to the EIS, Part B.
(a) access to public space;	
(b) access to community facilities or areas providing services to the community, such as local centres;	
(c) active and public transport including local walking and cycling routes maintained or made more direct, safe and comfortable.	
6. Identify how green infrastructure design principles are reflective of the principles in Greener Places and Sydney Green Grid.	Refer to the EIS, Part B.
7. Identify how green infrastructure designs, actions and outcomes provide:	Refer to the EIS, Part B.
(a) green infrastructure, including enhancement of open space that supports recreation, biodiversity and waterway health;	
(b) an increase in tree numbers and canopy within proximity of the impacted area in accordance with the concept approval.	
8. Investigate crowded places strategies for higher volume stations and hostile vehicle mitigation strategies for each station and how such strategies will inform detailed design.	Refer to the EIS, Part B.
9. Assess interchange with walking, cycling and public transport at each station including:	Refer to the EIS, Part B.
(a) considerations for people cycling;	
(b) consideration for people walking (consideration of walking routes to the station, suitability of crossing infrastructure).	
10. Visual and related amenity impacts of construction to existing built and natural environments, including on streetscapes, key sites, landscape works, greenspace, and tree canopy.	Sections 4.4, 4.5, 5.4, 5.5, 6.4, 6.5, 7.4, 7.5, 8.4, 8.5, 9.4, 9.5, 10.4, 10.5, 11.4, 11.5, 12.4, 12.5, 13.4, 13.5, 14.4, 14.5.

1. INTRODUCTION

1.4 Secretary's envrionmetal assessment requirements

TABLE 1-2
SCOPING REPORT INVESTIGATIONS AND ASSESSMENT – LANDSCAPE AND VISUAL AMENITY

Scoping report investigations and assessment	Where addressed
Description of the existing landscape character and visual sensitivity and the receivers which could be impacted.	Sections 4.1, 5.1, 6.1, 7.1, 8.1, 9.1,10.1, 11.1, 12.1, 13.1 and 14.1.
Assessment of the potential landscape impacts on: • Key sites and buildings • Areas of open space and impacts on trees • Streetscapes Vegetation (where vegetation has not already been removed as part of work subject to assessment by preceding Sydney Metro West planning applications).	Sections 4 to 14.
Assessment of the potential visual amenity impacts on: • Key views and vistas • Streetscapes, recreation and open space areas • Heritage items including Aboriginal places and environmental heritage • The local community.	Sections 4 to 14. Heritage impact assessment provided in technical paper 5. Social impact assessment provided in technical paper 9.
Identification of mitigation measures to avoid, minimise and or mitigate potential temporary construction and operational landscape character and visual amenity impacts.	Section 16.

1.5 Structure of this report

This technical paper is structured as follows:

- Chapter 2 – description of the methodology used for the assessment
- Chapter 3 – description of the legislative and policy framework
- Chapter 4 – Westmead metro station landscape and visual impact assessment
- Chapter 5 – Parramatta metro station landscape and visual impact assessment
- Chapter 6 – Sydney Olympic Park metro station landscape and visual impact assessment
- Chapter 5 – North Strathfield metro station landscape and visual impact assessment
- Chapter 8 – Burwood North Station landscape and visual impact assessment
- Chapter 9 – Five Dock Station landscape and visual impact assessment
- Chapter 10 – The Bays Station landscape and visual impact assessment
- Chapter 11 – Pyrmont Station landscape and visual impact assessment
- Chapter 12 – Hunter Street Station (Sydney CBD) landscape and visual impact assessment
- Chapter 13 – Clyde stabling and maintenance facility and Rosehill services facility landscape and visual impact assessment
- Chapter 14 – assessment of potential cumulative impacts
- Chapter 15 – identification of management and mitigation measures.

2. ASSESSMENT METHODOLOGY

2.1 Guidance for landscape and visual impact assessment

2.1 Guidance for landscape and visual impact assessment

A range of guidance is available for the assessment of landscape and visual impacts. In New South Wales the following are typically referred to:

- Guidance note EIA-N04 Guidelines for Landscape Character and Visual Impact Assessment, Transport for NSW, 2020
- *The Guidance Note for Landscape and Visual Assessment, Australian Institute of Landscape Architects Queensland, 2018.*

The methodology used for this assessment is described below and is consistent with the direction offered by these documents.

2.2 Method

A detailed landscape and visual assessment for this proposal has been carried out for each site in the following steps:

- A review of the relevant legislative and policy framework
- Identification of the baseline conditions
- Description of the components and character of this proposal during construction and operation
- An assessment of potential landscape character impact during construction and operation
- An assessment of the potential daytime visual impact during construction and operation
- An assessment of potential night-time visual impact during construction and operation
- Identification of mitigation measures.

These steps are described in the following sections.

2.2.1 Legislative and policy framework

A range of legislation and policies from International, Federal, State and Local Government agencies provide guidance for development within the study area. Additionally, numerous masterplans and guidance documents exist, identifying ambitions for the future land use, built form and the desired character of the study area. The relevant requirements which apply across the study area have been summarised in Chapter 3. Further, site specific requirements have been summarised in the relevant chapter for each construction site.

2.2.2 Baseline conditions

This assessment considers the potential landscape (including urban design) and visual impacts of this proposal compared to the baseline environment presented at each site. Where relevant, the baseline condition considers the existing context of each site and what would be present following the completion of the work subject to the preceding Sydney Metro West planning applications. This would generally include activities such as the demolition of buildings, removal of vegetation and earthworks carried out under the previous Sydney Metro West planning applications.

The key landscape and visual features surrounding each site have been identified to describe the existing environment of the study area. Site visits were carried out and the existing character, landscape elements and views were recorded with photographs.

The landscape and visual conditions of the study area are constantly changing and future development is redefining land use and the character of the study area in some locations. Where this is occurring, the future character and conditions of the location have been identified. This includes specific reference to developments with a high level of certainty, including those currently under construction or with planning approval.

2.2.3 Description of the character and components of this proposal

A description of the character and a summary of the key components and construction works of this proposal is included. This summary describes the features that would influence the level of landscape and visual impact at each site. This includes the

elements and works that would be visible during construction and operations of the proposal, during the day and at night. Where relevant, the broader placemaking initiatives have also been described as they are relevant to the assessment of landscape and visual impact.

2.2.4 Landscape impact assessment

Landscape as defined by Transport for NSW (2020) is … 'All aspects of a tract of land, including landform, vegetation, buildings, villages, towns, cities and infrastructure' … and the … 'combined quality of built, natural and cultural aspects which make up an area and provide its unique sense of place'. In the urban context, landscape refers not only to trees and areas of open space, but also the built form, character and function of a place. It includes all elements within the public domain and the interrelationship between these elements and the people who use it.

A range of landscape elements could be directly or indirectly impacted by this proposal. To address these impacts, the landscape values of places within and surrounding each site were assessed. These include parkland, public plazas and streetscapes.

The landscape assessment was carried out by identifying the sensitivity of each landscape element and the likely magnitude of change expected as a result of this proposal. These factors were combined to make an overall assessment of the level of impact.

Whilst there are no statutory requirements for the protection of solar access for State Significant Infrastructure projects (such as this proposal), where relevant, an assessment of overshadowing has been carried out to consider this issue. This assessment has been applied where relevant and has used local planning guidance (outlined in section 3.3), to assess the potential overshadowing impact of the proposal on existing adjacent residential properties and public domain areas identified for solar access protection.

Landscape sensitivity

Landscape sensitivity refers to the value placed on a landscape element or urban place and the level of service it provides to the community. The sensitivity of a landscape may reflect the frequency and volume of users in a location. A landscape may also be valued for other characteristics such as tranquillity, visual relief, shade and contribution to microclimate. The value of landscapes is often described in local and NSW Government masterplans and planning guidance documents, reflecting the importance of landscape resources to the local, regional and state-wide community.

The sensitivity of landscape features is therefore considered in the broadest context of possible landscapes (refer to Table 2-1), from those of national importance through to those considered to have a neighbourhood landscape importance. Landscape features which are afforded legislative protection are specifically identified in the policy context section of this assessment.

There are no landscapes of Aboriginal cultural heritage value that have been identified within the study area that would affect the landscape sensitivity levels. An assessment of the impact of this proposal on Aboriginal cultural heritage values is contained in each respective precinct assessment chapters of Part B of the Environmental Impact Statement.

The non-Aboriginal cultural heritage values of landscapes within the study area have also been considered as they contribute to landscape character and community values. An assessment of the impact on non-Aboriginal heritage values is contained in Technical Paper 5 (Non-Aboriginal heritage) of this Environmental Impact Statement.

Table 2-1 lists the landscape sensitivity levels that applies to this assessment.

TABLE 2-1
LANDSCAPE SENSITIVITY LEVELS

Landscape sensitivity	Description
National	Landscape feature protected under national legislation or international policy, e.g. the forecourt of the World Heritage Listed Sydney Opera House and World Heritage Listed Parramatta Park.
State	Landscape feature that is heavily used and/or is iconic to the State, e.g. Martin Place, Hyde Park, Barangaroo Headland Park, and Sydney Olympic Park Stadium Plaza.
Regional	Landscape feature that is heavily used and valued by residents of a major portion of a city or a non-metropolitan region, e.g. Tumbalong Park Darling Harbour, Centenary Square Parramatta.
Local	Landscape feature valued and experienced by concentrations of residents and/or local recreational users. Provides a considerable service to the community. For example, it provides a place for local gathering, recreation, sport, street use by cafes and/or shade and shelter in an exposed environment e.g. Pyrmont Bay Park, Five Dock Town Centre area and Fred Kelly Place.
Neighbourhood	Landscape feature valued and appreciated primarily by a small number of residents e.g. street trees in a local street. Provides a noticeable service to the community. For example, it provides a seat or resting place, passive recreation and/or some shade and shelter in a local street.

2. ASSESSMENT METHODOLOGY

2.2 Method

TABLE 2-2
LANDSCAPE MAGNITUDE OF CHANGE LEVELS

Landscape magnitude of change	Description
Considerable reduction or improvement	Substantial portion of the landscape is changed. This may include substantial changes to vegetation cover (trees and canopy), the area of open space or public domain area, accessibility, permeability, legibility and wayfinding, comfort and amenity, activation and safety, overshadowing, and diversity of the public domain.
Noticeable reduction or improvement	A portion of the landscape is changed. This may include some alteration to vegetation cover (trees and canopy), the area of open space or public domain, accessibility, permeability, legibility and wayfinding, comfort and amenity, activation and safety, overshadowing, and diversity of the public domain.
No perceived reduction or improvement	Either the landscape quality is unchanged or if it is, it is largely mitigated by public domain improvements. Does not alter or not noticeably alter the vegetation cover (trees and canopy), the area of open space or public domain, accessibility, permeability, legibility and wayfinding, comfort and amenity, activation and safety, overshadowing, and diversity of the public domain.

Magnitude of change to the landscape

The changes to the landscape that would occur as a result of this proposal are assigned a magnitude of change level. This considers direct impacts on the landscape such as the removal of trees and tree canopy, open space and public domain areas, as well as indirect impacts, such as changes to the function of an area of open space or the public domain. The magnitude of change can result in adverse or beneficial effects. Table 2-2 lists the magnitude of change levels that applies to this assessment. The levels described in Table 2-2 have been informed by several national and state policies including:

- The National Urban Design Protocol (Australian Sustainable Built Environment Council, 2011), endorsed by the NSW Government. Its principles of good urban places have been incorporated into the magnitude levels, these are: enhancing, connected, diverse, enduring, comfortable, vibrant, safe and walkable
- Better Placed: A design led approach: developing an Architecture and Design Policy for New South Wales (Office of the State Government Architect NSW, 2016) and the subsequent document Evaluating Good Design (Office of the State Government Architect NSW, 2018). These documents offer detailed urban design principles, including Better fit- contextual, local and of its place; Better performance- sustainable, adaptable and durable; Better for community- inclusive, connected and diverse; Better for people- safe, comfortable and liveable; Better working- functional, efficient and fit for purpose; Better value- creating and adding value; Better look and feel- engaging, inviting and attractive
- Around the Tracks: Urban Design for Heavy and Light Rail (Transport for NSW, 2016). This document identifies eight urban design principles for heavy and light rail, these are to: Draw on a comprehensive site and context analysis to inform the design direction; Provide value-for-money design solutions that achieve high quality low maintenance architectural and urban design outcomes that have longevity; Provide connectivity and permeability for pedestrians; Integrate the project with the surrounding area; Maximise the amenity of the public domain; Protect and enhance heritage features and significant trees; Maximise positive view opportunities; Design an efficient and functional transport solution which enhances and contributes to local amenity and prosperity
- Practitioner's Guide to Movement and Place (Government Architect NSW and Transport for NSW, 2020). As a minimum all projects should aim to achieve a well-designed built environment by improving on each aspect of the built environment themes, by considering: Access and Connection; Amenity and Use; Green and Blue; Comfort and Safety; Character and Form.

Specific note has been made of considerations such as changes to the functioning of footpaths, built form, changes to public art, street trees and canopy coverage, access to parks and open space, overshadowing, as well as the types of activities supported in the public domain where relevant.

2.2.5 Daytime visual impact assessment

This visual impact assessment considers visual amenity as experienced by various people and aims to identify the range of views to the site which may be impacted, including views from streets, parks, residential areas and commercial properties.

To address potential impact on visual amenity, the potential visual influence of the proposal is established. From within this area viewpoints were selected to represent the range of views to the site, including any significant view corridors. A viewpoint assessment was carried out by describing the existing view, the view sensitivity, the magnitude of change expected because of this proposal, then an overall assessment of the level of impact was made. These steps are described in the following paragraphs.

Identification of existing visual conditions

The potential visual influence of the site was described, considering the potential scale of the proposal and the surrounding landform, vegetation cover, built form, and land use. For each site, several viewpoints were selected to illustrate the visual influence of the site. These represent publicly accessible viewpoints from a range of locations and viewing situations. Particular attention was paid to views from places where viewers are expected to congregate such as plazas, parks, recreation areas, public transport nodes and commercial areas, as well as views to and from heritage items and important visual features.

Visual sensitivity

Visual sensitivity refers to the duration, nature and quality of views. Locations from which a view would potentially be seen for a longer duration, where there are higher numbers of potential viewers and where visual amenity is important to viewers, can be regarded as having a higher visual sensitivity. In addition, views recognised by local, state or federal planning regulations would, by nature of their recognition in these documents, have a higher sensitivity.

The sensitivity of a viewpoint is considered in the broadest context of possible views, from those of national importance through to those considered to have a neighbourhood visual importance (refer to Table 2-3).

TABLE 2-3
VISUAL SENSITIVITY LEVELS – DAYTIME

Visual sensitivity	Description
National	Heavily experienced view to a national icon e.g. view to the Sydney Opera House from Circular Quay or Lady Macquarie's Chair.
State	Heavily experienced view to a feature or landscape that is iconic to the State, e.g. views to Old Government House from within Parramatta Park, view along the main avenue in Hyde Park, or a view to Sydney Harbour from Observatory Hill.
Regional	Heavily experienced view to a feature or landscape that is iconic to a major portion of a city or a non-metropolitan region, or an important view from an area of regional open space, e.g. view to St John's Anglican Cathedral from Centenary Square, views to Pyrmont Bridge, a Sydney CBD skyline view from Centennial Park.
Local	High quality view experienced by concentrations of residents and/or local recreational users, local commercial areas and/or large numbers of road or rail users. Views with local visual features and/or landmarks. For example, view along Macquarie or George Street in Parramatta, a view to the landscaped gardens and palm grove within the Abattoir Heritage Precinct in Sydney Olympic Park, a view to Chifley Square.
Neighbourhood	Viewers whose interest is not specifically focused on views e.g. workers. Views where visual amenity is appreciated by a small number of isolated residents, not particularly valued by the wider community.

2. ASSESSMENT METHODOLOGY

2.2 Method

Magnitude of change to views

The magnitude of change describes the extent of change resulting from this proposal and the visual compatibility of these new elements with the surrounding landscape. There are some general principles which determine the ranking of magnitude of change. These include elements relating to the view itself and its visual absorption capacity, including landform, built form and vegetation cover, backdrop and distance. There are also characteristics of this proposal, such as scale, form, line, shape, pattern, colour or texture. The magnitude of change can result in an improvement or reduction in visual amenity.

A high magnitude of change would result if this proposal contrasts strongly with the existing landscape. A low magnitude of change occurs if there is minimal visual contrast and a high level of integration of form, line, shape, pattern, colour or texture between the development and the environment in which it is located. Any planned changes to the visual context should be considered in this assessment.

Table 2-4 lists the terminology used to describe the magnitude of change levels.

TABLE 2-4
VISUAL MAGNITUDE OF CHANGE LEVELS – DAYTIME

Visual magnitude of change	Description
Considerable reduction or improvement	A substantial part of the view is altered. This proposal contrasts substantially with the surrounding landscape and/or desired future character.
Noticeable reduction or improvement	A small to moderate part of the view is altered. This proposal contrasts with the surrounding landscape and/or desired future character.
No perceived reduction or improvement	Either the view is unchanged or if it is, the change in the view is unlikely to result in a change in the amenity of the view. This proposal does not contrast with the surrounding landscape and/or is consistent with the desired future character.

2.2.6 Assessment of night-time visual impact

The assessment of night-time impact has been carried out with a similar methodology to the daytime assessment. However, the assessment also draws upon the guidance contained within *AS4282 Control of the obtrusive effects of outdoor lighting* (2019).

AS4282 identifies four main potential effects of lighting, which are, the effects on residents, transport system users, transport signalling systems and astronomical observations. Of relevance to this assessment is the effects of lighting on the visual amenity of residents.

The effects on residents, according to AS4282 includes 'generally involve a perceived reduction of amenity arising from light technical factors', these include the following:

- The illumination from spill light being obtrusive, particularly where the light enters habitable rooms. The illuminance on surfaces, particularly vertical surfaces, is an indicator of this effect
- The direct view of bright luminaires from normal viewing directions causing annoyance, distraction or even discomfort. The luminous intensity of a luminaire, in a nominated direction, is an indicator of this effect
- Changes in luminance in the peripheral vision due to effects such as variable content in signage or trees moving across bright lights.

The influence of surrounding development is addressed in AS4282, including the use of surrounding development, topography, physical features such as buildings and trees, ambient lighting characteristics, and the location of 'areas of special significance' such as cultural, environmental, historical or scientific importance.

AS4282 identifies environmental zones to categorise night-time landscape settings. Using these broad categories allows for an assessment to be made with the detail available at the planning approval application stage of the proposal and is therefore the

basis for the method applied to the night-time visual assessment contained within this technical paper.

The method for night-time visual assessment is as follows.

Night-time visual sensitivity

The environmental zone (defined in AS4282) which best describes the existing night-time visual condition for each landscape character area has been selected. These zones are typical night-time settings and reflect the predominant light levels likely, based on observations of land use and lighting structures. Each environmental zone has been assigned a level of sensitivity as described in Table 2-5.

Night-time visual magnitude of change

Following the sensitivity assessment, the magnitude of change that would be expected within the study area is then identified. These changes are described, as relevant, in terms of:

- Sky glow – the brightening of the night sky
- Glare – condition of vision in which there is discomfort or a reduction in ability to see, or both
- Light spill – light emitted by a lighting installation that falls outside of the design area.

These terms are further defined in the glossary of this technical paper and in AS4282:2019.

Table 2-6 lists the terminology used to describe the magnitude of change at night.

TABLE 2-5
ENVIRONMENTAL ZONE SENSITIVITY – NIGHT-TIME

	Environmental Zones (AS4282:2019)	
Sensitivity level	**Description**	**Examples**
Very high	A0: Intrinsically dark	UNESCO Starlight Reserve IDA Dark Sky Parks Major optical observatories No road lighting – unless specifically required by the road controlling authority
High	A1: Dark	Relatively uninhabited rural areas No road lighting – unless specifically required by the road controlling authority
Moderate	A2: Low district brightness	Sparsely inhabited rural and semi-rural areas
Low	A3: Medium district brightness	Suburban areas in towns and cities
Very low	A4: High district brightness areas	Town and city centres and other commercial areas Residential areas abutting commercial areas

TABLE 2-6
VISUAL MAGNITUDE OF CHANGE LEVELS – NIGHT-TIME

Visual magnitude of change at night	**Description**
Considerable reduction or improvement	Substantial change to the level of skyglow, glare or light intrusion would be expected. The lighting of this proposal contrasts substantially with the surrounding landscape at night.
Noticeable reduction or improvement	Alteration to the level of skyglow, glare or light intrusion would be clearly visible. The lighting of this proposal contrasts with the surrounding landscape at night.
No perceived reduction or improvement	Either the level of skyglow, glare and light intrusion is unchanged or if it is altered, the change is generally unlikely to be perceived by viewers. The lighting of this proposal does not contrast with the surrounding landscape at night.

2. ASSESSMENT METHODOLOGY

2.2 Method

Assigning impact levels

An assessment of landscape and visual impact has been made by combining the landscape or visual sensitivity and landscape or visual magnitude of change levels for each element and assigning an impact level (refer to Table 2-7).

Assessment of night-time visual impact has been made by combining the visual sensitivity of the environmental zone with the night-time visual magnitude of change for each area generally and assigning an impact level (refer to Table 2-8).

TABLE 2-7
LANDSCAPE AND VISUAL IMPACT LEVELS – DAYTIME

		Sensitivity				
		National	State	Regional	Local	Neighbourhood
Magnitude of change	Considerable reduction	Very high adverse	Very high adverse	High adverse	Moderate adverse	Minor adverse
	Noticeable reduction	Very high adverse	High adverse	Moderate adverse	Minor adverse	Negligible
	No perceived change	Negligible	Negligible	Negligible	Negligible	Negligible
	Noticeable improvement	Very high beneficial	High beneficial	Moderate beneficial	Minor beneficial	Negligible
	Considerable improvement	Very high beneficial	Very high beneficial	High beneficial	Moderate beneficial	Minor beneficial

TABLE 2-8
VISUAL IMPACT LEVELS - NIGHT-TIME

		Sensitivity				
		Very High / A0: Intrinsically dark	High / A1: Dark	Moderate / A2: Low district brightness	Low / A3: Medium district brightness	Very low / A4: High district brightness
Magnitude of change	Considerable reduction	Very high adverse	Very high adverse	High adverse	Moderate adverse	Minor adverse
	Noticeable reduction	Very high adverse	High adverse	Moderate adverse	Minor adverse	Negligible
	No perceived change	Negligible	Negligible	Negligible	Negligible	Negligible
	Noticeable improvement	Very high beneficial	High beneficial	Moderate beneficial	Minor beneficial	Negligible
	Considerable improvement	Very high beneficial	Very high beneficial	High beneficial	Moderate beneficial	Minor beneficial

Any construction impacts would be temporary and for the duration of the works. The operational impacts would be the predicted impact level for the operation phase of this proposal. Provisions for future over and/or adjacent station development have been included at relevant stations, including structures for future developments where these cannot be delivered separately to the metro stations.

2.2.7 Avoidance and minimisation of impacts

The design development of this proposal has included a focus on avoiding or minimising potential landscape and visual amenity impacts. This has included:

- Design of construction footprints at all sites to be broadly consistent within the area that is to be disturbed for the previous Sydney Metro West planning applications where feasible and reasonable. This would minimise the unnecessary disturbance of land and the subsequent landscape and visual impacts
- The early development of place and design principles, and Sydney Metro West Station and precinct design guidelines (refer to Appendix E of the Environmental Impact Statement) so that placemaking outcomes are achieved at each site.

Throughout the assessment there has been an acknowledgment of measures which have been integrated into the proposal design that minimise landscape and visual impacts.

Following the assessment of landscape and visual impact, measures to further mitigate potential impacts have been identified. These measures include opportunities for mitigation to address daytime and night-time impacts.

2.2.8 Cumulative impacts

An assessment of potential cumulative landscape and visual impacts has been carried out. This includes consideration of this proposal with other projects that may interact with this proposal in the future. The developments which have the potential to have a cumulative impact with the proposal are identified in Appendix F (Cumulative assessment methodology) of the Environmental Impact Statement. An assessment of the cumulative landscape and visual impacts is contained in Section 2.6 of this technical paper. The cumulative landscape and visual assessment identifies potential impacts during construction and operation of this proposal, during the day and night.

3. LEGISLATIVE AND POLICY FRAMEWORK

3.1 International and Commonwealth legislation and policy

3.1 International and Commonwealth legislation and policy

The following documents were reviewed in Technical Paper 5 (Landscape and visual impact assessment) of the Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD (Sydney Metro, 2020) and are relevant to this proposal:

- Convention Concerning the Protection of World Cultural and National Heritage, 1972
- Operational Guidelines for Implementation of the World Heritage Convention, 2017
- Old Government House and Domain Parramatta Park Management Plan, 2008
- Development in Parramatta City and the Impact on Old Government House and Domain's World and National Heritage Listed Values: Technical Report, 2012.

These documents relate to the UNESCO World Heritage Listing of 'Parramatta Park' including Old Government House and the Domain in Parramatta. The Operational Guidelines identify a 'buffer zone' for Parramatta Park. The Management Plan and supporting Technical Report identify high significance views and view cones, and areas of sensitivity. Since exhibition of the Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD (Sydney Metro, 2020) the *Operational Guidelines for Implementation of the World Heritage Convention (2019)* has been updated. However, the 'buffer zones' (s.103-107) identified in this Guideline have not changed and are located beyond the footprint of this proposal.

A Conservation Management Plan and Plan of Management was recently prepared for Parramatta Park, Your Parramatta Park 2030 Conservation Management Plan and Plan of Management (Parramatta Park Trust, 2020). The precincts and views identified in this Plan of Management supersede those contained in the Old Government House and Domain Parramatta Park Management Plan (2008) and Development in Parramatta City and the Impact on Old Government House and Domain's World and National Heritage Listed Values: Technical Report (2012) and provide guidance for the sensitivity of the landscapes and views at the Westmead and Parramatta metro station sites.

Relevant provisions of the Conservation Management Plan and Plan of Management is contained in the relevant assessment chapters (Chapters 4 and 5) of this technical paper.

3.2 State legislation and planning guidance

3.2.1 Greater Sydney Commission

The Greater Sydney Commission have developed a series of plans which establish a vision and plan to manage growth and change for Greater Sydney. This includes the following which are relevant to this proposal:

- A Metropolis of Three Cities – the Greater Sydney Region Plan, 2018
- Our Greater Sydney 2056 Central City District Plan- connecting communities, 2018
- Our Greater Sydney 2056 Eastern City District Plan- connecting communities, 2018
- Vision Greater Parramatta to Olympic Peninsula vision, 2016.

The *A Metropolis of Three Cities - Greater Sydney Region Plan* sets a 40-year vision (2016-2056) and establishes a 20-year plan to manage growth and change for Greater Sydney in the context of social, economic and environmental matters. It divides Greater Sydney into three regions, which are the 'Western Parkland City' including Penrith, Western Sydney Airport– Badgerys Creek Aerotropolis and Campbelltown – Macarthur,

the 'Central River City' including Greater Parramatta, and the 'Eastern Harbour City' centred around Sydney CBD (Greater Sydney Commission, 2018, page 6).

The *Central City District Plan (2018)* provides a 20-year plan to manage growth and provides a district level plan for the central city, which includes the Cumberland and Parramatta City Councils which would contain the Westmead metro station, Parramatta metro station, Sydney Olympic Park metro station, Clyde stabling and maintenance facility and Rosehill services facility.

This Plan identifies several planning priorities that are relevant to this assessment. This includes to 'protect and enhance scenic and cultural landscapes such as waterways, urban bushland and parkland areas' (Planning Priority C15, p104), to increase green infrastructure through the delivery of green grid connections such as the Parramatta Ways Walking Strategy which incorporates Priority Green Grid Links along Parramatta River and Duck Creek, and to deliver high quality open space and increase access to open space (Planning Priority C17, page 111).

The *Eastern City District Plan (2018)* provides a 20-year plan to manage growth and implement the Greater Sydney Region Plan at a district level for several local government areas of including Burwood, City of Canada Bay, Inner West and City of Sydney. This would include the North Strathfield metro station, Burwood North Station, Five Dock Station, The Bays Station, Pyrmont Station and Hunter Street Station (Sydney CBD).

This Plan identifies several panning priorities and actions that are relevant to this assessment, including 'Creating and renewing great places and local centres, and respecting the District's heritage' (Planning Priority E6 page 46), 'Protecting and enhancing scenic and cultural landscapes' (Planning Priority E16) with actions being to 'Identify and protect scenic and cultural landscapes' and 'Enhance and protect views of scenic and cultural landscapes from the public realm' (page 106), 'Increasing urban tree canopy cover and delivering Green Grid connections' (Planning Priority E17, Objective 30) and create a 'green grid which links parks, open spaces, bushland and walking and cycling paths' (Objective 31, page 107), and 'Delivering high quality open space' aims to ensure 'public open space is accessible, protected and enhanced' (Planning Priority E18, page 112).

3.2.2 NSW Office of the State Government Architect

The NSW Office of the State Government Architect have developed a series of policies, guidelines, strategies and plans which provide guidance for urban design and placemaking. This includes:

- Better Placed – An integrated design policy for the built environment in NSW, 2017
- Greener Places – An urban green infrastructure design framework for New South Wales, 2020

The Better Placed policy and Greener Places framework support the Draft State Environmental Planning Policy (Design and Place) SEPP and have informed the development of the accompanying Draft Urban Design Guideline (refer to 3.2.3 of this technical paper).

3.2.3 NSW Department of Planning and Environment

The NSW Department of Planning and Environment (DPE) have developed of the following plans and strategies which are relevant to this proposal, including:

- Draft State Environmental Planning Policy (Design and Place) 2021
- Draft Urban Design Guide, 2021.

A review of each of these documents follows.

DPE have also developed several master plans and place strategies which provide guidance for specific sites within this proposal, these include:

- Westmead 2036 Draft Place Strategy, 2020
- Camellia-Rosehill Draft Place Strategy, 2021
- Parramatta Road Corridor Urban Transformation Strategy – Stage 1 Planning Proposal, 2021
- The Bays West Place Strategy and The Bays West Draft Strategic Place Framework, 2021
- Pyrmont Peninsula Place Strategy, 2020.

Each of these documents has been reviewed in the relevant assessment chapter(s).

3. LEGISLATIVE AND POLICY FRAMEWORK

3.2 State legislation and planning guidance

Draft State Environmental Planning Policy (Design and Place), 2021

The Draft Design and Place State Environmental Planning Policy (SEPP) (NSW DPIE, 2021a) intends for sustainability, resilience, and quality of places to be at the forefront of development planning, design and implementation. The Design and Place SEPP will apply to all of NSW and spans places of all scales. If adopted, the Design and Place SEPP will apply to precincts, large developments and buildings, infrastructure and public space, residential apartment development (three storeys and above) and non-industrial zoned land sites greater than one hectare.

Part 2 of the Design and Place SEPP introduces five principles, each of which are supported by a set of and design considerations, which are intended to guide the design of the built environment. These principles and the corresponding design considerations, are as follows:

Design principle	Design considerations
Deliver beauty and amenity to create a sense of belonging for people	Overall design quality Comfortable, inclusive and healthy places
Deliver inviting public spaces and enhanced public life to create engaged communities	Culture, character and heritage Public space for public life
Promote productive and connected places to enable communities to thrive	Vibrant and affordable neighbourhoods Sustainable transport and walkability
Deliver sustainable and greener places to ensure the well-being of people and the environment	Green infrastructure Resource efficiency and emissions reduction
Deliver resilient, diverse places for enduring communities	Resilience and adapting to change Optimal and diverse land use

An Urban Design Guide is proposed to be given effect under the Design and Place SEPP. Part 3 Assessment of development indicates that an assessment is to consider the objectives of this guide, by either applying the design criteria and guidance, or through a reasonable alternative that meets the corresponding objective.

3.2.4 Draft Urban Design Guide 2021

The Draft Urban Design Guide (UDG) (NSW DPIE, 2021b) is to be used in conjunction with the Design and Place SEPP and is intended to improve the design quality of urban places, providing a comprehensive guide for place-based design for master-planning and larger scale development proposals in NSW.

The UDG sets out five key urban components that collectively provide the framework for the guide's urban design objectives, design criteria and guidance, some of which relate to landscape character and visual amenity, including:

1. Urban structure,
   - Objective 3, Compact and diverse neighbourhoods connect to good amenity
2. Movement and connection
   - Objective 6, Block patterns and fine-grain street networks define legible, permeable neighbourhoods
   - Objective 7, Walking and cycling is prioritised, safe and comfortable for people of all abilities
3. Natural system
   - Objective 10, Tree canopy supports sustainable, liveable and cool neighbourhoods
4. Public space
   - Objective 12, Public open space is high-quality, varied and adaptable
   - Objective 13, Streets are safe, active and attractive spaces for people
   - Objective 14, Public facilities are located in key public places, supporting community and place identity
5. Built form
   - Objective 16, There is a strong sense of place structured around heritage and culture
   - Objective 17, Scale and massing of built form responds to desired local character
   - Objective 18, Built form enlivens the ground plane and activates and frames public space.

This guideline includes tree canopy targets for public open spaces and streets (page 50-51) and public open space benchmarks (page 60).

3.3 Local Government planning guidance

The proposed stations and ancillary facilities are located across several local government areas. These are shown in Table 3-1. While the planning instruments of these local government authorities do not apply to State significant infrastructure projects (including this proposal), they provide guidance as to community values and a local planning context for the assessment of landscape and visual impacts.

TABLE 3-1
LOCATION OF THIS PROPOSAL IN LOCAL GOVERNMENT AREAS

Local Government Area	Site
Cumberland Council	Westmead metro station
City of Parramatta Council	Westmead metro station
	Parramatta metro station
	Sydney Olympic Park metro station
	Clyde stabling and maintenance facility and Rosehill services facility
City of Canada Bay Council	North Strathfield metro station
	Burwood North Station
	Five Dock Station
Burwood Council	Burwood North Station (southern entry)
Inner West Council	The Bays Station
City of Sydney	Pyrmont Station
	Hunter Street Station (Sydney CBD)

The following section identifies the local planning instruments by local government area.

3.3.1 Cumberland Council planning guidance

Westmead metro station is located within the former Holroyd City Council area, which has since been incorporated into Cumberland Council. Since the preparation of the Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD (Sydney Metro, 2020), the local planning instruments have been updated. These are:

- Cumberland 2030: Our Local Strategic Planning Strategy (2020)
- Cumberland Local Environmental Plan 2021
- Cumberland Development Control Plan 2021.

A summary of the relevant themes from the Local Strategic Planning Statement and provisions of the Local Environmental Plan and Development Control Plan are described in the following section. Locality specific detail is also provided in the relevant assessment chapter (Chapter 4).

Cumberland 2030: Our Local Strategic Planning Statement

Westmead (South) is identified as a 'Strategic Precinct… providing a specialised health and education role for Cumberland and the Greater Parramatta area' (page 26). The precinct comprises low density residential areas to the south of the railway, including significant Land and Housing Corporation assets and landholdings with 'potential for strategic redevelopment focussed around the new Westmead Metro West station' (page 38).

The Precinct is described as being … 'well placed and has potential to facilitate diverse housing opportunities to support the Westmead health and educational precinct' (page 38). Land within an 800 metre radius of the station is identified as 'medium to high density housing opportunity areas for investigation' (page 38). Hawkesbury Road is identified as a 'key connector through the precinct providing access across the railway, and to a vibrant group of neighbourhood shops' (page 38).

The following items are listed as 'strategic considerations' for Westmead Precinct South:

- Revitalising Hawkesbury Road (south) to become the civic, transport, commercial and community heart of Westmead South
- Improving urban amenity and applying pedestrian safety design to mitigate high traffic volumes on major road network such as Hawkesbury Road
- Improving urban canopy cover (page 39).

These strategies are relevant to the Westmead metro station which is located within the Westmead Precinct South. The intentions for revitalising Hawkesbury Road, improving amenity, pedestrian safety and improving urban tree canopy cover are relevant considerations for the landscape assessment.

3.3.2 City of Parramatta planning guidance

The Westmead metro station (elements north of the T1 Western Line), Parramatta metro station, Sydney Olympic Park metro station and the Clyde stabling and maintenance facility and Rosehill services facility are located within the City of Parramatta local government area. Sydney Olympic Park is also designated as a State significant precinct under the State Environmental Planning Policy (State Significant Precincts) 2005.

Since the preparation of the Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD (Sydney Metro, 2020) several local planning instruments have been updated. These and others which remain relevant to this proposal, include:

- Parramatta Local Strategic Planning Statement, 2020
- Parramatta Local Environmental Plan 2011
- Draft Parramatta Local Environmental Plan 2020
- Parramatta Development Control Plan 2011
- Draft Parramatta City Centre Development Control Plan, 2021
- Design Parramatta, 2012
- Public Domain Guidelines, 2017
- Parramatta Ways, Implementing Sydney's Green Grid, 2017.

A summary of the relevant themes from the Local Strategic Planning Statement are included in the following section. Locality specific provisions of the Local Environmental Plan and Development Control Plan are described in the relevant assessment chapters of this technical paper (Chapters 4, 5, 6, 13 and 14).

Parramatta Local Strategic Planning Statement 2020

The vision for Parramatta is as follows: 'In 20 years Parramatta will be a bustling, cosmopolitan and vibrant metropolis, the Central City for Greater Sydney. It will be a Smart City that is well connected to the region, surrounded by high quality and diverse residential neighbourhoods with lots of parks and green spaces. It will be innovative and creative and be well supported by strong, productive and competitive employment precincts. It will be a place that people will want to be a part of' (City of Parramatta, 2020a, page 44).

Parramatta Local Strategic Planning Statement (Parramatta LSPS) contains 16 planning priorities under four themes, including 'local', 'liveability' and 'sustainability', each containing several policy directions. The following policy directions and actions are relevant to this proposal:

- Strengthen opportunities for consideration of character and street typology when planning for buildings and infrastructure (Planning Priority 3, Policy direction 9)
- Investigate ways to upgrade and broaden the diversity of recreation opportunities and facilities, particularly along the Parramatta River, around the Parramatta CBD and in high density residential areas (Planning Priority 6, Policy direction 21)
- Investigate opportunities to enhance protection of views and scenic and cultural landscapes, such as historic cemeteries, buildings, lookouts and significant bushland and garden city park vistas through planning controls (Planning Priority 9, Action 59)
- Protect and increase tree canopy cover and vegetation across public and private land (Planning Priority 14, Policy direction 53)
- Enhance street tree canopy to support walkability (Planning Priority 14, Policy direction 54).

In the structure plan, Parramatta metro station is located in Parramatta CBD, which is identified as a metropolitan centre and Westmead metro station is identified as a proposed local centre.

Rosehill and Camellia are identified as existing and future local centres surrounded by 'key urban services' and 'additional housing', as part of the Camellia growth precinct. The Parramatta LSPS refers to the GPOP document recommendations for further directions for Camellia.

In the structure plan, Sydney Olympic Park is identified as a strategic centre and 'lifestyle precinct' in the GPOP, offering existing and future connections to suburban rail, the proposed Parramatta Light Rail (Stage 2) and Sydney Metro West. Sydney Olympic Park's role as a lifestyle precinct, will continue to offer a mix of living, recreation and entertainment options with activation supported by businesses and educational institutions that specialise in providing services to these sectors.

The Parramatta LSPS refers to the Sydney Olympic Park Master Plan 2030 for further directions on the long term development of this precinct, including a new town centre, educational facilities, shopping precinct, new homes, more jobs and increased open space and community facilities.

3.3.3 City of Canada Bay planning guidance

The North Strathfield metro station, Burwood North Station northern site and Five Dock Station are located within the City of Canada Bay local government area. Since the preparation of the Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD (Sydney Metro, 2020) the Canada Bay Local Strategic Planning Statement (Canada Bay LSPS) (City of Canada Bay, 2020) has been adopted.

This document and others which remain relevant to this proposal, include:

- Canada Bay Local Strategic Planning Statement (2020)
- Canada Bay Local Environmental Plan 2013
- Canada Bay Development Control Plan 2017.

A summary of the relevant themes from the Local Strategic Planning Statement are included in the following section. Locality specific provisions of the Local Environmental Plan and Development Control Plan are described in the relevant assessment chapters of this technical paper (Chapters 7, 8 and 9).

Canada Bay Local Strategic Planning Statement

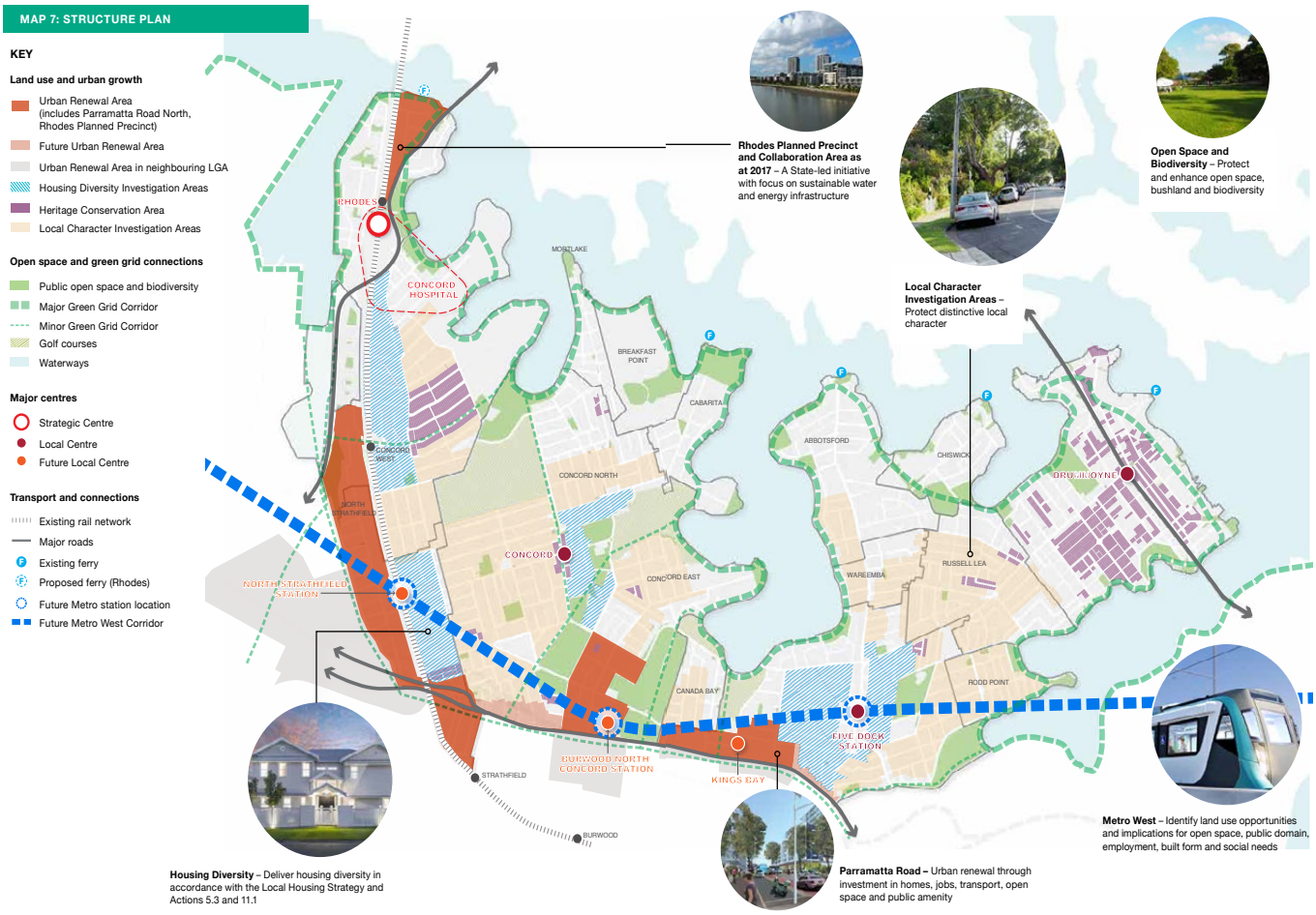
The Canada Bay LSPS is the core strategic planning document for the City of Canada Bay. It will guide the character of the centres and neighbourhoods into the future. The Canada Bay LSPS contains 16 planning priorities under four themes, including 'liveability' and 'sustainability', each containing several policy directions.

The following planning directions and actions are relevant to this proposal:

- Create vibrant places that respect local heritage and character (Planning Priority 7), including a review of locality statements and place plans to inform development controls and the desired future character of these neighbourhoods
- Identify land use opportunities and implications arising from Sydney Metro West (Planning Priority 11), including preparation of a local planning study at each station prior to rezoning to provide a holistic and coordinated vision for each neighbourhood, ensuring that land use change is not undertaken in a speculative or ad-hoc manner

3. LEGISLATIVE AND POLICY FRAMEWORK

3.3 Local Government planning guidance



20 City of Canada Bay

Local Strategic Planning Statement 21

FIGURE 3-1 CITY OF CANADA BAY STRUCTURE PLAN (CITY OF CANADA BAY, 2020)

- Protect and enhance scenic and cultural landscapes (Planning Priority 15), including preparation of a Landscape Heritage Study (to identify and assess the heritage values of the landscapes throughout Canada Bay, including North Strathfield, north of the proposed metro station) as part of the proposed new heritage study (Action 15.2)
- Increase urban tree canopy and deliver Green Grid connections (Planning Priority 16), including preparation of a street tree master plan (Action 16.1) and ensuring that Master Plans and Precinct Plans achieve a minimum of 25% canopy cover (Action 16.5).

Sydney Metro West is identified as a 'significant transport initiative' in Canada Bay.

In the structure plan North Strathfield is identified as a 'future local centre' (refer to Figure 3-1). The area to the west of the metro station is identified as an 'Urban Renewal Area' and the area to the east is identified as a 'housing diversity investigation area' for potential dual occupancies and terraces.

Burwood is identified in the Canada Bay LSPS as a 'strategic centre' in the structure plan, to be supported by the metro station at Burwood North (refer to Figure 3-1). The area to the north and west of the Burwood North Station is identified as an 'Urban Renewal Area'. The area to the east of the station is identified as public open space, including Concord Oval.

Implementation of the Parramatta Road Corridor Strategy is a key action in the Canada Bay LSPS (Action 5.1). The strategy aims to renew Parramatta Road and adjacent communities through investment in homes, jobs, transport, open space and public amenity. It presents significant urban renewal opportunities for three precincts, including the 'Burwood-Concord' precinct, which includes the metro station site.

Five Dock is described as a long-established local centre of significant scale and is identified as a 'local centre' in the structure plan (refer to Figure 3-1), to be supported by Five Dock Station.

The local centre has a 'distinctive village feel and it is important that future development reinforces the pedestrian friendly character of the shopping strip' (Priority 9, page 48). With the new metro station, Five Dock 'is more likely to grow in role and function in the future as its accessibility to the City and Parramatta improves' (Priority 9, page 48). The local centre is surrounded by 'housing diversity investigation areas' for potential dual occupancies and terraces (Action 5.3).

3.3.4 Burwood Council planning guidance

The Burwood North Station southern site is located within the Burwood local government area. Since the preparation of the Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD (Sydney Metro, 2020) the Burwood Local Strategic Planning Statement (Burwood LSPS) (Burwood Council, 2020) has been adopted. This document and others which remain relevant to this proposal, include:

- Burwood Local Strategic Planning Statement (2020)
- Burwood Local Environmental Plan 2012
- Burwood Development Control Plan 2013.

A summary of the relevant themes from the Local Strategic Planning Statement is described in the following section. The locality specific provisions of the Local Environmental Plan and Development Control Plan are described in in the relevant assessment chapter of this technical paper (Chapter 8).

Burwood Local Strategic Planning Statement (2020)

The vision for Burwood is to be a 'thriving town centre and cherished heritage conservation areas that are conveniently connected to world class transport, with well-designed buildings and inviting public spaces', surrounded by leafy neighbourhoods that 'provide great amenity with access to nearby open space' (Burwood Council, 2020, page 13).

The Burwood LSPS contains 17 planning priorities under four themes, including 'liveability' and 'sustainability', each containing several policy directions. The following policy directions and actions are relevant to this proposal:

- Provide high quality planning and urban design outcomes for key sites and precincts, including the Parramatta Road Corridor (Planning Priority 4)
- Identify local character areas considering preservation, enhancement and desired future character (Planning Priority 5), including Burwood/Concord Precinct (within the Parramatta Road Corridor) and Burwood Road Spine
- Increase urban tree canopy cover (Planning Priority 11)
- Deliver Green Grid connections (Planning Priority 12), including along Parramatta Road and Burwood Road.

Planning Priority 4 and 5 would be relevant to the Burwood North Station which is located on the Parramatta Road Corridor, Burwood/ Concord Precinct and Burwood Road Spine. The intentions for increasing urban tree canopy cover and green grid connections are relevant considerations for the landscape assessment.

3.3.5 Inner West Council planning guidance

The Bays Station site is located within the former Leichhardt Council area. Leichhardt Council has been amalgamated with the former Ashfield and Marrickville Councils to become the Inner West Council. Since the preparation of the Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD (Sydney Metro, 2020) the Inner West Council Local Strategic Planning Statement (Inner West LSPS) (Inner West Council, 2020) has been adopted. This document and others which remain relevant to this proposal, include:

- Our Place Inner West Council Local Strategic Planning Statement (2020)
- Leichhardt Local Environmental Plan 2013
- Leichhardt Development Control Plan 2013.

The urban renewal of land within The Bays was identified as a State Significant Precinct and 'Growth Centre' by the NSW Government in 2017. The Bays, including the area containing The Bays Station site, has been removed from the Leichhardt Local Environmental Plan application area and relevant clauses from the Bays West Place Strategy have been summarised in Chapter 10 of this technical paper.

A summary of the relevant themes from the Inner West LSPS are included in the following section. Locality specific provisions of the Local Environmental Plan and Development Control Plan are described in the relevant assessment chapter of this technical paper (Chapter 10).

Inner West Council Local Strategic Planning Statement, 2020

Based around six themes, the Inner West LSPS … 'identifies the challenges and opportunities for our communities, in the context of a changing climate, changing technologies and a growing population. The Statement sets out planning priorities, objectives and actions to enable opportunities for social, economic and environmental benefits to be taken while maintaining the character, culture and values so important to the identity of Inner West communities.' (Inner West Council, 2020 page 2)

One key focus of the Inner West LSPS is sense of place. The Inner West LSPS indicates that … 'Community engagement has shown that the character, diversity, creativity, culture and heritage of Inner West are central to our identity.' (Inner West Council, 2020 page 2). The Inner West LSPS seeks development which is undertaken … 'with respect for place, local character and heritage significance' (Inner West Council, 2020 page 6). It also advocates new development to 'enhance permeability and connectivity….to the public domain and provide a positive contribution to the public space' (Inner West Council, 2020 page 43).

The Inner West LSPS describes the urban character of the Inner West Council area as 'quite diverse' with many distinct neighbourhoods and centres. The 'landscape' is identified as contributing to the community's identity (Inner West Council, 2020 page 12).

There are several Planning Priorities which consider landscape and visual amenity, including:

- Planning Priority 3 – A diverse and increasing urban forest that connects habitats of flora and fauna (Inner West Council, 2020 page 34)
- Planning Priority 7 – Provide for a rich diversity of functional, safe and enjoyable urban spaces connected with and enhanced by their surroundings (Inner West Council, 2020 page 43)
- Planning Priority 11 – Provide accessible facilities and spaces that support active, healthy communities (Inner West Council, 2020 page 64).

The Inner West LSPS identifies a 'Blue/ Green Grid' which aims to … 'provide wildlife corridors and connect centres, recreational spaces, public transport hubs, schools and major residential areas with blue and green infrastructure' (Inner West Council, 2020 page 28). The northern foreshore of White Bay is identified as a 'future Blue/Green link', with embedment of 'green infrastructure' in the redevelopment of this area listed as a priority (Inner West Council, 2020 page 29 and 70). The 'adaptive reuse of White Bay power station that retains its heritage significance and provides a focal point for the precinct' is another priority (Inner West Council, 2020 page 70).

3.3.5 City of Sydney planning guidance

Pyrmont Station and Hunter Street Station (Sydney CBD) are located within the City of Sydney Council area. Since the preparation of the Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD (Sydney Metro, 2020) City Plan 2036 has been released. This document and others that remain relevant to this proposal include:

- City Plan 2036: Local Strategic Planning Statement (2020)
- Sydney Local Environmental Plan 2012
- Sydney Development Control Plan 2012
- Draft Minimising overshadowing of neighbouring apartments documentation guide (2019).

A summary of the relevant themes from the Local Strategic Planning Statement are included in the following section. Locality specific provisions of the Local Environmental Plan and Development Control Plan are described in in the relevant assessment chapters of this technical paper (Chapters 11 and 12).

City Plan 2036: Local Strategic Planning Statement

The Pyrmont Station site would be located in the Harris Street village, on the western fringe of the city, containing commercial, residential and retail development and extensive foreshore areas with parks and waterside boardwalks. The entire peninsula is part of the City Fringe 'Innovation Corridor' (City of Sydney, 2020a page 59) and the 'station at Pyrmont as part of Sydney Metro West would be a catalyst for economic and employment growth in the area' (City of Sydney, 2020a page 72), linking Central Sydney, Pyrmont and The Bays.

The peninsula is also identified as a precinct for 'collaborative planning' between the NSW Government and council, with the intension of 'facilitating an economic and jobs hub' and a 'gateway to the CBD' (City of Sydney, 2020a page 50). City of Sydney intends to work with the NSW Government in its place based review of Pyrmont, to ensure the delivery of a 'genuine mixed-use precinct' that respects the 'existing character of the area' (City of Sydney, 2020a page 158), including 'the area's unique built form and heritage qualities' (City of Sydney, 2020a page 206). The peninsula will also 'play an important role in providing housing in the city' (City of Sydney, 2020a page 50).

Hunter Street Station (Sydney CBD) is located in central Sydney, where high-quality design, protection of public space, provision of transport infrastructure and the creation of 'walkable neighbourhoods' are key priorities (City of Sydney, 2020a page 59-62).

4. WESTMEAD METRO STATION

4.1 Baseline environment

4.1 Baseline environment

Westmead metro station is located generally to the east of Hawkesbury Street, between Railway Parade in the north, Bailey Street in the south and east to Hassall Street. There would also be some precinct work carried out to the west of Hawkesbury Road on Alexandra and Grand Avenues (refer to Figure 4-1).

The existing Westmead Station includes two island platforms, accessed via an aerial concourse which extends from Railway Parade in the north to Alexandra Avenue in the south. The northern side of the rail corridor includes more intensive retail and office development opposite the existing station and along Hawkesbury Road and Railway Parade. There are some medium rise residential apartment buildings between this commercial area and Parramatta Park in the east.

To the north-west of the existing station, on Hawkesbury Road, there are several major institutions including the Western Sydney University Westmead campus including the former Westmead Boys Home, a local listed heritage item and the Westmead health and medical research precinct. As part of the Parramatta Light Rail (Stage 1) project, a new terminus stop (the Westmead Station stop) is under construction at the northern corner of Hawkesbury Road and Railway Parade, opposite the existing Westmead Station. The light rail alignment will extend north along Hawkesbury Road and is expected to be operational in 2023.

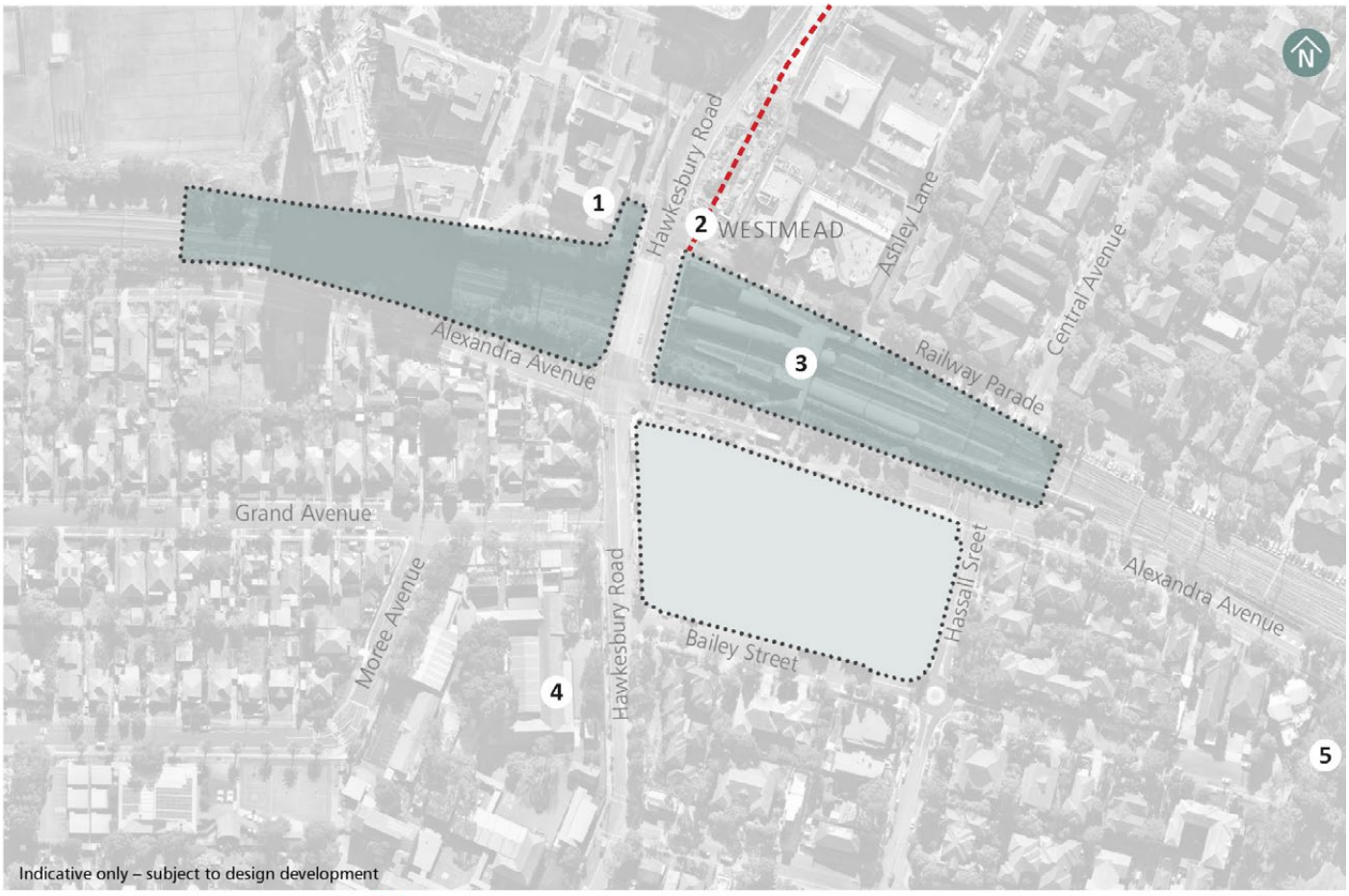
A development application was approved by City of Parramatta Council in May 2020 for the site at 24-26 Railway Parade, located to the north of the metro station at the corner of Ashley Lane. The proposal includes the removal of trees within the site and construction of a 14 storey mixed use development comprising commercial uses, a tavern, a medical centre and a hotel. A new area of public open space is proposed to the rear of the site, accessed by a pedestrian link, extending between Railway Parade and Hawkesbury Road. The approved landscape plan also includes street tree planting on both sides of Railway Parade, new pavement along footpaths, an upgraded pedestrian crossing to the station and a new bus zone.

To the south of the station, the approved construction site at Westmead metro station extends south to Bailey Street and east to Hassall Street. All buildings and vegetation within this area will have been removed as a part of the work carried out under the previous Sydney Metro West planning application, including excavation for the future station.

Mays Hill Precinct (formerly occupied by the Parramatta Golf Club) is located to the east of the site and forms part of the visual setting and green space buffer of Parramatta Park. There are no views between the Westmead metro station site and Mays Hill Precinct.

1 FORMER WESTMEAD BOYS HOME
2 HIGH DENSITY DEVELOPMENT TO THE NORTH OF THE RAIL CORRIDOR

FIGURE 4-1
WESTMEAD METRO STATION – LANDSCAPE CONTEXT



Construction footprint

Additional footprint for this proposal

Parramatta Light Rail (Stage 1)

0 50m

1. Western Sydney University Westmead campus (including former Westmead Boys Home)
2. Westmead Station stop
3. Westmead Station
4. Westmead Public School
5. Former Parramatta Golf Club

4.2 Planning guidance

Further to the planning review provided in Section 3 of this technical paper, the following sections summarise specific planning provisions which are relevant to the landscape and visual impact assessment of this proposal at the Westmead metro station site

4.2.1 Westmead Place Strategy, 2020

This document provides a framework to capitalise on opportunities created by new transport infrastructure, including Sydney Metro West and Parramatta Light Rail, and major development at the Westmead Health Precinct. The vision for Westmead is to be 'Australia's premier health and innovation district', whilst delivering 'exceptional place outcomes for the Central River City, with enhanced heritage and environmental assets, activated places, connected communities and housing choice' (page 10, NSW DPIE, 2020).

Located in the Greater Parramatta to Olympic Park Economic Corridor (GPOP), Westmead will 'deliver a highly integrated mix of uses', capitalising on connectivity from Parramatta Light Rail and Sydney Metro (page 11). One of the planning priorities for Westmead is to 'ensure a co-ordinated vision for the future Sydney Metro West that integrates land use and transport planning to create a new central landmark for Westmead' (D1.P1, page 21).

Westmead Station is identified as a 'gateway site' and 'major transport interchange', including train, T-way, light rail and future metro station. Westmead metro station is part of the 'Westmead South' sub-precinct, which aims to establish: 'a walkable residential neighbourhood, transformed by the Metro Station to increase connectivity, offering housing choice and diversity, with an urban village at its heart' (page 51). The area south of the station is identified as a 'key place opportunity', zoned mixed use (retail, commercial and residential), with the corner of Hawkesbury Road and Alexander Road identified as a 'focal point / active corner' (refer to Figure 4-2 and Figure 4-3).

The 'key outcomes' for Westmead South include:

2. Activity Spine and Nodes

- Reinforce Hawkesbury Road as the main activity and movement spine
- Create vibrant activity nodes with active ground floor uses at the metro station and at the intersection with the Great Western Highway
- Concentrate density around nodes and improve quality of built form radiating along activity spines
- Provide variation in building heights with an emphasis on tall, slender building envelopes rather than short squat massing

3. Amenity-Led Development

- Improve the quality of existing open spaces through upgrades to their program, functionality, connectivity and landscape character
- Provide amenity-led development that maximises access to existing open spaces
- Explore opportunities for potential green infrastructure open space and social infrastructure.

4. Green Grid Connections

- Connect the green grid and improve walkability through green streets that improve access to pocket parks scattered within Westmead South, Parramatta Park, Mays Hill, Sydney Smith Park, MJ Bennett Reserve, the new Metro station, and other key destinations.

5. Rail Crossings

- Investigate opportunity for improved connections between North and South Westmead through a new pedestrian underpass at Alexandra Avenue

6. Wayfinding and Placemaking

- Protect sightlines along Hawkesbury Road as well as view corridors to heritage sites
- Investigate opportunities to introduce pedestrian cross block links to improve permeability of the precinct by foot
- Improve the pedestrian experience through new place-making interventions such as public art, signage, seating, or new public spaces for gathering (page 52).

4.2.1 Cumberland Local Environmental Plan 2021

The *Cumberland Local Environmental Plan 2021* (Cumberland LEP) came into effect in November 2021. The Cumberland LEP provides guidance for built form and streetscape character within Cumberland City (including zoning and heights of buildings), which are relevant for the area south of the T1 Western Line.

The majority of the Westmead metro station site for this proposal is zoned SP2 Infrastructure, which contains no specific building design or height limits in the Cumberland LEP. The site is to the south of the rail corridor (including the station box) is zoned R4 High Density Residential, with a maximum building height of 15 metres. The height of buildings clause aims to ensure development minimises visual impact and is 'compatible with the character of the locality' (Cumberland City Council, 2021a, cl.4.3).

The 'architectural roof features' clause aims to encourage 'innovative and high quality design for new buildings' with 'varying roof forms that contribute positively to the streetscape'. It also requires new development to be 'consistent with the existing neighbourhood character' (cl.5.6).

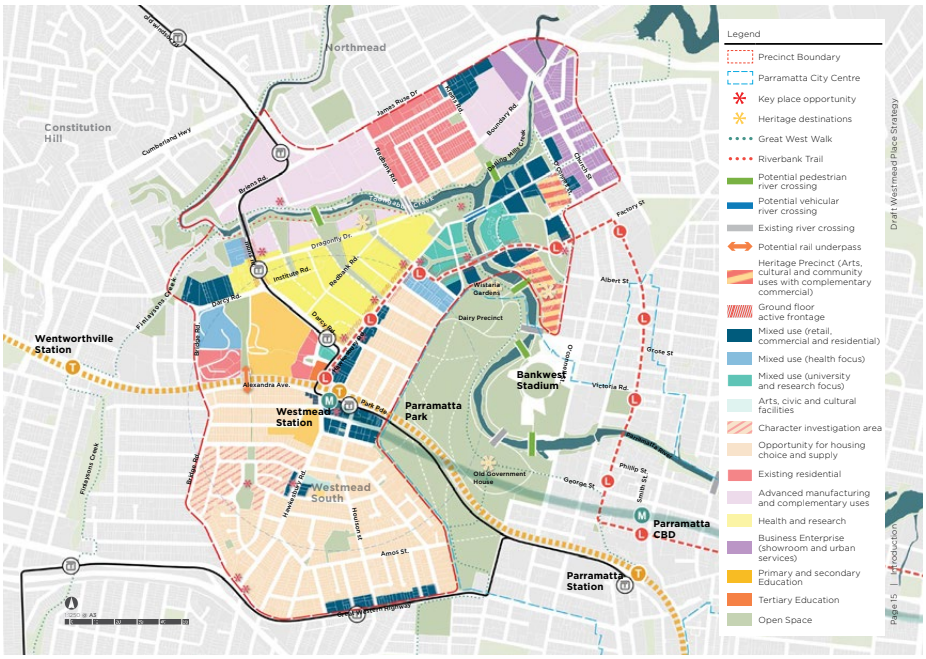


FIGURE 4-2
DRAFT WESTMEAD PLACE STRATEGY – STRUCTURE PLAN

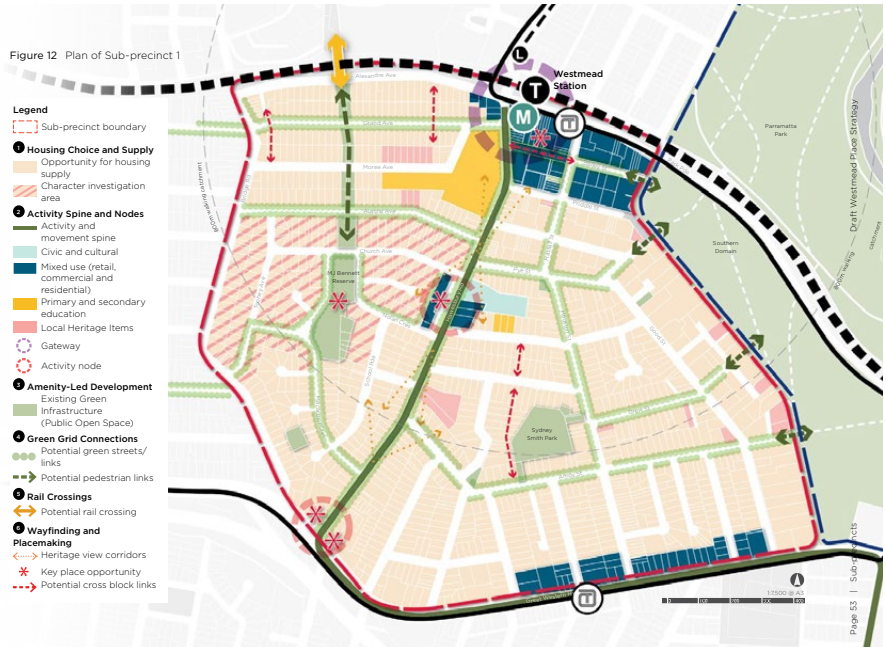


FIGURE 4-3
DRAFT WESTMEAD PLACE STRATEGY – WESTMEAD SOUTH SUB PRECINCT STRUCTURE PLAN

4. WESTMEAD METRO STATION

4.2 Planning guidance

4.2.1 Cumberland Development Control Plan, 2021

The Cumberland Development Control Plan (Cumberland DCP) came into effect in November 2021 and provides guidance for the design and operation of development within Cumberland City.

Part E provides controls for development such as 'community facility buildings', including the following bulk and scale controls, which could relate to the metro station:

- Community facilities are to be designed and landscaped in a manner that enhances the quality and visual amenity of the streetscape and are sensitive to the streetscape character, adjacent uses and buildings as well as views
- The front entrance of all community facilities shall be in clear view of the street
- Where a community facility has a dual frontage, the development shall be designed to address both streets, by way of windows, architectural features and to provide opportunities for passive surveillance (City of Cumberland, 2021a, Part E2).

These intentions have informed the assessment of landscape and visual impact of this proposal at Westmead.

4.2.2 Draft Parramatta Local Environmental Plan 2020

While the Parramatta Local Environmental Plan (LEP) 2011 still applies, Council approved the draft Parramatta LEP in July 2021. The draft Parramatta LEP would apply to the areas of this proposal located to the north of the T1 Western Line. It does not propose any changes to zoning or increases to density controls that are relevant to this proposal and would remain as R4 High Density Residential along Railway Parade, east of Ashley Lane, with a maximum building height of 20 metres; and B4 Mixed Use zoning along Railway Parade (west of Ashley Lane) and along Hawkesbury Road, with a maximum building height of 12 metres along Hawkesbury Road and up to 52 metres at the corner of Ashley Lane. Objectives for the R4 zone are carried over from the current Parramatta LEP 2011, which aim to maintain the 'amenity of the neighbourhood' (Zone R4 obj.5). Objectives for the B4 zone are also carried over from the current Parramatta LEP 2011, which aim to: 'encourage development that contributes to an active, vibrant and sustainable neighbourhood' and 'create opportunities to improve the public domain and pedestrian links' (Zone B4 obj.4).

Although the general intent of the draft height of buildings clause is similar to the current Parramatta LEP 2011, an additional objective has been added that relates to compatibility with the streetscape. Relevant objectives include:

- Providing 'a transition in built form and land use intensity'
- Ensuring 'the height of buildings is compatible with that of existing and desired future surrounding development and the overall streetscape'
- Minimising 'visual impact, disruption of views, loss of privacy and loss of solar access to existing development'
- Ensuring 'the height of future buildings to have regard to heritage sites and their settings' including 'preservation of historic views'
- Maintaining 'satisfactory sky exposure and daylight to existing buildings within commercial centres, to the sides and rear of tower forms and to key areas of the public domain, including parks, streets and lanes' (cl.4.3).

This proposal in close proximity to one heritage property, the former Westmead Boys Home, at 158 Hawkesbury Road. This property is located opposite the station, directly to the north of the Hawkesbury Road overbridge (refer to Figure 4-1).

4.2.3 Parramatta Development Control Plan 2011

This proposal (north of the rail corridor) is located in 'Westmead Precinct' of the development control plan. Relevant design principles for this precinct include:

- To ensure new developments protect the amenity of existing residents
- To preserve and improve significant open space areas within the precinct
- New development is to address and activate public domain areas including open spaces, streets, pedestrian links, laneways and public spaces
- All new buildings and additions to existing buildings should not significantly impact upon sun access and accessibility of open space areas (s.4.3.3 page *43).*

To the west of Hawkesbury Road several specific planning controls apply to the property at 158-164 Hawkesbury Road (containing the former Westmead Boys Home, a local listed heritage item) and part of 2A Darcy Road. Future built form within this location will be designed to 'appropriately respond to the existing siting, scale, form and character of buildings of heritage significance, as well as provide appropriate heights and setbacks to street frontages to improve the quality of the public realm within the site' (s.4.3.4.1) (refer to Figure 4-1).

4.2.4 Your Parramatta Park 2030 Conservation Management Plan and Plan of Management, Parramatta Park Trust

The Westmead metro station site is located to the west of the Parramatta Park Precinct 8 Mays Hill. The significant views identified from this area are not oriented towards Westmead and the station site. The Plan of Management includes several objectives for this area, however, including Objective 3: Create linkages and connections, which is supported by the objective to … 'Work with Transport for NSW and councils to create clear connections and a sense of arrival to Mays Hill from Westmead Rail Station and the Westmead Metro Station with new walking and cycling paths and signage' (Precinct 8, Objective 3, page 134).

4.2.5 Mays Hill Precinct Master Plan, 2017

The Westmead metro station site is located 150 metres to the west of the Mays Hill Precinct. This precinct forms the southern part of Parramatta Park, separated from the northern areas of Parramatta Park by the existing rail line and Park Parade. Much of Mays Hill Precinct was previously occupied by the Parramatta Golf Course, which closed in 2015. The Master Plan proposes a range of sport and recreation facilities 'woven through a scenic landscape setting' (Tyrrell Studio, 2017). This includes the future Parramatta Aquatic Leisure Centre. The design proposes to reconnect with Parramatta Park across Park Parade and the railway, via a new landbridge, in the location of the former Governor's Avenue.

The ridge line along the western side of the Mays Hill Precinct is a prominent topographical feature of the Parramatta area, with a history of use as a viewing point. The rail line forms a 'visual barrier between Old Government House and Mays Hill' (Tyrrell Studio, 2017, page 28). The following views from and within the Precinct have been identified as significant in the master plan:

- Iconic and expansive skyline view of Parramatta city from Mays Hill ridge
- City view along Jubilee Avenue from a landform associated with the former golf course
- Key long views through the Precinct offer sense of space and scale, with stands of trees
- Northern end of Precinct is less open, with fewer long viewlines, bounded by Domain Creek and groves of trees (Tyrrell Studio, 2017, page 22).

The potential visual impact of this proposal on these views and the setting of the Mays Hill Precinct has been considered in this assessment.

4.2.5 Development in Parramatta City and the Impact on Old Government House and Domain's World and National Heritage Listed Values: Technical Report (2012)

This report includes guidelines to inform the nature and form of development and reduce impacts of development on the world and national heritage values of the Old Government House and Domain (OGHD). The former Parramatta Golf Club, located about 180 metres to the east of the Westmead metro station site, is identified as a 'highly sensitive area'.

The Westmead metro station site is not located within an important view corridor or a highly sensitive area, however, it forms part of the middle ground (500 metres- 1.5 kilometres) of possible views from Old Government House and the Domain. The report suggests that 'alterations in the middle ground (up to 1.5 km from the observer) are less distinctive. Some detail can be seen, but where increasingly colour and texture variation is seen as grouped into mass elements. Visible details progressively decline' (Planisphere, 2012, page 78). While the site is located within a distance to the site that has been identified as potentially being in the middle ground of views from Parramatta Park, intervening vegetation and built form would screen any views of the site and larger scale elements such as cranes at the Westmead metro station site from the former golf course, Old Government House and the Domain.

4. WESTMEAD METRO STATION

4.3 Character and components of this proposal

For the Westmead metro station this proposal would comprise station construction, operations and opportunities for placemaking.

4.3.1 Station construction

Construction of this proposal at the Westmead metro station construction site would require continued use of the construction site established as part of the previous Sydney Metro West planning application. The construction site would have been levelled and excavated prior to the commencement of this proposal. There would also be additional areas including the existing Westmead Station, between Hawkesbury Road and Hassall Street, an additional construction compound area to the west of the rail corridor, areas to the north of the station including Railway Parade.

The location and indicative layout of the Westmead metro station construction site is shown on Figure 4-4.

The main elements and activities that would be seen for the construction of this proposal include:

- Works at the existing Westmead Station, including:
  - Demolition of the existing Westmead Station aerial concourse

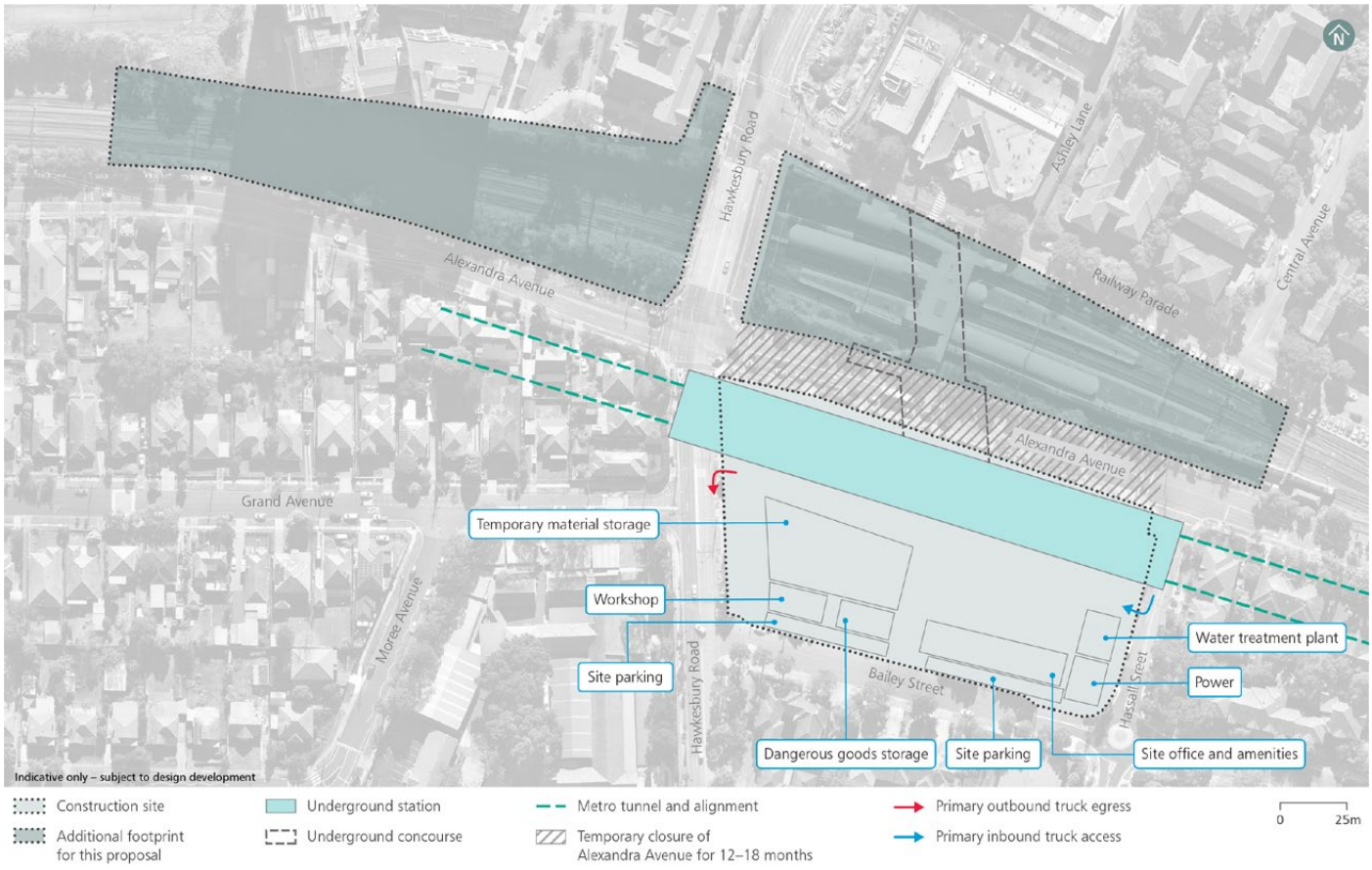


FIGURE 4-4
WESTMEAD METRO STATION – INDICATIVE CONSTRUCTION SITE LAYOUT

- Platform lengthening and widening works at Platform 1 and Platform 4
- Excavation of the existing rail corridor embankment (to the south of the rail tracks) west of the Hawkesbury Road overbridge
- Track realignment works

- Station construction, including construction and fit-out of a new aerial station concourse building (eastern side of the Hawkesbury Road overbridge), construction of structures for non-station use, station entrance and vertical transport
- construction and fit-out of the new underground concourse which would connect to the existing Sydney Trains suburban network
- Roadworks, including:
  - An upgrade to Hawkesbury Road overbridge to the west
- Temporary closure of Alexandra Avenue for around 12-18 months
  - Temporary relocation of bus stops from Alexandra Avenue
  - Construction site access via Hassall Street, Alexandra Avenue and Hawkesbury Road
  - Short-term removal of on-street parking spaces on Railway Parade, Alexandra Avenue and at the Hawkesbury Road/Bailey Street and Hassall Street/Bailey Street intersections
  - Local road upgrades, footpaths and pedestrian crossings, bicycle parking, taxi facilities and kiss and ride
  - Traffic and pedestrian management signage and structures around the perimeter of construction sites as required.
- Construction support facilities including workshops, laydown area, site offices, site parking within the construction footprint to the south of Alexandra Avenue
- Site perimeter noise barriers, hoardings and/or security fencing with shade cloth (designed in accordance with Sydney Metro Branding Design Guidelines or public art in high pedestrian locations as appropriate)
- Use of machinery and equipment such as cranes, excavators, concrete pumps, piling rigs etc.
- Construction of new public domain areas, including construction of new footpaths and plazas, installation of street trees and landscaping.

4. WESTMEAD METRO STATION

4.3 Character and components of this proposal

4.3.2 Station operations

Operation of this proposal at the Westmead metro station would comprise underground and surface elements. The location and indicative layout of the Westmead metro station is shown on Figure 4-5.

The key elements that would be seen include:

- A new aerial station concourse along Hawkesbury Road, providing access to the Sydney Trains and Sydney Metro platforms, including:
  - Station concourse building, with canopy on the eastern side of the Hawkesbury Road overbridge, rising about two to three storeys (about nine metres high) aboveground
  - An upgrade to the western side of the existing Hawkesbury Road overbridge
  - Escalators and/or stairs and lifts between the Sydney Trains and underground Sydney Metro platforms
- Public domain areas, including:
  - New public plazas adjacent to the proposed station, south of Alexandra Avenue, and east of Hawkesbury Road
  - Upgraded public domain around the station, along impacted streetscapes and surrounding the future development footprints
- Two station services and utility buildings south of Alexandra Avenue, each rising about five to six storeys (about 18 metres high) above ground
- Structural elements for the space for non-station uses (fit-out and use of these

FIGURE 4-5

WESTMEAD METRO STATION – INDICATIVE OPERATIONAL SITE LAYOUT AND KEY DESIGN ELEMENTS

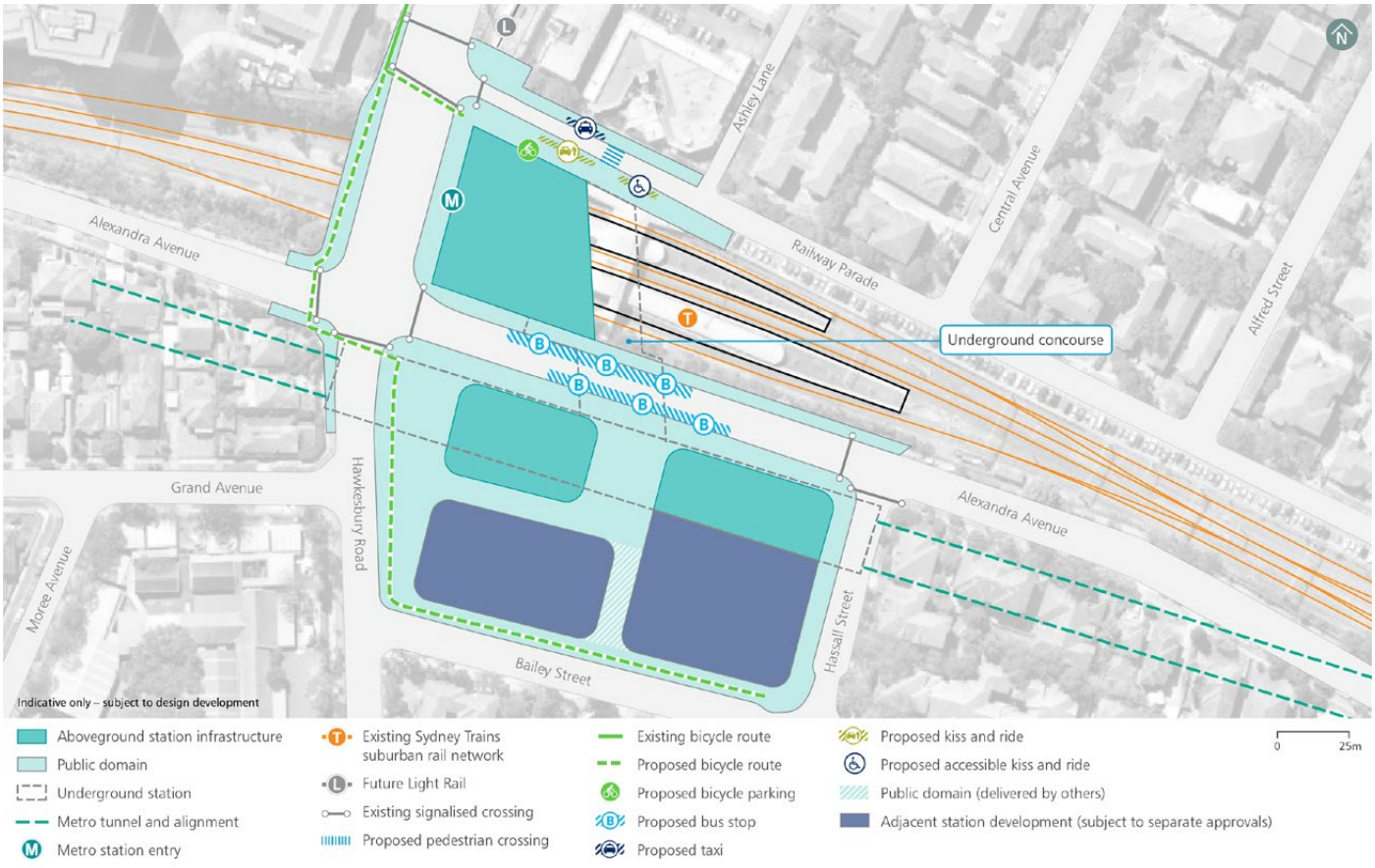


FIGURE 4-6
WESTMEAD METRO STATION – ARTISTS IMPRESSION (INDICATIVE ONLY, SUBJECT TO DESIGN DEVELOPMENT) (*SOURCE: SYDNEY METRO*)

spaces would be subject to separate approval, where required)

- Station precinct and interchange elements including:
  - Bus interchange and shelters located on both sides of Alexandra Avenue
  - Combined kiss and ride and point-to-point vehicle facilities
  - Bicycle parking at Railway Parade
  - Upgrades to the surrounding road network, including new landscaping, bicycle paths and reinstated pedestrian crossing at Railway Parade.

Long section and cross section figures for the Westmead metro station are provided in Chapter 7 of the Environmental Impact Statement.

4.3.3 Placemaking

The place and design principles for Westmead metro station are:

- Facilitate an integrated transport hub with direct interchange between Metro and Sydney Trains services and safe, equitable and legible connections with active transport, buses and Parramatta Light Rail
- Provide a gateway to the Westmead Health and Education Precinct in recognition of its status
- Support greater activation along Hawkesbury Road connecting North and South Westmead
- Support growth and renewal opportunities by enhancing connections across the existing railway line with the station as a focal point
- Create an inviting public place at the station with high amenity and landscaped spaces that will encourage activation.

4.4 Assessment of landscape impact

The landscapes and public domain areas which may potentially be impacted by the proposal are:

- Westmead Station, Railway Parade, Hawkesbury Road and Alexandra Avenue
- Alexandra Avenue, Hassall Street and Bailey Street streetscapes
- The site and Hawkesbury Road streetscape.

The following section summarises the assessment of impact for each of these landscapes and public domain areas (refer to Table 2-7 for impact levels).

There would not be any structures proposed during construction or operation of this proposal that would overshadow an area of open space that is identified for protection or residential properties.

4.4.1 Westmead Station, Railway Parade, Hawkesbury Road and Alexandra Avenue

Baseline conditions: In the vicinity of Westmead Station, Hawkesbury Road is a four lane roadway providing access to a mix of medium density residential apartment blocks, office and retail buildings, Western Sydney University Westmead campus and the Westmead Public School. It is heavily trafficked by vehicles and at the overbridge and Westmead Public School, the footpaths are separated from the Hawkesbury Road by fencing, creating a constrained pedestrian environment.

The former Westmead Boys Home a local listed heritage item, is a prominent visual feature on Hawkesbury Road and a local visual landmark. Westmead Station is located to the east of Hawkesbury Road and spans the rail corridor with an aerial concourse. Railway Parade is aligned parallel to the rail corridor, north of the station. The road slopes down from a high point near the rail overbridge, with a commuter car park beside the rail corridor. There is a pedestrian crossing between the station entry and commercial properties to the north of Railway Parade. These commercial properties are set back from the street by raised garden beds and separated by level changes.

The 'Westmead Station stop', a future terminus stop and part of the future Parramatta Light Rail (Stage 1) project, is under construction at the northern corner of Hawkesbury Road and Railway Parade, opposite Westmead Station. The light rail alignment will extend north along Hawkesbury Road and is expected to be operational in 2023.

Alexandra Avenue is located parallel to the rail corridor and provides access to Westmead Station. Alexandra Avenue will remain open during construction work carried out under the previous Sydney Metro West planning application however, street trees will have been removed.

4.4 Assessment of landscape impact

All vegetation within the rail corridor, south of the station, between Hawkesbury Road and Hassall Street will have been removed as a part of the previous Sydney Metro West planning application. There is some vegetation that will remain along the northern side of the rail corridor, east of Hawkesbury Road, and to both the north and south of the rail corridor, west of Hawkesbury Road.

Sensitivity: Westmead Station and adjacent Railway Parade, Hawkesbury Road and Alexandra Avenue streetscapes are used by local residents and visitors to the hospital precinct, education facilities, retail and commercial properties, the existing Westmead Station and bus stops. These streetscapes have limited amenity with only intermittent street trees and the attractive former Westmead Boys Home building contributing positively to their character. Overall, the landscape of the station and surrounding streetscapes are of **local landscape sensitivity.**

Landscape impact during construction: During construction, the existing station concourse building would be removed, and there would be works extending west into Hawkesbury Road. There would be work to upgrade the Hawkesbury Road overbridge and construct a new public domain area to the east of the bridge. Construction of a new station building would occur within the rail corridor and extending into the eastern side of Hawkesbury Road. There would also be works extending north to the southern verge of Railway Parade, and south to the northern verge of Alexandra Avenue, where public domain upgrades would be undertaken.

For a period of around 12-18 months, Alexandra Avenue between Hassall Street and Hawkesbury Road would be closed and the existing bus stops relocated. Vehicle traffic, including buses, would be detoured via Hassall Street, Bailey Street and/or Priddle Street. Pedestrian access to the station from the south would be generally maintained during this period.

The extent of the works would impact on the accessibility and legibility of the existing station precinct. The remaining vegetation around the station, north of the rail corridor would be removed and also southwest of Hawkesbury Road, further reducing the level of comfort and amenity for pedestrians approaching the station.

The presence of construction activity near the retail areas on Railway Parade and around the station, which would remain open, would reduce the amenity for users as footpaths adjacent to the construction site are closed, diverted or constrained and enclosed by hoarding. Bus stops, cycle paths and some car parking, relocated and impacted by the proposal would reduce wayfinding and legibility within the station precinct. While the existing station would remain open, there would be construction works to adjust the station platforms within the station, further restricting access and movement within the station.

The scale and extent of the works, experienced in proximity to and encroaching upon these streetscapes and the public areas of the station, would result in a substantial change to the character of these streetscapes. Overall, there would be a considerable reduction in the quality of these streetscapes and the publicly accessible areas of the station, which are of local sensitivity, resulting in a **moderate adverse landscape impact**.

Landscape impact during operation: The character and amenity of Hawkesbury Road would be considerably improved with the introduction of a new, visually prominent station entry facing Hawkesbury Road and Railway Parade. Within the vicinity of the station the footpaths would be upgraded with new pavements and street trees. The station would be set within a new public domain area which would extend to the north to the southern verge of Railway Parade, and south across the northern verge of Alexandra Avenue between Hawkesbury Road and Hassall Street. Bus stops would be provided

along Alexandra Avenue with direct access to the station. The prominent location of the new station entry would improve legibility within the precinct, with the station having improved visibility north and south along Hawkesbury Road, and from the future light rail terminus stop on Hawkesbury Road.

There would also be improved accessibility and permeability within the precinct with public access across the rail corridor being provided via an unpaid pedestrian concourse located adjacent to the existing Hawkesbury Road overbridge.

Improved end of trip facilities and cycle paths at the station would improve accessibility and comfort for cyclists. The public domain areas surrounding the station would include street trees, replacing those removed during the work carried out under the previous Sydney Metro West planning application.

Overall, the new station, upgrades to the adjoining areas of Alexandra Avenue, Hawkesbury Road and Railway Parade would considerably improve the landscape quality and functioning of this precinct, which is of local sensitivity, and there would be a **moderate beneficial landscape impact**.

4.4.2 Alexandra Avenue, Hassall Street and Bailey Street streetscapes

Baseline conditions: Alexandra Avenue (east of Bailey Street and west of Hawkesbury Road), Hassall Street and Bailey Street are residential character streets. These streets have footpaths, grassed verges, powerlines and scattered street trees. The trees within the adjacent private properties provide some amenity to these streetscapes. Alexandra Avenue is located parallel to the rail corridor and provides access to Westmead Station. To the south of the street there is a mix of low and medium density residential properties and a few scattered retail uses. All buildings and vegetation within the approved construction site at Westmead metro station will have been removed as a part of the previous Sydney Metro West planning application.

Sensitivity: These streetscapes are used by local residents and visitors to this area. They include intermittent street trees which provide some localised shade and amenity. These streetscapes are of **neighbourhood landscape sensitivity.**

Landscape impact during construction: There would continue to be construction activity to the south of Alexandra Avenue (east of Hawkesbury Road), west of Hassall Street and north of Bailey Street. This would include site parking, material storage, site offices, amenities and a temporary water treatment plant behind site perimeter hoarding. There would be heavy vehicles travelling along these streets and accessing the site via Hassall Street. The presence of construction activity would continue to reduce the amenity of the adjoining pedestrian environment. The overall size of the construction site, extending across a whole block, would reduce the accessibility of the station for residences to the east of Hawkesbury Road and south of the rail corridor.

For a period of around 12-18 months, Alexandra Avenue between Hassall Street and Hawkesbury Road would be closed and the existing bus stops relocated. Vehicle traffic, including buses, would be detoured via Hassall Street, Bailey Street and/or Priddle Street. Pedestrian access to the station from the south would be generally maintained during this period.

Overall, there would be a considerable reduction in the quality of these streetscapes due to the effect of continued construction activity on local accessibility and amenity. These streets are of neighbourhood sensitivity, and a **minor adverse landscape impact**.

Landscape impact during operation: There would be new footpaths and street trees provided along the western side of Hassall Street and northern side of Bailey Street, adjacent to the site. The residual areas of the construction site would be fenced and prepared for future development. The concluding of construction activity along

these streets would improve the amenity and accessibility for local residents. Overall, there would be a noticeable improvement in the quality of these streetscapes, which are of neighbourhood sensitivity, and a **negligible landscape impact**.

4.4.3 The site and Hawkesbury Road

Baseline conditions: All buildings and vegetation within the construction site will have been removed as a part of the work carried out under the previous Sydney Metro West planning application. Hawkesbury Road, as it passes the site, is a four-lane roadway providing access to a mix of medium density residential apartment blocks, single storey detached homes, a small corner retail building, and the Westmead Public School. Trees within adjacent private properties along Hawkesbury Road contribute to a somewhat leafy streetscape character. The existing pedestrian environment along Hawkesbury Road comprises narrow pavements and mixed surfaces. At the school the footpaths are separated from the road by fencing.

Sensitivity: The Hawkesbury Road streetscape is a main route through Westmead, used by the school community, local residents, workers and visitors to the wider Westmead hospital and education precinct. It includes intermittent street trees which provide some localised shade and amenity. The Hawkesbury Road streetscape is of **local landscape sensitivity.**

Landscape impact during construction: There would continue to be construction activity to the east of Hawkesbury Road, and across the site. This would include site parking, material storage, site offices, amenities and a temporary water treatment plant behind site perimeter hoarding. There would be heavy vehicles travelling along Hawkesbury Road and accessing the site. The presence of construction activity would continue to reduce the amenity of the adjoining pedestrian environment. The overall size of the construction site, extending a full block, would reduce the accessibility of the station for residences to the west of Hawkesbury Road and south of the rail corridor. Overall, there would be a considerable reduction in the quality of this section of the Hawkesbury Road streetscape, which are of local sensitivity, and a **moderate adverse landscape impact**.

Landscape impact during operation: There would be a large new public plaza established to the east of Hawkesbury Road, extending for the full block between Bailey Street and Alexandra Avenue. This area of public domain would include high quality pavements, street trees and gardens, lighting and street furniture. This would improve the amenity of this section of the road, improving canopy cover for shade and amenity, softening the urban character of this streetscape and improving the function and amenity of this area for pedestrians. The scale of this plaza would reflect the importance of the new metro station as a transport hub and interchange with the light rail, supporting the development of a civic core for Westmead. Beyond this public realm, set back from the road and down-hill from Hawkesbury Road, there would be a services building and areas for future development.

Overall, there would be a considerable improvement in the quality of the Hawkesbury Road streetscape and the site, which are of local sensitivity, and a **moderate beneficial landscape impact**.

4. WESTMEAD METRO STATION

4.4 Assessment of landscape impact

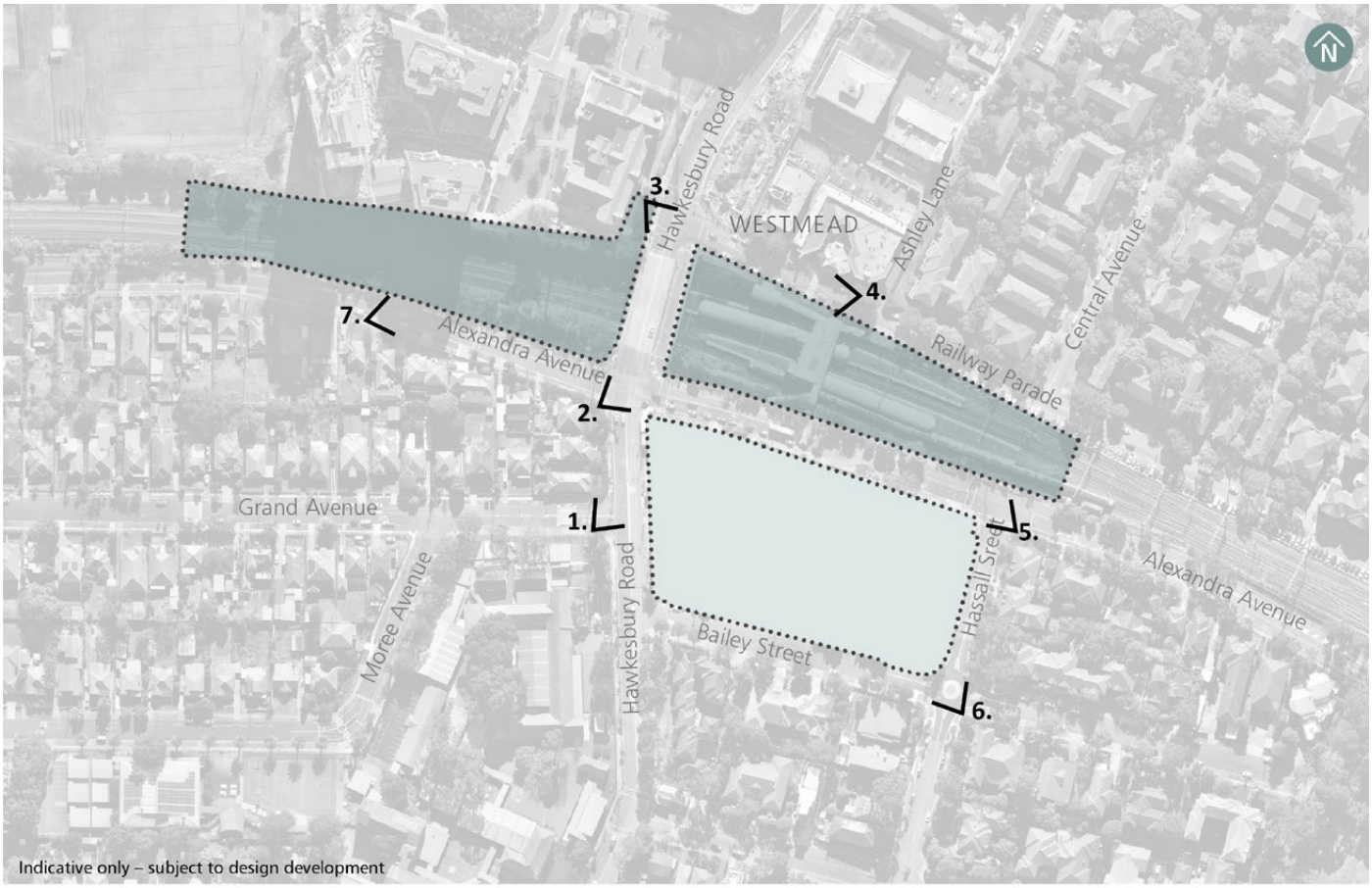
4.5 Assessment of daytime visual impact

The following viewing locations were selected as representative of the range of views to this proposal:

- Viewpoint 1: View north-east along Hawkesbury Road
- Viewpoint 2: View north-east from corner of Hawkesbury Road and Alexandra Avenue
- Viewpoint 3: View south-east from corner of Hawkesbury Road and Railway Parade
- Viewpoint 4: View north-west from Railway Parade near Ashley Lane
- Viewpoint 5: View west from Alexandra Avenue and Hassall Street
- Viewpoint 6: View west from Bailey Street and Hassall Street
- Viewpoint 7: View east along Alexandra Avenue.

Figure 4-7 identifies the location of these viewpoints.

FIGURE 4-7
WESTMEAD METRO STATION - VIEWPOINT LOCATIONS



4.5.1 Viewpoint 1: View north-east along Hawkesbury Road

Baseline conditions: A small-scale commercial building marks the street corner of Hawkesbury Road and Alexandra Avenue in this view (refer to Figure 4-8). This section of Hawkesbury Road consists of four lanes of traffic with footpaths on each side and limited street tree planting. The former Westmead Boys Home, a local listed heritage item (left of view) and the Westmead health and medical research precinct (right of view) are visible in the background of this view. The former Westmead Boys Home provides visual interest with its brick heritage character façade and varied roofline.

There will be glimpses to the completed Parramatta Light Rail (Stage 1) 'Westmead Station stop' seen in the background of this view, at the corner of Railway Parade and Hawkesbury Road, opposite the existing Westmead Station. This will include removal of some trees along Hawkesbury Road.

The commercial building on the corner, and vegetation to the east of Hawkesbury Road (right of view) will have been removed as a part of the previous Sydney Metro West planning application (refer to Figure 4-9). There will be hoarding and access gates facing Hawkesbury Road, visible in the middle ground of this view. Alexandra Avenue, visible in the middle ground of this view, will have been closed, with traffic diversions in place.

Sensitivity: This view would be experienced by large numbers of people accessing the Westmead Public School and using Hawkesbury Road and Grand Avenue. The former Westmead Boys Home, a local listed heritage item, is a local visual feature and improves the amenity of this view. This view is of **local visual sensitivity.**

FIGURE 4-8
VIEWPOINT 1 –VIEW NORTH-EAST ALONG HAWKESBURY ROAD

FIGURE 4-9
VIEWPOINT 1 –VIEW NORTH-EAST ALONG HAWKESBURY ROAD, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE, ADDITIONAL AREA FOR THIS PROPOSAL SHOWN IN PURPLE)

Visual impact during construction: There would continue to be a construction site to the east of Hawkesbury Road including site perimeter hoarding and construction vehicle egress onto Hawkesbury Road. In this view there would be site offices, support facilities and workshops (right of view) as well as larger equipment rising above the site. The construction site would extend north and across the rail corridor into the background of this view. Work in this area would include the construction of the new station entry, facing Hawkesbury Road to the east, and works to upgrade the Hawkesbury Road overbridge. This work would be seen in the vicinity of the former Westmead Boys School and this work would partly obstruct the view to this local visual feature temporarily. There would also be construction activity seen across the middle ground of the view for construction of new public domain areas on the eastern side of Hawkesbury Road. Beyond this, construction of a services building would be seen rising above the site. While this building would be about five to six storeys high, it would be set back from the road, and down the hill from the highpoint of Hawkesbury Road, reducing its prominence.

As this view is to a highly urban area including a heavily trafficked road in the foreground, the scale and extent of construction work would be somewhat absorbed into this view. Overall, there would be a noticeable reduction in the amenity of this view and a **minor adverse visual impact.**

Visual impact during operation: A new, large area of public domain would be seen in the middle ground of this view, to the east of Hawkesbury Road. This public plaza would extend across the view from Bailey Street (right and out of view) to Alexandra Avenue (centre of view). This area would include enhancements such as new pavements, street furniture and trees. This plaza would open up a view to the rail corridor and the new station. There would be a new contemporary station entry, visible rising about two to three storeys above the Hawkesbury Road overbridge, creating a new architectural focal point in this view. This new built form would be stepped down from the height of the former Westmead Boys School, a local listed heritage building, which would remain visible in the background of this view. Overall, there would be a noticeable improvement in the amenity of this view and a **minor beneficial visual impact.**

4.5.1 Viewpoint 2: View north-east from corner of Hawkesbury Road and Alexandra Avenue

Baseline conditions: This view includes the Hawkesbury Road overbridge, which consists of four lanes of traffic and narrow footpaths on each side (refer to Figure 4-10). The rail corridor is out of view, being in a cutting and passing beneath Hawkesbury Road. The Westmead Station is also located below the level of Hawkesbury Road and is mostly screened by this level difference and the vegetation along the rail corridor cuttings so that there are only glimpses to the footbridge, stairs and lifts. The former Westmead Boys Home, a local listed heritage building and the Westmead health and medical research precinct are visible to the west (left of view), on Hawkesbury Road and in the background of this view. The former Westmead Boys Home provides visual interest with its brick heritage character façade and varied roofline.

There will be glimpses to the Parramatta Light Rail (Stage 1) 'Westmead Station stop' in the background of this view, at the corner of Railway Parade and Hawkesbury Road, opposite the existing Westmead Station. This will include removal of some trees which can currently be seen on Hawkesbury Road.

All buildings, including the commercial building on the south-eastern corner and vegetation to the east of Hawkesbury Road (right of view) will have been removed as a part of the previous Sydney Metro West planning application. There will be hoarding and access gates facing Hawkesbury Road.

FIGURE 4-10
VIEWPOINT 2 –VIEW NORTH-EAST FROM CORNER OF HAWKESBURY ROAD AND ALEXANDRA AVENUE

FIGURE 4-11
VIEWPOINT 2 –VIEW NORTH-EAST FROM CORNER OF HAWKESBURY ROAD AND ALEXANDRA AVENUE, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE, ADDITIONAL AREA FOR THIS PROPOSAL SHOWN IN PURPLE)

Sensitivity: This view would be experienced by a large number of local residents and their visitors, users of nearby Westmead hospital precinct, educational facilities, commercial properties, adjacent roads, the existing Westmead Station and the adjacent bus stops. Overall, this view is of **local visual sensitivity.**

Visual impact during construction: A construction site would be established at Westmead Station, in the middle ground this view and extending east from Hawkesbury Road (left of view), and west along Alexandra Avenue West (right of view). The existing station building, including the footbridge and ramping structure, would be demolished and the vegetation along the rail corridor removed. Major roadworks including bridge construction works would be visible in the middle ground of the view, for the upgrading of the Hawkesbury Road rail overbridge. There would be hoarding established along the perimeter of the site facing Hawkesbury Road and large construction equipment and construction of the new station building at the Hawkesbury Road overbridge, would be seen rising above the hoarding. There would also be works to install the new public domain area to the east of the Hawkesbury Road overbridge and in areas surrounding the station. Overall, due to the scale and extent of construction work, there would be a considerable reduction in the amenity of this view and a **moderate adverse visual impact** during construction.

Visual impact during operation: There would be a new contemporary station entry visible at the Hawkesbury Road overbridge, creating a new architectural focal point in this view. The station concourse would be set back from the road, rising about two to three storeys, with a wide footpath and area of public domain, enhancing the setting of the station entrance. The Hawkesbury Road rail overbridge would have been upgraded, with a new public domain area to the east. The public domain areas would include new pavements, street furniture, lighting and trees, improving the station setting. Views to the former Westmead Boys Home and (future) Parramatta Light Rail (Stage 1) 'Westmead Station stop' would remain, unobstructed, in the background of this view. There would be a considerable improvement in the amenity of this view and a **moderate beneficial visual impact overall.**

4.5.2 Viewpoint 3: View south-east from corner of Hawkesbury Road and Railway Parade

Baseline conditions: This view across the wide intersection of Railway Parade and Hawkesbury Road includes the Westmead Station in the middle ground of the view, set down below the level of Hawkesbury Road (refer to Figure 4-12). This includes the existing station concourse building and covered ramping structure extending along the rail corridor, with several curved roof structures visible. The station does not have a strong presence in this view, but the ramping structure and rail corridor fencing, signage, and street lighting create visual clutter, detracting from the character of this view. The rail corridor is in a cutting, passing beneath Hawkesbury Road, with the station platforms and platforms buildings concealed in this view by the station buildings and intervening landform and vegetation along the rail corridor.

Railway Parade can be seen extending east of Hawkesbury Road and alongside the station, comprising of two vehicle lanes with parking and drop off zones visible. From this location there are incidental glimpses to the Parramatta CBD and vegetation within Parramatta Park in the background of view.

To the left of view, the Parramatta Light Rail (Stage 1) 'Westmead Station stop' will be seen at the corner of Railway Parade and Hawkesbury Road, opposite the existing Westmead Station. This will include removal of some trees at this corner site. All buildings and vegetation to the south of the station (right, background of view) will have been removed as a part of the previous Sydney Metro West planning application.

Sensitivity: This view would be experienced by local residents and their visitors, users of nearby commercial properties, adjacent roads, the existing Westmead Station and the adjacent bus stops. There are glimpses to the Parramatta CBD and vegetation within Parramatta Park from this location, however this is an incidental view to these features. Overall, this view is of **local visual sensitivity.**

Visual impact during construction: A construction site would be established at Westmead Station, in the middle ground of this view, extending from the corner of Railway Parade and Hawkesbury Road south and east along the rail line (right of view). The existing station building, including the footbridge and ramping structure, would be demolished and the vegetation along the rail corridor removed. There would be perimeter site hoarding along Railway Parade and Hawkesbury Road and large construction equipment would be seen rising above the hoarding. This work would obstruct the views to Parramatta CBD and vegetation within Parramatta Park. There would also be construction activity seen in the centre of view along the southern verge of Railway Parade, with works to upgrade public domain areas. The scale and extent of construction work would result in a considerable reduction in the amenity of this view and a **moderate adverse visual impact** during construction.

Visual impact during operation: There would be a new contemporary station entry visible rising above the Hawkesbury Road overbridge and creating a new architectural focal point in this view. There would be new public domain areas along the southern verge of Railway Parade, in the centre of this view, including new pavements, street furniture, lighting and trees, improving the amenity of this view. Views to the skyline of Parramatta CBD and vegetation within Parramatta Park would remain, in the background of view. Overall, there would be a considerable improvement in the amenity of this view and a **moderate beneficial visual impact.**

FIGURE 4-12
VIEWPOINT 3 –VIEW SOUTH-EAST FROM CORNER OF HAWKESBURY ROAD AND RAILWAY PARADE

FIGURE 4-13
VIEWPOINT 3 –VIEW SOUTH-EAST FROM CORNER OF HAWKESBURY ROAD AND RAILWAY PARADE, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE, ADDITIONAL AREA FOR THIS PROPOSAL SHOWN IN PURPLE)

FIGURE 4-14
VIEWPOINT 4 –VIEW NORTH-WEST FROM RAILWAY PARADE NEAR ASHLEY LANE

FIGURE 4-15
VIEWPOINT 4 –VIEW NORTH-WEST FROM RAILWAY PARADE NEAR ASHLEY LANE, INDICATIVE EXTENT OF CONSTRUCTION SITE (ADDITIONAL AREA FOR THIS PROPOSAL SHOWN IN PURPLE)

4.5.3 Viewpoint 4: View north west from Railway Parade near Ashley Lane

Baseline conditions: This view along Railway Parade is framed to the north (right of view) by commercial and retail buildings, with large pylon sign and concrete planters adjacent to the footpath (refer to Figure 4-14). Railway Parade is two lanes in this section, with garden build outs and a pedestrian crossing. The existing Westmead Station, located to the south of Railway Parade (left of view), includes several curved roof structures, and a covered ramping structure extending east along the rail corridor. The Western Sydney University Westmead campus building (former Westmead Boys Home, local heritage item in the Parramatta LEP) is located a local highpoint on Hawkesbury Road, terminating the view along Railway Parade. The recently constructed Western Sydney University mixed use campus buildings can be seen in the background of view, developed as part of the Innovation Quarter precinct at Westmead. The Parramatta Light Rail (Stage 1) 'Westmead Station stop' will also be seen at the corner of Railway Parade and Hawkesbury Road, opposite Westmead Station (right of view). The ramping structure and rail corridor fencing, telecommunications tower, signage, and street lighting create visual clutter, detracting from the character of this view.

Sensitivity: This view would be experienced by local residents and their visitors, users of retail and commercial properties, nearby roads, and commuters approaching the existing Westmead Station. The former Westmead Boys Home, a listed local heritage item, is a local visual feature and improves the amenity of this view. This view is of **local visual sensitivity.**

Visual impact during construction: A construction site would be established at the station, extending across this view and to Hawkesbury Road in the middle ground. The existing station building, and ramping structure would be demolished and the vegetation along the rail corridor removed.

At the Hawkesbury Road overbridge there would be works to upgrade the Hawkesbury Road overbridge. This view would include site perimeter hoarding and the use of large construction equipment. This work would be seen in the vicinity of the former Westmead Boys School however, the work would not appreciably obstruct the view to this local visual feature. There would also be construction activity seen to the south of Railway Parade, to upgrade the adjacent public domain areas. The scale and extent of construction work would result in a considerable reduction in the amenity of this view and a **moderate adverse visual impact** during construction.

Visual impact during operation: There would be a new contemporary station entry, visible rising above the rail corridor at Hawkesbury Road, creating a new architectural focal point in this view. This new built form would rise about two to three storeys above Hawkesbury Road, and not higher than the height of the former Westmead Boys School, a local listed heritage item, which would remain unobstructed and visually prominent in the background of this view. The improvements to Railway Parade and simple contemporary architecture of the new station would frame and enhance the setting of this historic building. There would be new public domain areas, including new pavements, street furniture, lighting and trees, along the southern side of Railway Parade, improving the amenity of this view. Overall, there would be a considerable improvement in the amenity of this view and a **moderate beneficial visual impact.**

4.5.4 Viewpoint 5: View west from Alexandra Avenue and Hassall Street

Baseline conditions: From the corner of Alexandra Avenue and Hassall Street (refer to Figure 4-16), the existing Westmead Station can be seen amongst the vegetation which borders the rail corridor (right of view, approved for removal). Beyond the station there is a glimpse to the roof of the Western Sydney University Westmead campus building (former Westmead Boys Home, local heritage item in the Parramatta LEP). The station is separated from the residential neighbourhood by Alexandra Avenue which is four lanes wide and forms a wide intersection with Hassall Street (centre of view). An automotive workshop can be seen on the street corner in the middle ground of this view and includes large hardstand vehicular circulation areas which continue the vehicular dominated character. The built form steps up to the south (left of view), with a small two storey building with a ground level shop front. The landform rises to the west (centre of view) and south (left of view) so that the foreground elements obstruct views into the adjacent properties. Mature trees, mostly located within private property, filter views to medium density residential located to the rear of these buildings, and contribute to the residential amenity of the neighbourhood.

All buildings and vegetation within the approved construction site at Westmead metro station south of the existing station will have been removed (refer to Figure 4-17). This will include the automotive workshop and adjacent residential and commercial buildings (left of view) and the vegetation along the rail corridor (right of view). Alexandra Avenue will remain open and there will be hoarding along the construction site boundary, across the centre, middle ground of this view.

Visual impact during construction: A construction site would be established at the station, extending across this view and to Hawkesbury Road in the middle ground. The existing station building, and ramping structure would be demolished and the vegetation along the rail corridor removed.

Sensitivity: This view would be experienced by local residents and their visitors, from Alexandra Avenue and Hassall Street, and commuters approaching the Westmead Station and bus stops. These views are of **local visual sensitivity.**

Visual impact during construction: Alexandra Avenue would remain open for the majority of construction and there would continue to be a construction site extending south of the avenue (left of view). This site would include perimeter hoarding and there would be larger equipment visible rising above the site. There would be a new construction site established within the rail corridor, to the north of

4. WESTMEAD METRO STATION

4.5 Assessment of visual impact

FIGURE 4-16
VIEWPOINT 5 –VIEW WEST FROM ALEXANDRA AVENUE AND HASSALL STREET

FIGURE 4-17
VIEWPOINT 5 –VIEW WEST FROM ALEXANDRA AVENUE AND HASSALL STREET, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE, ADDITIONAL AREA FOR THIS PROPOSAL SHOWN IN PURPLE)

Alexandra Avenue (right of view). Within this area there would be works to demolish the existing Westmead Station elevated concourse and construct the new station. There would also be construction vehicles seen travelling across the foreground of this view.

For a period of around 12-18 months, Alexandra Avenue between Hassall Street and Hawkesbury Road would be closed and incorporated into the construction site. The existing bus stops would be relocated and vehicle traffic, including buses, would be detoured via Hassall Street, Bailey Street and/or Priddle Street. Pedestrian access to the station from the south would be generally maintained during this period.

As this view is to a highly urban area including a busy road in the foreground, the scale and extent of construction work would be somewhat absorbed into this view. However, overall, there would be a considerable reduction in the amenity of this view and a **moderate adverse visual impact.**

Visual impact during operation: A services building would be seen to the south of Alexandra Avenue, rising about five to six storeys high. This building would have a contemporary character and set within areas of new public domain. This would include areas along the northern side of Hassall Street, the foreground of this view, and along both sides of Alexandra Avenue between Hassall Street and extending west towards Hawkesbury Road in the background. These public domain areas would include enhancements such as new pavements, furniture, gardens and trees. A new contemporary station building would be visible rising above the rail corridor, in the background of the view. Due to the landform, from this location the new station building would obstruct the glimpses to the Western Sydney University Westmead campus building (former Westmead Boys Home, local heritage item in the Parramatta LEP) would be obstructed.

Overall, there would be a noticeable improvement in the amenity of this view and a **minor beneficial visual impact.**

4.5.5 Viewpoint 6: View west from Bailey Street and Hassall Street

Baseline conditions: In this view the residential streetscape of Hassall Street comprises a mix of low rise and multi-storey residential buildings together with a small-scale mixed-use building near the intersection with Alexandra Avenue (refer to Figure 4-18). Tall tower development and medium density buildings within the commercial areas of Westmead, to the north, terminate views north along Hassall Street (right of view). Mature vegetation, mostly within private property, softens and filters views to the buildings along both Hassall Street and Bailey Street (left of view). Bailey Street rises to a high point near Hawkesbury Road (far left of view). A roundabout has recently been constructed at the Bailey and Hassall Street intersection and will be seen in the view foreground.

All buildings and vegetation within the approved construction site at Westmead metro station between Westmead Station, Bailey Street and Hassall Street will have been removed (refer to Figure 4-19), including all residential buildings in the centre of view and the commercial buildings at the corner of Bailey Street and Hassall Street. Removal of these buildings and vegetation will open-up views towards Hawkesbury Road, which will include the high-rise buildings within the Western Sydney University Westmead campus. Hoarding will be located along the construction site boundary and access gates will be seen facing Bailey Street.

Sensitivity: This view would be experienced by local residents and their visitors, including medium density properties, and adjacent road users. These views are of **neighbourhood visual sensitivity.**

FIGURE 4-18
VIEWPOINT 6 –VIEW WEST FROM BAILEY STREET AND HASSALL STREET

FIGURE 4-19
VIEWPOINT 6 –VIEW WEST FROM BAILEY STREET AND HASSALL STREET, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE)

Visual impact during construction: There would continue to be a construction site in the centre of this view, with site perimeter hoarding along Bailey Street and Hassall Street including gates and vehicle egress. There would be parking, site offices and amenities, as well as larger equipment, visible rising above the hoarding. There may be glimpses to the works to construct the new station, in the background of the view. The scale and extent of construction work would contrast with the otherwise leafy residential view. Overall, there would be a considerable reduction in the amenity of this view and a **minor adverse visual impact.**

Visual impact during operation: There would no longer be construction activity seen in this view, however, the site would be fenced and prepared for future development. There would be new footpaths and street trees provided along the western side of Hassall Street and northern side of Bailey Street, visible in the middle ground of this view, and filtering views into the site. The new metro station building would be visible in the background of this view, set within broad plazas with paved areas, furniture, lighting, gardens and trees. The new metro station and services buildings would be seen in the context of the higher density development

FIGURE 4-20
VIEWPOINT 7 –VIEW EAST ALONG ALEXANDRA AVENUE

FIGURE 4-21
VIEWPOINT 7 –VIEW EAST ALONG ALEXANDRA AVENUE, INDICATIVE EXTENT OF CONSTRUCTION SITE (ADDITIONAL AREA FOR THIS PROPOSAL SHOWN IN PURPLE)

located within the areas of Westmead in the background of these views. The concluding of construction activity along these streets would result in a noticeable improvement to the amenity of this view. As this view is of neighbourhood sensitivity, there would be a **negligible visual impact**.

4.5.6 Viewpoint 7: View east along Alexandra Avenue

Baseline conditions: This section of Alexandra Avenue follows the rail corridor (left of view) and includes a wide road verge to the south, in front of low density residential homes (refer to Figure 4-20). The rail corridor is in a cutting at this location so that it cannot be seen. The vegetation along the rail provides a green edge to this view. It also partly screens views to the Western Sydney University Westmead campus building (former Westmead Boys Home, local heritage item in the Parramatta LEP) which can be glimpsed between the trees in the background (left of view). Construction works on the university site can also be seen to the north of the rail corridor (far left of view). The site would be located on Alexandra Avenue and Hawkesbury Road, at the highpoint, in the background of this view.

Sensitivity: This view would be experienced by local residents in low density properties, their visitors and adjacent road users. These views are influenced by the proximity of the existing rail corridor, and there are no visual features in this view. Overall, these views are of **neighbourhood visual sensitivity.**

Visual impact during construction: A construction site would be established along the rail corridor to the west of Hawkesbury Road, in the middle ground of this view. The vegetation along the rail corridor would be removed to the west of the Hawkesbury Road overbridge and there would be site perimeter hoarding enclosing the site. There would be large equipment and bridge works seen from this location. Construction activity to upgrade the bridge would be followed by works to construct new public realm areas.

Construction of the new station entry to the east of Hawkesbury Road, may also be seen, beyond the road in the background of the view. This work would be seen in the vicinity of the former Westmead Boys School however, the work would open up a view to this local visual feature that is currently mostly screened by vegetation along the rail corridor from this location.

Overall, the scale of this work would contrast with the residential scale of the low density residential areas along this section of Alexandra Avenue. Due to the scale and extent of construction work there would be a considerable reduction in the amenity of this view and a **minor adverse visual impact during construction.**

Visual impact during operation: The Hawkesbury Road overbridge would be closer to the viewer, including vehicles and buses travelling along the road and across the middle to background of this view. Beyond this, there may be glimpses to a new station entry, rising about two to three storeys above Hawkesbury Road. This new station entry would be a new contemporary architectural feature in the background of this view, on the high point of the road. This new built form would be seen alongside and stepping down in height from the former Westmead Boys School, a local listed heritage item, which would be glimpsed through vegetation from this location.

Overall, upgrading of Hawkesbury Road would increase its visual prominence from this location, however, the new station architecture would be consistent with the emerging character of this view, which also includes new development at the Western Sydney University Westmead campus (left of view). Overall, the intensification of development within this view would be balanced by the scale of the built form and setting of high quality public domain so that there would be no perceived change in the amenity of this view and a **negligible visual impact.**

4.6 Assessment of night-time visual impact

Baseline conditions: Areas around and to the north of Westmead metro station are of high district brightness (A4) and have a **very low visual sensitivity** at night**.** This is due in part to the brightly lit concourse and platforms at the existing Westmead Station, the automotive workshop which were located on Alexandra Avenue and the nearby intensive retail and office development north of the station. The headlights from traffic along Hawkesbury Road and bus movements along Alexandra Avenue together with traffic lights at signalised intersections also contribute to the night-time brightness of this environment.

To the south of the station, the predominantly residential area has a medium district brightness (A3) level and a **low visual sensitivity**. In this area there is a lower level of lighting associated with the predominantly low density and medium rise residential apartment buildings. This area includes the Westmead Public School on Hawkesbury Road, opposite the site.

All buildings within the construction site will have been removed as part of the previous Sydney Metro West planning application, including some smaller scale commercial and retail uses, and trees in the area to the south of the station, and there will be some security lighting remaining on the construction site.

Visual impact during construction: Night works would be required at this location during station construction and for road and rail possessions. This would include brightly lit task lighting, lighting at site offices, staff amenities, workshop buildings and car parking areas. There would be additional headlights from heavy vehicles accessing and moving within the site. The rail corridor cutting would contain some of this lighting and all lighting would be designed to minimise light spill and skyglow. However, this lighting would increase the lighting levels around the station and within the rail corridor, at Railway Parade, Hawkesbury Road, Hassall

Street and Bailey Street temporarily.

Where the additional light sources and skyglow would be seen from areas within the A4: High district brightness, including Westmead Station, this lighting would generally be absorbed into the surrounding night scene. Overall, it is expected that there would be no perceived change in the amenity of this area at night, resulting in a **negligible visual impact**.

Night works seen within the areas of A3: Medium district brightness, including near the residential properties on Alexandra Avenue, Bailey Street and Hassall Street, east of Hawkesbury Road, would contrast with the lower light levels of this area. While the main night works would be located around the station and rail corridor, which is set back from the residential areas, this area may be seen filtered through street trees. In these areas there would be a noticeable reduction in the amenity of these areas and a **minor adverse visual impact** at night.

Visual impact during operation:

The new station and public domain areas would be brightly lit to provide for customer safety. This would include lighting within the station, at station entries and plaza lighting. There would also be headlights from bus movements along Hawkesbury Road, and vehicles travelling along Railway Parade and Alexandra Avenue to access kiss and ride and taxi drop off facilities, east of Hawkesbury Road. The rail corridor cutting would contain some lighting from the station, west of Hawkesbury Road and all lighting would be designed to minimise light spill and skyglow.

This proposal would increase the lighting levels around the station and within the rail corridor, including in views from the commercial and residential properties along Railway Parade, Hawkesbury Road, Alexandra Avenue (east and west of Hawkesbury Road), Grand Avenue, Hassall Street and Bailey Street.

It is expected that the additional light sources and skyglow would be seen from areas within the A4: High district brightness, including the existing Westmead Station, Hawkesbury Road and Station Parade adjacent to the station. This lighting would be consistent with and largely absorbed into the surrounding brightly lit night scene. Overall, it is expected that this lighting would not be a perceived change in the amenity of this area at night, resulting in a **negligible visual impact**.

Operational lighting within the areas of A3: Medium district brightness, including in views from the residential properties on Railway Avenue, Alexandra Avenue, Hassall Street, Bailey Street, and Hawkesbury Road, would contrast with the lower light levels of this precinct. The operational lighting would be located around the station and rail corridor, which is set back from these residential areas, and the view to the station lighting would be somewhat filtered through garden and street trees. In these areas there would be a noticeable reduction in the amenity of these areas and a **minor adverse visual impact** at night.

4.7 Summary of impact

Table 4-1, Table 4-2 and Table 4-3 summarise the potential landscape and visual impacts of this proposal.

TABLE 4-1
LANDSCAPE IMPACT SUMMARY – WESTMEAD METRO STATION

			Construction		Operation	
No.	**Location**	**Sensitivity**	**Magnitude**	**Impact**	**Magnitude**	**Impact**
1	Westmead Station, Railway Parade, Hawkesbury Road and Alexandra Avenue	Local	Considerable reduction	Moderate adverse	Considerable improvement	Moderate benefit
2	Alexandra Avenue, Hassall and Bailey Street streetscapes	Neighbourhood	Considerable reduction	Minor adverse	Noticeable improvement	Negligible
3	The site and Hawkesbury Road	Local	Considerable reduction	Moderate adverse	Considerable improvement	Moderate benefit

TABLE 4-2
DAYTIME VISUAL IMPACT SUMMARY – WESTMEAD METRO STATION

			Construction		Operation	
No.	**Location**	**Sensitivity**	**Magnitude**	**Impact**	**Magnitude**	**Impact**
1	View north-east along Hawkesbury Road	Local	Noticeable reduction	Minor adverse	Noticeable improvement	Minor beneficial
2	View north-east from corner of Hawkesbury Road and Alexandra Avenue	Local	Considerable reduction	Moderate adverse	Considerable improvement	Moderate benefit
3	View south-east from corner of Hawkesbury Road and Railway Parade	Local	Considerable reduction	Moderate adverse	Considerable improvement	Moderate benefit
4	View north-west from Railway Parade near Ashley Lane	Local	Considerable reduction	Moderate adverse	Considerable improvement	Moderate benefit
5	View west from Alexandra Avenue and Hassall Street	Local	Considerable reduction	Moderate adverse	Noticeable improvement	Minor benefit
6	View west from Bailey Street and Hassall Street	Neighbourhood	Considerable reduction	Minor adverse	Noticeable improvement	Negligible
7	View east along Alexandra Avenue	Neighbourhood	Considerable reduction	Minor adverse	No perceived change	Negligible

TABLE 4-3
NIGHT-TIME VISUAL IMPACT SUMMARY – WESTMEAD METRO STATION

			Construction		Operation	
No.	**Location**	**Sensitivity**	**Magnitude**	**Impact**	**Magnitude**	**Impact**
1	Westmead Station and Alexandra Avenue	Very low (A4: High district brightness)	No perceived change	Negligible	No perceived change	Negligible
2	Bailey Street, Hawkesbury Road and Hassall Street residential areas	Low (A3: Medium district brightness)	Noticeable reduction	Minor adverse	Noticeable reduction	Minor adverse

5. PARRAMATTA METRO STATION

5.1 Baseline environment

5.1 Baseline environment

Parramatta metro station is situated generally between Church Street, George Street, Smith Street and Macquarie Street, in the heart of the Parramatta CBD (refer to Figure 5-1). The Parramatta CBD is characterised by a highly urban mix of contemporary and historic character built form.

All buildings and vegetation within this proposal site will have been removed as a part of the previous Sydney Metro West planning application, including major excavation for the station and closure of Horwood Place. The site will be enclosed by hoarding.

Stage 1 of Parramatta Light Rail is under construction along Church Street and Macquarie Street. This work associated with Parramatta Light Rail includes the partial closure of Church Street and Macquarie Street, construction fencing, removal of streetscape vegetation, and installation of new paving and landscaping works. The Church Street streetscape will be transformed into a new shared light rail and pedestrian zone, including wider footpaths, street furniture and streetscape planting as a part of the Parramatta Light Rail (Stage 1) project. South of Macquarie Street, Centenary Square is an important civic place within the Parramatta CBD, providing a setting to Parramatta Town Hall and St John's Anglican Cathedral. The square and spire of St John's Anglican Cathedral terminate views south along Church Street.

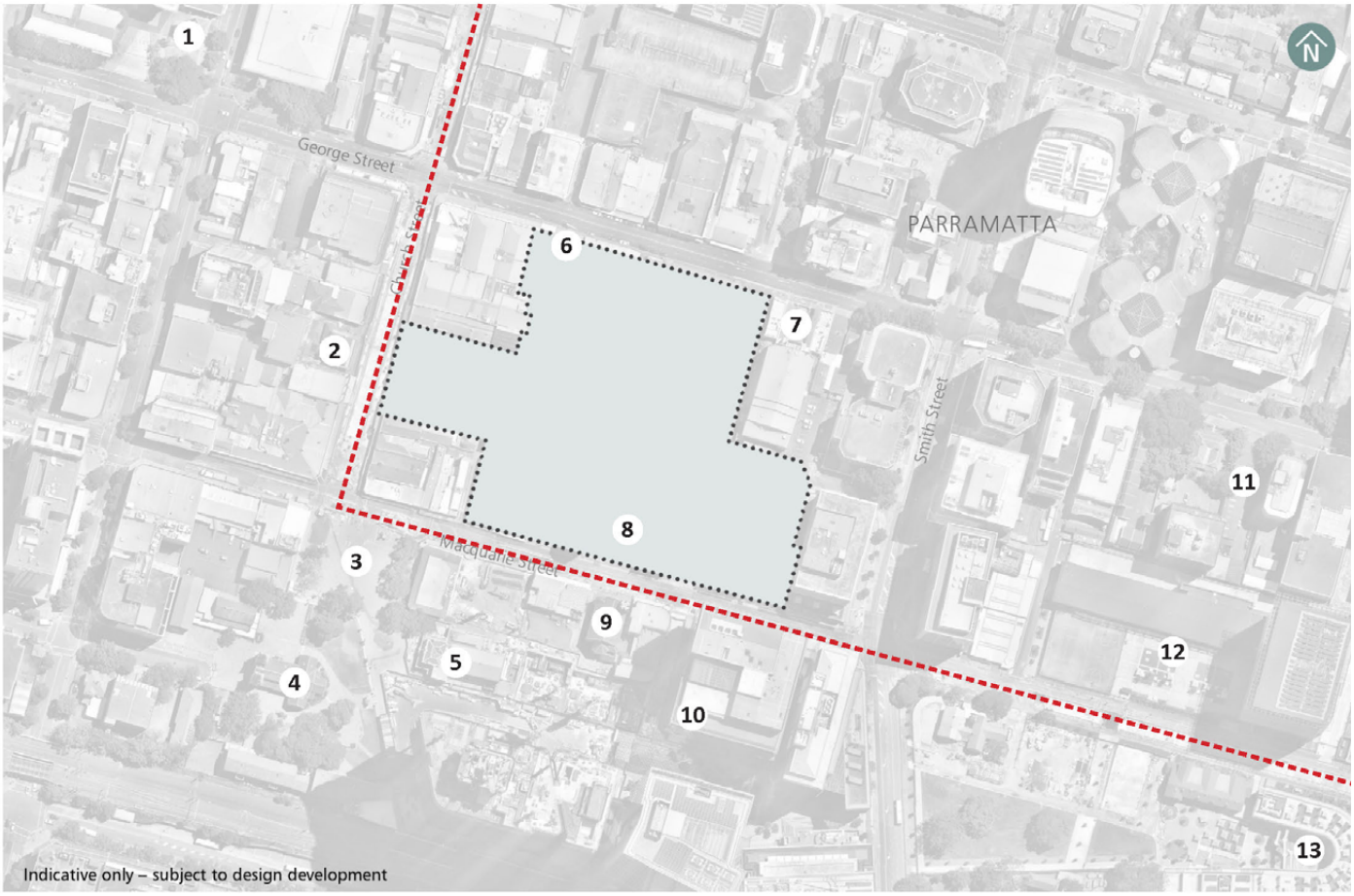
George Street, Macquarie Street and Phillip Street are Parramatta's three main east-west streets aligned generally parallel to the river. These long straight streets traverse the city centre and channel views to Robin Thomas Reserve in the east and Parramatta Park in the west. The gatehouses and parkland setting of Parramatta Park terminate views along George Street and Macquarie Street. Notable visual landmarks within the study area include the Brislington Medical and Nursing Centre Museum, St John's Anglican Cathedral, Centennial Memorial Clock, London plane trees in Centenary Square, Kia Ora, the Leigh Memorial Uniting Church and the Roxy Theatre.

South of Macquarie Street and directly opposite the metro station site, Parramatta Square (previously known as Civic Place) is a mixed-use urban renewal precinct, which is under construction, and will comprise six new buildings (some complete), a refurbished Town Hall and public domain. The site includes a 14 storey Western Sydney University campus, commercial towers up to 50 storeys with retail and office space, a residential tower, and community and civic space, east of the historic Town Hall.

Arthur Phillip High School and Parramatta Public School have recently been redeveloped and include a new 17-storey secondary school building along Macquarie Street and a new three-storey school building at the corner of Macquarie Street and Charles Street. A new high-rise building has been recently built by Charter Hall Group, Western Sydney University, and the University of New South Wales at 6 Hassall Street, otherwise known as the 'Engineering Innovation Hub', comprising educational, commercial and retail uses.

Stage 1 of the Westfield Shopping Centre Parramatta retail and commercial development, located nearby on the corner of Argyle Street and Church Street, has approval for a 47 storey office tower. Other projects within the vicinity include an approved 60 storey mixed use development ('Macquarie Street residential development') at 142-154 Macquarie Street and an approved 14 storey commercial building at 89 George Street.

FIGURE 5-1
PARRAMATTA METRO STATION – LANDSCAPE CONTEXT



Construction site

Parramatta Light Rail (Stage 1)

1. Brislington Medical and Nursing Museum
2. Former Post Office / Commonwealth Bank building
3. Centenary Square
4. St John's Anglican Cathedral Church
5. Parramatta Town Hall
6. Victorian sandstone terraces (45 George Street)
7. Roxy Theatre
8. Kia-Ora House
9. Leigh Memorial Uniting Church
10. Parramatta Square
11. 89 George Street (approved 14 storey commercial building)
12. Arthur Phillip High School
13. Parramatta Public School

0 60m

5. PARRAMATTA METRO STATION

5.2 Planning guidance

FIGURE 5-2

VIEWS AND FEATURES OF PARRAMATTA PARK TO BE CONSERVED (SOURCE: PARRAMATTA PARK TRUST, 2020, PAGE 80)

5.2 Planning guidance

Further to the planning review carried out in Section 3 of this technical paper, the following sections summarise specific planning provisions which are relevant to the landscape and visual impact assessment of this proposal at the Parramatta metro site.

5.2.1 Your Parramatta Park 2030 Conservation Management Plan and Plan of Management, Parramatta Park Trust

This document identifies the views and features of Parramatta Park to be conserved (refer to Figure 5-2).

The Parramatta metro station site is located to the east of Precinct 3: Murray and Rumsey Rose Gardens. A 'George Street view axis' is identified as a significant view corridor, oriented east along George Street from Old Government House (refer to Figure 5-3).

Precinct 8 Mays Hill is located to the south of the rail corridor and includes a significant view oriented north east across the Parramatta CBD, and also towards the Parramatta metro station site. The Plan of Management includes several objectives for this area, including Objective 3: Create linkages and connections, supported by the objective … 'Work with Transport for NSW and councils to create clear connections and a sense of arrival to Mays Hill from Westmead Rail Station and the Westmead Metro Station with new walking and cycling paths and signage' (refer to Figure 5-4).

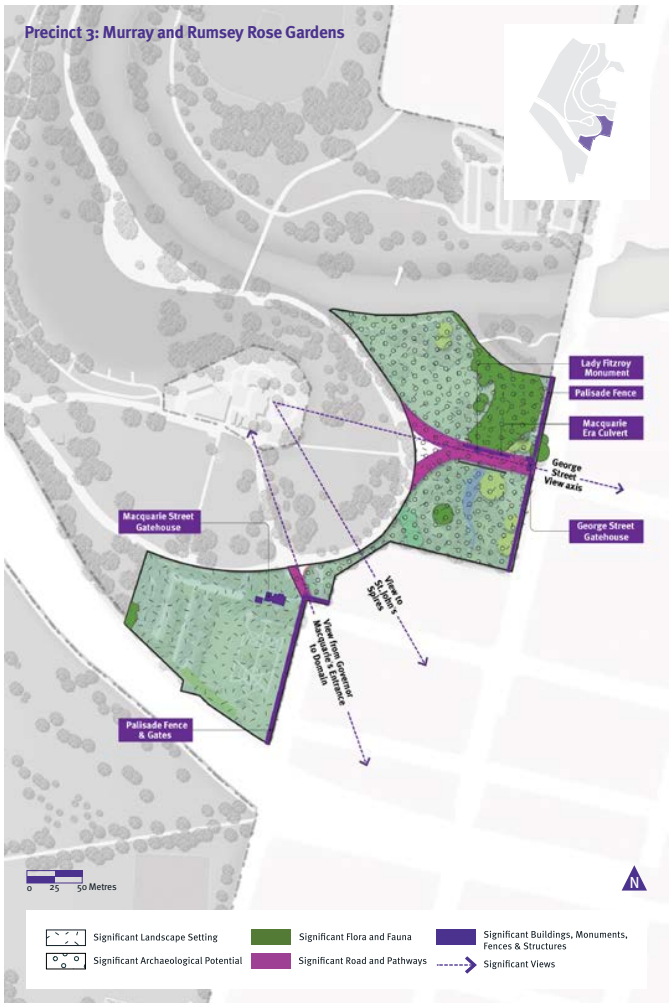


FIGURE 5-3

PLAN OF MANAGEMENT FOR PRECINCT 3: MURRAY AND RUMSEY ROSE GARDENS (SOURCE: PARRAMATTA PARK TRUST, 2020, PAGE 115)

FIGURE 5-4

PLAN OF MANAGEMENT FOR PRECINCT 8: MAYS HILL (SOURCE: PARRAMATTA PARK TRUST, 2020, PAGE 135)

5.2.2 Draft Parramatta Local Environmental Plan 2020

The draft Parramatta LEP does not propose any changes to zoning or increases to density controls at this proposal site. The site would continue to be zoned B3 Commercial Core and B4 Mixed Use, with a maximum building height of 12 metres along Church Street. Objectives for the B3 zone are carried over from the current Parramatta LEP 2011, which aim to: 'provide for the retention and creation of view corridors' and 'to protect and enhance the unique qualities and character of special areas and heritage values within the Parramatta City Centre' (Zone B3 obj.1). Objectives for the B4 zone are carried over from the current Parramatta LEP 2011, which aim to: 'encourage development that contributes to an active, vibrant and sustainable neighbourhood' and 'create opportunities to improve the public domain and pedestrian links' (Zone B4 obj.4).

Although the general intent of the draft height of buildings clause is similar to the current Parramatta LEP 2011, additional objectives have been added that relates to compatibility with the streetscape. Those relevant objectives include:

- Providing 'a transition in built form and land use intensity'
- Ensuring 'the height of buildings is compatible with that of existing and desired future surrounding development and the overall streetscape'
- Minimising 'visual impact, disruption of views, loss of privacy and loss of solar access to existing development'
- Ensuring 'the height of future buildings to have regard to heritage sites and their settings' including 'preservation of historic views'
- Maintaining 'satisfactory sky exposure and daylight to existing buildings within commercial centres, to the sides and rear of tower forms and to key areas of the public domain, including parks, streets and lanes' (cl.4.3).

This proposal in close proximity to several heritage properties, including the Kia Ora building at 62–64 Macquarie Street, the two-storey Victorian sandstone shop at 45 George Street, and The Roxy Cinema at 69 George Street.

5.2.3 Parramatta CBD Planning Proposal – Appendix 2A: Revised Proposed LEP Instrument

The Parramatta CBD Planning Proposal – Appendix 2A: Revised Proposed LEP Instrument explains the intent and justifications for amendments to the Parramatta Local Environmental Plan 2011. This proposal identifies one of the key issues is providing for urban intensification and integration of new development while protecting and enhancing the heritage values of Parramatta's heritage items, conservation areas, places and views.

A new heritage clause (clause 7.6K, Managing heritage impacts) is proposed to strengthen protection of heritage places, requiring new development to demonstrate an appropriate relationship to heritage items and heritage conservation areas that responds positively to heritage fabric, the street and the wider area. The Parramatta CBD proposal is not suggesting any alteration to heritage listings or conservation areas; however, lower heights are proposed in certain areas of the Parramatta CBD (including the metro station site) to minimise impacts of overshadowing to neighbouring heritage conservation areas. This new clause will operate in addition to the existing standard Heritage Conservation control which seeks 'to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views' (Clause 5.10, Parramatta Local Environmental Plan 2011 and Draft Parramatta Local Environmental Plan 2020).

5.2.4 Draft Parramatta City Centre Development Control Plan 2021

The Draft Parramatta City Centre Development Control Plan (DCP) has been released for exhibition, providing detailed planning and design guidelines that reinforce the principles in the draft Parramatta LEP. It proposes amendments to the Parramatta DCP 2011, including built form controls, such as setbacks and building separation. Design principles for this precinct include, to:

- Create a legible, coherent and attractive City Centre characterised by lively streets of human scale and detail, and a distinctive skyline of tall, slender towers set back from the streets
- Ensure that the spaces of the public domain – streets, squares and parks – are of high quality and amenity
- Contribute to a thriving City Centre at street level with a well-designed interface at active frontages
- Promote urban and architectural design quality through planning procedures that foster design excellence
- Reinforce the distinctive attributes and qualities of Special Areas in the City Centre (s.1.2).

The Draft Parramatta City Centre DCP provides specific requirements that reinforce the principles in the Parramatta LEP by requiring new development to maintain or maximise solar access to the significant parks and spaces in and around the Parramatta City Centre, including Parramatta Square, Lancer Barracks, the River Foreshore and Jubilee Park (s.4.1).

The Draft Parramatta City Centre DCP requires new development to maintain and enhance the views shown in Figure 5-5 (s.4.7), including the following views near this proposal:

- View 3 – Views southward to and beyond St Johns Cathedral and Centenary Square, and northwards along the procession of Church Street

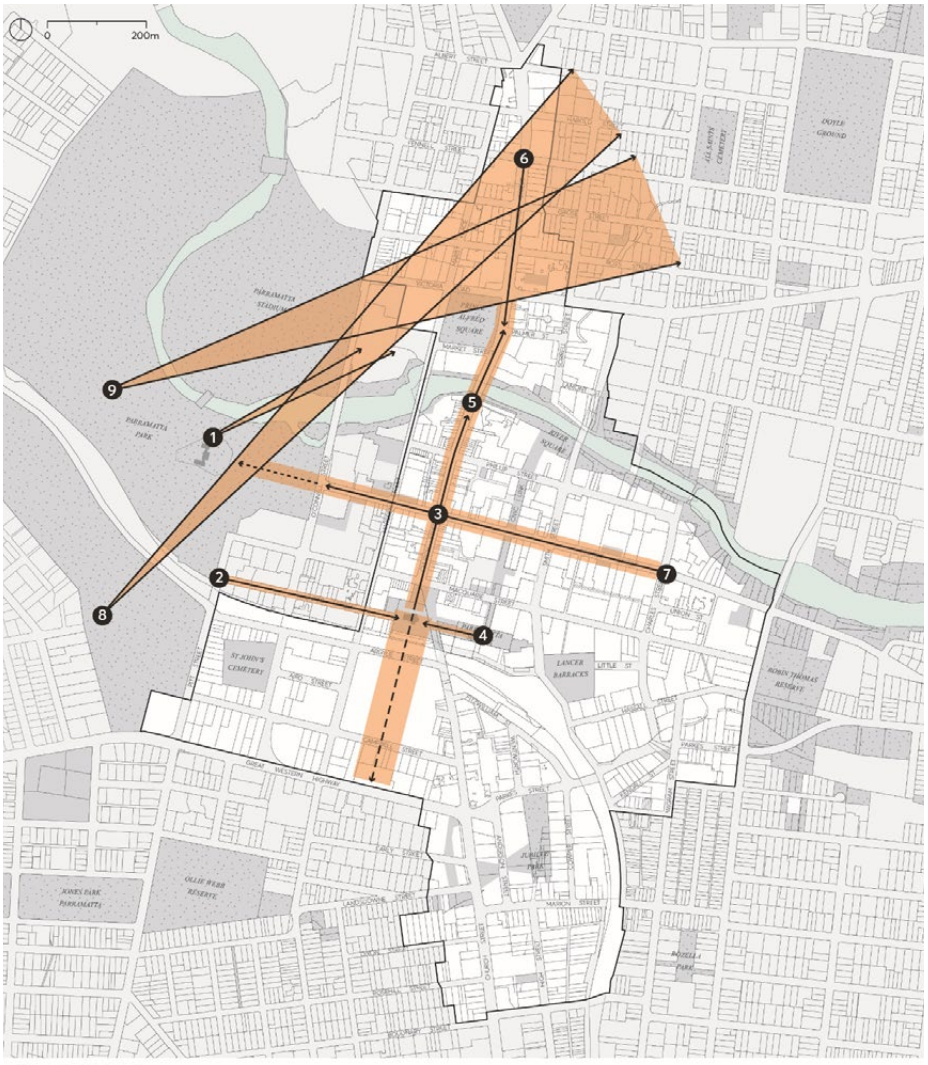


FIGURE 5-5
HISTORIC VIEWS TO BE PROTECTED (SOURCE: CITY OF PARRAMATTA COUNCIL, 2021, S.4.7)

5. PARRAMATTA METRO STATION

5.2 Planning guidance

- View 5 – Views north and south along Church Street, including views of the Bankwest Stadium and heritage buildings, St John's Church spires to the south and St Peter's church
- View 7 – Views along George Street to Parramatta Park gatehouse and trees.

This proposal is located within the Church Street Special Area. A consistent 12 metre maximum building height along the entire axis of Church Street up to St John's Cathedral is applied to help preserve views to the Cathedral. This includes protecting the silhouette of the cathedral spires as seen against the sky from Church Street as well as the procession and views from St John's Cathedral northwards, up Church Street (s.5.4). Towers above the street wall must be set back 12 metres.

This proposal is also located in the Civic Link Special Area. An objective of this area is to 'establish Civic Link as a new linear public space, open to sky and with an avenue of significant trees along its length, linking Parramatta Square to the Parramatta Powerhouse and River foreshore' (s.5.2). Another objective is to 'spatially and visually differentiate free standing heritage buildings, including Kia Ora and the Roxy, from surrounding new development' (s.5.4). The desired built form scale at The Roxy, is shown in Figure 5-6. The proposed location of the Civic Link Streets and Public Spaces with setbacks, is shown in Figure 5-7.

The creation of a 'new square around Kia Ora within a public space and with a connected tree canopy as a backdrop, when viewed from Macquarie Street' is also a priority for this area The DCP also has several development controls, including setbacks and maximum building heights, to reinforce the pedestrian scale of the public domain within the Civic Link Special Area. Also, new development 'must not cause overshadowing of the pedestrian areas (Civic Link and squares and lanes) beyond the allowable building envelopes', as defined by the LEP building heights and setbacks in this DCP (s.5.2, C.04).

5.2.5 Draft Civic Link Development Control Plan 2019

The Civic Link will be a green, multi-purpose public corridor that runs through the middle of the CBD (along the existing Horwood Place alignment), from Parramatta Square to the Parramatta River. At almost half a kilometre long and 20 metres wide, it will connect major transport modes and key destinations in the CBD and will include wider footpaths, large shady trees, places for culture and events, and a network of public spaces.

The 2017 Civic Link Framework Plan (refer to Figure 5-8) has been endorsed by Council. The draft Parramatta City Centre DCP is the next step in delivering this project and will guide the redevelopment of the sites along the Civic Link. It also identifies open spaces, streets, laneways and access to buildings, and outlines how future development could work.

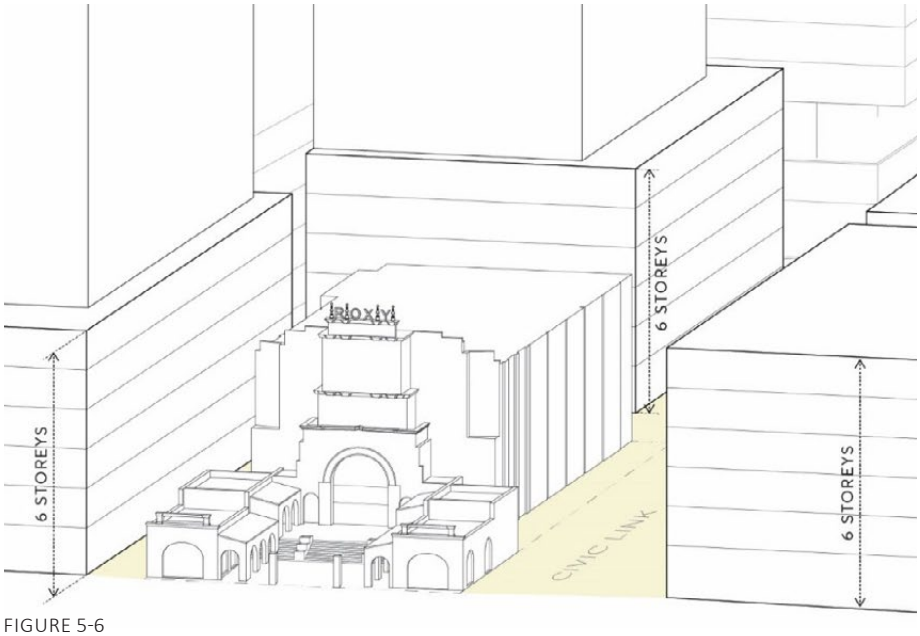


FIGURE 5-6
CIVIC LINK AND THE ROXY FRAMED BY SIX STOREY STREET WALLS
(SOURCE: CITY OF PARRAMATTA COUNCIL, 2021, S.5.2)

5.2 Planning guidance

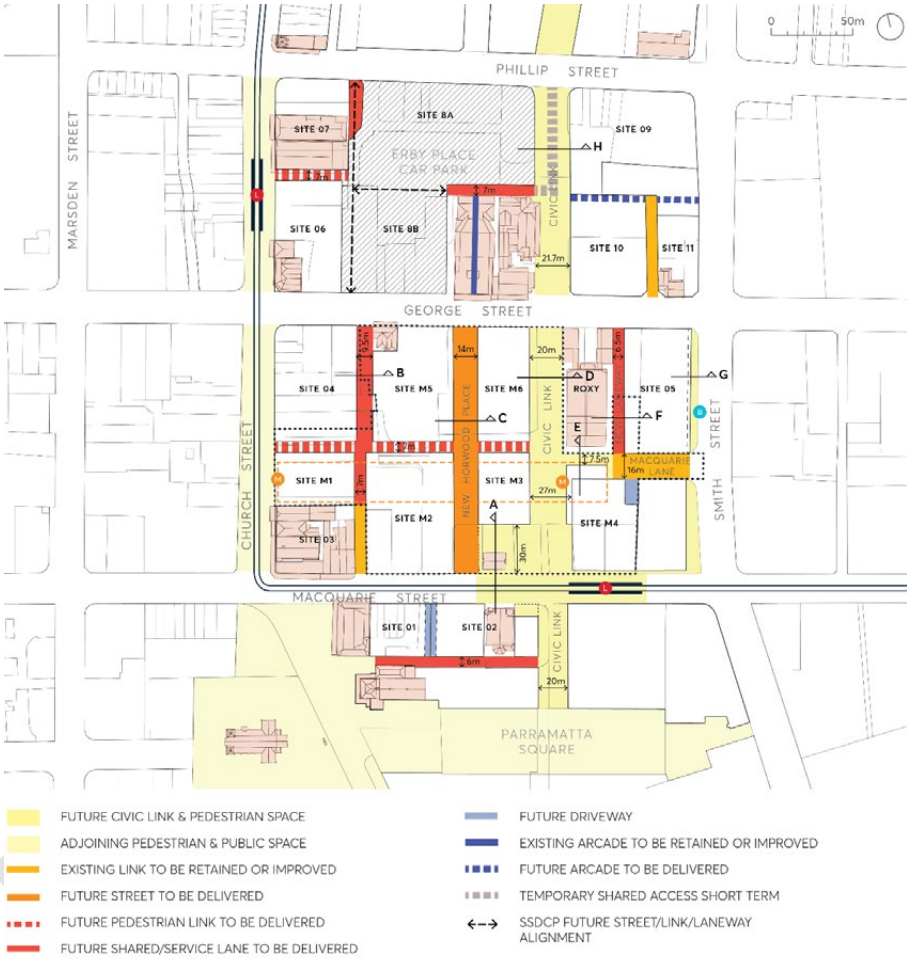


FIGURE 5-7
CIVIC LINK STREETS AND PUBLIC SPACES (SOURCE: CITY OF PARRAMATTA COUNCIL, 2021, S.5.2)

The Draft Civic Link Development Control Plan (City of Parramatta, 2020c) will deliver a new planning framework for the Parramatta CBD through amendments to the Parramatta LEP. The vision is for new buildings to define streets and public spaces to deliver a comfortable, functional and attractive public domain; while the towers above are tall and slender and are set back to allow daylight, views and circulation of air to the streets and public spaces below.

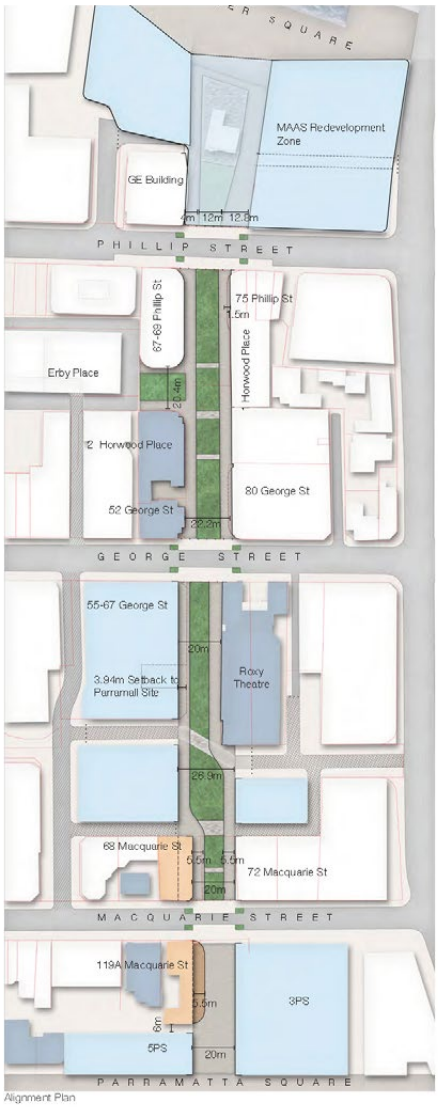


FIGURE 5-8
CIVIC LINK CONCEPTUAL MASTER PLAN-ALIGNMENT PLAN (SOURCE: CITY OF PARRAMATTA COUNCIL, 2017B, PAGE 81)
PARRAMATTA CBD PLANNING PROPOSAL, 2020

5.13 Character and components of this proposal

This proposal for the Parramatta metro station would comprise station construction, operations and opportunities for placemaking.

5.3.1 Station construction

Construction of this proposal at the Parramatta metro station construction site would require the continued use of the construction site established as part of previous Sydney Metro West planning application. The construction site would have been levelled and excavated prior to the commencement of this proposal.

The location and indicative layout of the Parramatta metro station construction site is shown on Figure 5-9.

The main elements and activities that would be seen for the construction of this proposal include:

- Excavation works of the basement for future over station and adjacent station development
- Installation of an acoustic shed (or other acoustic measures) at the western end of the site adjacent to Church Street, rising about five storeys (about 15 metres)
- Construction and fit-out of the station and services buildings, including:
    - public domain works including the for the Civic Link within the footprint of the construction site
    - provisioning for adjacent and over station development
- Roadworks, including:
    - Temporary closure of Horwood Place and parts of Macquarie Lane
    - Construction of laneways, a bus interchange and reconfiguration of on-street parking
    - Construction site access via George Street, Macquarie Street and Macquarie Lane
    - Construction of, bus interchange and shelters, bicycle lanes, parking, kiss-and-ride zones
    - Traffic and pedestrian management signage and structures around the perimeter of construction sites as required.
- Temporary pedestrian access generally in the location of the future 'Civic Link' provided within the footprint of the construction site throughout construction
- Construction support facilities including workshops, laydown area, site offices, site parking within the construction footprint to the south of Alexandra Avenue
- Noise barriers and hoardings surrounding the construction site (about three metres high)
- Construction site access via Macquarie Street and the realigned Macquarie Lane, egress via George Street at the temporary signalised intersection and from the realigned Macquarie Lane
- Use of machinery and equipment such as cranes, excavators, concrete pumps, piling rigs etc.
- Construction of new public domain areas, including construction of new footpaths and plazas, installation of street trees and landscaping.

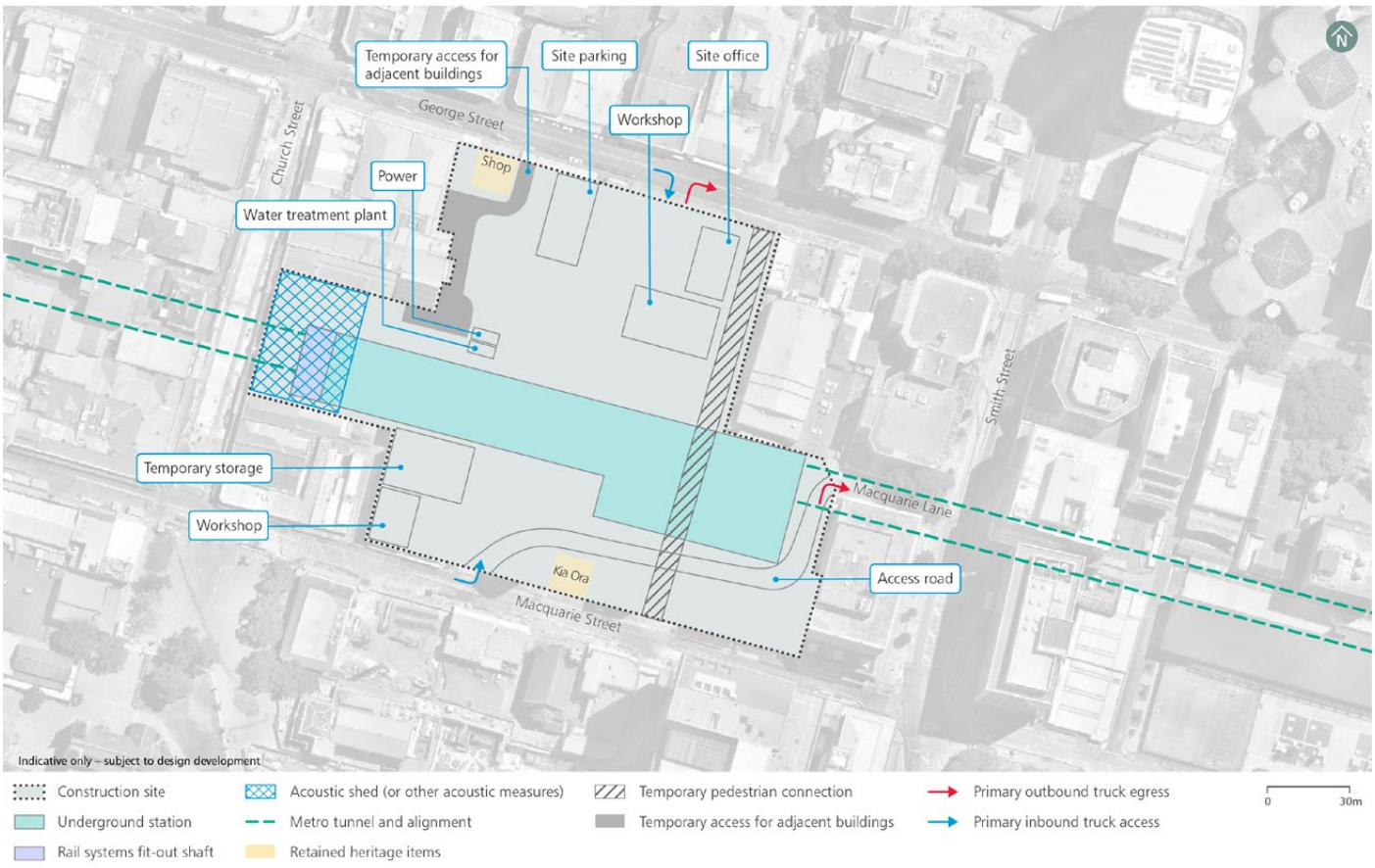


FIGURE 5-9
PARRAMATTA METRO STATION - INDICATIVE CONSTRUCTION SITE LAYOUT

5.3.2 Station operations

Operations of this proposal at the Parramatta metro station would comprise underground and surface elements. The location and indicative layout of the Parramatta metro station is shown on Figure 5-10.

The key elements and works that would be seen include:

- New Sydney Metro station entries on Church Road (western entry) and Civic Link (eastern entry), including:
  - Station entry about two to three storeys (about nine metres) aboveground
  - Escalators and/or stairs and lifts providing access to the underground Sydney Metro platforms
- Two station services and utilities buildings rising a further three to four storeys (about 12 metres) above the station entries
- Public domain areas, including:
  - The Civic Link between Macquarie Street and George Street
  - Landscaped public domain surrounding the station and areas allocated for future use
- Station precinct and interchange elements including:
  - Bus interchange and shelters located on Smith Street
  - Provision of direct interchange with Parramatta Square Light Rail stop via Civic Link, with a new pedestrian crossing at Macquarie Street
  - Accessible kiss and ride on Horwood Place
  - Taxi facilities on George Street
  - Bicycle parking at eastern station entry, near the Civic Link
  - Reconfigured on-street parking
  - Upgrades to the surrounding road network, including realignment of Horwood Place (between Macquarie Street and George Street), a new mid-block crossing of Smith Street north of Macquarie Lane, and a new signalised crossing at northern end of Civic Link across George Street.

Long section and cross section figures for the Parramatta metro station are provided in Chapter 8 of the Environmental Impact Statement.

5.3.3 Placemaking

The place and design principles for Parramatta metro station are:

- Support the transformation expansion and economic growth of the Parramatta CBD by facilitating a well-designed high-quality station, public domain and development
- Strengthen the connectivity of the city centre between Parramatta Square and the Parramatta River by supporting the realisation of the Civic Link
- Facilitate activation of the ground plane at the station and the surrounds, encouraging pedestrian movement in the area
- Enhance permeability by introducing fine-grain activated pedestrian links between the station and surrounding streets, breaking down the large city block
- Facilitate intuitive interchange with pedestrian and cycle transport, the future Parramatta Light Rail (Stage 1), and bus services with legible, safe and direct connections from the station entry.

FIGURE 5-11
PARRAMATTA METRO STATION – ARTISTS IMPRESSION (INDICATIVE ONLY, SUBJECT TO DESIGN DEVELOPMENT) (*SOURCE: SYDNEY METRO*)

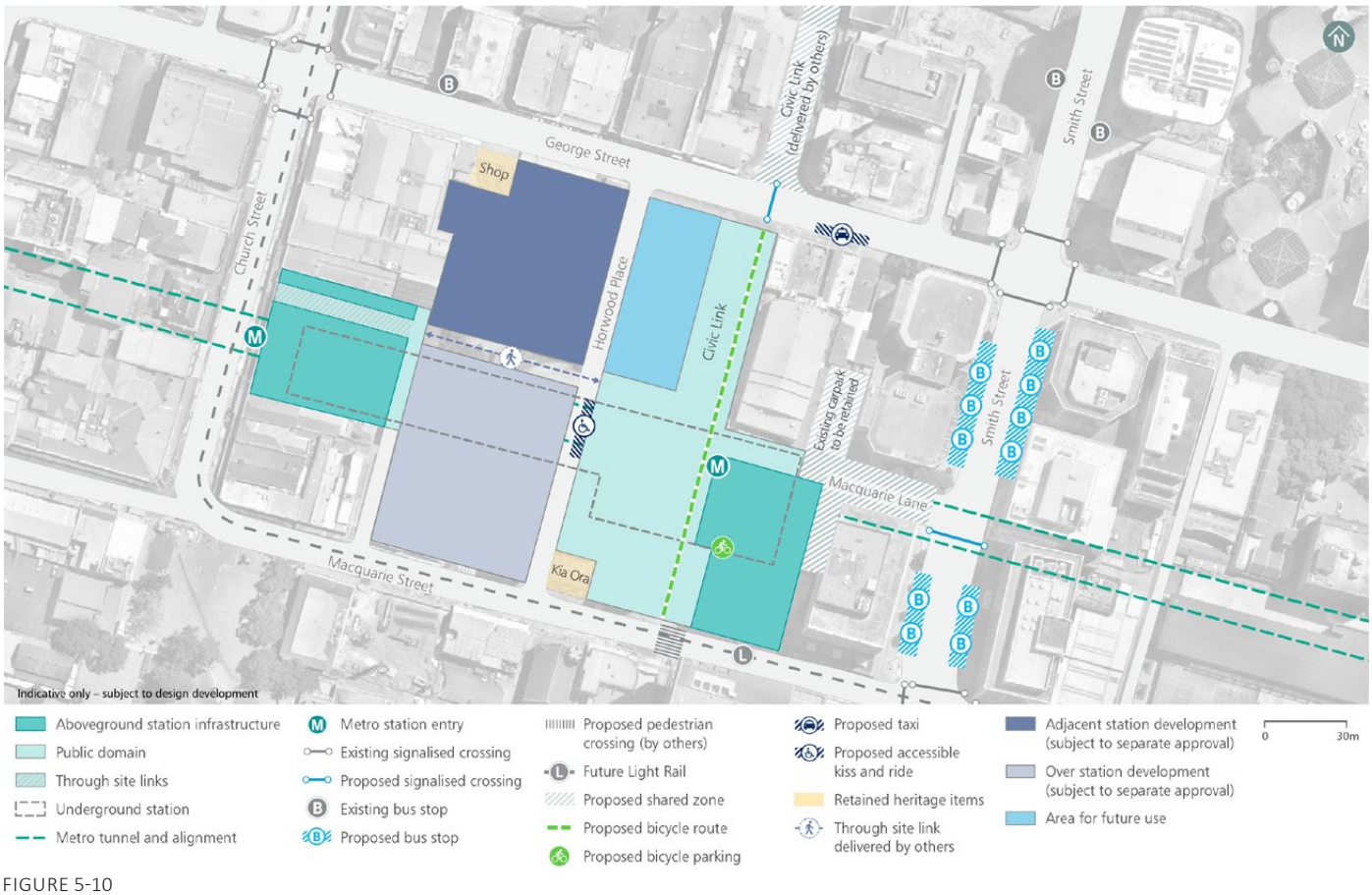


FIGURE 5-10
PARRAMATTA METRO STATION - INDICATIVE OPERATIONAL SITE LAYOUT AND KEY DESIGN ELEMENTS

5. PARRAMATTA METRO STATION

5.4 Assessment of landscape impact

5.4 Assessment of landscape impact

The landscapes and public domain areas which may potentially be impacted by this proposal are:

- Church Street streetscape
- Macquarie Street and George Street streetscapes
- Horwood Place, Macquarie Lane and United Lane
- Centenary Square
- Parramatta Park.

The following section summarises the assessment of impact for each of these landscapes and public domain areas (refer to Table 2-7 for impact levels).

There would not be any structures proposed during construction or operation of this proposal that would overshadow an area of open space that is identified for protection or residential properties.

CHURCH STREET SHOWING PARRAMATTA LIGHT RAIL PARTIALLY COMPLETED

5.4.1 Church Street streetscape

Baseline conditions: Church Street provides north-south access through the Parramatta CBD, connecting Prince Alfred Square and Parramatta River in the north with Centenary Square in the south. Several distinctive heritage buildings with decorative facades assist in wayfinding and contribute to the character to the street. The street is activated along its length with retail frontages, street cafes and alfresco dining.

Church Street will be transformed by the future Parramatta Light Rail (Stage 1) project, with the removal of vehicles and the introduction of light rail and several stops along its length. The Light Rail is currently under construction along Church Street and the street trees and gardens, which provided amenity and comfort for pedestrians have been temporarily removed.

All buildings within the construction site will have been removed as part of the previous Sydney Metro West planning application, including the buildings at 220-238 Church Street (including 'Greenway Plaza') which face Church Street. These buildings were not of traditional building character, nor did they contribute positively to the character of the street. There will be site hoarding established along former building line of the street.

Sensitivity: Church Street attracts residents, workers and visitors from across the region to its alfresco restaurants and cafes which are active both day and night. It is a main route to the Parramatta Station and commercial areas to the south of the Parramatta CBD. Because of its role as an axis and focal point of activity within the Parramatta CBD this streetscape has a regional landscape sensitivity.

Landscape impact during construction: There would be no direct landscape impact on Church Street. There would, however, be an acoustic shed (or other acoustic measures) established upon the site, facing Church Street which would partly fill the small break in the continuity of the built form. While the construction site would maintain the loss of

the streetscape activation, it would reduce the exposure of activities along Church Street to the construction activity within the construction site. Overall, this proposal would result in no perceived change in landscape quality of the Church Street streetscape resulting in a **negligible landscape impact.**

Landscape impact during operation: There would be a new contemporary station entry addressing Church Street, reinstating the former building line and providing street level activation. An allowance for a future east west laneway would be provided to the north of the station entry. This station entry would improve the accessibility and legibility of this area, providing a direct connection between the light rail and future Metro West line. The amenity of the street would be improved with the station having a high quality architectural finish and a pedestrian scale entry to the street. Overall, this proposal would result in a noticeable improvement in landscape quality of the Church Street streetscape and a **moderate beneficial landscape impact.**

5.4.2 Macquarie Street and George Street streetscapes

Baseline conditions: Macquarie Street is a main east-west thoroughfare for traffic and pedestrians in the Parramatta CBD. This street contains a mix of contemporary and historic character buildings and is activated in parts with retail frontages. Parramatta Square development is currently under construction and will deliver a civic precinct located to the south of Macquarie Street. Parramatta Square will also provide a connection to the existing Parramatta Station in the south. The construction works for Parramatta Square have resulted in the demolition of large areas of built form which has reduced building continuity along the street and temporarily altered pedestrian movements along Macquarie Street. The future Parramatta Light Rail (Stage 1) is also under construction, along Macquarie Street adjacent to the site. This will reduce traffic to one lane and there will be a light rail stop near Smith Street.

MACQUARIE STREET SHOWING PARRAMATTA LIGHT RAIL (STAGE 1) UNDER CONSTRUCTION

Macquarie Street forms the northern boundary to Centenary Square. There are trees within the Centenary Square adjacent to Macquarie Street but no street trees within the vicinity of the construction site. Two large London plane trees have been removed from the street adjacent to Kia Ora, a local listed heritage building. The intermittent awnings provide some comfort and amenity to the public domain, however, the extensive construction activity has resulted in reduced accessibility and amenity for pedestrians.

Parallel to and north of Macquarie Street, George Street is characterised by a mix of modern and heritage buildings including the Roxy Theatre and the sandstone Victorian terraces at 45 George Street. Some buildings with awnings and intermittent street trees contribute to the pedestrian amenity of this busy street.

All buildings and trees within the approved construction site at Parramatta metro station will have been demolished, including a row of buildings along the north side of Macquarie Street, extending from United Lane to the corner building at Smith Street and the Parramall Shopping Centre (55-67 George Street). These buildings are not of traditional

5. PARRAMATTA METRO STATION

5.4 Assessment of landscape impact

GEORGE STREET SHOWING PARRAMATTA LIGHT RAIL PARTIALLY COMPLETED IN FOREGROUND

MACQUARIE STREET SHOWING PARRAMATTA LIGHT RAIL PARTIALLY COMPLETED

building character, nor do they contribute positively to the character of the street. The sandstone terraced shops at 45 George Street and Kia Ora at 62–64 Macquarie Street, both local listed heritage items, will remain. There will be site hoarding established around the perimeter of the site.

Sensitivity: Macquarie Street and George Street are parallel routes through the Parramatta CBD. These streets include several listed heritage buildings with views west terminated by gatehouses in the historic Parramatta Park. These important views, however, are not present in the vicinity of the construction site. These streets attract people living, working, studying and visiting the Parramatta CBD. Overall, these streetscapes are of **local landscape sensitivity** because of their important role within the city.

Landscape impact during construction: The approved construction site would continue to be used for the construction of this proposal, with large frontages directly facing Macquarie and George Street. The site would be enclosed by hoarding and there would be large scale machinery, plant and vehicles within the site. While no further removal of trees or buildings would be required, the presence of construction activity would continue to reduce the amenity of these streets for pedestrians and road users. There would continue to be alterations to the footpaths adjacent to the site, during some periods of construction, reducing the accessibility for pedestrians somewhat. This reduction in accessibility would be somewhat offset by the operational Parramatta Light Rail (Stage 1) project which would be operational and have improved the public domain along Macquarie Street in the vicinity of the light rail stop.

Overall, due to the continued us of this site for large scale construction activity along a long section of both Macquarie Street and George Street, there would be a noticeable reduction in the quality of these streetscapes, which are of local sensitivity, and a **minor adverse landscape impact.**

Landscape impact during operation: There would be a broad new area of public domain along both Macquarie Street and George Street, including the new Civic Link and plaza area surrounding the heritage character Kia Ora building. These areas would include high quality pavements, street trees and gardens, lighting and street furniture. Restoring the amenity and accessibility of these streets. There would be trees within these areas of public realm, providing some canopy cover over time. The legibility of these streets would be improved as the setting of the heritage character buildings, particularly Kia Ora, are reinstated and become local visual markers within the city.

The streetscapes of George Street and Macquarie Street would have improved accessibility, legibility and amenity as a result of this proposal. Due to these improvements here would be a considerable improvement in the amenity of these streetscapes and a **moderate beneficial landscape impact.**

5.4.3 The site, Horwood Place, Macquarie Lane and United Lane

Baseline conditions: Horwood Place, Macquarie and United Lanes provide access between George Street and Macquarie Street, Smith Street and Horwood Place. These lanes mainly provide rear access to buildings and car parking areas and have limited pedestrian amenity and street trees. Horwood Place and Macquarie Lane will be impacted by the preceding approved construction site at Parramatta metro station, although Macquarie Lane will remain open to vehicles on a realigned route.

As part of the approved construction site at Parramatta metro station, Horwood Place will have been closed and Macquarie Lane realigned. Traffic diversions would be in place and there would be reduced permeability and accessibility of this block and area of the CBD. There will be site hoarding around the perimeter of the site.

1 MACQUARIE STREET
2 PARRAMATTA SQUARE SOUTH OF MACQUARIE STREET
3 LEIGH MEMORIAL CHURCH

Sensitivity: Horwood Place, Macquarie Lane and United Lane would attract less use than the surrounding roads and footpaths. They do, however, provide an important accessibility and permeability function and would be experienced mainly by workers and visitors accessing adjacent commercial buildings and car parking areas. These laneways are of **neighbourhood landscape sensitivity**.

Landscape impact during construction: There would continue to be restricted laneway access within the construction site as a part of this proposal. This would continue the reduced permeability and accessibility of this block and area of the CBD. A temporary, north-south pedestrian access through the construction site between George Street and Macquarie Street would be provided. This reduction in accessibility would be somewhat offset by the operational Parramatta Light Rail (Stage 1) project which would be operational and have improved the public domain along Macquarie Street in the vicinity of the light rail stop.

Overall, this would result in a noticeable reduction in the quality of these laneways, which are of neighbourhood sensitivity, and a **negligible landscape impact**.

Landscape impact during operation: The site would be divided by several inter-block lanes, shared zones and pedestrian links that would improve the permeability and accessibility of this precinct. This would include the reinstatement of Horwood Place, in a straight alignment, the creation of a new section of the Civic Link, to the west of the Roxy Theatre, and shared zones between the Civic Link and Smith Street in the east, partly reinstating Macquarie Lane.

The Civic Link would be connected to a substantial new plaza, surrounding the Kia Ora a local listed heritage building which contributes to the heritage character of Macquarie Street. This plaza would connect the new eastern station entry with Macquarie Street which is located near to a future Parramatta Light Rail (Stage 1) stop. The shared zones would connect the eastern station entry to Smith Street in the east, where there would be new bus stops.

Overall, there would be improved accessibility, legibility and amenity for road users and pedestrians across the site and in the reinstated Horwood Place, shared zones, and Civic Link. Overall, there would be a considerable improvement in the amenity of these streetscapes, which are of neighbourhood sensitivity and a **minor beneficial landscape impact.**

5.4.4 Centenary Square

Baseline conditions: Centenary Square is the main civic square within the Parramatta CBD, providing a forecourt to the Parramatta Town Hall and St John's Anglican Cathedral. The square provides an important pedestrian thoroughfare within the Parramatta CBD connecting Macquarie Street through to Darcy Street and the setting for a series of activities. A mix of heritage and modern buildings frame the square together with London plane trees. The mature trees and an interactive water feature enhance the microclimate of the square and provide comfort for users. Lawn areas, garden beds, fixed and temporary seating areas, colourful shade umbrellas and high quality paving enhance the amenity of the square.

Construction of the Parramatta Square redevelopment project along the eastern boundary of the square, and future Parramatta Light Rail (Stage 1) along Macquarie Street currently reduce the amenity of the square for users.

Sensitivity: Centenary Square is be experienced by large numbers of residents and visitors from across the region. It provides a major focal point for events and activity within the Parramatta CBD and contains the historic Parramatta Town Hall and St John's Anglican Cathedral which are important civic buildings. Centenary Square is of **regional landscape sensitivity**.

Landscape impact during construction: While the construction site would be visible from the northern boundary of the Centenary Square, there would be no direct impacts nor appreciable impact on the accessibility, legibility and permeability of the square. Overall, there would be no perceived change in the quality of this landscape, which is of regional sensitivity, and a **negligible landscape impact**.

Landscape impact during operation: This proposal would not directly impact Centenary Square, however, the improvements to the public domain in the vicinity of the Square would contribute to the accessibility of the square and amenity of areas of the square on Macquarie Street from which there would be intervisibility with the new station entries on Macquarie and Church Street. Overall, there would be no perceived change to the landscape quality of Parramatta Park as a result of this proposal and a **negligible landscape impact.**

5.4.5 Parramatta Park

Baseline conditions: Parramatta Park is a nationally important parkland featuring the World Heritage listed Old Government House and Domain. The park forms the western edge to and a landscape frame for the Parramatta CBD. The park features open lawn and grassland areas, historic formal avenue planting, a rose garden, an open amphitheatre area beside the river (The Crescent), historical monuments, heritage listed buildings and formal gateway entries to surrounding streets. It is an important open space and recreation resource for the city.

Old Government House is sited on a prominent highpoint within the park. Views from Old Government House and the grounds of Parramatta Park towards George Street are identified as important in the *Old Government House and Domain, Parramatta Park Management Plan (2008).*

Sensitivity: Parramatta Park, The Old Government House and Domain are World Heritage listed and the landscape of Parramatta Park is of high importance. The landscape setting is identified as 'highly sensitive' to development in the Development in Parramatta City and the Impact on Old Government House and Domain's World and National Heritage Listed Values: Technical Report (2012). The park attracts locals and visitors from across the region for the purpose of recreation. Landscape features within Parramatta Park are therefore of national landscape sensitivity.

Landscape impact during construction: This proposal is not located within the Parramatta Park World Heritage site, and there would not be a direct impact upon the park during construction. There are several identified key views, which extend beyond the buffer zone towards the Parramatta CBD. This proposal would not be visible in these views from Parramatta Park. Overall, there would be no perceived change to the landscape quality of Parramatta Park as a result of this proposal and a **negligible landscape impact.**

Landscape impact during operation: This proposal is not located within the Parramatta Park World Heritage site, and there would not be a direct impact upon the park during operation. There are several identified key views, which extend beyond the buffer zone towards the Parramatta CBD. This proposal is unlikely to be visible in these views due to its scale, the distance and intervening built form. Overall, there would be no perceived change to the landscape quality of Parramatta Park as a result of this proposal and a **negligible landscape impact.**

5. PARRAMATTA METRO STATION

5.5 Assessment of visual impact

5.5 Assessment of daytime visual impact

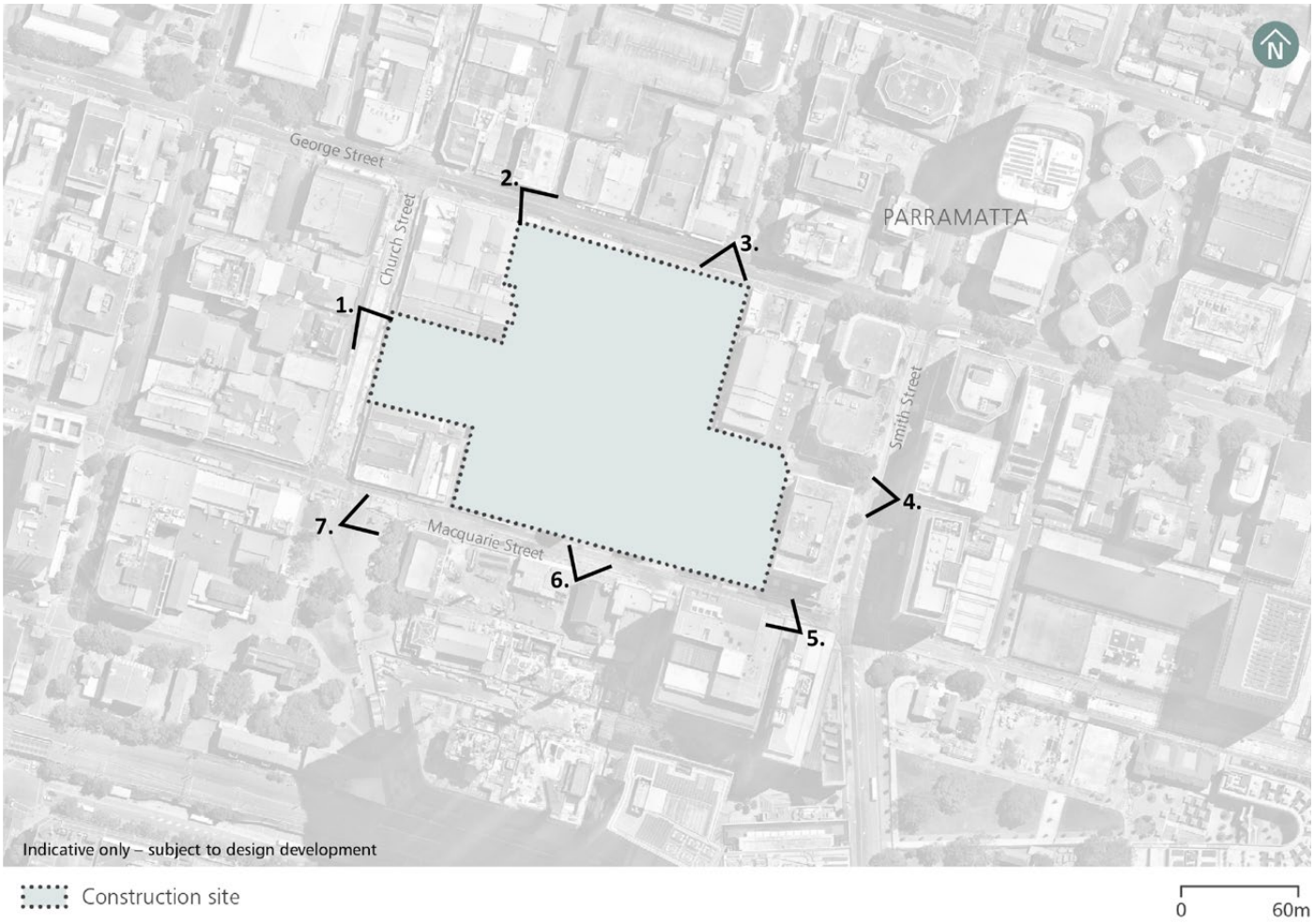
The following viewing locations were selected as representative of the range of views to Parramatta metro station:

- Viewpoint 1: View south-east along Church Street
- Viewpoint 2: View south-east along George Street
- Viewpoint 3: View south from George Street along Horwood Place
- Viewpoint 4: View west from Smith Street
- Viewpoint 5: View north-west along Macquarie Street at the corner with Smith Street
- Viewpoint 6: View north from Macquarie Street to Kia Ora
- Viewpoint 7: View north-east along Macquarie Street from near Centenary Square.

Figure 5-12 identifies the location of these viewpoints.

The following sections summarise the daytime visual impact identified in the representative viewpoint assessment.

FIGURE 5-12
PARRAMATTA METRO STATION - VIEWPOINT LOCATIONS



5.5.1 Viewpoint 1: View south-east along Church Street

FIGURE 5-13
VIEWPOINT 1 – VIEW SOUTH-EAST ALONG CHURCH STREET, EXISTING VIEW

Baseline conditions: Church Street consisted of two lanes of traffic, pinched with a narrow single lane section with a pedestrian crossing and gardens with street trees (refer to Figure 5-13). This streetscape has since been removed as a result of construction of the future Parramatta Light Rail (Stage 1) project. George Street will include a centrally located light rail and pedestrian zone extending across the street and to Macquarie Street in the background of this view. This work will include the removal of the 'Flock' art installation and garden areas. The buildings facing Church Street are generally two to three storeys in height and comprise a mixture of commercial and retail buildings with shopfronts and awnings. There are several elaborate historic buildings including the former Post Office and Commonwealth Bank building whose grand column flanked sandstone façade provides visual interest and character along Church Street (right of view). The St John's Anglican Cathedral spire is visible in the background of this view, rising above Centenary Square. Construction of Parramatta Square (previously known as Civic Place), located south of Macquarie Street, can be seen above the built form on Church Street. When this work is complete, there will be tall buildings visible in the background of this view.

All buildings within this proposal site will have been removed as a part of the previous Sydney Metro West planning application, including the commercial buildings at 220-238 Church Street (including 'Greenway Plaza'), left of view (refer to Figure 5-14). There will be hoarding along the former building line, facing Church Street, seen in the middle ground of this view.

Sensitivity: Views along the Church Street would be experienced by residents, workers and visitors using this retail and commercial area. This view includes a number of visual features including heritage character buildings and the St John's Anglican Cathedral spire. Due to the large number of receivers and visual features, this view is of **local visual sensitivity.**

Visual impact during construction: An acoustic shed (or other acoustic measures) would be established on the construction site in the location of the commercial and retail buildings at 220-238 Church Street (including 'Greenway Plaza') which would have been demolished (refer to Figure 5-15) as part of the previous Sydney Metro West planning application. This structure would align with the building line and obstruct any views into the works being undertaken within the construction site. While there would be less articulation and detail with an acoustic shed, it would fit with the scale of the streetscape and be absorbed into the surrounding densely packed built form of this section of Church Street. Overall, this would result in a noticeable reduction in the amenity of this view, which is of local visual sensitivity, and there would be a **minor adverse visual impact.**

Visual impact during operation: A new station entry would be seen in the middle

FIGURE 5-14
VIEWPOINT 1 – VIEW SOUTH-EAST ALONG CHURCH STREET, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE)

FIGURE 5-15
VIEWPOINT 1 – VIEW SOUTH-EAST ALONG CHURCH STREET, PHOTOMONTAGE SHOWING ACOUSTIC SHED DURING CONSTRUCTION (INDICATIVE ONLY – SUBJECT TO DESIGN DEVELOPMENT)

ground of this view along Church Street. The station entry would present an open and active façade to the street, reinstating the predominant building line and having a consistent vertical scale with the existing facades along this section of the street. The new station entry would fill part of the site, generally the site of the former Greenway Plaza. The station entry would have a high architectural finish with a spacious and open station entry facing Church Street. To the north of the station entry there would be an activated space, with temporary or permanent activated uses in the location of a future east west lane. Overall due to the improved architectural quality of the station, there would be a considerable improvement in the amenity of this view, which is of local visual sensitivity, and there would be a **moderate beneficial visual impact.**

5.5.2 Viewpoint 2: View south-east along George Street

Baseline conditions: In this view, George Street consists of two lanes of traffic, parallel parking and wide footpaths enclosed by awnings (refer to Figure 5-16). The built form comprises a mixture of two storey commercial and retail buildings which provide a consistent building line to the street. A two-storey Victorian sandstone commercial building at 45 George Street (right of view) provides visual interest and built form diversity to the streetscape. Taller commercial buildings, located on Smith Street, are visible within the background, rising above the built form on George Street.

All buildings within this proposal site will have been removed as a part of the previous Sydney Metro West planning application, including the Parramall Shopping Centre building at 55-67 George Street and adjacent two storey retail and commercial buildings at 49-53 George Street (centre of view) (refer to Figure 5-17). Views to the façade of the heritage sandstone building at 45 George Street would remain. There would be hoarding along the former building line,

facing George Street, visible in the middle ground of this view.

Sensitivity: Views along George Street would be experienced by road users, residents, workers and visitors to the Parramatta CBD. This view includes heritage character buildings which are a local visual feature. Due to the number of receivers and visual features, this view is of **local visual sensitivity.**

Visual impact during construction: The two-storey Victorian sandstone commercial building at 45 George Street (right of view) would be retained and protected. There would continue to be construction work, beyond these listed heritage buildings, visible along the southern side of G\eorge Street in the centre of this view. Construction vehicles would be seen travelling along George Street, accessing and egressing the site. Hoardings would be maintained along the site boundary, partially blocking views to the construction activity at street level. Above the hoarding, large scale construction equipment would be visible including activities and equipment to support excavation works.

Due to the scale and extent of the works, there would be a considerable reduction in the amenity of this view, which is of local sensitivity, and a **moderate adverse visual impact during construction.**

Visual impact during operation: To the south of George Street the break in the built form would remain as areas of the site would be fenced and be maintained for future development. This would include a site for adjacent development (subject to separate approval) adjacent to the heritage Victorian terraces, and areas allocated for future use near the Roxy Theatre. A new area of public domain would be seen, however, on the eastern end of the site, alongside the Roxy Theatre (left of view). This 'Civic Link' would include new high quality pavements, street furniture, lighting and trees, adding to the amenity of this view. This new public domain would extend along the southern side of George Street with upgraded footpaths.

FIGURE 5-16
VIEWPOINT 2 – VIEW SOUTH-EAST ALONG GEORGE STREET, EXISTING VIEW

Overall, due to the improvements to the public domain, there would be a noticeable improvement in the amenity of this view, which is of local visual sensitivity, and there would be a **minor beneficial visual impact.**

FIGURE 5-17
VIEWPOINT 2 – VIEW SOUTH-EAST ALONG GEORGE STREET, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE)

5. PARRAMATTA METRO STATION

5.5 Assessment of visual impact

FIGURE 5-18
VIEWPOINT 3 – VIEW SOUTH FROM GEORGE STREET ALONG HORWOOD PLACE, EXISTING VIEW

FIGURE 5-19
VIEWPOINT 3 – VIEW SOUTH FROM GEORGE STREET ALONG HORWOOD PLACE, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE)

5.5.3 Viewpoint 3: View south from George Street along Horwood Place

Baseline conditions: This view includes the Roxy Theatre, a State listed heritage building, (left of view) in the middle ground. This building has a distinctive architectural façade and contributes to the character of George Street. This view is directed south along Horwood Place, which is a vehicle dominated environment with two vehicle lanes and parking, and no street trees. A multi-level car park can be seen in the background of this view, at the southern end of Horwood Place. Construction of Parramatta Square (previously known as Civic Place), located south of Macquarie Street, can be seen above the built form on George Street. When this work is complete, there will be several tall buildings visible in the background of this view.

All buildings within this proposal site, to the south and west of the Roxy Theatre will have been removed as a part of the previous Sydney Metro West planning application. This includes the Parramall Shopping Centre building at 55-67 George Street (right of view) and multi-level car park (centre, background of view) (refer to Figure 5-18). Horwood Place will be closed and there will be hoarding and access gates along George Street. The Roxy Theatre (left of view), a state listed heritage building, would be retained and protected.

Sensitivity: Views along George Street would be experienced by road users, residents, workers and visitors to the Parramatta CBD. This view includes heritage character buildings which are a local visual feature. Due to the number of receivers and visual features, this view is of **local visual sensitivity.**

Visual impact during construction: A temporary pedestrian connection would be established in the location of Horwood Place, to the west of the Roxy Theatre (left of view), and extending to Macquarie Street in the south, background of this view. There would continue to be construction work,

to the west (right of view), visible along the southern side of George Street. Construction vehicles would be seen travelling along George Street, and across this view. Hoardings would be maintained along the site boundary, and there would be large scale construction equipment and activities to support excavation works, visible above the hoarding. While the Roxy Theatre would remain, maintaining the character of this view somewhat, due to the scale and extent of the works, there would be a considerable reduction in the amenity of this view. As this view is of local sensitivity, there would be a **moderate adverse visual impact during construction.**

Visual impact during operation: A new 'Civic Link' would be established in the centre of this view, including new high quality pavements, street furniture, lighting and trees, improving the setting of the Roxy Theatre. This new public realm would create a long vista, through the station precinct to Macquarie Street and beyond. The areas to the west of this new Civic Link domain (right of view) may be fenced with appropriate hoarding and allocated for future use and there would be a break in the building line along George Street and a temporary edge to the west of this area of the public domain. Overall, due to the opening up of a new vista and substantial improvements to the public domain, there would be a considerable improvement in the amenity of this view, which is of local visual sensitivity, and a **moderate beneficial visual impact.**

5.5.4 Viewpoint 4: View west from Smith Street

Baseline conditions: In this view across Smith Street, two modern commercial buildings frame the entry to Macquarie Lane which is a minor side street (refer to Figure 5-20). A multi-level car park is visible in the background of this view, at the end of Macquarie Lane. The lane and built form on Smith Street are partially screened by a mature London plane street tree (right of view).

FIGURE 5-20
VIEWPOINT 4 – VIEW WEST FROM SMITH STREET, EXISTING VIEW

FIGURE 5-21
VIEWPOINT 4 – VIEW WEST FROM SMITH STREET, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE)

All buildings within this proposal site will have been removed as a part of the previous Sydney Metro West planning application, including the multi-level car park (centre of view) (refer to Figure 5-21). Macquarie Lane will remain open and there will be hoarding visible in the middle ground of view.

Sensitivity: This view from Smith Street would be experienced by adjacent road users, students, workers and visitors to the Parramatta CBD. This is an incidental, framed view along a laneway, available near to an area of outdoor café seating. Due to the number of receivers this view is of **local visual sensitivity.**

Visual impact during construction: There would be a temporary pedestrian connection established in the middle ground of this view. Beyond this, there would be glimpses to construction activity, including site perimeter hoarding, large scale construction equipment and activities to support excavation works. Works to construct the new station and services building would also be seen in the middle and background of this view rising about five to six storeys. Construction vehicles would be seen accessing the site via this lane in the centre, middle ground of the view, and travelling along Smith Street. While the scale of the works would be substantial, the works would only be seen through the buildings, and set back from the street. Overall, there would be a noticeable reduction in the amenity of this view, which is of local sensitivity, and a **minor adverse visual impact during construction.**

Visual impact during operation: This view would include a view along a new east-west shared zone that would lead to areas of public domain in the middle ground of this view. This would include glimpses to new high quality pavements, lighting and trees, improving the attractiveness of this view. A new station entry and services building would be seen in the middle ground and also in the background of this view, rising about five to six storeys. This new built form would be absorbed into the surrounding urban setting and there would be a new vista created through the station precinct. Overall, due to the opening up of this new vista and improvements to the public domain, there would be a noticeable improvement in the amenity of this view, which is of local visual sensitivity, and a **minor beneficial visual impact.**

5.5.5 Viewpoint 5: View north-west along Macquarie Street at the corner with Smith Street

Baseline conditions: This view includes low to medium scale commercial development with some retail uses partially activating the street frontage (refer to Figure 5-22). Visual interest is created by the varied facades of these buildings, with a repeated pattern of windows and vertical lines. Construction works for the Parramatta Square development can be seen to the south (left of view) which reduces the continuity of built form along the southern street frontage and has temporarily reduced the visual amenity of this part of Macquarie Street. The gatehouse at the entry to Parramatta Park is located at the end of Macquarie Street but is not discernible from this location on Macquarie Street due to intervening streetscape vegetation and the viewing distance.

Construction of the future Parramatta Light Rail (Stage 1) project is underway and will include the installation of a light rail track along the southern side of the street (left of view). This work has included the removal of the mature London plane street trees alongside of the local listed heritage building, Kia Ora (centre of view). Construction of Parramatta Square (previously known as Civic Place), located south of Macquarie Street, has also progressed and the existing street trees, seen in this view, have been removed and there are new buildings under construction to the east of Hough Lane (left of view). When this work is complete, there will be contemporary buildings facing Macquarie Street and tall high-rise buildings visible to the left of this view.

All buildings within this proposal site will have been removed as a part of the previous Sydney Metro West planning application, including the commercial and retail buildings at 58-60 and 68-74 Macquarie Street (refer to Figure 5-23). There will be hoarding along the former building line north of Macquarie Street, visible in the middle ground of this view.

Sensitivity: This view along Macquarie Street would be experienced by adjacent road users, residents, workers, students and visitors to Parramatta CBD. Due to the large number of receivers, this view is of **local visual sensitivity.**

Visual impact during construction: There would continue to be construction work, to the north of Macquarie Street (centre of view). Hoardings would be maintained along the site boundary, and there would be large scale construction equipment and activities to support excavation works, visible above the hoarding. Kia Ora a local listed heritage building would be maintained and protected, and may remain visible, glimpsed amongst the construction activity. Construction vehicles would be seen travelling along George Street, accessing the site in the middle to background of the view. This work would be seen in the context of the final stages of works to construct the Parramatta Light Rail (Stage 1) project. This proposal would continue the strong presence of construction activity and alter the streetscape character in this view. A temporary pedestrian connection would be established on the eastern edge of the construction site (right of view). Due to the scale of the works, the intervening built form and the visual absorption capacity of this view, there would be a noticeable reduction in the amenity of this view. As this is a view of local sensitivity, this would result in a **minor adverse visual impact**.

Visual impact during operation: A new station building would be seen in the middle ground of this view, with the station activating the street level and with the built form for non

FIGURE 5-22
VIEWPOINT 5 – VIEW NORTH-WEST ALONG MACQUARIE STREET AT THE CORNER WITH SMITH STREET, EXISTING VIEW

FIGURE 5-23
VIEWPOINT 5 – VIEW NORTH-WEST ALONG MACQUARIE STREET AT THE CORNER WITH SMITH STREET, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE)

station uses rising about five to six storeys above the street, several storeys higher than the adjacent built form. Beyond this, there would be a new Civic Link and an expanded area of public domain improving the streetscape amenity and opening up views to Kia Ora a local listed heritage building. This would provide an attractive setting for the Kia Ora building, improving the presence of this building and contribution it makes to the character of this section of the Macquarie Street streetscape. Beyond this, (to the west) the building line would remain open with a fenced site being maintained for future over station development. This new public domain would include high quality pavements, street furniture, lighting and trees, adding to the amenity of this view. This public domain would extend along the northern side of Macquarie Street with upgraded footpaths. Overall, while the built form would be taller, there is the capacity in this setting to absorb larger scale built form. Due to the improvements to the public domain, including enhancing the setting of Kia Ora, there would be a considerable improvement in the amenity of this view, which is of local visual sensitivity, and there would be a **moderate beneficial visual impact.**

5.5.6 Viewpoint 6: View north from Macquarie Street to Kia Ora

Baseline conditions: This view is from near the Leigh Memorial Uniting Church (behind viewer), a local listed heritage building, across Macquarie Street to a mix of modern commercial and heritage character buildings (refer to Figure 5-24). The two storey Kia Ora building (centre of view) is surrounded by three to seven storey buildings immediately adjacent, creating a strong juxtaposition in scale and character. Several distant medium-rise buildings in Parramatta CBD can be seen in the background of this view, rising above the lower rise built form which address the northern side of Macquarie street. In this location, Macquarie Street has been transformed by the construction works for the Parramatta Light Rail (Stage1) project. This has included the removal of the mature London plane street trees beside Kia Ora and will continue to include a light rail track along the southern side of the street and a new light rail stop.

All buildings within the proposal site will have been removed as a part of the previous Sydney Metro West planning application, including the commercial and retail buildings at 48-50 and 58-60 Macquarie Street (left of view) (refer to Figure 5-25). Horwood Place will be closed and there will be hoarding and access gates along Macquarie Street. Kia Ora, a local listed heritage building, will be protected and retained.

Sensitivity: This view along Macquarie Street would be experienced by adjacent road users, residents, workers, students and visitors to Parramatta CBD. The heritage character of Kia Ora and mature street trees (now removed) are features in this view. Due to the number of receivers, and local landscape features, this view is of **local visual sensitivity.**

Visual impact during construction: There would continue to be construction work, to the north of Macquarie Street (centre of view). Hoardings would be maintained along the site boundary and there would be large scale construction equipment and activities to support excavation works, visible above the hoarding. Kia Ora, a local listed heritage building, would be maintained and protected and would be seen surrounded by construction activity. This would reduce the visual presence of this character building on the streetscape and continue to reduce the amenity of the setting of this building. A temporary pedestrian connection would be established on the eastern edge of the construction site (right of view), followed by works to construct the final public domain. Beyond this (right of view), works to construct the station and services building would be seen, rising about five to six storeys above the street. This work would be seen in the context of the completed Parramatta Light Rail (Stage 1) project, continuing the strong presence of construction activity which has redefined the streetscape character in this location.

Overall, due to the scale of the works, surrounding and reducing the amenity of the setting of the Kia Ora building, there would be a considerable reduction in the amenity of this view. As this is a view of local sensitivity, this would result in a **moderate adverse visual impact**.

Visual impact during operation: There would be a new expanded area of public domain along the northern side of Macquarie Street with a large plaza creating an expansive, attractive setting for the Kia Ora building, a local listed heritage building. To the west (left of view) Horwood Place would be reinstated, in a new location, directly alongside the Kia Ora building, reintroducing vehicles to this area of the view. While the road would be seen in close proximity to this character building, the main façade of the building would address the new plaza area which would provide an attractive setting for the Kia Ora building. This building would have a new presence on the streetscape and contribute positively to the character of this section of the Macquarie Street streetscape.

Beyond this, (to the east) there would be a new station building would be seen in the middle ground of this view, the station entry would extend along Macquarie Street and wrap around the new 'Civic Link'. The new public domain would include high quality pavements, street furniture, lighting and trees, creating a continuous finish with the Parramatta Light Rail (Stage 1) project streetscape works. The station would activate the ground level, and there would be built form for non station uses rising about five to six storeys above the street, several storeys higher than the adjacent built form. This would be similar in height to the buildings beyond and in the background of the view.

Overall, while the built form of the station would be taller than the former buildings on the site, there is the capacity in this setting to absorb larger scale built form. Due to the improvements to the public domain, including enhancements to the setting of Kia Ora, there would be a considerable improvement in the

FIGURE 5-24
VIEWPOINT 6 – VIEW NORTH-WEST FROM MACQUARIE STREET TO KIA ORA, EXISTING VIEW (2021)

FIGURE 5-25
VIEWPOINT 6 – VIEW NORTH-WEST FROM MACQUARIE STREET TO KIA ORA, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE)

FIGURE 5-26
VIEWPOINT 7 – VIEW NORTH-EAST ALONG MACQUARIE STREET FROM NEAR CENTENARY SQUARE, EXISTING VIEW

FIGURE 5-27
VIEWPOINT 7 – VIEW NORTH-EAST ALONG MACQUARIE STREET FROM NEAR CENTENARY SQUARE, EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE)

amenity of this view, which is of local visual sensitivity, and there would be a **moderate beneficial visual impact.**

5.5.7 Viewpoint 7: View north-east along Macquarie Street from near Centenary Square

Baseline conditions: The Centennial Memorial Clock, a local listed heritage item, in the foreground of this view provides a local landmark and visual focal point for both Macquarie Street and the adjacent Centenary Square (right of view) (refer to Figure 5-26). The Macquarie Street streetscape comprises two to three storey commercial and retail buildings which provides a continuous and somewhat uniform built edge to the street. A heritage character building with a horse parapet façade, a local listed heritage item, adds visual interest to the skyline. The streetscape elevation includes a seven storey modern commercial building with contrasting scale, bulk and height. Further east along the street, the heritage character Kia Ora building is screened from view by a mature London plane tree.

The Parramatta Light Rail (Stage 1) project will result in substantial changes to the streetscape and foreground of this view. This will include a both construction and the operation of light rail vehicles alongside traffic along this section of Macquarie Street. Street trees along Macquarie Street have been removed, including the mature London plane trees in front of Kia Ora.

All buildings within this proposal site will have been removed as a part of the previous Sydney Metro West planning application, including three commercial and retail buildings along the northern side of Macquarie Street. There will be hoarding along the former building line, facing Macquarie Street, visible in the middle ground of this view.

Sensitivity: This view along Macquarie Street would be experienced by adjacent road users, residents, workers, students, and visitors to Centenary Square and the Parramatta CBD.

The heritage character of the Centennial Memorial Clock, and the heritage character facades of the buildings facing Macquarie Street are features in this view. Due to the large number of receivers and local landscape features in this view, it is of **local visual sensitivity.**

Visual impact during construction: There would continue to be construction work, to the north of Macquarie Street in the middle ground (centre of view). Hoardings would be maintained along the site boundary, and there would be large scale construction equipment and activities to support excavation works, visible above the hoarding. Construction vehicles would be seen travelling along George Street, accessing the site in the middle to background of the view. Construction of the new station building would emerge progressively from the site, rising to a height of about five to six storeys above the site. This work would be seen in the context of the operational Parramatta Light Rail (Stage 1) project. This proposal would continue the strong presence of construction activity and alter the streetscape character in this view.

While this proposal would involve large scale construction works, the intervening built form, distance and the visual absorption capacity of this view, there would be a noticeable reduction in the amenity of this view. As this is a view of local sensitivity, this would result in a **minor adverse visual impact**.

Visual impact during operation: For the western part of the site, the building line would remain open with a fenced site being maintained for future over station development. Beyond this, a new public domain would open up a view to the heritage character Kia Ora building and be an attractive feature within the streetscape. There would be a new station building seen in the background of this view, with the station activating the street level and with the built form rising about five to six storeys above the street. This would be similar in height to the built form beyond.

Overall, this view has the capacity to absorb larger scale built form. Due to the improvements to the public domain, including enhancing the setting of Kia Ora, there would be a noticeable improvement in the amenity of this view, which is of local visual sensitivity, and there would be a **minor beneficial visual impact.**

5.6 Assessment of night-time visual impact

Baseline conditions: The setting of the Parramatta metro station site is an area of high district brightness (A4) and has a **very low visual sensitivity.** This is due to the density of brightly lit commercial, retail, educational, government, hotels and residential apartment buildings within this highly urban city centre. The brightly lit streetscapes of George Street, Macquarie Street and Church Street, including headlights from traffic and the brightly lit plazas such as Centenary Square within the Parramatta CBD contribute to night-time lighting levels. All buildings and trees within this proposal site will have been removed as a part of the previous Sydney Metro West planning application and there will be some security lighting remaining on the construction site.

Visual impact during construction: Night works would be required at this location during station construction. This would include brightly lit task lighting, lighting at site offices, staff amenities, workshop buildings and staff car parking areas. There would also be 24-hour deliveries of large equipment and materials, additional headlights from heavy vehicles accessing, egressing and moving within the site. This lighting would be mostly screened by surrounding buildings which would remain along George, Macquarie Street, Smith Street and Church Street.

Some residences and guests within the upper levels of tall apartment buildings and hotels nearby may potentially overlook these works. However, as most of the night work would be undertaken at street level, it is not expected that there would not be any direct light spill onto these properties. There may also be views from commercial properties which are in use at night.

It is expected that the additional light sources and skyglow that would be seen from these areas would be generally absorbed into the existing brightly lit night scene. Overall, it is expected that this lighting would create a noticeable reduction in the amenity of these areas, resulting in a **negligible visual impact** at night.

Visual impact during operation: The new station and public domain areas would be brightly lit to provide for customer safety. This would include lighting within the station, at station entries and plaza lighting along the Civic Link. There would be street lights and vehicle headlights associated with the reinstated Horwood Place and along the shared zones. There would also be headlights from bus movements along Smith Street, where there would be bus stops. This lighting would increase the lighting levels within this area of the city. All lighting would be designed to minimise light spill and it is not expected that there would not be any direct light spill on private residences.

It is expected that this level of lighting would be consistent with and largely absorbed into the surrounding brightly lit night scene. Overall, there would be no perceived change in the amenity of this area at night, resulting in a **negligible visual impact**.

5.7 Summary of impact

Table 5-1, Table 5-2 and Table 5-3 summarise the potential landscape and visual impacts of this proposal.

TABLE 5-1
LANDSCAPE IMPACT SUMMARY – PARRAMATTA METRO STATION

			Construction		Operation	
No.	**Location**	**Sensitivity**	**Magnitude**	**Impact**	**Magnitude**	**Impact**
1	Church Street streetscape	Regional	No perceived change	Negligible	Noticeable improvement	Moderate benefit
2	Macquarie Street and George Street streetscapes	Local	Noticeable reduction	Minor adverse	Considerable improvement	Moderate benefit
3	The site, Horwood Place, Macquarie Lane and United Lane	Neighbourhood	Noticeable reduction	Negligible	Considerable improvement	Minor benefit
4	Centenary Square	Regional	No perceived change	Negligible	No perceived change	Negligible
5	Parramatta Park	National	No perceived change	Negligible	No perceived change	Negligible

TABLE 5-2
DAYTIME VISUAL IMPACT SUMMARY – PARRAMATTA METRO STATION

			Construction		Operation	
No.	**Location**	**Sensitivity**	**Magnitude**	**Impact**	**Magnitude**	**Impact**
1	View south-east along Church Street	Local	Noticeable reduction	Minor adverse	Considerable improvement	Moderate benefit
2	View south-east along George Street	Local	Considerable reduction	Moderate adverse	Noticeable improvement	Minor benefit
3	View south from George Street along Horwood Place	Local	Considerable reduction	Moderate adverse	Considerable improvement	Moderate benefit
4	View west from Smith Street	Local	Noticeable reduction	Minor adverse	Noticeable improvement	Minor benefit
5	View north-west along Macquarie Street at the corner with Smith Street	Local	Noticeable reduction	Minor adverse	Considerable improvement	Moderate benefit
6	View north from Macquarie Street to Kia Ora	Local	Considerable reduction	Moderate adverse	Considerable improvement	Moderate benefit
7	View north-east along Macquarie Street from near Centenary Square	Local	Noticeable reduction	Minor adverse	Noticeable improvement	Minor benefit

TABLE 5-3
NIGHT-TIME VISUAL IMPACT SUMMARY – PARRAMATTA METRO STATION

			Construction		Operation	
No.	**Location**	**Sensitivity**	**Magnitude**	**Impact**	**Magnitude**	**Impact**
1	Parramatta metro station	Very low (A4: High district brightness)	Noticeable reduction	Negligible	No perceived change	Negligible

6. SYDNEY OLYMPIC PARK METRO STATION

6.1 Baseline environment

6.1 Baseline environment

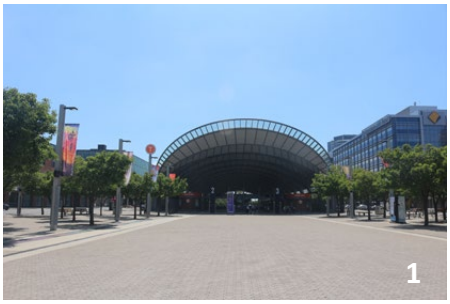
The Sydney 2000 Olympic and Paralympic Games at Sydney Olympic Park resulted in the creation of a series of iconic sporting and recreational facilities, including the ANZ Stadium, formerly known as the Olympic Stadium (refer to Figure 6-1). The major event facilities are arranged around two principles axes; Olympic Boulevard and Dawn Fraser Avenue which provide grand ceremonial vistas between the various destinations. Built form and public domain areas within Sydney Olympic Park are required to exhibit design excellence. This is reflected in the high standard of architecture of the existing Olympic Park Station which contributes to the distinctive character and unique identity of Sydney Olympic Park. Sydney Olympic Park is framed by extensive areas of green space which border two tributaries of the Parramatta River (Powells Creek and Haslams Creek). The parklands physically separate the development from nearby urban areas.

ANZ STADIUM

Sydney Olympic Park metro station is located to the south of the Abattoir Heritage Precinct, a state listed heritage item, which comprises a collection of five Federation era buildings located within an attractive garden setting that is representative of Federation period landscaping. Many of the old buildings have now been demolished to make way for new facilities, however the original administration building (c.1913) has been restored and is currently used for office space. The former Gatehouse (c.1918), 'a small single storey face brick building with a hipped terracotta shingled roof' located on a prominent corner site at the junction of Showgrounds Road and Herb Elliott Avenue (NSW Public Works, 2013, p99), is a local visual feature, as is the former carriage loop, which encircles a large palm grove including visually prominent *Washingtonia robusta* specimens.

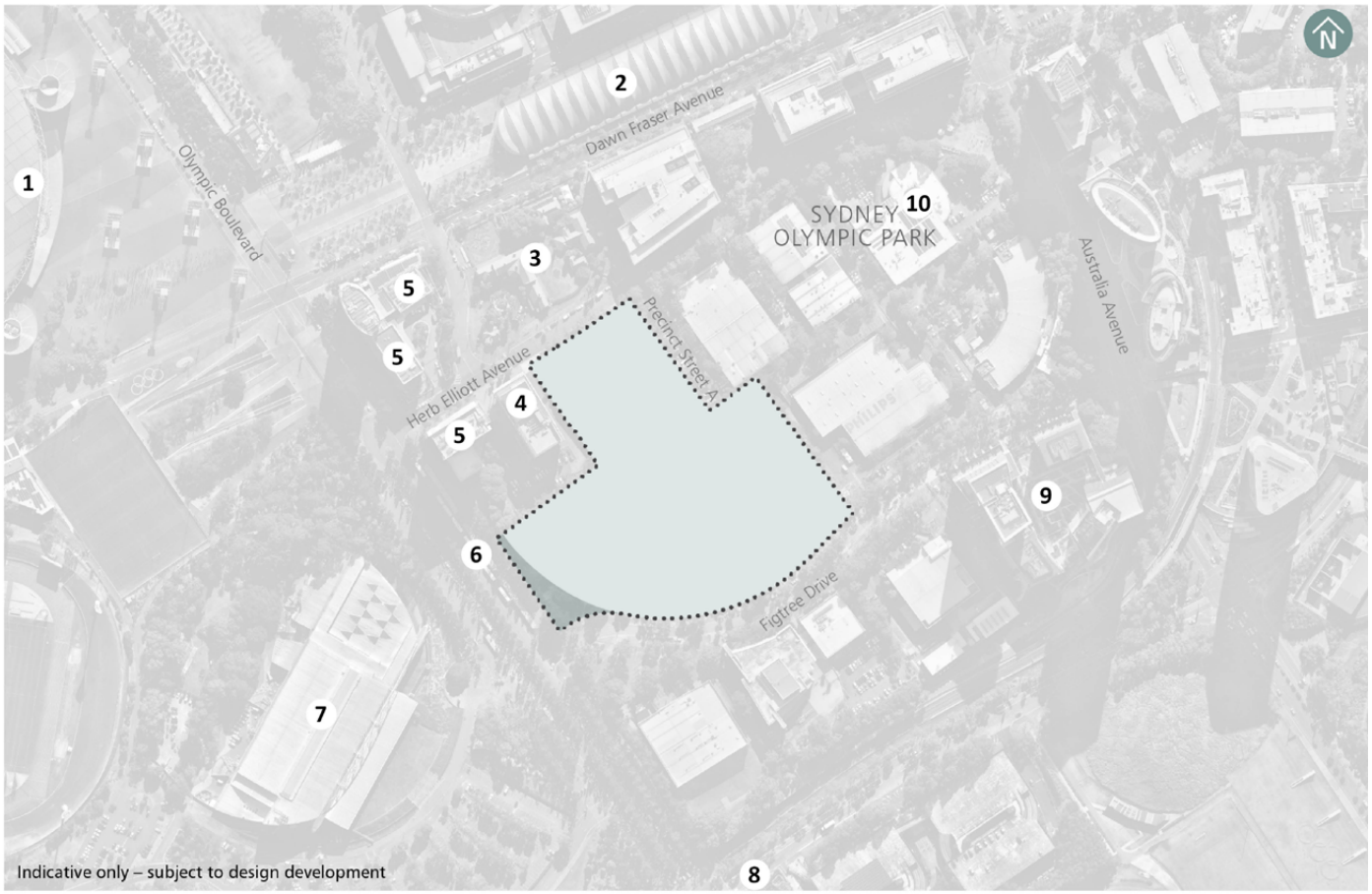
All buildings and vegetation within construction site will have been removed as part of the previous Sydney Metro West planning application.

The business park is intended to be converted into a high-density mixed-use town centre under the *Sydney Olympic Park Master Plan 2030*. This transformation is underway with the recent construction of a mixed use development at 2 Figtree Drive, which is identified as a State Significant Development, including four buildings ranging in height from nine to 35 storeys, and a recently built mixed use development at the corner of Sarah Durack Avenue and Olympic Boulevard. There are several other tall buildings near the Sydney Olympic Park metro station site include which have been approved, including a 38 storey tower and two 30 storey mixed use towers at proposed at 2A and 2B Australia Avenue; a mixed use development tower on the corner of Bennelong Parkway and Australia Avenue, and an eight storey mixed commercial and retail development on the corner of Australia Avenue and Herb Elliott Avenue.



1 SYDNEY OLYMPIC PARK STATION
2 FIGTREE DRIVE

FIGURE 6-1
SYDNEY OLYMPIC PARK METRO STATION – LANDSCAPE CONTEXT



Construction site

Additional footprint for this proposal

1. ANZ Stadium
2. Sydney Olympic Park Station
3. Abattoir Heritage Precinct
4. Medium rise commercial building
5. Existing hotels
6. Existing bus stops on Olympic Boulevard
7. Sydney Olympic Park Aquatic Centre
8. Recently built 38 storey tower
9. State Significant Development at 2 Figtree Drive
10. Two 30 storey towers proposed at 2A and 2B Australia Avenue

0 75m

6.2 Planning guidance

Further to the planning review carried out in Section 3 of this technical paper, the following sections summarise specific planning provisions which are relevant to the landscape and visual impact assessment of this proposal.

6.2.1 State Environmental Planning Policy (State Significant Precincts) 2005

Sydney Olympic Park is identified as a State Significant Precinct under Appendix 11 of the State Environmental Planning Policy (State Significant Precincts) 2005.

FIGURE 6-2
PROPOSED CENTRAL PRECINCT MASTER PLAN (SOURCE: KEYLAN CONSULTING PTY LTD, 2021, S.8.1)

A key aim of this State Environmental Planning Policy is 'to facilitate the development, redevelopment or protection of important urban, coastal and regional sites of economic, environmental or social significance to the State so as to facilitate the orderly use, development or conservation of those State significant precincts for the benefit of the State' (Part 1, cl.2(c)).

This proposal site is zoned B4 Mixed Use, which aims to 'maximise public transport patronage' and 'ensure that the Sydney Olympic Park site becomes an active and vibrant town centre within metropolitan Sydney' (Part 2, cl.9). This zone has a maximum building height of 33 metres along Herb Elliott Avenue and up to 74 metres along Figtree Drive.

Development in this precinct is required to exhibit design excellence which includes consideration of 'whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved' and 'whether the form and external appearance of the building will improve the quality and amenity of the public domain' (Part 2, cl.30).

6.2.2 Abattoir Heritage Precinct Sydney Olympic Park: Conservation Management Plan (2013)

Although this proposal site is located outside of the Abattoir Heritage Precinct, it is within the curtilage for the precinct, which includes 'the width of adjoining streets to ensure a visual buffer is retained, as well as the extant close-range views to the site' (Part 4, s.4.2, page 64). The Conservation Management Plan (CMP) requires 'any proposed new large-scale development in the vicinity should not overshadow the open spaces in the Abattoir Heritage Precinct' (Policy 8, page 40).

6.2.3 Sydney Olympic Park Master Plan 2030 (Interim Metro Review), Planning Report

Following the commitment by the NSW Government to the delivery of Sydney Metro West within Sydney Olympic Park, Sydney Olympic Park Authority (SOPA) is pursuing an amendment to Chapter 5.2 the Master Plan 2030 (2018 Review), to accommodate the Metro station within Central Precinct. NSW DPIE have released a Planning Report (Keylan Consulting Pty Ltd, 2021) and an Explanation of Intended Effects, supported by several studies, including an Urban Design Report and a Place Design and Public Domain Framework.

SOPA's vision for the Central Precinct is as follows: '…The precinct will continue to transform into a vibrant, high-density mixed-use Town Centre with a strong commercial office and retail area to the north and a residential character along Figtree Drive…' (Keylan Consulting Pty Ltd, 2021, s.4.1).

In summary, the amendments to the Master Plan 2030 (Interim Metro Review) are illustrated in the proposed master plan (refer to Figure 6-2) and include:

- Integration of the Sydney Olympic Park metro station into the Central Precinct
- Integration of an east west pedestrian plaza from Olympic Boulevard to the Sydney Olympic Park metro station (Miluni Plaza)
- Location of a bus interchange on Figtree Drive
- Refinement of the street hierarchy to integrate with the future Sydney Olympic Park metro station
- Integration and connection of Central Urban Park to the Abattoir Precinct
- Integration of fine grain streets and through site links into the urban network
- Amendments to the land use controls to integrate the Sydney Olympic Park metro station into the Central Precinct
- Amendments to the building height controls and floor space ratio planning controls as necessary.

The amendment proposes numerous public open spaces that vary in both scale and function (see Figure 6-3) from the Master Plan 2030 (2018 Review). The Central Urban Park (directly north-east of the station) is identified as a core green space for the Central Precinct, with the major movement corridors extending off the park, including a 40 metre wide plaza space (referred to as Miluni Plaza) extending to Olympic Boulevard to allow for major event egress (refer to Figure 6-3).

The amendment proposes to decrease the maximum building height at the northern part of the site to 16 metres (currently 33 metres) and increase the maximum building height at the southern part of the site to 149 metres (currently 74 metres). This is intended to 'deliver a modulated and diverse built form within the site that sympathetically responds to adjoining areas and existing developments and reinforces the high levels of amenity and solar access within the primary open spaces and consolidating heights around the town centre' (Keylan Consulting Pty Ltd, 2021, s. 8.3.1).

6.2.4. Greater Parramatta Interim Land Use and Infrastructure Implementation Plan, 2017

This document (NSW Department of Planning and Environment, 2017) was reviewed in Section 6.2 of this technical paper and includes planning provisions that are relevant to Sydney Olympic Park.

Sydney Olympic Park metro station would be located in the 'Sydney Olympic Park and Carter Street' precinct. It is described as the 'lifestyle' precinct and 'urban hub of the Olympic Peninsula' (s. 3.5.1, NSW Department of Planning and Environment, 2017b). The precinct is characterised by a variety of commercial, residential and community uses as well as a vast open spaces and major event infrastructure.

A place strategy has not yet been prepared for Sydney Olympic Park and this Plan refers to the Sydney Olympic Park Master Plan 2030 for guidance on future development. In addition, a Strategic Plan for the GPOP corridor will be prepared, which will establish a land use vision for each of the 26 precincts across the GPOP, including Sydney Olympic Park.

FIGURE 6-3
PUBLIC DOMAIN - CENTRAL PRECINCT (SOURCE: KEYLAN CONSULTING PTY LTD, 2021, S.8.6)

6.3 Character and components of this proposal

This proposal for the Sydney Olympic Park metro station would comprise station construction, operations and opportunities for placemaking.

6.3.1 Station construction

Construction of this proposal at the Sydney Olympic Park metro station construction site would require the continued use of the construction site established as part of preceding Sydney Metro West planning application. The approved construction site would have been levelled and excavated prior to the commencement of this proposal. There would also be an additional area to the west of the site, near Olympic Boulevard.

The location and indicative layout of the Sydney Olympic Park metro station construction site is shown on Figure 6-4.

The main elements and activities that would be seen for the construction of this proposal include:

- Removal of about sixteen trees within the additional construction footprint
- Earthworks (excavation to a depth of up to three metres) to create a public domain that would be level with the surrounding road network
- Station and services building construction and fit-out between Herb Elliott Avenue and Figtree Drive, including:
  - construction of structures for non-station uses
  - provisioning for adjacent and over station development
- Roadworks, including:
  - Temporary road closure, removal of several on-street parking spaces and relocation of taxi rank on Herb Elliott Avenue
  - Pedestrianisation of Showground Road at the intersection with Dawn Fraser Avenue
  - Construction site access via Herb Elliott Avenue and Figtree Drive (haulage via Olympic Boulevard)
  - Construction of a new shared zone west of the metro station, upgrades to existing roads and footpaths, including pedestrian crossings
  - Local road upgrades, footpaths and pedestrian crossings, bicycle parking, taxi facilities and kiss and ride
  - Traffic and pedestrian management signage and structures around the perimeter of construction sites as required.
- Construction support facilities including workshops, laydown area, site offices, site parking within the construction footprint
- Noise barriers and hoardings surrounding the construction site (about three metres high)
- Use of machinery and equipment such as cranes, excavators, concrete pumps, piling rigs etc.
- Construction of new public domain areas, including construction of new footpaths and plazas, installation of street trees and landscaping.

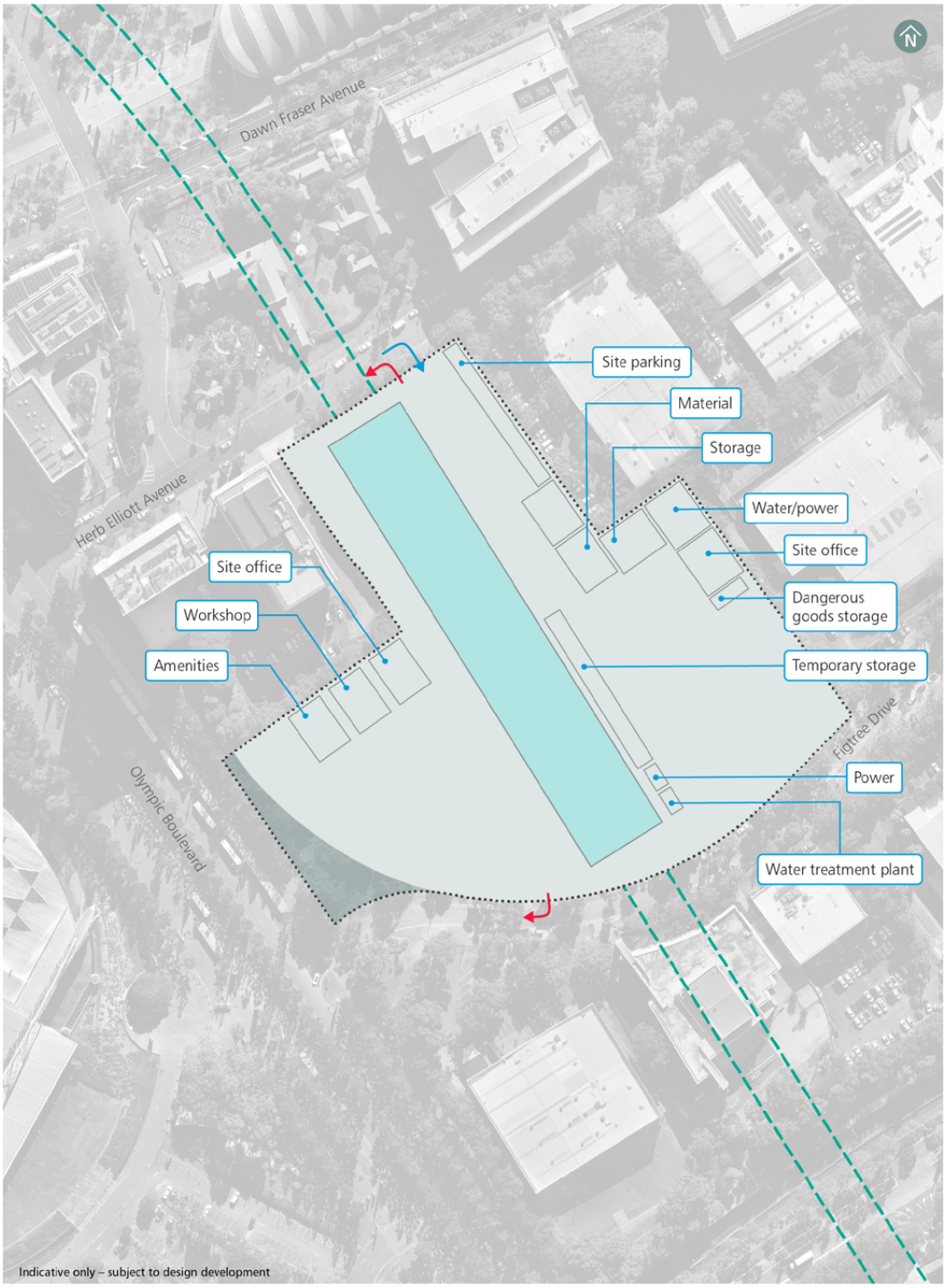


FIGURE 6-4

SYDNEY OLYMPIC PARK METRO STATION - INDICATIVE CONSTRUCTION SITE LAYOUT

6. SYDNEY OLYMPIC PARK METRO STATION

6.3 Character and components of this proposal

6.3 Station operations

Operations of this proposal at the Sydney Olympic Park metro station would comprise underground and surface elements. The location and indicative layout of the Sydney Olympic Park metro station is shown on Figure 6-5.

The key elements and works that would be seen include:

- A new station concourse between Herb Elliott Avenue and Figtree Drive, including:
  - Northern station entrance, rising about two to three storeys (about 10 metres), stepping up about four to five storeys (about 18 metres)
  - Southern station entrance, rising about seven to eight storeys (about 31 metres)
  - Two event mode station entries located centrally along the concourse and with a public domain connection to Olympic Boulevard
  - the structural elements to allow for potential future station retail and other station activation opportunities (fit-out and use of retail spaces would be subject to separate approval, if required), including structures:
  - connected to the northern station services building to about the same height as the services building
  - connected to the southern station services building to about the same height as the services building.
- Public domain areas, including:
  - A new shared zone street extending north-south between Herb Elliott Avenue and Figtree Drive, west of the station
  - A new central civic space separating the northern and southern station entrance structures, extending west to Olympic Boulevard, to accommodate station access during major events and periodic large crowds

FIGURE 6-6
SYDNEY OLYMPIC PARK METRO STATION – ARTISTS IMPRESSION (INDICATIVE ONLY, SUBJECT TO DESIGN DEVELOPMENT) (*SOURCE: SYDNEY METRO*)

    - Landscaped public domain surrounding the future development footprints around the station
- Station precinct and interchange elements including:
    - Bus interchange and shelters on Figtree Drive
    - Kiss and ride at Herb Elliott Avenue
    - Upgrades to existing road reserves with new pedestrian crossings on Herb Elliott Avenue and Figtree Drive
    - Taxi facilities on Herb Elliott Avenue
    - Bicycle parking.

Long section and cross section figures for the Sydney Olympic Park metro station are provided in Chapter 9 of the Environmental Impact Statement.

6.3.1 Placemaking

The place and design principles for Sydney Olympic Park metro station are:

- Support the creation of a new town centre and reinforce Sydney Olympic Park as a premier destination for major events in line with the principles outlined in the Sydney Olympic Park 2030 masterplan
- Deliver a station and public domain designed to support day to day activities and flexibility to accommodate major events and periodic large crowds
- Facilitate east-west access from Olympic Boulevard to the station and town centre to accommodate event crowds
- Enhance permeability with new pedestrian links and connections to places within the wider station precinct supported by active street frontages, and new open spaces
- Ensure the station provides easy, safe and intuitive interchange with other modes of transport, during day-to-day operation and events.

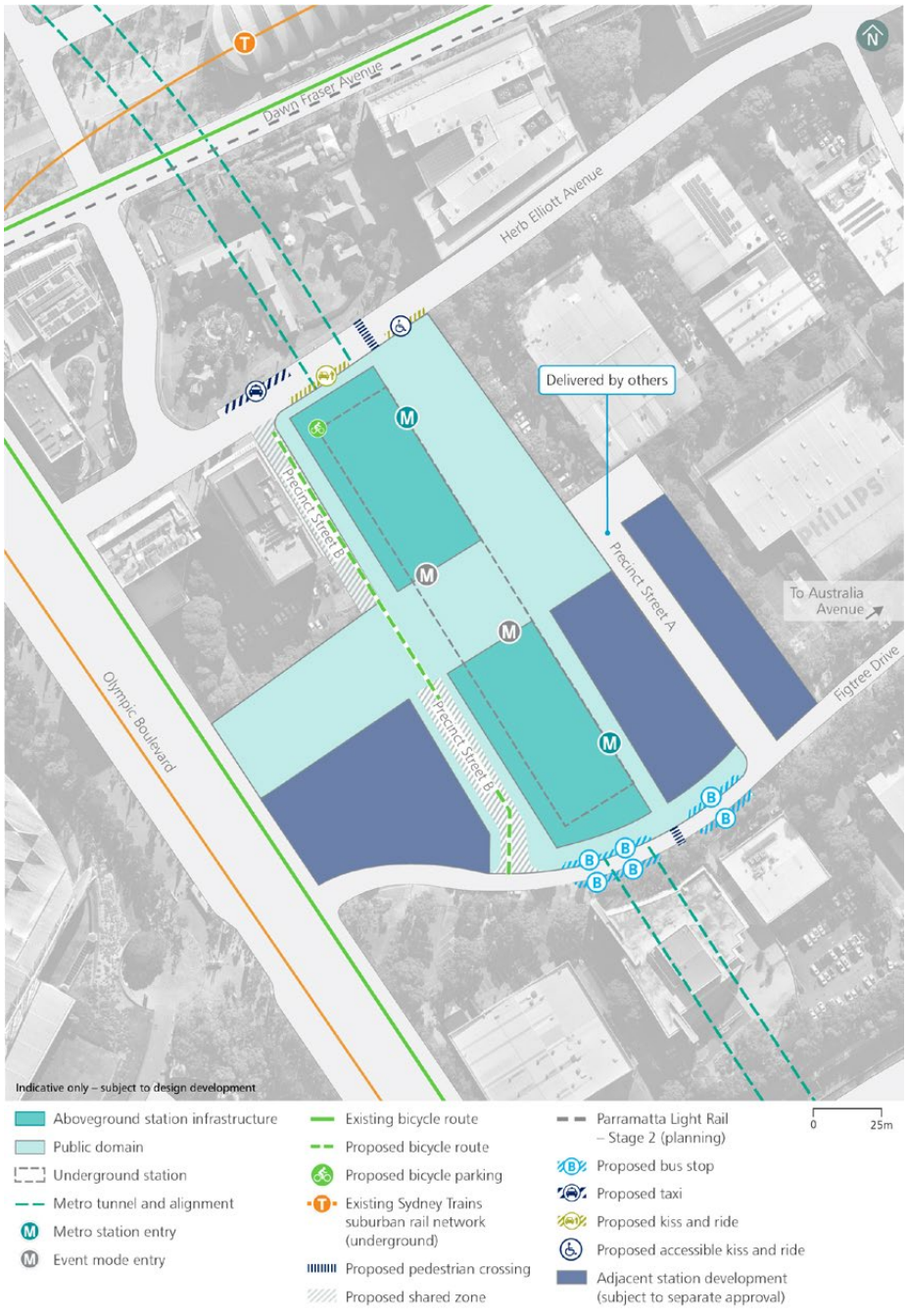


FIGURE 6-5

SYDNEY OLYMPIC PARK METRO STATION - INDICATIVE OPERATIONAL SITE LAYOUT AND KEY DESIGN ELEMENTS

6.3 Assessment of landscape impact

The landscapes and public domain areas which may potentially be impacted by this proposal are:

- Herb Elliott Avenue and Figtree Drive streetscapes and the site
- The Abattoir Heritage Precinct gardens.

The following section summarises the assessment of impact for each of these landscapes and public domain areas (refer to Table 2-7 for impact levels).

There would not be any structures proposed during construction or operation of this proposal that would overshadow an area of open space that is identified for protection or residential properties.

6.3.1 Herb Elliott Avenue and Figtree Drive streetscapes and the site

Baseline conditions: The mature native street trees along much of Herb Elliott Avenue contribute to a leafy streetscape character and visually soften the scale and bulk of the adjacent commercial buildings. Buildings along the southern side of the street are mostly setback with generous garden areas along the street, whereas buildings along the northern side of the street are generally located close to the street creating a more urban street interface.

The Abattoir Heritage Precinct is located to the north of Herb Elliott Avenue, on the corner of Showground Road. The buildings, landscaped gardens and a palm grove within the Abattoir Heritage Precinct, a State listed heritage item, are a visual feature, contrasting with the surrounding urban setting. The curtilage of the Abattoir Heritage Precinct extends across Herb Elliott Avenue and Showground Road to provide a visual buffer and maintain short distance views to the precinct.

Figtree Drive is a narrow low speed street with two traffic lanes, indented parking areas, planted verges and footpaths on both sides. The streetscape character of Figtree Drive is characterised by tree lined streets which assist in unifying the low scale built form of the business park setting. The trees contribute to the amenity and sense of place of the streetscape and provide shade and comfort for pedestrians. The curved nature of the streetscape and varying topography adds to the visual interest of the streetscape but reduces sightlines to adjacent major spine roads, thus reducing legibility for pedestrians along the street. Land uses along Herb Elliott Avenue are intended to be transformed into a high-density mixed-use town centre.

Herb Elliott Avenue and Figtree Drive provide east west pedestrian connectivity, linking Olympic Boulevard and Australia Avenue. The grid street layout provides some permeability to the north of the Abattoir Heritage Precinct, however, the large block layout south of Herb Elliott Avenue forms a barrier for pedestrians moving through this area.

All buildings and vegetation within the site including several commercial buildings, trees and garden areas to the south of Herb Elliott Avenue and north of Figtree Drive, will have been removed as part of the previous Sydney Metro West planning application. There will be site perimeter hoarding and access gates along these streets. The existing mature native street trees along Herb Elliott Avenue and Figtree drive will remain.

Sensitivity: The Herb Elliott Avenue and Figtree streetscapes provide east west access within this area of Sydney Olympic Park for residents, workers from within the business park, and visitors to events within Sydney Olympic Park. The street trees along Herb Elliott Avenue are fundamental to the character of this street, providing shelter, shade and amenity for pedestrians and road users. These streetscapes adjoin the Abattoir Heritage precinct whose gardens

have a landscape value within the local area providing visual interest, shade and amenity. Overall, these streetscapes are of **local visual sensitivity.**

Landscape impact during construction: The site would continue to be used for the construction of this proposal. There would be an additional area between Figtree Drive and Olympic Boulevard. In this area there would be about sixteen trees removed to accommodate the works.

There would be construction site access via both Herb Elliott Avenue and Figtree Drive. This would continue the reduced level of permeability and accessibility within this area expected during the preceding approved construction site at Sydney Olympic Park metro station.

The site would continue to be enclosed by hoarding and there would be construction works to install the station precinct and interchange elements, including use of large-scale machinery and vehicles, changing the streetscape character in this location.

Overall, the leafy streetscape character of both Herb Elliott Avenue and Figtree Drive would be largely maintained, these changes would be localised and affect a small part of this streetscape. There would be a noticeable reduction in the landscape quality of this streetscape, which is of local sensitivity, resulting in a **minor adverse landscape impact.**

Landscape impact during operation: The character and amenity of Herb Elliott Avenue would be improved with the creation of a large north south oriented plaza, which would adjoin the southern side of the avenue. There would be a new activated built form facing the Herb Elliott Avenue, rising about four to five storeys, and of a similar scale to the adjacent buildings to the east and west of the site.

An expansive new plaza would be created, between Herb Elliott Avenue and Figtree Drive, and between this plaza and Olympic Boulevard in the west. The plaza extending

HERB ELLIOTT AVENUE

FIGTREE DRIVE

west to Olympic Boulevard would function as the primary event mode access to the station for crowds wishing to access the metro station. This expansive new area of public domain would be activated by future commercial uses and include high quality pavements, additional trees and gardens, lighting and street furniture. The scale of these spaces would be consistent with the large event sized plaza areas which exist in the Sydney Olympic Park. The north south plaza would realise the vision of a 'Central Park' and a vista towards the Abattoir Gardens, identified in the *Sydney Olympic Park Masterplan 2030 (2018).*

There would be two normal day station entries, located to the north east and south east of the site, and two event mode station entries located centrally between Herb Elliott Avenue and Figtree Drive. The northern and southern station entry would be set back from the street, but visible from Herb Elliott Avenue and Figtree Drive across the new plaza space, providing a focal point and improving local legibility.

Two new north to south aligned precinct streets would be established between Herb Elliott Avenue and Figtree Drive. These precinct streets, together with the north to south and east to west plazas would reduce the block size and improve the permeability of this area for pedestrians. The east to west plaza would provide a direct route between the metro station precinct and bus stops on Olympic Boulevard, supporting easy interchange between public transport modes and improving accessibility throughout the precinct.

Improved end of trip facilities and cycle paths at the station would improve accessibility and comfort for cyclists. The additional trees provided throughout the precinct would restore the amenity of this area, improving canopy cover for shade and amenity, softening the urban character of these streets and improving the function and amenity of this area for pedestrians.

Overall, the expansive public domain, improved permeability, accessibility, and canopy cover would considerably improve the landscape quality and functioning of this precinct, which is of local sensitivity, and there would be a **moderate beneficial landscape impact**.

6.3.2 The Abattoir Heritage Precinct gardens

Baseline conditions: The Abattoir Heritage Precinct includes a collection of Federation style buildings set within landscaped gardens and lawns. The precinct is state heritage listed. The gardens include formal rose gardens, a palm grove, avenue planting and succulent gardens. The palm grove, in particular, creates a distinctive skyline feature and a reference point assisting with legibility and wayfinding within this part of Sydney Olympic Park.

Sensitivity: The Abattoir Heritage Precinct gardens are a local landscape feature, providing amenity, shade and the opportunity for passive recreation, within this area of Sydney Olympic Park. While it would not attract a large number of visitors, it would be appreciated incidentally by local residents, workers and visitors to the park during events. The Abattoir Heritage Precinct gardens are of **local landscape sensitivity.**

Landscape impact during construction: There would be no direct impact on the heritage buildings and gardens. However, the construction site south of Herb Elliott Avenue, would be visible from the gardens, reducing the amenity of this precinct for recreational users. This work would also reduce the accessibility and legibility of the gardens. Overall, due to the proximity of the works and indirect effects upon the Abattoir Heritage Precinct, there would be a noticeable reduction in the quality of this landscape. As this area is of local landscape sensitivity there would be a **minor adverse landscape impact.**

Landscape impact during operation: The character and amenity of the Abattoir Heritage Precinct would be restored as the construction activity in the surrounding areas ceases. The creation of a new area of public domain, to the south east of the gardens, would create a sense of openness and create opportunities for views towards the heritage gardens and buildings from surrounding areas.

There would be a new activated built form facing Herb Elliott Avenue, to the south of and within the setting of the heritage gardens. The location and scale of this built form is generally consistent with the intentions of the *Sydney Olympic Master Plan 2030* (2018) which intends on the site being a *'high density mixed use Town Centre with a strong commercial office and retail area to the north'* (NSW Government Sydney Olympic Park Authority, 2018, page 121). The new station building would rise about two to three storeys and step up to about four to five storeys, lower than the adjacent existing buildings to the west of the site. This built form would be set back from Herb Elliott Avenue and the Abattoir Heritage Precinct gardens, so that it would not be overbearing from the gardens. The existing street trees along Herb Elliott Avenue and additional trees within the public domain areas would providing further physical and visual separation between the heritage gardens and new built form.

Overall, due to the new public domain areas, spatial separation and stepping down of built form near the gardens, there would be no perceived reduction in the quality of this landscape, which is of local sensitivity and a **negligible landscape impact.**

ABATTOIR HERITAGE PRECINCT GARDENS PALM GROVE

VIEW TO ABATTOIR HERITAGE PRECINCT FROM HERB ELLIOTT AVENUE

6.5 Assessment of daytime visual impact

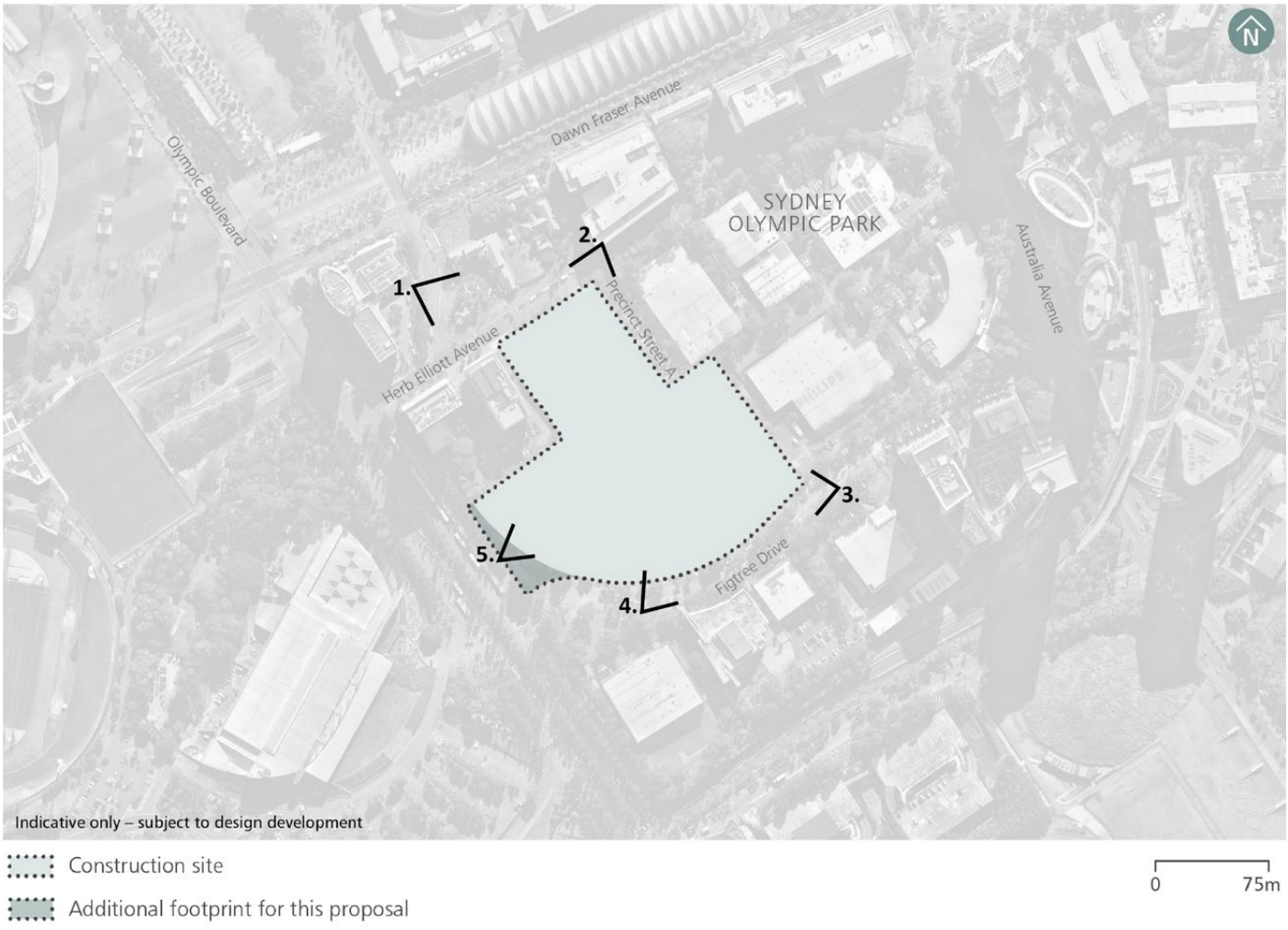
The following viewing locations were selected as representative of the range of views to this proposal:

- Viewpoint 1: View south-east along Showground Road
- Viewpoint 2: View south-west along Herb Elliott Avenue
- Viewpoint 3: View north-west along Figtree Drive
- Viewpoint 4: View east along Figtree Drive
- Viewpoint 5: View east from Olympic Boulevard.

Figure 6-7 identifies the location of these viewpoints.

The following sections summarise the daytime visual impact identified in the representative viewpoint assessment.

FIGURE 6-7
SYDNEY OLYMPIC PARK METRO STATION – VIEWPOINT LOCATIONS



6.5.1 Viewpoint 1: View south-east along Showground Road

Baseline conditions: In this view, the gardens and palm grove within the Abattoir Heritage Precinct provide a distinctive setting to the heritage buildings and gatehouse near the corner of Showground Road and Herb Elliott Avenue (refer to Figure 6-8). To the south of Herb Elliott Avenue there are modern medium rise commercial buildings which enclose the background of this view (right of view). The proposal site is screened from view by the gatehouse (centre of view) and mature vegetation within the Heritage Precinct. In the future, the background of this view is intended to be transformed into a high-density mixed-use town centre as a part of the *Sydney Olympic Park Master Plan 2030.*

Sensitivity: This view along Showground Road would be experienced by adjacent road users and from visitors to the adjacent hotels. This view includes the Abattoir Heritage Precinct gardens which are a local visual feature. This view is therefore of **local visual sensitivity.**

Visual impact during construction: There would be works undertaken within the construction site to the south of Herb Elliott Avenue and east (left) of the commercial building in the centre of this view. The Abattoir Heritage Precinct including the mature gardens and heritage gatehouse would block views to the street level construction activity beyond. There would be taller machinery and construction activity visible in the background of this view, rising above the gatehouse and vegetation. This work would be somewhat prominent in this view, enclosing the view. The construction of the new built form would be seen, rising several storeys, and in the context of the adjacent taller buildings. Overall, there would be a noticeable reduction in the in the amenity of this view, which is of local sensitivity, and a **minor adverse visual impact** during construction.

FIGURE 6-8
VIEWPOINT 1 – VIEW SOUTH-EAST ALONG SHOWGROUND ROAD, EXISTING VIEW

Visual impact during operation: The street level of the built form facing Herb Elliott Avenue would be screened by the existing heritage gardens and gatehouse. However, the upper levels of the building would rise about four to five storeys above the street. This new built form would be set back from Herb Elliott Avenue, but would enclose the background of the view, forming a new backdrop to the heritage gardens. This built form would be of a scale consistent with the adjacent commercial buildings and as intended by the *Sydney Olympic Park Master Plan 2030* which proposes a new high-density town centre in this location. Overall, this view has the capacity to absorb the scale of built form, and there would be no perceived change in the amenity of this view. This would result in a **negligible visual impact.**

FIGURE 6-9
VIEWPOINT 2 – VIEW SOUTH-WEST ALONG HERB ELLIOTT AVENUE, EXISTING VIEW

FIGURE 6-10
VIEWPOINT 2 – VIEW SOUTH-WEST ALONG HERB ELLIOTT AVENUE, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE)

6.5.2 Viewpoint 2: View south-west along Herb Elliott Avenue

Baseline conditions: This section of Herb Elliott Avenue is characterised by an avenue of native street trees which provide a leafy character and filter views to low rise commercial uses along the southern side of the street (left of view) (refer to Figure 6-9). This low scale built form contrasts somewhat with taller development which is visible further west along the street, seen in the background. To the north of the street (right of view) the Abattoir Heritage gardens can be seen, beyond the existing commercial built form which directly abuts the street front boundary with no setback.

All buildings and vegetation within this proposal site, south of Herb Elliott Avenue (left of view), will have been removed as part of the previous Sydney Metro West planning application (refer to Figure 6-10 and Figure 6-11). The low-rise commercial building (centre of view) will have been demolished and hoarding, with site access gates, would be visible along the site boundary facing Herb Elliott Avenue. The avenue of native street trees along Herb Elliott Avenue will be retained and continue to provide a leafy character and filter views to the site.

Sensitivity: This view along Herb Elliott Avenue would be experienced by adjacent road users and from visitors to the adjacent hotels, residential and commercial properties. This view includes a glimpse to the Abattoir Heritage Precinct gardens which are a local visual feature. This view is of **local visual sensitivity.**

Visual impact during construction: The construction site at Sydney Olympic Park metro station (left of view) would continue to be used for the construction of this proposal and there would be hoarding around the perimeter of the site. There would be construction vehicles seen travelling along Herb Elliott Avenue and accessing the site. Works to construct the northern end of the station building would be seen

through the retained street trees, with large machinery and equipment rising above the hoarding. This work would rise about four to five storeys, lower than the height of the existing commercial buildings visible in the background of this view.

This proposal would continue to retain the construction character of this view established by the previous Sydney Metro West planning application. The existing context of higher density built form and retained existing street trees, increases the capacity of this view to absorb this change. Overall, there would be a noticeable reduction to the amenity of this view, which is of local sensitivity, and a **minor adverse visual impact.**

Visual impact during operation: The new station building would be set back from Herb Elliott Avenue and extend south from the street. The station entry would rise about two to three storeys with services rising about four to five storeys, stepped back from the street. The new station building would be seen across a new plaza which would extend south from Herb Elliott Avenue also in the fore and middle ground of this view. The new station building would be set back both from the street and by this plaza space, reducing its prominence in this view. The existing street trees and new trees within the public domain areas, would filter views to the building's street level along Herb Elliott Avenue and along its east facing façade (left of view). This built form would be stepped down in scale from the adjacent commercial buildings. This built form scale would be consistent with the *Sydney Olympic Park Master Plan 2030* which proposes a new high-density town centre in this location.

Overall, due to the compatibility of the built form with the existing scale of buildings in this area combined with the expansive areas of public domain, there would be a noticeable improvement to the amenity of this view and a **minor beneficial visual impact.**

FIGURE 6-11
VIEWPOINT 2 – VIEW SOUTH-WEST ALONG HERB ELLIOTT AVENUE, PHOTOMONTAGE (INDICATIVE ONLY – SUBJECT TO DESIGN DEVELOPMENT) (*SOURCE: SYDNEY METRO*)

6.5.3 Viewpoint 3: View north-west along Figtree Drive

Baseline conditions: Figtree Drive contains large low rise commercial buildings which are setback from the street behind landscaped gardens. The tree lined streets filter views to adjoining built form and surface car parking areas (refer to Figure 6-12). In this view, the commercial buildings on the northern side (right of view) are located on a small rise. The landform slopes to the east and south. The curvilinear form of the streetscape reduces the length of vistas along the street. The low rise business park is intended to be transformed into a future high density mixed use town centre according to the *Sydney Olympic Park Master Plan 2030.*

All buildings and vegetation within this proposal site, north of Figtree Drive (right of view), will have been removed as part of the previous Sydney Metro West planning application (refer to Figure 6-13). The low-rise commercial building will be demolished and there will be hoarding enclosing the site, seen

6. SYDNEY OLYMPIC PARK METRO STATION

6.5 Assessment of visual impact

FIGURE 6-12

VIEWPOINT 3 – VIEW NORTH-WEST ALONG FIGTREE DRIVE, EXISTING VIEW

FIGURE 6-13

VIEWPOINT 3 – VIEW NORTH-WEST ALONG FIGTREE DRIVE, EXISTING VIEW, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE)

from the street. The avenue of native street trees along Figtree Drive, which provide a leafy character and filter views to the site, would be retained.

Sensitivity: This view along Figtree Drive would be experienced by adjacent road users and from within the surrounding footpaths and buildings within the business park. This view is of **neighbourhood visual sensitivity.**

Visual impact during construction: The construction site at Sydney Olympic Park metro station would continue to be used for the construction of this proposal. There would be site hoarding visible from Figtree Drive and construction vehicles would be seen exiting the site via an existing driveway in the background of view and travelling west towards Olympic Boulevard. Further earthworks and works to construct the station building and adjacent services structure would be visible, with large machinery and equipment rising above the hoarding. This work would be seen filtered through existing trees but prominent due to the scale and proximity of this work to the viewer.

Overall, this view has the capacity to absorb the scale of the works, however, due to the scale and extent of the works there would be a noticeable reduction to the amenity of this view. This view is of neighbourhood sensitivity and this would result in a **negligible visual impact.**

Visual impact during operation: The new station building would be set back from Figtree Drive and extend north and away from the street. The new station building would rise prominently above the streetscape, stepping up from about two to three storeys to seven to eight storeys. This built form would be filtered through the existing street trees along Figtree Drive. The public domain along Figtree Drive would be upgraded to include new bus stops and a pedestrian crossing in the middle ground.

While the new building would rise more than four times the height of the low rise buildings that were previously on the site, this

new built form would be in character with future high density development intended in the business park, intended by the *Sydney Olympic Park Master Plan 2030*.

Overall, the scale of the built form would be reduced by the existing trees and largely absorbed into this view. There would be a noticeable improvement to the amenity of this view and a **negligible visual impact during operation.**

6.5.4 Viewpoint 4: View east along Figtree Drive

Baseline conditions: In this view the existing commercial buildings are set back from the street behind large surface car parking areas and streetscape planting (refer to Figure 6-14). Mature native street trees and vegetation within private properties reinforce the leafy streetscape character and filter views to the existing built form. The tree lined avenue is broken in part by wide driveway entries to these commercial properties. Existing high-density development in the background, and future high rise development can are visible in the background of this view (right of view) reflecting the changing urban character of this part of Sydney Olympic Park. The visual character of the built form and streetscape character of the business park is currently undergoing change and is intended to be further intensified in the future.

All buildings and vegetation within the approved construction site at Sydney Olympic Park metro station, north of Figtree Drive (left of view), will have been removed (refer to Figure 6-15). There will be site perimeter hoarding visible along the site boundary. The avenue of native street trees along Figtree Drive, which provide a leafy character and filter views to the site, will be retained.

Sensitivity: This view along Figtree Drive would be experienced by adjacent road users and from within the surrounding footpaths and buildings within the business park. This view is of **neighbourhood visual sensitivity.**

FIGURE 6-14
VIEWPOINT 4 – VIEW EAST ALONG FIGTREE DRIVE, EXISTING VIEW

FIGURE 6-15
VIEWPOINT 4 – VIEW EAST ALONG FIGTREE DRIVE, EXISTING VIEW, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE)

Visual impact during construction: The construction site would continue to be used for the construction of this proposal. Site perimeter hoarding would be seen facing Figtree Drive and there would be construction vehicles egressing the site via an existing driveway in the foreground of the view and travelling west towards Olympic Boulevard. In this view, construction of the southern station entrance building and integrated services structure would be prominent, with large machinery and equipment rising above the hoarding. Works to construct a new shared zone street extending north-south from Figtree Drive, would be seen to the west of the view (left of view), extending north from the existing driveway. The street trees on Figtree Drive would filter the view of this work somewhat.

Due to the scale and extent of works, there would be a considerable reduction in the amenity of this view, which is of neighbourhood sensitivity, and a **minor adverse visual impact.**

Visual impact during operation: The new station services building would be visible in the middle ground of this view, set back from Figtree Drive and extending north and away from the street. There would be a new precinct street in the foreground of this view, also extending north and opening-up the view to the new building which would include space for future station use facing Figtree Drive and services facilities visible set back from the street. The level of the site would be lowered, so that the public domain is level with Figtree Drive. The new building would rise prominently above the streetscape but be seen, filtered through existing street trees. Figtree Drive would be maintained and there would be new bus stops and a pedestrian crossing introduced as part of this proposal. This built form would be of a scale consistent with the adjacent commercial buildings and as intended by the *Sydney Olympic Park Master Plan 2030* which proposes a new high-density town centre in this location.

Overall, due to the compatibility of the built form with the scale of the existing buildings, and maintenance of the street trees, there would be a noticeable improvement to the amenity of this view and a **negligible visual impact.**

6.5.5 Viewpoint 5: View east from Olympic Boulevard

Baseline conditions: This view is from a wide pedestrian plaza adjacent to a series of bus stops on Sydney Olympic Boulevard (refer to Figure 6-16). A shady grove of trees and shrubs filter views to large low rise commercial buildings to the east. To the north (centre of view) there is a high-rise hotel building at the corner of Herb Elliott Avenue. This hotel would remain and the area occupied by this proposal is identified to be transformed into a future high-density mixed-use town centre in the *Sydney Olympic Park Master Plan 2030.*

All buildings and vegetation within the approved construction site at Sydney Olympic Park metro station to the east (right) of this view will have been removed and hoarding will be visible along the site boundary (refer to Figure 6-17). The existing double row of hoop pine trees along Olympic Boulevard and the adjacent grove of native trees and shrubs will remain, maintaining the leafy character of the foreground of this view and filtering views to the site for this proposal.

Sensitivity: Views along Olympic Boulevard would be experienced by bus users, road users, workers within adjoining commercial development and visitors to events within Sydney Olympic Park. While views along the ceremonial Boulevard are of regional importance, this incidental view from the rear of the bus stop area is of lesser importance and is therefore of **local visual sensitivity.**

Visual impact during construction: The construction site at Sydney Olympic Park metro station would continue to be used for the construction of this proposal, located in the middle ground of this view, between the broad Olympic Boulevard footpath and Figtree Drive. There would be some further

tree removal in an area between Olympic Boulevard and Figtree Drive that would also be included in the construction site. The street trees along Olympic Boulevard would filter the view to the construction site, however, the construction site, including hoarding and large equipment and the construction of buildings along the western boundary of the site, would be visible. This work would include earthworks to reduce the level of the site.

Overall, while there would be large scale construction activity seen across a large site in the background of this view, due to the screening of the existing retained trees there would be a noticeable reduction in the amenity of this view, which is of local sensitivity, resulting in a **minor adverse visual impact.**

Visual impact during operation: This view would be oriented along a new central civic space which would allow views east (left of view) and towards a new precinct street and metro station buildings. The new station building would be visible in the background of this view, set back from Olympic Boulevard and extending across the background of the view. The level of the site would be lowered, so that the public domain is level with Figtree Drive. The new buildings would rise prominently, up to about seven to eight storeys, and be seen filtered through the existing avenue of trees. This built form would be of a scale consistent with the adjacent commercial buildings and as intended by the *Sydney Olympic Park Master Plan 2030* which proposes a new high-density town centre in this location.

Overall, due to the retention of the intervening vegetation, expansive public domain, and compatibility of the built form with the scale of the existing buildings, there would be a noticeable improvement to the amenity of this view and a **minor beneficial visual impact.**

FIGURE 6-16
VIEWPOINT 5 – VIEW EAST FROM OLYMPIC BOULEVARD, EXISTING VIEW

FIGURE 6-17
VIEWPOINT 5 – VIEW EAST FROM OLYMPIC BOULEVARD, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE, ADDITIONAL AREA FOR THIS PROPOSAL SHOWN IN PURPLE)

6.6 Assessment of night-time visual impact

Baseline conditions: The Sydney Olympic Park metro station site is an area of medium district brightness (A3) and is of **low visual sensitivity.** This is due to the concentration of hotels and low rise commercial buildings in this location and adjacent residential towers. Brightly lit sporting, recreational, entertainment and transport facilities nearby such as the ANZ Stadium and the existing Olympic Park Station contribute to the high night-time lighting levels. Streetlights and headlights from traffic, particularly during major events, would further add light to the night scene.

All buildings and trees within this proposal site will have been removed as a part of the previous Sydney Metro West planning application and there will be some security lighting remaining. The remaining mature street trees and vegetation on Herb Elliott Avenue and Figtree Drive somewhat contain the light from streetlights and traffic on these streets.

Visual impact during construction: Night works would be required at this location during station construction. This would include brightly lit task lighting and lighting at site offices, staff amenities, workshop buildings and car parking areas mainly within the centre of the site. There would be additional headlights from heavy vehicles accessing the site from Herb Elliott Avenue and Figtree Drive and moving within the site. All lighting would be designed to minimise light spill and skyglow, however, this lighting would increase the lighting levels around the hotel building to the northwest of the site.

Otherwise, the uses on adjoining properties are commercial and not in use at night. The existing street trees along Herb Elliott Avenue, Figtree Drive and Olympic Boulevard, and within the surrounding properties would provide some filtering of the lighting within the site. There may, however, be some skyglow above the site seen from elevated residential properties in surrounding areas.

The additional light sources and skyglow would be seen from areas within the A3: Medium district brightness and generally absorbed into the surrounding night scene. Overall, there would not be a noticeable reduction in the amenity of this area, and a **negligible visual impact** at night.

Visual impact during operation: The new station and surrounding public domain areas would be brightly lit for legibility and customer safety. This would include lighting within the station, at station entries, plaza lighting and lighting along the new precinct streets, and surrounding streets where there would be kiss and ride, taxi stand, and bus stops. There would also be additional headlights from increased vehicle movements along both Herb Elliott Avenue and Figtree Drive. This lighting would be somewhat contained and filtered through the framework of existing mature trees and new plaza trees.

Overall, this lighting would increase the lighting levels around the precinct seen from the adjacent hotel on the corner of Herb Elliott Avenue and Olympic Boulevard and also from upper-level apartments of surrounding residential buildings.

Overall, these additional light sources and skyglow would be seen in an area of A3: Medium district brightness, where there exists brightly lit streets, public domain and other public transport facilities. This lighting would be consistent with and largely absorbed into the surrounding brightly lit night scene. Generally, it is expected that this lighting would not be a perceived change in the amenity of this area at night, resulting in a **negligible visual impact**.

6.7 Summary of impact

Table 6-1, Table 6-2 and Table 6-3 summarise the potential landscape and visual impacts of this proposal.

TABLE 6-1
LANDSCAPE IMPACT SUMMARY – SYDNEY OLYMPIC PARK METRO STATION

			Construction		Operation	
No.	**Location**	**Sensitivity**	**Magnitude**	**Impact**	**Magnitude**	**Impact**
1	Herb Elliott Avenue and Figtree Drive streetscapes and the site	Local	Noticeable reduction	Minor adverse	Considerable improvement	Moderate benefit
2	The Abattoir Heritage Precinct gardens	Local	Noticeable reduction	Minor adverse	No perceived change	Negligible

TABLE 6-2
DAYTIME VISUAL IMPACT SUMMARY – SYDNEY OLYMPIC PARK METRO STATION

			Construction		Operation	
No.	**Location**	**Sensitivity**	**Magnitude**	**Impact**	**Magnitude**	**Impact**
1	View south-east along Showground Road	Local	Noticeable reduction	Minor adverse	No perceived change	Negligible
2	View south-west along Herb Elliott Avenue	Local	Noticeable reduction	Minor adverse	Noticeable improvement	Minor benefit
3	View north-west along Figtree Drive	Neighbourhood	Noticeable reduction	Negligible	Noticeable improvement	Negligible
4	View east along Figtree Drive	Neighbourhood	Considerable reduction	Minor adverse	Noticeable improvement	Negligible
5	View east from Olympic Boulevard	Local	Noticeable reduction	Minor adverse	Noticeable improvement	Minor benefit

TABLE 6-3
NIGHT-TIME VISUAL IMPACT SUMMARY – SYDNEY OLYMPIC PARK METRO STATION

			Construction		Operation	
No.	**Location**	**Sensitivity**	**Magnitude**	**Impact**	**Magnitude**	**Impact**
1	Sydney Olympic Park metro station	Low (A3: Medium district brightness)	No perceived change	Negligible	No perceived change	Negligible

7. NORTH STRATHFIELD METRO STATION

7.1 Baseline environment

7.1 Baseline environment

North Strathfield metro station is situated adjacent to the existing North Strathfield Station on Queen Street, generally between Pomeroy Street to the north, Queen Street to the east, the North Strathfield Station to the west and Hamilton Street East to the south (refer to Figure 7-1).

The North Strathfield neighbourhood centre is located on Queen Street, which is aligned generally north to south, and parallel to the existing North Strathfield Station and rail corridor. A block of early twentieth century two-storey commercial terrace buildings, with retail and offices at street level and some residences above, address the street and form the local centre.

The existing North Strathfield Station is within a cutting set below the level of Queen Street. The existing station is on the Transport Asset Holding Entity (TAHE) Section 170 (s170) Heritage and Conservation Register and characterised by a distinctive single storey Victorian style brick platform building (c. 1918) with a gabled roof, wide corrugated metal awnings and decorative timber valances. A contemporary steel and concrete footbridge, and lift has recently been constructed and provides access to the existing North Strathfield Station from Queen Street.

A garden is located on Queen Street, at the eastern entrance to the existing North Strathfield station. This is a local landscape and visual feature, and a part of the TAHE s170 Heritage and Conservation Register listing for the station. Extending south from these gardens along the rail side of Queen Street, a mature row of street trees are also local listed heritage items. The existing street trees along the western side of Queen Street, to the north of the station entrance will have been removed as a part of the previous Sydney Metro West planning application, including station excavation.

A freight train underpass (the North Strathfield Rail Underpass) parallels the station. A construction site and maintenance area was established to construct this underpass which will be used as a construction support site for the previous Sydney Metro West planning application. This area of the site is partly screened by the street trees along the western verge of Queen Street.

The existing station is surrounded by single storey detached residential properties and low rise residential apartment and townhouse buildings to the east and a mix of schools and other commercial uses to the west. To the north of the existing station, the Pomeroy Street over bridge provides east-west connectivity across the rail line and elevated views over the station. To the south, the commercial core of North Strathfield is located between the rail corridor and George Street, including the 'Bakehouse Quarter', located in the historic former Arnott's complex.

POMEROY AND QUEEN STREET ROUNDABOUT

FIGURE 7-1
NORTH STRATHFIELD METRO STATION– LANDSCAPE CONTEXT

7.2 Planning guidance

Further to the planning review carried out in Section 3 of this technical paper, the following section includes a summary of the specific planning provisions which are relevant to the landscape and visual impact assessment of this proposal.

7.2.1 Canada Bay Local Environmental Plan 2013

Further to the review provided in Section 3.3 of this technical paper, the following clauses are relevant to this proposal, summarised as follows.

The area along Queen Street, between Waratah Street and Wellbank Street is zoned B1 Neighbourhood Centre, with building heights permitted to 8.5 metres, reflecting the character of one to two storey development in this area. The area west of Queen Street, alongside the rail corridor, is zoned SP2 Railway Infrastructure. The area west of the rail corridor is zoned B3 Commercial Core and B4 Mixed Use between Pomeroy Street and Hamilton Street East, with building heights of up to 16 metres on the site of the McDonald College, and 27 metres south of Hamilton Street East.

The 'landscaped park and ornamental garden' located to the south of the northern construction site, between the existing station and Queen Street is listed as a local heritage item and also on the TAHE s170 Heritage and Conservation Register. This area includes low shrub planting and two rows of native trees (*Lophostemon confertus, Brush Box)* along Queen Street which are also local listed heritage items. The southern construction site adjoins a small stand of native street trees adjacent to the corner of Shipley Avenue and Queen Street which are local listed heritage items.

7.2.2 Canada Bay Development Control Plan 2017

This proposal is located in between a mixed use area and neighbourhood centre. The Canada Bay DCP includes the following objectives regarding 'building design and appearance' in these areas:

- To ensure infill development is well articulated, makes a positive contribution to the streetscape and responds to local urban character
- To ensure development presents a clear and visually interesting address to the street
- Alterations and additions respect the identified heritage and conservation values of the place
- To ensure new development maintains a pedestrian scale (City of Canada Bay, 2017, Part F1.2).

7.2.3 Canada Bay Development Control Plan 2017

This proposal is located in a predominantly low density residential area. The development control plan includes the following objectives regarding 'access to views' in residential areas:

- To protect and enhance opportunities for vistas and public views from streets and public places
- To ensure views to and from the site are considered at the site analysis stage
- To recognise the value of views from private dwellings and encourage view sharing
- To recognise the value of view sharing whilst not restricting the reasonable development potential of the site (City of Canada Bay, 2017, Part E.2.5).

This proposal is not located within a special precinct, however, it is adjacent to the 'Concord West Precinct', a 'transit oriented community which features higher densities that maximise site renewal opportunities', (s.2.15) which is located north of Pomeroy Street.

7.2.4 Parramatta Road Urban Transformation Strategy, 2016

This document prepared by Urban Growth NSW provides a 30 year strategy to guide growth along a section of Parramatta Road corridor which extends for 20 kilometres from Granville to Camperdown and includes a number of local government areas. The strategy includes land along the Parramatta Road corridor together with a series of precincts which have been identified for urban renewal. The North Strathfield metro station site is located within the Homebush precinct which is adjacent to an activity hub comprising mixed use development which extends to Homebush Station. This area is intended to contain high density development and have a 'revitalised and active urban mixed-use character' (Urban Growth NSW, page 96). The strategy is supported by Planning and Design Guidelines (2016) for Parramatta Road which provide a structure plan for the Homebush precinct demonstrating these principles.

RESIDENCES ON QUEEN STREET

QUEEN STREET NEIGHBOURHOOD CENTRE

7.3 Character and components of this proposal

For the North Strathfield metro station this proposal would comprise station construction, operations and opportunities for placemaking.

7.3.1 Station construction

Construction of this proposal at the North Strathfield metro station construction site would require the continued use of two construction sites on the eastern side of the rail corridor established as part of the of previous Sydney Metro West planning application. The construction site would have been levelled and excavated prior to the commencement of this proposal. There would be additional areas required for construction including:

- A linear area along western side of Queen Street
- An area over the existing rail corridor and on the existing station platform, north of the platform building
- An area to the west of existing rail corridor, between Pomeroy Street and Hamilton Street East
- A construction compound area to the west of the rail corridor, south of Hamilton Street East

The location and indicative layout of the North Strathfield metro station construction site is shown on Figure 7-2.

The main works that would be seen for this proposal include:

- Minor excavation on the western side of the proposed metro station (adjacent to the North Strathfield Rail Underpass structure) to allow for station services
- Removal of the remaining ornamental garden beds within the North Strathfield Station TAHE s170 listed heritage garden
- Works within the North Strathfield Station including:
  - Construction of a footbridge
  - Other modifications such as widening of Platform 3
- Station and services building construction and fit-out including station entrances, vertical transport, including construction of built elements for non-station uses
- Roadworks, including:
  - Temporary removal of car parking spaces on the eastern side of Queen Street, between Wellbank Street and Pomeroy Street
  - Installation of bus interchange and shelters on Queen Street
  - Extension of kiss and ride zones at Queen Street (south of station) and Hamilton Street East on Horwood Place
  - Upgrades to existing roads and footpaths, including pedestrian crossings near eastern station entry, across Queen Street and Waratah Street
  - Upgrade of Queen Street and Pomeroy Street intersection
  - Construction site access via Queen Street
  - Traffic and pedestrian management signage and structures around the perimeter of construction sites as required.
- Construction support facilities including workshops, laydown area, site offices, site parking within the construction footprint
- Noise barriers and hoardings surrounding the construction site (about three metres high)
- Use of machinery and equipment such as cranes, excavators, concrete pumps, piling rigs etc.
- Construction of new public domain areas, including construction of new footpaths and plazas, installation of street trees and landscaping.

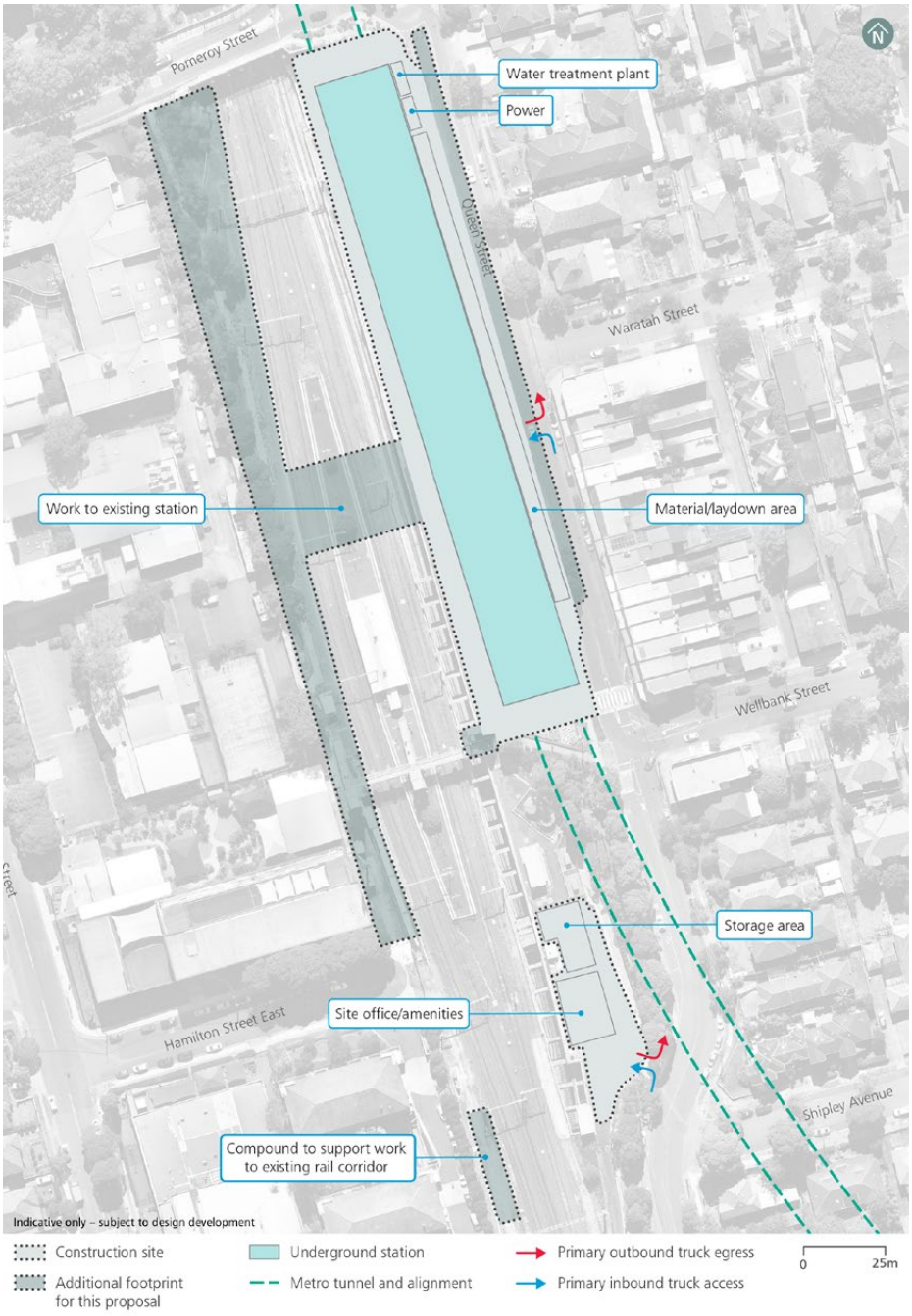


FIGURE 7-2
NORTH STRATHFIELD METRO STATION - INDICATIVE CONSTRUCTION SITE LAYOUT

7. NORTH STRATHFIELD METRO STATION

7.3 Character and components of this proposal

7.3.2 Station operations

Operations of this proposal at the North Strathfield metro station would comprise underground and surface elements. The location and indicative layout of the North Strathfield metro station is shown on Figure 7-3.

The key elements that would be seen include:

- A new metro station on Queen Street, including:
  - Eastern entry at Queen Street, with canopy structure rising about two to three storeys (10 metres) above ground
  - Escalators and lifts providing access to the Sydney trains and underground Sydney Metro platforms
  - Built elements to allow for potential future station retail and other station activation opportunities (fit-out and use of retail spaces would be subject to separate approval if required)
- A new footbridge extending between the metro station on Queen Street and the footpath to the west of the station platform, rising about four to five storeys (18 metres) above ground
- Station services and utilities would be located within the station building at the northern end of Queen Street, rising about six to seven storeys (25 metres) above ground and would include space for non-station uses to around the height of the station building (fit-out and use of these spaces would be subject to separate approval, where required)
- New public domain areas, including:
  - Upgrade of pedestrian link to the west of the station, between Hamilton Street East and Pomeroy Street
  - Landscaped public domain areas to the north and south of the station infrastructure, and along Queen Street

FIGURE 7-4

NORTH STRATHFIELD METRO STATION – ARTISTS IMPRESSION (INDICATIVE ONLY, SUBJECT TO DESIGN DEVELOPMENT) (*SOURCE: SYDNEY METRO*)

- Station precinct and interchange elements including:
  - Bus interchange and shelters on Queen Street
  - New pedestrian crossings near eastern station entry, across Queen Street and Waratah Street
  - Expanded kiss and rides at Queen Street (south of station) and Hamilton Street East
  - Bicycle lanes and parking
  - Queen Street and Pomeroy Street intersection upgrade.

Long section and cross section figures for the North Strathfield metro station are provided in Chapter 10 of the Environmental Impact Statement.

7.3.3 Placemaking

The place and design principles for North Strathfield metro station are:

- Facilitate direct interchange between Sydney Metro and Sydney Trains services on the T9 Northern Line and easy connections with other modes
- Ensure legible, safe and intuitive station access to the east and west of the existing rail corridor
- Support an active public domain area focused on Queen Street
- Enable an easy connection across the existing rail corridor and to key destinations including the Bakehouse Quarter and the Powells Creek open space corridor
- Integrate the historic value of the North Strathfield Station Precinct into the design of the metro station, and its surrounding station precinct.

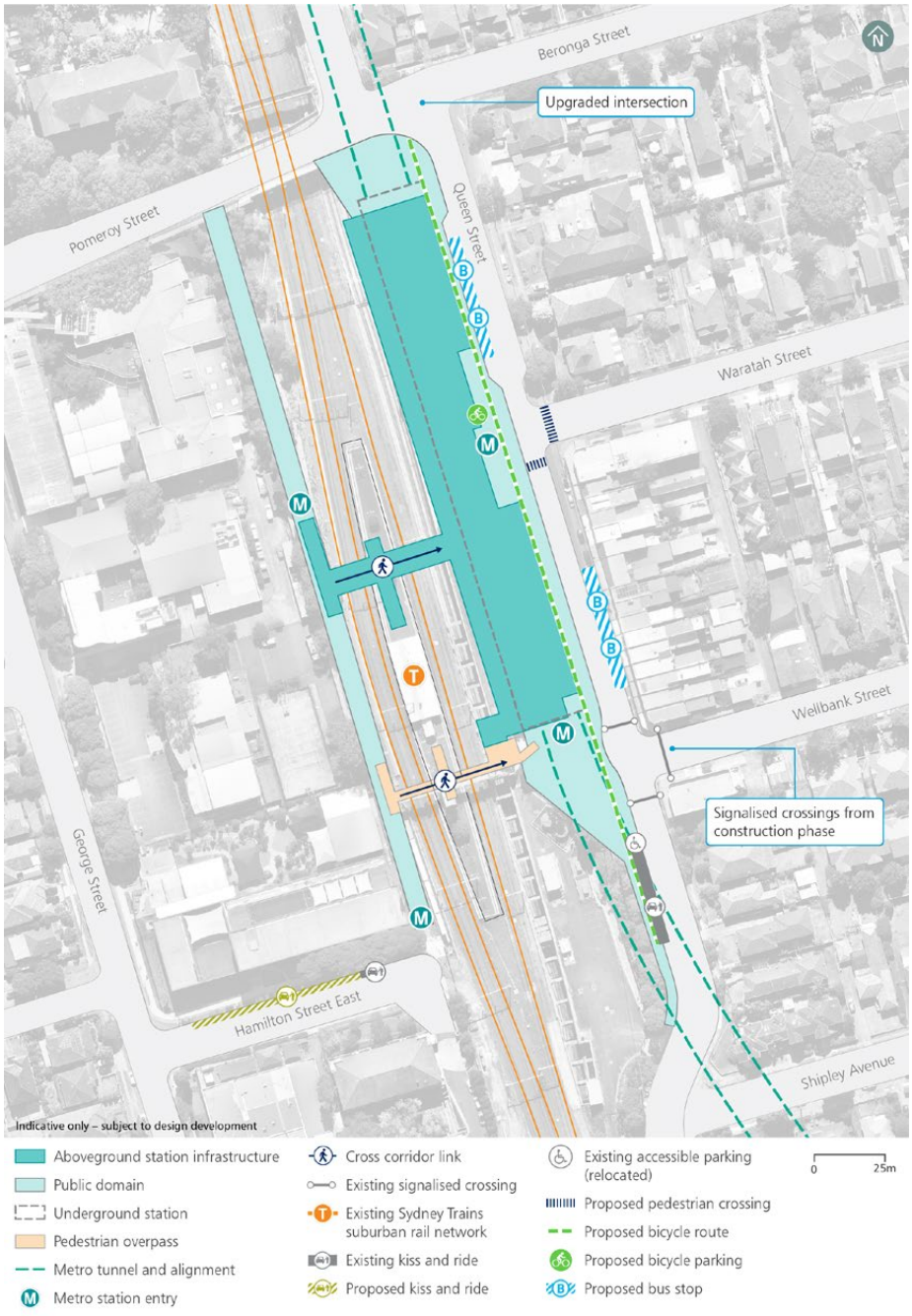


FIGURE 7-3

NORTH STRATHFIELD METRO STATION – INDICATIVE OPERATIONAL SITE LAYOUT AND KEY DESIGN ELEMENTS

7. NORTH STRATHFIELD METRO STATION

7.4 Assessment of landscape impact

7.4 Assessment of landscape impact

The landscapes and public domain areas which may potentially be impacted by this proposal are:

- Existing North Strathfield Station
- North Strathfield Station heritage gardens
- Queen Street streetscape
- Hamilton Street East.

The following section summarises the assessment of impact for each of these landscapes and public domain areas (refer to Table 2-7 for impact levels).

There would not be any structures proposed during construction or operation of this proposal that would overshadow an area of open space that is identified for protection or residential properties.

EXISTING NORTH STRATHFIELD STATION

7.4.1 Existing North Strathfield Station

Baseline conditions: The existing North Strathfield Station is a TAHE s170 listed heritage item. The station has an island platform with a single storey Victorian style red brick platform building (c. 1918). The station is in a cutting below the level of Queen Street and is not prominent in views from the surrounding area. There is a new steel and concrete footbridge and lift that have recently been constructed to the south of the platform building providing lift and stair access to the station platform. The station is entered via the heritage gardens at Queen Street, and via a north south aligned footpath in the west which connects Pomeroy Street in the north with Hamilton Street East in the south.

There will be construction sites located along the eastern side of the existing station established as a part of the previous Sydney Metro West planning application, between the station and Queen Street, and also to the south of the station and heritage gardens. There will be hoarding on the construction site boundary surrounding the site.

Sensitivity: The North Strathfield Station is a local focal point with attractive gardens and heritage character platform building that contributes to the local sense of place. The station is a main entry point to the neighbourhood centre and attracts locals and visitors from the local area. North Strathfield Station is of **local landscape sensitivity.**

Landscape impact during construction: The construction site would continue to be used and expanded to the west to support the construction of a new elevated footbridge over the existing rail line with lifts and new stairs at the island and western platforms. While the station would remain open, this work would reduce the area of the station platforms available for customers with some access diverted around the works. The existing footbridge to the south of the station would remain open, maintaining the accessibility of the station during this work. The legibility of and wayfinding around

the station would be reduced by the large footprint and scale of the construction activity, which would surround the existing station to the north and east.

The scale and extent of the works, experienced in proximity to the public areas of the station, would result in a substantial change to the accessibility, legibility and amenity of these areas. Overall, there would be a considerable reduction in the quality of the gardens and the publicly accessible areas of the station, which are of local sensitivity, resulting in a **moderate adverse landscape impact**.

Landscape impact during operation: There would be a new, visually prominent station entry facing Queen Street, opposite the commercial properties in the neighbourhood centre of North Strathfield. The new bus stops, public domain and public domain areas, would be located along Queen Street, reinforcing Queen Street as the neighbourhood centre. The new rail overbridge would provide a second, northern access to the existing rail station from Queen Street improving the accessibility of the existing station allowing for easy interchange between transport modes. This footbridge would also provide improved east-west permeability for the local community. The station would be set within a new public domain area which would extend to the north to the western verge of Queen Street. The prominent location of the new station entry would improve legibility within the precinct, with the station having improved visibility from residential areas to the east, particularly in views along Wellbank Street.

Improved end of trip facilities and cycle paths at the station would improve accessibility and comfort for cyclists. The public domain areas surrounding the station would include street trees, replacing those removed during the work carried out under the previous Sydney Metro West planning application.

Overall, the new station, and upgrades to the existing station and adjacent public realm areas along Queen Street would considerably improve the landscape quality and functioning of this precinct, which is of local sensitivity, and there would be a **moderate beneficial landscape impact**.

7.4.2 North Strathfield Station s170 listed heritage garden

Baseline conditions: This small ornamental garden (refer to Figure 7-5) is included in the TAHE s170 Heritage and Conservation Register for the North Strathfield Station. It contributes to the local identity of the North Strathfield neighbourhood centre, providing a visual feature which marks the entry to the existing station. The garden has a formal layout with straight pathways forming triangular garden areas, lined with low manicured hedges and containing roses and other ornamental plants. The gardens are framed by trees. These gardens provide pedestrian access from Queen Street to the existing station. The pathways are well lit to provide for pedestrian usage at night-time.

All vegetation and pathways within the northern half of the gardens will have been removed as a part of the previous Sydney Metro West planning application. There will be hoarding along the construction site boundary and pedestrian paths will be diverted around the construction site through the remaining areas of the gardens.

Sensitivity: The North Strathfield TAHE s170 listed heritage garden is a local landscape feature providing amenity, shade and the opportunity for passive recreation. It contributes to the sense of place and identity of the neighbourhood centre. This garden is experienced by a large number of commuters, as well as contributing to the character of the surrounding streets and neighbourhood centre. The North Strathfield Station TAHE s170 listed heritage garden is of **local landscape sensitivity.**

7. NORTH STRATHFIELD METRO STATION

7.4 Assessment of landscape impact

FIGURE 7-5

NORTH STRATHFIELD STATION S170 LISTED HERITAGE GARDEN, VIEW FROM THE EXISTING STATION FOOTBRIDGE

Landscape impact during construction: The approved construction site at North Strathfield metro station would continue to be used for the construction of this proposal. The southern part of the gardens would be maintained for the initial stages of construction, maintaining the setting to the existing station and neighbourhood centre. The presence of construction activity would, however, continue to reduce the amenity of the gardens. The pathways would be restricted in places and diverted around the construction site. However, a direct connection between the station and Queen Street through the gardens would be maintained.

Due to the scale and extent of the works, experienced in proximity to these gardens, there would be a noticeable reduction in the quality of the gardens, which are of local sensitivity, and a **minor adverse landscape impact**.

During the final stages of construction, the construction works would extend south to remove the remaining area of the TAHE s170 listed heritage gardens. This would include the removal of the ornamental garden beds and footpaths. During this work, the footpaths would be diverted around the works. The removal of these gardens would reduce the legibility, amenity and sense of place of this area of the station precinct. As the heritage gardens would be completely removed, there would be there would be a considerable reduction in the quality of the gardens, which are of local sensitivity, and a **moderate adverse landscape impact**.

Landscape impact during operation: The heritage gardens would be replaced by a new canopy covered area of public domain. The ornamental gardens would not be reinstated and there would be a contemporary, larger scale space providing access between the existing North Strathfield Station, Queen Street neighbourhood centre and the new metro station.

As the heritage gardens would not be replaced, and the character and sense of place that these gardens provided for the neighbourhood centre of North Strathfield too would be lost. Overall, there would be there would be a considerable reduction in the quality of the gardens as they would not be reinstated. These gardens are of local sensitivity and there would be a **moderate adverse landscape impact**.

7.4.3 Queen Street streetscape

Baseline conditions: Queen Street forms the main street for the North Strathfield neighbourhood centre. There are footpaths on both sides of Queen Street and a centrally located pedestrian crossing near the station entrance. Street trees and continuous awnings to the front of the neighbourhood centre provide shade and comfort for pedestrians. A secure bike locker area is located adjacent to the station heritage gardens, supporting cycle access to the station. The street includes an avenue of mature Brush Box trees, to the south of the station, which have a local heritage listing. The trees contribute to a leafy streetscape character enhancing the amenity of the surrounding residential area. The station heritage gardens and distinctive architectural facades of the commercial terrace buildings are local visual landmarks and contribute to the legibility of the area. Legibility is further reinforced by the grid pattern of the surrounding residential streets which channel views towards Queen Street and the station.

The street trees north of the existing station entrance and the group of mature trees and seating at the corner of Pomeroy Street, will have been removed as a part of the previous Sydney Metro West planning application. The construction site will extend into Queen Street, removing one lane of car parking, the road verge and pathway along the western side of Queen Street, from around Wellbank Street to Pomeroy Street.

QUEEN STREET

CORNER OF QUEEN AND WELLBANK STREET

Sensitivity: Queen Street provides a focal point for this community and includes the heritage character neighbourhood centre. This streetscape is used by a large number of commuters and local residents, workers and visitors to the local area and North Strathfield Station. Queen Street is of **local landscape sensitivity.**

Landscape impact during construction: The northern part of the approved North Strathfield metro station construction site would continue to be used for the construction of this proposal. Construction vehicles would be seen, accessing the site from both Queen Street and Pomeroy Street. The site would be enclosed by hoarding and there would be major construction works to install the station infrastructure, including large scale machinery and construction vehicles. The impact on north-south access along the western road verge would reduce the accessibility of the station and legibility of the neighbourhood centre. Furthermore, the scale and intensity of construction activity within the site would adversely affect the character of this streetscape.

Overall, due to the scale and extent of the works, comprising a large section of the streetscape, there would be a considerable reduction in the quality of this streetscape. This is a landscape of local sensitivity and there would be a **moderate adverse landscape impact.**

Landscape impact during operation: Queen Street in the vicinity of the station would be reduced in width, the car parking would be removed and bus stops and cycle facilities established. The north western side of Queen Street would be restored with new public domain areas, with wider footpaths of high quality pavements, shaded by street trees. There would be a new station entry and some activation facing Queen Street. The station building would be of a considerably larger scale, being similar in footprint to the existing shopfronts to the east. The new station building would effectively double the area of the neighbourhood centre.

While the character and purpose of Queen Street would be transformed by this proposal, there would be an improved public domain. Overall, there would be a noticeable improvement in the amenity of this streetscape and a **minor beneficial landscape impact.**

7.4.4 Hamilton Street East

Baseline conditions: Hamilton Street East is a cul-de-sac street located to the south of the station, extending between George Street and the rail corridor. It includes on-street parking with footpaths on both sides and mature trees within adjacent private properties, providing shade and streetscape amenity. The street is bordered by educational facilities and medium rise apartment buildings. There is access to the station from Hamilton Street East, via a shared use footpath, and maintenance access to the rail corridor. A kiss-and-ride zone and bicycle parking are located at the eastern end of the street.

Sensitivity: Hamilton Street East streetscape is used by local residents and visitors, including station users. The adjacent school and pre-school attract visitors from the local area. This streetscape is of **local landscape sensitivity.**

Landscape impact during construction: During construction, Hamilton Street East would be used to access a compound area within the rail corridor. The existing access gates at the end of Hamilton Street East would be used for site access and egress. The existing footpaths, driveways, bicycle parking and pedestrian access to the station would be maintained. However, the on-street parking spaces along the northern side of the street would be closed and works to extend the existing kiss and ride may temporarily restrict access and movement along the street.

Although presence of construction vehicles accessing the compound would reduce the level of comfort and amenity for pedestrians approaching the station and accessing nearby apartments and educational facilities, the scale of the works is not substantial in this area of the site. Overall, there would be a noticeable reduction in the quality of this streetscape, which is of local sensitivity, resulting in a **minor adverse landscape impact**.

Landscape impact during operation: The impacted areas of Hamilton Street East would be reinstated and there would be new kiss and ride facilities, improved footpaths and connection to the station. This would improve the station interchange facilities, accessibility and legibility of the precinct. Overall, there would be a noticeable improvement in the quality of this streetscape, which is of local sensitivity, and a **minor beneficial landscape impact**.

VIEW TO HAMILTON STREET EAST FROM NORTH STRATHFIELD STATION PLATFORM

7. NORTH STRATHFIELD METRO STATION

7.5 Assessment of visual impact

7.5 Assessment of daytime visual impact

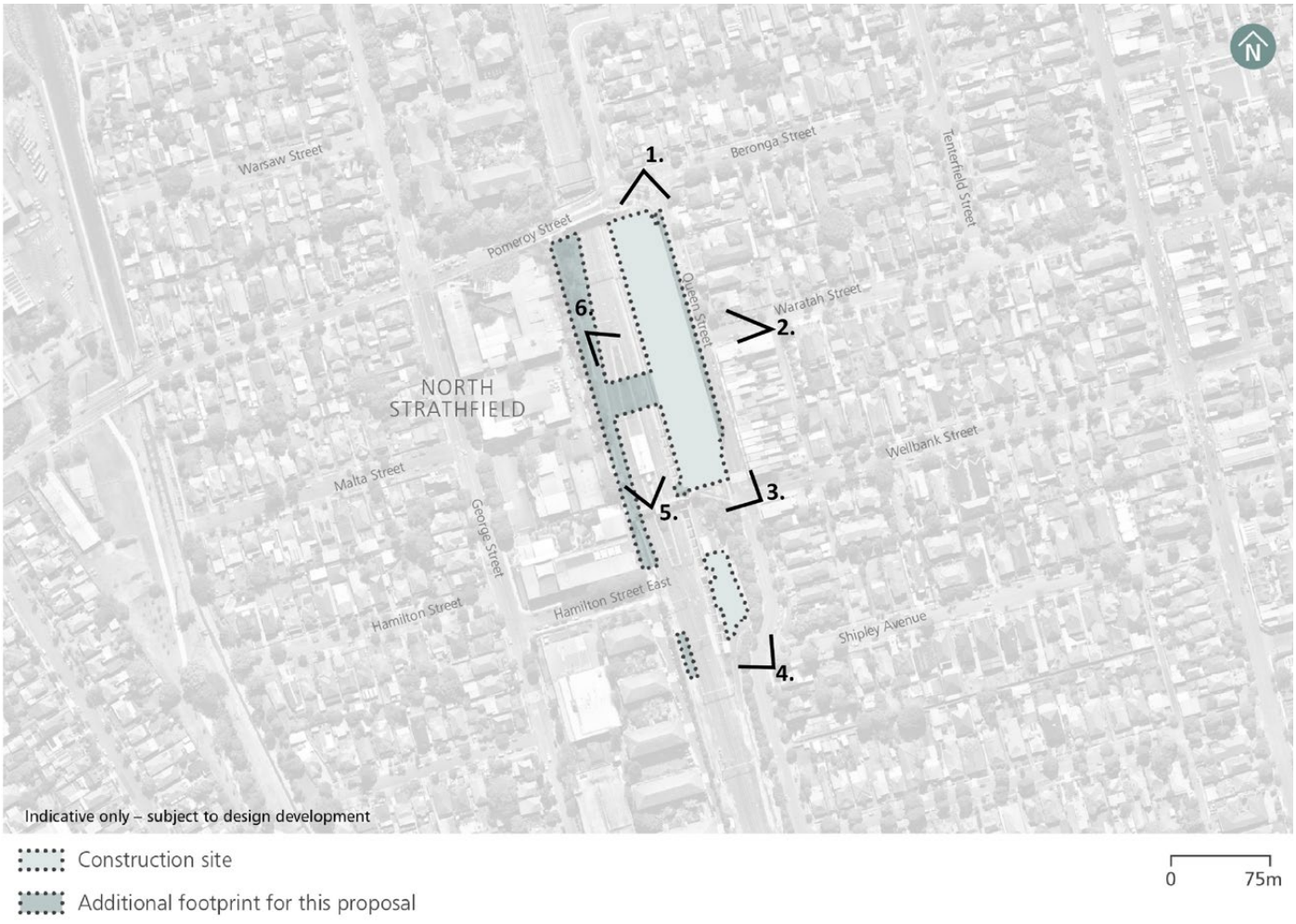
The following viewing locations were selected as representative of the range of views to North Strathfield metro station:

- Viewpoint 1: View south along Queen Street and Beronga Street
- Viewpoint 2: View west from Waratah Street
- Viewpoint 3: View north-west from the corner of Queen Street and Wellbank Street
- Viewpoint 4: View north-west from Queen Street
- Viewpoint 5: View north-east from North Strathfield Station footbridge
- Viewpoint 6: View south from North Strathfield Station platform.

Figure 7-6 identifies the location of these viewpoints.

The following sections summarise the daytime visual impact identified in the representative viewpoint assessment.

FIGURE 7-6
NORTH STRATHFIELD METRO STATION – VIEWPOINT LOCATIONS



7.5.1 Viewpoint 1: View south along Queen Street and Beronga Street

Baseline conditions: This view along Queen Street represents views from the residential properties to the north of the site, on Pomeroy Street and areas of Queen Street (left of view) (refer to Figure 7-7). A row of mature street trees along the western verge of Queen Street (right of view) encloses this view from the existing station, which is located in a cutting and out of view. Further street and garden trees to the east, partly screen views to the low density residential properties which are located to the west of Queen Street (left of view).

All vegetation to the west of Queen Street (right of view) (refer to Figure 7-8) will have been removed as a part of the previous Sydney Metro West planning application. The construction site will extend into Queen Street and the on-street parking lane and footpath along the western side of Queen Street will be removed with pedestrian diversions in place. There will be hoarding and access gates facing Queen Street, seen in the middle ground of this view.

Sensitivity: This view along Queen Street is seen from a group of residential properties, and adjacent road users. It is an entry point to the neighbourhood centre of North Strathfield and would be experienced by a larger number of receptors from the local area. The mature vegetation in this view is a local visual feature. This view has a **local visual sensitivity.**

FIGURE 7-7
VIEWPOINT 1 – VIEW SOUTH ALONG QUEEN STREET AND BERONGA STREET, EXISTING VIEW

FIGURE 7-8
VIEWPOINT 1 – VIEW SOUTH ALONG QUEEN STREET AND BERONGA STREET, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE)

Visual impact during construction: There would continue to be a construction site along the western side of Queen Street and expanded further into Queen Street so that there would be one lane for each direction of travel and no parking on the eastern side of Queen Street. The site would extend south along Queen Street and there would be construction vehicles seen travelling along Queen Street and accessing the site via gates on Queen Street. There would be hoarding around the perimeter of the site and large plant and equipment visible rising above the site. This view would include works to construct a new station and services building at the northern end of the site in the middle ground of this view. The work to construct the new station building would rise several storeys above the street, and be prominent in this view, contrasting with the adjacent residential scale buildings to the east of Queen Street.

Overall, there would be a considerable reduction in the amenity of this view, which is of local sensitivity, resulting in a **moderate adverse visual impact.**

Visual impact during operation: The station building, including the station services building would be located in the middle ground of view, extending along the rail corridor, to the west of Queen Street. This would be a new contemporary structure, with mainly services facilities facing Pomeroy and the northern end of Queen Street. The scale of this built form would contrast in height, scale and appearance to the residential properties across the street. The building would be set back from the corner of Queen and Pomeroy streets, rising about six to seven storeys at the northern end of the buildings, and there would be an area of public domain established on this corner with new trees that would filter the view to this building somewhat. Further south along Queen Street, a new metro station entrance would be visible, in the vicinity of Waratah Street. This would include potential future station retail and other station activation opportunities and upgraded public domain along the street. There would be new high quality pavements, street furniture, lighting and trees, adding to the amenity of this view. A new bus interchange would be seen along Queen Street, in front of the station.

While there would be improvements to the streetscape and high quality architectural and public domain established, the scale and character of the built form would substantially contrast with the prevailing character of the residential properties in this view. The location of services to the north of Queen Street and provision of public domain on the corner, in the middle ground of this view would reduce this contrast somewhat. Overall, there would be a considerable reduction in the amenity of this view and a **moderate adverse visual impact.**

7.5.2 Viewpoint 2: View west along Waratah Street

Baseline conditions: This view from Waratah Street illustrates the view from the residential properties to Queen Street, and the side streets which extend perpendicular to the site (refer to Figure 7-10). Waratah Street comprises predominantly low rise detached properties (right of view) and there are two storey shopfronts facing Queen Street (left of view). The existing street trees along the western verge of Queen Street and vegetation within the rail corridor provide a vegetated backdrop to this view, screening the rail corridor and North Strathfield Station which are below the level of the street in a cutting. The mature street trees along both Queen Street and Waratah Street contribute to a leafy streetscape character.

All vegetation to the west of Queen Street (centre of view) will have been removed as part of the previous Sydney Metro West planning application. There will be hoarding and access gates facing Queen Street, seen in the middle ground of this view. The street parking and footpath along the western side of Queen Street, will have been closed with pedestrian diversions would be in place.

Sensitivity: Views from Waratah Street are seen from a concentration of residents and their visitors, road users, and locals approaching the neighbourhood centre and existing station. The mature vegetation in this view is a local visual feature. This view is of **local visual sensitivity.**

Visual impact during construction: Construction work would continue along the western side of Queen Street, seen in the centre of this view. Construction vehicles would be seen travelling along Queen Street and across the centre of this view. Hoardings would be maintained along the site boundary, partially blocking views to the construction activity at street level. The construction of the new station would be seen in the centre of this view, including the construction of a new station building rising several storeys above the streetscape. Construction work within the rail corridor would be in the background of this view and mostly screened by the works along Queen Street as the existing station is in a cutting.

Due to the scale and extent of the works, and contrast with the existing low density residential houses, there would be a considerable reduction in the amenity of this view, which is of local sensitivity, and a **moderate adverse visual impact** during construction.

Visual impact during operation: The metro station entrance would be a new focal point in the centre, middle ground of this view. The station would be a new contemporary building, facing Queen Street and rising several about four to five storeys above the streetscape, taller than the commercial properties in the middle ground of this view. This building would enclose the view, adding additional built form which contrasts in height, scale and appearance with the residential and commercial buildings in this location.

FIGURE 7-9
VIEWPOINT 1 – VIEW SOUTH ALONG QUEEN STREET AND BERONGA STREET, PHOTOMONTAGE (INDICATIVE ONLY – SUBJECT TO DESIGN DEVELOPMENT) *(SOURCE: SYDNEY METRO)*

FIGURE 7-10
VIEWPOINT 2 – VIEW WEST ALONG WARATAH STREET, EXISTING VIEW

FIGURE 7-11
VIEWPOINT 2 – VIEW WEST ALONG WARATAH STREET, EXISTING VIEW, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE)

There would be new pedestrian crossings, bus stops and additional vehicles seen along Queen Street. There would, however, be active frontages adjacent to the station entrance, with new areas of public domain along Queen Street. This would include new pavements, street furniture, lighting and trees, providing an attractive setting to the station.

Overall, while there would be a high quality architectural finish and streetscape treatments, the new station building would contrast in height, scale and appearance with the residential and commercial buildings in this view. This would result in a noticeable reduction in the amenity of this view and a **minor adverse visual impact.**

7.5.3 Viewpoint 3: View north-west from the corner of Queen Street and Wellbank Street

Baseline conditions: This view across the intersection with Wellbank Street and along Queen Street (refer to Figure 7-12) includes part of the station heritage gardens at the eastern entry to the existing station (left of view). To the west of Queen Street existing site offices can be seen on the rail corridor land, and area which has been used for construction support of works for rail projects, including the North Strathfield station accessibility upgrade (part of the Transport Accessibility Program) over several years. The existing station is in a cutting and screened from view by the landform, existing trees and site offices. To the east (right of view) commercial terrace buildings line Queen Street with awnings and wide footpaths, channelling the view along the streetscape.

All vegetation to the west of Queen Street, will have been removed as a part of the previous Sydney Metro West planning application (refer to Figure 7-13). The northern half of the station heritage gardens will also have been removed. The construction site will have extended to include the on-street car parking lane of Queen Street and there would be hoarding and access gates along Queen Street, extending away from the viewer.

Sensitivity: This view from Queen Street and Wellbank Street is seen by a concentration of residents and local road users, local workers and visitors accessing the existing North Strathfield station and Queen Street neighbourhood centre. The North Strathfield Station TAHE s170 listed heritage gardens are a local landscape feature and would have been seen in this view. These views are of **local visual sensitivity.**

Visual impact during construction: The linear construction site along the western side of Queen Street would continue to be used for the construction of this proposal. Works to construct the new metro station would be prominent in the middle ground of this view. This would include the use of large equipment and plant and the construction of a new station entrance structure which would rise several storeys above the streetscape and higher than the existing commercial building opposite. There would also be construction vehicles seen travelling along Queen Street and accessing the site.

FIGURE 7-12
VIEWPOINT 3 – VIEW NORTH-WEST FROM THE CORNER OF QUEEN STREET AND WELLBANK STREET, EXISTING VIEW

FIGURE 7-13
VIEWPOINT 3 – VIEW NORTH-WEST FROM THE CORNER OF QUEEN STREET AND WELLBANK STREET, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE)

The construction works would extend south, removing the remainder of the station heritage gardens. This would include the removal of the remaining trees visible to the west of this view (left of view). There would be public domain upgrade works undertaken in the middle and background of this view, including the construction of new plazas and footpaths.

Overall, due to the scale and extent of construction activity seen in this view, there would be a considerable reduction in the amenity of this view, which is of local sensitivity, and a **moderate adverse visual impact.**

Visual impact during operation: The station heritage gardens would be replaced with a new public plaza (left of view), with new pavements, street furniture and an overhead canopy. This would alter the character of the streetscape and entry to the existing station, being of a larger and more urban scale than the existing small-scale gardens. The metro station building would extend north along Queen Street, introducing a contemporary structure in the centre of this view. This building would rise above the height of the buildings opposite, within the North Strathfield neighbourhood centre. The station building would contrast in scale and form to the character of these terrace buildings, creating a more urban character to this view. A new bus zone would extend along the eastern side of Queen Street, beside the existing commercial terrace buildings.

Overall, this proposal would transform the character of this view. Due to the compatibility of the new built form with the existing streetscape, there would be a noticeable improvement in the amenity of this view and a **minor beneficial visual impact.**

7.5.4 Viewpoint 4: View north-west from Queen Street

Baseline conditions: From the corner of Queen Street and Shipley Avenue, a row of native street trees which are a TAHE s170 listed heritage item, can be seen on the western verge of Queen Street (centre of view) (refer to Figure 7-14). These mature trees contribute to the leafy character of the southern end of Queen Street and screen most views towards the existing North Strathfield station entrance. The heritage character terrace buildings on the northern side of Queen Street are visible in the background of the view (right of view). The entry to the rail maintenance area is visible in the centre of this view, where there is a break in the trees. This allows views into the rail corridor, over the existing station and to a vegetated skyline in the distance.

A construction support site will have been established as part of the previous Sydney Metro West planning application. This work will utilise the existing access gates and rail maintenance area and there will be hoarding and access gates facing Queen Street, seen in the middle ground of this view.

Sensitivity: This view is seen by a concentration of local residents, road users, local workers and visitors accessing the existing North Strathfield Station and the Queen Street neighbourhood centre. The heritage character terrace buildings on Queen Street, which are a local visual feature, can be seen in the background of this view. These views are therefore of **local visual sensitivity.**

Visual impact during construction: The rail maintenance area (centre of view) would continue to be used as a construction support site during the construction of this proposal and would include double stacked construction site offices and amenity buildings, which would obstruct long range views across the existing station and to the metro station construction works beyond. Light vehicles would continue to be seen accessing the site, including a storage and parking area. The existing gates, security fence and Brush Box trees along Queen Street, which are a local listed heritage item, would be retained. This vegetation would also continue to partly screen the construction site from nearby residences.

Overall, the scale of construction in this view would be somewhat absorbed into the character of the existing rail corridor and maintenance facility. There would be a noticeable reduction in the amenity of this view, which is a view of local sensitivity, and a **minor adverse visual impact.**

Visual impact during operation: The construction site would be returned to its former use as a rail maintenance area. The mature Brush Box trees in this view would be retained and frame views to the new metro station building and footbridge beyond, which would be seen in the background of this view, rising above the existing station footbridge and obstructing part of the vegetated backdrop to this view.

While there would be more built elements seen in the background of this view, the new station building would be largely absorbed into this view. Overall, there would be no perceived change in the amenity of this view, which is of local sensitivity, and a **negligible visual impact.**

FIGURE 7-14
VIEWPOINT 4 – VIEW NORTH-WEST FROM QUEEN STREET

FIGURE 7-15
VIEWPOINT 4 – VIEW NORTH-WEST FROM QUEEN STREET, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE)

FIGURE 7-16
VIEWPOINT 5 – VIEW NORTH-EAST FROM NORTH STRATHFIELD STATION FOOTBRIDGE

FIGURE 7-17
VIEWPOINT 5 – VIEW NORTH-EAST FROM NORTH STRATHFIELD STATION FOOTBRIDGE, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE, ADDITIONAL AREA FOR THIS PROPOSAL SHOWN IN PURPLE)

7.5.5 Viewpoint 5: View north-east from North Strathfield Station footbridge

Baseline conditions: This view from the existing North Strathfield Station footbridge shows an elevated view over the existing station, including the TAHE s170 listed heritage station platforms and platform building and the adjacent freight rail corridor to the east which is located in a retained concrete box cutting. To the east (right of view) some of the early twentieth century two-storey commercial terrace buildings within the neighbourhood centre, facing Queen Street, are visible. The existing street trees along the western verge of Queen Street and vegetation within the rail corridor provide a vegetated backdrop to this view.

All vegetation between the rail corridor and Queen Street, north of the existing station entrance (right of view), will have been removed as a part of the previous Sydney Metro West planning application (refer to Figure 7-17). This construction site will be visible in the middle ground of this view, extending between the rail corridor and Queen Street, and north to Pomeroy Street, surrounded by hoarding and site fencing.

Sensitivity: Views from the existing North Strathfield Station footbridge are seen from a large number of locals and visitors, including and commuters approaching the existing station, and people accessing the North Strathfield neighbourhood centre via this unpaid rail crossing. This view is of **local visual sensitivity.**

Visual impact during construction: There would continue to be a construction site to the east of the rail corridor, along Queen Street. This footbridge would remain open during construction and hoarding would continue to be seen along parts of the construction site boundary. The construction site would be extended to the west, and across the northern part of the station (centre of view), including work on the western and island platforms and extending over the rail corridor. This would include the use of large

scale equipment and plant to construct a new footbridge, including escalators and lifts. This work would rise above the skyline, obstructing the vegetated backdrop to this view. The expansion of the construction site over the rail corridor and within the station would increase the prominence and proximity of construction activity to this view.

Due to the scale of the works, extending across the view, and enclosing the view on two sides, there would be a considerable reduction in the amenity of this view. As this is a view of local sensitivity there would be a **moderate adverse visual impact.**

Visual impact during operation: A footbridge extending over the rail corridor would be a new focal point in the middle ground of view, including escalator and lift access to the existing train station platforms (refer to Figure 7-18). The structure would be contemporary in style and contrast in scale and character to the heritage platform buildings. To the east (right of view), a new metro station and adjacent station services building would be seen. This multi-storey structure would block views to Queen Street, severing the visual relationship between the heritage platform buildings and the heritage character commercial buildings along Queen Street. From this location the new station structures would also obstruct views to the surrounding leafy residential area of North Strathfield.

The new station would transform this view, increasing the built form visible and altering the setting of the heritage character buildings. Overall, there would be a noticeable reduction in the amenity of this view, which is of local sensitivity and a **minor adverse visual impact overall.**

FIGURE 7-18
VIEWPOINT 5 – VIEW NORTH-EAST FROM NORTH STRATHFIELD STATION FOOTBRIDGE, PHOTOMONTAGE (INDICATIVE ONLY – SUBJECT TO DESIGN DEVELOPMENT) *(SOURCE: SYDNEY METRO*)

FIGURE 7-19
VIEWPOINT 6 – VIEW SOUTH FROM NORTH STRATHFIELD STATION PLATFORM

FIGURE 7-20
VIEWPOINT 6 – VIEW SOUTH FROM NORTH STRATHFIELD STATION PLATFORM, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE, ADDITIONAL AREA FOR THIS PROPOSAL SHOWN IN PURPLE)

7.5.6 Viewpoint 6: View south from North Strathfield Station platform

Baseline conditions: The existing TAHE s170 listed heritage station platforms and platform building can be seen in the centre of this view. This view offers an unobstructed view to the northern façade of the platform building, which shows the detail in its roof form (refer to Figure 7-19). The existing footbridge and lifts would be seen in the background of this view, which has been recently constructed as part of the Transport Access Program by Transport for NSW. The concrete retaining walls of the freight rail corridor can be seen to the east of the platforms (left of view), located in a cutting, so that the trains are out of view. There is some vegetation within the rail corridor which provide a vegetated backdrop to this view. There are glimpses to the upper portion of the heritage character commercial buildings on Queen Street.

All vegetation between the rail corridor and Queen Street (left of view) will have been removed as a part of the previous Sydney Metro West planning application (refer to Figure 7-20). The construction site would be visible in the middle ground of this view, extending east of the rail corridor towards Queen Street, surrounded by hoarding.

Sensitivity: Views from North Strathfield Station are seen from a concentration of residents and visitors, including and commuters travelling to nearby schools and places of work. The mature vegetation in this view is a local visual feature. This view is of **local visual sensitivity.**

Visual impact during construction: A construction site would be established at the northern end of the station, in the middle ground of this view. The site would extend across the rail corridor between Queen Street (left of view) and the pathway west of the track (right of view). There would be large scale equipment and plant seen, including works to construct a new footbridge with lifts and escalators on the central and western platforms in the middle ground of this view. This work would obstruct the view of the existing station platform buildings.

There would also be construction activity seen to the east (left of view) adjacent to Queen Street and elevated above the station. This would include activities to support the station fit-out and also to construct the new station building which would rise several storeys above the site. This work would completely obstruct the view to the existing heritage character commercial terraces on Queen Street.

Construction activity would dominate this view to the station. Due to the scale, extent and close proximity of construction activity within this view, there would be a considerable reduction in the amenity of this view, which is of local sensitivity, and a **moderate adverse visual impact** during construction.

Visual impact during operation: The new footbridge would be seen extending over the rail corridor in the middle ground of this view. This structure would be contemporary in style and contrast in scale and character to the heritage platform buildings which may be glimpsed through the new footbridge structure. The new metro station building would extend along the eastern side of the rail corridor, rising several storeys and prominently on the elevated site. The new building would block views to the streetscape beyond, including the character terrace buildings along Queen Street.

Overall, the new station buildings would transform the character of this view, increasing the intensity and scale of the built form and contrasting with the scale of the heritage platform building. While the station would have a high architectural quality, there would be a noticeable reduction in the amenity of this view, which is of local sensitivity and a **minor adverse visual impact overall.**

7.6 Assessment of night-time visual impact

Baseline conditions: The setting of the North Strathfield metro station construction site is an area of medium district brightness (A3) which is of **low visual sensitivity.** While the residential areas would include some lighting from properties and local streets, the lighting levels increase at the North Strathfield neighbourhood centre on Queen Street. The existing North Strathfield Station, schools and a mix of other commercial uses to the west of the station also add to the brightly lit night sky.

Trees along Queen Street adjacent to the construction site will have been removed, opening up views to the site from the residential areas to the east of the rail corridor. All vegetation within this proposal site will have been removed as a part of the previous Sydney Metro West planning application and there would be some security lighting remaining.

Visual impact during construction: Night works would be required at this location during station construction and during rail possessions. This would include brightly lit task lighting, lighting at site offices, staff amenities, workshop buildings and car parking areas. There would be additional headlights from heavy vehicles accessing and moving along Queen Street and within the rail corridor. The rail corridor cutting would contain some of this lighting and all lighting would be designed to minimise light spill and skyglow. However, this lighting would increase the lighting levels around the station and within the construction site, seen from adjacent residences and commercial properties on Pomeroy Street and Queen Street, and the McDonald College.

This additional lighting would be seen within an area of A3: Medium district brightness where there is lighting associated with the existing station, roads and neighbourhood centre. This would bring brighter lighting closer to the residences on Queen Street and Pomeroy Street in particular and there would be a considerable reduction in the amenity of these areas and a **moderate adverse visual impact** at night.

Visual impact during operation: The new station and public domain areas would be brightly lit to provide for customer safety. This would include lighting within the station, at station entries and plaza lighting along Queen Street. There would be a station entry located centrally and also to the south of the station building where there would be a connection with the existing station footbridge. The lighting would generally be located in areas opposite Waratah Street and Wellbank Street and seen in the context of the existing commercial buildings and station entry. There would also be additional headlights from vehicle movements approaching station.

While the rail corridor cutting would contain some lighting from the station, there would also be additional lighting within the existing station, with the new footbridge to the north of the platforms being brightly lit and elevated above the rail cutting. This additional lighting at the station would be seen from the residential properties on Pomeroy Street, to the north of the station.

While all lighting would be designed to minimise light spill and skyglow, the openness of the station architecture and level of lighting required to ensure safety for customers at night, would increase the light levels around the station and introduce additional lighting to Queen Street. It is expected that the additional light sources and skyglow would be seen from the residential properties which overlook the station on Pomeroy Street and from the residential and commercial properties on Queen Street, and potentially from properties located along the east west aligned residential streets near the new station, including Waratah Street and Wellbank Street. As this additional light would be seen from within a location of A3: Medium district brightness, this lighting would increase the overall brightness of this area, and there would be a noticeable reduction in

the amenity of this area at night, resulting in a **minor adverse visual impact**.

Summary of impact

Table 7-1, Table 7-2 and Table 7-3 summarise the potential landscape and visual impacts of this proposal.

TABLE 7-1
LANDSCAPE IMPACT SUMMARY – NORTH STRATHFIELD METRO STATION

			Construction		Operation	
No.	**Location**	**Sensitivity**	**Magnitude**	**Impact**	**Magnitude**	**Impact**
1	Existing North Strathfield Station	Local	Considerable reduction	Moderate adverse	Considerable improvement	Moderate benefit
2	North Strathfield Station s170 listed heritage garden	Local	Considerable reduction	Moderate adverse	Considerable reduction	Moderate adverse
3	Queen Street streetscape	Local	Considerable reduction	Moderate adverse	Noticeable improvement	Minor benefit
4	Hamilton Street East	Local	Noticeable reduction	Minor adverse	Noticeable improvement	Minor benefit

TABLE 7-2
DAYTIME VISUAL IMPACT SUMMARY – NORTH STRATHFIELD METRO STATION

			Construction		Operation	
No.	**Location**	**Sensitivity**	**Magnitude**	**Impact**	**Magnitude**	**Impact**
1	View south along Queen Street and Beronga Street	Local	Considerable reduction	Moderate adverse	Considerable reduction	Moderate adverse
2	View west along Waratah Street	Local	Considerable reduction	Moderate adverse	Noticeable reduction	Minor adverse
3	View north-west from the corner of Queen Street and Wellbank Street	Local	Considerable reduction	Moderate adverse	Noticeable improvement	Minor benefit
4	View north-west from Queen Street	Local	Noticeable reduction	Minor adverse	No perceived change	Negligible
5	View north-east from North Strathfield Station footbridge	Local	Considerable reduction	Moderate adverse	Noticeable reduction	Minor adverse
6	View south from North Strathfield Station platform	Local	Considerable reduction	Moderate adverse	Noticeable reduction	Minor adverse

TABLE 7-3
NIGHT-TIME VISUAL IMPACT SUMMARY – NORTH STRATHFIELD METRO STATION

			Construction		Operation	
No.	**Location**	**Sensitivity**	**Magnitude**	**Impact**	**Magnitude**	**Impact**
1	North Strathfield metro station	Low (A3: Medium district brightness)	Considerable reduction	Moderate adverse	Noticeable reduction	Minor adverse

8. BURWOOD NORTH STATION

8.1 Baseline environment

VIEW TO THE BATH ARMS HOTEL FROM PARRAMATTA ROAD

8.1 Baseline environment

Burwood North Station is situated on two sites, generally between Burwood Road and Loftus Street. One site would be to the north of Parramatta Road (northern site) and the second to the south of Parramatta Road (southern site) (refer to Figure 8-1).

Parramatta Road extends from Parramatta CBD to Sydney CBD. This heavily trafficked road physically and visually separates the urban communities of Burwood and Concord. Within the vicinity of the Burwood North Station site, the road corridor is six lanes wide and heavily trafficked. It comprises a variety of retail, commercial, light industrial, medium density development and open space uses. This road presents a visually harsh streetscape with few street trees, poor pedestrian environments and vehicle dominated uses.

The urban form along this section of Parramatta Road is largely fragmented. It contains some remnant buildings which exhibit a traditional main street character, such as the Bath Arms Hotel, a local listed heritage building, on the corner of Parramatta Road and Burwood Road. This intersection is identified as a gateway to the Burwood town centre to the south in the *Burwood Precinct Masterplan (*City of Canada Bay Council and Group GSA, 2021). Burwood Road is a busy north-south road which is currently undergoing increased intensification with the recent construction of medium density development near Parramatta Road. This changing character is intended to continue along the Parramatta Road corridor. The Burwood North Station site is located within the Burwood–Concord precinct, which is identified as a future mixed use corridor with a mix of tall to mid rise residential development in the Parramatta Road Urban Transformation Strategy (2016). The intersection of Parramatta Road and Burwood Road is also identified as a future major centre and part of the Parramatta Road urban transformation study area in the structure plan within Burwood Local Strategic Planning Statement (Burwood Council, 2020).

Nearby, the St Luke's Anglican Church on Burton Street, a local listed heritage building, forms a notable local visual feature. The church is located in an attractive landscaped setting and contributes to the amenity of the residential area to the north of the northern site. Concord Oval, located on the corner of Loftus Street and Parramatta Road, is an important regional sporting facility. Concord Oval contains a gate and five mature fig trees were once the entrance to St Luke's Park and are local listed heritage items. The redevelopment of Concord Oval has commenced and scheduled for completion in early 2022, including the construction of a new indoor recreation centre and passive recreation areas.

All buildings and vegetation within the sites for this proposal will have been removed as a part of the previous Sydney Metro West planning application. This will include the buildings on the north eastern and south eastern corners of the Burwood and Parramatta Road intersection and several small shopfronts extending north along Burwood Road and east along the northern side of Parramatta Road. There will have been station excavation carried out on the site and there will be site boundary fencing, hoarding and potential acoustic sheds (or other acoustic measures) established on the site.

CONCORD OVAL (LEFT)
PARRAMATTA ROAD (RIGHT)

FIGURE 8-1
BURWOOD NORTH STATION – LANDSCAPE CONTEXT

8.2 Planning guidance

Further to the planning review carried out in Section 3 of this technical paper, the following section includes a summary of the specific planning provisions which are relevant to the landscape and visual impact assessment of this proposal at Burwood North Station.

8.2.1 Canada Bay Local Environmental Plan 2013

Part of the northern site, adjacent to Parramatta Road, is zoned B6 Enterprise Corridor, with a maximum building height of 12 metres. The remainder of the northern site, adjacent to Burton Street, is zoned R3 Medium Density Residential, with a maximum building height of 8.5 metres, reflecting the character of this residential area. The are no specific objectives for this zone that relate to visual amenity or landscape character.

The St Luke's Park entrance gates and adjacent trees, located at Concord Oval on Loftus Street, and the St Luke's Anglican Church and grounds at 19 Burton Street are local heritage items. The settings and views of these places have been considered in this technical paper.

8.2.2 Canada Bay Development Control Plan 2013

Provisions for the northern site along Parramatta Road are set out in Section F1.1 of the Canada Bay DCP, under mixed use areas and neighbourhood centres. Relevant objectives for this area include:

- To ensure infill development is well articulated, makes a positive contribution to the streetscape and responds to local urban character
- To ensure development presents a clear and visually interesting address to the street
- To retain the use of awnings as visually dominant and co-ordinating townscape features
- To ensure new development maintains a pedestrian scale (City of Canada Bay Council, 2013, s.F1.2)
- To minimise the amount of overshadowing of neighbouring developments and outdoor spaces to maintain their amenity (s.F1.6).

Provisions for the northern site along Burton Road are set out in Section E1.1, under Residential Development. Relevant objectives for this area include:

- To reflect the dominant building pattern of the streetscape with regard to the location, spacing and proportion of built elements in the streetscape
- To complement and conserve the visual character of the street and neighbourhood through appropriate building scale, form, detail and finish
- To reinforce existing streetscape features such as building setbacks, alignments, heights and fence design
- To ensure that development conserves and respects significant streetscape items (such as street tree planting) and points of interest (such as views to waterways).

There are no site and precinct specific controls, or public domain plan applicable to the northern site of this proposal.

8.2.3 Burwood Local Environmental Plan 2012

The areas along Parramatta Road within the southern site are zoned B6 Enterprise Corridor. There are no objectives for this zone that are relevant to this assessment. The maximum building height is 15 metres in this area. Although the site contains no heritage properties or conservation areas, it is opposite the Bath Arms Hotel at 352–354 Parramatta Road, a local listed heritage building. The settings and views of this place have been considered in this technical paper.

8.2.4 Burwood Development Control Plan 2013

The southern site is located within the 'Parramatta Road Enterprise Corridor', a 'linear urban strip from Broadway in Sydney City to Church Street in Parramatta' extending one allotment deep (s.3.6). Relevant objectives for this area include:

- To support change and improvement in the character and quality of the corridor, its land uses, amenity and local environment
- To provide appropriate protection through the design and location of buildings in the corridor to the amenity, solar access and privacy of adjoining low density residential land to the south
- To provide space for landscaping and improve local amenity (City of Burwood Council, 2013, s.3.6 page 90).

The Burwood DCP also contains guidance for maintaining minimum setbacks for development adjacent to a heritage item or heritage conservation area, to 'retain and respect significant views/vistas from the public domain' *(s.3.8.5).*

FIGURE 8-2

BURWOOD-CONCORD PRECINCT MASTER PLAN (GROUP GSA AND CITY OF CANADA BAY COUNCIL, 2021)

8.2.5 Parramatta Road Corridor Urban Transformation Strategy - Stage 1, Planning Proposal, 2021

Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) has been developed to deliver the State Government's vision for transforming the Parramatta Road Corridor. This planning proposal seeks to amend the Canada Bay Local Environmental Plan 2013 to implement Stage 1, also known as 2016 – 2023 implementation areas, of the PRCUTS.

The PRCUTS planning proposal will deliver three stage 1 precincts, including Kings Bay, Burwood-Concord and Homebush North. The northern site of the Burwood North Station is located is the Burwood-Concord precinct. This precinct will be a commercial mixed use centre centred on the Parramatta Road-Burwood Road intersection and extending along the Parramatta Road frontage, providing a 'gateway to Burwood Town Centre and Concord Oval, and a thriving commercial and residential village precinct for new residents' (City of Canada Bay, 2021, page 12). The intersection is identified as the location of a new Sydney Metro West train station, including a public plaza and station entryway. The local commercial centre will adjoin new high-rise residential tower development, stepping down towards the existing low-scale low-density residential areas to the north. The public domain will be characterised by parks, footpaths, laneways and cycle ways.

The planning proposal is informed by the *Burwood Precinct Master Plan Report* (City of Canada Bay Council and Group GSA, 2021) and seeks to amend the Canada Bay LEP by changing the zoning and built form controls, including building heights, floor space ratio and active street frontages, 'to deliver best urban design and community outcomes' (City of Canada Bay Council, 2021, page 6). The main changes include:

- Burton Street Park – a public pedestrian through-site link between Burton Street and Parramatta Road
- An additional street reserve or laneway connecting between Loftus Street and Burton Street, to provide access to/ servicing of the lots facing Parramatta Road
- Gradual transition of building heights and density between Parramatta Road and the existing low density residential area north of Burton Street (refer to on Figure 8-2).

8.3 Character and components of this proposal

For the Burwood North Station this proposal would comprise station construction, operations and opportunities for placemaking.

8.2.6 Station construction

Construction of this proposal at the Burwood North Station construction site would require the continued use of two construction sites established as part of the previous Sydney Metro West planning application, including a northern construction site and a southern construction site. The construction site would have been levelled and excavated prior to the commencement of this proposal.

The location and indicative layout of the Burwood North Station construction site is shown on Figure 8-3.

The main elements and activities that would be seen for the construction of this proposal include:

- Removal of two street trees along Burton Street and one street tree on Loftus Street
- Installation of an acoustic shed (or other acoustic measures) on the northern construction site, adjacent to Belmore Road, rising about four to five storeys (15 metres)
- Construction and fit-out of the station and services buildings, including construction of structures for non-station uses and provisioning for adjacent station development
- Roadworks, including:
  - Temporary removal of about four on-street parking spaces on Burton Street
  - Construction of a new service laneway and access between Burton Street and Loftus Street
  - Installation of bus interchange and shelters on Burwood Road
  - Kiss and rides at Burwood Road (for southern station entry) and Burton Street (for northern station entry)
  - Taxi facilities on western side of Burwood Road, south of Parramatta Road
  - New signalised pedestrian crossings at Burwood Road and Burton Street intersection
  - Bicycle parking at the northern station entrance
  - Construction site access via Parramatta Road, Burton Street and Loftus Street
  - Traffic and pedestrian management signage and structures around the perimeter of construction sites as required.
- Construction support facilities including workshops, laydown area, site offices, site parking within the construction footprint to the north and to the south of Parramatta Road
- Noise barriers and hoardings surrounding the construction site (about three metres high)
- Use of machinery and equipment such as cranes, excavators, concrete pumps, piling rigs etc.
- Construction of new public domain areas, including construction of new footpaths and plazas, installation of street trees and landscaping.

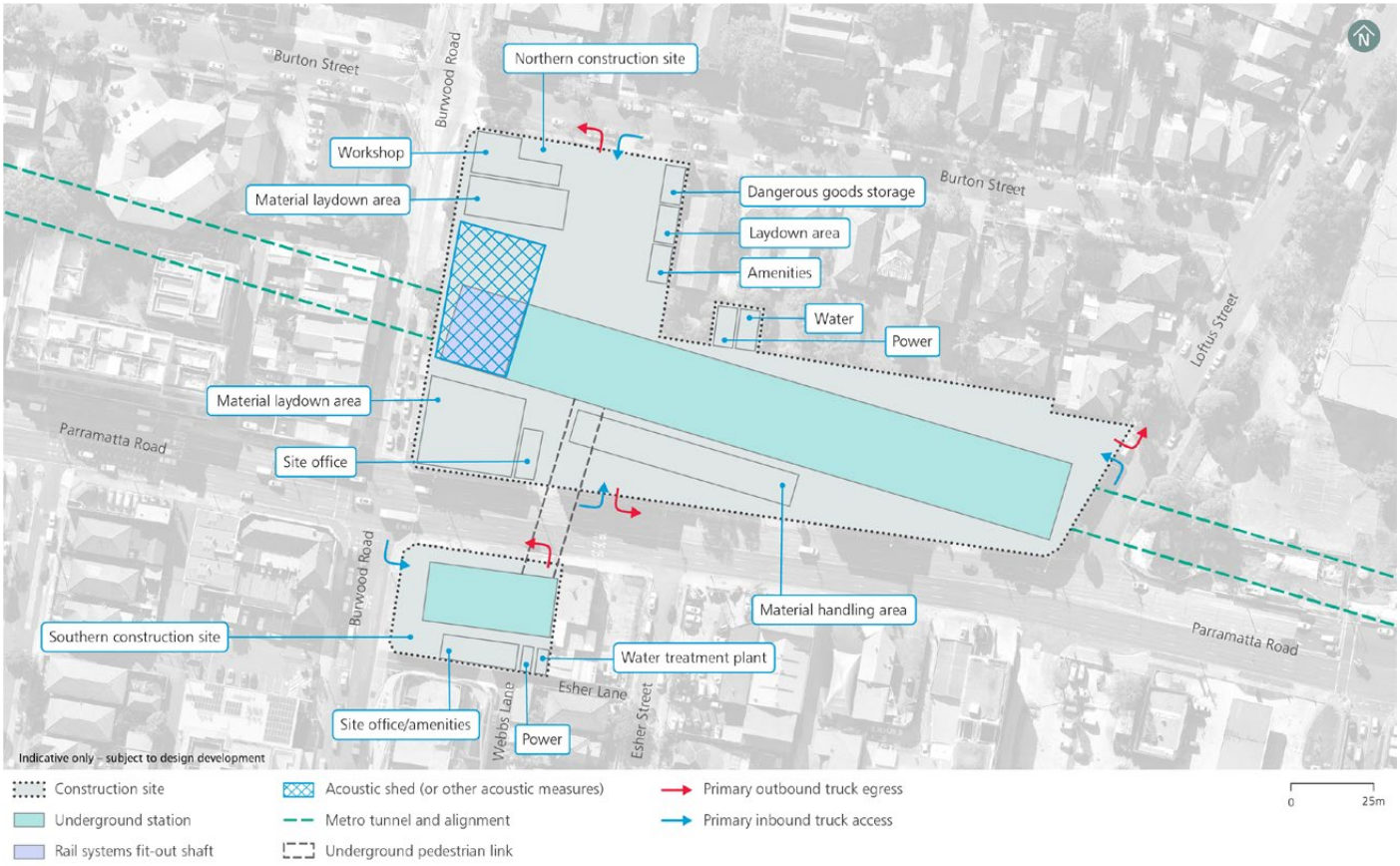


FIGURE 8-3
BURWOOD NORTH STATION - INDICATIVE CONSTRUCTION SITE LAYOUT

8. BURWOOD NORTH STATION

8.3 Character and components of this proposal

8.3 Station operations

Operations of this proposal at the Burwood North Station would comprise underground and surface elements. The location and indicative layout of the Burwood North Station is shown on Figure 8-4.

The key elements that would be seen include:

- A northern station entry, located on Burwood Road to the north of Parramatta Road, including:
  - Station entry with services and utilities above rising about four to five storeys (about 18 metres) above street level
  - Structural elements for the space for non-station use (fit-out and use of retail spaces would be subject to separate approval if required) between the northern station entry (west) and services building (east) to about the same height as the services building located at the corner of Parramatta Road and Loftus Street
- A southern station entry, located at the corner of Parramatta Road and Burwood Road, including:
  - Station entry rising about two to three storeys (about 10 metres) above ground level
  - The structural elements for the space for non-station uses (fit-out and use of these spaces would be subject to separate approval, where required), including structures:
    - between the northern station entry and services building to about the same height as the services building
    - about six to seven storeys above the southern station entry (to about 21 metres)
    - connected to the south of the northern entry to about the same height as the services building.
- Escalators and lifts providing access to the underground Sydney Metro platforms
- A station services building located at the corner of Parramatta Road and Loftus Street, and extending west along Parramatta Road, rising about six to eight storeys (about 18-24 metres) above ground level
- New public domain areas, including:
  - New public plazas at the corner of Burwood Road and Parramatta Road, adjacent to the station entrances
  - Landscaped public domain areas surrounding the future development footprints along Parramatta Road and at the corner of Burwood Road and Burton Street
  - Landscaping along Burwood Road and Parramatta Road, and Burton Street and Loftus Street
- Station precinct and interchange elements including:
  - A new service laneway and access between Burton Street and Loftus Street, to support both the metro station and future developments
  - Bus interchange and shelters on Burwood Road and Parramatta Road
  - Kiss and rides at Burwood Road and Burton Street
  - Taxi facilities on Burwood Road, south of Parramatta Road
  - New signalised pedestrian crossings at Burwood Road and Burton Street intersection
  - Bicycle parking at the northern station entrance.

Long section and cross section figures for the Burwood North Station are provided in Chapter 11 of the Environmental Impact Statement.

8.3.1 Placemaking

The place and design principles for Burwood North Station are:

- Improve amenity north and south of

FIGURE 8-4
BURWOOD NORTH STATION – INDICATIVE OPERATIONAL SITE LAYOUT AND KEY DESIGN ELEMENTS

Parramatta Road with Sydney Metro as a catalyst for positive change

- Facilitate transit-oriented development with public spaces and local services that support the station as a focal point for activity
- Deliver legible, safe and intuitive station entries that address both north and south of Parramatta Road
- Improve the priority and amenity for pedestrians in the area
- Facilitate activation and urban renewal around the station in accordance with the Parramatta Road Corridor Urban Transformation Strategy
- Enable provision of through-site links to enhance permeability in and around the station.

FIGURE 8-5
BURWOOD NORTH STATION – ARTISTS IMPRESSION (INDICATIVE ONLY – SUBJECT TO DESIGN DEVELOPMENT) (*SOURCE: SYDNEY METRO*)

8.4 Assessment of landscape impact

The landscape and public domain areas which may potentially be impacted by this proposal are:

- Parramatta Road and Burwood Road streetscapes
- Burton Street, Loftus Street and Neichs Laneway streetscapes.

An overshadowing analysis has been undertaken at this location as this proposal has the potential to overshadow adjacent residential properties to the south of Parramatta Road during operation.

The following section summarises the assessment of impact for each of these landscapes and public domain areas (refer to Table 2-7 for impact levels).

8.4.1 Parramatta Road and Burwood Road streetscapes

Baseline conditions: Parramatta Road is a major east-west route which creates the boundary between the suburbs of Concord and Burwood. The width and busy vehicle traffic along Parramatta Road reduces the pedestrian amenity and the connectivity between the two suburbs. The absence of trees along this section of Parramatta Road and the lack of continuous awnings and varied building setbacks creates a harsh pedestrian environment and unattractive streetscape.

This section of Parramatta Road is lined with a mix of commercial developments including remnant terraced shopfronts, heritage character corner buildings, and warehouse scale commercial buildings, intermixed with vehicular dominated commercial development such as car yards and service stations. The result is a discordant mix of building styles, heights, character and use.

The Bath Arms Hotel, a local listed heritage building, at the intersection of Parramatta Road and Burwood Road (south-west corner), along with two other heritage character (not listed) buildings on the north-eastern and south-eastern corners of the intersection, address the corner and assist with defining the entry to Burwood to the south.

Burwood Road is also a major north south route which connects Concord with Burwood. A mix of retail, commercial and residential uses to the south of the intersection with Parramatta Road creates a disjointed streetscape whereas to the north of the intersection terraced shopfronts with awnings frame and activate the street. A strong built edge and awnings provide visual enclosure to this section of the streetscape. However, there are few trees along Burwood Road in the vicinity of the site. Both Parramatta Road and Burwood Road are undergoing urban renewal including the recent construction of medium rise residential development.

All buildings and vegetation within the sites for this proposal site will have been removed as a part of the work carried out under the previous Sydney Metro West planning application, including the heritage character buildings on the north-eastern and south-eastern corners of Parramatta Road and Burwood Road. The commercial developments extending north and east of this intersection will also have been removed, reducing the heritage character and strong built edge at these corner sites.

Sensitivity: While they offer a poor-quality pedestrian environment, have limited tree cover and few landscape features, the Parramatta Road and Burwood Road streetscapes are important local and district access routes. There are large number of road users using these roads and attracted to the commercial and sporting venues along them. These streets are of **local landscape sensitivity.**

Landscape impact during construction: The approved construction site at Burwood North Station would continue to be used for the construction of this proposal. There would be an acoustic shed (or other acoustic measures) along Burwood Road and the site would be enclosed by hoarding and and large scale machinery, plant and vehicles seen within the

site to support station fit-out and construction the station buildings and new public domain.

While no further removal of trees or buildings would be required, the presence of construction activity would continue to reduce the amenity of these streets for road users and alterations to footpaths adjacent to the site would continue to occur during some periods of construction. The permeability of this area would be slightly reduced as Neichs Lanes would not have been restored. The legibility in this area would be somewhat reduced as there would be construction activity on the sites of the heritage character corner buildings that had previously marked the entry to Burwood.

Overall, due to the continued us of this site for large scale construction activity over a large area there would be a considerable reduction in the quality of these streetscapes, which are of local sensitivity, and a **moderate adverse landscape impact.**

BURWOOD ROAD

PARRAMATTA ROAD

<u>Landscape impact during operation</u>: There would be a broad new area of public domain along Parramatta Road and Burwood Road adjacent to the site, including high quality pavements, street trees and gardens, lighting and street furniture. There would be new bus stops along Burwood Road, north of the Parramatta Road intersection. There would be a new station entry and active frontages facing Burwood Road, and the potential for future development with activated frontages to Parramatta Road (subject to separate approval if required). There would be two station entries facing Burwood Road. Both station entries would be set back from the busy intersection with Parramatta Road, and address Burwood Road. The northern station entry would be of a considerably larger scale than the former heritage character terraces facing Burwood Road, increasing the visual prominence of the station entry and legibility within the precinct. The southern station entry would located on the corner with Esher Lane which would also be improved with a high quality public domain. There would also be an underground connection

under Parramatta Road. Together these improvements to Parramatta Road and Burwood Road would significantly improve accessibility within this area.

The streetscapes of Burwood Road and Parramatta Road would be transformed by this proposal, improved accessibility, legibility and amenity for road users, cyclists and pedestrians. Overall, there would be a considerable improvement in the amenity of these streetscape and a **moderate beneficial landscape impact.**

ST LUKE'S ANGLICAN CHURCH

8.4.2 Burton Street, Loftus Street and Neichs laneway streetscapes

Baseline conditions: Burton Street and Loftus Street comprise a mix of detached dwellings and small residential apartment blocks with landscaped front gardens. The St Luke's Anglican Church, a local listed heritage building, located on Burton Street between Loftus and Burwood Road and framed by mature trees and ornamental gardens. It is a local visual landmark and local landscape feature which contributes to the character of this residential area.

There are several mature trees on the corner of Loftus Street and Parramatta Road located within the Concord Oval precinct. These trees frame the prominent street corner and together with the nearby fig trees, which are a local listed heritage item, are important contributors to the leafy streetscape character of Loftus Street.

Neichs Laneway is a narrow urban laneway which provides rear access and car park access for commercial uses which front Burwood Road and Parramatta Road and also vehicular access for residential properties fronting Burwood Road and Burton Street. There are some mature trees adjacent to the laneway but these are mostly within adjacent private property.

All buildings and vegetation within the sites for this proposal will have been removed as a part of the work carried out under the previous Sydney Metro West planning application, including the car park and mature vegetation along Burton Street. Neichs Laneway will have been closed and diverted along Burwood Road and Burton Street, and there will be site hoarding around the perimeter of the site.

Sensitivity: Burton Street, Loftus Street and Neichs Laneway streetscapes are used by local residents and visitors. St Luke's Anglican Church attracts parishioners from the local area and is a local landscape and visual feature. These streetscapes are of **local visual sensitivity.**

Landscape impact during construction: There would continue to be construction activity to the south of Burton Street and west Loftus Street, including storage and laydown areas, workshops, site parking and station construction works located behind site perimeter hoarding. There would be heavy vehicles travelling along these streets and accessing the site via Burton and Loftus streets. The presence of construction activity would continue to reduce the amenity of the adjoining pedestrian environment.

The large size of the construction site and continued diversion of Neichs laneway, would reduce the accessibility and permeability of this area for residences to the north of Parramatta Road. Overall, there would be a noticeable reduction in the quality of these streetscapes, which are of local sensitivity, and a **minor adverse landscape impact**.

Visual impact during operation: There would be a broad new area of public domain along parts of Burton and Street Loftus Street adjacent to the site, including high quality pavements, street trees, lighting and street furniture. There would be a north-south laneway established between Burton Street and Parramatta Road, and also an east-west laneway between Loftus Street and Burwood Road. These laneways would improve the permeability and accessibility of this precinct. A new accessible kiss and ride would be located on Burton Street.

There would be improved accessibility, legibility and amenity for road users, cyclists and pedestrians in the Burton and Loftus Street streetscapes. Overall, there would be a considerable improvement in the amenity of these streetscapes and a **moderate beneficial landscape impact.**

LOFTUS STREET

BURTON STREET

8.4.3 Potential overshadowing impacts

Baseline conditions: Due to the predominantly two to three storey commercial built form which would have been on the site, there would be limited existing overshadowing on properties surrounding the site to the west, south and east. This includes properties to the south which are separated from the northern parts of the site by Parramatta Road. At Esher Lane the existing building that would have been on the site is one storey and would cast a small shadow over the lane during mid-winter. It is unlikely that there would be any shadow cast directly on the residential properties within the building to the south of the lane (refer to Figure 8-6).

The City of Canada Bay *Burwood Precinct Masterplan (2021)* provides a vision for the future development of areas of the Burwood North station site to the north of Parramatta Road. In this masterplan, there is an anticipated pattern of future shadows, which includes areas of shadow cast from the proposed built form within the northern portion of this site, across Parramatta Road and extending across the southern footpath and a small distance into the properties facing Parramatta Road. This shows intermittent shadows along these properties of between two hours and no sunlight in mid-winter.

Overshadowing impact during operation: The southern station building, including the additional structures for non-station use, would be located adjacent to the residences within the mid-rise development on Burwood Road, south of Esher Lane (4 Burwood Road). As the proposed built form would be taller than existing buildings on the site (that would be removed as a part of the previous Sydney Metro West planning application) there would be the potential for a longer shadow cast across areas to the west, south and east of the proposed southern station entry building during mid-winter.

The north facing residential properties in the mixed-use building at 4 Burwood Road would be separated from the proposed station building by Esher Lane and are also set back from the northern boundary of this property by several metres. The total separation between the proposed built form and these residential properties would be about 9 to 10 metres. Regardless of this separation, as this property is located to the south of the proposed building, it is predicted that there would be shadows cast across these residential properties in mid-winter (refer to Figure 8-7) that would be longer than for the existing condition and also longer than that proposed in the *Burwood Precinct Masterplan* (City of Canada Bay, 2021) (refer to Figure 8-6), reducing the number of hours of sunlight available to these properties.

As shown in Figure 8-7, between midday and 3pm the shadow from this proposal would gradually move from west to east, so that there would be no sunlight on the north facing windows and balconies of the building at 4 Burwood Road between 9am and 12

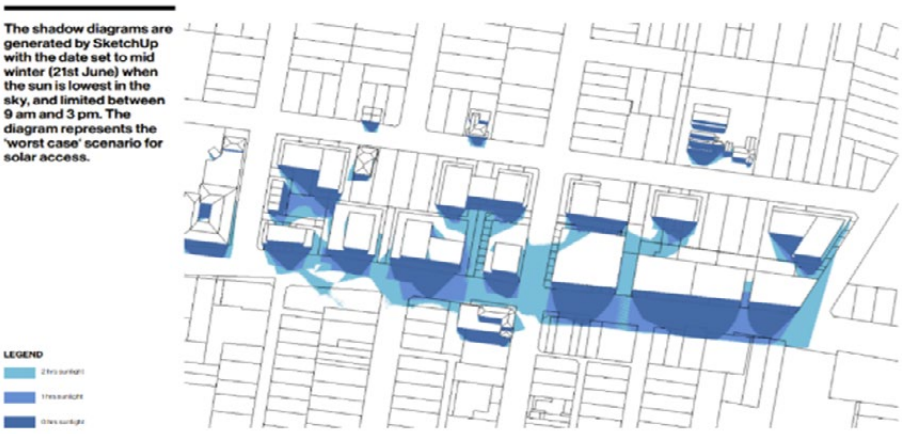


FIGURE 8-6
FUTURE PLANNED SHADOW DIAGRAMS, BURWOOD PRECINCT MASTERPLAN, CITY OF CANADA BAY (2021)

noon. However, in the afternoon, about one third of the northern face of the building (from the west) would have one to two hours of sunlight in mid-winter. While a shadow would also be cast along the western and eastern façade of this building in the morning and afternoon by the building itself, there would be sunlight available to the apartments which include both north and east or west oriented windows.

In mid-winter there would also be a greater shadow cast along properties to the south of Parramatta Road, between the proposed southern station building and Shaftesbury Road in the east.

There would also be a longer duration of shadow experienced on footpaths and areas of public realm to the west, south and east of the proposed station building. This would include areas along Parramatta Road, which would have less sunlight than that anticipated in the *Burwood Precinct Masterplan* (Refer to Figure 8-6).

This level of overshadowing impact would be greater than that anticipated in the PRCUTS (City of Canada Bay, 2021) and Burwood precinct master plan (refer to Figure 8-6 and Section 8.2 of this technical paper) plans for built form height. However, they comply generally with the setback standards identified in the SEPP 65 (State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development) which recommends a setback of nine metres between habitable rooms. The level of shadow that would be experienced at street level is consistent with what is commonly experienced in densely urban areas.

Overall, due to the existing setting of medium and high-density development, and future scale of development proposed for this location, there would be a small potential for additional shading of the adjacent residential building and surrounding public realm. This impact is considered to result in a **minor adverse landscape impact**.

FIGURE 8-7
BURWOOD NORTH STATION – OPERATIONAL OVERSHADOWING DIAGRAMS, JUNE 21, 9AM TO 3PM
ASSESSMENT OF DAYTIME VISUAL IMPACT

8.5 Assessment of visual impact

The following viewing locations were selected as representative of the range of views to this proposal:

- Viewpoint 1: View south along Burwood Road
- Viewpoint 2: View south across the intersection of Burwood Road and Burton Street
- Viewpoint 3: View south-west along Burton Street
- Viewpoint 4: View south-west along Loftus Street
- Viewpoint 5: View north-west along Parramatta Road
- Viewpoint 6: View east across the intersection of Parramatta Road and Burwood Road
- Viewpoint 7: View south-east from the intersection of Parramatta Road and Burwood Road.

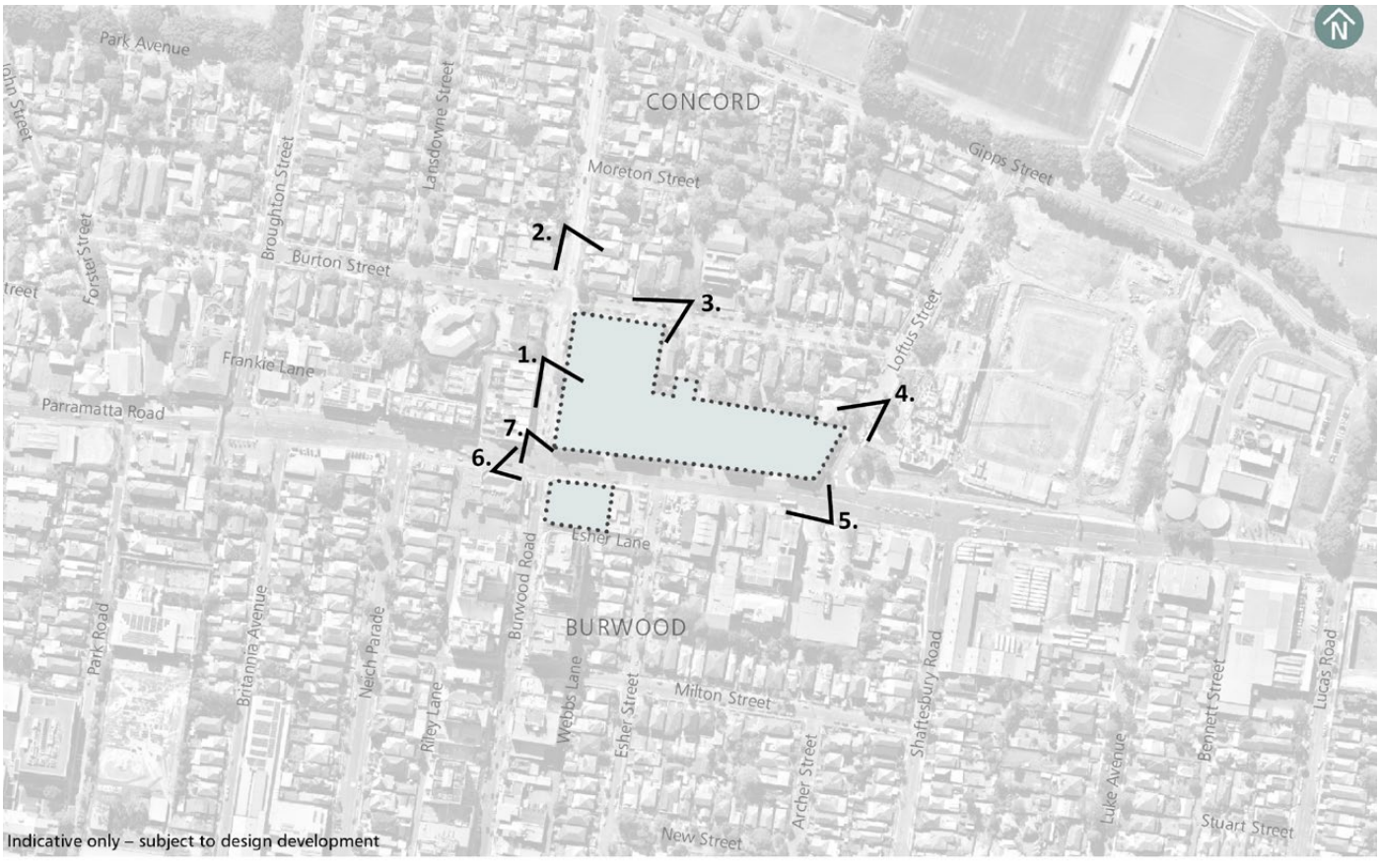
Figure 8-8 identifies the location of these viewpoints.

The following sections summarise the daytime visual impact identified in the representative viewpoint assessment.

8.5.1 Viewpoint 1: View south along Burwood Road

Baseline conditions: This view includes Burwood Road in the foreground, including four lanes of traffic and parking. There are two storey commercial and residential buildings in the fore and middle ground (refer to Figure 8-9).

FIGURE 8-8
BURWOOD NORTH STATION – VIEWPOINT LOCATIONS



The articulated facades and street level awnings of the terraced commercial buildings provide visual interest and improve the character of this otherwise vehicular dominated view. There are some medium density developments along Burwood Road and Parramatta Road that can be seen on the skyline in the background of the view. Intermittent mature street trees and vegetation within private properties assists with softening the scale of the taller built form from this viewpoint.

All trees and buildings to the south of Burwood Road (left of view), including the two storey commercial and residential buildings, will have been removed as a part of the work carried out under the previous Sydney Metro West planning application (refer to Figure 8-10). Neichs Lane, seen in the middle ground of this view, will have been closed and there would be hoarding and site fencing surrounding the site.

Sensitivity: This view along Burwood Road is visible from a concentration of road users, commercial and residential properties. The terraced commercial buildings are a local visual feature. Burwood Road is a main street connecting the communities to the north of Parramatta Road with Burwood commercial centre to the south. This view has a **local visual sensitivity.**

Visual impact during construction: An acoustic shed (or other acoustic measures) would be installed in the middle ground of this view (centre and left of view), extending part way along the site frontage to Burwood Road. This structure would be about twice the height of the existing double storey terraced commercial buildings that would previously have been in this location on the site. Heavy vehicles would to be seen travelling along Burwood Road, towards the Parramatta Road intersection. Construction sequencing would see the acoustic shed (or other acoustic measures) removed and replaced with works to construct the new station entry and services buildings, that would be visible in the centre of this view. This would include

FIGURE 8-9
VIEWPOINT 1 – VIEW SOUTH ALONG BURWOOD ROAD, EXISTING VIEW

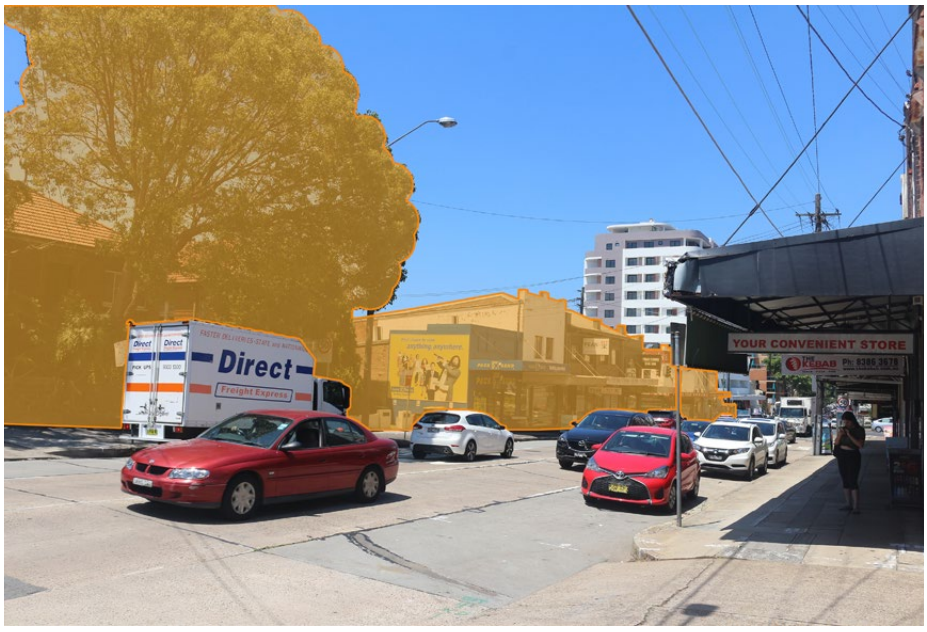


FIGURE 8-10
VIEWPOINT 1 – VIEW SOUTH ALONG BURWOOD ROAD, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE)

the large equipment and plant within the site and works to construct a new station entry building rising about four to five storeys above the streetscape. Beyond this, and to the south (right of view), there would also be work to construct the southern station entry building to the south of Parramatta Road. This building would rise about ten storeys and would block the view to the existing residential medium-rise buildings to the south.

Overall, due to the continued use of the site for large scale construction activity and presence of the acoustic shed (or other acoustic measures) there would be a considerable reduction in the amenity of this view. As this is a view of local sensitivity, there would be a **moderate adverse visual impact.**

Visual impact during operation: The northern metro station entrance would be seen in the middle ground of this view, facing Burwood Road. It would be a new contemporary structure, rising around three times the height of the previous built form on the site. Beyond this, there would be a second station building visible in the middle ground. This building would rise above the height of the existing medium-rise building, located to the south (right of view), replacing this building in this view. It would form a new built form skyline, intensifying the development density of this view. The scale of this built form would be consistent with the intended transformation of this area identified in the PRCUTS (City of Canada Bay, 2021) and *Burwood-Concord precinct master plan* (refer to Section 8.2 of this technical paper).

The station entry buildings would be surrounded by an upgraded public domain, including a new lane to the north (left of view). This public domain would include new pavements, street furniture, lighting and planting, improving the amenity of this part of Burwood Road. There would be upgraded public domain along the streetscape and new bus stops located on both sides of Burwood Road in the foreground of this view.

Overall, this view has the capacity to absorb the additional height of the station building due to the mixed built form visible, including medium rise development in the background of the view. Due to this capacity and the extensive areas public domain with trees there would be a noticeable improvement in the amenity of this view and a **minor beneficial visual impact.**

8.5.2 Viewpoint 2: View south across the intersection of Burwood Road and Burton Street

Baseline conditions: This view along Burwood Road is from the footpath adjacent to residential properties on Burwood Road (refer to Figure 8-11). In this location Burwood Road has two lanes of traffic and on-street car parking to both sides. The road includes overhead powerlines, and a collection of signage including a large format sign to the west (right of view) marking the entry to a service station, and a small bus stop located on the western side of Burwood Road.

From this slightly elevated position the low density residential properties to the east (left of view) can be seen in the foreground amongst intermittent garden trees. The intersection of Burwood Road and Burton Street forms a roundabout in the centre middle ground of this view. Beyond this, commercial and larger scale medium density residential properties which cluster around Parramatta Road are visible. Intermittent mature street trees and vegetation within private properties assists with softening the scale of the taller buildings from this viewpoint.

All buildings and vegetation within the sites for this proposal will have been removed as a part of the work carried out under the previous Sydney Metro West planning application, including the two storey commercial and residential buildings, gardens and street trees east of Burwood Road (refer to Figure 8-11). There will be hoarding facing Burwood Road and Burton Street, visible in the middle ground of this view.

Sensitivity: This view along Burwood Road is visible from a concentration of road users and residential properties. The intersection of Parramatta Road and Burwood Road is a local gateway with views to the commercial centre being important for local identity and wayfinding. This view has a **local visual sensitivity.**

Visual impact during construction: There would continue to be a construction site located in the middle ground of this view, along the eastern side of Burwood Road (refer to Figure 8-12). An acoustic shed (or other acoustic measures) would be constructed adjacent to Burwood Road, located centrally between Parramatta Road and Burton Street. The structure would rise about twice the height of the existing commercial buildings previously on the site and on the western side of the street. There would be workshops and laydown areas visible in front of the acoustic shed (or other acoustic measures), at the south eastern corner of Burton and Burwood Road. The southern construction site would also be visible, in the background of view, on the south-eastern corner of Parramatta Road and Burwood Road. Several remaining street trees along Burton Street, that are glimpsed from this location, would be removed, further reducing the leafy character of the view.

Construction sequencing would see the acoustic shed (or other acoustic measures) removed and replaced with works to construct the new northern station entry and services buildings, also visible above the site, in the background of this view. This work would rise about four to five storeys above the site and be taller and more prominent that the adjacent commercial buildings. Beyond this, there would also be work to construct the southern station building which would rise about 10 storeys. This work would, however, be seen in the context of the existing taller residential buildings located in the background of this view.

FIGURE 8-11
VIEWPOINT 2 – VIEW SOUTH ACROSS THE INTERSECTION OF BURWOOD ROAD AND BURTON STREET, EXISTING VIEW

FIGURE 8-12
VIEWPOINT 2 – VIEW SOUTH ACROSS THE INTERSECTION OF BURWOOD ROAD AND BURTON STREET, PHOTOMONTAGE (INDICATIVE ONLY – SUBJECT TO DESIGN DEVELOPMENT)

Overall, due to the scale and extent of works seen there would be a considerable reduction in the amenity of this view, which is of local sensitivity, and a **moderate adverse visual impact.**

Visual impact during operation: The new northern metro station entrance would be seen in the middle ground of this view, at street level and facing Burwood Road. This would include station services facilities incorporated within the same building as the station entry, that would rise about four to five storeys above Burwood Road and the southern metro station entrance building that would rise about 10 storeys and would be glimpsed in the background of view. These buildings would replace the existing view to the medium-rise buildings to the south of Parramatta Road, bringing this built form density closer to the viewer. This built form would be viewed across a new widened area of public domain at the intersection of Parramatta Road and Burwood Road. Both buildings would be contemporary in style, contrasting in height and scale to the facing commercial buildings at this intersection, but consistent with the emerging building form and scale also visible from this location.

The northern station building would be set back from the corner of Burwood Road and Burton Street, with an expanded public domain including wide footpaths, an east west laneway to the north of the northern station entry, providing an attractive setting to the station entrance. There would be bus stops along both sides of Burwood Road, between Burton Street and Parramatta Road. At the corner of Burton Street, adjacent station development is proposed (subject to separate approval). The scale of these buildings would be consistent with the intended transformation of this precinct as identified in the PRCUTS (City of Canada Bay, 2021) and Burwood-Concord precinct master plan (refer to Section 8.2 of this technical paper).

While this proposal would transform the character of this view, the new station entry and services buildings would be consistent with the emerging character of this area and there would be generous areas of high quality public domain improving the streetscape amenity. Overall, there would be a noticeable improvement in the amenity of this view and a **minor beneficial visual impact.**

8.5.3 Viewpoint 3: View south-west along Burton Street

Baseline conditions: This view is available from the footpaths on the northern side of Burton Street adjacent to the St Luke's Anglican Church, a local listed heritage building (refer to Figure 8-13). This is a leafy residential character view, with most residential and medium density residential buildings along Burton Street partly concealed by the existing mature garden and street trees. The street comprises two lanes and kerbside parking with powerlines, grassed verges and concrete footpaths which are partially shaded by intermittent street trees.

All buildings and vegetation within the northern site for this proposal will have been removed as a part of the work carried out under the previous Sydney Metro West planning application. This includes several detached dwellings near the corner of Burwood Road, and mature garden vegetation and adjacent street trees (refer to Figure 8-13). The street trees seen in this view would be retained. There will be hoarding and access gates facing Burton Street, visible in the middle ground of this view.

Sensitivity: This view along Burton Street is seen from a concentration of residential dwellings. The St Luke's Church would attract parishioners from across the local area and the amenity of this setting is of increased importance to the local community due to the nature of this community gathering place. These views are therefore of **local visual sensitivity.**

FIGURE 8-13
VIEWPOINT 3 – VIEW SOUTH-WEST ALONG BURTON STREET, EXISTING VIEW

FIGURE 8-14
VIEWPOINT 3 – VIEW SOUTH-WEST ALONG BURTON STREET, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE, ADDITIONAL TREE REMOVAL FOR THIS PROPOSAL SHOWN IN PURPLE)

8. BURWOOD NORTH STATION

8.5 Assessment of visual impact

FIGURE 8-15
VIEWPOINT 4 – VIEW SOUTH-WEST ALONG LOFTUS STREET, EXISTING VIEW

FIGURE 8-16
VIEWPOINT 4 – VIEW SOUTH-WEST ALONG LOFTUS STREET, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE, ADDITIONAL TREE REMOVAL FOR THIS PROPOSAL SHOWN IN PURPLE)

Visual impact during construction: There would be construction activity in the middle and background of this view, along the southern side of Burton Street, extending west towards Burwood Road. This would include construction vehicles seen accessing the site in the middle ground of view and travelling along the street towards Burwood Road. There would be several additional street trees removed in the vicinity of this site entry, further reducing the leafy character of this view. An acoustic shed (or other acoustic measures) would be visible in the background of this view, along Burwood Road, and other tall construction equipment, rising above the residential dwelling houses and vegetation within the street. Construction sequencing would see the acoustic shed (or other acoustic measures) removed and replaced with works to construct the new station entry and services buildings, also visible above the site, in the background of this view. This work would include the construction of mid-rise buildings of six to ten storeys high, across the background of the view. This would be followed by works to construct the public domain along parts of Burton Street, including new pavements, landscaping and construction of a new service laneway between Burton Street and Loftus Street.

While this work would be consistent with the intended transformation of this precinct, there would be large scale construction works seen in the middle and background of this view that would contrast with the otherwise low density residential, leafy streetscape character. This change would result in a considerable reduction in the amenity of this view, which is of local visual sensitivity, and a **moderate adverse visual impact.**

Visual impact during operation: A new service laneway extending south from Burton Street would be seen in the middle ground of this view, at the location of an existing car park. The lane would include new pavements, planting and lighting. A new kiss and ride zone would extend along the southern side of Loftus Street, and there would be additional

cars and busses in the foreground of this view. The upper portion of the new northern metro station building, metro services building and southern entry buildings along Parramatta Road, in the background of this view, rising above the vegetation and residential dwellings. This would include station services facilities above the station entry in a buildings that would rise between six and ten storeys.

While this proposal would change the character of this view, the new station entry and services buildings would be set well back from Burton Street and would be consistent with the emerging character of this area. Overall, these factors would balance there would be no perceived change in the amenity of this view and a **negligible visual impact.**

8.5.4 Viewpoint 4: View south-west along Loftus Street

Baseline conditions: This view is towards Parramatta Road and is available from the footpath in front of Concord Oval (refer to Figure 8-15). The existing street trees along Loftus Street filter views to the detached residential properties located on the western side of Loftus Street (right of view). The streetscape transitions to light industrial uses near the corner with Parramatta Road. Several multi storey residential towers, south of Parramatta Road, are visible in the background and terminate views along Loftus Street.

All buildings within the northern site for this proposal will have been removed as a part of the work carried out under the previous Sydney Metro West planning application, including the light industrial building on the corner of Parramatta Road (centre of view) (refer to Figure 8-16). There will be hoarding and access gates facing Loftus Street, visible in the middle ground of this view.

Sensitivity: This view from Loftus Street is seen from a concentration of local residences, and by sporting and recreation users at the adjacent Concord Oval. The trees on the corner of the Concord Oval are an important local visual feature. These views are of **local visual sensitivity.**

Visual impact during construction: There would continue to be a construction site in the middle ground of this view, extending west from Loftus Street and the corner of Parramatta Road. There would be a street tree removed on Loftus Street and there would be construction vehicles crossing the view and continuing to access and egress the site via gates at Loftus Street, in the centre of this view. Construction of the eastern station services building would be prominent in this view, with large scale machinery seen rising above the existing dwelling houses and vegetation along this street. The new building would rise progressively to a height of about six to eight storeys, similar to the height of the mid-rise developments visible in the background of the view. There would also be works to construct the southern station entry building, visible in the background of this view, and rising above and replacing the view to the existing mid-rise building.

While the scale of the works would contrast with the otherwise leafy low density residential scale of the foreground of this view, the works would be seen in the former location of light industrial uses, in the context of existing medium density residential developments and the busy Parramatta Road and future intended development form identified in the PRCUTS (City of Canada Bay, 2021) and *Burwood-Concord precinct master plan (*refer to Section 8.2 of this technical paper).

Overall, due to the absorption capacity of this setting and the intended transformation of this area, there would be a noticeable reduction in the amenity of this view, which is of local sensitivity, resulting in a **minor adverse visual impact.**

Visual impact during operation: The new northern metro station services building would be seen in the middle ground of this view, at the corner of Parramatta Road and Loftus Street. It would be a contemporary

FIGURE 8-17
VIEWPOINT 5 – VIEW NORTH-WEST ALONG PARRAMATTA ROAD, EXISTING VIEW

FIGURE 8-18
VIEWPOINT 5 – VIEW NORTH-WEST ALONG PARRAMATTA ROAD, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE)

structure, rising around twice the height of the previous built form on the site. It would be a functional building, providing ventilation, emergency egress and power for the new Burwood North metro station. The scale of this proposal would be consistent with the intended transformation of this area identified in the PRCUTS (City of Canada Bay, 2021) and *Burwood-Concord precinct master plan* (refer to Section 8.2), with development up to six storeys intended for this location. The services building would be surrounded by an upgraded public domain, including new pavements, street trees and lighting, enhancing the character of the streetscape.

While the new building would be of a larger scale than the former buildings upon the site, and existing residential properties seen from this location, the view has the capacity to absorb the additional height of the station services building, due to the mixed built form visible along Parramatta Road visible in the background and intended future redevelopment of this precinct. Overall, these factors would balance and there would be no perceived change in the amenity of this view and a **negligible visual impact.**

8.5.5 Viewpoint 5: View north-west along Parramatta Road

Baseline conditions: In this view, the northern side of Parramatta Road comprises a mix of low rise commercial development interspersed with driveways and surface car park areas (refer to Figure 8-17). This built form contrasts with the traditional character of the buildings at the intersection of Parramatta Road and Burwood Road (background of view). The wide, heavily trafficked Parramatta Road dominates the foreground of this view, and there is visual clutter from overhead powerlines and visually prominent signage structures. This combined with a lack of streetscape planting reduces the amenity of Parramatta Road in this view.

All buildings and vegetation to the north of Parramatta Road (centre and right of view) will have been removed as a part of the work carried out under the previous Sydney Metro West planning application (refer to Figure 8-18). There will be hoarding facing Parramatta Road, visible in the middle ground of this view, extending west towards Burwood Road.

Sensitivity: This view along Parramatta Road is seen from a large volume of road users, and concentrations of commercial and residential properties including the medium density residential properties to the south of Parramatta Road. The trees on the corner of the Concord Oval are an important local visual feature. These views are of **local visual sensitivity.**

Visual impact during construction: The northern construction site would continue to be used for the construction of this proposal. Perimeter site hoarding would be maintained along the northern side of Parramatta Road and construction vehicles would be seen travelling east and westbound and accessing both the northern and southern sites in the middle ground of the view. These vehicles would be seen in the context of the busy road corridor and unlikely to alter the character of the roadway. Construction of the eastern services building would be prominent in the middle ground of this view. Beyond this, there would be glimpses of an acoustic shed (or other acoustic measures) and then construction of the northern station entrance building and services structure, in the background of this view. Across the site there would be large machinery and equipment rising above the site perimeter hoarding. Construction of the services building would rise about six to eight storeys above the streetscape and have a greater visual mass and scale, than the former buildings on this site. The building would extend along Parramatta Road towards the western station building, enclosing the view and channelling views along Parramatta Road. Works to construct the southern station building would be seen to the south of Parramatta Road (left of view), rising progressively to about 10 storeys. This activity would further surround viewers with construction activity.

While there would continue to be large scale construction activity seen across a large area of this view, this view has the capacity to absorb change due to the former commercial character and visually unattractive streetscape environment. However, with work occurring at a larger scale on sites which would extend across much of this view and surround the viewer, the work would be prominent and visually dominant. Overall, there would be a considerable reduction in the amenity of this view, which is of local sensitivity, and a **moderate adverse visual impact during construction.**

Visual impact during operation: A new metro station services building would be seen in the middle ground of this view, at the corner of Parramatta Road and Loftus Street, and extending towards Burwood Road in the background, there would also be a new northern station entry building at this corner, and also a station building to the south of Parramatta Road. These buildings would be contemporary structures, rising around six to ten storeys with a greater visual mass and scale, than the former buildings on this site. These buildings would enclose and channel views along Parramatta Road. The services building in the fore and middle ground, would be a functional building, providing ventilation and emergency egress for Burwood North Station.

Generally, the scale of this proposal would be consistent with the intended transformation of this area identified in the PRCUTS (City of Canada Bay, 2021) and Burwood-Concord precinct master plan (refer to Section 8.2). The services building would be surrounded by an upgraded public domain, including new pavements, street furniture, lighting and street tree planting.

FIGURE 8-19
VIEWPOINT 6 – VIEW EAST ACROSS THE INTERSECTION OF PARRAMATTA ROAD AND BURWOOD ROAD, EXISTING VIEW

FIGURE 8-20
VIEWPOINT 6 – VIEW EAST ACROSS THE INTERSECTION OF PARRAMATTA ROAD AND BURWOOD ROAD, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE)

This view has the capacity to absorb the additional height and form of the station services building. While the services building would not have an active frontage, the widened and upgraded area of public domain with trees would improve the amenity of this view. Overall, there would be a noticeable improvement in the amenity of this view and a minor beneficial visual impact.

8.5.6 Viewpoint 6: View east across the intersection of Parramatta Road and Burwood Road

Baseline conditions: This view from the southern footpath of Parramatta Road alongside the Arms Hotel, a local listed heritage building, includes the heavily trafficked intersection of Parramatta Road and Burwood Road in the foreground (refer to Figure 8-19). This busy road is defined by a continuous line of single and two storey small scale commercial buildings, with similar setbacks, varied façades and awnings, which enclose the street. The urban streetscape contains wide footpaths, a mix of signage, traffic lights and overhead powerlines which contribute to the urban clutter of this scene.

All buildings and vegetation within the sites for this proposal will have been removed as a part of the work carried out under the previous Sydney Metro West planning application, including the two corner buildings at the eastern side of the Parramatta and Burwood Road intersection, and commercial buildings extending along the northern side of Parramatta Road (centre of view) (refer to Figure 8-20). There will be hoarding facing Parramatta Road and Burwood Road, visible in the middle ground of this view.

Sensitivity: This view along Parramatta Road is seen from a large volume of road users, and a concentration of commercial properties. The corner buildings are an important local visual feature. These views are therefore of **local visual sensitivity.**

Visual impact during construction:

There would continue to be large scale construction activity seen within both the northern and southern construction sites from this location. An acoustic shed (or other acoustic measures) would be established on the northern site, fronting Burwood Road but set back from the intersection with Parramatta Road. While this structure would rise about twice the height of the existing commercial buildings (left of view), it would be partly screened by the intervening commercial buildings on Parramatta Road and set back, reducing its scale in views from this location. There would be site perimeter hoarding along Parramatta Road and Burwood Road, and large scale equipment would be seen above the site, within the northern and southern construction sites. There would be construction vehicles seen travelling in both directions along Parramatta Road and accessing and egressing the sites.

Construction sequencing would see the acoustic shed (or other acoustic measures) on Burwood Road removed and replaced with works to construct the northern station entrance and services building. This would include the construction of a building rising about four to five storeys adjacent to Burwood Road. Works to construct the eastern station services building, rising about six to eight storeys high, would also be seen extending east along Parramatta Road to the corner of Parramatta and Loftus Street (centre and right of view). There would also be works to construct the southern station entry building on the south eastern corner of the Parramatta and Burwood Road intersection in the middle ground (right of view), rising about 10 storeys. Works to install the new public domain at the intersection and along Parramatta Road would also be seen as the work progresses.

While this view has a high absorption capacity for the works, the construction activity would extend across a substantial portion of this view and be of a large scale and intensity. Overall, this would result in a noticeable reduction in the amenity of this view. As this is a view of local sensitivity there would be a **minor adverse visual impact.**

Visual impact during operation:

The northern metro station entrance would be seen in the middle ground of this view, north of Parramatta Road, facing Burwood Road. It would be a new contemporary structure, rising around twice the height of the previous built form on the site. This station entry building would be set back from the corner of Parramatta Road by a widened area of public domain comprising new pavements, street furniture, lighting and planting, improving the amenity of this intersection. The upgraded public domain would continue east along Parramatta Road, with upgraded bus stops on both sides of the road and streetscape improvements. There would also be a glimpse to the new public domain facing the southern metro station entrance, south of Parramatta Road, along Burwood Road. The scale of this proposal, including several new buildings of between four and 10 storeys, would be consistent with the intended transformation of this area identified in the PRCUTS (City of Canada Bay, 2021) and *Burwood-Concord precinct master plan* (refer to Section 8.2).

Overall, this view has the capacity to absorb the additional height and form of the station building due to the mixed built form visible and compatibility with the planning intentions of this area. Due to this capacity, compatibility, and the new areas of public domain with street trees, there would be a noticeable improvement in the amenity of this view, which is of local visual sensitivity, and a minor beneficial visual impact.

8. BURWOOD NORTH STATION

8.5 Assessment of visual impact

FIGURE 8-21

VIEWPOINT 7 – VIEW SOUTH-EAST FROM THE INTERSECTION OF PARRAMATTA ROAD AND BURWOOD ROAD, EXISTING VIEW

FIGURE 8-22

VIEWPOINT 7 – VIEW SOUTH-EAST FROM THE INTERSECTION OF PARRAMATTA ROAD AND BURWOOD ROAD, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE)

8.5.7 Viewpoint 7: View south-east from the intersection of Parramatta Road and Burwood Road

Baseline conditions: This view south across the busy intersection at Burwood Road and Parramatta Road comprises two storey mixed use development (refer to Figure 8-21). The awnings on these buildings frame the intersection and positively contribute to the character of the streetscape including the Bath Arms Hotel, a local listed heritage building (right of view). These low scale buildings contrast with more contemporary multi-storey development further south along Burwood Road. This prominent intersection is an important gateway to the urban area of Burwood in the background of this view.

All buildings within the southern construction site for this proposal will have been removed as a part of the work carried out under the previous Sydney Metro West planning application, including the commercial terrace building at the south eastern corner of the Parramatta and Burwood Road intersection (left of view) (refer to Figure 8-22). There will be hoarding along the site perimeter, facing the corner of Parramatta Road and Burwood Road, visible in the middle ground of this view.

Sensitivity: This view along Burwood Road is seen by a large volume of road users, and concentrations of commercial and residential properties. The corner buildings are in important local visual feature and the Bath Arms Hotel which is a local listed heritage building. This view is of **local visual sensitivity.**

Visual impact during construction: There would be construction works and equipment visible above southern construction site, location at the corner of Burwood Road and Parramatta Road (left of this view), extending south to Esher Lane. There would be hoarding enclosing the site and visible along both Burwood Road and Parramatta Road. There would be construction vehicles seen egressing the site via Parramatta Road (left of view).

Construction of the southern station entrance building would be seen rising above the site. The construction of this building would be set back from the intersection and work would rise a couple of storeys above the site and would remain below the height of the buildings to the south, along Burwood Road. Following this the works to construct the surrounding public domain would be visible, including the installation of new pavements and street trees.

The scale of the works would be largely absorbed into this view and there would be a noticeable reduction in the amenity of this view. As this is a view of local sensitivity, there would be a **minor adverse visual impact overall.**

Visual impact during operation: The southern metro station entry would be seen in the middle ground of this view, at street level (left of view) and facing Burwood Road. This would include station services facilities above the station entry in a building that would rise several storeys above Burwood Road, partially blocking views to the medium rise apartment building beyond. This proposal would be set back from the Parramatta and Burwood Road intersection by a broad area of upgraded public domain including new pavements, lighting and street tree planting, providing an attractive setting to the station entrance. The station building would be contemporary in style, contrasting in height and scale to the Bath Arms Hotel, a local listed heritage building, opposite (right of view). It would, however, be consistent with the building form and scale intended by the precinct planning for this area, and the existing higher density buildings seen in the background of this view. There would be a new kiss and ride and taxi rank along Burwood Road, beyond the station entrance.

FIGURE 8-23
VIEWPOINT 7 – VIEW SOUTH-EAST FROM THE INTERSECTION OF PARRAMATTA ROAD AND BURWOOD ROAD, PHOTOMONTAGE (INDICATIVE ONLY – SUBJECT TO DESIGN DEVELOPMENT) *(SOURCE: SYDNEY METRO)*

Generally, the new station entry and services building would be consistent with the emerging character of this area and viewed over generous areas of high quality public domain improving the streetscape character. Overall, there would be a noticeable improvement in the amenity of this view, which is of local visual sensitivity, and a **minor beneficial visual impact.**

8.6 Assessment of night-time visual impact

Baseline conditions: The Burwood North Station site is located in an area of medium district brightness (A3) which is of **low visual sensitivity**. This area includes a concentration of brightly lit commercial, industrial, retail and medium density residential buildings. The two sites have direct frontage to Parramatta Road and Burwood Road. There are high volume of traffic headlights, streetlights and traffic lights, which contribute to the brightness and skyglow. The residential area to the north is less brightly lit with a mix of detached and residential apartment and townhouse buildings have a lower level of lighting. Concord Oval provides a venue for local and regional sporting activities and is brightly lit during night events. All buildings and trees within the northern and southern sites for this proposal will have been removed as a part of the work carried out under the previous Sydney Metro West planning application and there will be some security lighting remaining.

Visual impact during construction: Night works would be required at this location during station construction, this would include brightly lit task lighting, lighting at site offices, staff amenities, workshop buildings and car parking areas. The acoustic shed (or other acoustic measures) would contain some lighting in the vicinity of Burwood Road. However, this lighting would increase the light levels within the construction site, seen from adjacent residences and commercial properties on Burton, Loftus and Esher Lane. There would also be additional headlights from heavy vehicles accessing and moving along the surrounding streets such as Burton Street and Loftus Street.

This additional lighting would be seen within an area of A3: Medium district brightness where there is lighting associated with the existing commercial developments, the stadium at Concord Oval and the continuous stream of headlights on Parramatta Road and Burwood Road. This work would bring brighter lighting closer to the residences on Burton Street, Loftus Street and Esher Lane in particular, and there would be a noticeable reduction in the amenity of these areas and a **minor adverse visual impact** at night.

Visual impact during operation: The new station and public domain areas would be brightly lit to provide for customer safety. This would include lighting at the station entries, and at the bus stops, taxi rank, kiss and ride facilities, at Esher Lane and the new laneways between Burton Street and Parramatta Road and Burwood Road and Loftus Street. There would also be headlights from increased vehicle movements along the streets surrounding the station, including Burton Street and Loftus Street. While the existing and new street trees would contain some lighting from the station, and all lighting would be designed to minimise light spill and skyglow.

While the level of lighting required to ensure safety for customers at night would increase the light levels around the precinct, this additional light would be absorbed into this area of A3: Medium district brightness and set within an area intended for redevelopment with increased development density. However, there would be additional lighting seen from adjacent residential areas and therefore there would be a noticeable reduction in the amenity of this area at night, and a **minor adverse visual impact**.

8.7 Summary of impact

Table 8-1, Table 8-2 and Table 8-3 summarise the potential landscape and visual impacts of this proposal.

TABLE 8-1
LANDSCAPE IMPACT SUMMARY – BURWOOD NORTH STATION

			Construction		Operation	
No.	**Location**	**Sensitivity**	**Magnitude**	**Impact**	**Magnitude**	**Impact**
1	Parramatta Road and Burwood Road streetscapes	Local	Considerable reduction	Moderate adverse	Considerable improvement	Moderate benefit
2	Burton Street, Loftus Street and Neichs Laneway streetscapes	Local	Noticeable reduction	Minor adverse	Considerable improvement	Moderate benefit
3	Potential overshadowing impacts					Minor adverse

TABLE 8-2
DAYTIME VISUAL IMPACT SUMMARY – BURWOOD NORTH STATION

			Construction		Operation	
No.	**Location**	**Sensitivity**	**Magnitude**	**Impact**	**Magnitude**	**Impact**
1	View south along Burwood Road	Local	Considerable reduction	Moderate adverse	Noticeable improvement	Minor benefit
2	View south across the intersection of Burwood Road and Burton Street	Local	Considerable reduction	Moderate adverse	Noticeable improvement	Minor benefit
3	View south-west along Burton Street	Local	Considerable reduction	Moderate adverse	No perceived change	Negligible
4	View south-west along Loftus Street	Local	Noticeable reduction	Minor adverse	No perceived change	Negligible
5	View north-west along Parramatta Road	Local	Considerable reduction	Moderate adverse	Noticeable improvement	Minor benefit
6	View east across the intersection of Parramatta Road and Burwood Road	Local	Noticeable reduction	Minor adverse	Noticeable improvement	Minor benefit
7	View south-east from the intersection of Parramatta Road and Burwood Road	Local	Noticeable reduction	Minor adverse	Noticeable improvement	Minor benefit

TABLE 8-3
NIGHT-TIME VISUAL IMPACT SUMMARY – BURWOOD NORTH STATION

			Construction		Operation	
No.	**Location**	**Sensitivity**	**Magnitude**	**Impact**	**Magnitude**	**Impact**
1	Burwood North Station	Low (A3: Medium level brightness)	Noticeable reduction	Minor adverse	Noticeable reduction	Minor adverse

9. FIVE DOCK STATION

9.1 Baseline environment

9.1 Baseline environment

Five Dock Station would be situated on two sites, one site between Great North Road and East Street (the western site), and a second site on the corner of Waterview Street and Second Avenue (the eastern site) (refer to Figure 9-1).

Five Dock has a vibrant town centre located on Great North Road. The town centre contains a mix of commercial, retail, community, residential and civic open space uses and has a traditional main street character. The building styles are mixed in this centre with contemporary, inter-war and heritage buildings. These buildings create a continuous line of low rise built form with similar setbacks and building scale. Remnant heritage buildings such as the Five Dock Hotel and St Alban's Anglican Church, both local listed heritage items, add to the character of the main street. The church and adjacent hall and rectory are set in 'attractive grounds, reminiscent of English village churches', and is 'one of the area's first substantial buildings' (NSW Heritage Inventory, 2009b).

All buildings on this proposal site will have been removed as a part of the work carried out under the previous Sydney Metro West planning application. There will have been shaft and station cavern excavation and there will be hoarding located on the sites.

The town centre is surrounded by low rise detached residential properties, apartments and townhouse buildings together with a mix of schools including the Five Dock Public School, a local listed heritage item. Five Dock Park to the east of the town centre is also a local heritage item and an important civic open space in the vicinity of the site.

Five Dock Town Centre is intended to be revitalised into a vibrant destination with a diverse mix of uses under the City of Canada Bay Development Control Plan (2018). This plan includes the formation of new laneways and public open spaces, as well as a new town square opposite Fred Kelly Place. There have been streetscape improvements undertaken at Great North Road including landscape and pavement improvements.

VIEW TO FRED KELLY PLACE

9.1 Baseline environment

ST ALBAN'S CATHOLIC CHURCH

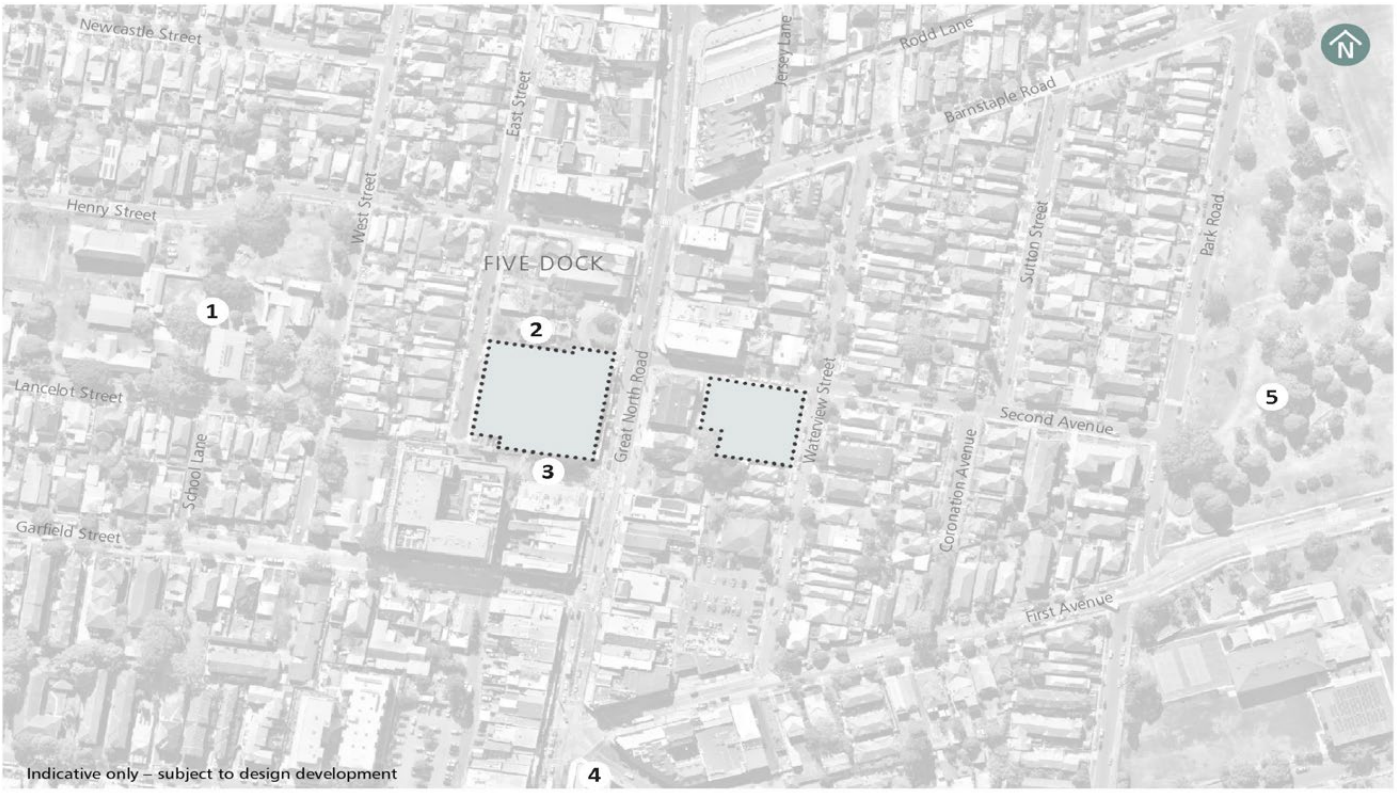


FIGURE 9-1
FIVE DOCK STATION – LANDSCAPE CONTEXT

9.2 Planning guidance

Further to the planning review carried out in Section 3 of this technical paper, the following section includes a summary of the specific planning provisions which are relevant to the landscape and visual impact assessment of this proposal for Five Dock Station.

9.1.1 Canada Bay Local Environmental Plan 2013

The majority of this proposal site is zoned B4 Mixed Use, with a maximum building height of between 15 and 17 metres. Fred Kelly Place and the adjacent building (at 153-155 Great North Road,) is zoned RE1 Public Recreation. The Canada Bay LEP also identifies active street frontages for buildings adjoining Fred Kelly Place.

While proposal site contains no heritage places or conservation areas, the St Alban's Anglican Church, Rectory and Hall adjoins the northern boundary of the western site and are local listed heritage items.

9.1.2 City of Canada Bay Development Control Plan 2018

This proposal is located in the centre of Five Dock town centre. The Canada Bay DCP envisages Five Dock town centre to become … 'a place where new buildings, alterations and additions contribute to the local 'village character' and heritage values through appropriate building forms, setbacks and heights' (City of Canada Bay Council, 2018, Part F, s.F2.2).

The Canada Bay DCP includes the following future character performance criteria:

- Mixed use: New developments and alterations add to the centre's function as a vibrant destination for the local community and visitors, by providing a diverse mix of uses including retail, hospitality, residential and recreational facilities
- Well-proportioned streetscapes: The bulk and scale of new development and alterations ensures good access to sunlight and natural ventilation is retained along the centre's streets and to areas of public open space. Built form will also create consistent street wall heights, especially along Great North Road, and ensure the bulk and scale steps down towards adjoining residential areas
- Quality built form: New buildings and alterations display a high level of architectural design quality with construction methods and materials that are proven to be durable over time, colours that integrate with the context and building articulation that is sympathetic with adjoining built form and the local 'village character'
- Safety and surveillance: New buildings and alterations support street level activity by paying particular attention to the design of ground floors, facades, signage and awnings and by providing opportunities for passive surveillance of the public domain from upper levels

- Access and mobility: New development supports accessibility of the centre by reinforcing, and where possible adding to, a permeable and attractive network of streets, lanes, footpaths and pedestrian links (Part F, s.F2.2).

The Canada Bay DCP public domain plan for Five Dock town centre identifies several 'new laneways' and public open spaces near this proposal, as shown in Figure 9-2, including an extension to Fred Kelly Place and a new town square proposed on the eastern side of Great North Road, opposite Fred Kelly Place.

The following built form objectives for Five Dock town centre relate to this assessment:

- To ensure adequate sunlight is available for all buildings, streets and public open spaces
- To promote opportunities for catalyst and landmark developments in appropriate locations
- To ensure the urban grain, built form and palette of materials used in the design of new buildings respond to the 'fine grain' character of the surrounding area
- To enhance the existing streetscape and ensure appropriate development scale and interface near heritage buildings and residential areas (Part F, s.F2.2).

In relation to Public Open Space in the Five Dock Town Centre, the Canada Bay DCP includes an objective to include… 'To ensure areas of open space have access to adequate sunlight especially in mid-winter between 12-2pm' (Part F, s. 2.2, O2. page F148).

The Canada Bay DCP also includes built form sections in Part F Mixed use areas and neighbourhood centres. Figure F2.19, shows a cross section for Waterview Street that would apply to this proposal.

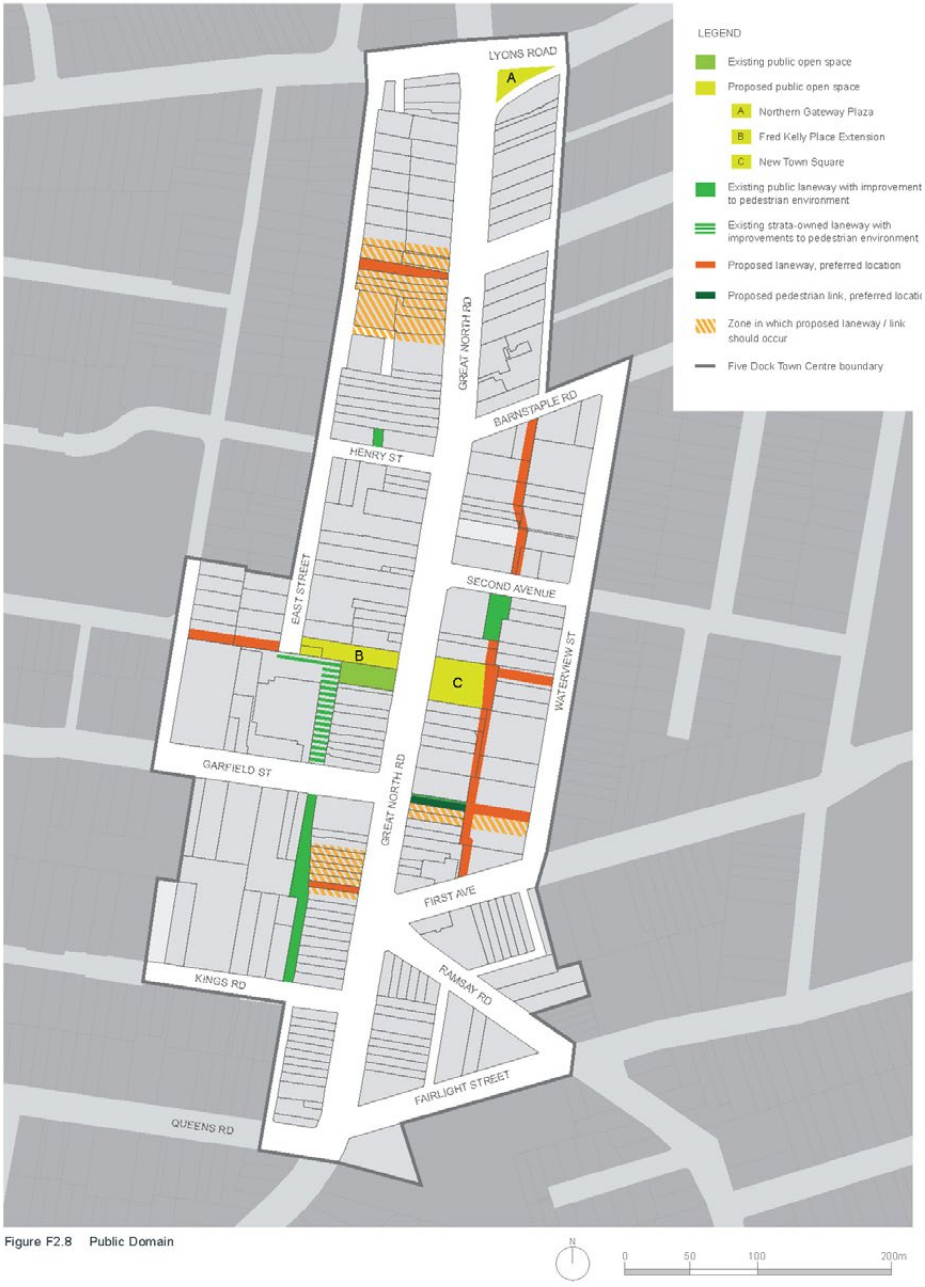


FIGURE 9-2
FIVE DOCK PUBLIC DOMAIN (SOURCE: CITY OF CANADA BAY DEVELOPMENT CONTROL PLAN 2018)

9. FIVE DOCK STATION

9.2 Planning guidance

9.1.3 Five Dock Town Centre Urban Design Study Recommendations, 2014

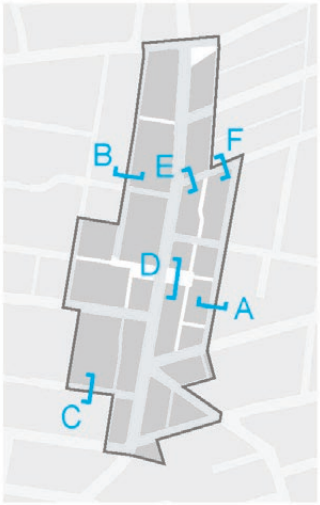
This document outlines the vision and future direction for Five Dock Town Centre, which includes this proposal site. The vision for the town centre is based around a series of objectives which aim to:

- Improve the visual and aesthetic qualities, amenity, liveability and attractiveness of Five Dock
- Ensure that building envelopes respect height, scale and massing of surrounding buildings. (Arup, Hill PDA and Studio GL, 2014, p10).

Proposed planning and built form controls that relate to this proposal include:

- Expansion of Fred Kelly Place (refer to Figure 9-4)
- St Alban's Anglican Church identified as a 'local landmark' and 'significant for local character'
- Directional views west along Second Avenue to St Alban's Anglican Church
- Corner of Second Avenue and Waterview Street identified as a 'prominent corner'
- New laneways from Great North Road east to Waterview Street and north Second Avenue.

Council has commenced with the recommended public domain improvements to activate the Five Dock Town Centre, including Stage One streetscape upgrade works along Great North Road (between Lyons Road and Henry Street completed in mid-2017) and Stage Two works (between Queens Road to Henry Street) due to be complete at the end of 2021.



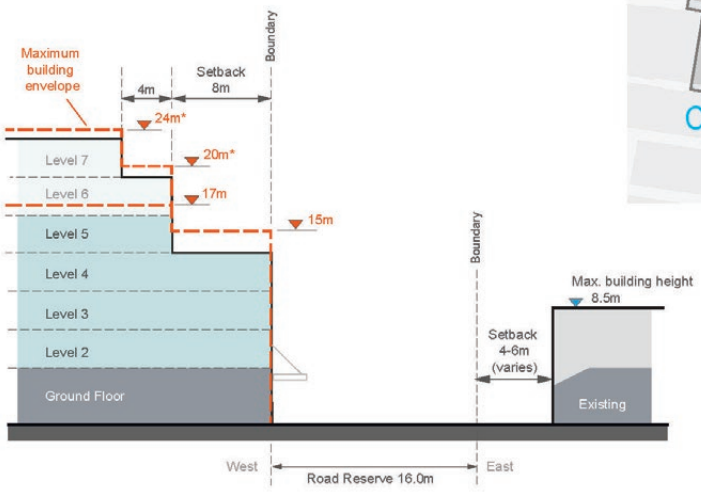


FIGURE 9-3

BUILT FORM SECTIONS, SECTION A WATERVIEW STREET (CANADA BAY DCP 2018)

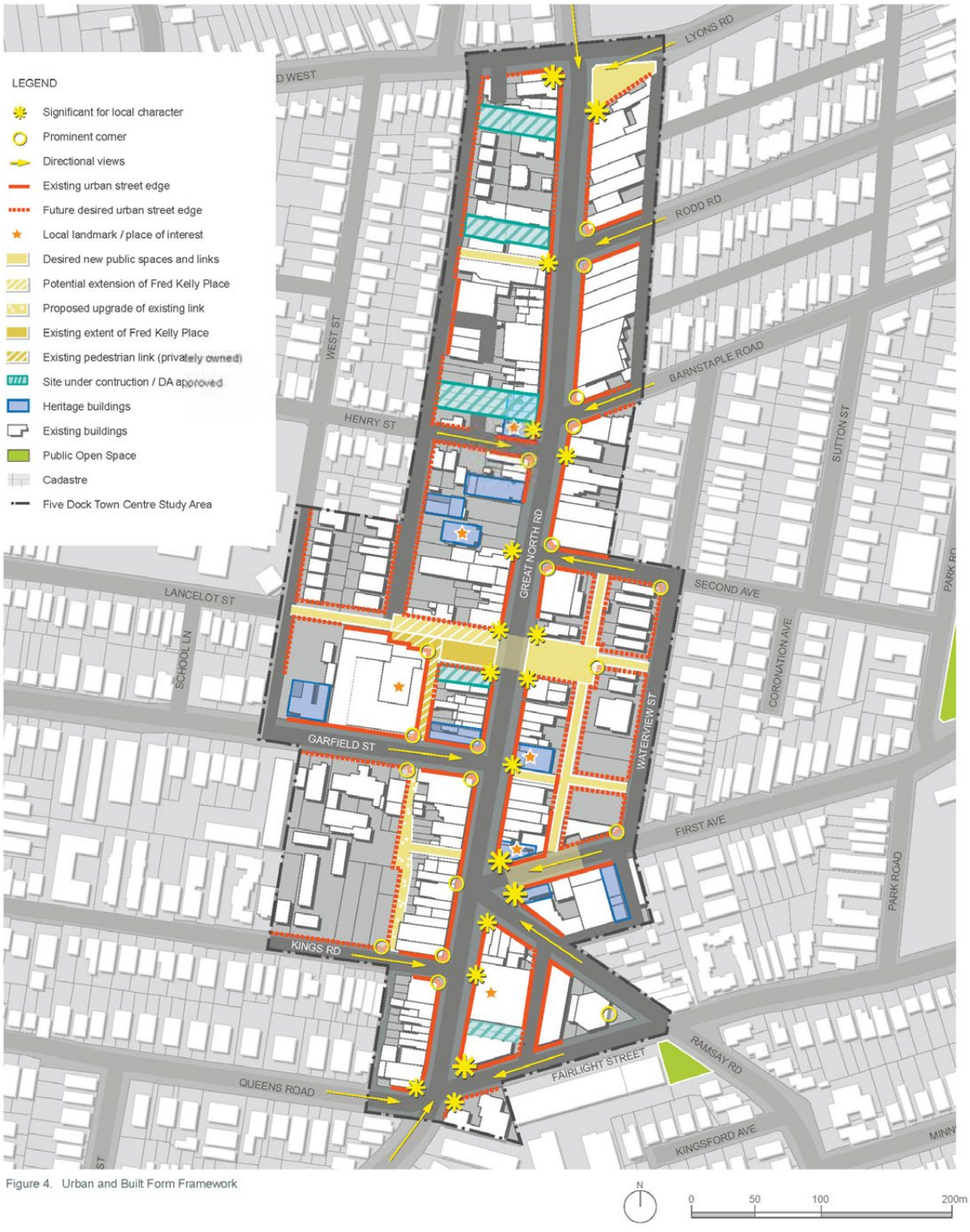


Figure 4. Urban and Built Form Framework

FIGURE 9-4
FIVE DOCK TOWN CENTRE URBAN AND BUILT FORM FRAMEWORK (SOURCE: ARUP, HILL PDA AND STUDIO GL, 2014, PAGE 25)

9.3 Character and components of this proposal

For Five Dock Station, this proposal would comprise station construction, operations and opportunities for placemaking.

9.3.1 Station construction

Construction of this proposal at the Five Dock Station construction site would require the continued use of the two construction sites established as part of the previous Sydney Metro West planning application. These construction sites would have been levelled and excavated prior to the commencement of this proposal.

The location and indicative layout of the Five Dock Station construction site is shown on Figure 9-5.

The main elements and activities that would be seen for the construction of this proposal include:

- Construction and fit-out of the station and services buildings
- Roadworks, including:
  - Work to reinstate impacted roads and construct kiss and ride, bicycle parking and taxi facilities
  - Installation of bus stops and shelters on western side of Great North Road
  - Upgrade of pedestrian crossing across Great North Road, at Fred Kelly Place
  - Construction site access via Great North Road, Second Avenue and Waterview Street
  - Traffic and pedestrian management signage and structures around the perimeter of construction sites as required.
- Construction support facilities including workshops, laydown area, site offices, site parking within the construction footprint to the south of Alexandra Avenue
- Noise barriers and hoardings surrounding the construction site (about three metres high)
- Use of machinery and equipment such as cranes, excavators, concrete pumps, piling rigs etc.
- Construction of new public domain areas, including construction of new footpaths and plazas, installation of street trees and landscaping.

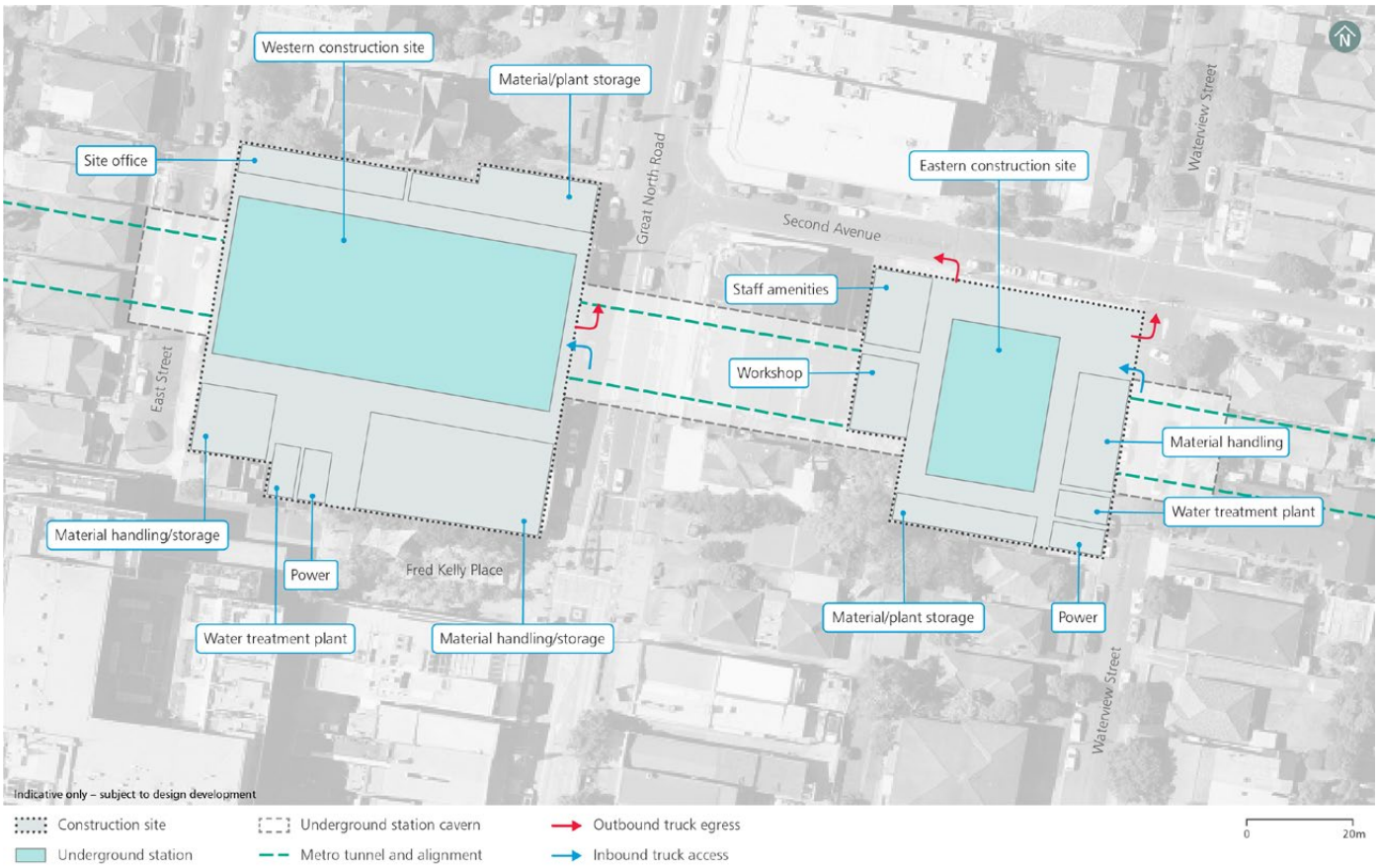


FIGURE 9-5
FIVE DOCK STATION - INDICATIVE CONSTRUCTION SITE LAYOUT

9. FIVE DOCK STATION

9.3 Character and components of this proposal

9.3.2 Station operations

Operations of this proposal at the Five Dock Station would comprise underground and surface elements. The location and indicative layout of the Five Dock Station is shown on Figure 9-6.

The key elements that would be seen include:

- A new metro station west of Great North Road, facing Fred Kelly Place, including:
  - Station entry rising about two to three storeys (about 10 metres) above ground level
  - Station services located above the station concourse, rising to about five stories (about 17 metres) adjacent to Great North Road and about five storeys (about 17 metres) adjacent to East Street
  - Escalators and lifts providing access to the underground Sydney Metro platforms
  - Built elements to allow for potential future station retail and other station activation opportunities (fit-out and use of retail spaces would be subject to separate approval if required)
- A station services facility at the corner of Waterview Street and Second Avenue, including:
  - A services building about five storeys (17 metres) stepping down to about three to four storeys (10-12 metres)
  - A service laneway extending south from Second Avenue to the west of the station services building
  - Built elements to the south and east of the building, allowing for potential future retail and other activation opportunities (fit-out and use of retail spaces would be subject to separate approval if required)
- Upgraded and new public domain areas, including:
  - Extension to Fred Kelly Place, including new landscaping to station entrance
  - Activated laneway with landscaping between the station entrance and St Alban's Anglican Church
  - Footpath widening on both sides of Great North Road, adjacent to bus stops
  - Station precinct and interchange elements including:
  - Signalised pedestrian crossing upgrade at Great North Road, at Fred Kelly Place
  - Bus stops on Great North Road
  - Kiss and ride spaces at Second Avenue, Waterview Street and Garfield Street
  - Taxi facilities on Garfield Street
  - Bicycle parking.

Long section and cross section figures for the Five Dock Station are provided in Chapter 12 of the Environmental Impact Statement.

9.3.3 Placemaking

The place and design principles for Five Dock Station are:

- Facilitate improved public and active transport accessibility for the community by providing efficient access and interchange
- Respect and contribute to the local character and amenity of the Five Dock Town Centre
- Facilitate an active ground plane along Great North Road and Fred Kelly Place
- Support an enhanced Fred Kelly Place, in consideration of the principles outlined in the Five Dock Town Centre Urban Design Study
- Promote connectivity to and from the station through streets, lanes and public places.

FIGURE 9-6
FIVE DOCK STATION – INDICATIVE LAYOUT AND KEY DESIGN ELEMENTS

FIGURE 9-7
FIVE DOCK STATION – ARTISTS IMPRESSION (INDICATIVE ONLY – SUBJECT TO DESIGN DEVELOPMENT)
(SOURCE: SYDNEY METRO)

9.4 Assessment of landscape impact

The landscape and public domain areas which may potentially be impacted by this proposal are:

- Great North Road streetscape
- East Street, Second Avenue and Waterview Street streetscapes
- Fred Kelly Place.

An overshadowing analysis has been undertaken at this location as this proposal has the potential to overshadow Fred Kelly Place and the proposed new town square during operation.

The following section summarises the assessment of impact for each of these landscapes and public domain areas (refer to Table 2-7).

9.4.1 Great North Road streetscape

Baseline conditions: Great North Road is a busy main street which forms a central spine for the Five Dock town centre and access for the residential area of Five Dock. The main street extends for about 700 metres in a north south direction and comprises a diverse mix of uses.

The legibility of the town centre is reinforced by the low rise building scale, reduced building setbacks and generally fine grained built form character of the street. The street comprises a mix of modern and heritage buildings with distinctive decorative façades which assist in wayfinding along the street. Wide footpaths to both sides of the street, intermittent street trees and continuous lengths of awnings provide shade and comfort for pedestrians.

Recent streetscape improvement works have been carried out to the northern end of Great North Road. New street trees, gardens, high quality street furniture and new footpath treatments have enhanced the streetscape character. Future streetscape improvement works are intended for the southern section of the street which currently contains a mix of pavement types.

The street is highly activated with retail frontages, street cafes and alfresco dining areas. Pedestrian connectivity and legibility is assisted by the grid layout of the town centre and laneway connections to nearby streets. The City of Canada Bay Council's Five Dock Town Centre Urban Design Study Recommendations (2014) plans for further improve permeability of the town centre through the future provision of east west connections including widening of some existing laneways. Pedestrian crossings and signalised pedestrian crossings further enhance pedestrian connectivity across the busy street.

While St Alban's Anglican Church is set back from the street, its spire and garden setting provide amenity and visual relief within this section of the otherwise urban streetscape.

All buildings and vegetation within the western construction site for this proposal (west of Great North Road, between Fred Kelly Place and the St Alban's Anglican Church) will have been removed as a part of the work carried out under the previous Sydney Metro West planning application. There will be site hoarding and access gates present along Great North Road.

Sensitivity: The Great North Road streetscape is the commercial and civic heart of Five Dock which attracts people from across the district. It is a highly activated streetscape in the vicinity of the site, with a focus on pedestrian amenity, high quality gardens and street trees. Great North Road is therefore of **local landscape sensitivity.**

Landscape impact during construction: The western construction site would continue to be used for the construction of this proposal. The construction and fit-out of Five Dock Station, as well as the installation of the station precinct and interchange facilities would require temporary use of part of the Great North Road streetscape, including the possible narrowing and diversion of the adjacent footpath during some periods of construction. Vehicles would use the Great North Road site frontage for construction access, further restricting north-south pedestrian activity, and reducing local connectivity and legibility in this area somewhat. Fred Kelly Place would remain open, therefore maintaining activation in this part of the streetscape.

Although the site would continue to be enclosed by hoarding, use of large scale machinery and vehicles, would decrease the level of comfort and amenity, and continue to change the streetscape character in this location. Overall, there would be a considerable reduction in the landscape quality of this streetscape, which is of local sensitivity, resulting in a **moderate adverse landscape impact.**

Landscape impact during operation: The station entry would be located on Great North Road and there would be several bus stops located adjacent to the station. There would be a widened area of public domain adjacent to Fred Kelly Place and the streetscape would be reinstated with high quality pavements, street trees and gardens, lighting and street furniture. These improvements would improve the amenity for road users, cyclists and pedestrians. The station entry and bus stops on Great North Road would improve the legibility and accessibility of public transport in this centre. Overall, there would be a noticeable improvement in the amenity of these streetscape and a **minor beneficial landscape impact.**

GREAT NORTH ROAD

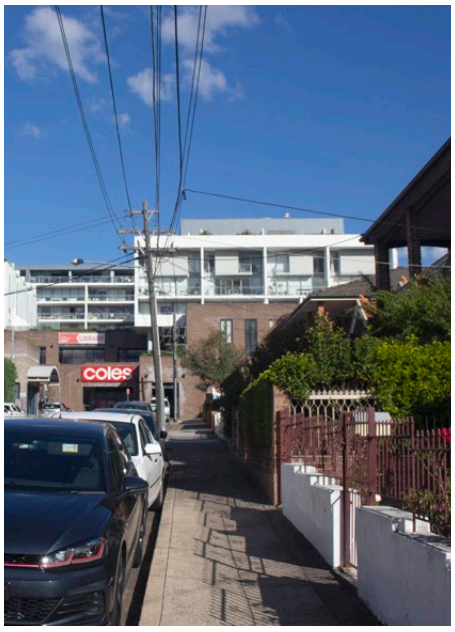
GREAT NORTH ROAD

9. FIVE DOCK STATION

9.4 Assessment of landscape impact

SECOND AVENUE

WATERVIEW STREET



EAST STREET

9.4.2 East Street, Second Avenue and Waterview Street streetscapes

Baseline conditions: East Street adjoins the western construction site and is a narrow neighbourhood street with footpaths on either side but no street trees. This street provides service access and car parking areas for the mixed use development fronting Great North Road and the main access for detached residential properties on the western side of the street. It also provides an important pedestrian link for nearby residents accessing the Five Dock Council Library and Five Dock town centre via Fred Kelly Place.

Second Avenue forms the northern boundary of the eastern construction site. It comprises a mix of mixed use development in the vicinity of the town centre and transitions into a mix of medium and low density residential uses near Five Dock Park. It has continuous footpaths within narrow grassed verges and intermittent street trees on the eastern side of the road in the vicinity of the site.

Waterview Street borders the eastern construction site to the east and is lined by predominantly one to two storey detached properties and low rise multi storey residential apartment blocks. The eastern construction site is currently occupied by five detached properties which face Waterview Street. There are no street trees on the verge of Waterview Street in the vicinity of the eastern construction site, however, there are intermittent street trees to the front of residential properties along the remainder of Waterview Street which enhance the streetscape character. The City of Canada Bay intends to improve the pedestrian permeability in this area through the provision of a future laneway connecting to Great North Road along the southern boundary of the construction site. All buildings and vegetation within the western construction site (east of East Street, between St Alban's Anglican Church and Fred Kelly Place) and eastern construction site (at the corner of Second Avenue and Waterview Street) for this proposal will have been removed as a part of the work carried out under the previous Sydney Metro West planning application. There would be site hoarding around the site perimeter with access gates fronting Great North Road, Second Avenue and Waterview Street.

Sensitivity: The East Street, Second Avenue and Waterview Street streetscapes serve an important function in providing access to Great North Road and the commercial centre of Five Dock. These streets are used by local residents, their visitors, workers and visitors to the commercial properties in and surrounding the town centre. The residential gardens and intermittent street trees provide some shade and amenity for pedestrians. Due to their proximity to the centre of town and level of use, these streetscapes are of **local landscape sensitivity.**

Landscape impact during construction:

The eastern and western site would continue to be used for the construction of this proposal. While the western construction site would adjoin East Street, there is no construction site access proposed nor any impacts to pedestrian connectivity likely along this street.

Work at the eastern construction site may at times require the diversion of the adjacent footpaths along Second Avenue and Waterview Street, for site access. This would continue to reduce pedestrian connectivity between the town centre, Five Dock Park and the surrounding residential areas of Five Dock at times. Construction of the station services building at the corner of Second Avenue and Waterview Street would require use of large scale machinery and vehicles. This would decrease the level of comfort and amenity, and continue to change the streetscape character in this location.

Overall, there would be a considerable reduction in the landscape quality of these streetscapes, which are of local sensitivity, resulting in a **moderate adverse landscape impact.**

Landscape impact during operation: The impacted areas of East Street, Second Avenue and Waterview Street would be reinstated and there would be new kiss and ride facilities with improved footpaths where impacted by the eastern and western sites. These improvements would support the accessibility of the precinct. Overall, there would be a noticeable improvement in the quality of this streetscape, which is of local sensitivity, and a **minor beneficial landscape impact**.

9.4.3 Fred Kelly Place

Baseline conditions: Fred Kelly Place forms a major activity hub for the town centre and is activated by adjoining cafes, shops and commercial uses including the Five Dock Library which is located at the western end of the square. A small playground area, mature trees, garden beds in raised planters, high-quality urban furnishings and quality paving provide comfort and amenity to the square. Sculptural art with the signage 'Fred Kelly Place' beside the main street provides a visual focus for the street and adds to the legibility of the area. This plaza provides access between Great North Road and the residential areas to the west, along East Street and to Garfield Street via a narrow laneway.

Buildings to the north of Fred Kelly Place will have been removed as a part of the work carried out under the previous Sydney Metro West planning application. Fred Kelly Place would remain open and there would be site hoarding along the northern boundary of Fred Kelly Place.

FRED KELLY PLACE

Sensitivity: Fred Kelly Place is an important civic place within the town centre, providing pedestrian amenity, and opportunities for passive recreation. It attracts groups of people due to its location within the town centre and the landscape is appreciated by the local community. Fred Kelly Place has **local landscape sensitivity.**

Landscape impact during construction: The western site would continue to be used for the construction of this proposal. Although there would be no direct impact on Fred Kelly Place, the site would border the northern edge of the square and would continue to impact the level of comfort for recreational users and pedestrians, resulting in the square being less desirable to use. As the trees in the square would be retained, these would continue to soften and reduce some of the amenity impacts from the adjacent intensive construction work associated with this proposal.

Due to these changes, it is expected that there would be a noticeable reduction in the landscape quality of Fred Kelly Place which is of local sensitivity. This would result in a **minor adverse landscape impact.**

Landscape impact during operation: New areas of public domain as part of the station would expand Fred Kelly Place to the north. This almost doubling of the area of Fred Kelly Place would achieve the Five Dock Town Centre Urban Design Study Recommendations for this public place. This would include high quality pavements, plaza furniture, lighting and shaded by trees. The northern edge of Fred Kelly Place would have a new active frontage, with the new station entry and other potential other station activation opportunities. The station building would have a scale consitent with the building heights planned for in the DCP, including along the northern edge of the new expanded public domain, to minimise overshadowing and so that the station building is not overbearing. Due to the expansion of Fred Kelly Place an improved northern interface, there would be a considerable improvement in the amenity and functioning of this plaza and a **moderate beneficial landscape impact.**

9.4.4 Potential overshadowing impacts

Baseline conditions:

At the western site there is currently some minor overshadowing of the existing Fred Kelly Place due to its location along the southern side of the existing single storey buildings. However, the Canada Bay DCP envisages the expansion of Fred Kelly Place to the north and the creation of a new Town Square to the east. The Canada Bay LEP and DCP provides for increased building height on the western site. The DCP also identifies an overshadowing control for Fred Kelly Place, which restricts overshadowing of the new plaza at midday on the winter solstice to within 12 metres of the building façade on the southern edge of the Fred Kelly Place. (Part F, s. 2.9, Built form sections, Section D, page F157). As a baseline, there would be an additional overshadowing effect on Fred Kelly Place with any redevelopment of the western site that meets the DCP requirements.

The Canada Bay LEP and DCP also provides for increased building heights on the eastern site. At the eastern site there are medium density residential units to the west of the site and low density residential properties to the east of Waterview Road. The buildings allowed for in the Canada Bay DCP would not overshadow on the medium density development to the west and would cast shadow on the front gardens and west facing facades of several low density residential buildings in the afternoon, around 3pm.

Overshadowing impact during operation:

While the building heights in the Canada Bay LEP are higher than those in the DCP, this proposal would align generally with the heights recommended in the Canada Bay DCP. Shadow diagrams (refer to Figure 9-8) have been prepared to illustrate the shadows that would be cast by a building of the heights allowed for in the Canada Bay DCP.

These diagrams show the western areas of Fred Kelly Place would be entirely in shadow at 9am and this shadow would progress east until noon when it would allow for sunlight on the southern 12 metres wide section of Fred Kelly Place. In the afternoon, it is anticipated that the shadow would continue to lengthen and extend to within six metres of the southern façades along Fred Kelly Place. As such, the proposal is expected to overshadow the new expanded Fred Kelly Place progressively throughout the day in mid-winter (refer to Figure 9-8). However, a large useable area of Fred Kelly place is anticipated to enjoy sunlight throughout the day as intended by the Canada Bay DCP.

At about 2pm it is expected that this proposal would begin to overshadow the eastern footpath of Great North Road and parts of the open space surrounding the Post Office. There may also be overshadowing of the existing creche and residential property on East Street at around 9am, however, this area is expected to continue to receive about two hours of sunlight during mid-winter.

The residences to the east of Waterview Street are separated from the proposed building by the road, which is about 16 metres wide, as well as a four to six metre setback. Several dwellings are likely to experience an overshadowing effect in the afternoon. This late afternoon shadow would be reasonably expected from future development on lots to the south of this proposal site with development in accordance with the DCP.

The east facing residential properties in the medium density building (110 Great North Road) are not expected to experience any material overshadowing from this proposal.

Overall, due to the existing setting of medium and high-density development, and future scale of development proposed for this location, there would be minimal additional shading of Fred Kelly Place and a negligible change to surrounding residential buildings and surrounding public realm. This impact is considered to result in a minor adverse landscape impact.

This overshadowing impact would generally be consistent with those as identified in the Canada Bay DCP. Sydney Metro are continuing to work with the Canada Bay Council to refine the building design to be generally in accordance with the local planning controls for the area to minimise potential overshadowing impacts on surrounding environment.

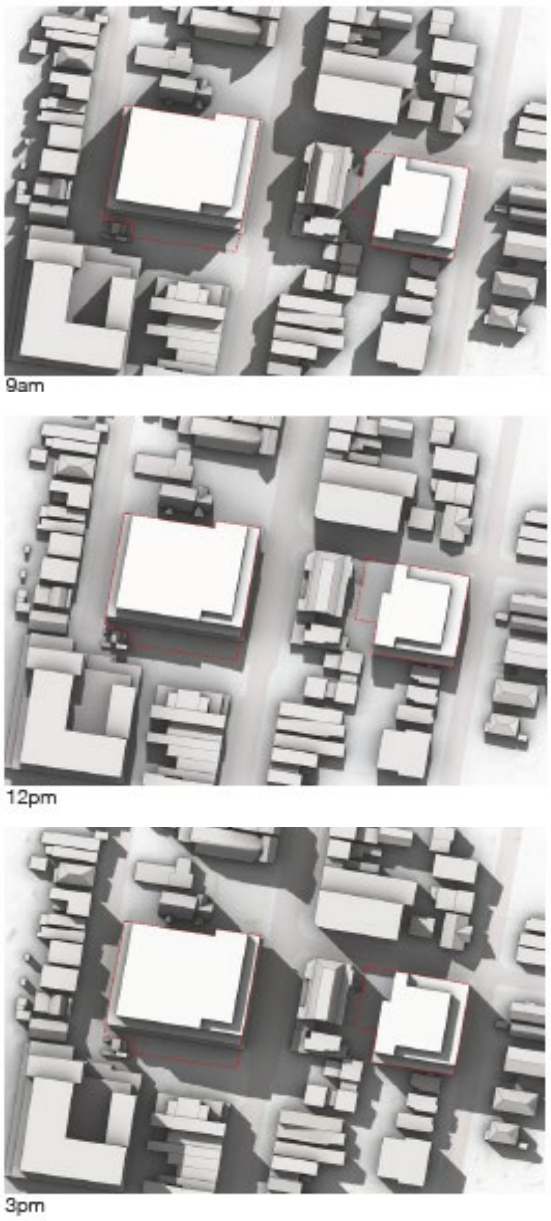


FIGURE 9-8
FIVE DOCK STATION – OPERATIONAL OVERSHADOWING DIAGRAMS, JUNE 21, 9AM TO 3PM

9. FIVE DOCK STATION

9.5 Assessment of visual impact

9.5 Assessment of daytime visual impact

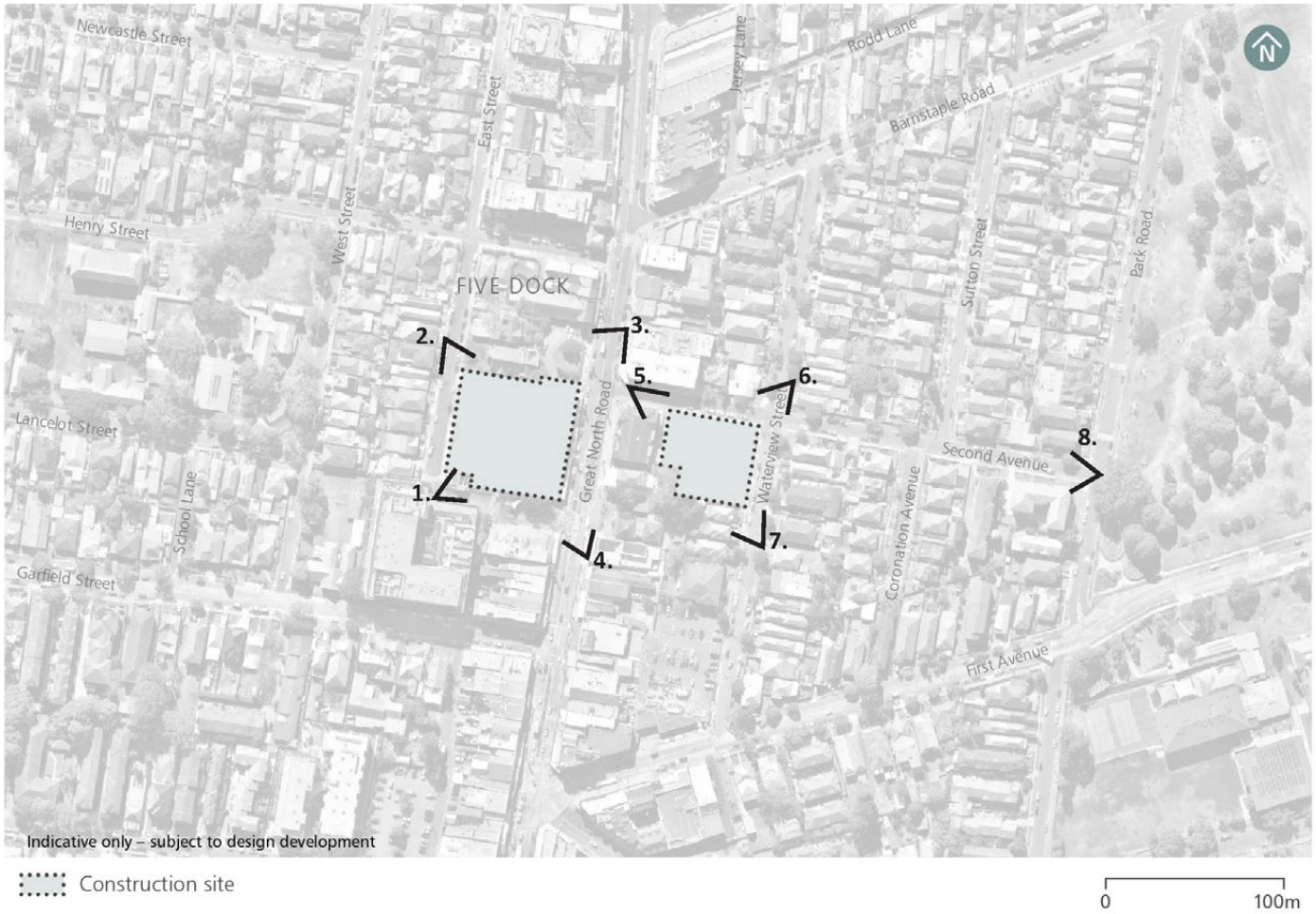
The following viewing locations were selected as representative of the range of views to this proposal:

- Viewpoint 1: View north-east from entry to the Five Dock Library
- Viewpoint 2: View south-east along East Street
- Viewpoint 3: View south-west along Great North Road
- Viewpoint 4: View north along Great North Road
- Viewpoint 5: View south-east from corner of Great North Road and Second Avenue
- Viewpoint 6: View south-west along Waterview Street
- Viewpoint 7: View north-west along Waterview Street
- Viewpoint 8: View west along Second Avenue from Five Dock Park.

Figure 9-9 identifies the location of these viewpoints.

The following sections summarise the potential daytime visual impact identified in the representative viewpoint assessment.

FIGURE 9-9
FIVE DOCK STATION – VIEWPOINT LOCATIONS



9.5.1 Viewpoint 1: View north-east from entry to the Five Dock Library

Baseline conditions: This is an elevated view looking west from the top of the stair access to Five Dock Library over Fred Kelly Place towards Great North Road. Fred Kelly Place is seen at the foot of the stairs, including mature trees, garden beds in raised planters, bicycle parking and seating. The back-of-house area of two and three storey commercial buildings along Great North Road is seen to the north of Fred Kelly Place (left of view), including a substation, car park and laneway. Mature trees within the open space provide a backdrop to the view.

All buildings within this proposal site will have been removed as a part of the work carried out under the previous Sydney Metro West planning application, including the commercial buildings and rear serves area north of Fred Kelly Place. There will be hoarding along the northern side of Fred Kelly Place, visible in the middle ground of this view.

Sensitivity: This view would be seen by a concentration of local residents, workers and visitors accessing the library. This is, however, an incidental view showing Fred Kelly Place and back-of-house development along Great North Road and is of **local visual sensitivity.**

Visual impact during construction: There would continue to be a construction site to the north of Fred Kelly Place and extending east to Great North Road. There would most likely be material handling and storage areas located along the southern site boundary adjacent to Fred Kelly Place and more intensive construction activity towards the centre of the site. There would be large construction equipment seen rising above the site and the construction of the new building, rising several storeys above the site, also set back from Fred Kelly Place. Work in this area would include the construction of the new station entry, to the north of Fred Kelly Place, and public domain works to extend the square. While this view is a highly urban area

FIGURE 9-10
VIEWPOINT 1 – VIEW NORTH-EAST FROM ENTRY TO THE FIVE DOCK LIBRARY, EXISTING VIEW

FIGURE 9-11
VIEWPOINT 1 – VIEW NORTH-EAST FROM ENTRY TO THE FIVE DOCK LIBRARY, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE)

9. FIVE DOCK STATION

9.5 Assessment of visual impact

FIGURE 9-12
VIEWPOINT 2 – VIEW SOUTH-EAST ALONG EAST STREET, EXISTING VIEW

FIGURE 9-13
VIEWPOINT 2 – VIEW SOUTH-EAST ALONG EAST STREET, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE)

which has the capacity to somewhat absorb the scale of the works, due to the extent of construction work seen from this location there would be a noticeable reduction in the amenity of this view and a **minor adverse visual impact.**

Visual impact during operation: The station building would be located in the middle ground of this view and set back from Fred Kelly Place (right of view). A new metro station building, and entrance would be visible, set within a new area of public domain expanding Fred Kelly Place to the north. This area would include new pavements, street furniture and planting, improving the visual amenity and extending the area of Fred Kelly Place. There would be station services installed above the station entrance, rising about five storeys above the site. This built form would address Fred Kelly Place and would continue to enclose northerly views from this location. The station building would have a contemporary character and incorporate future uses (subject to separate approval if required) along the building edge with Fred Kelly Place and facing this view.

Overall, there would be a new built forming a northern edge and responding to a new expanded Fred Kelly Place, with a high quality architectural finish, replacing what was a largely blank wall and roofscape, improving the amenity of the view. As a result, there would be a noticeable improvement to the amenity of this view and a **minor beneficial visual impact.**

9.5.2 Viewpoint 2: View south-east along East Street

Baseline conditions: This view along East Street shows the intersection of several land uses with St Alban's Anglican Church, a local listed heritage building (left of view), mixed use commercial development (centre of view), and low density residential areas to the west (right of view) (refer to Figure 9-12). The built form steps up from one to two storey detached residential properties towards the town centre, with a five storey modern mixed use development terminating this view at the end of East Street. The street itself is narrow, with parallel parking on both sides and narrow footpaths. There are a few trees within the church grounds and front gardens of the residential properties.

All buildings and vegetation within site for this proposal will have been removed as a part of the work carried out under the previous Sydney Metro West planning application, including the commercial buildings south of the church (centre of view). There will be hoarding along the eastern side of East Street, visible in the middle ground of this view.

Sensitivity: Views along East Street would be experienced by a concentration of local residences as well as workers and visitors accessing the town centre and St Alban's Anglican Church. This is, however, a rear entrance to the town centre and church. Overall, this view is of **local visual sensitivity.**

Visual impact during construction: There would continue to be a construction site visible on the eastern side of East Street. The church and gardens would be retained and hoarding would be located along the northern site boundary, beyond the church. Construction of the metro station would be seen in the middle ground of this view, set back from church. This would include large construction equipment and activity rising above the site hoarding, which would contrast in character with the adjacent heritage church buildings and gardens. The construction site would include site offices and material handling and storage areas that may be located along the northern site boundary. The trees within the church property would provide some filtering of this view to this construction activity.

This construction work would extend across a large portion of this view and continue a construction character to what is a mixed quality view. This work would be somewhat absorbed into the character of this view and there would be a noticeable reduction in the amenity of this view, which is local sensitivity, and a **minor adverse visual impact.**

Visual impact during operation: The rear of the station building would be seen in the middle ground of this view, rising above the St Alban's Anglican Church, in the centre of view. The building would be set back from the northern boundary of the site in the location of the existing painted brick commercial building which will have been removed as part of the work carried out under the previous Sydney Metro West planning application. This built form would step up from the height of the church and be filtered through existing trees within the church gardens. There is the opportunity for future activated uses at street level, facing the church, and there would be a new area of public domain, with new pavements and trees, along the northern frontage, creating a laneway extending east (left of view) to Great North Road. This public realm would provide some space around and improve the setting of the church in this view. There would be service entry for the station building, to the middle ground of this view, set back from the view.

The visual prominence of the St Alban's Anglican Church would be maintained and the setting improved by new public realm, improving the amenity of the view. Overall, there would be a noticeable improvement in the amenity of this view and a **minor beneficial visual impact.**

FIGURE 9-14
VIEWPOINT 3 – VIEW SOUTH-WEST ALONG GREAT NORTH ROAD, EXISTING VIEW

FIGURE 9-15
VIEWPOINT 3 – VIEW SOUTH-WEST ALONG GREAT NORTH ROAD, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE)

9.5.3 Viewpoint 3: View south-west along Great North Road

Baseline conditions: In this view from the eastern side of Great North Road, the St Alban's Anglican Church, a local listed heritage building, is set back from the street and with attractive gardens, contrasting in character with the adjoining commercial built form along Great North Road (refer to Figure 9-15). Otherwise, this section of Five Dock town centre exhibits a unified built form character due to the consistency of building scale, building line, awnings, varied facades, streetlights and banners. The traditional street front is reflected on both sides of the street which provides strong visual enclosure to the street. Mature vegetation and landscape areas surrounding the church together with intermittent street trees further along the street soften the highly urban built form and enhance the streetscape character and amenity of Great North Road.

All buildings and vegetation within the Five Dock Station eastern construction site for this proposal will have been removed as a part of the work carried out under the previous Sydney Metro West planning application, including the commercial buildings extending south of the church (centre of view). There will be site hoarding and access gates visible along Great North Road.

Sensitivity: This view along Great North Road features the spire and gardens which surround the St Alban's Anglican Church, which are a local feature and visual landmark within the town centre. This view would be experienced by a large concentration of people visiting and working within the town centre. This view is therefore of **local visual sensitivity.**

Visual impact during construction: There would continue to be a construction site along the western side of Great North Road, with site perimeter hoarding seen along the former building line. In this view, the construction of the metro station would be prominent, centred in the site and set back from Fred Kelly Place and the church, including large equipment rising above the site. Some of the on-street parking spaces would be removed, and trucks would be seen entering and departing the construction site, along Great North Road. The mature trees within the church property would remain with some minor trimming, maintaining the setting of the church somewhat. These trees would assist with reducing the scale difference of the emerging metro station building adjacent to the church.

This construction work would be seen in close proximity and extend across the central portion of this view. As this view would contain an existing construction site, the ongoing use of the site would be somewhat absorbed into this view. Overall, there would be a noticeable reduction in the amenity of this view and a **minor adverse visual impact.**

Visual impact during operation: A new station building would be seen in the middle ground of this view, with the potential for station activation opportunities (subject to separate approval if required) at street level facing Great North Road. The new station building would be set back from the St Alban's Anglican Church, stepping up gradually, and there would be a new area of public domain along the northern boundary of the site, extending west from Great North Road.

This new public domain would expand and improve the setting of the church with new pavements and trees. The station building would rise several storeys above the streetscape, with station services rising up to about five storeys and stepped back from the street and church (left of view). The new station would be contemporary in style, having a built form that is somewhat consistent with the height of the former commercial terrace buildings facing Great North Road, and stepping up to the background of the view.

Overall, due to the new public domain and stepping back of the built form to respect the setting of the St Alban's Anglican Church and Great North Road streetscape, there would be a noticeable improvement in the amenity of this view, which is of local visual sensitivity, and a **minor beneficial visual impact.**

FIGURE 9-16
VIEWPOINT 3 – VIEW SOUTH-WEST ALONG GREAT NORTH ROAD, PHOTOMONTAGE (INDICATIVE ONLY – SUBJECT TO DESIGN DEVELOPMENT) (*SOURCE: SYDNEY METRO*)

FIGURE 9-17
VIEWPOINT 4 – VIEW NORTH ALONG GREAT NORTH ROAD, EXISTING VIEW

FIGURE 9-18
VIEWPOINT 4 – VIEW NORTH ALONG GREAT NORTH ROAD, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE)

9.5.4 Viewpoint 4: View north along Great North Road

Baseline conditions: This view north-west across Great North Road includes Fred Kelly Place in the middle ground of the view (refer to Figure 9-18). There is an active frontage of shops and cafes to the southern side of the plaza (left of view) and mature tree planting on the northern side (right of view) beside a row of low rise commercial buildings. Fred Kelly Place provides important visual relief for the busy urban setting and enhances the amenity of the streetscape.

All buildings extending north from Fred Kelly Place will have been removed as a part of the work carried out under the previous Sydney Metro West planning application, including several commercial buildings (centre of view). There will be site hoarding and access gates visible along Great North Road. Fred Kelly Place will not be directly affected.

Sensitivity: This view along Great North Road includes Fred Kelly Place and a section of high quality streetscape which are local visual features within the town centre. This view would be experienced by a large concentration of people visiting and working within the town centre. This view is therefore of **local visual sensitivity.**

Visual impact during construction: The construction site along the west side of Great North Road would continue to be used for the construction of this proposal, with site perimeter hoarding seen along the former building line and along the northern edge of Fred Kelly Place. In this view, the construction of the metro station would be prominent, centred in the site and set back from Fred Kelly Place, including large equipment rising above the site. The pedestrian crossing to Fred Kelly Place and adjacent streetscape planting would be retained. The trees within Fred Kelly Place would also remain and this vegetation would screen the edge of the construction site somewhat. Construction traffic would be seen in the foreground of this view, accessing and egressing the site via an entry on Great North Road.

The works would continue a character of construction over a large portion of this view. Overall, this activity would create a noticeable reduction in the amenity of this view, which is of local sensitivity, resulting in a **minor adverse visual impact during construction.**

Visual impact during operation: There would be a new public domain, expanding Fred Kelly Place to the north and west, including a new area of public domain with new pavements and trees, in line with the Five Dock Town Centre Urban Design Study Recommendations. A new metro station entrance would be seen in the middle ground of this view, facing Fred Kelly Place. The station entry would present an open and active façade to Fred Kelly Place and station activation opportunities (subject to separate approval if required) would address Great North Road (right of view). The station building would include station services which would rise above the station entry up to about five storeys, and be set back from this view, reducing the perceived scale of the additional building height. The station entry would have a high architectural finish and would be of a scale and character that would complement the new public domain and Great North Road streetscape.

Overall, due to the expanded public domain, and built form stepped back from Fred Kelly Place and this viewer, there would be a considerable improvement in the amenity of this view, which is of local visual sensitivity, and there would be a **moderate beneficial visual impact.**

9.5.5 Viewpoint 5: View south-east from corner of Great North Road and Second Avenue

Baseline conditions: This view is framed by mixed use development which faces Great North Road (refer to Figure 9-19). In the middle and background of the view the scale of the built form steps down to a mix of detached and multi-storey residential properties. Beyond this, the mature trees in Five Dock Park can be seen in the centre background of the view. A small surface car park separates the detached houses from commercial uses on the southern side of Second Avenue. The mature trees within Five Dock Park together with intermittent street trees contribute to a leafy character along the northern side of Second Avenue (centre of view). By contrast, there are no street trees on the southern street verge. The street is characterised by narrow verges, a mix of pavement types and parallel parking.

The car park and buildings beyond at the corner of Second Avenue and Waterview Street will have been removed as a part of the work carried out under the previous Sydney Metro West planning application. There will be site hoarding visible along Second Avenue (centre of view).

Sensitivity: This view includes a distant glimpse of Five Dock Park which is a local visual feature. This view is an incidental rather than a designed view, however, it would be experienced by a large concentration of people visiting and working within the town centre and is therefore of **local visual sensitivity.**

9. FIVE DOCK STATION

9.5 Assessment of visual impact

FIGURE 9-19

VIEWPOINT 5 – VIEW SOUTH-EAST FROM CORNER OF GREAT NORTH ROAD AND SECOND AVENUE, EXISTING VIEW

FIGURE 9-20

VIEWPOINT 5 – VIEW SOUTH-EAST FROM CORNER OF GREAT NORTH ROAD AND SECOND AVENUE, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE)

Visual impact during construction: The eastern construction site for this proposal would continue to occupy the former rear car park, extending east on the southern side of the road to the corner of Waterview Street (centre of view). The site would continue to be enclosed by hoarding to the street boundary, screening ground level views into the site. There would be no removal of street trees required along Second Avenue and the existing leafy character in the centre of the view would be unchanged.

From this angle, construction of the station services building would be prominent, including machinery and equipment rising high above the hoarding and adjacent buildings. The staff amenities and workshop area would be located along the western site boundary, at the former car park, in the centre of view.

The on-street parking spaces would be removed, and vehicles would be seen departing the construction site, along Second Avenue. The station services building would be a large component in this view, rising over twice the height of nearby commercial and residential buildings. Overall, this would create a considerable reduction to the amenity of this view which is of local sensitivity, and result in a **moderate adverse visual impact.**

Visual impact during operation: The station services building would be visible in the middle ground of this view at the corner of Second Avenue and Waterview Street (refer to Figure 9-21). The building would be larger in scale than the former low rise residential dwellings, rising about five storeys high in the middle ground, stepping down to about 3-4 storeys at Waterview Avenue, and having a continuous frontage to the street. This road frontage is identified in the *Five Dock Town Centre Urban Design Study Recommendations (2014)* as a 'future desired urban street edge', and building heights in this location are permitted to reach up to 17 metres (Canada Bay Local Environmental Plan 2013). This built form would be set back from the medium

density residential building in the foreground, with a vehicle service access being located adjacent to the existing driveway and car park associated with this adjacent property. The built form would, however, step-up from the height of the commercial development (left of view) and medium density residential development (right of view) which are located to the north of the site in the foreground of the view. The station services building would also obstruct the view to the residential area beyond and channel views along Second Avenue towards the leafy backdrop of Five Dock Park. There would be a kiss and ride located to the north and south of the street and cycle route along Second Avenue, extending towards the park.

There would be some (massing) compatibility between the new services building and the adjacent medium density residential development which is also of a larger scale than the residential areas to the east that includes lower density residential dwellings. Similarly, while there would be a services entry facing the street, it would be adjacent to the existing carparking area associated with the adjacent medium density residential building.

Overall, while generally this built form scale is consistent with that intended by the Canada Bay LEP and Urban Design Study, due to the utilitarian appearance of this building, which would contrast with the character of the background of this view, there would be a considerable reduction to the amenity of this view and a **moderate adverse visual impact.**

FIGURE 9-21
VIEWPOINT 5 – VIEW SOUTH-EAST FROM CORNER OF GREAT NORTH ROAD AND SECOND AVENUE, INDICATIVE EXTENT OF CONSTRUCTION SITE, PHOTOMONTAGE (INDICATIVE ONLY – SUBJECT TO DESIGN DEVELOPMENT) (*SOURCE: SYDNEY METRO*)

9.5.6 Viewpoint 6: View south-west along Waterview Street

Baseline conditions: This view south along Waterview Street towards the intersection with Second Avenue is characterised by a mix of one and two storey detached residential properties of varying building styles and ages (refer to Figure 9-22). Landscaped gardens and low fences contribute to this residential setting which is enhanced by some occasional street trees and mature trees in private properties. The street rises gently towards the southern section of Waterview Street (centre of view).

The row of houses at the south western corner of Second Avenue and Waterview Street will have been removed as a part of the work carried out under the previous Sydney Metro West planning application and there will be site hoarding visible along the street (centre of view). This corner is identified as a 'prominent corner' with a 'future desired urban street edge' extending to the west along Second Avenue and south along Waterview Street in the *Five Dock Town Centre Urban Design Study Recommendations (2014).*

Sensitivity: Views south-west from Waterview Street would be experienced by a concentration of local residents, in low and medium density residential properties, visitors approaching the town centre and road users. These views are of **local visual sensitivity.**

9. FIVE DOCK STATION

9.5 Assessment of visual impact

FIGURE 9-22
VIEWPOINT 6 – VIEW SOUTH-WEST ALONG WATERVIEW STREET, EXISTING VIEW

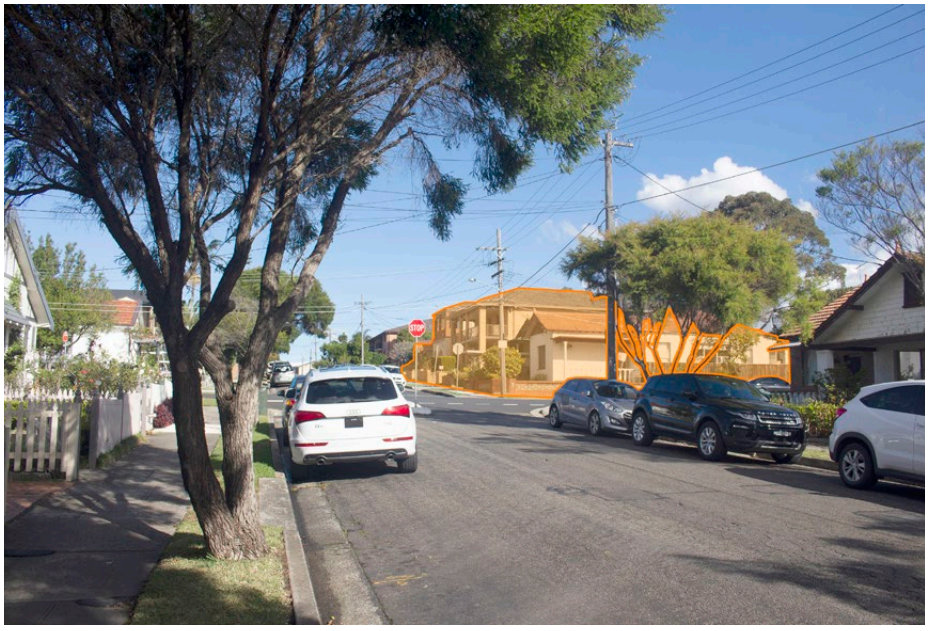


FIGURE 9-23
VIEWPOINT 6 – VIEW SOUTH-WEST ALONG WATERVIEW STREET, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE)

Visual impact during construction:

The eastern construction at the corner of Second Avenue and Waterview Street (centre of view) would continue to be used for the construction of this proposal (refer to Figure 9-23). The site would continue to be enclosed by hoarding to the street boundary, screening ground level views into the site. Construction of the station services building would rise several storeys above the street corner, which is identified as a prominent corner by the City of Canada Bay Council in the Five Dock Town Centre Urban Design Study Recommendations (2014). Construction of the station services building would appear about three to four storeys high at the corner, and stepping up towards the west, taller than the two storey properties formerly visible within this view. The on-street parking spaces beside the site would continue to be closed, and vehicles would be seen entering and departing the construction site, along Waterview Street.

Overall, this activity would continue a character of construction to this residential setting. Due to the scale of the works there would be a considerable reduction in the amenity of this view, which is of local sensitivity, and would result in a **moderate adverse visual impact.**

Visual impact during operation: The station services building would be seen in the middle ground of this view, rising about three to four storeys at the corner and stepping up to about five storeys in the north (right of view). The stepping back of this building would create a massing that reduces the scale of the building in this view. While the gently rising topography of the street would slightly exaggerate the scale of the building in relation the low-rise houses in the foreground of this view, the existing street trees would provide some filtering to this new building.

The building would be activated at street level and a kiss and ride along Waterview Street. This building would create an urban edge and define the street corner as intended by the Canada Bay DCP and *Five Dock Town Centre Urban Design Study Recommendations*

(2014). The services entry to this building would be located centrally along Second Avenue and not be visible from this location.

This building would provide a transition in height, stepping up from the scale of the residential dwellings on the surrounding streets, and somewhat contrasting with the existing visual setting, with the introduction of commercial uses along the street. Overall, there would be a noticeable reduction to the amenity of this view and a **minor adverse visual impact.**

9.5.7 Viewpoint 7: View north-west along Waterview Street

Baseline conditions: This view north-west towards Second Avenue from the eastern side of Waterview Street has a low density residential character (refer to Figure 9-24). It comprises a mix of predominantly one to two storey detached residential properties together with a two storey multi-residential building (right of view). The streetscape is defined by low walls and fences with occasional street trees and landscaped gardens. This viewpoint is near a highpoint and the street slopes gently downwards towards the north (centre of view).

Several houses along Waterview Street will have been removed as a part of the work carried out under the previous Sydney Metro West planning application and there will be site hoarding visible along the street (left of view) (refer to Figure 9-25).

Sensitivity: Views south-west from Waterview Street would be experienced by a concentration of local residents, in low and medium density residential properties, visitors approaching the town centre and road users. These views are of **local visual sensitivity.**

Visual impact during construction: The eastern construction site along Waterview Street (left of view) would continue to be used for the construction of this proposal. The site would continue to be enclosed by hoarding to the street boundary, screening ground level views into the site. There would

FIGURE 9-24
VIEWPOINT 7 – VIEW NORTH-WEST ALONG WATERVIEW STREET, EXISTING VIEW

FIGURE 9-25
VIEWPOINT 7 – VIEW NORTH-WEST ALONG WATERVIEW STREET, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE)

be no removal of street trees required along Second Avenue and the existing leafy character in the centre of the view would be maintained. The on-street parking spaces beside the site would remain unavailable, and vehicles would be seen entering and departing the construction site at Waterview Street near its intersection with Second Avenue. Construction of the station services building would become a prominent feature in this view and contrast with the existing predominantly residential streetscape character of this view. Overall, this change would result in a considerable reduction in the amenity of this view, which is local sensitivity, and result in a **moderate adverse visual impact.**

Visual impact during operation: The station services building would be in the middle ground of this view, rising about three to four storeys along Waterview Street and extending north along the western side of the building. It would step up to about five storeys in the north eastern corner of the site, beyond. By stepping the massing of this building back and away from the low density residential dwellings to the south (right of view), the overall scale of the building would be reduced somewhat in this view. The services building would be activated at street level and a kiss and ride would be located along Waterview Street. This building would create an urban edge and define the street corner as intended by the Canada Bay DCP and *Five Dock Town Centre Urban Design Study Recommendations* (2014).

This building would provide a transition in height, stepping up from the scale of the residential dwellings on the surrounding streets. However, it would contrast with the character of the existing streetscape with introduction of commercial uses along the street. Overall, there would be a noticeable reduction to the amenity of this view and a **minor adverse visual impact.**

9.5.8 Viewpoint 8: View west along Second Avenue from Five Dock Park

Baseline conditions: This view from Five Dock Park is oriented west along Second Avenue towards the Five Dock Town Centre and the St Alban's Anglican Church (refer to Figure 9-26). While the church is partially screened by mature vegetation within the church grounds (centre of view), the roofline is visible and provides visual interest in the background of this view. The church adjoins a low scaled commercial building. Three storey mixed use development within the town centre can also be seen at the far end of Second Avenue.

In the middle ground, Second Avenue is bordered by a mix of two to four storey medium density buildings and one to two storey detached residential properties. The street trees on the northern side of Waterview Street (right of view) soften the view to this built form and provide a leafy character to the northern side of the street. There is limited vegetation on the opposite verge (left of view) which includes overhead powerlines which create a strong linear element within the street.

The western construction site terminates this view and part of the eastern construction site can be seen to the south of Second Avenue in this view (refer to Figure 9-27). All buildings and vegetation within these construction sites will have been removed as a part of the work carried out under the previous Sydney Metro West planning application. This will include the houses and adjacent car park at the corner of Waterview Street and commercial buildings to the south of the St Alban's Anglican Church, seen in the background of this view. There will be site hoarding visible along the perimeter of these sites along Second Avenue, and along Great North Road.

Sensitivity: This is an incidental view to the town centre from Five Dock Park which would be experienced by a small number of recreational users of the park. There are, however, a concentration of local residents,

in low and medium density residential properties, who would appreciate similar views from parts of Second Avenue. These views are therefore of **local visual sensitivity.**

Visual impact during construction: Both the eastern and western site would continue to be seen in this view during the construction of this proposal. A station services building would be constructed at the corner of Waterview Street, in the middle ground of this view, rising high above and contrasting in scale and character to the existing predominantly residential streetscape character of this view. Construction of the new metro station on the western site would also be visible, terminating this view, along Great North Road, with machinery and equipment rising above the built form and vegetation in the background of view. Construction vehicles would be seen travelling Second Avenue and Great North Road.

Overall, due to the distance, there would be no perceived change in the amenity of this view, which is local sensitivity, and result in a **negligible visual impact.**

Visual impact during operation: There may be a glimpse to the upper level of the station building, on Great North Road. This built form would be visible in the background, rising above the existing buildings visible in the middle ground of this view which include four to five storey medium density residential developments. The new station building on Great North Road would rise about five storeys above the street and be set back from the St Alban's Anglican Church. The new public domain area created around the church would improve the prominence of the St Alban's in this view, improving its setting.

While the scale of this built form would be greater, it would transition from the medium density residential developments in the foreground. Overall, due to the distance and compatibility of the built form with the scale of the intervening buildings, there would be no perceived change in the amenity of this view. This view is of local sensitivity and there would be a **negligible visual impact.**

FIGURE 9-26
VIEWPOINT 8 – VIEW WEST ALONG SECOND AVENUE FROM FIVE DOCK PARK, EXISTING VIEW

FIGURE 9-27
VIEWPOINT 8 – VIEW WEST ALONG SECOND AVENUE FROM FIVE DOCK PARK, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE)

9. FIVE DOCK STATION

9.6 Summary of impact

9.6 Assessment of night-time visual impact

Baseline conditions: The setting of the Five Dock Station site is an area of medium district brightness (A3) and is of **low visual sensitivity.** This is due to the to the moderately lit town centre with commercial and retail buildings up to four storeys intermixed with multi storey residential properties. Headlights from vehicle traffic, traffic lights and streetlights contribute to the night-time lighting levels. Existing street trees along Great North Road and adjacent streets would assist with reducing light spill from the Five Dock town centre to adjacent residential areas. All buildings within the Five Dock Station construction sites will have been removed as a part of the work carried out under the previous Sydney Metro West planning application and there will be some security lighting remaining.

Visual impact during construction: Night works would be required at both construction sites during station construction. This would include brightly lit task lighting, lighting at site offices, staff amenities, workshop buildings and car parking areas. This lighting would increase the light levels within the construction site, seen from adjacent residences and commercial properties on East Street, Great North Road and Fred Kelly Place, and also on Second Avenue and Waterview Street. There would also be additional headlights from heavy vehicles accessing and moving along the surrounding streets including on Second Avenue and Great North Road.

This additional lighting would be seen within an area of A3: Medium district brightness where there is lighting associated with the town centre including existing commercial developments and the headlights on Great North Road and surrounding streets. Construction activities would bring brighter lighting closer to the residences overlooking the eastern construction site, particularly from elevated units in medium density developments. While all lighting within the construction sites would be designed to minimise light spill, and directed away from neighbouring property, there would be a noticeable reduction in the amenity of these areas and a **minor adverse visual impact** at night.

Visual impact during operation: The station and public domain areas would be brightly lit to provide for customer safety. This would include lighting at the station entry, and at the new bus stops, taxi rank, kiss and ride facilities, and station activation opportunities at Fred Kelly Place, along Great North Road, Second Avenue and Waterview Street. There would also be lighting at the service entries to the services buildings, at Second Avenue and East Street. The existing and new street trees would contain some lighting, and all lighting would be designed to minimise light spill and skyglow.

While the level of lighting required to provide for the safety for customers at night would increase the light levels around the precinct, this additional light would be absorbed into this area of A3: Medium district brightness and set within an area intended for redevelopment with increased development density. However, there would be additional lighting seen from adjacent residential areas and therefore there would be a noticeable reduction in the amenity of this area at night, and a **minor adverse visual impact**.

9.6 Summary of impact

Table 9-1, Table 9-2 and Table 9-3 summarise the potential landscape and visual impacts of this proposal.

TABLE 9-1
LANDSCAPE IMPACT SUMMARY – FIVE DOCK STATION

			Construction		Operation	
No.	**Location**	**Sensitivity**	**Magnitude**	**Impact**	**Magnitude**	**Impact**
1	Great North Road streetscape	Local	Considerable reduction	Moderate adverse	Noticeable improvement	Minor benefit
2	East Street, Second Avenue and Waterview Street streetscapes	Local	Considerable reduction	Moderate adverse	Noticeable improvement	Minor benefit
3	Fred Kelly Place	Local	Noticeable reduction	Minor adverse	Considerable improvement	Moderate benefit
4	Potential overshadowing impacts	-	-	-	-	Minor adverse

TABLE 9-2
DAYTIME VISUAL IMPACT SUMMARY – FIVE DOCK STATION

			Construction		Operation	
No.	**Location**	**Sensitivity**	**Magnitude**	**Impact**	**Magnitude**	**Impact**
1	View north-east from entry to the Five Dock Library	Local	Noticeable reduction	Minor adverse	Noticeable improvement	Minor benefit
2	View south-east along East Street	Local	Noticeable reduction	Minor adverse	Noticeable improvement	Minor benefit
3	View south-west along Great North Road	Local	Noticeable reduction	Minor adverse	Noticeable improvement	Minor benefit
4	View north along Great North Road	Local	Noticeable reduction	Minor adverse	Considerable improvement	Moderate benefit
5	View south-east from corner of Great North Road and Second Avenue	Local	Considerable reduction	Moderate adverse	Considerable reduction	Moderate adverse
6	View south-west along Waterview Street	Local	Considerable reduction	Moderate adverse	Noticeable reduction	Minor adverse
7	View north-west along Waterview Street	Local	Considerable reduction	Moderate adverse	Noticeable reduction	Minor adverse
8	View west along Second Street from Five Dock Park	Local	No perceived change	Negligible	No perceived change	Negligible

TABLE 9-3
NIGHT-TIME VISUAL IMPACT SUMMARY – FIVE DOCK STATION

			Construction		Operation	
No.	**Location**	**Sensitivity**	**Magnitude**	**Impact**	**Magnitude**	**Impact**
1	Five Dock Station	Low (A3: Medium level brightness)	Noticeable reduction	Minor adverse	Noticeable reduction	Minor adverse

10. THE BAYS STATION

10.1 Baseline environment

10.1 Baseline environment

The Bays Station site for this proposal would be located on the south-western foreshore area of White Bay, adjacent to the former White Bay Power Station. The foreshore land surrounding the former Power Station is not publicly accessible and is heavily modified with a history of industrial use and recent use for several infrastructure projects including the previous Sydney Metro West planning applications. The Port Access Road will have been relocated and this site will have been cleared of all vegetation.

The Bays Station site for this proposal forms part of The Bays precinct, as identified by the NSW Government. The Bays comprises 5.5 kilometres of harbour front land and 95 hectares of largely government-owned land, about two kilometres east of the Sydney CBD (refer to Figure 10-1). The landscape setting of The Bays Station site is in a state of transition, with several major projects under construction in close proximity to the site. Key projects include the Port Authority of NSW Glebe Island multi-user facility project and WestConnex Rozelle Interchange. As part of the WestConnex M4-M5 link project, the Rozelle Interchange and Iron Cove Link are in the final stages of construction, including an underground bypass of Victoria Road between the Iron Cove Bridge and the ANZAC Bridge.

The recently upgraded Anzac Bridge Access Road, located to the south of The Bays Station site, rises up towards the bridge and includes a new shared use pathway that overlooks the site. The Victoria Road corridor has also been widened, and two buildings were removed at the end of Hornsey Street, opening up views between this part of Rozelle and The Bays.

The Bays has a rich history of maritime, industrial and infrastructure uses and 'played a part in Sydney's significant transformation in the 20th Century' (Urban Growth NSW Development Corporation, 2015, page 5). In White Bay there are several important features, including the former White Bay Power Station; the Glebe Island grain silos; and the White Bay Cruise Terminal. The former White Bay Power Station, a State listed heritage item, and the Glebe Island Silos (of local heritage significance) are visual landmarks and physical reminders of the site's industrial history. These industrial elements are identified as a 'key visual landscape' with a 'townscape role' in the Leichhardt Development Control Plan 2013 (Appendix C-3, A.2.2).

White Bay is located on the flat foreshore areas of Sydney Harbour and framed by the elevated suburbs of Balmain, Balmain East and Rozelle to the north which slope steeply down to the bay. These suburbs comprise predominantly residential uses and form the backdrop to most views north across White Bay. There are pockets of open space on the ridgetop and hillslopes in Balmain, allowing elevated views towards the site, and foreshore areas including from Peacock Point.

There are foreshore public open space areas form the edges to Jones Bay and Johnstons Bay at Pyrmont, including Pirrama Park, with views towards the site across the bay. Views are also available from the foreshore areas of Barangaroo and from ferries operating between ferry stops at Balmain East, Barangaroo and Pyrmont Bay.

1 FORMER WHITE BAY POWER STATION
2 HORNSEY STREET

FIGURE 10-1
THE BAYS STATION – LANDSCAPE CONTEXT

Construction site
Additional footprint for this proposal

1. White Bay Power Station
2. Glebe Island silos
3. Mansfield Street open space
4. White Bay
5. Anzac Bridge
6. Jones Bay
7. White Bay Cruise Terminal
8. Pirrama Park
9. Johstons Bay
10. Peacock Point
11. Barangaroo Reserve

0 200m

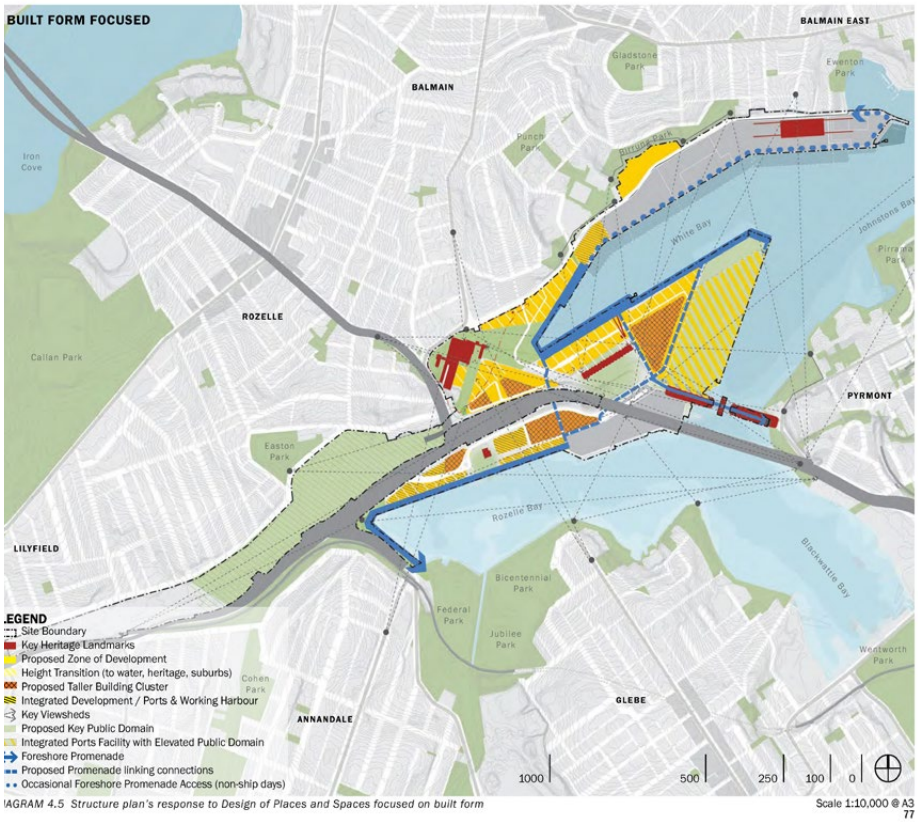
10. THE BAYS STATION

10.2 Planning guidance

10.2 Planning guidance

Further to the planning review carried out in Section 3 of this technical paper, the following sections summarise specific planning provisions which are relevant to the landscape and visual impact assessment of this proposal at The Bays Station.

FIGURE 10-2
KEY VIEWSHEDS AND LANDMARKS [SOURCE: DPIE, 2021B, SECTION 4.2]



!AGRAM 4.5 Structure plan's response to Design of Places and Spaces focused on built form

10.2.1 Bays West Strategic Place Framework (2021)

The Bays West Strategic Place Framework (SPF) is one of the supporting documents to the Bays West Place Strategy and articulates a revised and expanded vision for the Precinct. It is intended to inform the renewal and redevelopment of the Precinct. The delivery of the Sydney Metro West project and a new station at Bays West will 'act as a catalyst for the urban renewal of the Precinct and provide an opportunity for integrated development' (DPIE, 2021b Section 2.1). In relation to the 'Design of Places & Spaces', the preservation of 'district and local views of landmark features that form a significant part of the place character' is listed as a priority (Section 4.2).

There are several significant landmarks located within the Bays West Precinct, which 'act as unique visual markers on the journey between the Inner West and Sydney's CBD' (Appendix 3). These elements, which include the 'iconic White Bay Power Station, the Glebe Island Silos, and ANZAC Bridge' (Appendix 3). The SPF further states that it is 'critical for any future development within Bays West to respect and preserve the existing signature views towards these landmarks from key public viewpoints', which 'offer a deep connection between the site, its immediate neighbourhood, the surrounding districts, and the broader city in terms of navigation, memory, and identity' (Appendix 3). The 'key viewsheds' and 'landmarks' are identified in Figure 10-2.

Sydney Metro and the Department of Planning and Environment will undertake master planning of the former White Bay Power Station (and Metro) sub-precinct (including The Bays Station site), which will inform subsequent rezoning of the precinct.

10.2.2 The Bays West Place Strategy (2021)

The urban renewal of land within The Bays was identified as a State Significant Precinct and 'Growth Centre' by the NSW Government in 2017. The Bays Station site would be located within the 'Bays West' area, which includes White Bay, the former White Bay Power Station, Glebe Island, Rozelle Bay and the former Rozelle Rail Yards, and is currently in the early stages of planning. The Bays West Place Strategy was finalised and adopted in November 2021 and is intended to guide the transformation of Bays West into the future. In summary, the Bays West area will: 'build on its natural, cultural, maritime and industrial storeys to shape an innovative and sustainable new place for living, recreation and working. New activities, places, connections and destinations will enrich Bays West's character and meaning over time through built form and public spaces that embrace its natural and cultural heritage' (NSW DPIE, 2021a page 15).

The Place Strategy contains a Structure Plan (refer to Table 10-3), which sets out a framework for the future of Bays West. It illustrates the primary land use, open space, and access and movement layout, capitalising on the existing and desired future place character and support its long-term renewal. The structure plan marks out areas within the precinct capable of supporting new development, envisioning a 'mixed-use renewal with vibrant and diverse building outcomes'. The structure plan also identifies zones with greater height potential, including that 'development scale and intensity is responsive to existing site characteristics, calibrated to consider amenity impacts to adjacent neighbourhoods and preserve key views'. Public domain zones are mainly located to incorporate either natural features or heritage artefacts, 'maximising public benefit and amenity of these elements'.

FIGURE 10-3
THE BAYS WEST STRUCTURE PLAN

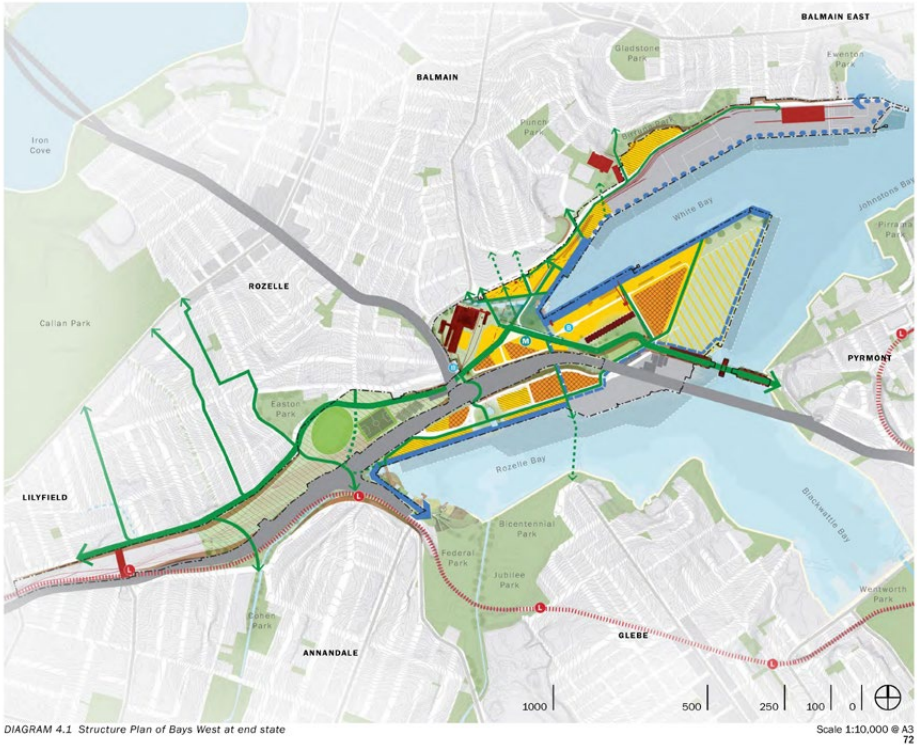


DIAGRAM 4.1 Structure Plan of Bays West at end state

Scale 1:10,000 @ A3

LEGEND

- Bays West Site Boundary
- Light Rail Station
- Light Rail Route
- Future 'The Bays' Metro Station
- Future 'The Bays' Metro Station Box
- Proposed Active Transport Connection
- Potential Future Active Transport Connection
- Proposed Bus Stops/Interchange
- Key Heritage Landmarks
- Proposed Key Public Domain
- Key Landform
- Foreshore Promenade
- Proposed Promenade Linking Connections
- Occasional Foreshore Promenade Access (non-ship days)
- Existing Foreshore Promenade
- Proposed Zone of Development
- Proposed Taller Building Cluster
- Integrated Development / Ports & Working Harbour
- Public Domain integrated into projects
- Integrated Ports Facility with Elevated Public Domain
- Ports & Working Harbour Zone
- Vessel Berthing Zone

The precinct's harbour foreshore will also be 'progressively unlocked', and a new foreshore promenade established, reclaiming public access and delivering recreation opportunities. The promenade will 'stitch together key public domain zones and connect into the broader harbour foreshore network' (DPIE, 2021a page 57).

The first stage of the Place Strategy to be delivered will be for The Bays Station and surrounding development, as part of the former White Bay Power Station sub-precinct. The former Power Station is considered to be a 'key landmark' and 'an iconic building' that 'helps signify the precinct from afar and acts as a visual marker and gateway on the journey between the Inner West and the CBD' (NSW DPIE, 2021 page 46). This zone will be a 'key activity centre for the precinct, providing events, services, and infrastructure for existing and new communities'. It will be a 'nexus of connection between other sub-precincts and the adjacent suburbs, while providing a new regional open space connecting White Bay Power Station and the head of White Bay' (DPIE, 2021a page 62).

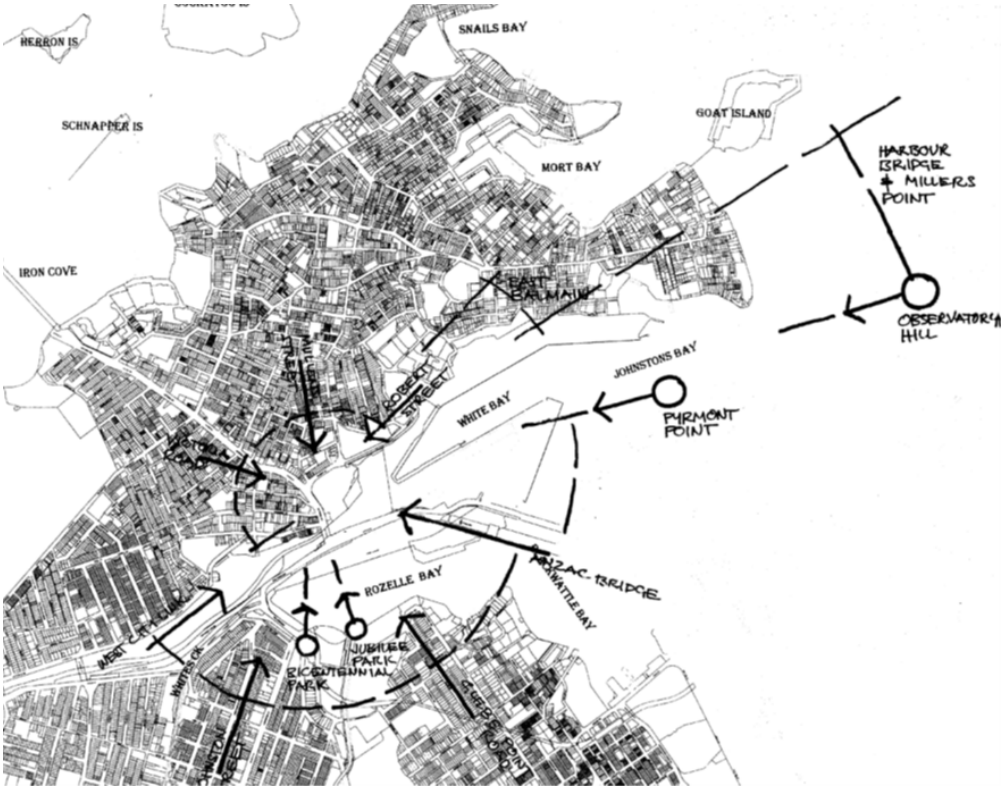
10.2.3 Conservation Management Plan for White Bay Power Station, 2010

The former White Bay Power Station is a State listed heritage item and one of the key landmarks associated with the Bays West Precinct. This Conservation Management Plan details a number of development constraints and sets out a series of prescribed viewsheds to help preserve its landmark status and visual prominence from key parts of the public domain. These consider both distant and localised views from both a land and a water approach, noting that while the building's facade and roof form are important within the local context, the two chimneys are a distinct feature of Sydney's skyline and clearly visible from further afield including at Observatory Hill and from the Sydney Harbour Bridge (refer to Figure 10-4).

The conservation management plan for the former White Bay Power Station states that 'in order to retain the visibility and prominence of the former White Bay Power Station as a harbourside landmark, it should not be substantially obscured by any development on nearby sites' and any new development 'must carefully consider its bulk, scale and placement in order to respect the visibility and prominence of the power station' (Design 5 Architects, 2010, page 12). In addition, the management plan requires 'those views from major axial approaches such as Anzac Bridge, Glebe Point Road, Johnston Street Annandale, City West Link, Victoria Road (from north west), Mullens Street and Robert Street must be maintained as substantially unobstructed views' (Design 5 Architects, 2010, page 12).

FIGURE 10-4

MAJOR AXIAL AND GENERAL VIEWS TO THE FORMER WHITE BAY POWER STATION [SOURCE: DESIGN 5 ARCHITECTS, 2011, FIGURE 5.1.2.1, VOLUME II, PAGE 12]



10.3 Character and components of this proposal

This proposal for The Bays Station would comprise station construction, operations and opportunities for placemaking.

10.3.1 Station construction

Construction of this proposal at The Bays Station construction site would require the continued use of the construction site established as part of the previous Sydney Metro West planning applications. This construction site would have been levelled and excavated prior to the commencement of this proposal. There would be some additional areas to the west and southwest of the construction site that would also be required for this proposal.

The location and indicative layout of The Bays Station construction site is shown on Figure 10-5.

The main elements and activities that would be seen for the construction of this proposal include:

- Removal of a group of trees to the south of the former White Bay Power Station
- Installation of two acoustic sheds (or other acoustic measures), to the north and south of the site, each rising about five storeys (15 metres)
- Construction and fit-out of the station and services buildings, including construction of structures for non-station uses and provisioning for adjacent station development
- Construction and fit-out of a new traction substation building located to the south of the former White Bay Power Station
- Roadworks, including:
    - Installation of bus interchange and shelters to the south of the station precinct
    - Taxi facilities and kiss and ride to the west of the station precinct, near the former White Bay Power Station
    - Temporary removal of on street car parking spaces along Robert Street
    - Construction site access via Robert Street
    - Traffic and pedestrian management signage and structures around the perimeter of construction sites as required.
- Construction support facilities including workshops, laydown area, site offices, site parking within the construction footprint to the south of the underground station box Use of machinery and equipment such as cranes, excavators, concrete pumps, piling rigs etc.
- Construction of new public domain areas, including construction of new footpaths and plazas, installation of street trees and landscaping.

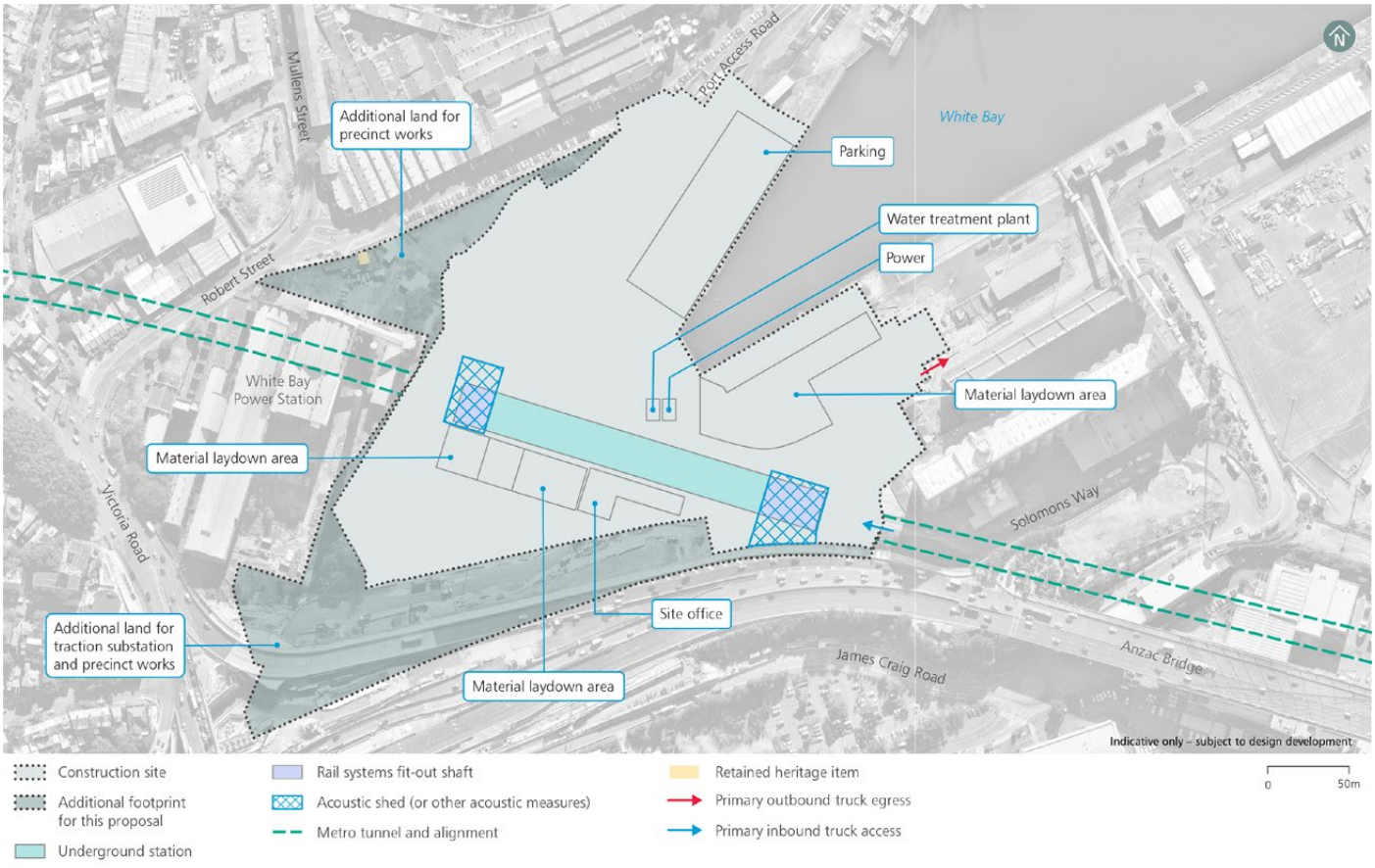


FIGURE 10-5
THE BAYS STATION - INDICATIVE CONSTRUCTION SITE LAYOUT

10.3.2 Station operations

Operations of this proposal at The Bays Station would comprise underground and surface elements. The location and indicative layout of The Bays Station is shown on Figure 10-6.

The key elements and works that would be seen include:

- New Sydney Metro station at White Bay, located between Glebe Island and the former White Bay Power Station, including:
  - A station entry rising about two to three storeys (nine metres) with built elements and provision of utilities and services to provide space for future non-station uses (fit-out and use of these spaces would be subject to separate approval, where required) including structures connected to the station entry and services building to a height of seven to eight storeys (about 20-25 metres)
  - Escalators and/or stairs and lifts providing access to the underground Sydney Metro platforms
  - Station services and utilities located to the east and west of the station entry, rising about seven to eight storeys (about 20-25 metres)
- New traction substation building located on the western edge of the precinct, south of the former White Bay Power Station, about five to six storeys (15-20 metres)
- Public domain areas, including:
  - New public open space between the station entry, former White Bay Power Station and the foreshore
  - A new pedestrian crossings and a signalised intersection with Robert Street
  - Landscaped public domain surrounding the future development footprints around the station
- Station precinct and interchange elements including:
  - delivery of a new precinct street (realigned Port Access Road) and footpaths
  - Bus interchange and shelters located on the new precinct street to the south of the station precinct
  - Kiss and ride and point-to-point vehicle facilities on the new precinct street to the west of the station precinct
  - Bicycle parking.

Long section and cross section figures for The Bays Station are provided in Chapter 13 of the Environmental Impact Statement.

The detailed design of The Bays Station (including the design of the traction substation, road layout and public domain and interchange works) would be subject to ongoing design development and integration with the Bays West Place Strategy and master plan in consultation with the Department of Planning and Environment.

10.3.3 Placemaking

The place and design principles for The Bays Station are:

- Support the establishment of Bays Precinct by facilitating well-designed, high quality station, public domain and development
- Ensure station and precinct designs are coordinated with wider precinct planning frameworks
- Facilitate intuitive and accessible interchange between Sydney Metro and other modes
- Enhance legibility and accessibility through the Bays Precinct by facilitating connections to the former White Bay Power Station, Anzac Bridge and White Bay
- Promote active street frontages in development around the station to support a vibrant public domain and public amenity in this important harbour-side precinct
- Ensure key view corridors frame the new precinct.

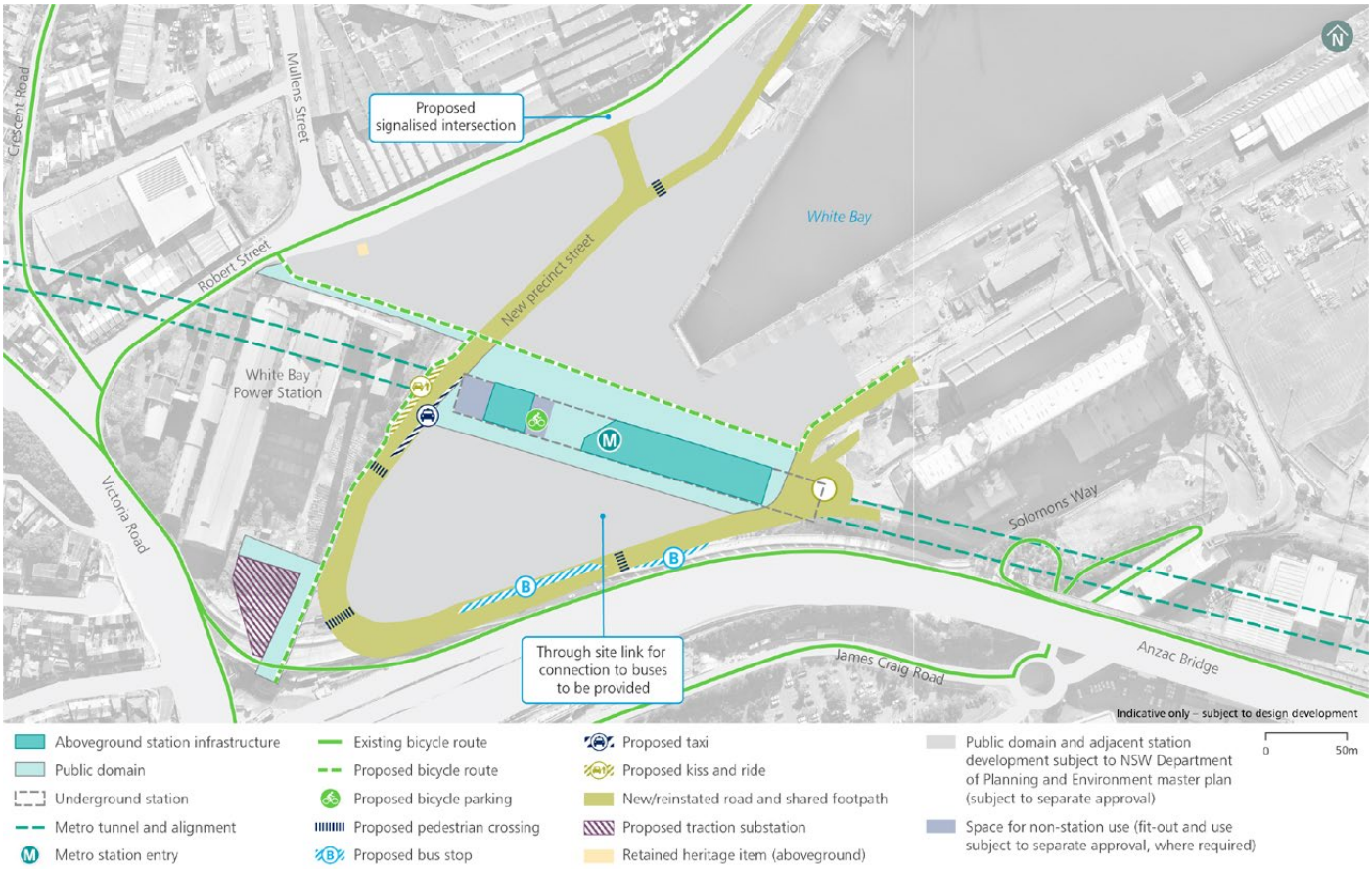


FIGURE 10-6
THE BAYS STATION–- INDICATIVE LAYOUT AND KEY DESIGN ELEMENTS

FIGURE 10-7
THE BAYS STATION – ARTISTS IMPRESSION (INDICATIVE ONLY, SUBJECT TO DESIGN DEVELOPMENT) (*SOURCE: SYDNEY METRO*)

10.4 Assessment of landscape impact

The landscape elements and public domain areas which may potentially be impacted by this proposal are:

- White Bay (including the site) and Glebe Island portside industrial and commercial areas.

The following section summarises the assessment of impact for this landscape and public domain area (refer to Table 2-7 for impact levels).

There would not be any structures proposed during construction or operation of this proposal that would overshadow an area of open space that is identified for protection or residential properties.

VIEW ACROSS VICTORIA ROAD TOWARDS ANZAC BRIDGE

10.3.2 White Bay and Glebe Island portside industrial and commercial areas

Baseline conditions: The White Bay and Glebe Island portside industrial and commercial areas are a predominantly working harbour landscape. The landform is highly modified and largely cleared for the purposes of portside industrial activity. This landscape is undergoing a transformation as a result of work carried out under previous Sydney Metro West planning applications in addition to several projects under construction in the vicinity of the site, including the Port Authority of NSW Glebe Island multi-user facility project and the WestConnex Rozelle Interchange. The site and surrounding area have been largely cleared of vegetation, with some trees remaining along the boundary with Robert Street and adjacent to the Anzac Bridge. These trees are located behind fences and provide little contribution to the shade and amenity of the adjacent portside industrial and commercial areas. The landscape surrounding the former White Bay Power Station is described as 'degraded' in the conservation management plan for former White Bay Power Station (Design 5 Architects, 2010, Section 5) and therefore contributes little to the visual setting of the building.

Sensitivity: The White Bay and Glebe Island portside industrial and commercial areas provide a setting for the industrial activities and are used mainly by workers from this area. The landscape is also currently used for The Bays Station construction site for the previous Sydney Metro West planning application. While this area contains several landmark buildings, including the former White Bay Power Station (State heritage significance) and Glebe Island grain silos (local heritage significance), the landscape is not a highly valued feature of this environment, which primarily has a working function. The site and Glebe Island portside industrial and commercial areas are of **neighbourhood landscape sensitivity.**

Landscape impact during construction: The construction area required for this proposal would include, and be slightly larger than, the construction sites utilised by the previous Sydney Metro West planning applications. The additional areas would extend further to the west and south, to include areas along Robert Street and to the south of the former White Bay Power Station. As the foreshore land surrounding the former Power Station is not publicly accessible, there would be no change in public access or permeability within this area. There would however be additional vegetation removed as a part of this proposal, to the north and south of the former Power Station, along the boundary with Robert Street and adjacent to the Anzac Bridge.

Work would also extend into publicly accessible areas around Robert Street. Work in this area would include construction of a new precinct street and associated footpaths, including new intersection with Robert Street. This would involve temporary impacts on accessibility and legibility within this area.

Overall, this work would be relatively contained and localised, and there would be a noticeable reduction in the landscape quality of the White Bay and Glebe Island portside industrial and commercial areas, which is a landscape of neighbourhood sensitivity. This would result in a **negligible landscape impact**.

Landscape impact during operation: The new station building would be set within a broad new area of public domain including new high quality pavements, furniture, trees and gardens. To the north of the station there would be a new public domain extending between Robert Street in the west and White Bay, creating a new publicly accessible precinct, including foreshore access. There would be footpaths and street trees along the realigned Port Access Road, cycle paths and bicycle parking at the station. These treatments would create a high level of comfort and amenity for pedestrians and cyclists. There would also be improved connectivity between the surrounding residential areas of Rozelle and Balmain East and the foreshore areas of White Bay.

ROBERT STREET, ROZELLE

Overall, due to the generous provision of public domain, including through site links, cycle and pedestrian facilities, there would be improved accessibility, legibility, and amenity. Overall, there would be a considerable improvement in amenity and a **minor beneficial landscape impact.**

10. THE BAYS STATION

10.5 Assessment of daytime visual impact

10.4 Assessment of daytime visual impact

The following viewing locations were selected as representative of the range of views to this proposal:

- Viewpoint 1: View east from Hornsey Street, Rozelle
- Viewpoint 2: View north-east from Anzac Bridge Access Road shared use pathway
- Viewpoint 3: View south from Mansfield Street open space, Rozelle
- Viewpoint 4: View south-west from Peacock Point Reserve, Balmain East
- Viewpoint 5: View south-west from Barangaroo Reserve, Barangaroo
- Viewpoint 6: View west from Anzac Bridge.

The following sections summarise the daytime visual impact identified in the representative viewpoint assessment.

Figure 10-8 identifies the location of these viewpoints.

FIGURE 10-8
THE BAYS STATION–- VIEWPOINT LOCATIONS

10.4.1 Viewpoint 1: View east from Hornsey Street, Rozelle

Baseline conditions: This view from the eastern end of Hornsey Street represents views from this residential area of Rozelle (refer to Figure 10-9). In addition to Victoria Road (foreground), several Sydney landmarks are visible, including the former White Bay Power Station (left of view), Sydney Harbour Bridge, the Glebe Island Silos and Anzac Bridge (right of view), which each rise above the skyline. The high-rise buildings in Sydney CBD also provide a backdrop to this view. There are glimpses to White Bay from this location, however, much of the foreshore area is screened from view by site fencing along the boundary of the WestConnex Rozelle interchange project site and by approved construction activity within and surrounding the site. Stage 2 of the M4-M5 project (Rozelle Interchange and Iron Cove Link) is in the final stages of construction and is a prominent feature in this view.

Victoria Road, located in the foreground of this view, has been widened to construct the Victoria Road Access Road. This has included the removal of two buildings at the northern end of Hornsey Street, opening-up easterly views over the road from the adjacent residential properties in Hornsey Street. The Anzac Bridge Access Road is also visible, a road recently constructed between Victoria Road and the Anzac Bridge, including a new shared use pathway that overlooks The Bays Station construction site for this proposal.

The foreshore area in the middle ground of this view will be used for construction work carried out under the previous Sydney Metro West planning applications.

FIGURE 10-9
VIEWPOINT 1 – VIEW EAST FROM HORNSEY STREET, ROZELLE, EXISTING VIEW

Sensitivity: This view from Hornsey Street would be experienced by local residents and visitors to this part of Rozelle. While this location offers views to several iconic Sydney landmarks, there are a small number of potential viewers, and the character of this view is dominated by road infrastructure. This view is of **neighbourhood visual sensitivity.**

Visual impact during construction: A construction site would continue to be seen in the centre, middle ground of this view. The site would be expanded to include additional areas to the south of the former Power Station, beside the Anzac Bridge Access Road (centre of view). An acoustic shed (or other acoustic measures) would be seen in the centre, middle ground of this view in front of the Glebe Island Silos. Construction sequencing would see the acoustic shed (or other acoustic measures) removed and replaced with machinery and construction works to construct the new station entry, services buildings and traction substation building, also visible above the site, in the centre middle ground of this view. This built form would rise about five to six storeys above the site up to a height similar to the former Power Station building. While this work would be partly obstructed by Victoria Road, and partly out of view due to the level of the site being lower than the road. The works to construct these buildings would largely obstruct the glimpses to the bay, the Glebe Island port area, and view to the Sydney Harbour Bridge.

This proposal would continue the construction character of this view and be seen within a surrounding context of industry and infrastructure, so that this work would be somewhat absorbed into the character of the surrounding landscape. However, the work would obstruct views to the bay and glimpses to the Sydney Harbour Bridge. Overall, there would be a considerable reduction in the amenity of this view, which is of neighbourhood sensitivity, resulting in a **minor adverse visual impact.**

FIGURE 10-10
VIEWPOINT 2 – VIEW NORTH-EAST FROM ANZAC BRIDGE ACCESS ROAD SHARED USE PATHWAY, EXISTING VIEW

FIGURE 10-11
VIEWPOINT 2 – VIEW NORTH-EAST FROM ANZAC BRIDGE ACCESS ROAD SHARED USE PATHWAY, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED AND PROPOSED STAGE 2 CONSTRUCTION SITE SHOWN IN BLUE, ADDITIONAL AREA FOR THIS PROPOSAL SHOWN IN PURPLE)

Visual impact during operation: The new station building would be located in the middle ground of this view, partly screened by the former White Bay Power Station (left of view) and the traction substation building, which would be seen, rising above Victoria Road to the south and east of the former Power Station (centre of view). Between these buildings, the new metro station building would visible in the middle ground, also introducing a new built form that would be set back from the former Power Station but would obstruct the glimpses to the bay and view of the Sydney Harbour Bridge in the background.

While this view has the capacity to absorb new built form, together the traction substation building and new buildings would obstruct the distant view to the Sydney Harbour Bridge, which are attractive features of this view. Overall, there would be a considerable reduction in the amenity of this view and a **minor adverse visual impact.**

10.4.2 Viewpoint 2: View north-east from Anzac Bridge Access Road shared use pathway

Baseline conditions: This view is from the shared use pathway on the northern side of the recently constructed Anzac Bridge Access Road that links between Victoria Road and the Anzac Bridge (refer to Figure 10-10). This view overlooks the construction support site for the WestConnex M4-M5 Link Tunnels project, including a wide access road and wash down bay. Beyond this, The Bays Station construction site for the preceding approved major works between Westmead and The Bays can be seen, adjacent to the foreshore. There is a glimpse to White Bay, including the White Bay Cruise terminal and Glebe Island port area. Several Sydney landmarks are visible from this location, including the Sydney Harbour Bridge (centre of view) and the Glebe Island Silos (right of view), which each rise above the skyline.

The harbourside areas of Balmain East form a leafy backdrop to this view, with the high-rise buildings of North Sydney also a background feature.

The foreshore area in the background of view is currently used for approved work carried out under the previous Sydney Metro West planning application. If approved, there would continue to be construction activity carried out under the Sydney Metro West planning application in this area, which would precede this proposal.

Sensitivity: Views from this location would be experienced by cyclists and pedestrians travelling along the pathway, including recreational users, travelling between Rozelle and Pyrmont. While it is a largely a view with an industrial character with extensive construction activity, it includes several local visual features which provide some visual interest to the view. This view is of **local visual sensitivity.**

Visual impact during construction: A construction site would continue to be seen in the foreground of this view and extend north towards the foreshore of White Bay. The site would also be expanded to include an area to the south of the former White Bay Power Station, in the middle ground (left of view), which would include the removal of the remaining vegetation in this area (left of view). Two acoustic sheds (or other acoustic measures) would be established on the site in the middle to background of this view, on in the vicinity of the former Power Station and one in the vicinity of the silos. Construction sequencing would see these structures removed and replaced with works to construct the new station entry and services buildings. This built form would rise about seven to eight storeys above the site, partly obstructing the views to Balmain East and North Sydney CBD in the west (left of view) and parts of the harbour, northern foreshore area of White Bay, and the distant views to the Harbour bridge in the east (right of view). This work would extend across much of the middle ground of this view, continuing the construction character of this area. Works to construct the substation would also be seen in the fore to middle ground of this view, in the land in front of the former White Bay Power Station (left of view). This work would be prominent and unobstructed from this location, and rise about five to six storeys, so that the emerging building would screen the station and services buildings beyond.

This work would obstruct part of the view to several visual features across the background of the view. Overall, this change would create a considerable reduction in the amenity of this view, which is of local sensitivity, resulting in a **moderate adverse visual impact.**

Visual impact during operation: The station building would be in the middle to background of this view (left of view). This building would rise about seven to eight storeys above the site. This new station building would obstruct the glimpse to the bay and view of the Sydney Harbour Bridge in the far background. The upper portion of the traction substation building would be seen rising several storeys above Victoria Road, in front of the former Power Station façade.

While this view has the capacity to absorb new built form, the obstruction of the distant view to the Sydney Harbour Bridge by the new station building would reduce the amenity of this view. As a result, there would be a noticeable reduction in the amenity of this view and a **minor adverse visual impact.**

FIGURE 10-12
VIEWPOINT 3 – VIEW SOUTH FROM MANSFIELD STREET OPEN SPACE, ROZELLE, EXISTING VIEW

10.4.3 Viewpoint 3: View south from Mansfield Street open space, Rozelle

Baseline conditions: This view to the south is from an open space area near Mansfield Street and represents the view from this residential area of Rozelle (refer to Figure 10-12). The open space is elevated above the foreshore area of White Bay, allowing expansive views between the Glebe Island port area (left of view) and former White Bay Power Station (right of view). The view is framed by the iconic twin chimney stacks of the former White Bay Power Station (obstructed by trees in right of view) and the Glebe Island Silos (left of view) which each rise above the skyline.

The recently constructed Anzac Bridge Access Road is visible in the background of this view, including a concrete retaining wall. The construction support site for the WestConnex Rozelle Interchange project is also visible, as is the large storage shed at Sydney Boathouse, visible in the centre background of view.

The elevated residential areas of Rozelle, Annandale and Glebe create a leafy backdrop to this area of the view.

The foreshore area in the centre of view is currently used for approved work carried out under the previous Sydney Metro West planning application. If approved, there would continue to be construction activity carried out under the Sydney Metro West planning application in this area, generally between the foreshore and the new Anzac Bridge Access Road.

Sensitivity: This view from Mansfield Street open space is experienced mainly by local residents and their visitors. The open space is used for passive recreation and views from this location are of **local visual sensitivity.**

In this view there would be an acoustic shed (or other acoustic measures) located to the east of the construction site (left of view), near the Glebe Island Silos. Construction sequencing would see this structure removed and replaced with works to construct the new station entry and services buildings. The construction of the new metro station and services would be somewhat prominent in this view, located centrally upon the site to the west of the Glebe Island silos, in the centre of the view. This would include the use of large construction equipment and buildings rising about seven to eight storeys above the site. As the station building nears completion, it would partially block views to the Anzac Bridge Access Road, WestConnex Rozelle Interchange, Sydney Boathouse and leafy backdrop of Rozelle, Annandale and Glebe. The station would be similar in scale to the Sydney Boathouse at Rozelle Bay (background of view). Construction of the surrounding station precinct works would also be seen, including the station plaza area and public domain works, however, the substation would be out of view.

While being viewed at a distance, the elevated location of this view, allows a clear view to the construction site. This view has a high visual absorption capacity due to the existing industrial scale uses and ongoing use of The Bays for construction work on other major infrastructure projects. Overall, there would be a noticeable reduction in the amenity of this view, which is of local sensitivity, resulting in a **minor adverse visual impact.**

Visual impact during operation: The new station building would be in the middle to background of this view (right of view) to the west of the Glebe Island silos. This building would rise about seven to eight storeys above the site, partly obstructing the view to the Anzac Bridge Access Road, WestConnex Rozelle Interchange, and part of the Sydney Boathouse and leafy backdrop of Rozelle. There would be new public domain surrounding the station and along the foreshore including high quality pavements, trees and lawn areas. The traction substation building would be out of view.

The new station and public domain would transform the site from former industrial uses to a new urban precinct with a new contemporary station architecture and high quality plaza and streetscape finishes. The new built form would screen views of both the leafy residential areas, but also the large scale roads and industrial scale buildings beyond, improving the amenity of this view. Overall, there would be a noticeable improvement in the amenity of this view, which is of local sensitivity, and a **minor beneficial visual impact.**

FIGURE 10-13
VIEWPOINT 4 – VIEW SOUTH-WEST FROM PEACOCK POINT RESERVE, BALMAIN EAST, EXISTING VIEW

10.4.4 Viewpoint 4: View south-west from Peacock Point Reserve, Balmain East

Baseline conditions: This view from Peacock Point Reserve represents views from an area of waterfront open space in Balmain East (refer to Figure 10-13) and adjacent residential properties. Located on the southern corner of a peninsula, Peacock Point Reserve provides panoramic water views across Sydney Harbour towards Jones Bay and White Bay to the south-west (centre of view) and east towards the high rise development within Barangaroo and Sydney CBD (out of view). The chimney stacks of the former White Bay Power Station are visible on the skyline in the background centre of the view, together with the distinctive form of the Anzac Bridge and Glebe Island Silos (centre left of view). White Bay is frequented by large cruise ships which form dominant elements on the skyline (right of view), obstructing views to the industrial and residential areas beyond. When in port, these ships rise above the surrounding horizon line.

The approved construction work carried out under the previous Sydney Metro West planning application as well as the construction support site for the WestConnex Rozelle Interchange project, are located on the foreshore of the former White Bay Power Station and glimpsed in the background of this view. If approved, there would continue to be construction activity carried out under the Sydney Metro West planning application in this area.

Sensitivity: This view from Peacock Point Reserve includes the waters of Sydney Harbour and White Bay. While it is a largely industrial view, it includes several local visual features including the stacks of the former White Bay Power Station, Anzac Bridge and the Glebe Island Silos. This view is experienced by local recreational users and is designed for the appreciation of views. This view is of **local visual sensitivity.**

Visual impact during construction: The construction site for this proposal would be visible in the background of this view, partly screened by the Glebe Island grain silos and foreshore area at Glebe Island, including bulk cargo ships when in dock. Two acoustic sheds (or other acoustic measures) would be glimpsed in the background. Construction of the new metro station and services would also be visible in the background of the view, set back from the water edge and rising about seven to eight storeys above the foreshore. Progressively, the completion of the station would partly screen the glimpses of the Anzac Bridge Access Road, WestConnex Rozelle Interchange, Sydney Boathouse and eastern façade of the former White Bay Power Station beyond. The station would be of a similar scale to some of the adjacent industrial buildings and would be visually absorbed into the surrounding industrial landscape. The proposed works are unlikely to be differentiated from existing construction work occurring at The Bays, including other major infrastructure projects.

Overall, due to the distance and visual compatibility of the construction work with the character of The Bays, there would be no perceived change in the amenity of this view. This is a view of local sensitivity and there would be a **negligible visual impact from this location.**

Visual impact during operation: The station and services building would be seen in the background of this view, between the Glebe Island grain silos and former White Bay Power Station. This building would rise about seven to eight storeys and be viewed across a new public domain along the foreshore with trees and lawn areas. This built form would not obstruct the view to the former power station and would remain below the height of the former Power Station façade.

While this proposal is in the background of this view, it would transform the visible areas of the former industrial area to a new high quality precinct, and not diminish the view to the former White Bay Power Station. Overall, there would be a noticeable improvement in the amenity of this view, which is of local sensitivity, and a **minor beneficial visual impact during operation.**

10.4.5 Viewpoint 5: View south-west from Barangaroo Reserve, Barangaroo

Baseline condition: The western foreshore of the Barangaroo Reserve offers panoramic views across the open waters of the harbour to the suburb of Balmain East and urban areas of Pyrmont (refer to Figure 11-4). Glimpses are available towards Jones Bay and White Bay with the distinctive form of the Anzac Bridge, Glebe Island Silos and the former White Bay Power Station visible on the skyline in the distance. The waters of Sydney Harbour between Barangaroo and Balmain East, seen in this view, are frequented by a range of vessels from small boats, yachts and ferries to cruise ships. This creates an active and dynamic character to the harbour, which varies throughout the day, week and year.

The White Bay foreshore area glimpsed in the background of this view, through existing port side buildings, structures and bulk cargo ships in dock at Glebe Island, is currently used for approved work carried out under the previous Sydney Metro West planning application. If approved, there would continue to be construction activity carried out under the Sydney Metro West planning application in this area.

Sensitivity: Views from Barangaroo Reserve would be experienced by high volumes of recreational users using the foreshore promenade. This reserve is an important regional destination and is the venue for important city-wide events. This view has a few interesting features but is largely an incidental view across the harbour waters. Consequently, these views have a **regional visual sensitivity.**

Visual impact during construction: The construction site for this proposal would be visible in the far background of this view, mostly screened by the port side buildings, structures and bulk cargo ships in dock at Glebe Island. As the new metro station nears completion, the building would be of a similar scale to some of the adjacent industrial buildings, and would be absorbed into the surrounding industrial landscape, and unlikely to be distinguished from other construction work in this view.

Overall, due to the distance and visual compatibility of the construction work with the character of this view, there would be no perceived change in the amenity of this view. This is a view of regional sensitivity and there would be a **negligible visual impact** from this location.

FIGURE 10-14
VIEWPOINT 5 – VIEW SOUTH-WEST FROM BARANGAROO RESERVE, BARANGAROO

Visual impact during operation: The station and services building would be seen in the background of this view, between the Glebe Island grain silos and former White Bay Power Station. This building would remain below the vegetated backdrop and not obstruct the view to the former White Bay Power Station. The foreshore would include a new public domain with high quality finishes and trees.

While this proposal is in the background of this view, it would transform the visible areas of the former industrial area to a new high quality precinct, and not diminish the view to the former White Bay Power Station. This view has the capacity to absorb the additional built form that would be seen. Overall, there would be no perceived change in the amenity of this view, which is of local sensitivity, and a **negligible visual impact during operation.**

10.4.6 Viewpoint 6: View west from Anzac Bridge

Baseline condition: Anzac Bridge offers elevated view over the adjacent harbour and suburbs of Glebe, Rozelle and Pyrmont. There is a view through the bridge cables and traffic to several city landmarks, including the iconic Glebe Island Silos (right of view) and a vista towards the former White Bay Power Station (centre of view), whose large brick façade and prominent chimney stacks terminate this view (refer to Figure 10-15).

FIGURE 10-15
VIEWPOINT 6 – VIEW WEST FROM ANZAC BRIDGE

Sensitivity: Views from Anzac Bridge would be experienced by high volumes of road users and pedestrians using the bridge cycle path and footpath. This bridge is an important city landmark and this view is terminated by another important landmark, the former White Bay Power Station view. The conservation management plan for White Bay Power Station states that 'in order to retain the visibility and prominence of the former White Bay Power Station as a harbourside landmark, it should not be substantially obscured by any development on nearby sites' and any new development 'must carefully consider its bulk, scale and placement in order to respect the visibility and prominence of the power station' (Design 5 Architects, 2010, page 12). In addition, the management plan requires 'those views from major axial approaches such as Anzac Bridge … must be maintained as substantially unobstructed views' (Design 5 Architects, 2010, page 12). Consequently, this view has **regional visual sensitivity.**

Visual impact during construction: The construction site for this proposal would extend to include an area to the south of the former White Bay Power Station, and include the removal of some trees, which would be glimpsed above the road in the centre of this view. The metro station would be constructed on the lower foreshore area between the Glebe Island silos and former White Bay Power Station, in the centre of the view. As construction of the station building nears completion, it would rise about seven to eight storeys and would reduce the extent of the former Power Station façade seen from this location. It may obstruct part of the silhouette of the former Power Station building, however the view to the two chimney stacks would be maintained. Construction of the surrounding station precinct works would not be visible from this location due to intervening elements.

The construction of a new traction substation building to the south of the former Power Station would also be seen, adjacent to the former Power Station and visible rising several storeys above the road.

Overall, as the view to the former power station would be partly obstructed by construction and there would be visual clutter in the vicinity of the former Power Station façade. As there would be some compatibility between the construction work and the existing industrial character of this view, there would be a noticeable reduction in the amenity of this view. This is a view of regional sensitivity and there would be a **moderate adverse visual impact** from this location during construction.

Visual impact during operation: An axial view to the White Bay Power Station façade would be retained from this location, and partly obstructed by the proposed station buildings, that would be located to the north (right of view), and rise about seven to eight storeys, and the upper portion of the traction substation building, which would be located to the south of the former White Bay Power Station (left of view), and rise about five to six storeys. These buildings would have a similar bulk and scale to the base of the former Power Station building.

Overall, the built form may obstruct part of the view line to the main façade of the former Power Station but the silhouette of the chimney stacks would continue to rise prominently above the skyline in this view. While this proposal would only comprise a small portion of this view, it would obstruct part of the existing view to the former Power Station building, somewhat diminishing the view to the former White Bay Power Station. It would also, however, transform part of the former industrial area with new high quality architecture, slightly improving the setting of the Glebe Island Silos.

VICTORIA ROAD SHARED USER PATH, VIEW WEST

Overall, the components of this view would be transformed, and there would be a noticeable reduction in the amenity of this view, which is of regional sensitivity, and a **moderate adverse visual impact during operation.**

10.5 Assessment of night-time visual impact

Baseline condition: The Bays Station site would be located an area of medium district brightness (A3) and is of **low visual sensitivity**. The site is located in the 'Bays West' area (Bays West Draft Strategic Place Framework, 2021), which is moderately lit by security lighting at the former White Bay Power Station and the maritime and harbour industries at Rozelle Bay, White Bay and Glebe Island.

Headlights from high volumes of vehicle traffic and street lighting at the WestConnex Rozelle Interchange, including Victoria Road and the western approach to Anzac Bridge, provide both static and moving light sources, adding to the brightness of the night sky in this area. Visiting ships at the White Bay Cruise Terminal and other maritime vessels would add to night-time lighting levels. The nearby high-density areas of Pyrmont and the Sydney CBD would further contribute to a high level of sky glow in this part of Sydney. Following construction of the previous Sydney Metro West planning applications there would be some remaining security lighting.

Visual impact during construction: Night works would be required at this construction site. This lighting would be partly enclosed by the acoustic sheds (or other acoustic measures), but outside these structures there would be lighting at site offices, staff amenities, workshop buildings and car parking areas. This lighting would continue the bright light levels currently seen across the construction site. There would also be additional headlights from heavy vehicles accessing and moving along the surrounding streets.

This additional lighting would be seen within an area of A3: Medium district brightness which is of low visual sensitivity where there is lighting associated with the existing construction activity and the headlights on Victoria Road and Anzac Bridge Access Road. This work would remain set back from the residential areas of Rozelle. While all lighting within the construction sites would be designed to minimise light spill, and directed away from neighbouring property, there would be a noticeable reduction in the amenity of these areas and a **minor adverse visual impact** at night.

Visual impact during operation: The station and public domain areas would be brightly lit to provide for customer safety. This would include lighting at the station entry, and at the bus stops, taxi rank, kiss and ride facilities, and where station activation opportunities are established.

While the level of lighting required to ensure safety for customers at night would increase the light levels around the precinct, this additional light would be absorbed into this area of A3: Medium district brightness and set within an area intended for redevelopment that would potentially transform this area to a higher level of overall brightness. Overall, due to the distance between this proposal and the adjacent residential areas, there would be no perceived change in the amenity of this area at night, and a **negligible visual impact**.

10.6 Summary of impact

Table 10-1, Table 10-2 and Table 10-3 summarise the potential landscape and visual impacts of this proposal.

TABLE 10-1

LANDSCAPE IMPACT SUMMARY – THE BAYS STATION

			Construction		Operation	
No.	**Location**	**Sensitivity**	**Magnitude**	**Impact**	**Magnitude**	**Impact**
1	White Bay and Glebe Island portside industrial and commercial areas	Neighbourhood	Noticeable reduction	Negligible	Considerable improvement	Minor beneficial

TABLE 10-2

DAYTIME VISUAL IMPACT SUMMARY – THE BAYS STATION

			Construction		Operation	
No.	**Location**	**Sensitivity**	**Magnitude**	**Impact**	**Magnitude**	**Impact**
1	View east from Hornsey Street, Rozelle	Neighbourhood	Considerable reduction	Minor adverse	Considerable reduction	Minor adverse
2	View north-east from Anzac Bridge Access Road shared use pathway	Local	Considerable reduction	Moderate adverse	Noticeable reduction	Minor adverse
3	View south from Mansfield Street open space, Rozelle	Local	Noticeable reduction	Minor adverse	Noticeable improvement	Minor benefit
4	View south-west from Peacock Point Reserve, Balmain East	Local	No perceived change	Negligible	Noticeable improvement	Minor benefit
5	View south-west from Barangaroo Reserve, Barangaroo	Regional	No perceived change	Negligible	No perceived change	Negligible
6	View west from Anzac Bridge	Regional	Noticeable reduction	Moderate adverse	Noticeable reduction	Moderate adverse

TABLE 10-3

NIGHT-TIME VISUAL IMPACT SUMMARY – THE BAYS STATION

			Construction		Operation	
No.	**Location**	**Sensitivity**	**Magnitude**	**Impact**	**Magnitude**	**Impact**
1	The Bays Station	Low (A3: Medium district brightness)	Noticeable reduction	Minor adverse	No perceived change	Negligible

11. PYRMONT STATION

11.1 Baseline environment

11.1 Baseline environment

There would be two Pyrmont Station sites, the western site would be located to the north of Pyrmont Bridge Road, between Pyrmont Street and Paternoster Row and the eastern site on a triangular block between Pyrmont Bridge Road, Union Street and Edward Street (refer to Figure 11-1). Pyrmont Bridge Road extends east–west through the centre of Pyrmont, providing access between Glebe and Darling Harbour, and onwards to the Sydney CBD. Pyrmont Road is four lanes wide in the vicinity of the sites.

Surrounding the western site, the urban form is varied, including low and medium-rise character terrace buildings, former warehouse buildings and local hotels at prominent corner sites. It contains some remnant buildings which exhibit a heritage character, including the former Gilbey's Gin Distillery, which is located on the site at the corner of Pyrmont Bridge Road and Pyrmont Street. The Quarryman's Hotel on the corner of Pyrmont Bridge Road and Harris Street and former wool store building (former 'Waite & Bull' building) located opposite the Pyrmont Station western site at the corner of Pyrmont Street and Pyrmont Bridge Road, are both local listed heritage buildings. The former wool store building is one of several historic commercial warehouse buildings in this part of Pyrmont and is described as having a 'strong presence in the Pyrmont townscape' (OEH, 2016a).

This site is located within the Pyrmont Heritage Conservation Area, details of which are provided in Technical Paper 5: Non-Aboriginal Heritage. The Heritage Conservation Area includes buildings, structures and public open spaces that collectively provide a 'good example of a mid to late Victorian working class community consisting of both residential and commercial buildings which are largely intact and make a positive contribution to the streetscape' (OEH, 2011).

The Elizabeth Healey Reserve at the corner of Pyrmont Bridge Road and Harris Street, includes an open lawn area, terraced gardens, seating and several mature trees. Large mature fig trees along the Pyrmont Bridge Road frontage overhang the street, providing shade and character to this part of the street. The reserve is also part of the Pyrmont Heritage Conservation Area and listed as a feature in the Pyrmont Bridge Road streetscape (OEH, 2011).

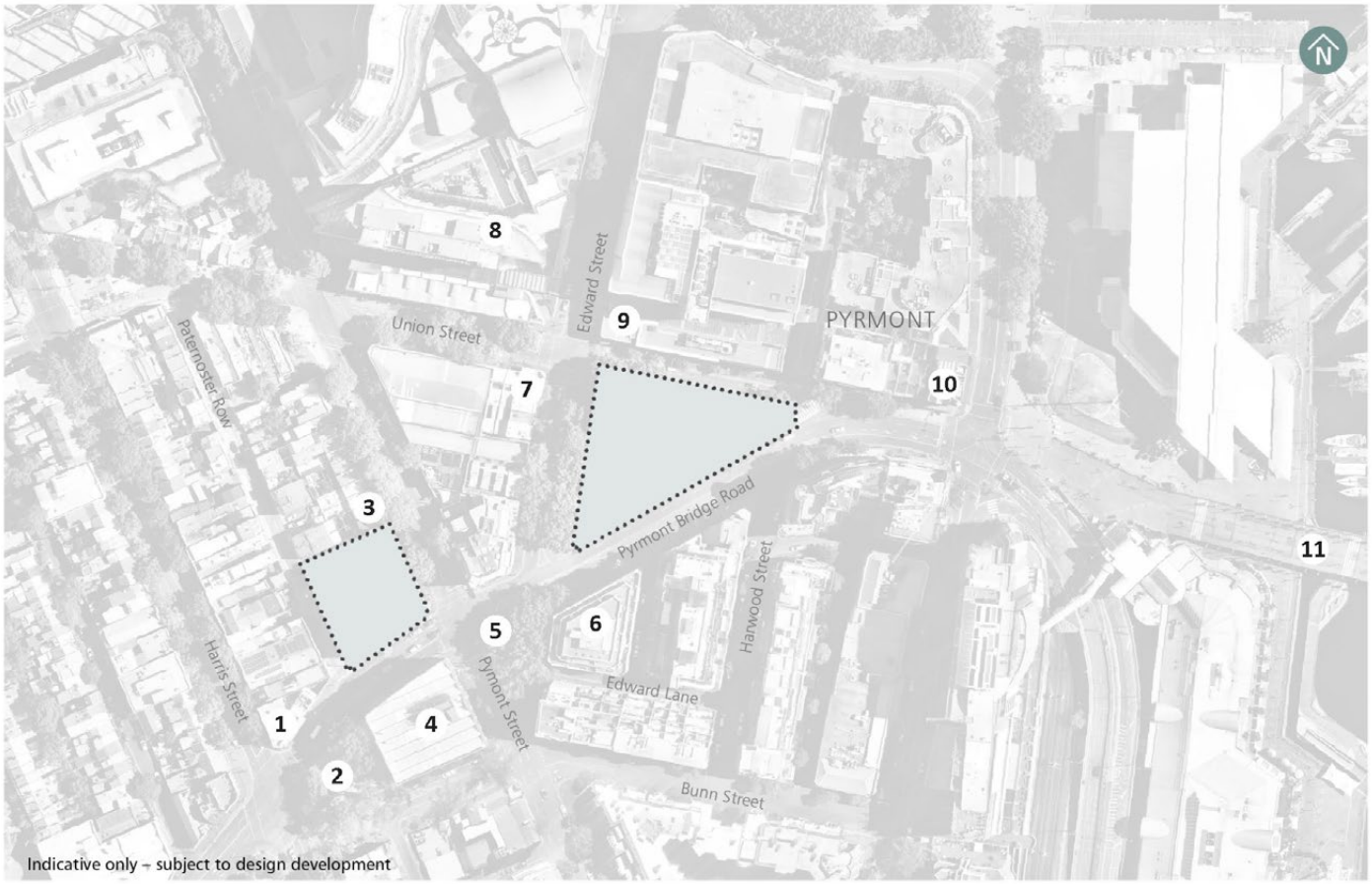
A square at the corner of Pyrmont Bridge Road and Pyrmont Road, near Edward Lane, also includes several large mature fig trees. The Samuel Hordern Fountain, located on this corner, is a decorative stone fountain and a local listed heritage item. This fountain is described as a 'good example of a late Victorian public monument associated with a prominent local businessman which makes a positive contribution to the streetscape' (OEH, 2011).

As part of the work carried out under the previous Sydney Metro West planning application, existing buildings within the western site and several small trees along Pyrmont Bridge Road would have been removed.

The Pyrmont Station eastern site is located near the Star Casino which is subject to a proposed redevelopment application. There are also several heritage buildings in the vicinity of this site including the former New York Hotel and Corner shop and residence "Charmelu", a group of terraces and Pyrmont Bridge Road Hotel on Union Street, the Pyrmont Bridge Hotel, and former warehouse 'Bank of NSW Stores' on Pyrmont Bridge Road which provide visual interest and variety to this area of Pyrmont.

As part of the work carried out under the previous Sydney Metro West planning application, all of the existing buildings and vegetation within the eastern site would have been removed.

FIGURE 11-1
PYRMONT STATION – LANDSCAPE CONTEXT



Construction site

0 25m

1. Quarryman's Hotel
2. Elizabeth Healey Reserve
3. Victorian terrace houses
4. Former 'Waite & Bull' building
5. Samuel Hordern Fountain
6. Former warehouse Bank of NSW Stores
7. Corner shop and residence "Charmelu"
8. Star Casino
9. Former New York Hotel
10. Pyrmont Bridge Hotel
11. Pyrmont Bridge

ELIZABETH HEALEY RESERVE

UNION STREET

11. PYRMONT STATION

11.2 Planning guidance

11.2 Planning guidance

Further to the planning review carried out in Section 3 of this technical paper, the following sections summarise specific planning provisions which are relevant to the landscape and visual impact assessment of this proposal at Pyrmont Station.

11.2.1 Pyrmont Peninsula Place Strategy, 2020

This strategy provides a 20-year framework that identifies areas that can accommodate future growth in Darling Island, Blackwattle Bay, Tumbalong Park and Ultimo sub-precincts, while enabling more gradual growth in the Pirrama, Pyrmont Village and Wentworth Park sub-precincts. The strategy includes measures to protect solar access, heritage and local character, while setting in place other measures, such as identification of additional public benefits and infrastructure to be delivered as development occurs, which will help ensure Pyrmont Peninsula remains a 'great place' to live (NSW Department of Planning, Industry and Environment, 2020 page 15). The vision for Pyrmont includes:

'In 2041, the Pyrmont Peninsula will be an innovative, creative and cultural precinct and an engine room of the Eastern Harbour CBD. It will connect to the Innovation Corridor and other innovation and job precincts via Sydney Metro and complement the Sydney CBD' (NSW Department of Planning, Industry and Environment, 2020 page 20).

The Structure Plan sets out the spatial interface of the vision, key Peninsula-wide directions, and identifies the areas of change. It sets a framework for the future of the Peninsula with indicative movement and open space networks linking distinct neighbourhoods and places (refer to Figure 11-2). Growth and change have been distributed based on the forecast in the Economic Development Strategy, an amenity-led urban design analysis to consider potential capacity and a character-led analysis to consider those special and important elements of the Peninsula that should be protected or enhanced. The Structure Plan aims to balance growth and change with character and place. It is focussed on the delivery of:

- A diverse, connected, restorative public domain
- An integrated movement network
- Ridgetop village character and community
- Significant renewal sites at parks and harbour edge.

The Place Strategy sets a preferred scenario to balance growth and change with character and place, including the Pyrmont Station. The strategy identifies the preferred land use and development future for the Peninsula, including the areas set to experience more growth and change and the potential building form based on protecting solar access to important public spaces and places, amenity analysis and local character considerations in each sub-precinct.

Seven sub-precincts in the Peninsula have been defined, based on existing (as well as potential) uses and character. The Pyrmont Station western site would be located in the Pyrmont Village sub-precinct, a 'ridge-top neighbourhood' characterised by 'street trees, corner pubs, and low to medium-rise terraces and heritage buildings lovingly restored as offices, restaurants, bars and shops' and a 'network' of pedestrian and cycling routes (NSW DPIE, 2020 page 73).The Pyrmont Station eastern site would be located in the 'Darling Island' sub-precinct, a 'place of entertainment, tourism and innovation' comprising low and medium-rise buildings aligned with the area's sloping topography from Harris Street to the waterfront (NSW DPIE, 2020 page 49).

FIGURE 11-2
PYRMONT STRUCTURE PLAN

11. PYRMONT STATION

11.2 Planning guidance

11.2.2 Pyrmont Peninsula Place Strategy Urban Design Report Vol. 3 Sub Precinct Master Planning

The *Pyrmont Peninsula Place Strategy Urban Design Report Vol. 3 Sub Precinct Master Planning* (Hassall, 2021) documents the precinct master planning that has been undertaken to support the Pyrmont Peninsula Place Strategy. This includes plans for the Pyrmont Village and Darling Island sub-precincts, which include the sites for this proposal. and build on the priorities set out in the place strategy, providing high-level guidance on how the sub-precincts could develop over the next 20 years to create unique and liveable places.

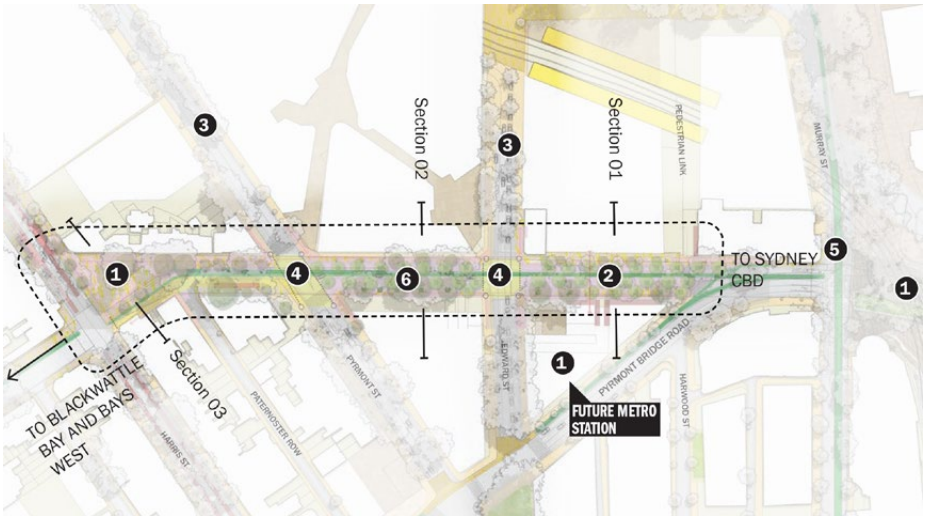


FIGURE 11-3
UNION STREET CHARACTER AREA MASTER PLAN (SOURCE: HASSELL, 2021)

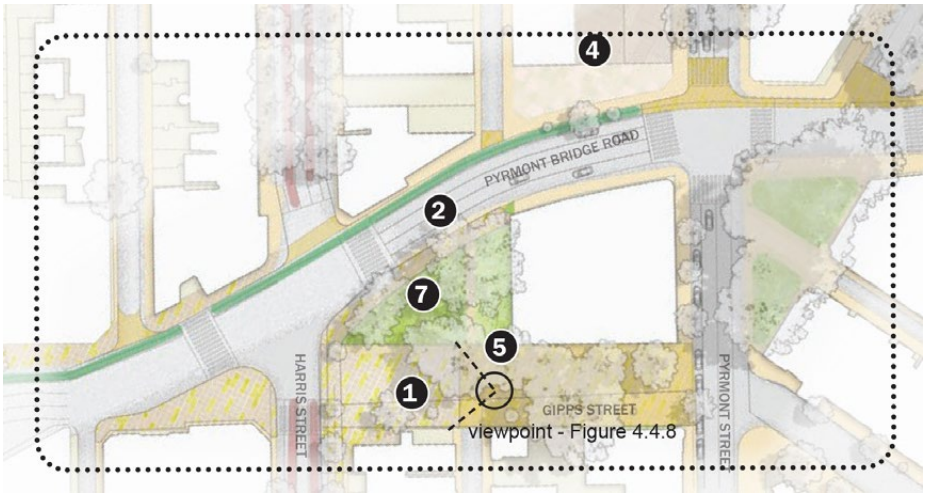


FIGURE 11-4
ELIZABETH HEALEY RESERVE CHARACTER AREA MASTER PLAN (SOURCE: HASSELL, 2021)

The Darling Island sub-precinct has been divided into two character areas, Pyrmont Bay Park and Union Street. The Pyrmont Station eastern site is part of the Union Street character area and includes the following objectives (refer to Figure 11-3):

- Create pedestrian civic spine along Union Street to support a high volume regional pedestrian route from Union Square to Pyrmont Metro Station and along Pyrmont Bridge to the CBD
- Convert road corridor into civic space with at-grade landscaping, outdoor dining, gathering spaces and street furniture and amenity. Incorporate landscaping elements
- Reduce vehicle access and facilitate servicing through Edward and Pyrmont Street
- Provide a series of shared use zones along the key intersections of Edward and Pyrmont Streets
- Integrate with surrounding dedicated cycle routes to include cycling but not a formalised cycling route
- Dedicate pedestrian only areas with limits on allowing slow speed vehicular movements for servicing and drop off purposes.

The Pyrmont Village sub-precinct includes two character areas, including the Elizabeth Healey Reserve. The Pyrmont Station western site is located adjacent to the Elizabeth Healey Reserve character area. The following objectives have been set for this area (refer to Figure 11-4):

- Strengthen the prominence of the Reserve as an important local green space, provide active interface for outdoor dining and provide the community with recreational opportunities

- Upgrade of Pyrmont Bridge Road to reduce vehicle focus, provide dedicated cycle link and increased footpaths
- Integrate with Pyrmont Bridge Road to enhance pedestrian arrival experience through future Metro Station
- Revitalise grassed and paved spaces to provide seating, walkthrough and play uses
- Provide landscaping elements that include street trees, planter boxes, and garden beds.

11.2.3 Draft Pyrmont Peninsula Design Guidelines

The Draft Pyrmont Peninsula Design Guidelines (DPIE, 2021c) include height and floor space ratio controls to guide future development within the Pyrmont peninsula. This includes proposed controls for protecting sunlight to surrounding open space and existing homes.

The maximum building height of the Pyrmont Station western site is RL 37.75 (22 metres above ground level) (refer to Figure 11-5 and Figure 11-7). This masterplan includes the following objectives for the western site;

- Provision of a building providing safe, legible and equitable access to the future Pyrmont Metro Station.
- To ensure a high quality design which minimises impact on local character through effective control of built form, scale and material use and responds to the urban grain and scale of surrounding buildings, heritage items and heritage conservation area.
- To ensure the heritage significance of the Heritage Conservation Area and heritage items in the vicinity is respected.
- To prevent further increase to overshadowing of surrounding public spaces and existing residential dwellings/ apartments.
- Improve and widen the public domain on surrounding streets where practical and supported by an active transport study.

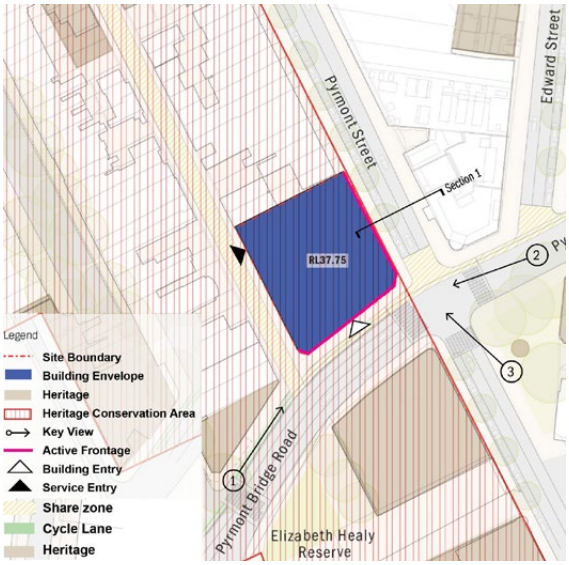


FIGURE 11-5
PYRMONT STATION WESTERN SITE – BUILDING ENVELOPE AND PUBLIC DOMAIN PLAN (SOURCE: DPIE, 2021C)

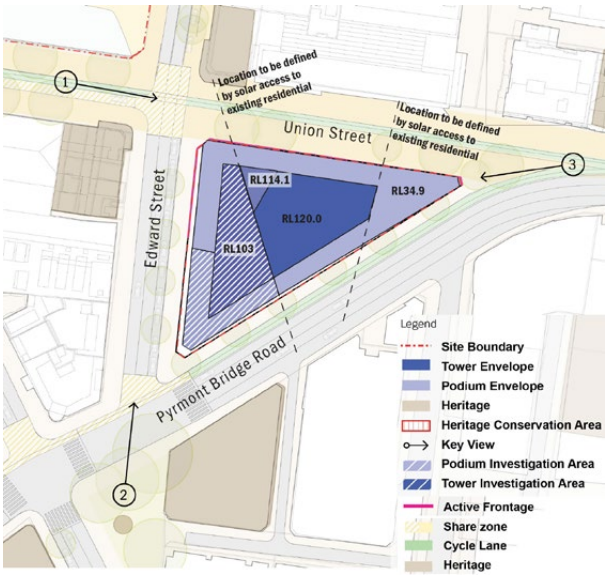


FIGURE 11-6
PYRMONT STATION EASTERN SITE – BUILDING ENVELOPE AND PUBLIC DOMAIN PLAN (SOURCE: DPIE, 2021C)

- To establish benchmarks for ecologically sustainable development and to implement green infrastructure and water sensitive urban design at the site. (DPIE, 2021c, section 5.1).

11. PYRMONT STATION

11.2 Planning guidance

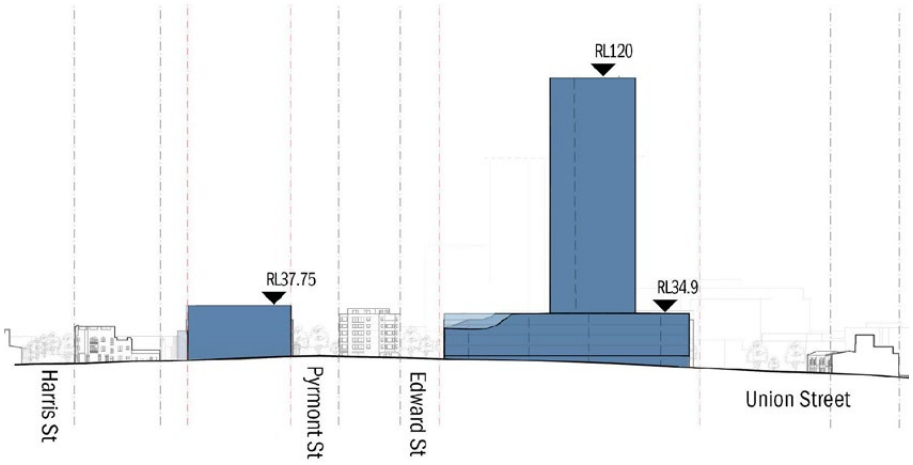


FIGURE 11-7
PYRMONT STATION – BUILDING ENVELOPE SECTION, PYRMONT BRIDGE ROAD (SOURCE: DPIE, 2021C)

The maximum building height of the Pyrmont Station eastern site is RL 120 (110 metres above ground level), to allow for a future development above the station (refer to Figure 11-6 and Figure 11-7). This masterplan includes the following objectives for the eastern site:

- Provision of an integrated building providing safe, legible and equitable access to the future Pyrmont Metro Station
- To allow for a tower above a podium building typology, and to ensure a high quality design which minimises impact on local character through effective control of built form, scale and material use and responds to the urban grain and scale of surrounding buildings, heritage items and heritage conservation areas
- To prevent further increase to overshadowing of surrounding public spaces and ensure adequate solar access is provided to existing residential dwellings/apartments
- To provide active frontages at ground level, whether through pedestrian access to the Metro Station or active shop fronts
- Improve and widen the public domain on surrounding streets as supported by an active transport study
- Maintain generous view corridors between buildings and minimise adverse visual impacts from the water and surrounding public domain (DPIE, 2021c, section 4.1).

11.2.4 Blackwattle Bay State Significant Precinct Study, 2021

Blackwattle Bay (previously known as the Bays Market District) has been identified as a State Significant Precinct. The Blackwattle Bay State Significant Precinct Study was released for consultation in July 2021 and provides guidance on the intended urban renewal of Blackwattle Bay following the relocation of the Sydney Fish Market.

This study describes strategies to make the harbour foreshore more accessible and attractive, including the intended provision of around three hectares of new parks and plazas. (NSW Department of Planning, Industry and Environment (DPIE), 2021c p. xiv).

Amongst the guiding principles, the strategy will … 'link the Blackwattle Bay precinct to the City, Glebe Island and White Bay and other surrounding communities and attractors' (Principle 6, xiii). The Pyrmont Station site is located to the east of Blackwattle Bay and the strategy identifies a key characteristic of the Blackwattle Bay Precinct Plan as to provide access to the future Sydney Metro West Station (DPIE, 2021c).

11.2.5 Sydney Local Environmental Plan, City of Sydney, 2012

The western site is located within the Pyrmont Heritage Conservation Area. The sites are located in close proximity to the following listed heritage places:

- Former 'Waite & Bull' building, 137 Pyrmont Street
- Quarryman's Hotel, 214-216 Harris Street
- Samuel Hordern Fountain, corner of Pyrmont Street and Pyrmont Bridge Road
- Former warehouse 'Bank of NSW Store', 17-21 Pyrmont Bridge Road, located opposite site
- Pyrmont Bridge Road Hotel, 11 Pyrmont Bridge Road, located opposite site
- Former New York Hotel, 50 Union Street, located opposite site
- Corner shop and residence 'Charmelu', 63–67 Union Street, located opposite site
- Terrace groups at 86-92 Union Street
- Pyrmont Bridge Hotel, 94-96 Union Street.

The 'settings and views' of these places will be considered in this technical paper.

11.2.6 Sydney Development Control Plan 2012

As Pyrmont is outside of the 'Central Sydney Area', the Sydney Development Control Plan 2012 Central Sydney Planning Strategy Amendment does not apply to the Pyrmont Station site.

The Sydney Development Control Plan 2012 (DCP) aims to recognise and reinforce the distinctive characteristics of the City of Sydney's neighbourhoods and centres. The Sydney DCP encourages development to respond to its context and is compatible with the existing built environment and public domain. The construction site is located in the 'Ultimo/Pyrmont' local character area. Relevant principles for development in this area include:

- Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.
- Maintain views and vistas from the public domain to the harbour, Central Sydney and surrounding areas
- Define and enhance the amenity of the public domain with awnings and buildings that align and address the street
- Retain historical low scale housing and large scale industrial buildings
- Use compatible materials including sandstone (where sustainable) and face brick (s. 2.12.2).

As the Pyrmont Station sites would not be located in any of the 'specific areas' or 'specific sites' identified in the Sydney DCP, none of the specific guidelines are relevant.

11.3 Character and components of this proposal

This proposal for the Pyrmont Station would comprise station construction, operations and opportunities for placemaking.

11.3.1 Station construction

Construction of this proposal at the Pyrmont Station construction site would require the continued use of the two construction sites established as part of previous Sydney Metro West planning application, including a western construction site and an eastern construction site. The construction site would be levelled and excavated (if approved) prior to the commencement of this proposal.

The location and indicative layout of Pyrmont Station construction site is shown on Figure 11-8.

The main elements and activities that would be seen for the construction of this proposal include:

- Removal of a London plane tree on Edward Street
- Construction and fit-out of the station and services buildings, including provisioning for over station development
- Roadworks, including:
  - temporary removal of the parking lane along Union Street in the area adjacent to the eastern construction site
  - temporary closure of footpath on the southern side of Union Street in the area adjacent to the eastern construction site
  - temporary removal of the westbound traffic lane on Union Street
  - temporary removal of some on-street parking spaces on Edward Street.
  - Construction site access via Pyrmont Bridge Road
  - Construction of road adjustments, shared way, bus interchange, taxi facilities and kiss and ride
  - Traffic and pedestrian management signage and structures around the perimeter of construction sites as required.
- Construction support facilities including workshops, laydown area, site offices, site parking within the construction footprint to the south of Alexandra Avenue
- Noise barriers and hoardings surrounding the construction site (about three metres high)
- Use of machinery and equipment such as cranes, excavators, concrete pumps, piling rigs etc.
- Construction of new public domain areas, including construction of new footpaths and plazas, installation of street trees and landscaping.

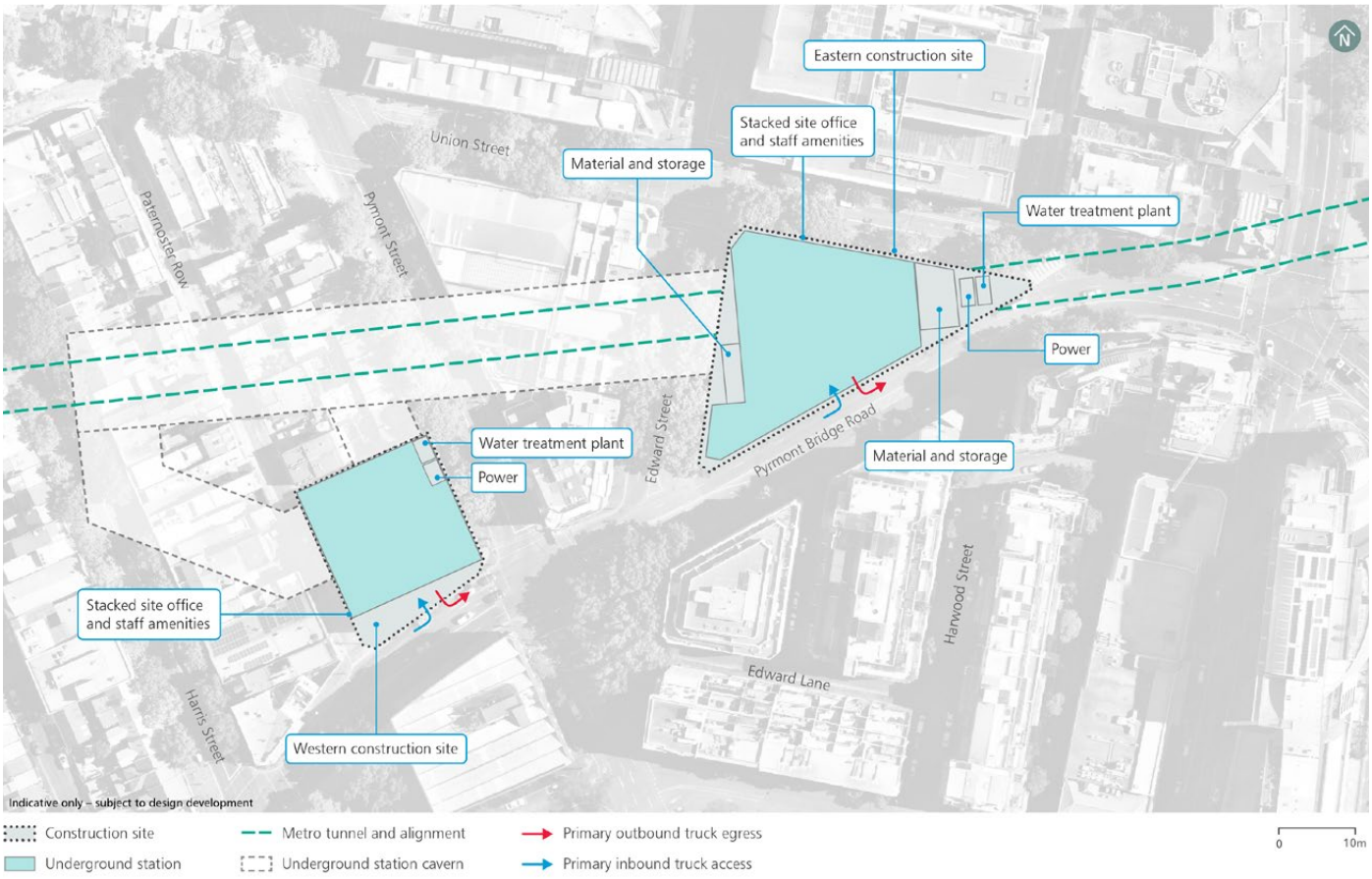


FIGURE 11-8
PYRMONT STATION – INDICATIVE CONSTRUCTION SITE LAYOUT

11. PYRMONT STATION

11.3 Character and components of this proposal

11.3.2 Station operations

The operation of this proposal at the Pyrmont Station would comprise underground and surface elements. The location and indicative layout of the Pyrmont Station is shown on Figure 11-9.

The key elements and works that would be seen include:

- A new metro station entry building on Pyrmont Bridge Road, between Paternoster Row and Pyrmont Street, including:
  - A station entry about two storeys (seven metres) above street level
  - Escalators and/or stairs and lifts providing access to the underground Sydney Metro platforms
  - Services above the station rising to about four to five storeys (about 12-15 metres) above street level
  - Space for non-station use (fit-out and use of these spaces would be subject to separate approval, where required)
- A new metro station entry building on the southern side of Union Street, near the corner of Edward Street, including:
  - A station entry about two storeys (seven metres) above street level
  - Escalators and/or stairs and lifts providing access to the underground Sydney Metro platforms
  - Services rising about two storeys (nine metres) at Edward Street

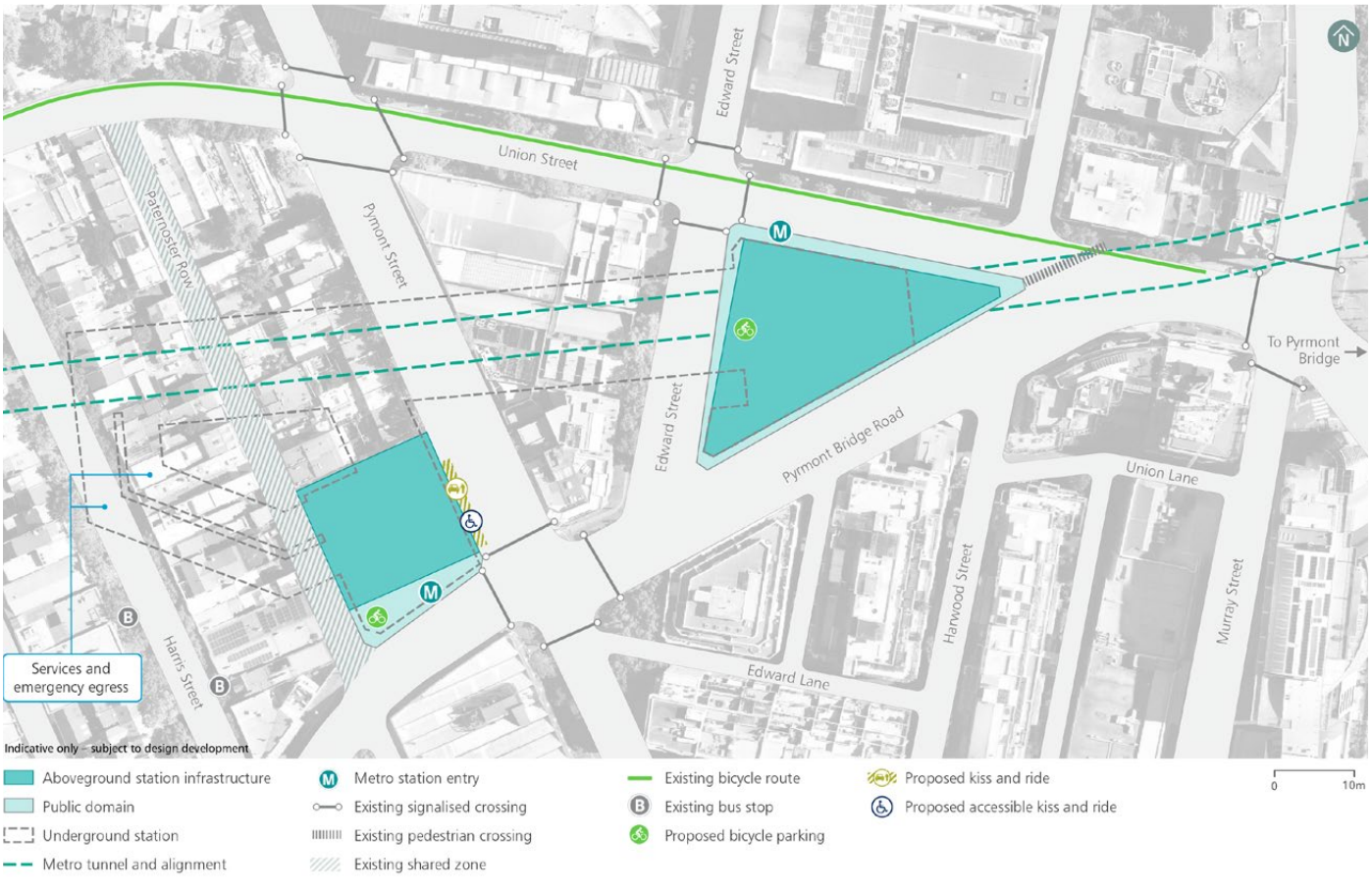


FIGURE 11-9
PYRMONT STATION – INDICATIVE LAYOUT AND KEY DESIGN ELEMENTS

  - Services three to four storeys (about 12-16 metres) at Union Street (eastern entrance)
  - Structural elements to enable the construction of future over station development
  - Space for non-station use (fit-out and use of these spaces would be subject to separate approval, where required)
- New public domain areas, including:
  - At the western station entrance, along Pyrmont Bridge Road
  - Along Union Street, Edward Street and Pyrmont Bridge Road
- Station precinct and interchange elements including:
  - A new shared zone at southern end of Paternoster Row
  - Kiss and rides at western side of Pyrmont Street
  - Bicycle parking at the western station entrance and on Edward Street.

Long section and cross section figures for Pyrmont Station are provided in Chapter 14 of the Environmental Impact Statement.

11.3.3 Placemaking

The place and design principles for Pyrmont Station are:

- Support Pyrmont's role as a significant employment and entertainment destination and urban renewal area with a new metro station, connected to the Sydney CBD, The Bays Precinct and Western Sydney
- Provide a direct rail service to Pyrmont to support a catchment not currently serviced by the Sydney Trains network
- Align with the strategic directions of Pyrmont Peninsula Place Strategy to deliver a metro station which will reinvigorate investment, and facilitate a future integrated development which achieves design excellence, responds to context and delivers Place Strategy aspirations
- Facilitate efficient interchange with bus and light rail, and enable comfortable and safe connections for pedestrians and cyclists, including Union Street, Pyrmont Street and Pyrmont Bridge Road
- Deliver an activated ground plane and high quality public domain which contributes to the streetscape, complements the surrounding context and heritage character and offers a welcoming place for people.

FIGURE 11-10
PYRMONT STATION – ARTISTS IMPRESSION (INDICATIVE ONLY – SUBJECT TO DESIGN DEVELOPMENT) (*SOURCE: SYDNEY METRO*)

11. PYRMONT STATION

11.3 Character and components of this proposal

11.3 Assessment of landscape impact

There are several landscapes and public domain areas which may potentially be impacted by the Pyrmont Station sites:

- Pyrmont Street and Pyrmont Bridge Road streetscapes
- Paternoster Row laneway
- Union Street, Edward Street and Pyrmont Bridge Road streetscapes

An overshadowing analysis has been undertaken at this location as this proposal has the potential to overshadow adjacent residential properties during operation.

The following section summarises the assessment of impact for these landscape and public domain areas (refer to Table 2-4 for impact levels).

PYRMONT STREET

11.3.1 Pyrmont Street and Pyrmont Bridge Road streetscapes

Baseline condition: These streetscapes border the eastern and southern sides of the Pyrmont Station western construction site. Pyrmont Bridge Road is a busy road providing east-west access through Pyrmont, connecting Darling Harbour in the east with Glebe (via Bridge Road) in the west. An avenue of mature London plane trees along both sides of Pyrmont Street contribute to the character of this street. The large fig trees located in nearby public open spaces such as Elizabeth Healey Reserve at the corner of Harris Street, and the square at Edward Lane on the corner of Pyrmont Road, include large canopies that overhang the street, providing shade, comfort and amenity to the surrounding streets and local area. The Samuel Hordern Fountain, a local listed heritage item, located in the corner of Pyrmont Bridge Road and Pyrmont Road is also a visual feature. Heritage character buildings, including the Victorian terrace buildings and former warehouses located opposite and adjacent to the construction site, add to the streetscape character, providing visual interest and reinforcing the character of the area.

All buildings within the Pyrmont Station western construction site would be removed as part of the work carried out under the previous Sydney Metro West planning application. If approved, the small trees adjacent to the site along Pyrmont Bridge Road would be removed and there would be construction hoarding established along the site boundary, adjacent to these streets.

Sensitivity: Pyrmont Bridge Road and Pyrmont Street are located in Pyrmont Heritage Conservation Area and include a number of local listed heritage buildings and mature street trees, in the vicinity of the construction site. These streets are generally experienced by people living, working, visiting or passing through this part of Pyrmont. Overall, these streetscapes are of **local landscape sensitivity.**

Landscape impact during construction: The western construction site would continue to be used for the construction of this proposal. The continuation of construction activity on the site, lack of street trees along Pyrmont Bridge Road, and additional construction vehicles travelling along Pyrmont Bridge Road, including the vehicle access crossings of the footpath and accessing the site, would maintain a decreased level of comfort and amenity for pedestrians.

Overall, the character and amenity of Pyrmont Street and Pyrmont Bridge Road would continue to be reduced in the vicinity of the site and there would be a noticeable reduction in the quality of these streetscapes. As these streetscapes are of local landscape sensitivity there would be a **minor adverse landscape impact**.

Landscape impact during operation: The local listed heritage buildings adjacent to the site and the mature street trees along Pyrmont Street would be retained. There would be a new area of public domain along both Pyrmont Street and Pyrmont Bridge Road, with upgraded pavements, street furniture and street tree planting, improving the streetscape amenity and level of comfort for pedestrians. Street trees would also improve the canopy cover along Pyrmont Bridge Road, providing shade and softening the urban character of this section of the road. The western station entrance would face Pyrmont Bridge Road, and there would be potential future station activation opportunities at street level facing Pyrmont Road, creating a new node of activity in this part of the streetscape. The new station entry would be a local visual landmark on this prominent street corner, improving legibility and accessibility within the local area.

Overall, the expanded public domain and streetscape upgrades would noticeably improve the landscape quality and functioning of these streets, which are of local sensitivity, resulting in a **minor beneficial landscape impact**.

PATERNOSTER ROW

11.3.2 Paternoster Row laneway

Baseline conditions: Paternoster Row is a narrow laneway, extending north-south between Pyrmont Bridge Road and Union Street. It is located within the Pyrmont Heritage Conservation Area and includes predominantly nineteenth century two storey terrace buildings. The eastern side of the street is characterised by the rear of residential properties fronting Pyrmont Street, and several residential infill developments. The western side includes two storey Victorian terraces at the northern end, and the rear of several commercial properties which face Harris Street. This includes several rooftop terraces, including a rooftop dining area associated with the Quarryman's Hotel on the corner of Paternoster Row and Pyrmont Bridge Road. The former Gilbey's Gin Distillery building, located on the western construction site, has a warehouse character with windows and entries facing the lane. This laneway provides one way vehicle movement and is paved to present a shared pedestrian and vehicular environment. There are a few small street trees adjacent to the site.

All buildings within the Pyrmont Station western construction site would have been removed as part of the work carried out under the previous Sydney Metro West planning application and hoarding would be established along the site boundary.

Sensitivity: Paternoster Row would attract less use than the surrounding roads and footpaths. It does, however, provide an important example of the scale and character of a nineteenth century laneway, and provides pedestrian access and permeability to the locality. The laneway would be used mainly by local residents and visitors accessing adjacent residential and commercial buildings and car parking areas. Located in the Pyrmont Heritage Conservation Area, this laneway is of **local landscape sensitivity.**

Landscape impact during construction: The western construction site would continue to be used for station construction, and construction of the station and services building would rise four to five storeys above the street corner, reducing the level of comfort and amenity in this section of the lane. There would be no site access or haulage in Paternoster Row and existing vehicle and pedestrian access along the lane would be maintained. Overall, there would be a noticeable reduction in the quality of this landscape, which is of local sensitivity, and a **minor adverse landscape impact**.

Landscape impact during operation: The character and amenity of this laneway would be restored with impacted areas of the laneway being reinstated with an upgraded public domain. The station building would be located along the former building line along Paternoster Row. It would have a contemporary built form and rise about four to five storeys and slightly taller than the existing buildings to the east of the site, and the buildings that would have previously been on the site. Overall, due to the new public domain and reinstatement of the former building line, redefining Paternoster Row, there would be no perceived reduction in the quality of this streetscape. As this is a landscape of local sensitivity there would be a **negligible landscape impact.**

UNION STREET

11.3.3 Union Street, Edward Street and Pyrmont Bridge Road streetscapes

Baseline conditions: These streetscapes form a triangular block, surrounding the eastern site for Pyrmont Station. Pyrmont Bridge Road is a busy road with up to four lanes of vehicle traffic, providing east-west access through Pyrmont, connecting Darling Harbour in the east with Glebe, via Bridge Road, in the west. This road includes several mature street trees and local listed heritage buildings, including several corner hotels and former warehouse buildings, which contribute to the streetscape character. Union Street and Edward Street are narrower streets, which also include several heritage buildings with decorative facades, such as the former New York Hotel and corner shop and residence 'Charmelu', both located opposite the construction site. There is a dedicated cycle lane along the northern side of Union Street, and awnings, mature street trees and gardens provide pedestrian scale

and amenity to these streetscapes. These streets are activated, particularly in corner locations, with retail frontages, hotels, street cafes and alfresco dining.

Three mature London plane street trees along Union Street and all buildings within the eastern construction site for this proposal would have been removed as part of the work carried out under the previous Sydney Metro West planning application. There would be hoarding located along the eastern site boundary.

Sensitivity: Union Street, Edward Street and Pyrmont Bridge Road are characterised by several local listed heritage buildings and mature street trees in the vicinity of the eastern construction site. These streets attract people living, working and visiting this part of Pyrmont. Overall, these streetscapes are of **local landscape sensitivity** because of their important role within Pyrmont.

Landscape impact during construction:

The eastern construction site would be used to support construction of the metro station, including station services infrastructure and infrastructure required to support future non-station uses (fit- out and use of which would be subject to separate approval if required). There would be two further trees removed along Edward Street, further reducing the amenity and shade cover of the streets surrounding this construction site. The construction activity at the eastern construction site would continue the reduced level of streetscape activation and reduced amenity of the adjacent footpaths initiated as a result of work carried out under the previous Sydney Metro West planning application. The ongoing construction site access and the use of Pyrmont Bridge Road and Union Street as construction haulage routes would also continue to detract from pedestrian comfort and amenity along the footpaths adjoining the eastern construction site, particularly at the site access points on Pyrmont Bridge Road. Gradually, the station construction and public domain works would

EDWARD STREET

PYRMONT BRIDGE ROAD

reinstate the large break in the building line and leafy streetscape character.

Overall, there would be a noticeable reduction in the quality of this landscape, which are of local sensitivity, and a **minor adverse landscape impact** during construction.

Landscape impact during operation: There would be a new station entrance facing Union Street, near the Edward Street intersection. The station entrance would be set back from the street with an expanded area of public domain along Union Street, including new pavements, street trees and planting, lighting and street furniture. New street trees would provide canopy cover, restoring the character and amenity of the streetscape in this location over time. The new station entrance would provide a focal point, visible from areas east and west along Union Street, and improving local legibility. There would be potential future station activation opportunities to the east of the station entrance, activating the streetscape and improving the amenity of the streetscape in this location for pedestrians, with new pavements, lighting and street furniture.

There would be a station services and a loading zone along Edward Street. There would be one further London plane street tree removed along Edward Street, but otherwise the remaining street trees in this location would be retained, maintaining the streetscape character and softening the appearance of this new built form.

Overall, the expanded and upgraded public domain, new station entrance and reinstated street trees would noticeably improve the landscape quality and functioning of these streetscapes, which are of local sensitivity, resulting in a **minor beneficial landscape impact**.

RESIDENCES ON EDWARD STREET NEAR CORNER WITH UNION STREET (RIGHT OF VIEW)

11.3.4 Potential overshadowing impacts

Baseline conditions: At the Pyrmont Station western site there would be some overshadowing of properties to the west of Paternoster Row, and across the footpaths to the west, south and east of the site. At the Pyrmont Station eastern site there would be some existing shadows cast to the public domain areas to the west south and east of the site.

Overshadowing impact during operation: At the western site the overshadow diagrams, prepared for this proposal, refer to Figure 11-11, illustrate that there would not be any additional overshadowing of the residences to the west or buildings to the south and east of the site. There would also not be any overshadowing impact on Elizabeth Healy Reserve.

At the eastern site shadow diagrams have been prepared for this proposal, including the additional structures for non-station use, refer to analysis Figure 11-11. Thises diagrams illustrates that this proposal would increase the shadow cast throughout the day in mid winter. This illustrates that the properties to the west and east of the site would not experience an overshadowing effect that reduces the access of these properties to

sunlight. To the south of the site, along Pyrmont Bridge Road, the residences to the east of the site would maintain access to sunlight during mid winter. There is one property located at 110 Pyrmont Bridge Road, with some north facing residential apartments that would have an overshadowing impact such that there would not be any sunlight cast on the eastern end of the façade of this building during mid winter. This would affect a small number of north facing units within this building, although there would be no change in access to sunlight for units that face east and west.

Overall, due to the existing setting of medium and high-density development, and future scale of development proposed for this location, there would be relatively small areas of additional shading of the residences at 110 Pyrmont Bridge Road. This impact is considered to result in a **minor adverse landscape impact**.

BUILDINGS ON PYRMONT BRIDGE ROAD TO THE SOUTH OF THE SITE

FIGURE 11-11
PYRMONT STATION – OPERATIONAL OVERSHADOWING DIAGRAMS, JUNE 21, 9AM TO 3PM

11. PYRMONT STATION

11.5 Assessment of daytime visual impact

11.4 Assessment of daytime visual impact

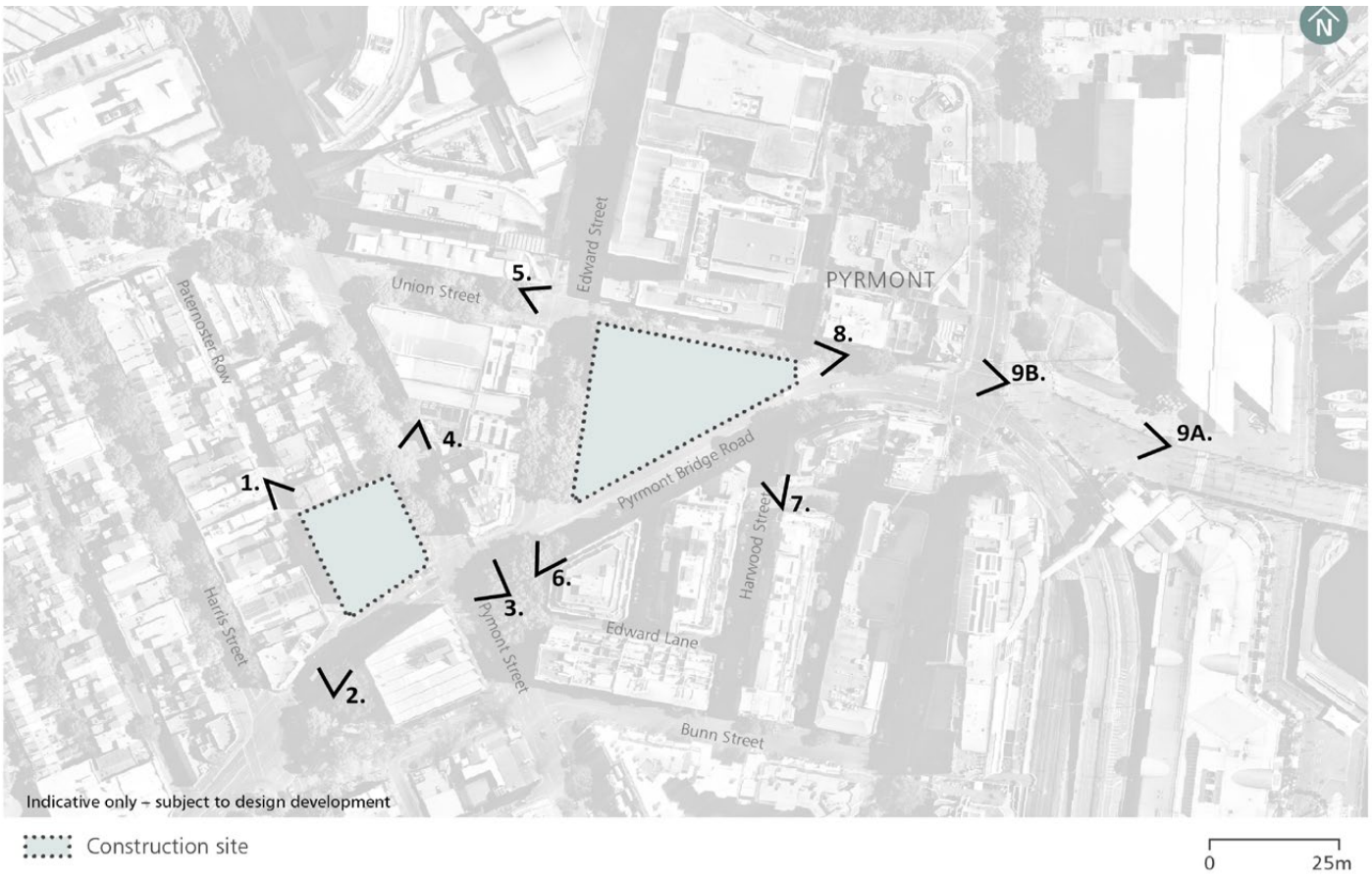
The following viewpoints were selected as representative of the range of views to this proposal:

- Viewpoint 1: View south along Paternoster Row
- Viewpoint 2: View north along Pyrmont Bridge Road
- Viewpoint 3: View west across the Pyrmont Bridge Road and Pyrmont Street intersection
- Viewpoint 4: View south along Pyrmont Street
- Viewpoint 5: View east along Union Street
- Viewpoint 6: View north east to Edward Street and Pyrmont Bridge Road
- Viewpoint 7: View north along Harwood Street
- Viewpoint 8: View west from Union Street
- Viewpoint 9: View west from Pyrmont Bridge

Figure 11-12 identifies the location of these viewpoints.

The following sections summarise the daytime visual impact identified in the representative viewpoint assessment.

FIGURE 11-12
PYRMONT STATION – VIEWPOINT LOCATIONS



11.4.1 Viewpoint 1: View south along Paternoster Row

Baseline conditions: This view shows the rear façades of several buildings along Paternoster Row, including several garages (refer to Figure 11-13). The building on the western construction site has a warehouse character with windows and entries facing the lane and would be removed as part of the work carried out under the previous Sydney Metro West planning application. A collection of smaller street trees can be seen adjacent to the site.

The façade of the five storey former wool store building is visible in the background of view, along the southern side of Pyrmont Bridge Road (centre of view), which is also part of the heritage conservation area. This local listed heritage building is considered to have a 'strong presence in the Pyrmont townscape' (OEH, 2016a), with its arches and plain face brickwork providing visual interest in this view. The mature vegetation within Elizabeth Healey Reserve, at the corner of Pyrmont Bridge Road and Harris Street, also enhances the character of the background of this view.

All buildings within this site (Pyrmont Station western construction site) along the eastern side of the laneway (centre of view) would have been removed as part of the previous Sydney Metro West planning application. The laneway would remain open and hoarding would be visible along the eastern side of the lane. Views to the heritage buildings and vegetation in the background of the view would be maintained.

Sensitivity: This view would be experienced by residents, workers, road users and visitors to this part of Pyrmont. While this view would have a lower number of viewers, it is located within a local heritage conservation area and includes glimpses to character buildings and trees which are visual features. This view is of **local visual sensitivity.**

FIGURE 11-13
VIEWPOINT 1 – VIEW SOUTH ALONG PATERNOSTER ROW, EXISTING VIEW

FIGURE 11-14
VIEWPOINT 1 – VIEW SOUTH ALONG PATERNOSTER ROW, INDICATIVE EXTENT OF CONSTRUCTION SITE (PROPOSED SHOWN IN BLUE)

Visual impact during construction: The Pyrmont Station western construction site would continue to be seen in the centre of view, extending north from the corner of Pyrmont Bridge Road, with site perimeter hoarding along the former building line. The construction of a station services building would be prominent in this view, bordering the laneway, including large construction equipment rising above the site. This view would be seen from nearby roof terraces in Paternoster Row, that would overlook the site. Construction vehicles would be seen travelling along Pyrmont Bridge Road in the background of the view. This work would not obstruct the glimpsed view of the heritage buildings and vegetation in the background of the view. Overall, there would be a noticeable reduction in the amenity of this view, which is of local sensitivity, resulting in a **minor adverse visual impact.**

Visual impact during operation: The western station entrance building would be visible in the middle ground of this view, rising prominently above the buildings in the foreground of this view. The station building would rise higher than the existing building upon the site, and the wool store building beyond, rising about four to five storeys, about twice the height of the existing terraces visible in the foreground of this view. The new station building would have a station entry at street level and station services above. Due to the increased massing and scale of the station building, there would be a noticeable reduction to the amenity of this view and a **minor adverse visual impact.**

11.4.2 Viewpoint 2: View north east along Pyrmont Bridge Road

Baseline conditions: This view from the southern footpath of Pyrmont Bridge Road alongside the Elizabeth Healey Reserve shows the construction site in the middle ground of the view, facing Pyrmont Bridge Road. This view is from within the Pyrmont Heritage Conservation Area (refer to Figure 11-15). The Quarryman's Hotel west of the construction site (left of view) is a three storey Federation Arts and Crafts style building on a prominent corner site which makes a 'positive contribution to the streetscape' (OEH, 2016b). This section of Pyrmont Bridge Road is wide, busy with vehicle traffic. There are three small street trees adjacent to the site, however, the large trees within the Elizabeth Healey Reserve provide amenity to this view. Paternoster Row is visible in the middle ground of view, a narrow laneway extending north from Pyrmont Bridge Road.

The building at the corner of Harris Street and Pyrmont Bridge Road (centre of view), known as the former Gilbey's Gin Distillery, is being considered for local heritage listing. This building would have been demolished as part of the work carried out under the previous Sydney Metro West planning application and hoardings would be seen along the site boundary.

Sensitivity: This view is in the vicinity of a 'key view' identified in the Draft Pyrmont Peninsula Design Guidelines (2021). Views from this location are within the Pyrmont Heritage Conservation Area and and would generally be experienced by park users including local residents and workers, road users and visitors to this part of Pyrmont. The character buildings and trees within the park and along Harris Street are visual features in this view. This is a view of **local visual sensitivity.**

Visual impact during construction: The Pyrmont Station western construction site would continue to be used for this construction of this proposal, seen in the

middle ground of this view (centre of view). The construction of the metro station building, with services above would be undertaken on the site, with large equipment visible rising above the perimeter site hoarding. The buildings would extend to Pyrmont Bridge Road and as construction progresses it would rise about four to five storeys above the site. Construction vehicles would be seen accessing the site from Pyrmont Bridge Road, in the middle ground of view, and there would be work to construct the public domain would be seen along the street frontage. Overall, there would be a noticeable reduction in the amenity of this view, which is of local sensitivity, and a **minor adverse visual impact.**

Visual impact during operation: The western station entrance would be a prominent new feature in the centre of this view. The entrance would be located on Pyrmont Bridge Road incorporating a new area of public domain extending along Pyrmont Bridge Road, between Paternoster Row and Pyrmont Street. This area would include new pavements and street tree planting, which would improve the character of the streetscape. Above the station entrance, the station services would be seen, along the former building line of Paternoster Row. This building would rise about four to five storeys, with a contemporary appearance, contrasting somewhat to the visual character of the Quarryman's Hotel opposite. The upper section of the building would be partially screened by intervening vegetation in the Elizabeth Healey Reserve.

The station building would step up, rising slightly taller than the surrounding built form, and while it would have a character that contrasts with the surrounding heritage character buildings, it would address this busy road, creating a new high quality, activated frontage to the road. Overall, there would be a noticeable improvement to the amenity of this view and a **minor beneficial visual impact.**

FIGURE 11-15
VIEWPOINT 2 – VIEW NORTH EAST ALONG PYRMONT BRIDGE ROAD, EXISTING VIEW

FIGURE 11-16
VIEWPOINT 2 – VIEW NORTH EAST ALONG PYRMONT BRIDGE ROAD, INDICATIVE EXTENT OF CONSTRUCTION SITE (PROPOSED SHOWN IN BLUE)

FIGURE 11-17
VIEWPOINT 3 – VIEW WEST ACROSS PYRMONT BRIDGE ROAD AND PYRMONT STREET INTERSECTION, EXISTING VIEW

FIGURE 11-18
VIEWPOINT 3 – VIEW WEST ACROSS PYRMONT BRIDGE ROAD AND PYRMONT STREET INTERSECTION, INDICATIVE EXTENT OF CONSTRUCTION SITE (PROPOSED SHOWN IN BLUE)

11.4.3 Viewpoint 3: View west across Pyrmont Bridge Road and Pyrmont Street intersection

Baseline conditions: This view shows the built form, scale and character of buildings at the Pyrmont Street and Pyrmont Bridge Road intersection (refer to Figure 11-17). The building on the corner of Pyrmont Street and Pyrmont Bridge Road centre of view is of modern style, with visual interest created by the rows of windows, brick detailing, and prominent corner feature. This building (former Gilbey's Gin Distillery) is being considered for local heritage listing and marks the eastern boundary of the Pyrmont Heritage Conservation Area, which includes a concentration of 19th century residential and commercial terrace buildings (right of view) which are 'largely intact and make a positive contribution to the streetscape' (OEH, 2011). The curved façade of the five storey former wool store building is seen at the corner of Pyrmont Street and Pyrmont Bridge Road (left of view), is also part of the heritage conservation area and one of several historic commercial warehouse buildings seen from this location. This local listed heritage building is described as having a 'strong presence in the Pyrmont townscape' (OEH, 2016a), with its arches and plain face brickwork providing visual interest in this view.

This view is from the pocket park surrounding the Samuel Hordern Fountain, a local listed heritage item, shaded by large fig trees. These trees obstruct the view to the site from the cafes and restaurants which face this plaza space.

The two buildings at the Pyrmont Street and Pyrmont Bridge Road intersection (centre of view), are within the Pyrmont Station western construction site and would have been demolished as part of the previous Sydney Metro West planning application. Construction hoardings associated with the preceding construction work would remain and would be seen along the site boundary.

Sensitivity: This view is in the vicinity of a 'key view' identified in the Draft Pyrmont Peninsula Design Guidelines (2021). This view would generally be experienced by local residents, workers, road users and from within the Samuel Hordern Fountain Plaza. Several character buildings and street trees in the Pyrmont Heritage Conservation Area are visual features in this view. Views from this location are of local visual sensitivity.

Visual impact during construction: The Pyrmont Station western construction site at the corner of Pyrmont Street and Pyrmont Bridge Road (centre of view) would continue to be used for this proposal. There would be site perimeter hoarding seen along the former building and works to construct the new station and services building would be prominent. Construction vehicles would be seen accessing the site via Pyrmont Bridge Road (left of view) and travelling along Pyrmont Bridge Road and potentially along Pyrmont Road (right of view). The mature street trees along Pyrmont Street would be retained. These deciduous trees would soften views to the Pyrmont Street side of the construction site during the summer months. Construction of the new station and services building would progressively rise about four to five storeys and above the surrounding buildings, including about three times the height of the two storey terraces along Pyrmont Road.

Overall, due to the scale of the works, seen in a heritage character setting, there would be a noticeable reduction in the amenity of this view, which is of local sensitivity, resulting in a minor adverse visual impact

FIGURE 11-19
VIEWPOINT 3 – VIEW WEST ACROSS PYRMONT BRIDGE ROAD AND PYRMONT STREET INTERSECTION, PHOTOMONTAGE (INDICATIVE ONLY – SUBJECT TO DESIGN DEVELOPMENT) (*SOURCE: SYDNEY METRO*)

Visual impact during operation: The southern and eastern façade of the station and services building would be seen, extending along Pyrmont Bridge Road and Pyrmont Street, in the middle ground of this view. The station entrance would create a new focal point with an activated frontage set within an area of high quality public domain along Pyrmont Bridge Road. This would include new pavements, street furniture and planting, improving the amenity of the streetscape in this location and providing a setting to the station. There would be station activation opportunities fronting Pyrmont Street, further increasing pedestrian activity and movement in this location. The station services structure would be above the station entrance, rising to about four to five storeys, with a contemporary appearance, and contrasting in scale and character with the heritage warehouse building and adjacent character terraces along Pyrmont Street.

Overall, this proposal would have a larger massing and scale to the adjacent built form and have a contemporary character which contrasts somewhat with the heritage character of this view. This increased scale would be consistent with the importance of this corner site, which has historically included a prominent building. Due to the improved quality of the public domain and high quality architectural station entry, that would address this corner, however, there would be a noticeable improvement in the amenity of this view and a minor beneficial visual impact.

FIGURE 11-20
VIEWPOINT 4 – VIEW SOUTH ALONG PYRMONT STREET, EXISTING VIEW

FIGURE 11-21
VIEWPOINT 4 – VIEW SOUTH ALONG PYRMONT STREET, INDICATIVE EXTENT OF CONSTRUCTION SITE (PROPOSED SHOWN IN BLUE)

11.4.4 Viewpoint 4: View south along Pyrmont Street

Baseline conditions: This view shows the mixed use building on the site, filtered through existing street trees, in the centre of the site (refer to Figure 11-20). The curved façade of the former wool store building can be seen in the background of view, at the corner of Pyrmont Street and Pyrmont Bridge Road (left of view). This local listed heritage building is described as having a 'strong presence in the Pyrmont townscape' (OEH, 2016a), with its arches and plain face brickwork providing visual interest in this view. Several Victorian terraces, a part of a continuous row, and the mature London plane street trees along Pyrmont Street, also enhance the visual character of this view.

The two buildings at the Pyrmont Street and Pyrmont Bridge Road intersection (centre of view) would be removed as part of the work carried out under the previous Sydney Metro West planning application. Construction hoardings associated with the preceding construction work would remain and would be seen along the site boundary fronting Pyrmont Street.

Sensitivity: This view is within the Pyrmont Local Heritage Conservation area and would generally be experienced by residents, workers, road users and visitors to this part of Pyrmont. The character buildings and street trees along Pyrmont Street are local visual features. This view is of **local visual sensitivity.**

Visual impact during construction: Construction activity for this proposal would continue to be seen in this view, extending north from the corner of Pyrmont Bridge Road, along the western side of the Pyrmont Street (centre of view). Site hoarding would continue to be seen along the former building line of Pyrmont Street and the construction of the metro station would be seen rising above the site, with large equipment and construction of the building rising up to five storeys. Construction vehicles may be seen travelling along Pyrmont Street in the

foreground and Pyrmont Bridge Road in the background of this view. The street trees along Pyrmont Street would be protected and retained, filtering views to construction activity and maintaining the leafy character of this view. The character terrace buildings along Pyrmont Street and glimpse to the former wool store building beyond would also remain.

Overall, due to the relatively compact site, and scale of the works, which would contrast with the buildings which surround the construction site, there would be a noticeable reduction in the amenity of this view. As this is a view of local sensitivity, this would result in a **minor adverse visual impact.**

Visual impact during operation: The western metro station building would be seen in the middle ground of this view. The building would be set back from Pyrmont Bridge Road with a new area of public domain. There would be station activation opportunities along Pyrmont Street. The street trees would be retained and additional streetscape improvements would be seen, including new pavements and street furniture, providing a setting to the station and increasing pedestrian activity and movement in this location. The station services structure would be seen above the station entry, rising to about five storeys, and partly filtered through the street tree foliage.

This proposal would introduce contemporary structures into this view that would step up in mass and scale from the adjacent heritage character buildings, however, due to the larger scale buildings along Pyrmont Bridge Road and the prominence of this corner site, this increased scale would be absorbed into this view. Overall, there would be a noticeable improvement in the amenity of this view and a **minor beneficial visual impact.**

11.4.5 Viewpoint 5: View east along Union Street

Baseline conditions: This view, from the western side of the Union and Edward Street intersection, shows the site surrounded by predominantly low to medium scale commercial and residential development (refer to Figure 11-22). Ground level retail uses with awnings over the footpath partially activate the street frontage. The former New York Hotel (left of view) and corner shop (right of view), both local heritage items (Sydney LEP 2012), are located on prominent corner sites and provide visual interest in this view. The mature street trees (London plane) along Union Street and Edward Street also enhance the visual character of this area, channelling views along the street and filtering views to the adjacent built form. The street includes two lanes of traffic, with a dedicated cycleway along the northern side of Union Street.

All buildings within this proposal site (left of view), would have been demolished as part of the work carried out under the previous Sydney Metro West planning application and hoardings would be seen along the site boundary. Three mature street trees (London plane) along Union Street would also be removed, reducing the leafy character of this street and view.

Sensitivity: This view is a 'key view' identified in the Draft Pyrmont Peninsula Design Guidelines (2021). This view would be seen by motorists, cyclists and pedestrians on Union Street, including local residents, workers and tourists visiting Pyrmont. The heritage character corner buildings are a local visual feature. Views from this location are of **local visual sensitivity.**

Visual impact during construction: Construction work at the Pyrmont Station eastern construction site would continue to be seen in the middle ground of this view (centre-right of view). The three mature London plane street trees removed for the previous Sydney Metro West planning application would allow clear views to the construction activity along Union Street.

FIGURE 11-22
VIEWPOINT 5 – VIEW EAST ALONG UNION STREET, EXISTING VIEW

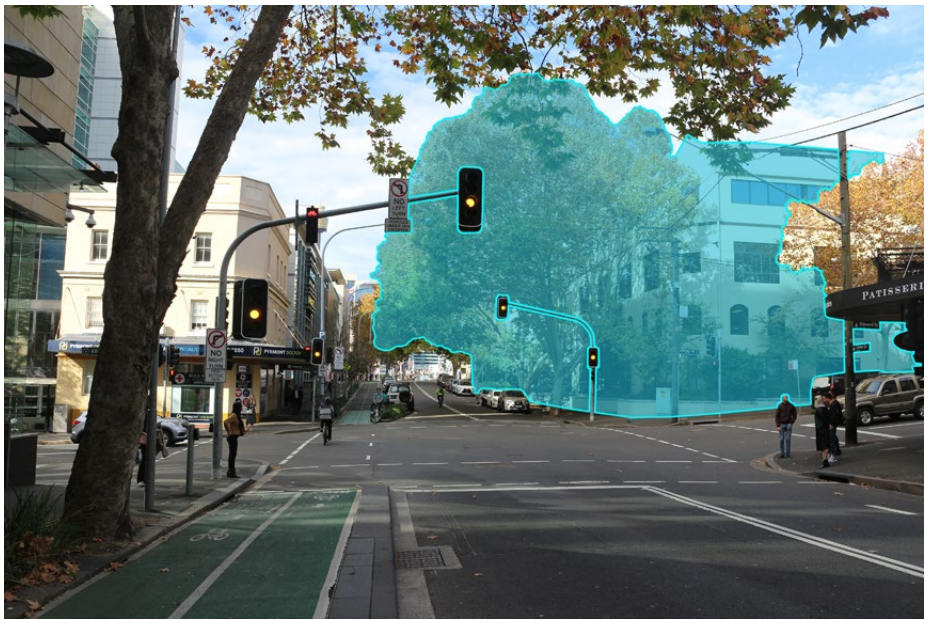


FIGURE 11-23
VIEWPOINT 5 – VIEW EAST ALONG UNION STREET, INDICATIVE EXTENT OF CONSTRUCTION SITE (PROPOSED SHOWN IN BLUE)

From this location works to construct the metro station building at the corner of Union and Edward Street would be prominent, including large scale construction equipment and the construction of built form rising about five storeys. Works would extend to Union Street and there would potentially be construction vehicles seen accessing the site.

Overall, due to the scale and prominence of the works, there would be a considerable reduction in the amenity of this view. As this is a view of local sensitivity, this would result in a **moderate adverse visual impact.**

Visual impact during operation: The eastern metro station entrance would be seen in the middle ground of this view, facing Union Street. It would be a new contemporary structure, rising around twice the height of the previous built form on the site, to about five storeys. The station entry building would be surrounded by an upgraded public domain along Union Street and Edward Street, with new pavements, street furniture, lighting and planting, improving the streetscape amenity in this location. The upper section of Union Street, beyond the station entrance, would be activated, further increasing level of movement and activity in this view. There would be station services facing Edward Street, screened from this view by intervening trees and built form.

This proposal would introduce contemporary structures into this view that would step up in mass and scale but be absorbed into this highly urban view. Overall, there would be a noticeable improvement in the amenity of this view and a **minor beneficial visual impact.**

11.4.6 Viewpoint 6: View north east along Edward Street and Pyrmont Bridge Road

Baseline conditions: This view, from the southern side of Pyrmont Bridge Road at the plaza adjacent to the Samuel Hordern Fountain, a local heritage item, includes the site in the centre middle ground (refer to Figure 11-24). There is a long vista north

along Edward Street, towards Pyrmont Bay, with glimpses to the waters of Sydney Harbour (left of view). An avenue of mature London plane trees is an attractive feature of this view, framing this view to the water. The view east along Pyrmont Bridge Road (right of view) includes a glimpse to the Sydney CBD skyline in the background, contrasting with the low to medium scale development in this part of Pyrmont. While the built form along Edward Street and Pyrmont Bridge Road is varied, including a mixture of building heights, architectural styles and materials, the uniform building line provides some consistency and street tree planting creates a coherent character to this view.

All buildings and vegetation within this proposal site (centre of view) would have been removed as part of the work carried out under the previous Sydney Metro West planning application and hoardings would be seen along the site boundary.

Sensitivity: This view would be experienced by pedestrians using this plaza, as well as local residents, workers, road users and visitors to this area of Pyrmont. The street trees, as well as glimpses to the harbour and CBD skyline, are visual features in this view. This view is of **local visual sensitivity.**

Visual impact during construction: There would continue to be a construction site seen the centre of view (refer to Figure 11-25), at the corner of Edward Street and Pyrmont Bridge Road, including perimeter site hoarding. Two additional London plane trees would be removed, and the remaining mature street trees seen in this view would be retained, filtering views to the construction activity and maintaining the leafy character of this view. From this location, construction of the metro station and services building would be seen rising to about five storeys. This construction activity would also be viewed from the upper levels of nearby buildings in Edward Street and Pyrmont Bridge Road, which overlook the site. Construction vehicles would be seen accessing the site via Pyrmont Bridge Road, with inbound and outbound

FIGURE 11-24
VIEWPOINT 6 – EXISTING VIEW NORTH EAST ALONG EDWARD STREET AND PYRMONT BRIDGE ROAD, EXISTING VIEW

FIGURE 11-25
VIEWPOINT 6 – VIEW NORTH EAST ALONG EDWARD STREET AND PYRMONT BRIDGE ROAD, INDICATIVE EXTENT OF CONSTRUCTION SITE (PROPOSED SHOWN IN BLUE) WITH ADDITIONAL TREE REMOVAL FOR THIS PROPOSAL (SHOWN IN PURPLE)

FIGURE 11-26
VIEWPOINT 7 – VIEW NORTH ALONG HARWOOD STREET, EXISTING VIEW

FIGURE 11-27
VIEWPOINT 7 – VIEW NORTH ALONG HARWOOD STREET, INDICATIVE EXTENT OF CONSTRUCTION SITE (PROPOSED SHOWN IN BLUE)

haulage routes visible, travelling along Pyrmont Bridge Road.

Overall, due to the scale and extent of construction seen from this location there would be a noticeable reduction in the amenity of this view, which is of local sensitivity, resulting in a **minor adverse visual impact.**

Visual impact during operation: The eastern station building would be seen, rising about five storeys at the corner of Edward Street and Pyrmont Bridge Road. The building would have a contemporary character, including a services frontage along Edward Street and Pyrmont Bridge Road, and a loading zone along Edward Street (left of view). The building would rise to about five storeys in height, stepping up to be taller than the existing buildings along Edward Street. This built form would not obstruct the view to the Sydney CBD skyline in the background and would reinforce the axial view towards Pyrmont Bridge.

Overall, this view has the capacity to absorb the scale of the built form, and due to the streetscape activation and public realm improvements, there would be a noticeable improvement in the amenity of the view, and a **minor beneficial visual impact.**

11.4.7 Viewpoint 7: View north along Harwood Street

Baseline conditions: This view, from the corner of Union Lane and Harwood Street, includes the construction site for the previous Sydney Metro West planning application in the middle ground of the view (refer to Figure 11-26). Medium scale commercial and residential development frames this view. The Pyrmont Bridge Road Hotel (Peg Leg Hotel), a local listed heritage building, is visible in the foreground (left of view), on a corner site, with ground level retail uses and awning over the footpath. The mature London plane street trees along Union Street and Pyrmont Bridge Road enhance the character of this view, filtering views to the adjacent built form.

All buildings and vegetation within this proposal site (centre of view) would have been removed as part of the work carried out under the previous Sydney Metro West planning application and hoardings would be seen along the site boundary. The mature London plane street trees along Union Street and Pyrmont Bridge Road seen in this view would be retained.

Sensitivity: This view would be experienced by residents, workers, road users and visitors to this residential side street of Pyrmont. The heritage character corner building is a local feature in this view. Views from this location are of **local visual sensitivity.**

Visual impact during construction: There would continue to be construction seen in the centre, middle ground of this view. This would include large scale construction equipment including storage areas and water treatment plant at the corner of Union Street and Pyrmont Bridge Road. Beyond this, the construction of the metro station and services building along Union Street would be visible, progressively rising to about five storeys. The street trees seen in this view would be retained, providing some screening of the construction activity. Construction vehicles would be seen travelling along Pyrmont Bridge Road, crossing the middle ground of view. There would be similar views from the upper level, of the adjacent residential properties on Harwood Street and Union Lane, which overlook the site.

As only a small part of the construction site would be visible from this location, seen within a highly urban context, there would be a noticeable reduction in the amenity of this view, which is of local sensitivity, and a **minor adverse visual impact.**

Visual impact during operation: The eastern corner of the station building would be seen in the centre of view, at the corner of Pyrmont Bridge Road and Union Street. The street trees in view would be retained, filtering views to the building from this location. The building would rise to about five storeys above the street, to a similar to the height of the commercial building in the background of this view. There would be station activation opportunities at ground level along Pyrmont Bridge Road and extending towards Union Street, adding further pedestrian movement and activity to this view. The station entrance would be located along Union Street and out of view. There would be improved public domain with high quality pavements, new trees, and furnishings, seen along Pyrmont Bridge Road in the middle ground.

Overall, due to the densely urban setting and consistent scale of this built form with the built form seen from this location, there would be a noticeable improvement in the amenity of the view, and a **minor beneficial visual impact.**

11.4.8 Viewpoint 8: View west from Union Street

Baseline conditions: This view is located at the eastern end of Union Street (right of view), where it meets Pyrmont Bridge Road (left of view), near Darling Harbour (refer to Figure 11-28). The mature London plane trees along Pyrmont Bridge Road and particularly Union Street overhang the street, shading the footpaths and cycle path, enhancing the visual character of this view and filtering views to adjacent buildings. Medium density residential and commercial buildings to the north (right of view) and south, including the Pyrmont Bridge Road hotel (left of view), are visible in the background, rising above the built form on Union Street.

All buildings within this proposal site (centre of view), would have been removed as part of the work carried out under the previous Sydney Metro West planning application and hoardings would be seen along the site boundary. Three mature street trees (London plane) along Union Street would also be removed (background of view), reducing the leafy character of this part of the street and view.

11. PYRMONT STATION

11.5 Assessment of daytime visual impact

FIGURE 11-28
VIEWPOINT 8 – VIEW WEST FROM UNION STREET, EXISTING VIEW

FIGURE 11-29
VIEWPOINT 8 – VIEW WEST FROM CORNER OF UNION STREET AND PYRMONT BRIDGE ROAD, INDICATIVE EXTENT OF CONSTRUCTION SITE (PROPOSED SHOWN IN BLUE)

Sensitivity: This view is a 'key view' identified in the Draft Pyrmont Peninsula Design Guidelines (2021). It would be seen by pedestrians and local road users (both motorists and cyclists) travelling between Pyrmont and Darling Harbour. This would include residents, local workers and tourists to this part of Pyrmont. This view is of **local visual sensitivity.**

Visual impact during construction: Construction work would continue to be seen in the centre of view, at the corner of Union Street and Pyrmont Bridge Road. From this location, the existing street tree on this corner would filter the views to the construction site, with large scale equipment such and water treatment plant facilities likely to be located at the corner of Union Street and Pyrmont Bridge Road. Construction vehicles would be seen accessing and egressing the site via Pyrmont Bridge Road and travelling along Pyrmont Bridge Road and potentially Union Street, with heavy vehicles visible in the foreground of view. In the background of view, construction of the new station building would be seen rising about five storeys.

Overall, due to the scale of the works, there would be a noticeable reduction in the amenity of this view, which is of local sensitivity, resulting in a **minor adverse visual impact.**

Visual impact during operation: The eastern station building would be seen in the centre of view, at the corner of Pyrmont Bridge Road and Union Street. The mature street tree at this corner would be retained, filtering views to the building from this location. The building would rise to about five storeys, similar to the height of the residential and commercial buildings in the vicinity of the site, seen to the north and south (right and left of this view). There would be station activation opportunities along Union Street and wrapping into Pyrmont Bridge Road, adding pedestrian movement and activity to this view. The station entrance would be located along Union Street in the background of view, near the Edward Street intersection. The

station entry and activated frontage would be surrounded by an upgraded public domain, with new pavements, street furniture, lighting and planting, reinstating the streetscape amenity in this location.

The contemporary station entry would create a new architectural feature in this view. The height and scale of the station and services building would be compatible with nearby medium-rise buildings and the site is intended for significant renewal in the Pyrmont Peninsula Place Strategy. Overall, there would be a noticeable improvement in the amenity of this view and a **minor beneficial visual impact.**

11.4.9 Viewpoint 9: View west from Pyrmont Bridge

Baseline conditions: The views from the western end of the Pyrmont Bridge includes the carved stone detailing of the bridge approaches (refer to Figure 11-30). The bridge structure has a 'high level of aesthetic value' (OEH, 2001). On Murray Street, opposite the western end of the bridge, the Pyrmont Bridge Hotel, a local listed heritage building (Sydney LEP 2012), can be seen located on a prominent corner site. This building has decorative gables and a distinctive corner tower, which make a 'positive contribution to the streetscape' (OEH, 2006) (refer to Figure 11-31). Beyond the hotel, the road splits into Union Street (right of view) and Pyrmont Bridge Road (left of view), creating visually prominent a triangular site in the centre of view. From this point, the built form gradually decreases to the west, towards Pyrmont, where the buildings reduce in scale and streets are shaded by mature street trees (centre of view).

All buildings and vegetation within this proposal site (centre of view) would have been removed as part of the work carried out under the previous Sydney Metro West planning application and hoardings would be seen along the site boundary. The mature street trees along Union Street and Pyrmont Bridge Road seen in this view would be retained.

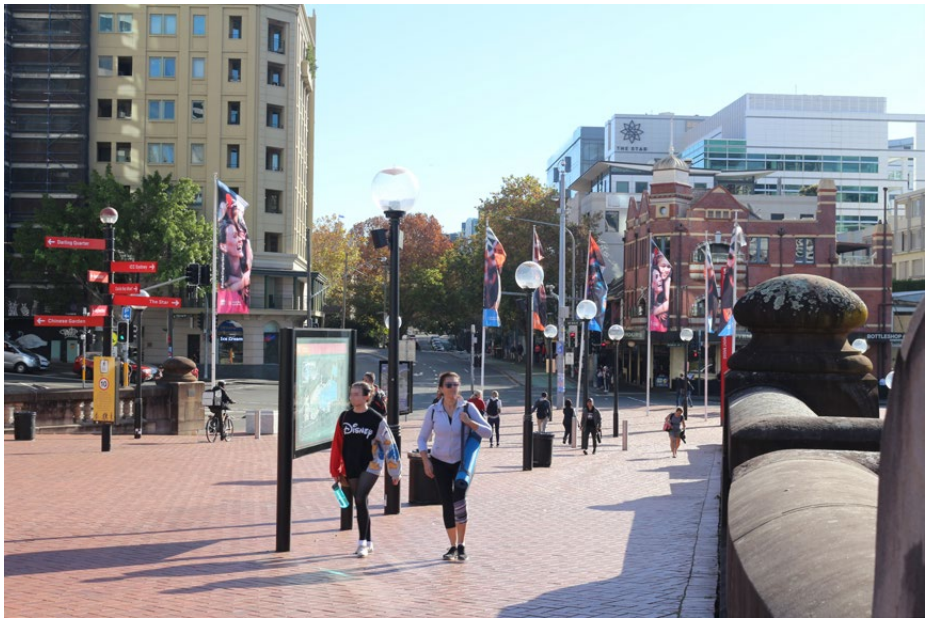


FIGURE 11-30
VIEWPOINT 9 – VIEW WEST FROM PYRMONT BRIDGE, EXISTING VIEW

Sensitivity: Views along Pyrmont Bridge are experienced by large numbers of tourists accessing Darling Harbour and Pyrmont, and also by workers, local residents and their visitors. The Pyrmont Bridge is a State listed heritage item, and this view includes heritage character buildings, including the Pyrmont Bridge Hotel, a local listed heritage building (Sydney LEP 2021). Due to the number of receivers and visual features, this view is of **regional visual sensitivity.**

Visual impact during construction: Construction would continue to be seen at the corner of Union Street and Pyrmont Bridge Road (centre of view). The existing street tree on this corner would filter the views to the construction site, including large scale construction equipment and potential for storage areas and a temporary construction water treatment plant. Beyond this, construction of the metro station building and adjacent station services building would be seen rising about five storeys. Construction vehicles would also be seen accessing and egressing the site via Pyrmont Bridge Road, in the middle and background of

11. PYRMONT STATION

11.5 Assessment of daytime visual impact

FIGURE 11-31

VIEWPOINT 9B – VIEW WEST FROM MURRAY STREET ADJACENT TO THE PYRMONT BRIDGE, EXISTING VIEW

FIGURE 11-32

VIEWPOINT 9 – VIEW WEST FROM MURRAY STREET ADJACENT TO THE PYRMONT BRIDGE, INDICATIVE EXTENT OF CONSTRUCTION SITE (PROPOSED SHOWN IN BLUE)

view. Construction vehicles may also be seen turning onto and then travelling west along Union Street.

Overall, due to the scale of the works, there would be a noticeable reduction in the amenity of this view, which is of regional sensitivity, resulting in a **moderate adverse visual impact.**

Visual impact during operation: From Pyrmont Bridge, the station building would be seen in the background of view, at the corner of Pyrmont Bridge Road and Union Street. In closer proximity to the site, from Murray Street adjacent to the Pyrmont Bridge (as seen in Figure 11-31), the building would be more prominent, seen in the middle ground of view. The station and services building would be set back from the corner and there would be station activation opportunities at street level and extending along Union Street, adding pedestrian movement and activity to this view. The building would rise to about five storeys, similar to the height of the residential and commercial buildings in the vicinity of the site, visible to the north and south (left and right of this view). However, the mature street tree at the corner of Pyrmont Bridge Road and Union Street would be retained, filtering views to the building from this location. There would also be public domain upgrades along both Pyrmont Bridge Road and Union Street, improving the streetscape amenity.

The height, scale and contemporary character of the station building would be compatible with surrounding medium and high-rise buildings and the site. Overall, this proposal would be absorbed in this highly urban view and the streetscape improvements would result in a noticeable improvement to the amenity of this view, which is regional sensitivity, and a **moderate beneficial visual impact.**

VIEW TO THE CITY SKYLINE FROM PYRMONT BRIDGE

VIEW EAST ALONG UNION STREET TO THE PYRMONT BRIDGE

11.5 Assessment of night-time visual impact

Baseline conditions: The Pyrmont Station sites would be located in an area of high district brightness (A4) which is of **very low visual sensitivity.** This lighting level is due to the densely packed commercial and residential buildings, brightly lit public domain and entertainment facilities surrounding the site in Pyrmont and at Darling Harbour. Streetlights and headlights from traffic, particularly along Pyrmont Bridge Road, also contribute both static and moving light sources to the night scene. Following construction work carried out under the previous Sydney Metro West planning application, the Pyrmont Station sites would have been cleared of buildings and there would be lighting associated with site security remaining. The existing vegetation within the eastern site and several trees along Union Street would have been removed, opening up views to the site from surrounding areas at night. The remaining street trees on Pyrmont Road, Pyrmont Bridge Road and Edward Street, which would remain, provide some localised screening of the light from streetlights and traffic on the adjacent streets.

Visual impact during construction: Night works would be required for underground work at both the eastern and western construction sites. This would require lighting of much of the site including site offices, staff amenities, laydown areas and workshops, internal access routes and car parking areas. There would be additional headlights from heavy vehicles accessing the site and moving along Pyrmont Bridge Road. All lighting within the construction sites would be designed to minimise light spill and directed away from neighbouring property. There would, however, be a general skyglow above the site and a view to direct light sources from surrounding areas.

This lighting would be largely consistent with the light levels within the A4: High district brightness where the light levels are that of a dense urban setting. Overall, there would be a noticeable reduction in the amenity of these areas and a **negligible visual impact** at night.

Visual impact during operation: The station and public domain areas would be brightly lit to provide for customer safety. This would include lighting at the station entries, the taxi rank, and where station activation opportunities are established. These station entries would be oriented towards Pyrmont Bridge Road at the western site, and Union Street at the eastern site, both oriented away from nearby residential properties, reducing the potential for light to reduce the amenity of these properties.

All station lighting would be designed to minimise light spill and directed away from neighbouring properties. This proposal would, however, contribute to the general skyglow and direct light sources that would be seen from surrounding streets and properties.

While the level of lighting required to provide for safety for customers at night would increase the light levels around the precinct, this light would be consistent with the bright lighting levels in this area of A4: High district brightness and there would be no perceived change in the amenity of this area at night, and a **negligible visual impact**.

11.6 Summary of impact

Table 11-1, Table 11-2 and Table 11-3 summarise the potential landscape and visual impacts of this proposal.

TABLE 11-1
LANDSCAPE IMPACT SUMMARY – PYRMONT STATION

			Construction		Operation	
No.	**Location**	**Sensitivity**	**Magnitude**	**Impact**	**Magnitude**	**Impact**
1	Pyrmont Street and Pyrmont Bridge Road streetscapes	Local	Noticeable reduction	Minor adverse	Noticeable improvement	Minor benefit
2	Paternoster Row laneway	Local	Noticeable reduction	Minor adverse	No perceived change	Negligible
3	Union Street, Edward Street and Pyrmont Bridge Road streetscapes	Local	Noticeable reduction	Minor adverse	Noticeable improvement	Minor benefit
4	Potential overshadowing impacts	-	-	-	-	Minor adverse

TABLE 11-2
DAYTIME VISUAL IMPACT SUMMARY – PYRMONT STATION

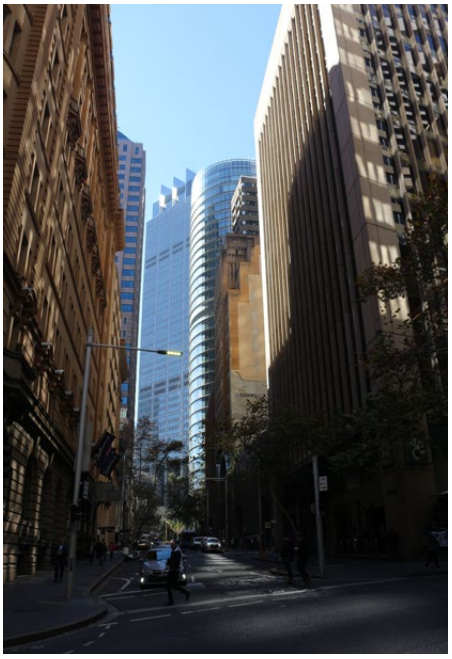
			Construction		Operation	
No.	**Location**	**Sensitivity**	**Magnitude**	**Impact**	**Magnitude**	**Impact**
1	View south along Paternoster Row	Local	Noticeable reduction	Minor adverse	Noticeable reduction	Minor adverse
2	View north east along Pyrmont Bridge Road	Local	Noticeable reduction	Minor adverse	Noticeable improvement	Minor benefit
3	View west across Pyrmont Bridge Road and Pyrmont Street intersection	Local	Noticeable reduction	Minor adverse	Noticeable improvement	Minor benefit
4	View south along Pyrmont Street	Local	Noticeable reduction	Minor adverse	Noticeable improvement	Minor benefit
5	View east along Union Street	Local	Considerable reduction	Moderate adverse	Noticeable improvement	Minor benefit
6	View north east along Edward Street and Pyrmont Bridge Road	Local	Noticeable reduction	Minor adverse	Noticeable improvement	Minor benefit
7	View north along Harwood Street	Local	Noticeable reduction	Minor adverse	Noticeable improvement	Minor benefit
8	View west from Union Street	Local	Noticeable reduction	Minor adverse	Noticeable improvement	Minor benefit
9	View west from Pyrmont Bridge	Regional	Noticeable reduction	Moderate adverse	Noticeable improvement	Moderate benefit

TABLE 11-3
NIGHT-TIME VISUAL IMPACT SUMMARY – PYRMONT STATION

			Construction		Operation	
No.	**Location**	**Sensitivity**	**Magnitude**	**Impact**	**Magnitude**	**Impact**
1	Pyrmont Station	Very low (A4: High district brightness)	Noticeable reduction	Negligible	No perceived change	Negligible

12. HUNTER STREET STATION (SYDNEY CBD)

12.1 Baseline environment



O'CONNELL STREET

12.1 Baseline environment

Hunter Street Station (Sydney CBD) would be located in the heart of the Sydney CBD, near the financial district and one of the busiest precincts of the city for vehicular and pedestrian movement. The station would be a short walk from some of Sydney's most prominent landmarks and attractions including Martin Place, Hyde Park, and Circular Quay. This part of the Sydney CDB is traversed by several important civic streets including Hunter Street and George Street, which are lined by office towers, and intermittent historic buildings, street trees and public squares.

There would be two Hunter Street Station (Sydney CBD) sites located on Hunter Street, generally between Bligh Street and George Street. Hunter Street Station (Sydney CBD) western site extends south of Hunter Street, from the corner of George Street, including the historic former Skinners Family Hotel building at the corner (which would be retained). Hunter Street Station (Sydney CBD) eastern site extends north of Hunter Street, between Bligh Street and O'Connell Street (refer to Figure 12-1).

As part of the previous Sydney Metro West planning application, all buildings within both sites for this proposal would have been demolished, excluding the former Skinners Family Hotel building, a State listed heritage item, which would be retained at the corner of Hunter Street and George Street. The sites for this proposal would be enclosed by hoarding and there would be site access gates on Hunter Street.

The former Skinners Family Hotel building is a State listed heritage building which is three storeys tall and has a painted façade punctuated by large windows. This building is not prominent in views within this setting, but provides visual interest to the corner, marking the beginning of the pedestrianised section of George Street.

Alongside the Hunter Street Station (Sydney CBD) western site, George Street is pedestrianised. The Wynyard light rail stop is located to the south of Hunter Street, on George Street and adjacent to the site. The light rail includes north and southbound tracks, set within a wide pedestrian boulevard, with new paving, street trees and street furniture. The eastern entry to Wynyard Station is located opposite the site on George Street. This entry to Wynyard Station has recently been upgraded and is a major entry point to the Sydney CBD.

Hunter Street Station (Sydney CBD) eastern site would be located adjacent to Richard Johnson Square, at the corner of Bligh Street and Hunter Street. Richard Johnson Square is a historically and culturally important example of 20th century civic planning (local heritage value, Sydney LEP 2012). The square is a triangular shape space with a couple of trees, and a monument and plinth which marks this corner site.

Several street trees are located on Hunter Street, O'Connell Street and Bligh Street, providing shade and amenity to the streetscape and softening views within this intensely urban environment.

FORMER SKINNERS FAMILY HOTEL

HUNTER STREET

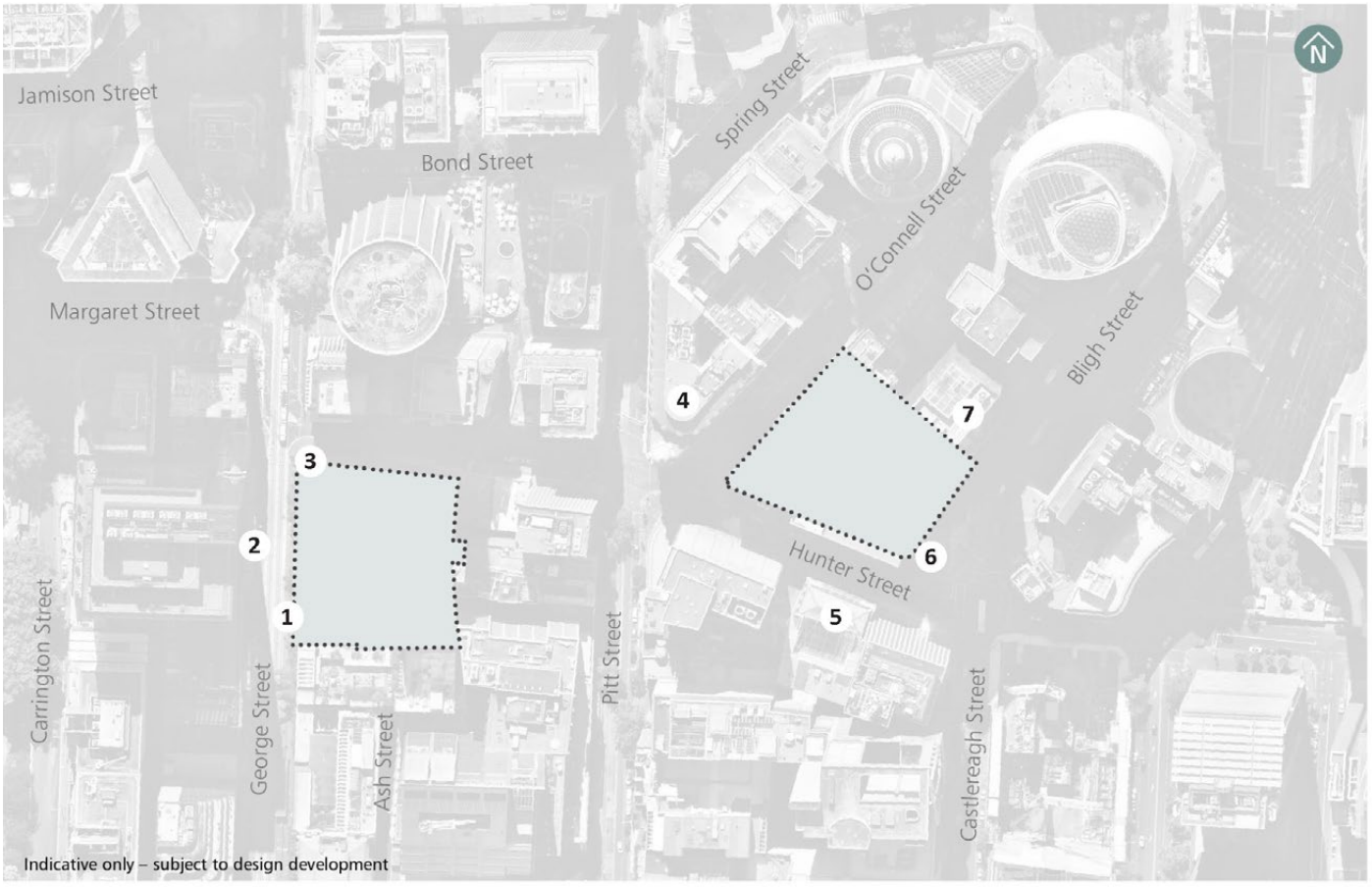


FIGURE 12-1
HUNTER STREET STATION (SYDNEY CBD)– LANDSCAPE CONTEXT

12. HUNTER STREET STATION (SYDNEY CBD)

12.2 Planning guidance

12.2 Planning guidance

Further to the planning review carried out in Section 3 of this technical paper, the following sections summarise specific planning provisions which are relevant to the landscape and visual impact assessment of this proposal at Hunter Street Station (Sydney CBD).

EXISTING ACOUSTIC SHED, BLIGH STREET CONSTRUCTION SITE

12.2.1 Sydney Local Environmental Plan, City of Sydney, 2012

This proposal is not located in a Special Character Area within the Sydney LEP.

This proposal would be located near the following heritage places:

- Former Skinners Family Hotel, 296 George Street (also on NSW State Heritage Register, located within the site, at the corner of George Street and Hunter Street)
- Tank Stream tanks & tunnels, along Ash Street and Hamilton Street (also on NSW State Heritage Register, located along eastern boundary of the site)
- Former National Mutual Building, 350 George Street (also on NSW State Heritage Register)
- Former commercial building, 285–287 George Street
- Commercial building facades, 319–321 George Street
- NSW Sports Club, 10–14 Hunter Street
- Grand Hotel, 30–32 Hunter Street
- Richard Johnson Square including monument and plinth
- Former NSW Club building, 31 Bligh Street (also on NSW State Heritage Register, located along northern site boundary)
- Former Bank of NSW, 16 O'Connell Street (located along northern site boundary)
- Former Wales House, 64–66 Pitt Street and Former Rofe Chambers, 19-21 O'Connell Street (both on NSW State Heritage Register, located opposite the site)
- Former Perpetual Trustee commercial building, 33–39 Hunter Street (also on NSW State Heritage Register, located opposite the site).

The 'settings and views' (cl.5.10) of these places have been considered in this technical paper.

The 'design excellence' clause considers other matters such overshadowing and solar

access, reflectivity, the impact on any special character area, and excellence and integration of landscape design (cl.6.21(4)). This clause also indicates that 'whether the form and external appearance of the proposed development will improve the quality and amenity of the public domain' and 'whether the proposed development detrimentally impacts on view corridors' (cl.6.21(4)) should be considered.

Key Move 4 of the Central Sydney Planning Strategy (CSPS) (City of Sydney, 2021) aims to provide for employment growth in new tower clusters. The site would be located in one of the four proposed 'new tower clusters' to permit taller buildings above established maximum limits. Clause 6.16 of the 2012 LEP: 'Erection of tall buildings in Central Sydney', aims to ensure that tower development on land in Central Sydney:

- Provides amenity for the occupants of the tower and neighbouring buildings
- Does not adversely affect the amenity of public places,
- Is compatible with its context
- Provides for sunlight to reach the sides and rear of the tower,
- Encourages uses with active street frontages.

The proposed amendments to the Sydney LEP 2012, as part of the CSPS, would alter clause 6.16 to allow additional height and density in the most suitable locations. A new clause is also proposed: 'Protection of public views', to preserve and protect the important views from obstruction by tall buildings in Central Sydney. The CSPS also recommends amendments to the Sydney LEP 2012 'Sun Access Planes' clause (cl. 6.17), which aims to 'protect and improve sunlight to important public parks and places within and near Central Sydney throughout the year, and during periods in the day when they are most used' (s. 4.2, City of Sydney, 2021).

12.2.2 Sydney Development Control Plan 2012 Central Sydney Planning Strategy Amendment

In 2020, Council approved an amendment to the *Sydney Development Control Plan 2012* as it applies to Central Sydney. The provisions progress key planning controls proposed in the Central Sydney Planning Strategy. Key relevant changes include additional height and density in the most suitable locations, and ensuring new development achieves design excellence through a revised design policy.

The Hunter Street Station (Sydney CBD) sites would not be located in any of the 'Special Character Areas' nominated within Central Sydney that are of significance and important to the identity and quality of Central Sydney. However, the eastern site would be located adjacent the Chifley Square/Richard Johnson Square Special Character Area and will therefore need to consider the setting of this area as well as public views and public vistas to heritage items and places of historic and aesthetic significance, such as Richard Johnson Square (s. 5.1.1.2 of the Sydney DCP Amendment).

The Sydney DCP Amendment includes a new 'Views from Public Places' (s. 5.1.8). This section includes the following objectives:

- To identify and preserve significant public views from public places.
- To ensure the silhouette created by existing clock towers, turrets and roof features on heritage listed items are clearly visible against the sky.
- To require development to respond to public views to Sydney Harbour by improving the view through building modulation.
- To require development to respond to significant public views from public places by enhancing views through, building modulation and/or high quality materials, finishes and design excellence.

The sites would not be within any of the view protection planes or public views identified in the view protection maps (s. 5.1.8).

FORMER WALES HOUSE (RADISSON HOTEL)

12. HUNTER STREET STATION (SYDNEY CBD)

12.3 Character and components of this proposal

12.3 Character and components of this proposal

This proposal for the Hunter Street Station (Sydney CBD) would comprise station construction, operations and opportunities for placemaking.

12.3.1 Station construction

Construction of this proposal at the Hunter Street Station (Sydney CBD) construction site would require the continued use of two construction sites established as part of previous Sydney Metro West planning application. This includes a western construction site at the corner of Hunter Street and George Street and an eastern construction site between O'Connell Street, Hunter Street and Bligh Street. These construction sites would have been levelled and excavated (subject to approval) prior to the commencement of this proposal.

The location and indicative layout of the Hunter Street Station (Sydney CBD) construction site is shown on Figure 12-2.

HUNTER STREET

The main elements and activities that would be seen for the construction of this proposal include:

- Construction and fit-out of the station and services buildings including construction of built elements for non-station uses (fit-out and use subject to separate approval, where required) and provisioning for over station development
- Roadworks, including:
  - Temporary removal of parking spaces along O'Connell Street
  - Temporary road closure of Hunter Street between George Street and Pitt Street
  - Partial closure of Hunter Street between Pitt Street and Bligh Street, leaving one westbound lane open
  - Construction of road reinstatements, kiss and ride, bicycle parking and taxi facilities
  - Construction site access via Hunter Street and O'Connell Street
  - Traffic and pedestrian management signage and structures around the perimeter of construction sites as required.
- Construction support facilities including workshops, laydown area, site offices, site parking within the construction footprint
- Noise barriers and hoardings surrounding the construction site (about three metres high)
- Use of machinery and equipment such as cranes, excavators, concrete pumps, piling rigs etc.
- Construction of new public domain areas, including construction of new footpaths and plazas, installation of street trees and landscaping.

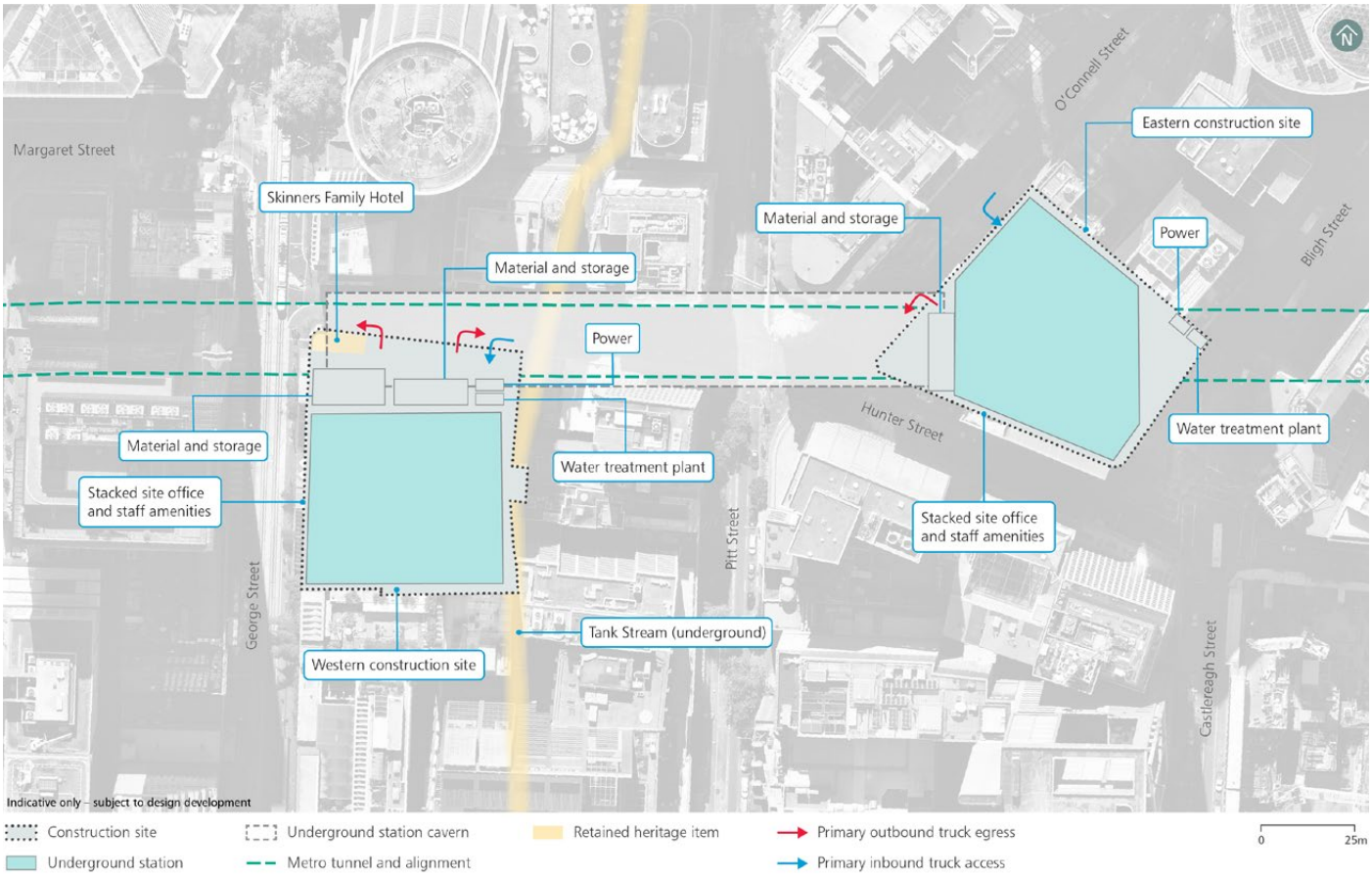


FIGURE 12-2
HUNTER STREET STATION – INDICATIVE CONSTRUCTION SITE LAYOUT

12. HUNTER STREET STATION (SYDNEY CBD)

12.3 Character and components of this proposal

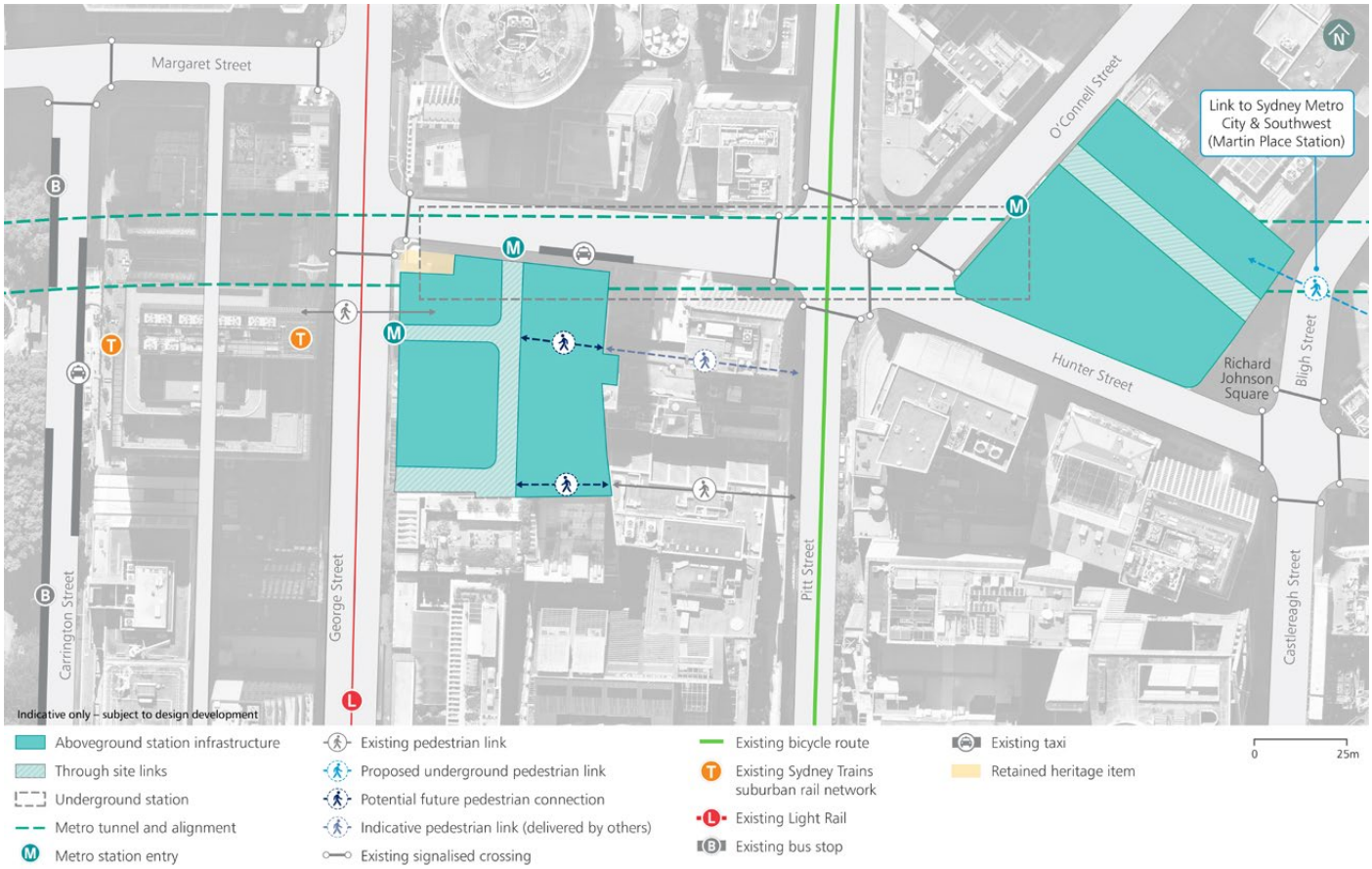
12.3.2 Station operations

Operations of this proposal at the Hunter Street Station (Sydney CBD) would comprise underground and surface elements. The location and indicative layout of the Hunter Street Station (Sydney CBD) is shown on Figure 12-3.

The key elements and works that would be seen include:

- A new metro station at the corner of Hunter Street and George Street, including:
  - A station entry facing George Street rising about two storeys (seven metres) above street level
  - A station entry facing Hunter Street rising about two storeys (seven metres) above street level
  - Services rising a further and about four to five storeys (about 12-15 metres) above the station
  - Escalators and/or stairs and lifts providing access to the underground Sydney Metro platforms
- A new metro station between O'Connell Street, Hunter Street and Bligh Street, including:
  - A station entry facing O'Connell Street
  - A station access from Bligh Street via an accessible through site link
  - Services rising a further and about four to five storeys (about 12-15 metres) above the station
  - Escalators and/or stairs and lifts providing access to the underground Sydney Metro platforms

FIGURE 12-3
HUNTER STREET STATION – INDICATIVE LAYOUT AND KEY DESIGN ELEMENTS



- At both the eastern and western station sites, structural elements to enable the construction of future over station development
- Built elements to provide space for future non-station uses (fit-out and use of these spaces would be subject to separate approval, where required)
- New public domain areas, including:
    - Through site links at both the eastern and western station sites, connecting to Hunter Street and George Street (western site) and O'Connell Street and Bligh Street (eastern site), via Richard Johnson Square
- Station precinct and interchange elements including:
    - Connection to existing underground pedestrian links to Pitt Street and Wynyard Station
    - New underground pedestrian link between eastern station entrance and Sydney Metro City & Southwest (Martin Place Station).

Sydney Metro are continuing to investigate opportunities, in consultation with stakeholders, to upgrade the existing Richard Johnson Square at the corner of Bligh Street and Hunter Street.

Long section and cross section figures for Hunter Street Station (Sydney CBD) are provided in Chapter 15 of the Environmental Impact Statement.

12.3.3 Placemaking

The place and design principles for Hunter Street Station (Sydney CBD) are:

- Reinforce Sydney's global standing by significantly improving public transport accessibility between the Eastern Harbour City and the Central River City, enhancing 'job-to-job' connections and catalysing economic growth
- Establish an integrated transport hub in CBD North, strengthening Sydney's rail network and linking important destinations to deliver a more connected city

FIGURE 12-4
HUNTER STREET STATION (SYDNEY CBD) – ARTISTS IMPRESSION (INDICATIVE ONLY, SUBJECT TO DESIGN DEVELOPMENT *SOURCE: SYDNEY METRO*)

- Deliver highly efficient interchanges between metro and other public transport modes, with capacity to support high volumes of pedestrians above and below ground, while delivering a high quality customer experience
- Facilitate integrated station developments that promote design excellence and contribute to the unique attributes and character of this CBD North location, aligned with the Central Sydney Planning Framework
- Deliver a design that promotes active street frontages to support a vibrant public domain in the heart of the Sydney CBD, and which delivers a high-quality station address to George Street – the CBD's north-south pedestrian boulevard.

12.4 Assessment of landscape impact

The following landscapes and public domain areas may potentially be impacted by the Hunter Street Station (Sydney CBD) sites.

- George Street and Hunter Street streetscapes
- Richard Johnson Square
- Bligh Street, Hunter Street and O'Connell Street streetscapes

The following section summarises the assessment of impact for these landscape and public domain areas (refer to Table 2-7 for impact levels).

There would not be any structures proposed during construction or operation of this proposal that would overshadow an area of open space that is identified for protection or residential properties.

VIEW NORTH ALONG GEORGE STREET

12.4.1 George Street and Hunter Street streetscapes

Baseline condition: George Street and Hunter Street are major routes in the grid of Sydney CBD. They intersect at the Hunter Street Station (Sydney CBD) western construction site, beside the former Skinners Family Hotel building, a State listed heritage item. This intersection also marks the northern end of the pedestrianised section of George Street, alongside the Sydney Light Rail Wynyard stop. Awnings, trees and high-quality urban furnishings provide comfort and amenity to the pedestrian areas of George Street, with the edges activated by a concentration of retail frontages, cafes and alfresco dining. Distinctive architectural features assist in wayfinding along both streets, including several heritage buildings with decorative facades such as the former National Mutual Building at 350 George Street, also a State listed heritage building.

All buildings within the sites for this proposal would have been demolished as part of the previous Sydney Metro West planning application, creating a large break in the continuity of the built form and reducing the street level activation. Hoarding would be established along the site boundary.

Sensitivity: The George Street and Hunter Street streetscapes are of **regional landscape sensitivity**. These streets are heavily used by pedestrians and attract people living and working in the area as well as tourists, with George Street being a destination as well as Wynyard Station being a major entry point to the Sydney CBD.

Landscape impact during construction: The eastern and western sites would continue to be used for the construction of this proposal. As such, this proposal would see a continuation of construction activity maintaining the reduced level of comfort and amenity and change the streetscape character which would see reduced levels of street activation along Hunter Street due

to this site access. The construction haulage route along Hunter Street would also detract from the pedestrian amenity and comfort along this street. There would be no direct landscape impact on the pedestrianised areas of George Street.

There would be a large gap in the building line along both of these streets formed during the work carried out under the previous Sydney Metro West planning application. This gap would be slowly reinstated, as the construction of the metro station infrastructure (entry and services infrastructure, as well as structure (space) to support future non-station uses that would be subject to separate approval if required) progresses. The former Skinners Family Hotel building is a local visual feature, which provides interest and variety to both streetscapes, and would be retained.

Construction site hoarding that would be established as part of the previous Sydney Metro West planning application would remain on site and the continued use of the site for this proposal (use of large scale machinery and vehicles) would result in the continued reduction in amenity for the affected sections of both of these streets. Overall, there would be a noticeable reduction in the quality of this landscape, which is of regional sensitivity, and a **moderate adverse landscape impact**.

HUNTER STREET

<u>Landscape impact during operation:</u> Any areas impacted by this proposal on George Street would be reinstated and the public domain along Hunter Street adjacent to the site would be improved with new high quality pavements, street furniture and street trees (where space permits). These treatments would improve the accessibility and level of comfort for pedestrians.

There would be new station entries and active frontages facing both George Street and Hunter Street. Each station entrance would have a contemporary station entry which is light and open, marking the station entry, providing legibility and supporting public transport interchange and accessibility. There would also be new north south and east west through site links within the western station site, and a new signalised crossing of Hunter Street, improving access and permeability for pedestrians.

Overall, due to the generous provision of public domain, including through site links, and new station entries addressing these streets, there would be improved accessibility, legibility and amenity along these streetscapes. Overall, there would be a noticeable improvement in amenity and a **moderate beneficial landscape impact.**

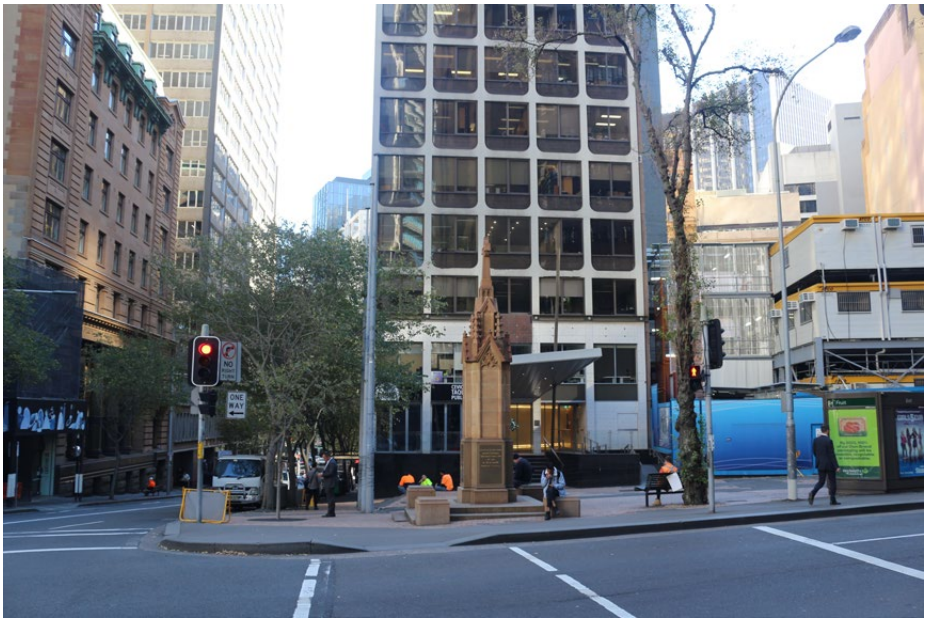
12. HUNTER STREET STATION (SYDNEY CBD)

12.4 Assessment of landscape impact

12.4.2 Richard Johnson Square

Baseline condition: Richard Johnson Square is used as a local meeting place and includes trees, seating and a local listed heritage monument and plinth. The monument was constructed in the mid-1920s to commemorate the site of the first church erected in Australia and is named after its chaplain, Reverend Richard Johnson. The monument provides visual interest within the surrounding urban townscape.

All buildings within the sites for this proposal would have been demolished as part of the work carried out under the previous Sydney Metro West planning application and hoarding would be established along the site boundary, beside Richard Johnson Square. As part of that proposal, Richard Johnson Square would remain open, and footpaths adjacent to the Hunter Street Station (Sydney CBD) eastern construction site would potentially divert pedestrians to surrounding footpaths and alter the patterns of access to and movement through the square.



RICHARD JOHNSON SQUARE

Sensitivity: This landscape provides a local meeting place for people working, living and visiting this part of the Sydney CBD, and is of **local landscape sensitivity.**

Landscape impact during construction: There would continue to be no direct impact on Richard Johnson Square during construction of this proposal. However, the appeal of this square as a meeting place and as a breakout space within this densely urban area of the Sydney CBD would continue to be reduced by the proximity to major construction activity at the eastern construction site. The continued impact on footpaths adjacent to the construction site on Bligh Street and Hunter Street would continue to potentially divert pedestrians to surrounding footpaths and continue to alter the patterns of access to and movement through the Square. Overall, it is expected that there would continue to be a noticeable reduction in the landscape qualities of Richard Johnson Square, which is of local landscape sensitivity, resulting in a **minor adverse landscape impact.**

Landscape impact during operation: The proposal includes integration with the existing Richard Johnson Square, which would be designed in consultation with relevant stakeholders. The tie in works to the existing Richard Johnson Square would consider new pavements, street furniture and tree planting, with the aim to increase the level of shade and tree canopy cover and improving the amenity and level of comfort for pedestrians. Around the square there would be potential for new areas of new and upgraded public realm, including the areas surrounding the ground level of the eastern station building and extending along Bligh Street and Hunter Street. This square would be further activated by potential future station retail and other station activation opportunities at street level and facing the square. There would also be a new through site link extending west from the square, providing access to O'Connell Street and the eastern station entrance, improving permeability in this part of the CBD.

Overall, due to the improvements to both the urban fabric of the square and its interface with the new metro station entry, there would be a considerable improvement in the quality of this landscape, which is of local sensitivity, resulting in a **moderate beneficial landscape impact**.

12.4.3 Bligh Street, Hunter Street and O'Connell Street streetscapes

Baseline condition: Bligh Street and O'Connell Street are both north to south aligned streets in the Sydney CBD grid, with the southern end of these streets intersecting with Hunter Street, which runs generally west to east between George Street and Macquarie Street. In the area generally surrounding the Hunter Street station eastern construction site, these streets are lined by high-rise office towers with retail space, restaurants and cafés at street level.

The Bligh Street construction site for Sydney Metro City & Southwest Martin Place Station is located between Bligh Street and O'Connell Street, including demountable offices stacked to about three levels with hoarding along the Bligh Street frontage and an acoustic shed along the O'Connell Street frontage. This site creates a gap in the surrounding high-rise built form, allowing views through to nearby office towers, in views from O'Connell Street, but fits unobtrusively into the Bligh Street streetscape. The Hunter Street station eastern construction site would utilise the construction site established under the previous Sydney Metro West planning application.

Bligh Street, Hunter Street and O'Connell Street include several historic buildings, such as the former NSW Club building beside the Hunter Street Station (Sydney CBD) eastern construction site, at 31 Bligh Street, and the former Wales House and 'Perpetual Trustee' buildings located opposite the construction site. The decorative facades and use of materials at these properties contribute positively to the streetscape. Mature street trees along all three streets

HUNTER STREET

EXISTING ACOUSTIC SHED, BLIGH STREET SYDNEY METRO CITY & SOUTHWEST CONSTRUCTION SITE, O'CONNELL STREET

12. HUNTER STREET STATION (SYDNEY CBD)

12.4 Assessment of landscape impact

INTERSECTION OF HUNTER STREET AND O'CONNELL STREET

INTERSECTION OF HUNTER STREET AND BLIGH STREET

provide visual interest, pedestrian scale and add to the amenity of each street for pedestrians. Richard Johnson Square is located on the corner of Hunter and Bligh Street providing some visual interest within these streetscapes. All buildings, except for the acoustic shed, would be removed from the site as part of the work carried out under the previous Sydney Metro West planning application and there would be hoarding along the site boundary. The removal of these buildings facing Hunter Street would create a large break in the continuity of the built form and detract from the pedestrian circulation and amenity for pedestrians using this side of the street. Three mature street trees would also be removed, near the corner of Hunter Street and O'Connell Street, further detracting from the streetscape character.

Sensitivity: Bligh Street, Hunter Street and O'Connell Street are busy streets in Sydney CBD and include a number of listed heritage buildings and mature street trees, in the vicinity of the construction site. These streets are generally experienced by people living, working, visiting or passing through this part of the CBD and are of **local landscape sensitivity.**

Landscape impact during construction: There would continue to be construction work seen in this view, continuing the presence of construction activity adjacent to these streets. The large gap in the building line along these streets would be slowly reinstated as the construction of the metro station and services buildings, progresses. The site access along O'Connell Street and haulage along O'Connell Street and Hunter Street would detract from the pedestrian circulation and amenity for pedestrians using this side of the street.

Overall, the scale and proximity of construction activity would result in a noticeable reduction in the landscape quality of these streetscapes, which are of local sensitivity, resulting in a **minor adverse landscape impact**.

Landscape impact during operation: The footpaths along O'Connell Street and Bligh Street in the vicinity of the site would be upgraded including new pavements and street furniture, which would improve the streetscape amenity in these locations. There would be a new station entry from O'Connell Street of a contemporary, light and open design, marking the station entry, improving legibility and accessibility for pedestrians. A new though site link would provide a mid block connection between O'Connell Street and Bligh Street, providing station access from Bligh Street and improving permeability in this location. There would be new street trees, improving the level of shade and tree canopy cover in this part of the streetscape. The services entry to the station would be located on O'Connell Street, setback from the station entry and the prominent corner of Hunter Street and O'Connell Street.

Overall, due to the upgrades to the public domain, including a through site link, and new station entry, there would be improved accessibility, legibility and amenity along these streetscapes in the vicinity of the site. Overall, there would be a considerable improvement in amenity and a **moderate beneficial landscape impact.**

BLIGH STREET

12. HUNTER STREET STATION (SYDNEY CBD)

12.5 Assessment of daytime visual impact

12.5 Assessment of daytime visual impact

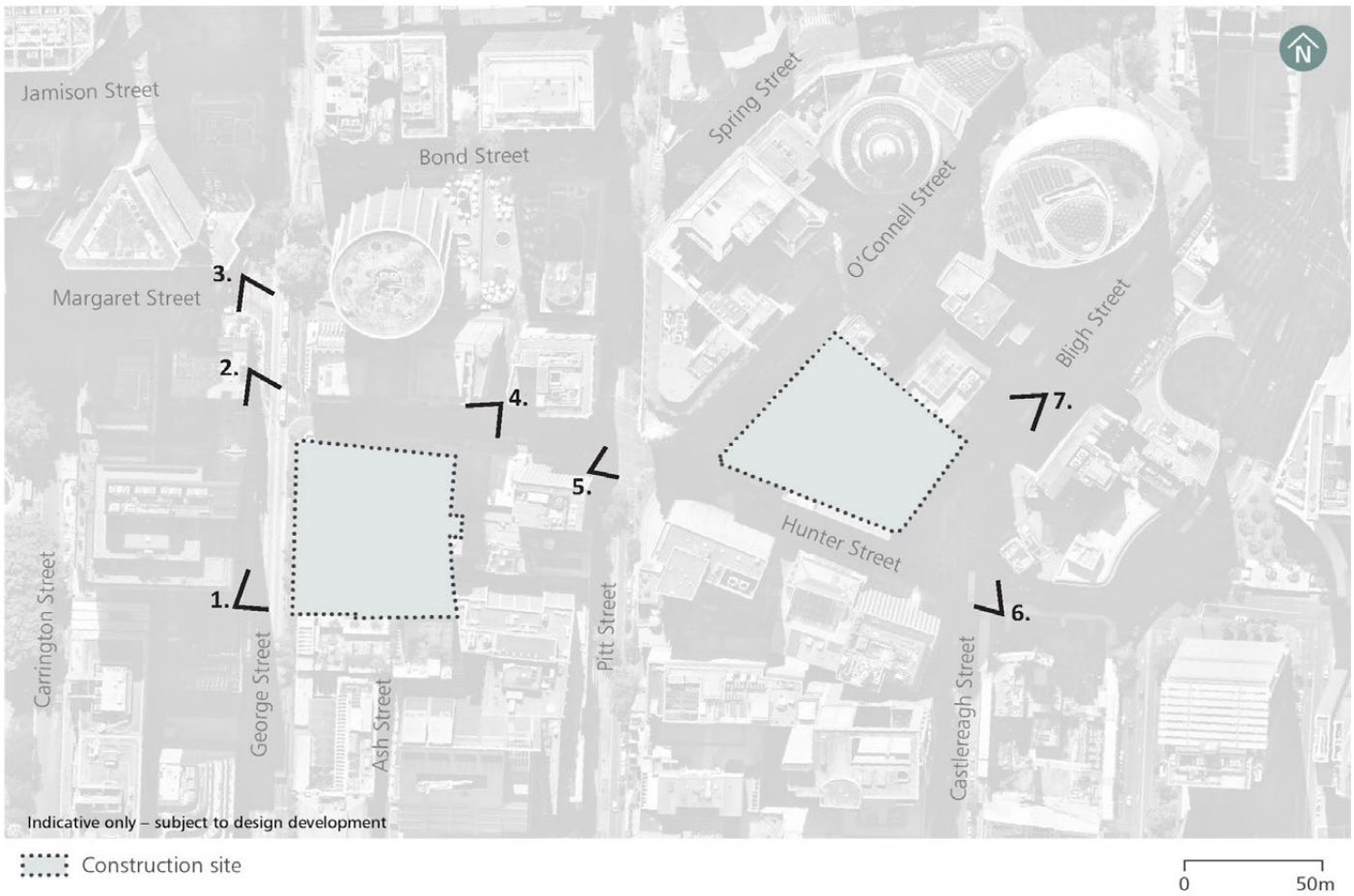
The following viewing locations were selected as representative of the range of views to this proposal.

- Viewpoint 1: View north east along George Street from the Wynyard light rail stop
- Viewpoint 2: View south along George Street from corner of Margaret Street
- Viewpoint 3: View southwest from corner of Hunter Street and Hamilton Street
- Viewpoint 4: View north east from corner of Hunter Street and Pitt Street
- Viewpoint 5: View north west from corner of Hunter Street and Castlereagh Street
- Viewpoint 6: View south along Bligh Street

Figure 12-5 identifies the location of these viewpoints.

The following sections summarise the daytime visual impact identified in the representative viewpoint assessment.

FIGURE 12-5
HUNTER STREET STATION (SYDNEY CBD) – VIEWPOINT LOCATIONS



12.5.1 Viewpoint 1: View north east along George Street from the Wynyard light rail stop

Baseline condition:

This view is looking north east from the George Street light rail stop, near the Wynyard Station entrance (refer to Figure 12-6). The two-way light rail route along George Street can be seen in the foreground of view. The street level is activated, light rail vehicles travel across the view, and pedestrians move freely around this pedestrianised plaza area. Light poles with banners, street furniture, and street trees add visual interest and variety to the street level seen this view.

The existing high-rise office and hotel developments east of George Street would be demolished as part of the work carried out under the previous Sydney Metro West planning application. The former Skinners Family Hotel, a State listed heritage building, would have been retained and can be seen glimpsed from this location, on the corner of George and Hunter Street.

Sensitivity: Views from this location would generally be experienced by local residents, workers, road users and visitors to this part of Sydney's CBD. The character building and tree planting along George Street are visual features. This view is of **local visual sensitivity.**

Visual impact during construction: Work within the western construction site would continue to be seen in the centre of view. Hoardings would continue to be seen along the site boundary facing George Street, screening street level views into the construction site. Larger equipment would be seen rising above this hoarding during the construction of the metro station, which would be set back from the street, and seen in the background of view. The heritage building on the corner of Hunter Street and George Street (former Skinners Family Hotel) would continue to be protected during construction. Due to the scale of the construction works and proximity of the site

FIGURE 12-6
VIEWPOINT 1 – VIEW NORTH EAST ALONG GEORGE STREET FROM LIGHT RAIL STOP, EXISTING VIEW

FIGURE 12-7
VIEWPOINT 1 – VIEW NORTH EAST ALONG GEORGE STREET FROM LIGHT RAIL STOP, INDICATIVE EXTENT OF CONSTRUCTION SITE (PROPOSED SHOWN IN BLUE)

to this viewing location, there would be a noticeable reduction in the amenity of this view, which is of local sensitivity, resulting in a **minor adverse visual impact.**

Visual impact during operation: A through site link would be visible on the south western corner of the site (right of view) incorporating a metro station entrance. At this corner the station building would rise about five storeys above George Street, with potential future station retail and other station activation opportunities facing the pedestrianised George Street at street level, and services above. A second through site link would be located part way along George Street, breaking up the continuous building frontage. The building would step down in height to about three storeys, be consistent with the former Skinners Family Hotel building, a listed State heritage item, which would be seen in the background of the view at the corner with Hunter Street. This building would reinstate the former building line along George Street, it would incorporate awnings and have a contemporary character.

Overall, the station building would reinstate the building line with a built form that steps in height to reflect the scale of the adjacent buildings and is broken up with through site links and the station entry. This proposal would result in a considerable improvement in the amenity of this view and a **moderate beneficial visual impact.**

12.5.2 Viewpoint 2: View south along George Street from corner of Margaret Street

Baseline condition: This view from the western side of George Street, north of Margaret Street, shows the two-way light rail route along George Street, south of Margaret Street. There are light rail vehicles travelling across the foreground of this view along with vehicular traffic crossing the intersection (refer to Figure 12-8). Several high-rise office and hotel developments are visible along George Street, including the Adina Apartment Hotel (left of view) and 275 George St commercial building (right of view). This built form channels views along the street and draws the eye upwards to the sky above the towers. The former Skinners Family Hotel (State listed heritage building), a three-storey brick building at the corner of George Street and Hunter Street, is a local visual feature, visible at street level in the centre of view. Further south, the decorative stone façade of the former National Mutual Building at 350 George Street, also a State listed heritage building, can be seen in the background of view. These buildings contrast in scale and character to the surrounding modern high-rise developments and provide visual interest. The street trees along George Street and the podium and wall planting at the 320 George Street building also enhance the character of this view.

The high rise buildings to the south of the former Skinners Family Hotel building, would have been demolished as part of the work carried out under the previous Sydney Metro West planning application. The former Skinners Family Hotel building would continue to be protected and there would be hoarding along the site boundary with George Street, facing the light rail corridor.

Sensitivity: This view is of **local visual sensitivity.** Views from this location would generally be experienced by local residents, workers, road users and visitors to this part of Sydney's CBD. The heritage character buildings and street trees along George Street are visual features.

Visual impact during construction: Construction within the Hunter Street Station (Sydney CBD) western construction site would continue to be seen in the centre of view, extending south from the corner of Hunter Street and George Street. The heritage corner building (former Skinners Family Hotel) would continue to be protected during construction. Hoardings would continue to be seen along the George Street site boundary, obstructing views to the street level construction activity within the site. Larger equipment would be visible rising above this hoarding with

construction of the station building rising to a similar level to the heritage building. Construction vehicles would also be seen accessing and egressing the site and travelling along Hunter Street.

Overall, the works would be somewhat compatible and absorbed into the surrounding urban setting and there would be a noticeable reduction in the amenity of this view, which is of local sensitivity, resulting in a **minor adverse visual impact.**

Visual impact during operation: The former Skinners Family Hotel heritage building would continue to be protected and seen in the middle ground of this view. The western station entrance building would be seen behind the former Skinners Family Hotel building, extending south along George Street and east along Hunter Street. This would include station services stepping up to the south to about five storeys, similar in height to the predominant building height of the buildings extending south along George Street. The station building would also extend west from the former Skinners Family Hotel Building along Hunter Street, again rising to the same height of this building.

Overall, while there would be a new built form established across the middle ground of this view, the scale of the buildings surrounding the former Hotel would maintain the prominence of the locally prominent corner building. The new contemporary architecture would improve the amenity of this view at street level and respect the character and setting of the heritage corner building. As a result, there would be a noticeable improvement to the amenity of this view, and a **minor beneficial visual impact.**

FIGURE 12-8

VIEWPOINT 2 – VIEW SOUTH ALONG GEORGE STREET FROM CORNER OF MARGARET STREET, EXISTING VIEW

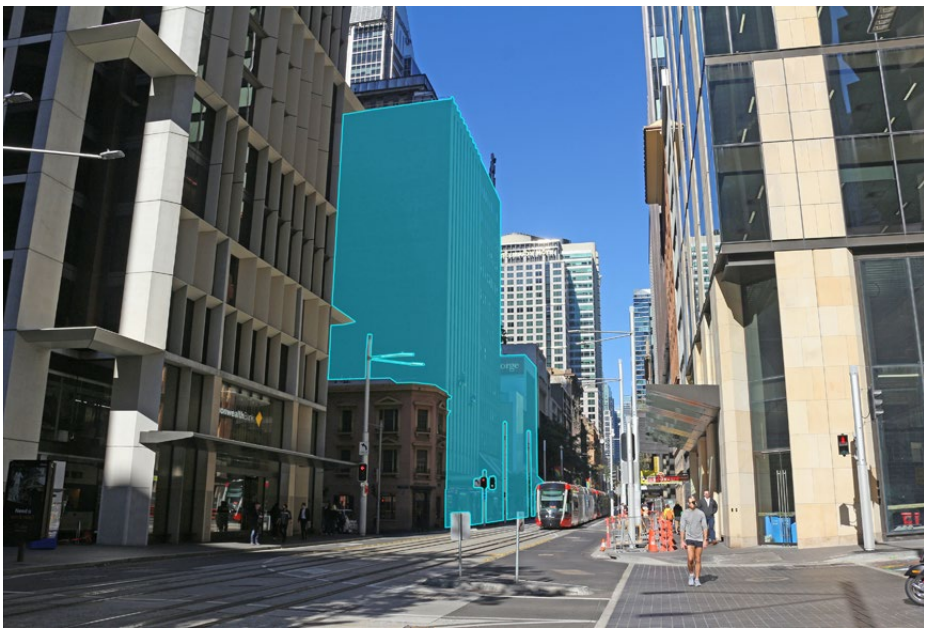


FIGURE 12-9

VIEWPOINT 2 – VIEW SOUTH ALONG GEORGE STREET FROM CORNER OF MARGARET STREET, INDICATIVE EXTENT OF CONSTRUCTION SITE (PROPOSED SHOWN IN BLUE)

12. HUNTER STREET STATION (SYDNEY CBD)

12.5 Assessment of daytime visual impact

FIGURE 12-10

VIEWPOINT 3 – VIEW SOUTHWEST FROM CORNER OF HUNTER STREET AND HAMILTON STREET, EXISTING VIEW

FIGURE 12-11

VIEWPOINT 3 – VIEW SOUTHWEST FROM CORNER OF HUNTER STREET AND HAMILTON STREET, INDICATIVE EXTENT OF CONSTRUCTION SITE (PROPOSED SHOWN IN BLUE)

12.5.3 Viewpoint 3: View southwest from corner of Hunter Street and Hamilton Street

Baseline condition: This view from the corner of Hunter Street and Hamilton Street shows the site for this proposal in the middle ground (refer to Figure 12-10). Hunter Street includes four lanes of traffic and wide footpaths. The height of the buildings and awnings over the footpath enclose and channel views along the street, limiting views upwards towards the buildings surrounding the site. As part of the construction work carried out under the previous Sydney Metro West planning application, the existing commercial buildings on the site would have been demolished and there would be hoarding and site access gates along the footpath, facing Hunter Street. The decorative stone façade of the building at 17 Hunter Street (left of view) would remain as would the former Skinners Family Hotel (State listed heritage building) which can be glimpsed at the corner of Hunter and George Street in the background of view. These heritage buildings contrast with the surrounding modern high-rise commercial buildings in this view and provide visual interest to the streetscape along Hunter Street and George Street, due to the style and detailing.

Sensitivity: Views from this location would generally be experienced by local residents, workers, road users and visitors to this part of Sydney's CBD. The character buildings along Hunter Street and George Street are visual features this view. This view is of **local visual sensitivity.**

Visual impact during construction: The Hunter Street Station (Sydney CBD) western construction site, would continue to be seen in the centre of view, extending east from the corner of Hunter Street and George Street. The heritage corner building (former Skinners Family Hotel) would be retained and protected during construction. The sandstone building at 17 Hunter Street would also be retained and protected. Hoardings would be visible along the site boundary along Hunter

Street, obstructing views to the street level construction activity. Larger equipment would be visible rising above this hoarding, above and surrounding the heritage building, during construction of the station services building along Hunter Street and the metro station beyond. Construction vehicles would be seen travelling along Hunter Street and entering and exiting the Hunter Street Station (Sydney CBD) western construction site.

Overall, while the works would be of a large scale and in close proximity to pedestrians in this area, the dense urban setting has the capacity to absorb this change. This would result in a noticeable reduction in the amenity of this view, which is of local sensitivity, and there would be a **minor adverse visual impact.**

Visual impact during operation: The western station entrance building would be visible in the middle ground of this view, reinstating the building line along Hunter Street. The built form would include potential future station retail and other station activation opportunities to the west (right of view) and a new metro entrance, accessed via a new through site link, in the centre of the site. To the east of the site (left of view), there would be a driveway and service dock. This building would rise about three storeys in the west (right of view), adjacent to the former Skinner's Family Hotel building and maintain this height as the landform slopes down to the east. There would be station services within this building stepping up and back from Hunter Street, reducing the visibility and mass of this part of the building. The new station building would have a contemporary character, contrasting with the adjacent heritage character buildings, and respecting the heritage setting of these buildings. There would be a new public realm along Hunter Street, with new pavements, street furniture, lighting and planting.

Overall, the massing and scale of the building would respond to the heritage setting of the adjacent buildings and there would be improvements to the built form and public domain character. This would result in a noticeable improvement to the amenity of this view, which is of local visual sensitivity, and there would be a **minor beneficial visual impact.**

12.5.4 Viewpoint 4: View north east from corner of Hunter Street and Pitt Street

Baseline conditions: This view from the corner of Hunter Street and Pitt Street shows the site for this proposal in the middle ground of the view (refer to Figure 12-12). The sandstone façade of the former Wales House building (now occupied by the Radisson Hotel), a State listed heritage building, has a distinctive curved façade which addresses the street corner and is a visually prominent and attractive feature of this view (left of view). This building is described as having a 'strong townscape presence on its acutely angled corner site' (OEH, 2006). On the eastern side of O'Connell Street, the former Bank of NSW building can be seen (centre of view) and is another historic sandstone building that adds to the amenity of this view. These buildings contrast with the surrounding modern high-rise commercial buildings, along Hunter Street and O'Connell Street. The Bligh Street construction site for Sydney Metro City & Southwest Martin Place Station, on O'Connell Street, is currently occupied by an acoustic shed.

The Hunter Street Station (Sydney CBD) eastern construction site would be located within the same footprint used for construction work carried out under the previous Sydney Metro West planning application. As such, the high rise buildings on the site would have been removed and there would be hoarding established along the site boundary adjacent to the footpaths along Hunter Street and O'Connell Street.

12. HUNTER STREET STATION (SYDNEY CBD)

12.5 Assessment of daytime visual impact

FIGURE 12-12

VIEWPOINT 4 – VIEW NORTH EAST FROM CORNER OF HUNTER STREET AND PITT STREET, EXISTING VIEW

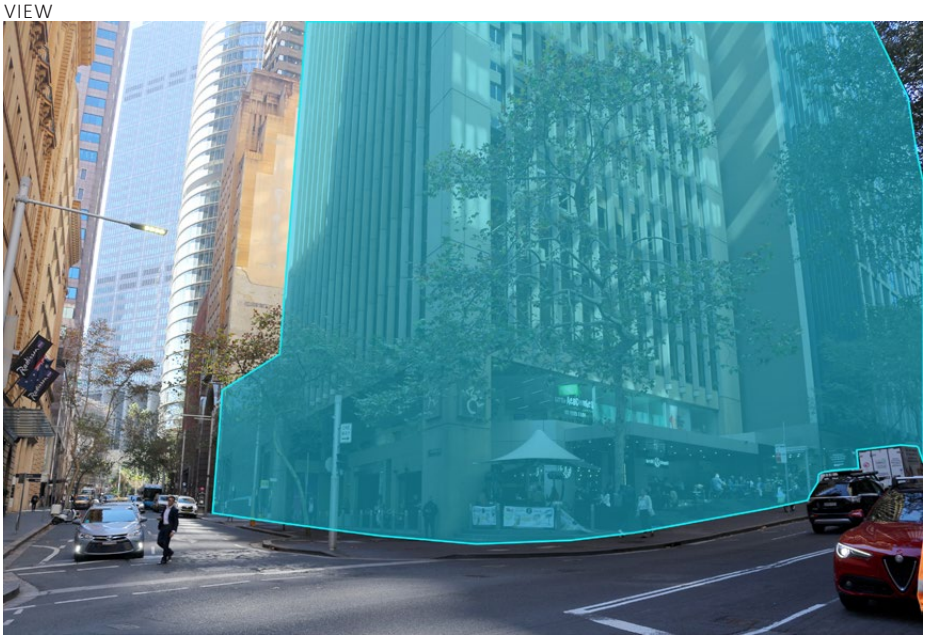


FIGURE 12-13

VIEWPOINT 4 – VIEW NORTH EAST FROM CORNER OF HUNTER STREET AND PITT STREET, INDICATIVE EXTENT OF CONSTRUCTION SITE (PROPOSED SHOWN IN BLUE)

Sensitivity: Views from this location would generally be experienced by local residents, workers, road users and visitors to this part of Sydney's CBD. The character buildings and street trees along Hunter Street and O'Connell Street are visual features in views from this location. This view is of **local visual sensitivity.**

Visual impact during construction: The Hunter Street Station (Sydney CBD) eastern construction site would continue to be seen in the centre of this view. The street trees removed during construction work carried out under the previous Sydney Metro West planning application, would allow clear views to the site from this angle, including a metro station entrance building along the eastern side of O'Connell Street and adjacent retail space (fit-out and use subject to separate approval if required) extending towards and wrapping around the corner of Hunter Street. Construction vehicles would be seen accessing the site from O'Connell Street and travelling along Hunter Street.

Overall, while there would be a substantial change to this view associated with the construction of buildings and areas of public domain along Hunter Street, the activity would be located behind hoarding. The scale of the works would be generally compatible with the existing construction activity seen in this view, and somewhat absorbed into the surrounding urban setting. This would result in a noticeable reduction in the amenity of this view, which is of local visual sensitivity, and there would be a **minor adverse visual impact.**

Visual impact during operation: The new eastern metro station building would be seen in the middle ground of this view, rising several storeys above the street. It would be a new contemporary structure, with potential future station retail and other station activation opportunities along Hunter Street. The metro station entrance would be located on O'Connell Street. There would be an upgraded public domain, with new pavements, street furniture, lighting

and additional street trees, along Hunter Street and O'Connell Street adjacent to the station building, improving the visual amenity of the streetscapes in this view. A new through site link would be seen beyond the station entrance, separating the service dock and driveway further to the north, also facing O'Connell Street. There would be station services above the station entry, rising about four to five storeys above the station. This building would be lower than the adjacent heritage character building. The contemporary character of this new built form would contrast with the character of the former Wales House, a State listed heritage building, opposite.

Overall, due to the massing and scale of the building, responding to the heritage setting of the adjacent buildings, and improvements to the built form and public domain character, there would be a noticeable improvement to the amenity of this view. As this is a view of local visual sensitivity, there would be a **minor beneficial visual impact.**

12.5.5 Viewpoint 5: View north west from corner of Hunter Street and Castlereagh Street

FIGURE 12-14
VIEWPOINT 5 – VIEW NORTH WEST FROM CORNER OF HUNTER STREET AND CASTLEREAGH STREET, EXISTING VIEW

Baseline conditions: Richard Johnson Square is visible in the centre of view, at the corner of Hunter Street and Bligh Street, including trees, seating and a stone obelisk and plinth, a local listed heritage item (refer to Figure 12-15). As part of the construction work carried out under the previous Sydney Metro West planning application, the high-rise buildings on the site facing Hunter Street would have been demolished, and the acoustic shed and site offices on the site would have been removed. Hoarding would remain along the site boundary and there would be site access gates facing Hunter Street. The historic sandstone façade of the former NSW Club building is visible to the north of the site (right of view). There would also be a clear view to the rounded corner and domed turret of the former Wales House building at the intersection of Hunter Street and O'Connell Street (left of view), also a State listed heritage building. This building is a local visual landmark that has a 'strong townscape presence on its acutely angled corner site' (OEH, 2006). The street trees along Hunter Street would have been retained and protected during construction, enhancing the character of this view.

Sensitivity: Views from this location would generally be experienced by local residents, workers, road users and visitors to this part of Sydney's CBD. The character buildings, historic public square and street trees along Hunter Street are visual features. This view is of **local visual sensitivity.**

Visual impact during construction: The Hunter Street Station (Sydney CBD) eastern construction site would continue to be seen in the centre of view, extending north from Hunter Street, between Bligh Street and O'Connell Street. A station services building would be constructed in the background of view, beside and partially blocking views to the former NSW Club building.

From this angle, the construction new areas of public domain extending west from the square, towards the new metro station, would be visible. Preparation of the future development footprints around the station would also be visible, set back from Hunter Street. The street trees along Hunter Street and Bligh Street would be retained and protected and continue to filter views to the construction site. Construction vehicles would be seen travelling along Hunter Street in the foreground of this view.

While there would be substantial changes seen during the construction of this proposal, the works would largely be absorbed into the densely urban setting. Overall, there would be a noticeable reduction in the amenity of this view, which is of local sensitivity, and a **minor adverse visual impact.**

12. HUNTER STREET STATION (SYDNEY CBD)

12.5 Assessment of daytime visual impact

FIGURE 12-15

VIEWPOINT 5 – VIEW NORTH WEST FROM CORNER OF HUNTER STREET AND CASTLEREAGH STREET, INDICATIVE EXTENT OF CONSTRUCTION SITE (PROPOSED SHOWN IN BLUE)

FIGURE 12-16

VIEWPOINT 5 – VIEW NORTH WEST FROM CORNER OF HUNTER STREET AND CASTLEREAGH STREET, PHOTOMONTAGE (INDICATIVE ONLY – SUBJECT TO DESIGN DEVELOPMENT *SOURCE: SYDNEY METRO*)

Visual impact during operation: The new eastern metro station building would be seen in the middle ground of this view, rising to about five storeys. The building would be set back from Richard Johnson Square, introducing a new contemporary structure into this view. There would be potential future station retail and other station activation opportunities facing and Bligh Street. The retail would be set back from the square with new areas of public domain, extending and providing a setting to the monument. A new through station link would be seen to the north of the square, extending towards O'Connell Street. This link and public domain upgrades would improve the amenity of this view. The massing of the building would step down to Hunter Street, lower than the existing building (that would be removed as part of the previous Sydney Metro West planning application), revealing the decorative domed turret of the former Wales House building (left of view). The height of a section of the façade facing Castlereagh Street would also be lowered to align with the height of the sandstone façade of the former NSW Club building (right of view).

Overall, the height, scale and appearance of the building would be visually compatible for this dense urban setting and respond to the height and scale of the adjacent heritage buildings. The new public realm, including high quality pavements and planting, would improve the amenity at street level. There would be a noticeable improvement in the amenity of this view and a **minor beneficial visual impact.**

12.5.5 Viewpoint 6: View south along Bligh Street

Baseline condition: This view includes modern office towers along Bligh Street and Hunter Street (left and centre of view) as well as several historic buildings with sandstone façade (refer to Figure 12-17). The former 'NSW Club' building in the middle ground (right of view), and a glimpse to the former 'Perpetual Trustee' building along Hunter Street (centre of view), both State listed

heritage buildings, provide visual interest to this view. As part of the work carried out under the previous Sydney Metro West planning application, the existing high rise commercial building upon the site would have been demolished and the stacked site offices would have been removed. There would be hoarding along the boundary of the site, facing Richard Johnson Square. Richard Johnson Square can be seen at the corner of Hunter Street and Bligh Street (behind bus in this image), including trees, seating and obelisk and plinth, a local listed heritage monument. The existing tree on the eastern side of Bligh Street softens the view to the existing commercial buildings.

Sensitivity: This view contains several state and local heritage items and is of **local visual sensitivity.** Views from this location would generally be experienced by local residents, workers, road users and visitors to this part of Sydney's CBD. The character buildings, historic public square and street trees along Bligh Street and Hunter Street are visual features.

Visual impact during construction: The Hunter Street Station (Sydney CBD) eastern construction site would continue to be seen in the centre of this view, including the hoardings along the site boundary on Bligh Street. The street trees along Bligh Street would be retained and protected. The historic sandstone façade of the former 'NSW Club' building would partly obstruct views to the station services building construction. The metro station would be set back from Bligh Street, with construction of surrounding areas of public domain and landscaping visible from this angle, along Bligh Street. The existing glimpse to the former 'Perpetual Trustee' building along Hunter Street (centre of view) would be maintained.

While there would be continued changes seen during the construction of this proposal, this work would largely be absorbed into the densely urban setting. Overall, there would be a noticeable reduction in the amenity of this view, which is of local sensitivity, resulting in a **minor adverse visual impact.**

FIGURE 12-17
VIEWPOINT 6 – VIEW SOUTH ALONG BLIGH STREET, EXISTING VIEW

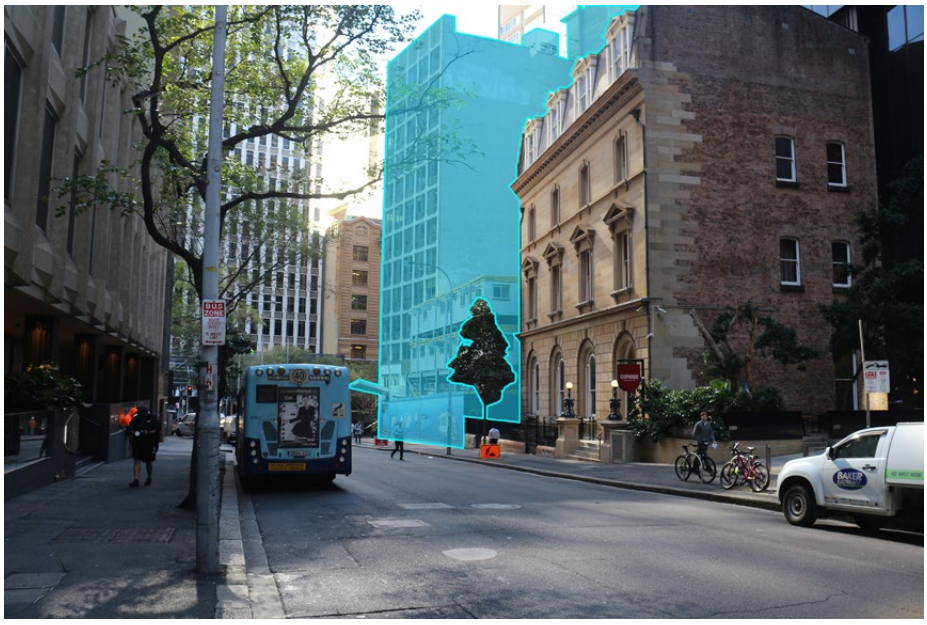


FIGURE 12-18
VIEWPOINT 6 – VIEW SOUTH ALONG BLIGH STREET, INDICATIVE EXTENT OF CONSTRUCTION SITE (PROPOSED SHOWN IN BLUE)

12. HUNTER STREET STATION (SYDNEY CBD)

12.6 Assessment of night-time visual impact

Visual impact during operation:

From this location the new metro station building would be seen beyond the former 'NSW Club' building. The building would be set back from Richard Johnson Square, allowing greater visibility of the former 'Perpetual Trustee' building along Hunter Street. The building would rise to about 30 metres in height, containing station services and provision for future development. There would be new areas of public domain, extending and providing a setting to the square, including new pavements, street furniture, lighting and planting.

Overall, the height, scale and appearance of the building would be absorbed into this dense urban setting, with the new built form having a consistent height to the adjacent heritage building. The heritage character buildings would continue to be visual features in this view, and the new public realm areas would improve the visual amenity at street level. Overall, there would be a noticeable improvement to the amenity of this view and a **minor beneficial visual impact.**

12.6 Assessment of night-time visual impact

Baseline conditions: The Hunter Street Station (Sydney CBD) sites are located in an area of high district brightness (A4) and have a **very low visual sensitivity** at night. This is due to the concentration of medium and high rise commercial, residential and hotel buildings within this location. Streetlights and headlights from high volumes of vehicle traffic and the light rail would further add light to the night scene. Following construction work carried out under the previous Sydney Metro West planning application, the sites for this proposal would have been cleared of buildings and lighting associated with site security.

Visual impact during construction: Night works would be required for underground work at both the eastern and western construction site of the Hunter Street Station (Sydney CBD). This would require lighting of much of the site including site offices, staff amenities, laydown areas and workshops. There would be additional headlights from heavy vehicles accessing the site and moving along Hunter Street. All lighting within the construction sites would be designed to minimise light spill and directed away from neighbouring property. This lighting would contribute to the general skyglow above the Sydney CBD and there would be direct light sources visible from surrounding areas.

This lighting would continue the bright light levels currently seen across the construction site and would be largely consistent with the prevailing light levels of this area of A4: High district brightness. Overall, there would be a noticeable reduction in the amenity of the areas containing the eastern and western construction site and a **negligible visual impact** at night.

Visual impact during operation: The station and public domain areas would be brightly lit to provide for customer safety. This would include lighting at the station entries and where station activation opportunities are established. All station lighting would be designed to minimise light spill and directed away from neighbouring properties. This proposal would, however, contribute to the general skyglow of the Sydney CBD and there would be additional lighting sources visible.

Overall, the level of lighting required to provide safety for customers at night would be consistent with the light levels around these areas of the CBD, and would be consistent with the bright lighting levels in this area of A4: High district brightness**.** There would be no perceived change in the amenity of this area at night, and a **negligible visual impact**.

12.7 Summary of impact

Table 12-1, Table 12-2 and Table 12-3 summarise the potential visual impacts of this proposal.

TABLE 12-1
LANDSCAPE IMPACT SUMMARY – HUNTER STREET STATION (SYDNEY CBD)

			Construction		Operation	
No.	**Location**	**Sensitivity**	**Magnitude**	**Impact**	**Magnitude**	**Impact**
1	George and Hunter Street streetscapes	Regional	Noticeable reduction	Moderate adverse	Noticeable improvement	Moderate benefit
2	Richard Johnson Square	Local	Noticeable reduction	Minor adverse	Considerable improvement	Moderate benefit
3	Bligh Street, Hunter Street and O'Connell Street streetscapes	Local	Noticeable reduction	Minor adverse	Considerable improvement	Moderate benefit

TABLE 12-2
DAYTIME VISUAL IMPACT SUMMARY – HUNTER STREET STATION (SYDNEY CBD)

			Construction		Operation	
No.	**Location**	**Sensitivity**	**Magnitude**	**Impact**	**Magnitude**	**Impact**
1	View north east along George Street from the Wynyard light rail stop	Local	Noticeable reduction	Minor adverse	Considerable improvement	Moderate benefit
2	View south along George Street from corner of Margaret Street	Local	Noticeable reduction	Minor adverse	Noticeable improvement	Minor benefit
3	View southwest from corner of Hunter Street and Hamilton Street	Local	Noticeable reduction	Minor adverse	Noticeable improvement	Minor benefit
4	View north east from corner of Hunter Street and Pitt Street	Local	Noticeable reduction	Minor adverse	Noticeable improvement	Minor benefit
5	View north west from corner of Hunter Street and Castlereagh Street	Local	Noticeable reduction	Minor adverse	Noticeable improvement	Minor benefit
6	View south along Bligh Street	Local	Noticeable reduction	Minor adverse	Noticeable improvement	Minor benefit

TABLE 12-3
NIGHT-TIME VISUAL IMPACT SUMMARY – HUNTER STREET STATION (SYDNEY CBD)

			Construction		Operation	
No.	**Location**	**Sensitivity**	**Magnitude**	**Impact**	**Magnitude**	**Impact**
1	Hunter Street Station (Sydney CBD)	Very low (A4: High district brightness)	Noticeable reduction	Negligible	No perceived change	Negligible

13. CLYDE STABLING AND MAINTENANCE FACILITY AND ROSEHILL SERVICES FACILITY

13.1 Baseline environment

13.1 Baseline environment

The Clyde stabling and maintenance facility and Rosehill services facility site is situated generally between Unwin Street, Shirley Street, the Western Motorway M4 and James Ruse Drive, in Clyde and Rosehill (refer to Figure 13-1). The proposal is located to the south of 'Camellia growth precinct', including Camellia and Rosehill, identified as 'Local Centres' in the Parramatta Local Strategic Planning Statement 2020.

Rosehill Gardens racecourse is located immediately north and east of the site. The racecourse is identified as a major entertainment precinct and has the potential for future redevelopment under the Draft Camellia Town Centre Master Plan (2015). The racecourse is contained to the east and south by vegetated embankments, however, there are elevated east and south-eastward views from the grandstand across the industrial areas of Rosehill and Clyde. These views would include distant views to the Parramatta Light Rail (Stage 1) stabling facility (currently under construction), former Clyde Refinery and the proposal site, filtered through the racetrack perimeter trees.

The former T6 Carlingford Line runs north-south, along the western boundary of the racecourse, located in a vegetated cutting. The vegetation within this rail cutting and all remaining infrastructure at the Rosehill Station, including the footbridge over the rail corridor, would be removed as part of the preceding Sydney Metro West planning application. There is a large area of surface car parking (P4 Car Park) between the rail corridor and James Ruse Drive which is located to the west and parallel and to the rail corridor. James Ruse Drive is a six lane, heavily trafficked road. This is a harsh environment with few trees and vast areas of hardstand.

The former rail corridor and James Ruse Drive physically and visually separates the Rosehill Gardens racecourse from the residential areas of Rosehill, located further to the west. This includes some medium and high density residential and hotel towers which face east, over James Ruse Drive. The landform rises to the north-west of Clyde, so that these properties are located on a locally prominent rise and have broad views across James Ruse Drive, the Rosehill Gardens racecourse and industrial areas of Rosehill and Clyde. The M4 Western Motorway would also be visible from these properties, including a grade separated intersection at James Ruse Drive. The on ramp for the M4 Western Motorway forms the south-western corner of the site, and the M4 Western Motorway itself is elevated as it continues east, forming the southern boundary of the site.

All buildings and vegetation will have been removed as part of the construction work carried out under the previous Sydney Metro West planning application. The areas to the south of Duck Creek, identified for future stabling, will also have been raised up by fill. Unwin Street will have been diverted and would include bridge over the future stabling site and the areas to the north of Duck Creek will have been levelled. To the west of the Rosehill Gardens racecourse, there would be a dive structure within the former T6 Carlingford Line. The Clyde stabling and maintenance facility and Rosehill services facility construction site will be enclosed by site boundary fencing.

FIGURE 13-1
CLYDE STABLING AND MAINTENANCE FACILITY AND ROSEHILL SERVICES FACILITY – LANDSCAPE CONTEXT

13. CLYDE STABLING AND MAINTENANCE FACILITY AND ROSEHILL SERVICES FACILITY

13.2 Planning guidance

13.2 Planning guidance

Further to the planning review carried out in Section 3 of this technical paper, the following sections summarise specific planning provisions and master planning documents which are relevant to the landscape and visual impact assessment of this proposal at the Clyde stabling and maintenance facility and Rosehill services facility site.

13.2.1 Draft Parramatta Local Environmental Plan 2020

Further to the review provided in section 3.3 of this technical paper, this draft Parramatta LEP includes the following, relevant land use objectives. The draft Parramatta LEP does not propose any changes to zoning or increases to density controls at this proposal site and therefore remains W1 Natural Waterways along Duck and A'Becketts creeks, IN3 Heavy Industrial north of the creeks and IN1 General Industrial south of the creeks, with a 12 metre maximum building height in the industrial zones. The objectives of the industrial zones do not relate to landscape character or visual amenity. All buildings and vegetation within this proposal site would be removed as a part of the previous Sydney Metro West planning application.

The site for this proposal contains the former depot (RTA Depot) which has local heritage significance. The site also includes part of Duck Creek and A'Becketts Creek, which are a part of the Parramatta River wetlands, and have a local heritage listing. The W1 Natural Waterways zoning aims to protect the 'scenic values of natural waterways', however, sections of the creek within the site are dominated by weeds (Refer to Technical Paper 5 (Non-Aboriginal heritage impact assessment) (Artefact, 2021) and have little scenic value.

13.2.2 Parramatta Development Control Plan 2011

This proposal is located in the 'Camellia and Rydalmere Precinct' which is one of five strategic precincts in the development control plan. Objectives for this precinct which relate to this assessment include:

- To require development along the foreshore to be of a scale and character that is in keeping with its foreshore location, protection and enhancement of the unique visual and ecological qualities of the waterways and foreshore
- To conserve and enhance identified views and encourage the conservation and adaptive reuse of heritage items within the Camellia and Rydalmere Precincts and wider community use and access of these assets
- That buildings should make a positive contribution to the streetscape and the skyline
- That buildings that not significantly overshadow the public domain, vegetated riparian areas, environmental protection areas or adjoining properties
- To conserve heritage sites, their settings, identified views and their visual interconnections (City of Parramatta Council, 2018, s.4.3.1).

The northern part of this proposal is within the 'James Ruse Drive Corridor Special Area', which will be 'an attractive gateway thoroughfare to Parramatta', which requires several design principles for development in this area, including:

- Development must contribute to a strong, unified and visually attractive character for James Ruse Drive, enhancing its role as an important gateway to Parramatta
- New development along this corridor needs to be carefully planned and based on several design principles including modulating buildings to improve views into the site from the river and James Ruse Drive (s. 4.3.1.1).

This proposal is not located within a Special Character Area (s.4.3.1.1) or a Heritage Conservation Area (s.4.4).

13.2.3 Draft Camellia Town Centre Master Plan

The Draft Camellia Town Centre Master Plan has been prepared in consultation with City of Parramatta Council and 'will guide the future development of the proposed town centre over the next 20 to 30 years' (NSW Department of Planning, Industry and Environment, 2018). The Master Plan envisages a town centre adjacent to the Parramatta River supported by mixed land uses and integrated with the Parramatta Light Rail (Stage 1).

The majority of The Clyde stabling and maintenance facility and Rosehill services facility site is located south of the Rosehill Garden racecourse and therefore outside of the Master Plan area. The northern end of the test track would be located in the Master Plan area, adjacent to James Ruse Drive and located in the former T6 Carlingford line corridor. The Master Plan proposes mixed use development, open space and new tree lined streets in this area, between the racecourse, James Ruse Drive and light rail corridor (refer to Figure 13-2).

A directions paper for Camellia-Rosehill Place Strategy was released in September 2021, which builds on previous submissions and engagement undertaken with stakeholders and landowners during the first phase of the place strategy. Indicative land uses and potential transport improvements have been identified, which consider existing constraints and future opportunities for this precinct. The north western part of the precinct is identified as the town centre, including residential, mixed use, open space, schools and community facilities. The linear area between the racecourse and former T6 Carlingford line corridor, is identified as an entertainment precinct. Much of the Clyde stabling and maintenance facility and Rosehill services facility site is identified for transport

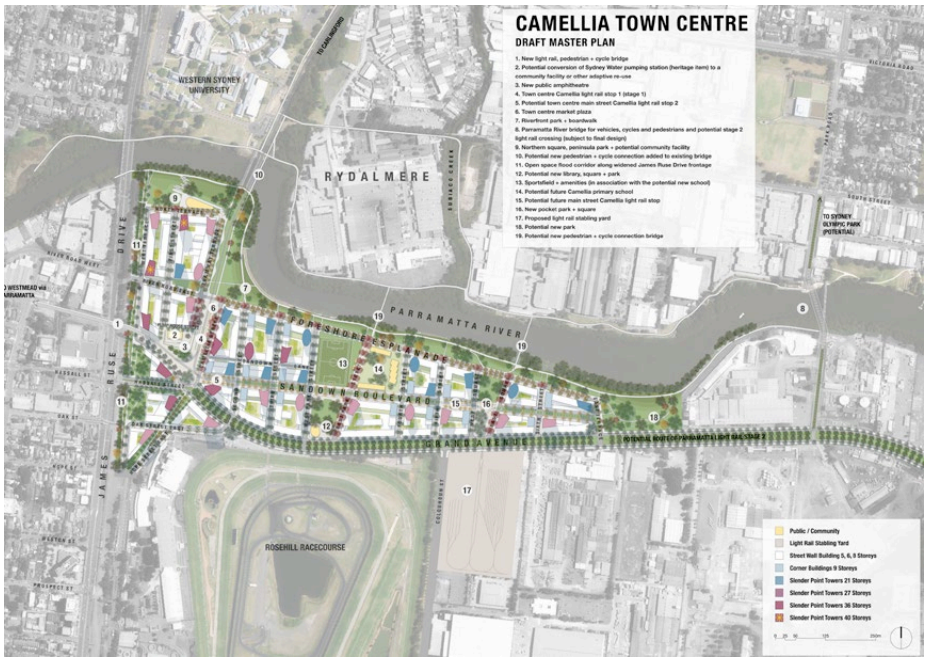


FIGURE 13-2
DRAFT CAMELLIA TOWN CENTRE MASTER PLAN

facilities, whilst the corridor of Duck and A'Becketts creeks is identified as open space and foreshore areas, with opportunities to develop the green infrastructure network, including canopy cover. Potential transport initiatives include a potential new road extending east from Prospect Street, across James Ruse Drive and the former T6 Carlingford line corridor and continuing north towards Camellia. This new vehicular and pedestrian link would predominantly serve the new town centre, as well as the entertainment precinct.

A draft Camellia-Rosehill Place Strategy is currently being prepared (planned to be released in December 2021), which will build on previous work, including the Draft Camellia Town Centre Master Plan and Camellia Land Use and Infrastructure Strategy (2015, reviewed in the Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD (Sydney Metro, 2020), Technical Paper 5 – Landscape and visual impact assessment).

13. CLYDE STABLING AND MAINTENANCE FACILITY AND ROSEHILL SERVICES FACILITY

13.2 Planning guidance

13.2.4 Draft Camelia-Rosehill Place Strategy (2021)

The *Draft Camelia-Rosehill Place Strategy* provides a 20-year plan for the development of Camellia-Rosehill. The Camellia–Rosehill Place Strategy sets out an approach to create a 'vibrant 18-hour entertainment precinct, a thriving residential town centre with supporting retail outlets, and a new urban services precinct.' (Page 5) By 2041 the precinct will be 'enhanced with service and circular economy industries and new recreational and entertainment facilities, all enabled by better transport access via light rail, active transport and road connections' (DPIE, 2021 page 7). This will include critical transport infrastructure including Parramatta Light Rail (Stage 1 and 2) and Sydney Metro West.

This Draft Place Strategy contains a master plan (refer to Figure 13-3), which sets out a land-use framework for future development in the precinct. It illustrates the primary land use, open space, and access and movement layout, and aims to strike a balance between the need for urban development while retaining 'strategically significant industrial land.' (Page 5)

FIGURE 13-3
DRAFT CAMELLIA-ROSEHILL MASTER PLAN
(SOURCE: NSW DPIE, 2022, PAGE 10)

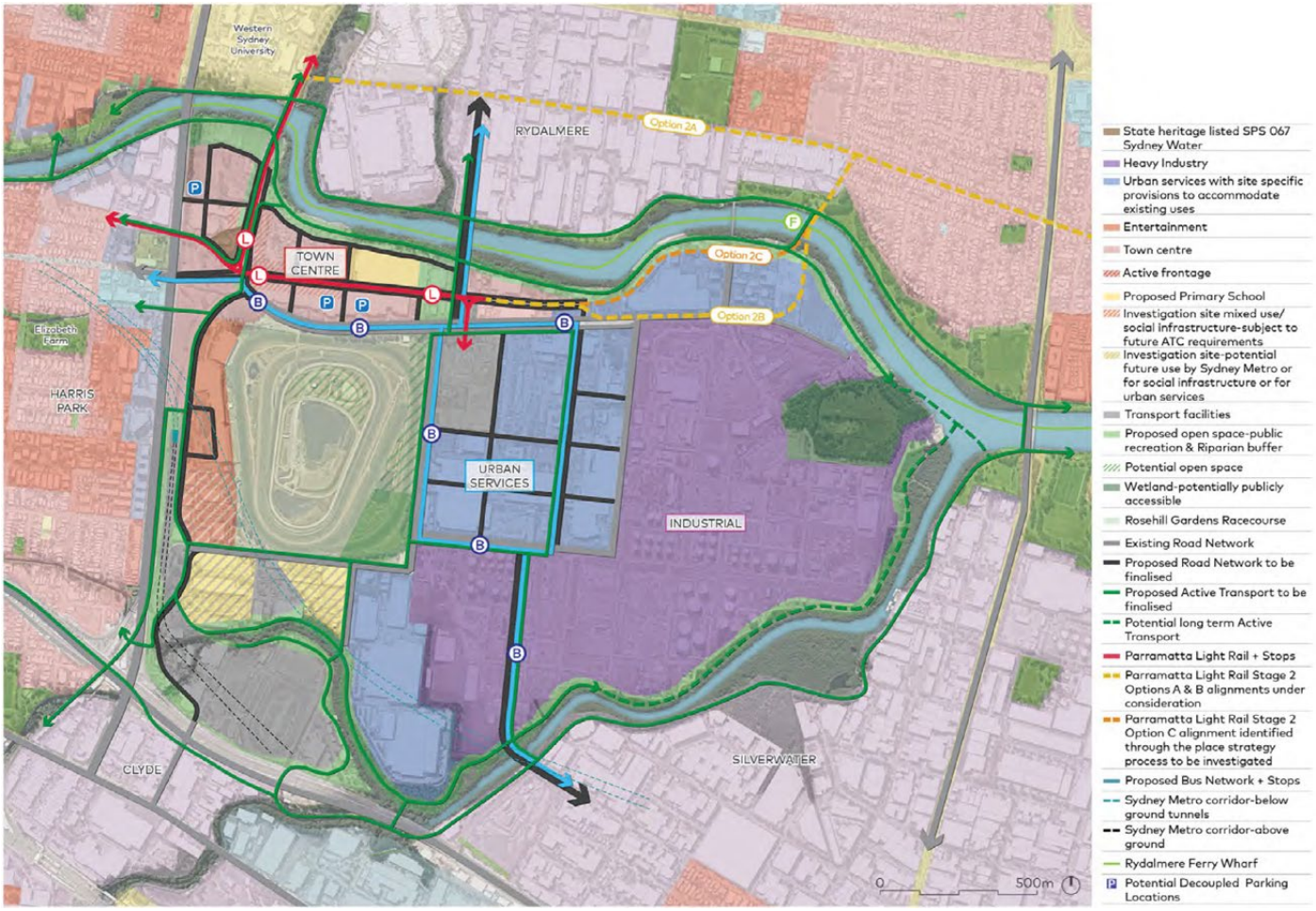


FIGURE 13-4
ARTIST'S IMPRESSION OVERLOOKING THE CAMELLIA–ROSEHILL PRECINCT IN 2041 (SOURCE: NSW DPIE, 2022, PAGE 90)

Delivering 'high-quality place outcomes' (DPIE, 2021 page 8) is one of the five strategic directions for the precinct, including new and improved public spaces and parkland along James Ruse Drive and Duck Creek (refer to Figure 13-4). A new town centre next to the light rail stop will be a focus for community activity and Grand Avenue will become the 'centrepiece of the precinct' whist retaining its historic role as a key transport corridor. (DPIE, 2021 page 39)

The Camellia–Rosehill precinct is divided into three sub-precincts. The Rosehill services facility site is located in the southern part of the 'Town Centre' sub-precinct, south of Unwin Street, bordered by two 'investigation areas' for future use by Sydney Metro, or social infrastructure or urban services. The Clyde stabling and maintenance facility site is located in the western part pf the 'Urban services' sub-precinct, between two areas of linear open space along James Ruse Drive and Duck Creek. Proposed Maximum building heights for the Clyde stabling and maintenance facility and Rosehill services facility site is 16 metres (DPIE, 2021 page 78*).*

13.3 Character and components of this proposal

This proposal for the Clyde stabling and maintenance facility and Rosehill services facility would comprise construction, operations and opportunities for placemaking.

13.3.1 Facility construction

Construction of this proposal at the Clyde stabling and maintenance facility and Rosehill services facility construction site would require the continued use of the construction site used as part of the previous Sydney Metro West planning application. The construction site would have been levelled and there would have been substantial earthworks and road realignments undertaken prior to the commencement of this proposal.

The key elements and works that would be seen during the construction of this proposal (refer to Figure 13-5) include:

- enabling and site establishment work
- placement of select material to final design levels
- construction of access roads and car parking, including kerb and guttering, localised drainage work, surfacing including asphalt, concrete or pavers, line marking, signage and other finishes
- building and facility construction and fit-out, including maintenance buildings, the operations control centre, administration, cleaning facilities, security and fire control buildings, a train wash facility and an operational water treatment plant
- construction and fit-out of the stabling yard to accommodate the stabling of trains, including:
  - construction of rail entry/exit structures to the facility from the mainline tunnels
  - surface rail track installation
  - electrical fit-out, signalling and communications works
- temporary installation of an acoustic shed (or other acoustic measures) above the Rosehill services facility
- rehabilitation and revegetation work within the Duck and A'Beckett's Creek riparian zone including revegetation work
- finishing work, testing and commissioning.

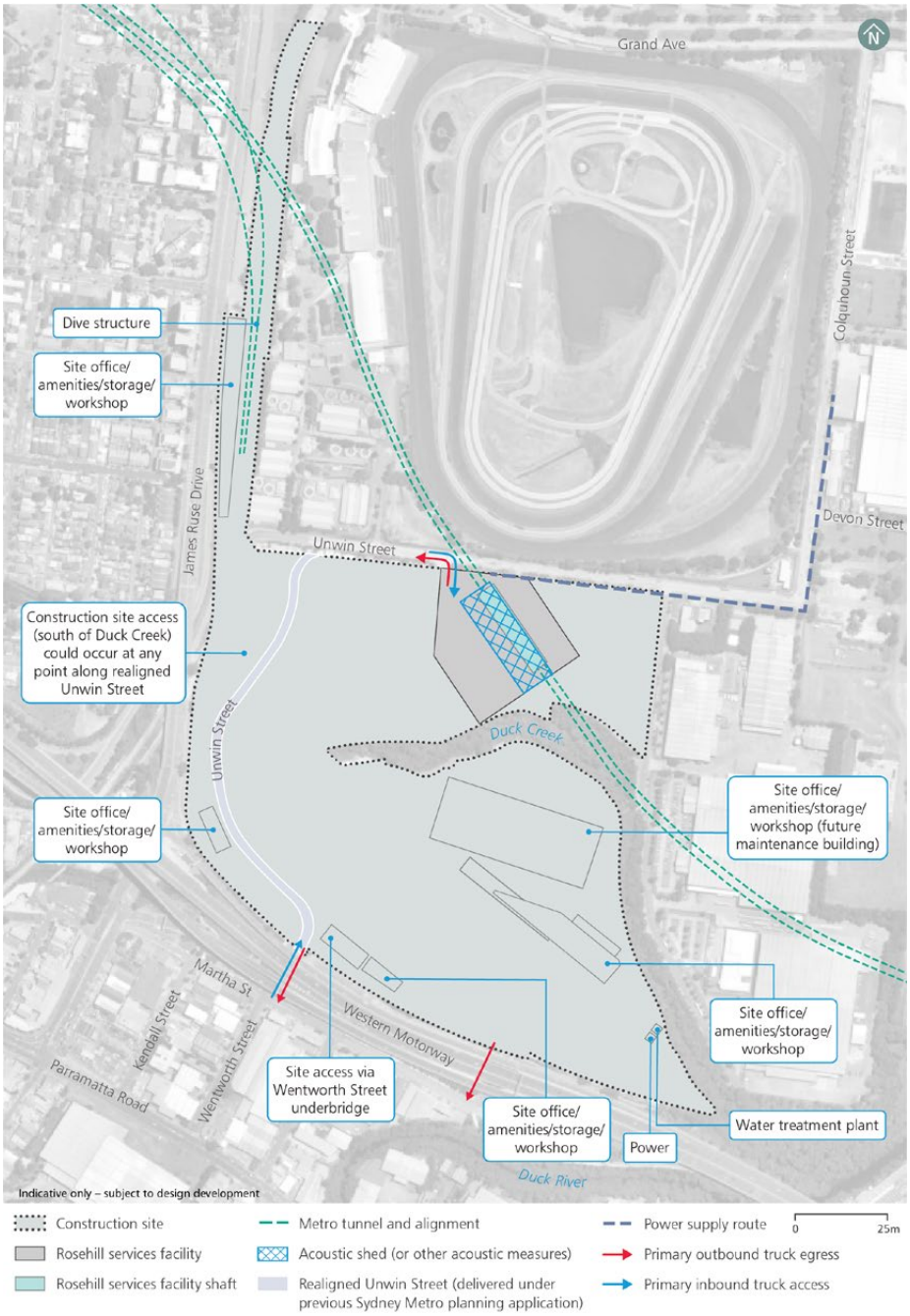


FIGURE 13-5

CLYDE STABLING AND MAINTENANCE FACILITY AND ROSEHILL SERVICES FACILITY – CONSTRUCTION SITE LAYOUT

13. CLYDE STABLING AND MAINTENANCE FACILITY AND ROSEHILL SERVICES FACILITY

13.4 Character and components of this proposal

13.3.2 Facility operations

Operations of this proposal at the Clyde stabling and maintenance facility and Rosehill services facility would comprise underground and surface elements. The location and indicative layout of the Clyde stabling and maintenance facility and Rosehill services facility is shown on Figure 13-6.

The key elements and works that would be seen include:

- A stabling and maintenance facility, including:
  - Stabling tracks to store trains, located at the southern part of the site
  - An infrastructure maintenance building, located to the north of the stabling tracks
  - Several buildings including offices and car parking for staff and visitor use (about 170 spaces)
  - Internal footpaths and access roads with vehicular access via Wentworth Street and Unwin Street
- A services facility at Rosehill, located at Unwin Street, to the north of Duck Creek, including:
  - Services facility building, about six storeys (18-20 metres) in the north and stepping down to about four storeys (12-15 metres) in the south
  - A traction substation building, with electrical equipment, about five to six storeys (15-20 metres) high
  - An operational water treatment plant located to the west of the dive structure about 25 metres long and rising about two to three storeys (10 metres). Sydney Metro is investigating options for the location of the water treatment plant within the Clyde stabling and maintenance facility and Rosehill services facility site, including locations closer to the Rosehill services facility
  - Surface rail and tunnel dive structure, located to the east of James Ruse Drive, including:
  - An open air structure leading to a tunnel portal where trains enter/exit the mainline tunnels
  - Test tracks along the alignment of the former T6 Carlingford Line
- Landscape improvements, including:
  - Street trees and landscaped verges along Unwin Street, Kay Street, Wentworth Street and Shirley Street
  - Rehabilitation and renaturalisation of parts of Duck Creek
  - Landscaping within the Clyde stabling and maintenance facility and Rosehill services facility site
  - The revegetation of road embankments and residual land
  - Active transport connections to the surrounding area including connections to the 'Wilderline', which is a pedestrian network (initiative by Parramatta City Council).

- Provision of new pedestrian access to Rosehill Gardens racecourse from James Ruse Drive to replace the previous access over the former Rosehill Station footbridge (which would be removed as part of work under the previous Sydney Metro West planning application)

Long section and cross section figures for Clyde stabling and maintenance facility and Rosehill services facility are provided in Chapter 17 of the Environmental Impact Statement.

13.3.3 Placemaking

The place and design principles for the Clyde stabling and maintenance facility and Rosehill services facility are:

- Provide a well-designed stabling and maintenance facility to support operations and integrated into its surrounding context including strategic planning for the Camellia-Rosehill Peninsula.
- Provide for the safe and legible staff pedestrian movement within site.
- Minimise impact to Duck Creek and support rehabilitation to the riparian corridor adjacent to the site.
- Maintain industrial uses on residual land (construction site), including access and integration with the surrounding uses.

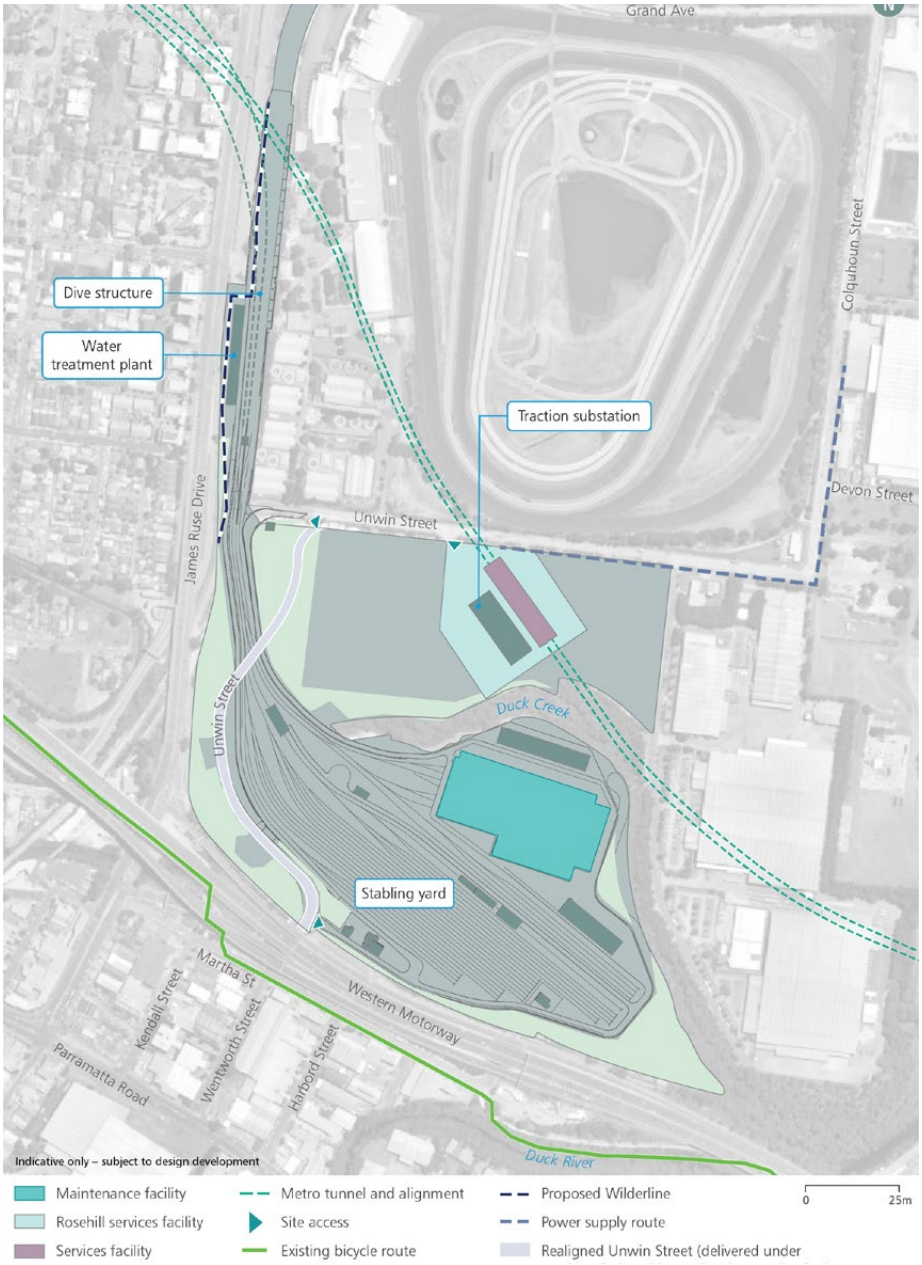


FIGURE 13-6
CLYDE STABLING AND MAINTENANCE FACILITY AND ROSEHILL SERVICES FACILITY SITE LAYOUT DURING OPERATIONS

13.4 Assessment of landscape impact

The landscape and public domain areas which may potentially be impacted by this proposal are:

- Rosehill Gardens racecourse
- James Ruse Drive and the former Rosehill Station and rail corridor
- A'Becketts Creek and Duck Creek
- The site and streetscapes including Unwin Street, Kay Street, Wentworth Street and Shirley Street
- Former T6 Carlingford Line.

The following section summarises the assessment of impact for each of these landscape and public domain areas (refer to Table 2-7 for impact levels).

There would not be any structures proposed during construction or operation of this proposal that would overshadow an area of open space that is identified for protection or residential properties.

ROSEHILL GARDENS RACECOURSE SOUTHERN ENTRY

13.4.1 Rosehill Gardens racecourse

Baseline conditions: Rosehill Gardens racecourse is a premier racing venue with a specialist grass surface thoroughbred horse racing track. The main venue facilities, including several spectator stands, are located in the north-western corner of the venue. These spectator stands offer elevated views across the racetrack, towards the winning post, which is the focus of views and main area of visual interest to users.

The main site entry is off Grand Avenue where there are open member car parking areas. There are further areas of car parking to the west of the former T6 Carlingford Line. The southern areas of this venue parking would have been occupied by construction work carried out under the previous Sydney Metro West planning application. There would be a new pedestrian route provided, between the P4 Car Park and the racecourse, around the northern end of the construction site.

Sensitivity: The Rosehill Gardens racecourse is a destination venue attracting racegoers from across the region. The landscape setting and amenity of the course is an important part of the venue particularly the rose gardens. Although this is a private facility, it is valued by the wider community as a sporting venue and has a **regional landscape sensitivity.**

Landscape impact during construction: While there would be no direct landscape impact on the Rosehill Gardens racecourse and supporting venue facilities as a part of this proposal, the continued large scale construction activity within areas adjoining the racecourse would alter the amenity of adjacent areas of the racecourse complex. There would continue to be reduced tree cover and reduced legibility, permeability and accessibility for pedestrians between the western parking areas and the venue entrance.

Overall, due to the continued reduction in amenity, legibility, permeability and accessibility, there would be a noticeable reduction in the quality of this landscape, which is of regional sensitivity, and a **moderate adverse landscape impact**.

Landscape impact during operation:
There would be metro trains operating intermittently on a test track alongside the entry and western boundary of the racecourse supporting facility within the location of the former T6 Carlingford Line. These train operations would be similar in character to those previously seen in in this location when the Carlingford Line was operational. The metro dive structure and tunnel portal, where trains enter/exit the mainline tunnels, would be located to the west of the racecourse and largely out of view due as metro trains would descend towards the tunnel entry progressively from the south. There would be improved active transport connections to the racecourse entry, near Grand Avenue, including implementation of a section of the 'Wilderline' which would be a shaded pedestrian and cycle route, and screening vegetation surrounding the northern end of the test track, providing some screening of views from the Rosehill Gardens racecourse entry and adjacent car parking areas.

Overall, due to the consistency of the metro train activity with the former use of the T6 Carlingford Line, the improvements to the accessibility of the racecourse from the west, and further landscaping, there would be no perceived change in the quality of this landscape, which is of regional sensitivity, and a **negligible landscape impact**.

13.4.2 A'Becketts Creek and Duck Creek

Baseline conditions: A'Becketts Creek is a tributary of Duck Creek which flows into the Duck River. These creeks meander through the local area in an easterly direction towards the Parramatta River and meet at a point within the centre of the site. Where they pass through the site these creeks would have been realigned and channelised as a part of the previous Sydney Metro West planning application. There is limited visibility to these creeks from public and pedestrian areas, with visual access limited to adjacent streetscapes, bridge crossings and some distant private properties.

Sensitivity: A'Becketts Creek and Duck Creek were both heavily degraded where they cross the construction site, as such, they provided limited amenity to surrounding private and public domain areas. While there are plans to provide public access to these creeks, there is currently no public access or recreational function associated with these creeks. Overall, these creeks are of **neighbourhood landscape sensitivity**

Landscape impact during construction:
No new areas of A'Becketts Creek or Duck Creek would be impacted as a part of this proposal. The sections of these creeks that are impacted would remain within the construction site and subject to ongoing construction activity during this construction of this proposal. When works to construct the stabling facility are largely complete, there would be rehabilitation and revegetation work undertaken within the creek riparian zones. Overall, the considerable reduction in the quality of A'Becketts Creek and Duck Creek, as they pass through the construction site, and a **minor adverse landscape impact** would continue for the duration of construction works that are a part of this proposal.

VIEW EAST ALONG UNWIN STREET

VIEW WEST ALONG UNWIN STREET

Landscape impact during operation: During operation the remaining sections of Duck Creek and A'Becketts Creek that pass through the stabling site and former construction site, would be rehabilitated and parts of Duck Creek would be renaturalised. This would improve the condition of the remaining sections of these creeks, and improvement from their heavily degraded condition prior to the commencement of works previously approved. Overall, there would be a noticeable improvement to the remaining sections of these creeks and a **negligible landscape impact**.

13.4.3 The site and streetscapes including Unwin Street, Kay Street, Wentworth Street and Shirley Street

Baseline conditions: Unwin Street and Kay Street would have been realigned and a ramping bridge structure would be established over the rail corridor which would also be raised on fill as a part of the work carried out under the previous Sydney Metro West planning application. Wentworth Street (north of the M4 Motorway) will have been closed as a part of the previous Sydney Metro West planning application.

Shirley Street has an industrial streetscape character providing access to industrial sites with wide driveway entries. Shirley Street, and areas of Unwin Street to the east of the construction site, are vehicle-dominated streets with a high volume of heavy traffic movements with limited facilities and amenity for pedestrians and cyclists. Intermittent street trees and some landscaping within the private industrial properties enhance the visual character of these streetscapes somewhat.

The trees along Unwin Street, and adjacent to James Ruse Drive, would have been removed as a part of the previous Sydney Metro West planning application.

Sensitivity: Unwin Street, Kay Street, Wentworth Street and Shirley Street are heavily trafficked heavy vehicle routes which provide access to the surrounding industrial area. These streets have some intermittent street trees and other scattered vegetation, however, the pedestrian and visual amenity of these streets is low. The site and these streets are of **neighbourhood landscape sensitivity**.

Landscape impact during construction:
The site would continue to be used as a construction site and there would be no public access. The realigned section of Unwin Street and Kay Street, as they pass through the construction site, would continue to be used for construction vehicles to access the southern areas of the Clyde stabling and maintenance facility construction site. The vegetation established during construction work carried out under the previous Sydney Metro West planning application would progressively mature and assist in the integration of the long embankments reducing their engineered character and providing some separation between the site and adjacent areas to the west. The realigned section of Unwin Street and Kay Street would be open to public use during this time, improving local accessibility and permeability for road users within this area of Clyde. Shirley Street would remain open, to the east of the site, however, Deniehy Street would not be reinstated. Overall, with the scale of the works continuing on the site, there would be a considerable reduction in the landscape quality of the site and the adjoining streetscapes, which are of neighbourhood sensitivity, and a **minor adverse landscape impact.**

Landscape impact during operation: There would be new trees and landscaped areas across the site. This would include large swathes of native vegetation around the perimeter of the site, on the embankments of the rail corridor and stabling yard. There would be vegetation provided around the maintenance facility building and other facility buildings, street trees along adjoining streets, internal access roads and car parking areas within the site. This additional vegetation would increase the canopy cover across the site, providing shade, amenity and assisting in the integration of the buildings and infrastructure with the surrounding setting.

The realigned Unwin Street and Kay Street would be open to the public, providing continued north south connectivity and improving permeability and accessibility for vehicles within this area of Clyde. There would be improved footpaths and a cycle path along this route.

Due to the improved vegetation cover, permeability and accessibility for road users, there would be a noticeable improvement in the quality of the site landscape and surrounding streetscapes. These landscapes are of neighbourhood sensitivity, and there would be a **negligible landscape impact.**

13.4.4 Former T6 Carlingford Line and Rosehill Station

Baseline conditions: The Rosehill dive structure would be located within the area of the former T6 Carlingford Line and Rosehill Station, constructed under the previous Sydney Metro West planning application (refer to Figure 13-7). The former rail corridor is in a cutting, located below the level of the adjacent surface car parking area. All vegetation within the site, would have been removed as part of the previous Sydney Metro West planning application. The Rosehill Station footbridge and platforms, including the vegetation along the former rail corridor, would also have been removed, as part of the previous Sydney Metro West planning application, and a new pedestrian access between the P4 Car Park and the Rosehill Gardens racecourse provided around the northern end of the construction site.

Sensitivity: The former T6 Carlingford Line and Rosehill Station are no longer in use with access limited to the Rosehill Station footbridge which connects Rosehill racecourse with James Ruse Drive to provide access to the racecourse only. The Rosehill Station footbridge and the trees within this corridor are landscape features contributing to the local setting and with limited value beyond the immediate setting. Overall, the former T6 Carlingford Line and Rosehill Station are of **local landscape sensitivity.**

Landscape impact during construction: There would continue to be construction activity within the former T6 Carlingford Line rail corridor. This would include the use of large construction equipment, laydown and track work for the training, testing and maintenance areas. There would be workshops, site offices, amenities and storage on land adjacent to and level with James Ruse Drive. This would be followed by works to construct a water treatment plant building, rising several storeys above the site alongside James Ruse Drive.

Overall, there would continue to be a considerable reduction in the landscape quality of the former T6 Carlingford Line and Rosehill Station, which are of local sensitivity, and a **moderate adverse landscape impact.**

Landscape impact during operation: There would be a water treatment plant building located adjacent to James Ruse Drive. This building would rise several storeys above the site and be about 25 metres long, forming a continuous built form and visual barrier. The footpath along the eastern side of James Ruse Drive would be upgraded to be a treelined shared cycle and footpath as part of the part of the 'Wilderline'. There would be metro trains, accessing and egressing the mainline tunnels via an open air dive structure leading to a tunnel portal. There would also be metro trains moving along the test track. The open air dive structure and train lines would restrict east-west pedestrian movement, extending the reduction in permeability and accessibility in this area.

There would be improvements to the public domain and local accessibility with the implementation of the 'Wilderline' and further tree planting in the vicinity of this proposal. Overall, there would be no perceived change in the quality of the former T6 Carlingford Line Rosehill Station. These landscapes are of local sensitivity, and there would be a **negligible landscape impact.**

FIGURE 13-7
VIEW SOUTH FROM THE ROSEHILL STATION FOOTBRIDGE

FIGURE 13-8
VIEW NORTH FROM THE ROSEHILL STATION FOOTBRIDGE SHOWING ROSEHILL GARDENS RACECOURSE (RIGHT OF VIEW)

13.5 Assessment of daytime visual impact

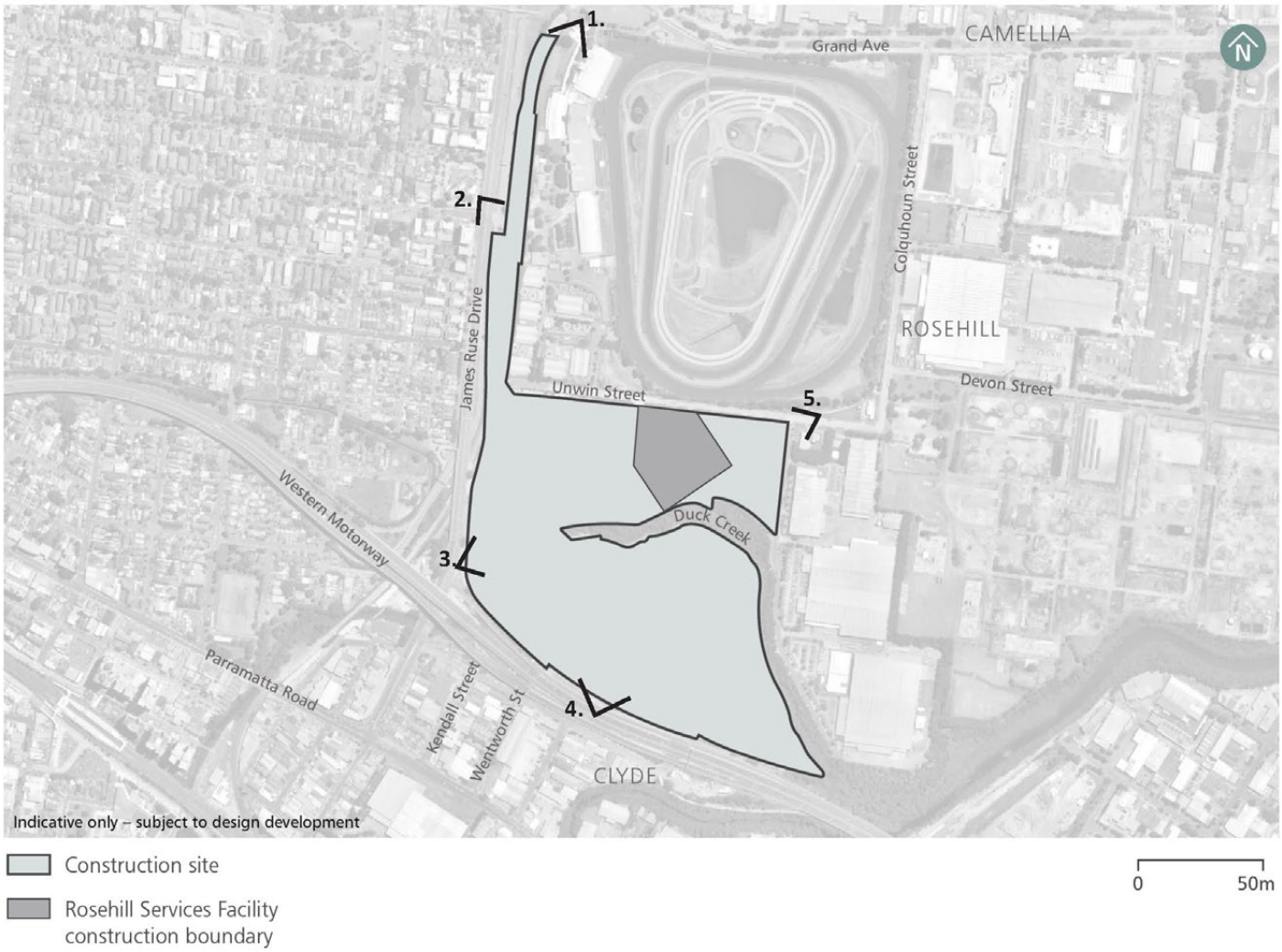
The following viewing locations were selected as representative of the range of views to this proposal:

- Viewpoint 1: View south from the James Ruse Drive footbridge
- Viewpoint 2: View north from the car parking areas of Rosehill Gardens racecourse
- Viewpoint 3: View south-east along James Ruse Drive
- Viewpoint 4: View north-east along James Ruse Drive
- Viewpoint 5: View north-east from M4 Western Motorway on ramp
- Viewpoint 6: View from M4 Motorway
- Viewpoint 7: View south-west to the corner of Unwin Street and Shirley Street
- Views from Rosehill Gardens racecourse.

Figure 13-9 identifies the location of these viewpoints.

The following sections summarise the daytime visual impact identified in the representative viewpoint assessment.

FIGURE 13-9
CLYDE STABLING AND MAINTENANCE FACILITY AND ROSEHILL SERVICES FACILITY – VIEWPOINT LOCATIONS



13.5.1 Viewpoint 1: View south from the James Ruse Drive footbridge

Baseline conditions: This elevated view is characterised by large areas of surface carparking and the six-lane wide James Ruse Drive (refer to Figure 13-10). To the west (right of view) are the residential and commercial areas of Rosehill, including larger medium density residential and hotel developments in the background. To the east (left of view) the vegetation along the rail corridor containing the former T6 Carlingford Line and Rosehill Station can be seen. This vegetation would be removed as a part of the previous Sydney Metro West planning application, opening up views to the former rail corridor and Rosehill Gardens racecourse buildings.

Sensitivity: This view is from a footbridge which provides an east-west crossing of James Ruse Drive, connecting to the car parking areas of the Rosehill Gardens racecourse. This footbridge would have increased use during events at the racecourse and be seen by a large number of people. It is intended that the Camelia area, to the north of this footbridge, be redeveloped with key urban services and additional housing (Parramatta Local Strategic Planning Statement, 2020). Overall, this view is of **local visual sensitivity.**

Visual impact during construction: There would continue to be construction work seen on the site. Hoardings would be maintained along the site boundary. Within the former rail corridor there would be large construction equipment seen, partly obstructed by the cutting. On the land adjacent to James Ruse Drive there would be site offices, storage, amenities and workshops followed by works to construct a water treatment plant building.

FIGURE 13-10
VIEWPOINT 1 – VIEW SOUTH FROM THE JAMES RUSE DRIVE FOOTBRIDGE, EXISTING VIEW

FIGURE 13-11
VIEWPOINT 1 – VIEW SOUTH FROM THE JAMES RUSE DRIVE FOOTBRIDGE, INDICATIVE EXTENT OF CONSTRUCTION SITE (AREA OF PREVIOUS SYDNEY METRO WEST PLANNING APPLICATION SHOWN IN ORANGE)

Overall, while there would be large scale construction works seen in this view, due to the distance and visual absorption capacity of this view there would be a noticeable reduction in the amenity of this view, which is of local sensitivity, and a **minor adverse visual impact.**

Visual impact during operation: There would be a water treatment plant building visible beyond the car parking beyond the rise in the background of this view. The narrow end of the building would be visible, partly obstructed by the intervening landform, and lower than the mid-rise hotel and residential buildings opposite. The tunnel entrance and tunnel dive would be out of view, also beyond this landform and in cutting. There would, however, be metro trains glimpsed above the rail corridor cuttings in the vicinity of the former Rosehill Station, due to the elevation of this vantage point. There would be improved public domain areas around the seen in the middle ground of this view, with the new 'Wilderline' a treelined pedestrian and cycle route along James Ruse Drive and through the surface car park. This new public realm and trees would soften the view to the car park and built form somewhat. This view has a high visual absorption capacity due to a precedent of rail and road infrastructure and taller built form on the west (right of view) in the background.

While the water treatment plant building would be visible, it would not be prominent from this location. Furthermore, the metro train vehicles and upgraded rail corridor that would be visible would be seen at a distance and seen in a context with a visual absorption capacity. Overall, there would be a noticeable reduction in the amenity of this view, which is of local visual sensitivity, and a **minor adverse visual impact.**

13.5.2 Viewpoint 2: View north from the car parking areas of the Rosehill Gardens Racecourse

Baseline conditions: This view towards the former T6 Carlingford Line includes site perimeter fencing with blue shade cloth, screening the view to ground level construction activity within the site (refer to Figure 13-12). Construction activity associated with the Parramatta Light Rail (Stage 1) can be seen within the site, with stockpiled spoil and an excavator undertaking earthworks. The existing large trees, visible within the construction site, including figs to the north (centre of view) and large existing trees along the rail embankment to the west (left of view) would have been removed. The 'Might and Power' entry to the racecourse is located to the east (right of view) and there are roads and carparking between the former rail corridor and the racecourse gardens and buildings.

Sensitivity: This view is from the western property boundary of the Rosehill Gardens racecourse. This is an incidental view from the car parking area, however, this is a location where there would be visitors to the racecourse, a recreational and sporting venue. Being an area associated with the racecourse entry, this is a view of **local visual sensitivity.**

Visual impact during construction: The construction site would be visible extending along the western boundary of the Rosehill Gardens racecourse property (left of view), continuing the construction activity established by the Parramatta Light Rail (Stage 1) project and that would continue subject to the previous Sydney Metro West planning application. This view would include construction of the test track with construction activity and equipment likely to be seen rising above the site fencing. Overall, there would be large scale construction works seen in close proximity and extending across

a large portion of views from this location. Overall, there would continue to be a considerable reduction in the amenity of this view, which is of local visual sensitivity, and a **moderate adverse visual impact.**

Visual impact during operations: There would be metro trains visible intermittently moving along the test track on the alignment of the former T6 Carlingford Line. These trains would be partly screened by the site perimeter fence and seen over an area of existing surface car parking. The view to these trains would be similar to the former train activity that would have been seen when the T6 Carlingford Line was operational. Overall, there would be a noticeable reduction in the amenity of this view, which is of local visual sensitivity, and a **minor adverse visual impact.**

13.5.3 Viewpoint 3: View south-east along James Ruse Drive

Baseline conditions: This view includes James Ruse Drive in the foreground, a busy north-south arterial route with six lanes of traffic (refer to Figure 13-14). There are several medium rise hotels, apartments, and townhouses on the western side of the road (right of view), with rooms and balconies, overlooking Rosehill Gardens racecourse and the site. The site would be visible to the east and south of this view (left of view) and would include a linear area of land including the former T6 Carlingford Line rail corridor and James Ruse Drive. This area would have been excavated and a dive structure constructed as a part of the previous Sydney Metro West planning application. There would be a raised rail corridor extending south and parallel to James Ruse Drive, and a new road bridge rising over the rail corridor that would rise higher than adjacent section of James Ruse Drive as rises towards the M4 Western Motorway in the background. All vegetation within the construction site would have been removed as a part of the previous Sydney Metro West planning application.

FIGURE 13-12
VIEWPOINT 2 – VIEW NORTH FROM THE CAR PARKING AREAS OF THE ROSEHILL GARDENS RACECOURSE, EXISTING VIEW

FIGURE 13-13
VIEWPOINT 2 – VIEW NORTH FROM THE CAR PARKING AREAS OF THE ROSEHILL GARDENS RACECOURSE, INDICATIVE EXTENT OF CONSTRUCTION SITE (AREA OF THE PREVIOUS SYDNEY METRO WEST PLANNING APPLICATION SHOWN IN ORANGE)

13. CLYDE STABLING AND MAINTENANCE FACILITY AND ROSEHILL SERVICES FACILITY

13.5 Assessment of daytime visual impact

FIGURE 13-14
VIEWPOINT 3 – VIEW SOUTH-EAST ALONG JAMES RUSE DRIVE, EXISTING VIEW

FIGURE 13-15
VIEWPOINT 3 – VIEW SOUTH-EAST ALONG JAMES RUSE DRIVE, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE)

Sensitivity: Views along James Ruse Drive are experienced by a large volume of road users, residents and workers in adjacent commercial uses. These views do not include any landscape features of note, however, due to the number of potential receivers, would be considered to have a **local visual sensitivity**.

Visual impact during construction: There would continue to be construction work seen on the site. Hoardings would be maintained along the site boundary with James Ruse Drive and there would be large construction equipment, partly obstructed by the cutting to the north (left of view) and site offices, storage, amenities and workshops located on the land adjacent to James Ruse Drive. Construction vehicles would be seen moving along the rail corridor in the middle ground, and on the realigned Unwin Street and Kay Street bridge elevated and in the background of this view. Track works would be visible occurring within the rail corridor and extending towards the stabling site in the background. The balance of the work within the stabling site and the entire Rosehill Services facility would be out of view screened by retained vegetation within the Rosehill Gardens racecourse and retained along the creeks within the construction site.

Overall, while the extent of work seen would be limited by intervening landform and vegetation, there would be large scale construction works seen in proximity to this location so that there would continue to be a considerable reduction in the amenity of this view, which is of local sensitivity, and a **moderate adverse visual impact.**

Visual impact during operation: There would be a metro trains visible on the rail corridor, in the middle and background of this view, travelling between the dive structure and the stabling and maintenance facility. The dive structure would be oriented away from this viewpoint and below the level of James Ruse Drive. The rail corridor would pass under the new Unwin Street and Kay Street bridge, which would partly screen views to the stabling yard from this location. The

Rosehill services facility building would also be screened by intervening vegetation and would be out of view. There would be an improved public domain area, part of the 'Wilderline', along the western verge of James Ruse Drive, adjacent to the rail corridor, located in the middle ground of this view, and with shade trees filtering the view to the rail corridor beyond.

Much of the metro infrastructure would be located below the level of the road and screened by vegetation on and surrounding the site. This setting has a high visual absorption capacity due to a precedent of rail and road infrastructure. Overall, there would be a noticeable reduction in the amenity of this view, which is of local visual sensitivity, and a **minor adverse visual impact.**

13.5.4 Viewpoint 4: View north-east from James Ruse Drive

Baseline conditions: This view across a busy north-south arterial route with six lanes of traffic (refer to Figure 13-16). There are several medium rise hotels, apartments, and townhouses on the western side of the road (left of view), with rooms and balconies, overlooking Rosehill Gardens racecourse and the site. The former railway corridor is largely out of view due to the rail corridor being in cutting. The trees along the eastern side of the rail corridor form a backdrop to this view.

The site would be visible to the east and south of this view (right of view) and would include a linear area of land including the former T6 Carlingford Line rail corridor and James Ruse Drive. This area would have been excavated and a dive structure constructed as a part of the previous Sydney Metro West planning application. All vegetation within the construction site including some vegetation along the rail corridor, would have been removed.

FIGURE 13-16
VIEWPOINT 4 – VIEW NORTH-EAST ALONG JAMES RUSE DRIVE, EXISTING VIEW

FIGURE 13-17
VIEWPOINT 4 – VIEW NORTH-EAST ALONG JAMES RUSE DRIVE, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE)

Sensitivity: Views along James Ruse Drive are experienced by a large volume of road users, residents and workers in adjacent commercial uses. These views do not include any landscape features of note, however, due to the number of potential receivers, would be considered to have a **local visual sensitivity**.

Visual impact during construction: There would continue to be construction work seen on the site. Hoardings would be maintained along the site boundary with James Ruse Drive and there would be site offices, storage, amenities and workshops which would be located on the land adjacent to James Ruse Drive. These site support facilities which would obstruct the view to rail construction activity beyond. The site support facilities would be dismantled and would be followed by works to construct a water treatment plant building, rising two to three storeys above the existing level of James Rouse Drive. During the final stages, the upper portion of trains travelling along the rail corridor and accessing and egressing the mainline tunnels for rail systems testing, may be seen rising above the cutting and the road.

Overall, while the extent of work seen would be somewhat limited by intervening landform, there would be large scale construction works seen in this view, including a range of temporary structures and construction activities. Due to the large-scale construction works seen in proximity to this location, there would continue to be a considerable reduction in the amenity of this view, which is of local sensitivity, and a **moderate adverse visual impact.**

Visual impact during operation: There would be a water treatment plant building visible in the middle ground of this view, aligned parallel to James Ruse Drive and about 25 metres long. This building would rise two to three storeys above James Ruse Drive and obstruct views towards the rail infrastructure beyond. The water treatment plant building would present a long, continuous façade compared with the built form opposite, at James Ruse Drive. This new built form would have a high quality contemporary industrial character and rise above the backdrop of trees. The façade of this building would be partly filtered through street trees established within the adjacent areas of public domain. These improved public domain areas would include the new 'Wilderline', a treelined pedestrian and cycle route along this section of the eastern verge of James Ruse Drive. The upper portion of trains travelling along the rail corridor and accessing and egressing the mainline tunnels may be seen rising above the cutting and the road (right of view).

The water treatment plant building would be set down from the crest of the local rise, however, it would be prominent due to its length and visual mass. There would be glimpses to the metro train vehicles on the surface rail tracks. This view has a high visual absorption capacity due to landform, existing vegetation and a precedent of rail and road infrastructure and taller built form on the west (left of view). Overall, there would be no perceived change to the amenity of this view, which is of local visual sensitivity, and a **negligible visual impact.**

13.5.5 Viewpoint 5: View north-east from M4 Western Motorway onramp

Baseline conditions: This is a glimpsed view from the signalised entry ramp to the M4 Western Motorway from James Ruse Drive (refer to Figure 13-18). This view is typically viewed at speed, from moving vehicles as the road rises to meet the M4 Western Motorway. All of the existing buildings and vegetation within this view would have been removed as a part of the previous Sydney Metro West planning application. The realigned Unwin Street and Kay Street would be located in the foreground of this view, and generally parallel with the view. This would include embankments and new drainage infrastructure associated with works to realign the creeks. Beyond this, the level of the site would have been raised substantially so that there would be embankments and retaining walls visible across the background of this view.

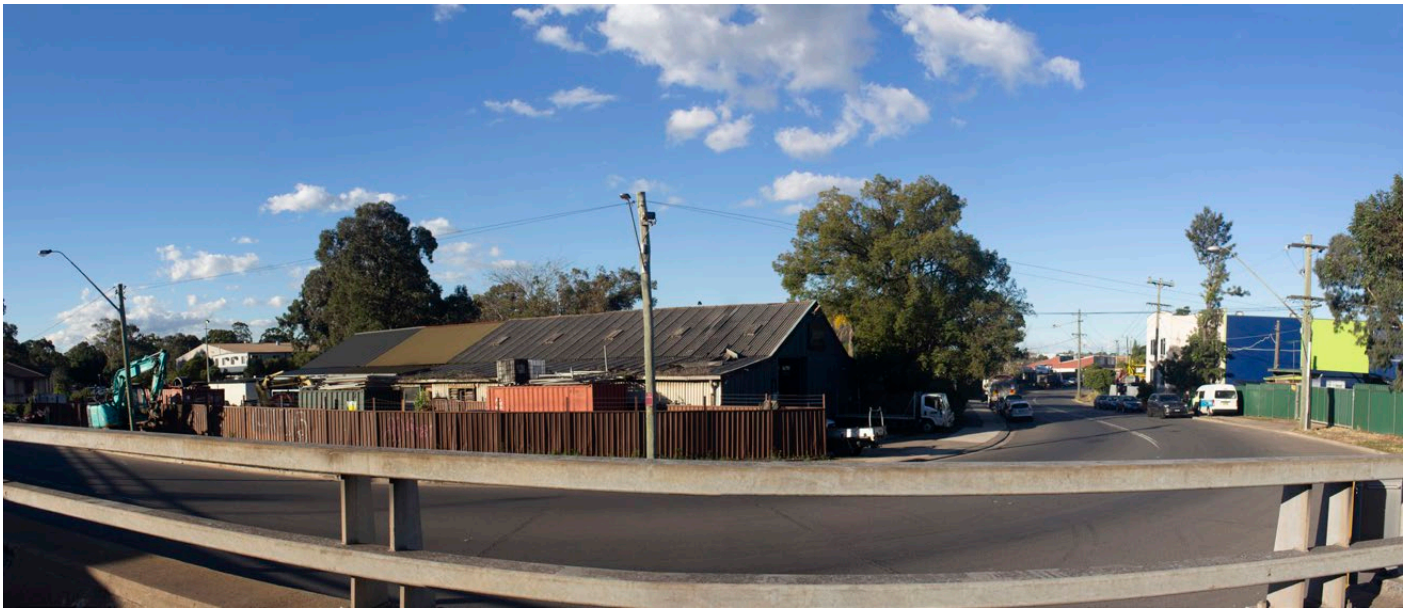


FIGURE 13-18
VIEWPOINT 5 – VIEW NORTH-EAST FROM M4 MOTORWAY ONRAMP, EXISTING VIEW

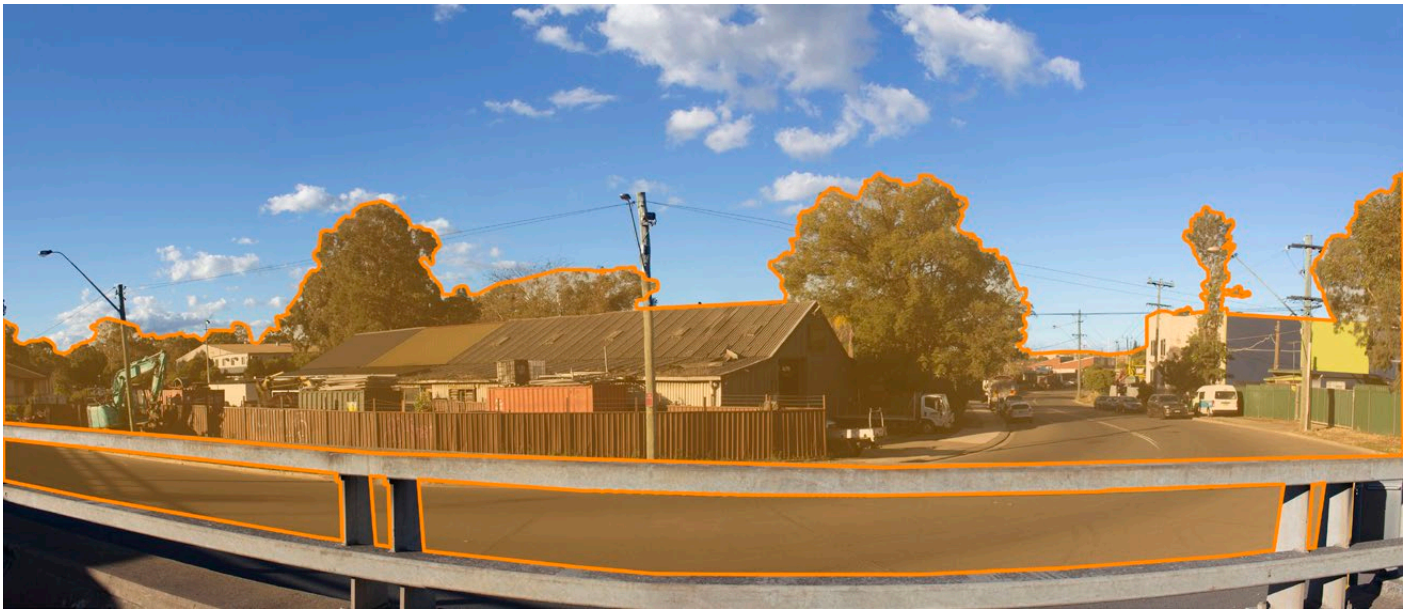


FIGURE 13-19
VIEWPOINT 5 – VIEW NORTH-EAST FROM M4 MOTORWAY ONRAMP, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE)

Sensitivity: Views from the M4 Western Motorway would be experienced by a large volume of road users moving along the highway at speed or paused at the traffic signals. While this location has somewhat of a gateway function as it is a major departure point from Parramatta, it does not include any visual features, and is an incidental view towards an industrial area. This view has a **local visual sensitivity.**

Visual impact during construction:

There would continue to be construction work seen on the site. This would include construction vehicles on the realigned Unwin Street and Kay Street, and large construction equipment and activity seen across the site. This would include trackwork on the elevated areas of the site in the background and construction of large facility buildings and internal roadworks. There would be site offices, amenities, storage and workshops located in the middle ground of this view, to the south of the site (right of view) adjacent to the realigned road.

The visibility of the site from this location, combined with the scale of the construction works, would alter a large portion of this view. While this is a glimpsed view, overall, there would be a considerable reduction in the amenity of this view, which is of local visual sensitivity, and there would continue to be a **moderate adverse visual impact**.

Visual impact during operation:

There would be vegetation establishing in the fore and middle ground of this view, partly screening and softening this view to the to the new realigned Unwin Street and Kay Street, embankments and retaining walls. There would be metro trains seen travelling along the surface rail tracks and stabling on the elevated land in the background of this view, partly obstructed by the realigned road, which would be raised up on an embankment and descending towards the southern areas of the site (right of view). There would be fencing surrounding the site and light posts visible in the background, rising above the stabling facility. There may be views to the new stabling facility buildings in the background of this view, seen beyond the tracks and stabling trains.

Much of the metro infrastructure would be located in the background of this view and would be progressively filtered through and screened by vegetation surrounding the site. This view has a high capacity to absorb the scale of this proposal due to the setting of light industrial built form and road infrastructure. Overall, there would be a noticeable reduction in the amenity of this view, which is of local visual sensitivity, and a **minor adverse visual impact.**

13.5.6 Viewpoint 6: Views from the M4 Motorway

Baseline conditions: There are elevated views from the eastbound lanes of the M4 Western Motorway as they pass the site (refer to Figure 13-20). This includes a sequence of views over large industrial buildings, roads, signage and lighting set within swathes of vegetation. This includes the embankments of the former Sydney Speedway. The speedway, all buildings and vegetation within the site will have been removed and the site raised as part of the work carried out under the previous Sydney Metro West planning application. Unwin Street and Kay Street will have been realigned and there would be visible where there are gaps in the roadside barriers. This

sequence of views is seen at high speed, from moving vehicles on the M4 Western Motorway.

Sensitivity: Views from the M4 Western Motorway would be experienced by a large volume of road users moving along the highway at speed. While this location has somewhat of a gateway function as it is a major departure point from Parramatta, it does not include any visual features, and is an incidental view towards an industrial area. This view has a **local visual sensitivity.**

Visual impact during construction: There would continue to be construction work seen on the site. This works would include construction of and fit-out of the stabling yard including rail entry/exit structures, surface rail track installation, electrical fit-out, signalling and communications works. There would be construction vehicles seen on the realigned Unwin Street and Kay Street, and large construction equipment and activity seen across the site to undertake this work. There would be site offices, amenities, storage and workshops within the site, and works to construct the facility buildings.

While the extent and scale of the construction activities would be substantial, this is a glimpsed view, seen at speed for a short duration and the site would be seen in a sequence of views that includes a wider expanse of industrial scale activities. Overall, there would be a noticeable reduction in the amenity of this view, which is of local visual sensitivity, and a **minor adverse visual impact**.

Visual impact during operation: There would be glimpses across the new stabling facility including large industrial scale buildings and multiple rows of surface track where trains may be seen moving or stabling in large numbers. There would be new roads, parking areas, site fencing, overhead electrical equipment and lighting across the site. The stabling facility would be surrounded by swathes of vegetation that would establish over time, and provide some filtering and softening of these views.

FIGURE 13-20
VIEWPOINT 6 – VIEW FROM M4 MOTORWAY

This view has a high capacity to absorb the scale of this proposal due to the setting of light industrial built form and road infrastructure. Overall, there would be a noticeable reduction in the amenity of this view, which is of local visual sensitivity, and a **minor adverse visual impact.**

FIGURE 13-21
VIEWPOINT 7 – VIEW SOUTH-WEST TO THE CORNER OF UNWIN STREET AND SHIRLEY STREET, EXISTING VIEW

FIGURE 13-22
VIEWPOINT 7 – VIEW SOUTH-WEST TO THE CORNER OF UNWIN STREET AND SHIRLEY STREET, INDICATIVE EXTENT OF CONSTRUCTION SITE (APPROVED SHOWN IN ORANGE)

13.5.7 Viewpoint 7: View south-west to the corner of Unwin Street and Shirley Street

Baseline conditions: This view west from the northern side of Unwin Street towards the intersection with Shirley Street includes the site in the middle ground (centre of view) (refer to Figure 13-21). A three-storey art deco building, with its curved brickwork (left of view) is a feature of this view, contrasting with the modern, large-scale steel industrial warehouse buildings beyond. The street trees in Unwin Street and Shirley Street provide some visual relief and filter views to the buildings, structures and traffic within this industrial area. To the north (right of view), the vegetation and embankments along the southern boundary of Rosehill Gardens racecourse are visible, enclosing views to the racetrack and facilities.

The existing Industrial buildings and trees within the site will have been removed as a part of the work carried out under the previous Sydney Metro West planning application (refer to Figure 13-21). Unwin Street will have been realigned, in the background of this view, and there would be a new road bridge visible in the background of this view.

Sensitivity: Views along Unwin Street would be experienced from adjacent roads and by workers in adjoining industrial areas. The three-storey art deco building is a local visual feature within this streetscape, improving the quality of this view slightly. This view has a **local visual sensitivity.**

Visual impact during construction: There would continue to be construction work on the site extending west from the corner of Unwin Street and Shirley Street. The site would be enclosed by hoarding and there would be construction vehicles seen along Unwin Street including large deliveries of materials and equipment. An acoustic shed (or other acoustic measures) would be established on the site in the middle ground of this view and would rise several storeys above the site. This shed would be similar in scale and character to the building which was on the site. There would also be electrical work to fit-out a traction substation to the west of the shed and out of view. The acoustic shed (or other acoustic measures) would be removed, and a permanent services building would be constructed, also to a similar in height as the former industrial building on the site.

The construction work as a part of this proposal would be generally consistent with the character and scale of the surrounding industrial areas. Overall, there would be no perceived change in the amenity of this view, which is of local sensitivity, and a **negligible visual impact**.

Visual impact during operation: There would be a new services building on the site, in the middle ground of the building, facing Unwin Street and set back from the corner with Shirley Street. This building would be similar in scale and character to the building which was on the site. The traction substation will be located to the west of this building and out of view.

This view has a high capacity to absorb the scale of this proposal due to the setting of light industrial built form and road infrastructure. Overall, there would be no perceived change in the amenity of this view, which is of local sensitivity, and a **negligible visual impact**.

13.5.8 Views from Rosehill Gardens racecourse

Baseline conditions: The spectator stands at the Rosehill Gardens racecourse are located to the north-west of the racecourse. These spectator stands offer elevated views across the racetrack, towards the winning post, and include the broader industrial areas of Rosehill in the background. These views are mainly oriented to the east and away from the construction site, however, there would be peripheral views to the south towards the existing industrial areas of Clyde and the construction site established as a part of the previous Sydney Metro West planning application. In this area all buildings and vegetation within the site will have been removed. Unwin Street and Kay Street would have been realigned with a road bridge, and there would have been earthworks to raise some of the southern areas of the site.

Views from lower and ground level areas would be largely screened by vegetation and mounds located around the perimeter of the track. These mounds and vegetation provide a vegetated backdrop to these views allowing clear viewing of the race which is the main point of visual interest to spectators.

Sensitivity: Views from the Rosehill Gardens racecourse are appreciated by race spectators. The primary focus of these views would be towards the racetrack and the site would be in the periphery of these views, which are less sensitive. However, the amenity of these views is an important part of the experience and are appreciated periodically by a large number of people during events. These views are of **local landscape sensitivity.**

Visual impact during construction: The site would be visible in the background of oblique views towards the site. There would continue to be works. These works would include the construction of a temporary acoustic shed (or other acoustic measures), several industrial scale buildings, and rail and electrical infrastructure across a large area of the former industrial area. However, this would comprise a relatively small area of what would be broad panoramic views. The character of the construction work would be similar to the existing industrial development and would be seen in the context of other large infrastructure and industrial facilities including the Parramatta Light Rail (Stage 1) stabling and maintenance facility to the east. It is likely that areas to the north-east of the site would be partly screened by vegetation along the perimeter of the racecourse, and the vegetation that would be retained on Duck Creek would partly screen views to works on the southern areas of the site. This work would also be viewed against the backdrop of the existing M4 motorway. Overall, there would be no perceived change in the amenity of this view, which is of local visual sensitivity, and there would be a **negligible visual impact**.

Visual impact during operation: It is likely that areas to the north-east of the site where there would be a services building, would be partly screened by vegetation along the perimeter of the racecourse, and the vegetation that would be retained on Duck Creek would partly screen views to works on the southern areas of the site so that would contain the maintenance facility building and metro train stabling which would be partly to the south of the main maintenance facility building and would be out of view. If visible, the services facility building and maintenance facility buildings would be similar in scale to the surrounding industrial buildings and seen in the context of a panoramic views across other existing industrial development and to developed areas beyond. Overall, there would be no perceived change in the amenity of this view, which is of local visual sensitivity, and there would be a **negligible visual impact**.

13.5.9 Views to the Clyde Power Supply route

Baseline conditions: The power supply route between the Camellia substation and the Rosehill services facility would be located within the Unwin Street and Colquhoun Street Road corridor. Unwin Street and Colquhoun Street in this location has a predominantly industrial character, with wide vehicle crossovers, overhead power lines and grassed verges. This vehicle-dominated streetscape has a high volume of heavy traffic movements with few footpaths and limited amenity for pedestrians and cyclists.

Sensitivity: Views along the power supply route are generally experienced by staff and visitors to the Rosehill industrial area and are of neighbourhood visual sensitivity.

Visual impact during construction: There would be views to the power supply work along a short length of Unwin Street and Colquhoun Street. This would include trenching within the road corridor or verge and temporary lane and footpath closures to accommodate the temporary works. Existing trees within the verges would be retained and protected during construction where possible.

Due to the industrial character of this streetscape, minor scale and small extent of these works, there would be no perceived change in the amenity of views along this short section of Unwin Street, Colquhoun Street and from adjacent industrial properties. It is unlikely that this work would be seen from Rosehill Gardens racecourse due to the roadside vegetation and mounding which screen Unwin Road and Colquhoun Street from the venue. There would be no perceived change to the amenity of views along the power supply route, which are of neighbourhood sensitivity, and there would be a **negligible visual impact.**

Visual impact during operation: The power supply route would be located underground and there would be no change to the views along Unwin and Colquhoun Street. Views along the power supply route are of neighbourhood sensitivity and there would be a **negligible visual impact**.

13.6 Assessment of night-time visual impact

Baseline conditions: The setting of the Clyde stabling and maintenance facility and Rosehill services facility construction site is medium district brightness (A3) and has a **low visual sensitivity.** The construction site is located in an industrial area, which would be moderately lit at night, with lighting associated with the surrounding large scale industrial and commercial uses. This area includes several venues which would be brightly lit at night, including parts of the Rosehill Gardens racecourse which would be brightly lit during evening track events and functions. The headlights from traffic moving along the M4 Western Motorway and James Ruse Drive would also contribute to the night-time setting of the site together with low level lighting along streets such as Unwin Street and Shirley Street. While some of this lighting would be contained by the existing vegetation within and on the perimeter of the site, there would be a general skyglow above the site and numerous bright sources of light seen in this area.

All buildings and trees within the site for this proposal will have been removed as a part of the work carried out under the previous Sydney Metro West planning application and there will be some security lighting remaining.

Visual impact during construction: Much of the work on the stabling and maintenance facility construction site would be carried out during standard work hours. During these times these areas there would be low-level security lighting within the site and at the site offices, workshops and amenities. However, there would be after hours work required for the Rosehill services facility site, in the

northern part of the site. There would also be after hours materials and equipment delivery, and access for underground and internal construction activities, accessed via the mainline tunnel entry. This after-hours work may take place 24 hours per day, seven days per week.

This additional lighting would be seen within an area of A3: Medium district brightness where there is lighting associated with the existing industrial areas and the street lights and moving headlights on James Ruse Drive and surrounding roads. This work would remain set back from the residential areas of Rosehill by James Ruse Drive. Overall, this additional lighting would be readily absorbed into the existing moderately lit setting. Overall, this night construction work would not create a perceived change in the amenity of views at night, which area of low sensitivity, resulting in a **negligible visual impact at night.**

Visual impact during operation: The Clyde stabling and maintenance facility would operate 24 hours a day, seven days a week. As such, the site would be brightly lit. including street lighting along internal roads, lighting of buildings and in external areas required for maintenance activities. There would be maintenance activity occurring within the maintenance facility building, which would contain much of the lighting required for operations in this area.

The Rosehill services facility would also be operational at night, and there would be some external lighting for staff parking and security. This lighting would be consistent with the surrounding lighting levels of other industrial buildings and would not be likely to alter the prevailing light levels of this area.

There would be metro trains operating on the surface track, accessing and egressing the mainline via the dive structure. These trains would have a headlight which would be directed along the line, and mostly parallel to James Ruse Drive and the residential properties to the west in Rosehill. These headlights would be intermittent and screened from view by landform as the surface tracks approach the tunnel entrance. The headlights would therefore not be directed toward any receptor but would be viewed as they pass and would contribute generally to the light levels in this area of the site. There would be some security lighting at the water treatment plant which would also be consistent with the lighting in this urban area.

While the level of lighting required to support the stabling and maintenance activities, at the services facility and along the dive structure would increase the light levels in the southern areas of the site, the metro train vehicle lights and some other minor building lighting would not. Overall, the additional lighting across the site, including at the stabling site, would be absorbed into this area of A3: Medium district brightness**.** The stabling site would be set within an area which had previously included a range of industrial uses and the Sydney Speedway which was brightly floodlit at night during events. This lighting would be set back from any residential areas, and this lighting would be largely absorbed into its setting. Overall, there would be no perceived change in the amenity of this area at night, and a **negligible visual impact**.

13.6 Summary of impact

Table 13-1, Table 13-2 and Table 13-3 summarise the potential landscape and visual impacts of this proposal.

TABLE 13-1
LANDSCAPE IMPACT SUMMARY – CLYDE STABLING AND MAINTENANCE FACILITY AND ROSEHILL SERVICES FACILITY

			Construction		Operation	
No.	**Location**	**Sensitivity**	**Magnitude**	**Impact**	**Magnitude**	**Impact**
1	Rosehill Gardens racecourse	Regional	Noticeable reduction	Moderate adverse	No perceived change	Negligible
2	A'Becketts Creek and Duck Creek	Neighbourhood	Considerable reduction	Minor adverse	Noticeable improvement	Negligible
3	The site and streetscapes including Unwin Street, Kay Street, Wentworth Street and Shirley Street	Neighbourhood	Considerable reduction	Minor adverse	Noticeable improvement	Negligible
4	Former T6 Carlingford Line and Rosehill Station	Local	Considerable reduction	Moderate adverse	No perceived change	Negligible

TABLE 13-2
DAYTIME VISUAL IMPACT SUMMARY – CLYDE STABLING AND MAINTENANCE FACILITY AND ROSEHILL SERVICES FACILITY

			Construction		Operation	
No.	**Location**	**Sensitivity**	**Magnitude**	**Impact**	**Magnitude**	**Impact**
1	View south from the James Ruse Drive footbridge	Local	Noticeable reduction	Minor adverse	Noticeable reduction	Minor adverse
2	View north from the car parking areas of the Rosehill Gardens Racecourse	Local	Considerable reduction	Moderate adverse	Noticeable reduction	Minor adverse
3	View south-east along James Ruse Drive	Local	Considerable reduction	Moderate adverse	Noticeable reduction	Minor adverse
4	View north-east from James Ruse Drive	Local	Considerable reduction	Moderate adverse	No perceived change	Negligible
5	View north-east from M4 Western Motorway onramp	Local	Considerable reduction	Moderate adverse	Noticeable reduction	Minor adverse
6	Views from the M4 Motorway	Local	Noticeable reduction	Minor adverse	Noticeable reduction	Minor adverse
7	Views south-west to the corner of Unwin Street and Shirley Street	Local	No perceived change	Negligible	No perceived change	Negligible
8	Views to the Clyde Power Supply Route	Neighbourhood	Noticeable reduction	Negligible	No perceived change	Negligible

TABLE 13-3
NIGHT-TIME VISUAL IMPACT SUMMARY – CLYDE STABLING AND MAINTENANCE FACILITY AND ROSEHILL SERVICES FACILITY

			Construction		Operation	
No.	**Location**	**Sensitivity**	**Magnitude**	**Impact**	**Magnitude**	**Impact**
1	Clyde stabling and maintenance facility and Rosehill services facility	Low (A3: Medium district brightness)	No perceived change	Negligible	No perceived change	Negligible

14. CUMULATIVE IMPACTS

Westmead metro station

The following section provides a summary of the potential cumulative landscape and visual impacts of this proposal in conjunction with other developments. Refer to Chapter 19 of the Environmental Impact Statement for a full description of projects included in the cumulative assessment. This assessment considers projects that would be in the vicinity of this proposal and are likely to have a landscape impact or be within the visual catchment of this proposal.

Refer to Table 14-1.

TABLE 14-1
POTENTIAL CUMULATIVE IMPACTS BY PROJECT

Project	Potential cumulative impact	Cumulative effect
Westmead metro station		
Westmead metro station would be located near several other approved and proposed developments. One of these has the potential for a landscape or visual impact that could interact with the impacts identified for this proposal. This project is the: • Sydney Metro West- Major civil construction work between Westmead and the Bays • Parramatta Light Rail (during operation)		
Landscape impact during construction	This infrastructure project would have directly impacted the landscape of the southern portions of the site of this proposal. This would include impacts on the existing built form character, existing vegetation and canopy cover. There would also have been impacts on the connectivity of footpaths and accessibility of the existing Westmead Station from the south. As a consequence of this project the landscape would be characterised by major civil construction activity, heavy traffic and industrial scale support structures and buildings. This proposal would utilise this existing construction site and would also expand the construction footprint to the north and west. It would require the removal of additional trees and continue the reduced local pedestrian permeability and accessibility of the public realm in this area. There would, therefore, be a cumulative effect as construction of this proposal continues to affect the landscape characteristics of the site, extending the duration of the impacts caused by the construction activity in the area that would be experienced as a consequence of the previous Sydney Metro West planning application.	Yes
Landscape impact during operation	During operation there would be no cumulative effect on the landscape as a result of the previous Sydney Metro West planning application, as the work carried out would have been completed. There would, however, be a beneficial cumulative effect on the landscape due to improved accessibility, legibility, streetscape amenity and public open space provision due to this proposal and Parramatta Light Rail which would include a terminus stop on Hawkesbury Road and associated public domain improvements along Hawkesbury Road and Railway Parade.	Yes

Project	Potential cumulative impact	Cumulative effect
Visual impact during construction	There would be a potential cumulative visual impact to views from: • Alexandra Avenue, Hassall Street and Bailey Street to the east • Bailey Street to the south • Alexandra Avenue and Hawkesbury Road to the west • Parramatta Station and elevated residential properties along Railway Parade in the north. In these views this proposal would extend the duration of the identified adverse visual impacts with the continuation of large-scale construction activity. These would, however, be temporary impacts. Any night works undertaken for this proposal would be seen as a continuation of the night works that will be visible on the site and in surrounding areas. This setting is an area of moderate district brightness and therefore has a high capacity to absorb additional light sources at night. There is a separation between this site and the surrounding residences, further reducing the potential for a cumulative visual impact at night from these locations.	Yes
Visual impact during operation	During operation there would be no cumulative effect on views due to work carried out under the previous Sydney Metro West planning application as this construction activity would have been completed. There would be a beneficial cumulative effect on views along Railway Parade and Hawkesbury Road where this proposal and Parramatta Light Rail would be seen together due to the new built form, public domain and streetscape improvements.	Yes
Parramatta metro station		
Parramatta metro station would be located near several other approved and proposed developments. Two of these has the potential for a landscape or visual impact that could interact with the impacts identified for this proposal. These other projects include the: • Sydney Metro West- Major civil construction work between Westmead and the Bays • Parramatta Light Rail (during operation) • Parramatta Leagues Club Hotel		
Landscape impact during construction	The previous Sydney Metro West planning application would have directly impacted the landscape of the site of this proposal. This would include impacts on the existing built form character, existing vegetation and canopy cover. There would also have been impacts on local permeability and connectivity with some localised impacts on footpaths and the temporary closure and / or diversion of parts of Horwood Place, Macquarie and United lanes. Consequently, the landscape would be characterised by major civil construction activity, heavy traffic and industrial scale support structures and buildings. This proposal would utilise this existing construction site. It would not require the removal of additional trees but would continue the reduced local pedestrian permeability and accessibility of the public realm in this area. There would, therefore, be a cumulative effect as construction of this proposal continues to affect the landscape characteristics of the site, extending the duration of the impacts caused by construction activity in the area. These would be temporary impacts for the duration of construction. This proposal is not near to the Parramatta Leagues Club Hotel proposal and there would not be any association between the landscape impacts of this proposal and the Parramatta Leagues Club Hotel during construction.	Yes
Landscape impact during operation	During operation there would not be a cumulative effect on the landscape as work carried out under the previous Sydney Metro West planning application would have been completed. The Parramatta Leagues Club would not adjoin any landscape areas, public domain or streetscapes associated with this proposal, therefore, there would not be a cumulative impact during operation. There would be a beneficial cumulative effect on the landscape due to improved accessibility and legibility with the combined public domain improvements that would be achieved through this proposal and Parramatta Light Rail. This would include streetscape improvements, new inter-block links and shared zones.	Yes

14. CUMULATIVE IMPACTS

Sydney Olympic Park metro station

Project	Potential cumulative impact	Cumulative effect
Visual impact during construction	There would be a potential cumulative visual impact to views from Church Street, George Street, Smith Street and Macquarie Street. In these views this proposal would extend the duration of the identified adverse visual impacts with the continuation of large-scale construction activity. Any night works undertaken for this proposal would be seen as a continuation of the night works that will be visible on the site and in surrounding areas. This setting is an area of high district brightness and therefore has a very high capacity to absorb additional light sources at night. The Parramatta Leagues Club project would not be viewed together with this proposal. While this project may be seen sequentially with this proposal, and there may be additional construction vehicles seen across the city, the CBD location would have the capacity to absorb this visual change without causing an adverse cumulative effect.	Yes
Visual impact during operation	During operation there would be no cumulative effect on views due to the previous Sydney Metro planning application as the construction activity would have been completed. This proposal would also not be viewed together or sequentially with the Pparramatta Leagues Club projects. There would be a beneficial cumulative effect on views in the vicinity of George Street, Church Street and Macquarie Street due to the new built form, reduced visual clutter in the public domain and streetscapes provided by this proposal in combination with Parramatta Light Rail.	Yes
Sydney Olympic Park metro station		
Sydney Olympic Park metro station would be located near several other approved and proposed developments. Each of these has the potential for a landscape or visual impact that could interact with the impacts identified for this proposal. These other projects include: • Sydney Metro West- Major civil construction work between Westmead and the Bays • Site 43/44, Sydney Olympic Park – Stage 1 and 2 (6 Australia Avenue and 2 Herb Elliott Avenue) • Sites 2A and 2B Sydney Olympic Park (Australia Avenue)		
Landscape impact during construction	The previous Sydney Metro West planning application would have directly impacted the landscape of the site identified for this proposal. This would include impacts on the existing built form character, existing vegetation and canopy cover. There would also have been some minor impacts on local pedestrian amenity with construction activity occurring alongside Herb Elliott Avenue and Figtree Drive. The landscape character of the site would be dominated by major civil construction activity, heavy traffic and industrial scale support structures and buildings. This proposal would utilise this existing construction site. It would require some small additional areas and involve the removal of some additional trees. This proposal would continue the reduced permeability and accessibility of the public realm in this area. Consequently, there would be a cumulative effect as construction of this proposal continues to affect the landscape characteristics of the site, extending the duration of the impacts caused by construction activity. These would be temporary impacts experienced for the duration of construction. Construction of Sydney Olympic Park – Stage 1 and 2 would require the removal of further trees and increase the area where there would be construction activity across the precinct. Combined there would be a cumulative landscape impact due to the reduction in canopy cover, effects on local accessibility and legibility where there are impacted footpaths, and temporary impacts on local roads, that would be experienced in consecutively.	Yes
Landscape impact during operation	During operation there would not be a cumulative effect on the landscape as work carried out under the previous Sydney Metro West planning application would have been completed. There would also not be a cumulative landscape impact with the site 43/33 and 2A and 2B mixed use developments as each of these proposals would be accompanied by landscape and urban design improvements to the public domain, including new trees and public plazas. Together this proposal along with these projects would contribute to the overall vision intended by the Sydney Olympic Park Masterplan and future Place Strategy.	No

Project	Potential cumulative impact	Cumulative effect
Visual impact during construction	There would be a potential cumulative visual impact to views from: • Herb Elliott Avenue and the Abattoir heritage gardens in the north • Figtree Drive and adjacent commercial properties in the south • Olympic Boulevard and the existing bus interchange in the west. In these views this proposal would extend the duration of the identified adverse visual impacts rather than increase their magnitude. Any night works undertaken for this proposal would be seen as a continuation of the night works currently visible on and surrounding the site. This setting is an area of medium district brightness and has a high capacity to absorb additional light sources at night.	Yes
Visual impact during operation	During operation there would be no cumulative effect on views due to the previous Sydney Metro planning application as the construction activity would have been completed. During operation the Sydney Olympic Park – Stage 1 and 2 projects and this proposal would be seen sequentially and contribute to the overall changing character intended as a part of the transformation of the Sydney Olympic Park Precinct as a whole. Each of these projects would be accompanied by high quality urban design treatments and there would not be a cumulative visual impact.	No
Burwood North Station		
Burwood North Station would be located near several other approved and proposed developments. The following project has the potential for a landscape or visual impact that could interact with the impacts identified for this proposal. This project is the: • Sydney Metro West- Major civil construction work between Westmead and the Bays		
Landscape impact during construction	The previous Sydney Metro West planning application would have directly impacted the landscape of the site identified for this proposal. This would include impacts on the existing built form character, existing vegetation and canopy cover. There would also have been some minor impacts on local permeability and accessibility with the removal of part of Neichs Lane, and construction activity occurring alongside Burwood Road, Burton Street, Loftus Streets and Esher Lane. The landscape character of the site would be dominated by major civil construction activity, heavy traffic and industrial scale support structures and buildings. This proposal would utilise this existing construction site. It would not require the removal of additional trees but would continue the reduced local pedestrian permeability and accessibility of the public realm in this area. Consequently, there would be a cumulative effect as construction of this proposal continues to affect the landscape characteristics of the site, extending the duration of the impacts caused by construction activity. These would be temporary impacts experienced for the duration of construction.	No
Landscape impact during operation	During operation there would not be a cumulative effect on the landscape as work carried out under the previous Sydney Metro West planning application would have been completed.	No
Visual impact during operation	The previous Sydney Metro West planning application would not be viewed together with this proposal. While this project may be seen sequentially with this proposal, and there may be additional construction vehicles seen across this area, this locality would have the capacity to absorb this visual change without causing an adverse cumulative effect.	No
Visual impact during operation	During operation there would be no cumulative effect on views due to the previous Sydney Metro planning application as the construction activity would have been completed.	No

14. CUMULATIVE IMPACTS

Sydney Olympic Park metro station

Project	Potential cumulative impact	Cumulative effect
The Bays Station		
The Bays Station would be located near several other approved and proposed developments. Each of these has the potential for a landscape or visual impact that could interact with the impacts identified for this proposal. These other projects include: • Sydney Metro West- Major civil construction between Westmead and the Bays • Sydney Metro West- Major civil construction between The Bays and Sydney CBD • Western Harbour Tunnel and Warringah Freeway Upgrade		
Landscape impact during construction	Many of the infrastructure projects occurring within the vicinity of The Bays tunnel launch and support site have impacted the existing vegetation and canopy cover, connectivity of footpaths and area of available open space in areas in the vicinity of The Bays Station site. The landscape is currently characterised by major civil construction activity, heavy traffic and industrial scale support structures and buildings. While this proposal would utilise an existing construction site it would be expanded slightly and include the removal of some additional trees and vegetation. This work would further alter the permeability, and accessibility of the public realm in this area with work extending to Robert Street in the west. There would, therefore, be a cumulative effect on landscape characteristics of the site and this proposal would extend the duration of the impacts caused by the construction activity in the area, for the Western Harbour Tunnel and Warringah Freeway Upgrade and the previous Sydney Metro West planning applications. During construction for this proposal there would be a potential cumulative landscape impact, of which this proposal would be a relatively small part. This cumulative impact would reduce over time with the completion of adjacent infrastructure projects.	Yes
Landscape impact during operation	During operation there would not be a cumulative effect on the landscape as work carried out under the previous Sydney Metro West planning application would have been completed. There would be improvements over time as the adjacent infrastructure projects are completed. In these areas it is expected that there would be both urban design and placemaking improvements to these areas. This proposal together with these projects would be a part of the transformation of this precinct as intended by The Bays Place Strategy. Beyond this, there would be broader cumulative beneficial landscape effects together with the broader Rozelle Parklands and active transport links that are proposed by the WestConnex M4-M5 project.	Yes
Visual impact during construction	There would be a potential cumulative visual impact to views from the north, including from locations within Balmain and Balmain East, from White Bay and the harbour. In these views this proposal would be seen within the context of the construction sites for these projects. Combined they alter the character of a broad area of White Bay. There would, however, be visual compatibility between the components and character of these projects so that the differentiation of these projects in these views would be difficult. This cumulative impact would extend the duration of the identified adverse visual impacts into the future as a part of the transformation of The Bays Precinct as a whole. Similarly, in views from the south, such as from the residential areas along Hornsey Street and from the Anzac Bridge access road, there would be a cumulative visual impact with the foreground of these views being dominated by construction works associated with these projects and this proposal. The setting of this proposal within an area currently occupied by and surrounded by other construction sites, would both increase the absorption capacity of this proposal into the view and extend the duration of the visual impacts experienced. Any night works undertaken for this proposal would be seen as a continuation of the night works currently visible on and surrounding the site. This setting is an area of high district brightness and therefore has a high capacity to absorb additional light sources at night. There is a substantial separation between this site and the surrounding residences, further reducing the potential for a cumulative visual impact at night from these locations.	Yes

Project	Potential cumulative impact	Cumulative effect
Visual impact during operation	During operation there would be no cumulative effect on views due to the previous Sydney Metro planning application as the construction activity would have been completed. During operation there would be a transformation of the character of views to this area, due to the Western Harbour Tunnel and Warringah Freeway Upgrade, rather than a cumulative visual impact.	No
Pyrmont Station		
Pyrmont Station would be located near several other approved and proposed developments. Each of these has the potential for a landscape or visual impact that could interact with the impacts identified for this proposal. These other projects include: • Sydney Metro West- Major civil construction between The Bays and Sydney CBD • The new Sydney Fish Market (during operation) • Cockle Bay Wharf mixed use development		
Landscape impact during construction	There would be a cumulative landscape impact expected between this proposal and the previous Sydney Metro West planning application. This would include the potential for a continued impact on the amenity, level of comfort and accessibility of adjacent streetscapes during construction. Due to the separation of this proposal from the development at Cockle Bay Wharf, there are not predicted to be any cumulative landscape impacts during construction.	Yes
Landscape impact during operation	During operation there would not be a cumulative effect on the landscape as work carried out under the previous Sydney Metro West planning application would have been completed. There would be a cumulative beneficial landscape impact as new Sydney Fish Market and Cockle Bay Wharf, would each be accompanied by landscape and urban design improvements to the public realm. Together this proposal along with these projects would contribute to the overall vision intended by the Eastern City District Plan and Pyrmont Peninsula Place Strategy.	Yes
Visual impact during Construction	There would be a cumulative visual impact expected with this proposal and the previous Sydney Metro West planning application, as these proposals would be experienced consecutively. This would include the potential for an increase in the duration of impacts to views from Paternoster Row, Pyrmont Bridge and Pyrmont Roads, the Elizabeth Healey Reserve and square at Edward Lane on Pyrmont Bridge Road at the western construction site, and from Union Street, Edward, and Pyrmont Bridge Road at the eastern construction site. When travelling around the Pyrmont Peninsula, there may views to the new Sydney Fish Market, Cockle Bay Wharf and this proposal in succession. This would include views to multiple large scale construction sites and heavy vehicles on the road network. However, this construction activity would be somewhat absorbed into the densely urban environment and a part of the character of this area as it undergoes an intended transformation would not have a cumulative visual impact during the day or at night.	Yes
Visual impact during operation	During operation there would be no cumulative effect on views due to the previous Sydney Metro planning application as the construction activity would have been completed. The Sydney Fish Market and Cockle Bay Wharf would be located beyond the visual catchment of this proposal and therefore these projects would not be seen together. When seen in succession, they would contribute to the overall vision intended by the Eastern City District Plan and Pyrmont Peninsula Place Strategy. There would not be an adverse cumulative visual impact during the day or at night.	No

14. CUMULATIVE IMPACTS

Sydney Olympic Park metro station

Project	Potential cumulative impact	Cumulative effect
Hunter Street Station (Sydney CBD)		
Hunter Street Station (Sydney CBD) would be located near several other approved and proposed developments. Each of these has the potential for a landscape or visual impact that could interact with the impacts identified for this proposal. These other projects include: • Sydney Metro City & Southwest (Chatswood to Sydenham) • Sydney Metro- Martin Place Over Station Development • Sydney Metro West- Major civil construction between The Bays and Sydney CBD • 50-52 Phillip Street New Hotel (SSD) • 301 and 305 Kent Street Concept Hotel Development • One Sydney Harbour		
Landscape impact during construction	Due to the separation of this proposal from the Sydney Metro City & Southwest, Sydney Metro Martin Place- Over Station Development, the new hotel on Phillip Street, One Sydney Harbour and Castlereagh and Market Streets, there are not predicted to be any adverse cumulative landscape impacts with these projects. There are several other construction sites in close proximity to the eastern construction site, including the Sydney Metro City & Southwest Bligh Street construction site and for the Martin Place Station and Over Station Development. These projects currently impact the footpaths along Hunter Street and O'Connell Street, as well as the amenity of the Richard Johnson Square at the corner of Hunter and Bligh Street. The landscape impacts of this proposal on an additional section of Hunter and O'Connell Streets and the continued landscape impact surrounding the Bligh Street construction site and impacts on Richard Johnson Square would result in a cumulative landscape impact while the construction programs overlap. This would be a temporary impact. There would also be a cumulative landscape impact expected between this proposal and the previous Sydney Metro West planning application. This would include the potential for a continued impact on the amenity, level of comfort and accessibility of adjacent streetscapes and public domain areas including George Street and Richard Johnson Square during construction.	Yes
Landscape impact during operation	During operation there would not be a cumulative effect on the landscape as work carried out under the previous Sydney Metro West planning application would have been completed. Each of the projects which have an operational phase would be accompanied by landscape and urban design improvements to the public realm. Together with this proposal, there would be an overall cumulative improvement to the public domain within this area of the Sydney CBD.	No
Visual impact during construction	The Sydney Metro City & Southwest, Sydney Metro Martin Place- Over Station Development, the new hotel on Phillip Street, One Sydney Harbour and Castlereagh and Market Streets, projects would be located beyond the visual catchment of the Hunter Street Station (Sydney CBD) western site. As such, they would not have a cumulative visual impact with any visual impact identified in this assessment during the day or at night. At the eastern site there are locations where multiple construction sites would be seen in views from Hunter, Bligh and O'Connell Streets. Some work would be visible at street level and extending into the skyline at various distances. Richard Johnson Square would continue to be surrounded by construction activity and would experience a cumulative visual impact for the duration of this proposal. There would also be a cumulative impact on views between this proposal and the previous Sydney Metro West planning application. In these views this proposal would extend the duration of the identified adverse visual impacts rather than increase their magnitude. This would be a temporary impact. Any night works undertaken at the construction sites would be either contained by acoustic sheds or hoarding and would be a continuation of the night works currently visible on sites seen in locations surrounding the sites. The CBD setting is an area of high district brightness and therefore has a high capacity to absorb additional light sources at night. The potential for any residential property or hotel to view multiple sites is limited, and appropriate mitigation measures would be implemented to minimise any direct light spill into private property.	Yes

Project	Potential cumulative impact	Cumulative effect
Visual impact during operation	There would be no cumulative effect on views due to the previous Sydney Metro planning application as the construction activity would have been completed. During the operation of the projects which have an operational phase, and this proposal it is expected that these projects would be absorbed into the highly urban setting and any public domain enhancements and placemaking initiatives are realised. There would not be any adverse cumulative visual impact during the day or at night.	No
Clyde stabling and maintenance facility and Rosehill services facility		
Clyde stabling and maintenance facility and Rosehill services facility would be located near developments which have the potential for a landscape or visual impact that could interact with the impacts identified for this proposal. This project is: • Sydney Metro West- Major civil construction between The Bays and Sydney CBD • Clyde Terminal Conversion Project		
Landscape impact during construction	There would be a cumulative landscape impact expected between this proposal and the previous Sydney Metro West planning application. This would include the potential for a continued impact on amenity, vegetation and canopy cover. This proposal and the Clyde Terminal Conversion Project would be located within the same network of streetscapes and creek systems set within an industrial character setting. The landscape impacts on these places during construction would have a cumulative landscape effect, due to reduced vegetation coverage.	Yes
Landscape impact during operation	During operation there would not be a cumulative landscape effect as work carried out under the previous Sydney Metro West planning application would have been completed. This proposal together with the works undertaken at the Clyde Terminal Conversion Project would improve the streetscapes and adjoining creek systems, which would have been renaturalised and revegetated. Together there would have a potential beneficial effect across the locality and there would not be an adverse cumulative impact.	No
Visual impact during construction	This proposal would not be viewed together with this proposal. While this project may be seen sequentially with this proposal, and there may be additional construction vehicles seen across the area, the location of these sites within an area of industry would increase the capacity for construction activity to be absorbed into views without causing an adverse cumulative effect. There would also be a cumulative impact on views between this proposal and the previous Sydney Metro West planning application. In these views this proposal would extend the duration of the identified adverse visual impacts rather than increase their magnitude.	No
Visual impact during operation	There would be no cumulative effect on views due to the previous Sydney Metro planning application as the construction activity would have been completed. During operation there would not be an adverse cumulative visual impact as this proposal would be seen sequentially with the Clyde Terminal Conversion Project which would have an improved visual condition following the removal of the industrial development from this site.	No

15. MANAGEMENT AND MITIGATION MEASURES

15.1 Approach to management and mitigation

15.1 Approach to management and mitigation

This chapter describes the environmental management approach for the project for landscape and visual amenity during construction and operation. Further details on the environmental management approach for the project are included in Chapter 20 (Synthesis of the Environmental Impact Statement).

A Construction Environmental Management Framework (CEMF) (Appendix F of the Environmental Impact Statement) describes the approach to environmental management, monitoring and reporting during construction. Specifically, it lists the requirements to be addressed by the construction contractor in developing the Construction Environmental Management Plan (CEMP)s, sub-plans, and other supporting documentation for each specific environmental aspect.

The CEMF contains a number of 'standard mitigation measures' related to management of landscape and visual impacts during construction and would be applied at all construction sites to minimise the impacts from the work as far as practicable and where feasible and reasonable. Site specific construction phase mitigation measures are included in the following section.

15.1.1 Mitigation measures

Table 15-1 includes recommended mitigation measures which would avoid, reduce and manage the identified potential adverse landscape and visual impacts resulting from the construction and operation of this proposal.

15.1.2 Mitigation measures

Performance outcomes for Sydney Metro West were established as part of the concept assessment in the Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD (Sydney Metro, 2020). The performance outcomes related to landscape and visual impact are:

- the design reflects the Sydney Metro Design Objectives and the place and design principles
- the Sydney Metro Design Quality Framework is implemented
- Metro stations contribute positively to the surrounding urban environment and provide a sense of place
- no net loss of tree numbers and tree canopy.

Further detail regarding how this proposal would achieve the performance outcomes is provided in Chapter 20 (Synthesis) of the Environmental Impact Statement.

TABLE 15-1
MITIGATION MEASURES

ID.	Impact	Mitigation measure	Applicable location(s)
Operations			
EIS-LV1	Landscape impacts	The landscape design for the project would incorporate appropriate species to achieve year-round flowering and support urban biodiversity.	All sites
EIS-LV2	Landscape impacts	The landscape design for the project would consider the effects of climate change on the long-term viability of urban tree health and longevity.	All sites
EIS-LV3	Landscape impacts	The landscape design for the project would consider opportunities to incorporate local native plant species identified in consultation with the traditional owners of the site where possible.	All sites
EIS-LV4	Lighting impacts	Lighting at stations and ancillary facilities would be operated in accordance with AS4282-2019 Control of the obtrusive effects of outdoor lighting.	All sites
EIS-LV5	Visual impacts	Revegetate the embankments of the rail corridor where possible to screen views from residences on Alexandra Avenue.	WMS
EIS-LV6	Activation of streetscapes	Opportunities to provide temporary activation would be explored in areas of future adjacent station development (that would be delivered by others)	WMS, PMS, SOPMS, BNS, TBS
EIS-LV7	Visual impacts	Engineered batters and water management measures would be designed to have a natural shape and low profile as far as is reasonable and feasible and would be designed to support vegetation that would allow for their visual integration and screening over time.	WMS, CSMF
EIS-LV8	Landscape impacts	Opportunities to provide gardens within the areas adjoining the heritage listed areas of the station, or in the vicinity, would be investigated as part of design development to reflect the local values of the community and reinforce the sense of place for the North Strathfield local centre.	NSMS
EIS-LV9	Visual impacts	Design of the traction substation building would have an industrial character with a high quality architectural finish and not detract from the visual prominence of the existing former Power Station façade and silhouette of the twin stacks.	TBS
EIS-LV10	Landscape impacts	Investigate opportunities with the City of Sydney to provide public domain improvements to Richard Johnson Square.	HSS
EIS-LV11	Visual impacts	Revegetate the embankments and provide screening vegetation between the proposed surface rail (in the former T6 Carlingford rail corridor) and the Rosehill Gardens racecourse to minimise views where feasible.	CSMF
EIS-LV12	Visual impacts	Opportunities to provide further vegetation screening of the stabling and maintenance facility, and realigned Unwin and Kay Street bridge from sensitive receivers, such as the M4 Western Motorway, James Ruse Drive, and residential properties to the west of James Ruse Drive, would be investigated during design development.	CSMF
EIS-LV13	Visual impacts	Corridor services, including the combined services route, would be designed to reduce visual clutter and minimise visual impact ensuring these structures have a low profile and do not obstruct views across the corridor.	CSMF
EIS-LV14	Visual impacts	The water treatment building would be designed to minimise its mass and scale and have a high-quality architectural form and finish.	CSMF
Construction			
EIS-LV15	Activation of streetscapes	Opportunities to provide temporary activation during construction in the vicinity of the Parramatta metro station construction site and the Five Dock Station western construction site would be explored in consultation with the City of Parramatta Council and City of Canada Bay Council respectively.	PMS, FDS
EIS-LV16	Visual impacts	Any new temporary structures facing Fred Kelly Place and Richard Johnson Square would be designed with a suitable urban design and /or landscape treatment to minimise visual amenity and landscape character impact where feasible and reasonable.	FDS, HSS

Key: WMS: Westmead metro station; PMS: Parramatta metro station; SOPMS: Sydney Olympic Park metro station; NSMS: North Strathfield metro station; BNS: Burwood North Station; FDS: Five Dock Station; TBS: The Bays Station; PS: Pyrmont Station; HSS: Hunter Street Station (Sydney CBD); CSMF: Clyde stabling and maintenance facility; RSF: Rosehill services facility.

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