URBIS

REDFERN NORTH EVELEIGH PAINT SHOP SUB-PRECINCT

VISUAL IMPACT ASSESSMENT

PREPARED FOR

TRANSPORT FOR NSW

JUNE 2022

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CONTENTS

EXECUTIVE SUMMARY

This report has been prepared by Urbis Pty Ltd to accompany a State Significant Precinct study to determine the visual effects and potential visual impacts of amendments to the planning controls applicable to the Paint Shop sub-precinct under the State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021 for this State Significant Precinct (SSP).

The proposal includes indicative massing envelopes including podium and tower forms that are greater in height and scale when compared to the existing Concept Approval for the site.

Indicative massing models prepared by Bates Smart are intended to inform the potential future planning proposal for the site and as such have been used for analysis to inform the determination and rating of potential visual impacts from key view points. Our analysis is based on accurate and certifiable photomontages, from representative sample views from within the site's visual catchment.

The extent and significance of the potential visual change has been assessed using a well established and accepted VIA methodology which is outlined on page 11, and was reviewed and endorsed by City of Sydney during consultation in November 2021. Additionally, views and methodology was also shared with the Department of Planning and Environment (DPE) in December 2021.

Urbis determined the visual catchment using GIS mapping software (LiDAR data), to determine access to views of the tallest built form proposed from the surrounding area, and ground-truthed particular high points and sensitive view places.

Photomontages are useful objective visual aids and were prepared in a manner that satisfies the practice direction established by the Land and Environment Court of NSW.

11 views from agreed view places were selected for modelling in photomontages and were used for further analysis to consider the extent of visual change, the effects of those changes on the existing visual environment and the importance of those changes, being the final rating of visual impacts.

The subject site and tallest future built forms despite their height, have a relatively constrained effective potential visual catchment. Notwithstanding some upper parts of the tallest tower forms may be visible from further afield, where in distant views the towers may be visible against a backdrop of urban development or sky.

The photomontages show that in close views the proposed built form will create significant visual change to the existing composition and character of some views and will block access to views of some heritage items.

The Approved Concept Plan (2008) massing envelopes were inserted into the views to be able to compare the extent of approved visual change and proposed visual change. Photomontages including the previously approved concept plan massing are only included in Appendix 1 and 5.

The comparison showed that in all cases, the loss of public domain views to heritage items is caused by built forms in the Approved Concept Plan.

The proposed development/indicative envelopes are consistent and highly compatible with the Approved Concept Plan (2008) and surrounding visual context including in Redfern and Waterloo and are aligned with the strategic objectives and controls within State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021.

Of the 11 views analysed 2 views were rated as generating a medium visual impact, 2 views were rated as low-medium, 6 views were rated as low and 1 view was rated as having nil or no visual impact.

Notwithstanding the loss of visual permeability across the site and visual connection to and from some heritage items, the significance of that visual change (impact) was rated as medium or lower in all views.

METHOD AND RESULTS

The methodology employed to assess visual impacts is described in Section 2.0. This method describes the key components of the visual impact assessment including establishing the baseline visual context and characteristics, and the visual effects of the proposed development on those existing visual characteristics and baseline factors, as modelled in selected representative public domain views.

The level of visual impacts has been determined by applying various weighting factors to each view type for example sensitivity, compatibility and Visual Absorption Capacity etc.

The final impact assessment and determination of the level of significance of any residual visual impacts is included in Section 7.0 of this report.

Subsequent to the consideration of relevant additional factors the level of visual effects were 'weighted' for example in relation to the view compositions visual absorption capacity and compatibility with desired future character for this part of Redfern and Eveleigh, and in addition consideration of built forms included in the Approved Concept Plan.

In our opinion the proposed development creates medium or low visual effects on the majority of baseline factors such as visual character, scenic quality and view place sensitivity from public domain view locations.

The greatest level of visual effects are limited to immediately surrounding streetscape and areas within the study area which have limited public access. In this regard exposure to a high level of visual effects is limited to a small localised visual catchment for example; in close views from Wilson Street, Codrington Street, Shepherd Street and Cornwallis Street.

In all distant and medium distant views from the west and east, the built form proposed appears as a narrow tower cluster where podium forms are of low visibility and are not dissimilar in character or form to those located within the immediate and wider visual context of Redfern Station.

In close views the extent of view loss and change in visual character is not dissimilar to changes anticipated in the Approved Concept Plan. The approved visual effects are shown in photomontages in Appendix 5.

The location and arrangement of the proposed built forms do not significantly change the level of visual effects or impacts in relation to views to or from of between heritage items when compared to the Concept Approval.

CONCLUSIONS

This part of Redfern is undergoing transformational urban and visual change, where older, non-heritage buildings from the mid-20th century are being replaced or re-purposed with contemporary developments including in Regent Street, North Eveleigh and within the Redfern-Waterloo urban block within the Redfern-Waterloo Authority Sites SSP (RWASSSP).

The extent of visual change caused by the proposed development is consistent with the expectations of the Urban Design Principles prepared for the Redfern-Waterloo Authority and the controls defined by State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021, which apply to the site.

Of the 11 views assessed, visual impacts in 2 views were rated as medium, 2 views were rated as low-medium, 6 views were rated as low and 1 view was rated as having nil or no visual impacts.
The loss of partial visual permeability across the site, creates a limited impact overall given that public domain access to and within the majority of the study area and the Paint Shop precinct, is limited.
When all views are considered visual impacts across the potential visual catchment are low.

Notwithstanding the high level of external visibility in relation to some views of the upper parts of towers, visibility does not directly equate to impact. In this regard the significance of visual change as modelled, is 'down-weighted' depending on other relevant factors.

The majority of the extent of visual change and loss of views to and from heritage items is caused by the Approved Concept Plan, where the additional height proposed, predominantly blocks areas of open sky and does block access to scenic features or compositions beyond the site.

Additional views requested by the Department of Planning and Environment (DPE) have been modelled and assessed at 'high-level' in terms of visibility and potential visual impacts.
These views are included in Appendix 1. The visual effects and impacts of the proposed development in these additional views are discussed in Appendix 1.

In this regard the potential visual impacts associated with the extent of visual effects are contemplated by the controls and strategic planning framework for the site.

Impacts on visual connections between heritage items within the precinct, can be reduced with careful consideration of articulated built forms, materiality and colours at DA stage.

Design Guidelines included in section 7.6 have been prepared to assist this process and to test and mitigate the level of visual effects and potential visual impacts on views to heritage items.

The height, form and character of the proposed built forms is of high visual compatibility, and is not dissimilar to others within the existing visual context including those approved and under construction. Overall, the visual impacts of proposed development as modelled in the range of representative public domain views, were found to be acceptable.

Based on the information available the potential visual effects of the proposed development on private domain views are unlikely to generate any significant view loss.

RECOMMENDATIONS

- Maintain visual permeability via the north- south view along Carriageworks Way (as per view 11) by ensuring that proposed future built forms, sit wholly within approved envelopes.
- Maintain the planned spatial separation between podium and tower forms to limit visual impacts on public domain views from close locations in South Eveleigh, from public spaces associated with Redfern Station and within the site including views 4, 5, 6, 8, 9 and 11.
- Maintain the planned podium and tower envelopes as a maximum standard for future development, to ensure the protection of visual permeability through and across the site.
- Consider the potential for additional height of future tower forms, if the scale (width and breadth) of podium forms is reduced to an extent that significantly increases ground level public open space and widens through site view corridors.
- Maintain access to close, direct views to the Chief Mechanical Engineer's Office and all heritage items present on the site from Carriageworks Way, so that they remain visually prominent from within the Paint Shop precinct.

DESIGN GUIDELINES

Design guidelines have been developed to inform visual impact mitigation in relation to future potential development. These are included in section 7.6 on page 58.

1.0 INTRODUCTION

The NSW Government is investing in the renewal of the Redfern North Eveleigh Precinct to create a unique mixed-use development, located within the important heritage fabric of North Eveleigh. The strategic underpinning of this proposal arises from the Greater Sydney Region Plan and District Plan. These Plans focus on the integration of transport and land use planning, supporting the creation of jobs, housing and services to grow a strong and competitive Sydney.

The Redfern North Eveleigh Precinct is one of the most connected areas in Sydney, and will be a key location for Tech Central, planned to be Australia's biggest technology and innovation hub. Following the upgrading of Redfern station currently underway, the Precinct's renewal is aimed at creating a connected destination for living and working, and an inclusive, active and sustainable place around the clock.

The Redfern North Eveleigh Precinct comprises three Sub-Precincts, each with its own distinct character:

- The Paint Shop Sub-Precinct which is the subject of this rezoning proposal;
- The Carriageworks Sub-Precinct, reflecting the cultural heart of the Precinct where current uses will be retained; and
- The Clothing Store Sub-Precinct which is not subject to this rezoning proposal.

This State Significant Precinct (SSP) Study proposes amendments to the planning controls applicable to the Paint Shop Sub-Precinct to reflect changes in the strategic direction for the Sub-Precinct. The amendment is being undertaken as a State-led rezoning process, reflecting its status as part of a State Significant Precinct located within the State Environmental Planning Policy (Precincts - Eastern Harbour City) 2021.

The amended development controls will be located within the City of Sydney Local Environmental Plan. Study Requirements were issued by NSW Department of Planning and Environment (DPE) in December 2020 to guide the investigations to support the proposed new planning controls.

1.1 PURPOSE OF REPORT

The purpose of this report is to provide a detailed Visual Impact Assessment of the proposed changes and consider any potential impacts that may result within and surrounding the Paint Shop Sub-precinct. This report addresses study requirements SR 3.4. The relevant study requirements, considerations and consultation requirements, and location of where these have been responded to is outlined in Table 1.

1.2 DOCUMENTS CONSULTED

- City of Sydney Local Environmental Plan 2012
- City of Sydney Development Control Plan 2012
- The Redfern–Waterloo Authority Sites under the State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021
- RNE – Paintshop Sub-Precinct consultant briefing pack prepared by Bates Smart, including particular attention to the height, form and massing of proposed envelopes across the site, September 2021
- The draft Redfern North Eveleigh Precinct Renewal Project Connecting with Country Framework by Balarinji, September 2021.
- Eveleigh Carriageworks Conservation Management Plan Volume 1 by Otto Cserhalmi + Partners PL 2002.

Table 1 Study Requirements, considerations and consultation requirements

Ref.	Study Requirement	Section of this report
SR 3.4 Amenity - Visual Impact		
Study Requirements		
3.4 View and Visual Assessment	Prepare a View and Visual Assessment (VIA) for the Precinct that assesses visual impact as a result of the proposal.	
	• The assessment must review and identify important views to be protected in the context of the changing Redfern/Eveleigh environment and present an analysis of views in relation to relevant parts of the Redfern North Eveleigh Precinct Strategic Framework and the Government's aspirations for the Sydney Innovation and Technology corridor.	Section 5.0 (p. 28-29), Section 6.0 (p. 30-56), Section 7.0 (p. 57-59),
	• The assessment must describe and assess visual impact of the proposal. It should determine the level of visual impact against criteria such as sensitivity and magnitude.	Section 4.0 (p. 27), Section 6.0 (p. 30-56), Section 7.0 (p. 57-59),
	• Where visual impacts are identified, an assessment against the principles of visual amenity should be undertaken and should recommend mitigation measures to reduce visual impact, where appropriate. Any visualisations relied upon by the VIA must meet Land and Environment Court policy or other relevant quality assurance requirements.	Section 7.0 (p. 57-59), Appendix 4 (p. 65), Appendix 5 (p. 66)
	• The study must propose visual impact development standards to be applied to subsequent development stages.	Section 7.6 (p. 58)
Considerations		
3.4 View and Visual Assessment	The View and Visual Assessment should consider:	
	• Employing a methodology consistent with that set out in the Draft Central Sydney Planning Strategy and associated Draft DCP documentation; and	Section 2.0 (p. 12), Section 3.0 (p. 13-26,)
	• Conserving significant views and legibility of heritage items within the precinct, including but not limited to the Carriage Workshop, Paint Shop and Chief Mechanical Engineer's Office buildings from surrounding streets and from within the site (including visual connection between significant heritage items).	Section 3.0 (p. 13-26,), Section 5.0 (p. 28), Section 7.0 (p. 57-59)
	• The Visual Assessment should also consider how the proposal impacts on the wider visual setting of the site including on the broader Eveleigh Railway Workshops site, Redfern Railway Station and the adjacent heritage conservation areas and heritage items.	Section 3.0 (p. 13-26,), Section 6.0 (p. 30-56)
	• Additional information and close views are provided in the Addendum Report in Appendix 1	
Consultation		

1.3 REDFERN NORTH EVELEIGH PRECINCT

The Redfern North Eveleigh Precinct is located approximately 3km south-west of the Sydney CBD in the suburb of Eveleigh (refer to Figure 1). It is located entirely within the City of Sydney local government area (LGA) on government-owned land. The Precinct has an approximate gross site area of 10.95 hectares and comprises land bounded by Wilson Street and residential uses to the north, an active railway corridor to the south, residential uses and Macdonaldtown station to the west, and Redfern station located immediately to the east of the Precinct. The Precinct is also centrally located close to well-known destinations including Sydney University, Victoria Park, Royal Prince Alfred Hospital, the University of Technology Sydney, and South Eveleigh, forming part of the broader Tech Central District.

The Precinct is located within the State Heritage-listed curtilage of Eveleigh Railway Workshops and currently comprises the Platform Apartments with 88 private dwellings, Sydney Trains infrastructure and key state heritage buildings including the Paint Shop, Chief Mechanical Engineer's Office, and the Carriage Workshop and Blacksmith Workshop which provide shared community spaces for events including the Carriageworks Farmers Markets.

A map of the Precinct and relevant boundaries is illustrated in Figure 2.

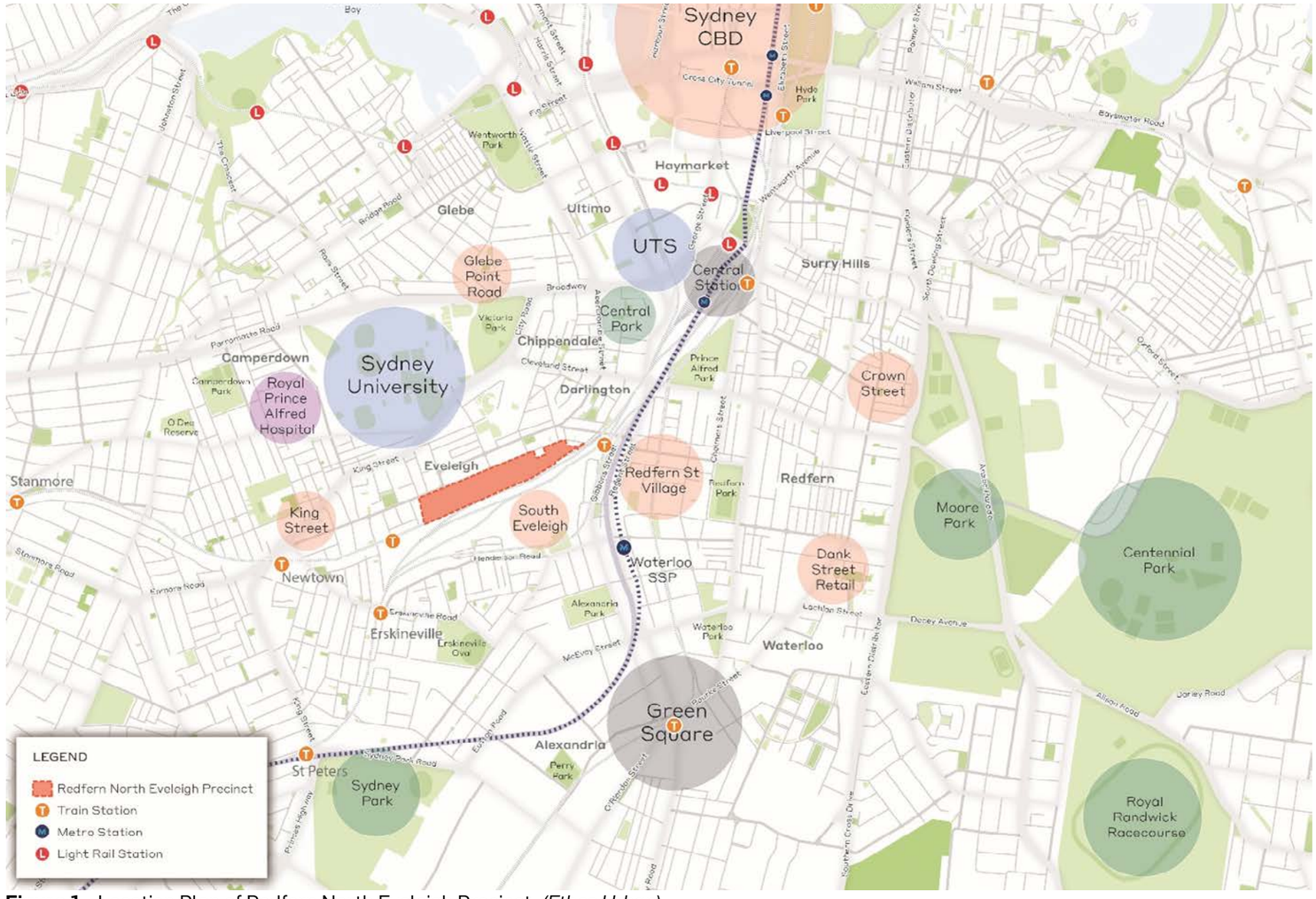


Figure 1 Location Plan of Redfern North Eveleigh Precinct *(Ethos Urban)*

1.4 REDFERN NORTH EVELEIGH PAINT SHOP SUB - PRECINCT

The Redfern North Eveleigh Paint Shop Sub-Precinct is approximately 5.15 hectares and is bounded by Wilson Street to the north, residential terraces and Redfern station to the east, the Western Line rail corridor to the south and the Carriageworks Sub-Precinct to the west. The Sub-Precinct has a significant level change from a Reduced Level (RL) height of RL25 metres to RL29 metres on Wilson Street.

The Paint Shop Sub-Precinct currently hosts a number of items of heritage significance, including the Paint Shop, Fan of Tracks, Science Laboratory Building, Telecommunications Equipment Centre, and the Chief Mechanical Engineer's Office. The Sub-Precinct has a number of disused spaces adjacent to the rail corridor as well as functioning Sydney Trains' infrastructure, offices and operational space. Vehicle and pedestrian access to this area is used by Sydney Trains. The site has a clear visual relationship to South Eveleigh and the Eveleigh Locomotive Workshops across the active rail corridor.

A map of the Paint Shop Sub-Precinct and relevant boundaries is illustrated in Figure 2.

1.5 RENEWAL VISION

The Redfern North Eveleigh Paint Shop Sub-Precinct will be a connected centre for living, creativity and employment opportunities that support the jobs of the future, as well as providing an inclusive, active and sustainable place for everyone, where communities gather.

Next to one of the busiest train stations in NSW, the Sub-Precinct will comprise a dynamic mix of uses including housing, creative and office spaces, retail, local business, social enterprise and open space. Renewal will draw on the past, adaptively re-using heritage buildings in the Sub-Precinct and will acknowledge Redfern's existing character and particular significance to Aboriginal peoples, culture and communities across Australia. The Sub-Precinct will evolve as a local place contributing to a global context.

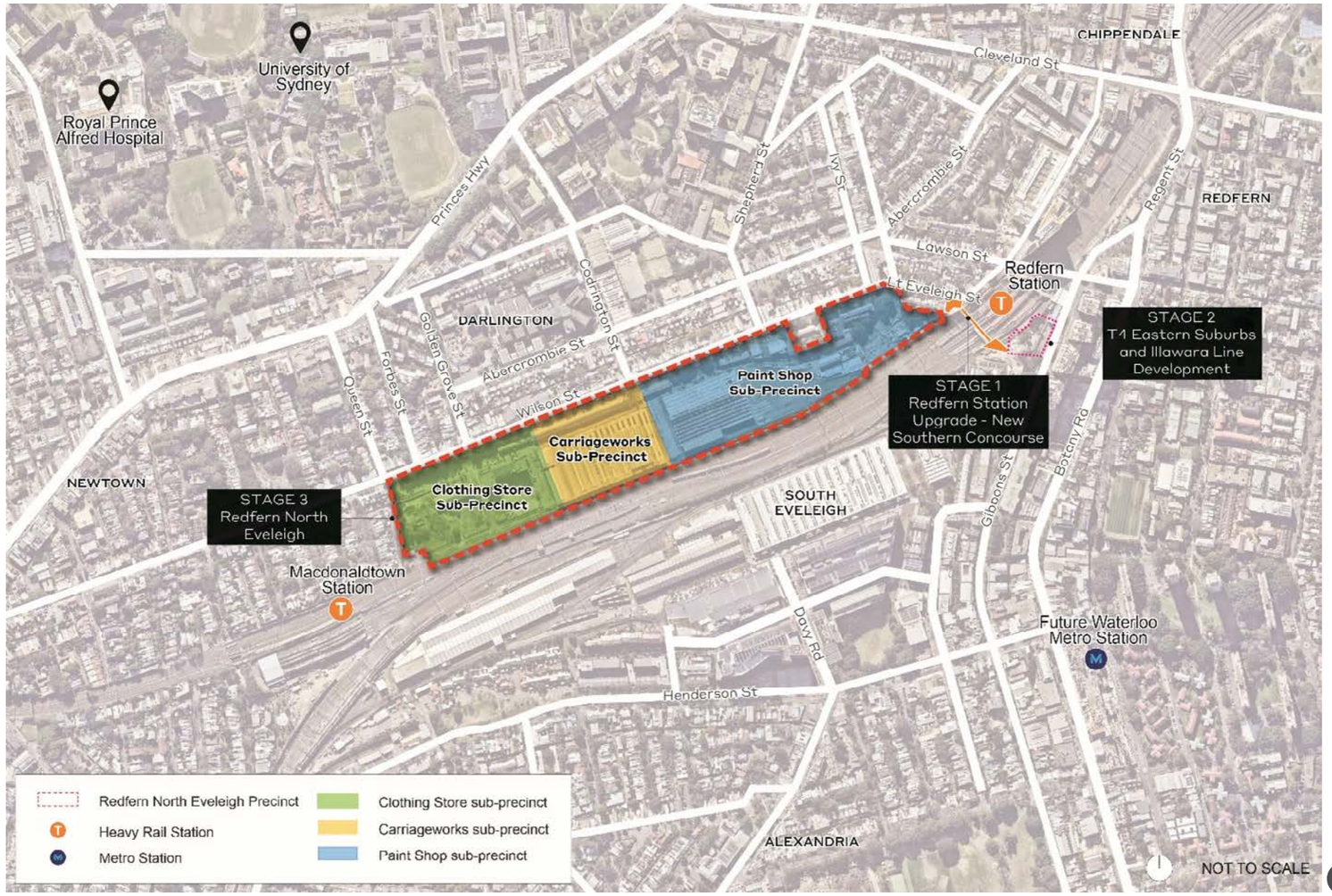


Figure 2 Redfern North Eveleigh and Sub-Precincts *(Ethos Urban)*

1.6 PROJECT DESCRIPTION

An Urban Design and Public Domain Study has been prepared to establish the urban design framework for the Redfern North Eveleigh Paint Shop Sub-Precinct. The Urban Design and Public Domain Study provides a comprehensive urban design vision and strategy to guide future development of the Sub-Precinct and has informed the proposed planning framework of the SSP Study.

The Urban Design Framework for the Paint Shop Sub-Precinct comprises:

- Approximately 1.4 hectares of publicly accessible open space, comprising:
  - A public square – a 7,910 square metre public square fronting Wilson Street;
  - An eastern park – a 3,871 square metre park located adjacent to the Chief Mechanical Engineer's Office and the new eastern entry from Platform 1 of the Redfern station; and
  - Traverser No1 - a 2,525 square metre public square edged by the Carriage Workshop and the Paint Shop.
- Retention of over 90% of existing high value trees.
- An overall greening coverage of 40% of the Sub-Precinct.
- A maximum of 142,650 square metre gross floor area (GFA), comprising:
  - between 103,700 - 109,550 square metres of gross floor area (GFA) for employment and community facility floor space (minimum 2,500 square metres). This will support approximately 6,200 direct jobs on the site across numerous industries including the innovation, commercial and creative sectors.
  - between 33,100 - 38,950 square metres of GFA for residential accommodation, providing for between 381 and 449 new homes (including 15% for the purposes of affordable housing).
- New active transport infrastructure and routes to better connect the Paint Shop Sub-Precinct with other parts of Tech Central and the surrounding localities.
- Direct pedestrian connections to the new Southern Concourse at Redfern station.
- Residential parking rates, comprising:
  - Studio at 0.1 per dwelling
  - 1 Bed at 0.3 per dwelling
  - 2 Bed at 0.7 per dwelling
  - 3 Bed at 1.0 per dwelling
- Non-residential car parking spaces (including disabled and car share) are to be provided at a rate of 1 space per 700 square metres of GFA.
- 66 car spaces are designated for Sydney Trains maintenance and operational use.

The key features of the Urban Design Framework, include:

- The creation of a new public square with direct pedestrian access from Wilson Street to provide a new social and urban hub to promote outdoor gatherings that will accommodate break out spaces and a pavilion structure.
- An eastern park with direct access from Redfern station and Little Eveleigh Street, which will provide a high amenity public space with good sunlight access, comfortable wind conditions and community character.
- Upgraded spatial quality of the Traverser No1 yard, retaining the heritage setting, and incorporating complementary uses and good access along Wilson Street to serve as a cultural linkage between the Carriage Workshop and the Paint Shop Building.
- The establishment of an east-west pedestrian thoroughfare with new public domain and pedestrian links.
- A range of Water Sensitive Urban Design (WSUD) features.
- Activated ground level frontages with commercial, retail, food and beverage and community and cultural uses.
- Adaptive reuse of heritage buildings for employment, cultural and community uses.
- New buildings for the Sub-Precinct, including:
  - Commercial buildings along the rail corridor that range between 3 and 26 occupied storeys;
  - Mixed use buildings along the rail corridor, comprising a three-storey non-residential podium with residential towers ranging between 18 to 28 occupied storeys
  - Mixed use buildings (commercial and residential uses) along Wilson Street with a four-storey street wall fronting Wilson Street and upper levels at a maximum of 9 occupied storeys that are set back from the street wall alignment;
  - A commercial building on the corner of Wilson Street and Traverser No.1 with a four-storey street wall fronting Wilson Street and upper levels at a maximum of 8 occupied storeys that are set back from the street wall alignment. There is flexibility to allow this building to transition to a mixed-use building with active uses at ground level and residential uses above; and
  - Potential options for an addition to the Paint Shop Building comprising of commercial uses. These options (all providing for the same GFA) include:
    - A 5-storey commercial addition to the Paint Shop Building with a 3m vertical clearance, with the adjacent development site to the east comprising a standalone 3-storey commercial building (represented in Figure 3);
    - A 3-storey commercial addition to the Paint Shop Building with a 3m vertical clearance which extends and connects to the commercial building on the adjacent development site to the east; and
    - No addition to the Paint Shop Building, with the adjacent development site to the east comprising a standalone 12-storey commercial building.
- Commitment to a 5 Star Green Star Communities rating, with minimum 5 Star Green Star Buildings rating.
- All proposed buildings are below the Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) to ensure Sydney Airport operations remain unaffected.

The proposed land allocation for the Paint Shop Sub-Precinct is described in Table 2 below.

The Indicative Concept Proposal for the Paint Shop Sub-Precinct is illustrated in Figure 3 below.

Table 2 Breakdown of allocation of land within the Paint Shop Sub-Precinct

Land allocation	Existing	Proposed
Developed area	15,723 sqm / 30% of total site area	20,824 sqm / 40% of total site area
Public open space	Area not publicly accessible	14,306 sqm / 28% of total site area
Other public domain areas (including streets, shared zones, pedestrian paths and vehicular zones)	Area not publicly accessible	15,149 sqm / 29% of total site area (Excludes privately accessible public links and private spaces ~ 3% of total site area)

1.7 PROJECT STAGING

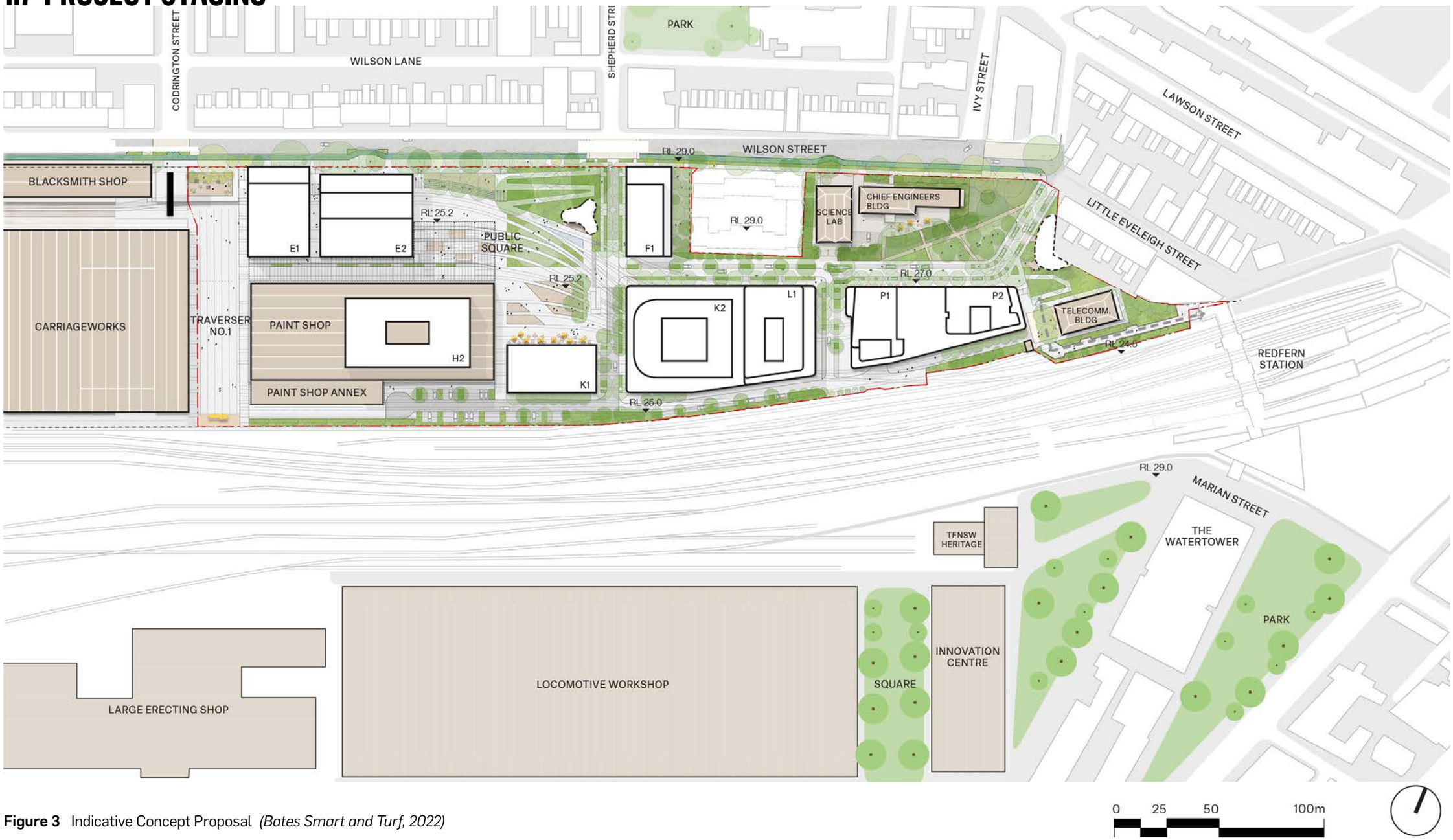


Figure 3 Indicative Concept Proposal *(Bates Smart and Turf, 2022)*

The Paint Shop sub-precinct is proposed to be developed across five stages. This allows for a gradual change from the predominate existing visual character of the site that will transition to a site characterised by increased height, density and scale.

1.8 CONNECTING WITH COUNTRY

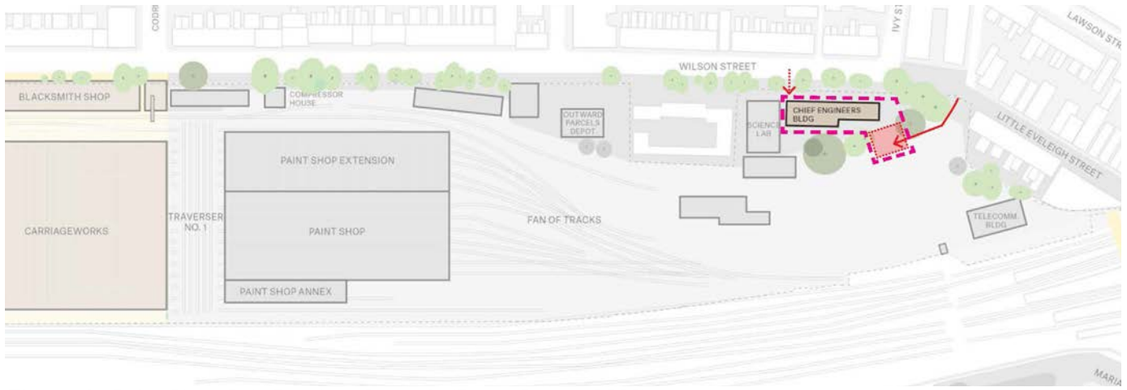


Figure 4 Paint Shop Sub-Precinct Stage 1 *(Bates Smart, 2022)*

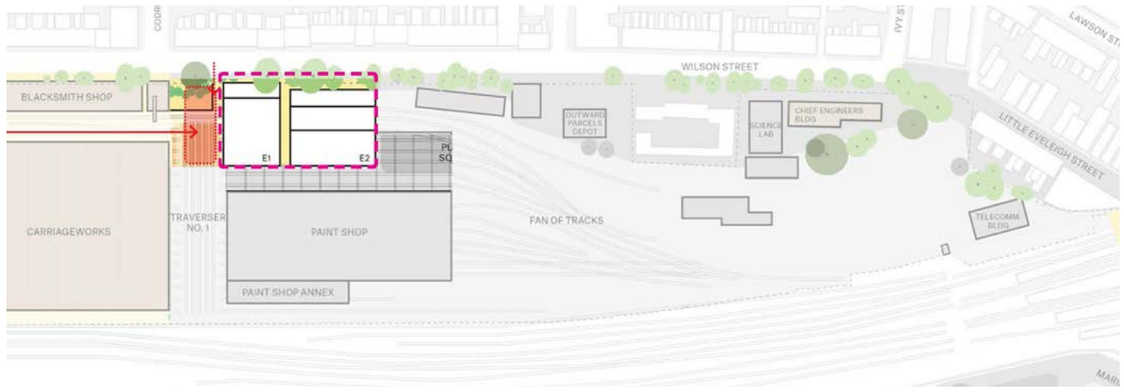


Figure 5 Paint Shop Sub-Precinct Stage 2 *(Bates Smart, 2022)*

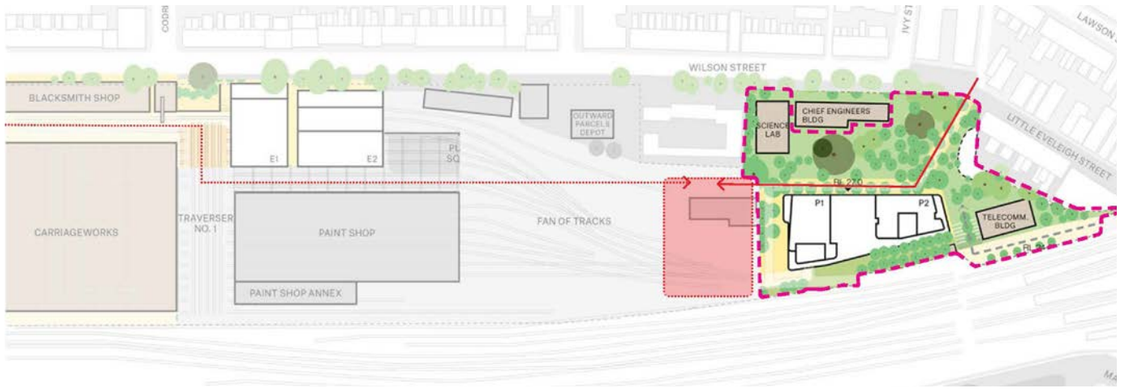


Figure 6 Paint Shop Sub-Precinct Stage 3 *(Bates Smart, 2022)*

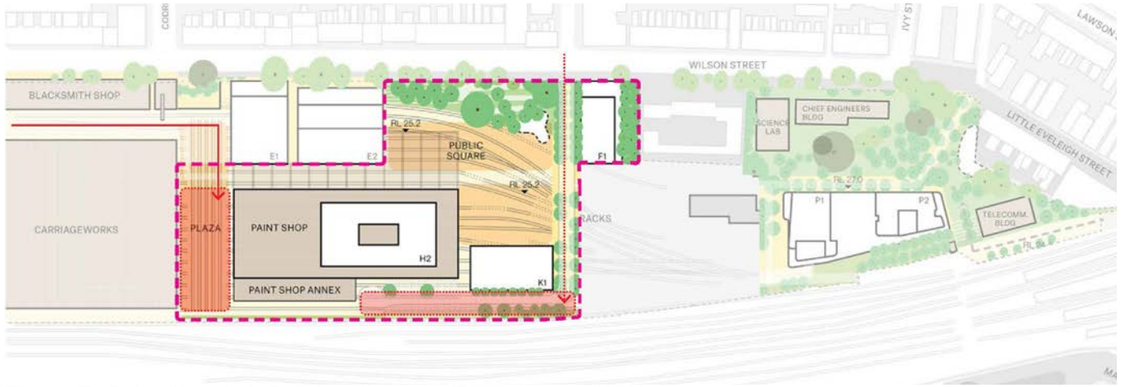


Figure 7 Paint Shop Sub-Precinct Stage 4 *(Bates Smart, 2022)*

Figure 8 Paint Shop Sub-Precinct Stage 5 *(Bates Smart, 2022)*

The Connecting with Country Framework prepared by Balarinji indicates that important sites of the area that may have significance in regard to Connecting with Country now no longer exist within the Redfern North Eveleigh Precinct and what remains is an intangible cultural history.

1.9 APPROVED DEVELOPMENT APPLICATION

The site is subject to a previous approval which includes a number of buildings of varying height across the site.

The concept plan was approved by the Minister for Planning in December 2008. However the Approved Concept Plan no longer meets the needs of various groups or the strategic direction and requirements for this part of Redfern.

Subsequent to the approval, some buildings have been constructed including the Platform Apartments west of the Carriage Workshop building and a 3 story residential flat building at 501 Wilson Street. We understand that other developments may have been approved via separate individual DAs.

Figure 9 indicates the location, floor plates and approximate heights of buildings included in the Approved Concept Plan, as well as that of the existing built form.

In this regard, we note that significant visual change in the form of uplift, greater density and tower forms have been approved for the site. Therefore the approved Concept Plan inherently anticipates a level of visual effects or visual change, commensurate with the greater height and density approved and therefore also approves some level of visual impacts on public and private domain views.

Appendix 5 includes photomontages which also show the photomontages that include the Approved Concept Plan and the proposed Planning Proposal massing to assist the direct comparison of approved and proposed visual effects and to inform the determination of visual impacts in relation to the additional built form proposed.

Figure 11 Existing and Approved Building Heights *(Bates Smart, 2021)*

2.0 VIA METHODOLOGY

The methodology followed for this VIA is based on our analysis of a number of published methods including the Guidelines for Landscape and Visual Impacts Assessment 3rd edition, published by the Landscape Institute and Institute of Environmental Management and Assessment (GLVIA) and on extensive experience gained by the author of this report working with Richard Lamb and Associates (RLA).

This report also draws on the method outlined in the Guideline for landscape character and visual impact assessment, Environmental Impact Assessment practice note EIA -N04 prepared by the Roads and Maritime Services December 2018 (RMS LCIA).

Although the content and purpose of the RMS LCIA is to assess the impact on the aggregate of an area's built, natural and cultural character or sense of place in relation to road infrastructure rather than solely on views, it provides useful guidance as to the logic and process of visual impact assessment (VIA).

The Urbis methodology identifies objective information about the existing visual environment, analyses the extent of visual effects on those baseline characteristics and unlike other methods, considers the importance of additional layers of information such as view place sensitivity or compatibility with visual character or important features that may be present in the local visual context. Separating objective facts from subjective opinion provides a robust and comprehensive matrix for analysis and final assessment of visual impacts.

Reviewing and combining industry best practice, Urbis continually reviews and develops its VIA methodology so that it is appropriate for application across the urban visual context.

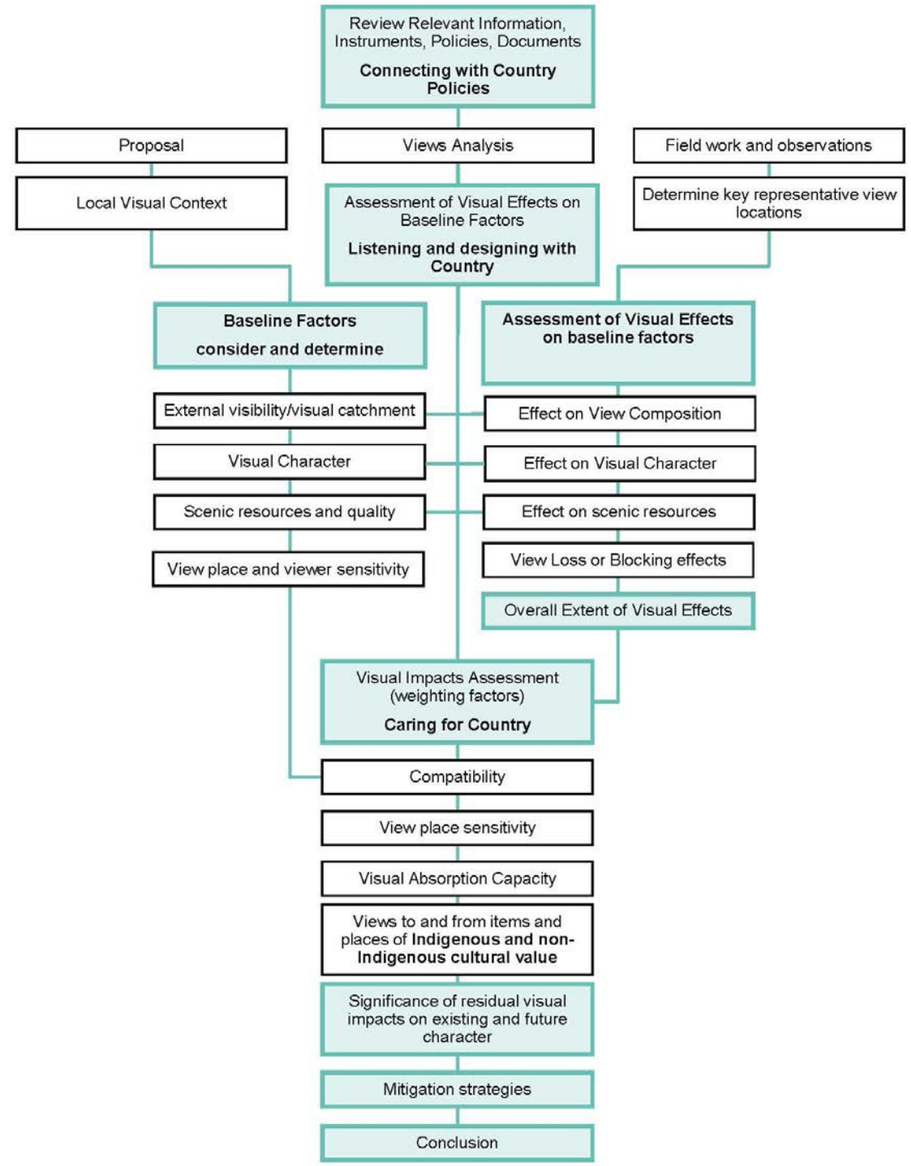
The sequence of steps and flow of logic is shown graphically in 2.1 within our method flow chart.

Our method relies on the analysis of accurately prepared and certifiable photomontages prepared by Urbis in-house. Urbis prepared certifiable photomontages in a manner that satisfies guidelines for the use of visual aids that are established in the NSW Land and Environment Court. Further information regarding the method of preparation and compliance with the Court's practice direction are included in Appendix 4 and Appendix 5.

The Urbis VIA methodology was reviewed and endorsed by City of Sydney during consultation in November 2021. Additionally, views and methodology was also shared with the Department of Planning and Environment (DPE) in December 2021.

Please refer to the addendum report in Appendix 1 for additional views and photomontages as requested by DPE.

2.1 URBIS VIA METHODOLOGY



3.0 BASELINE VISUAL ANALYSIS

3.1 VISUAL CHARACTER OF THE SUBJECT SITE

The site is part of the Eveleigh Railway Workshops, 19th Century railway workshops which are significant for their historic, aesthetic, social and scientific values. The spread and typology of built form across the site demonstrates the unique use of the site and the expansion and development of the railways.

The site occupies a long broadly rectangular block of land with a triangular shaped north-eastern corner. The site is bound by Wilson Street to the north, terrace development to the north-east, the Western Line rail corridor to the south and the Carriageworks sub precinct to the west. The site is reasonably flat and sits approximately 4 metres below the street level of Wilson Street which decreases its visibility from the north.

The site is approximately 5.1 hectares and in terms of visible built form and predominant visual character can be separated into 4 distinct areas and by individual heritage items. The areas include; heritage character at the north-east end, contemporary and mixed built form on the northern boundary, large free standing industrial heritage buildings associated with the Eveleigh Railway Workshops towards the south-west and the adjoining site to the west, and a central open-space that is relatively devoid of built form and is occupied by a fan of tracks within the southern central area of the site.

The Carriage Workshop is a large scale industrial building which although is not included in the Paint Shop sub-precinct, physically and visually defines the subject site's south-west edge.

The Wilson Street boundary is characterised by a corrugated steel fence along part of the western side of the northern boundary. Built form along the northern boundary includes two 2 storey modern rectangular forms of brick construction with pitched corrugated roofs that present with their longer sides to Wilson Street in the north and Carriageworks Way to the south. One of these buildings is blocked from view from Wilson Street, the other is immediately adjacent to the east of a concrete elevated entry to the site at the north-western edge of the Paint Shop sub-precinct. It presents to Wilson Street as a single storey building with glass floor to ceiling doors on the longer northern and southern elevations.

Other built forms on site vary in height, form, architectural styles and age but many share similar industrial heritage characteristics, reflective of the sites early use as an industrial railway workshop and yard.

The buildings include these items listed as heritage under the Redfern–Waterloo Authority Sites SSP:

- Paint Shop and Paint Shop Extension – The Paint Shop is part of the large scale free standing industrial character of the south-western edge of the site. The Paint Shop, and its extension of the northern elevation known as the Suburban Car Workshop (this is painted on the top of the eastern façade in block lettering) is adjacent to the south-western boundary of the site and is broadly rectangular in shape, it is a large industrial warehouse form that includes cast iron columns, brick façades with arched garage entries and a saw-tooth roof.
- Chief Mechanical Engineer's Office (CMEO) – This building is situated in the northern corner of the site and is a long rectangular form with its long edge running east-west along to Wilson Street near its intersection with Ivy Lane. The CMEO was built circa 1887 and is an example of a late Victorian railway office building. It is 2 storeys and includes brick masonry walls, sandstone window elements, timber windows and verandas at the ground and first floor levels and a pitched and gabled roof form. It is painted in a pale yellow and has dark green elements on the veranda columns and balustrade.
- Science Laboratory Building No.1 – This building is located adjacent to the western elevation of the CMEO. It is broadly rectangular in plan and its short end present towards Wilson Street to the north. The 2 storey building has a dark face brick façades and a terracotta tile clad hipped, gabled roof form and a double gable along the north-south axis. There is an external steel staircase on the western façade and sash windows on each façade trimmed with white painted lintels.
- Telecommunications Equipment Centre – This building is at the easternmost point of the site and forms part of the heritage character of the north-eastern area of the site. The building is rectangular in shape with two asymmetrical sawtooth roofs running east-west. The façades include boned brickwork, windows sill and arched windows heads. The building comprises steel and timber trusses, a corrugated iron roof, and two storey housing offices at its west end constructed of timber.

Other items of heritage significance on the site include:

- Fan of tracks – The fan of tracks is located immediately east of the Paint Shop's northern extension. The tracks sit atop the ground level of the site with the fan opening up toward the west.
- Compressor house – The compressor house is at the northern boundary of the site presenting to Wilson Street and north of the Paint Shop. It is a simple single storey built form constructed of corrugated metal with a pitched roof. Of the existing built form only the upper roof form is visible from Wilson Street due to the corrugated steel fence.
- Outwards Parcels Depot – Located on the northern boundary and also known as the 'former trackfast depot', this building is a single storey building with corrugated iron walls and a modern wrap around awning on the northern and eastern facade. The building is set approximately half a metre above ground level and presents to Wilson Street. The built form is setback from; Wilson Street to the north, the residential flat building at 501 Wilson to the east and a single storey garage structure to the west via wide hard stand car parking areas. Immediately south of the building is a group of vegetation and a fall in elevation.

Other built forms of low heritage significance on site include a single storey garage structure with a low pitched metal roof that functions as the Fire Protection Brigade Shed that presents to Wilson Street near its intersection with Shepherd Street, a 2 storey brick rectangular form to the south-east corner of 501 Wilson Street immediately south of the Science Laboratory Building, and a 2 storey asbestos removal unit with an external steel portal frame to the south of the residential flat building at 501 Wilson Street.

Vegetation on site is limited and is located along the boundaries, the most visually prominent of which are the Camphor Laurel and Phoenix Palm canopies which are located close to the north-east boundary of the site, close to the CMEO.

Figure 12 Aerial of Subject Site with Heritage Items identified in the SEPP(MD) Redfern-Waterloo Authority Sites Heritage Map

3.2 SURROUNDING VISUAL CONTEXT

North

The immediate visual context includes residential development located along the north side of Wilson Street and the south end of roads that intersect with it. The north side of Wilson Street opposite the entire length of the site is characterised by two storey terrace style residential development interspersed with isolated taller residential development that varies between 3 and 4 storeys for example the 'Tin Shed' a part 2 and part 3 storey residential flat building at 472 Wilson Street. Street vegetation on Wilson Street includes mature London Plane Trees - *Platanus species*. The tree canopy provides positive amenity to the streetscape and creates a significant visual screen.

Beveridge Mews, at 501 Wilson Street is located approximately midway along the northern boundary of the site. This block is rectangular in shape and includes a part 2 and part 3 storey residential flat building contemporary rendered form to the street. The southern elevation of the building presents to Carriageworks Way and is set approximately 1 storey above the site's ground level. The building is massed in a 'U' shape arranged around a central courtyard where the upright of the 'U', its longest elevation, presents to the site. This south elevation includes windows and balconies that may be associated with living areas. Notwithstanding that southerly views from this residential flat building will include the subject site and will be exposed to some proposed changes.

The wider context to the north includes residential development of 2-3 storey terraces, 3-5 storey student housing and larger buildings of up to 7 storeys in height, such as educational buildings associated with the University of Sydney.

Small public open spaces in proximity to the site include Charles Kernan Reserve, which is approximately 65m north of the site on the corner of Shepherd Street and Abercrombie Street. Notwithstanding its close proximity, this park is spatially separated from the site and is separated from it by virtually continuous built form for example terrace development and the 'Tin Sheds' building on Wilson Street.

North-east of the site the visual context is predominantly characterised by 2 storey terrace development along Ivy Street and Little Eveleigh Street but is interspersed with some taller, more broad buildings such as 181 Lawson Street which presents to the north-east end of the subject site and by Redfern Train Station on Lawson Street. Lawson Street includes tall residential development including an approximately 18-storey student housing tower at 123 Eveleigh Street.

East

The visual context east of the railway corridor and the South Eveleigh precinct is characterised by residential development for example along Cornwallis Street, Cornwallis Lane and Rosehill Street, and low 2 storey commercial buildings. The north end of Margaret Street also includes a number of four to five storey former industrial warehouse buildings re-purposed for apartments with some recent additions, most notably 'The Watertower' at 1 Marian Street. The sites to the north-east, on the corner of Marian and Regent Streets, and adjacent site 90-102 Regent Street are both undergoing redevelopment for the construction of a high-rise student accommodation buildings, which is consistent with the increasing in scale of built form moving north approaching the Sydney CBD and Redfern Train Station (where buildings increase in scale to around 18 storeys).

South

South is an operational rail corridor known as the Western Rail Line. Adjacent to the south of the rail corridor are other built forms of heritage significance also associated with the Eveleigh Railway Workshops. Heritage items to the south also identified in the SSP SEPP include;

- Locomotive Workshop – This large warehouse form is approximately 150 metres south-east of the subject site. The building is divided into 15 bays, each bay including a rectangular block of brick construction with semi-circular sandstone arches for doors and windows, and a pitched roof clad with corrugated iron.
- New Locomotive Workshop – This building is east of the Locomotive Workshop on the opposite side of Innovation Square and is similar in height, bulk, scale and architectural style though comprises of only 2 bays.
- Works Manager's Office – The 2 storey Works Manager's Office is directly north of the New Locomotive Workshop and is significantly smaller in scale and bulk. It includes 2 rectangular forms arranged in a T-shape, each form has double hipped roofs. The building is of masonry constructed with iron lacework.
- Large Erecting Shop – This building is to the south of the south-western corner of the site. It is a long rectangular warehouse form with its long side parallel to the railway to the north. It is of masonry construction with a pitched roof and arched windows. It is approximately equivalent to 3 storeys in height.

The character of this area is mixed, comprising historic brick industrial buildings alongside modern concrete and glass commercial buildings of up to approximately 11 storeys. The buildings form part of the Australian Technology Park as well as small pockets of grassed public open space and the tree lined Innovation Plaza.

Residential development of low to medium height and density in South Eveleigh is located south-west of the site and separated from it by the rail corridor, established vegetation, a long rectangular warehouse form of approximately 3 storeys in height and the Large Erecting Shop. Sydney Rotary Park is a long linear park characterised by low, undulating topography on Henderson Road and is approximately 420m south-west of the subject site. Another small public space, South Eveleigh playground, is 330m south of the site and is spatially separated from the site by built forms and heritage buildings located within the Australian Technology Park.

Macdonaldtown Station and Erskineville Stations are approximately 560m and 900m south west of the subject site respectively. Given the location and open nature of the station platforms and expanse of railway corridor to the north parts of the proposed development are likely to be visible from these locations.

West

The Blacksmith Workshop and the Carriage Workshops are located adjacent to and immediately west of the subject site. Separated from the existing Paint Shop building by a narrow linear open space referred to as the traverser yard. The Blacksmith Workshop presents to Wilson Street as a long open rectangular form with a pitched roof and open elevations to the south and east. A set of tracks on Carriageworks Way separates this built form from the Carriage Workshop, a large warehouse form. The Carriage Workshop is 180m in length and is divided into 10 bays, each bay including a rectangular block with semi-circular arches for doors and windows and pitched roof clad with corrugated iron.

Hollis Park on the Corner of Wilson Street and Fitzroy Street is 560m west of the subject site and is separated from the subject site by built form on Wilson Street and established street tree vegetation.

Wider Visual Context

In the wider Redfern and Eveleigh context the area has in recent years seen the replacement of older, non-heritage buildings from the mid-20th century with contemporary developments and an increase in the number of developments with a greater height than traditionally seen in the area, particularly within the Redfern-Waterloo Authority Sites SSP, within which the site is located.

Open spaces in the wider context of the area include Gibbons Street Reserve (otherwise known as Rosehill Street Park) a small triangular-shaped park 130m east of the site of approximately 0.5 hectares in size, bound by Gibbons Street to its east and Rosehill Street to its west. The reserve is grassed, has pockets of mature trees, including a strip along Gibbons Street, and slopes steeply up from Gibbons Street to Rosehill Street.

In summary the immediate visual context of the subject site is predominantly characterised by 19th and early 20th Century era buildings that are low in height and form long-horizontal built elements. Many are large scale industrial buildings of heritage value where the closest residential development is located to the north, north-east and east.

Figure 13 View Location Map

DOCUMENTED VIEWS FROM WITHIN THE SITE

Plate. 1 View east into site from elevated Wilson Street entry

Plate. 2 View south-south-east from elevated Wilson Street entry

Plate. 3 View south-west towards the Carriage Workshop and northern elevation of the Paint Shop Extension

Plate. 4 View east from northern end of the Paint Shop towards student housing on Gibbons and Regent Streets

Plate. 5 View west to the eastern elevation of the Paint Shop and Paint Shop Extension

Plate. 6 Detail of eastern elevation of the Compressor House and view west down Carriageworks Way

VISUAL CONTEXT SOUTH-EAST

Plate. 7 View west down Margaret Street from western edge of Gibbons Street Reserve

Plate. 8 View west from north-western end of Cornwallis Street

Plate. 9 View west from Marian Street

VISUAL CONTEXT NORTH-EAST

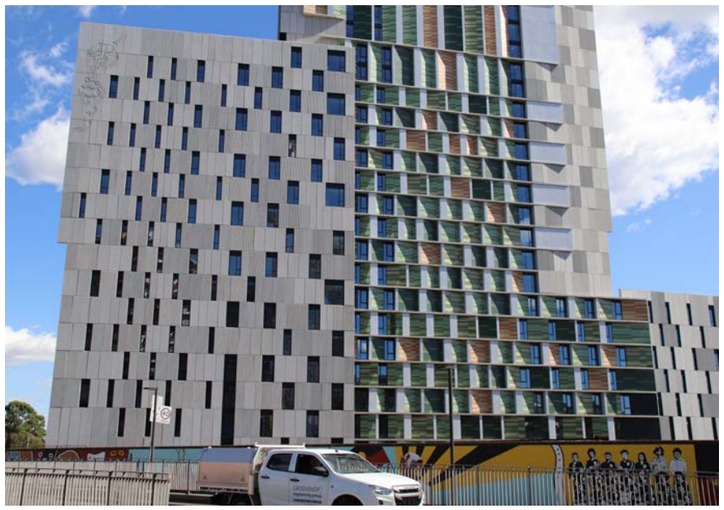


Plate. 10 Detail of eastern elevation of 123 Eveleigh Street

Plate. 11 View south-west from northern side of Lawson Street opposite the entry to the Redfern Station Southern Concourse

Plate. 12 View south down Eveleigh Street

Plate. 13 View south-west from entry to western most platform at Redfern Station

Plate. 14 View to north-eastern corner of site from western end of Little Eveleigh Street

Plate. 15 Detail view of Chief Mechanical Engineer's Office at north-eastern corner of site

IMMEDIATE VISUAL CONTEXT WILSON STREET

Plate. 16 Detail of residential development on Wilson Street

Plate. 17 Detail of Beveridge Mews (501 Wilson Street) on the southern side of Wilson Street

Plate. 18 Detail of southern elevation of Beveridge Mews (501 Wilson Street) on the southern side of Wilson Street

Plate. 19 Detail of steel fence on the northern boundary of the site

Plate. 20 View north-north-west from site entry down Codrington Street

VISUAL CONTEXT WEST

Plate. 21 View east down Carriageworks Way from the corner of Stores Street

Plate. 22 View south-east from the centre of Hollis Park

Plate. 23 View north-east from pedestrian bridge at Erskineville Station

Plate. 24 View north-east to site from Sydney Rotary Park

VISUAL CONTEXT SOUTH

Plate. 25 View east along eastern end of Locomotive Street

Plate. 26 View north-north-west from the northern end of Locomotive Street

Plate. 27 View north-north-west from open space at the eastern end of Locomotive Street

Plate. 28 View north-west to site from end of Platform 3 at Redfern Station

Plate. 29 View south-west from end of Platform 3 at Redfern Station

3.3 VISUAL CATCHMENT

3.3.1 WHAT IS A VISUAL CATCHMENT?

A key outcome of a VIA is to determine the external visibility of what is proposed. The potential visual catchment is the theoretical area within which the proposal may be visible and, in this regard, the visual catchment is larger than the area within which there would be discernible visual effects of the proposal. The visibility of any proposed development varies depending on constraints such as the blocking effects of intervening built form, vegetation or topography.

Visibility refers to the extent to which the proposal would be physically visible and identifiable. For example it could be identifiable as a new, novel, contrasting or alternatively as a recognisable but compatible feature.

The potential visual catchment of the proposed development was initially determined via a desktop review of the site using 3D aerial imagery, maps and client supplied information. Fieldwork observations and LiDAR data across the potential visual catchment have been used to determine the extent of external visibility of the existing and proposed built forms on the site, from surrounding development.

LiDAR data refers to Light Detection and Ranging which is technology used to create high-resolution models of the ground levels and underlying topography. In this case to predict the potential visual catchment we used the relative levels (RLs) of the proposed tower forms and mapped the heights of surrounding intervening buildings roofs, within 1km of the site to be able to predict the external visibility of the upper storeys the towers.

Indicative visibility is shown in the map at Figure 12. The map shows the range of visibility of the upper storeys of the proposed tower for example a dark orange colour suggests that from some distant parts of the visual catchment to the south-west, the upper most parts of the tower may be visible. It should be noted that this visibility does not take into account the presence of street tree vegetation which may be present and may further constrain potential views.

LiDAR mapping at Figure 12 shows that; the visual catchment is limited to the north-west due to intervening built forms, visibility of the tower form proposed is highest in close views that adjoin the site and that there are limited axial or direct views aligned with the subject site.

This confirms fieldwork observations that only the upper most part of the tower would be visible from isolated, distant locations and that the effective visual catchment is limited to close locations.

We note that parts of the proposed tower envelopes may be visible from further afield including potentially from public domain locations for example Moore Park and Sydney Park, subject to the presence of intervening built form and vegetation. Such distant views are likely to be limited to a limited number of high points where the upper parts of tower forms may be silhouetted against a backdrop of open sky, or background tower development within Sydney's CBD. In this regard the proposed envelopes although a novel element in the distant view composition are not likely to cause 'view loss' or any significant negative visual effects in distant public domain views.

3.3.2 NORTH

Views are constrained predominantly to street corridors by building development. From the north, potential views to the site including to the existing heritage buildings and towards the proposed built forms are constrained due to underlying topography and mature street vegetation.

The site and existing built forms are likely to be most visible in close and medium distant views from immediately surrounding streets and public opens spaces adjacent to the railway corridor. For example clear, direct views to parts of the site are available from Wilson Street and roads that intersect with it in the vicinity of the site including Codrington and Shepherd streets. Towards the north-east end of the site visibility from the north in close views is constrained to Wilson Street, Ivy Street and Little Eveleigh Street, where the Chief Mechanical Engineer's Office and the Science Laboratory Building are visible. Visibility from the north and north-east of the Telecommunication Equipment Centre at the easternmost edge of the site is significantly constrained by built form and topography. Built form on the western and the west end of the northern boundaries have low visibility from the north as they are blocked by the existing corrugated steel fence along the site, the upper roof forms of the existing built form on site are visible including heritage built form on site including the saw-tooth roof of the Paint Shop.

There is low visibility from the north-east end of the railway corridor including platforms and the concourse at Redfern Station. In addition, new tower forms located in Eveleigh Street and Eveleigh Lane to the north-east will further constrain the visual catchment from the north-east.

Identified high points in the potential visual include south-facing slopes near Sydney University Campus, a short section of Cleveland Street that is elevated above the railway corridor to the north-east, and public parks to the south-east in the vicinity of Waterloo Park. Figure 12 indicates that these high points have limited visibility of the proposed built form.

Expansive views from the north may be available from up until approximately the Cleveland Street Bridge.

3.3.3 EAST

Due to the relative open-space and low development which characterises the rail corridor there is visibility to the proposed built form and existing heritage form from the east.

To the east residential development along Cornwallis Street including the 'Watertower' at the corner of Cornwallis and Marian Street will be exposed to potential views of the subject site, as indicated by the dark red in Figure 12. This includes views towards heritage items on the north-east corner of the site including the Chief Mechanical Engineer's Office

Plate. 30 Detail view of Chief Mechanical Engineer's Office from the north

Plate. 31 Detail view of the Blacksmith Workshop adjacent to the western boundary of the site

and the Telecommunications Equipment Centre. Within the Eveleigh South Precinct on the opposite side of the railway line there is medium-high visibility of the site from the east including from Innovation Plaza and an open space at the eastern entry near Cornwallis Street.

Figure 12 indicates that views from further east and south-east are blocked by towers at 7-9 Gibbons Street, 157 Redfern Street and 90-102 Regent Street. These existing towers at Gibbons Street, others under construction or approved but not yet constructed, collectively form a block of built form, which limits potential views towards the site and proposed development from the south-east and east. We note that the site will be visible from the towers on Gibbons Street.

There is low visibility towards the subject site from Gibbons Street Reserve due to intervening built form and the expanse of the rail corridor.

3.3.4 SOUTH

The most expansive potential views towards parts of the site and to the roof forms and façades of some heritage items, are from the south and south-west.

The dark red in Figure 12 shows that the site is most visible from the railway line immediately south.

The large warehouse forms of the Locomotive Workshop and the Large Erecting Shop directly west of Innovation Plaza block views to the site from surrounding streets to the south including Locomotive Street and Central Avenue. Further south, medium to heigh scale commercial development within the Australian Technology Park limits views access from south of Henderson Road as indicated in Figure 12.

Residential development and the Sydney Rotary Park to the south-west have low visibility of the site and proposed built form due to intervening built form, the expanse of the rail corridor and topography.

3.3.5 WEST

Immediately west of the subject site visibility is constrained to an axial north-east view down Carriageworks Way. Views from the western end of Wilson Street are restricted by the larger forms of the Blacksmith Workshop and the Carriage Workshops. Figure 12 indicates low to no visibility towards the proposed built form from the west.

Train station platforms along the rail corridor including Macdonaldtown to the west and Erskineville to the south-west are likely to have low visibility of the subject site and proposed built form, this may include views towards the Paint Shop facade and roof form at the south-western edge of the site.

The closest public open space to the west, Hollis Park has limited visibility of the site due to the fall in topography and established street trees.

3.3.6 SUMMARY OF VISUAL CATCHMENT

- Visibility from the north is restricted by the fall in topography, residential development, and larger built form such as buildings associated with The University Sydney.
- Potential views affected from the north are close views to the upper roof forms of heritage items along the northern boundary from Wilson Street and its intersection with Ivy Street, Shepherd Street and Codrington Street.
- There is medium to high visibility of the site from the east such as from the northern end of Cornwallis Street. Further east visibility is restricted by tall towers on Gibbons and Regent Streets.
- The proposed built forms are likely to be most visible from the rail corridor to the south and south-east. Public domain view places such as Innovation Plaza to the south east have visibility of the site across the railway.
- Further south visibility is restricted by commercial buildings within the Australian Technology Park and the larger warehouse forms adjacent to the south of the rail corridor including the Locomotive Workshop and the Large Erecting Shop.
- Close views to the site from the west are restricted to an axial view along Carriageworks Way. Views from the western end of Wilson Street are restricted by the larger forms of the Blacksmith Workshop and the Carriage Workshops.
- Expansive views from the west along the rail corridor may be available such as from Macdonaldtown and Erskineville Stations.
- Views from the north-west are restricted by built form, topography and mature street trees.

Plate. 32 Streetscape character of the northern boundary of the site

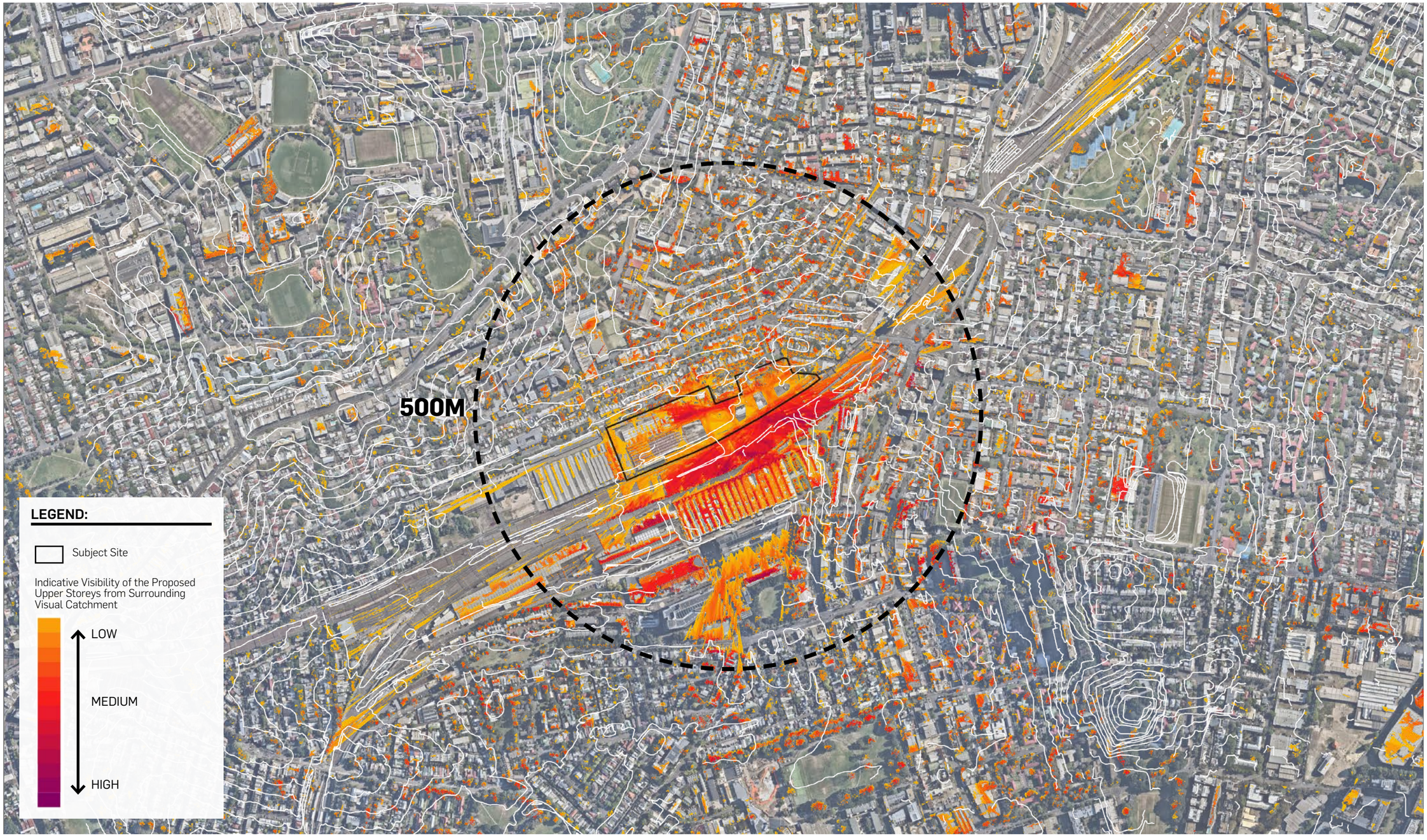


Figure 14 Viewshed Map showing the indicative visibility of the upper storeys of the proposed development from surrounds

3.4 VIEW PLACE SENSITIVITY

View place sensitivity refers to the importance of a view or view place in the public domain. View place sensitivity means a measure of the public interest in the view. The public interest is considered to be reflected in the relative number of viewers likely to experience the view from a publicly available location. Places from which there would be close or middle distance views available to large numbers of viewers from public places such as roads, or to either large or smaller numbers of viewers over a sustained period of viewing time in places such as reserves, beaches and walking tracks, are considered to be sensitive viewing places.

There are no public reserves or parks located within the immediate visual context of the site from which direct views to the site are available. There is limited or no visibility of the site from nearby parks for example Gibbons Street Reserve and Charles Kernan Reserve. More sensitive (important) highly used public domain locations such as Prince Alfred Park, Sydney Park and Moore Park are significantly spatially separated from the subject site. In this regard visual effects on views from those open spaces (if they are available) are unlikely to be significant and as such potential visual impacts would be low.

The closest and potentially most affected views are from immediately surrounding roads, intersections and the rail corridor including Redfern Station entrances, concourse and platforms. The majority of potential views would therefore, be from moving, viewing situations and experienced for short periods of time. In some of those potential views the built form proposed would be highly visible however, the magnitude of change does not directly equate to a high visual impact or a negative visual impact. Visual impacts on sensitive public domain views are analysed and rated in Section 6.0 and 7.0 in relation to each photomontage.

3.5 VIEWER SENSITIVITY

Viewer sensitivity is a judgement as to the likely level of private interest in the views that include the proposed development and the potential for private domain viewers to perceive the visual effects of the proposal. The spatial relationship (distance), the length of exposure and the viewing place within a dwelling are factors which affect the overall rating of the sensitivity to visual effects.

Private domain views to the subject site and the built form proposed will be available form upper level north-facing units located along the south side of the railway corridor in the vicinity of Cornwallis Street for example from units within the "Watertower" and first floor south-facing rooms within terrace development along Wilson Street. A 4 storey development at the corner of Wilson and Ivy Streets at 181 Lawson Street, also presents one elevation to the south towards the CMEO and north-east end of the site and may have potential views to parts of the built form proposed. In addition south-facing units at 501 Wilson Street that projects into the site will be exposed to potential views across the site.

Detailed view loss analysis from surrounding residential dwellings is not including in the study scope and would be undertaken at a later date in relation to individual DAs, if required. In our opinion notwithstanding that the composition of some close private domain view may change significantly it is unlikely that views to be lost, would be predominantly characterised by views of high scenic quality, iconic views or access to views of individual icons.

Further some views may also be available from first floor terraces on Wilson Street, residential towers towards the south-east near Cornwallis Street and Gibbons Street, and residential development on Rowley Lane.

4.0 RELEVANT ADDITIONAL FACTORS

4.1 VIEWING PERIOD

Viewing period in this assessment refers to the influence of time available to a viewer to experience the view to the site and the visual effects of the proposed development. Longer viewing periods, experienced either from fixed or moving viewing places such as dwellings, roads or waterways, provide for greater potential for the viewer to perceive the visual effects. In the majority of views from close locations to the proposed development will be from moving viewing locations, or those of a short duration.

4.2 VIEWING DISTANCE

Viewing distance can influence on the perception of the visual effects of the proposal which is caused by the distance between the viewer and the development proposed. It is assumed that the viewing distance is inversely proportional to the perception of visual effects: the greater the potential viewing distance, experienced either from fixed or moving viewing places, the lower the potential for a viewer to perceive and respond to the visual effects of the proposal.

The visual catchment of the site includes close views from the north, south-east and south-west, from which views to heritage items are likely available. We note there are limited direct axial views aligned with parts of the subject site and that distant views may be available to upper part of the proposed built form, such as from the south and south-west. In this regard, and the heritage significance of the site, the majority of the views modelled fall into the close and medium distance ranges.

Ranges are as follows; close range (<100m), medium range (100-1000m) and distant (>1000m).

4.3 RELEVANT REGULATORY FRAMEWORK

The site is under the planning controls of the State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021 (SSP SEPP 2021). This State Significant Precinct (SSP) Study proposes amendments to the planning controls applicable to the Paint Shop sub-precinct under this SEPP.

As the new planning controls for this SSP will arise as an outcome of this report, and other technical studies, there is an absence of a relevant framework. For context, the height controls for nearest adjacent buildings assigned by the City of Sydney LEP 2012 are between 15 metres to 22 metres. Additionally, the 2008 Concept Approval includes heights of up to 30 storeys.

Figure 15 View west from Cleveland Street Bridge a moving viewing location

5.0 SELECTION OF VIEWS

5.1 WHAT IS A HERITAGE VIEW?

There are no widely adopted guidelines used in NSW to determine whether or not a potential 'heritage' view has been historically, and/or intentionally designed. Many documented views exist that capture heritage items (typically individual buildings) from particular places and historic scenes of early colonial development for example streetscape and view corridors across NSW etc. However without knowing the purpose of a photograph, or intentions and inherent potential cultural bias of a photographer at the time of photography, it cannot be determined whether or not a so called 'heritage view' is associated with cultural or visual values of significance.

This report considers the assessment criteria and methodology for determining the historic legitimacy of a documented view which may be thought to have heritage significance or value, developed by Dr Richard Lamb. The co-author of this report assisted in developing this approach. Urbis note that the criteria and ratings developed have been accepted by various consent authorities within NSW.

Views are rated at five different levels, Level 1 being a documented view that is considered as being most likely to be a deliberately designed view and therefore assumes the most significance or greatest value. A Level 5 view is the lowest rating assigned, based on evidence found, and refers to a view that is most unlikely to have been historically designed or intended as a visual link between items of features.

At a lower level still, on the hierarchy of views that might be claimed to be heritage views, are views from or in the vicinity of items, the curtilages or settings of items, from which new or non-significant items are visible. Simply being able to see a heritage item, place or setting does not make the view a heritage view. By the same token, being able to see a new, different or novel item of no current significance, in the context of a heritage item, does not create an impact on heritage values, unless it can be demonstrated that the acknowledged authentic heritage values of the item would be impaired to the detriment of interpretation of the heritage values of the item (level 5 L5).

Figure 16 View north-west towards the Paint Shop in 1912

Access to views of heritage items within the site is limited primarily to direct views from external locations in Wilson Street to the CMEO and former Science Laboratory Building. Views to the Paint Shop and 'fan of tracks' are highly constrained by intervening built form. Public domain views to, from and between heritage items within the study area are limited by accessibility. Historically public access is also likely to have been limited given the site's use as a working industrial facility. The heritage value of any close direct internal visual linkages between heritage items within the site cannot be determined.

5.2 VIEW PLACE SELECTION

In simple terms, the key purpose of a VIA for a planning proposal where simple massing envelopes will be assessed, is to determine the quantum of visual change (i.e. level of visual effects), external visibility, that is the extent of change that will be visible from external public domain locations, and also to consider the importance or sensitivity of the view place (including its accessibility).

The range of views assessed should include close, medium and distant views so that **a representative sample of the types of views that are likely to be experienced by the public are considered**. In this way conclusions about visual impacts across the wider, 'theoretical' potential visual catchment can be considered.

Visibility is also considered in terms of its likely exposure period for example; the kind of viewing locations, private domain, public domain, parks and reserves and whether potential views will be available for sustained period of time. For example from moving viewing situations e.g. from transport/rail/road corridors. Urbis have considered these factors as part of our desktop review and prior to undertaking or fieldwork.

Prior to undertaking fieldwork, Urbis staff undertook a desktop review of all relevant statutory and non-statutory documents, an analysis of aerial imagery and topography and LiDAR data to establish the potential visual catchment and to inform fieldwork inspections. Following fieldwork undertaken by Urbis in October 2021 to familiarise ourselves with the site and surrounding visual setting, and the documentation of a range of representative views from close, medium and distant locations surrounding the site, Urbis selected and recommended 11 view places for further analysis via the use of objective visual aids.

Photographs from each of the 11 priority locations were used as bases to create accurate and verifiable photomontages. The view places were recorded using the GPS camera meta data, fieldwork measurements to fixed features such as kerbs, man hole covers, and buildings and were cross-checked using NSW point cloud independent survey data.

The original photographs were taken using a Canon EOS 6D Mark 2 full frame camera using a 35mm and 24mm Focal length lens.

All photomontages included in the VIA, Appendix 1 and 5 show massings as proposed in the Indicative Concept Proposal as shown in Figure 3. The photomontages prepared provide an accurate and faithful representation of the proposed built form. The process followed is as accurate as possible in the circumstances and in this regard the photomontages can be relied upon as objective visual aids to inform this assessment.

Further information regarding the preparation and accuracy of photomontages is included in Appendix 4 and 5.
Note: Photomontages in Appendix 1 and 5 also include the approved building mass alongside the proposed built form.

A review of statutory and non-statutory documents from the City of Sydney found documented views, shown within Figure 15 and 16. These documented views for protection do not appear to place any view points near or towards the subject site.

Consultation with the City of Sydney Council found that there is a documented view from Sydney Park (see Figure 17). This view is identified for protection in Section 5 Specific Areas, 5.5 Ashmore Neighbourhood in the Sydney Development Control Plan 2012, the provision states:

(1) New development is to protect the views (refer to Figure 5.130 View Corridors from Sydney Park) to the following locations:

(a) the eastern and western knoll in Sydney Park to the City skyline;

(b) the King Street ridgeline;

(c) the saw tooth roofline of the Eveleigh Rail Sheds towards the railway clock at Central Station; and

(d) district views towards the eastern suburbs.

Fieldwork observations and interrogation of LiDAR data found that it was unlikely that northerly views towards the saw-tooth roofline of the Eveleigh Rail Sheds would be highly visible in views from Sydney Park, further such potential views are likely to be obscured by massings, if constructed according to the Approved Concept Plan. We also comment that due to the spatial separation the visual effects would

Figure 17 View protection planes and Sydney Harbour views
Draft Central Sydney Planning Strategy

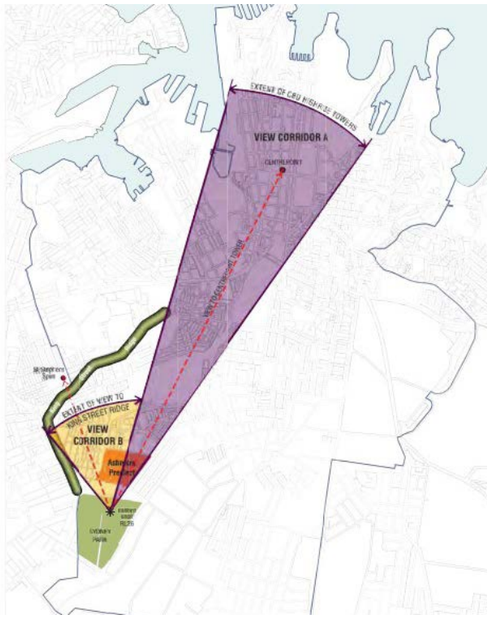


Figure 19 View corridors from Sydney Park
Figure 5.130, Section 5.5 in City of Sydney Development Control Plan 2012

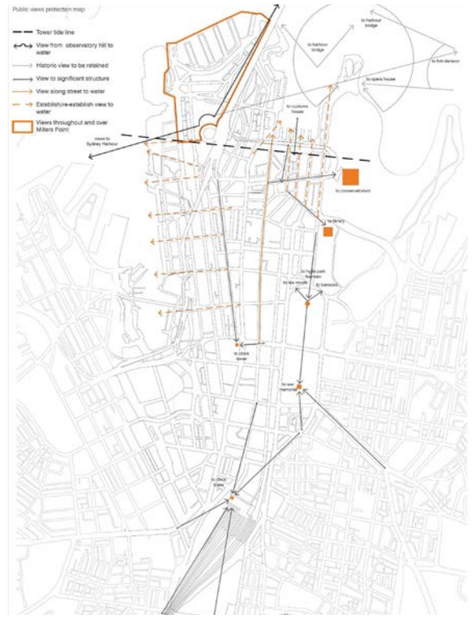


Figure 18 Public Views Protection Map
Draft Central Sydney Planning Strategy

6.0 VISUAL EFFECTS ANALYSIS

Table 3 Views analysed

View No.	Direction and location of view analysed
View 01	View south-west to subject site from Cleveland Street bridge
View 02	View north-north-east to subject site from Sydney Park
View 03	View south-west to site from the north-eastern corner of Lawson Street and Gibbons Street
View 04	View south down Shepherd Street
View 05	View south down Codrington Street
View 06	View south-east towards the Paint Shop from below elevated entry to site
View 07	View north-east from northern end of Macdonaldtown Station
View 08	View north-north-west to subject site from Innovation Square
View 09	View west from southern entry to Redfern Station
View 10	View south to saw-tooth roof of the Paint Shop from Wilson Street
View 11	View north-east down Carriageworks Way from western end of Carriage Workshop

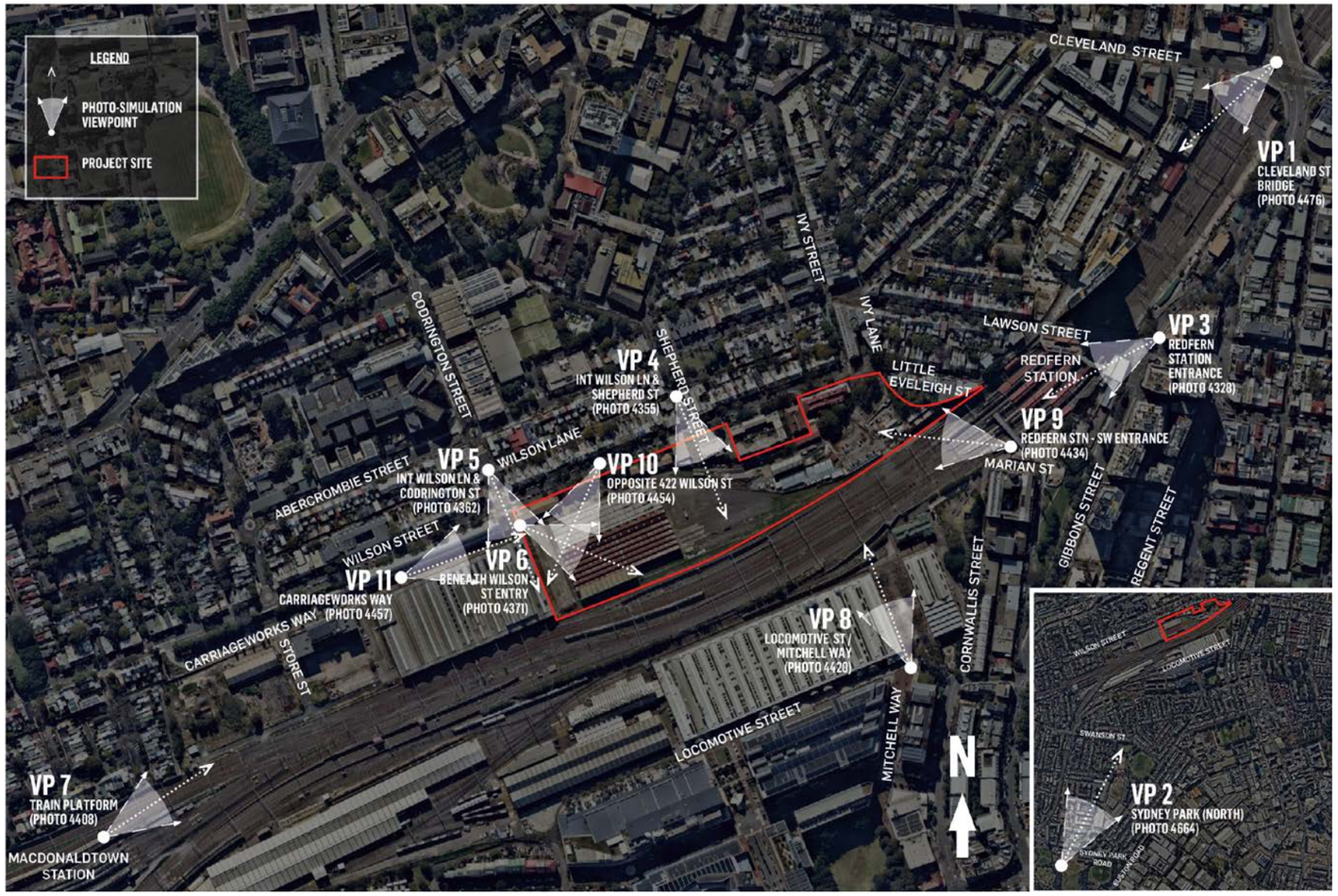


Figure 20 Photomontage view location map

VIEW 01

VIEW SOUTH-WEST TO SUBJECT SITE FROM CLEVELAND STREET BRIDGE

Distance class

- Medium view
- 100-1000m

Existing composition of the view

The foreground is characterised by the road carriageway of the Cleveland Street road bridge. Commercial and residential built form on the northern side of the railway line is visible on the right (north) side of the composition. The mid-ground composition is characterised by medium and high density development including an isolated slim isolated tower. The background includes medium to high density development in South Eveleigh including built form along the northern edge of Marian and Cornwallis Streets.

Visual effects of the proposed development on the composition as modelled

The proposal introduces new built form into the mid-ground of the view. The proposed built form visible in the view is lower than existing built form in the view, including the tower at 123 Eveleigh Street. The upper roof parts of some proposed towers are visible above foreground development. Access to the heritage facade of the Redfern Train Station remains visible and unaffected by the proposed development. The built forms proposed occupy only a narrow section of the wider view where the towers are clustered and are not dissimilar in character or form within the immediate context of the site.

Visual effects of proposed development factors	
Visual Character	Low
Scenic Quality of View	Low
View Composition	Low
Viewing Level	Low
Viewing Period	Medium-Low
Viewing Distance	Medium
View Loss & View Blocking Effects	Low
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	Low
Visual Absorption Capacity	High
Compatibility with Urban Context and Visual Character	High
Compatibility/compatibility with regulatory framework and 2008 Approved Envelope	High
Overall rating of significance of visual impact	**LOW**

Figure 21 View 01 - Existing

Figure 22 View 01 - Existing conditions with 3D point cloud for accurate alignment of model overlay on photograph

Figure 23 View 01 - Proposed

VIEW 02

VIEW NORTH-NORTH-EAST TO SUBJECT SITE FROM SYDNEY PARK

Distance class

- Distant view
- >1000m

Existing composition of the view

From this isolated elevated view place, the foreground is characterised by the open space of the northern edge of Sydney Park including covered areas and a skate park and medium height residential flat buildings. The mid-ground composition consists of medium to high density and scale development. The background composition includes the Sydney CBD skyline and tower cluster, which spans across the horizon. This includes Centre Point Tower which is approximately in the centre of the background composition amongst other built forms. Within the mid-background parts of the upper saw tooth roof form of the Carriage Workshop is visible.

Visual effects of the proposed development on the composition as modelled

The proposal introduces new built form into the background of the view which blocks part of the Sydney CBD. The proposed development will occupy a narrow section of the view, and form a new low-medium height tower clusters in the context of taller background CBD development. Views to the Centre Point Tower remains available and unaffected. The foreground and mid-ground compositions are unchanged and occlude views to the lower levels of the proposed development. The built forms proposed are not dissimilar in character, height or form to those visible in the wider visual context, they do not block views to visible heritage items or features of high scenic quality.

Visual effects of proposed development factors	
Visual Character	Low
Scenic Quality of View	Low
View Composition	Low
Viewing Level	Medium
Viewing Period	Medium
Viewing Distance	Low
View Loss & View Blocking Effects	Low-medium
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	High
Visual Absorption Capacity	High
Compatibility with Urban Context and Visual Character	High
Compatibility/compatibility with regulatory framework and 2008 Approved Envelope	High
Overall rating of significance of visual impact	**LOW-MEDIUM**

Figure 24 View 02 - Existing

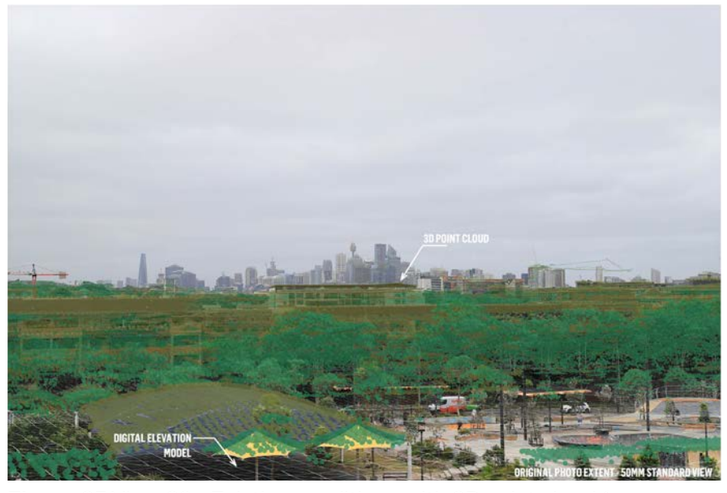


Figure 25 View 02 - Existing conditions with 3D point cloud for accurate alignment of model overlay on photograph

Figure 26 View 02 - Proposed

VIEW 03

VIEW SOUTH-WEST TO SITE FROM THE NORTH-EASTERN CORNER OF LAWSON AND GIBBONS STREETS

Distance class

- Medium view
- 100-1000m

Existing composition of the view

The foreground is predominantly characterised by urban features and built forms at the intersection of Gibbons and Lawson Streets and includes the northern entrance and two-storey form of Redfern Station southern concourse building. The north, right side of the mid-ground composition includes the main entrance to Redfern Station including its pitched roof forms. The mid-ground includes the upper level of the 'Watertower' at 1 Marian Street and the upper levels of a three storey residential flat building on Regent Street. The background is predominantly characterized by sky. The underlying topography falls in elevation to the south beyond the train concourse and station entry so that the majority of the site is not visible in this view.

Visual effects of the proposed development on the composition as modelled

The proposal introduces new contemporary built form into the mid-ground of the view. The towers are tall, slim and clustered together where the upper parts of the tower predominantly block areas of open sky. The tower cluster occupies part of a wider distant view and does not block iconic views, views to individual icons or scenic or highly valued compositions. The built forms proposed are not dissimilar in character or height to those that are present in the wider visual context to the west and east.

Visual effects of proposed development factors	
Visual Character	Low
Scenic Quality of View	Low
View Composition	Low
Viewing Level	Low
Viewing Period	Low
Viewing Distance	Medium
View Loss & View Blocking Effects	Low
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	Medium-High
Visual Absorption Capacity	Low
Compatibility with Urban Context and Visual Character	High
Compatibility/compatibility with regulatory framework and 2008 Approved Envelope	High
Overall rating of significance of visual impact	**LOW**

Figure 27 View 03 - Existing

Figure 28 View 03 - Existing conditions with 3D point cloud for accurate alignment of model overlay on photograph

Figure 29 View 03 - Proposed

VIEW 04

VIEW SOUTH DOWN SHEPHERD STREET

Distance class

- Close view
- <100m

Existing composition of the view

This is an axial view south along Shepherd Street towards the northern boundary of the site. The foreground is characterised by the streetscape including vegetation, terrace development on the west side of Shepherd Street and the 3 storey 'Tin Shed', a contemporary concrete structure with aluminium louvred façades. The mid-ground includes the western edge of the former outwards parcels depot on the subject site and open space free of built form. The upper levels of commercial development in the South Eveleigh Precinct is visible in the background. The composition is not characterised by icons, does not include individual icons, scenic or highly valued compositions.

Visual effects of the proposed development on the composition as modelled

The proposal introduces new contemporary built form into the mid-ground of the view seen to the south along Shepherd Street view corridor towards its intersection with Wilson Street and the Locomotive Workshop. The proposed towers will be partly visible in the context of other lower built form and will block background buildings and areas of open sky.

The proposed development does not block views to heritage items, icons or views that are predominantly characterised by scenic or highly valued features. The proposed built forms are not dissimilar in character or height to those that are present in the wider visual context including to the south within South Eveleigh Precinct. The proposed massing does not significantly reduce or impact the fortuitous through-site axial view.

Visual effects of proposed development factors	
Visual Character	Medium-Low
Scenic Quality of View	Low
View Composition	Low
Viewing Level	Low
Viewing Period	Low
Viewing Distance	High
View Loss & View Blocking Effects	Medium-Low
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	Medium
Visual Absorption Capacity	Low-Medium
Compatibility with Urban Context and Visual Character	High
Compatibility/compatibility with regulatory framework and 2008 Approved Envelope	High
Overall rating of significance of visual impact	**LOW**

Figure 30 View 04 - Existing

Figure 31 View 04 - Existing conditions with 3D point cloud for accurate alignment of model overlay on photograph

Figure 33 View 04 - Proposed

VIEW 05

VIEW SOUTH DOWN CODRINGTON STREET

Distance class

- Close view
- <100m

Existing composition of the view

This is an axial view from Codrington Street towards the north-western boundary of the site. The foreground composition includes the sides and rear of terrace development that presents towards Wilson Street. The mid-ground features the elevated concrete entryway and steel feature structure. The upper level and pitched roof form of the eastern-most bay of the Carriage Workshop and the eastern elevation of the Blacksmith Workshop is visible in the mid-ground. The upper level of the western end of the restaurant supply store is towards the left of the composition view between mid-ground development is available towards commercial development in the background. The fall in elevation in the mid-ground limits views access to the site below.

Visual effects of the proposed development on the composition as modelled

The proposed built form sits to the east of this view and is blocked by the existing two storey building at the eastern corner of Wilson and Codrington Streets. The proposal is not visible in this and therefore does not create any visual effects or impacts in this representative view.

Visual effects of proposed development factors	
Visual Character	Nil
Scenic Quality of View	Nil
View Composition	Nil
Viewing Level	Nil
Viewing Period	Nil
Viewing Distance	Nil
View Loss & View Blocking Effects	Nil
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	Nil
Visual Absorption Capacity	Nil
Compatibility with Urban Context and Visual Character	Nil
Compatibility/compatibility with regulatory framework and 2008 Approved Envelope	Nil
Overall rating of significance of visual impact	Nil

Figure 34 View 05 - Existing

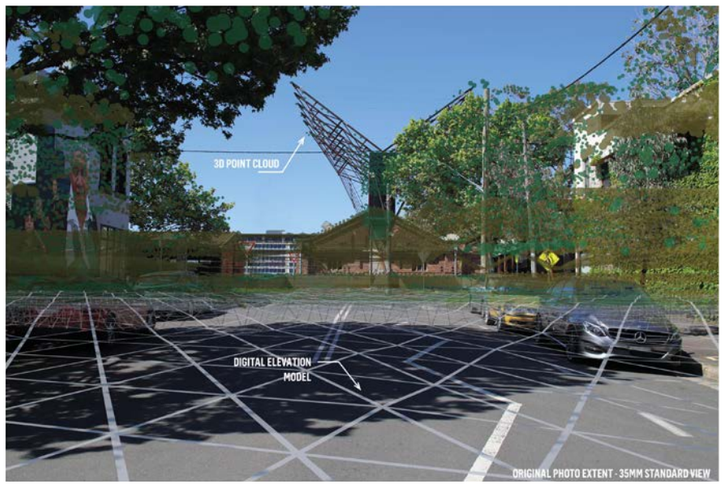


Figure 35 View 05 - Existing conditions with 3D point cloud for accurate alignment of model overlay on photograph

Figure 36 View 05 - Proposed

VIEW 06

VIEW SOUTH-EAST TOWARDS THE PAINT SHOP FROM BELOW ELEVATED ENTRY TO SITE

Distance class

- Close view
- <100m

Existing composition of the view

The foreground of this view is characterised by the hard stand car parking including 'heritage' train tracks running north-south and east-west. The western and northern façades of the northern extension of the Paint Shop and the western elevation of the original Paint Shop and its saw-toothed roof structure, arched entryways, corrugated iron cladding on the walls and roof, are visible. The background features the roof form of the Locomotive Workshop and commercial development in the Australian Technology Park. Notwithstanding this view is focused on an individual heritage item, it is not freely available to the public or from a highly used location.

Visual effects of the proposed development on the composition as modelled

The proposal introduces new contemporary built form into the immediate foreground which at such close proximity would be highly visible. The envelope shows a 'worst-case' scenario and potential blocking effect, noting that a DA application for a building within this envelope would include articulation and architectural variety which may generate a lower level of visual effects. The proposed built form blocks part of the view of the western elevation of the northern extension of the Paint Shop. All of the original section of the Paint Shop heritage item including distinctive industrial roof form, within the visual setting of the fan of tracks, remains visually prominent and unaffected by the proposed development.

Visual effects of proposed development factors	
Visual Character	Medium
Scenic Quality of View	Low
View Composition	Medium
Viewing Level	Low
Viewing Period	Low
Viewing Distance	High
View Loss & View Blocking Effects	Medium
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	Low
Visual Absorption Capacity	Medium
Compatibility with Urban Context and Visual Character	High
Compatibility/compatibility with regulatory framework and 2008 Approved Envelope	High
Overall rating of significance of visual impact	**MEDIUM**

Figure 37 View 06 - Existing

Figure 38 View 06 - Existing conditions with 3D point cloud for accurate alignment of model overlay on photograph

Figure 39 View 06 - Proposed

VIEW 07

VIEW NORTH-EAST FROM NORTHERN END OF MACDONALDTOWN STATION

Distance class

- Medium view
- 100-1000m

Existing composition of the view

The foreground of this view is predominantly characterised by the rail corridor including train tracks, transoms and related structures, overhead cables and the open space above the rail corridor. The mid-ground composition includes built form west of the subject site including the western elevation of the Carriage Workshop, the upper levels of an residential flat building on Carriageworks Way. The background includes tower forms and clusters of towers including along Gibbons Street. The composition is not characterised by icons, does not include individual icons, scenic or highly valued compositions.

Visual effects of the proposed development on the composition as modelled

The proposal introduces new contemporary built form into the background composition, where the tower cluster and parts of the podiums predominantly block areas of open sky. The built forms occupy part of a limited section of a much wider view available and do not block iconic views, views to individual icons or scenic or highly valued compositions. The built forms proposed are not dissimilar in character or height to those that are present in the wider visual context.

Visual effects of proposed development factors	
Visual Character	Low
Scenic Quality of View	Low
View Composition	Low
Viewing Level	Low
Viewing Period	Low
Viewing Distance	Low
View Loss & View Blocking Effects	Low
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	Low
Visual Absorption Capacity	Medium
Compatibility with Urban Context and Visual Character	High
Compatibility/compatibility with regulatory framework and 2008 Approved Envelope	High
Overall rating of significance of visual impact	**LOW**

Figure 40 View 07 - Existing

Figure 41 View 07 - Existing conditions with 3D point cloud for accurate alignment of model overlay on photograph

Figure 42 View 07 - Proposed

VIEW 08

VIEW NORTH-NORTH-WEST TO SUBJECT SITE FROM INNOVATION SQUARE

Distance class

- Medium view
- 100-1000m

Existing composition of the view

The foreground is characterised by Innovation Square, a public open space between the Locomotive Workshop and the New Locomotive Workshop on Locomotive Street, south of the subject site on the opposite side of the railway line. Built form in the foreground includes the north-eastern elevation of the Locomotive Workshop that features a brick facade of heritage significance and a contemporary glass and steel frame addition to the southern elevation. Innovation Square is characterised by two rows of established mature trees with dense canopies which provide significant screening to mid-ground and distant views. The background composition includes a heavily filtered view to a narrow part of the subject site including to a section of the Science Laboratory Building.

Visual effects of the proposed development on the composition as modelled

The proposal introduces new built form into the mid-ground of the view and blocks the partial view of the short section of the Science Laboratory Building in the background composition. The majority of the built forms proposed are heavily filtered by intervening vegetation, such that the visual character of the square and view is not significantly altered. The foreground composition remains unchanged and the Locomotive Workshop and New Locomotive Workshop remain visually prominent and unaffected by the proposed development. Majority of the proposed built form in the view is heavily screened by vegetation in Locomotive Square or blocked by the built form of the Locomotive Workshop, with a small section of the upper parts of the tower will be visible presenting as a single tower form. The tower predominantly blocks areas of open sky. In winter visibility of the proposal would temporarily increase for a short time given the trees are deciduous, but potential visual impacts will continue to decrease as the trees mature. The wide spatial setback between built forms proposed, allows the upper part of development to be visible in isolation and creates some visual permeability in the view.

Visual effects of proposed development factors	
Visual Character	Low
Scenic Quality of View	Low
View Composition	Low
Viewing Level	Low
Viewing Period	Low-Medium
Viewing Distance	Medium
View Loss & View Blocking Effects	Low-Medium
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	Low
Visual Absorption Capacity	High
Compatibility with Urban Context and Visual Character	High
Compatibility/compatibility with regulatory framework and 2008 Approved Envelope	High
Overall rating of significance of visual impact	**LOW**

Figure 43 View 08 - Existing

Figure 44 View 08 - Existing conditions with 3D point cloud for accurate alignment of model overlay on photograph

Figure 45 View 08 - Proposed

VIEW 09

VIEW WEST FROM SOUTHERN ENTRY TO REDFERN STATION

Distance class

- Medium view
- 100-1000m

Existing composition of the view

The foreground composition is characterised by infrastructure including Redfern Station platforms and overhead structures. The mid-ground includes low and medium scale development, some established vegetation and parts of heritage items on site such as the Science Laboratory Building. The open space in the centre of the subject site is partially visible. The composition is not characterised by icons, does not include individual icons, or scenic or highly valued compositions beyond the site.

Visual effects of the proposed development on the composition as modelled

The proposal will introduce new contemporary built forms into the foreground of the view. In such a close view it is expected that the proposed envelopes will be highly visible and may add to the blocking effects of previously approved envelopes. The proposed development blocks a partial view to vegetation and the former Science Laboratory Building, but allows the majority of this partial view to the CMEO building to remain visible including to distinctive surrounding vegetation for example the Phoenix Palm. The open space at the north-east end of the subject site creates some visual permeability into the site and maintains access to the visually distinct mature vegetation on site and sky views. The proposed development does not block access to scenic, iconic or highly valued compositions. The proposed massing allows for retention of a visual connection to the CMEO and its visual setting.

Visual effects of proposed development factors	
Visual Character	Medium
Scenic Quality of View	Low
View Composition	Medium
Viewing Level	Medium
Viewing Period	Low
Viewing Distance	Medium
View Loss & View Blocking Effects	Medium
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	High
Visual Absorption Capacity	Low-Medium
Compatibility with Urban Context and Visual Character	High
Compatibility/compatibility with regulatory framework and 2008 Approved Envelope	High
Overall rating of significance of visual impact	**LOW - MEDIUM**

Figure 46 View 09 - Existing

Figure 47 View 09 - Existing conditions with 3D point cloud for accurate alignment of model overlay on photograph

Figure 48 View 09 - Proposed

VIEW 10

VIEW SOUTH TO SAW-TOOTH ROOF OF THE PAINT SHOP FROM WILSON STREET

Distance class

- Close view
- <100m

Existing composition of the view

The foreground is characterised by mature London Plane trees along Wilson Street and a corrugated 'skipping girl' steel fence along the northern boundary of the site. The upper parts of the saw-tooth roof form of the Paint Shop Extension is visible above the solid fence. There is no existing visibility of the original Paint Shop heritage item which sits further to the west and is blocked by the more recent Paint Shop Extension The composition is not characterised by icons, does not include individual icons, or scenic or highly valued compositions within or beyond the site.

Visual effects of the proposed development on the composition as modelled

The proposal introduces new built form into the immediate foreground of the view, reducing the extent of the available view. The tower form proposed blocks views to open areas of sky beyond the site to the south including to the upper roof forms of heritage items. The visual connection to roof form of the Paint Shop Extension is lost but the significance of this loss remains a heritage values issue to be considered by others with the appropriate expertise. We note that the built forms visible in this view are not dissimilar in character or height to those that are present in the wider visual context including to the south within South Eveleigh Precinct or those included in the Approved Concept Plan podium.

Visual effects of proposed development factors	
Visual Character	High
Scenic Quality of View	Low
View Composition	High
Viewing Level	Low
Viewing Period	Low
Viewing Distance	High
View Loss & View Blocking Effects	Medium
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	Medium-High
Visual Absorption Capacity	Low
Compatibility with Urban Context and Visual Character	High
Compatibility/compatibility with regulatory framework and 2008 Approved Envelope	High
Overall rating of significance of visual impact	**MEDIUM**

Figure 49 View 10 - Existing

Figure 50 View 10 - Existing conditions with 3D point cloud for accurate alignment of model overlay on photograph

Figure 51 View 10 - Proposed

VIEW 11

VIEW NORTH-EAST DOWN CARRIAGEWORKS WAY FROM WESTERN END OF THE CARRIAGE WORKSHOP

Distance class

- Close view
- <100m

Existing composition of the view

The proposal introduces new built form into the immediate foreground of the view, reducing the extent of the available view. The tower form proposed blocks views to open areas of sky beyond the site to the south including to the upper roof forms of heritage items. The visual connection to roof form of the Paint Shop Extension is lost but the significance of this loss remains a heritage values issue to be considered by others with the appropriate expertise. We note that the built forms visible in this view are not dissimilar in character or height to those that are present in the wider visual context including to the south within South Eveleigh Precinct or those included in the Approved Concept Plan podium.

Visual effects of the proposed development on the composition as modelled

The proposal introduces a new medium-height built form into the back-ground of the view which is predominantly block areas of open sky. The proposed built form blocks partial views to the Paint Shop Extension, in the centre and east of the site, notwithstanding these forms are already obscured by existing bulky built forms. Views to the heritage facade of the Carriage Workshop remains unaffected by the proposed development and will remain visually prominent in views from along Carriageworks Way.

Visual effects of proposed development factors	
Visual Character	Medium
Scenic Quality of View	Low
View Composition	Low
Viewing Level	Low
Viewing Period	Low
Viewing Distance	Low
View Loss & View Blocking Effects	Low
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	Medium
Visual Absorption Capacity	High
Compatibility with Urban Context and Visual Character	High
Compatibility/compatibility with regulatory framework and 2008 Approved Envelope	High
Overall rating of significance of visual impact	**LOW**

Figure 52 View 11 - Existing

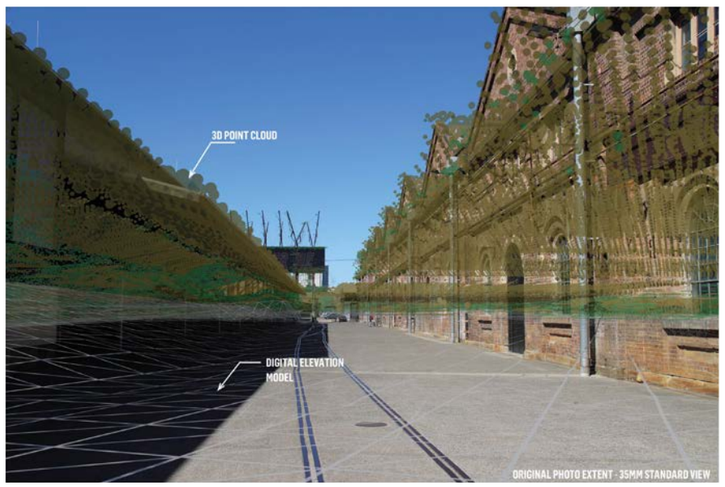


Figure 53 View 11 - Existing conditions with 3D point cloud for accurate alignment of model overlay on photograph

Figure 54 View 11 - Proposed

Table 4 Summary Table of Visual Effects

View #	Description	View Direction	Focal Lens	Distance Range	Location	Distance Class	Existing Composition of the View	Visual Effects of the Proposed Development on the Composition (Modelled in translucent blue)	Rating of Visual Effects of Proposed Development on Baseline Factors (nil, low, medium and high) (Refer to table 6 in Appendix 2 for descriptions and rating information)	
View 01	View south-west to subject site from Cleveland Street bridge	South-west	35mm	100-1000m	Northern edge of Cleveland Street bridge	Medium	The foreground is characterised by the road carriageway of the Cleveland Street road bridge. Commercial and residential built form on the northern side of the railway line is visible on the right (north) side of the composition. The mid-ground composition is characterised by medium and high density development including an isolated slim isolated tower. The background includes medium to high density development in South Eveleigh including built form along the northern edge of Marian and Cornwallis Streets.	The proposal introduces new built form into the mid-ground of the view. The proposed built form visible in the view is lower than existing built form in the view, including the tower at 123 Eveleigh Street. The upper roof parts of some proposed towers are visible above foreground development. Access to the heritage facade of the Redfern Train Station remains visible and unaffected by the proposed development. The built forms proposed occupy only a narrow section of the wider view where the towers are clustered and are not dissimilar in character or form within the immediate context of the site.	Visual character	Low
									Scenic quality of view	Low
									View composition	Low
									Viewing level	Low
									Viewing period	Medium-low
									Viewing distance	Medium
									View loss or blocking effect	Low
View 02	View north-north-east to subject site from Sydney Park	North-north-west	35mm	>1000m	Top of northern hill in Sydney Park	Distant	From this isolated elevated view place, the foreground is characterised by the open space of the northern edge of Sydney Park including covered areas and a skate park and medium height residential flat buildings. The mid-ground composition consists of medium to high density and scale development. The background composition includes the Sydney CBD skyline and tower cluster, which spans across the horizon. This includes Centre Point Tower which is approximately in the centre of the background composition amongst other built forms. Within the mid-background parts of the upper saw tooth roof form of the Carriage Workshop is visible.	The proposal introduces new built form into the background of the view which blocks part of the Sydney CBD. The proposed development will occupy a narrow section of the view, and form a new lo-medium height tower clusters in the context of taller background CBD development. Views to the Centre Point Tower remains available and unaffected. The foreground and mid-ground compositions are unchanged so that the upper roof form of the Carriage Workshop remains visible and unaffected by the proposed development. The built forms proposed are not dissimilar in character, height or form to those visible in the wider visual context, they do not block views to visible heritage items or features of high scenic quality.	Visual character	Low
									Scenic quality of view	Low
									View composition	Low
									Viewing level	Medium
									Viewing period	Medium
									Viewing distance	Low
									View loss or blocking effect	Low-medium
View 03	View south-west to site from the north-eastern corner of Lawson Street and Gibbons Street	South-west	35mm	100-1000m	North -east corner of the intersection of Lawson Street and Gibbons Street	Medium	The foreground is predominantly characterised by urban features and built forms at the intersection of Gibbons and Lawson Streets and includes the northern entrance and two-storey form of Redfern Station southern concourse building. The north, right side of the mid-ground composition includes the main entrance to Redfern Station including its pitched roof forms. The mid-ground includes the upper level of the 'Watertower' at 1 Marian Street and the upper levels of a three storey residential flat building on Regent Street. The background is predominantly characterized by sky. The underlying topography falls in elevation to the south beyond the train concourse and station entry so that the majority of the site is not visible in this view.	The proposal introduces new contemporary built form into the mid-ground of the view. The towers are tall, slim and clustered together where the upper parts of the tower predominantly block areas of open sky. The tower cluster occupies part of a wider distant view and does not block iconic views, views to individual icons or scenic or highly valued compositions. The built forms proposed are not dissimilar in character or height to those that are present in the wider visual context to the west and east.	Visual character	Low
									Scenic quality of view	Low
									View composition	Low
									Viewing level	Low
									Viewing period	Low
									Viewing distance	Medium
									View loss or blocking effect	Low

View #	Description	View Direction	Focal Lens	Distance Range	Location	Distance Class	Existing Composition of the View	Visual Effects of the Proposed Development on the Composition (Modelled in translucent blue)	Rating of Visual Effects of Proposed Development on Baseline Factors (nil, low, medium and high) (Refer to table 6 in Appendix 2 for descriptions and rating information)	
View 04	View south down Shepherd Street	South	35mm	<100m	Shepherd Street at intersection with Wilson Lane	Close	This is an axial view south along Shepherd Street towards the northern boundary of the site. The foreground is characterised by the streetscape including vegetation, terrace development on the west side of Shepherd Street and the 3 storey 'Tin Shed', a contemporary concrete structure with aluminium louvred façades. The mid-ground includes the western edge of the former outwards parcels depot on the subject site and open space free of built form. The upper levels of commercial development in the South Eveleigh Precinct is visible in the background. The composition is not characterised by icons, does not include individual icons, scenic or highly valued compositions.	The proposal introduces new contemporary built form into the mid-ground of the view seen to the south along Shepherd Street view corridor towards its intersection with Wilson Street and the Locomotive Workshop. The proposed towers will be partly visible in the context of other lower built form and will block background buildings and areas of open sky. The proposed development does not block views to heritage items, icons or views that are predominantly characterised by scenic or highly valued features. The proposed built forms are not dissimilar in character or height to those that are present in the wider visual context including to the south within South Eveleigh Precinct. The proposed massing does not significantly reduce or impact the fortuitous through-site axial view.	Visual character	Medium-Low
									Scenic quality of view	Low
									View composition	Low
									Viewing level	Low
									Viewing period	Low
									Viewing distance	High
									View loss or blocking effect	Medium-Low
View 05	View south down Codrington Street	South	35mm	<100m	Codrington Street at the intersection with Wilson Lane	Close	This is an axial view from Codrington Street towards the north-western boundary of the site. The foreground composition includes the sides and rear of terrace development that presents towards Wilson Street. The mid-ground features the elevated concrete entryway and steel feature structure. The upper level and pitched roof form of the eastern-most bay of the Carriage Workshop and the eastern elevation of the Blacksmith Workshop is visible in the mid-ground. The upper level of the western end of the restaurant supply store is towards the left of the composition view between mid-ground development is available towards commercial development in the background. The fall in elevation in the mid-ground limits views access to the site below.	The proposed built form sits to the east of this view and is blocked by the existing two storey building at the eastern corner of Wilson and Codrington Streets. The proposal is not visible in this and therefore does not create any visual effects or impacts in this representative view.	Visual character	Nil
									Scenic quality of view	Nil
									View composition	Nil
									Viewing level	Nil
									Viewing period	Nil
									Viewing distance	Nil
									View loss or blocking effect	Nil
View 06	View south-east towards the Paint Shop from below elevated entry to site	South-east	24mm	<500m	Below south-eastern corner of elevated concrete entry on Carriageworks Way	Close	The foreground of this view is characterised by the hard stand car parking including 'heritage' train tracks running north-south and east-west. The western and northern façades of the northern extension of the Paint Shop and the western elevation of the original Paint Shop and its saw-toothed roof structure, arched entryways, corrugated iron cladding on the walls and roof, are visible. The background features the roof form of the Locomotive Workshop and commercial development in the Australian Technology Park. Notwithstanding this view is focused on an individual heritage item, it is not freely available to the public or from a highly used location.	The proposal introduces new contemporary built form into the immediate foreground which at such close proximity would be highly visible. The envelope shows a 'worst-case' scenario and potential blocking effect, noting that a DA application for a building within this envelope would include articulation and architectural variety which may generate a lower level of visual effects. The proposed built form blocks part of the view of the western elevation of the northern extension of the Paint Shop. All of the original section of the Paint Shop heritage item including distinctive industrial roof form, within the visual setting of the fan of tracks, remains visually prominent and unaffected by the proposed development.	Visual character	Medium
									Scenic quality of view	Low
									View composition	Medium
									Viewing level	Low
									Viewing period	Low
									Viewing distance	High
									View loss or blocking effect	Medium

View #	Description	View Direction	Focal Lens	Distance Range	Location	Distance Class	Existing Composition of the View	Visual Effects of the Proposed Development on the Composition (Modelled in translucent blue)	Rating of Visual Effects of Proposed Development on Baseline Factors (nil, low, medium and high) (Refer to table 6 in Appendix 2 for descriptions and rating information)	
View 07	View north-east from northern end of Macdonaldtown Station	North-east	50mm	100-1000m	Northern end of platform at Macdonaldtown Station	Medium	The foreground of this view is predominantly characterised by the rail corridor including train tracks, transoms and related structures, overhead cables and the open space above the rail corridor. The mid-ground composition includes built form west of the subject site including the western elevation of the Carriage Workshop, the upper levels of an residential flat building on Carriageworks Way. The background includes tower forms and clusters of towers including along Gibbons Street. The composition is not characterised by icons, does not include individual icons, scenic or highly valued compositions.	The proposal introduces new contemporary built form into the background composition, where the tower cluster and parts of the podiums predominantly block areas of open sky. The built forms occupy part of a limited section of a much wider view available and do not block iconic views, views to individual icons or scenic or highly valued compositions. The built forms proposed are not dissimilar in character or height to those that are present in the wider visual context.	Visual character	Low
									Scenic quality of view	Low
									View composition	Low
									Viewing level	Low
									Viewing period	Low
									Viewing distance	Low
									View loss or blocking effect	Low
View 08	View north-north-west to subject site from Innovation Square	North-north-west	24mm	<100m	Innovation Square near the south-eastern edge of the New Locomotive Workshop	Close	The foreground is characterised by Innovation Square, a public open space between the Locomotive Workshop and the New Locomotive Workshop on Locomotive Street, south of the subject site on the opposite side of the railway line. Built form in the foreground includes the north-eastern elevation of the Locomotive Workshop that features a brick facade of heritage significance and a contemporary glass and steel frame addition to the southern elevation. Innovation Square is characterised by two rows of established mature trees with dense canopies which provide significant screening to mid-ground and distant views. The background composition includes a heavily filtered view to a narrow part of the subject site including to a section of the Science Laboratory Building.	The proposal introduces new built form into the mid-ground of the view and blocks the partial view of the short section of the Science Laboratory Building in the background composition. The majority of the built forms proposed are heavily filtered by intervening vegetation, such that the visual character of the square and view is not significantly altered. The foreground composition remains unchanged and the Locomotive Workshop and New Locomotive Workshop remain visually prominent and unaffected by the proposed development. Majority of the proposed built form in the view is heavily screened by vegetation in Locomotive Square or blocked by the built form of the Locomotive Workshop, with a small section of the upper parts of the tower will be visible presenting as a single tower form. The tower predominantly blocks areas of open sky. In winter visibility of the proposal would temporarily increase for a short time given the trees are deciduous, where in future as trees grow the visibility and potential visual impacts will decrease. The wide spatial setback between built forms proposed, allows the upper part of development to be visible in isolation and creates some visual permeability in the view.	Visual character	Low
									Scenic quality of view	Low
									View composition	Low
									Viewing level	Low
									Viewing period	Low-medium
									Viewing distance	High
									View loss or blocking effect	Low-Medium
View 09	View west from southern entry to Redfern Station	West	35mm	100-1000m	Top of stairs at the south end of the southern concourse of Redfern Station	Medium	The foreground composition is characterised by infrastructure including Redfern Station platforms and overhead structures. The mid-ground includes low and medium scale development, some established vegetation and parts of heritage items on site such as the Science Laboratory Building. The open space in the centre of the subject site is partially visible. The composition is not characterised by icons, does not include individual icons, or scenic or highly valued compositions beyond the site.	The proposal will introduce new contemporary built forms into the foreground of the view. In such a close view it is expected that the proposed envelopes will be highly visible and will may add to the blocking effects of previously approved envelopes. The proposed development blocks a partial view to vegetation and the former Science Laboratory Building, but allows the majority of this partial view to the CMEO building to remain visible including to distinctive surrounding vegetation for example the Phoenix Palm. The open space at the north-east end of the subject site creates some visual permeability into the site and maintains access to the visually distinct mature vegetation on site and sky views. The proposed development does not block access to scenic, iconic or highly valued compositions. The proposed massing allows for retention of a visual connection to the CMEO and its visual setting.	Visual character	Medium
									Scenic quality of view	Low
									View composition	Medium
									Viewing level	Medium
									Viewing period	Low
									Viewing distance	Medium
									View loss or blocking effect	Medium

View #	Description	View Direction	Focal Lens	Distance Range	Location	Distance Class	Existing Composition of the View	Visual Effects of the Proposed Development on the Composition (Modelled in translucent blue)	Rating of Visual Effects of Proposed Development on Baseline Factors (nil, low, medium and high) (Refer to table 6 in Appendix 2 for descriptions and rating information)	
View 10	View south to saw-tooth roof of the Paint Shop from Wilson Street	South-west	35mm	<100m	Midway between intersection of Codrington and Shepherd Streets on Wilson Street	Close	The foreground is characterised by mature London Plane trees along Wilson Street and a corrugated 'skipping girl' steel fence along the northern boundary of the site. The upper parts of the saw-tooth roof form of the Paint Shop Extension is visible above the solid fence. The composition is not characterised by icons, does not include individual icons, or scenic or highly valued compositions beyond the site.	The proposal introduces new built form into the immediate foreground of the view, reducing the extent of the available view. The tower form proposed blocks views to open areas of sky beyond the site to the south including to the upper roof forms of heritage items. The visual connection to roof form of the Paint Shop Extension is lost but the significance of this loss remains a heritage values issue to be considered by others with the appropriate expertise. We note that the built forms visible in this view are not dissimilar in character or height to those that are present in the wider visual context including to the south within South Eveleigh Precinct or those included in the Approved Concept Plan podium.	Visual character	High
									Scenic quality of view	Low
									View composition	High
									Viewing level	Low
									Viewing period	Low
									Viewing distance	High
									View loss or blocking effect	Medium
View 11	View north-east down Carriageworks Way from western end of the Carriage Workshop	North-east	35mm	<100m	Centre of Carriageworks Way near western end of the north elevation of the Carriage Workshop adjacent to the chimney	Close	The proposal introduces new built form into the immediate foreground of the view, reducing the extent of the available view. The tower form proposed blocks views to open areas of sky beyond the site to the south including to the upper roof forms of heritage items. The visual connection to roof form of the Paint Shop Extension is lost but the significance of this loss remains a heritage values issue to be considered by others with the appropriate expertise. We note that the built forms visible in this view are not dissimilar in character or height to those that are present in the wider visual context including to the south within South Eveleigh Precinct or those included in the Approved Concept Plan podium.	The proposal introduces a new medium-height built form into the back-ground of the view which is predominantly block areas of open sky. The proposed built form blocks partial views to the Paint Shop Extension, in the centre and east of the site, notwithstanding these forms are already obscured by existing bulky built forms. Views to the heritage facade of the Carriage Workshop remains unaffected by the proposed development and will remain visually prominent in views from along Carriageworks Way.	Visual character	Medium
									Scenic quality of view	Low
									View composition	Low
									Viewing level	Low
									Viewing period	Low
									Viewing distance	Low
									View loss or blocking effect	Low

7.0 VISUAL IMPACT ASSESSMENT

7.1 SENSITIVITY

The overall rating for view place sensitivity was weighted according to the influence of variable factors such as distance, the location of items of heritage significance or public spaces of high amenity and high user numbers.

Public domain view place sensitivity was rated as medium or lower in 7 views, with the views experienced for shorter durations of time and not an extended duration of time, such as those from public open spaces. Views from public open spaces were either spatially separated or limited by built form and street vegetation. Views analysed as having a higher impact on sensitivity included those that experienced a high level of visual effect from the proposed development on items of heritage significance.

7.2 VISUAL ABSORPTION CAPACITY

The following definitions describe our understanding of relevant considerations when assessing visual impacts. These factors form part of our methodology and allow us to consider the importance of visual change in a 'site- specific' or nuanced way. The definitions were originally developed by Dr Richard Lamb but amended by Urbis and included in our method with his permission. Visual Absorption Capacity (VAC) means the extent to which the existing visual environment can reduce or eliminate the perception of the visibility of the proposed redevelopment.

VAC includes the ability of existing elements of the landscape to physically hide, screen or disguise the proposal. It also includes the extent to which the colours, material and finishes of buildings and in the case of boats and buildings, the scale and character of these allows them to blend with or reduce contrast with others of the same or closely similar kinds to the extent that they cannot easily be distinguished as new features of the environment.

Prominence is also an attribute with relevance to VAC. It is assumed in this assessment that higher VAC can only occur where there is low to moderate prominence of the proposal in the scene.

Prominence is also an attribute with relevance to VAC. It is assumed in this assessment that higher VAC can only occur where there is low to moderate prominence of the proposal in the scene.

Low to moderate prominence means:

Low: The proposal has either no visual effect on the landscape or the proposal is evident but is subordinate to other elements in the scene by virtue of its small scale, screening by intervening elements, difficulty of being identified or compatibility with existing elements.

Moderate: The proposal is either evident or identifiable in the scene, but is less prominent, makes a smaller contribution to the overall scene, or does not contrast substantially with other elements or is a substantial element, but is equivalent in prominence to other elements and landscape alterations in the scene.

The existing visual environment has a relatively high capacity to absorb the visual changes proposed given the surrounding urban context, the presence of large bulky industrial warehouse forms and nearby residential and commercial towers in the surrounds which block or partially block medium and distant public domain views towards the proposed development.

7.3 VISUAL COMPATIBILITY

Visual Compatibility is not a measure of whether the proposal can be seen or distinguished from its surroundings. The relevant parameters for visual compatibility are whether the proposal can be constructed and utilised without the intrinsic scenic character of the locality being unacceptably changed. It assumes that there is a moderate to high visibility of the project to some viewing places. It further assumes that novel elements which presently do not exist in the immediate context can be perceived as visually compatible with that context provided that they do not result in the loss of or excessive modification of the visual character of the locality.

A comparative analysis of the compatibility of similar items to the proposal with other locations in the area which have similar visual character and scenic quality or likely changed future character can give a guide to the likely future compatibility of the proposal in its setting.

The proposed development has high compatibility with the existing visual character of the immediate visual context of Redfern and with the Approved Concept Plan. The proposed massing as modelled, is highly compatible with Approved Concept Plan including two residential flat buildings that have been constructed in accordance with it. We note the Approved Concept Plan (2008) clearly signals the desire to significantly change the existing visual character of the site by introducing built forms of greater height, density and scale across the site. The visual context surrounding the subject site is characterised by built forms that are not dissimilar in form, scale and size as that proposed. In this regard the proposed development would not be out of place or an have unexpected features for viewers travelling within the immediate or wider visual catchment.

All views were rated as having a HIGH compatibility which provides an 'down-weight' to the level of visual effects, reducing their importance or overall impact.

7.4 COMPATIBILITY WITH REGULATORY CONTEXT

Compatibility with desired future character including built forms in the Approved Concept Plan, surrounding visual context and planning objectives for the wider visual context in Redfern, were found to be high.

This provided a 'down-weight' in relation to the overall rating of visual impacts.

7.5 SIGNIFICANCE OF RESIDUAL VISUAL IMPACTS

At this stage in the development process where only the massing of envelopes are considered, visual mitigation techniques to reduce the level of visual impacts are not considered.

Following the subsequent adoption and approval of the built forms and masterplan features included in this study, further detail provided per individual development will assist in determining what mitigation strategies should be included.

Potential visual impact mitigation strategies cannot be accurately considered at this stage where simple block model photomontages indicate only the height and scale of the proposed built forms. Visual impacts on heritage settings and so-called heritage views and in particular from close viewing locations, can be partly mitigated by the adopting carefully considered articulated buildings within envelopes. In addition the visual contrast, compatibility and absorption capacity of the proposal in close views including those, from and between heritage items within the site, can be increased with the careful selection of materials, colours and architectural detailing. This can only happen during design development stages in relation to individual DAs. In addition the visual effects of proposed planting will increase and create ground-plane filtering in close views to the proposed development and as such will contribute to minimising visual impacts over time for close internal views.

Therefore mitigation techniques to reduce visual impacts of tower forms of the height and scale proposed cannot be fully considered at this stage.

7.5.1 APPLYING THE 'WEIGHTING' FACTORS

To arrive at a final level of significance of visual impact, the weighting factors are applied to the overall level of visual effects.

The proposed development has been assessed against provisions relevant to views and the level of visual effects shown in the Approved Concept Plan. Notwithstanding the proposed massing includes additional height and podiums of greater width, it was found to be compatible and consistent with the objectives of the Approved Concept Plan. Results of this section provided a 'down-weight' to the level of visual effects.

Overall visual impacts

Taking into consideration the level of visual effects of the proposal on baseline characteristics, and application of impact weighting factors, and the Approved Concept Plan the visual impacts of the proposed development were found to be acceptable.

7.6 DESIGN GUIDELINES

Over arching objectives to limit visual impacts of future built form across the Paint Shop precinct are included in the DCP and are expanded below;

Retain approved setbacks between podiums to maintain visual permeability at the ground plane for internal public domain views from within and adjacent to the precinct including mapped DCP view corridors and;

North-south views along the traverser, west-east views along Carriageworks Way and west-east views across the Fan of Tracks and associated public corridors.

The following guidelines should be considered in relation to future Development Applications and the assessment of visual effects and impacts of future development across the Paint Shop precinct. These design guidelines have been developed to test the extent of visual change and potential visual impacts of that change particularly on internal views within the site. The guidelines are designed to ensure that heritage items within the precinct remain visually prominent and where their forms and materiality can appear as unique and distinctive items in close views.

The visual impacts of any proposed future DA should be tested and assessed in the following ways;

1. The height and form of any future proposed DA should be compared against each approved envelope to ensure that all parts of the built form will sit within the permissible maximum extent of the envelope.

2. The visual effects (extent of visible built form) should be measured and compared against the approved envelope using accurate and certifiable photomontages which satisfy the Land and Environment Court of New South Wales photomontage policy.

3. The approved and proposed envelopes should be shown in views from relevant key view places (as included in the Urbis VIA and DCP Views and Vistas Map.

4. The visual effects of any DA and potential impacts on the visual prominence, visual character and setting of heritage facades should be tested using 'fully-rendered' photomontages which comply with the Land and Environment Court of New South Wales photomontages policy. Fully rendered views will include materiality, colours, lighting and ground plane furniture and signage. Proposed planting may be optional depending on its location and inherent screening effects from some view places.

5. Development should not block public domain through-site or cross-site visual linkages as identified in the DCP Key views and vistas map.

6. Podium development that presents to the rail corridor should be well articulated to include spatial and visual separation and forms within the permissible envelopes so as to ensure ground level visual permeability into the site from the south, to reduce the visual effects of bulk and scale in southerly views.

7. The selection of materials and colours and final articulation of buildings proposed adjacent to and within the foreground of views to and from the Carriage Workshop, Paint Shop and Chief Mechanical Engineer's Office, as identified in the DCP Views and Vistas Map should be visually recessive. The materials, colour palette, and forms (articulation) of any proposed built form should not dominate or visually compete with the predominant visual character (materiality and form) of heritage items. Heritage items must remain visually prominent, visually unique, focal features in key views.

7.7 SUMMARY OF VISUAL IMPACTS

Table 5 Summary Table of Visual Impacts

View Reference	Description	View Direction	Rating of Visual Effects on Variable Weighting Factors as Low, Medium or High "(Refer to Table 6 in Appendix 2 for descriptions of ratings) NB: high ratings mean low impacts e.g. where there is high compatibility or absorption, this reduces the significance of the weighting factor"				Overall Rating of Significance of Visual Impact
			Public Domain View Place Sensitivity: High, Medium or Low (refer to sections 3.4 and 3.5 of the report)	Visual Absorption Capacity	"Compatibility (with regulatory controls and objectives for the site (including 2008 Approved Development))"	Compatibility with strategic desired future character	
View 01	View south-west to subject site from Cleveland Street bridge	South-west	Low	High	High	High	Low
View 02	View north-north-east to subject site from Sydney Park	North-north-west	High	High	High	High	Low-Medium
View 03	View south-west to site from the north-eastern corner of Lawson Street and Gibbons Street	South-west	Medium-High	Low	High	High	Low
View 04	View south down Shepherd Street	South	Medium	Low-Medium	High	High	Low
View 05	View south down Codrington Street	South	Nil	Nil	Nil	Nil	Nil
View 06	View south-east towards the Paint Shop from below elevated entry to site	South-east	Low	Medium	High	High	Medium
View 07	View north-east from northern end of Macdonaldtown Station	North-east	Low	Medium	High	High	Low
View 08	View north-north-west to subject site from Innovation Square	North-north-west	Low	High	High	High	Low
View 09	View west from southern entry to Redfern Station	West	High	Low-Medium	High	High	Low-Medium
View 10	View south to saw-tooth roof of the Paint Shop from Wilson Street	South-west	Medium-High	Low	High	High	Medium
View 11	View north-east down Carriageworks Way from western end of the Carriage Workshop	North-east	Medium	High	High	High	Low

8.0 CONCLUSION

- In our opinion the proposed development creates a range of low, medium to high visual effects on the majority of base line factors such as visual character, scenic quality and view place sensitivity from public domain view locations in most views.
- Of the 11 views analysed, visual impacts in 2 views were rated as medium, 2 views were rated as low-medium, 6 views were rated as low and 1 view was rated as having nil or no visual impact.
- Notwithstanding the loss of visual permeability across parts of the site, this permeability is only possible for viewers located within the site rather than external to it. Visual connections to and from some heritage items are predominantly available in close views from within the site only.
- Visual impacts in close views, can be partly mitigated at DA stage by adopting appropriate architectural articulation and materiality as outlined in section 7.6 Design Guidelines.
- Visual impacts of the proposed development from close locations would reduce in time, as extensive landscape planting becomes more established.
- The built forms proposed are not dissimilar in character, height or form to those included in the Approved Concept Plan.
- Notwithstanding the extent of visual change or external visibility of the tallest forms proposed is moderate to high in some views, in our opinion and based on our objective method, this does not equate to a high level of visual impacts.
- In this regard, the significance of that visual change (impact) was rated as medium or lower in all views.

APPENDIX 1

ADDENDUM REPORT: ADDITIONAL PHOTOMONTAGES

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT

VISUAL IMPACT ASSESSMENT : ADDENDUM REPORT ADDITIONAL PHOTO-SIMULATIONS

PREPARED FOR

TRANSPORT FOR NSW

JUNE 2022

1.1 INTRODUCTION

This Views Addendum Report has been prepared by Urbis Pty Ltd to accompany a State Significant Precinct study to determine the visual effects and potential visual impacts of amendments to the planning controls applicable to the Paint Shop sub-precinct under the State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021 for this State Significant Precinct (SSP).

1.2 PURPOSE

This report follows and should be considered alongside the VIA prepared by Urbis and provides additional photomontages in response to requests by the Department of Planning and Environment (DPE). The DPE requested that the proposed massing envelopes sought, be shown from an additional 6 view places to assist their understanding of the likely future visibility of the future development across the Paint Shop sub-precinct. Please refer to Map Figure : VP_MAP which identifies views analysed in the VIA and the additional views included in this addendum report.

1.3 KEY POINTS

The additional views have been assessed in Summary Table 1 against the Urbis VIA criteria outlined in section 2.0 of the VIA to determine the overall impact rating. We note that 5 of 6 views are within the close distant range within 100m of the subject site and as such visibility would be expected to be high if and when available from the public domain. 1 of the additional views (VP 12) is located in the medium distance range approximately 200m away.

We comment that as almost all views in this addendum report are in the close distance range category (within 100m of the subject site) they do not reflect the overall level of visual effects or impacts that would be generated in relation to the wider, 'theoretical' potential visual catchment. In other words it is inevitable that there will be high visibility of podium and tower forms from locations within or adjacent to large floorplate buildings.

In our opinion visual impacts on heritage settings and so-called heritage views and in particular from close viewing locations show visual effects (quantum of change) and should not be conflated with the overall level of impact. Based on the Urbis methodology (and other VIA methods) the level of visual impact relies on consideration of other relevant factors. Please refer to section 2.0 page 12 of the VIA for further detail regarding visual impact assessment.

Visual impact mitigation in part, particularly in close views, can be achieved by adopting carefully articulated buildings within the envelopes, where the selection of materials, colours and architectural detailing, the placement of furniture, lighting and vegetation can all contribute to increased visual compatibility and decreases the level of visual impacts. Consideration of these factors assists in ensuring that heritage items are visually differentiated and maintain visual prominence in close focal views.

Visual impact mitigation strategies are explored in more detail in the Design Guidelines section 7.6 of the VIA.

Table 1 Summary Table of Visual Effects and Visual Impacts

View Reference	Description	Summary of Visual Effects on base line factors	Overall Visual Impact rating (as per Urbis VIA method)	Additional comments
View 12	View west-south-west to subject site from upper platform at west entrance to Redfern Station	Low-Medium	Low-Medium	up weight to impact rating due to view place sensitivity and proximity.
View 13	View south-west from within subject site off Little Eveleigh Street	Medium-High	Low	low public domain view place sensitivity, low scenic quality of the view, low external visibility of heritage items.
View 14	View south-south-west. Detail view of the CMEO Building from Ivy and Wilson St intersection	Medium	Low	low public domain view place sensitivity, direct views to the heritage item are not blocked, the visual prominance of the heritage item remains unaffected.
View 15	View south to subject site opposite Beveridge Mews (501 Wilson Street)	Low-Medium	Low	low public domain view place sensitivity, low scenic quality of the view, no external visibility of heritage items.
View 16	View east-north-east from within subject site north of Paint Shop	Medium-High	Low	low public domain view place sensitivity, low scenic quality of the view, low external visibility of heritage items.
View 17	View west-south-west from within subject site east of Paint Shop	Medium	Medium	low public domain view place sensitivity, low scenic quality of the view, medium quantum of visual change, no additional blocking effects of heritage items compared to approved 2008 envelope.

NOTE : The level of visual effects and impacts have been determind based on the application of our VIA criteria as per all views included in the body of the VIA.

PHOTO-SIMULATIONS PREPARED BY:

Urbis, Level 10, 477 Collins Street, MELBOURNE 3000.

DATE PREPARED :

20 June 2022

VISUALISATION ARTIST :

Ashley Poon, Urbis – Lead Visual Technologies Consultant

Bachelor of Planning and Design (Architecture) with over 20 years' experience in 3D visualisation

LOCATION PHOTOGRAPHER :

Jane Maze-Riley, Urbis - Associate Director, National Design

CAMERA :

Canon EOS 6D Mark II - 26 Megapixel digital SLR camera (Full-frame sensor) - with GPS enabled

CAMERA LENS AND TYPE :

Canon EF24-105mm f/3.5-5.6 IS STM

SOFTWARE USED :

- 3DSMax 2022 with Arnold 5.0 (3D Modelling and Render Engine)
- AutoCAD 2021 (2D CAD Editing)
- Globalmapper 23 (GIS Data Mapping / Processing)
- Photoshop CC 2022 (Photo Editing)

DATA SOURCES :

- Point cloud and Digital Elevation Models from NSW Government Spatial Services datasets - Sydney 2020-05
- Aerial photography from Nearmap - 2021-08-06
- Proposed 3D massing model received from Architect - 2022-03-17
- Approved Envelope (2008) 3D massing model received from Architect - 2021-11-03

METHODOLOGY :

Photo-simulations provided on the following pages have been produced with a high degree of accuracy to comply with the requirements as set out in the practice direction for the use of visual aids in the Land and Environment Court of New South Wales.

The process for producing these photo-simulations are outlined below:

- Photographs have been taken on site using a full-frame GPS enabled digital camera coupled with a quality lens in order to obtain high resolution photos whilst minimising image distortion. Photos are taken hand-held and at a standing height of 1.6m above natural ground. Photos have generally been taken at 35mm to cover a wider context.
- Using available geo-spatial data for the site, including independent site surveys, aerial photography, digital elevation models and LiDAR point-clouds, the relevant datasets are validated and combined to form a geo-referenced base 3D model from which additional information, such as proposed architecture, landscape and photographic viewpoints can be inserted.
- Layers of the proposed development are obtained from the designers as digital 3D models and 2D plans. All drawings/models are verified and registered to their correct geo-location before being inserted into the base 3D model.
- For each photo being used for the photo-simulation, the GPS location, camera, lens, focal length, time/date and exposure information is extracted, checked and replicated within the 3D base model as a 3D camera. A camera match is created by aligning the 3D camera with the 3D base model against the original photo, matching the original photographic location and orientation.
- From each viewpoint, a reference 3D model camera match is generated to verify an accurate match between the base 3D model (existing ground survey/vegetation etc) and original photo. A 3D wireframe image of the 3D base model is rendered in the 3D modelling software and composited over the original photo using the photo-editing software.
- From each viewpoint, the final photo-simulation is then produced by compositing 3D rendered images of the proposed development into the original photo with editing performed to sit the render at the correct view depth. Photographic elements are cross-checked against the 3D model to ensure elements such as foreground trees and buildings that may occlude views to the proposed development are retained. Conversely, where trees/ buildings may be removed as part of the proposal, these are also removed in the photo-simulation.

LEGEND

- ADDITIONAL PHOTO-SIMULATION VIEWPOINT (ADDENDUM REPORT)
- PHOTO-SIMULATION VIEWPOINT (PREPARED FOR VIA)
- PROJECT SITE

CLEVELAND STREET

VP 1
CLEVELAND ST BRIDGE
(PHOTO 4476)

IVY STREET

VP 14
CMEO - INT IVY & WILSON ST
(PHOTO 4344)

IVY LANE

LAWSON STREET

VP 12
REDFERN ST - WEST ENTRANCE
(PHOTO 4336)

VP 3
REDFERN STATION ENTRANCE
(PHOTO 4328)

REDFERN STATION

CODRINGTON STREET

VP 4
INT WILSON LN & SHEPHERD ST
(PHOTO 4355)

SHEPHERD STREET

VP 15
BEVERIDGE MEWS
(PHOTO 4349)

LITTLE EVELEIGH ST

VP 13
OFF LITTLE EVELEIGH ST
(PHOTO 4341)

VP 9
REDFERN STN - SW ENTRANCE
(PHOTO 4434)

MARIAN ST

VP 10
OPPOSITE 422 WILSON ST
(PHOTO 4454)

WILSON LANE

ABERCROMBIE STREET

VP 5
INT WILSON LN & CODRINGTON ST
(PHOTO 4362)

VP 16
PAINTSHOP NORTH
(PHOTO 4380)

VP 17
PAINTSHOP EAST
(PHOTO 4383)

GIBBONS STREET

REGENT STREET

WILSON STREET

VP 11
CARRIAGEWORKS WAY (PHOTO 4457)

VP 6
BENEATH WILSON ST ENTRY
(PHOTO 4371)

CARRIAGEWORKS WAY

STORE ST

VP 8
LOCOMOTIVE ST / MITCHELL WAY
(PHOTO 4420)

CORNWALLIS STREET

LOCOMOTIVE STREET

MITCHELL WAY

N

VP 7
TRAIN PLATFORM
(PHOTO 4408)

MACDONALDTOWN STATION

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT : ADDENDUM REPORT

PHOTO-SIMULATIONS - VIEW LOCATION MAP

DATE: 2022-06-20
JOB NO: P0034436
DWG NO: VP_MAP
REV: -

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT : ADDENDUM REPORT

VP 12 : (PHOTO 4336) LOOKING WSW, REDFERN STATION WEST ENTRANCE PLATFORM UPPER | EXISTING PHOTO : 2021-10-05 9:27 AEDT

DATE: 2022-06-20
JOB NO: P0034436
DWG NO: AD1_VP_12A
REV: -

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT : ADDENDUM REPORT

VP 12 : (PHOTO 4336) LOOKING WSW, REDFERN STATION WEST ENTRANCE PLATFORM UPPER | ALIGNMENT OF 3D MODEL TO PHOTO

DATE: 2022-06-20
JOB NO: P0034436
DWG NO: AD1_VP_12B
REV: -

PROPOSED PLANNING ENVELOPE

EXISTING CONDITIONS

DISTANCE TO PROJECT - 188M

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT : ADDENDUM REPORT

VP 12 : (PHOTO 4336) LOOKING WSW, REDFERN STATION WEST ENTRANCE PLATFORM UPPER | PHOTO-SIMULATION - PROPOSED

DATE: 2022-06-20
JOB NO: P0034436
DWG NO: AD1_VP_12C
REV: -

PROPOSED PLANNING ENVELOPE

EXTENT OF PROPOSED PLANNING ENVELOPE (OUTLINED)

OVERLAP BETWEEN PROPOSED PLANNING ENVELOPE AND APPROVED ENVELOPE (2008)

APPROVED ENVELOPE (2008)

EXISTING CONDITIONS

DISTANCE TO PROJECT - 188M

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT : ADDENDUM REPORT

VP 12 : (PHOTO 4336) LOOKING WSW, REDFERN STATION WEST ENTRANCE PLATFORM UPPER | PHOTO-SIMULATION - PROPOSED & APPROVED

DATE: 2022-06-20
JOB NO: P0034436
DWG NO: AD1_VP_12D
REV: -

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT : ADDENDUM REPORT

VP 13 : (PHOTO 4341) LOOKING SOUTH-WEST, SITE NORTH-EAST OFF LITTLE EVELEIGH STREET | EXISTING PHOTO : 2021-10-05 9:33 AEDT

DATE: 2022-06-20
JOB NO: P0034436
DWG NO: AD1_VP_13A
REV: -

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT : ADDENDUM REPORT

VP 13 : (PHOTO 4341) LOOKING SOUTH-WEST, SITE NORTH-EAST OFF LITTLE EVELEIGH STREET | ALIGNMENT OF 3D MODEL TO PHOTO

DATE: 2022-06-20
JOB NO: P0034436
DWG NO: AD1_VP_13B
REV: -

PROPOSED PLANNING ENVELOPE

DISTANCE TO PROJECT - 45M
ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT : ADDENDUM REPORT

VP 13 : (PHOTO 4341) LOOKING SOUTH-WEST, SITE NORTH-EAST OFF LITTLE EVELEIGH STREET | PHOTO-SIMULATION - PROPOSED

DATE: 2022-06-20
JOB NO: P0034436
DWG NO: AD1_VP_13C
REV: -

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT : ADDENDUM REPORT

VP 13 : (PHOTO 4341) LOOKING SOUTH-WEST, SITE NORTH-EAST OFF LITTLE EVELEIGH STREET | PHOTO-SIMULATION - PROPOSED & APPROVED

DATE: 2022-06-20
JOB NO: P0034436
DWG NO: AD1_VP_13D
REV: -

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT : ADDENDUM REPORT

VP 14 : (PHOTO 4344) DETAIL VIEW OF THE CMEO BUILDING, IVY & WILSON ST INTERSECTION | EXISTING PHOTO : 2021-10-05 9:35 AEDT

DATE: 2022-06-20
JOB NO: P0034436
DWG NO: AD1_VP_14A
REV: -

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT : ADDENDUM REPORT

VP 14 : (PHOTO 4344) DETAIL VIEW OF THE CMEO BUILDING, IVY & WILSON ST INTERSECTION | ALIGNMENT OF 3D MODEL TO PHOTO

DATE: 2022-06-20
JOB NO: P0034436
DWG NO: AD1_VP_14B
REV: -

PROPOSED PLANNING ENVELOPE

DISTANCE TO PROJECT - 75M

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT : ADDENDUM REPORT

VP 14 : (PHOTO 4344) DETAIL VIEW OF THE CMEO BUILDING, IVY & WILSON ST INTERSECTION | PHOTO-SIMULATION - PROPOSED

DATE: 2022-06-20
JOB NO: P0034436
DWG NO: AD1_VP_14C
REV: -

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT : ADDENDUM REPORT

VP 14 : (PHOTO 4344) DETAIL VIEW OF THE CMEO BUILDING, IVY & WILSON ST INTERSECTION | PHOTO-SIMULATION - PROPOSED & APPROVED

DATE: 2022-06-20
JOB NO: P0034436
DWG NO: AD1_VP_14D
REV: -

ORIGINAL PHOTO EXTENT - 24MM WIDE ANGLE VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT : ADDENDUM REPORT

VP 15 : (PHOTO 4349) LOOKING SOUTH, BEVERIDGE MEWS (501 WILSON ST) | EXISTING PHOTO : 2021-10-05 9:40 AEDT

DATE: 2022-06-20
JOB NO: P0034436
DWG NO: AD1_VP_15A
REV: -

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT : ADDENDUM REPORT

VP 15 : (PHOTO 4349) LOOKING SOUTH, BEVERIDGE MEWS (501 WILSON ST) | ALIGNMENT OF 3D MODEL TO PHOTO

DATE: 2022-06-20
JOB NO: P0034436
DWG NO: AD1_VP_15B
REV: -

PROPOSED PLANNING ENVELOPE

EXISTING CONDITIONS

DISTANCE TO PROJECT - 77M

ORIGINAL PHOTO EXTENT - 24MM WIDE ANGLE VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT : ADDENDUM REPORT

VP 15 : (PHOTO 4349) LOOKING SOUTH, BEVERIDGE MEWS (501 WILSON ST) | PHOTO-SIMULATION - PROPOSED

DATE: 2022-06-20
JOB NO: P0034436
DWG NO: AD1_VP_15C
REV: -

PROPOSED PLANNING ENVELOPE

EXTENT OF PROPOSED PLANNING ENVELOPE (OUTLINED)

APPROVED ENVELOPE (2008)

OVERLAP BETWEEN PROPOSED PLANNING ENVELOPE AND APPROVED ENVELOPE (2008)

EXISTING CONDITIONS

DISTANCE TO PROJECT - 77M

ORIGINAL PHOTO EXTENT - 24MM WIDE ANGLE VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT : ADDENDUM REPORT

VP 15 : (PHOTO 4349) LOOKING SOUTH, BEVERIDGE MEWS (501 WILSON ST) | PHOTO-SIMULATION - PROPOSED & APPROVED

DATE: 2022-06-20
JOB NO: P0034436
DWG NO: AD1_VP_15D
REV: -

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT : ADDENDUM REPORT

VP 16 : (PHOTO 4380) LOOKING ENE, PAINT SHOP NORTH | EXISTING PHOTO : 2021-10-05 10:15 AEDT

DATE: 2022-06-20
JOB NO: P0034436
DWG NO: AD1_VP_16A
REV: -

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT : ADDENDUM REPORT

VP 16 : (PHOTO 4380) LOOKING ENE, PAINT SHOP NORTH | ALIGNMENT OF 3D MODEL TO PHOTO

DATE: 2022-06-20
JOB NO: P0034436
DWG NO: AD1_VP_16B
REV: -

PROPOSED PLANNING ENVELOPE

DISTANCE TO PROJECT - 66M
ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT : ADDENDUM REPORT

VP 16 : (PHOTO 4380) LOOKING ENE, PAINT SHOP NORTH | PHOTO-SIMULATION - PROPOSED

DATE: 2022-06-20
JOB NO: P0034436
DWG NO: AD1_VP_16C
REV: -

APPROVED ENVELOPE (2008)

EXTENT OF PROPOSED PLANNING ENVELOPE (OUTLINED)

PROPOSED PLANNING ENVELOPE

OVERLAP BETWEEN PROPOSED PLANNING ENVELOPE AND APPROVED ENVELOPE (2008)

DISTANCE TO PROJECT - 66M

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT : ADDENDUM REPORT

VP 16 : (PHOTO 4380) LOOKING ENE, PAINT SHOP NORTH | PHOTO-SIMULATION - PROPOSED & APPROVED

DATE: 2022-06-20
JOB NO: P0034436
DWG NO: AD1_VP_16D
REV: -

ORIGINAL PHOTO EXTENT - 24MM WIDE ANGLE VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT : ADDENDUM REPORT

VP 17 : (PHOTO 4383) LOOKING WSW, PAINT SHOP EAST ACROSS FAN OF TRACKS | EXISTING PHOTO : 2021-10-05 10:17 AEDT

DATE: 2022-06-20
JOB NO: P0034436
DWG NO: AD1_VP_17A
REV: -

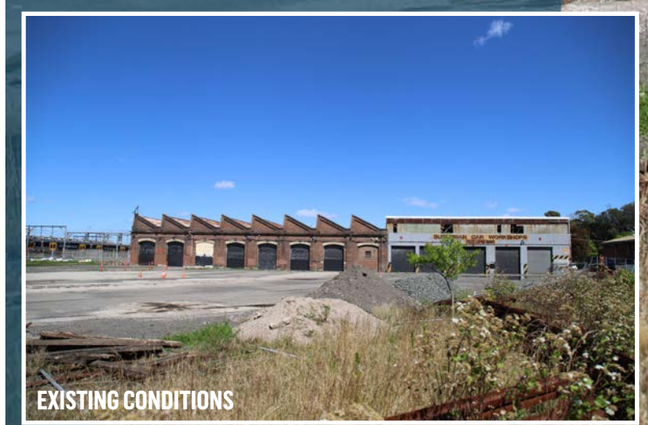
URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT : ADDENDUM REPORT

VP 17 : (PHOTO 4383) LOOKING WSW, PAINT SHOP EAST ACROSS FAN OF TRACKS | ALIGNMENT OF 3D MODEL TO PHOTO

DATE: 2022-06-20
JOB NO: P0034436
DWG NO: AD1_VP_17B
REV: -

PROPOSED PLANNING ENVELOPE



DISTANCE TO PROJECT - 4M

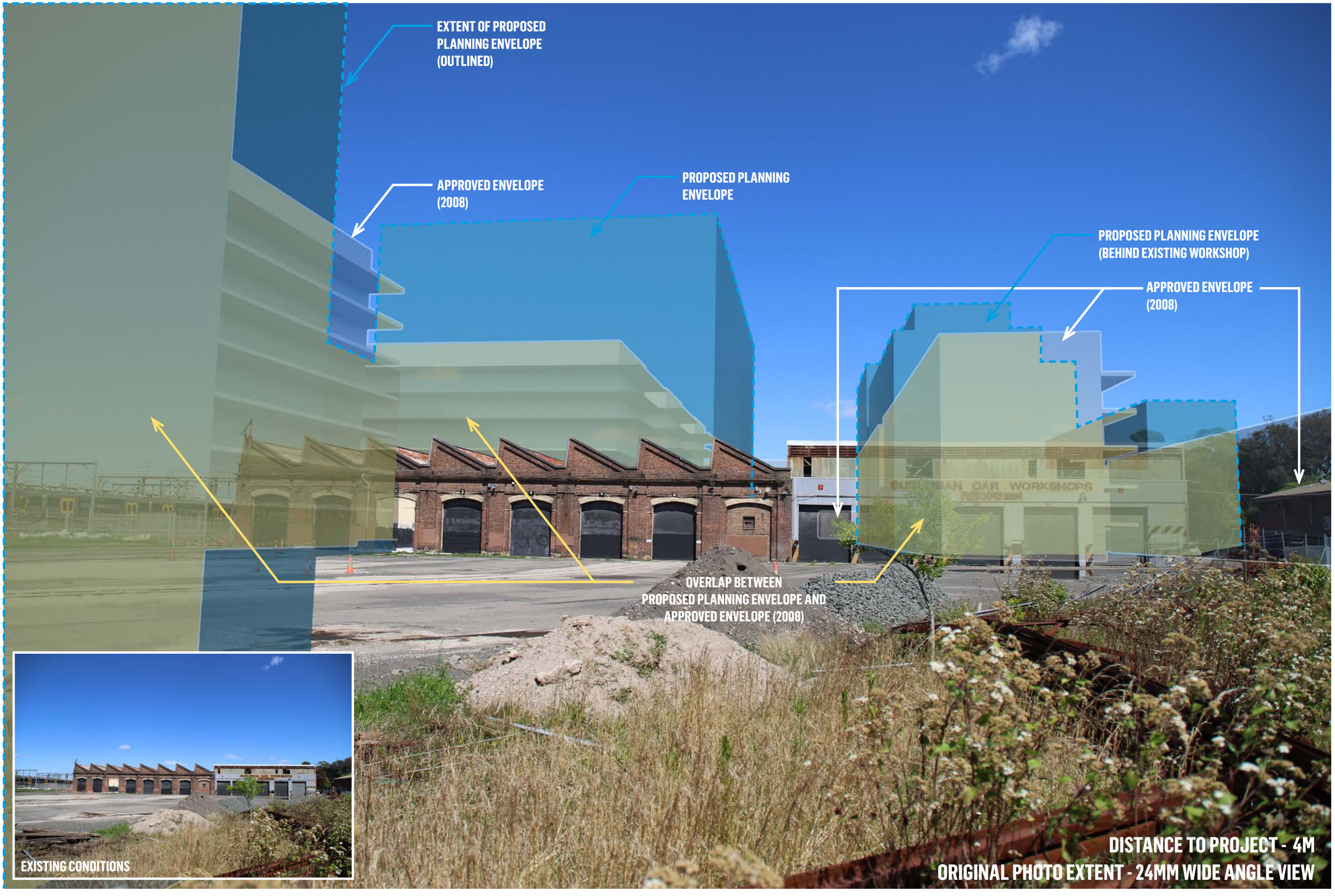
ORIGINAL PHOTO EXTENT - 24MM WIDE ANGLE VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT : ADDENDUM REPORT

VP 17 : (PHOTO 4383) LOOKING WSW, PAINT SHOP EAST ACROSS FAN OF TRACKS | PHOTO-SIMULATION - PROPOSED

DATE: 2022-06-20
JOB NO: P0034436
DWG NO: AD1_VP_17C
REV: -



URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT : ADDENDUM REPORT

VP 17 : (PHOTO 4383) LOOKING WSW, PAINT SHOP EAST ACROSS FAN OF TRACKS | PHOTO-SIMULATION - PROPOSED & APPROVED

DATE: 2022-06-20
JOB NO: P0034436
DWG NO: AD1_VP_17D
REV: -

APPENDIX 2

DESCRIPTION OF VISUAL EFFECTS

Table 6 Description of Visual Effects

Published on the NSW Department of Planning, Industry and Environment website via major projects tab (NSW DPIE). This information has been developed by RLA and is acknowledged as being a comprehensive summary of typical descriptions regarding visual effects. The descriptions below have been used as a guide to make subjective judgements in relation to the effects and impacts of the proposed development on each modelled view.

Factors	Low Effect	Medium Effect	High Effect
Scenic quality	The proposal does not have negative effects on features which are associated with high scenic quality, such as the quality of panoramic views, proportion of or dominance of structures, and the appearance of interfaces.	The proposal has the effect of reducing some or all of the extent of panoramic views, without significantly decreasing their presence in the view or the contribution that the combination of these features make to overall scenic quality	The proposal significantly decreases or eliminates the perception of the integrity of any of panoramic views or important focal views. The result is a significant decrease in perception of the contribution that the combinations of these features make to scenic quality
Visual character	The proposal does not decrease the presence of or conflict with the existing visual character elements such as the built form, building scale and urban fabric.	The proposal contrasts with or changes the relationship between existing visual character elements in some individual views by adding new or distinctive features but does not affect the overall visual character of the precinct's setting.	The proposal introduces new or contrasting features which conflict with, reduce or eliminate existing visual character features. The proposal causes a loss of or unacceptable change to the overall visual character of individual items or the locality.
View place sensitivity	Public domain viewing places providing distant views, and/or with small number of users for small periods of viewing time (Glimpses-as explained in viewing period).	Medium distance range views from roads and public domain areas with medium number of viewers for a medium time (a few minutes or up to half day-as explained in viewing period).	Close distance range views from nearby roads and public domain areas with medium to high numbers of users for most the day (as explained in viewing period).
Viewer sensitivity	Residences providing distant views (>1000m).	Residences located at medium range from site (100-1000m) with views of the development available from bedrooms and utility areas.	Residences located at close or middle distance (<100m as explained in viewing distance) with views of the development available from living spaces and private open spaces.
View composition	Panoramic views unaffected, overall view composition retained, or existing views restricted in visibility of the proposal by the screening or blocking effect of structures or buildings.	Expansive or restricted views where the restrictions created by new work do not significantly reduce the visibility of the proposal or important features of the existing visual environment.	Feature or focal views significantly and detrimentally changed.
Relative viewing level	Elevated position such as ridge top, building or structure with views over and beyond the site.	Slightly elevated with partial or extensive views over the site.	Adjoining development, public domain area or road with view blocked by proposal.
Viewing period	Glimpse (e.g. moving vehicles).	Few minutes to up to half day (e.g. walking along the road, recreation in adjoining open space).	Majority of the day (e.g. adjoining residence or workplace).
Viewing distance	Distant Views (>1000m).	Medium Range Views (100- 1000m).	Close Views (<100m).
View loss or blocking effect	No view loss or blocking.	Partial or marginal view loss compared to the expanse/extent of views retained. No loss of views of scenic icons.	Loss of majority of available views including loss of views of scenic icons.

Visual impacts factors

Indicative ratings table of visual impacts factors:

Factors	Low Impact	Medium Impact	High Impact
Visual absorption capacity	Existing elements of the landscape physically hide, screen or disguise the proposal. The presence of buildings and associated structures in the existing landscape context reduce visibility. Low contrast and high blending within the existing elements of the surrounding setting and built form.	The proposal is of moderate visibility but is not prominent because its components, texture, scale and building form partially blend into the existing scene.	The proposal is of high visibility and it is prominent in some views. The project location is high contrast and low blending within the existing elements of the surrounding setting and built form.
Compatibility with urban/natural features	High compatibility with the character, scale, form, colours, materials and spatial arrangement of the existing urban and natural features in the immediate context. Low contrast with existing elements of the built environment.	Moderate compatibility with the character, scale, form and spatial arrangement of the existing urban and natural features in the immediate context. The proposal introduces new urban features, but these features are compatible with the scenic character and qualities of facilities in similar settings.	The character, scale, form and spatial arrangement of the proposal has low compatibility with the existing urban features in the immediate context which could reasonably be expected to be new additions to it when compared to other examples in similar settings.
Compatibility with urban features including infrastructure and former industrial and heritage buildings permissible under the SEPP	High compatibility with the character, scale, form, colours, materials and spatial arrangement of the existing industrial features in the immediate context. Low contrast with existing elements of the industrial environment.	Moderate compatibility with the character and built form of the existing urban context and buildings in the immediate context. The proposal introduces new features, but these are compatible with the scenic character and qualities of the industrial setting.	The character, scale, form and spatial arrangement of the proposal has low compatibility with the industrial context, or which could reasonably be expected to be new additions to it.

APPENDIX 3

RATING OF HISTORIC VIEWS

DEFINITION AND RATING OF HISTORIC VIEWS

This information has been sourced from Richard Lamb and Associates (RLA)

There is a hierarchy of heritage views, from the most to the least relevant with regard to determining impacts of contemporary proposals. The hierarchy of views relies on assessment against a set of criteria as follows;

At the highest level, we consider that a genuine heritage view is one designed to be experienced, where the intention is documented and where the reason for the view being recognised as significant is supported by the recognition of the values against the relevant heritage criteria, including the inclusion and exclusion guidelines required in the NSW heritage system. Historical research should support such views as being authentic heritage views, the locations of which and attributes of which are determined to be of significance (level 1 L1).

At the second level are views that have become recognised or have evolved as of authentic heritage Significance. There can be many pathways to recognition; for example, views may become socially significant, become significant by historical association with other, later events and items, or through accretion of later items, become significant for archaeological, scientific, aesthetic or other reasons relevant to views (level 2 L2).

At a third level, views between heritage items may become of authentic heritage value by visual linkages deliberately designed between subsequent heritage items and places, linkages occurring through use or changing customs, or linkages created by the loss of former linkages and settings, making them more valued, or rare. These are authentic, evolved, or acquired heritage views (level 3 L3). Below that level are views of and between heritage items that exist in the objective sense, but are incidental. That is, their existence, while providing an attribute of the setting, does not contribute to the authentic values of the items. Views between the items in this case exist, but are not of significance in themselves (level 4 L4).

At a lower level still, on the hierarchy of views that might be claimed to be heritage views, are views from or in the vicinity of items, the curtilages or settings of items, from which new or non-significant items are visible. Simply being able to see a heritage item, place or setting does not make the view a heritage view. By the same token, being able to see a new, different or novel item of no current significance, in the context of a heritage item, does not create an impact on heritage values, unless it can be demonstrated that the acknowledged authentic heritage values of the item would be impaired to the detriment of interpretation of the heritage values of the item (level 5 L5).

APPENDIX 4

CERTIFICATION

USE OF PHOTOMONTAGES OR OTHER VISUALISATION

The Landscape Institute (UK) provides the following guidance:

Visual representations or 'visualisations' must fairly represent what people would perceive in the field. The sophistication of visualisation technique needs to be proportionate to factors such as purpose, use, user, sensitivity of the situation and magnitude of potential effect.

The use of the most appropriate type of visualisation requires an understanding of the landscape and visual context within which the development may be seen, knowledge regarding the type of development proposed, its scale and size, and an understanding of the likely effect of introducing the development into the existing environment.

Photomontages were selected as being an appropriate means to model the potential visual effects of the proposal. This analysis required only block-model photomontages as a means to show the extent of the built form proposed. Other graphic aids which include fine-grained level of architectural detail and a more photo-realistic image of the built forms proposed will be provided by others.

PHOTOMONTAGES IN THE LAND & ENVIRONMENT COURT OF NSW

The preparation of photomontages has been undertaken to comply with the practice direction for the use of photomontages in the Land and Environment Court of New South Wales which in NSW is the most conservative standard to follow in the absence of any statutory guidelines. This involves following a number of steps as outlined below.

- Any photomontage proposed to be relied on in an expert report or as demonstrating an expert opinion as an accurate depiction of some intended future change to the present physical position concerning an identified location and is to be accompanied by:
- A photograph showing the current, unchanged view of the location depicted in the photomontage from the same viewing point as that of the photomontage (the existing photograph);
- A copy of the existing photograph with the wire frame lines depicted so as to demonstrate the data from which the photomontage has been constructed. The wire frame overlay represents the existing surveyed elements which correspond with the same elements in the existing photograph; and
- A 2D plan showing the location of the camera and target point that corresponds to the same location the existing photograph was taken.
- Survey data.
- Confirmation that accurate 2D/3D survey data has been used to prepare the Photomontages. This is to include confirmation that survey data was used: for depiction of existing buildings or existing elements as shown in the wire frame; and to establish an accurate camera location and RL of the camera.
- Any expert statement or other document demonstrating an expert opinion that proposes to rely on a photomontage is to include details of:
  - The name and qualifications of the surveyor who prepared the survey information from which the underlying data for the wire frame from which the photomontage was derived was obtained; and
  - The camera type and field of view of the lens used for the purpose of the photograph in (1)(a) from which the photomontage has been derived.

CERTIFICATION OF ACCURACY OF PHOTOMONTAGES

The method of preparation is outlined in Appendix 5 of this report, prepared by Urbis visualisation - lead Ashley Poon.

The accuracy of the locations of the 3D model of the proposed development with respect to the photographic images was checked by Urbis in multiple ways:

1. The model was checked for alignment and height with respect to the 3D survey and adjacent surveyed reference markers which are visible in the images.
2. The location of the camera in relation to the model was established using the survey model and the survey locations, including map locations and RLs. Focal lengths and camera bearings in the meta data of the electronic files of the photographs are known.
3. Reference points from the survey were used for cross-checking accuracy in all images.
4. No significant discrepancies were detected between the known camera locations and those predicted by the computer software. Minor inconsistencies due to the natural distortion created by the camera lens, were reviewed by myself and were considered to be within reasonable limits.

I am satisfied that the photomontages have been prepared in accordance with the Land and Environment Court of New South Wales practice direction.

I certify, based on the methods used and taking all relevant information into account, that the photomontages are as accurate as is possible in the circumstances and can be relied upon by the Court for assessment.

APPENDIX 5

PREPARATION OF PHOTOMONTAGES

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT

VISUAL ASSESSMENT - PHOTO-SIMULATIONS

PREPARED FOR
TRANSPORT FOR NSW
JUNE 2022

PHOTO-SIMULATIONS PREPARED BY:

Urbis, Level 10, 477 Collins Street, MELBOURNE 3000.

DATE PREPARED :

16 June 2022

VISUALISATION ARTIST :

Ashley Poon, Urbis – Lead Visual Technologies Consultant

Bachelor of Planning and Design (Architecture) with over 20 years' experience in 3D visualisation

LOCATION PHOTOGRAPHER :

Jane Maze-Riley, Urbis - Associate Director, National Design

CAMERA :

Canon EOS 6D Mark II - 26 Megapixel digital SLR camera (Full-frame sensor) - with GPS enabled

CAMERA LENS AND TYPE :

Canon EF24-105mm f/3.5-5.6 IS STM

SOFTWARE USED :

- 3DSMax 2022 with Arnold 5.0 (3D Modelling and Render Engine)
- AutoCAD 2021 (2D CAD Editing)
- Globalmapper 23 (GIS Data Mapping / Processing)
- Photoshop CC 2022 (Photo Editing)

DATA SOURCES :

- Point cloud and Digital Elevation Models from NSW Government Spatial Services datasets - Sydney 2020-05
- Aerial photography from Nearmap - 2021-08-06
- Proposed 3D massing model received from Architect - 2022-03-17
- Approved Envelope (2008) 3D massing model received from Architect - 2021-11-03

METHODOLOGY :

Photo-simulations provided on the following pages have been produced with a high degree of accuracy to comply with the requirements as set out in the practice direction for the use of visual aids in the Land and Environment Court of New South Wales.

The process for producing these photo-simulations are outlined below:

- Photographs have been taken on site using a full-frame GPS enabled digital camera coupled with a quality lens in order to obtain high resolution photos whilst minimising image distortion. Photos are taken hand-held and at a standing height of 1.6m above natural ground. Photos have generally been taken at 35mm to cover a wider context.
- Using available geo-spatial data for the site, including independent site surveys, aerial photography, digital elevation models and LiDAR point-clouds, the relevant datasets are validated and combined to form a geo-referenced base 3D model from which additional information, such as proposed architecture, landscape and photographic viewpoints can be inserted.
- Layers of the proposed development are obtained from the designers as digital 3D models and 2D plans. All drawings/models are verified and registered to their correct geo-location before being inserted into the base 3D model.
- For each photo being used for the photo-simulation, the GPS location, camera, lens, focal length, time/date and exposure information is extracted, checked and replicated within the 3D base model as a 3D camera. A camera match is created by aligning the 3D camera with the 3D base model against the original photo, matching the original photographic location and orientation.
- From each viewpoint, a reference 3D model camera match is generated to verify an accurate match between the base 3D model (existing ground survey/vegetation etc) and original photo. A 3D wireframe image of the 3D base model is rendered in the 3D modelling software and composited over the original photo using the photo-editing software.
- From each viewpoint, the final photo-simulation is then produced by compositing 3D rendered images of the proposed development into the original photo with editing performed to sit the render at the correct view depth. Photographic elements are cross-checked against the 3D model to ensure elements such as foreground trees and buildings that may occlude views to the proposed development are retained. Conversely, where trees/ buildings may be removed as part of the proposal, these are also removed in the photo-simulation.

LEGEND

PHOTO-SIMULATION VIEWPOINT

PROJECT SITE

CLEVELAND STREET

VP 1
CLEVELAND ST BRIDGE
(PHOTO 4476)

IVY STREET

IVY LANE

CODRINGTON STREET

SHEPHERD STREET

VP 4
INT WILSON LN & SHEPHERD ST
(PHOTO 4355)

LITTLE EVELEIGH ST

LAWSON STREET

VP 3
REDFERN STATION ENTRANCE
(PHOTO 4328)

REDFERN STATION

VP 9
REDFERN STN - SW ENTRANCE
(PHOTO 4434)

MARIAN ST

GIBBONS STREET

REGENT STREET

ABERCROMBIE STREET

WILSON LANE

VP 5
INT WILSON LN & CODRINGTON ST
(PHOTO 4362)

VP 10
OPPOSITE 422 WILSON ST
(PHOTO 4454)

WILSON STREET

VP 6
BENEATH WILSON ST ENTRY
(PHOTO 4371)

VP 11
CARRIAGEWORKS WAY
(PHOTO 4457)

CARRIAGEWORKS WAY

STORE ST

VP 8
LOCOMOTIVE ST / MITCHELL WAY
(PHOTO 4420)

CORNWALLIS STREET

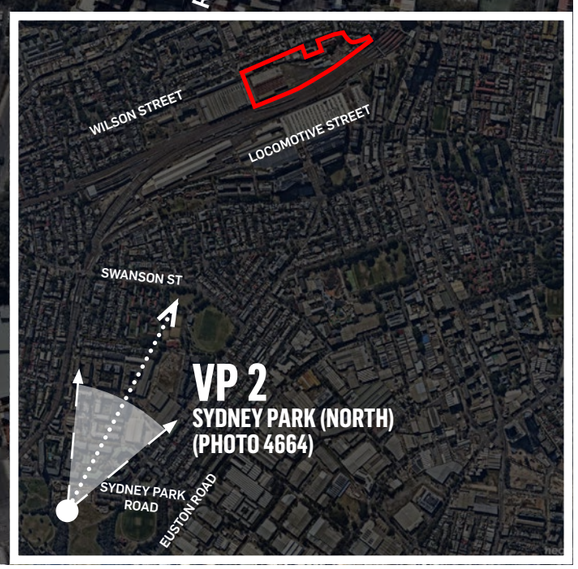
LOCOMOTIVE STREET

MITCHELL WAY

N

VP 7
TRAIN PLATFORM
(PHOTO 4408)

MACDONALDTOWN STATION



URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

PHOTO-SIMULATIONS - VIEW LOCATION MAP

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_MAP
REV: -

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 1 : (PHOTO 4476) LOOKING SW, CLEVELAND STREET BRIDGE | EXISTING PHOTO : 2021-10-27 12:38 AEDT

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_01A
REV: -

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 1 : (PHOTO 4476) LOOKING SW, CLEVELAND STREET BRIDGE | ALIGNMENT OF 3D MODEL TO PHOTO

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_01B
REV: -

EXISTING CONDITIONS

PROPOSED PLANNING ENVELOPE

DISTANCE TO PROJECT - 580M

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 1 : (PHOTO 4476) LOOKING SW, CLEVELAND STREET BRIDGE | PHOTO-SIMULATION - PROPOSED

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_01C
REV: -

EXISTING CONDITIONS

PROPOSED PLANNING ENVELOPE

EXTENT OF PROPOSED PLANNING ENVELOPE (OUTLINED)

OVERLAP BETWEEN PROPOSED PLANNING ENVELOPE AND APPROVED ENVELOPE (2008)

DISTANCE TO PROJECT - 580M

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 1 : (PHOTO 4476) LOOKING SW, CLEVELAND STREET BRIDGE | PHOTO-SIMULATION - PROPOSED & APPROVED

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_01D
REV: -

ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 2 : (PHOTO 4664) LOOKING NNE, SYDNEY PARK (NORTH) | EXISTING PHOTO : 2021-11-11 12:05 AEDT

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_02A
REV: -

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 2 : (PHOTO 4664) LOOKING NNE, SYDNEY PARK (NORTH) | ALIGNMENT OF 3D MODEL TO PHOTO

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_02B
REV: -

EXISTING CONDITIONS

PROPOSED PLANNING ENVELOPE

DISTANCE TO PROJECT - 1800M

ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 2 : (PHOTO 4664) LOOKING NNE, SYDNEY PARK (NORTH) | PHOTO-SIMULATION - PROPOSED

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_02C
REV: -

EXISTING CONDITIONS

PROPOSED PLANNING ENVELOPE

EXTENT OF PROPOSED PLANNING ENVELOPE (OUTLINED)

APPROVED ENVELOPE (2008)

OVERLAP BETWEEN PROPOSED PLANNING ENVELOPE AND APPROVED ENVELOPE (2008)

DISTANCE TO PROJECT - 1800M

ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 2 : (PHOTO 4664) LOOKING NNE, SYDNEY PARK (NORTH) | PHOTO-SIMULATION - PROPOSED & APPROVED

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_02D
REV: -

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 3 : (PHOTO 4328) LOOKING WSW, REDFERN STATION ENTRANCE - CORNER LAWSON & GIBBONS ST | EXISTING PHOTO : 2021-10-05 09:17 AEDT

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_03A
REV: -

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 3 : (PHOTO 4328) LOOKING WSW, REDFERN STATION ENTRANCE - CORNER LAWSON & GIBBONS ST | ALIGNMENT OF 3D MODEL TO PHOTO

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_03B
REV: -

EXISTING CONDITIONS

PROPOSED PLANNING ENVELOPE

DISTANCE TO PROJECT - 300M

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 3 : (PHOTO 4328) LOOKING WSW, REDFERN STATION - CORNER LAWSON & GIBBONS ST | PHOTO-SIMULATION - PROPOSED

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_03C
REV: -

EXISTING CONDITIONS

PROPOSED PLANNING ENVELOPE

EXTENT OF PROPOSED PLANNING ENVELOPE (OUTLINED)

APPROVED ENVELOPE (2008)

OVERLAP BETWEEN PROPOSED PLANNING ENVELOPE AND APPROVED ENVELOPE (2008)

DISTANCE TO PROJECT - 300M

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 3 : (PHOTO 4328) LOOKING WSW, REDFERN STATION - CORNER LAWSON & GIBBONS ST | PHOTO-SIMULATION - PROPOSED & APPROVED

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_03D
REV: -

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 4 : (PHOTO 4355) LOOKING SSE, FROM INTERSECTION SHEPHERD ST & WILSON LN | EXISTING PHOTO : 2021-10-05 09:44 AEDT

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_04A
REV: -

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 4 : (PHOTO 4355) LOOKING SSE, FROM INTERSECTION SHEPHERD ST & WILSON LN | ALIGNMENT OF 3D MODEL TO PHOTO

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_04B
REV: -

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 4 : (PHOTO 4355) LOOKING SSE, FROM INTERSECTION SHEPHERD ST & WILSON LN | PHOTO-SIMULATION - PROPOSED

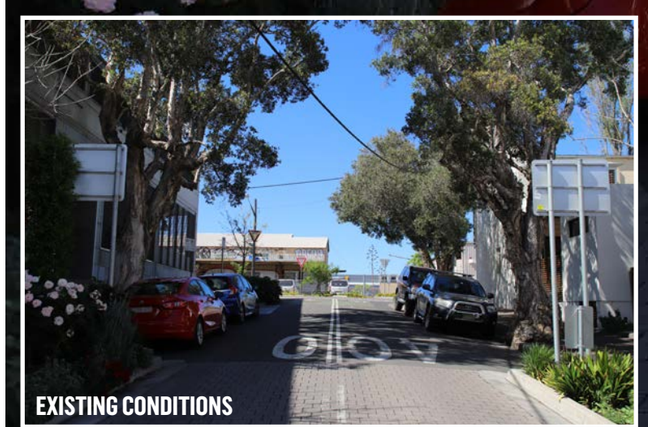
DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_04C
REV: -

EXTENT OF PROPOSED PLANNING ENVELOPE (OUTLINED)

PROPOSED PLANNING ENVELOPE

APPROVED ENVELOPE (2008)

OVERLAP BETWEEN PROPOSED PLANNING ENVELOPE AND APPROVED ENVELOPE (2008)



EXISTING CONDITIONS

DISTANCE TO PROJECT - 53M

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 4 : (PHOTO 4355) LOOKING SSE, FROM INTERSECTION SHEPHERD ST & WILSON LN | PHOTO-SIMULATION - PROPOSED & APPROVED

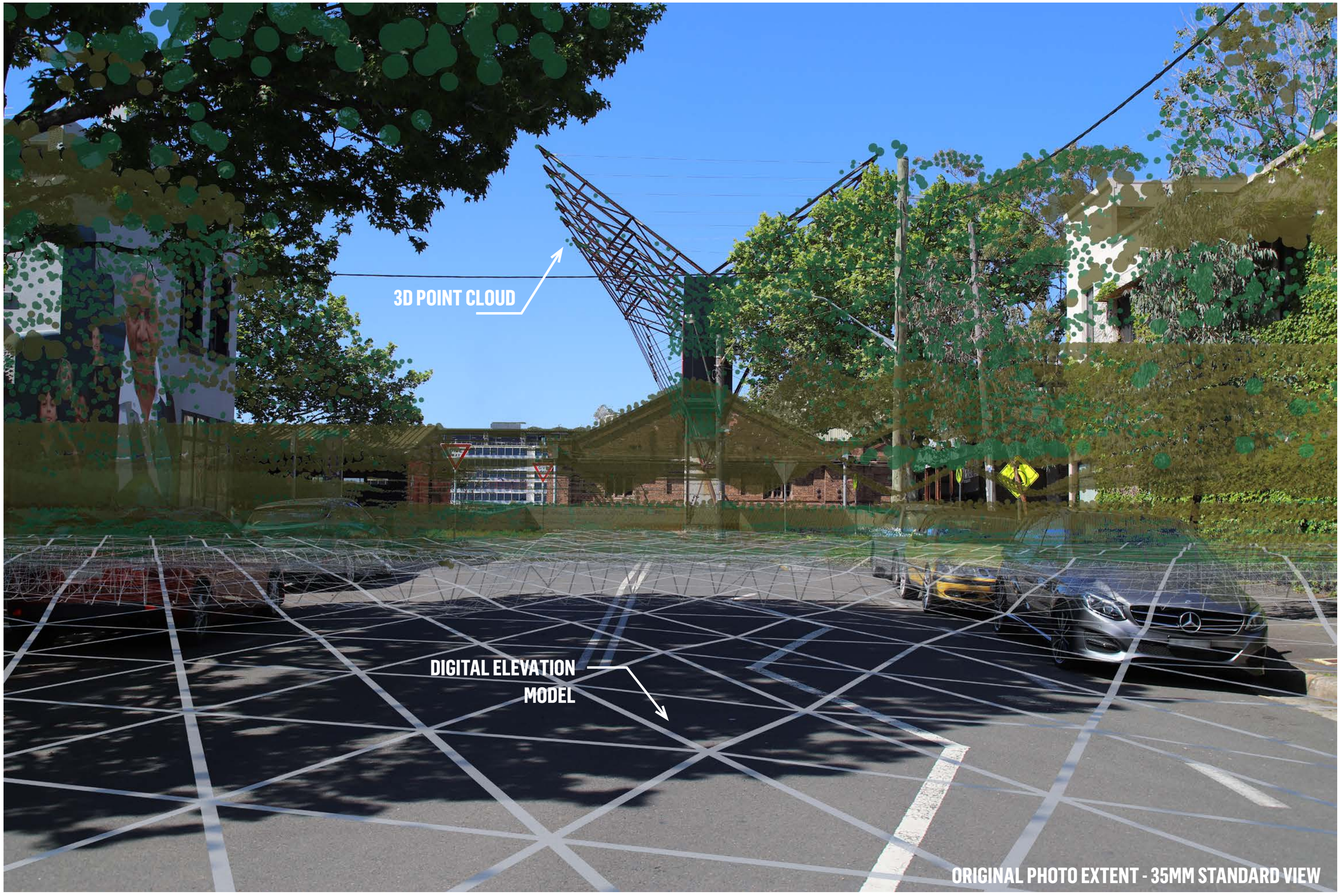
DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_04D
REV: -

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 5 : (PHOTO 4362) LOOKING SSE, FROM INTERSECTION CODRINGTON ST & WILSON LN | EXISTING PHOTO : 2021-10-05 09:53 AEDT

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_05A
REV: -



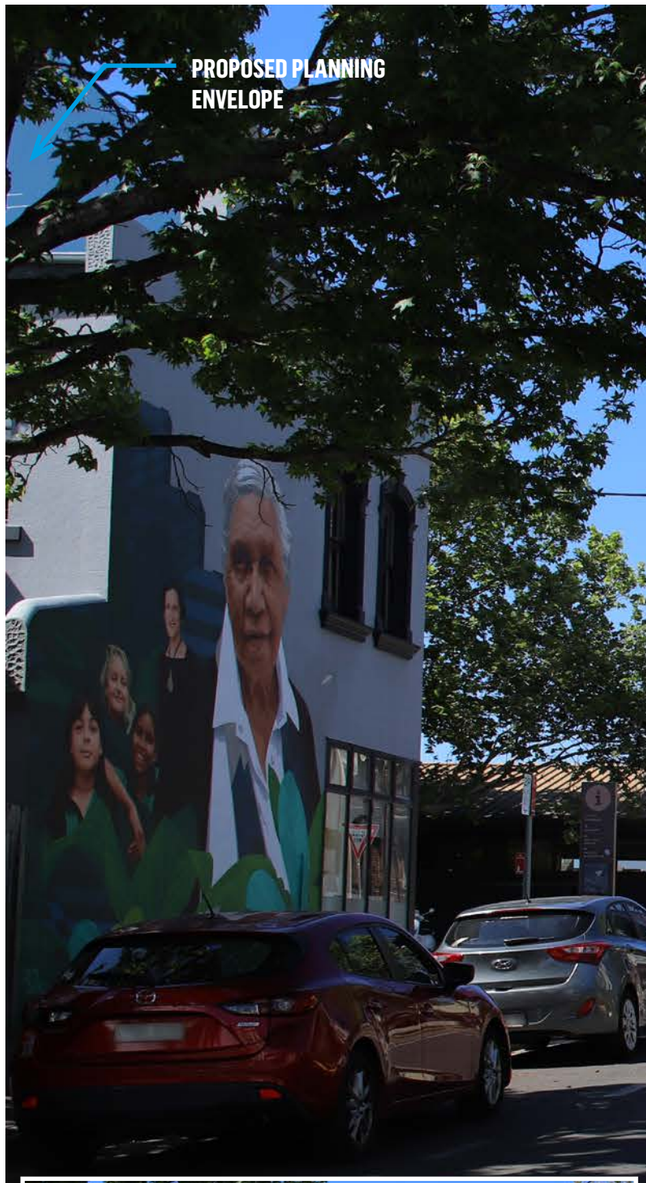
URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 5 : (PHOTO 4362) LOOKING SSE, FROM INTERSECTION CODRINGTON ST & WILSON LN | ALIGNMENT OF 3D MODEL TO PHOTO

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_05B
REV: -

PROPOSED PLANNING ENVELOPE



DISTANCE TO PROJECT - 58M

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 5 : (PHOTO 4362) LOOKING SSE, FROM INTERSECTION CODRINGTON ST & WILSON LN | PHOTO-SIMULATION - PROPOSED

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_05C
REV: -

PROPOSED PLANNING ENVELOPE

EXTENT OF PROPOSED PLANNING ENVELOPE (OUTLINED)

APPROVED ENVELOPE (2008)

DISTANCE TO PROJECT - 58M

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 5 : (PHOTO 4362) LOOKING SSE, FROM INTERSECTION CODRINGTON ST & WILSON LN | PHOTO-SIMULATION - PROPOSED & APPROVED

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_05D
REV: -

ORIGINAL PHOTO EXTENT - 24MM WIDE ANGLE VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 6 : (PHOTO 4371) LOOKING ESE TO PAINTSHOP, GND LEVEL BENEATH WILSON ST ENTRY | EXISTING PHOTO : 2021-10-05 10:00 AEDT

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_06A
REV: -

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 6 : (PHOTO 4371) LOOKING ESE TO PAINTSHOP, GND LEVEL BENEATH WILSON ST ENTRY | ALIGNMENT OF 3D MODEL TO PHOTO

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_06B
REV: -

PROPOSED PLANNING ENVELOPE

EXISTING CONDITIONS

DISTANCE TO PROJECT - 30M

ORIGINAL PHOTO EXTENT - 24MM WIDE ANGLE VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 6 : (PHOTO 4371) LOOKING ESE TO PAINTSHOP, GND LEVEL BENEATH WILSON ST ENTRY | PHOTO-SIMULATION - PROPOSED

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_06C
REV: -

PROPOSED PLANNING ENVELOPE

EXTENT OF PROPOSED PLANNING ENVELOPE (OUTLINED)

OVERLAP BETWEEN PROPOSED PLANNING ENVELOPE AND APPROVED ENVELOPE (2008)

APPROVED ENVELOPE (2008)

DISTANCE TO PROJECT - 30M

ORIGINAL PHOTO EXTENT - 24MM WIDE ANGLE VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 6 : (PHOTO 4371) LOOKING ESE TO PAINTSHOP, GND LEVEL BENEATH WILSON ST ENTRY | PHOTO-SIMULATION - PROPOSED & APPROVED

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_06D
REV: -

ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 7 : (PHOTO 4408) LOOKING NORTH-EAST, MACDONALDTOWN STATION TRAIN PLATFORM | EXISTING PHOTO : 2021-10-05 10:59 AEDT

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_07A
REV: -

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 7 : (PHOTO 4408) LOOKING NORTH-EAST, MACDONALDTOWN STATION TRAIN PLATFORM | ALIGNMENT OF 3D MODEL TO PHOTO

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_07B
REV: -

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 7 : (PHOTO 4408) LOOKING NORTH-EAST, MACDONALDTOWN STATION TRAIN PLATFORM | PHOTO-SIMULATION - PROPOSED

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_07C
REV: -

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 7 : (PHOTO 4408) LOOKING NORTH-EAST, MACDONALDTOWN STATION TRAIN PLATFORM | PHOTO-SIMULATION - PROPOSED & APPROVED

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_07D
REV: -

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 8 : (PHOTO 4420) LOOKING NNW, INTERSECTION LOCOMOTIVE ST AND MITCHELL WAY | EXISTING PHOTO : 2021-10-05 11:35 AEDT

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_08A
REV: -

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 8 : (PHOTO 4420) LOOKING NNW, INTERSECTION LOCOMOTIVE ST AND MITCHELL WAY | ALIGNMENT OF 3D MODEL TO PHOTO

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_08B
REV: -

PROPOSED PLANNING ENVELOPE

EXISTING CONDITIONS

DISTANCE TO PROJECT - 220M

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 8 : (PHOTO 4420) LOOKING NNW, INTERSECTION LOCOMOTIVE ST AND MITCHELL WAY | PHOTO-SIMULATION - PROPOSED

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_08C
REV: -

PROPOSED PLANNING ENVELOPE

EXTENT OF PROPOSED PLANNING ENVELOPE (OUTLINED)

APPROVED ENVELOPE (2008)

OVERLAP BETWEEN PROPOSED PLANNING ENVELOPE AND APPROVED ENVELOPE (2008)

EXISTING CONDITIONS

DISTANCE TO PROJECT - 220M

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 8 : (PHOTO 4420) LOOKING NNW, INTERSECTION LOCOMOTIVE ST AND MITCHELL WAY | PHOTO-SIMULATION - PROPOSED & APPROVED

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_08D
REV: -

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 9 : (PHOTO 4434) LOOKING NW, REDFERN STATION - SW ENTRANCE UPPER, OFF MARIAN ST | EXISTING PHOTO : 2021-10-21 14:13 AEDT

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_09A
REV: -

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 9 : (PHOTO 4434) LOOKING NW, REDFERN STATION - SW ENTRANCE UPPER, OFF MARIAN ST | ALIGNMENT OF 3D MODEL TO PHOTO

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_09B
REV: -

PROPOSED PLANNING ENVELOPE

DISTANCE TO PROJECT - 128M
ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 9 : (PHOTO 4434) LOOKING NW, REDFERN STATION - SW ENTRANCE UPPER, OFF MARIAN ST | PHOTO-SIMULATION - PROPOSED

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_09C
REV: -

PROPOSED PLANNING ENVELOPE

EXTENT OF PROPOSED PLANNING ENVELOPE (OUTLINED)

EXISTING CONDITIONS

APPROVED ENVELOPE (2008)

OVERLAP BETWEEN PROPOSED PLANNING ENVELOPE AND APPROVED ENVELOPE (2008)

DISTANCE TO PROJECT - 128M

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 9 : (PHOTO 4434) LOOKING NW, REDFERN STATION - SW ENTRANCE UPPER, OFF MARIAN ST | PHOTO-SIMULATION - PROPOSED & APPROVED

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_09D
REV: -

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 10 : (PHOTO 4454) LOOKING SSW, OPPOSITE 422 WILSON ST | EXISTING PHOTO : 2021-10-21 14:48 AEDT

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_10A
REV: -

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 10 : (PHOTO 4454) LOOKING SSW, OPPOSITE 422 WILSON ST | ALIGNMENT OF 3D MODEL TO PHOTO

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_10B
REV: -

PROPOSED PLANNING ENVELOPE

DISTANCE TO PROJECT - 19M
ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

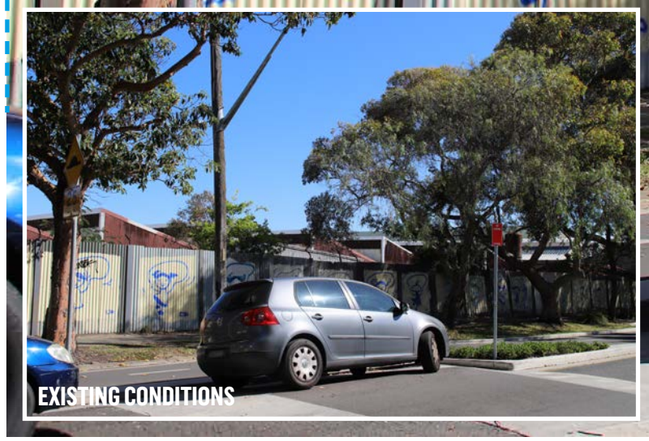
VP 10 : (PHOTO 4454) LOOKING SSW, OPPOSITE 422 WILSON ST | PHOTO-SIMULATION - PROPOSED

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_10C
REV: -

PROPOSED PLANNING ENVELOPE

EXTENT OF PROPOSED PLANNING ENVELOPE (OUTLINED)

OVERLAP BETWEEN PROPOSED PLANNING ENVELOPE AND APPROVED ENVELOPE (2008)



DISTANCE TO PROJECT - 19M

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 10 : (PHOTO 4454) LOOKING SSW, OPPOSITE 422 WILSON ST | PHOTO-SIMULATION - PROPOSED & APPROVED

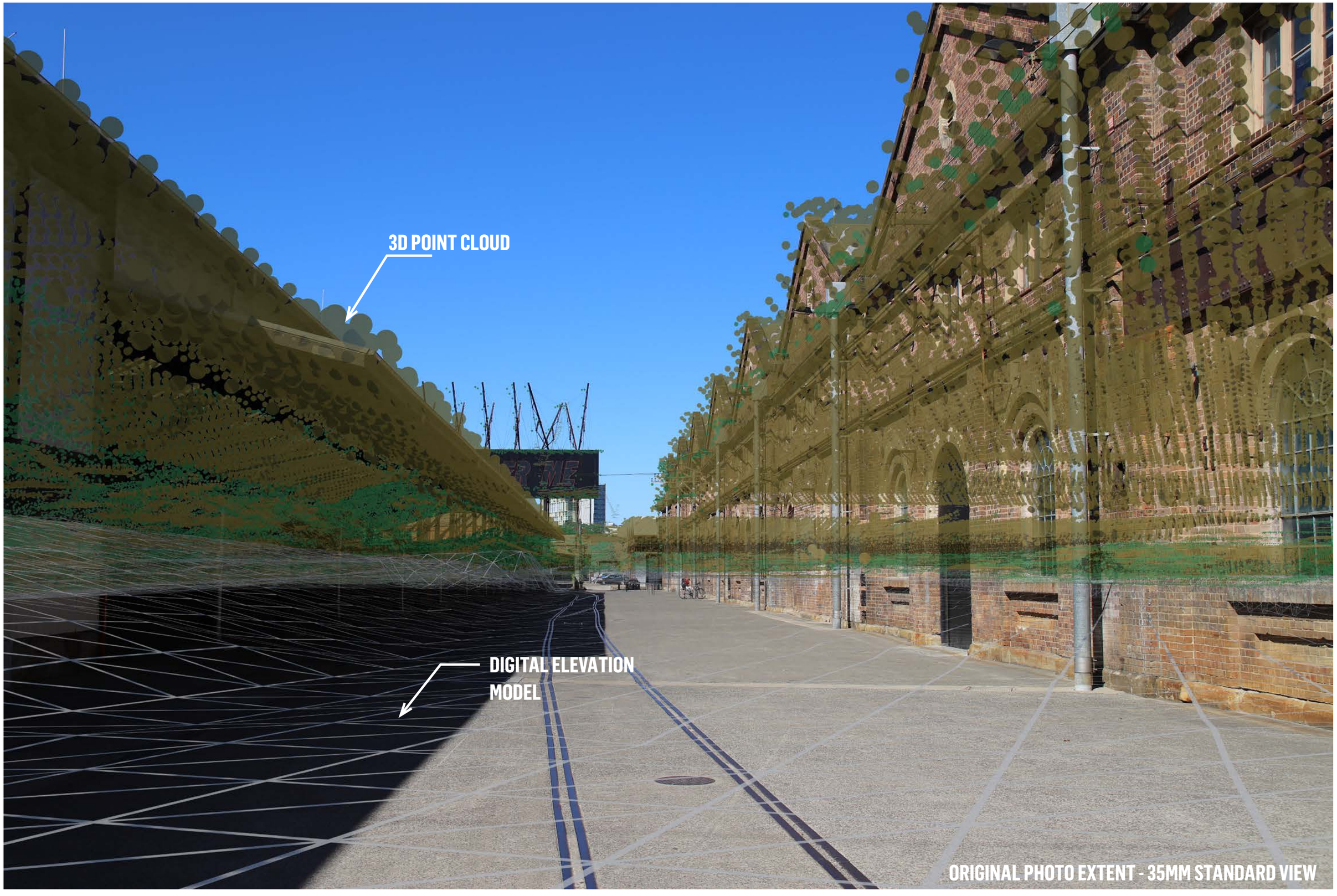
DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_10D
REV: -

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 11 : (PHOTO 4457) LOOKING ENE, DOWN CARRIAGEWORKS WAY | EXISTING PHOTO : 2021-10-21 15:00 AEDT

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_11A
REV: -



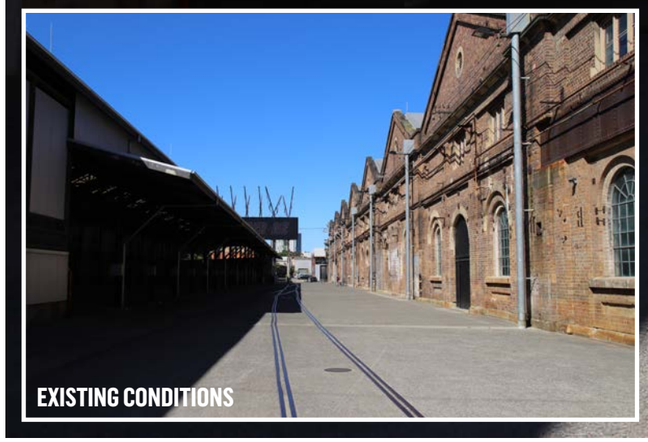
URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 11 : (PHOTO 4457) LOOKING ENE, DOWN CARRIAGEWORKS WAY | ALIGNMENT OF 3D MODEL TO PHOTO

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_11B
REV: -

PROPOSED PLANNING ENVELOPE



DISTANCE TO PROJECT - 142M
ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 11 : (PHOTO 4457) LOOKING ENE, DOWN CARRIAGEWORKS WAY | PHOTO-SIMULATION - PROPOSED

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_11C
REV: -

URBIS

REDFERN NORTH EVELEIGH, PAINT SHOP SUB-PRECINCT - VISUAL ASSESSMENT

VP 11 : (PHOTO 4457) LOOKING ENE, DOWN CARRIAGEWORKS WAY | PHOTO-SIMULATION - PROPOSED & APPROVED

DATE: 2022-06-16
JOB NO: P0034436
DWG NO: VP_11D
REV: -

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