

# 10 MARTIN PLACE STATION

## Planning context

The project includes two sites for Martin Place Station situated between Castlereagh and Elizabeth Streets. The northern site would be located on Hunter Street, opposite Chifley Square, and the southern site would be located on and to the south of Martin Place.



SITE LOCATION

## Planning context

The following review identifies key documents which provide the planning context for the proposed Martin Place station.

### ***Sydney Local Environmental Plan, City of Sydney, 2012***

The project area includes a number of heritage sites. This includes heritage listed public places such as Martin Place, Richard Johnson Square, and Chifley Square, as well as numerous heritage listed buildings. These include: the Flat building (7 Elizabeth Street), the Commonwealth Bank of Australia (48–50 Martin Place), the former ‘City Mutual Life Assurance’ building (10 Bligh Street), the former ‘Qantas House’ building (68–96 Hunter Street), the former ‘Australian Provincial Assurance’ building (53–63 Martin Place) and the former ‘GIO’ building (60–70 Elizabeth Street). This assessment will consider the “*settings and views*” of these heritage items under the Heritage conservation clause (5.10) in the LEP.

The site is primarily zoned B8 Metropolitan Centre, the objectives of this zone that are relevant to this assessment include: “*To encourage the use of alternatives to private motor vehicles, such as public transport, walking or cycling. [and] ... To promote uses with active street frontages on main streets and on streets in which buildings are used primarily (at street level) for the purposes of retail premises.*”

Martin Place and Chifley Square are zoned RE1 Public Recreation. The relevant objectives of this zone include: “*To provide a range of recreational settings and activities and compatible land uses. ... To provide links between open space areas. [and] ... To retain and promote access by members of the public to areas in the public domain*”

### ***Sydney Development Control Plan (DCP), City of Sydney, 2012***

The Sydney DCP identifies a number of Special Character Areas (SCAs). In this precinct, the Martin Place and Chifley Square SCAs are of relevance. The desired future character and relevant supporting principles identified for these SCAs are summarised in the following paragraphs.

#### Martin Place SCA

The Martin Place SCA is described as a place of “*social, cultural and historic significance*”. It includes various monuments, including a Cenotaph, and has been the setting for many historical events, which has ... “*reinforced its image as the civic and ceremonial heart of the City*”.

The area is unified by a cohesive built form, particularly to the east of the area. Architectural features of the built form include richly textured stone facades, intricate architectural detailing, and an emphasis on vertical columns and colonnades. The area is characterised by buildings of grand proportions at street level, representative of their function as major public and business institutions.

The built form encloses a linear public space, Martin Place, which stretches from George Street in the west to Macquarie Street in the east. This space creates “*strong vistas terminated to the east and west by significant buildings*”. The GPO clock tower is an “*important landmark*” visible from various locations along Martin Place. Beyond Martin Place are a surrounding network of lanes, reminiscent of Victorian Sydney laneways such as Angel Place and Ash Lane.

Key principles for this area, relevant to this assessment, include:

- “*Retain and enhance the urban character, scale and strong linear enclosure of Martin Place;*
- “*Protect existing significant vistas to the east and west and ensure new development will not detrimentally affect the silhouette of the GPO clock tower;*

- *Conserve and enhance the heritage significance of the nineteenth and twentieth century institutional and commercial buildings and their settings”.*

#### Chifley Square SCA

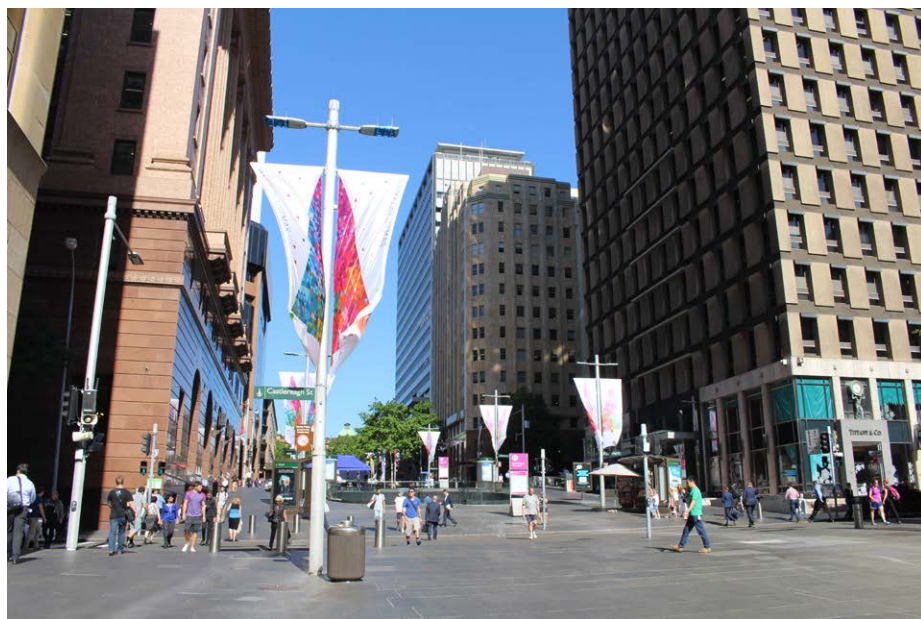
The character of the Chifley Square SCA is defined by its semi-circular urban form, first proposed by John Sulman in 1908. This area is characterised by large-scale high-rise tower buildings interspersed with lower scale development, which follow a curved alignment at lower levels, creating a distinct sense of enclosure for the Square. The curved form of the Square, and the Aurora Place building to the east, visible within this setting, create a “*unique urban landscape within Central Sydney and provide a visual relief and break in the intensely built up area of the financial centre*”.

Key principles for this area, relevant to this assessment, include:

- “(b) *Recognise and enhance Chifley Square as one of the important public open spaces in the heart of the financial centre of the city.*
- (c) *Promote and encourage the use of the space as a destination and meeting place for people.*
- (d) *Interpret the history of the place and its evolution in the design of both public and private domain and create a distinct sense of place inherent in the character of Chifley Square*
- (e) *Reinforce the urban character and distinct sense of enclosure of Chifley Square by:*
  - i. *emphasising and reinforcing the semi-circular geometry of the space;*
  - ii. *requiring new buildings to be integrated with the form of existing buildings; and*
  - iii. *limiting the height of new buildings.”*

In addition, this assessment will consider the general requirements of the DCP. Particularly, this assessment will consider views to and from the public domain, for example, whether the project would “*impede views from the public domain to highly utilised public places ...heritage buildings and monuments including public statues, sculptures and art*”.

More specifically, this assessment will consider if the project would “*maximise street life and... avoid interruptions to views and vistas along streets*” (Clause 3.1.3).



MARTIN PLACE

# 10 MARTIN PLACE STATION

## Existing environment

### Existing environment

The project would be located in the heart of Sydney's financial district, one of the busiest precincts of the city for vehicular and pedestrian movement. The project site is a short walk from some of Sydney's most prominent landmarks and attractions including Martin Place, Hyde Park, and Circular Quay.

This precinct is influenced by central Sydney's most prominent urban plaza, Martin Place. The precinct is traversed by several important civic streets of central Sydney, including Elizabeth, Castlereagh and Hunter Streets, which are lined by office towers, and intermittent mature trees, creating important streetscape vistas.

Castlereagh and Elizabeth Streets run north to south within the central grid of the CBD. Elizabeth Street includes up to six lanes of traffic, including a dedicated bus lane. Castlereagh Street has three lanes of traffic in the vicinity of the site, and wider paved footpaths.

The project occupies two sites located between Pitt and Castlereagh Streets.

#### Northern site

The northernmost site is located on Hunter Street, diagonally opposite Chifley Square. There is currently a fifteen storey office tower on the site with an entry level plaza and retail frontages. The 'P&O Fountain', by acclaimed local sculptor Tom Bass, is integrated into a granite clad landscape wall along the 55 Hunter building. Although not prominent within local views, this fountain adds detail and interest to the streetscape.

In this location the setting of the project is characterised by the unique and historic semi-circular urban form of Chifley Square, including the former Qantas House and Chifley Tower, which follow a curved alignment. These buildings create a distinct sense of enclosure for the Square and this corner of the CBD.

Chifley Square is a heritage asset, listed in the Sydney LEP 2012 as an early 20th Century exercise in city planning to create a new public open space, named after J. B. Chifley, Australia's prominent wartime Prime Minister. The construction of the heritage-listed 1957 former Qantas House at 68-96 Hunter Street was integral to the creation of Chifley Square, and adds to the historical and aesthetic significance of the Square.

Chifley Square itself is enclosed at street level by stairs leading into the colonnaded entrance to Chifley Plaza building. It includes a visually distinctive grid of palms (*Livistona australis*) which extend across the plaza, along the median on Elizabeth Street and across the street to the forecourt of Qantas House. The plaza includes seating, a café, and features an oversized silhouette-like statue of J. B. Chifley.

Richard Johnson Square, located at the corner of Bligh and Hunter Streets, is a historically and culturally important example of 20th century civic planning. The square is a triangular shape space with a couple of trees, a monument and plinth (heritage assets in the Sydney LEP 2012) located on the corner.

Important views in this area include those to and from Chifley Square, views to the curved façade of the former Qantas House, and glimpses to the Sydney Tower which feature in the skyline southward from Elizabeth Street.

#### Southern site

At the southern site the project would be located on Martin Place, between Castlereagh Street and Elizabeth Street, opposite the historic Commonwealth Bank of Australia building, and extend south to include the office tower at 39 Martin Place. This building is approximately 20 storeys high with an entry level plaza, stairs and retail space.

The built form of Martin Place is marked by numerous iconic and identifiable buildings which attract attention and create numerous important vistas.

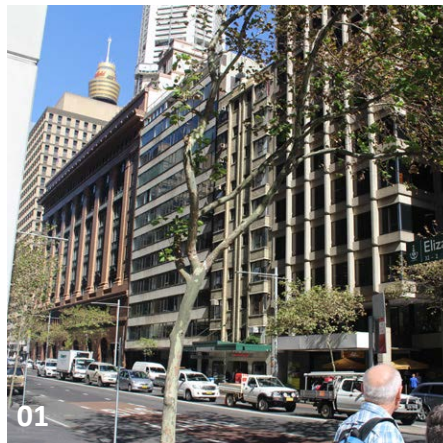


The heritage listed Sydney Hospital group of buildings on Macquarie Street and the Reserve Bank building are features in eastward views along Martin Place. The original General Post Office and clock tower, feature in views westward. The heritage listed former Commonwealth Bank of Australia building and MLC building are located to the north of the project site. The modernist MLC Centre and 'mushroom-shaped' Commercial Traveller's' Association building, designed by Harry Seidler, are both located to the southwest of the project site. Each of these distinctive buildings are visual features within Martin Place. This visual interest creates a grand and stimulating urban environment, reflected in Martin Place's heritage status in the DCP and LEP.

The Cenotaph (war memorial), sculptures, fountains and seating are provided within the public realm, and attract large numbers of people to the plaza. The existing underground railway station is located at the eastern end of Martin Place, accessed via lift and stair structures within the plaza.

A number of London planetrees line Elizabeth, Castlereagh and Hunter Streets, as well as some parts of Martin Place, helping to soften this intensely urban environment.

The contemporary high-rise character of buildings which surround the heritage buildings will be reinforced by a new 33-storey commercial building at 58-60 Martin Place, intended to replace the 1960s Westpac building at the eastern end of Martin Place. Demolition is planned to begin in early 2016.



- 01 VIEW TO SYDNEY TOWER ALONG ELIZABETH STREET
- 02 RICHARD JOHNSON SQUARE
- 03 CURVED FACADE OF QANTAS HOUSE
- 04 COMMONWEALTH BANK OF AUSTRALIA BUILDING FROM MARTIN PLACE
- 05 MARTIN PLACE AT 39 MARTIN PLACE



# 10 MARTIN PLACE STATION

## Character and components of the project

### Character and components of the project

This summary describes the construction and operation phases of the project.

#### ***Northern site***

##### Construction phase

The following structures, equipment and activities are likely to be experienced during construction:

- Establishment of a construction site compound including demolition of the following buildings:
  - 13 storey building at 5 Elizabeth Street and 4-8 Castlereagh Street (Chifley Arcade)
  - 10 storey residential building at 7 Elizabeth Street
  - 17 storey building at 55 Hunter Street
  - 12 storey building at 12 Castlereagh Street
- Removal of the P&O fountain at 55 Hunter Street
- Removal of street trees impacted by the site and for site access including approximately:
  - 3 trees on Hunter Street
  - 3 trees on Castlereagh Street
  - 3 trees on Elizabeth Street
- Open trench construction within the existing road reserve along Hunter Street, Margaret Street, and Napoleon Street to the City North substation (Approximately 1.3km) for a power supply upgrade
- A metal clad acoustic enclosure (approximately 15m in height)
- Hoardings and site fencing surrounding the remaining areas of the construction site
- Possible above ground level construction platforms

- Pedestrian management structures and signage installed to redirect pedestrian flows
- Construction traffic and vehicle access via Hunter and Castlereagh Streets, Elizabeth and Hunter Streets
- Cranes and large plant (e.g. excavators)

Duration of the works at this location would be approximately 5 five years.

It is expected that the construction of this site would require spoil haulage and heavy plant deliveries to be undertaken outside of standard working hours.

##### Operation phase

The following elements and activities are likely to be experienced during the operation of the project.

- Station entries at the corner of Hunter and Castlereagh Streets, and at the corner of Hunter and Elizabeth Streets
- Widened public realm and multiple storey foyer entry would create a broad station entry forecourt on Hunter and Castlereagh Streets
- Active frontages (including future retail tenancies) on Castlereagh Street
- Services located on Elizabeth Street
- Reinstated areas of Castlereagh, Hunter and Elizabeth Streets impacted by the construction

#### ***Southern site***

##### Construction phase

The following structures, equipment and activities are likely to be experienced during construction:

- Establishment of a construction site compound including demolition of the following buildings:
  - 22 storey office tower at 28-42 Castlereagh Street (39 Martin Place)
- Removal of street trees impacted by the site and for site access including

approximately:

- 1 tree on Castlereagh Street
- 1 tree on Elizabeth Street
- Metal clad acoustic enclosure (approximately 15m in height)
- Cranes and large plant (e.g. excavators)
- Possible above ground level construction platforms
- Construction vehicle access via Hunter, Castlereagh and Elizabeth Streets
- Reinstatement of former building site as a temporary pedestrian plaza
- Diversion of pedestrian traffic to the south of Martin Place, across the temporary pedestrian plaza
- Temporary closure, and demolition of Martin Place, between Elizabeth and Castlereagh Streets, including the existing pedestrian underground connection between Castlereagh and Elizabeth Streets

- Reduced width of footpaths on Castlereagh and Elizabeth Streets adjacent to hoardings
- Pedestrian management structures and signage installed to redirect pedestrians.

The duration of construction works at this location would be approximately 5 years.

It is expected that the construction of this site would require spoil haulage and heavy plant deliveries to be undertaken outside of standard working hours.

#### Operation phase

The following elements and activities are likely to be experienced during operation:

- Station entries at the corner of Castlereagh Street and Martin Place, and on Elizabeth Street integrated into future above station development (not within the scope of this assessment)
- Reinstated Martin Place where impacted by construction

- Widened public realm would create a broad station entry forecourt on the corner of Martin Place and Castlereagh Street
- Services located on Elizabeth Street
- Active frontages (including future retail tenancies) on Martin Place and to the south of the site on Castlereagh Street

CHIFLEY SQUARE



## 10 MARTIN PLACE STATION

### Sensitivity levels

#### Sensitivity levels

The following list summarises the landscape and visual sensitivity for the project site and main viewing areas across the study area.

#### *Richard Johnson Square*

Richard Johnson Square is used as a local meeting place and includes trees, seating and a heritage listed monument and plinth. The monument was constructed in the mid-1920s to commemorate the site of the first church erected in Australia and is named after its chaplain, Reverend Richard Johnson. The monument provides visual interest within the surrounding urban townscape. The landscape and views from this square are considered to be of **local sensitivity**.

#### *P&O Fountain*

This brass sculptural fountain was created by the acclaimed local sculptor Tom Bass in the 1960s. It was the subject of a controversial obscenity trial when it featured on the cover of a satirical magazine pretending to be used as a urinal. This sculpture has both artistic and modern historic value, although it is not well known or noticed by local users. The landscape and views to this artwork are considered to be of **local sensitivity**.

#### *Chifley Square*

Chifley Square has historical and aesthetic significance. It is a unique semi-circular urban plaza and provides a public realm function and visual relief in the intensely urban townscape of the financial district of the Sydney CBD. The landscape and views of Chifley Square are considered to be of **regional sensitivity**.

#### *Castlereagh, Hunter and Elizabeth Streets, north of Martin Place*

Castlereagh and Elizabeth Streets are two major north to south aligned streets in the CBD grid. They are intersected by Hunter Street which runs generally east to west. In this location, these streets are predominantly lined by the office towers with retail space, restaurants and cafés at street level. Mature

trees, mostly London planetrees, provide some shade to the street, visually softening this intensely urban environment. These streets are well used by vehicles and pedestrians, and this landscape and views are considered to be of **local sensitivity**.

#### *Martin Place*

Martin Place is a wide urban plaza that connects numerous important civic and financial buildings. It is heavily used by locals, and visitors to the city of Sydney, for events and as a gathering place. It contains numerous historic buildings and monuments, and is a key public transport hub. Due to the heritage significance, high number of users, and value placed on Martin Place by the community, the landscape of this plaza are considered to be of **state sensitivity**. The views from Martin Place, however, can be categorised as primary and secondary views and vistas. Those along Martin Place and to historic and iconic landmarks are considered to be of **state visual sensitivity**, whereas secondary and incidental views to and around Martin Place are considered to be of **regional visual sensitivity**.

#### Assessment of landscape impact

Within the vicinity of the site, the following places have been identified as potentially being impacted by the project:

- Richard Johnson Square
- Chifley Square
- P&O Fountain
- Castlereagh, Hunter and Elizabeth Streets
- Martin Place, and
- Castlereagh and Elizabeth Streets at Martin Place.

The following section summarises the impact identified by the assessment and site observations, including impact during construction and operation.



### ***Richard Johnson Square***

Construction: There would be no direct impact on Richard Johnson Square during construction of the project. However, the impact on footpaths adjacent to the construction site on Castlereagh and Hunter Streets would divert pedestrians to surrounding footpaths and alter the patterns of access to and movement through the Square which is of local sensitivity. Overall it is expected that there would be no perceived change in the landscape quality of Richard Johnson Square, resulting in a **negligible landscape impact** during construction.

Operation: There would be no direct impact on Richard Johnson Square. However, the introduction of a new station in this location would attract pedestrians to surrounding footpaths and alter the patterns of access to and movement through the Square. Overall it is expected that there would be no perceived change in the landscape quality of Richard Johnson Square, resulting in a **negligible landscape impact** during operation.

### ***Chifley Square***

Construction: There would be no direct impact on Chifley Square during construction of the project. The demolition of buildings on the project site and impact on footpaths adjacent to the construction site on Hunter and Elizabeth Streets, however, would divert pedestrians to surrounding footpaths and alter the patterns of access to and movement through Chifley Square. This would not result in a noticeable reduction in the pedestrian accessibility of the square.

Therefore it is expected that there would be no perceived change in the landscape quality of Chifley Square, which is of regional sensitivity, resulting in a **negligible landscape impact** during construction.

Operation: There would be no direct impact on Chifley Square. The proposed station entry would be designed to complement and not detract from the semicircular plaza of Chifley Square. Pedestrian movement between the station and Chifley Square

would be reinstated and future above station development (not within the scope of this assessment) would restore the sense of enclosure which is important to the form of this heritage place. A new station in this location would attract pedestrians to surrounding footpaths and potentially alter the patterns of access to and movement through the Square.

Overall, it is expected that the project would not result in a perceived change in the landscape quality of Chifley Square, which is of regional sensitivity resulting in a **negligible landscape impact** during operation.

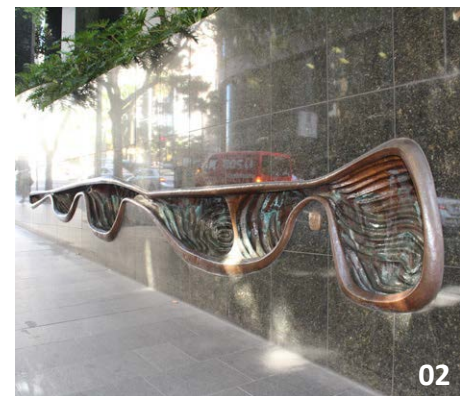
### ***P&O Fountain***

Construction: The P&O fountain would be removed as a part of the demolition of 55 Hunter Street building. The (at least temporary) loss of this artwork would reduce the interest on this streetscape and a local modern historical item of interest would be temporarily lost to the public. Therefore it is expected that there would be a considerable reduction in the landscape quality of the P&O Fountain, which is of local sensitivity, resulting in a **moderate adverse landscape impact** during construction.

Operation: The operational impact on the P&O Fountain would be dependent on the nature of any relocation of the item (refer to Section 16 Mitigation measures).

### ***Castlereagh, Hunter and Elizabeth Streets***

Construction: Parts of Castlereagh, Hunter and Elizabeth Streets would be required as part of the construction sites and for construction vehicle access. This work would include the closure of footpaths during some periods of construction. It is likely that north south and east west pedestrian connectivity within this precinct would be reduced at times and connectivity and legibility in this part of the CBD may be impacted. A number of street trees on Castlereagh and Elizabeth Streets would be removed, reducing the shade cover and altering the character of the street somewhat.



01 CHIFLEY SQUARE  
02 P&O FOUNTAIN

## 10 MARTIN PLACE STATION

### Assessment of landscape impact



01 RICHARD JOHNSON SQUARE



02 HUNTER STREET

It is expected that there would be a noticeable reduction in the landscape quality of this streetscape which is of local sensitivity. This results in a **minor adverse landscape impact** during construction.

Operation: The functioning of this precinct during operation, however, would be improved at street level as a multiple storey foyer entry would create a broad station entry forecourt and expanded public realm on Hunter and Castlereagh Streets. It is expected that there would be a noticeable improvement in the landscape quality of this streetscape which is of local sensitivity. This results in a **minor beneficial landscape impact** during operation.

#### ***Martin Place***

Construction: Martin Place, between Castlereagh and Elizabeth Streets, would be required as a construction site. This work would include the diversion of all east west pedestrian movement away from this important pedestrian plaza. It would also require the removal of the underground pedestrian subway route at Martin Place between Castlereagh and Elizabeth Streets. This would both impact the east west pedestrian connectivity within this precinct, reduce connectivity between the existing Martin Place railway station and areas to the west, and diminish the legibility of this part of the CBD. There would also be a reduced access to open space, as Martin Place is an important civic space. It is expected that there would be a considerable reduction in the landscape quality of this precinct which is of state sensitivity. This results in a **very high adverse landscape impact** during construction.

Operation: At this location the station entry would be integrated into the street level of future above station development (not within the scope of this assessment), with a broad and open entry plaza integrated into the reinstated Martin Place.

The existing building at 39 Martin Place does not contribute positively to the public realm

of Martin Place. Although it includes some retail frontages at street level, a series of stepped entries and walls create a barrier to pedestrian movement and access. The replacement of this poorly designed building, and public realm interface, with one that includes improved active frontages on Martin Place, and a broad and open station entry is expected to improve the permeability, vibrancy and activation of this precinct.

The improved visibility of the station, which would be seen at street level rather than hidden in a below ground concourse, would improve the legibility, connectivity and walkability of this precinct.

Below ground, the pedestrian subways would be reinstated to connect the station with surrounding commercial precincts including restoring the subway which leads from Castlereagh and Elizabeth Streets, connecting with the existing Martin Place Station.

Overall it is expected that there would be a noticeable improvement in the landscape quality of Martin Place which is of state sensitivity, resulting in a **high beneficial landscape impact** during operation.

#### ***Castlereagh and Elizabeth Streets***

Construction: Parts of Castlereagh, Hunter and Elizabeth Streets would be required as part of the construction sites and for construction vehicle access. This work would include the closure of footpaths during some periods of construction. It is likely that north south and east west pedestrian connectivity within this precinct would be reduced at times and connectivity and legibility in this part of the CBD may be impacted. A number of street trees on Castlereagh and Elizabeth Streets would be removed, reducing the shade cover and altering the character of the street somewhat.

It is expected that there would be a noticeable reduction in the landscape quality of this streetscape which is of local sensitivity. This results in a **minor adverse landscape impact** during construction.



**Operation:** The functioning of this precinct would be improved at street level as footpaths on Castlereagh and Elizabeth Streets would address an expanded public realm and a multiple storey foyer entry would create a broad station entry forecourt on Martin Place and Castlereagh Streets. It is expected that there would be a noticeable improvement in the landscape quality of this streetscape which is of local sensitivity. This results in a **minor beneficial landscape impact** during operation.

**Assessment of daytime visual impact**

The following viewpoints were selected as representative of the range of views to the project site.

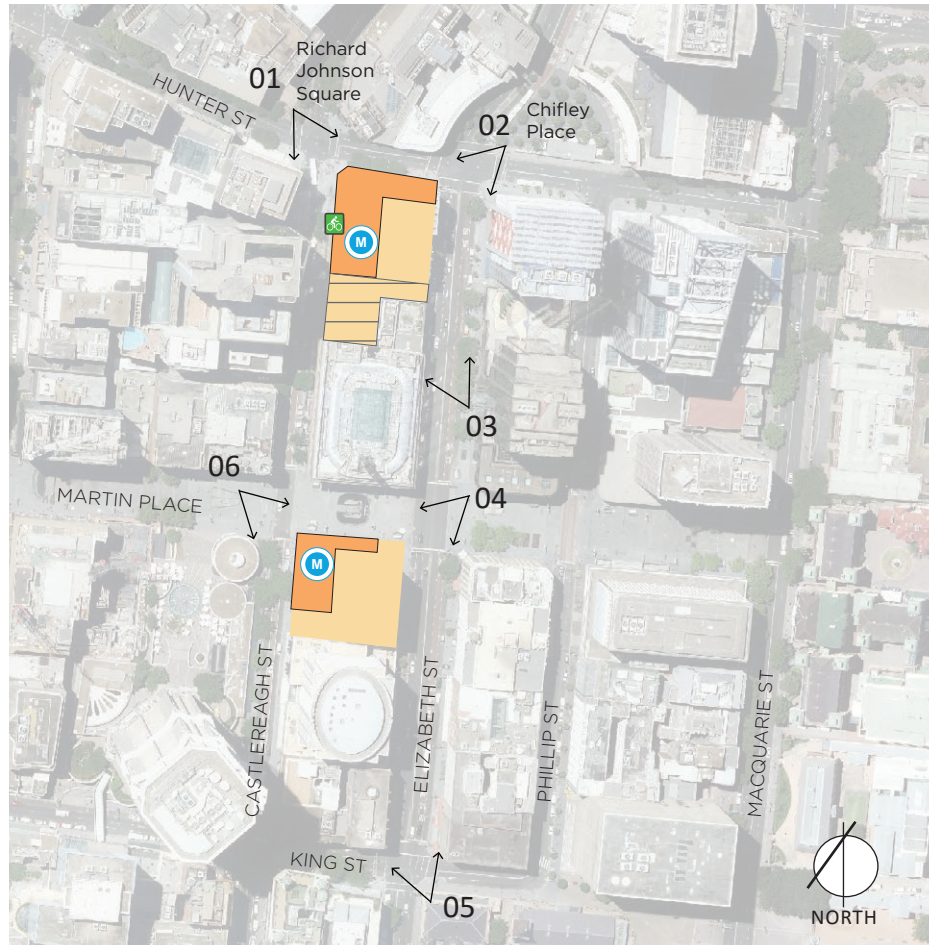
Northern site

- Viewpoint 1: View southeast from Richard Johnson Square
- Viewpoint 2: View southwest from Chifley Square
- Viewpoint 3: View northwest along Elizabeth Street

Southern site

- Viewpoint 4: View southwest towards Martin Place from Elizabeth Street
- Viewpoint 5: View northwest from corner of Elizabeth and King Streets
- Viewpoint 6: View south from Martin Place at Castlereagh Street
- View to power upgrade temporary works

The following sections summarise the daytime visual impact identified in the representative viewpoint assessment and site visit observations.



**KEY**

- Viewpoint location
- Site footprint at street level
- Pedestrian plaza/station lobby
- Metro entry
- Proposed cycle parking
- Services

VIEWPOINT LOCATION PLAN



# 10 MARTIN PLACE STATION

## Assessment of daytime visual impact



01



01A

01 EXISTING VIEW SOUTHEAST FROM RICHARD JOHNSON SQUARE  
01A INDICATIVE EXTENT OF DEMOLITION

### Northern site

#### *Viewpoint 1: View southeast from Richard Johnson Square*

Views from this location are enclosed by modern office towers along Hunter and Castlereagh Streets. At street level, building entries and street trees visually break-up the strong vertical line of the surrounding architecture. The historic sandstone façade of the Commonwealth Bank of Australia building is visible in the background, as is a glimpse to Martin Place to the south (centre, right of view).

Construction: The demolition of a number of high-rise buildings including the 17 storey building at 55 Hunter Street, in the centre of this view, and removal of existing street trees would alter the character of this view. An acoustic enclosure would be established upon the site, visible unobstructed in this view. Construction vehicles would be seen on Hunter and Castlereagh Streets. It is expected that the project would create a noticeable reduction in the amenity of this view, which is of local visual sensitivity, resulting in a **minor adverse visual impact** during construction.

Operation: A station entry point would be seen at the corner of Hunter and Castlereagh Streets, visible at street level with future above station development (not within the scope of this assessment). The predominant alignment of the existing facades would be restored along Hunter and Castlereagh Streets, and would not obstruct the glimpsed view of the facade of the historic Commonwealth Bank of Australia building. Street trees would visually soften this view. It is expected that the project would not create a perceived change in the amenity of this view, resulting in a **negligible visual impact** during operation.

**Viewpoint 02: View southwest from Chifley Square**

Chifley Square is a historically important public open space, enclosed at street level by several heritage buildings and shaded by a visually distinctive grid of palms which extend across the plaza. This view is defined by modern office towers, comprising a mixture of building ages, styles, heights, scale and use of materials. The curved façade of the former Qantas House building and Wentworth House (both historically important post war buildings) provide a strong sense of enclosure to Chifley Square and frame this view to the project site.

**Construction:** The demolition of the high-rise buildings and street trees on Elizabeth and Hunter Streets, would be clearly seen in the centre of the view. An acoustic enclosure would be established on the site and construction vehicles would be seen along both Hunter and Elizabeth Streets and accessing the site via Elizabeth Street. It is expected that the project would create a noticeable reduction in the amenity of this view, which is of regional visual sensitivity, resulting in a **moderate adverse visual impact** during construction.

**Operation:** A station entry would be seen at street level on Elizabeth Street, in the centre of this view. The proposed station entry would not detract from the semicircular plaza of Chifley Square and street trees on Hunter and Elizabeth Streets would restore the sense of enclosure which is important to the character of views from this heritage place. It is expected that the project would not create a perceived change in the amenity of this view, which is of regional sensitivity, resulting in a **negligible visual impact** during operation.



02



02A

- 02 EXISTING VIEW SOUTHWEST FROM CHIFLEY SQUARE
- 02A ARTIST'S IMPRESSION SHOWING PROJECT DURING OPERATION



## 10 MARTIN PLACE STATION

Assessment of daytime  
visual impact



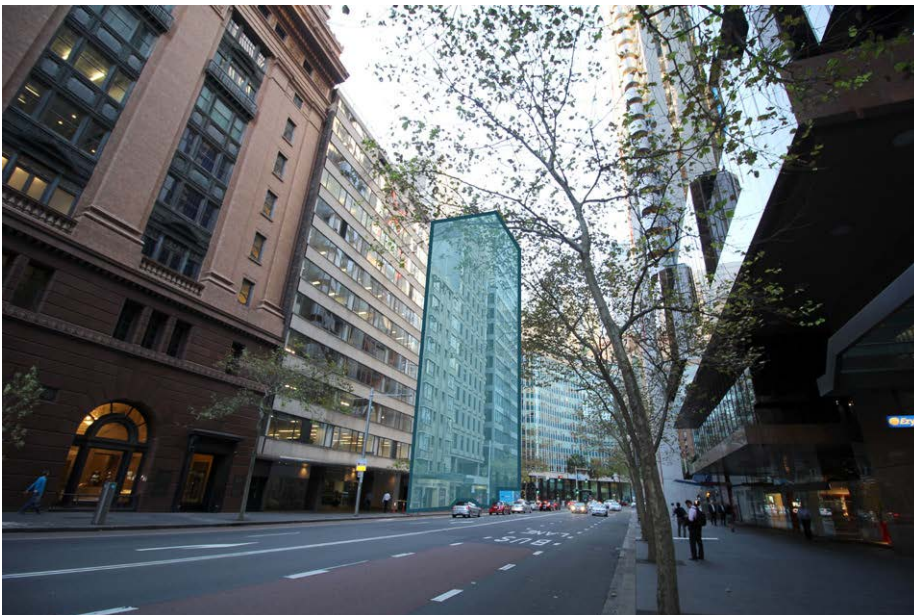
03

### **Viewpoint 03: View northwest along Elizabeth Street**

There is a high level of visual uniformity created by the regular patterning of windows, building setbacks, strong building line and uniform height of the buildings along Elizabeth Street. Decorative historic facades, particularly the sandstone facade of the Commonwealth Bank of Australia building, apartment building at 7 Elizabeth Street, and former Qantas House, contribute to the character of this view. The distinctive curved façade of the former Qantas House terminates this view, drawing the eye towards Chifley Square, that is revealed in views further north on Elizabeth Street. Mature London planetrees provide some softening to this otherwise highly urban view.

Construction: The demolition of three buildings fronting Elizabeth Street would be seen in the middle ground of this view. An acoustic enclosure would be established on the site, seen unobstructed in this view. A construction vehicle entry would be in view on Elizabeth Street and construction vehicles would be seen traveling across this view. It is expected that the project would create a noticeable reduction in the amenity of this view, which is of local sensitivity, resulting in a **minor adverse visual impact** during construction.

Operation: A station entry would be visible at street level on Elizabeth Street at the corner with Hunter Street. Services and an entry to the above station development (not within the scope of this assessment) would be located between the station entry and existing residential building. The predominant alignment of the existing facades would be restored along Elizabeth Street, matching in with the adjacent buildings and restoring the setting of the former Qantas building. It is expected that the project would not create a perceived change in the amenity of this view, resulting in a **negligible visual impact** during operation.



03A

03 EXISTING VIEW NORTHWEST ALONG ELIZABETH STREET

03A INDICATIVE EXTENT OF DEMOLITION



**Southern site**

**Viewpoint 04: View southwest towards Martin Place from Elizabeth Street**

This viewpoint provides direct views across the project site, which includes Martin Place and the rectilinear prominently located 20 storey office tower at 39 Martin Place. Views from this location are influenced by the verticality of office buildings lining both Martin Place and Elizabeth Street, and include the ‘mushroom-shaped’ Commercial Traveller’s Association building and General Post Office and clock tower, a focal point in the view along Martin Place. Elizabeth Street is aligned across this view, and is a wide, heavily trafficked urban artery visually softened with the occasional street tree. The pedestrianised Martin Place, is wide and open in this view, visually cluttered with two rows of twin flagpole banners, light poles, signage, concession stands, and heavily used by pedestrians.

Construction: The demolition of the 20 storey office tower at 39 Martin Place, which is visually prominent from Martin Place, would be visible in the middle ground of this view. An acoustic enclosure would be established across the construction site, and seen beyond Martin Place. This site would include a construction vehicle access point on Elizabeth Street.

The construction site would then extend across the view, enclosing Martin Place in site perimeter hoarding, seen in the middle ground to foreground of this view. This construction site would include an access point on Elizabeth Street and construction vehicles traveling across the view along Elizabeth Street. This construction site would obstruct views along Martin Place to the GPO clock tower and the ‘mushroom’ shaped Commercial Traveller’s building to the west (right of view).

The construction site would move again to the site of the former 39 Martin Place, so that the view would include the reinstated Martin Place in the foreground, and the



04

construction of the station entry at street level, enclosed by hoarding and with construction vehicle access on Elizabeth Street.

As this view is considered to be of state visual sensitivity, and the considerable reduction in visual amenity that would be experienced in views from this location throughout construction, it is expected that there would be a **very high adverse visual impact** during construction.

Operation: A station entry would be seen addressing Martin Place, visible in the middle ground of the view, with future above station development (not within the scope of this assessment). The southern built edge of Martin Place would be restored, with retail frontages seen at the corner of Martin Place and Elizabeth Street. Martin Place itself would be reinstated with an open and uncluttered forecourt that would be visually integrated with the station entry. It is expected that the project would create a noticeable improvement in the amenity of this view, resulting in a **high beneficial visual impact** during operation.



04A

04 EXISTING VIEW TOWARDS MARTIN PLACE FROM ELIZABETH STREET

04A INDICATIVE EXTENT OF DEMOLITION

## 10 MARTIN PLACE STATION

Assessment of daytime  
visual impact



05

### *Viewpoint 05: View northwest from the corner of Elizabeth and King Streets*

In this location the townscape is defined by a mix of historic facades and modern commercial office tower development. There is a high level of visual uniformity created by the regular patterning of windows, building setbacks, footpath width and repetition of street trees. A consistent building line and height of the office towers creates a strong sense of visual enclosure. The decorative historic facades, particularly the sandstone facades (including the former GIO, APA and Commonwealth Bank of Australia buildings), contribute to the character of this precinct. Elizabeth Street is a wide, busy and highly urban streetscape, including five lanes of two-directional traffic.

From this location the project site is clearly visible, partly obstructed by the BNP Paribas Centre building (at 60 Castlereagh Street) in the middle ground of this view. The project's northern site, at Hunter Street, is also visible, glimpsed in the background of this view, beyond the Commonwealth Bank of Australia building.

Construction: The demolition of the building at 39 Martin Place and adjacent street trees would be clearly seen in this view. An acoustic enclosure would be established on the site incorporating a site access point on Elizabeth Street. Construction vehicles would be seen accessing the site via Elizabeth Street in the middle ground of the view. Demolition and establishment of an acoustic enclosure on the northern site would be visible in the far background of the view. It is expected that the project would create a noticeable reduction in the amenity of this view, which is of local visual sensitivity, resulting in a **minor adverse visual impact** during construction.

Operation: In the middle ground of this view a small glimpse to the retail on Martin Place and services would be seen, filtered by street trees along Elizabeth Street. It is possible that glimpses to the project at Elizabeth Street would be visible in the distant background,



05A

05 EXISTING VIEW NORTH FROM CORNER OF ELIZABETH AND KING STREETS

05A INDICATIVE EXTENT OF DEMOLITION



blending into the surrounding townscape. It is expected that the project would not create a perceived change in the amenity of this view, resulting in a **negligible visual impact** during operation.

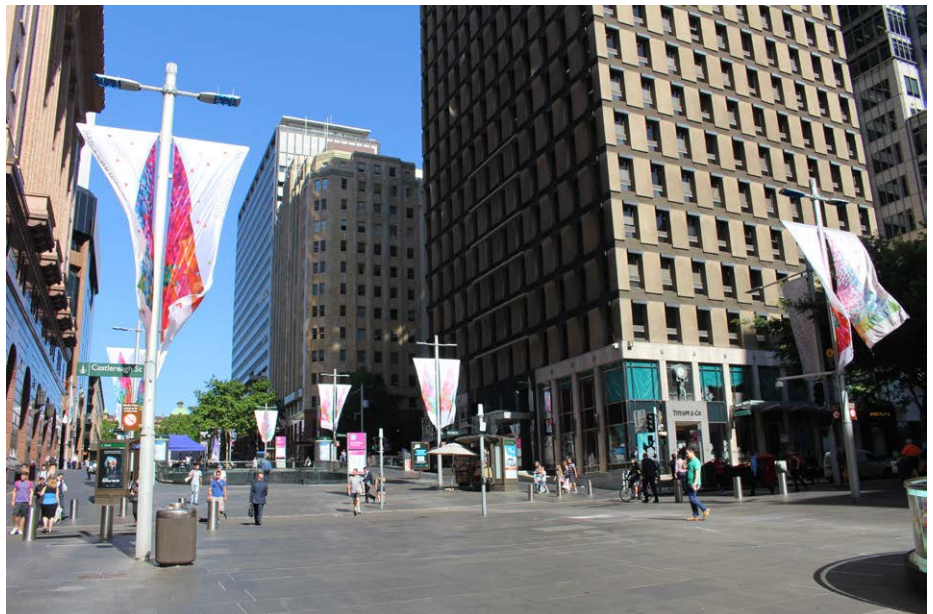
**Viewpoint 06: View south from Martin Place at Castlereagh Street**

This view includes the project site in the fore and middle ground of the view. The rectilinear 20 storey office tower at 39 Martin Place can be seen with retail and stairs at its base. Views from this location are influenced by the verticality of office buildings lining both Martin Place and Castlereagh Street, and visual landmarks including the ‘mushroom-shaped’ Commercial Traveller’s Association building and MLC Centre building. Castlereagh Street is aligned across this view, and is a wide, heavily trafficked urban artery visually softened with the occasional street tree. The pedestrianised Martin Place is wide and open in this view, including some furnishings including twin flagpole banners, light poles, signage, concession stands, and the below ground retail entry. A number of London planetrees line Castlereagh Street, softening this intensely urban townscape.

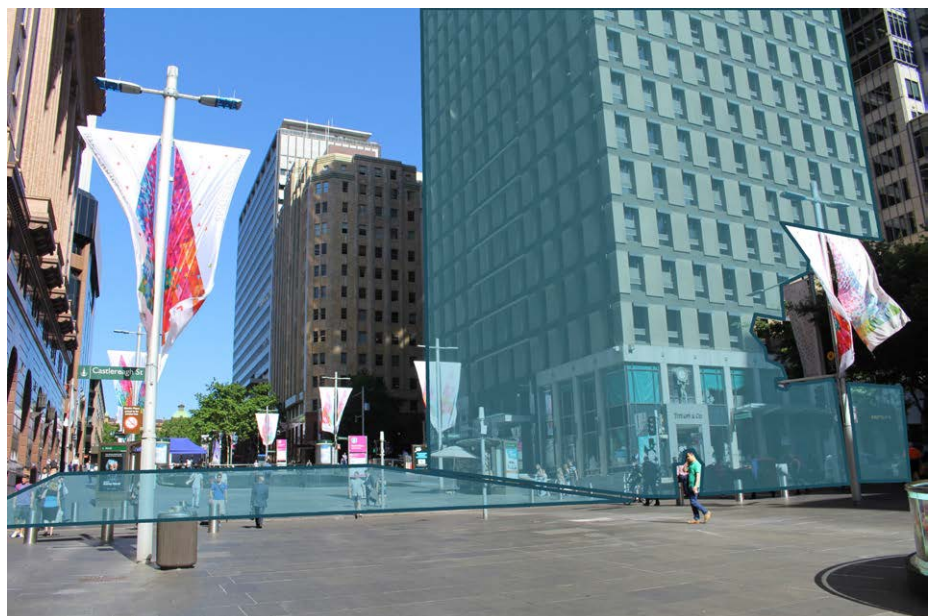
Construction: A construction site would be established and the prominent 20 storey office tower at 39 Martin Place would be demolished. The work would extend across the view and be seen unobstructed across Martin Place.

An acoustic enclosure would be established on the site, rising approximately 15 metres in height. Construction vehicles would be seen accessing the site and traveling via Castlereagh Street in the middle ground of this view.

The construction site would then extend across the middle ground of this view, enclosing Martin Place. This construction site would be surrounded in hoarding and include a construction site access point on Castlereagh Street. This construction site would obstruct views across Martin Place.



06



06A

06 EXISTING VIEW SOUTH FROM MARTIN PLACE AT CASTLEREAGH STREET  
06A INDICATIVE EXTENT OF DEMOLITION



## 10 MARTIN PLACE STATION

Assessment of daytime  
visual impact



06B

06B ARTIST'S IMPRESSION SHOWING PROJECT  
DURING OPERATION

The construction site would move again to the site of the former 39 Martin Place, so that the view would include the reinstated Martin Place in the foreground and the construction of the street level station entry, surrounded by hoarding and with construction vehicle access and vehicle movement via Castlereagh Street, seen in the middle ground of the view.

As this view is considered to be of state visual sensitivity, and due to the considerable reduction in visual amenity that would be experienced in views from this location throughout construction, it is expected that there would be a **very high adverse visual impact** during construction.

Operation: A station entry would be seen addressing Martin Place in the middle ground of the view. The southern built edge of Martin Place would be restored, with retail frontages seen to the east (left of the view) at the corner of Martin Place and Elizabeth Street, and the station entry foyer creating a light and open edge to the plaza. Martin Place itself would be reinstated with a coordinated urban design between the plaza and station entry concourse.

It is expected that the project would create a noticeable improvement in the amenity of this view, resulting in a **high beneficial visual impact** during operation.



# 10 MARTIN PLACE STATION

Assessment of daytime visual impact



POWER UPGRADE ALIGNMENT

## Views to power upgrade temporary works, Pyrmont option

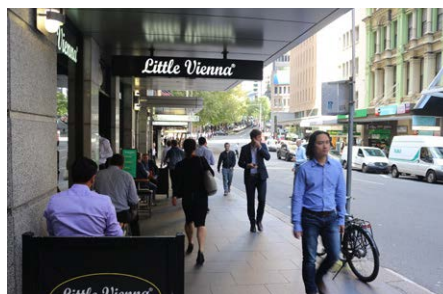
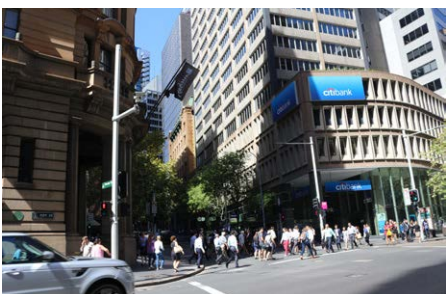
The power upgrade would require temporary works within the road corridor leading from the site west along Hunter Street, north along George Street, and west along Margaret and Napoleon Streets.

Hunter, George and Margaret Streets are major vehicular routes through the CBD. These streets include numerous modern high-rise towers and intermittent historic facades, heritage buildings, and monuments. The trees at Wynyard Park and street trees provide visual relief within this highly urban landscape. In a number of locations along the route, cafes with seating adjacent and extending onto the footpath.

**Construction:** Views may include some road and footpath closures to accommodate the temporary trenching works. The existing parkland and street trees would be retained.

It is expected, due to the scale of these works, that the project would create a noticeable reduction in the visual amenity of views from these streets and adjacent properties. Views along this route are of local visual sensitivity, resulting in a **minor adverse visual impact** during construction.

**Operation:** There would be no permanent project elements visible along this route.



POWER UPGRADE ALIGNMENT VIEWS ALONG (L-R) HUNTER STREET, MARGARET STREET, NAPOLEON STREET

### Assessment of night time visual impact

The setting of the Martin Place Station works is considered to be an area of **E4: High district brightness**. This is due to its brightly lit CBD location where there is 24 hour activity and lighting from surrounding buildings, urban plazas and streets creating both direct light sources and a general skyglow around the project site.

#### Northern site

Construction: It is expected that there would be night works required at this location during construction. The acoustic enclosure would contain much of the light from within the construction site. However there would be 24 hour deliveries and spoil haulage accompanied by traffic control crews with lit truck mounted crash attenuator vehicles and lighting. This would result in the site, as well as adjacent areas extending along Castlereagh, Hunter and Elizabeth Streets, being more brightly lit than the existing setting. This lighting would include both static construction site and task illumination and rotating beacon lights mounted on vehicles.

It is expected that this lighting would create a noticeable reduction in the amenity of views in this area of high district brightness, from surrounding streets and potentially from adjacent residential buildings on Elizabeth Street. This impact is due particularly to the rotating beacon lights which have a warning function and would contrast visually with the traffic and building light sources typical of this setting. It is therefore expected that the project would result in a **negligible visual impact** during evening hours.

Operation: The station entry on Hunter, Castlereagh and Elizabeth Streets would be brightly lit 24 hours a day to accommodate station activities and for security after hours. This lighting would be consistent with the surrounding high district brightness environment.

Therefore, it is expected that the lighting of the project during operation would not create a perceived change in the amenity of this areas, resulting in a **negligible visual impact** for this area during evening hours.

#### Southern site

Construction: It is expected that there would be night works required at this location during construction. The acoustic enclosures would contain much of the light from within the construction site. However, there would be 24 hour deliveries and spoil haulage accompanied by traffic control crews with lit truck mounted crash attenuator vehicles and lighting. The site, as well as adjacent areas extending along Castlereagh and Elizabeth Streets, would be more brightly lit than the existing site due to this activity. There are other construction sites on Martin Place, which require similar night time access.

It is therefore expected that this lighting would create a noticeable reduction in the amenity of views in this area of high district brightness. This would result in a **negligible visual impact** during evening hours.

Operation: The station entry on Martin Place would be brightly lit 24 hours a day to accommodate station activities and for security after hours. This lighting would be consistent with the surrounding high district brightness environment. It is expected that during operation the lighting of the project would not create a perceived change in visual amenity, resulting in a **negligible visual impact** for this area during evening hours.



## 10 MARTIN PLACE STATION

### Summary of impact

#### Summary of impact

##### *Landscape impact*

During construction the project would result in a **minor adverse landscape impact** on Hunter, Castlereagh and Elizabeth Streets in the vicinity of the project sites. Furthermore, the removal of the P&O Fountain would result in a **moderate adverse landscape impact**.

There would be a **very high adverse landscape impact** on Martin Place during construction due to the diversion of pedestrian movement on these streets and a portion of Martin Place during construction, as well as the loss of trees and plaza space for community use.

During operation there would be a **minor beneficial landscape impact** on Hunter, Castlereagh and Elizabeth Streets where they surround the project site. The improvements to Martin Place would create a **high beneficial landscape impact** due to the integration of the station with Martin Place, and improvements to legibility and accessibility in particular.

##### *Visual impact*

There would be a range of visual impact experienced during construction. This would include adverse impact on views from the surrounding streets and public squares, including: **minor adverse** impact in views from Richard John Square, **moderate adverse** impact from Chifley Square, and **very high adverse visual impact** from Martin Place.

The impact during construction are primarily derived from the demolition of buildings and the establishment of acoustic enclosures. The highly sensitive nature of views within this precinct result in higher visual impact.

There would also be temporary **minor adverse visual impact** experienced during the power upgrade works on Hunter, Margaret, George and Napoleon Streets.

During operation there would be **high beneficial impact** on views in the vicinity of Martin Place, as the design offers an improvement to the current views in this area.

At night there would be **negligible visual impact** during construction and operation. This is due to the enclosure of light within the acoustic enclosures and the surrounding setting of **E4: High district brightness** environment.

The following tables summarise the impact of the project.

**Landscape impact**

No	Location	Sensitivity	Construction		Operations	
			Modification	Impact	Modification	Impact
1	Richard Johnson Square	Local	No perceived change	Negligible	No perceived change	Negligible
2	Chifley Square	Regional	No perceived change	Negligible	No perceived change	Negligible
3	P&O Fountain	Local	Considerable reduction	Moderate adverse	N/A	N/A
4	Castlereagh, Hunter and Elizabeth Streets	Local	Noticeable reduction	Minor adverse	Noticeable improvement	Minor beneficial
5	Martin Place	State	Considerable reduction	Very high adverse	Noticeable improvement	High beneficial
6	Castlereagh and Elizabeth Street at Martin Place	Local	Noticeable reduction	Minor adverse	Noticeable improvement	Minor beneficial

**Day time visual impact**

No	Location	Sensitivity	Construction		Operations	
			Modification	Impact	Modification	Impact
	Northern site					
1	View southeast from Richard John Square	Local	Noticeable reduction	Minor adverse	No perceived change	Negligible
2	View southwest from Chifley Square	Regional	Noticeable reduction	Moderate adverse	No perceived change	Negligible
3	View northwest along Elizabeth Street	Local	Noticeable reduction	Minor adverse	No perceived change	Negligible
	Southern site					
4	View southwest towards Martin Place from Elizabeth Street	State	Considerable reduction	Very high adverse	Noticeable improvement	High beneficial
5	View northwest from corner of Elizabeth and King Streets	Local	Noticeable reduction	Minor adverse	No perceived change	Negligible
6	View south from Martin Place at Castlereagh Street	State	Considerable reduction	Very high adverse	Noticeable improvement	High beneficial
	Views to power upgrade temporary works	Local	Noticeable reduction	Minor adverse	N/A	N/A

**Night time visual impact**

No	Location	Sensitivity	Construction		Operations	
			Modification	Impact	Modification	Impact
1	Northern site	E4: High district brightness	Noticeable reduction	Negligible	No perceived change	Negligible
2	Southern site	E4: High district brightness	Noticeable reduction	Negligible	No perceived change	Negligible

# 11 PITT STREET STATION

## Planning context

The project includes two sites for Pitt Street Station situated between Pitt and Castlereagh Streets. The northern site would be located to the north of Park Street, and the southern site would be located to the south of Bathurst Street.



SITE LOCATION

### Planning context

The following review identifies key documents which provide the planning context for the proposed Pitt Street station.

#### **Sydney Local Environmental Plan, City of Sydney, 2012**

The project area is adjacent to a number of heritage sites including the 'National Building' (248A–250 Pitt Street), the 'Masonic Club' (169–173 Castlereagh Street), Edinburgh Castle Hotel (294–294B Pitt Street) and the Metropolitan Fire Brigade building (211–217 Castlereagh Street). This assessment will therefore need to consider the "settings and views" of these heritage items under the Heritage Conservation Clause (5.10).

The site is primarily zoned B8 Metropolitan Centre, the objectives of this zone that are relevant to this assessment include: "To encourage the use of alternatives to private motor vehicles, such as public transport, walking or cycling. [and] ... To promote uses with active street frontages on main streets and on streets in which buildings are used primarily (at street level) for the purposes of retail premises."

Hyde Park, to the east, is zoned RE1 Public Recreation. The relevant objectives of this zone include: "To provide a range of recreational settings and activities and compatible land uses. ... To provide links between open space areas. [and] ... To retain and promote access by members of the public to areas in the public domain"

#### **Sydney Development Control Plan (DCP), City of Sydney, 2012**

The Sydney DCP identifies a number of Special Character Areas (SCAs). Although the project is not located within a SCA, it is located in close proximity to the Sydney Square/Town Hall and St Andrews SCA, College Street/Hyde Park SCA and Pitt Street SCA.

The key principles of these SCAs have been reviewed and as they specifically relate to the area within each SCA, are not relevant to this precinct assessment.

This assessment will however consider views to and from the public domain, for example, whether the project would "impede views from the public domain to highly utilised public places ... heritage buildings and monuments including public statues, sculptures and art". Furthermore, this assessment will consider if the project would "maximise street life and... avoid interruptions to views and vistas along streets" (Clause 3.1.3).

The DCP also considers urban vegetation to be one of the City's "most important assets". The project mitigation strategy will need to ensure "tree canopy cover is considered ... and provided appropriately", as required by Clause 3.5.2.

#### **Town Hall Precinct + Square Urban Design Study, for City of Sydney by Tony Caro Architects, 2010**

The project is located in close proximity to the proposed Town Hall Square project. This study proposes the creation of a civic square opposite Town Hall with the removal of existing buildings. This new public realm would be continuous across George Street to create a new square opposite the Town Hall, surrounded by retail at street level. This square would extend from George Street along Park Street, with construction works likely to include the removal of buildings on Pitt Street, opposite the project site.



**Existing environment**

The project is located within the grid of the Sydney CBD, in one of the busiest parts of the city for vehicular and pedestrian movement. The project site is a short walk, and in view of, some of Sydney's most prominent landmarks and attractions. The project occupies two sites located between Pitt and Castlereagh Streets.

Northern site

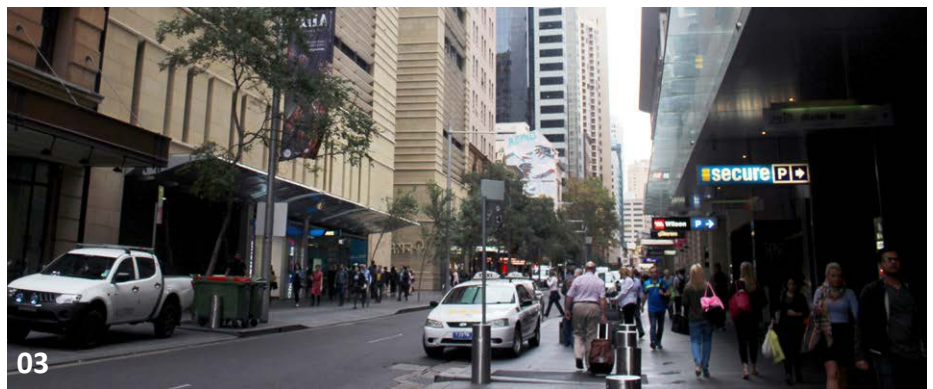
The northernmost site is located on Park Street. Pitt, Castlereagh and Park Streets link several city landmarks including Hyde Park, Town Hall and the Pitt Street Mall. Park Street is the most heavily trafficked, including six lanes, two of which are dedicated bus lanes.

In this area, the streets are lined by a mixture of low and high-rise office, commercial and apartment buildings, of varying ages and styles. They mostly include retail space, restaurants and cafés at street level. At the corner of Pitt and Park Streets, and extending somewhat up Pitt Street, there are a number of 4-6 storey buildings with decorative historic facades. A number of these are constructed from stone, brick and masonry, and in 'Victorian' and 'Art Deco' styles.

These streets are flanked by fully paved footpaths, from building to kerb, with intermittent awnings, and are heavily used by pedestrians throughout the day. To the north of Park Street, the footpaths on Pitt Street widen in lieu of on street parking, to accommodate the large volumes of pedestrians moving north towards the Pitt Street Mall.

Several small mature trees are located on Park and Pitt Streets, which provide some shade and softening to this intensely urban environment.

- 01 HISTORIC CRITERION HOTEL
- 02 PEDESTRIAN LANEWAY OFF PITT STREET
- 03 PITT STREET
- 04 CONSTRUCTION SITE ON THE CORNER OF BATHURST AND CASTLEREAGH STREETS
- 05 THE HYDE PARK OBELISK



## 11 PITT STREET STATION

### Character and components of the project

Important views within this area include those to the east along Park Street to and from Hyde Park, views north along Castlereagh Street to the Sydney Tower, views to the rear of The Great Synagogue, and glimpsed views west along Park Street to Town Hall.

#### Southern site

In the south, the project site is located at the intersection of Bathurst, Pitt and Castlereagh Streets. Bathurst and Castlereagh Streets include four lanes of traffic, including a dedicated bus lane on Castlereagh Street. Pitt Street includes four lanes of traffic, reducing to two lanes north of Bathurst Street.

In this area the streets are lined by a mixture of low and high-rise office, commercial and apartment buildings of varying ages and styles. There are a scattering of retail, restaurants and cafés at street level, alongside service entries and office building entries. At the corner of Pitt and Bathurst Streets, and scattered along Pitt, Bathurst and Castlereagh Streets, there are a number of 4-6 storey buildings with decorative historic facades. A number of these buildings have stone, brick and masonry facades in the 'Victorian', 'Georgian' and 'Art Deco' styles.

These streets link several city landmarks including St Andrew's Cathedral in the west, Hyde Park to the east, and World Square in the south. In this area the streets are flanked by fully paved footpaths, from building to kerb, with intermittent awnings, and are heavily used by pedestrians throughout the day.

There are no street trees adjacent to the project site, with some trees to the east and west on Bathurst Street, to the north and opposite the project site on Pitt Street.

The Edinburgh Hotel is a local visual feature on the southeastern corner of Pitt and Bathurst Streets. It is a three storey hotel of Inter War Georgian Style and has been trading as a hotel since the 1860s. This building has 'aesthetic significance' due to its contribution as a landmark building.

Important views include those along Bathurst Street to Hyde Park and its Obelisk (identified as a primary vista in the Hyde Park Plan of Management, 2006), views west towards the St Andrew's Cathedral and views to the distinctive historic brick façade of the 'Edinburgh Castle Hotel' on the corner of Pitt and Bathurst Streets.

It is likely that in the future, Council's vision for a new square opposite the Town Hall, between George and Pitt Streets, will be realised. This would strengthen views towards the Town Hall and increase the activation of the surrounding streets as a focal point for the civic life of the City.

A development project in this precinct which is likely to influence the existing visual setting includes the 66-storey 'Greenland Centre' apartment tower proposed at the corner of Pitt and Bathurst Streets, which will be Sydney's tallest residential tower. Similarly, 'The Castlereagh' apartments are currently under construction at the corner of Castlereagh and Bathurst Streets.

### **Character and components of the project**

This summary describes the construction and operation phases of the project.

#### ***Northern site***

#### Construction phase

The following structures, equipment and activities are likely to be experienced during construction:

- Establishment of a construction site compound, including demolition of the following buildings:
  - 14 storey commercial tower at 175 Castlereagh Street
  - 6 storey corner building at 48 Park Street ('The Windsor on the Park')
  - 3 storey terrace buildings at 40-46 Park Street
  - 3-4 storey terrace (Hungry Jack's) 252-254 Pitt Street



- 4 storey building (McDonald's) 256 Pitt Street
- Removal of street trees impacted by the site and for site access including approximately:
  - 4 trees on Pitt Street
  - 6 trees on Park Street
- Open trench construction within the existing road reserve for a power supply upgrade either:
  - Along Park Street, Druitt Street, under the Western Distributor Freeway (through Darling Harbour), and along Pyrmont Street to the Pyrmont substation (Approximately 1.7km)
  - Along Pitt Street, Campbell Street, Mary Street, Albion Street to the Surry Hills substation (Approximately 1.5km)
- A metal clad acoustic enclosure (approximately 15m in height)
- Hoardings surrounding the remaining areas of the construction site
- Footpaths on Pitt and Castlereagh Streets adjacent to hoarding would be reduced in width
- Construction traffic and site access via Castlereagh Street and Pitt Streets
- Mobile cranes and other construction equipment within the site.

The duration of construction works at this location would be approximately 4-5 years.

It is expected that the construction of this site would require spoil haulage and heavy plant deliveries to be undertaken outside of standard working hours.

#### Operation phase

The following elements and activities are likely to be experienced during the operation of the project:

- Station entry located on Park Street and via retail arcades from Castlereagh and Pitt Streets

- Services located on Pitt Street
- Active frontages (including future retail tenancies) along Pitt, Park and Castlereagh Streets
- Reinstated areas of Pitt, Park and Castlereagh Streets impacted by construction including street trees.

#### ***Southern site***

##### Construction phase

The following structures, equipment and activities are likely to be experienced during construction:

- Establishment of a construction site compound, including demolition of the following buildings:
  - 3 storey commercial building at 131-135 Bathurst Street
  - 8-9 storey commercial building at 125-129 Bathurst Street
  - 8 storey building (Metro Motel) at 296-300 Pitt Street
  - 6 storey building (Druids House) at 302 Pitt Street
- Mobile cranes and other construction equipment within the site
- A metal clad acoustic enclosure (approximately 15m in height) on Pitt Street
- Hoarding surrounding the remaining areas of the construction site
- Footpaths on Pitt and Bathurst Streets adjacent to hoarding would be reduced in width
- Construction traffic and site access via Pitt and Bathurst Streets.

The duration of construction works at this location would be approximately 4-5 years.

It is expected that the construction of this site would require spoil haulage and heavy plant deliveries to be undertaken outside of standard working hours.



EDINBURGH CASTLE HOTEL

##### Operation phase

The following elements and activities are likely to be experienced during operation:

- Station entry on Bathurst Street
- Services located on Pitt Street
- Reinstated footpaths on Bathurst and Pitt Streets

# 11 PITT STREET STATION

## Sensitivity levels

### ***Hyde Park Plan of Management and Master Plan, City of Sydney, 2006***

This document provides a comprehensive plan of management and master plan as the basis on which all future design, planning and management of Hyde Park will be developed.

Parkwide Strategy No.10 *'Views and Vistas within and Outside the Park'* identifies a number of 'primary' and 'secondary' vistas. A 'primary' vista is identified from the park along Bathurst Street, towards the project site; and a 'secondary' vista is identified between Hyde Park and The Great Synagogue on Elizabeth Street, also in the vicinity of the project.

In relation to these vistas, the plan states: *"Maintain unobstructed vistas between the park and significant buildings, monuments and streets on the park's boundaries (e.g. St Mary's Cathedral, the Obelisk, Macquarie Street)"*

### **Sensitivity levels**

The following list summarises the landscape and visual sensitivity for the project site and main viewing areas across the study area.

#### ***Pitt, Park, Castlereagh and Bathurst Streets***

The project interfaces with four of central Sydney's major pedestrian and traffic arteries. These streetscapes attract large numbers of vehicles and pedestrians. These streets are also influenced by some of Sydney's most important heritage buildings, monuments and open spaces including St Andrews Cathedral, Town Hall, and Hyde Park, which increase the value placed on views and these streetscapes. The landscape and views of Pitt, Park, Castlereagh and Bathurst Streets are therefore considered to be of **local sensitivity**.

#### ***Hyde Park***

The project is within view of Hyde Park. Hyde Park is an important historic landscape, and recreational resource within the city. It is a gathering place, highly valued by its users, has a State Heritage Listing, and includes many designed views and visual features. The

landscape of Hyde Park is considered to be of **state sensitivity**. The views from Hyde Park, however, are identified within the Hyde Park Plan of Management as being categorised as primary and secondary. It is therefore considered that primary views and vistas from and within Hyde Park are of **state visual sensitivity**, whereas secondary and incidental views to and from the park are considered to be of **regional visual sensitivity**.

### **Assessment of landscape impact**

In the vicinity of the project, the following places have been identified as potentially being impacted by the project:

- Pitt, Park and Castlereagh Streets, and
- Pitt and Bathurst Streets.

The following section summarises the impact identified by the assessment and site observations. This includes impact during construction and operation.

#### ***Pitt, Park and Castlereagh Streets***

**Construction:** Parts of Pitt, Park and Castlereagh Streets would be required as part of the construction site and for construction vehicle access. This work would include the closure of footpaths during some periods of construction. It is likely that north south and east west pedestrian connectivity within this precinct would be reduced at times and connectivity and legibility in this part of the CBD may be impacted. A number of street trees on Park Street, between Pitt and Castlereagh Streets, would be removed, reducing the shade cover and altering the character of the street.

It is expected that there would be a noticeable reduction in the landscape quality of this streetscape which is of local sensitivity. This results in a **minor adverse landscape impact** during construction.

**Operation:** The functioning of this precinct during operation, however, would be improved somewhat as at street level there would be reinstated footpaths, increased permeability, street level activation, and clear station entry points.

It is expected that there would be a noticeable improvement in the landscape quality of this streetscape which is of local sensitivity. This results in a **minor beneficial landscape impact** during construction.

***Pitt, Bathurst and Castlereagh Streets***

**Construction:** Parts of Pitt, Bathurst and Castlereagh Streets would be required as part of the construction site and for construction vehicle access. This work would require the closure of footpaths during some periods of construction. It is likely that north south and east west connectivity within this precinct would be diverted at times and connectivity and legibility in this part of the CBD may be impacted. A number of street trees between Pitt and Castlereagh Streets would be removed, reducing the shade cover and altering the comfort level for pedestrians somewhat. It is expected that there would be a noticeable reduction in the landscape quality of this streetscape which is of local sensitivity. This results in a **minor adverse landscape impact** during construction.

**Operation:** The functioning of this precinct during operation would, however, be improved as at street level there would be reinstated footpaths, increased permeability, street level activation, and clear station entry points. It is expected that there would be a noticeable improvement in the landscape quality and urban design of this streetscape which is of local sensitivity. This results in a **minor beneficial landscape impact** during operation.

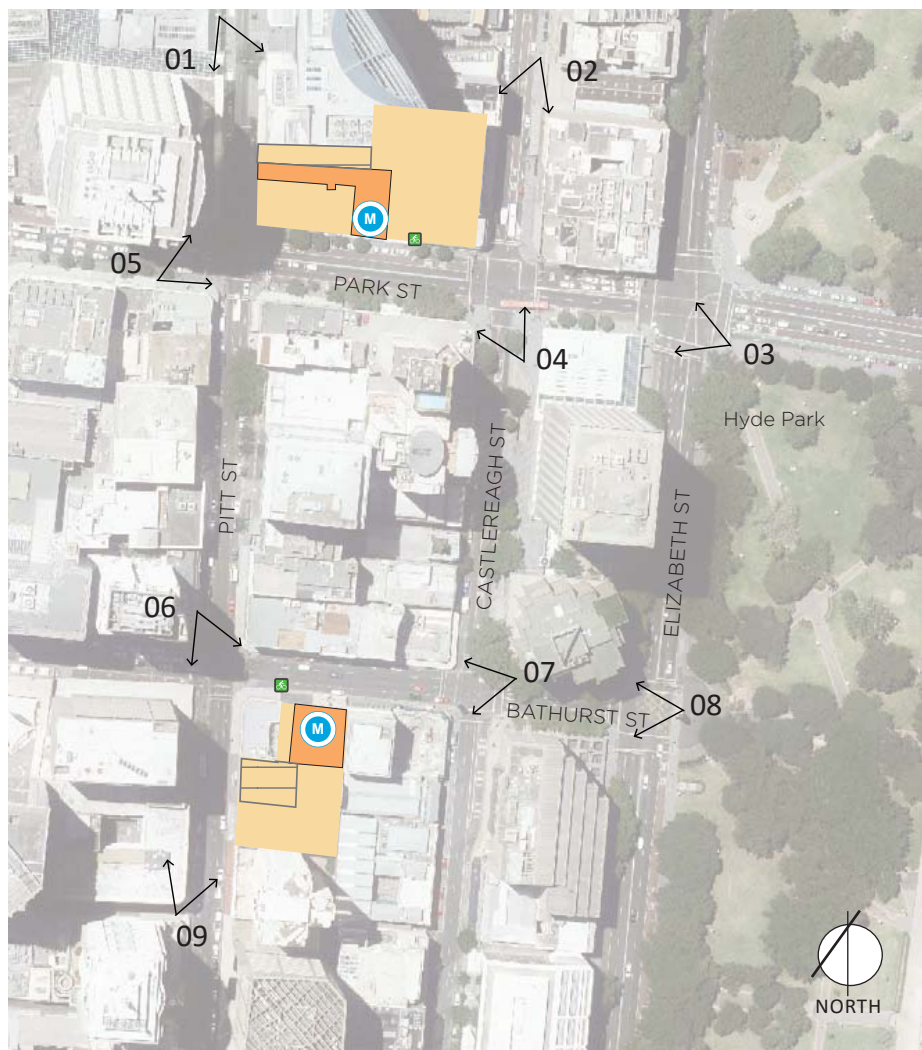


- 01 PARK STREET VIEW TO TOWN HALL
- 02 ELIZABETH STREET VIEW TO THE GREAT SYNAGOGUE
- 02 VIEW ALONG BATHURST STREET TO THE EDINBURGH CASTLE HOTEL AND OBELISK IN HYDE PARK



# 11 PITT STREET STATION

## Assessment of daytime visual impact



### Assessment of daytime visual impact

The following viewpoints were selected as representative of the range of views to the site and the proposed development.

#### Northern site:







- Viewpoint 1: View southeast along Pitt Street
- Viewpoint 2: View south along Castlereagh Street
- Viewpoint 3: View northwest from Hyde Park at the corner of Park and Elizabeth Streets
- Viewpoint 4: View northwest at the corner of Castlereagh and Park Streets
- Viewpoint 5: View northeast at the corner of Park and Pitt Streets

#### Southern site:

- Viewpoint 6: View southeast along Pitt Street
- Viewpoint 7: View west along Bathurst Street
- Viewpoint 8: View west along Bathurst Street from Hyde Park
- Viewpoint 9: View north along Pitt Street
- Views to power upgrade temporary works, Pyrmont
- Views to power upgrade temporary works, Surry Hills

The following sections summarise the daytime visual impact identified in the representative viewpoint assessment and site visit observations.

#### KEY

- |   |                                |   |                        |
|---|--------------------------------|---|------------------------|
|  | Viewpoint location             |  | Metro entry            |
|  | Site footprint at street level |  | Proposed cycle parking |
|  | Pedestrian plaza/station lobby |  | Services               |

VIEWPOINT LOCATION PLAN

Northern site

**Viewpoint 1: View southeast along Pitt Street**

This view includes a mix of historic and contemporary stone and masonry facades rising generally to three levels, with modern glass office, hotel and residential towers above. A mix of awnings, street trees, and widened footpaths visually break up the verticality of the surrounding architecture and create a human scale at street level. The historic facades of the site contribute to the character of this precinct.

Construction: The removal of existing historic buildings and adjacent street trees would be visible in the middle ground of this view. An acoustic enclosure would be established on the site, rising approximately 15m in height. The construction site would be somewhat visually contained by the surrounding built form. Additional construction traffic would be seen, including a site entry. Although the character of construction works would be visually absorbed into this urban setting, the loss of character building facades would have an impact. It is therefore expected that the project would create a noticeable reduction in the visual amenity of this view, which is of local visual sensitivity, resulting in a **minor adverse visual impact** during construction.

Operation: Service facilities and active frontages would be visible at street level, following the alignment of the existing facades. Street trees and footpaths would be reinstated and be visually consistent with the surrounding streetscape. The project would be visually absorbed into the surrounding urban landscape and there would be no perceived change in the amenity of this view, resulting in a **negligible visual impact** during operation.



01



01A

01 EXISTING VIEW SOUTH ALONG PITT STREET

01A INDICATIVE EXTENT OF DEMOLITION

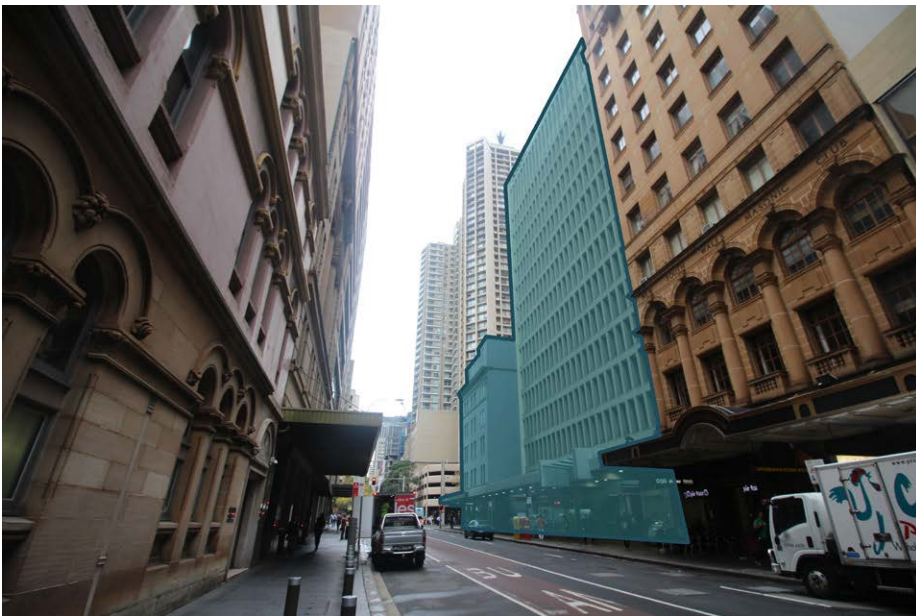


# 11 PITT STREET STATION

Assessment of daytime visual impact



02



02A

- 02 EXISTING VIEW SOUTH ALONG CASTLEREAGH STREET
- 02A INDICATIVE EXTENT OF DEMOLITION

### *Viewpoint 2: View south along Castlereagh Street*

In this location the townscape is defined by a mix of historic facades and modern commercial development. There is a high level of visual uniformity created by the regular patterning of windows and building heights. A strong building line and sense of enclosure is created by the built form. The decorative historic facades, particularly the sandstone facades, contribute to the character of this precinct. This is a highly urban streetscape without street trees and with narrow footpaths and intermittent awnings.

Construction: Two buildings in the centre of the view would be demolished. A construction site would be established on the site including site offices and site boundary hoarding. Views to the construction site would be partly obstructed by the surrounding built form and construction traffic would be seen in the foreground of the view, entering the site via Castlereagh Street. The character of construction works would be somewhat absorbed into this urban setting. The loss of the existing character building would have an impact, however this building does not contribute greatly to views from this area. It is expected that the project would create a noticeable reduction in the visual amenity of this view of local visual sensitivity resulting in a **minor adverse visual impact** during construction.

Operation: In this view active frontages would be seen at street level. The predominant alignment of the existing facades would be restored along Castlereagh Street and the active street frontage would be consistent in character with the surrounding streetscape. It is expected that the project would be absorbed into the highly urban context and there would be no perceived reduction in the visual amenity of this view, resulting in a **negligible visual impact** during operation.



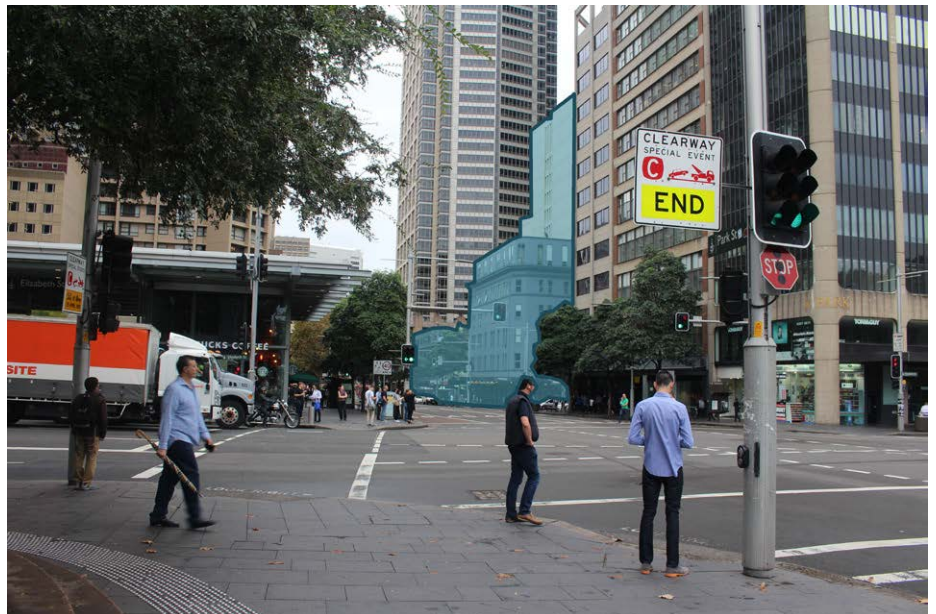
**Viewpoint 3: View northwest from Hyde Park at the corner of Park and Elizabeth Streets**

This view includes buildings with a mixture of heights, style, scale and age. It includes modern glass and steel high-rise office buildings juxtaposed with the historic sandstone facades. This view is a part of a wider panorama which includes the Former Australian Consolidated Press building (189-197 Elizabeth Street), The Great Synagogue and Sydney Tower. The wide and heavily trafficked streets are lined in places with mature street trees, softening this highly urban environment. The buildings on the project site contribute to the streetscape of Park Street, and protrude from the predominant building line of surrounding buildings.

**Construction:** The demolition of the buildings between Castlereagh and Pitt Streets would be visible in the middle ground of this view. An acoustic enclosure would be established on the corner of Pitt and Park Street and be seen in the background of the view. Changes in traffic conditions would also influence this view, including construction vehicles seen crossing Park Street at Castlereagh and Pitt Streets. Although the buildings proposed for removal comprise a small portion of the view and would not affect the skyline composition, the proposed construction site extends an entire block would be clearly visible at street level. This view is considered to be of regional visual sensitivity, and it is expected that the project would create a noticeable change in visual amenity that would result in a **moderate adverse visual impact** during construction.



03



03A

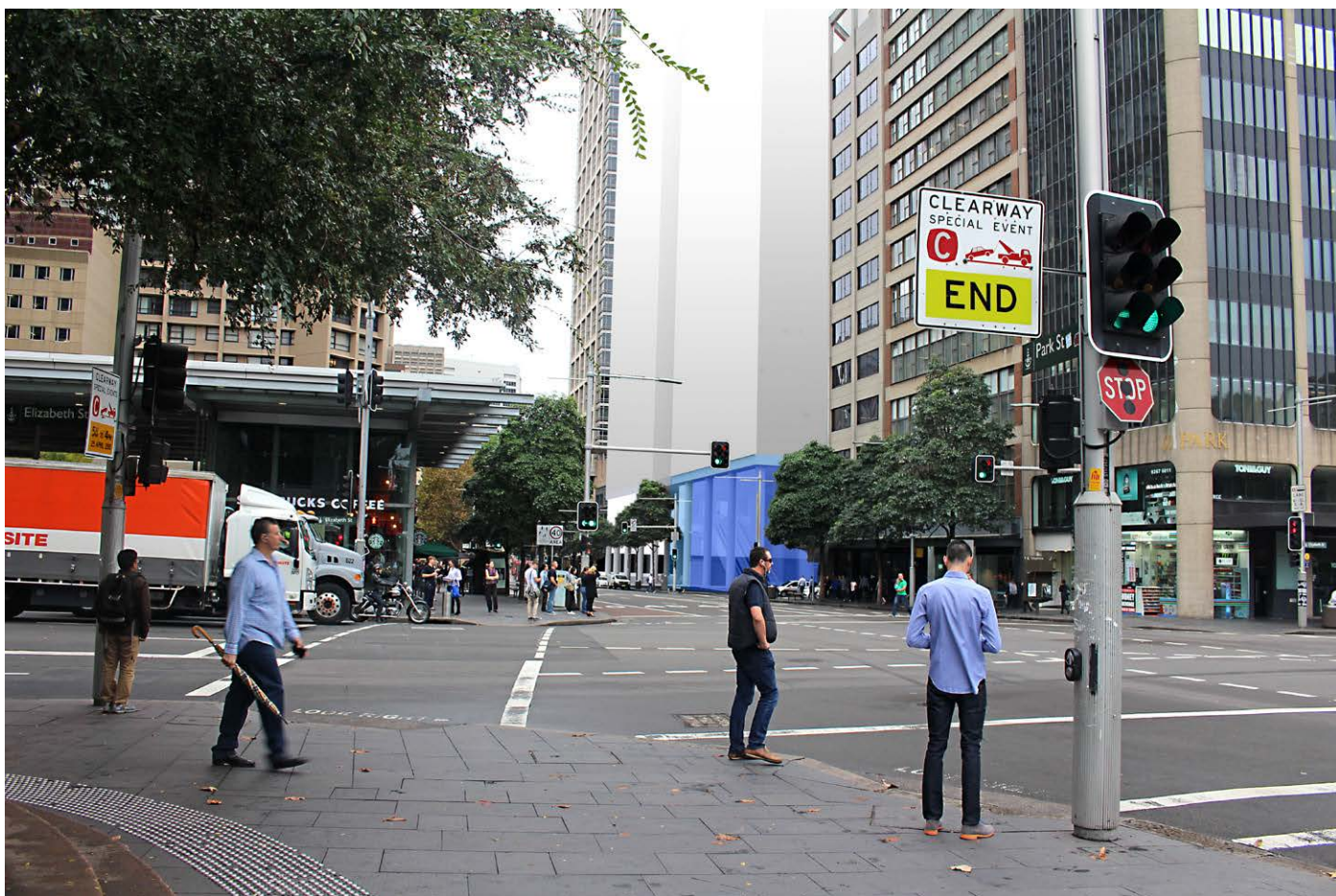
03 EXISTING VIEW NORTHWEST FROM HYDE PARK AT THE CORNER OF PARK AND ELIZABETH STREETS

03A INDICATIVE EXTENT OF DEMOLITION



## 11 PITT STREET STATION

Assessment of daytime  
visual impact



03B

03B ARTIST'S IMPRESSION SHOWING PROJECT  
DURING OPERATION

Operation: In this view the new station entry and active frontages would be located at street level creating visual interest and a consistency with the surrounding urban streetscape. The predominant alignment of the existing facades would be restored along Park Street and street trees reinstated. Despite the loss of heritage character it is expected that the project would not create a perceived change in the amenity of this view, resulting in a **negligible visual impact** during operation.

**Viewpoint 4: View northwest at the corner of Castlereagh and Park Streets**

In this location the townscape has a mixture of building height, style, scale and age. This inconsistency is seen both at street level and in the skyline. Glimpses to the distinctive Sydney Tower are seen amongst the varied skyline. The site is located in the centre of this view and with buildings stepping down towards Park Street. The heritage facades contribute to the character of this view. The foreground is dominated by the heavily trafficked streetscape of Park Street with narrow footpaths, intermittent awnings, and occasional street trees providing some visual softening.

**Construction:** Buildings on the block between Pitt and Castlereagh Streets, including the 6 storey corner building at 48 Park Street ('The Windsor on the Park') which is prominent in this view, would be demolished. A construction site would be established including an acoustic enclosure on the site at the corner of Pitt and Park Street. Additional construction traffic would be seen traveling on and accessing the site via Castlereagh Street. It is therefore expected that the project would create a noticeable reduction in the visual amenity of this view of local visual sensitivity resulting in a **minor adverse visual impact** during construction.

**Operation:** The new station entry and active frontages would be seen at street level along Park and Castlereagh Streets. The predominant alignment of the existing facades would be restored, and street trees would filter the view. Despite the loss of heritage character, it is expected that the project would not create a perceived change in the amenity of this view, resulting in a **negligible visual impact** during operation.



04



04A

04 EXISTING VIEW NORTHWEST AT THE CORNER OF CASTLEREAGH AND PARK STREETS

04A INDICATIVE EXTENT OF DEMOLITION



# 11 PITT STREET STATION

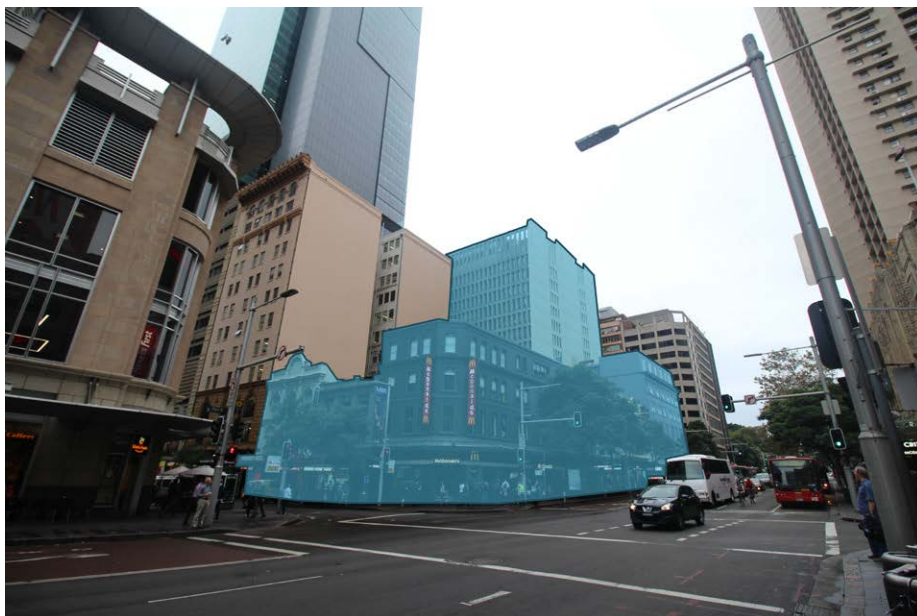
Assessment of daytime visual impact



**Viewpoint 5: View northeast at the corner of Park and Pitt Streets**

This view includes a mix of historic facades and modern commercial development. Historic buildings create interest and contribute to the streetscape character. The built form steps up from these historic buildings to mid-rise developments, and to tall modern apartment buildings and office towers. Historic buildings punctuate the street corners and mirror a consistent scale and building setback which creates a sense of unity to the streetscape. Park Street, leading to Hyde Park, is lined by narrow fully paved footpaths with intermittent awnings and is heavily used by pedestrians throughout the day. Street trees along Park and Pitt Streets soften this highly urban environment somewhat.

05



Construction: The demolition of buildings along Park Street, between Castlereagh and Pitt Streets, including the McDonald's building (corner of Pitt and Park Streets) would be seen prominently in this view. An acoustic enclosure would be seen unobstructed on the corner of Pitt and Park Street in the centre, middle ground of this view. Construction traffic would be seen exiting the site on Park Street and traveling along Pitt Street. Due to the scale of surrounding development and visual absorption capacity of this streetscape it is expected that the project would create a noticeable reduction in the visual amenity of this view, which is of local sensitivity, resulting in a **minor adverse visual impact** during operation.

05A

05 EXISTING VIEW NORTHEAST AT THE CORNER OF PARK AND PITT STREETS  
05A INDICATIVE EXTENT OF DEMOLITION

Operation: The station entry would be visible at street level along Park Street, with active frontages along Pitt Street. The predominant alignment of the existing facades would be restored along Pitt and Park Streets, and street trees would be reinstated. Despite the loss of heritage character it is expected that the project would not create a perceived change in the amenity of this view, resulting in a **negligible visual impact** during operation.

**Southern site**

**Viewpoint 6: View south along Pitt Street**

This view includes a mix of low and high-rise office, commercial and apartment buildings, of varying ages and styles. There are a number of 4-6 storey buildings along Pitt Street with decorative historic facades. The historic Edinburgh Castle Hotel, which is prominent in this view, punctuating the corner of Pitt and Bathurst Streets. The busy one-way grid street pattern is typical of central Sydney, including four lanes of traffic along both Bathurst and Pitt Streets. The streets are flanked by fully paved footpaths with intermittent awnings that are heavily used by pedestrians throughout the day. There are no street trees adjacent to the project site.

Construction: Although the historic Edinburgh Castle Hotel would remain a prominent corner feature in this view, the demolition of surrounding buildings on Bathurst and Pitt Streets would be clearly visible, and adversely affect the setting of this historic building. An acoustic enclosure would be established on the site adjacent to Pitt Street and construction site access and vehicles would be seen along both Pitt Street and Bathurst Streets. Due to the scale of surrounding development and visual absorption capacity of this streetscape it is expected that the project would create a noticeable reduction in the amenity of this view, which is of local visual sensitivity, resulting in a **minor adverse visual impact** during operation.



06



06A

06 EXISTING VIEW SOUTH ALONG PITT STREET

06A INDICATIVE EXTENT OF DEMOLITION



## 11 PITT STREET STATION

Assessment of daytime  
visual impact



06B

06B ARTIST'S IMPRESSION SHOWING PROJECT  
DURING OPERATION

Operation: A station entry would be visible at street level on Bathurst Street. The visual prominence of the Edinburgh Castle Hotel would be restored and the alignment of the station would restore the strong built edge, aligning with the Hotel. It is expected that the project would not have a perceived change in the amenity of this view, resulting in a **negligible visual impact** during operation.



**Viewpoint 7: View west along Bathurst Street**

This view includes a mix of street level retail, low and high-rise office, commercial and apartment buildings, of varying ages and styles. The historic Edinburgh Castle Hotel, which is glimpsed in the middle ground of the view, and the ornate façade of the ‘Chemist’ building contribute to a historic character, which is diminished by unsympathetic surrounding buildings. In the foreground, ‘The Castlereagh’ apartments, are currently under construction. Bathurst Street itself is heavily trafficked and four lanes wide in this location. The street is flanked by fully paved footpaths, sheltered by awnings, which are heavily used by pedestrians throughout the day. There are no street trees in this section of Bathurst Street, creating a highly urban view.



07

**Construction:** Although the historic Edinburgh Castle Hotel would remain, the demolition of buildings in the foreground along Bathurst Street would be prominent, and alter the setting of the historic building, particularly in street level views. The movement of construction traffic would also be visible, exiting from the project site along Bathurst Street. It is expected that the project would create a noticeable reduction in the amenity of this view, which is of local visual sensitivity, resulting in a **minor adverse visual impact** during construction.

**Operation:** In this view, a station entry would be visible at street level along Bathurst Street. The former building line would be restored along Pitt and Bathurst Streets, aligning with the Edinburgh Castle Hotel. It is therefore expected that there would be no perceived change in the amenity of this view, resulting in a **negligible visual impact** during operation.



07A

07 EXISTING VIEW WEST ALONG BATHURST STREET

07A INDICATIVE EXTENT OF DEMOLITION

## 11 PITT STREET STATION

Assessment of daytime  
visual impact



08

08 VIEW WEST ALONG BATHURST STREET  
FROM HYDE PARK

### ***Viewpoint 8: View west along Bathurst Street from Hyde Park***

The view west along Bathurst Street from Hyde Park is identified as a 'primary' vista in the Hyde Park Plan of Management. In relation to 'primary' views this plan sets the objective to: *"Maintain unobstructed vistas between the park and significant buildings, monuments and streets on the park's boundaries (e.g. St Mary's Cathedral, the Obelisk, Macquarie Street)"*. This view is located at the Obelisk.

Bathurst Street is lined by a mixture of low and high-rise office, commercial and apartment buildings of varying ages and styles creating a highly urban setting with a strong sense of visual enclosure.

Street trees filter views to the lower levels of these buildings and to the site, which can be seen in the background of the view. During 2015 there was a construction site on the corner of Bathurst and Castlereagh Streets which obstructed views to the project site somewhat.

Construction: The historic Edinburgh Castle Hotel would remain at the corner of Pitt and Bathurst Streets and be glimpsed in the background of this view. The demolition of buildings on Bathurst Street would also be seen in this view, however this work would not be prominent. The movement of construction vehicles would also be visible, accessing the site and traveling along Bathurst Street. It is expected that the project would not create a perceived change in the amenity of this view, which is of state visual sensitivity, therefore the project would result in a **negligible visual impact** during construction.

Operation: A station entry would be visible at street level on Bathurst Street, adjacent to the Edinburgh Castle Hotel. These elements would be seen in the background of this view and filtered through existing street trees. It is expected that the project would create a perceived change in the amenity of this view, resulting in a **negligible visual impact** during operation.



**Viewpoint 9: View north along Pitt Street**

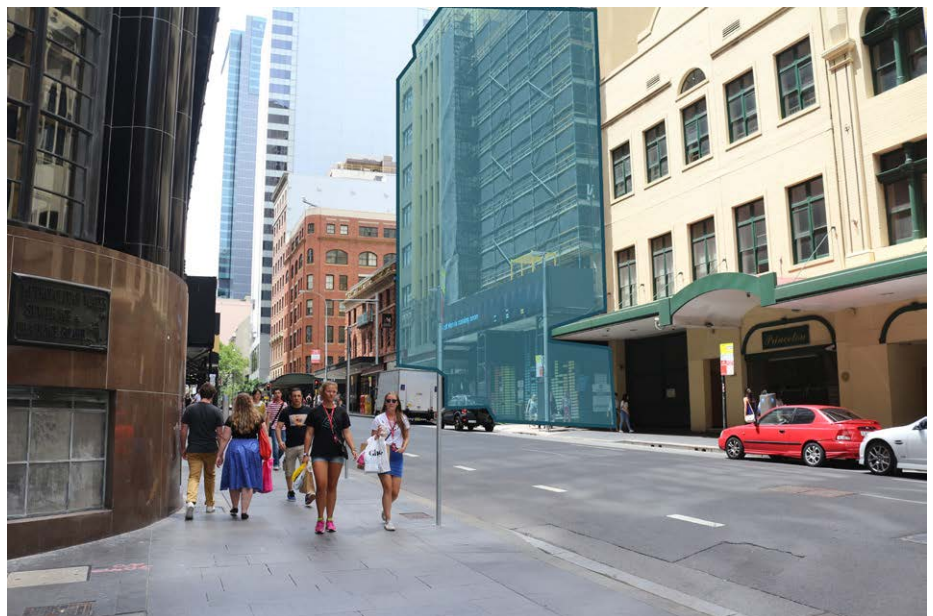
The streets are lined by a mixture of low and high-rise office, commercial and apartment buildings, of varying ages and styles. A number of buildings (mostly 4-8 storeys) with decorative historic facades contribute to the character of this view. Of particular note are the heritage listed Former Sydney Water Head Office building (to the left of the view at 339-341 Pitt Street) and Edinburgh Castle Hotel (centre of the view). Pitt Street is flanked by fully paved footpaths, with intermittent awnings, creating a highly urban setting with a strong sense of visual enclosure.

**Construction:** The historic Edinburgh Castle Hotel would remain at the corner of Pitt and Bathurst Streets, whilst the demolition of buildings in the foreground along Pitt Street, including the seven storey Metro Hotel and adjacent Druids House, would be clearly visible. An acoustic enclosure would be established on the site and visible unobstructed in the middle ground of this view. The movement of construction vehicles would also be visible accessing the site and traveling along Pitt Street. It is expected that the project would create a noticeable reduction in the amenity of this view, which is of local visual sensitivity, therefore the project would result in a **minor adverse visual impact** during construction.

**Operation:** Metro plant would be visible between the Edinburgh Castle Hotel and the Princeton Apartments. The existing building line would be reinstated along Pitt Street, matching in with the Edinburgh Castle Hotel. The built form edge would have a service character and not be recognised as part of the station and future works would potentially reinstate an active commercial entry at street level. It is expected that the project would not create a perceived change in the amenity of this view, resulting in a **negligible visual impact** during operation.



09



09A

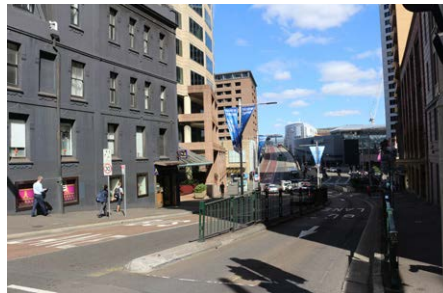
09 EXISTING VIEW NORTH ALONG PITT STREET

09A INDICATIVE EXTENT OF DEMOLITION



# 11 PITT STREET STATION

Assessment of daytime visual impact



## Views to power upgrade temporary works, Pyrmont option

The power upgrade, connecting to the Pyrmont substation, would require temporary works within the road corridor west along Park Street, between Town Hall and the Queen Victoria Building, DrUITT Street, under the Western Distributor, along the Cockle Bay wharf in the Darling Harbour precinct, along Union Street and north via Pyrmont Street.

Town Hall, the Queen Victoria Building and statue are important visual landmarks seen within this tree-lined section of Park and DrUITT Streets.

The Western Distributor is elevated on viaduct and creates a vertical layering of streets and highway, which obstruct views between the city and Darling Harbour.

Views within the Darling Harbour precinct include important harbour views from the Cockle Bay wharf, views to harbourside restaurants, entertainment precinct and parkland. The Western distributor hovers above this public realm.

To the west of Darling Harbour the Western distributor and multiple exit ramps are elevated above Darling Drive and the light rail corridor. Pyrmont Street is a treelined street which includes a mix of modern and historic character buildings, including warehouses, terraces and 8-10 storey residential buildings, street cafes, commercial frontages and the Star Casino complex.

**Construction:** Views may include some road, footpath and plaza closures to accommodate the temporary trenching works. The existing trees would be retained.

It is expected, due to the minor scale of these works, that the project would create a noticeable reduction in the visual amenity of views from these streets and adjacent properties. Views along Park and DrUITT Streets, in the vicinity of Town Hall and the QVB, and the route through Darling Harbour are of regional sensitivity. Views along the remainder of this route are of local



VIEWS ALONG (L-R) PARK STREET, DRUITT STREET, COCKLE BAY WHARF, WESTERN DISTRIBUTOR, PYRMONT STREET, PYRMONT SUBSTATION



sensitivity. This would result in a **minor to moderate visual impact** during construction.

Operation: There would be no permanent project elements visible along this route.

***Views to power upgrade temporary works, Surry Hills***

The power upgrade would require temporary works within the road corridor south along Pitt Street, east along Campbell Street, south along Mary Street, east along Albion Street and north along Riley Street to connect with the Surry Hills substation.

Pitt Street is a busy vehicular and pedestrian route. Views south along Pitt Street, south from Goulburn Street, include framed views to the Central Station clocktower.

Campbell Street extends under the rail corridor, via a single span sandstone arched bridge, into Surry Hills. This area of Surry Hills is characterised by two and three storey historic facades. With cafes and retail at street level, shaded by street trees.

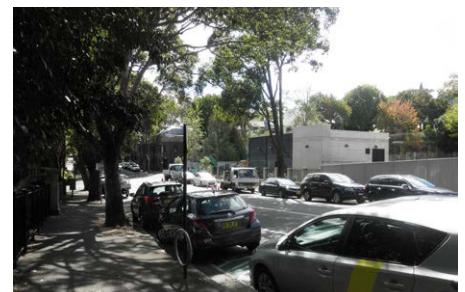
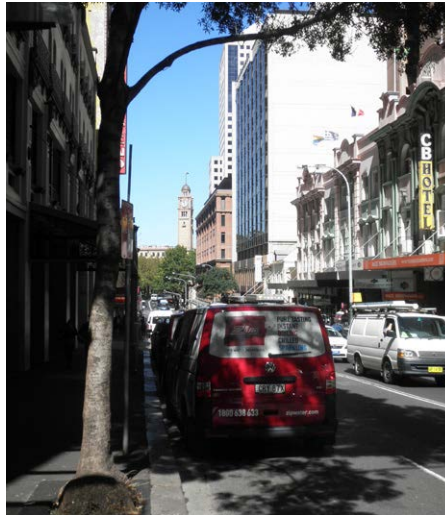
Mary Street is a narrow, two lane roadway, with mainly warehousing and residential units. At the intersection with Reservoir Street, and again at Albion Street, historic character corner buildings mark a commercial and cafe precinct.

Albion Street rises to the west, and includes a finer grain of built form with predominantly historic character terraces. A large park and a dense canopy of street trees add to the character of this street.

Construction: Views may include some road and footpath closures to accommodate temporary trenching works. Existing street trees within this corridor would be retained.

It is expected, due to the minor scale of these works, that the project would create a noticeable reduction in the amenity of views from these streets and adjacent properties. Views along this route are of local visual sensitivity, resulting in a **minor adverse visual impact** during construction.

Operation: There would be no permanent project elements visible along this route.



VIEWS ALONG (L-R) PITT STREET, CAMPBELL STREET, MARY STREET, MARY STREET, ALBION STREET, ALBION STREET, RILEY STREET TO SURRY HILLS SUBSTATION

# 11 PITT STREET STATION

## Summary of impact

### Assessment of night time visual impact

The setting of the Pitt Street Station works is considered to be an area of **E4: High district brightness**. This is due to its brightly lit CBD location where there is 24 hour activity and lighting from buildings and streets creating both direct light sources and a general skyglow around the project site.

#### *Northern site*

**Construction:** It is expected that there would be night works required at this location. The acoustic enclosure would contain much of the light from within the construction site. However, there would also be 24 hour deliveries and spoil haulage accompanied by traffic control crews with lit truck mounted crash attenuator vehicles and lighting. This would result in the site, as well as adjacent areas extending along Pitt and Castlereagh Streets, being more brightly lit than the existing setting. This lighting would include both static construction site and task illumination and rotating beacon lights mounted on vehicles.

It is expected that this lighting would create a noticeable reduction in the amenity of views in this area of high district brightness, from surrounding streets and potentially from adjacent residential buildings. This impact is due particularly to the rotating beacon lights which have a warning function and would contrast visually with the traffic and building light sources typical of this setting. It is therefore expected that the project would result in a **negligible visual impact** during evening hours.

**Operation:** The station entry on Park Street would be brightly lit 24 hours a day to accommodate station activities and for security after hours. This lighting would be consistent with the surrounding high district brightness environment.

Therefore, it is expected that the lighting of the project during operation would not create a change in the amenity of this areas, resulting in a **negligible visual impact** for this area during evening hours.

#### *Southern site*

**Construction:** Similarly, there would be night works required at the Pitt Street southern site, including 24 hour deliveries and spoil haulage accompanied by traffic control crews with lit truck mounted crash attenuator vehicles and lighting. The acoustic enclosure would contain much of the light from within the construction site. However adjacent areas extending along Pitt and Bathurst Streets would be more brightly lit than the existing site due to this activity. Although there are other construction sites in the vicinity of the project site, which would require similar night time access, the scale and duration of this work would be greater.

It is therefore expected that this lighting would create a noticeable reduction in the amenity of views in this area of high district brightness, from surrounding streets and potentially from adjacent residential buildings, resulting in a **negligible visual impact** during evening hours.

**Operation:** The station entry on Bathurst Street would be brightly lit 24 hours a day to accommodate station activities and for security after hours. This lighting would be consistent with the surrounding high district brightness environment. It is expected that during operation the lighting of the project would not create a perceived change in visual amenity, resulting in a **negligible visual impact** for this area during evening hours.

### Summary of impact

#### *Landscape impact*

During construction the project would result in a **minor adverse landscape impact**, and a **minor beneficial** impact. These impact are primarily a consequence of the street level impact of construction on pedestrian movement. During operation, the existing highly urban environment would be improved by street level activation and legible public transport access points.

#### *Visual impact*

There would be a **minor adverse visual impact** experienced in most views in the vicinity of the project during construction. These impact are derived primarily from the demolition of buildings, however, the mixed character of this precinct would largely absorb this visual change.

A **moderate adverse** visual impact is expected from Hyde Park in the view along Park Street. This is due to the higher visual sensitivity of this location.

There would also be temporary **minor adverse visual impact** experienced during the power upgrade works on the Surry Hills substation connection option, and **minor to moderate adverse visual impact** would be experienced on the Pymont substation connection option due to the sensitivity of views to Town Hall, the QVB, and Cockle Bay.

During operation there would be **negligible** visual impact created by the project due to the visual absorption capacity of the surrounding urban environment.

At night, there would be **negligible visual impact** during construction and operation. This is due to the enclosure of light within the acoustic enclosures and the surrounding setting of **E4: High district brightness** environment.



The following tables summarise the impact of the project.

**Landscape Impact**

No	Location	Sensitivity	Construction		Operations	
			Modification	Impact	Modification	Impact
1	Pitt, Park and Castlereagh Streets	Local	Noticeable reduction	Minor adverse	Noticeable improvement	Minor beneficial
2	Pitt, Bathurst and Castlereagh Streets	Local	Noticeable reduction	Minor adverse	Noticeable improvement	Minor beneficial

**Day time visual impact**

No	Location	Sensitivity	Construction		Operations	
			Modification	Impact	Modification	Impact
	Northern site					
1	View southeast along Pitt Street	Local	Noticeable reduction	Minor adverse	No perceived change	Negligible
2	View south along Castlereagh Street	Local	Noticeable reduction	Minor adverse	No perceived change	Negligible
3	View northwest from Hyde Park at the corner of Park and Elizabeth Streets	Regional	Noticeable reduction	Moderate adverse	No perceived change	Negligible
4	View northwest at the corner of Castlereagh and Park Streets	Local	Noticeable reduction	Minor adverse	No perceived change	Negligible
5	View northeast at the corner of Park and Pitt Streets	Local	Noticeable reduction	Minor adverse	No perceived change	Negligible
	Southern site					
6	View southeast along Pitt Street	Local	Noticeable reduction	Minor adverse	No perceived change	Negligible
7	View west along Bathurst Street	Local	Noticeable reduction	Minor adverse	No perceived change	Negligible
8	View west along Bathurst Street from Hyde Park	State	No perceived change	Negligible	No perceived change	Negligible
9	View north along Pitt Street	Local	Noticeable reduction	Minor adverse	No perceived change	Negligible
	Views to power upgrade temporary works, Pyrmont	Local / Regional	Noticeable reduction	Minor adverse / Moderate adverse	N/A	N/A
	Views to power upgrade temporary works, Surry Hills	Local	Noticeable reduction	Minor adverse	N/A	N/A

**Night time visual impact**

No	Location	Sensitivity	Construction		Operations	
			Modification	Impact	Modification	Impact
1	Northern site	E4: High district brightness	Noticeable reduction	Negligible	No perceived change	Negligible
2	Southern site	E4: High district brightness	Noticeable reduction	Negligible	No perceived change	Negligible

# 12 CENTRAL STATION

## Planning context

The project site at Central Station includes works at the northern concourse, platforms 13-15, a portion of platforms 4 to 23, an area within the Sydney Yards, and a site on Regent Street.



SITE LOCATION

### Planning context

The following review identifies key documents which provide the planning context for the landscape and visual impact assessment of the Central Station site.

#### **Sydney Local Environmental Plan, City of Sydney, 2012**

The site includes and is in close proximity to several conservation areas and heritage listed buildings, monuments, public open spaces and landscape features such as:

- Central Railway Station group (including buildings, station yard, viaducts and interiors)
- Former Parcels Post Office
- Mortuary Station
- Prince Alfred Park (including fence, tree planting, ground and coronation centre) and adjacent Cleveland Gardens Conservation Area
- Former Co-Masonic Temple, Regent Street.

This assessment will therefore need to consider the “*settings and views*” of these heritage items under the ‘Heritage Conservation’ clause (5.10).

The site is primarily zoned SP2 - Infrastructure. The objectives of this zone are:

- “• *To provide for infrastructure and related uses. ... [and] ...*
- *To prevent development that is not compatible with or that may detract from the provision of infrastructure.”*

There are no specific requirements relating to urban design and visual amenity.

Areas to the west and north of Central station are zoned B8 - Metropolitan Centre, the objectives of this zone that are relevant to this assessment include: “*To encourage the use of alternatives to private motor vehicles, such as public transport, walking or cycling. [and] ... To promote uses with active street frontages on main streets and on*

*streets in which buildings are used primarily (at street level) for the purposes of retail premises.”*

To the east, Surry Hills is zoned B4 - Mixed Use, which includes the objective: “*To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.*

To the southeast, Prince Alfred Park is zoned RE1 - Public Recreation. The relevant objectives of this zone include: “*To provide a range of recreational settings and activities and compatible land uses. ... To provide links between open space areas. [and] ... To retain and promote access by members of the public to areas in the public domain”*

Clause 4.3 (Height of buildings) promotes scale and massing of new development that is “*appropriate to the condition of the site and its context...[and] appropriate height transitions between new development and heritage items and buildings in heritage conservation areas*”. It does not specify particular heights for the project site.

#### **Sydney Development Control Plan, City of Sydney, 2012**

The Sydney DCP identifies a number of Special Character Areas (SCAs) in central Sydney and Neighbourhood Character Areas (NCAs) outside the Sydney CBD. In this precinct, the Railway Square / Central Station SCA and Surry Hills NCA are of relevance. The desired future character and relevant supporting principles identified for these localities are summarised in the following paragraphs.

##### Railway Square / Central Station Special Character Area

The Railway Square / Central Station area is defined as a “*major visual and functional gateway to the city*”. The area is characterized by a “*concentration of low-medium scale (3–7 storeys) heritage buildings and streetscapes, a series of varied interrelated open spaces and a rich mix of*



uses and activities, including commercial, industrial, institutional, residential and hotels”.

Key principles for this area in relation to this assessment include:

- “Maintain and enhance the visual prominence and landmark significance of the clock tower of Central Railway Station in the views and vistas from various points, particularly along Broadway and George Street, when approaching or departing the city;
- New development is to maintain and enhance vistas to Central Railway station;
- Reinforce the urban character and scale of Railway Square;
- Enhance the pedestrian amenity of Railway Square and environs”.

#### Surry Hills NCA

The project site is located adjacent to the Prince Alfred Park East locality within Surry Hills NCA. Key principles for this area in relation to this assessment include:

- “Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.
- Retain street corridor views along east-west streets to significant parkland and the mature trees of Prince Alfred Park.
- Maintain the visual relationship of Cleveland House and Prince Alfred Park, and also from Cleveland House to surrounding open spaces and streets.
- Retain the existing street setbacks and alignment in response to the original street grid pattern of the area.”

The following assessment will consider these heritage listings in relation to their landscape and visual sensitivity.

The DCP also identifies urban vegetation as one of the City’s “most important assets”. Under Clause 3.5.2, the mitigation strategy

will need to ensure “tree canopy cover is considered ... and provided appropriately”.

It also requires that development should not ... “impede views from the public domain to highly utilised public places ... heritage buildings and monuments including public statues, sculptures and art.” It also identifies the objective to “maximise street life and ... avoid interruptions to views and vistas along streets.” (Clause 3.1.3)

These requirements will be considered in the assessment of landscape and visual impact.

#### Central Station Strategy – Towards 2060, NSW Department of Transport (Rail Corp) and GHD, 2011

GHD and the NSW Department of Transport (Rail Corp) developed a master plan for Central Station as a guiding framework for the development and evolution of Central Station with a focus on the tangible spatial requirements of the future. The vision is “Planning a World Class Transport Hub”. The key themes are:

- an emphasis on improving pedestrian connections and quality of pedestrian experience such as legibility, amenity and directness
- using Station redevelopment as a catalyst for improvement of surrounding areas such as street upgrades, pedestrianisation and traffic calming
- retention of historical / heritage features

Key projects contained in the Central Station Strategy relevant to the character of this precinct are:

- expand sheltered concourse at Eddy Square to enhance northern gateway into station, improve pedestrian space and accessibility to station while activating the space with improved retail uses
- redevelopment along southern edge of Eddy Avenue to invigorate precinct and improve streetscape and complement iconic northern façade of station

- widening and improvement of south side of Eddy Avenue footpath to provide attractive and DDA compliant path
- underpass links at Eddy Avenue to Belmore Park, Elizabeth Street to Centennial Plaza and Chalmers Street to Elizabeth Street to accommodate pedestrian crossing and vehicle-pedestrian conflict
- improvement of Chalmers Street Transit Interchange to accommodate increased public transport interchange activities and increase pedestrian safety. This includes bus and proposed light rail and cycling facilities
- development over Central Station on the south end of Chalmers Street to include seven storey commercial building, ground level retail and provide both activated edge and opportunities for private investment
- Rawson Place and Eddy Avenue to be reconfigured for a light rail terminus to allow to adequate and efficient pedestrian interchange facilities and opportunity to activate northwest corner of Central

## 12 CENTRAL STATION

### Existing environment



REGENT STREET

#### Existing environment

At Central Station the project site is set within a rich and diverse townscape. It is characterized by a concentration of low to medium scale (3–7 storey) heritage buildings and streetscapes juxtaposed with modern and contemporary office and apartment towers, a series of varied interrelated and historic open spaces, and a large mix of uses and activities, including commercial, industrial, institutional, residential and hotels.

Central Railway Station was opened in 1855 and has symbolic importance as the focus of the NSW rail system. The historic station complex was fully completed in 1921 with the addition of the clock tower, which today acts as a landmark contributing strongly to the visual prominence of the station and Railway Square.

Railway Square is the major visual and functional gateway to the city from the west and south. The intersection of George and Pitt Streets is one of Sydney's busiest and largest intersections, which has traditionally dispersed traffic and pedestrians into and out of the city. The Square has functioned for over 150 years as a railway station entry and still acts as a major transport interchange node, allowing change between buses, taxis, private cars and rail. Railway square itself includes sandstone walls and a ramping roadway, which reaches a colonnaded station entry. A parkland occupies the main square, with a wide footpath leading to the station entry flanked by trees, framing views to the main station buildings and clock tower.

Opposite the station on a wedge of land created by Lee and George Streets is a plaza that is also called Railway Square. This plaza is the main bus interchange area for the station and is connected to the station by underground pedestrian tunnels.

The U-shaped Central Station building faces Eddy Avenue and is the location of one of the main station entrances. This includes a ramped entry leading from Eddy Avenue.

The entrance is marked by a mature London planetree. Several shopfronts flank this entry, located both within the ground floor of the former Lost Property building and alongside an elevated sandstone rail bridge. This pedestrian plaza provides a transition from the vehicular dominated Eddy Avenue to the Station entry and northern concourse.

The central part of the project site would require Platforms 13 to 15 and a portion of Platforms 4 to 23. These station platforms are seen from adjacent platforms to both the east and west, and are characterised by their Victorian, corrugated iron roof canopies. From the south, views across Platforms 13, 14 and 15, include the main Central Station clock tower and associated sandstone buildings, and the city skyline beyond.

Rail yards are located to the south of the platforms and are surrounded by several railway lines entering Central station from the south and west. This area has an open, working railway character with scattered heritage buildings, stone walls and bridges. This area of the station merges visually with the surrounding railway lines, characterised by corridors of ballast, and a confluence of overhead line and support structures.

To the southeast of the station, along Chalmers Street, is the 'Plaza Iberoamericana', which includes a series of busts of famous Latin American heroes set within a formal row of conifer trees.

Prince Alfred Park is a historic parkland located on the southern side of Central Station, within Surry Hills. This park is bounded by Chalmers Street, Cleveland Street and the rail yards. Trees and elements of the layout from the original 1870 design still exist on the site today including Moreton Bay fig trees arranged as an informal row along the boundaries. The central avenue of London planetrees and Brush box date from the inter-war period, as do the Washington Palms and Canary Island Date Palms. The park includes tennis and basketball courts, childrens play areas and a swimming pool complex with cafe.



Regent Street is a wide, heavily trafficked five lane road, located along the western side of Central Station. It connects Chippendale to the Pitt and George Street intersection. The project includes a site currently occupied by five double storey terrace houses, located between Regent Street and the Central Station railway land. These terrace houses are located alongside a two storey service station building to the south, and a Masonic Temple, contemporary three storey residential building, and historic Mortuary Railway Station building to the north. The historic Mortuary Railway Station building and associated gardens, are a local visual landmark.

These buildings largely obstruct views to the railway from the commercial and residential buildings on the western side of Regent Street, and from the pubs and cafes of Meagher Street, opposite.

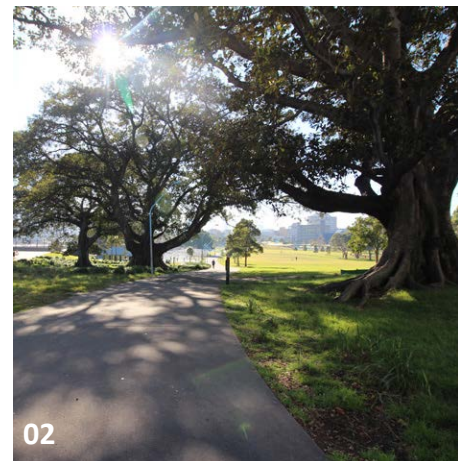
This area is currently undergoing gentrification as new investment modernizes rundown buildings and large commercial and residential tower developments are developed within Chippendale to the west.

The urban setting of the Central Station is continually changing. The Sydney CBD and South East Light Rail project (CSELR), currently under construction, would extend from George Street along Eddy Avenue, to Central Station, and to Surry Hills via Chalmers Street and Devonshire Street. It includes major interchanges with heavy rail and bus services at Central Station, on Eddy Avenue and Chalmers Streets, as well as public domain improvements including possible new public spaces, paving, trees, lighting and street furniture.

Another key development project in this precinct, which would substantially affect the existing visual setting, includes the proposed Central to Eveleigh Transformation Program. This is a 30-year project that aims to gradually transform 80 hectares of largely under-used government owned land in and around the rail corridor from Central to Macdonaldtown and Erskineville stations. It involves the development of land to provide thousands of additional homes and jobs and new open space.



01



02

- 01 CENTRAL STATION SUBURBAN PLATFORM 16
- 02 PRINCE ALFRED PARK
- 03 MAIN STATION BUILDING, VIEW FROM BELMORE PARK



03

## 12 CENTRAL STATION

### Character and components of the project

#### Character and components of the project

At Central Station the project comprises a number of interconnected sites that would be used across a staged construction program. The project would cover areas within the existing station footprint and in adjoining areas. The surface works components of the project site are the:

- Northern concourse, and
- Sydney Yard and platforms.

This summary describes the construction and operation phases of the project at these two locations.

#### ***Northern concourse***

##### Construction phase

The following structures, equipment and activities are likely to be experienced during construction:

- Demolition of buildings flanking the eastern side of the northern concourse and station entry

- Removal of street trees impacted by the site and for site access including approximately:
  - 1 London planetree on Eddy Avenue
  - 2 trees within the Northern concourse plaza
- Establishment of a site compound including site perimeter hoardings and site fencing
- Construction site access via Platform 15 access ramp

##### Operation phase

The following elements and activities are likely to be experienced during operation:

- Platform 15 access ramp
- Active frontages along the Eddy Avenue concourse

#### ***Sydney Yards and platforms***

##### Construction phase

The following structures, equipment and activities are likely to be experienced during construction:

- Establishment of a construction site at Platforms 13-15, within the Sydney Rail yards, and at Regent Street, including demolition of:
  - existing platforms 13, 14 and 15 and associated track, and overhead wiring gantries
  - 2 storey terraces at 56-62 Regent Street to provide an access point to the Sydney Yards
- Site offices, amenities, laydown area, workshop, material and plant storage areas
- Removal of street trees impacted by the site and for site access including approximately:
  - 2 trees on Regent Street Mobile cranes and other large plant (e.g. excavators)



SYDNEY YARDS ACCESS BRIDGE CONCEPT



- Construction of a temporary pedestrian overbridge between platforms 4 and 23. This temporary structure would include:
  - support piers located on remaining platforms
  - pedestrian concourse positioned above the existing platform canopy structures
  - new stair connections on each platform
  - removal of some existing canopy sections
  - hoardings on station platforms to enclose bridge construction works
- Temporary closure of the Devonshire Street pedestrian tunnel
- Construction of bridge to access Sydney Yards and platforms from Regent Street
- Construction vehicle access via Regent Street

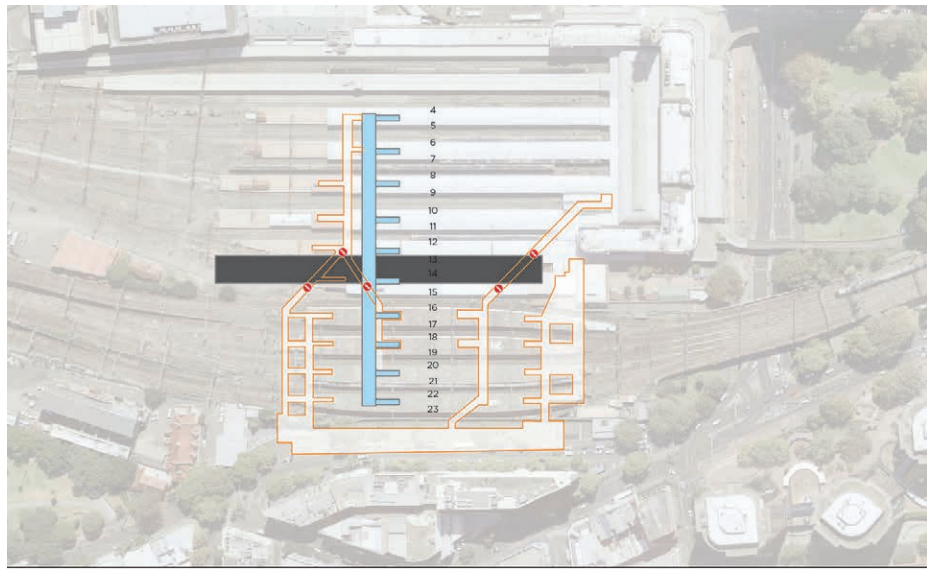


TEMPORARY PEDESTRIAN BRIDGE CONCEPT

**Operation phase**

The following elements and activities are likely to be experienced during operation:

- Reinstated platforms 13, 14 and 15 including track and overhead wiring gantries
- Services building (approximately 7m in height) at the southern end of the platform
- Reinstated station canopies and platform surface on all other platforms
- Sydney Yards access bridge with maintenance vehicle access via Regent Street



**KEY**

- Station excavation
- Pedestrian bridge
- Existing underground pedestrian access
- ⊘ Pedestrian access closed during construction

TEMPORARY PEDESTRIAN BRIDGE LOCATION

**Power upgrade**

- Open trench construction within the existing road reserve along Eddy Avenue, Elisabeth Street and Hay Street to the Belmore Park substation (Approximately 600m)

## 12 CENTRAL STATION

### Sensitivity levels

#### **Sensitivity levels**

The following list summarises the landscape and visual sensitivity for the project site and main viewing areas across the study area.

#### ***Northern concourse***

The northern concourse provides a pedestrian plaza and retail space, framing the northern entry to the station. Central to this space is the former Lost Property Building, and colonnaded retail within the heritage Central Station group of buildings. This concourse is heavily used by a large number of pedestrians. This landscape and views are therefore considered to be of **regional sensitivity**.

#### ***Central Station***

Central Station has numerous State heritage listed buildings including the clock tower, which today acts as a landmark contributing strongly to the visual prominence of the station and Railway Square. It is one of the busiest stations on the network and attracts commuters and visitors from across the state and interstate. The landscape and views of the main heritage listed buildings are considered to be of **state sensitivity**, whereas the landscape and views from moving trains and the station platforms and to associated heritage buildings, such as the Mortuary Station, are considered to be of **regional sensitivity**.

#### ***Pitt Street and Eddy Avenue***

These streets frame the colonnaded sandstone architecture of the Central Station Railway Station Group (State heritage listed). They are the focus of busy vehicle and passenger activity with kiss and ride zones, active arcaded street frontages and entrances to Central Station. The location is heavily used by locals and visitors and is lined in this area by a mix of commercial, retail, hotel and hostel accommodation. The landscape and views of these streets are considered to be of **local sensitivity**.

#### ***Belmore Park***

Belmore Park is one of Sydney's earliest gazetted parks and is an important historic landscape, and recreational resource within the city. The park forms a forecourt to the landmark Central Station building and a recreational space within this highly urban area of the city. Belmore Park has a State heritage listing and includes many designed landscape and built features, including treed avenues and a bandstand. The landscape and views of Belmore Park are considered to be of **regional level sensitivity**.

#### ***Chalmers Street***

Chalmers Street, between Rutland and Bedford Streets, has an esplanade frontage to Prince Alfred Park, and is lined with mature Fig trees and a number of State heritage listed buildings. This is a busy one-way thoroughfare between Sydney's inner southern suburbs and the central business district via Elizabeth Street. It is also a well-used corridor for pedestrians accessing Central Station from the east, it contains a bus interchange and has a direct entry to the heavily utilised Devonshire Street pedestrian tunnel. The landscape of Chalmers Street and its views are considered to be of **local sensitivity**.

#### ***Prince Alfred Park***

Prince Alfred Park is an important recreational resource within the southern part of the CBD and has both historical and aesthetic value to the local community. It is a gathering place, highly valued by residents and visitors to the area. This park has a state heritage listing, and a noteworthy framework of mature vegetation (London planetrees, Oaks, Brush box, Phoenix palms, Moreton Bay figs, Kauri pines) which date to the original c.1869 landscape design. The landscape and views of Prince Alfred Park are considered to be of **regional level sensitivity**.



### ***Regent Street***

Regent Street is a busy four lane thoroughfare between the city and the inner south, Botany and the airport. In the vicinity of the site, there is a mix of two and three storey character residential buildings and businesses including a garage and petrol station. This area is experiencing inner city urban renewal and has a mixed character with both rundown and newly renovated buildings. The street is primarily a vehicular route with a few street trees. This streetscape and its views are considered to be of **local sensitivity**.

### **Assessment of landscape impact**

In the vicinity of the project, the Northern concourse has been identified as potentially being impacted by the project.

The following section summarises the impact identified by the assessment and site observations. This includes impact during construction and operation.

#### ***Northern concourse***

**Construction:** The eastern edge of the northern concourse would be required for construction site access. This work would require the removal of some retail fronting the concourse and diversion of footpaths around the works during some periods of construction. It is likely that pedestrian connectivity within this precinct would be impacted at times, and the legibility of the station entry from the north, may be adversely impacted. A number of street and plaza trees may be removed to accommodate the works, reducing the shade cover and reducing the comfort level for pedestrians somewhat.

It is expected that there would be a noticeable reduction in the landscape quality of this urban plaza which is of regional sensitivity. This results in a **moderate adverse landscape impact** during construction.



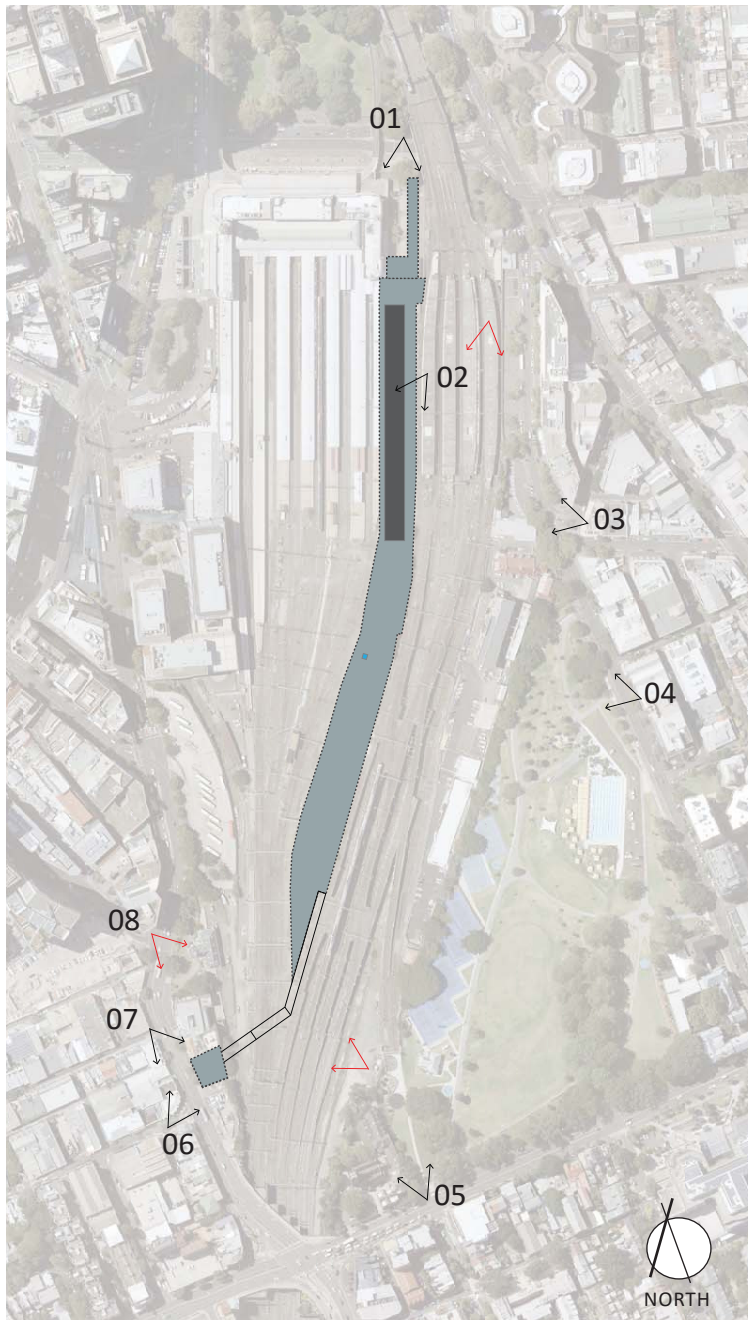
NORTHERN CONCOURSE

**Operation:** The functioning of this precinct during operation would be restored as at street level there would be reinstated footpaths, street level activation, and clear station entry.

It is expected that there would be no perceived change in the landscape quality of this streetscape which is of regional sensitivity. This results in a **negligible landscape impact** during operation.

## 12 CENTRAL STATION

### Assessment of daytime visual impact



**KEY**

	Viewpoint location		Construction area
	Artists impression		Open shaft

### Assessment of Daytime Visual Impact

The following viewpoints were selected as representative of the range of views to the site and the proposed development.

- Viewpoint 1: View south from Eddy Avenue to the northern concourse
- Viewpoint 2: View south from platform 16
- Viewpoint 3: View west from Chalmers and Devonshire Streets
- Viewpoint 4: View west from Chalmers Street
- Views from the rail corridor
- Viewpoint 5: View west from Prince Alfred Park
- Views from the rail corridor
- Viewpoint 6: View northeast from Regent Street
- Viewpoint 7: View southeast from Meagher Street
- Viewpoint 8: View east from Regent Street to Mortuary Station
- Views to power upgrade temporary works

The following sections summarise the daytime visual impact identified in the representative viewpoint assessment and site visit observations.

VIEWPOINT LOCATION PLAN



***Viewpoint 1: View south from Eddy Avenue to the northern concourse***

This view, across the heavily trafficked Eddy Avenue, includes the sandstone Central Station buildings and bridges framing the northern concourse. This concourse directs the view to the northern station entry in the background. The view is partly filtered by a mature London planetree in the foreground on Eddy Avenue. The historic facades of the site contribute to the character of this precinct.

**Construction:** The demolition of part of the northern concourse, including shopfronts to the southeast (left of view), would be seen in the middle ground of the view. Site fencing and hoarding would be used while a site access to the Sydney Yard would be established. It is expected that the project would create a noticeable reduction in visual amenity of this view, which is of local sensitivity, resulting in a **minor adverse visual impact** during construction.

**Operation:** The northern concourse would be reinstated and a permanent maintenance access to the Sydney Yards would remain. It is expected, therefore, that the project would not create a perceived change in the amenity of this view, resulting in a **negligible visual impact** during operation.



01 VIEW SOUTH FROM EDDY AVENUE TO THE NORTHERN CONCOURSE

01

## 12 CENTRAL STATION

### Assessment of daytime visual impact



02



02A

02 VIEW SOUTH FROM PLATFORM 16  
02A VIEW SOUTH FROM PLATFORM 22

#### *Viewpoint 2: View south from platform 16*

This view from platform 16 shows the adjacent regional platforms and Sydney Yards in the middle to background of the view. A collection of heritage buildings and trees, within the rail yards, partly obstruct views to the Yards from this location. The platforms and platform shelters, trains and overhead line infrastructure create a visually diverse and cluttered environment. Despite this clutter this view is unified by the parallel lines of the platform, tracks, overhead lines and gantries. This view is part of a wider panorama, which includes the heritage buildings of the Station, contributing to the overall heritage character of the view.

Construction: This view would change due to the demolition of platforms 13, 14 and 15, and part of the platform canopies and overhead lines in the middle ground of the view. A temporary pedestrian bridge would be seen under construction, including works on the platform itself for supports and stair structures. This temporary bridge would then be seen as it is used, elevated over the site (right of view) and platform 16 (left of view). This element would create some overshadowing of the station platform and partly enclose the view so that the sky and skyline buildings would be less visually prominent. It is also likely that the Sydney Yards access bridge would be visible, being constructed in the background of the view, filtered through overhead line infrastructure.

The project would be somewhat absorbed into the visually cluttered character of the rail yards. The project would therefore create a noticeable reduction in the amenity of this view, which is of regional sensitivity, resulting in a **moderate adverse visual impact** during construction.





02B

02B VIEW FROM PLATFORM 22 - ARTIST'S IMPRESSION SHOWING TEMPORARY PEDESTRIAN BRIDGE

Operation: The platforms would be reinstated and the temporary pedestrian bridge would have been removed. This would restore the character of the existing view, and the prominence of the station platform buildings and skyline features within the view.

It is expected that the project would not create a perceived change in the amenity of this view, resulting in a **negligible visual impact** during operation.