

CANLEY VALE STATION UPGRADE

Landscape Character and Visual Impact Assessment



February 2020

envisage

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LANDSCAPE CHARACTER AND VISUAL IMPACT ASSESSMENT

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1 Introduction

1.1 Purpose of this report

This report assesses the landscape character and visual impacts associated with Transport for NSW's (TfNSW's) proposed upgrade to Canley Vale Station, Canley Vale (the Proposal).

The upgrade is part of TfNSW's Transport Access Program (TAP). The Proposal would aim to provide a station precinct that is accessible to those with a disability, limited mobility, parents/carers with prams, and customers with luggage.

This Landscape Character and Visual Amenity Impact Assessment supports the Review of Environmental Factors (REF), which has been developed concurrently with this report.

1.2 Proposal overview

The Proposal is part of TAP, which is an NSW Government initiative to ensure that stations meet legislative requirements stipulated within the *Commonwealth Disability Discrimination Act 1992* and the *Disability Standards for Accessible Public Transport 2002 (DSAPT)*.

Canley Vale Station is approximately 30 kilometres west of Sydney CBD. A location map is provided in FIGURE 1.1.

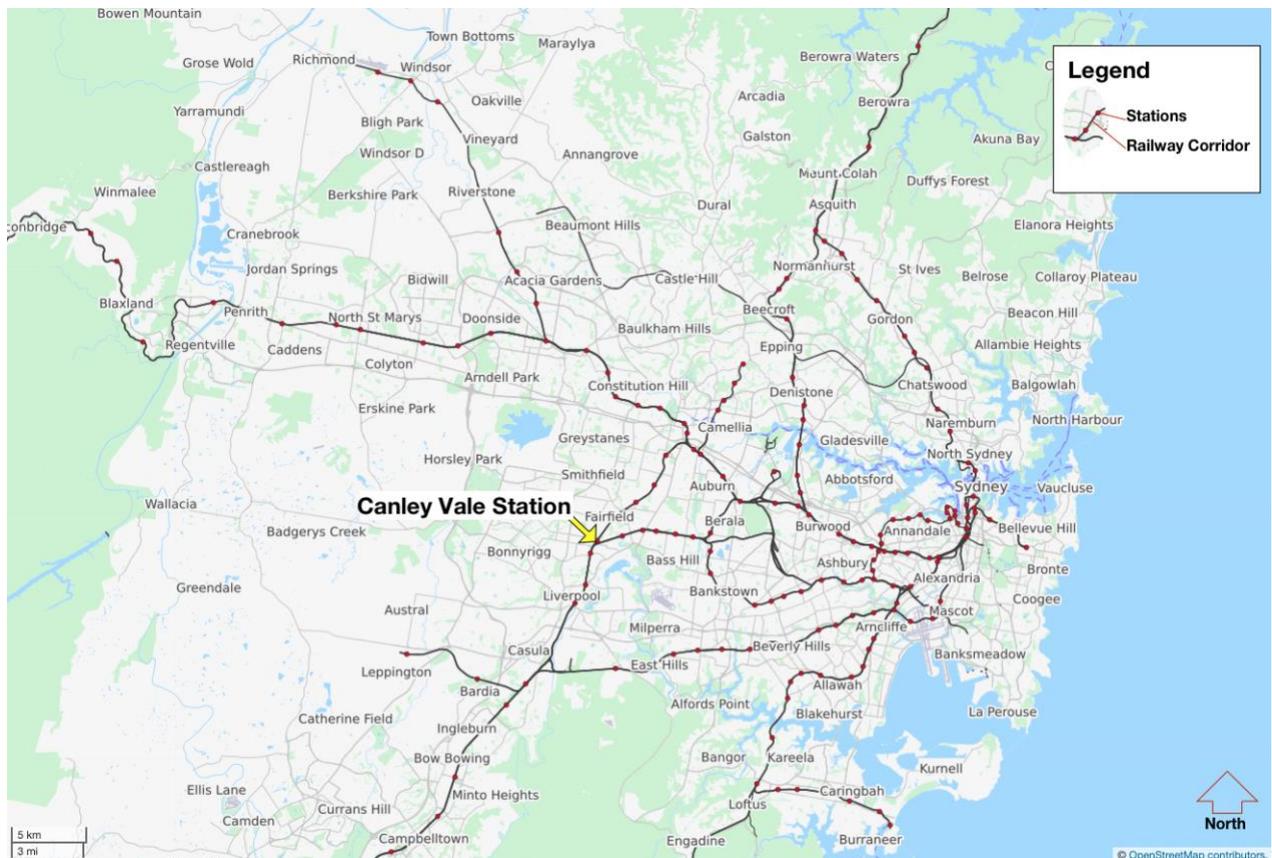


FIGURE 1-1: LOCATION OF CANLEY VALE STATION

The Proposal would result in the following key visible features:

- two new lifts to the existing footbridge which would extend approximately 1.5m above the height of the footbridge canopy
- minor extension to the length of the footbridge to install the lift infrastructure
- improved station entry at Railway Parade: widened station entry stairs, widened footpath graded to the lift entry, and new canopy over the ramp between the lift and the Platform
- improved station entry at First Avenue: extended ramp between First Avenue and the lift entry, an accessible parking space, and a kiss-and-ride bay
- partial regrading of the station platform/s to provide accessible paths and ramps
- new wayfinding signage and lighting.

A detailed project description is provided in SECTION 4.

1.3 Report format

The report is set out in the following format:

SECTION 2	Defines the methodology for the assessment
SECTION 3	Describes the location and context of the site
SECTION 4	Describes the Proposal and its main visual changes
SECTION 5	Assesses the likely effects to landscape character
SECTION 6	Assesses the likely effects to surrounding viewpoints
SECTION 7	Presents visual representations (photomontages) of the Proposal
SECTION 8	Describes measures that have been, and could be, incorporated to improve the visual outcome
SECTION 9	Presents a summary of key findings and conclusion.

2 Assessment methodology

This section outlines the methodology for the assessment, which is based on the NSW Roads and Maritime Services' *Guideline for Landscape Character and Visual Impact Assessment, Environmental Impact Assessment Practice Note EIA-N04*, December 2018 (referred to hereafter as the 'Guideline').

2.1 Assessment

Two assessments are undertaken under the Guideline to improve design outcomes:

- landscape character assessment - the assessment of impact on the aggregate of an area's built, natural and cultural character or sense of place – which helps determine the overall impact of a project on an area's character and sense of place.
- visual impact assessment - the assessment of impact on views - which helps define the day to day visual effects of a project on people's views.

The method to measure impact is based on the combination of sensitivity of the existing area or view to change, and magnitude of the Proposal on that area or view. Sensitivity and magnitude are defined in the Guideline as:

- Sensitivity: refers to the qualities of an area, the number and type of receivers and how sensitive the existing character of the setting is to the proposed nature of change. Sensitivity ranking criteria used for this assessment are provided in TABLE A-1, APPENDIX A.
- Magnitude: refers to the physical scale of a project, how distant it is and the contrast it presents to the existing condition. Magnitude of change ranking criteria used for this assessment are provided in TABLE A-2, APPENDIX A.

The combination of sensitivity and magnitude provide the rating of the landscape character impact for a project, or visual impact for individual viewpoints (refer TABLE 2-1).

TABLE 2-1: LANDSCAPE CHARACTER AND VISUAL IMPACT RATING MATRIX

		Magnitude			
		High	Moderate	Low	Negligible
Sensitivity	High	High	High-Moderate	Moderate	Negligible
	Moderate	High-Moderate	Moderate	Moderate-Low	Negligible
	Low	Moderate	Moderate-Low	Low	Negligible
	Negligible	Negligible	Negligible	Negligible	Negligible

Landscape character assessment

The Guideline¹ sets out the tasks for landscape character impact assessment:

1. analyse existing landscape character and its sensitivity
2. identify landscape character zones (if required because of the size or complexity of the project)
3. determine the magnitude of impact
4. assess landscape character impact (based on both the sensitivity of the character zone and magnitude of the Proposal in that zone).

Visual impact assessment

The Guideline² sets out the tasks for visual impact assessment:

1. identify the extent of visibility of the Proposal
2. identify existing viewpoints and their sensitivity to change
3. determine the magnitude of change from each viewpoint
4. assess visual impact (based on a composite of the sensitivity of the view and magnitude of the Proposal in that view).

2.2 Field survey

The Site was inspected 30 September 2019. The inspection included a walk-over Canley Vale Station precinct and surrounding streets. The day of the inspection was dry and sunny. An approximate viewshed was determined and potentially sensitive viewpoints identified. Private property was not accessed. Viewpoints were assessed from the nearest publicly accessible location.

2.3 Photography

Photographs included in this report have been taken using a 50mm lens on a full frame camera with GPS positioning. The 50mm lens is used as it is the angle of view that most closely resembles what we see with our own eyes.

2.4 Photomontages

Following the assessment, viewpoints representative of a variety of viewing locations were identified for preparation of photomontages (an indicative image which illustrates the likely visual changes from the viewpoints if the Proposal were to proceed). The photomontages were independently prepared by Cambium Group. Photomontages are presented at SECTION 7.

2.5 Mitigation measures

Where relevant and possible, mitigation measures have been included to reduce potentially adverse visual impacts. Measures include planting and design considerations (refer SECTION 8).

¹ Section 5 of the Guideline

² Section 6 of the Guideline

3 Site context

This section describes the site location and general context of the Proposal.

3.1 Location

Canley Vale Station is within the suburb of Canley Vale, in Fairfield City Council local government area (LGA). The station services two Sydney Trains Network routes: 'T2 Inner West and Leppington Line' and 'T5 Leppington to Richmond Line'. Canley Vale Station provides rail access south to Liverpool, north to Richmond, and east to Circular Quay.

A locality map showing the station vicinity is provided in FIGURE 3-1.

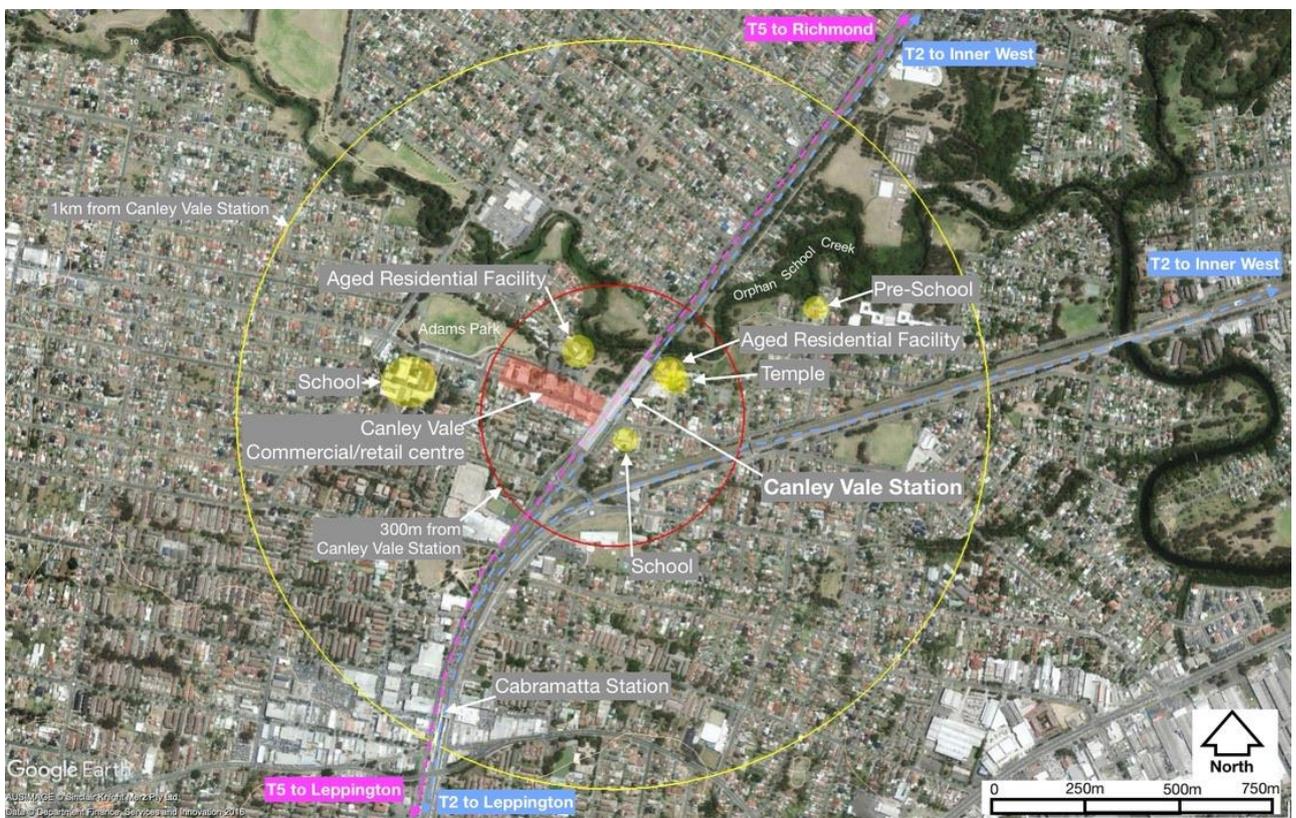


FIGURE 3-1: CONTEXT OF PROPOSAL LOCATION

3.2 Land use

Around the station the built environment predominantly comprises detached single storey houses and apartment buildings (up to three storeys); and single- and two-storey main street retail shops.

3.3 Landform

Canley Vale urban area is spread over a flat landform. There are no natural, elevated or prominent vantage points within the vicinity. The local water catchment flows into Orphan School Creek (a tributary of Prospect Creek) which passes under the railway line about 60m north of the station precinct.

3.4 Biodiversity

Land use associated with suburban development and the railway has resulted in a highly modified environment around the station precinct. Vegetation within the railway corridor has been introduced and is a mixture of native and exotic species. There are small shrubs (approximately 2-3m) and grass on the western side of the station, and taller shrubs (to approximately 4m) and canopy trees line the eastern side of the railway corridor along First Avenue.

TfNSW's Preliminary Environmental Assessment (PEA)³ identified two State protected endangered ecological communities close to the Proposal associated with Orphan School Creek: 'River Flat Eucalypt Forest' and 'Freshwater Wetlands on Coastal Floodplains'. Orphan School Creek is approximately 100m from the proposed work zone at its closest.

3.5 Site description

An image of the immediate vicinity of the station is provided in FIGURE 3-2.



FIGURE 3-2: VICINITY OF CANLEY VALE STATION

West of Canley Vale Station is the main retail shopping area of Canley Vale, centred on Canley Vale Road (refer to FIGURE 3-3). To the north of the station is Orphan School Creek and associated parkland. East is primarily residential houses (refer to FIGURE 3-4).

South of the station is a branch of the T2 railway line (which bypasses Canley Vale Station). An overbridge provides vehicular access across the railway corridor between Platform 1 (adjacent Railway Parade) and Platform 2 (adjacent First Avenue).

³ Transport for NSW (February 2018) Canley Vale Station Upgrade Preliminary Environmental Assessment - Transport Access Program 3



FIGURE 3-3: CANLEY VALE LOCAL CENTRE ON THE WESTERN SIDE OF THE RAILWAY CORRIDOR



FIGURE 3-4: RESIDENTIAL NEIGHBOURHOOD ON EASTERN SIDE OF THE RAILWAY CORRIDOR

The station is accessible by pedestrians from Railway Parade (to the west) and from First Avenue (to the east). Railway Parade is a busy three-lane road with no parking. A view of the western side of the station fronting Railway Parade is shown in FIGURE 3-5. The ramped pedestrian accessway at the northern end of the station is seen in the image. Stairs to the station are provided at the main pedestrian entry near the traffic signals (at the intersection with Canley Vale Road).



FIGURE 3-5: WESTERN SIDE OF STATION, RAILWAY PARADE

A view of the eastern side of the station fronting First Avenue is shown in FIGURE 3-6. The ramped pedestrian accessway and stairs to the station are seen in the image. Also visible is the car park and taller vegetation along First Avenue.



FIGURE 3-6: EASTERN SIDE OF STATION, FIRST AVENUE

An existing footbridge and supporting stairs provide access between the platforms.

There is a bus interchange and taxi stand on Railway Parade and two dedicated customer car parks:

- a 181-space multistorey car park off Fornasier Lane about 120 metres west of the station
- a 51-spaces plus on-street parking on the western side of First Avenue.

Within 500m of the station are:

- two primary schools (Caney Vale Public School on Canley Vale Road and Pal Buddhist School on First Avenue)
- a pre-school
- two temples (Tien Hau Temple on Railway Parade and Kwan Yin Temple on Second Avenue)
- a Cambodian cultural association
- two aged care residential facilities (Summit Care on the western side of the station and Australian Chinese and Descendants Mutual Association (ACDMA) Aged Care on the eastern side).

3.6 Heritage

TfNSW's PEA reported no known items of heritage value or listings associated with the station precinct itself. However, two locally listed items occur nearby (15m from the Proposal):

- corner shop, 2 Canley Vale Road
- Victorian cottage – 'Westacott Cottage', 110 Railway Parade.

The PEA found that consideration should be given to the heritage value of the two locally listed heritage items when determining the finish and design of lifts and platform extensions.

A search for known Aboriginal heritage items within 200m of the station⁴ (reported in the PEA) confirmed there to be no known Aboriginal heritage items within or close to the station.

3.7 Planning and legislative requirements

The Proposal is subject to the provisions of the *State Environmental Planning Policy (Infrastructure) 2007* (Infrastructure SEPP) and Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and is permissible without consent under the Infrastructure SEPP.

The Proposal is permissible without development consent and does not formally require consideration of local planning instruments. Where possible the design and/or systems associated with any development should have some regard for these, and to establish a high level of aesthetic synergy with the wider LGA. Therefore, the aims and objectives of relevant Council strategies and plans were considered in this assessment.

Under Fairfield City Council's *Local Environmental Plan (LEP) 2013*, the railway line and station are Zoned SP2 'Railway' Infrastructure. The Proposal meets the objectives of the zone, that is, to provide for railway infrastructure and related uses.

Canley Vale's commercial/retail area (west of the station along Canley Vale Road) is zoned B2 and was identified as a local centre in the Council's 2015

⁴The search was undertaken in February 2018 using the NSW Office of Environment and Heritage Aboriginal Heritage Information Management System.

Centres Study. Evaluation criteria considered when assessing applications for retail or commercial development include:

- to not alter the role of the local centre within Fairfield City's retail system
- to not unacceptably affect the range of services available in nearby sub-regional centres or neighbourhood centres
- to not rely on an expansion of the existing trade area of a neighbourhood centre for its viability
- to not result in an outcome consistent with the current role of the centre
- to strengthen the viability of a centre, particularly its core function of providing supermarket services.

The Proposal meets the above evaluation criteria in that it would increase accessibility and use of the station, and therefore, increase accessibility to the local centre.

4 Project description

This section outlines the major components and work items of the Proposal.

4.1 Scope of work

As part of the Transport Access Program (TAP), the Proposal aims to provide a station precinct that is accessible for all sections of the community, including people with a disability, limited mobility, parents/carers with prams, and customers with luggage.

A schematic diagram of the Proposal is provided FIGURE 4-1 and shows the proposed key elements of the Proposal.

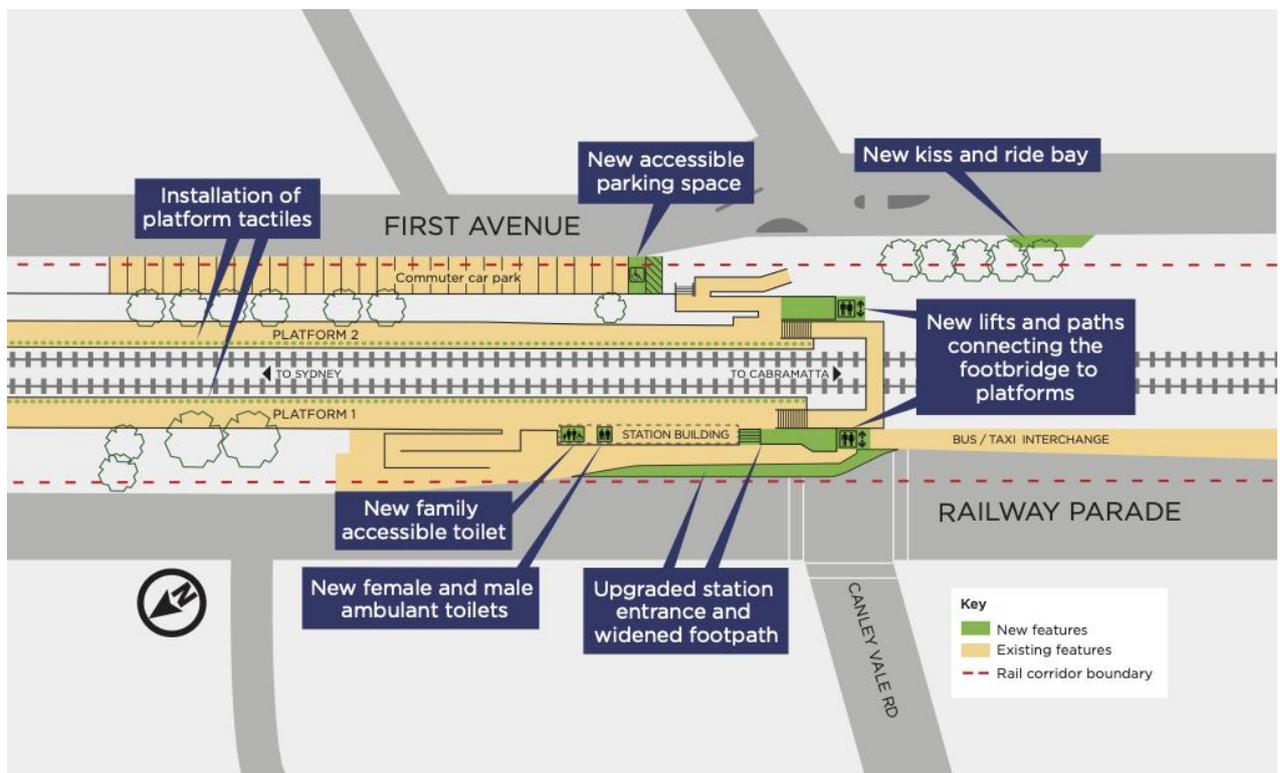


FIGURE 4-1: CANLEY VALE SCHEMATIC - VERSION 4 (PROVIDED BY TfNSW)

The following description is based on the schematic and is subject to detailed design.

Key components

The project scope of works includes:

New lifts to the existing footbridge

- Construction and installation of two lifts connecting to the existing footbridge including:
 - installation of a lift connecting Railway Parade (at street level) to Platform 1 and the footbridge
 - installation of a lift connecting Platform 2 to the footbridge

- lift landings with canopies for weather protection at the waiting areas.
- Minor extension to the existing footbridge at both ends to accommodate lift entrances.
- Retention of the existing footbridge with minor modifications that would include a continuous handrail on both sides of the footbridge.

Upgrade to station entrances and interchange facilities

- Upgrade of accessible paths to/from the station entries.
- Changes to road layout, signalised crossing and footpath to accommodate the new lift, lift waiting area and pedestrian circulation space.
- Installation of a continuous handrail along stairs leading to the footbridge.
- Widened station entry stairs from Railway Parade to Platform 1.
- Upgrade and extension of the pedestrian safety fence on Railway Parade.
- Provision of a new accessible kiss and ride bay on First Avenue.
- Provision of a new accessible parking space on First Avenue.
- New screening/anti climb screens to new lift lobbies.

Platform and platform building works

- Reconfiguration of the platform building would include:
 - provision of a new family accessible toilet through the reconfiguration of the existing male toilet.
 - provision of two new ambulant toilets through the reconfiguration of the existing female toilet.
- Localised platform regrading to allow for compliant accessible paths of travel.

Ancillary works

- Installation of wayfinding signage and other signage.
- Improvement to station security and communication systems, including CCTV upgrade, additional opal card readers and new hearing induction loops.
- Relocation of Railway parade bins to a consolidated bin storage area on First Avenue.
- New Tactile Ground Surface Indicators (TGSIs) to the platforms and stairways.
- Relocation of services and utilities along Railway Parade.

- Relocation/modification of the overhead High Voltage services including removal of the power poles located on First Avenue and Railway Parade.

Materials and finishes

Subject to detailed design, materials and finishes would include the following:

- lift shaft: concrete, steel, aluminium louvres and lift panels, clear glass, steel roof sheeting.
- weather protection canopies: steel and glass.
- footbridge: precast concrete.
- access path: concrete base.
- access stairs: concrete base, steel handrails and non-slip tread.
- balustrades and protection screens: powder coated aluminium.
- toilets: high gloss ceramic wall tiles, slip resistant floor tiles.

4.2 Construction

Timing

Subject to approval, construction is expected to commence in early 2021 and take around 18 months to complete. The station would remain operational throughout the construction period.

Standard construction hours are anticipated (7.00 am to 6.00 pm Monday to Friday, and 8.00 am to 1.00 pm Saturdays). Night and weekend work may be periodically required. Approval from TfNSW would be required for any out of hours work and the affected community would be notified.

Work during Sydney Trains trackwork periods (scheduled line closures for maintenance when trains are not operating) would also occur to facilitate overhead wiring works; piling and lift shaft installation; Railway Parade station entrance works including demolition works for the stairs; and platform regrading, resurfacing and TGSI installation.

Site establishment

Temporary construction compounds and storage areas would be established to accommodate a site office, amenities, laydown, and materials and equipment storage. The anticipated location for the primary compound is indicated in FIGURE 4-2. A secondary option for a compound is shown south of the road overbridge. The construction compound sites are located on land owned by RailCorp.

Safety barriers and hoarding would be installed around the nominated work zones on the platform.

Trees that border Canley Vale Station would be retained. Tree protection zones would be installed around tall vegetation near the construction zone. Vegetation trimming may be required for installation of the lift on First Avenue.



FIGURE 4-2: LOCATION OF COMPOUND/STORAGE AREAS

Plant and equipment

Construction access would require traffic control in the adjacent streets and use of a large mobile crane to lift construction materials and equipment to the station. Other large equipment that would be required for the Proposal includes:

- Trucks
- Lighting tower
- Bobcat
- Piling rig
- Forklift
- Road/rail excavator
- Excavator
- Hi-rail plant (elevated work platform/ flatbed/ hiab)

Demolition

The Proposal would require removal/demolition of some existing parts of the station. Demolition would include:

- station entry stairs, balustrade and handrails
- canopy west of the footbridge
- part of the external fence
- part of the kerb and street pavement
- power poles, traffic light and other utilities.

Earthworks

Approximately 150 tonnes of excavated material generated from earthworks and demolition works would be stored at the material storage areas before re-use or removal.

Rehabilitation

Upon completion of the proposed construction works, all disturbed areas would be rehabilitated. Works include removal of the construction compound/s, temporary fencing and storage areas; and covering exposed surfaces.

4.3 Project elements visible at operation

Once completed, the main Proposal elements that would be visible would be:

- the new lift shafts either end of the footbridge which would extend approximately 1.5m above the height of the footbridge canopy
- the new widened station entry stairs on Railway Parade
- the widened footpath at Railway Parade graded to the lift entry
- canopy over ramp from lift to Platform 1
- the extended ramps to the lift on First Avenue
- the new kiss and ride bay, and accessible parking space on First Avenue
- new wayfinding signage.

Upgrades to the station building (such as the refit of bathrooms) are largely internal and the building would not look significantly different from outside the station. Upgrades to the rail footbridge are also internal and would also not look significantly different when viewed from outside the station.

5 Impact to landscape character

This section assesses the likely impact of the Proposal on landscape character based on the combination of two criteria: sensitivity⁵ and magnitude of change⁶.

5.1 Existing landscape character

The station is an integral part of the Canley Vale local centre. The immediate area comprises mostly low-density urban land uses on generally flat terrain, gently sloping to Orphan School Creek. The local shopping centre on the station's western side comprises of one and two-storey brick store fronts for retail outlets, restaurants and services. The residential area on the station's eastern side comprises of single-story detached houses of two- and three-storey walk-up flats and residential aged care units. Intermittent tall canopy trees are scattered throughout the urban area and denser vegetation occurs within the parkland along Orphan School Creek.

Images showing local building form and street character are shown in FIGURE 5-1.



FIGURE 5-1: PHOTOGRAPHS SHOWING CHARACTER OF LOCAL AREA

⁵ Sensitivity assessment criteria are listed in TABLE A-1, APPENDIX A.

⁶ Magnitude of change criteria are listed in TABLE A-2, APPENDIX A.

On the western side of the station (on Railway Parade), two buildings representing local culture are architecturally distinctive: Westacott Cottage and Tien Hau Temple. Westacott Cottage features light beige rendered masonry with veranda and corrugated iron roof typical of the late Victorian era. Tien Hau Temple is brick with 'pagoda' style roof featuring upward curves and rounded green tiles, red columns, red eaves, red lanterns, flags, and red and green decorative trim.

5.2 Sensitivity of character

Landscape character is rated as having **low** to **moderate** sensitivity to change:

- parts of the built environment are pleasant and interesting although without high scenic value
- tree cover around the station is relatively low (particularly on the western side) and the station is visually prominent (although visually unremarkable) close to the station. Beyond approximately 100m, the station is less prominent/less visible within the landscape
- there are public views for a moderate number of people, particularly users of the Canley Vale local centre and station.

5.3 Magnitude of change to character

The main changes to landscape character would occur during construction, during which the Proposal would have a **low** to **moderate** magnitude of change on landscape character:

- the construction period is temporary
- the area disturbed during the construction period (including the compound/s) would be moderately large
- local landscape character would be temporarily reduced by the appearance of construction activities including use of large equipment.

Following construction, the Proposal would have a **low (positive)** magnitude of change on landscape character:

- the proposed new entrance at the station and other accessibility improvements would increase the station's attractiveness.

5.4 Summary of landscape character impact

A summary of assessed impact on landscape character is shown in FIGURE 5-1.

TABLE 5-1: ASSESSMENT OF LANDSCAPE CHARACTER IMPACTS

Phase	Sensitivity	Magnitude	Landscape character impact
Construction	Low to Moderate	Low to Moderate	Moderate-low
Operation	Low to Moderate	Low	Low

6 Impact to viewpoints

This section assesses the likely impact of the Proposal on representative public and private viewpoints based on the combination of two criteria: sensitivity⁷ and magnitude of change⁸.

6.1 Visibility of the Proposal

Canley Vale Station has a very small visual catchment due to the surrounding generally flat topography and buildings screening through views. Direct views of the station are generally only possible from close proximity: from a small section of Railway Parade, Canley Vale Road, First Avenue and Caroola Street (within approximately 100m of the station); and from the only elevated public site in the vicinity, Pevensey Street road overbridge (200m away). The approximate viewing area is shown at FIGURE 6-1.



FIGURE 6-1: APPROXIMATE VIEWSHED

The potential second compound location (south of the Pevensey Street road overbridge) has not been included in the proposed disturbance area as this area between the two rail lines is already used for material storage.

⁷ Sensitivity assessment criteria are listed in TABLE A-1, APPENDIX A.

⁸ Magnitude of change criteria are listed in TABLE A-2, APPENDIX A.

6.2 Assessed viewpoints

Six potential public and private viewpoints (VPs) within the viewing area have been identified for assessment (all within 100m of the station) and are shown at FIGURE 6-2:

- VP1: Railway Parade (north of the station)
- VP2: Railway Parade (south-west of station)
- VP3: First Avenue (south of the station)
- VP4: Canley Vale Road (west of the station)
- VP5: Carcoola Street (east of the station)
- VP6: First Avenue (north of the station).



FIGURE 6-2: IDENTIFIED VIEWPOINTS FOR ASSESSMENT

For each viewpoint, a brief description of the existing view, the assessed sensitivity to change, and the assessed magnitude of change to the view is provided below.

6.3 VP1: Railway Parade (north of the station)

VP1 represents the view of:

- visitors to Westacott Cottage
- people accessing retail shops on Railway Parade opposite the station (north of Canley Vale Road)
- customers walking between the multi-storey customer car park on Fornasier Lane
- travellers moving south along Railway Parade.

Railway Parade is a busy road (three-lanes of traffic and no parking lane) and separates Westacott Cottage from the station. Westacott Cottage is important as a local heritage residential building⁹, and it has a connection to the station (in that the cottage was built in 1886, eight years after the creation of the railway station). However, the environment surrounding Westacott Cottage does not contribute to its heritage significance.

Existing view

From Westacott Cottage, the station is viewed across three-lanes of busy traffic. The single-storey station offices/amenities building presents a solid, plain wall to the street. There is very little visibility into the station, and very little vegetation (some grass and shrubs) outside the station. The entry points to the station (ramps and stairs) are visible either side of the station building. The footbridge and overhead railway infrastructure are visible across the rail lines (refer to FIGURE 6-3).



FIGURE 6-3: VP1 – VIEW FROM WESTACOTT COTTAGE (RAILWAY PARADE NORTH OF THE STATION)

Sensitivity

The sensitivity of the view toward the Proposal is **low**:

- viewers are in very close proximity (the station is approximately 20m from Westacott Cottage at its closest) and the station is visually prominent
- however, the existing view is of railway infrastructure and traffic, and is not of particular scenic value
- views are transitory and viewers generally have a short-time period to view.

⁹ Westacott Victorian Cottage <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=1570099>

Magnitude of change

The magnitude of change to the view during construction is rated as **moderate**:

- the disturbance area would extend over a moderate portion of the viewed area
- construction activities would be an immediately apparent part of the scene
- the construction period would be temporary.

Following construction, the magnitude of change to the view is rated as **low**:

- visible changes would occur approximately 50m from Westacott Cottage (at the station entry and at the location of the proposed lifts). Closer changes would not be as visible from the cottage
- the proposed new lifts would be taller than the existing footbridge (by approximately 1.5m)
- the upgrade, including widened station entry, would, in general, be more appealing and increase the attractiveness of the station precinct.

Assessed impact

Construction: The low sensitivity ranking, combined with the moderate magnitude of change during construction, leads to an overall **moderate-low** level of impact.

Operation: The low sensitivity ranking, combined with the low magnitude of change post construction, leads to an overall **low** level of impact following construction.

6.4

VP2: Railway Parade (south-west of the station)

VP2 represents the view of:

- visitors to the Tien Hau Temple
- people accessing retail shops on Railway Parade opposite the station (south of Canley Vale Road)
- travellers moving north along Railway Parade.
- Tien Hau temple is a community focal point. As well as being a place of worship, it holds festivals and other community events.

Existing view

An image of the existing view (from the terrace at Tien Hau Temple) is provided in FIGURE 6-4. Tien Hau Temple is directly opposite the railway corridor and bus interchange. The station is more visually permeable from this viewpoint. The open-sided structures of the bus shelter and footbridge allow through views to the station platforms and the eastern side of the station.



FIGURE 6-4: VP2 – VIEW FROM TIEN HAU TEMPLE (RAILWAY PARADE SOUTH-WEST OF THE STATION)

Sensitivity

The sensitivity of the view toward the Proposal is **low to moderate**:

- Tien Hau Temple is close to the station (approximately 55m to the station building where modifications are proposed)
- the temple has upper terraces which provide views of the railway corridor, although views are transitory
- the middle ground of the existing view is of railway infrastructure, Railway Parade and traffic. However, the background is pleasant with street trees in residential streets east of the station.

Magnitude of change

The magnitude of change to the view during construction is rated as **low to moderate**:

- the disturbance area would extend over a moderate portion of the viewed area
- construction activities would be an apparent part of the scene
- the construction period would be temporary.

Following construction, the magnitude of change to the view is rated as **low**:

- the proposed new lifts would be taller than the existing footbridge (by approximately 1.5m) screening the view to a minor extent
- however, they would have an attractive finish (colour and texture), and the upgrade, including widened station entry, would, in general, increase the appeal and attractiveness of the station precinct
- the new station elements would be relatively compatible with the surrounding character.

Assessed impact

Construction: The low to moderate sensitivity ranking, combined with the low to moderate magnitude of change, leads to an overall **moderate-low** level of impact.

Operation: The low to moderate sensitivity ranking, combined with the low magnitude of change post construction, leads to an overall **low** level of impact following construction.

6.5 VP3: First Avenue (south of the station)

VP3 represents the view of:

- visitors and students of the Pal Buddhist School
- residences on First Avenue (one and two storey dwellings south of the station)
- the public view of First Avenue road users travelling north.

Existing view

The existing view to the station is partially screened by vegetation along the railway corridor. The footbridge is seen above the vegetation. Some views below the canopy to the rail line are possible. The platform and the station entry are partially visible. A view from the driveway of Pal Buddhist School is shown at FIGURE 6-5.



FIGURE 6-5: VP3 - VIEW FROM PAL BUDDHIST SCHOOL (FIRST AVENUE SOUTH OF THE STATION)

Sensitivity

The sensitivity of the view toward the Proposal is **low to moderate**:

- the school is in close proximity (approximately 30m from the station footbridge) and residents are directly opposite the railway corridor (approximately 20m away)

- there are a moderate number of public viewers (particularly at peak school start and finish times)
- the view (beyond the line of small trees) is of railway infrastructure and does not have particular scenic value.

Magnitude of change

The magnitude of change to the view during construction is rated as **low to moderate**:

- residents would be very close to the proposed primary compound and storage area (directly opposite, approximately 20m away), however, existing vegetation would largely screen most activities associated with the compound
- looking toward the station (in particular from the school), movement of tall equipment (cranes, excavators, elevated work platforms) and installation of the lift shafts would be visible above the existing vegetation
- viewers would be in close proximity to the construction zone (which would be approximately 20 from the front fence of the school).

The construction period would be temporary. Following construction, the magnitude of change to the view is rated as **low**:

- the proposed new lifts would taller than the existing footbridge (a comparatively small increase of 1.5m)
- the upgrade, including widened station entry, would, in general, increase the appeal and attractiveness of the station precinct
- the new station elements would be relatively compatible with the existing station precinct.

Assessed impact

Construction: The low to moderate sensitivity ranking, combined with the low to moderate magnitude of change, leads to an overall **moderate-low** level of impact.

Operation: The low to moderate sensitivity ranking, combined with the low magnitude of change during construction, leads to an overall **low** level of impact.

6.6

VP4: View from Canley Vale Road

VP4 represents the main public view from the Canley Vale local centre.

Existing view

The station is seen at the eastern end of Canley Vale Road, at the intersection with Railway Parade. The tallest element of the station is visible – the pedestrian footbridge and stairs up to the footbridge. There are ground level views through the station to the eastern side of the station. The main station entry is also in view. A view is provided in FIGURE 6-6.



FIGURE 6-6: VP4 - VIEW FROM THE LOCAL CENTRE (CANLEY VALE ROAD WEST OF THE STATION)

Sensitivity

The sensitivity of the view toward the Proposal is **low**:

- the location provides views to a moderate number of viewers in close proximity (from approximately 20m)
- the station is prominent in the view; however, the view is not of particular scenic value (being of railway and road infrastructure)
- views are transitory for most users, yet regular customers and users of the local centre would frequently see the view.

Magnitude of change

The magnitude of change to the view during construction is rated as **moderate**:

- some viewers would be very close to construction activities (within approximately 20m)
- the activities would be immediately apparent and contrast the smaller scale of the local centre
- the construction period would be temporary.

Following construction, the magnitude of change to the view is rated as **low**:

- the proposed new lifts would be slightly taller than the existing footbridge and would be directly in the line of sight, however, they are proposed to have an attractive finish (colour and texture)
- the upgrade, including widened station entry, would, in general, increase the appeal and attractiveness of the station precinct
- the new station elements would be relatively compatible with the surrounding character.

Assessed impact

Construction: The low sensitivity ranking, combined with the moderate magnitude of change during construction, leads to an overall **moderate-low** level of impact.

Operation: The low sensitivity ranking, combined with the low magnitude of change post construction, leads to an overall **low** level of impact following construction.

6.7 VP5: View from Carcoola Street

VP5 represents the private view from residences on Carcoola Street and the public view of Carcoola Street road users travelling west.

Existing view

The view from Carcoola Street at the intersection with First Avenue, is similar to the view of the station from VP4 (Canley Vale Road) with key station elements visible and in close proximity – the pedestrian footbridge, the stairs to the footbridge, and the station entry. A view is provided in FIGURE 6-7.

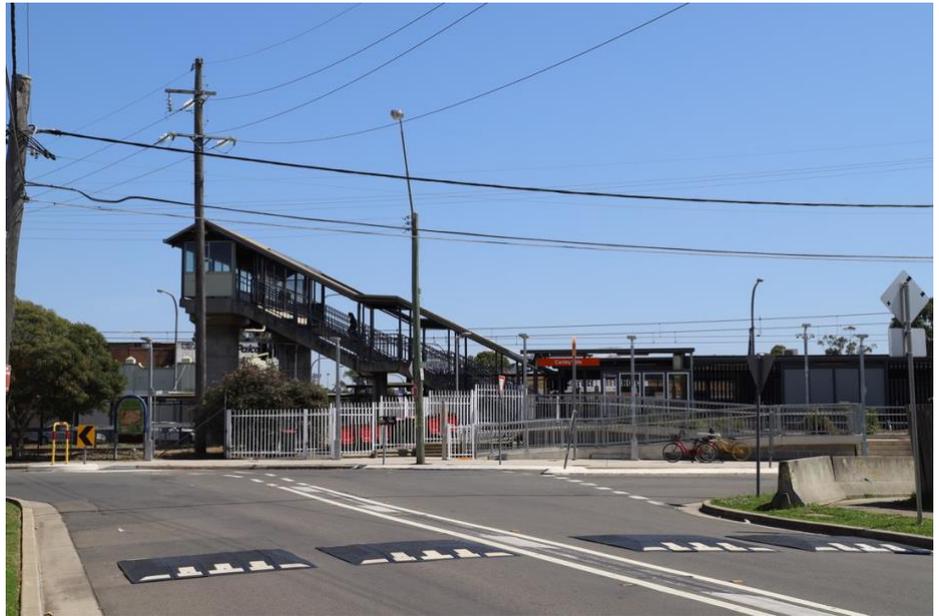


FIGURE 6-7: VP5 - VIEW FROM CARCOOLA STREET (EAST OF THE STATION)

Sensitivity

The sensitivity of the view toward the Proposal is **low to moderate**:

- the location provides private views to residents of Carcoola Street (the closest residence is approximately away), yet residences do not directly face the railway corridor
- the existing view does not have particular scenic value (being of railway and road infrastructure)
- when travelling west along Carcoola Street, the station is directly in the line of sight and a visually dominant structure.

Magnitude of change

The magnitude of change to the view during construction is rated as **low to moderate**:

- viewers would be close to construction activities, particularly road users and pedestrians/customers who would be within 20m of the construction zone when at the intersection with First Avenue
- the main construction activities (involving the lift shaft) would be in view and contrast the smaller scale of the residential street
- the construction period would be temporary.

Following construction, the magnitude of change to the view is rated as **low**:

- the proposed new lifts would be slightly taller than the existing footbridge and would be directly in the line of sight, however, they are proposed to have an attractive finish (colour and texture)
- the upgrade, including widened station entry, would, in general, increase the appeal and attractiveness of the station precinct
- the new station elements would be relatively compatible with the existing station precinct.

Assessed impact

Construction: The low to moderate sensitivity ranking, combined with the low to moderate magnitude of change during construction, leads to an overall **moderate-low** level of impact.

Operation: The low sensitivity ranking, combined with the low magnitude of change post construction, leads to an overall **low** level of impact following construction.

6.8 VP6: First Avenue (north-east of the station)

VP6 represents the view from residences on First Avenue (north of the station) and the public view of First Avenue road users travelling south. This viewpoint has the closest residents to the station (opposite the station entrance, less than 20m away).

Existing view

The existing view to the station is partially screened by vegetation between the First Avenue car park and the railway corridor. The eastern side of the footbridge is visible, as is the station entry. A view is shown at FIGURE 6-8.

Sensitivity

The sensitivity of the view toward the Proposal is **low to moderate**:

- viewers are in very close proximity (the closest residence is approximately less than 20m from the station entry)
- the existing view does not have particular scenic value (being of railway and road infrastructure)

- existing vegetation around the railway corridor reduces the potential visual dominance of the station.



FIGURE 6-8: VP6 - VIEW FROM FIRST AVENUE (NORTH OF THE STATION)

Magnitude of change

The magnitude of change to the view during construction is rated as **moderate**:

- the disturbance area would be very close to residences and users of First Avenue (the closest residence would be less than 20m from the construction zone)
- construction activities (particularly the use of tall equipment during the installation of the lift) would be an immediately apparent (and unavoidable) part of the scene
- the construction period would be temporary.

Following construction, the magnitude of change to the view is rated as **low**:

- the proposed new lifts would be slightly taller than the existing footbridge (by approximately 1.5m)
- the upgrade, including widened station entry, would, in general, increase the appeal and attractiveness of the station precinct
- the new station elements would be relatively compatible with the existing station precinct.

Assessed impact

Construction: The low sensitivity ranking, combined with the moderate magnitude of change, leads to an overall **moderate-low** level of impact.

Operation: The low to moderate sensitivity ranking, combined with the low magnitude of change during construction, leads to an overall **low** level of impact.

6.9 Summary of visual impact

The assessed impact of the Proposal on views during construction and post-construction is summarised in TABLE 6-1 and TABLE 6-2.

TABLE 6-1: ASSESSMENT OF IMPACTS TO VIEWPOINTS – TEMPORARY CONSTRUCTION PERIOD

Viewpoint	Sensitivity	Magnitude	Assessed visual impact
VP1: Railway Parade (north of the station)	Low	Moderate	Moderate-low
VP2: Railway Parade (south-west of the station)	Low to moderate	Low to moderate	Moderate-low
VP3: First Avenue (south of the station)	Low to moderate	Low to moderate	Moderate-low
VP4: Canley Vale Road (west of the station)	Low	Moderate	Moderate-low
VP5: Carcoola Street (east of the station)	Low to moderate	Low to moderate	Moderate-low
VP6: First Avenue (north-east of the station)	Low to moderate	Moderate	Moderate

TABLE 6-2: ASSESSMENT OF IMPACTS TO VIEWPOINTS – OPERATION

Viewpoint	Sensitivity	Magnitude	Assessed visual impact
VP1: Railway Parade (north of the station)	Low	Low	Low
VP2: Railway Parade (south-west of station)	Low to moderate	Low	Low
VP3: First Avenue (south of the station)	Low to moderate	Low	Low
VP4: Canley Vale Road (west of the station)	Low	Low	Low
VP5: Carcoola Street (east of the station)	Low to moderate	Low	Low
VP6: First Avenue (north-east of the station)	Low to moderate	Low	Low

7 Photomontages

Photomontages have been prepared to illustrate the Proposal following construction (independently prepared by Cambium Group).

The photomontages are from four viewpoints:

- VP1: View from Railway Parade (north of the station)
- VP2: View from Railway Parade (south of the station)
- VP4: View from Canley Vale Road (west of the station)
- VP6: View from First Avenue/Carcoola Street intersection (east of the station).

The location of each photomontage viewpoint is shown in



FIGURE 7-1. A brief description of each photomontage viewpoint is provided below.

7.1

VP1: View from Railway Parade (north of the station)

THE EXISTING IMAGE (SHOWN)



FIGURE 7-2) is taken from the footpath in front of the retail shops opposite the station. It is typical of the view of the public accessing the retail shops, visitors going to Westacott Cottage, and customers walking between the multi-storey customer car park on Fornasier Lane. The proposed view following construction

is

shown



FIGURE 7-3.

7.2 VP2: View from Railway Parade (south of the station)

The existing image (shown FIGURE 7-4) is taken from the footpath in front of retail shops opposite the station. It is typical of the view of the public accessing the retail shops, visitors accessing Tien Hau Temple, and travellers of Railway Parade moving north. The proposed view following construction is shown FIGURE 7-5.

7.3

VP4: Canley Vale Road

THE EXISTING IMAGE (SHOWN)



FIGURE 7-6) is taken from the footpath in front of retail shops on the northern side of Canley Vale Road. It is typical of the view of the public accessing the retail shops; railway customers moving toward the station; and travellers of Canley Vale Road moving east. The proposed view following construction is shown FIGURE 7-7.

7.4

VP5/6: View from the intersection of Carcoola Street and First Avenue

THE EXISTING IMAGE (SHOWN)



FIGURE 7-8) IS TAKEN FROM THE INTERSECTION OF CARCOOLA STREET AND FIRST AVENUE. IT IS TYPICAL OF THE VIEW OF LOCAL RESIDENTS ACCESSING BOTH STREETS; RAILWAY CUSTOMERS MOVING TOWARD THE STATION; AND CUSTOMERS AND VISITORS ACCESSING THE PAL BUDDHIST SCHOOL. THE PROPOSED VIEW FOLLOWING CONSTRUCTION IS

SHOWN



FIGURE 7-9.



FIGURE 7-1: PHOTOMONTAGE VIEWPOINTS



Camera viewpoint	VP1
Camera	Canon EOS 6D Mark II
Focal length	50mm
Camera RL	11.41m
Camera coordinates	309822.98, 6248477.05
Date and time	02/10/19 11:44

FIGURE 7-2: VP1 - EXISTING VIEW



Camera viewpoint	VP1
Camera	Canon EOS 6D Mark II
Focal length	50mm
Camera RL	11.41m
Camera coordinates	309822.98, 6248477.05
Date and time	02/10/19 11:44

FIGURE 7-3: VP1 – PHOTOMONTAGE POST-CONSTRUCTION



Camera viewpoint	VP2
Camera	Canon EOS 6D Mark II
Focal length	50mm
Camera RL	12.01m
Camera coordinates	309771.64, 6248405.48
Date and time	02/10/19 11:31

FIGURE 7-4: VP2 - EXISTING VIEW



Camera viewpoint	VP2
Camera	Canon EOS 6D Mark II
Focal length	50mm
Camera RL	12.01m
Camera coordinates	309771.64, 6248405.48
Date and time	02/10/19 11:31

FIGURE 7-5: VP2 – PHOTOMONTAGE POST-CONSTRUCTION



FIGURE 7-6: VP4 – EXISTING VIEW



FIGURE 7-7: VP4 – PHOTOMONTAGE POST-CONSTRUCTION



FIGURE 7-8: VP5/6 – EXISTING VIEW

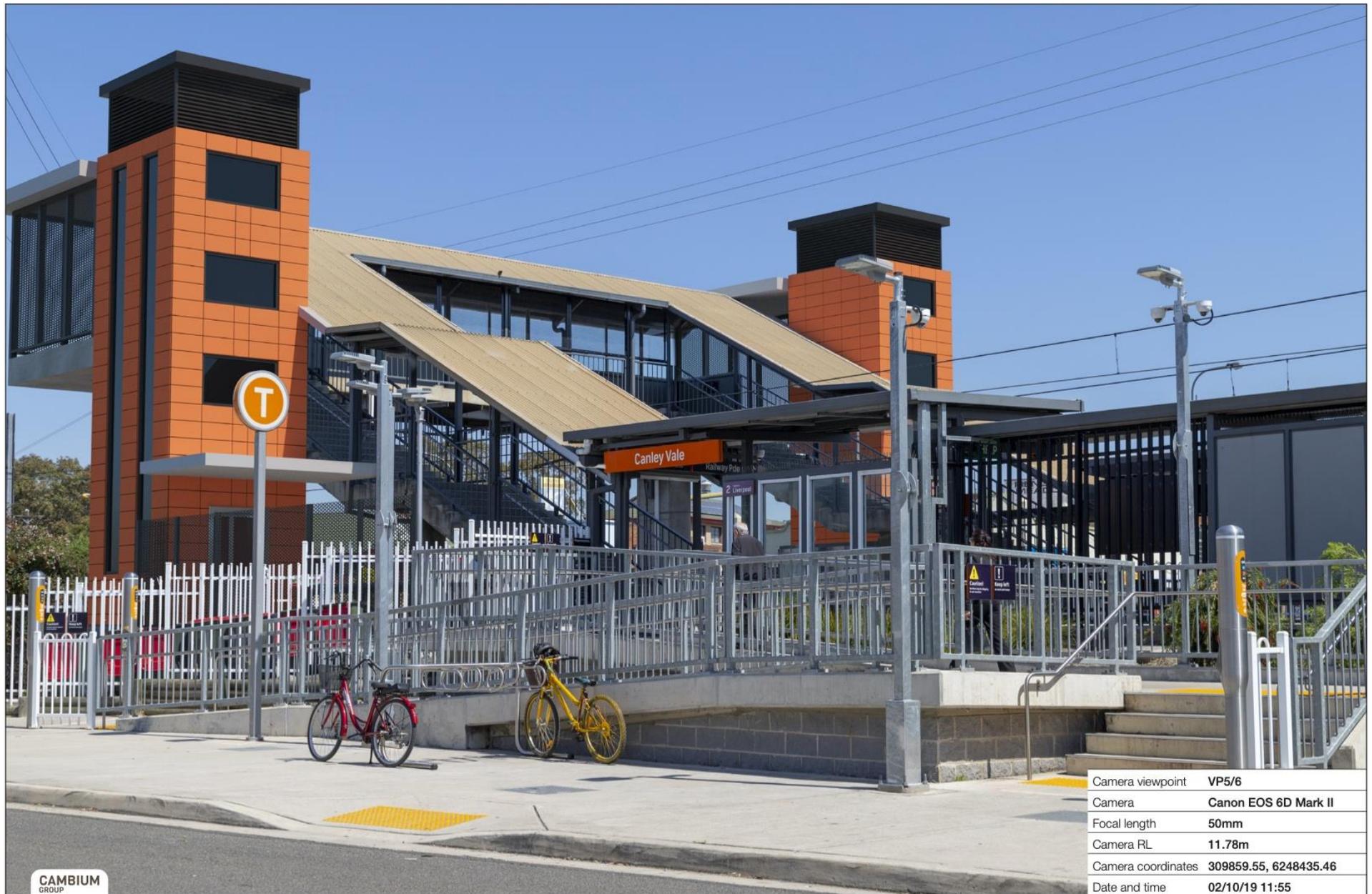


FIGURE 7-9: VP5/6 – PHOTOMONTAGE POST-CONSTRUCTION

8 Mitigation measures

This section describes the positive design measures of the Proposal and additional measures that are recommended to improve the visual outcome.

8.1 Positive visual attributes of the Proposal

The Proposal has a number of positive characteristics which would reduce its potential landscape character and visual impacts:

- With the exception of the lift shaft, most of the proposed works are at-grade or are low-elevation upgrades to existing infrastructure.
- The proposed lift shaft would be approximately 1.5m taller than the top of the footbridge (a relatively small increase). The lift is proposed to have an attractive finish (texture and colour) and would occupy a relatively small space.
- Visual permeability of the station would be retained (via the open sided footbridge, open-sided low-roofed platform shelter and bus-interchange shelter, and permeable fencing).
- Existing trees along First Avenue would be retained.
- All lighting would be designed and installed in accordance with the requirements of AS4282 Control of the Obtrusive Effects of Outdoor Lighting.
- Unnecessary loss or damage to vegetation would be avoided by protecting trees prior to construction and/or trimming vegetation (if necessary) to avoid total removal.
- Any existing and future graffiti would be removed in accordance with TfNSW's standard requirements.
- A Public Domain Plan and an Urban Design Plan would be prepared which includes landscaping.

8.2 Additional measures

In addition to the above, to improve the visual outcomes of the Proposal, the following design measures are suggested:

- Consider incorporating cultural architectural elements (shapes, materials and colours) into the new structural elements of the station to reflect the local community.
- Consider incorporating cultural motifs (colours, textures) onto the plain, external wall of the station building (facing Railway Parade), to reflect stories/images from the local community.

- Where visible to residents or in direct public view, screen the work site and compounds by covering temporary construction zone fencing with shade cloth (or similar material) to minimise visual impacts.
- Incorporate planting (including canopy trees if possible) in the Urban Design Plan, to integrate the new structure, existing vegetation and the setting.

9 Key findings and conclusion

Direct views of the Proposal would be possible from adjacent roads (Railway Parade, Canley Vale Road, First Avenue and Carcoola Street); adjacent residential properties (residents of Carcoola Street and First Avenue); Canley Vale local centre; and adjacent community-accessed facilities such as Pal Buddhist School, Tien Hau Temple and Westacott Cottage.

The landscape character is generally pleasant and interesting although it does not have high scenic value, and the station and railway corridor are not visually remarkable. During construction, local landscape character would be temporarily reduced by the appearance of construction activities (including the use of large equipment). However, following construction, the proposed upgrade would increase the appeal and attractiveness of the station precinct.

The visual impact to local landscape character was assessed as moderate-low during construction, and low following construction.

Six viewpoints of the station were identified to assess the potential visual impact to sensitive receptors (such as residents and community facilities) as well as public views from the busier public roads and Canley Vale shops. The most significant change to viewpoints was assessed to occur during the temporary construction period. Some viewpoints would be in very close proximity to the construction zone and construction activities would be an immediately apparent (and unavoidable) part of the scene.

The visual impact during construction was assessed as moderate from one viewpoint (VP6 – First Avenue, which includes the closest residence to the station), and moderate-low from all other viewpoints.

Following construction, the impact to all viewpoints is predicted to be low.

Although the new lift shaft would slightly increase the height of the station, the upgrade would, in general, increase the attractiveness of the station precinct. The finishes of the new structure would be textured and coloured, the widened main entry stairs would be welcoming, and the new station elements would be relatively compatible with the surrounding character.

In summary, the highest adverse visual impacts of the Proposal would occur during construction and be temporary. Overall, when operational, the station precinct would be generally more attractive and appealing for customers, visitors and residents.

10 References

Fairfield Local Environmental Plan 2013

Roads and Maritime Services (December 2018) *Guideline for Landscape Character and Visual Impact Assessment, Environmental Impact Assessment Practice Note EIA-N04*

Transport for NSW (22 July 2019) *Vegetation Management (Protection and Removal) Guideline*

Transport for NSW (23 August 2019) *Vegetation Offset Guide*

Transport for NSW (23 August 2019) *Weed Management and Disposal Guide*

Transport for NSW (February 2018) *Canley Vale Station Upgrade Preliminary Environmental Assessment - Transport Access Program 3 Ref: 5988261*

Appendix A: Criteria for Assessment

TABLE A-1: SENSITIVITY RANKING CRITERIA

Sensitivity	Criteria (general guide only, some or all may apply)
High	<ul style="list-style-type: none"> • Landscape or heritage of high to very high conservation value or • Public views with a high to very high number of users or • Viewers are in close proximity or • The site has a high visual prominence or • Viewers have opportunity for prolonged or stationary views
Moderate	<ul style="list-style-type: none"> • Landscape or heritage of moderate conservation value or • Public views with a moderate to high number of viewers or • Viewers are in close or moderate proximity or • The site is visually prominent or • Private views in close proximity with mostly unimpeded views
Low	<ul style="list-style-type: none"> • Some landscape or heritage conservation value but of lower visual value or • Public views for a small number of users or • Viewers at a more distant proximity and • Site is less visually prominent • Viewers have short-time period to view / transitory views
Negligible	<ul style="list-style-type: none"> • Landscape has no or very little heritage or visual value • Very few people can view • Viewers are long distance from site • Site is not visually prominent • Viewers have short time period to view or no private/stationary views

TABLE A-2: MAGNITUDE OF CHANGE RANKING CRITERIA

Magnitude	Criteria (general guide only, some or all may apply)
High	<ul style="list-style-type: none"> • Significant size and extent of area affected • Permanent and irreversible change • Immediately apparent part of the scene • Significantly contrasts in scale and character (either existing or planned)
Moderate	<ul style="list-style-type: none"> • Moderate in size and extent of area affected • Temporary, or if permanent, effects reduced over time • A dominant feature of the scene • Contrasts in scale and character (either existing or planned)
Low	<ul style="list-style-type: none"> • Small in size and extent of area • Temporary, or if permanent, visual effects able to be reduced substantially • A visible and recognisable new element within the overall scene, yet one that is relatively compatible with the surrounding character (either existing or planned).
Negligible	<ul style="list-style-type: none"> • The Proposal constitutes only a minor component of the wider view • Might be missed by the casual observer or receptor.