

ArupSustainability

Appendix H

Visual Assessment

H1 Visual Impact Assessment

This section provides an assessment of the visual impact of the proposed EHW and responds to the DGEAR by using photomontages to demonstrate visual impacts of the proposal particular having regard to the siting and design, bulk and scale relationships, appropriate use of materials and detailing having regard to the heritage fabric of the surrounding area.

H1.1 Assessment Approach

Based on the analysis of the townscape and visual character of the proposed EHW site and locality, the assessment of the visual impact has involved the following:

- Identification of viewpoints – further to a review of the urban design characteristics identified in the RWA's BEP, viewpoint positions were selected to represent a general spread of views which will illustrate the interrelationship between the proposed EHW and the urban context. Most of those selected are from publicly accessible viewing areas, with additional perspective views to illustrate the EHW within its wider setting.
- Preparation of accurate visual representations – Cox prepared a number of accurate images of the EHW using a three-dimensional computer model.
- Appraisal of proposed views – photomontage images of the proposed view are shown accompanied by a commentary of the degree of impact, essentially the fit of the proposal.

H1.2 Existing Environment

In general, the BEP notes that the 'Redfern-Waterloo area offers magnificent views looking north towards the Sydney CBD. The Sydney CBD is visible from most of the north-south streets crossing Redfern Street and along Lawson Street where it intersects Eveleigh Street. To the south are district views of the Department of Housing high rise apartments and views towards Sydney Airport and Botany Bay. Views to the east and west are generally local in nature. The existing commercial towers along Lawson Street...are prominent features that can be viewed when travelling southward through the area. From the south, the Redfern-Waterloo area is less visible as the slope is fairly gradual, although the high rise apartment grouping is highly visible.'

Previous sections of this report have outlined the site context and discussed the built environment characteristics of the area. In addition, the visual sensitivity of the setting is noted in the Non-Indigenous Heritage Assessment prepared by Wier + Phillips which discusses the Eveleigh Rail Yards.

H1.3 Impacts

Four photomontages are presented showing the relationship between the EHW and its setting. These are:

- Aerial image looking north towards the CBD.
- Aerial image looking south east over the North Eveleigh site.
- View from the Redfern Railway Station platforms (6 and 7).
- View from the ATP public space.

Figure H1.1 Aerial view looking towards the CBD

Figure H1.1 shows the proposed EHW within the surrounding urban context as seen from this aerial view. A simple massing model of the proposed North Eveleigh development scheme is also illustrated. The dominant element in this view is the rail corridor and proposed tower building on the North Eveleigh site. The EHW is also highly visible in this view introducing a new architectural element within heritage context. It introduces a strong horizontal element and is clearly articulated as new by way of its organic form. The intervention will result in a sensitive relationship with the North Eveleigh site and the listed buildings.

Figure H1.2 Aerial view looking south east

In Figure H1.2, the EHW is highly visible with its slender form at the North Eveleigh landing expanding with the main steel truss creating a rhythmic structure, referencing an Aboriginal fishing net, shown over the rail corridor. The North Eveleigh ramp is obscured in this view owing to the mature vegetation and viewing angle. Closest to the curtilage of the heritage items on the EHW North Eveleigh site, the EHW presents a simple and clean design which is reduced in bulk by way of reducing the truss depth at the abutments. The gentle rise in the ramp level at this location also assists in presenting a sympathetic scale and portion in the vicinity of the heritage buildings.

Figure H1.3 View over rail corridor



The view in Figure H1.3 the EHW between the two landings as it traverses the rail corridor. The EHW provides a projection beyond the existing overhead wire frames and signal gantries introducing a visually stronger and aesthetic horizontal element. The steel EHW truss provides an appropriate scale across the wide corridor expanse and by way of its dominance provides better visual clarity and interest in this view. The colour on the chords works to give visual expression and celebrate its gateway status for passengers heading into the CBD. Although the use of materials make reference to the industrial heritage and railway uses to harmonise the EHW with its surrounds, its contemporary form provides a new architectural idiom of high quality design which demonstrates positive change in the RWA Operational Area.

Figure H1.4 View from ATP

The view in Figure H1.4 shows the EHW landing at the EHW ATP site gateway. The Watertower apartment building forms a solid mass within this viewpoint which has a relative low visual sensitivity. Buildings of heritage note within the ATP are sited further westwards of the ramp and are separated from the structure by a row of trees. Respect of the curtilage of the heritage buildings has been considered by way of the compact ramp form and its reduction in bulk through the use of slender piers. The EHW will be highly visible from this location which is an important feature in order to assist in way finding. The ramp curves elegantly with a low barrier to improve visibility and safety for users. The steel superstructure projects out at this landing to further reinforce its gateway status while revealing an elegant EHW approach.

H1.4 Conclusion

The EHW represents a further phase in the evolution of the Eveleigh Rail Yards and in the RWA's program of improvements. The proposed EHW fills the space (rail corridor) which is currently an unresolved space between the ATP and North Eveleigh. The expanse of the corridor enables the EHW to be expressed and a new architectural idiom to be successfully introduced. It provides an important connecting relationship between the buildings on the ATP and those proposed at North Eveleigh as a result of this intervention.

The EHW will be highly visible but will complement the local character and be an improvement to the local urban fabric and Eveleigh Rail Yards.

