

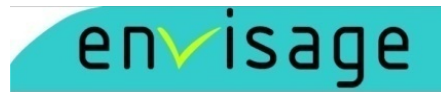
# PROPOSED MERRYLANDS STATION COMMUTER CAR PARK VISUAL IMPACT ASSESSMENT



PREPARED BY ENVISAGE CONSULTING FOR  
KMH ON BEHALF OF TRANSPORT FOR NSW

envisage

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**PROPOSED MERRYLANDS COMMUTER CAR PARK VISUAL IMPACT ASSESSMENT  
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# Executive summary

This report provides a visual impact assessment of Transport for NSW's (TfNSW) proposed Merrylands Commuter Car Park, referred to in this report as 'the Proposal'. The assessment forms part of the requirements for a Review of Environmental Factors under Part 5 of the *NSW Environmental Planning and Assessment Act, 1979*.

The assessment considers the effect to the existing landscape character and key viewpoints that surround the Proposal, including viewpoints from the station, the bus interchange, Terminal Place and Railway Terrace.

## Proposal overview

The Proposal is located in the suburb of Merrylands adjacent to the Merrylands Station (Site 1) and north of the station (Site 2). The majority of the land required for the Merrylands Commuter Car Park Extension is in the ownership of RailCorp and is operated and maintained by Sydney Trains (refer to the Review of Environmental Factors (REF) for detailed property ownership). Site 2 is located within the road reserve of Railway Terrace under the care and control of Cumberland Council.

Site 1 of the Proposal involves the construction of three additional part levels over the existing council/commuter car park structure with sufficient height to provide access to existing easements including a ground level above the existing lower ground level; and a mid lower ground level and mid upper ground level adjacent the existing lower ground level. There is also a new lift from the station forecourt. Site 2 involves the construction of a 24 space, 90-degree car park along Railway Terrace. A detailed description of the proposed visual changes is provided in **Section 4-1**.

## Visibility of Proposal

Both sites have a relatively confined area of visibility. Site 1 is largely concealed behind the existing bus interchange, and visibility would be confined to the immediate areas around the bus interchange and station forecourt, station concourse, vacant land to the north, and taller residential flat buildings on the eastern side of the railway corridor.

The visibility of Site 2 is mostly limited to users and residents of the nearest parts of Railway Terrace, with more distant views possible from surrounding taller residential flat buildings on the western side of the railway corridor.

## Conclusion

The Proposal would represent a relatively minor visual change to these two different parts of Merrylands.

### Site 1:

The Proposal incorporates a number of design features to mitigate potential landscape character and visual impacts:

- The new structure height and design would be similar to the existing bus interchange and of a similar design
- The contemporary design of the new lifts and stair would blend with the existing station facility.

The Proposal would replace the existing at-grade car park with a new structure with three additional part levels over the existing council/commuter car park, similar in height to the existing bus interchange. The established use of the site for car parking is of consistent character with the Proposal.

Site 2:

The Proposal incorporates a number of design features to mitigate potential landscape character and visual impacts:

- The design is similar to other street side car parking areas along Railway Terrace closer to the station
- No trees require removal.

The Proposal would result in the removal of a section of grassed verge (approximately 80m long by 10m wide) along the western side of Railway Terrace and would look similar to other existing car parking along Railway Terrace. The Proposal would be compatible with the surrounding urban character of this part of Railway Terrace and not result in any loss of trees.

# 1. Introduction

## 1.1 Purpose of this report

This report provides a visual impact assessment of Transport for NSW's (TfNSW) proposed Merrylands Station Commuter Car Park, referred to in this report as 'the Proposal'. The assessment forms part of the requirements for a Review of Environmental Factors under Part 5 of the NSW *Environmental Planning and Assessment Act, 1979*.

The assessment focusses on the effect to the existing landscape character and key viewpoints that surround the Proposal, including those from the station, the bus interchange, Terminal Place and Railway Terrace.

## 1.2 Proposal overview

The Proposal is located in the suburb of Merrylands adjacent to the Merrylands Station (Site 1) and north of the station (Site 2). The majority of the land required for the Merrylands Commuter Car Park Extension is in the ownership of RailCorp and is operated and maintained by Sydney Trains (refer to the Review of Environmental Factors (REF) for detailed property ownership). Site 2 is located within the road reserve of Railway Terrace under the care and control of Cumberland Council.

Site 1 of the Proposal involves the construction of three additional part levels over the existing council/commuter car park structure with sufficient height to provide access to existing easements including a ground level above the existing lower ground level; and a mid lower ground level and mid upper ground level adjacent the existing lower ground level. There is also a new lift from the station forecourt. Site 2 involves the construction of a 24 space, 90-degree car park along Railway Terrace. A detailed description of the proposed visual changes is provided in **Section 4-1**.

## 1.3 Report format

The assessment methodology is based broadly on the NSW Roads and Maritime Services' *Environmental Impact Assessment Practice Note: Guidelines for Landscape Character and Visual Impact Assessment (EIA No. 4 Guidelines, March 2013)*.

The principal tasks of the assessment process are set-out in the report's format:

- Task 1: Define the methodology for the assessment (**Section 2.0**)
- Task 2: Establish baseline conditions and describe the context of the site, including the visual environment and site visibility (**Section 3.0**)
- Task 3: Describe the main visual changes of the Proposal (**Section 4.0**)
- Task 4: Assess the likely effects to landscape character and surrounding key viewpoints (**Section 5.0** and **Section 6.0**)

- Task 5: Describe design and mitigation measures that have been, and could be, incorporated into the design to improve the visual outcome **(Section 7.0)**
- Task 6: Provide a conclusion of findings **(Section 8.0)**.



## 2. Assessment methodology

### 2.1 General

The assessment methodology is based broadly on the NSW Roads and Maritime Services' *Environmental Impact Assessment Practice Note: Guidelines for Landscape Character and Visual Impact Assessment (EIA No. 4 Guidelines, March 2013)*.

Under the guideline, two main types of visual effects (or impacts) are assessed:

- effect on the landscape character
- effect on key viewpoints (visual impact).

The guidelines describe these impacts as follows: *"Landscape character and visual assessment are equally important. Landscape character assessment helps determine the overall impact of a project on an area's character and sense of place. Visual impact assessment helps define the day to day visual effects of a project on people's views."*

### 2.2 Detailed assessment methodology

The determination of the effect on landscape character and viewpoints are based on the combination of two criteria – the sensitivity and the magnitude, defined by Roads and Maritime (2013) as:

- *Sensitivity - The sensitivity of a landscape character zone or view and its capacity to absorb change. In the case of visual impact this also relates to the type of viewer and number of viewers.*
- *Magnitude - The measurement of the scale, form and character of a development proposal when compared to the existing condition. In the case of visual assessment this also relates to how far the proposal is from the viewer.*

The combination of sensitivity and magnitude provide the rating of the level of impact, as shown in **Table 2-1** (as adapted for this project type from Roads and Maritime Services, 2013):

**TABLE 2-1: IMPACT LEVELS (MATRIX OF SENSITIVITY & MAGNITUDE)**

Matrix of relationship between sensitivity and magnitude					
		Magnitude			
		Very high	High	Moderate	Low (or negligible)
sensitivity	Very high	Very high	Very high	High	Low
	High	Very high	High	High-moderate	Low
	Moderate	High-moderate	High-moderate	Moderate	Low
	Low (or negligible)	Low	Low	Low	Low (or negligible)

For the purposes of this assessment the criteria listed in **Table 2-2** and **Table 2-3** have been specifically defined for sensitivity and magnitude of change for both the assessment of landscape character and the visual impact to viewpoints (note these are a general guide only for this project).

**TABLE 2-2: SENSITIVITY RANKING CRITERIA**

Sensitivity	Criteria
<b>Very high</b>	<ul style="list-style-type: none"> <li>▪ Landscape or heritage of very high conservation value</li> <li>▪ Public views with a very high number of users in close proximity and/or the site has a very high visual prominence</li> </ul>
<b>High</b>	<ul style="list-style-type: none"> <li>▪ Landscape or heritage of high conservation value</li> <li>▪ Public views with a high number of users in close proximity and/or the site has a high visual prominence</li> </ul>
<b>Moderate</b>	<ul style="list-style-type: none"> <li>▪ Landscape or heritage of moderate conservation value</li> <li>▪ Public views with a moderate number of viewers in close or moderate proximity and the site is visually prominent</li> <li>▪ Private views in close proximity with mostly unimpeded views</li> </ul>
<b>Low (or negligible)</b>	<ul style="list-style-type: none"> <li>▪ None or little landscape or heritage conservation and/or visual value</li> <li>▪ Public views with a low number of users &amp;/or not in close proximity &amp;/or visually prominent.</li> </ul>

**TABLE 2-3: MAGNITUDE OF CHANGE RANKING CRITERIA**

Sensitivity	Criteria
<b>Very high</b>	The proposal forms a significant and immediately apparent part of the scene, and one that significantly contrasts in scale and character (either existing or planned) and is severely detrimental to the quality of the scene.
<b>High</b>	The proposal becomes the dominant feature of the scene to which other elements become subordinate, and one that significantly contrasts in scale and character (either existing or planned), possibly reducing the quality of the scene.
<b>Moderate</b>	The proposal forms a visible and recognisable new element within the overall scene, yet one that is relatively compatible with the surrounding character (either existing or planned).
<b>Low (or negligible)</b>	The proposal constitutes only a minor component of the wider view, which might be missed by the casual observer or receptor. Awareness of the proposal would not have a marked effect on the overall quality of the scene.

# 3. Context of existing visual environment

## 3.1 General context

Site 1 of the Proposal is close to the main shopping area of Merrylands, and is situated between the existing bus interchange and railway corridor.

Merrylands shopping area consists of a mix of smaller shops and larger buildings up to 3-4 storeys high, focussed in the commercial centre on the western side of the station. The dominant building is the large Merrylands Westfield Shopping Centre one block to the west along Pitt Street.

The station forms a community focal point with the main entry on the western side along Terminal Place and a secondary entry from the eastern side along Railway Terrace. There is a concourse connecting both sides of the corridor.

The area along Railway Terrace between the station and Site 2 is undergoing a transformation from mostly detached houses to residential flat buildings up to 6-8 storeys high. There are a number of these taller buildings on both sides of the railway corridor on the northern side of the station.

The landform is relatively flat in the vicinity of the station and the nearest parts of Merrylands. The location and visual context is illustrated in **Figure 3-1**.

## 3.2 Heritage

A statement of heritage impact has been prepared by Artefact (2016). The main findings in regard to heritage are as follows:

- Merrylands Railway Station Building is listed on Schedule 5 (Environmental Heritage) of the Holroyd Local Environmental Plan (LEP) 2013 and on the Sydney Trains (formerly RailCorp) Section 170 Heritage and Conservation Register.
- Two other items adjacent to the site location are also listed on Schedule 5 of the Holroyd LEP 2013, those being the Millmaster Feeds Site (archaeological) (Holroyd LEP 2013 A5) and Goodlet and Smith (brickmaking plant and chimney and Hoffman kiln and chimney) (Holroyd LEP 2013 I53).
- The Proposal would have no physical impacts to heritage items, negligible to minor visual impact to Merrylands Railway Station Building, neutral visual impact to Millmaster Feeds Site and Goodlet and Smith, and no archaeological impacts.

The conclusions of the report in terms of the low level of visual impact to the heritage sites is consistent with the generally low overall level of impact of the Proposal, and therefore supported with the findings of this report.

### 3.3 Visual environment

#### 3.3.1 Landscape character

The dominant character of the surrounding area of Merrylands and both sites is highly urban, consisting of the low-scale commercial centre to the west and a mix of older-style detached housing interspersed with contemporary residential flat buildings up to 6-8 storeys high on the eastern side. Running through the centre is the railway corridor with a linear - infrastructure character.

Site 1 is within the main station precinct, which has an urban character dominated by the concrete built elements of the large bus interchange (refer **Figure 3-2** and **3-3**) and the elevated concourse of the station, surrounded by the hard surfaces of the existing car park and the station forecourt. There is limited vegetation around the western side of the station, the exception being a cluster of tall, native Cabbage Tree Palms in the station forecourt and a second cluster of palms along Terminal Place in front of the bus interchange.

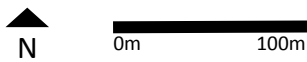
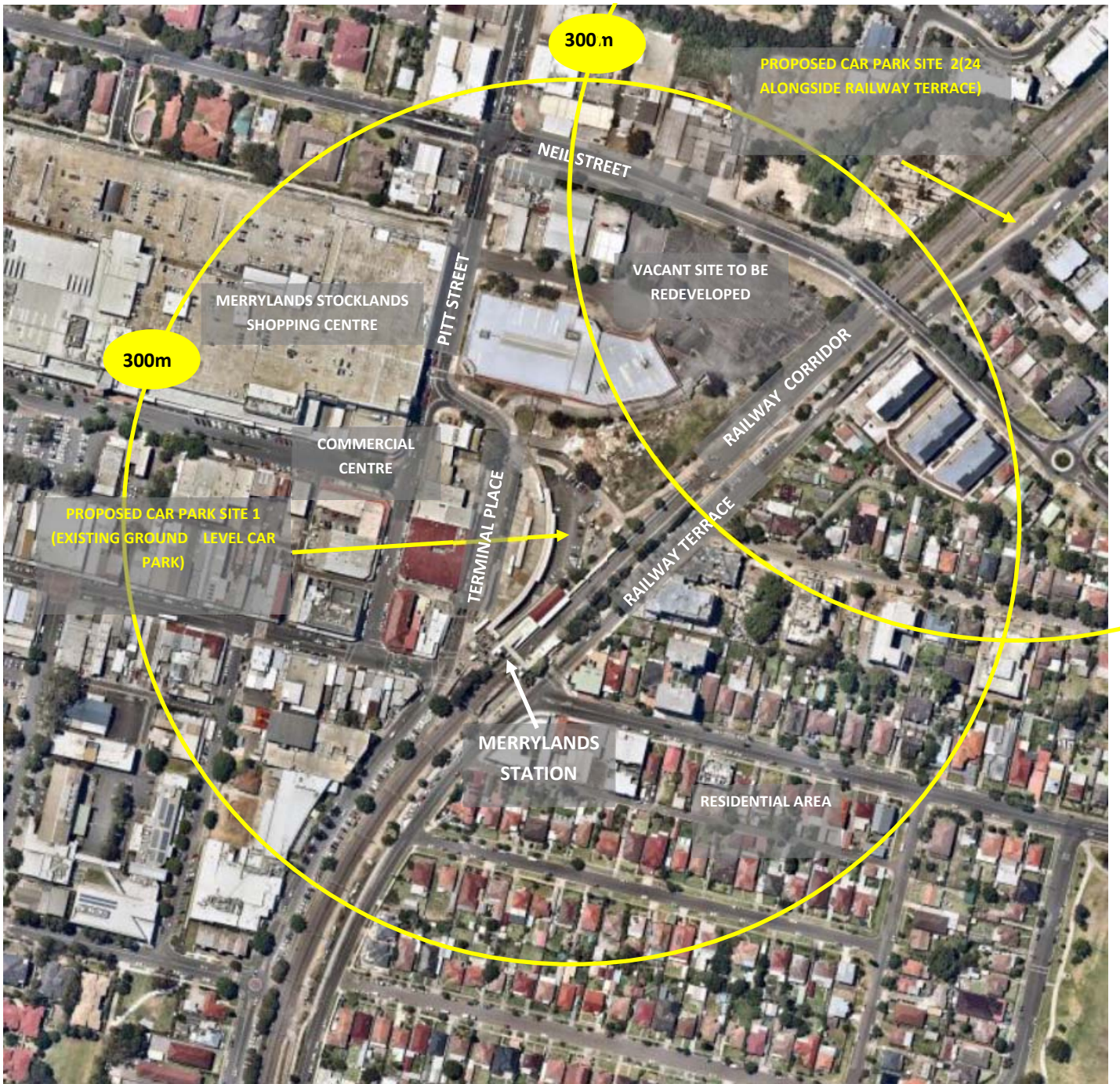


**FIGURE 3-1: EXISTING BUS INTERCHANGE SEEN FROM TERMINAL PLACE**

Site 2 is along Railway Terrace north of the vehicular overbridge at Neil Street. This location has a local street residential character with mostly detached housing and tall, native street trees. The railway corridor can be seen along the western side of the street with taller residential flat buildings seen behind.

The effect of the Proposal on landscape character is described in **Section 5.1**.





**FIGURE 3-2: PROPOSED MERRYLANDS COMMUTER CAR PARKS - LOCATION AND VISUAL CONTEXT**





FIGURE 3-3: VIEW OF BUS INTERCHANGE FROM STATION CONCOURSE

### 3.3.2 General visibility

Both sites have a relatively confined area of visibility. Site 1 is largely concealed behind the existing bus interchange and visibility would be confined to the immediate areas around the bus interchange and station forecourt, the station concourse, the Neil Street overbridge, the vacant land to the north and the taller residential flat buildings on the eastern side of the railway corridor.

The visibility of Site 2 is mostly limited to users and residents of the nearest parts of Railway Terrace, with more distant views possible from surrounding taller residential flat buildings on the western side of the railway corridor.

The key potential viewpoints to the Proposal are identified and assessed in detail in **Section 5.2**.

## 4. Proposal description

This section describes the main components of the Proposal that have the potential for visual impact during establishment and operation. Plans of the Proposal are shown in **Figure 4-1** and **Figure 4-2**, with a typical cross section in **Figure 4-2**.

A more detailed Proposal description and plans are provided in the Proposal's Review of Environmental Factors (REF).

### 4.1 The Proposal

The Proposal is located in the suburb of Merrylands and involves the construction of three additional part levels over the existing council/commuter car park adjacent to the Merrylands Station (Site 1), and construction of ground level parking spaces along Railway Terrace (Site 2) north of the railway station.

Site 1 would include:

- construction of three additional part levels over the existing council/commuter car park structure with sufficient height to provide access to existing easements including:
  - a ground level above the existing lower ground level; and
  - a mid lower ground level and mid upper ground level adjacent the existing lower ground level.
- the mid upper ground level will be 5.2m above the existing lower ground level and align with the existing structures at the bus interchange.
- provision of approximately 220 parking spaces (65 new) including six accessible car parking spaces in accordance with DDA requirements
- vehicular exit and entrance from Terminal Place (as current) with a new ramp leading to the mid upper ground level
- provision of a new lift leading from the car park to the Merrylands Station entry plaza
- partial removal and relocation of a metal fence along the railway adjacent to rail tracks
- partial removal of an existing pedestrian ramp to be converted into a landscaped area.

Site 2 of the Proposal would include the following key features relevant to this assessment:

- Construction of 24 spaces (20 new) configured as 90-degree parking spaces along Railway Terrace, occupying an area approximately 80m long and 10m wide.



FIGURE 4-1: GROUND FLOOR PLAN OF PROPOSAL SITE 1 (STATION SITE)

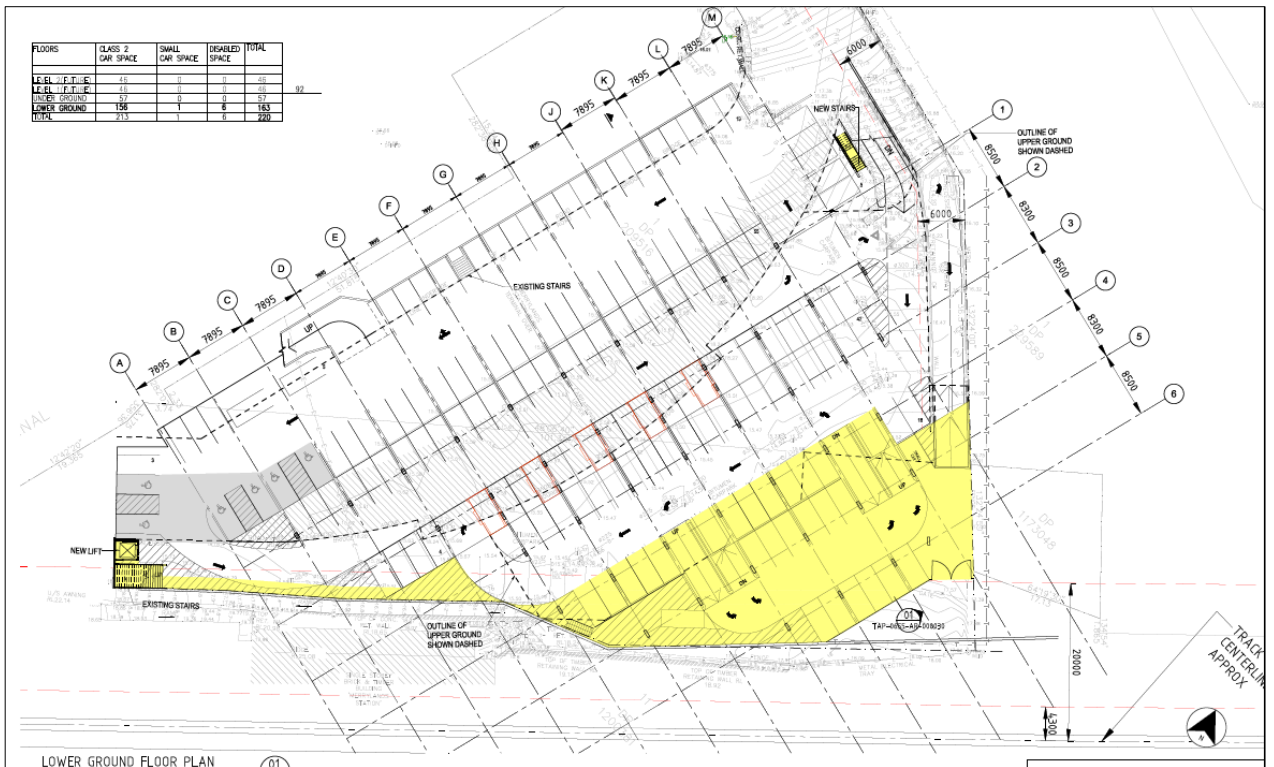
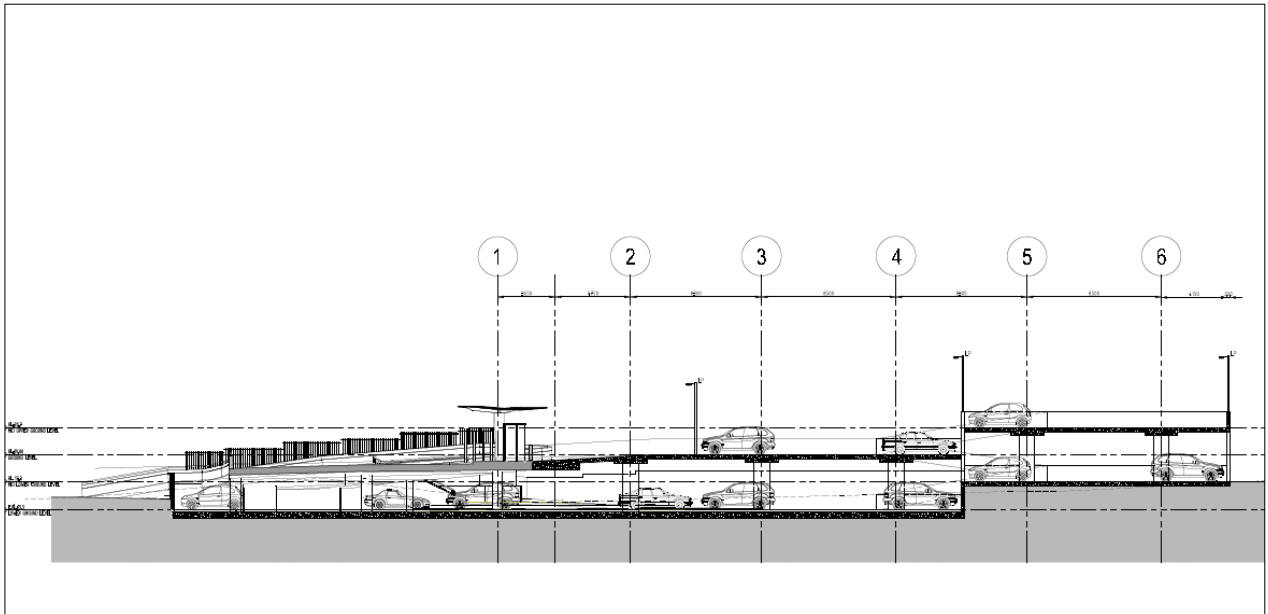


FIGURE 4-2: LOWER GROUND FLOOR PLAN OF PROPOSAL SITE 1 (STATION SITE)





**FIGURE 4-3: TYPICAL CROSS-SECTION THROUGH CAR PARK STRUCTURE**

#### Materials and finishes

As the Proposal has been designed to a 'concept design' level, the materials and colours shown are indicative at this stage.

#### Finalisation of design

During the detailed design process the Proposal would be submitted to TfNSW's Urban and Design and Sustainability Review Panel at various stages for comment before being accepted by TfNSW.

#### 4.2 Effect on existing vegetation

Vegetation at Site 1 comprises Lilly Pilly, Honey Myrtle and a range of weeds, including some that are listed as noxious. Four trees over 15 centimetres (cm) diameter breast height (DBH) are at risk of disturbance or removal by the Proposal.

There are also two medium-sized Eucalypts very close to the boundary on the vacant site to the north which is planned for re-development, which are likely to require removal due to their proximity.

There would be no trees affected by the Proposal at Site 2.

#### 4.3 Temporary Construction works

There would be temporary works (as required) during construction, with it assumed that the site would be fenced off and all public access prevented during that time. Typical elements would include temporary fencing, stockpiling of materials and construction equipment.

A construction compound is to be established along the northern part of the Site 1 and the southern part of Site 2.

#### 4.4 Lighting

The Proposal would include the installation of lighting for operational, safety, security and maintenance purposes. It is assumed that night lighting would include building and pole mounted directional spot lighting and pole mounted pedestrian lighting. The majority of infrastructure areas associated with the Proposal would be unlikely to require additional lighting, or lighting that would result in a direct line of sight from surrounding view locations. Light installations would be installed in accordance with the *AS 4282:1997 Controlling the Obtrusive Effects of Outdoor Lighting*, and avoid light spill to adjoining road corridors and residential areas. To minimise lighting impacts on adjacent residents, use of sensor lights would be investigated during detailed design.

# 5. Site 1- Visual impact assessment

## 5.1 Site 1 - Effect on existing landscape character

### Visual sensitivity

The landscape character has been previously described in **Section 3.4.1**. Due to its urban nature, and it having no specific heritage or cultural values, the landscape character of the site and immediate surrounds have a low sensitivity.

### Magnitude of change

The Proposal would replace the existing at-grade car park (refer **Figure 5-1**) with a structure of three additional part levels, which would be of a height similar to the bus interchange on the boundary. The Proposal would introduce a slightly larger scale built element than the existing car park, as well as a new lift and stairs near the station entry.

The overall effect would be compatible with the existing urban character and not of a high contrast. In general, there would be a low magnitude of change to the landscape character associated with the Proposal.



FIGURE 5-1: EXISTING AT - GRADE CAR PARK, BUS INTERCHANGE ON RIGHT

### Overall impact on landscape character

The magnitude of change ranking (low), combined with the visual sensitivity ranking (low), leads to an impact level on the landscape character of low.





**FIGURE 5-2: CAR PARK SITE 1— VISUAL ANALYSIS AND KEY VIEWPOINTS**

## 5.2 Site 1 - Effect on key viewpoints

The assessed key viewpoints are identified in **Figure 5-2**.

The assessment describes the predicted changes in views that would occur during the life of the Proposal to particular viewpoints, based on the methodology described previously, that is:

- identification of the visual sensitivity of each viewpoint
- an assessment of the likely magnitude of visual change
- an overall assessment of the potential visual impact.

### 5.2.1 Viewpoint A: Merrylands Station

An existing view from this viewpoint, and a photomontage of that same view showing the indicative visual changes, are provided respectively as **Figure 5-3** and **Figure 5-4**.

#### Visual sensitivity

This view is available from the western station forecourt and western side of the concourse. Due to its public nature and high number of users the visual sensitivity of the viewpoint is moderate.

#### Magnitude of change

The Proposal would visually replace the existing views of the at-grade car park with a structure of three additional part levels. The new lift shaft would appear in the foreground of the view with the car park seen behind at the rear of the bus interchange. Once constructed the new structure would blend with the existing bus interchange with the lift shaft being the most notable new feature.

Taking these changes into consideration, and the context of the surrounding area, the magnitude of visual change would be low.

#### Overall visual impact level

The visual sensitivity ranking (moderate) combined with the magnitude of visual change ranking (low), leads to a visual impact level to this viewpoint of low.





FIGURE 5-3: EXISTING VIEW FROM STATION FORECOURT



FIGURE 5-4: INDICATIVE VIEW FROM STATION FORECOURT SHOWING NEW LIFT



### 5.2.2 Viewpoint B: Neil Street

An existing view from the Neil Street overbridge is provided as **Figure 5-5**.

#### Visual sensitivity

Neil Street is a busy public street in Merrylands to the north of the station and includes the Neil Street overbridge. The visual sensitivity of the viewpoint is low due to its distance from the site.



**FIGURE 5-5: EXISTING VIEW FROM NEIL STREET OVERBRIDGE TOWARDS SITE 1**

#### Magnitude of change

When viewed from this viewpoint, the new car park would be a small part of the overall view and would largely blend with the existing visual environment and the elevated bus interchange, eventually being difficult to discern from the bus interchange. The magnitude of visual change would be low.

#### Overall visual impact level

The visual sensitivity (low), combined with the magnitude of visual change (low), would lead to a visual impact level to this viewpoint of low or negligible.

### 5.2.3 Viewpoint C: Terminal Place

An existing view from this viewpoint, and a photomontage of that same view showing the indicative visual changes, are provided respectively as **Figure 5-6** and **Figure 5-7**.



FIGURE 5-6: EXISTING VIEW SEEN FROM TERMINAL PLACE



FIGURE 5-7: INDICATIVE VIEW OF NEW CAR PARK FROM TERMINAL PLACE\*

#### Visual sensitivity

This viewpoint is from Terminal Place which is a major public street in Merrylands commercial centre with a large volume of vehicular and pedestrian traffic. The visual sensitivity of the viewpoint is moderate.

#### Magnitude of change

When viewed from this viewpoint the new car park would be virtually imperceptible as it would be hidden behind the bus interchange. The only noticeable change would be the ramp up to the new car park upper level, and from nearer the station entry the new lift shaft would be seen. The magnitude of visual change would be low.

\*Note that the car park design has changed slightly since this image was prepared but in general the look of the new car park entry, as seen from Terminal Place, is consistent with that shown.



### Overall visual impact level

The visual sensitivity (moderate), combined with the magnitude of visual change (low), leads to a visual impact level to this viewpoint of low.

### 5.3 Removal of trees

Possible effects on existing vegetation were described previously in **Section 4.2**.

The likely removal of the two medium-sized Eucalypts on the northern boundary is regrettable, as these trees add a natural element along this side of the site which has few nearby trees. Nevertheless, if retention is not possible, then their removal would be a very minor change and lead to a corresponding low impact on viewpoints and to the overall landscape character.

The likely removal of a number of small trees alongside the railway corridor boundary near the Proposal site would also result in a very low change and have a low impact on the overall landscape character.

### 5.4 Construction impacts

There would be temporary works (as required) during construction, with it assumed that the site would be fenced off and all public access prevented during that time. A construction compound is to be established along the northern part of the site. Typical elements would include temporary fencing, stockpiling of materials and construction equipment. These changes would be temporary and therefore not have a long term visual impact.

# 6. Site 2 – Visual impact assessment

## 6.1 Site 2 - Effect on existing landscape character

### Visual sensitivity

The landscape character has been previously described in **Section 3.4.1**. Due to its urban nature, and it having no specific heritage or cultural values, the landscape character of the site and immediate surrounds have a low sensitivity.

### Magnitude of change

The Proposal would result in the removal of a section of grassed verge (approximately 80m long by 10m wide) along the western side of Railway Terrace. It would look similar to other existing car parks of the same design between Site 2 and Merrylands Station along Railway Terrace (refer **Figure 6-1**). The Proposal would mean a slight increase in built elements due to the loss of the grassed area.

The change would be compatible with the surrounding urban character of this part of Railway Terrace and not result in a loss of any trees, with the unaffected existing trees just to the north being a visual asset along this local street. The magnitude of visual change would be low.



FIGURE 6-1: VIEW ALONG RAILWAY TERRACE NEAR STATION SHOWING OTHER SIMILAR CAR PARKS

### Overall impact on landscape character

The visual sensitivity ranking (low), combined with the magnitude of visual change ranking (low), leads to a visual impact level to this viewpoint of low.

## 6.2 Site 2 - Effect on key viewpoints

The only key viewpoints are those available from Railway Terrace, incorporating both public viewers using the street and residential viewers along the opposite side of Railway Terrace. There would be no views possible for pedestrians from the Neil Street overbridge, as the pedestrian path is on the opposite side, and vehicle users would be unlikely to notice any change due to the very short time to see the view and the angle of view.

Other potential viewpoints on the western side of the railway, such as from the existing residential flat buildings, are a substantial distance away and have therefore not been further considered.

### 6.2.1 Viewpoint: Railway Terrace

The existing area along Railway Terrace is shown in **Figure 6-2**.

#### Visual sensitivity

The visual sensitivity of both public viewers and the nearest residential viewers along Railway Terrace is low as it is a local road with a relatively low number of users.

#### Magnitude of change

The Proposal would result in a minimal visual change and one that once it occurs would be compatible with the surrounding residential character. The car park would have a similar look to other nearby car parks along Railway Terrace and would not require the removal of any substantial trees, thus the magnitude of visual change would be low for all viewers along Railway Terrace.



**FIGURE 6-2: AREA TO BE USED FOR CAR PARK SITE 2 (LEFT SIDE)**

### Overall visual impact level

The visual sensitivity ranking (low), combined with the magnitude of visual change ranking (low), leads to a visual impact level to this viewpoint of low or negligible.

### 6.3 Construction impacts

There would be temporary works (as required) during construction, with it assumed that the site would be fenced off and all public access prevented during that time. A construction compound would be established on the southern part of the site. Typical elements would include temporary fencing, stockpiling of materials and construction equipment. These changes would be temporary and therefore not have a long term visual impact.

# 7. Design outcome and further recommended measures

## 7.1 Positive visual attributes of Proposal

The Proposal incorporates a number of design features to mitigate potential landscape character and visual impacts:

Site 1:

- The new structure is of a similar height and design to the existing bus interchange
- The contemporary design of the new lifts and stair would blend with the existing station facility.

Site 2:

- The design is similar to other street side car parking areas along Railway Terrace closer to the station
- No trees require removal.

## 7.2 Recommendations to further improve visual outcome

A number of further mitigation measures are recommended to ensure the best possible visual outcome can be achieved, with these defined further below.

### 7.2.1 Colours and materials

The photomontages (**Section 5.0**) provide indicative colour, material and treatment options for the car park. It is recommended that the materials and colours be selected so as to blend with the existing bus interchange and station forecourt area.

### 7.2.2 Urban design improvements and natural landscape

It is recommended that consideration be given to providing an attractive and demarcated area at the base of the lift on the car park ground level, possibly including a seat. The proposed small area of landscape planting between the lift and railway corridor should be designed to be low maintenance and attractive, and specific treatment of the blank wall behind should be considered.

TfNSW would liaise with Council on offset planting as required by TfNSW's *Offset Planting Guideline*. It is noted that there is a semi-mature Date Palm along the railway corridor side of the site which is likely to be the result of self-seeding. If during the detailed design phase the removal of this Palm is considered, the potential for it to be re-located could be investigated. These types of Palms are very slow-growing and readily transplanted, with the species often one that is sought for urban design works. The Council could be consulted in this regard.

### 7.2.3 Lighting

It is assumed that lighting would be designed in accordance with relevant standards and be as minimal and unobtrusive as possible and directed away from any nearby receivers. It may be appropriate to consider some well-placed feature lighting around the main station lift and stairs.

### 7.3 Construction phase

Mitigation measures during the construction period should include:

- Installation of screen hoarding and/or shade cloth screens
- Retention and protection of existing trees to be retained
- Consultation with a qualified Arborist to minimise impact on the long term health of any nearby trees to be retained
- Avoidance of temporary light spill beyond the construction site where temporary lighting is required
- Rehabilitation of disturbed areas
- Ongoing removal of graffiti in accordance with TfNSW standard requirements.

### 7.4 Operation phase

Mitigation measures during ongoing operations should include:

- Ongoing maintenance, repair and replacement of any damaged built elements or landscape works.



# 8. Conclusion

## Impact to landscape character

The landscape character of both sites is very urban with there being limited natural-environmental qualities. The overall effect of both on the landscape character would be to slightly increase the built-up look, yet in general the change would be minor. There would be a low impact to the existing landscape character of both sites.

## Impact to viewpoints

**Table 8-1** summarises the likely visual impact level to surrounding viewpoints from where parts of the Proposal would be seen. Of all viewpoints assessed there would be no more than a low impact level.

**TABLE 8-1: SUMMARY OF VISUAL IMPACT TO KEY VIEWPOINTS**

	Visual sensitivity	Magnitude of visual change	Impact level
Site 1: Viewpoint A – Merrylands Station forecourt	moderate	low	low
Site 1: Viewpoint B – Neil Street	low	low	low or negligible
Site 1: Viewpoint C - Terrace Place and bus interchange	moderate	low	low
Site 2: Viewpoint - Railway Terrace	low	low	low or negligible

Some mitigation measures to reduce potential impact and improve the overall visual amenity are described in **Section 7-2**.

## Conclusion

The Proposal would represent a relatively minor visual change to these two different parts of Merrylands.

Site 1: The Proposal would replace the existing at-grade car park with a structure of three additional part levels of similar height to the existing bus interchange, and the established use of the site for car parking is of consistent character with the Proposal.

Site 2: The Proposal would result in the removal of a section of grassed verge (approximately 80m long by 10m wide) along the western side of Railway Terrace and would look similar to other existing car park along Railway Terrace. The Proposal would be compatible with the surrounding urban character of this part of Railway Terrace and not result in a loss of trees.

## 9. References

Artefact (2016) *Merrylands Station Upgrade Statement of Heritage Impact*.

NSW Roads and Maritime Services (2013) *Environmental Impact Assessment Practice Note - Guideline for Landscape Character and Visual Impact Assessment*.

Transport for NSW (TfNSW, 2015). *TAP Commuter Car Parking Concept Planning - Tranche 1 Concept Design Report – Merrylands Station*.