



Edmondson Park Station (North) Commuter Car Park

LANDSCAPE CHARACTER AND VISUAL IMPACT ASSESSMENT

Prepared for SNC-Lavalin
May 2022

envisage

Edmondson Park Station (North) Commuter Car Park

LANDSCAPE CHARACTER AND VISUAL IMPACT ASSESSMENT

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Contents

1	Introduction.....	1
1.1	Purpose of this report.....	1
1.2	Proposal overview.....	1
1.3	Location.....	1
2	Assessment methodology.....	2
2.1	Assessment Guideline.....	2
2.2	Field survey.....	3
2.3	Images in this report.....	3
3	Proposal description.....	4
3.1	Proposal site.....	4
3.2	Proposal features.....	5
3.3	Construction.....	9
3.4	Completion.....	9
4	Impact on landscape character.....	10
4.1	Visual context.....	10
4.2	Existing landscape character.....	10
4.3	Future character.....	11
4.4	Landscape character impact.....	12
5	Impact on views.....	13
5.1	Visibility.....	13
5.2	Representative viewpoints.....	13
5.3	Assessment tables.....	14
5.4	Summary of impact.....	14
6	DCP principles.....	22
7	Mitigation measures.....	23
8	Key findings and conclusion.....	25
8.1	Impact on landscape character.....	25
8.2	Impact to surrounding viewpoints.....	25
8.3	Conclusion.....	25
9	References.....	26
	Appendix A - Photomontages.....	27

Tables

Table 2-1:	Landscape character and visual impact rating matrix.....	2
Table 4-1:	Summary of landscape character impacts.....	12
Table 5-1:	Summary of visual impact to viewpoints – operation.....	14
Table 5-2:	VP1 Edmondson Park Station.....	15
Table 5-3:	VP2 Soldiers Parade travelling south.....	17
Table 5-4:	VP3 Town centre multi-storey building.....	18
Table 5-5:	VP4 Soldiers Parade travelling north.....	19
Table 5-6:	VP5, VP6 and VP7 future residential.....	21
Table 6-1:	Project consistency with Edmondson Park South DCP 2012.....	22

Figures

Figure 1-1:	Edmondson Park Station location.....	1
Figure 3-1:	Plan view of Proposal site.....	4
Figure 3-2:	View of eastern end of site, looking north-east from Soldiers Parade access road.....	5
Figure 3-3:	View of western end of site, looking south-west toward Soldiers Parade.....	5
Figure 3-4:	General arrangement of proposal (indicative only and subject to detailed design).....	6
Figure 3-5:	Simulated birds-eye view of Proposal, viewed from the south-east.....	7

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Figure 3-6: Simulated birds-eye view of Proposal, viewed from the north-west.....	7
Figure 3-7: Tree location plan.....	8
Figure 4-1: Location of Proposal.....	10
Figure 4-2: Selection of photographs that collectively illustrate local landscape character	11
Figure 4-3: Edmondson Park zoning.....	12
Figure 5-1: Approximate viewshed (one kilometre radius context).....	13
Figure 5-2: Approximate viewshed (500 metre radius context).....	14
Figure 5-3: Existing view from VP1 looking east (photo by Transport for NSW)	15
Figure 5-4: Photomontage of view from VP1 (source: SNC-Lavalin).....	16
Figure 5-5: Existing view from VP2 looking south (photo by Transport for NSW 10/9/2021)	17
Figure 5-6: Existing view from VP2 with Proposal approximated	17
Figure 5-7: Existing view from VP3 looking north-east (photo by Transport for NSW 14/9/2021)	18
Figure 5-8: Existing view from VP3 with Proposal approximated	18
Figure 5-9: Existing view from VP4 looking north (photo: Transport for NSW 14/09/2021)	19
Figure 5-10: Photomontage of view from VP4 (source: SNC-Lavalin)	20

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1.1 Purpose of this report

Envisage Consulting was commissioned by SNC-Lavalin Atkins on behalf of Transport for New South Wales to prepare a landscape character and visual impact assessment of the proposed Edmondson Park Station (North) Commuter Car Park (the Proposal).

This specialist assessment informs the Review of Environmental Factors (REF) which is being prepared to assess the impacts of the Proposal, in the considerations for approval under Division 5.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

1.2 Proposal overview

The Proposal involves the construction of a multi-storey car park with integration into the existing road and pedestrian network as part of the Commuter Car Park Program. The Proposal would provide a multi-storey car park with provision of approximately 900 commuter car parking spaces, consisting of ground level plus six levels. The Proposal site is a vacant site, located off Soldiers Parade, to the north-east of Edmondson Park Station.

1.3 Location

Edmondson Park Station is in the suburb of Edmondson Park, approximately 40 kilometres (km) southwest of the Sydney Central Business District (CBD). The site is within the Liverpool local government area (LGA). The station is situated along the T2 Inner West and Leppington Line which provides services to southwest Sydney; Sydney CBD; and the T5 Cumberland Line to Richmond and Campbelltown. [Figure 1-1](#) shows the location of Edmondson Park Station.

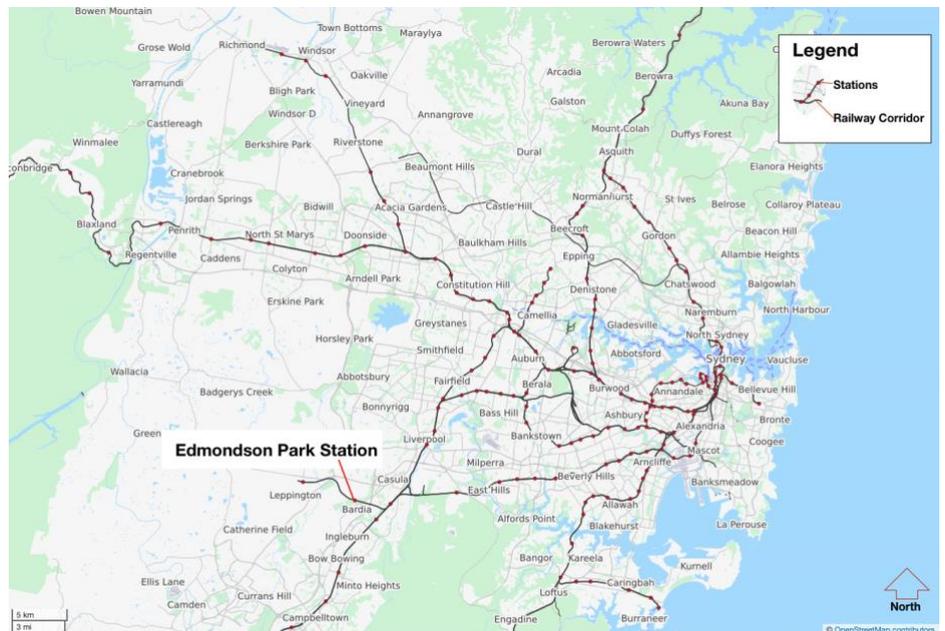


Figure 1-1: Edmondson Park Station location

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2

Assessment methodology

2.1 Assessment Guideline

The assessment follows the methodology in Transport for NSW's *Guideline for Landscape Character and Visual Impact Assessment, Environmental Impact Assessment Practice Note EIA-NO4, 2020* (referred to hereafter as the 'Guideline').

Two assessments are presented in 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. These terms 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
- magnitude: refers to the physical scale of a project, how distant it is and the contrast it presents to the existing condition.

The level of 'sensitivity' and 'magnitude of change' is rated from 'High' to 'Negligible'. Each situation has unique aspects which will affect the outcome. A description of the aspects that have led to the assigned ratings for 'sensitivity' and 'magnitude of change' in this assessment, are provided in the assessment tables in [Section 4](#) and [5](#).

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 (of change)			
		High	Moderate	Low	Negligible
Sensitivity (to change)	High	High	High-moderate-	Moderate	Negligible
	Moderate	High-moderate-	Moderate	Moderate-low-	Negligible
	Low	Moderate	Moderate-low-	Low	Negligible
	Negligible	Negligible	Negligible	Negligible	Negligible

The Guideline sets out the following tasks for landscape character impact assessment:

1. analyse existing landscape character and its sensitivity
2. identify landscape character zones (if required)
3. determine the magnitude of impact
4. assess landscape character impact (based on the sensitivity of character and magnitude of the Proposal).

The Guideline sets out the following 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

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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

Edmondson Park Station was inspected 17 December 2019 during preparation of *Edmondson Station (South) Commuter Car Park Landscape Character and Visual Impact Assessment* (Envisage Consulting, May 2020). An additional, more recent site inspection was not undertaken for this assessment due to COVID-19 restrictions at the time of the assessment phase.

As the area around Edmondson Park Station has undergone significant development since the late 2019 site inspection, aerial photography and photographs from Transport for NSW and SNC-Lavalin were used to support the earlier visual site inspection.

2.3 Images in this report

Most photographs included within this report were provided by Transport for NSW and taken the 10 and 14 September 2021¹. Other photographs within this report were taken by Envisage Consulting during the 17 December 2019 site inspection². Photography date and author are noted in the report where relevant.

¹ Transport for NSW images were taken using a FinePix digital camera with a focal length of 4.5 mm or iPhone 11 with 4.25 mm focal length

² Envisage photographs were taken using a 50mm lens on a full frame camera with GPS positioning. A 50mm lens was used as this is closest to the view perceived by a human eye.

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3

Proposal description

3.1 Proposal site

The Proposal site is an area of undeveloped land off Soldiers Parade, to the north-east of Edmondson Park Station (shown in Figure 3-1). The site was completely cleared of vegetation in 2012 during the development of the South West Rail Link (SWRL) and Edmondson Park Station. The site is now vegetated with grasses and small trees along the north-western boundary.

The site surrounds include:

- an undeveloped site and future local road reserve to the north-west and north
- Soldiers Parade to the west
- to the south is the SWRL corridor and an existing local road which provides access to Soldiers Parade, and which will eventually form part of the local road network to the north of the Proposal site
- the existing local road wraps around from the south to the east and terminates on the eastern side of the Proposal site
- further to the east is bushland set aside as a regional park
- and a SWRL substation to the south-east.



Figure 3-1: Plan view of Proposal site

The eastern end of the site is relatively flat and rises (by around 8.5 metres) near Soldiers Parade, in the western end of the site. Images of the site (with the Proposal site shaded pink) are shown in Figure 3-2 and Figure 3-3.

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Figure 3-2: View of eastern end of site, looking north-east from Soldiers Parade access road³



Figure 3-3: View of western end of site, looking south-west toward Soldiers Parade⁴

3.2 Proposal features

The Proposal would include the following key elements:

- Clearing, levelling and compaction of the site
- provision of a ground level plus six levels of commuter car park including:
 - approximately 900 commuter car parking spaces
 - lift and stair access
 - internal circulation ramps connecting the levels

³ Source: Envisage, December 2019

⁴ Source: Envisage, December 2019

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- provision for electric vehicle charging stations
- Transport Park&Ride infrastructure (Opal car operated boom gares)
- road work to provide pedestrian and vehicle access and egress from the proposed car park, and connection to Edmondson Park Station
- closed circuit television (CCTV), lighting and wayfinding signage for improved safety and security
- provision of roof-top solar photovoltaic system, electric vehicle charging spaces, and motorcycle parking
- ancillary works including services diversion and/or relocation, drainage works and landscaping, installation of lighting, installation of handrails and balustrades.

The general layout of key elements for Edmondson Park Station North Commuter Car Park is shown in Figure 3-4 and simulated birds-eye views of the Proposal are shown in Figure 3-5 and Figure 3-6.

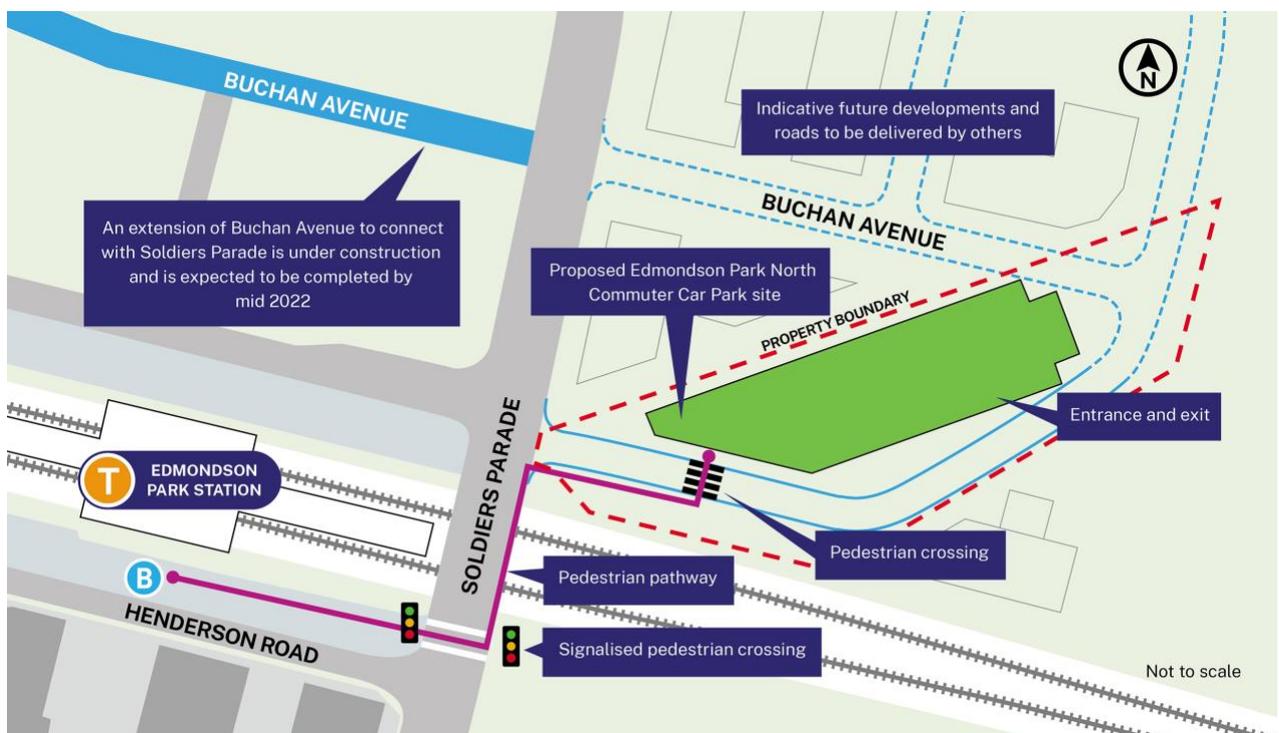


Figure 3-4: General arrangement of proposal (indicative only and subject to detailed design)⁵

Once the new Edmondson Park (North) Commuter Car Park with approximately 900 spaces (the Proposal) is open to the public, the existing at grade carpark with approximately 200 spaces, north of the Station, would be decommissioned and closed to public. The Proposal would provide a net increase of approximately 700 commuter car spaces in the Edmondson Park precinct.

The car park would be around 125.5 metres long by around 35 metres wide. It would be approximately 22 metres above ground level in the east, and around 17 metres above ground level in the west (in the vicinity of the Soldiers Parade).

Materials and finishes

Selection of materials and finishes would be confirmed as part of the detailed design process and would include the following:

⁵ Source: Transport for NSW, supplied 11 May 2022

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- durability, low maintenance and cost effectiveness (including the use of anti-graffiti paint or coatings)
- colour options are most likely to use a palette of neutral tones to blend the car park with the natural elements of the neighbourhood, and to create a less obtrusive façade
- identify appropriate screening treatments which could be applied to maintain optimum ventilation to comply with the requirements of an open-deck car park.

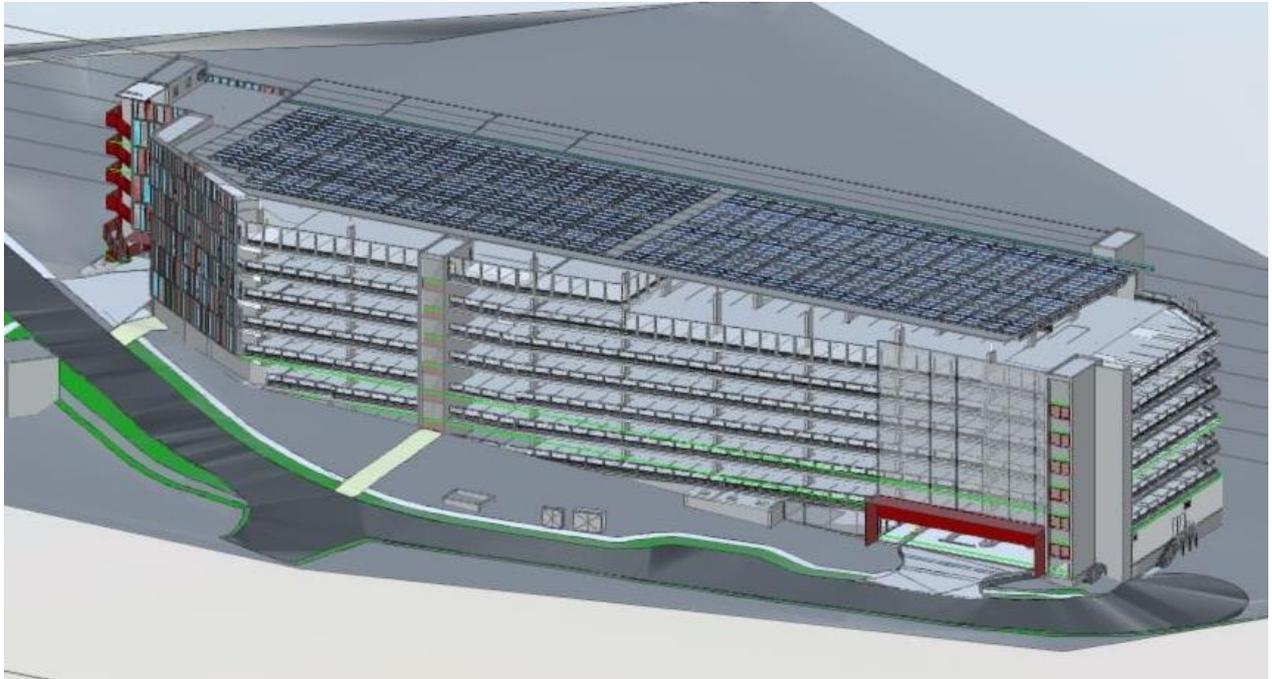


Figure 3-5: Simulated birds-eye view of Proposal, viewed from the south-east⁶

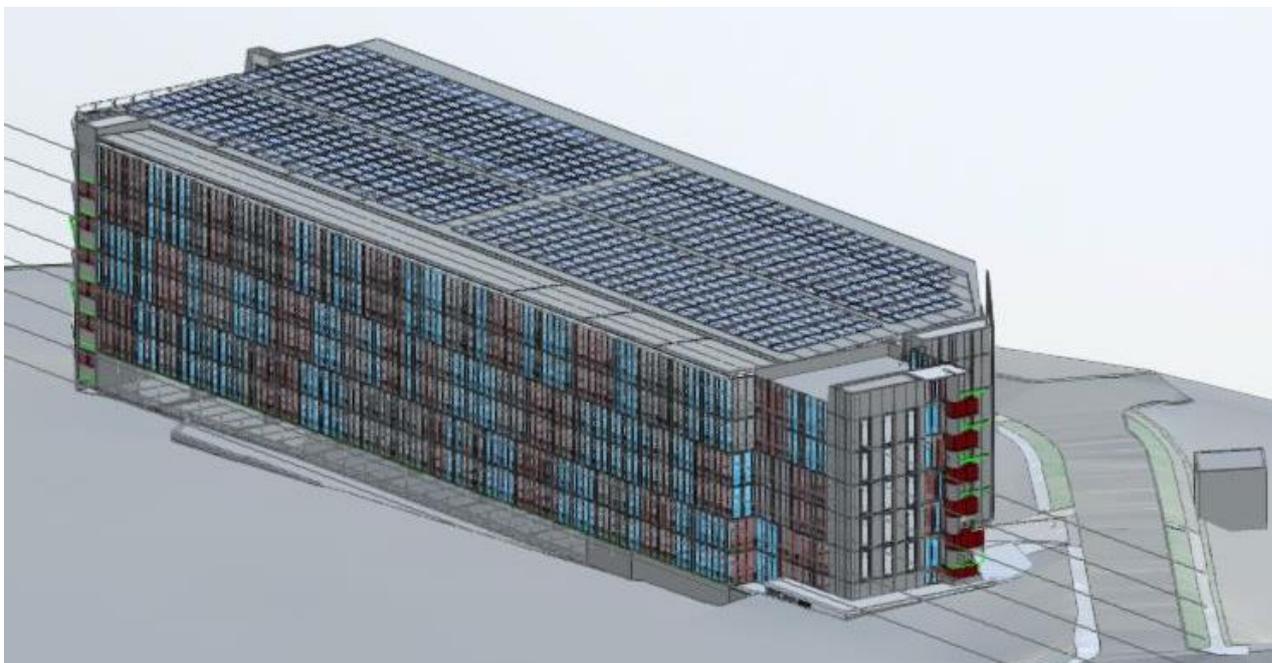


Figure 3-6: Simulated birds-eye view of Proposal, viewed from the north-west⁷

⁶ Source: Transport for NSW, supplied 29/04/2022

⁷ Source: Transport for NSW, supplied 29/04/2022

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Tree removal

A tree assessment undertaken for the Proposal (*Arboricultural Impact Assessment*, Arboriculture Consultancy, 5 April 2022) identified 26 existing trees along the fringe of the site boundary. The trees have been described in the assessment as transient plantings; less than 15 years old but over 5 meters in height. The species diversity is low and consists of landscaped or self-seeded *Eucalyptus moluccana* (Grey Box), *Acacia spp.* (Wattle) and *Casuarina* (Sheoak). The location of the trees is shown Figure 3-7.

The assessment found that the TPZ (tree protection zone) of 14 of the trees would be adversely affected by construction of the car park, and the trees would require removal⁸, while the remaining 12 trees would be able to be retained⁹. The *Arboricultural Impact Assessment* includes recommended tree protection measures to protect the 12 trees throughout the construction phase which would be implemented.



Figure 3-7: Tree location plan¹⁰

Urban Design Plan and Landscape Plan

An Urban Design Plan and Landscape Plan would be prepared as part of the final Proposal. The plan would be submitted to Transport for NSW and require endorsement by the Place and Urban Design team. The plan would address the fundamental design principles as outlined in 'Around the Tracks' – urban design for heavy and light rail, Transport for NSW, Interim 2016 - and shall:

- demonstrate a robust understanding of the site through a comprehensive site analysis to inform the design direction, demonstrate connectivity with street networks, transport modes, active transport options, and pedestrian distances
- identify opportunities and challenges
- establish site specific principles to guide and test design options

⁸ Trees recommended for removal are: T1, T2, T3, T4, T5, T6, T7, T8, T9, T10, T18, T19, T20 and T21, as shown Figure 3-7.

⁹ Trees recommended for retention and protection are: T11, T12, T13, T14, T15, T16, T17, T22, T23, T24, T25 and T26, as shown Figure 3-7.

¹⁰ Source: Figure 6, *Arboricultural Impact Assessment*, Arboriculture Consultancy, 5 April 2022)

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- demonstrate how the preferred design option responds to the design principles established in 'Around the Tracks', including consideration of Crime Prevention through Environmental Design Principles.

The plan is to include the Public Domain Plan and provide analysis of the:

- landscape design approach including design of pedestrian and bicycle pathways, street furniture, interchange facilities, new planting and opportunities for public art
- materials schedule including materials and finishes for proposed built works, colour schemes, paving and lighting types for public domain, fencing and landscaping
- an Artist's Impression or Photomontage to communicate the proposed changes to the precinct.

The Urban Design Plan and Landscaping Plan shall be prepared prior to concept design and finalised; in consultation with Local Council and relevant stakeholders; and prepared by a registered Architect and/or Landscape Architect.

3.3 Construction

Subject to planning approval, construction is anticipated to commence in late 2022 and is expected to be complete in late 2023.

A temporary construction compound would be installed to accommodate a site office, amenities, and storage area for materials, and be located near the eastern border of the site.

Construction would require use of large equipment, including excavators, cranes, and trucks.

3.4 Completion

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

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4

Impact on landscape character

4.1 Visual context

The vicinity of the Proposal site is shown in Figure 4-1. The area is subject to *State Environmental Planning Policy (State Significant Precincts) 2005*, and undergoing significant change as it transitions from previous farmland and scattered settlements to far denser urban development as part of the South West Priority Growth Area¹¹.

Edmondson Park Station is relatively new (it opened in 2015). North of the station is an at-grade commuter car park and vacant land, and south is Edmondson Park town centre and a multi-storey commuter car park (Edmondson Park Station South Commuter Car Park), which is still under construction). A Regional Park of approximately 150 hectares is being developed around the town centre with residential housing to the north and south of the park.

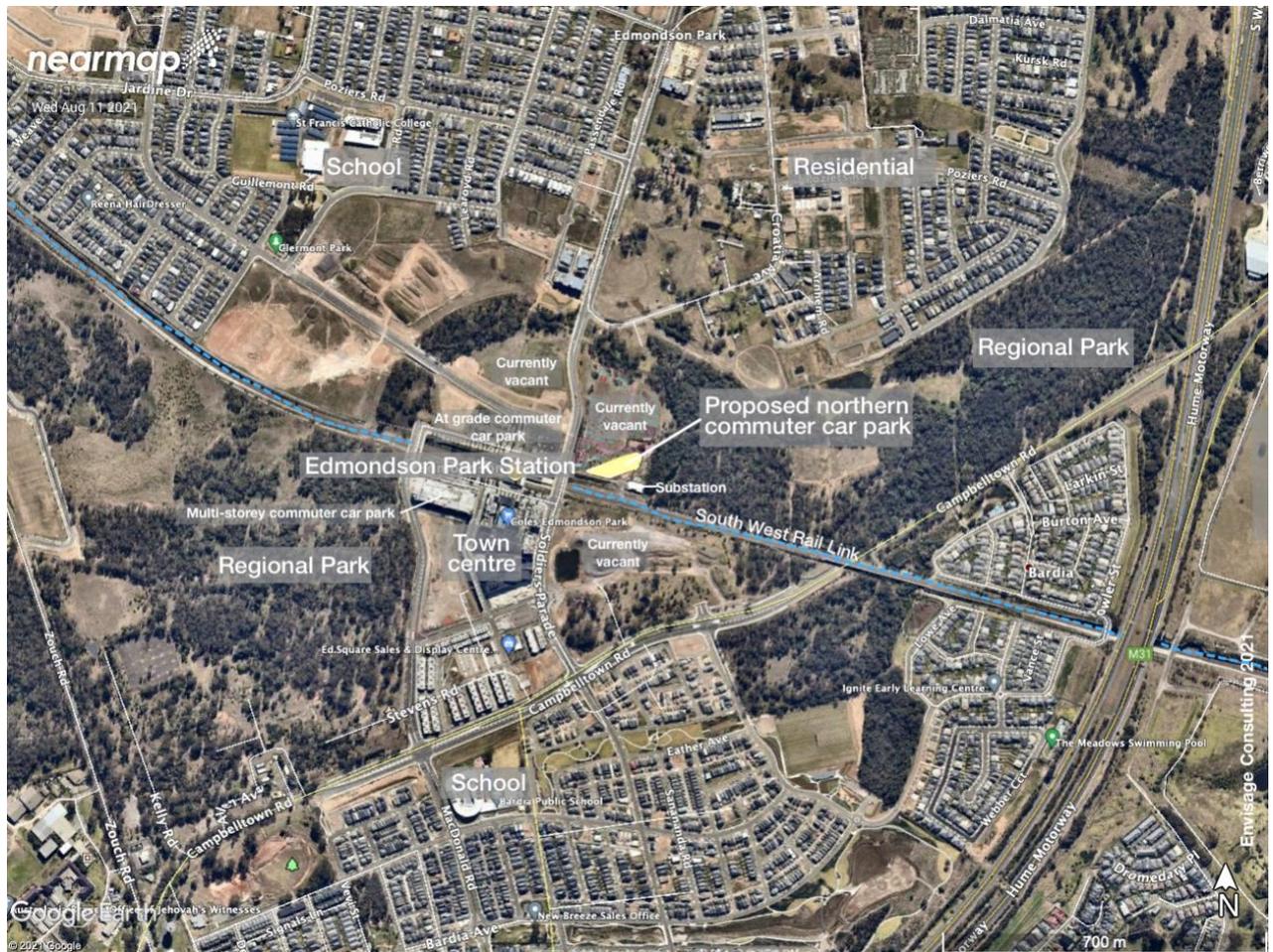


Figure 4-1: Location of Proposal

4.2 Existing landscape character

Figure 4-2 presents a collection of images which illustrate the existing landscape character of the vicinity. The area is typified by:

¹¹ Source: Transport for NSW, Sydney Edmondson Park Architectural EDP North Multi-Storey Car Park, Drg No: CCPPM-FURL-

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- generally flat to gently sloping landform
- large vacant, grassed lots surrounded by security fencing or construction hoarding
- new multi-storey buildings (including the town centre development, residential buildings to the north and south of the station, and the new Edmondson Park Station South multi-storey commuter car park under construction)
- new public amenities including roads, road infrastructure, rail infrastructure (Edmondson Park Station) and public domain areas with paved foot paths, street trees, seating, and signage)
- large, sealed at-grade car parking near the station
- large stockpiles of gravel
- construction activity
- landscaped and self-seeded trees and existing stands of tall, native vegetation.



Figure 4-2: Selection of photographs that collectively illustrate local landscape character¹²

4.3 Future character

Landscape character is evolving with ongoing development. Under the former State Significant Precincts SEPP (now SEPP (Precincts-Western Parkland City) 2021), the town centre, existing commuter car parks, and the Proposal site are zoned B4 Mixed Use (shown in Figure 4-3). Vacant land within the mixed use zone is planned for high density residential development with buildings up to 24 metres high¹³. At ground level there would be a mixture of shops, offices, and institutional premises, with the upper floors mostly apartments.

¹² Source of photographs: Transport for NSW, 10 September 2021

¹³ State Environmental Planning Policy (Major Development) 2005 Edmondson Park South Height of Buildings Map Sheet HOB_001, 5 August 2011

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Future landscape character will be urban, with tall buildings, ground level shops, street trees, integrated public spaces and an emphasis on pedestrian and cyclist facilities. High quality built form and public space is intended.

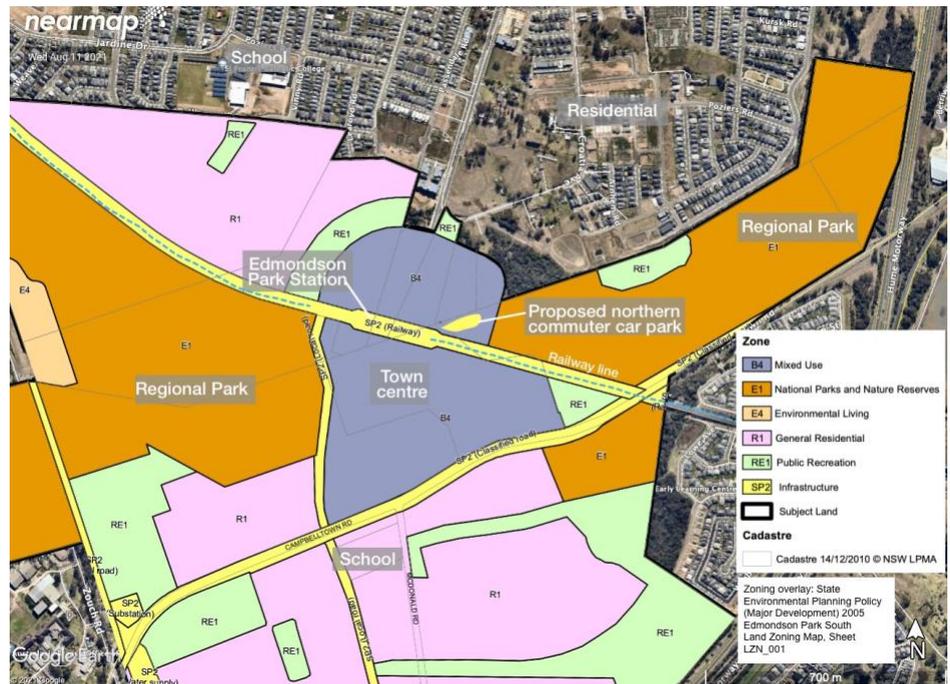


Figure 4-3: Edmondson Park zoning

New developments within Edmondson Park town centre are guided by design principles within *Edmondson Park South Development Control Plan (DCP) 2012*. While the controls in this DCP do not directly apply to this Proposal by Transport for NSW, the principles of the DCP have been considered as they establish the desired landscape character of the area. The DCP sets out detailed planning controls for land use and development patterns, streetscape and urban character, subdivision design, building form, open space and landscaping, water management and transport. DCP 2012 design principles relevant to the Proposal are described in Section 6.

4.4 Landscape character impact

The assessed landscape character impact of the Proposal is **low** as shown in Table 4-1.

Table 4-1: Summary of landscape character impacts

Existing sensitivity	Assessed magnitude of change	Landscape character impact
<p>Low</p> <p>The sensitivity of the landscape character is assessed as low based on the following aspects:</p> <ul style="list-style-type: none"> ▪ The area is undergoing rapid change and is intended to provide a high density residential precinct centred on the station. ▪ The plans for the town centre include buildings reaching a maximum height of 24 metres. ▪ The landscape includes existing multi-storey infrastructure, roads, railway, and construction activities. ▪ There are no rare, unusual, or outstanding landscape features in the existing landscape. 	<p>Low</p> <p>The magnitude of change to landscape character is assessed as low based on the following aspects:</p> <ul style="list-style-type: none"> ▪ The height of the Proposal is within the planned maximum building heights for the town centre of 24 metres. ▪ The design of the Proposal is planned to have high quality finishes. ▪ The Proposal is a relatively minor component of the overall infrastructure plans for the town centre. ▪ As the Proposal would be constructed on lower lying land (approximately 9 metres below Soldiers Parade), and adjacent the railway corridor, the scale and bulk of the Proposal would be less obtrusive than if located on higher land. 	<p>Low</p> <ul style="list-style-type: none"> ▪ The Proposal would generally fit well within the context of the planned town centre precinct.

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5

Impact on views

5.1 Visibility

The eastern end of the Proposal would be around 22 metres above the ground level, and the western end around 17 metres above the level of Soldiers Parade. The approximate extent of visibility to the Proposal is shown in Figure 5-1. The viewshed is quite small - limited by existing tall vegetation (estimated at 12-16 metres high) and existing multi-storey buildings. The viewshed extends to the station, town centre, and vacant land to the north and south of the Proposal site that is scheduled for development.



Figure 5-1: Approximate viewshed (one kilometre radius context)

5.2 Representative viewpoints

Within the viewshed, viewpoints (VPs) have been selected which represent the range of existing views of the Proposal (locations are shown in Figure 5-2):

- VP1 Edmondson Park Station
- VP2 Soldiers Parade travelling south
- VP3 Town centre multi-storey building
- VP4 Soldiers Parade travelling north

As the area is rapidly changing, viewpoints have also been selected to represent the range of future views of the Proposal. Future views would be limited due to the surrounding planned land use and approved maximum building heights. Future views would be available from planned

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residential buildings to the north-west, north, and south of the Proposal site, and are shown in Figure 5-2 as VP5, VP6 and VP7.

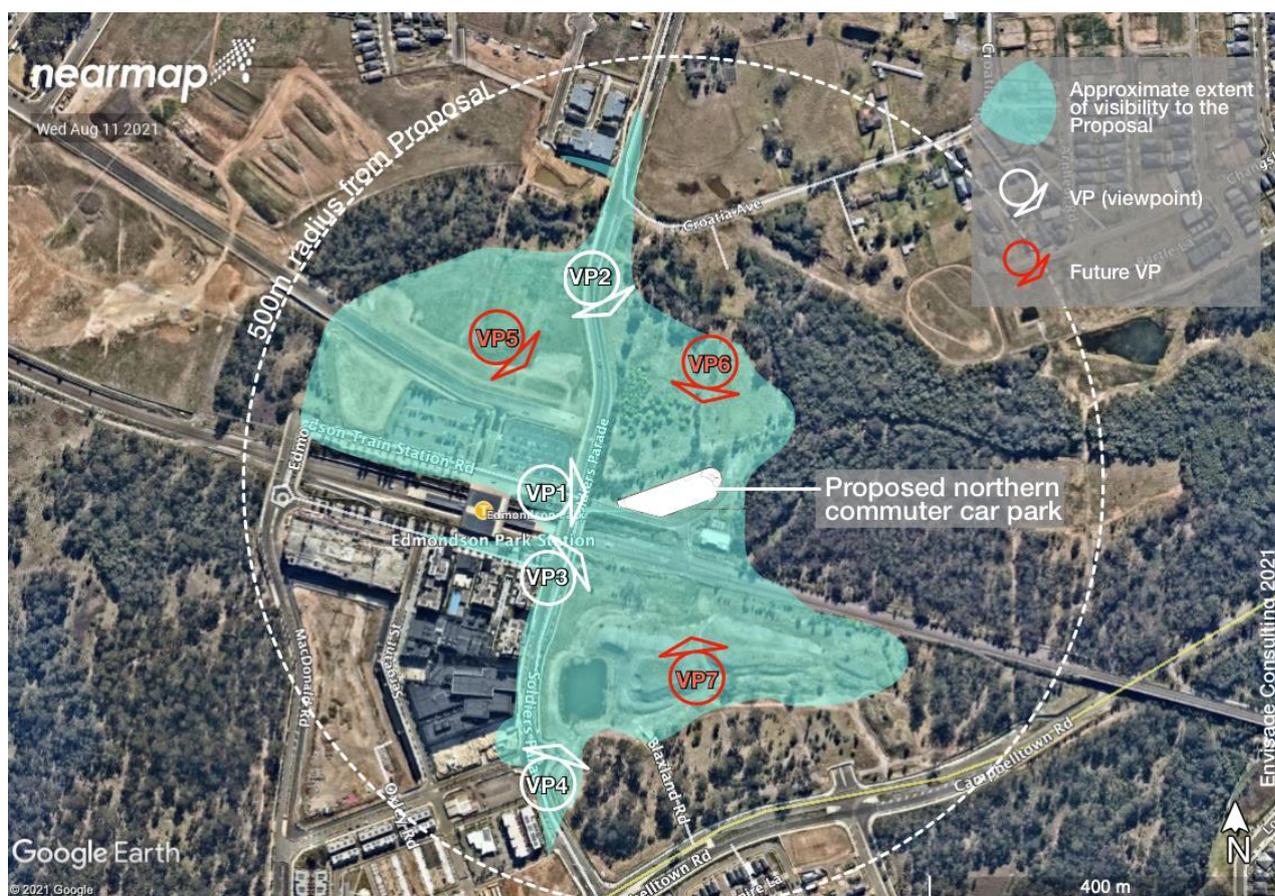


Figure 5-2: Approximate viewedshed (500 metre radius context)

5.3 Assessment tables

Table 5-2 to Table 5-6 describe the assessment of impact to each VP. Images illustrating the existing view are included in the table (taken from the nearest publicly accessible location - private property was not accessed). Mitigation measures are also included where relevant. Mitigation measures are summarised in Section 7.

Two photomontages (prepared by SNC-Lavalin) are included to illustrate the view of the Proposal from two viewpoints VP1 and VP4.

5.4 Summary of impact

The assessed visual impact to viewpoints of the Proposal is summarised in Table 5-1.

Table 5-1: Summary of visual impact to viewpoints – operation

Viewpoint	Sensitivity	Magnitude	Assessed visual impact
VP1 Edmondson Park Station	Low	Moderate	Moderate-low
VP2 Soldiers Parade travelling south	Low	Low	Low
VP3 Town centre multi-storey building (existing residential)	Low	Moderate	Moderate-low
VP4 Soldiers Parade travelling north	Low	Low	Low
VP5, VP6 and VP7 future residential	Moderate	Low	Moderate-low

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Table 5-2: VP1 Edmondson Park Station

Existing view	Visual sensitivity	Assessed magnitude of change	Assessed level of impact	Mitigation
<p>VP1 is a public viewpoint representative of views available to commuters accessing the station forecourt. An existing view toward the Proposal site is shown in Figure 5-3. The view is taken on the northern side of the forecourt, near the kiss and ride bay, approximately 120m west of the Proposal site. A photomontage is shown at Figure 5-4 to illustrate the predicted view of the Proposal. Larger images are provided at Appendix A.</p>	<p>Low</p> <p>The level of sensitivity to change in the view is assessed as low based the following aspects:</p> <ul style="list-style-type: none"> The view is experienced by a relatively high number of people, and the viewer is elevated in comparison to the Proposal site. However, views are temporary, available to people moving through the precinct, or waiting at the interchange. The view does not contain features of particular importance - trees are seen across traffic and road infrastructure of Soldiers Parade. The view is not a focal point and is expected to change due to the planned town centre precinct development. 	<p>Moderate</p> <p>The assessed magnitude of change to the view is moderate based on the following aspects:</p> <ul style="list-style-type: none"> The proposed car park would be bulky, tall (around 17 metres above the level of Soldiers Parade) and relatively close to viewers (around 50 metres at its closest) A few small existing trees in view, located along the north-western boundary of the Proposal site would be removed during car park construction. However, remaining trees alongside Soldiers Parade would screen the lower floor levels of the car park and soften the Proposal façade. The trees would screen more of the car park over time as they mature. The car park would not greatly contrast the future surroundings, being similar in terms of height and scale as planned development. 	<p>Moderate -low</p> <p>The predicted level of impact to the view is moderate-low. The Proposal would be obvious initially, however, would reduce in prominence overtime as taller development appeared alongside the Proposal.</p>	<p>Mitigation measures that could further improve the outcome:</p> <ul style="list-style-type: none"> Implement tree protection measures within the <i>Arboricultural Impact Assessment</i> to retain existing trees along the north-west boundary of the Proposal site. Supplement existing tree planting if trees are removed or damaged during construction to maintain a dense, vegetated screen. Use high quality materials and an integrated colour palette.



Figure 5-3: Existing view from VP1 looking east (photo by Transport for NSW)

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Figure 5-4: Photomontage of view from VP1 (source: SNC-Lavalin)

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Table 5-3: VP2 Soldiers Parade travelling south

Existing view	Visual sensitivity	Assessed magnitude of change	Assessed level of impact	Mitigation
<p>VP2 is a 'linear' public viewpoint (that is, the view changes as the viewer moves through the landscape). VP2 represents the views of road users travelling south on Soldiers Parade and extends from approximately 330 metres to around 20 metres north of the proposal site. VP2 is also representative of views from existing residential buildings located to the north and north-west of the viewpoint. An existing view looking south toward the Proposal site is shown Figure 5-5 (taken approximately 230 metres north of the Proposal site).</p>	<p>Low</p> <p>The level of sensitivity to change in the view is assessed as low based the following aspects:</p> <ul style="list-style-type: none"> ▪ The Proposal site is currently screened by existing vegetation north of the site and only visible when the viewer is in its immediate proximity. ▪ Views of road users are temporary and experienced while moving. ▪ From residential buildings, the Proposal site would not be a focus of views (views are drawn toward the taller town centre). ▪ The view does not contain features of high scenic value. ▪ The view is expected to change due to the planned town centre precinct development. 	<p>Low</p> <p>The approximate predicted extent of the Proposal within the view is indicated with pink shading in Figure 5-6. The assessed magnitude of change to the view is low based on the following aspects:</p> <ul style="list-style-type: none"> ▪ The lower floor levels of the Proposal would be screened by existing trees alongside Soldiers Parade; however, the upper floor levels of the car park would be visible above existing vegetation. ▪ The car park would be around 17 metres above the height of Soldiers Parade; therefore, the town centre would remain the tallest element in view and remain the focal point. ▪ In close proximity, the appearance of the car park would be relatively consistent with the surrounding planned town centre precinct development. ▪ Future development to the north of the car park may result in multi-storey buildings (to 24 metres height), which would limit views of the Proposal. 	<p>Low</p> <p>The predicted level of impact to the view is low. The Proposal would be visible but not adversely affect the existing view.</p>	<p>Mitigation measures that could further improve the outcome:</p> <ul style="list-style-type: none"> ▪ Implement tree protection measures within the <i>Arboricultural Impact Assessment</i> to retain existing trees along the north-western boundary of the Proposal site.



Figure 5-5: Existing view from VP2 looking south (photo by Transport for NSW 10/9/2021)



Figure 5-6: Existing view from VP2 with Proposal approximated

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Table 5-4: VP3 Town centre multi-storey building

Existing view	Visual sensitivity	Assessed magnitude of change	Assessed level of impact	Mitigation
<p>VP3 represents the view of residents living on the northern and eastern sides of the multi-storey town centre building. As private property was not accessed for this assessment, an existing view looking north-east toward the Proposal has been taken from street level near the town centre building, around 120 metres from the Proposal site. The existing view is shown in Figure 5-7.</p>	<p>Low</p> <p>The level of sensitivity to change in the view is assessed as low based on the following aspects:</p> <ul style="list-style-type: none"> The view is close. The view from lower levels includes road and rail infrastructure, and tall trees north and east of the Proposal site in the background. From upper levels, road and rail infrastructure would be less prominent and the Regional Park east of the proposal site would be a focus of the view. The view is expected to change due to the planned town centre precinct development. 	<p>Moderate</p> <p>The approximate predicted extent of the Proposal within the view is indicated with pink shading in Figure 5-8. The assessed magnitude of change to the view is moderate based on the following aspects:</p> <ul style="list-style-type: none"> From lower levels, the Proposal (at around 17 metres above Soldiers Parade) would be plainly visible and dominate the view. It would, at least partially, screen views of trees in the background. From upper levels, residents would overlook the car park. It would be a prominent built structure in the foreground and likely reduce views to the Regional Park in the background. Although the DCP is not applicable, the Proposal would be lower in height than the permitted maximum building height for the site. Future planned development to the north and south of the Proposal (to 24 metres height) would reduce its scale and temporary dominance. The car park would not greatly contrast the future surroundings, being slightly lower in height and similar in scale as surrounding planned development. 	<p>Moderate-low</p> <p>The predicted level of impact to the view is moderate-low. The Proposal would be obvious initially, and residential views west of the Regional Park would be affected. However, overtime, as potentially taller development appears to the north of the car park, the temporary visual emphasis on the car park would reduce.</p>	<p>Mitigation measures that could further improve the outcome:</p> <ul style="list-style-type: none"> Implement tree protection measures within the <i>Arboricultural Impact Assessment</i> to retain existing trees along the north-western boundary of the Proposal site. Include feature tree planting along the southern boundary of the Proposal to soften the façade from this viewpoint. Use high quality materials and an integrated colour palette. Avoid highly reflective materials in the construction of the Proposal to reduce potential glare impacts to residents.



Figure 5-7: Existing view from VP3 looking north-east (photo by Transport for NSW 14/9/2021)



Figure 5-8: Existing view from VP3 with Proposal approximated

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Table 5-5: VP4 Soldiers Parade travelling north

Viewpoint description	Visual sensitivity	Assessed magnitude of change	Assessed level of impact	Mitigation
<p>VP4 is a 'linear' public viewpoint representative of views of road users accessing Soldiers Parade travelling north.</p> <p>It is also representative of views from existing residential buildings located to the southwest. An existing view looking north toward the Proposal site is shown in Figure 5-9. The VP is approximately 300 metres from the Proposal site. A photomontage is shown Figure 5-10 to illustrate the predicted view of the Proposal. Larger images are provided at Appendix A.</p>	<p>Low</p> <p>The level of sensitivity to change in the view is assessed as low based the following aspects:</p> <ul style="list-style-type: none"> The existing view includes tall buildings within the town centre, large stockpiles, construction works, and Soldiers Parade traffic and road infrastructure. The Proposal site is barely visible from street level, although would be more easily seen from the residential buildings. Trees north of the site are visible in the background. The view is not scenic or a focal point, and foreground obstructions detract from the view. The view is expected to change due to the planned town centre precinct development. 	<p>Low</p> <p>The assessed magnitude of change to the view is low based on the following aspects:</p> <ul style="list-style-type: none"> The Proposal would initially occupy a relatively large portion of the view and obstruct the background view of trees. It would be lower in height compared to existing town centre buildings, and lower than future planned development (to 24 metres high) that would appear behind the Proposal overtime and reduce its visual prominence. It would have a modulated, well designed façade and high quality finish and integrate with the expected high quality standard of the town centre. It would temporarily be the main feature and focal point when looking in that direction (until surrounding development planned to the east of Soldiers Parade, would limit, or totally screen views to the Proposal). 	<p>Low</p> <p>The predicted level of impact to the view is low.</p>	<p>Mitigation measures that could further improve the outcome:</p> <ul style="list-style-type: none"> Include feature tree planting along the southern boundary of the Proposal. Use high quality materials and an integrated colour palette.



Figure 5-9: Existing view from VP4 looking north (photo: Transport for NSW 14/09/2021)

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Figure 5-10: Photomontage of view from VP4 (source: SNC-Lavalin)

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Table 5-6: VP5, VP6 and VP7 future residential

Future view	Visual sensitivity	Assessed magnitude of change	Assessed level of impact	Mitigation
<p>VP5, VP6 and VP7 represent the views of future residents of the planned multi-storey residential buildings located in the mixed-use zone to the north, north-west and south of the Proposal site.</p>	<p>Moderate</p> <p>The sensitivity of the view toward the Proposal is rated as moderate:</p> <ul style="list-style-type: none"> ▪ Once construction of the town centre and residential buildings are complete, the setting of the Edmondson Park precinct, and composition of its built structures, will be important to the identity of the new community as an attractive, desirable, liveable location. Residents would place high value on the visual appeal of the town centre. ▪ The Proposal would be as close as 80 metres from the nearest residential buildings. ▪ Close residents located immediately adjacent to the car park, would have wide views of the full façade of the car park. ▪ Other residents further from the Proposal and viewing from the upper floors of residential multi-storey buildings, would see narrow, partial views of the car park. ▪ The Proposal would be viewed in the context of the adjoining railway and station. 	<p>Low</p> <p>The assessed magnitude of change to the view is low based on:</p> <ul style="list-style-type: none"> ▪ The Proposal has been designed to have a positive contribution to the architecture of the town centre. ▪ The Proposal would have high quality finishes consistent with the intention of the precinct. ▪ The Proposal is within the planned building height for the town centre precinct and be a generally similar scale. ▪ Construction of the Proposal would be complete prior to construction of future residential buildings. 	<p>Moderate-low</p> <p>The predicted level of impact to the view is moderate-low. The Proposal would be in place prior to future residential buildings being constructed. The Proposal would be visible to adjacent residences, but would be a known built element, and not adversely affect the view.</p>	<p>Mitigation measures that could further improve the outcome:</p> <ul style="list-style-type: none"> ▪ Include feature tree planting along the boundaries of the Proposal. ▪ Use high quality materials and an integrated colour palette. ▪ Avoid highly reflective materials in the construction of the Proposal to reduce potential glare impacts to residents.

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6

DCP principles

Edmondson Park is planned to have a high-quality urban and residential environment. To deliver this outcome, developments within the Edmondson Park Town Centre are guided by design principles and key requirements detailed in the *Edmondson Park South Development Control Plan (DCP) 2012*. While the controls in the DCP do not directly apply this Proposal by Transport for NSW, the principles of the DCP have been considered as they establish the desired landscape character of the area.

Relevant principles from the DCP, and how they relate to the Proposal, are described in [Table 6-1](#). The table shows the Proposal is generally consistent with the relevant DCP design guidelines in relation to landscape character and visual impact.

Table 6-1: Project consistency with Edmondson Park South DCP 2012

Element (from DCP)	Design Guidelines and Key Requirements (numbering from DCP)	Relationship of Proposal to DCP
Design and Layout	11. The street layout is to emphasise sight lines to local landscape features, parks, places of key cultural significance, civic buildings, and public open space.	The Proposal would not disrupt direct sight lines to local landscape features. However, it would reduce some views east of Regional Park tree tops. The alignment of the car park access road would be maintained, and it would continue to provide views to the town centre from the car park entry.
Built Form	17. All large format retail premises and decked parking areas, visible from prominent public areas, are to be sleaved with active uses. Blank walls visible from the public domain are to be limited.	The Proposal does not include active uses at the ground level (i.e. 'sleaved with active uses'). However, the building is planned to be designed with modulated and well designed facades and no blank walls so is generally consistent. If ground level active uses were to be incorporated into the Proposal, they would not be visible from the town centre.
Pedestrian Amenity and Public Domain	18. High amenity pedestrian streetscapes are to be provided through the Town Centre.	An Urban Design and Landscaping Plan (UDLP) would be prepared. The UDLP would include high amenity pedestrian facilities, such as a paved thoroughfare between the proposed car park and the station, street trees, and signage.

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7

Mitigation measures

As described in Section 3.2, the Proposal includes preparation of an Urban Design Plan and Landscape Plan. In addition to the Urban Design Plan and Landscape Plan, the Proposal includes the following measures which would reduce visual impact:

- Finish:
 - the Proposal is planned to be from high quality materials and have a well-designed finish (texture and colour)
 - colours and tones are most likely to be muted to blend the Proposal with the natural elements of the neighbourhood and adjacent Regional Park and create a less obtrusive façade
- Lighting:
 - lighting would be designed and installed in accordance with the requirements of *AS4282 Control of the Obtrusive Effects of Outdoor Lighting*
- Graffiti:
 - graffiti would be removed from the construction site (if it occurs) in accordance with Transport for NSW standard requirements
- Tree protection:
 - the *Arboricultural Impact Assessment* includes tree protections measures to protect 12 trees to be retained (located along the north-western site boundary) during the construction phase.
- Replacement trees:
 - the *Arboricultural Impact Assessment* includes recommendations for an offset plan to compensate for tree removal associated with the Proposal, and indicative replacement species.
- Weeds:
 - weeds would be removed from the construction site and compounds in accordance with *Transport for NSW Weed Management and Disposal Guide, 2020*.

The following mitigation measures are recommended to inform the development of the Urban Design Plan and Landscape Plan to improve the visual outcome of the Proposal:

- Car park design:
 - ensure the car park has a modulated, well-designed façade and an appropriate high quality finish
- Car park external domain:
 - retain existing trees along the north-western boundary of the Proposal site to soften the façade, screen the lower floor levels of the Proposal, and break up the extent of hard surfacing/built structures when viewed from the station and town centre
 - supplement existing tree planting along the north-western boundary if trees are removed or damaged during construction to maintain a dense, vegetated screen of lower floor levels
 - include feature tree planting around the Proposal, particularly along the southern boundary, to soften the building when viewed from the town centre and provide amenity and shade for pedestrians moving between the car park and the station
 - use a common theme/style for new elements like seating, paving, signage, and lights, to enhance the character of the area and provide consistency with the station precinct

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- install a well designed, pedestrian walkway between the station and the Proposal, including a wide footpath, lighting, CCTV and way finding signage
- Use of materials:
 - use high quality materials and an integrated colour palette
 - use a common palette of materials to provide consistency with the station precinct
 - select materials and colours to minimise the visual prominence of the Proposal, however, colour could be incorporated as a design feature (if consistent with the UDLP)
 - colours for fencing should be recessive (with low reflectivity and high grey content) to be less visible
 - avoid highly reflective materials in the construction of the Proposal to reduce potential glare impacts to residents.
- During construction:
 - install well designed screen hoarding and/or shade cloth screens around the construction area where visible from the town centre and Soldiers Parade
 - ensure site compounds and stockpiles are located away from visually prominent locations, such as where visible from town centre and Soldiers Parade.

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8.1 Impact on landscape character

The Proposal to construct a second multi-storey commuter car park at Edmondson Park Station is occurring in a rapidly changing area. The existing landscape is partly dominated by vacant, grassed lots; however, the future landscape character will be urban with multi-storey, mixed-use buildings to 24 metres, ground level shops, street trees and integrated public spaces.

The assessed impact to landscape character is **low**. The Proposal would generally fit well within the context of the planned town centre precinct. Although the DCP is not applicable to the Proposal, the height of the Proposal (around 17 metres above Soldiers Parade and around 22 metres above the existing ground level to the east) is within the planned maximum building height for the town centre (24 metres) and consistent with the planned urban landscape character of Edmondson Park. The Proposal is planned to have high quality finishes and include street trees and wide footpaths, contributing to the planned positive urban landscape character.

8.2 Impact to surrounding viewpoints

The visual impact to four existing, and three future viewpoints within the limited visual catchment was assessed. These included publicly available views and private residential views.

The highest impact (**moderate-low**) would be experienced by station commuters (VP1), residents of the existing town centre multi-storey building (VP3), and residents of future multi-storey buildings that would surround the Proposal (VP5, VP6, VP7). From VP1 and VP2 the Proposal would be obvious, particularly initially, but it would reduce in prominence over time with planned multi-storey developments. From VP5, VP6 and VP7 there would be close views or partial views of the Proposal, but its appearance would be relatively consistent with the anticipated town centre precinct. A mitigation measure has been included for street trees along the boundaries of the Proposal to soften the outlook.

The visual impact to remaining viewpoints (VP1, VP2, VP3) was **low**. The Proposal would be partially visible initially, however, views of the Proposal would decrease overtime as planned, taller development appeared to the north and south of the car park. Awareness of the Proposal would not have a markedly adverse effect on the overall quality of the view. The scale of the Proposal would be consistent with future surrounding development and would have high quality finishes.

8.3 Conclusion

Overall, the Proposal is consistent with the planned character of the Edmondson Park town centre and would integrate within the proposed urban environment. It is essential that high quality materials and finishes, and a complementary and integrated colour palette, are selected during the detailed design phase.

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Arboriculture Consultancy (5 April 2022). *Arboricultural Impact Assessment*

Department of Planning & Infrastructure (2012). *Edmondson Park South Development Control Plan (DCP), 2012*

JBA (2010). *Edmondson Park South State Significant Site Listing and Concept Plan*
Liverpool Local Environmental Plan (LEP), 2008

Transport for NSW (December 2020) *Guideline for Landscape Character and Visual Impact Assessment, Environmental Impact Assessment Practice Note EIA-NO4*

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*

Appendix A - Photomontages

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VP1 (Before): View from northern entry of Edmondson Park Station looking east.

Date: 18/09/2021
Time: 12:45 PM
Camera Maker: Samsung
Camera Model: SM-N975F
Focal Length: 4mm
Max.aperture: 2.52



VP1 (After): View of the proposal from northern entry of Edmondson Park Station looking east, subject to detailed design.

Date: 18/09/2021
Time: 12:45 PM
Camera Maker: Samsung
Camera Model: SM-N975F
Focal Length: 4mm
Max.aperture: 2.52



VP4 (Before): View from intersection of Soldiers Parade and General Boulevard looking north-east.

Date: 18/09/2021
Time: 12:51 PM
Camera Maker: Samsung
Camera Model: SM-N975F
Focal Length: 6 mm
Max.aperture: 2.14



VP4 (After): View of the proposal from intersection of Soldiers Parade and General Boulevard looking north-east, subject to detailed design.

Date: 18/09/2021
Time: 12:51 PM
Camera Maker: Samsung
Camera Model: SM-N975F
Focal Length: 6 mm
Max.aperture: 2.14