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# Appendix G

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## Landscape and visual amenity technical information

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This appendix provides technical information relevant to the landscape and visual amenity impact assessment undertaken of the proposed design refinements described in Chapter 2 (Environmental Impact Statement clarifications) of this Submissions Report.

The methodology and baseline environment for the landscape and visual amenity assessment is provided in Technical Paper 6 (Landscape and visual) of the Environmental Impact Statement, including the representative viewpoints used for the visual amenity assessment. Visual impacts have been assessed at representative viewpoints where views may be potentially altered by the proposed refinements.

### Westmead metro station

Since the exhibition of the Environmental Impact Statement, several refinements to the exhibited design for Westmead metro station and surrounding precinct have been identified as part of ongoing design development to improve access and connectivity to the metro station, improve amenity and minimise potential impacts.

Of relevance to the landscape and visual amenity assessment, these changes include:

- a new metro station entry from Hawkesbury Road (to the south of Alexandra Avenue)
- a minor reduction to the extent of the station canopy to the east of Hawkesbury Road
- relocation of bus stops to the west along Alexandra Avenue to support efficient interchange between the metro station and bus services
- adjustments to the proposed bicycle route and public domain upgrades on the Hawkesbury Road overbridge
- other minor changes to the location of transport interchange elements and public domain upgrades.

Further detail on the proposed refinements is included in Chapter 2 (Environmental Impact Statement clarifications) of this Submissions Report. The potential landscape and visual impacts associated with the proposed refinements are assessed in the following sections.

### Landscape impact

Table 1 summarises the additional landscape assessment for the areas surrounding the Westmead metro station and includes a comparison to impact ratings identified in the Environmental Impact Statement.

**Table 1 Changes to landscape impact – Westmead metro station**

Location	Additional assessment	Revised impact (and comparison to Environmental Impact Statement impact rating)
Westmead Station, Railway Parade, Hawkesbury Road and Alexandra Avenue	<b>Operation</b> – the character and amenity of Hawkesbury Road and Alexandra Avenue would be considerably improved by two new, visually prominent station entries, set within upgraded footpaths and new public domain areas. New bus stops would continue to be located along Alexandra Avenue, with direct access to both station entries. The prominent location of the new station entries and positioning of the bus stops between the two entries, would improve legibility and access between transport modes.	Moderate beneficial (no change to Environmental Impact Statement rating)

Location	Additional assessment	Revised impact (and comparison to Environmental Impact Statement impact rating)
	<p><b>Construction</b> – there would continue to be a reduction in amenity for users of the adjacent footpaths and from the platforms within the station due to the presence of construction activity near the retail areas on Railway Parade and around the station. The relocation and impact on bus stops, cycle paths and some car parking, would continue to reduce wayfinding and legibility within the station precinct.</p> <p>While the scale of construction activity would be reduced on the western side of the Hawkesbury Road bridge, the overall scale and extent of the works, experienced in proximity to and encroaching upon these streetscapes and the public areas of the station, would continue as described in the Environmental Impact Statement.</p>	Moderate adverse (no change to Environmental Impact Statement rating)
Alexandra Avenue, Hassall Street and Bailey Street streetscapes	<p><b>Operation</b> – the changes would not alter the project elements along Alexandra Avenue (west of Hawkesbury Road and east of Hassall Street), along the western side of Hassall Street and northern side of Bailey Street, adjacent to the site. Overall, there would be a noticeable improvement in the quality of these streetscapes.</p>	Negligible (no change to Environmental Impact Statement rating)
	<p><b>Construction</b> – there would continue to be construction activity to the south of Alexandra Avenue (east of Hawkesbury Road), west of Hassall Street and north of Bailey Street. Alexandra Avenue, between Hassall Street and Hawkesbury Road, would still be closed for a period of around 12-18 months, and the existing bus stops relocated. Traffic detours, including buses, would continue to be required via Hassall Street, Bailey Street and/or Priddle Street. Pedestrian access to the station from the south, however, would be generally maintained during this period.</p>	Minor adverse (no change to Environmental Impact Statement rating)
The site and Hawkesbury Road streetscape	<p><b>Operation</b> – large new public plaza areas to the east of Hawkesbury Road, would provide a setting for the proposed southern station entry, which would be located near Hawkesbury Road and facing Alexandra Avenue. The improvement to the amenity of this section of the road, including new street and plaza trees, would soften the urban character of this streetscape, improving the function and amenity of this area for pedestrians, and reflect the importance of the new metro station as a transport hub and part of a future civic core for Westmead.</p>	Moderate beneficial (no change to Environmental Impact Statement rating)
	<p><b>Construction</b> – there would be reduced areas of construction required along Hawkesbury Road as upgrading the western side of Hawkesbury Road bridge is no longer proposed (with public domain works including active transport facilities now provided on the eastern side of the Hawkesbury Road overbridge).</p> <p>Construction activity would continue to occur to the east of Hawkesbury Road and across the site and there would be heavy vehicles travelling along Hawkesbury Road and accessing the site. The presence of construction activity would continue to reduce the amenity of the adjoining pedestrian environment and reduce the accessibility of the station for residences to the west of Hawkesbury Road and south of the rail corridor.</p>	Moderate adverse (no change to Environmental Impact Statement rating)

### Daytime visual amenity impact

Table 2 summarises the additional assessment of the potential daytime visual impact for the areas surrounding the Westmead metro station and includes a comparison to impact ratings identified in the Environmental Impact Statement.

**Table 2 Changes to day time visual impact – Westmead metro station**

Location	Additional assessment	Revised impact (and comparison to Environmental Impact Statement impact rating)
Viewpoint 1 – View north-east along Hawkesbury Road	<p><b>Operation</b> – a large area of public domain would be seen in the middle ground of this view, to the east of Hawkesbury Road. This plaza would provide a setting for the new station buildings, including two new contemporary station entrances, subject to detail design development, indicatively around nine metres above Hawkesbury Road and creating a new architectural focal point in this view.</p>	Minor beneficial (no change to Environmental Impact Statement rating)
	<p><b>Construction</b> – there would continue to be a construction site to the east of Hawkesbury Road, as identified in the Environmental Impact Statement. There would, however, no longer be construction activity required on the western side of the Hawkesbury Road bridge in the background of this view, and in the vicinity of the former Westmead Boys School, and less potential for a visual obstruction to the view to this local visual feature. Work to construct the new station entry, facing Alexandra Avenue, would not alter the character of the construction activity in this area, which would include the construction of a building, rising above the site, subject to detail design development, indicatively around nine metres above Hawkesbury Road and set back from the road, down the hill from the highpoint of Hawkesbury Road, reducing its prominence.</p> <p>Overall, there would be less construction visible in this view and reduced potential visual impact on the former Westmead Boys School, providing some benefits (compared to design exhibited in the Environmental Impact Statement). However, due to, the scale and extent of construction work, there would still be a noticeable reduction in the amenity of this view.</p>	Minor adverse (no change to Environmental Impact Statement rating)
Viewpoint 2 – View north-east from corner of Hawkesbury Road and Alexandra Avenue	<p><b>Operation</b> – there would be a new contemporary station entry visible at the Hawkesbury Road overbridge, and a second station entry to the south of Alexandra Avenue, forming a new built form and creating two new architectural features in this view. Footpaths and new public domain areas would enhance the setting of the station entrances.</p>	Moderate beneficial (no change to Environmental Impact Statement rating)
	<p><b>Construction</b> – with the proposed change there would be less construction activity visible from this location. The construction site would be established at Westmead Station but would not extend west across Hawkesbury Road. The major roadworks, including bridge upgrade works on the western side of Hawkesbury Road bridge, would no longer be undertaken. There would, however, be large scale construction activity viewed within the middle ground of this view and there would be a considerable reduction in the amenity of this view during this time.</p>	Moderate adverse (no change to Environmental Impact Statement rating)

Location	Additional assessment	Revised impact (and comparison to Environmental Impact Statement impact rating)
Viewpoint 4 – View north-west from Railway Parade near Ashley Lane	<p><b>Operation</b> – the public domain works on the northern side of Railway Parade and western side of Hawkesbury Road would be reduced from what was proposed in the Environmental Impact Statement. There would continue to be a new contemporary station entry, rising above the rail corridor at Hawkesbury Road, creating a new architectural focal point in this view. This new built form would not obstruct the view to the Westmead Boys School, a local listed heritage item. The improvements to the station architecture and public domain, would be a noticeable improvement in the amenity of this view. The beneficial impact level is less than identified in the Environmental Impact Statement due to the reduced scope of the public domain upgrade.</p>	Minor beneficial (reduced from the moderate beneficial visual impact identified in the Environmental Impact Statement).
	<p><b>Construction</b> – there would continue to be construction activity at the station, extending across Railway Parade and would result in a considerable reduction in the amenity. The works on the western side of the Hawkesbury Road overbridge are no longer proposed which would reduce the extent of construction seen from this location slightly.</p>	Moderate adverse (no change to Environmental Impact Statement rating)
Viewpoint 5 – View west from Alexandra Avenue and Hassall Street	<p><b>Operation</b> – new bus stops would be located further to the west in the middle to background of this view with the proposed refinements. The new station entry may be glimpsed in the background of this view, set within high quality public domain and new built form (as assessed in the Environmental Impact Statement). These changes would be consistent with the character of the proposal presented in the Environmental Impact Statement.</p>	Minor beneficial (no change to Environmental Impact Statement rating)
	<p><b>Construction</b> – the extent and scale of the construction site seen in this view would not noticeably change from what was assessed in the Environmental Impact Statement. There would be works visible extending into Alexandra Avenue, including works to narrow the southern end of Alexandra Avenue west of Hassall Street.</p>	Moderate adverse (no change to Environmental Impact Statement rating)
Viewpoint 7 – View east along Alexandra Avenue	<p><b>Operation</b> – the Hawkesbury Road overbridge would be unchanged in this view. There may be glimpses to a new station entry, subject to detail design development, indicatively around nine metres above Hawkesbury Road, beyond the existing vegetation. This new station entry would be a new contemporary architectural feature in the background of this view, on the high point of the road. A view to the former Westmead Boys School, a local heritage listed item, would be opened up where the vegetation within the rail corridor is proposed to be removed for the construction of this proposal. The additional built form would be absorbed into the view, which includes new emerging built form associated with the new development at the Western Sydney University Westmead campus. There would be no perceived change in the amenity of this view.</p>	Negligible (no change to Environmental Impact Statement rating)

Location	Additional assessment	Revised impact (and comparison to Environmental Impact Statement impact rating)
	<p><b>Construction</b> – the scale of construction activity seen in this view would be less as the large equipment required to upgrade to the western side of the Hawkesbury Road bridge, would no longer be required. There would continue to be vegetation removal along the rail corridor, and across this view. Construction of the new station entry to the east of Hawkesbury Road would, however, be seen beyond the road in the background of the view. Overall, although there would be a reduction in the scale and extent of construction work there would continue to be a considerable reduction in the amenity of this view and a minor adverse visual impact during construction.</p>	<p>Minor adverse (no change to Environmental Impact Statement rating)</p>

**Night-time visual amenity impact**

Table 3 summarises the additional assessment of the potential night-time visual impact for the areas surrounding the Westmead metro station and includes a comparison to impact ratings identified in the Environmental Impact Statement.

**Table 3 Changes to night time visual impact – Westmead metro station**

Additional assessment	Revised impact (and comparison to Environmental Impact Statement impact rating)
<p><b>Operation</b> – the additional station entry would be brightly lit to provide for customer safety, and the bus stops would be located further west, and adjacent to the new, second station entry, facing Alexandra Avenue. All lighting would be designed to minimise light spill and skyglow and the second station entry would be seen in the context of a developing urban setting. This change would not perceptibly increase the lighting levels from what was anticipated in the Environmental Impact Statement.</p> <p>There is less additional lighting proposed in the vicinity of the Hawkesbury Road overbridge as the bridge would not be upgraded to accommodate a cycle route on the western side (as it would now be provided on the eastern side of the overbridge). This change may reduce the additional lighting seen from the residential properties on Alexandra Avenue, west of Hawkesbury Road, which are areas of A3: Medium district brightness. There would, however, still be operational lighting would be located around the station, which is set back from these residential areas, and the view to the station lighting would be somewhat filtered through garden and street trees. In these areas there would be a noticeable reduction in the amenity of these areas.</p>	<p>Minor adverse at Bailey Street, Hawkesbury Road and Hassall Street residential areas; negligible at Westmead Station and Alexandra Avenue (no change to Environmental Impact Statement rating)</p>
<p><b>Construction</b> – night works would be required at this location during station construction and for road and rail possessions. There would be less lighting seen from Alexandra Avenue, west of Hawkesbury Road, as the works required to upgrade the western side of Hawkesbury Road overbridge are no longer proposed.</p> <p>Where the additional light sources and skyglow would be seen, from areas within the A4: High district brightness, including Westmead Station, there would be no perceived change in the amenity of this area at night.</p>	<p>Minor adverse at Bailey Street, Hawkesbury Road and Hassall Street residential areas; negligible at Westmead Station and Alexandra Avenue (no change to Environmental Impact Statement rating)</p>

## Parramatta metro station

Since the exhibition of the Environmental Impact Statement, further design development has been undertaken for Parramatta metro station. This has resulted in refinements to the location of station services infrastructure for this proposal, with some infrastructure relocated from below ground to aboveground.

The design refinement includes additional station services infrastructure as part of this proposal. This aboveground station services infrastructure would be located to the west of Horwood Place, within the building previously proposed as over station development in the exhibited design.

Further detail on the proposed refinements is included in Chapter 2 (Environmental Impact Statement clarifications) of this Submissions Report. The potential landscape and visual impacts associated with the proposed refinements are assessed in the following sections.

### Landscape impact

Table 4 summarises the additional landscape assessment for the areas surrounding the Parramatta metro station and includes a comparison to impact ratings identified in the Environmental Impact Statement.

**Table 4 Changes to landscape impact – Parramatta metro station**

Location	Additional assessment	Revised impact (and comparison to Environmental Impact Statement impact rating)
Macquarie Street and George Street streetscapes	<p><b>Operation</b> – the built form of the additional aboveground station services infrastructure would create a continuous built form facing Macquarie Street, and would be consistent with the surrounding dense urban built form. The new station services infrastructure would not alter the extent of the public domain that would be provided along both Macquarie Street and George Street, particularly the new Civic Link and plaza area surrounding the heritage character Kia Ora building. There would be activated uses along the station services infrastructure addressing both Macquarie Street and the Civic Link. There would continue to be high quality streetscape treatments, improving the amenity and accessibility of these streets. Overall, there would continue to be improved accessibility, legibility and amenity as a result of this proposal and a considerable improvement in the amenity of these streetscapes (consistent with the assessment in the Environmental Impact Statement).</p>	Moderate beneficial (no change to Environmental Impact Statement rating)
	<p><b>Construction</b> – the impact on accessibility of the streets during construction would be as described in the Environmental Impact Statement, with alterations to the footpaths adjacent to the site. The construction activity along Macquarie Street would increase in scale where the station services infrastructure (subject to design development, indicatively around 21 metres above street level) would be constructed. The continued use of this site for large scale construction activity along both Macquarie Street and George Street would continue to result in a noticeable reduction in the quality of these streetscapes.</p>	Minor adverse (no change to Environmental Impact Statement rating)



Location	Additional assessment	Revised impact (and comparison to Environmental Impact Statement impact rating)
The site, Horwood Place, Macquarie Lane and United Lane	<b>Operation</b> – the metro station site would be divided by several inter-block lanes, shared zones and pedestrian links that would improve the permeability and accessibility of this precinct. The location of shared zones and public domain along United Lane and between Church Street and United Lane would change, however, the overall level of pedestrian and vehicle permeability would not be reduced. Overall, the extent of the additional public domain areas would remain consistent with the extent in the Environmental Impact Statement, including the Civic Link and substantial new plaza area surrounding the Kia Ora, a local listed heritage building. As such there would continue to be a considerable improvement in the amenity of these streetscapes, as assessed in the Environmental Impact Statement.	Minor beneficial (no change to Environmental Impact Statement rating)
	<b>Construction</b> – there would continue to be restricted laneway access within the construction site. Temporary north-south pedestrian access through the construction site between George Street and Macquarie Street would be provided. The works to construct the new shared zone and station services infrastructure would not further alter the permeability and accessibility of this block and area of the CBD. As such there would be no change to the landscape amenity impact as assessed in the Environmental Impact Statement.	Negligible (no change to Environmental Impact Statement rating)

### Daytime visual amenity impact

Table 5 summarises the additional assessment of the potential daytime visual impact for the areas surrounding the Parramatta metro station and includes a comparison to impact ratings identified in the Environmental Impact Statement.

**Table 5 Changes to day time visual impact – Parramatta metro station**

Location	Additional assessment	Revised impact (and comparison to Environmental Impact Statement impact rating)
Viewpoint 5 – View north-west along Macquarie Street at the corner with Smith Street	<b>Operation</b> – additional aboveground station services infrastructure would be located beyond the new station building, visible in the background of this view. The additional aboveground station services infrastructure would be, subject to design development, indicatively around 21 metres above the street, which would be a large visible built form. It would be consistent in scale with the surrounding dense urban built form to the south of Macquarie Street. The station buildings and infrastructure would contribute to activation of the street level. This view has the capacity to absorb the larger scale built form, and due to the improvements to the public domain, there would continue to be a considerable improvement in the amenity of this view (as assessed in the Environmental Impact Statement).	Moderate beneficial (no change to Environmental Impact Statement rating)



Location	Additional assessment	Revised impact (and comparison to Environmental Impact Statement impact rating)
	<p><b>Construction</b> – the works would include the construction of additional aboveground station services infrastructure, to the north of Macquarie Street in the background of this view. This work would be partly obstructed by the construction of the new station building in the middle ground. This would be seen within the construction site, rising above hoarding that would be along Macquarie Street. The additional construction of the additional aboveground station services infrastructure would be, subject to design development, indicatively around 21 metres above street level would contribute to the strong presence of construction activity and alter the streetscape character that would be seen in this view. There would continue to be a noticeable reduction in the amenity of this view, as assessed in the Environmental Impact Statement.</p>	<p>Minor adverse (no change to Environmental Impact Statement rating)</p>
Viewpoint 7 – View north-east along Macquarie Street from near Centenary Square	<p><b>Operation</b> – there would be additional aboveground station services infrastructure in the middle ground of this view, subject to design development, indicatively around 21 metres and prominently above the two storey traditional character buildings in the foreground. There would continue to be a view to the heritage character Kia Ora building over a new public domain, and a new station building beyond this, in the background of this view. This view has the capacity to absorb larger scale built form, and the main heritage character features of this view would remain. Due to the improvements to the public domain, including enhancing the setting of Kia Ora, there would be a continue to be a noticeable improvement in the amenity of this view, as assessed in the Environmental Impact Statement.</p>	<p>Minor beneficial (no change to Environmental Impact Statement rating)</p>
	<p><b>Construction</b> – there would be additional construction work seen in this view, with the additional aboveground station services infrastructure being constructed to the north of Macquarie Street, in the middle ground (centre of view). This work would be, subject to design development, indicatively around 21 metres above street level, stepping up considerably from the traditional two storey facades in the foreground (left of view). The proposal would involve large scale construction works, that would contrast with the heritage buildings in the foreground. Overall, there would be a considerable reduction in the amenity of this view, resulting in an increased visual impact rating compared to the Environmental Impact Statement.</p>	<p>Moderate adverse (increased from the minor adverse visual impact identified in the Environmental Impact Statement)</p>

### Night-time visual amenity impact

Table 6 summarises the additional assessment of the potential night-time visual impact for the areas surrounding Parramatta metro station and includes a comparison to impact ratings identified in the Environmental Impact Statement.

**Table 6 Changes to night time visual impact – Parramatta metro station**

Additional assessment	Revised impact (and comparison to Environmental Impact Statement impact rating)
<p><b>Operation</b> – there would be additional built form which would be lit up at night. This would include lighting associated with the additional aboveground station services infrastructure, particularly at street level. There would also be additional vehicle headlights associated with the shared zones within the site. All lighting would be designed to minimise light spill and it is not expected that there would not be any direct light spill on private residences.</p> <p>Overall, this additional lighting would be consistent with and largely absorbed into the surrounding brightly lit night scene. There would be no perceived change in the amenity of this area at night, as assessed in the Environmental Impact Statement.</p>	<p>Negligible (no change to Environmental Impact Statement rating)</p>
<p><b>Construction</b> – the potential extent of night works within the existing construction site footprint would be increased to include the construction of the additional aboveground station services infrastructure. There would also be further deliveries of large equipment and materials, after hours, to service this additional construction work. While all lighting would be designed to minimise obtrusive light at night, the additional aboveground station services infrastructure would be, subject to design development, indicatively around 21 metres above street level. The lighting within the construction site would be mostly screened by surrounding buildings and the most additional lighting would be at street level. There would be some residences and guests within the upper levels of tall apartment buildings and hotels nearby may potentially overlook these works.</p> <p>Any additional light sources and skyglow would be seen from areas within the A4: High district brightness area and would generally be absorbed into the surrounding night scene. Overall, there would not be a noticeable reduction in the amenity of this area, as assessed in the Environmental Impact Statement.</p>	<p>Negligible (no change to Environmental Impact Statement rating)</p>

### Clyde stabling and maintenance facility and Rosehill services facility

Since the exhibition of the Environmental Impact Statement, further design development has been undertaken for the Clyde stabling and maintenance facility and Rosehill services facility. This has resulted in the relocation of the operational water treatment plant from its exhibited location adjacent to James Ruse Drive, to within the Rosehill services facility on Unwin Street. The relocation of the water treatment plant to this location would create a common precinct which houses several operational ancillary facilities, including the Rosehill services facility, traction substation and water treatment plant.

Additional aboveground services infrastructure would be required in the location previously identified Environmental Impact Statement for the operational water treatment plant, adjacent to James Ruse Drive (for example, services infrastructure above the tunnel dive structure such as ventilation). This aboveground services infrastructure would be similar to the size and scale previously identified for the operational water treatment plant at this location.

Further detail on the proposed refinements is included in Chapter 2 (Environmental Impact Statement clarifications) of this Submissions Report. The potential landscape and visual impacts associated with the proposed refinements are assessed in the following sections.

## Landscape impact

Table 7 summarises the additional landscape assessment for the areas surrounding the Clyde stabling and maintenance facility and Rosehill services facility and includes a comparison to impact ratings identified in the Environmental Impact Statement.

**Table 7 Changes to landscape impact – Clyde stabilising and maintenance facility and Rosehill services facility**

Location	Additional assessment	Revised impact (and comparison to Environmental Impact Statement impact rating)
James Ruse Drive and the former Rosehill Station and rail corridor	<p><b>Operation</b> – aboveground services infrastructure would be required in the location of the previously proposed water treatment plant, adjacent to James Ruse Drive. The aboveground services infrastructure would be similar to the size and scale previously identified for the operational water treatment plant at this location. Additionally, the footpath along the eastern side of James Ruse Drive would be upgraded to be a treelined shared cycle and footpath. The structure along James Ruse Drive would have no perceived change in the quality of the James Ruse Drive streetscape, former Rosehill Station and rail corridor. This would be consistent with the level of impact assessed at this location in the Environmental Impact Statement.</p>	Negligible (no change to Environmental Impact Statement rating)
	<p><b>Construction</b> – there would continue to be construction activity adjacent to James Ruse Drive. The aboveground services infrastructure would in the location previously identified for the water treatment plant. Construction of this infrastructure would rise several storeys above the site, alongside James Ruse Drive, and would have localised impacts on the adjacent footpaths, temporarily reducing local accessibility of this section of the street. This would be consistent with the level of impact assessed at this location in the Environmental Impact Statement.</p>	Moderate adverse (no change to Environmental Impact Statement rating)
The site and streetscapes including Unwin Street, Kay Street, Wentworth Street and Shirley Street	<p><b>Operation</b> – the relocated water treatment plant would be located near the proposed traction substation and services facility. The new built form would be consistent with the industrial character of the area, would not affect the permeability and accessibility for vehicles within this area of Clyde and would improve the quality of the site landscape and surrounding streetscapes. This would be consistent with the level of impact assessed at this location in the Environmental Impact Statement.</p>	Negligible (no change to Environmental Impact Statement rating)
	<p><b>Construction</b> – construction of the water treatment plant would be consistent with the character of the works that would occur at the Rosehill services facility site. During construction there would be a considerable reduction in the landscape quality of the site and the adjoining streetscapes, which are of neighbourhood sensitivity. This would be consistent with the level of impact assessed at this location in the Environmental Impact Statement.</p>	Minor adverse (no change to Environmental Impact Statement rating)

### Daytime visual amenity impact

Table 8 summarises the additional assessment of the potential daytime visual impact for the areas surrounding the Clyde stabilising and maintenance facility and Rosehill services facility and includes a comparison to impact ratings identified in the Environmental Impact Statement.

**Table 8 Changes to day time visual impact – Clyde stabilising and maintenance facility and Rosehill services facility**

Location	Additional assessment	Revised impact (and comparison to Environmental Impact Statement impact rating)
Viewpoint 1 – View south from the James Ruse Drive footbridge	<p><b>Operation</b> – there would be a aboveground services infrastructure visible in the location previously identified for the water treatment plant, visible beyond the car parking beyond the rise in the background of this view. There would be improved public domain areas, including the new treelined pedestrian and cycle route along James Ruse Drive, as identified in the Environmental Impact Statement. This new public realm and trees would soften the view to the new built form and has a high capacity to absorb large scale infrastructure due to the precedent of rail and road infrastructure and taller built form in the background. There would however continue to be a noticeable reduction in the amenity of this view, as assessed in the Environmental Impact Statement.</p>	Minor adverse (no change to Environmental Impact Statement rating)
	<p><b>Construction</b> – there would continue to be construction work seen in the area adjacent to James Ruse Drive to construct the aboveground services infrastructure. This would include large equipment and potentially the construction of a large building to contain the aboveground infrastructure. This work would be seen on the land adjacent to James Ruse Drive and would be consistent with that assessed in the Environmental Impact Statement.</p>	Minor adverse (no change to Environmental Impact Statement rating)
Viewpoint 4 – View north-east along James Ruse Drive	<p><b>Operation</b> – the design refinement includes aboveground services infrastructure adjacent to James Ruse Drive, which would be consistent with the impact expected from the water treatment plant considered in the same location in the Environmental Impact Statement.</p>	Negligible (no change to Environmental Impact Statement rating)
	<p><b>Construction</b> – there would be site offices, storage, amenities and workshops located on the land adjacent to James Ruse Drive. The works would be of a similar scale and character to the works considered in the Environmental Impact Statement. The works would be viewed within other large scale construction works and would continue to be a considerable reduction in the amenity of this view.</p>	Moderate adverse (no change to Environmental Impact Statement rating)
Viewpoint 7 – View south-west to the corner of Unwin and Shirley streets	<p><b>Operation</b> – there would be a water treatment plant located adjacent to the new services facility building, south of Unwin Street and set back from the corner with Shirley Street. The water treatment plant would be generally similar in scale and character with the former and proposed buildings for this area of the site. This view has a high capacity to absorb the scale of this proposal due to the setting of light industrial built form and road infrastructure. There would continue to be no perceived change in the amenity of this view, as assessed in the Environmental Impact Statement.</p>	Negligible (no change to Environmental Impact Statement rating)

Location	Additional assessment	Revised impact (and comparison to Environmental Impact Statement impact rating)
	<p><b>Construction</b> – there would continue to be construction work on the site extending west from the corner of Unwin Street and Shirley Street. Construction of the water treatment plant would be seen in the context of this work, which would be of similar as the former industrial buildings on the site. The construction work as a part of this proposal would be generally consistent with the character and scale of the surrounding industrial areas. There would continue to be no perceived change in the amenity of this view, as assessed in the Environmental Impact Statement.</p>	<p>Negligible (no change to Environmental Impact Statement rating)</p>

### Night-time visual amenity impact

Table 9 summarises the additional assessment of the potential night-time visual impact for the areas surrounding Clyde stabling and maintenance facility and Rosehill services facility and includes a comparison to impact ratings identified in the Environmental Impact Statement.

**Table 9 Changes to night time visual impact – Clyde stabling and maintenance facility and Rosehill services facility**

Additional assessment	Revised impact (and comparison to Environmental Impact Statement impact rating)
<p><b>Operation</b> – lighting would be required for the water treatment plant (at the Rosehill services facility site) and aboveground services infrastructure (adjacent to James Ruse Drive). The additional lighting across the site would be absorbed into the existing brightly lit setting.</p>	<p>Negligible (no change to Environmental Impact Statement rating)</p>
<p><b>Construction</b> – construction of the water treatment plant would occur within the Rosehill services facility site where there may be some after-hours work required. Any night-time work for the aboveground services infrastructure structure would be located on the site previously identified for the water treatment plant, adjacent to James Ruse Drive. Any additional lighting would be absorbed into the existing moderately lit setting.</p>	<p>Negligible (no change to Environmental Impact Statement rating)</p>

