



Transport Access Program

# Doonside Station Upgrade

Landscape Character and Visual Impact Assessment



*Artist's impression of the proposed Doonside Station Upgrade, subject to detailed design*

November 2021

# Doonside Station Upgrade

## Landscape Character and Visual Impact Assessment

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## 1.1 Purpose

Envisage Consulting was commissioned by Umwelt Australia Pty Ltd on behalf of Transport for New South Wales (Transport for NSW) to assess impact on landscape character and surrounding viewpoints from the proposed Doonside Station Upgrade (the Proposal).

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

The assessment has been prepared in accordance with Transport for NSW's *Guideline for Landscape Character and Visual Impact Assessment, Environmental Impact Assessment Practice Note EIA-N04, 2020*.

## 1.2 Overview of the Proposal

The Proposal involves an upgrade of Doonside Station as part of Transport for NSW's Transport Access Program (TAP) to improve accessibility and amenities for customers.

This assessment focuses on the main changes that could affect the landscape character and views from surrounding viewpoints, with those being:

- four new lifts connecting the platforms and station entrances to the existing footbridge and station platforms
- removal of the existing stairs from the footbridge to Platforms 3 and 4 and replacement with new stairs facing the eastern end of the platform
- removal of the platform canopy on Platforms 3 and 4 between the existing stairs and platform building
- changes to the existing footbridge, stairs and ramps including replacement of stair treads and handrails where necessary and installation of a new roof
- continuous canopy coverage on both platforms from the new lifts to the new boarding assistance zone
- new bicycle hoops near the Doonside Road ramp entrance
- new bicycle hoops near the Cross Street ramp entrance
- improvements to lighting and wayfinding.

More detail is provided on these proposed changes in SECTION 4. A full description of the Proposal is contained within the Proposal's REF.

## 1.3 Brief Site description

Doonside Station is located in the western Sydney suburb of Doonside and within the City of Blacktown Local Government Area (LGA).

Doonside Station is at the heart of the local community and has an integral role as both a public transport hub and pedestrian/cyclist link over the railway corridor. The proposed lifts and other access upgrades would lead to substantial improvements in access for users of the station and those crossing over the footbridge. The Proposal would ensure the station continues to provide a high level of customer experience and comfort providing equitable access and improved amenities for all existing and future users. The location is shown in Figure 1-1.

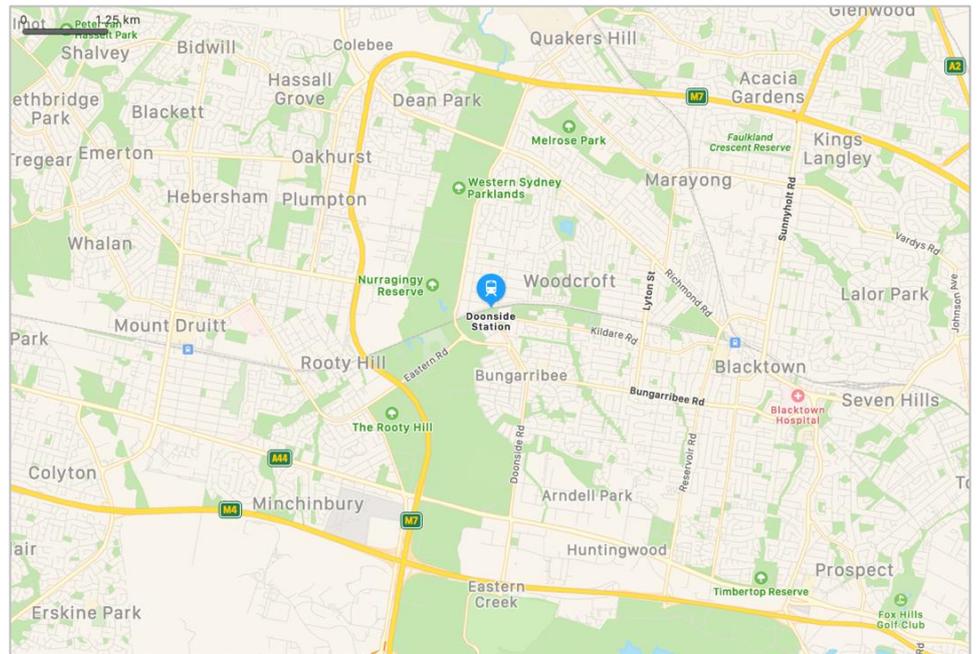


Figure 1-1: Proposal location

## 1.4 Report format

The report is set out as follows:

- SECTION 2 Defines the assessment methodology
- SECTION 3 Describes the site visual context
- SECTION 4 Describes the Proposal and its main visual changes
- SECTION 5 Presents an assessment of landscape character impact
- SECTION 6 Presents the assessment of visual impact
- SECTION 7 Describes measures to improve visual outcome
- SECTION 8 Presents a summary of key findings and conclusion.

## 2

# Assessment methodology

The assessment methodology is consistent with Transport for NSW's *Guideline for Landscape Character and Visual Impact Assessment, Environmental Impact Assessment Practice Note EIA-N04, 2020* (referred to hereafter as the 'Guideline').

### 2.1 Assessments

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 used 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 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 (impact levels in italics)<sup>1</sup>

		Magnitude (of change)			
		High	Moderate	Low	Negligible
Sensitivity (to change)	High	<i>High</i>	<i>High-Moderate</i>	<i>Moderate</i>	<i>Negligible</i>
	Moderate	<i>High-Moderate</i>	<i>Moderate</i>	<i>Moderate-low</i>	<i>Negligible</i>
	Low	<i>Moderate</i>	<i>Moderate-low</i>	<i>Low</i>	<i>Negligible</i>
	Negligible	<i>Negligible</i>	<i>Negligible</i>	<i>Negligible</i>	<i>Negligible</i>

<sup>1</sup> Source: *Transport for NSW (2020)*, with colours and italics added in this report

## Landscape character assessment

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

1. Analyse existing landscape character and its sensitivity
2. Identify landscape character zones (if required because of the size or complexity of the project)
3. Determine the magnitude of change
4. Assess landscape character impact (based on both the sensitivity of the character zone and magnitude of the Proposal in that zone).

The assessment of landscape character impact is provided at SECTION 5.

## Visual impact assessment

The Guideline sets out the tasks for visual impact assessment:

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

The assessment of visual impact is provided at SECTION 6.

## 2.2 Approach to considering heritage

As a Statement of Heritage Impact (SoHI) has been prepared by Umwelt (September 2021) and includes detailed information on heritage values and likely impacts, this LCVIA assessment has not commented on heritage-related visual issues, as these are best addressed in the SoHI. A summary of relevant heritage concerns is provided in SECTION 3.2.

## 2.3 Field investigations

The site was inspected on Thursday, 26 August 2021. The inspection included a walk-over of the station precinct and surrounding streets. The day was dry and sunny. An approximate viewshed (the area within which the Proposal would be seen at eye level above ground<sup>2</sup>) was determined on site and sensitive viewpoints identified. Private property was not accessed. Potential private viewpoints were assessed from the nearest publicly accessible location.

## 2.4 Photography

Photographs included in this report have been taken with a full frame sensor camera and 50mm focal length lens and using Global Positioning System (GPS) location data. The 50mm focal length is generally accepted as closest to the view perceived by a human eye. Unless otherwise noted, all photographs within this report were taken by Envisage Consulting on 26 August 2021.

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<sup>2</sup> Definition from Guideline p6

# 3

## Visual context of Doonside Station

### 3.1 Site location and context

The location and general context of the station, and key surrounding features, are shown in Figure 3-1 and described below.



Figure 3-1: Location and visual context<sup>3</sup>

<sup>3</sup> Source: provided by Transport for NSW (from GSA, 2021)

Doonside Station is bounded by the suburbs of Woodcroft to the north, Bungaribee to the south, Blacktown to the east and Rooty Hill to the west. The area is serviced by trains to and from Parramatta, Sydney city and the Blue Mountains. Bus routes from the station connect into the wider public transport system.

Doonside Station is situated in a mostly low-density residential area; with the station centred between Doonside shopping area to the north and Doonside Public School to the south. Connecting the two sides of the railway is the station's footbridge. Figure 3-2 illustrates the closer context of the visual environment immediately around Doonside Station.



Figure 3-2: Visual context close to Doonside Station

#### Land use and zoning

The surrounding residential area consists of mostly 1-2 storey houses zoned R2 (under *Blacktown Local Environmental Plan (BLEP), 2015*), with a maximum allowable height of 9m (shown in Figure 3-3). There are numerous large public reserves in the vicinity, including an expansive system of public reserves that trace along Eastern Creek west of Knox Road. Situated within that reserve system are some large sporting facilities including Blacktown Stadium and Blacktown International Sports Stadium.

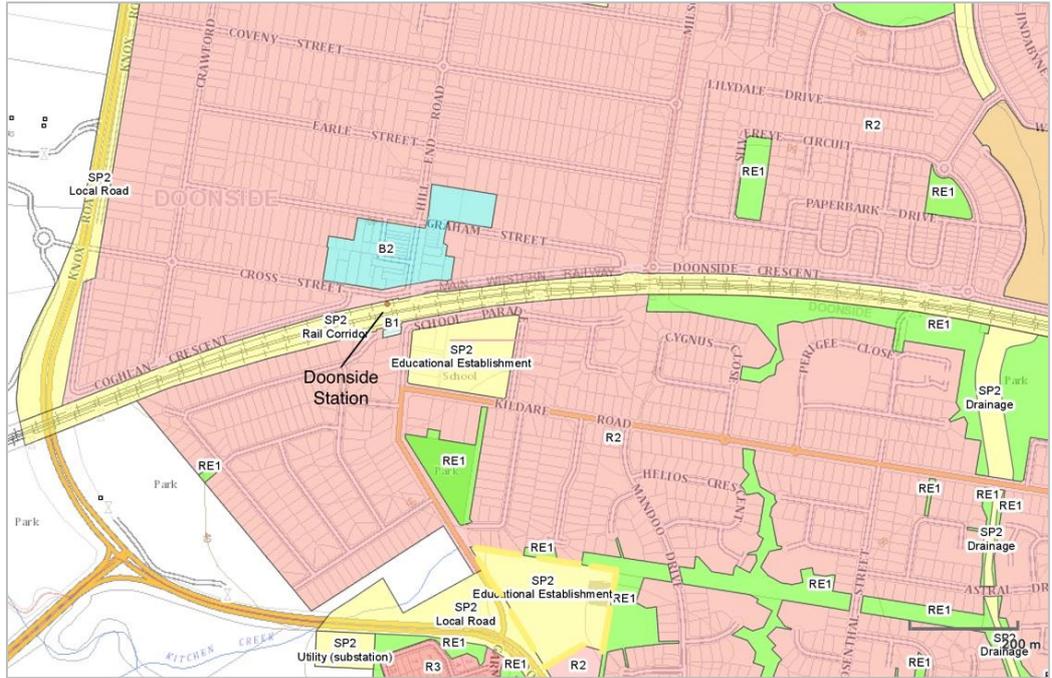


Figure 3-3: Land use zoning around Doonside Station (Blacktown LEP, 2015)

Doonside local shopping area is comprised of a strip of local, mostly small shops and businesses 1-2 storeys high (shown in Figure 3-4), and zoned B2 Local Centre, with a maximum allowable height of 12m for the B2 business zone.

On the southern side of the station is a small general store situated at the base of the existing ramp. Nearby is a bus stop zone (on both sides of the road) at the corner of Doonside Road and School Parade. Doonside Public School is located on the southern side of School Parade.



Figure 3-4: The small-scale Doonside shopping area (northern side of station)

### Landform

Doonside is situated on the geographic feature known as the Cumberland Plain which extends from the western suburbs of Sydney to the base of the Blue Mountains some 20km away and west of the Nepean River. Views of the Blue Mountains are possible from the station footbridge. The surrounding landform is generally flat, with a shallow, narrow valley formed along Eastern Creek within the public reserve system some 1.2km to the west. The railway line through Doonside Station is at a similar ground level to the surroundings.

### Vegetation

A Biodiversity Assessment (Umwelt, 2021) has been undertaken for the Proposal site.

Two small trees were identified as needing to be removed for the installation of the lift and landing on Cross Street. Those trees were identified as exotic Crepe Myrtles (*Lagerstroemia species*) during the site inspection for this report. Those small trees do not have notable value on either a biodiversity or visual basis.

Trees removed as a result of the Proposal would be compensated at the rate of four trees for each tree removed (TfNSW, 2019).



Figure 3-5: Southern station access - Canary Island Date Palm and large Eucalypts add local amenity and are to be retained

## 3.2 Heritage

A Statement of Heritage Impact (SoHI) has been prepared by Umwelt (September 2021) and includes detailed information on heritage values and likely impacts. The purpose of this section is to provide a brief overview of visual heritage matters relevant to this assessment.

According to the SoHI:

'Doonside Railway Station is of heritage significance for its historical, aesthetic, and representative values. The following passage has been amended from the statement of significance provided in the NSW SHI inventory citation for Doonside Railway Station Group.<sup>4</sup>

*Doonside Railway Station is of local significance as evidence of one of the stations built during the quadruplication of the line between St Marys to Lidcombe during the Post War period in response to increased suburban development in the area. Although reasonably modified, it provides a fair representative example of a small, mid-20th century railway station in an urban context, retaining some visible railway Stripped Functionalist style elements similar to other stations along this section of the Western Line, representing the economic policies of the time between and after the World Wars'*

The SoHI concludes:

*The Proposal has been assessed as having a moderate adverse impact to the Doonside Station Group. This is associated with the moderate visual impacts from the installation of new lifts and canopies as well as the potential removal of or impact to localised areas of significant fabric from the demolition of the stairs to Platforms 3 and 4 adverse impacts to internal spaces of the station buildings are limited to the removal or modification of original ceilings that remain in most spaces of the station buildings however this removal of original fabric in some areas is considered acceptable to allow for the upgrades of necessary electrical and communications equipment and reducing the number of cables attached to the walls of the station buildings.*

Photographs of the main station buildings are provided as Figure 3-6 and Figure 3-7.

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<sup>4</sup> NSW State Heritage Inventory 'Doonside Railway Station Group' accessed 20 September 2021  
<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=4801908>



Figure 3-6: Existing Doonside Station building western side (Platforms 3 and 4), with the Blue Mountains seen in the background



Figure 3-7: Existing Doonside Station main building eastern side (Platforms 1 and 2)

## 4.1 Main visual changes

The Proposal area, construction area, construction compounds and laydown areas are shown in Figure 4-1 and the Proposal layout is illustrated in Figure 4-2. Detailed Proposal plans and a full project description included in the Proposal REF.

### Station upgrade

The main visible changes to the station would include:

- four new passenger lifts to provide access to the existing footbridge and island platforms:
  - Cross Street to the existing footbridge (lift one)
  - from the existing footbridge to Platforms 1 and 2 (lift two)
  - from the existing footbridge to Platforms 3 and 4 (lift three)
  - from Eastwood Lane to the existing footbridge (lift four)
- new roofing to existing ramps, footbridge and stairs to Platforms 1 and 2
- new canopies to all platforms:
  - the new canopy on Platforms 1 and 2 would extend to provide canopy coverage from the existing building to the boarding assistance zones
  - removal of existing stairs and canopy to Platforms 3 and 4 and the provision of new stairs and a new canopy. The new canopy on Platforms 3 and 4 would extend to provide canopy coverage to the boarding assistance zones
- installation of new handrails and anti-throw screens along the existing ramps, footbridge and stairs.

### Interchange facilities

The main visible changes around the station would include:

- three accessible parking spaces including:
  - one parking space on the western side of Doonside Road opposite the existing bus zone
  - two parking spaces on the southern side of Cross Street within 10 metres of Lift one
- a kiss and ride bay with capacity for two cars and a taxi rank on the southern side of Cross Street, adjacent to the new accessible parking spaces
- repaving of the pedestrian walkway from Eastwood Lane to the start of the pedestrian ramp to provide a level surface for access to Lift 4
- installation of new bicycle hoops near the Doonside Road ramp entrance and the Cross Street ramp entrance.

### Ancillary work

The following main ancillary work is required as part of the upgrade:

- regrading and resurfacing of the station platforms to provide compliant paths of travel between the lifts, boarding assistance zones, family accessible toilet and other facilities on the platforms
- resurfacing of other areas within the construction footprint, where impacted by construction activities, including services trenching work
- lighting upgrades
- new wayfinding signage in relation to the new lifts, kiss and ride, bus stop and taxi zone
- temporary construction compounds and laydown areas for storage of materials and equipment
- temporary work (where required) during construction in order to maintain existing pedestrian 'level of service'.

### Materials and finishes

Each of the upgraded or new facilities would be constructed from a range of different materials, with a different palette for each architectural element. Subject to detailed design, the Proposal would be constructed of the following materials:

- lift shafts – precast concrete and glass with steel roof sheeting
- roofing for existing footbridge, stairs and new canopies – powder coated metal rooves
- platform canopy soffits – prefinished CFC panel.

The design would be submitted to TNSW's Design Review Panel for comment before being accepted by Transport for NSW. An Urban Design and Landscape Plan (UDLP) would also be prepared by the Contractor, prior to finalisation of detailed design for endorsement by Transport for NSW.

### Landscape improvements

Landscape improvements are proposed as shown in the Concept Landscape Plan (shown in Figure 4-3 and Figure 4-4).

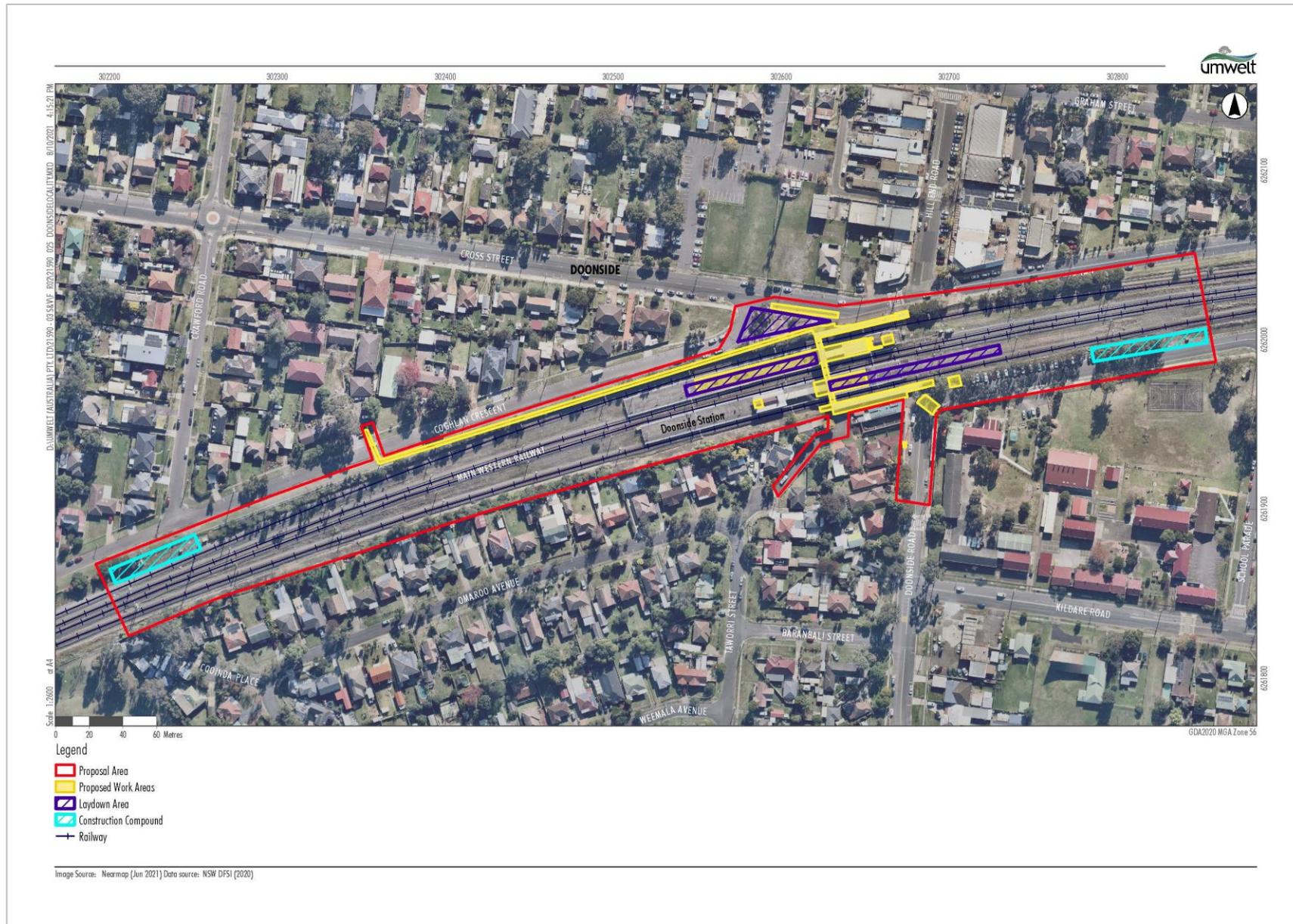


Figure 4-1: Proposed work areas, construction compounds and laydown areas

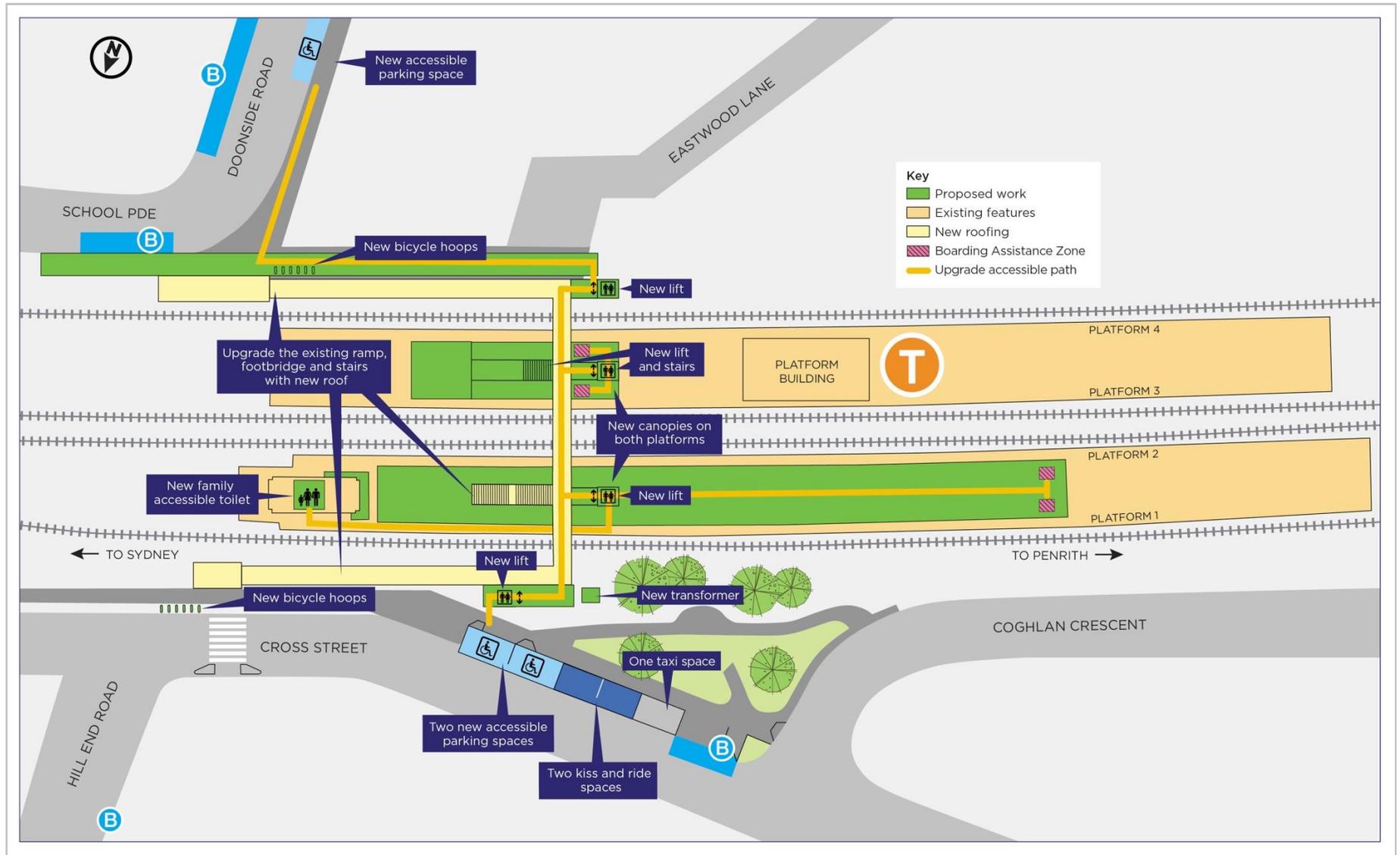


Figure 4-2: Proposal layout

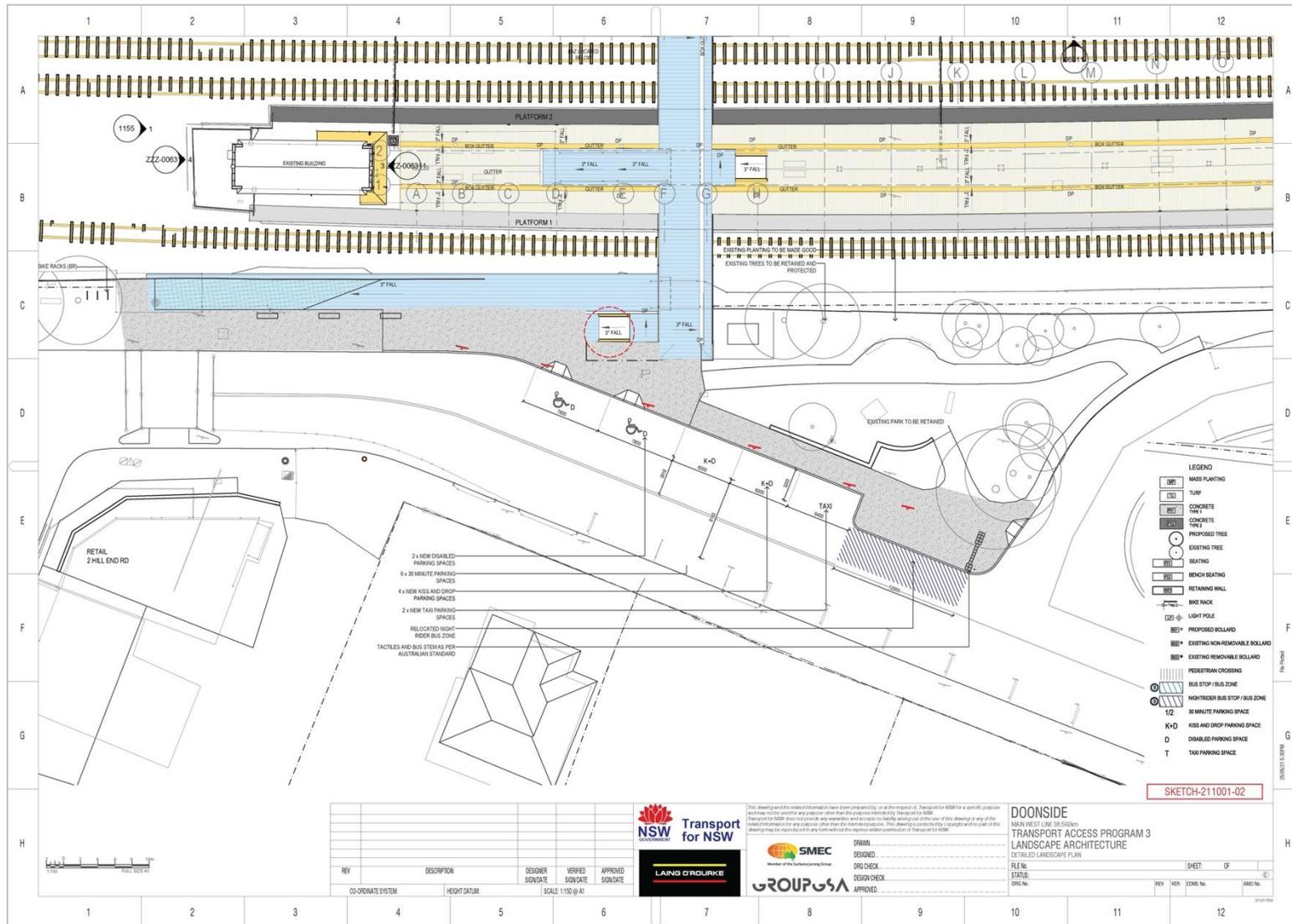


Figure 4-3: Concept Landscape Plan – northern side of station<sup>5</sup>

<sup>5</sup> Provided by Transport for NSW  
TRANSPORT FOR NSW DOONSIDE STATION UPGRADE – LANDSCAPE CHARACTER AND VISUAL IMPACT ASSESSMENT  
envisageconsulting.com.au

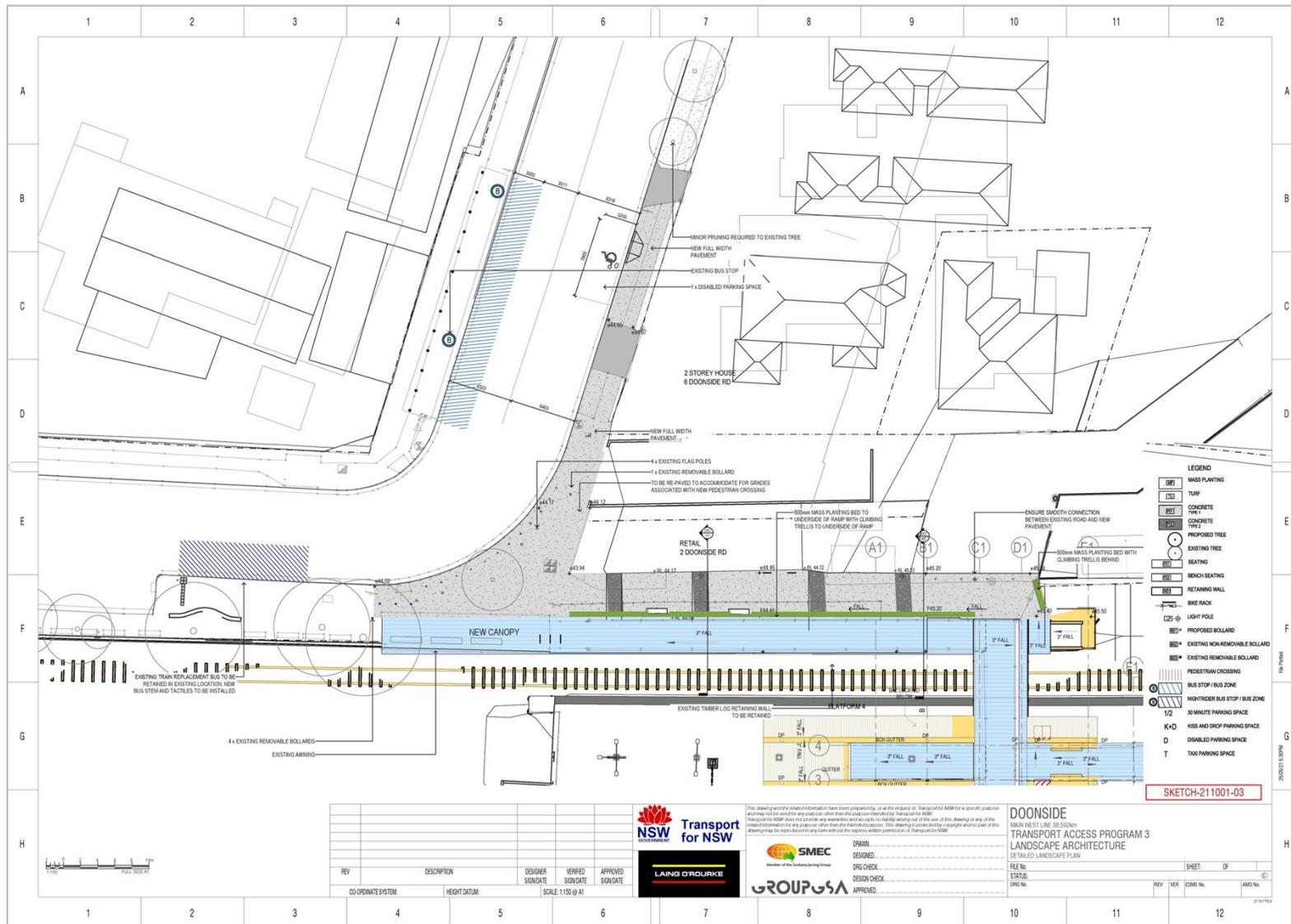


Figure 4-4: Concept Landscape Plan - southern side of station<sup>6</sup>

<sup>6</sup> Provided by Transport for NSW  
 TRANSPORT FOR NSW DOONSIDE STATION UPGRADE – LANDSCAPE CHARACTER AND VISUAL IMPACT ASSESSMENT  
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## 4.2 Construction

Full details of proposed construction activities and related changes are included in the Proposal REF.

### Timing

Subject to approval, construction is expected to commence in early 2022 and take around 18 months to complete. The construction methodology would be further developed during the detailed design of the Proposal by the nominated Contractor in consultation with Transport for NSW.

Most of the work required for the Proposal would be undertaken during standard (NSW) Environment Protection Authority (EPA) construction hours. Certain work may need to occur outside standard hours and would include night work.

### Compound

Two temporary construction compounds and three temporary laydown areas would be required to accommodate a site office, amenities, laydown and storage area for materials. Areas for construction compounds/laydown areas have been proposed (as shown in Figure 4-1).

### Main visible activities

In summary, construction activities visible to the general public could include:

- construction compounds and laydown areas (fencing, tree protection zones, site offices, amenities, plant and material storage areas)
- traffic control measures
- relocating or upgrading utility / services where required
- safety barriers, lighting, and hoarding around nominated work areas
- removal of existing rooves on the ramps, footbridge and stairs and installation of structural steel and roofing for ramps, footbridge and stairs
- removal of existing handrails to the ramps, footbridge and stairs
- installation of new handrails for the ramps, footbridge and stairs
- reconfiguration of the existing roadway (kerb ramps, line marking, etc.) to accommodate accessible car spaces and kiss and-ride spaces
- excavation of the paved area and re-paving from lift four to the forecourt of School Parade
- installation of new bicycle parking adjacent to the ramp on the southern side of the station and three new bike racks at the entrance of the ramp on the northern side.

# 5

## Landscape character impact assessment

### 5.1 Description of landscape character

The components that make up landscape character – such as land use, landform and vegetation – have been described in the previous section on site context. A collection of images which illustrate landscape character are shown in Figure 5-1.

The landscape character of Doonside Station and its surroundings has an urban form with a local neighbourhood scale, dominated by detached housing, a flat landform and low to moderate tree cover. There are no distinctive landscape cultural elements, or outstanding features of scenic value. The station provides the only visible heritage elements. The large trees near the station contribute to local amenity and character.

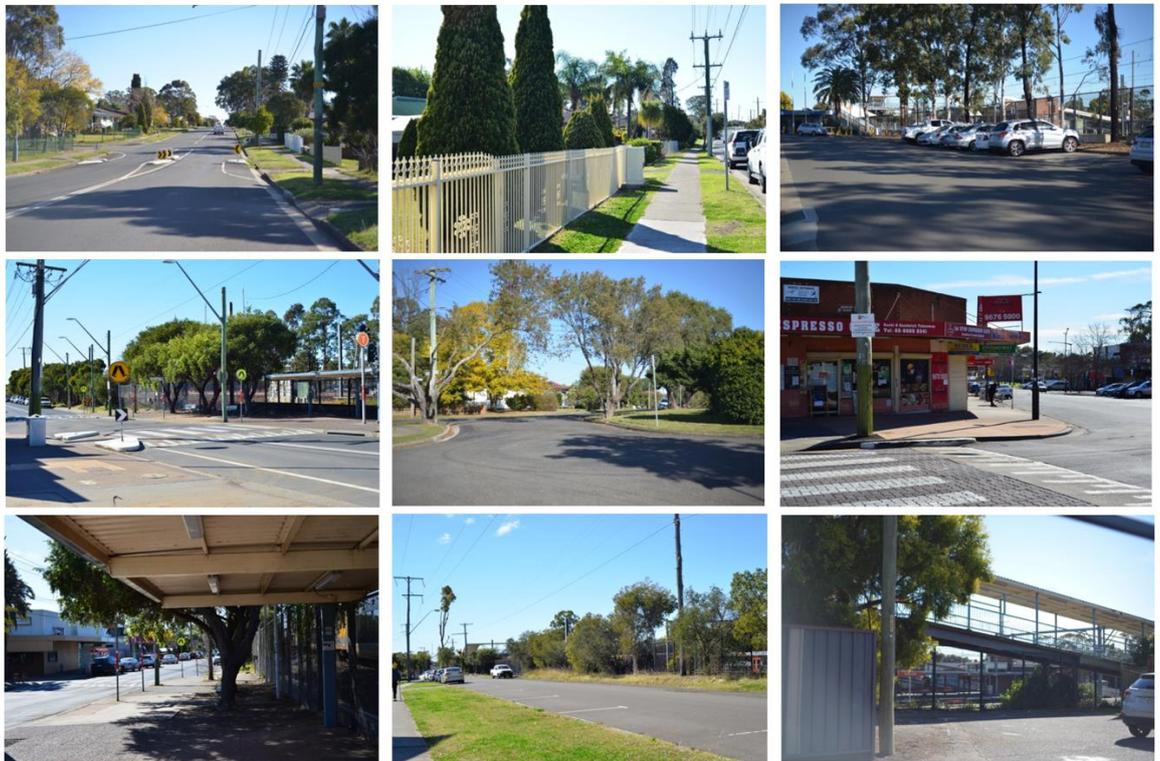


Figure 5-1: Images illustrating landscape character around Doonside Station

### 5.2 Impact to landscape character

#### 5.2.1 Sensitivity (to change) of landscape character

Sensitivity to change has been assessed as moderate due to:

- the highly urban nature of the area surrounding Doonside Station, and the absence of landscape or cultural elements of note (apart from the station buildings), would generally have a low sensitivity to the type and scale of the proposed visual change.
- However, due to a large Canary Island Date Palm and a number of large Eucalypts near the southern side of the station, a sensitivity rating of moderate has been given.

## 5.2.2 Magnitude (of change) to landscape character

### Construction

During construction, the Proposal would have a temporary, moderate magnitude of change on landscape character as:

- Construction activities would affect a relatively large proportion of the station, and the appearance of construction machinery, fencing and periodic use of tall, moving cranes would contrast somewhat with the surrounding area and character.
- Construction compounds and laydown areas would be close to the railway corridor along Coghlan Crescent, Cross Street and School Parade, affecting local suburban character to a degree.

### Operation

Following construction, the Proposal would have a low magnitude of change as:

- The main visible built changes to the station fabric would be relatively minor and compatible in form and scale, resulting primarily in four new lifts, a new set of stairs on the eastern side of Platforms 3 and 4 (replacing removed stairs on the western side of that platform), some small additional canopies, new roof sheeting on the ramps, footbridge and existing Platforms 1 and 2 stairs.
- The noticeable built changes around the station would be small – on the southern side there would be upgraded paving and some changes to the parking, and on the northern side would be new accessible parking spaces and a new path constructed to service the lift on Cross Street.

## 5.2.3 Summary of landscape character impact

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

Table 5-1: Assessment of landscape character Impacts

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

# 6

## Visual impact assessment

This section describes the likely extent of visibility of the Proposal, identifies viewpoints and their sensitivity to change, and assesses the magnitude of change and impact to each viewpoint.

### 6.1 Extent of visibility

Doonside Station has a limited viewshed or area of visibility, as it is only visible from the nearest urban area to a maximum distance of about 250m. The extent of visibility includes the surrounding residential area, Doonside shopping area, Doonside Public School and local streets on the southern and northern sides. Potential viewpoints to the Proposal are described below, with a map identifying those viewpoints and the approximate viewshed provided as Figure 6-1.



### 6.2 Main viewpoints

Four public and private viewpoints (VPs) have been identified within the viewshed as potentially sensitive to visual change:

- VP1: School Parade
- VP2: Cross Street
- VP3: Doonside shopping area
- VP4: Eastwood Lane.

The viewpoints are described and assessed in Table 6-1 to Table 6-4.

Table 6-1: Viewpoint (VP) 1 – School Parade

Viewpoint characteristics	<p>This viewpoint represents public views available from School Parade in the vicinity of the southern station access (refer Figure 6-2).</p>  <p style="text-align: center;">Figure 6-2: VP1 - Existing view</p>
Sensitivity	<p>The sensitivity of this viewpoint is rated as moderate as:</p> <ul style="list-style-type: none"> <li>▪ This is a public viewpoint with a high number of users, being one of two main access points to Doonside Station which links to the Doonside shopping area, with a local general store nearby, a large bus stop across the street and Doonside Public School just east along School Parade.</li> <li>▪ The viewpoint is, however, within an urban area near Doonside Station, with the station, railway line, footbridge and ramps already dominating this view.</li> <li>▪ The large native trees along the railway side, and the prominent Canary Island Date Palm that visually marks the community hub around the shop, are particularly important landscape elements in the view.</li> </ul>
Proposed view	<p>A photomontage of the Proposal from this viewpoint is provided as Figure 6-3.</p>
Magnitude of change (construction)	<p>CONSTRUCTION: The magnitude of change during the temporary construction period is rated as moderate as:</p> <ul style="list-style-type: none"> <li>▪ Views of construction activities would be within 50m, including construction of the lifts.</li> <li>▪ Temporary security fencing would be seen as well as large machinery such as cranes at times.</li> <li>▪ The small construction compound along School Parade would be visible.</li> </ul>
Magnitude of change (operation)	<p>OPERATION: The magnitude of change at operation is rated as low as:</p> <ul style="list-style-type: none"> <li>▪ The main new built elements within the view would be the tops of at least three of the new lift shafts which would be visible above the footbridge roof (on the furthest side), upgraded paving in front of, and to the side of the shop, and new roof sheeting on the ramps, and some views of the new stairs and canopies on the nearest platform.</li> <li>▪ Overall, the built form of the Proposal would represent a minor change and be generally compatible in form and scale with the existing view.</li> </ul>
Visual impact level (construction)	<p>CONSTRUCTION: The moderate sensitivity ranking, combined with a moderate magnitude of change, leads to an overall predicted moderate level of impact during construction.</p>
Visual impact level (operation)	<p>OPERATION: The moderate sensitivity ranking, combined with a low magnitude of change, leads to an overall predicted moderate-low level of impact.</p>



Figure 6-3: VP1 – Likely view once constructed (subject to detailed design)

Table 6-2: Viewpoint (VP) 2 – Cross Street

<p>Viewpoint characteristics</p>	<p>This viewpoint represents views available from Cross Street and the house at this location (3 Cross Street). The viewpoint location is along the pathway from the nearby commuter car park and across the street from two small public parks. The viewpoint represents public views from the street and parks, and private views from the resident. The view toward the station is shown in Figure 6-4.</p>  <p style="text-align: center;">Figure 6-4: VP2 - Existing view</p>
<p>Sensitivity</p>	<p>The sensitivity of this viewpoint is rated as low as:</p> <ul style="list-style-type: none"> <li>▪ The view is available to a relatively small number of public viewers (street users in the vicinity of Doonside Station and west of the shopping area), and from the front of one nearby resident (3 Cross Street).</li> <li>▪ The viewpoint is within an urban area near Doonside Station, with the railway line, station footbridge and ramps already dominating this view.</li> <li>▪ There are no large trees within the view likely to be affected.</li> </ul>
<p>Proposed view</p>	<p>A photomontage of the Proposal from this viewpoint is provided as Figure 6-5.</p>
<p>Magnitude of change (construction)</p>	<p>CONSTRUCTION: The magnitude of change during the temporary construction period is rated as moderate as:</p> <ul style="list-style-type: none"> <li>▪ Views of some of the construction activities would be within 50m and construction of some of the lifts would be visible. Temporary security fencing would be seen as well as large machinery such as cranes at times.</li> <li>▪ The small laydown area within the parkland at the corner of Cross Street and Coghlan Crescent (owned by Blacktown City Council) would be clearly seen from this viewpoint yet is small in scale.</li> <li>▪ There may be some nightwork during which lights would be in operation, however, lights would be directed toward the work and away from residents.</li> </ul>
<p>Magnitude of change (operation)</p>	<p>OPERATION: The magnitude of change at operation is rated as low as:</p> <ul style="list-style-type: none"> <li>▪ The main change to the view would be the addition of the nearest lift on Cross Street and the lift entry at street level. Two small trees (Crepe Myrtles) would require removal for the lift and landing area.</li> <li>▪ The top of the remaining three lifts would also be seen in the background.</li> <li>▪ Changes on the station platforms and new stairs would be difficult to see due to existing vegetation and fencing.</li> <li>▪ Overall, the Proposal would result in a minor change and be generally compatible in form and scale with the existing view.</li> </ul>
<p>Visual impact level (construction)</p>	<p>CONSTRUCTION: The low sensitivity ranking, combined with a moderate magnitude of change, leads to an overall predicted moderate-low level of impact during construction.</p>
<p>Visual impact level (operation)</p>	<p>OPERATION: The low sensitivity ranking, combined with a low magnitude of change, leads to an overall predicted low level of impact.</p>



Figure 6-5: VP2 - Likely view once constructed (subject to detailed design)

Table 6-3: Viewpoint (VP) 3 – Doonside shopping area

Viewpoint characteristics	<p>This viewpoint represents public views from Doonside shopping area on the northern side of Doonside Station (shown in Figure 6-6).</p>  <p style="text-align: center;">Figure 6-6: VP3 - Existing view</p>
Sensitivity	<p>The sensitivity of this viewpoint is rated as low as:</p> <ul style="list-style-type: none"> <li>▪ There would be public views from street users in the vicinity of Doonside’s shopping area and station, which has a relatively high number of viewers.</li> <li>▪ However, the view is not scenic – being dominated by Doonside Station (station buildings, railway line, station footbridge and ramps) and road infrastructure, including overhead utilities and signage.</li> <li>▪ There are no large trees within the view likely to be affected.</li> </ul>
Magnitude of change (construction)	<p>CONSTRUCTION: The magnitude of change during the temporary construction period is rated as moderate as:</p> <ul style="list-style-type: none"> <li>▪ Views of some of the construction activities would be within 50m and construction of some of the lifts would be visible. Temporary security fencing would be seen as well as large machinery such as cranes at times.</li> <li>▪ The laydown area within the parkland at the corner of Cross Street and Coghlan Crescent would be seen from this viewpoint yet is small in scale.</li> </ul>
Magnitude of change (operation)	<p>OPERATION: The magnitude of change at operation is rated as low as:</p> <ul style="list-style-type: none"> <li>▪ The main change to the view would be the addition of the nearest lift and lift entry on Cross Street and new roof sheeting on the nearest ramp.</li> <li>▪ The top of at least one more lift would also be seen in the background behind the footbridge.</li> <li>▪ Changes on the station platforms would be difficult to see due to existing vegetation, station buildings and fencing.</li> <li>▪ Overall, the Proposal would represent a minor change and be generally compatible in form and scale with the existing view.</li> </ul>
Visual impact level (construction)	<p>CONSTRUCTION: The low sensitivity ranking, combined with a moderate magnitude of change, leads to an overall predicted moderate-low level of impact during construction.</p>
Visual impact level (operation)	<p>OPERATION: The low sensitivity ranking, combined with a low magnitude of change, leads to an overall predicted low level of impact.</p>

Table 6-4: Viewpoint (VP) 4 – Residences, Eastwood Lane

<p>Viewpoint characteristics</p>	<p>This viewpoint represents private views from a number of houses in the vicinity of Eastwood Lane (refer Figure 6-7), including the nearest two residences, both single storey – 3 Eastwood Lane (gate on left of photograph with the house sharing a rear boundary with the railway) and 4 Eastwood Lane (immediately behind where photograph was taken, fronting and separated by the narrow roadway at the end of the Eastwood Lane).</p>  <p style="text-align: center;">Figure 6-7: VP4 - Existing view</p>
<p>Sensitivity</p>	<p>The sensitivity of this viewpoint is rated as moderate as:</p> <ul style="list-style-type: none"> <li>▪ Existing views are from two nearby single storey houses which both have very close and clear views of the station.</li> <li>▪ Views are not scenic and are dominated by the existing Doonside Station, with the railway line, station footbridge and ramps occupying a large proportion of the view.</li> <li>▪ Station users have a direct view to the two houses whilst on the nearest part of the footbridge and ramp, as well as the nearest platform stairs (Platforms 3 and 4).</li> <li>▪ The residential and permanent nature of these viewpoints reflects the moderate sensitivity to change rating.</li> </ul>
<p>Magnitude of change (construction)</p>	<p>CONSTRUCTION: The magnitude of change during the temporary construction period is rated as moderate as:</p> <ul style="list-style-type: none"> <li>▪ Views of some of the construction activities would be within 20m, and construction of Lift 4 would be in close view.</li> <li>▪ Temporary security fencing would be visible at close proximity, between the viewer and the station.</li> <li>▪ There would be close views of large machinery such as cranes at times.</li> <li>▪ There may be some nightwork during which lights would be in operation, however, lights would be directed toward the work and away from residents.</li> </ul>
<p>Magnitude of change (operation)</p>	<p>OPERATION: The magnitude of change at operation is rated as low as:</p> <ul style="list-style-type: none"> <li>▪ The main change seen from these viewpoints would be elevated, close views of Lift 4 at the nearest corner of the footbridge and ramp, and removal of the stairs on the western side of the footbridge (on the closest station platform, Platforms 3 and 4 which would reduce some of the direct overlooking of 3 Eastwood Lane that currently occurs when station users descend those stairs).</li> <li>▪ At ground level the existing security fencing at the western end of Eastwood Lane would be removed to create a pathway from the lift through to School Parade, with the existing section to be upgraded with new paving.</li> <li>▪ Overall, the Proposal would improve the view from these two nearest residences</li> </ul>
<p>Visual impact level (construction)</p>	<p>CONSTRUCTION: The moderate sensitivity ranking, combined with a moderate magnitude of change, leads to an overall predicted moderate level of impact during construction.</p>
<p>Visual impact level (operation)</p>	<p>OPERATION: The moderate sensitivity ranking, combined with a low magnitude of change, leads to an overall predicted moderate-low level of impact.</p>

### 6.3 Summary of visual impact to identified viewpoints

The Proposal's assessed impact to identified viewpoints is summarised in Table 6-5 and Table 6-6.

Table 6-5: Assessment of visual impacts to viewpoints – Construction

Viewpoint	Sensitivity	Magnitude	Assessed visual impact
VP1: School Parade	Moderate	Moderate	Moderate
VP2: Cross Street	Low	Moderate	Moderate-low
VP3: Doonside shopping area	Low	Moderate	Moderate-low
VP4: Eastwood Lane	Moderate	Moderate	Moderate

Table 6-6: Assessment of visual impacts to viewpoints – Operation

Viewpoint	Sensitivity	Magnitude	Assessed visual impact
VP1: School Parade	Moderate	Low	Moderate-low
VP2: Cross Street	Low	Low	Low
VP3: Doonside shopping area	Low	Low	Low
VP4: Eastwood Lane	Moderate	Low	Moderate-low

This section describes the currently proposed mitigation measures of the Proposal and additional measures that are recommended to improve the visual outcome.

## 7.1 Current mitigation measures

The Proposal incorporates the following mitigation measures which would reduce visual impact:

- The Proposed built structure has been designed to have high-quality finishes and avoid reflective materials
- An Urban Design Plan and Landscaping Plan (UDLP) would be prepared prior to construction.
- All lighting would be designed and installed in accordance with *AS4282 Control of the Obtrusive Effects of Outdoor Lighting*.
- Any existing and future graffiti would be removed in accordance with Transport for NSW's standard requirements.

## 7.2 Recommended additional mitigation measures

Plans for the Proposal indicate there would be an increase in both the amount and type of fencing, with anti-throw screens proposed on the footbridge. Additional fencing and new anti-throw screens could increase visual clutter and likely present an uncoordinated and visually unappealing façade to the station that would detract from the Proposal.

The following measures are recommended to improve this outcome:

1. Investigate options to reduce different fence types and 'doubling up' of fences – for example consider options to remove the current footbridge balustrading and replace with a single type of fencing/ anti-throw screens with an attached handrail if required.
2. Only install security fencing/anti-throw screens where absolutely necessary.
3. Consider using dark coloured fencing as it is generally less visible and easier to see through, thus receding better into the background.
4. The existing blue balustrading on the ramps and footbridge is a dominant colour, the final scheme should present a coordinated suite of colours and materials, taking account of the heritage context of Doonside Station.

The Proposal would improve accessibility and the general appearance of Doonside Station by installing four new lifts, replacing aging stairs, removing some canopies, installing new canopies and rooves and upgrading other facilities such as footpaths. The new lift shafts would be the most significant built visual change and be about 4.0m above the roof of the existing footbridge. The change would be relatively compatible with the existing station in scale and form and present a more contemporary and attractive station.

Two assessments were conducted to determine the level of visual impact of the Proposal: impact on landscape character and impact to viewpoints.

#### Impact to landscape character

During construction, local landscape character would be temporarily reduced by construction activities, including large machinery and temporary security fencing. Impact to landscape character has been assessed as moderate during construction, and moderate-low following construction.

#### Visibility and visual impact to surrounding viewpoints

Four potentially sensitive viewpoints, both private and public, were assessed. During the temporary construction period, views of construction activity would be prominent and unavoidable from all viewpoints and very close to two residents in Eastwood Lane (VP4). The assessed impact on views during construction is summarised in Table 8-1.

Table 8-1: Visual impact to viewpoints – Construction

Viewpoint	Assessed visual impact
VP1: School Parade	Moderate
VP2: Cross Street	Moderate-low
VP3: Doonside shopping area	Moderate-low
VP4: Eastwood Lane	Moderate

Following construction, Doonside Station would have an upgraded appearance and be of a similar scale and form to the existing, with no more than a predicted moderate-low impact to viewpoints, as summarised in Table 8-2.

Table 8-2: Visual impact to viewpoints – Operation

Viewpoint	Assessed visual impact
VP1: School Parade	Moderate-low
VP2: Cross Street	Low
VP3: Doonside shopping area	Low
VP4: Eastwood Lane	Moderate-low

#### Recommendations

Measures have been recommended to improve the visual outcome by reducing visual clutter through minimising new fencing and signage.

Transport for NSW (2019). *Vegetation Offset Guide*.

Transport for NSW (2020). *Guideline for Landscape Character and Visual Impact Assessment, Environmental Impact Assessment Practice Note EIA-N04*

Umwelt (2021). *Statement of Heritage Impacts – Doonside Station Upgrade*.