

Transport Access Program

Stanmore Station Upgrade

Landscape and Visual Impact Assessment



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



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Document Control

Stanmore Station Access Upgrade – Landscape and Visual Impact Assessment

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TABLE 1-1 ABBREVIATIONS

Term	Meaning
CCTV	Closed Circuit TV
CPTED	Crime Prevention Through Environmental Design
DCP	Development Control Plan
DDA	Disability Discrimination Act (1992)
DSAPT	<i>Disability Standards for Accessible Public Transport</i> (2002)
LEP	Local Environmental Plan
LSPS	Local Strategic Planning Statement
TAHE	Transport Asset Holding Entity
TfNSW	Transport for New South Wales

TABLE 1-2 DEFINITIONS

Term	Meaning
Concept design	The concept design is the preliminary design presented in the architectural drawings by DesignInc (dated 20/10/2021), which would be refined by the Contractor (should the Proposal proceed) to a design suitable for construction (subject to TfNSW acceptance).
Detailed design	Detailed design broadly refers to the process that the Contractor undertakes (should the Proposal proceed) to refine the concept design to a design suitable for construction (subject to TfNSW acceptance).
Out of hours work	Defined as works <i>outside</i> standard construction hours (i.e. outside of 7.00 am to 6.00 pm Monday to Friday, 8.00 am to 1.00 pm Saturday and Sundays/public holidays).
Sensitive receivers	Land uses which are sensitive to potential noise, air and visual impacts, such as residential dwellings, schools and hospitals.
The Proposal	The construction and operation of Stanmore Station Access Upgrade.
TAHE	Transport Asset Holding Entity
TfNSW	Transport for New South Wales

1. Introduction

1.1. Overview

Stanmore Station has been identified for inclusion in the Transport for NSW (TfNSW) Transport Access Program (TAP) for an accessibility upgrade, as it currently does not accommodate mobility impaired access to rail services or meet key requirements of the *Disability Standards for Accessible Public Transport* (DSAPT) or the Commonwealth *Disability Discrimination Act 1992* (DDA).

IRIS Visual Planning + Design has been engaged by Transport for NSW (TfNSW) to undertake a visual impact assessment of the construction and operation of the proposed accessibility upgrade at Stanmore Station.

In summary, the Stanmore Station Access Upgrade ('the Proposal') would include provision of two new lifts and associated landings at the eastern end of the station platforms connecting to the existing pedestrian subway. The lifts would be accessed via regraded platforms (including tactile ground surface indicators (tactiles)), upgraded stairs (including hand railings, tactiles and nosings) and a modified accessible ramp between Platform 3 and Trafalgar Street. The existing station platform buildings would be modified to include accessible amenities. A new weather canopy would be added to Platform 1/2, between the lift and boarding assistance zones.

The northern station entry forecourt at Douglas Street would be upgraded, including new paving, seating, planting and bicycle storage racks. A DDA car park space and kiss and ride would also be provided on Douglas Street. New planting would be installed at the station, including two new trees set within square brick seat planters at Platform 1/2 and understorey planting along the southern edge of Platform 3.

1.2. Study scope

This visual impact assessment identifies the potential visual impacts of the Proposal on views to the Proposal from areas within and surrounding Stanmore Station. The study area for this Proposal includes the station and areas surrounding the station from which the Proposal may be seen.

This area is largely defined by the surrounding urban setting of Stanmore, with views likely to extend generally north along to Percival Road, west along Douglas Street to the Stanmore Reserve and east towards the Stanmore Library, south to the intersection of Trafalgar, Holt and Cambridge streets, east and west of the station along Trafalgar Street.

This assessment is based upon a representative viewpoint assessment, identifying and assessing views that represent the range of publicly accessible views to the Proposal. The potential views from neighbouring properties have been inferred from these views from the public domain and site observations. This assessment includes views from surrounding footpaths, and from within the station.

The visual assessment begins by identifying the existing character of the site and includes a description of the visual character of the Proposal, followed by an individual representative viewpoint assessment.

The viewpoint assessment includes a description of the sensitivity of each view and the magnitude of change that would be experienced in each view. These factors are then combined to determine a level of impact.

The assessment has identified the potential visual impacts of the Proposal during the day and night, throughout construction and in operation.

The assessment also considers the urban design and landscape impacts of the Proposal in terms of its consistency with relevant TfNSW urban design principles and Inner West Council documents.

This landscape and visual impact assessment has considered the current architectural drawings prepared by DesignInc (dated 20/10/2021), including general arrangement plans, sections, perspectives and artist's impressions showing the features of the Proposal (concept design).

1.3. Site location and description

Stanmore Station is located on the T2 Inner West and Leppington Line, about four kilometres south west of Central Station. The Station is located in the Inner West Council local government area, within the local centre of Stanmore.

The station is located at the southern end of Percival Road, between Douglas and Trafalgar streets. The station includes several historic buildings and structures which together form a State Heritage Register (SHR) item. The station is also listed on the Transport Asset Holding Entity (TAHE) s170 Heritage and Conservation Register.

The station includes one island platform (Platform 1/2), one side platform (Platform 3) and a pedestrian subway, which is currently accessible by stairs only from the platforms and connects the platforms to Trafalgar Street and Douglas Street.

The location of the Proposal in the regional context is shown on Figure 1-1 and the site location is shown in Figure 1-2.

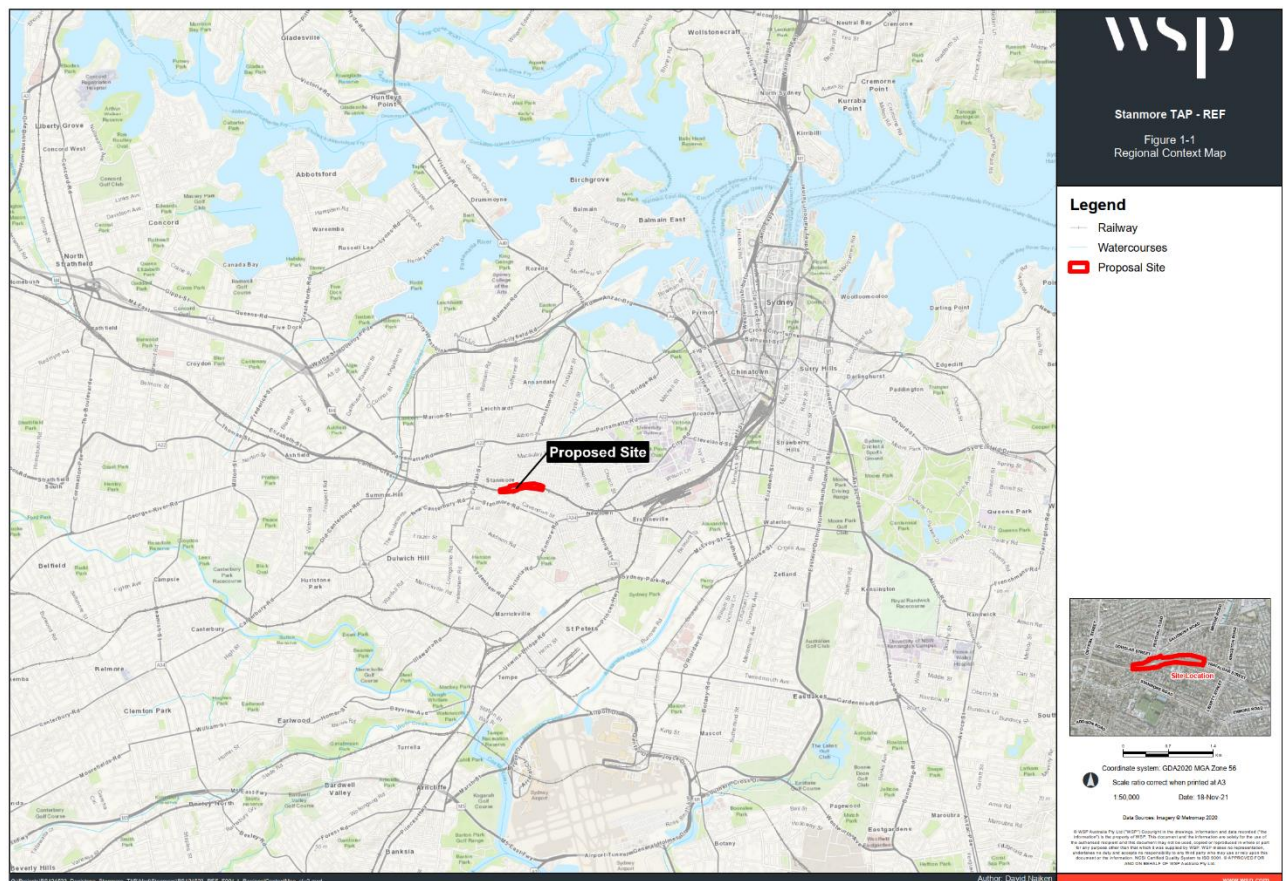


FIGURE 1-1 REGIONAL CONTEXT MAP



2. The Proposal

2.1. Proposal components

The Proposal would include the following key components:

- two new lifts to provide access between the existing station underpass and the platforms
- reconfiguration of the existing bathrooms on Platform 1/2 to accommodate:
 - a new family accessible toilet
 - male and female ambulant toilets
 - a cleaners room
- provision of new canopy on Platform 1/2 to connect to the existing platform building awning and provide continuous canopy coverage between the new lift, boarding assistance zone and family accessible toilet
- provision of a new canopy on Platform 3 around the new lift to cover the lift opening and boarding assistance zone
- upgrade of the existing stairs to include new handrails, tactile ground surface indicators (tactiles) and nosings
- reinstate glazed panels to the eastern screens of the existing staircase on Platform 1/2 which faces the new lift opening
- regrading and resurfacing of the existing platform and underpass surfaces as required to provide accessible paths of travel from the new lifts to the station amenities, including the family accessible toilet and waiting rooms
- provision of a new ramp into the waiting room on Platform 1/2
- provision of a new ramp and stairs, and regrading of the Trafalgar Street entry to Platform 3
- removal of three trees to accommodate the new lift on Platform 3 and the DDA parking space and kiss and ride bay
- station interchange upgrades including:
 - a new DDA car parking space and a new kiss and ride bay on Douglas Street
 - upgrade of the existing footpaths and underpass of the Douglas Street entry forecourt to provide an accessible path of travel from a new DDA car parking space and a new kiss and ride bay.
 - four new bicycle hoops at the Douglas Street entrance to replace existing bicycle racks, minor work including modification of underpass walls and ceilings, upgrade of station landscaping, adjustments to station lighting, relocation of electronic ticketing (Opal readers), relocation or replacement of existing customer facilities (vending machine, waste and recycling bins and seating), public domain improvements, improvement to station communications systems (including CCTV cameras), hearing loops, wayfinding signage and installation of yellow lines and tactiles on all platforms.

Urban design and landscaping change would include:

- removal of an existing garden bed on the eastern side of the Platform 3 stairs, including removal of up to five trees and removal then reinstatement of a brick retaining wall to accommodate the new lift
- replanting of groundcover within the existing garden beds on the platforms and at the Douglas Street
- installation of two new landscape planters on Platform 1/2 at either end of the platform
- removal of a street tree on Douglas Street to accommodate the new DDA car parking space and a new kiss and ride bay
- replacement of existing seating on the platforms and at the Douglas Street entry with DDA compliant seating, as required
- new/upgraded wayfinding signage and provision of statutory/regulatory signage.

Figure 2-1 shows the general layout of key elements for the Proposal.



FIGURE 2-1 OVERVIEW OF PROPOSED UPGRADES (INDICATIVE ONLY, SUBJECT TO DETAILED DESIGN)

2.1.1. Materials and finishes

Materials and finishes for the Proposal have been selected to accord with heritage requirements, to minimise visual impacts, to support good urban design outcomes and to satisfy durability/maintenance requirements and cost effectiveness.

Each of the upgraded or new facilities would be constructed from a range of different materials, with a different palette for each architectural element.

Based on the current design, the Proposal would comprise the following materials and finishes:

- lift – solid brick base to the lift shafts with painted steel and glass infill panels
- lift car – stainless steel and glass doors
- new canopies – painted steel frames, metal cladding (coloured to match existing) and glass inserts on the western canopy on Platform 1/2
- upgraded stairs – replace non-compliant handrails, nosing and tactiles on existing stairs with new finishes as required with colours to match existing

- regraded platform surface – surface finish to achieve compliance
- platform – asphalt
- footpath – concrete

Subsequent design iterations would be submitted to Transport for NSW Design Review Panel for endorsement at various stages, before being accepted by Transport for NSW. An Urban Design Plan (UDP) would also be prepared by the Construction Contractor, prior to finalisation of detailed design for endorsement by Transport for NSW.

2.2. Construction

The majority of work required for the Proposal would be undertaken during standard (NSW) Environment Protection Authority (EPA) construction hours, which are as follows:

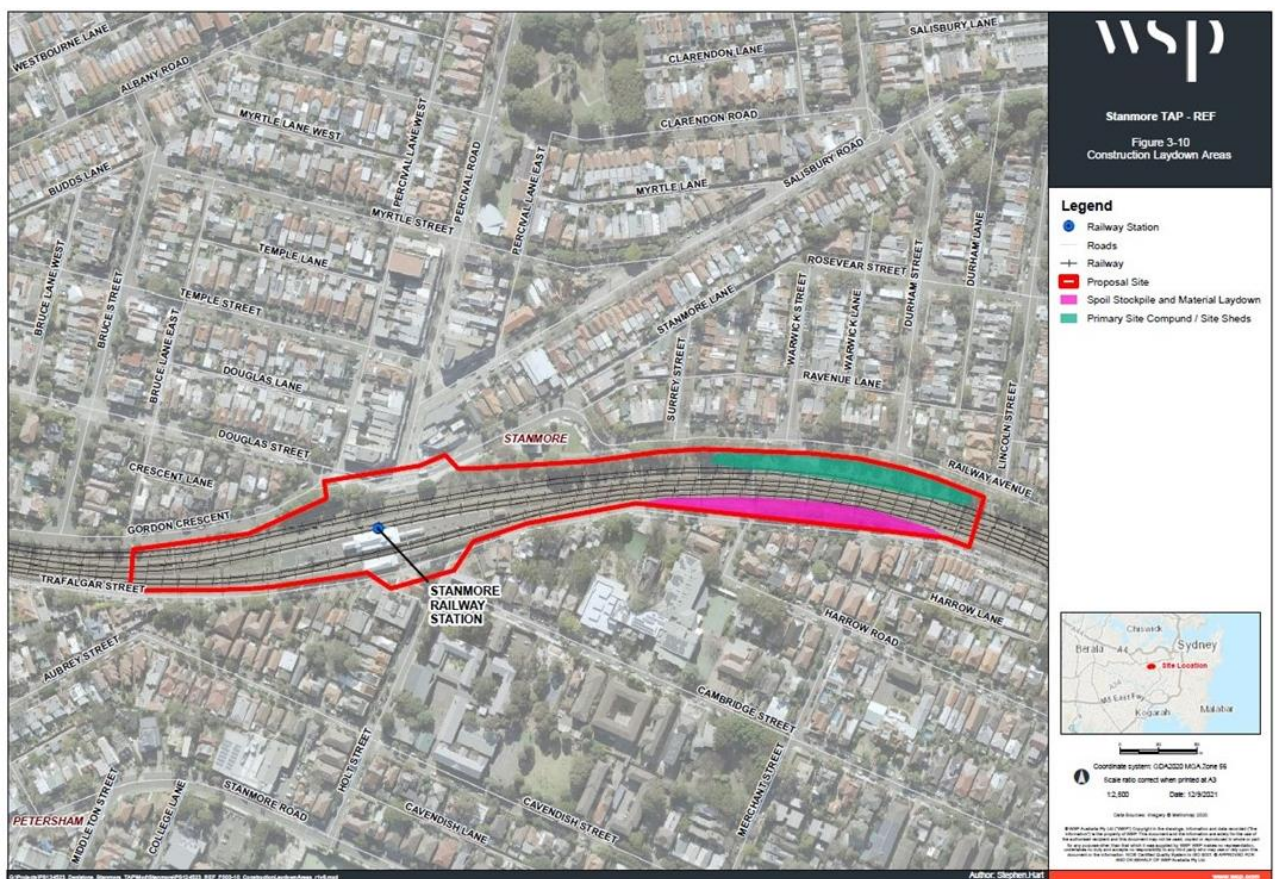
- 7.00 am to 6.00 pm Monday to Friday
- 8.00 am to 1.00 pm Saturdays.

Certain work may need to occur outside standard hours and would include night work, Sunday and public holiday work and work during routine rail shutdowns.

Temporary construction compound areas would be required to accommodate construction activities associated with the Proposal. These compounds would include areas for site office(s), amenities, laydown and storage and stockpile areas for materials, construction plant and equipment.

Two areas of within the rail corridor, about 200 metres to the east of Stanmore Station, have been identified as the location for the compound as shown in Figure 1-2. These compounds would be accessed from existing rail corridor access gates located along Trafalgar Street and Railway Avenue. The general location of these areas is shown in Figure 2-2.

Subject to approval, construction is expected to commence in mid-2022 and take up to around 18 months to complete.



3. Planning context

There are several state and local government planning documents which provide relevant guidance as to the landscape character and visual values of the site, and desired planning outcomes. These are summarised in the following paragraphs.

3.1.State and regional planning documents

3.1.1.Greater Sydney Regional Plan: A Metropolis of Three Cities, NSW Greater Sydney Commission

The *Greater Sydney Regional Plan* sets a 40-year vision (to 2056) and establishes a 20-year plan to manage growth and change for Greater Sydney in the context of social, economic and environmental matters (NSW Greater Sydney Commission, 2018a). It identifies three key cities in Greater Sydney, including the 'Eastern Harbour City' centred around Sydney CBD, which includes Stanmore (p.20-21).

Stanmore Station is a suburban station centrally located in the neighbourhood centre of Stanmore, in the inner western suburbs of Sydney. Stanmore is not identified as a strategic centre, part of a transit-oriented development site, an urban renewal area, or within the Eastern Economic Corridor. Therefore, the traditional character of the station and setting would be maintained.

The Regional Plan recognises the '*dual function of streets as places for people and movement*' as being '*paramount*' to the design and management of '*great places*' (p.73). Amenity is to be prioritised, including the provision of '*safe, direct and comfortable pathways for all people*' (p.74). The '*protection of the amenity of public spaces from overshadowing*' is also identified as important (p.101).

The region's '*green infrastructure*', including street tree plantings, are identified as valued assets for Greater Sydney (p.156). '*Expanding urban tree canopy in the public realm*' is a priority for Greater Sydney along streets, in parks and other public spaces, and on privately owned land, in Strategy 30.1 (p.164).

3.1.2.Eastern City District Plan, NSW Greater Sydney Commission

Greater Sydney's three cities, identified in the *Greater Sydney Regional Plan: A Metropolis of Three Cities* (NSW Greater Sydney Commission, 2018a), extend across five districts, including the Eastern City District, which is a part of the Eastern Harbour City.

Stanmore is located in the central part of the Eastern City District, west of the Eastern Economic Corridor. It is located generally between Summer Hill and Newtown, which are both identified as local centres in this plan. Stanmore is described as an inner-city suburban area, comprising medium and low density residential development and open space, centred around a neighbourhood centre. Stanmore Station services the local residential community, schools and neighbourhood centre (p.39).

The station is located near several schools and parkland reserves, including Stanmore Reserve, to the north of Stanmore Station. Trees are valued by residents in the Eastern City District, as they 'contribute to the streetscape, character and amenity of the District' (p.107). Streets lined with mature trees in established neighbourhoods such as Stanmore, are considered to '*add to the character and appeal of the District's landscape*' (Planning Priority N17, p.107). Planning Priority N17 aims to protect and enhance scenic and cultural landscapes, which includes urban tree canopy cover. Increasing urban tree canopy cover is also a key priority in the Plan (Planning Priority N19, p.108).

3.1.3.Better Placed, Office of the NSW State Government

The office of the NSW State Government Architect has prepared a suite of documents under the title of '*Better Placed*' which aims to improve the urban design quality of places in NSW. These documents include:

- *Better Placed: An integrated design policy for the built environment of NSW, State Government Architect NSW* (2018)
- *Better Placed: Draft Good Urban Design Strategies for realising Better Placed objectives in the design of the built environment, State Government Architect NSW* (2018)

- *Better Methods: Evaluating Good Design, Implementing Better Placed design objectives into projects* (2018).

These documents are intended to inform those involved in the design, planning, and development of the built environment in NSW. The overriding policy establishes the objectives and expectations in relation to design and creating good places.

The policy includes seven objectives for the design of the built environment, which are:

- Better fit – Contextual, local and of its place
- Better performance – Sustainable, adaptable and durable
- Better for community – Inclusive, connected, and diverse
- Better for people – Safe, comfortable and liveable
- Better working – Functional, efficient and fit for purpose
- Better value – Creating and adding value
- Better look and feel – Engaging, inviting and attractive.

These objectives are expanded upon in the Strategy and Evaluation documents. The principles identified in the *'Better Methods, Evaluating good design'* paper have generally informed the evaluation of the urban design impacts of the Proposal.

3.2. Local government planning documents

Stanmore Station is located in the Inner West local government area. While the following planning documents do not apply to this Proposal, they contain the planning intent and context for areas surrounding the station. Relevant clauses from the Inner West Local Strategic Planning Statement 2020 (LSPS), draft Inner West Local Environmental Plan 2020 (LEP) and Development Control Plan 2020 (DCP) are summarised in the following sections.

3.2.1. Inner West Local Strategic Planning Statement

Our Place Inner West – Local Strategic Planning Statement (LSPS) (Inner West Council, 2020b) sets out the vision for the area in 2036 and the actions that will be taken to achieve this vision.

It provides the land-use planning framework for the Inner West, based around six themes. Each these includes planning priorities, objectives and actions to *'enable opportunities for social, economic and environmental benefits to be taken while maintaining the character, culture and values'* important to the *'identity'* of Inner West communities (p.2).

Stanmore Station is centrally located in the local government area, at the junction of two future 'green links', including one extending east-west along the northern side of the rail corridor, and one running north-south through the station, between Stanmore and Marrickville (refer to Figure 3-1).

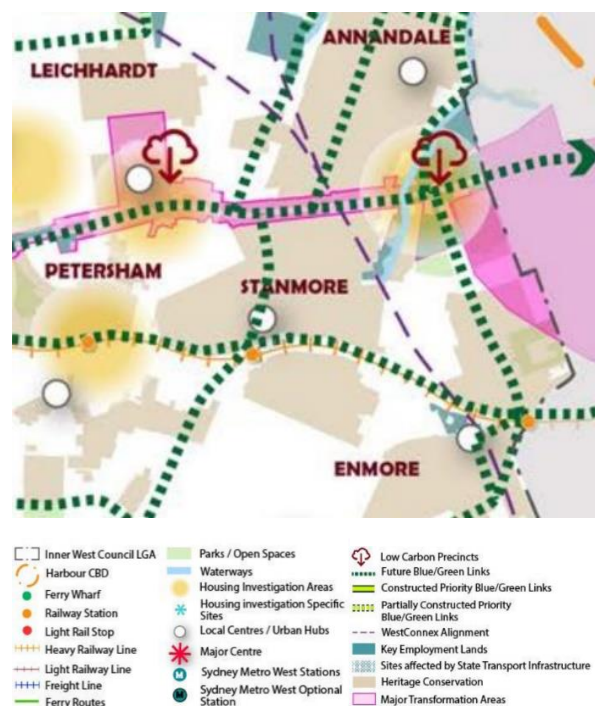


FIGURE 3-1 EXCERPT FROM THE INNER WEST STRUCTURE PLAN

The urban character of Sydney's inner west, including Stanmore, is described as *'relatively dense'* and *'diverse'*, including leafy neighbourhoods and a high concentration of heritage items and conservation areas. A respect for place, local character and heritage significance is a priority in this LSPS (Planning Priority 6). Protecting scenic and cultural landscapes and views of such landscapes from the public domain is also identified as a priority (Planning Priority 6, Action 6.2).

3.2.2. Draft Inner West Local Environmental Plan 2020

In June 2020, Council submitted the endorsed draft *Inner West Local Environmental Plan* (LEP) 2020 to the DPIE. This LEP (Inner West Council 2020a) aims to:

- identify, protect and conserve environmental and cultural heritage and significant local character
- achieve a high-quality urban form and open space in the public and private domain by ensuring new development exhibits architectural and urban design excellence
- protect and enhance the amenity, vitality and viability of Inner West for existing and future residents, workers and visitors
- protect and enhance significant views and vistas from the public domain and promote view sharing from and between private dwellings.

Land use zoning

The majority of the Proposal site is zoned SP2 Infrastructure, which aims to *‘prevent development that is not compatible with or that may detract from the provision of infrastructure’*.

The station is located adjacent to the village core of Stanmore (B1 Neighbourhood Centre zone), including a linear commercial centre along Percival Road, to the north of the station, and along Holt Street to the south. Other areas surrounding the station are residential (R2 Low Density Residential), recreational (RE1 Public Recreation, including Stanmore Reserve) and educational institutions (SP2, including Stanmore Public School). The objectives for these zones are focussed on controls for development within each zone, including ‘compatible’ types and scales of development, and do not refer specifically to views or visual amenity in a way that is relevant to this assessment.

Potential building heights

The parcels of land surrounding the station containing low density residential, are permitted to include development with a maximum building height of 9.5 metres and areas within the neighbourhood centre are permitted to reach a maximum height of 11 metres. This reflects the desire to maintain a low-rise built character in this area.

Although the rail corridor and station are not subject to a building height restriction under the LEP, clause 4.3(1) Height of Buildings, has the following objectives:

- to ensure building height is consistent with the desired future character of an area,
- to ensure buildings and public areas continue to receive satisfactory exposure to the sky and sunlight,
- to nominate heights that will provide an appropriate transition in built form and land use intensity.

Heritage

Stanmore Station is listed on the NSW State Heritage Register and TAHE s170 NSW State Agency heritage register. The aesthetic significance of the station relates mainly to the architecture and detailing of the buildings, including the platform buildings, subway and former parcels and booking office which *‘form significant landmarks in the local area’* (NSW OEH, 2009).

The station is located between two conservation areas, including the Annandale Farm heritage conservation area to the north of the station and Kingston South heritage conservation area to the south, each containing a high concentration of heritage listed buildings and places (refer to Figure 5-11). Other heritage items near the station include:

- Stanmore Public School
- Victorian villa ‘Horaceville’, 129-133 Cambridge Street, and
- Newington College, Stanmore Road.

The heritage conservation clause aims to *‘conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views’* (clause 5.10).

Design Excellence

Although this clause does not apply to the Proposal (due to no building height restriction, clause 4.3), this clause provides some useful criteria in considering whether a development exhibits design excellence. This clause suggests the following be considered:

- whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved

- whether the form and external appearance of the development will improve the quality and amenity of the public domain
- whether the development detrimentally impacts on view corridors and landmarks
- how the development addresses the following matters:
 - the suitability of the land for development
 - existing and proposed uses and use mix
 - heritage issues and streetscape constraints
 - the relationship of the development with other development (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form
 - bulk, massing and modulation of buildings
 - roof design
 - street frontage heights
 - environmental impacts such as sustainable design, overshadowing, visual and acoustic privacy, wind and reflectivity
 - the achievement of the principles of ecologically sustainable development
 - pedestrian, cycle, vehicular and service access and circulation requirements, including the permeability of any pedestrian network
 - impact on, and any proposed improvements to, the public domain
 - appropriate ground level public domain interfaces
 - excellence and integration of landscape design (clause 6.19).

These considerations have generally informed the evaluation of the urban design impacts of the Proposal (refer to Section 0).

3.2.3. Marrickville Development Control Plan 2011

Development of a draft Inner West Development Control Plan (DCP) is currently underway. However, until its release, the Marrickville DCP 2011 provides detailed planning requirements for the area.

This DCP places importance on the appearance and compatibility of development with the surrounding context. The following provisions in the DCP are of relevance.

Part 2.1 – Generic Provisions – Urban Design

The DCP identifies the following twelve urban design principles considered to be '*essential for the effective functioning of good public environments*'. These principles have been considered in the urban design assessment (refer to Section 6), and are:

- Structure and connections
- Accessibility
- Complementary mix of uses and types
- Appropriate density
- Urban form
- Legibility
- Activation
- Fit and adaptable public space
- Sense of place and character in streetscapes and townscapes
- Consistency and diversity
- Continuity and change
- Sensory pleasure.

Part 2.7 – Generic Provisions – Solar Access and Overshadowing

New development is to ensure that surrounding residential dwellings receive direct solar access to the windows of principal living areas and principal areas of open space for no less than two hours between 9.00am and 3.00pm on 21 June.

Part 2.20 – Generic Provisions – Tree management

This clause aims to protect trees, ensuring trees continue to make a significant contribution to its quality, character and amenity.

Part 9 – Strategic Context – Planning Precincts

The DCP divides the LGA in 47 precincts, each with its own distinct character that informs and guides future development within the area, to achieve the '*desired future character*'. The station is located between the Stanmore North (Precinct 3) and Stanmore South (Precinct 7) planning precincts.

Both precincts advocate the protection of significant streetscapes and/or public domain elements within the precinct including 'views and vistas' generally. There are no specific views or vistas identified in the DCP for this area.

4. Methodology

4.1. Guidance for landscape and visual assessment

While there are no specific legislative requirements for the methodology of an assessment such as this in New South Wales, the industry typically refers to the guidance offered by:

- *Guidance note EIA-N04 Guidelines for Landscape Character and Visual Impact Assessment*, TfNSW (2020)
- *The Guidance Note for Landscape and Visual Assessment* (GNLVA), Australian Institute of Landscape Architects Queensland (2018).

The methodology used for this assessment conforms generally with the direction offered by these guidelines.

4.2. Approach

This assessment includes a visual impact assessment as well as a landscape and urban design assessment.

The landscape and visual impact assessment has identified potential impacts during construction and operations of the Proposal, day and night.

The process involved the identification of:

- existing conditions
- visual and landscape sensitivity
- magnitude of change
- visual and landscape impact
- mitigation opportunities.

The potential visual impacts have been classified according to the impact significance criteria set out in this methodology.

4.3. Method

4.3.1. Identification of existing conditions

The key landscape features of the site have been identified, described and located on a plan.

A number of viewpoints have been selected to illustrate the visual influence and character of the site. These views represent publicly accessible viewpoints from a range of locations and viewing situations. Particular attention was paid to views from places where viewers are expected to congregate such as the station platforms and the approaches to the station to capture the types of views that would be appreciated from nearby residences.

4.3.2. Visual sensitivity

Visual sensitivity is the nature, quality and duration of views. Locations from which a view would potentially be seen for a longer duration, where there are higher numbers of potential viewers and where visual amenity is important to viewers, can be regarded as having a higher visual sensitivity. In addition, any views recognised by local, state or federal planning regulations would, by nature of their recognition in these documents, increase the sensitivity level of the view.

In order to ensure the assessment of impact is reasonable, the sensitivity of a viewpoint is considered in the broadest context of possible views, from those of national importance through to those which are of neighbourhood importance. For this reason, the following terminology is used to describe the level of visual sensitivity, see Table 4-1.

4.3.3. Magnitude of change

Magnitude describes the extent of change resulting from the Proposal and the compatibility of these new elements with the surrounding landscape. There are some general principles which determine the magnitude of change; these include elements relating to the view itself such as distance, landform, backdrop, and contrast. There are also characteristics of the Proposal itself which are: scale, form and line/alignment. Change can result in an improvement or reduction in visual amenity.

TABLE 4-1 VISUAL SENSITIVITY LEVELS

Visual sensitivity	Description
National	Heavily experienced view to a national icon, e.g. view to Sydney Opera House from Circular Quay or Lady Macquarie's Chair, view to Parliament House Canberra along Anzac Parade.
State	Heavily experienced view to a feature or landscape that is iconic to the State, e.g. view along the main avenue in Hyde Park.
Regional	Heavily experienced view to a feature or landscape that is iconic to a major portion of a city or a non-metropolitan region, or an important view from an area of regional open space, e.g. an identified view corridor to a state heritage listed item, i.e. views within Stanmore Station.
Local	High quality view experienced by concentrations of residents and/or local recreational users, local commercial areas, and/or large numbers of road or rail users, e.g. view from a local park or gathering space, such as from the local commercial areas of Trafalgar Street or Percival Road.
Neighbourhood	Views where visual amenity is not particularly valued by the wider community such as views from local streets and residences.

A high magnitude of change would result if the development contrasts strongly with the existing characteristics of the view. A low magnitude of change occurs if there is a high level of integration of form, line, shape, pattern, colour or texture values between the Proposal and the environment in which it is located.

In some circumstances, there may be a visible change to a view which does not alter the amenity of the view, this would be due to the compatibility of the Proposal and capacity of the view to absorb the change.

Table 4-2 lists the categories used to describe the magnitude of change.

TABLE 4-2 MAGNITUDE LEVELS

Magnitude	Description
Considerable reduction or improvement in visual amenity.	Substantial part of the view is altered. The Proposal contrasts substantially with surrounding landscape, is not compatible, or substantially detracts from the amenity of the view. Or the proposal substantially enhances the amenity of the view.
Minor reduction or improvement in visual amenity.	Alteration to the view is clearly visible. The Proposal contrasts somewhat with surrounding landscape, is somewhat compatible or detracts somewhat from the amenity of the view.
Neutral change in visual amenity	Either the view is unchanged or if it is, the change in the view is either unlikely to be perceived by viewers, or the Proposal is compatible with the surrounding landscape and causes no reduction in the amenity of the view.

4.3.4. Identifying night-time visual impacts

The assessment of night-time impact has been carried out with a similar methodology to the daytime assessment. This assessment method also draws upon the guidance contained within *AS4282 Control of the obtrusive effects of outdoor lighting* (2019).

AS4282 identifies four main potential effects of lighting, which are, the effects on residents, transport system users, transport signalling systems and astronomical observations. Of relevance to this assessment is the effects of lighting on the visual amenity of residents and transport system users.

AS4282 identifies environmental zones which are useful for categorising night-time landscape settings. The following assessment will use these environmental zones to describe the existing night-time visual condition and assign a sensitivity to these settings.

These zones are:

- A0 / A1: Dark / Intrinsically dark landscapes – national parks, state forests etc.
- A2: Low district brightness areas – rural, small village, or relatively dark urban locations
- A3: Medium district brightness areas – small town centres or urban locations
- A4: High district brightness areas – town/city centres with high levels of night-time activity.

Specific features of the lit landscape can be described in terms of:

- sky glow – the brightening of the night sky
- glare – condition of vision in which there is discomfort or a reduction in ability to see
- light spill ('trespass') – light emitted by a lighting installation that falls outside of the design area.

The level of impact on the precinct has been described according to the impact levels that are identified in

Table 4-4.

The setting of the Stanmore Station is an area of **medium district brightness (A3)**. At the station there is lighting associated with the existing station and adjacent retail precincts with street lights and lit pathways. Surrounding the station, there are further, less brightly lit residential areas to the north and south with vehicle headlights, street lights and illuminated residences.

4.3.5. Assigning impact levels

An assessment of visual impact has been made on a range of representative viewpoints. A visual impact level has been determined by combining the sensitivity and magnitude level according to the matrix presented in Table 4-3 and Table 4-4.

4.3.6. Mitigation measures

Following the identification of potential landscape and visual impacts, opportunities for mitigation have been identified to minimise impacts. Mitigation measures considered included opportunities to avoid, reduce and/or manage potential adverse impacts during construction and operation of the Proposal.

TABLE 4-3 VISUAL IMPACT LEVELS

Magnitude of change:	Sensitivity:				
	National sensitivity	State Sensitivity	Regional sensitivity	Local sensitivity	Neighbourhood sensitivity
Considerable reduction	Very high adverse	Very high adverse	High adverse	Moderate adverse	Minor adverse
Minor reduction	Very high adverse	High adverse	Moderate adverse	Minor adverse	Negligible
Neutral	Negligible	Negligible	Negligible	Negligible	Negligible
Minor improvement	Very high benefit	High benefit	Moderate benefit	Minor benefit	Negligible
Considerable improvement	Very high benefit	Very high benefit	High benefit	Moderate benefit	Minor benefit

TABLE 4-4 NIGHT-TIME VISUAL IMPACT LEVELS

Magnitude of change:	Sensitivity:			
	A0/A1: Dark / Intrinsically dark landscapes	A2: Low district brightness	A3: Medium district brightness	A4: High district brightness
Considerable reduction	Very high adverse	High adverse	Moderate adverse	Minor adverse
Minor reduction	High adverse	Moderate adverse	Minor adverse	Negligible
Neutral	Negligible	Negligible	Negligible	Negligible
Minor improvement	High benefit	Moderate benefit	Minor benefit	Negligible
Considerable improvement	Very high benefit	High benefit	Moderate benefit	Minor benefit

4.3.7. Photomontages

Photomontages have been prepared to illustrate the massing and scale of the Proposal. This combines the architectural design with a photograph using a 3D model and photo editing techniques to create a photorealistic impression of the Proposal.

The photomontage locations were selected in consultation with TfNSW to illustrate typical views toward the Proposal from publicly accessible locations and also to capture key views of the State heritage listed buildings.

4.3.8. Assessment of urban design and landscape character impacts

An assessment of urban design and landscape character impacts of the Proposal was undertaken in two steps. These were:

- a response to state and local government urban design considerations, and
- a general urban design and landscape character impact assessment.

While the local government planning documents (including the LSPS, DCP and LEP) are not directly relevant to the approval of the Proposal, these documents have been considered in the assessment of impact on urban design and landscape character.

A general assessment of urban design considerations has also been undertaken, based on the themes identified in relevant national and state guidance for urban design. This includes the NSW State Government Architect's Better Placed suite of documents, the Federal Government's National Urban Design Protocol, and best practice urban design principles.

This assessment includes the identification of impacts on the urban design functionality of the Proposal, including:

- accessibility, legibility and permeability
- direct impacts on trees, open space and public realm areas
- changes to the level of shade and comfort to public areas
- access to sunlight and the effect of overshadowing.

5. Assessment of visual impacts

5.1. Existing conditions

Stanmore Station is located on the T2 Inner West and Leppington Line, south-west of Sydney CBD and within the local government area of Inner West Council.

Stanmore Station opened in 1878 and consists of an island platform (Platform 1/2), and a side platform (Platform 3), connected via a pedestrian subway. The Inner West line generally uses the two southern most tracks, serving Platform 2 and 3, with the remaining four tracks located to the north, used for passing trains.

The station, including the platform buildings, subway and former parcels and booking office along Douglas Street, is a State Heritage Item and an important local landmark. The station is also a local heritage item (Inner West LEP 2020) and listed on the TAHE s170 Heritage and Conservation Register. The red brick station platform buildings are unique to the station, including hipped and transverse gable rooflines, and awnings supported by cast iron columns with decorative brackets (refer to Figure 5-1).

The landform gently descends to the north so that the station is elevated above Douglas Street. At this location, the station is accessed via a pedestrian subway that is level with Douglas Street (refer to Figure 5-2 and Figure 5-3) and to Platform 1/2 via a staircase. To the south of the station, the station is generally level with Trafalgar Street, with direct access to Platform 3 via a ramp from the street and stairs leading up from the subway (refer to Figure 5-4 and Figure 5-5).



FIGURE 5-1 STANMORE STATION PLATFORM BUILDINGS

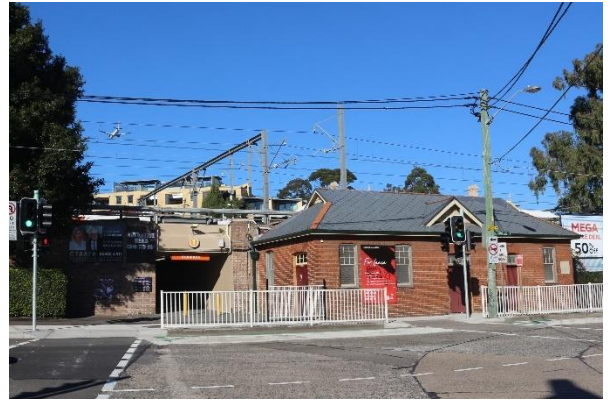


FIGURE 5-2 FORMER PARCELS AND BOOKING OFFICE AND SUBWAY ACCESS AT DOUGLAS STREET



FIGURE 5-3 SUBWAY ACCESS TO DOUGLAS STREET



FIGURE 5-4 TRAFALGAR STREET STATION ACCESS TO PLATFORM 3



FIGURE 5-5 SUBWAY ACCESS FROM PLATFORM 3

The pedestrian subway not only provides access to the station platforms but forms an important public connection between the two sides of Stanmore local centre, with the next closest pedestrian crossing over the rail line located 650 metres west. This early brick faced structure, together with adjoining retaining walls along Douglas and Trafalgar streets, contribute to the identity of the station and suburban character of the immediate area.

The station precinct has a built-up character, including narrow streets with varying setbacks from the street kerb. The northern side of the station includes a small entry forecourt at Douglas Street, with bicycle racks and a bus stop bay.

The southern side of the station is located directly on the street, with a small station entrance accessed via a pedestrian crossing at Trafalgar Street. The southern façade building at Platform 3 forms the edge of the rail corridor, with brick walls extending along the northern edge of Trafalgar Street, either side of the station entrance. This brick wall and planting along the rail corridor boundary encloses views to the station and station platforms from nearby footpaths and residences along Trafalgar Street.

Large, established trees along the rail corridor, within the Stanmore Reserve, to the north-east of the station, and on surrounding streets provide some visual relief within the otherwise urban setting of the station.

The station is located between two local heritage conservation areas, The Annandale Farm heritage conservation area (north of the station) and Kingston South heritage conservation area (south of the station) (refer to Figure 5-11). Each heritage conservation area contains a high concentration of 19th and early 20th century terrace buildings, cottages and houses (detached and semi-detached), and provide a strong heritage character to the setting of the station.

The Annandale Farm heritage conservation area includes relatively small and regularly spaced allotments with rows and groups of detached late Victorian and Federation Villas and houses (refer to Figure 5-6). There is a concentration of commercial terraces along Percival Road (refer to Figure 5-7), extending north from Stanmore Station.

The Kingston South heritage conservation area, located to the south of Stanmore Station, consists of a mixed-use area with high-quality residential and institutional development from the mid-19th Century, including the Stanmore Public School. (Refer Figures 5-8 and 5-9).



FIGURE 5-6 CHARACTER HOUSING AND LEAFY GARDENS ON DOUGLAS STREET, NORTH WEST OF THE STATION



FIGURE 5-7 COMMERCIAL TERRACES ON PERCIVAL ROAD, NORTH OF THE STATION



FIGURE 5-8 HERITAGE CHARACTER RESIDENTIAL BUILDINGS ON CAMBRIDGE STREET, SOUTH EAST OF THE STATION

Trafalgar Street forms the northern edge to the area and parallels the rail corridor. Opposite the station, Trafalgar Road is lined by two-storey Victorian terraces, Federation style bungalows. There is also contemporary infill development near the station entry (Refer Figure 5-9 and Figure 5-10). These four storey apartment buildings contrast in character and scale with the built form within the heritage conservation area.



FIGURE 5-9 COMMERCIAL AND RESIDENTIAL BUILDINGS ON HOLT STREET, SOUTH OF THE STATION



FIGURE 5-10 MEDIUM DENSITY RESIDENTIAL BUILDINGS ON TRAFALGAR STREET, OPPOSITE AND SOUTH OF THE STATION

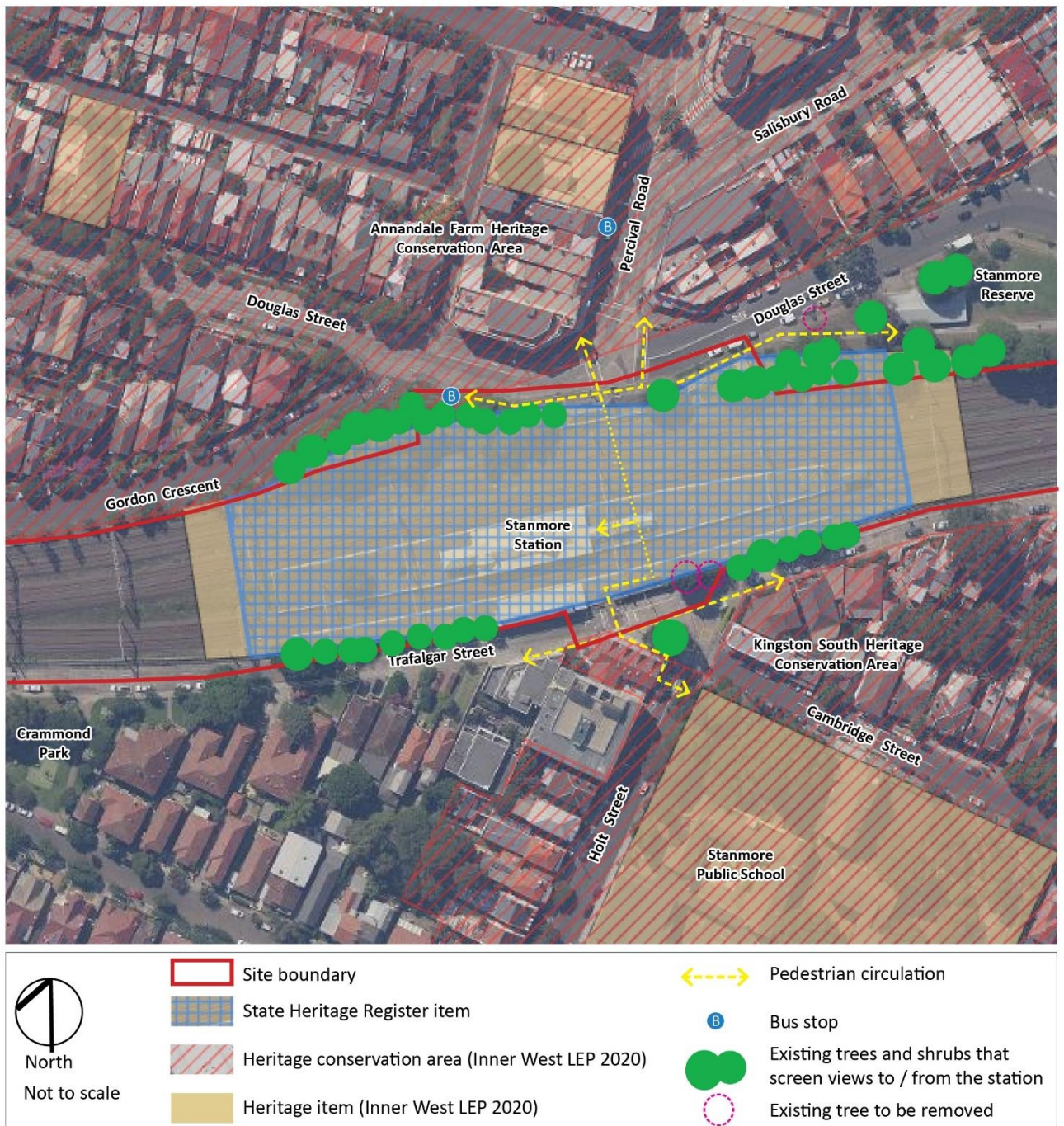


FIGURE 5-11 LANDSCAPE AND VISUAL FEATURES OF THE SITE AND SURROUNDS

5.2. Assessment of representative viewpoints

The following viewpoints were selected to represent the range of views to the Proposal:

- Viewpoint 1: View to northern station entrance from the corner of Percival Road
- Viewpoint 2: View south-east from Platform 1/2
- Viewpoint 3: View south-west from Platform 1/2
- Viewpoint 4: View east along Trafalgar Street to southern station entrance
- Viewpoint 5: View to southern station entrance from Holt Street.

The location of these viewpoints is shown on Figure 5-12, and an assessment of each viewpoint has been summarised in the following pages.



FIGURE 5-12 VIEWPOINT LOCATION PLAN

5.2.1.Viewpoint 1: View to northern station entrance from the corner of Percival Road



FIGURE 5-13 VIEWPOINT 1: VIEW TO NORTHERN STATION ENTRANCE FROM THE CORNER OF PERCIVAL ROAD



FIGURE 5-14 VIEWPOINT 1: VIEW TO NORTHERN STATION ENTRANCE FROM THE CORNER OF PERCIVAL ROAD, PHOTOMONTAGE
(NOTE: LIFT STRUCTURES AND CANOPIES WITHIN THE STATION ARE OUT OF VIEW)

Existing view: This view is located at the Douglas Street and Percival Road intersection, north of Stanmore Station. The northern entrance to the station can be seen in the centre of view, including a low brick-faced subway, with direct and level access to Douglas Street. The former parcels and booking office, a single storey Federation period red brick building with a hipped roof, is located to the west (right) of the subway. While this building would have addressed the street, it is not currently open to the public.

The rail corridor is elevated above Douglas Street, retained by brick walls. Trains can be seen entering and departing the station across the view, in the middle ground of this view, between the large tree vegetation which lines the rail corridor. These trees are located to either side of the station subway entrance, framing the view to the station. From this location, several advertising billboards obstruct views to the station, and detract from the heritage character of the station entry.

Glimpses of the hipped and gable roof forms and decorative chimneys of the building Platform 1/2 building can be seen rising above former parcels and booking office. There are also numerous gantries and overhead wires and lighting visible across the station, elevated above street level. Beyond the station there are glimpses to trees and the upper levels of the contemporary medium density residential buildings to the south of the station.

Visual sensitivity: This view is from the neighbourhood centre north of Stanmore Station and is located in a local conservation area (Annandale Farm). The station buildings and subway form part of the State Heritage Register group and are significant landmarks in the local area. This view is a main approach to the station would be experienced by local residents and visitors and is of **local visual sensitivity**.

Visual impact during construction: There would be construction works on the street and surrounding the subway, in the middle ground of this view. This would include works to upgrade the Douglas Street entry forecourt, including the regrade and resurface of existing footpaths, and installation of new planting, seating and bicycle parking hoops. The conversion of two existing on-street parking spaces on Douglas Street to a new DDA car parking space and kiss and ride bay would also be visible from this location (left, out of view), including the removal of a small street tree, minor kerb realignment work and construction of new kerb ramps.

From this location, the lift construction on Platform 1/2 and Platform 3 would be mostly screened by existing trees along the northern side of the rail corridor (left of view), however, installation of the platform awning between the lift and platform building on Platform 1/2, and the use of large construction equipment (including cranes) would be visible in the centre of the view where there is a gap in the trees.

Overall, the construction activity would extend across the middle ground of view and would be located in close proximity to the cycleway, nearby neighbourhood centre and customers using the station. There would be a minor reduction in the amenity of this view, which is of local sensitivity, resulting in a **minor adverse visual impact**.

Visual impact during operation: The historic subway and station buildings seen in this view would be retained, largely unaffected by the Proposal. The upgrade of the Douglas Street station entrance elements would slightly improve the visual appearance of the station, with new paving, planting, furniture and new/upgraded wayfinding signage. The mature trees along the rail corridor would be retained and supplemented with a new garden bed, which would refresh the station entrance and contribute positively to the streetscape character. Further to the east (left, out of view), the new DDA car parking space and kiss and ride bay would be visible from this location, linked to the station entrance by an upgraded pathway.

The existing trees along the rail corridor would mostly screen views to the two new rectangular shaped lift structures, which would rise above the station platforms, to the east of the platform buildings (left of view). If seen, these lifts would remain below the height of the existing platform building roofline so that the heritage building roofline and chimneys would maintain their visual prominence.

There may be glimpses to a new platform canopy extending along Platform 1/2, between the new lift and existing platform building. The height of the canopy would be similar to the existing awning of the platform building which can be seen through the rail corridor barriers and is not prominent in this view.

Overall, the Proposal would be largely out of view and while there may be some additional built elements glimpsed from this location (or locations within the immediate vicinity of the viewpoint such as the opposite side of Percival Street), this would not detract from the prominence of the station and heritage character of this view.

While there would be some minor improvements to the station entrance and streetscape, there would be a neutral change to the amenity of this view, which is of local visual sensitivity, and a **negligible visual impact**.

5.2.2. Viewpoint 2: View south-east from Platform 1/2



FIGURE 5-15 VIEWPOINT 2: VIEW SOUTH-EAST FROM PLATFORM 1/2

Existing view: This view along the main line tracks between Platform 1/2 and Platform 3 shows the two heritage listed platform buildings in the middle ground of the view. The low-set brick platform buildings have a distinctive heritage character with hipped rooflines, chimneys and awnings which extend along the platforms with decorative timber ends and original cast iron columns. The station platforms are enclosed to the south (right of view) by brick walls and there are several small trees and garden areas along the platforms. In the background of the view, several mature trees create a leafy backdrop to this view. To the south (right of view) the medium density residential apartments can be seen over the platform trees, enclosing the view somewhat and contrasting with the heritage character of the station. To the east of the Platform 3 building there is a low brick wall which encloses the ramp to Trafalgar Street and stairs to the subway (centre, background of view).

Visual sensitivity: This view would be experienced by large numbers of commuters using Stanmore Station. The station is on the State Heritage Register and is of significant aesthetic value to the local area. The station is a main arrival and departure point for the centre of Stanmore. Overall, this view is of **regional** sensitivity (owing primarily to the State Heritage nature of the site).

Visual impact during construction: A construction site would be established in the fore and middle ground of this view, extending along the eastern half of each platform. The station would remain open for use, with temporary fencing enclosing areas under construction. This would include work at the western end of the Platform 1/2 building, in the foreground of this view, for internal building upgrade works and construction of a new awning surrounding the western end of the building to cover a boarding assistance zone.

Works to regrade the platforms would also be seen in the fore and middle ground of this view, including works to remove and replacement of some areas of asphalt and to install new tactiles along the edge of Platform 1/2 and 3.

In the background of this view two new lift structures would be constructed. The new lift on Platform 3 would be most prominent from this location, where there would be two mature trees removed and part of the brick wall between the platform and Trafalgar Street, closest to the platform building, would be demolished. The removal of these trees would open up a view to the residences on Trafalgar Street and reduce the leafy character of this part of the station somewhat.

Construction of the lift and canopy structure would temporarily require the use of large equipment including cranes that would rise prominently above the platforms. The station entrance to Platform 3 at Trafalgar Street would be upgraded, including construction of a new ramp and new section of brick wall that is angled so that it would be closer to the platform edge near the Platform 3 building.

The construction compound in the existing cleared rail reserve area adjacent to Trafalgar Street, to the east of the station, would be about 250 metres away and out of view.

Overall, this construction activity would be visible in several locations across this view but mainly concentrated in the background of the view. This work would contrast with the heritage character of the station and be located in close proximity to customers using the station. Due to the scale and location of this work there would be a minor reduction in the amenity of this view, which is of regional sensitivity, resulting in a **moderate adverse visual impact**.

Visual impact during operation: A new canopy around the western end of the Platform 1/2 building and extending over the boarding assistance zone on Platform 1/2 would be seen in the foreground of this view. The partial use of clear glazing would provide some transparency to this awning. The new awning, attached to the heritage building, would also be raised above the height of the existing awning to maintain to the decorative timber ends and original cast iron columns of the heritage awning, and clear glazing would provide visual separation between the heritage building and the new structure. This awning would, however, introduce visually heavier steel posts and

drain pipes close to the western and southern facades of the heritage building.

A new lift and awning would be seen in the background of this view, at the eastern end of the platforms.

The new lift structures would have a contemporary character, with glazing, steel and metal framing, the base of the shafts would be clad with brick, somewhat complementing the character of the existing platform buildings. While this lift would be taller than the existing heritage platform buildings, it would be located behind the existing subway stairs and set back from these buildings. The upper portion of the lift would have some transparency with the top of the lift structure being glazed, reducing the visual mass of these structures. These structures would also have a simple form to minimise visual clutter, and use dark colours, to assist it to recede into the background of the view.

The platforms in both the foreground and background of this view would have new pavements, furniture, lighting and signage, and the planting areas would be refreshed with new understorey planting.

Overall, while there would be additional built structures seen in this view, the scale and form of the proposed new structures would not dominate the view. While the design has responded to the heritage setting, the introduction of new structures within close proximity to the heritage buildings would alter the character of this view so that there would be a minor reduction in the amenity of this view. As this is a view of regional sensitivity, this would result in a **moderate adverse visual impact**.

5.2.3.Viewpoint 3: View south-west from Platform 1/2



FIGURE 5-16 VIEWPOINT 3: VIEW SOUTH-WEST FROM PLATFORM 1/2



FIGURE 5-17 VIEWPOINT 3: VIEW SOUTH-WEST FROM PLATFORM 1/2, PHOTOMONTAGE

Existing view: This view is located at the eastern end of the island platform (Platform 1/2) and includes the two mainline tracks and wayside platform (Platform 3) to the south (left of view). The historic brick platform buildings are the focal point in the middle to background of this view. These brick buildings have a strong heritage character and provide visual interest with their hipped roofs with transverse gable and awnings supported by cast iron columns with decorative brackets and chimneys. Brick walls enclose staircases descending to the pedestrian subway on each platform, in the middle ground of the view. The stairs on Platform 1/2 are enclosed by a roofed structure (right of view) which partly obstructs the northern elevation of the heritage listed Platform 1/2 building.

The mature trees and shrubs along the southern edge of the rail corridor (left of view) enclose views to the adjacent streetscape and buildings along Trafalgar Street and Holt Street. However, to the south-west, the upper levels of a medium rise residential apartment building along Trafalgar Street are visible, including balconies and rooms that overlook the station and rail corridor. This built form reduces the prominence of the Platform 3 building somewhat.

Visual sensitivity: This view would be experienced by commuters using Stanmore Station. The station is on the State Heritage Register and is of significant aesthetic value to the local area. The station is a main arrival and departure point for the centre of Stanmore. Overall, this view is of **regional visual sensitivity** (owing primarily to the State Heritage nature of the station).

Visual impact during construction: A construction site would be established in the middle and background of this view, extending along both platforms. The station would remain open for use, with temporary fencing enclosing areas under construction. The platforms would be regraded, including the removal and replacement of some areas of asphalt and installation of new tactiles along the edges of all platforms. Platform seating may also be temporarily removed and relocated.

Two new lift structures would be constructed, in front of the subway staircases, in the middle ground of the view. The new lift on Platform 3 (left of view) would require the removal of up to five mature trees and the temporary removal of part of the existing brick wall near to the heritage platform building. This work would include the use of large equipment for excavation and

cranes to erect the lift and construct a canopy which would wrap around three sides of this structure. There would also be work in the vicinity of the station entrance at Platform 3 near Trafalgar Street, including construction of a new brick wall.

In the middle ground of this view, on Platform 1/2 there would be construction work to excavate and construct a new lift structure, demolition of the walls of the structure over the stairs and installation of glazing to this structure, construction of a canopy along the southern edge of Platform 1/2, extending between the new lift and platform building. This work would introduce large scale equipment including excavators and cranes. In the foreground a new planter would be constructed, and a tree installed.

Overall, the proposed construction activity would be prominent due to the extent of works that would occur in close proximity to customers using the station and obstructing and cluttering views to the heritage buildings. This would result in a considerable reduction in the amenity of this view, which is of regional sensitivity, resulting in a **high adverse visual impact**.

Visual impact during operation: Two new lift structures and canopies would be prominent in the fore and middle ground of this view. These new structures would have a contemporary character, with glazing and steel framing above a base clad with brick. This brickwork would generally complement the character of the existing heritage platform buildings and glazing would allow some transparency of these structures.

The lift on Platform 3 (left of view) would be a standalone structure, and visually separate to the historic platform building. As such, views to the unique heritage features and roofline of the building on Platform 3 would be retained and unobstructed by this Proposal.

On Platform 1/2, the new lift structure would partly obstruct the view to the eastern end of the stair structure. This stair structure would incorporate glazing, opening up views through this structure so that it would be more visually light and there may be glimpses to the heritage platform building beyond. A new platform canopy would be seen extending along Platform 1/2 adding further built form to the platform and partly obstructing the view of the heritage platform building beyond. The platforms would be improved by new pavements, furniture, lighting,

signage and a new tree would be located in the foreground of this view, to the east of the new lift.

Overall, while there would be additional built structures seen in this view, adding some visual clutter, the design has responded to the heritage setting, with the location, scale and form of the proposed new structures. The heritage buildings would maintain their prominence and there would be some minor benefits with the platform upgrades, new trees and landscaping, and alternations to the stair structure. There would be a minor reduction in the amenity of this view, which is of regional sensitivity, which would result in a **moderate adverse visual impact**.

5.2.4. Viewpoint 4: View east along Trafalgar Street to southern station entrance



FIGURE 5-18 VIEWPOINT 4: VIEW EAST ALONG TRAFALGAR STREET TO SOUTHERN STATION ENTRANCE

Existing view: This view along Trafalgar Street shows the southern façade of the Platform 3 building in the foreground (left of view). The platform building includes a high brick wall, with a few windows, and defines edge of Trafalgar Street. The road corridor is narrow, with two lanes of traffic and a narrow footpath along the southern side of the road (right of view).

The upper levels of a medium rise residential apartment building, south of Trafalgar Street, can be seen in the foreground (right of view). This building includes balconies and rooms that would overlook the station and rail corridor. To the east of this building (centre, right of view) there is a café and small group of retail buildings.

The station entrance is located in the middle ground of view, beyond the station platform building. The station is accessed via a signalised pedestrian crossing at Trafalgar Street.

There are mature trees, located between the rail corridor and Trafalgar Street, which screen views to trains within the station and form a green backdrop in the centre, background of this view.

Visual sensitivity: This view would be seen by pedestrians and residents in the adjacent properties. This view includes an incidental view to the State heritage listed station Platform 3 building. While this is a view to the station entry, it is not a thoroughfare and is of **neighbourhood visual sensitivity**.

Visual impact during construction: From this location, there would be some construction activity seen to the east of the Platform 3 station building. This would include some minor construction activity at the station entrance at Trafalgar Street where there would be works to construct a new ramp and regrading of the street entry to Platform 3. A small part of the wall between Platform 3 and Trafalgar Street would be demolished and reconstructed, to allow for the lift construction. Beyond the station entry, up to five trees would be removed (centre, middle ground of view) opening up the view into the station. In this area there would be excavation and works to construct the southern lift building and canopy.

While Trafalgar Street would remain open, there may be temporary lane closures during certain construction activities, such as lift installation. Temporary fencing enclosing areas under construction and traffic diversions (vehicles and pedestrians) would be visible.

Overall, the proposed construction activity would be seen within a small part of this view. The character of this construction activity would reduce the amenity of this small area of the view. This would result in a minor reduction in the amenity of this view, which is of neighbourhood sensitivity, resulting in a **negligible visual impact**.

Visual impact during operation: In this view, the upgraded southern station entrance would be visible in the middle ground of the view, aligned with the existing pedestrian crossing over Trafalgar Street.

The heritage Platform 3 and brick wall extending either side of the station entry would remain. The station entry would have new pavement, refreshing the station entrance.

The upper section of the new lift structure and canopy around the new lift structure on Platform 3 would be visible, rising above the adjacent brick wall. This structure would be set back from the heritage platform building, replacing several trees that would have been removed. This structure would be contemporary in character, have a simple form, and remain below the height of the roof of the existing platform building, which is visible in the foreground (left of view). The lift lobby would be glazed, with a clear canopy extending over the lift landing, creating a somewhat visually light structure.

Overall, while there would be additional built structures seen in this view, replacing several mature trees, the lift and canopy structure would be of a scale and form that would not be prominent and somewhat recede into the background of the view. There would be a minor reduction in the amenity of this view, which is of neighbourhood sensitivity, which would result in a **negligible visual impact**.

5.2.5.Viewpoint 5: View to southern station entrance from Holt Street



FIGURE 5-19 VIEWPOINT 5: VIEW TO SOUTHERN STATION ENTRANCE FROM HOLT STREET



FIGURE 5-20 VIEWPOINT 5: VIEW TO SOUTHERN STATION ENTRANCE FROM HOLT STREET, DETAIL VIEW, PHOTOMONTAGE

Existing view: This view is located at the Trafalgar Street and Holt Street intersection, south of Stanmore Station. The southern entrance to the station can be seen in the middle ground of this view, within a small opening in the brick walls which define the rail corridor. The eastern end of the historic Platform 3 and Platform 1/2 buildings are visible. These buildings have decorative hipped and gable rooflines with awnings and chimneys. The structure over the subway staircase on Platform 1/2 is also visible (centre of view), rising above the brick wall.

The rail corridor is generally level with Trafalgar Street, and trains would be seen passing through the station above the brick wall. This view to the station is framed by trees within the rail corridor (right of view) and within the local area (left of view). Large trees in the Stanmore Reserve, north of the station, provide a leafy backdrop to this view.

Visual sensitivity: This view is from the neighbourhood centre south of Stanmore Station and is on the boundary of a local conservation area (Kingstone South). The station buildings form part of the State Heritage Register group and are significant landmarks in the local area. This view is a main approach to the station would be experienced by local residents and visitors and is of **local visual sensitivity**.

Visual impact during construction: A construction site would be established in the middle ground of this view, surrounding the southern station entrance and extending along the station platforms. The platform buildings would be retained, and the station would remain open for use with temporary fencing enclosing the areas under construction.

Construction of a new lift on Platform 3 would be prominent in this view. A small part of the wall between Platform 3 and Trafalgar Street would be demolished and reconstructed, to allow for the lift construction (right of view). Two mature trees would be removed in this location, opening up views to the lift construction at Platform 3, as well as at Platform 1/2, in the background of view. This work would include the use of large-scale machinery to install the lift structures, which may also require temporary lane closure along Trafalgar Street for a short period of time.

There would be some construction activity undertaken at the station entrance (left of view), including works to construct a new ramp and regrading of the street entry. The brick wall extending between Platform 3 and Trafalgar Street would continue to provide some

screening of the view into the station, and similarly it would obstruct the view to some of the construction activity that would occur beyond. There may be glimpses to the construction of a new canopy along Platform 1/2, between the lift and platform building, beyond the works on Platform 3.

While this construction activity would contrast with the heritage character and reduce the leafy character of this view somewhat, the works would be partly screened by the intervening brick wall and building on Platform 3. Overall, there would be a considerable reduction in the amenity of this view, which is of local sensitivity, and would result in a **moderate adverse visual impact**.

Visual impact during operation: The historic station buildings and brick wall seen in this view would be retained or reinstated and maintain its prominence in this view. The upgrade of the Trafalgar Street station entrance would refresh and improve the visual appearance of the station entry, with new paving and new/upgraded lighting and wayfinding signage. The upper section of the lifts and canopy would be visible, rising above the brick wall. While these structures would be contemporary in style, the upper portion of the lift would have glazing around the lift lobby, visually lightening the structure and together with the dark coloured steel frame, visually distinguishing it from the heritage buildings and allowing it to recede somewhat in the view. These additional built elements would replace several trees, reducing the leafy character of this view.

A new canopy would be visible set back from the lift, and extending along Platform 1/2, between the new lift and existing platform building. The height of the canopy would be similar to the existing awning of the platform building, maintaining the prominence of the roofline of the heritage buildings.

Overall, while the proposed canopy and lift structure would add further built form to this view, these new structures would not obstruct the views to the heritage platform buildings and heritage walls and would be of a scale and finish so that they are clearly differentiated from the heritage buildings and would not dominate the view. On balance, there would be a minor reduction in the amenity of this view, which is of local visual sensitivity, and a **minor adverse visual impact**.

5.3. Summary of visual impacts

The following summarises the findings of this viewpoint assessment.

5.3.1. Summary of daytime visual impact during construction

During construction, there would be **high adverse visual impacts** experienced in views from the station platforms. This is due to the regional sensitivity of this location and the scale and extent of the works that would be seen in close proximity to the State heritage listed buildings and customers.

There would be **minor adverse visual impacts** during construction on the approaches to the station which are of local sensitivity. In these views the station is partly screened by existing mature trees and intervening built form. This includes parts of Trafalgar Street where the station building and brick wall screen views to the station, and to the northeast and north-west of the station, where the trees within Stanmore Reserve and along the rail corridor partly screen and filter views to the station. There would, however, be a view to the trees removed near the Trafalgar Street, and large equipment including cranes and excavation equipment.

Similarly, there may be **minor adverse visual impacts** experienced from residential properties which overlook the station and construction site and where the construction work rises above or would be seen through gaps in vegetation and built form, such as the multi storey apartment building along Trafalgar Street, south-east of the station, and residences overlooking the construction compound along Trafalgar Street.

Overall, while there would be high and minor adverse visual impacts, these would be temporary impacts, experienced for a short duration.

5.3.2. Summary of daytime visual impact during operation

During operation there be a **moderate adverse visual impact** experienced in views from the station platforms. This impact is due to the regional sensitivity of these views and the introduction of new built form. Generally, the design responds to the heritage setting with the lift structures being set back from the heritage platform buildings and the brick walls being retained and reflected in the new structures.

While several trees on Platform 3 would be removed, the visual character of the platforms would be improved by new pavements, furniture, lighting, signage and planting, including a new planter with trees. Although the new platform canopies and lifts would add further built form to the station, they would be set back from the heritage platforms buildings and the use of transparent materials, including clear glazing and roofing, would reduce the visual mass of these structures. The new lift structures would remain below the height of the platform buildings and the base of the lift shafts would also be clad with brick, complementing the character of the existing platform buildings.

During operation there would be a **neutral visual impact** experienced in views from the north, where the new structures would be out of view and there would be minor improvements to the entry finishes and gardens.

In views from the south, there would be a **minor adverse visual impact** where the proposed canopy and lift structure would add further built form to this view, replacing several existing trees. However, these new structures would not obstruct the views to the heritage platform buildings and heritage walls and would be of a scale and finish that would not dominate the view.

The following table (Table 5-1) summarises the impacts identified in the viewpoint assessment.

TABLE 5-1 SUMMARY OF VIEWPOINT ASSESSMENT

	Viewpoint number and location	Sensitivity	Construction		Operation	
			Magnitude	Visual impact	Magnitude	Visual impact
1	View to northern station entrance from Percival Road	Local	Minor reduction	Minor adverse	Neutral change	Negligible
2	View southeast from Platform 1/2	Regional	Minor reduction	Moderate adverse	Minor reduction	Moderate adverse
3	View southwest from Platform 1/2	Regional	Considerable reduction	High adverse	Minor reduction	Moderate adverse
4	View east along Trafalgar Street to southern station entrance	Neighbourhood	Minor reduction	Negligible	Minor reduction	Negligible
5	View to southern station entrance from Holt Street	Local	Considerable reduction	Moderate adverse	Minor reduction	Minor adverse

5.4. Views at night

Existing conditions: Stanmore Station and surrounding areas are considered to be of **medium district brightness (A3)**. This is due to the relatively high light levels provided at the station and moderate light levels along nearby streets and within the local centre of Stanmore. The brightly lit environment of the station is somewhat contained by surrounding built form and vegetation. There would be lower light levels in the residential areas surrounding the station and commercial streets.

Visual impact during construction: The work areas and construction compound along Trafalgar Street and Railway Avenue (east of the station) would be lit at night for security. It is unlikely that these areas would be used on an ongoing basis for construction activity during evening hours. However, there may be specific activities and / or where works are undertaken during possession periods (if required). This may require additional lighting for short periods including additional bright lighting around the construction site and compound areas and additional vehicle movements around the site. This additional lighting would be located within the station and may extend to areas directly adjacent to the site.

The site and compound areas are located within the existing rail corridor and separated from adjacent

residential areas by Railway Street to the north and Trafalgar Street to the south of the rail corridor. The existing trees along the rail corridor would partly screen views into these areas and any additional lighting from surrounding residential areas.

Generally, the character of the construction works at the station entries, platforms and construction compound area at night would be absorbed into the surrounding brightly lit environment of the station. Any additional lighting would also be partially enclosed by the existing vegetation which surrounds the station and compound area, particularly along the northern side of the rail corridor.

There may be some lighting visible from nearby residential properties which overlook the site, such as along Trafalgar Street, where some houses and apartments are elevated and overlook the station.

Overall, the works would result in a minor reduction in the amenity of views at night and a **minor adverse visual impact** during construction.

Visual impact during operation: During operation, the station would continue to be brightly lit for security and safe use at night, as is currently experienced. The upgraded station platforms, including two new lift structures, would be located further to the east, and the glazing would allow view into the structures. However, this additional lighting would be seen in the context of the existing station and set back from

adjacent residential areas. The upgraded station entrances would also be seen in the context of existing streetlights and nearby illuminated retail and commercial properties.

The station may be more prominent in views from elevated residences directly overlooking the station, along Trafalgar Street, where the new lifts and upgraded station entrance would be seen. However, the lifts would be lower than the existing station platform building roofline.

Overall, the upgraded station would be likely to create minor additional sky glow above the site due to the additional built form, including new lifts and platform canopies. There is not expected to be any additional direct light spill (trespass) onto private properties to the north and south of the station, as the neighbouring residential properties are separated from the station by existing intervening elements, including advertising billboards, vegetation, platform buildings and brick wall, which would be retained.

The final design of lighting for the station would ensure that it is consistent with the requirements of the Australian Standards for the control of obtrusive lighting effects.

Generally, the character of the proposed station upgrade at night would be absorbed into the surrounding brightly lit environment. This would result in no perceived change in the amenity of views at night, resulting in a **negligible visual impact** at night during operation.

6. Assessment of urban design and landscape character

6.1. Response to local urban design and landscape character considerations

Table 6-1 provides a summary of how the Proposal has responded to a selection of the most relevant landscape and urban design considerations identified in section 3 (Planning context) of this report.

Whilst the requirements of the local government planning documents (including the LSPS, LEP and DCP) are not applicable to this approval, the requirements of these planning instruments have been used as a guide to ensure locally appropriate urban design outcomes are achieved.

TABLE 6-1 RESPONSES TO URBAN DESIGN AND LANDSCAPE CHARACTER CONSIDERATIONS

Consideration	Response
<i>Draft Inner West Local Environmental Plan 2020</i>	
Clause 1.2 – Aims of Plan	
Identify, protect and conserve environmental and cultural heritage and significant local character	The heritage character station buildings and subway would be retained. While new lifts would be contemporary in style, they would be set below the roofline and positioned away from the heritage buildings. The use of glazing around the lift shaft and transparent canopies would also ensure a lightweight appearance, ensuring they are not visually dominant structures at Stanmore Station.
Achieve a high-quality urban form and open space in the public and private domain by ensuring new development exhibits architectural and urban design excellence	The Proposal would include public domain improvements such as new paving, planting, furniture, bicycle parking, signage and lighting. The scale, height and use of materials for the new lifts and canopies along the station platforms would also be visually sympathetic to the existing heritage buildings.
Protect and enhance the amenity, vitality and viability of Inner West for existing and future residents, workers and visitors	The station would continue to be an important local landmark in Stanmore neighbourhood centre. The upgrade works to the platforms and at both station entrances would improve the amenity and experience of the station for existing and future residents, workers and visitors, including provision of accessible pathways with new pavements and lift access to the station.
Protect and enhance significant views and vistas from the public domain and promote view sharing from and between private dwellings.	Views within the Station to the heritage listed buildings are significant. The viewpoint assessment in section 5 of this report has assessed these and a selection of publicly accessible viewpoints to identify the potential visual impact of the Proposal. Views from the adjacent streets were also assessed to capture the types of views that would be appreciated from nearby residences.

Consideration	Response
Draft Inner West Local Environmental Plan 2020	
Clause 1.2 – Aims of Plan	
	<p>Overall, the Proposal would result in some adverse visual impact due to the nature of providing additional built structures within view of State heritage listed buildings. The design would, however, minimise this impact by setting the lift structures back from the heritage buildings, ensuring the canopies do not rise above the height of the main station building rooflines, and utilising materials and finishes that minimise visual clutter and obstruction of the view to heritage items.</p> <p>In views from adjacent residences the Proposal would be seen in the context of the existing station and separated from residences by adjacent streets, reducing the potential for an adverse visual impact.</p>
Clause 4.3 – Height of buildings	
To ensure building height is consistent with the desired future character of an area	The station buildings would be retained. The height of the Proposal, including the lifts and canopies, would not exceed the height of the existing station platform building rooflines. The proposed canopy structure along Platform 1/2 would also match the pitch of the existing platform building awning.
To ensure buildings and public areas continue to receive satisfactory exposure to the sky and sunlight	The new lifts would be located away from and therefore not overshadow the existing station platform buildings. The proposed canopy structures would include some clear glazing, allowing exposure to the sky and sunlight, and would also permit views to the heritage character and architectural detailing of the existing station platform buildings.

6.2. Urban design and landscape character impacts

The following section contains a summary of the potential urban design and landscape character impacts of this Proposal.

Urban design and landscape character impacts during construction

During construction, there would be a main compound area, located between the rail corridor and Railway Avenue about 200 metres east of the station, in rail corridor land. There would also be a laydown area to the south of the corridor, also within the rail corridor. These areas would be accessed via existing driveways and access gates. There would be no vegetation removal, and local pedestrian and vehicular routes in this location would be maintained.

At the station, temporary pedestrian access arrangements and footpath diversions may potentially reduce the legibility and accessibility of the station from Douglas and Railway Avenue. There would also be reduced amenity and comfort for pedestrians using the station platforms, particularly during the civil works and installation of the lifts, due to the use of large-scale machinery.

There would be up to five trees removed at Platform 3 and a further small tree removed near Douglas Street. The removal of these trees would reduce the leafy character in this location somewhat. There may also be some trimming of trees which overhang the construction site, which would be undertaken if required.

Overall, there would be a temporary, considerable reduction in the landscape and urban design functionality and landscape character of the station precinct during construction. This precinct is of local sensitivity and there would be a **moderate adverse landscape impact**.

Urban design and landscape character impacts during operation

During operation, there would be considerable improvements to accessibility of the station precinct with the introduction of lifts at the station, upgrades to the footpaths and station entrances, provision of an accessible car parking space and kiss and ride bay, and improvements to the platform surface and facilities within the platform buildings, including covered access between the lift and platform building on Platform 1/2.

The Proposal would improve legibility within the station precinct through the increased visual prominence and appearance of the station entry on Douglas Street. This improved entry would include a new paving, planting, furniture, signage and lighting. The southern upgraded station entry at Trafalgar Street, with new paving, ramp, stairs and signage, would also enhance the appearance and accessibility of the station from the south.

While up to five trees would have been removed at Platform 3 to install the lift, new understorey planting would be provided to garden areas within the station and there would be new trees provided in planters at each end of platform 1/2 and within the Stanmore Reserve. These new trees would enhance the appearance of the station platforms and provide shade and comfort to customers at the station. Elsewhere, the vegetation surrounding the station would be retained, maintaining the level of leafy character of the station and adjacent streets.

Overall, there would be a minor improvement to the urban design functionality and landscape character of the station precinct. The station is of local sensitivity, and this would result in a **minor beneficial landscape impact** during operation.

7. Mitigation of impacts

The following mitigation measures would be implemented to further reduce and manage the visual and landscape character impacts of the Proposal:

- An Urban and Landscape Design Plan (ULDP) would be prepared by the Contractor, in consultation with Inner West Council, and submitted to Transport for NSW for endorsement by the Precincts and Urban Design team, prior to finalisation of the detailed design. The UDP, at a minimum, would address the following:
 - the appropriateness of the proposed design with respect to the existing surrounding landscape, built form, behaviours and use-patterns (including consideration of Crime Prevention Through Environmental Design principles). This is to include but not be limited to:
 - site analysis
 - vision and objectives for the infrastructure
 - strategies that apply to ISC approved guidelines in accordance with Urb-1 (IS Rating Tool V 1.2)
 - connectivity with surrounding local and regional movement networks including street networks, other transport modes and active transport networks. Existing and proposed paths of travel for pedestrians and bicycles should be shown
 - integration with surrounding local and regional open space and or landscape networks. Existing and proposed open space infrastructure/landscape elements should be shown
 - integration with surrounding streetscape including street trees, entries, vehicle cross overs etc
 - integration with surrounding built form (existing or desired future) including building height, scale, bulk, massing and land-use

- design detail that is sensitive to the amenity and character of heritage items located within or adjacent to the Proposal.
- All permanent lighting would be designed and installed in accordance with the requirements of standards relevant to *AS 1158 Road Lighting* and *AS 4282 Controlling the Obtrusive Effects of Outdoor Lighting*.
- The detailed design of the Proposal would comply with Crime Prevention Through Environmental Design principles.
- Worksite compounds would be screened with shade cloth (or similar material, where necessary) to minimise visual impacts from key viewing locations.
- Temporary hoardings, barriers, traffic management and signage would be removed when no longer required.
- During construction, graffiti would be removed in accordance with Transport for NSW's Standard Requirements.

In addition, the following mitigation measures should be considered:

- temporary access arrangements should be well signed and provide a visually legible route for pedestrians
- consolidate construction equipment and activity to maximise the area of useable public realm where possible.

8. References

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