

19. WARWICK FARM RAILWAY STATION PRECINCT ASSESSMENT

This Chapter provides an assessment of the proposed SSFL in relation to the Warwick Farm Railway Station precinct. Only precinct specific issues are addressed in this Chapter, the corridor wide issues are addressed in Part C.

19.1 Environmental context

Warwick Farm Railway Station is located in the Liverpool local government area, north of Liverpool's commercial centre. Both sides of the station can be accessed by stairs and footpath on the Hume Highway bridge (see [Figure 19.1](#)). Directly south of Warwick Farm Railway Station, on the west side of the corridor, is Hart Park which adjoins the station's commuter car parking facilities. Residential areas are located behind the park. Directly north of Warwick Farm Railway Station the Hume Highway crosses over the corridor. Due to the proximity of the Warwick Farm Racecourse, residential development with stables and other equine facilities are prevalent on the east (SSFL) side of the precinct. A small pocket of medium density residential is located adjacent to the station car park.

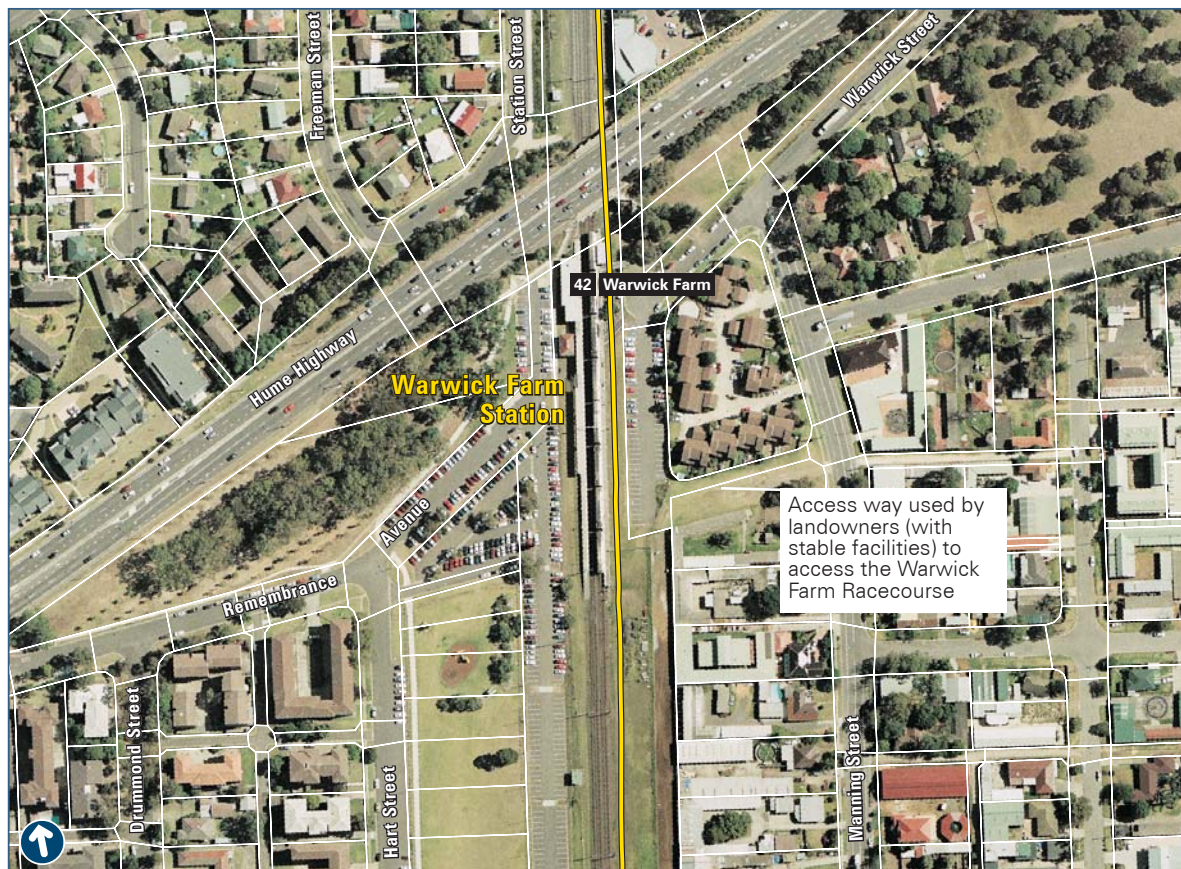


Figure 19.1 Warwick Railway Station precinct



— Proposed track 08 Listed built heritage item

19.2 Stakeholder and community issues

19.2.1 Stakeholders

Stakeholders within the Warwick Farm Railway Station precinct include nearby residents and train commuters. There is a large area for commuter car parking on the west side, and there is some parking on the east side. Consultation conducted for this Environmental Assessment indicates that these communities value the convenience of parking and pedestrian access that the station provides.

19.2.2 Community issues and concerns

Based on the outcomes of the community and stakeholder involvement activities described in **Section 1.3.1**, the main issues and concerns raised in this precinct include:

- formalisation of a kiss-and-ride area on the east side of the station
- provision of a taxi drop-off area on the east side of the station
- provision of easy access for the relatively large number of elderly residents in the area.

19.3 Traffic, transport and access

19.3.1 Local characteristics

Road network and traffic

Warwick Farm Railway Station is located immediately south of the Hume Highway overpass (see **Figure 19.1**). Access to the station from the Hume Highway is via Remembrance Avenue (west side) and Warwick Street (east side of station). Both are minor streets and local access to the station can be made via the local road network on both sides of the station.

Pedestrian and cycle network

There is a pedestrian and cycle link to Warwick Farm Railway Station under the Hume Highway to the north, and there is a dedicated cycle route (the Parramatta-Liverpool Rail Trail Cycleway) which passes through Warwick Farm Railway Station via Broomfield, Station and Hart Streets to Liverpool Hospital. The cycle route skirts the commuter car park on the western side of the station. There are no comparable facilities servicing the eastern side of the station.

There is no pedestrian overpass at Warwick Farm Railway Station — commuters wishing to cross from one side of the station to the other are required to use the stairs and footpath on the Hume Highway bridge.

Bus network and interchange

No regular route buses serve Warwick Farm Railway Station, though Route 849 travels within approximately 400 metres of the station (see **Table 19.1**).

The station is in close proximity to the Warwick Farm Racecourse. On race days, a free bus runs between Warwick Farm Racecourse and the station on the east side of the station. The bus runs approximately every 10 minutes between 10.00 am and 2.00 pm and from 3.00 pm to 5.00 pm. A bus zone is located in Warwick Street for the purpose, though no shelters are provided.

Table 19.1 Bus routes, Warwick Farm Railway Station

Route/company	Route descriptions	Weekday AM peak*	Weekday PM peak*	Weekday nights*	Saturday	Sunday
<i>Route 849</i>						
Metrolink	Liverpool to Warwick Farm	30 mins	30 mins	No service	60 mins	No service

Note: * Weekday AM Peak: 0800—0900; Weekday PM Peak 1700—1800; Weekday nights 2300—0500

Parking

Warwick Farm Railway Station operates as a satellite park and ride station to Liverpool, as commuter parking is discouraged at Liverpool (which is a major bus/rail interchange). Some 500 park-and-ride spaces are available at the station, most on the east side. The station's park-and-ride is popular and the car park is well used.

19.3.2 Changes to traffic, transport and access

Impacts during construction

Station access — The construction of the new pedestrian overbridge and two lifts would be completed prior to the closure of the existing at-grade platform access on the eastern side.

Parking — Commuter parking may be restricted slightly during construction due to works required in the car park. However, this would be short-term only and is expected to have little impact as any additional parking that would be required could be located to the south of the existing parking. The extended parking area to the south would be constructed prior to closure of the spaces near the station entry. Traffic Control Plans would be developed by the contractor to manage these works.

Impacts during operation

Pedestrians and cyclists — Passengers using the Down platform at the station (from city) would be able to use the new station stairs and pedestrian bridge (with easy access) to access the east side of the station. At present passengers from the east side of the station are required to use the Hume Highway bridge at least once in each return journey and the utilisation of the additional proposed footbridge and stairs would be a minimal inconvenience. The width of the new stairs would be adequate for projected 2021 passenger demands.

Parking — There would be no reduction in commuter parking supply at Warwick Farm Railway Station. Some 26 commuter parking spaces would be relocated south, but would be within 115 metres from the station access.

19.3.3 Traffic and transport management

The proposed traffic and transport management measures relevant for this precinct include:

- The new pedestrian footbridge would be constructed and opened prior to closure of existing access points.
- New permanent parking would be constructed prior to removal of any parking during construction.
- Traffic Control Plans would be developed for works affecting the station car park.

19.4 Social environment

19.4.1 Local characteristics

Built heritage

Warwick Farm Railway Station opened in 1943 and was originally a private platform at the level crossing on Liverpool Road. The platform face was of brickwork, which still exists on the Down platform. The station currently has access across the rail corridor via a steel beam footbridge adjoining to the Hume Highway.

The station is listed on RailCorp's Section 170 Heritage and Conservation Register (see item 42 on [Figure 19.1](#) and [Photograph 19.1](#)). Warwick Farm Railway Station also has local significance identified under the State Heritage Register criterion as the station has a strong association with the development of horse racing and the Australian Jockey Club.



Photograph 19.1

Warwick Farm Railway Station

Visual character

Areas of low to moderate visual sensitivity are located on the east side of the station precinct. These areas include industrial, open space and horse racing related special use areas. A small pocket of residences near the station have a higher sensitivity.

The areas of high visual sensitivity surrounding the Warwick Farm Railway Station precinct are located on the unaffected west side of the rail corridor and relate mainly to the urban residential areas.

19.4.2 Changes to the social environment

Built heritage

Modifications are required to Warwick Farm Railway Station to accommodate the proposed SSFL which would be on the east side of the station.

Construction works include a new footbridge across the SSFL with new stairs and lifts and a new station entry on the east side of the station. The existing passenger shelter on the Down (east side) platform would be demolished. The demolition would not affect the cultural significance of the station as the passenger shelter is a recent 1970's addition. The proposed works would result in a low impact.

Visual character

The Warwick Farm Railway Station precinct would be modified with an improved station entry, footbridge, stairs and lifts, and extended car parking. These new elements would improve the appearance of the precinct, but also result in a moderate visual effect.

The combination of a low to moderate visual sensitivity and a moderate visual effect would result in an overall low to moderate visual impact in the precinct.

Detailed architectural plans would be prepared for the proposed precinct works to define:

- form and appearance of structural elements
- consideration of existing built form
- streetscape and local character
- hard and soft landscaping to create precinct character
- local heritage considerations as listed on RailCorp's Section 170 Heritage Conservation Register.

19.4.3 Environmental management

Protection measures for the identified built heritage impacts need to be considered. In addition, photographic documentation of the structure and immediate surroundings prior to commencement of works in the precinct may be required to adequately manage the built heritage impacts.

The new footbridge at Warwick Farm Railway Station would be structurally independent of the existing station buildings providing separation between the new and old elements of the station precinct. The design of the new structures would integrate with the form of the existing buildings in order to maintain the character of the precinct. Detailed architectural plans would be prepared for the proposed precinct works.

19.5 Land use and property

19.5.1 Local characteristics

Existing land uses

Residential land uses exist to the east of Warwick Farm Railway Station. These residential dwellings tend to be mainly low density detached housing. Due to the proximity to Warwick Farm Racecourse, a number of these properties have stables that cater for horse racing and associated activities. A low to medium density residential development is located adjacent to the station.

Land uses on the west side of the station are characterised by a large commuter car park and a park, which separates the rail corridor from the medium density residential development along Hart Street.

Land use patterns are illustrated in more detail in [Figure 19.1](#).

Zoning

Land use zones in Warwick Farm are derived from the *Liverpool Local Environmental Plan 1997*. Warwick Farm Railway Station lies within the railway corridor, which is zoned *5(b) Special Uses — Railways*. Land to the east of the station is zoned *2(b) Residential — Race Course*. Land to the south of the residential area, on the east side, is zoned *4(a) General Industry Zone*.

Land adjacent to the railway corridor on the west side of the station is zoned *6(a) Recreation Public*.

19.5.2 Changes to land use and property

Impacts during construction

Land use impacts are associated with the temporary disruptions during construction of the new station access and relocated commuter car parking. The construction sequence outlined in **Chapter 6** would be adopted to ensure public access is maintained to the station at all times. Consultation would occur with the surrounding community and commuters advising them in advance of planned works and temporary arrangements.

Residential properties on the east side of the corridor at Warwick Farm Railway Station would be impacted by construction noise, but this is a manageable impact with appropriate construction planning and would not lead to short or long-term land use changes.

As there are stables in the residential area, some land owners adjacent to the corridor currently use RailCorp land to access the Warwick Farm Racecourse. The horses are ridden along the corridor, through the car park, to the racecourse. This access would be preserved to ensure that land owners can continue this activity.

Existing car park facilities adjacent to the station would be affected by the proposed SSFL. The existing car parking area would be extended to the south to accommodate the 26 lost commuter spaces.

Impacts during operation

The new entrance to Warwick Farm Railway Station would incorporate a pedestrian footbridge over the proposed SSFL to the platform from the east side of the station, with two new lifts in accordance with easy access standards. The footbridge has been positioned to allow for its extension in the future over the RailCorp tracks to the west side of the station. The new station access would function in accordance with RailCorp's station design requirements and have capacity for projected passenger growth to 2021.

The improved access across the corridor and the operation of the SSFL is unlikely to lead to any land use changes on either side of the corridor.

Permanent noise barriers 4 metres in height would be constructed on the east side of station to minimise impacts generated as a result of the SSFL.

A permanent access point to the existing RailCorp corridor would be provided within the car park to ensure that horse riders accessing Warwick Farm Racecourse can continue to access stables adjacent to the corridor further south of the station.

No land acquisitions would be required in this precinct.

19.5.3 Environmental management

Consultation would occur with the surrounding businesses, community and commuters advising them in advance of planned works and temporary arrangements within the station precinct.

19.6 Station precinct assessment summary

19.6.1 Summary of impacts

Construction impacts would relate to the temporary disruption and changes in pedestrian access (although access would be maintained) and relocated commuter car parking. During construction the new pedestrian footbridge and lifts would be completed before the closure of the existing at-grade

access to the Down platform. Residential properties on the east side of the corridor at Warwick Farm Railway Station would be temporarily impacted by construction noise, but this would be managed through appropriate construction planning.

During operation, passengers using the Down platform would be able to use the new station stairs and pedestrian footbridge (with new lifts) to access both sides of the station, reducing their walking distance. The proposed upgrade of the station to the easy access standard significantly improves access at this station. There would be no reduction in commuter car parking as spaces would be relocated south in the extended existing car park.

Warwick Farm Railway Station is listed as a heritage item on RailCorp's Section 170 Heritage and Conservation Register. Construction works to the station would see the existing passenger shelter on the east side demolished. This would not decrease the integrity of the station precinct and result in a moderate impact on the heritage value of this item. There would be a moderate visual impact in the Warwick Farm precinct.

19.6.2 Summary of environmental management

The environmental management measures proposed for the Warwick Farm Railway Station precinct are summarised in [Table 19.2](#).

Table 19.2 Environmental management

Impact	Environmental management
Traffic, transport and access	<ul style="list-style-type: none"> • The new pedestrian bridge would be constructed prior to closure of existing access points. • New permanent parking would be constructed prior to removal of any parking during construction. • Traffic Control Plans would be developed for works affecting the station car park.
Visual and built heritage	<ul style="list-style-type: none"> • Photographic documentation would need to be considered for the footbridge prior to construction. • The design for the footbridge would be structurally independent of the existing station buildings to separate new elements from the existing. • The new structures would integrate with the form of the existing buildings in order to maintain the character of the precinct. • Detailed architectural plans would be prepared for the proposed precinct works. • Hard and soft landscaping is to be provided along the east side of the station to create precinct character.
Land use and property	<ul style="list-style-type: none"> • Consultation would occur with surrounding businesses, community and commuters in advance of planned works and temporary arrangements.