

Sydney Harbour Bridge Cycleway Northern Access

Landscape Character and Visual Impact Assessment



Document Control

Sydney Harbour Bridge Cycleway Northern Access– Landscape Character and Visual Impact Assessment

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We acknowledge the Cammeraygal Peoples of the Eora Nation, the traditional custodians of the land upon which this project is located. We understand that they hold the memories, traditions and culture of this land and that it is a privilege and responsibility to Connect and Design with Country. We also acknowledge the Turrbal and Jagera/Yuggera Peoples, the traditional custodians of the lands upon which this report was prepared. We pay our respects to the elders past, present and future.

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TABLE 1-1 ABBREVIATIONS

| Term | Meaning |
|-------------------|---|
| CMP | Conservation Management Plan |
| CPTED | Crime Prevention Through Environmental Design |
| DCP | Development Control Plan |
| LEP | Local Environmental Plan |
| LSPS | Local Strategic Planning Statement |
| SHB | Sydney Harbour Bridge |
| SHR | State Heritage Register |
| Transport for NSW | Transport for New South Wales |

TABLE 1-2 DEFINITIONS

| Term | Meaning |
|---------------------|---|
| 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 Sydney Harbour Bridge Cycleway Northern Access Project. |

1. Introduction

1.1. Overview

The Sydney Harbour Bridge Cycleway provides the only cycling link between Sydney CBD and North Sydney CBD, which are the largest and third largest commercial centres respectively in NSW. It provides a vital connection between the existing Kent Street cycleway in Sydney CBD and the Lower North Shore. Access at the northern end of the Sydney Harbour Bridge Cycleway is currently via 55 steps that connect with Bradfield Park at Milsons Point. The steps create a bottleneck, present a safety hazard and deter people from cycling. Currently there is also limited separation of cyclists, pedestrians and motorists on the existing Alfred Street South. The proposal aims to improve the safety and capacity of the cycleway, improve connections to the wider cycling network and make cycling a convenient and attractive mode of transport for more people.

Transport for NSW (Transport) is progressing plans for a bike ramp at the northern end of the Sydney Harbour Bridge Cycleway as well as upgrades to the Alfred Street South cycle path (the proposal). A summary description of the proposal is provided in Section 2 of this report. For more detail on the design of the proposal, refer to chapter 5 of the Review of Environmental Factors report.

1.2. Study scope

This Landscape Character and Visual Assessment is one of six technical reports that form part of the Review of Environmental Factors submission for the Sydney Harbour Bridge Cycleway Northern Access Project.

The purpose of this technical paper is to identify and assess the potential landscape (including urban design) and visual impacts of the project.

2. The proposal

2.1. Description of the proposal

Transport for NSW proposes to upgrade the existing cycleway connection between the Sydney Harbour Bridge Cycleway and the bike network in Milsons Point (the proposal).

The proposal area is located in Milsons Point within the North Sydney Local Government Area (LGA). The proposal is bounded by Middlemiss Street to the north, the Sydney Harbour Bridge to the east, Fitzroy Street to the south and Alfred Street South to the west. The location of the proposal is shown in Figure 2-1 and 2-2.

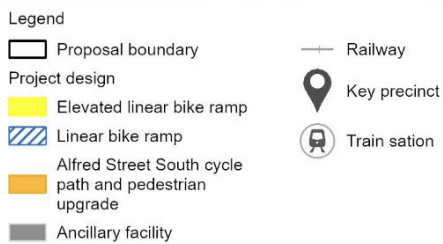
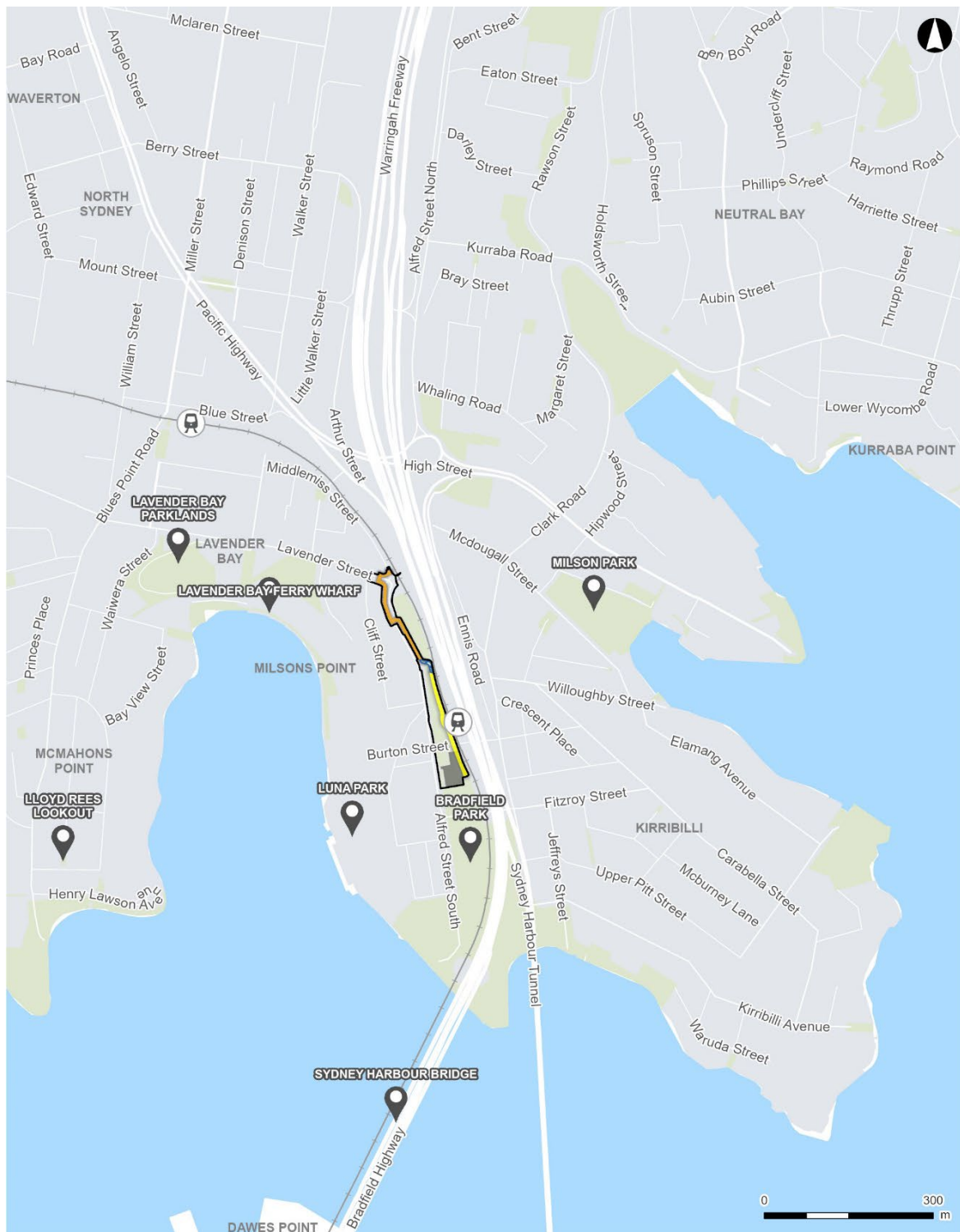
The key features of the proposal are shown on Figure 2-3 and would include:

- A design-led approach to the integration of new cycling infrastructure with its existing important open space and heritage setting
- A new elevated linear bike ramp, with deck mostly about three metres wide, and about 200 metres in length between the Sydney Harbour Bridge Cycleway and Bradfield Park North including:
 - Steel ramp structure with deck incorporating Designing with Country motifs, and balustrade with integrated lighting
 - Precast columns carefully sited within Bradfield Park North and Central
 - Provision of a bike riders rest area next to the Sydney Harbour Bridge Cycleway connection
 - A gathering space, lighting and cycle path within Bradfield Park North connecting the elevated linear bike ramp and the proposed Alfred Street South cycle path

- Alfred Street South pedestrian and cycle path upgrade including:
 - New 2.5-metre-wide two-way cycle path on Alfred Street South from the ramp landing, linking to the existing bike network in Middlemiss Street. The cycle path would be located on the east side of Alfred Street South between the ramp landing and the new crossing at 110 Alfred Street South. On the west side of Alfred Street South the cycle path would be located between the new crossing and Lavender Street.
 - Replacement of the existing pedestrian refuge crossing at the north end of Alfred Street South with a pedestrian and bike rider crossing located near 110 Alfred Street South and an upgrade to the pedestrian crossing at Lavender Street
 - Low speed shared path and verge widening on the north side of Lavender Street
 - Adjustments to the Lavender Street roundabout
 - New street tree planting, shrub planting and footpath paving
 - Relocation of the existing an existing bus stop on Alfred Street South near Lavender Street about 60 metres to the south of its current location
 - Permanent removal of up to 15 parking spaces along Alfred Street South.

The proposal, would also include, but not be limited to:

- Kerb and pavement work, and line marking
- Drainage and utility adjustments
- Street furniture adjustments
- Changes to street parking, parking meter locations and regulatory signage
- Minor lighting upgrades to Bradfield Park North and in other locations where required to meet safe lighting standards.



1:10,000 at A4
 Coordinate System: GDA2020 MGA Zone 56
 Date issued: November 9, 2022
 Path: C:\Users\gcas2278\ARCADIS\30119208 - SHB Northern Cyclway REF - 05 GIS\A_Current\B_Maps\SHBNC_EIS_A4\Final\SHBNC_EIS_A4\F - v5.aprx
 Created by: TK Updated by: XX QA by: GC

Figure 2-1 REGIONAL CONTEXT OF THE PROPOSAL



Legend

- Proposal boundary
- Project design**
 - Elevated linear bike ramp
 - Linear bike ramp
 - Alfred Street South cycle path and pedestrian upgrade
 - Ancillary facility
 - Railway



1:6,000 at A4
 Coordinate System: GDA2020 MGA Zone 56
 Date issued: November 9, 2022
 Imagery: Nearmap 2022

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Figure 2-2 LOCATION OF THE PROPOSAL



Legend

□ Proposal boundary

Project design

■ Elevated linear bike ramp

▨ Linear bike ramp

■ Alfred Street South cycle

■ path and pedestrian

■ upgrade

■ Ancillary facility

Bus stop

Ⓑ New

Ⓑ Existing

—+— Railway



1:2,400 at A4

Coordinate System: GDA2020 MGA Zone 56

Date issued: November 9, 2022

Imagery: Nearmap 2022

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FIGURE 2-3: KEY FEATURES OF THE PROPOSAL

2.2. Study area and proposal boundary

The proposal boundary includes a new elevated linear bike ramp around three metres wide; upgrades to the existing Alfred Street South cycle path; and proposed temporary ancillary facility site located at the boules piste and north bowling green in Bradfield Park Central bowling green.

The study area for this assessment generally includes the area from which the proposal would be visible during construction and operation and the adjoining landscape character areas which form the setting of the proposal.

2.3. Design details, materials and finishes

Materials and finishes for the proposal have been selected to accord with heritage setting of Sydney Harbour Bridge, to minimise visual impacts, to support good urban design outcomes and to satisfy durability/maintenance requirements.

Based on the concept design, the proposal would comprise the following materials and finishes:

- Cycleway deck – Concrete or tile deck surface with Connecting with Country motifs
- Substructure – Prefabricated painted steel
- Balustrades – Cast steel balustrade around 1400mm high with a wave geometry or ‘hairpin’ design
- Columns – Reinforced concrete piles with precast concrete slender columns. The column height would be up to about eight metres. Colour and surface texture of the concrete mix to be selected to respect and compliment the adjacent bridge viaduct revetment walls.
- Pathways – concrete or unit paving to match street and park
- Alfred Street South cycle path – Asphalt with painted and textured pathway surface in various areas.

Figure 2-4 shows the proposed form and materials for each of the cycleway deck elements.

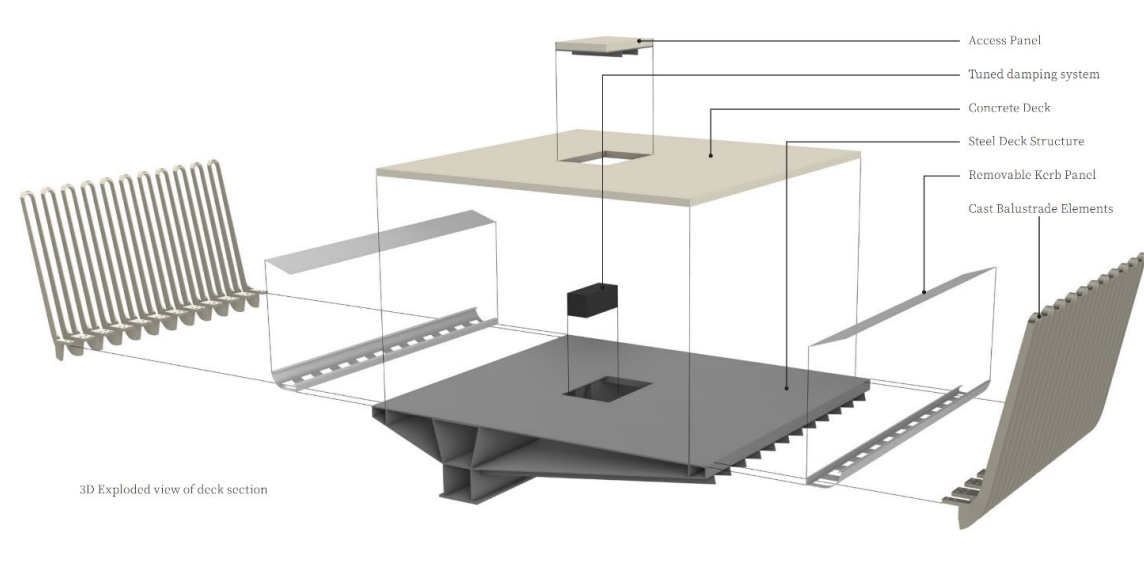


FIGURE 2-4 3D EXPLODED SECTIONAL VIEW OF CYCLEWAY DECK, SHOWING INDICATIVE FORM, ELEMENTS AND MATERIALS (SUBJECT TO DETAIL DESIGN)

2.4. Construction

Construction of the proposal would take around 18 months and, subject to planning approval, is expected to commence mid-2023. The construction footprint of the proposal is shown in Figure 2-5 and is broken into three main construction zones, being:

- South construction zone: located in Bradfield Park Central, between Burtons Street and Fitzroy Street. This zone would be established during Phase 1: Site establishment and enabling works. The temporary ancillary facility would be located within this construction zone.
- Central construction zone: located between Burton Street and Middlemiss Street at the southern extent of Bradfield Park North. This zone would be established during Phase 2: Ramp construction.
- Northern construction zone: located between Burton Street and Middlemiss Street at the northern extent of Bradfield Park North. This zone would be established during Phase 2: ramp 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 work at night, Sunday and public holidays.

A temporary construction compound area (ancillary facility) would be required to support the construction of the proposal. This compound would include areas for site office(s), amenities, laydown and storage and stockpile areas for materials, construction plant and equipment. A portion of the boules piste and the north bowling green in Bradfield Park Central have been identified as the location for the construction compound as shown in Figure 2-5. This compound would mainly be accessed from Alfred Street South, including large deliveries (e.g. segments of deck).

The compound section occupying the boules piste would be accessed via Burton Street. Burton Street would be closed for about three weeks and the car park used as a storage area for the prefabricated cycleway ramp sections during the installation of the bike ramp. Modifications to the Alfred Street South boundary of the boules piste would not be required, while the boundary of the north bowling green may require slight modification to allow for truck movements.

Construction of the proposal would require the removal and trimming of several trees within Bradfield Park. These are shown on Figure 2-6.



Legend

- Proposal boundary
- Construction zone**
- North construction zone
- Central construction zone
- South construction zone
- Railway



1:6,000 at A4
 Coordinate System: GDA2020 MGA Zone 56
 Date issued: November 9, 2022
 Imagery: Naemap 2022

Path: C:\Users\gcaz2278\ARCAD\IS\30119208 - SHB Northern Cycleway REF - 05 GIS\A_Current\B_Maps\SHBNC_EIS_A4P\SHBNC_EIS_A4P_v5.aprx
 Created by: TK Updated by: XX QA by: CB

FIGURE 2-5: CONSTRUCTION FOOTPRINT OF THE PROPOSAL



Legend

□ Proposal boundary

Project design

■ Elevated linear bike ramp

▨ Linear bike ramp

■ Alfred Street South cycle path and pedestrian upgrade

■ Ancillary facility

—+— Railway

Tree species (to be removed)

● Canary Island Date Palm (*Phoenix canariensis*)

● Ornamental Pear Cultivars (*Pyrus cvs*)

● Simons Poplar (*Populus simonii*)

Tree species (to be pruned)

● Chinese Elm (*Ulmus parvifolia*)

● Moreton Bay Fig (*Ficus Macrophylla*)



1:2,000 at A4
Coordinate System: GDA2020 MGA Zone 56
Date issued: November 9, 2022
Imagery: Nearmap 2022

Path: C:\Users\lgcaz2278\ARCADIS\30119208 - SHB Northern Cycleway REF - 05 GIS\A_Current\B_Maps\SHBNC_EIS_A4\SHBNC_EIS_A4P_v5.aprx
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FIGURE 2-6:TREES TO BE REMOVED AND PRUNED

3. Planning context

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

3.1. National and State planning documents

3.1.1. State Environmental Planning Policy (Biodiversity and Conservation) 2021

Chapter 10 of the *State Environmental Planning Policy (Biodiversity and Conservation) 2021* (the Biodiversity and Conservation SEPP) aims to *'ensure that the catchment, foreshores, waterways and islands of Sydney Harbour are recognized, protected, enhanced and maintained'* (Chapter 10, part 10.1(1)(a)). This SEPP is the main instrument for protecting the setting of the Sydney Harbour Bridge.

Chapter 10, Part 10.2, Section 10.12(e) identifies the planning principles for heritage conservation within the Sydney Harbour Catchment and states:

(e) significant fabric, settings, relics and views associated with the heritage significance of heritage items should be conserved.

Chapter 10, Part 10.3, Section 10.23 aims to protect of the scenic qualities of the foreshore and waterways and states:

(a) the scale, form, design and siting of any building should be based on an analysis of—

(i) the land on which it is to be erected, and

(ii) the adjoining land, and

(iii) the likely future character of the locality,

(b) development should maintain, protect and enhance the unique visual qualities of Sydney Harbour and its islands, foreshores and tributaries.

Chapter 10, Part 10.3, Section 10.24 outlines the matters to be taken into consideration in relation to the maintenance, protection and enhancement of views, stating:

(a) development should maintain, protect and enhance views (including night views) to and from Sydney Harbour,

(b) development should minimise any adverse impacts on views and vistas to and from public places, landmarks and heritage items,

(c) the cumulative impact of development on views should be minimised.

The SEPP curtilage extends from the entrance to Sydney Harbour in the east to Parramatta in the west and includes land that varies in its distance from the harbour shoreline.

The SEPP also includes a map of the Sydney Opera House Buffer Zone (Chapter 10, Part 10.5, Division 3A), which includes places within a radius of 2.5 kilometres that have been identified as offering critical views to and from the Sydney Opera House, which contribute to its World Heritage significance. Views and vistas between Sydney Opera House and other public places within the buffer zone contribute to its heritage value. The buffer zone includes the Sydney Harbour Bridge and Bradfield Park South (south of Fitzroy Street).

3.1.2. Sydney Harbour Bridge Conservation Management Plan 2021

The Sydney Harbour Bridge Conservation Management Plan provides a framework to guide decisions about the conservation, use and development of the Sydney Harbour Bridge. It includes over thirty policies to protect the heritage values of the bridge and approach structures, including considerations of its landscape setting and views (refer to Statement of Heritage Impacts (SOHI) report for impact on heritage values of the Sydney Harbour Bridge (Artefact, 2022)).

The Conservation Management Plan sets out the technical terms for describing the bridge features, including the diagram shown at Figure 3-1

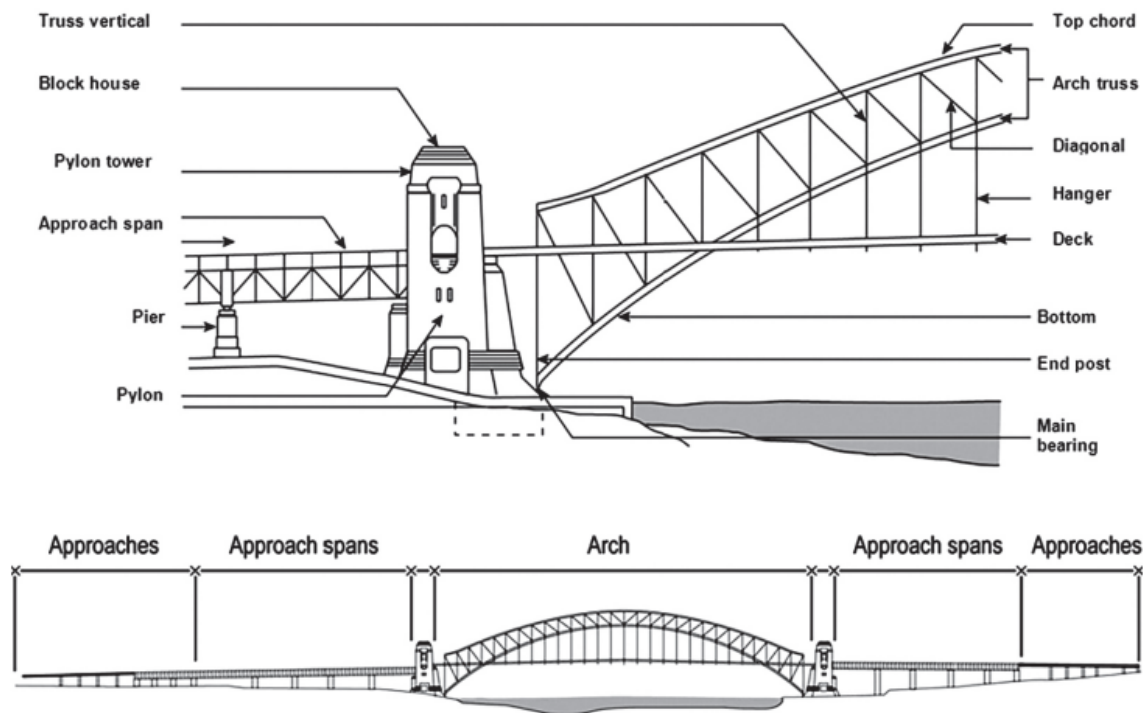


FIGURE 3-1 ILLUSTRATION OF TECHNICAL TERMINOLOGY USED IN THIS CMP (SOURCE: TRANSPORT FOR NSW, FIGURE 1.6, P.16, 2021)

Sydney Harbour Bridge is one of the most internationally recognised views of Australia and the City of Sydney (Section 5.5). Because of its scale and pivotal location across a narrow section of Sydney Harbour next to the most intensively developed area of Sydney, views of the bridge are possible from many key vantage points around the harbour.

The bridge is on both the National and State heritage list. Particularly relevant to this assessment are the Aesthetic values, especially the State heritage values described as follows:

- *The sweeping curve of the northern approach spans exhibits a dramatic aesthetic quality and is the subject of many works of art and photos.*
- *The consistent detailed treatment of the components that comprise the approaches (i.e. arched and flat-topped voids utilized as tenancies, retaining walls, balustrades, steps and lighting) makes a major contribution to the streetscapes of Milsons Point and The Rocks/Millers Point. (4.4.5 Aesthetic, p.73)*

The Conservation Management Plan includes a discussion on views to the Sydney Harbour Bridge. It notes that ... 'While the bridge can be viewed from multiple vantage points, the eastern face is considered to offer the primary views both to and from the bridge.' (p.92)

The Conservation Management Plan identifies a number of different publicly accessible view ‘types’ within the inner harbour including:

- Foreshore vantage points
- Detailed views of the Sydney Harbour Bridge
- Iconic views of the Sydney Harbour Bridge
- Views from the Sydney Harbour Bridge.

Of most relevance to this assessment are the ‘detailed views of the Sydney Harbour Bridge’, which includes views from Bradfield Park. These views ...‘not only offer people up close and uninterrupted views on the Sydney Harbour Bridge, but they allow people to better appreciate its technical and aesthetic details’ as ‘people are able to walk under the ... northern approach spans’ and ‘gain an appreciation of the various steel components of the Sydney Harbour Bridge and how the structure has been created.’ (p.94)

A sample of these significant views are shown in Figure 3-2. This map identifies the view from Bradfield Park, south of the proposal site, as a significant viewing location. This view, however, is oriented away from the proposal site and towards the approach spans, pylons and arch of the bridge.

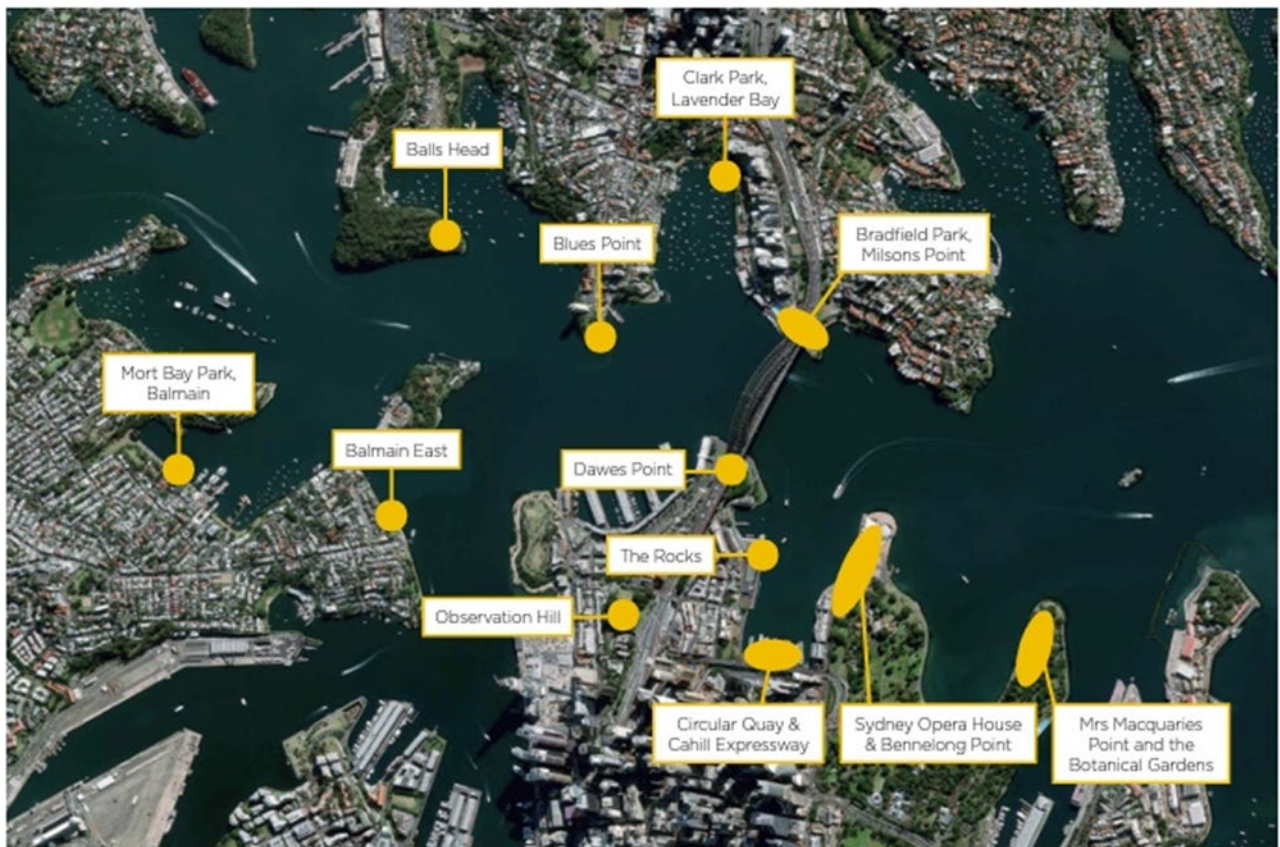


FIGURE 3-2 SAMPLE OF KEY LOCATIONS OFFERING VIEW OF THE SYDNEY HARBOUR BRIDGE (SOURCE: TRANSPORT FOR NSW, FIGURE 5.11, P.96, 2021)

Section 7.5.2 of the Conservation Management Plan - Retention of Original Design and Setting includes several policies and sub policies. Those relevant to this assessment are summarised below.

Policy 12 Maintaining Key Views of the Sydney Harbour Bridge in its Setting identifies the key attributes which contribute to the significant physical and visual character of the bridge in its harbour setting.

These attributes are:

- the overall size of the bridge, including the main arch, approaches, pylons, the substation and switch house
- its visual prominence and landmark role in the topography of the Sydney Harbour (particularly in views *from and across the harbour*)
- the setting of Dawes Point (Tar-Ra) Park and Bradfield Park including Milsons Point Station – entrance, canopies and forecourt area. (Section 7.5.2 p.125).

Policy 12 includes the following sub policies that are relevant to this assessment:

- 12.1 *The significant physical and visual character of the Sydney Harbour Bridge within its harbour setting should be conserved.*
- 12.2 *Views and vistas to and from Sydney Harbour Bridge from key points to the north, south, east and west should be maintained.*
- 12.3 *New structures or large plantings on the harbour foreshores of Dawes Point and Milsons Point should not obscure the visual form and setting of the Sydney Harbour Bridge.*
- 12.4 *New structures or large plantings on the northern or southern sides of the harbour should not obscure or detract from views of Sydney Harbour and the city from the Sydney Harbour Bridge. (Section 7.5.2 p.126)*

Policy 13 Retention of existing open space for public use/recreation includes the following sub policies:

- 13.1 *The existing parklands adjacent to the Sydney Harbour Bridge are of exceptional significance and should remain as public parks to continue to provide passive recreation and facilitate unimpeded views to the Sydney Harbour Bridge.*
- 13.2 *The future management of the Sydney Harbour Bridge approaches and parklands should ensure the continuation of their open character and scale, providing an unencumbered setting whilst retaining the existing open spaces and historic viewing areas. (Section 7.5.2 p.126)*

Policy 14 Integrity of original design, including the following sub policies that are relevant to this assessment:

- 14.1 *The clarity of the structural form and silhouette of the Sydney Harbour Bridge and its associated elements, when viewed from key points around the harbour (as shown on Figure 5.2), should be maintained and not obscured.*
- 14.2 *Views of the original form of the granite pylons and approach span piers should be maintained, and any appropriate new uses accommodated within these elements. (Section 7.5.2, p126)*

3.1.3. 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 the harbour CBD, which includes North Sydney and the proposal site (p.20-21).

The site is next to Milsons Point Station, a station on the North Shore Line, servicing Milsons Point and Kirribilli. Milsons Point is located on the edge of the Eastern Economic Corridor.

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 urban tree canopy (e.g. street tree plantings), parks and open spaces (such as Bradfield Park) 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).

3.1.4. 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

The proposal is located in the North Sydney local government area. While the local planning provisions do not directly apply to this proposal, they provide a context for the intended land use, landscape character and identify important views at proposal site and surrounding areas.

The relevant clauses from the North Sydney Local Strategic Planning Statement 2020 (LSPS), North Sydney Local Environmental Plan 2013 (LEP) and Development Control Plan 2013 (DCP) are summarised in the following sections.

3.2.1. North Sydney Local Strategic Planning Statement

The *North Sydney Local Strategic Planning Statement* (LSPS) (North Sydney Council, 2020) 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 North Sydney, based around four themes. Each theme includes planning priorities, objectives and actions to ensure 'high levels of amenity and liveability' with good access to 'areas of unique scenic and recreational quality' (p.24). Improving walking and cycling infrastructure is listed as a priority for North Sydney (p.26).

A respect for place, local character and heritage significance is a priority in this LSPS (Liveability, Local Planning Priority L3). Providing a high quality, well-connected and integrated urban greenspace system is also identified as a priority (Sustainability, Local Planning Priority S2).

North Sydney LGA is well known for its ‘*excellent viewing points of Sydney Harbour*’ (p.117). The LGA is connected visually, and through transport links, to the Sydney Harbour. The Sydney Harbour bridge is ‘*visible from numerous public places throughout the LGA both glimpsed from a distance or more powerfully dominating the immediate scene*’ (p.117). Visual connections to Sydney Harbour, the Harbour Bridge and the Opera House are described as being ‘*crucial to North Sydney’s sense of place and the cultural experience of living and working in North Sydney*’ (p.117).

An important function of North Sydney’s foreshore parks and reserves is as viewing points, including ‘*views out of and into the parks*’, and ‘*from public places to iconic and locally significant landmarks*’ (p.117). Important views and vistas in North Sydney are identified in the Open Space Network map (refer to Figure 3-3). There are no important views and vistas identified in the vicinity of the proposal.

Maintaining and enhancing the vegetation and tree canopy cover are important to North Sydney, for liveability benefits such as improved amenity and wellbeing (Sustainability, Local Planning Priority S2).

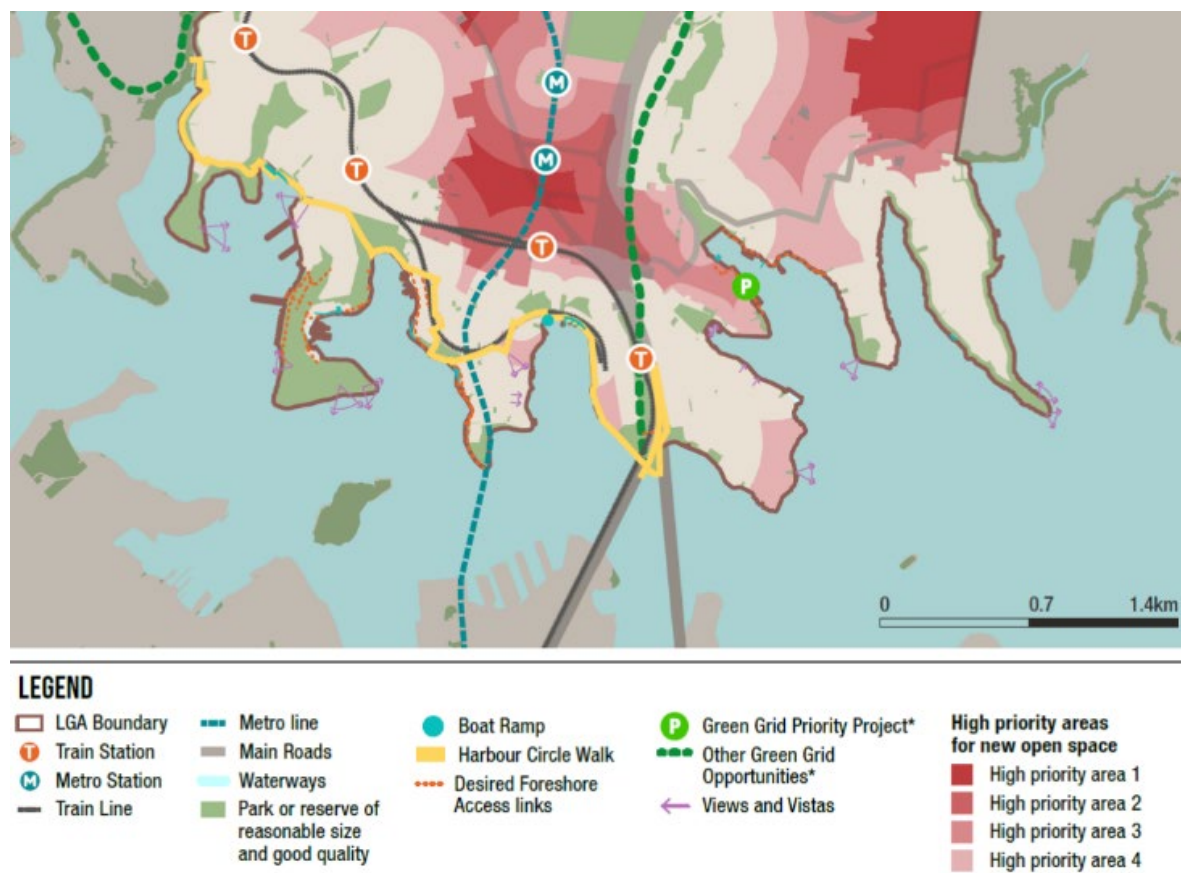


FIGURE 3-3 OPEN SPACE NETWORK, VIEWS AND VISTAS (SOURCE: MAP 14, NORTH SYDNEY LOCAL STRATEGIC PLANNING STATEMENT P.116)

3.2.2. North Sydney Local Environmental Plan 2013

The North Sydney Local Environmental Plan (LEP) aims to ‘*promote development that is appropriate to its context and enhances the amenity of the North Sydney community and environment*’ (cl.1.2(2a))

Land use zoning

The proposal site is partly located in Bradfield Park, which is zoned RE1 Public Recreation zone. The RE1 zone aims to ‘*enable land to be used for public open space or recreational purposes*’. The proposal site is located next to Milsons Point Station and the Sydney Harbour Bridge, which are zoned SP2 Infrastructure. The SP2 zone aims to ‘*prevent development that is not compatible with or that may detract from the provision of infrastructure*’.

The area including high-rise development to the west of the proposal is zoned B4 Mixed Use. The objectives for this zone are focussed on controls for ‘compatible’ types and scales of development, and while they refer to creating ‘high quality urban environments with residential amenity’, do not refer specifically to views or visual amenity in a way that is relevant to this assessment.

Potential building heights

Areas west of the proposal site, north of Dind Street, contain high density residential, and are permitted to include development with a maximum building height of 40 metres. This reflects the desire to maintain a high-rise built character in this area.

While Bradfield Park and the Sydney Harbour Bridge are not subject to the building height restriction under the LEP, Clause 4.3(1) Height of Buildings, has the following objectives:

- (a) *to promote development that conforms to and reflects natural landforms, by stepping development on sloping land to follow the natural gradient,*
- (b) *to promote the retention and, if appropriate, sharing of existing views,*
- (c) *to maintain solar access to existing dwellings, public reserves and streets, and to promote solar access for future development,*
- (d) *to maintain privacy for residents of existing dwellings and to promote privacy for residents of new buildings,*
- (e) *to ensure compatibility between development, particularly at zone boundaries,*
- (f) *to encourage an appropriate scale and density of development that is in accordance with, and promotes the character of, an area.*

Heritage

Schedule 5 of the LEP provides a list of identified heritage items and heritage conservation areas. Heritage items in this schedule, within or next to the proposal site include:

- Sydney Harbour Bridge (Sydney Harbour Bridge and approach viaducts, arches and bays under Warringah Freeway), which is also on the State Heritage Register and National Heritage List and includes Bradfield Park North and South
- Milsons Point Station (also a State heritage item)
- Bradfield Park (local heritage item under North Sydney LEP)

Other local heritage items near the proposal include:

- Chinese Christian Church, 100 Alfred Street South
- Camden House, 48 and 56 Alfred Street South
- Alfred Street South (entrance to Luna Park).

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).

3.2.3. North Sydney Development Control Plan 2013

The purpose of the Development Control Plan (DCP) is to supplement the North Sydney LEP 2013 and provide more detailed provisions to guide future development, such that impacts on the community and environment are minimised.

This DCP places importance on the appearance and compatibility of development with the surrounding context. The following provisions in the DCP provide a relevant context to this assessment.

Part B, Section 2.3.8 – Commercial & Mixed Use Development – Views

Due to North Sydney's sloping topography and proximity to Sydney Harbour, views and vistas comprise special elements that contribute to its *'unique character and to the amenity of both private dwellings and the public domain'*.

New development has the potential to adversely affect existing views, however, the ability to share views becomes increasingly more difficult in locations of existing or anticipated areas of high-density development such as Milsons Point. Whilst no one is *'entitled to a view, attempts should be made to consider the potential impact on existing views and share those where reasonably possible'*. When considering impacts on views, Council will generally not refuse a development application on the grounds that the proposed development results in the loss of views, where that development strictly complies with the building envelope controls applying to the subject site.

This section of the DCP has the following objectives:

O1 To protect and enhance opportunities for vistas and views from streets and other public places.

O2 To protect and enhance existing views and vistas from streets and other public spaces.

O3 To provide additional views and vistas from streets and other public spaces where opportunities arise.

O4 To encourage view sharing as a means of ensuring equitable access to views from dwellings, whilst recognising development may take place in accordance with the other provisions of this DCP and the LEP. (Part B, Section 2.3.8)

Part B, Section 13.4 - Heritage and Conservation - Development in the vicinity of heritage items

The DCP includes the objective to ... *Ensure that new work is designed and sited so as to not detrimentally impact upon the heritage significance of the heritage item and its setting* (Part B, Section 13.4, O1).

The following provisions to meet this objective are relevant to this landscape character and visual assessment:

- 'Maintain significant public domain views to and from the heritage item (Part B, Section 13.4, P2)
- Retain original or significant landscape features that are associated with the heritage item or that contribute to its setting' (Part B, Section 13.4, P5).

Part C, Section 9 - Lavender Bay Planning Area Character Statement

The LGA is divided into nine Planning Areas. The proposal is located in the Lavender Bay Planning Area (Character Area Statement 9), within the Milsons Point Town Centre locality area, west of Milsons Point Station. The following views and vistas are to be preserved and where possible enhanced in this locality:

- District views from streets and reserves to Sydney Harbour and beyond
- Views to Lavender Bay from Luna Park Lookout, Harbour View Crescent
- Views to Sydney Harbour from Bradfield Park No.1 lookout, Olympic Park Lookout, Alfred Street, Paul Street.

Places considered to be iconic and contribute to the identity of the Milsons Point Town Centre locality area include Luna Park, North Sydney Pool, Sydney Harbour Bridge and approaches, Bradfield Park and Sydney Harbour (Part C, Section 9.1.1).

In relation to the *'desired built form'* in the Milsons Point Town Centre locality area, the following views are to be preserved and maintained:

- Spaces between buildings preserve views to Sydney Harbour, Sydney Opera House and Lavender Bay (Part C, Section 9.1.3, P17)
- Preserve existing views of Lavender Bay and Sydney Harbour along the railway track from the north side of the Sydney Harbour Bridge to North Sydney Station (Part C, Section 9.1.3, P19).

4. Existing conditions

The proposal is located in Milsons Point, on the northern approaches to the Sydney Harbour Bridge. The proposal site includes the northern Sydney Harbour Bridge cycle path, stairs and bridge approaches, Milsons Point Railway Station entrance plaza, Bradfield Park Central and Bradfield Park North and the adjacent boules piste and north bowling green, south of Burton Street. The proposal site passes through Bradfield Park North and the northern part of Bradfield Park Central, and is bounded by Fitzroy Street to the south, Milsons Point Station and railway line to the east, and Alfred Street South to the west. (Refer to Figure 2-1) The landscape and visual conditions of the site are shown in Figure 4-5.

The existing Sydney Harbour Bridge Cycleway at the Harbour Bridge deck is about 11 metres higher than the level of Bradfield Park Central. The cycleway currently follows a set of stairs on the western side of the Sydney Harbour Bridge approach. (Refer to Figure 4-1) The Sydney Harbour Bridge, within and adjacent to the proposal site, includes several visual features including the arched road underpass at Burton Street, (refer to Figure 4-2) and Milsons Point Station (refer to Figure 4-3).



FIGURE 4-1 VIEW TO SYDNEY HARBOUR BRIDGE STAIRS



FIGURE 4-2 VIEW TO BURTON STREET UNDERPASS



FIGURE 4-3 MILSONS POINT STATION

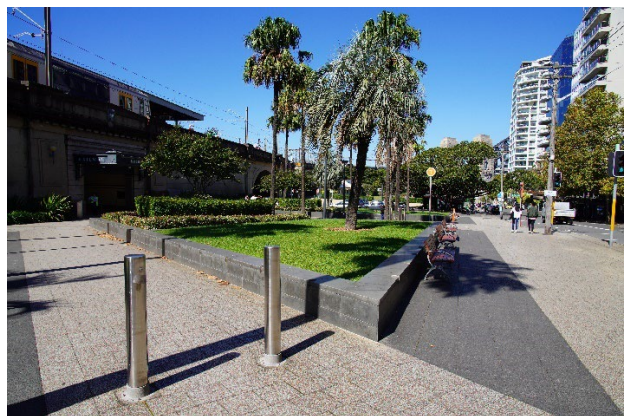


FIGURE 4-4 MILSONS POINT STATION PLAZA, BRADFIELD PARK NORTH

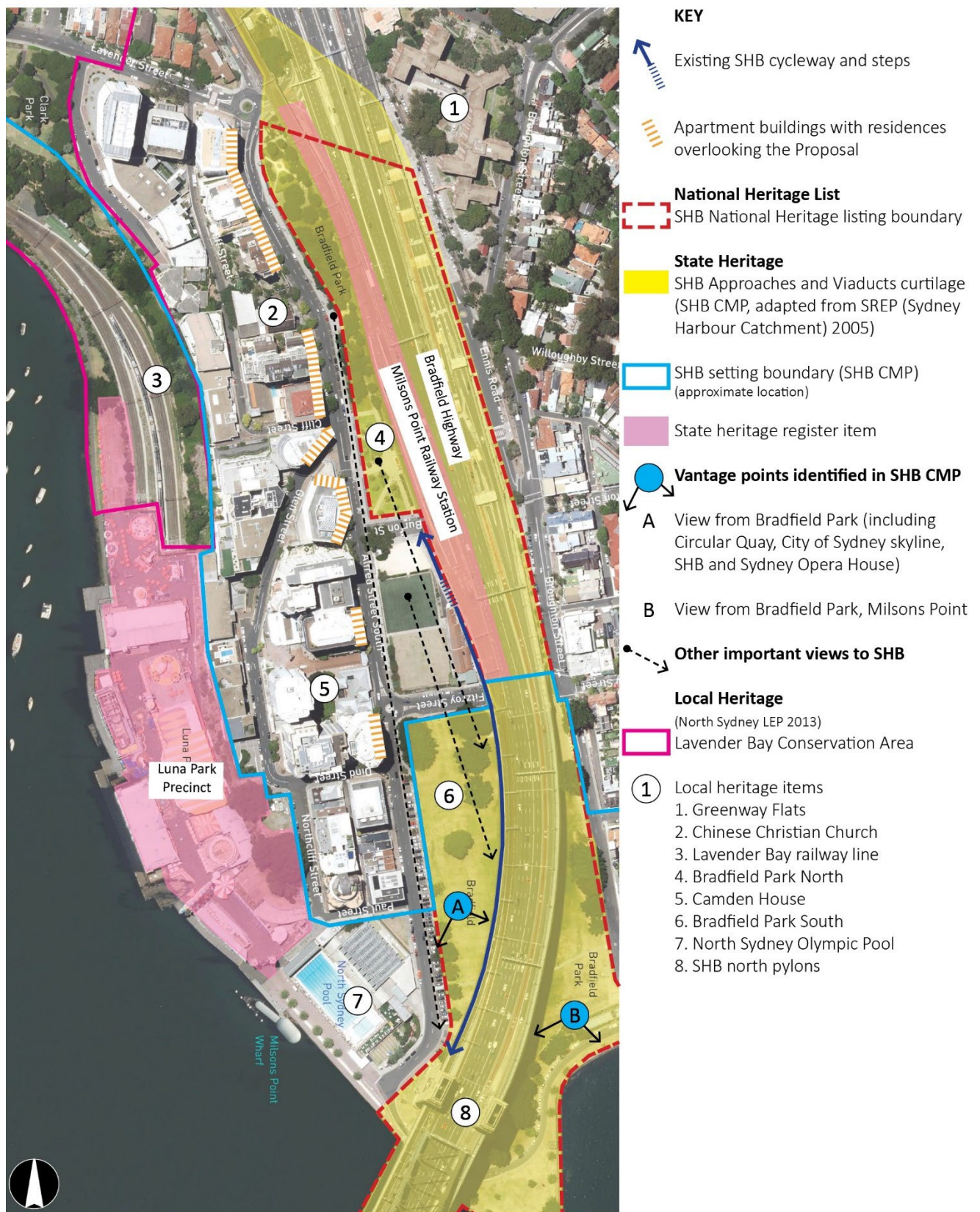


FIGURE 4-5 LANDSCAPE AND VISUAL CONTEXT OF THE SITE AND SURROUNDS



FIGURE 4-6 BRADFIELD PARK NORTH



FIGURE 4-7 VIEW TO THE NORTHERN BOWLING GREEN



FIGURE 4-8 VIEW TO SYDNEY HARBOUR FROM BRADFIELD PARK SOUTH

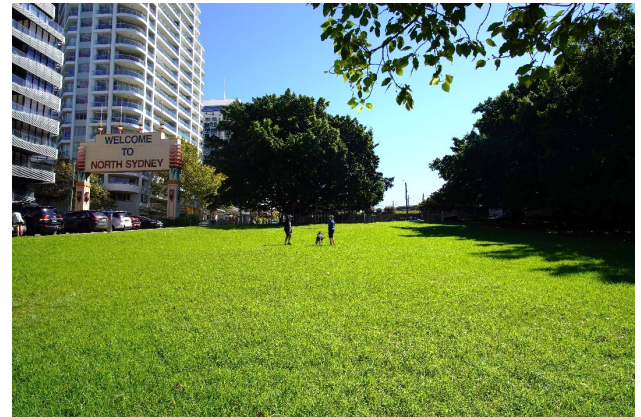


FIGURE 4-9 VIEW NORTH FROM BRADFIELD PARK SOUTH (SYDNEY HARBOUR BRIDGE CONSERVATION MANAGEMENT PLAN VANTAGE POINT A)

Bradfield Park includes three distinct areas, north, central and south, which are delineated by Burton and Fitzroy Streets. There are views from Bradfield Park to the curved walls, curved approach spans and northern pylons of Sydney Harbour Bridge (Refer Figure 4-5).

Bradfield Park North is located between Burton and Lavender Streets, and includes lawn areas and mature canopy trees, providing a leafy neighbourhood park environment, with public art, seating and pathways that border the western and eastern edges of the park (refer to Figure 4-6). This part of the park includes the Milsons Point Station entrance plaza, including axial pathways, feature trees and lawn areas, providing a formal entrance to the station (refer to Figure 4-4).

Bradfield Park Central is located between Alfred Street South, Burton and Fitzroy Streets, and includes the former bowling club, including a boules piste located along Burton Street (refer to Figure 4-7). The Kirribilli Markets occupy the area south of Burton Street, including the boules piste and the north bowling green when open on Saturdays and Sundays. The bowling greens are also used for sport by local schools. This central portion of the park is excluded from the State and National heritage listings for Sydney Harbour Bridge and is outside of the Sydney Harbour Bridge setting boundary (refer to Figure 4-5).

Bradfield Park South includes an area sloping down from Fitzroy Street to the harbour edge, providing iconic views around Sydney Harbour and of the Sydney Harbour Bridge structure and Sydney Opera House (refer to Figure 4-8). Views from this part of the park to the proposal are blocked by the mature canopy trees in the park and around the bowling greens (refer to Figure 4-9).

5. Assessment methodology

5.1. Scope and approach

This assessment considers the potential impacts of the proposal during construction and operations, on:

- Landscape character (including urban design)
- Public domain views
- Private domain views.

For landscape character and public domain views, the methodology used for this assessment conforms generally with the direction provided in the following guidelines:

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

For views from the private residences, the process of assessment follows the 'view sharing' principles contained in the judgement of the NSW Land and Environment Court in the *Tenacity Consulting V Warringah Council* [2004], NSWLEC 140. The steps for undertaking this assessment are described in section 5.5 of this report.

5.2. Landscape character assessment

5.2.1. Landscape character areas

Landscape character is determined by the qualities of the built, natural and cultural environment, including topography, vegetation, built form, and patterns and types of land use. Landscape character areas were identified for the site and study area and have been used for this assessment.

The landscape character assessment involves the identification of:

- Landscape sensitivity (Refer section 5.2.2)
- Magnitude of change (Refer section 5.2.3)
- Landscape impact level (Refer section 5.2.4).

5.2.2. Landscape sensitivity

Landscape sensitivity refers to the value placed on a landscape character area or element. The sensitivity of a landscape may reflect the frequency and volume of users in a location and also characteristics such as amenity, recreation opportunity, tranquillity, visual relief, shade and contribution to microclimate.

Due to the significance of the setting of this project, the sensitivity of landscape features has been considered in the broadest context of possible landscapes (refer to Table 5-1), from those of national importance through to those considered to have a neighbourhood landscape importance. Landscape features which are afforded legislative protection are specifically identified in the planning context section of this assessment.

Table 5-1 lists the landscape sensitivity levels that applies to this assessment.

TABLE 5-1 LANDSCAPE SENSITIVITY LEVELS

| Landscape sensitivity level | Description |
|-----------------------------|---|
| National | Landscape feature protected under national legislation or international policy, e.g. the forecourt of the World Heritage Listed Sydney Opera House, publicly accessible areas of the Sydney Harbour Bridge (SHB) including footpaths and cycleway, Bradfield Park South at the base of the SHB. |
| State | Landscape feature that is heavily used and/or is iconic to the State, e.g. areas within the curtilage of the SHB including and adjacent plazas and parkland including Bradfield Park North. |
| Regional | Landscape feature that is heavily used and valued by residents of a major portion of a city or a non-metropolitan region, e.g. the Luna Park Precinct, Bradfield Park Central. |
| Local | Landscape feature or place valued and experienced by concentrations of residents and/or local recreational users. For example, it provides a place for local gathering, recreation, sport and / or street use by cafes. |
| Neighbourhood | Landscape feature valued and appreciated primarily by a small number of residents e.g. local streets and pocket parks. |

5.2.3. Magnitude of change

The magnitude of change is the extent of change that would occur as a result of the proposal. This considers both the direct impact and the compatibility of the change with the character and landscape functionality of the existing landscape. Table 5-2 lists the categories used to describe the magnitude of change.

TABLE 5-2 LANDSCAPE - MAGNITUDE LEVELS

| Magnitude of change | Description |
|--|--|
| High reduction or improvement to landscape character | The landscape is altered such that the proposal dominates and / or transforms its character, amenity and / or function. |
| Moderate reduction or improvement to landscape character | The proposal substantially changes and / or is not compatible with the character, amenity, and function of the landscape. This would result in an extensive and / or severe change in landscape values. |
| Low reduction or improvement to landscape character | The proposal changes are minor and / or are compatible with the character, amenity, and function of the landscape. It would result in a slight change in landscape values. |
| Neutral change in landscape character | The proposal would not change the character, amenity and/ or function of the landscape. If there is a change, it would not be perceived as altering the landscape values. |

5.2.4.Landscape character impact levels

An assessment of landscape impact has been made on each landscape character area. The landscape character impact level has been determined by combining the sensitivity and magnitude level according to the matrix presented in Table 5-5.

5.3.Visual impact assessment

A number of viewpoints have been selected to illustrate the visual influence of the proposal.

The viewpoints represent views from a range of locations and viewing situations, mostly from the public domain. Particular attention was paid to views from places where viewers are expected to congregate such as the Milson Point station platforms, Bradfield Park and approaches to the station and Sydney Harbour Bridge Cycleway, to capture the types of views that would be appreciated from nearby residences.

The landscape character assessment involves the identification of:

- Visual sensitivity (Refer section 5.3.1)
- Magnitude of change (Refer section 5.3.2)
- Visual impact level (Refer section 5.5).

5.3.1.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 5-3.

TABLE 5-3 VISUAL SENSITIVITY LEVELS

| Visual sensitivity | Description |
|--------------------|--|
| National | Heavily experienced view to a national icon, e.g. view to Sydney Opera House (SOH) from Lady Macquarie's Chair, view to east face of SHB from the SOH and Bennelong Point. |
| State | Heavily experienced view to a feature or landscape that is iconic to the State, e.g. view from Bradfield Park towards the city, other significant views to Sydney Harbour Bridge identified in the SHB CMP. |
| 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. axial view within Bradfield Park, the view to the entrance of Milsons Point 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 local centre. |
| Neighbourhood | Views where visual amenity is not particularly valued by the wider community such as views from local residential streets. |

5.3.2. 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.

A high magnitude of change would result if the proposal contrasted 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 its amenity, this would be due to the compatibility of the proposal and capacity of the view to absorb the change.

Table 5-4 lists the categories used to describe the magnitude of change.

TABLE 5-4 MAGNITUDE OF CHANGE LEVELS - VISUAL

| Magnitude | Description |
|---|--|
| High 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. |
| Moderate reduction or improvement in visual amenity | A moderate portion of the view is altered. The proposal contrasts somewhat with surrounding landscape, is somewhat compatible or detracts somewhat from the amenity of the view. |
| Low reduction or improvement | Alteration to the view is clearly visible, however, the proposal is largely consistent with the character of the existing landscape, and / or does not detract substantially 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. |

5.4.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.

The night time visual impact assessment involves the identification of:

- Night-time visual sensitivity (Refer section 5.4.1)
- Magnitude of change (Refer section 5.3.2)
- Visual impact level (Refer section 5.5).

5.4.1.Night-time visual sensitivity

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 study area has been described according to the impact levels that are identified in Table 5-5.

The proposal site is an area of **high district brightness (A4)**. There is lighting associated with the Sydney Harbour Bridge, Milsons Point Station, Bradfield Park and nearby residential and retail precincts with high-rise buildings, streetlights and lit pathways. Surrounding the proposal, there are further, less brightly lit residential areas to the north, east and west at Lavender Bay and Kirribilli, with vehicle headlights, streetlights and illuminated residences.

5.5. Visual impact levels

A visual impact level has been determined by combining the sensitivity and magnitude level according to the matrix presented in Table 5-5 and Table 5-6.

TABLE 5-5 LANDSCAPE CHARACTER AND VISUAL IMPACT LEVELS

| | Sensitivity: | | | | |
|----------------------|-----------------------|-----------------------|-----------------------|----------------------|---------------------------|
| Magnitude of change: | National sensitivity | State sensitivity | Regional sensitivity | Local sensitivity | Neighbourhood sensitivity |
| High | High adverse | High adverse | Moderate-high adverse | Moderate adverse | Low-moderate adverse |
| Moderate | Moderate-high adverse | Moderate-high adverse | Moderate adverse | Low-moderate adverse | Low adverse |
| Low | Moderate adverse | Moderate adverse | Low-moderate adverse | Low adverse | Negligible |
| Neutral | Negligible | Negligible | Negligible | Negligible | Negligible |
| Low improvement | Moderate benefit | Moderate benefit | Low-moderate benefit | Low benefit | Negligible |
| Moderate improvement | Moderate-high benefit | Moderate-high benefit | Moderate benefit | Low-moderate benefit | Low benefit |
| High improvement | High benefit | High benefit | Moderate-high benefit | Moderate benefit | Low-moderate benefit |

TABLE 5-6 NIGHT-TIME VISUAL IMPACT LEVELS

| | Sensitivity: | | | |
|----------------------|---|-----------------------------|--------------------------------|------------------------------|
| Magnitude of change: | A0/A1: Dark / Intrinsically dark landscapes | A2: Low district brightness | A3: Medium district brightness | A4: High district brightness |
| High | High adverse | Moderate-high adverse | Moderate-high adverse | Moderate adverse |
| Moderate | Moderate-high adverse | Moderate-high adverse | Moderate adverse | Low adverse |
| Low | Moderate adverse | Moderate adverse | Low adverse | Negligible |
| Neutral | Negligible | Negligible | Negligible | Negligible |
| Improvement | High benefit | Moderate benefit | Low benefit | Negligible |

5.6. Views from the private dwellings

The assessment of visual impact on views from private dwellings is guided by the planning principles for ‘view sharing’ provided in the judgement of the NSW Land and Environment Court in the *Tenacity Consulting V Warringah Council* [2004], NSWLEC 140.

5.6.1. Identifying receptors

The judgement indicates that the most affected dwellings should be considered only. For the purposes of this assessment, one private apartment and an office located in the buildings directly opposite the site, were visited and views from these locations taken. These locations represent the locations that would be potentially most affected by the proposal. These photographs have been used to support the assessment of a view sharing impact on the private residences located in this area.

5.6.2. Assessment steps

To determine whether or not view sharing is reasonable the judgement suggests the following four-step assessment be undertaken.

Step 1: Assess views to be affected, noting:

- Water views are valued more highly than land views
- Iconic views are valued more highly than views without icons
- Whole views are valued more highly than partial views.

Step 2: Consider from what part of the property the views are obtained, noting:

- Protection of views across side boundaries is more difficult than the protection of views from front and rear boundaries.
- Views from living areas are more significant than from bedrooms or service areas.

Step 3: Assess the extent of the impact, noting:

- this should be undertaken from the whole of the property (residence), not just for the view that is affected
- The impact on views from living areas is more significant than from bedrooms or services areas
- Views from kitchens are highly valued because people spend so much time in them.

Step 4: Assess the reasonableness of the proposal that is causing the impact, noting that:

- A development that complies with all planning controls would be considered more reasonable than one that breaches them - *“with a complying proposal, the question should be asked whether a more skilful design could provide the applicant with the same development potential and amenity and reduce the impact on the views of neighbours. If the answer to that question is no, then the view impact of a complying development would probably be considered acceptable and the view sharing reasonable.”*

5.6.3. Mitigation measures

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

5.7. Response to planning considerations

The key considerations within Chapter 10 – Sydney Harbour Catchment of the Biodiversity and Conservation SEPP and Sydney Harbour Bridge Conservation Management Plan (2021) have been responded to confirming the consistency of the proposal with these intentions.

While the local government planning documents (including the LSPS, DCP and LEP) are not directly relevant to the approval of the proposal, a response to the most relevant planning considerations has also been undertaken.

6. Assessment of landscape character impact

6.1. Landscape character areas

Landscape character, as defined by Transport for NSW (2020), is the ... *'combined quality of built, natural and cultural aspects which make up an area and provide its unique sense of place'*.

A landscape character area is defined as *'an area of landscape with similar properties or strongly defined spatial qualities, distinct from areas immediately nearby'*.

The following landscape character areas were identified for the study area (refer to Figure 6-1):

1. Sydney Harbour Bridge and Milsons Point Station
2. Bradfield Park
3. Recreational and entertainment areas
4. Kirribilli village centre
5. Kirribilli residential area
6. Milsons Point mixed use core
7. Lavender Bay residential area.

These character areas will be used for this assessment as relevant.

The proposal has the potential to impact upon the Sydney Harbour Bridge and Milsons Point Station, Bradfield Park, Milsons Point mixed use core, and Lavender Bay residential area landscape character areas. While the remaining landscape character areas would not be altered by the project.

The following section is an assessment of the proposal on these landscape character areas. This assessment has been undertaken according to the methodology described in Section 5 of this report.



KEY



Milsons Point Station

Landscape character areas:

- 1. Sydney Harbour Bridge and Milsons Point Station
- 2. Bradfield Park
- 3. Recreation and Entertainment Areas
- 4. Kirribilli Village Centre

- 5. Kirribilli residential area
- 6. Milsons Point mixed use core
- 7. Lavender Bay residential area

FIGURE 6-1 LANDSCAPE CHARACTER

6.2. Assessment of landscape character areas

6.2.1. Sydney Harbour Bridge and Milsons Point Station

Existing landscape character description:

This character area is defined by Sydney Harbour Bridge and Milsons Point Station, both historic and prominent features of North Sydney. The large scale and mass of the bridge structure is very apparent in close range views, including the tall vertical walls, pylons and steel structure. Milsons Point Station is an essential component of the northern bridge approach to Sydney Harbour Bridge. The station includes a number of original features and decorative elements from its original construction which contribute to the character of this area, including the western station entrance at Bradfield Park, with the original awning, light fittings and cartouche.

The rail corridor, cycle path and road carriageway on the bridge deck with busy traffic reinforce the transport character of the bridge. There are urban views from the bridge approaches which become sweeping elevated views across Sydney harbour as the bridge crosses the water. Sydney Harbour Bridge marks a strong division between different character areas to the east and west of it.

Landscape sensitivity: This character area is used by local residents and visitors to this part of North Sydney, using the station and bridge, including the Sydney Harbour Bridge cycle path. The buildings and structures are heavily used and are iconic to the nation. Overall, this landscape is of **national landscape sensitivity**.

Landscape impact during construction: During construction, Milsons Point Station and the Sydney Harbour Bridge would remain open, including the Sydney Harbour Bridge cycle path, western entrance plaza and platforms. Construction of the cycle ramp would be raised above the station entrance plaza, with the ramp installation alongside the station platform, bringing construction character activity within proximity to the station patrons and bike riders using the existing cycle path and stairs.

To construct access to the new cycleway, part of the Sydney Harbour Bridge parapet alongside the cycle path would be removed. Apart from this, there would be no direct impact on the Sydney Harbour Bridge structure. The cycle path and stairs would remain; however, the proximity of construction activity and presence of hoarding would reduce the level of comfort and legibility for pedestrians and bike riders.

Overall, as the proposal construction would affect a relatively small area of the Sydney Harbour Bridge character area, the construction activity would be relatively small scale, and the public domain areas would remain largely open to community use. There would be a moderate magnitude of change to the character of this landscape, which is of national sensitivity, resulting in a **moderate-high adverse landscape impact** during construction.

This would be a temporary impact that may be experienced at times during the construction process.

Landscape impact during operation: The ramp would constitute a relatively small physical change to the bridge structure, with the removal of a short section of the balustrade. The location of this ramp, set back from the curved northern approach spans of the bridge, and out of view from the southern areas of Bradfield Park, limits its influence on the character of the Sydney Harbour Bridge.

The new ramp would incorporate thin round piers and be aligned parallel to the bridge approach walls, so to not detract from the character and prominence of the Sydney Harbour Bridge. The ramp would be elevated above the arched Burton Street underpass, so that it would not obstruct views to the arch which contributes to the character of this section of the bridge. The ramp would have a relatively simple alignment, paralleling the bridge approach walls and then curving away from the Milsons Point Station entry, frames the station entry, minimising any impact on the character of the station entry. There would be improved recreational opportunities on the Sydney Harbour Bridge facilitated by the improvements to the cycleway as well as a new vantage point for views of Sydney Harbour from the Bike Rider's rest area.

The ramp would have an original and contemporary character, contrasting in form and detail with the heritage character of the bridge, so that it is clearly identifiable as a new element and does not detract from the authenticity of

the bridge character. There would be a considerable improvement to the functioning of the Sydney Harbour Bridge due to the improved cycle accessibility, which is consistent with the transport infrastructure nature of activity on the bridge.

Overall, while there would be some additional built structure attached to the Sydney Harbour Bridge, however, the generally linear alignment, original and contemporary character, would respect the character of the bridge features and Milsons Point Station. Overall, there would be a low magnitude of change to the landscape character of the Sydney Harbour Bridge and Milsons Point Station, which are of national landscape sensitivity, and a **moderate adverse landscape impact** during operation.

6.2.2. Bradfield Park

Existing landscape character description:

This character area covers Bradfield Park, which is located between Alfred Street South and Sydney Harbour Bridge between Lavender Street and the Milsons Point waterfront. The park is a local heritage item (North Sydney LEP), including a northern, central and southern section of the park, each providing a range of uses and variations in character. The Bradfield Park north is included in the Sydney Harbour Bridge heritage curtilage.

The northern section consists of a linear park extending between Alfred Street South and Sydney Harbour Bridge to Burton Street, including mature trees and lawn areas, pathways and a formal plaza providing an entrance to Milsons Point Station. The central section is located between Burton and Fitzroy streets, and is currently occupied by the Bradfield Park Community Centre, a restaurant and the bowling greens (not currently in use). The Kirribilli Markets and Kirribilli Art and Design Markets operate from the site twice a month, transforming the use and character of this area. The southern part of the park includes a broad expanse of grassed parkland, gently descending to the harbour foreshore. The northern and central area of the park are provided some enclosure by the concrete Sydney Harbour Bridge walls. The underside of Sydney Harbour Bridge, particularly the northern approach span piers and northern pylon that run through the centre of the park, are prominent features in this part of Bradfield Park. This area also provides extensive views of Sydney harbour and the city skyline.

Landscape sensitivity: There are extensive views of Sydney Harbour and the city skyline from the southern end of Bradfield Park. This area is considered to be the most visible and iconic of all North Sydney's parks (North Sydney Public Domain Style Manual and Design Codes).

Policy 13.1 of the Sydney Harbour Bridge CMP considers the *'existing parklands adjacent to the Sydney Harbour Bridge'* to be of *'exceptional significance and should remain as public parks to continue to provide passive recreation and facilitate unimpeded views to the Sydney Harbour Bridge'* (Sydney Harbour Bridge CMP, Policy 13.1). In addition, policy 13.2 aims to *'ensure the continuation'* of the *'open character and scale'* of these parklands, which provide an *'unencumbered setting'* to Sydney Harbour Bridge *'whilst retaining the existing open spaces and historic viewing areas'* (Sydney Harbour Bridge CMP, Policy 13.2).

This landscape is used by local residents and visitors arriving to North Sydney via Milsons Point Station. The park is part of the North Sydney Heritage Walk and features significant tree plantings and heritage features. The plaza provides a setting to Milsons Point Station western entrance. Overall, this landscape is of **regional landscape sensitivity**.

Landscape impact during construction: During construction, Milsons Point Station and Bradfield Park would remain open to public use, including the Sydney Harbour Bridge western cycle path, western entrance plaza and station platforms. Construction of the cycle bridge would occur along the eastern edge of the park, with the cycle bridge being aligned parallel to the bridge.

The eastern most pathway would be closed and there would be about five poplar trees removed along the Sydney Harbour Bridge approach wall and one small oriental pear tree, at the northern end of the ramp. The columns supporting the cycleway would be installed along the eastern edge of the park, following the existing pathways. There would be a small direct impact in these areas, otherwise, the main landscape features of this area of Bradfield Park, including the central lawn areas and majority of the feature trees, would not be impacted.

During construction, however, the appeal of the station entrance plaza, as a meeting place and recreational area, would be reduced by the proximity to construction activity. The closure of the pathway along the eastern side of the park would also divert pedestrians to surrounding footpaths and alter the patterns of access to and movement through the plaza.

A construction compound would be established in Bradfield Park Central, temporarily occupying part of the boules piste and northern bowling green. The character of the ancillary facilities would contrast with the parkland setting, influencing the adjacent areas of Bradfield Park.

Overall, it is expected that there would be a moderate magnitude of change to the character and landscape quality of Bradfield Park during construction. This is a landscape of regional sensitivity and there would be a **moderate adverse landscape impact** during construction.

This would be a temporary impact that may be experienced at times during the construction process.

Landscape impact during operation: The ramp would be located at the eastern edge of the park, alongside the Sydney Harbour Bridge and minimising the intrusion into the park. The main landscape features of the park would be maintained. About five poplar trees and one small ornamental pear tree would have been removed in the northern park area, none of which are visually prominent or significant specimens. The table tennis table would be relocated in consultation with North Sydney Council. The structure of the park, including the garden walls and axial pathways would remain. From the bike ramp landing, the walkway along the eastern edge of the park would be realigned slightly to the west to maintain pedestrian access through park.

The cycleway deck would be raised above the park and curve around the station entrance, avoiding the awning structure. This elevated section of the ramp would create shade and enclose the edge of the park somewhat. The mostly straight alignment would have a consistent line to the bridge walls, reflecting the formal layout of the park and respecting the character of the bridge.

The separation of pedestrians and bike riders within the station entrance plaza and substantial improvement to the route for bike riders would improve accessibility of the area, the level of comfort and safety in Bradfield Park. The simple alignment of the ramp would be legible and allow for simple wayfinding within the park.

The new ramp would incorporate thin round piers and be aligned parallel to the bridge approach walls, so to not detract from the character and prominence of the Sydney Harbour Bridge, which contributes to the character of the central area of the park. The location of this ramp, set back from the curved northern approach spans of the bridge, and out of view from the southern areas of Bradfield Park, limits its influence on the character of the park as a whole.

The cycle path along Alfred Street South in the vicinity of the park would be upgraded including new pavements and landscaping, which would improve the amenity of the streetscape and park interface.

Overall, due to the substantial improvements to accessibility and minimal impacts on the park, the effects of this proposal would balance and there would be a low magnitude of change to this landscape character area. As this is a landscape of regional sensitivity, there would be a **low-moderate adverse landscape character impact**

6.2.3. Milsons Point mixed use core

Existing landscape character description:

This character area is defined by the high-density mixed-use area to the west of Milsons Point Station, along the western side of Alfred Street South. Buildings in this area vary in architectural style, materials and form, and generally range from about 2-20 storeys in height, transitioning down to the south and west to Lavender Bay and around North Sydney Olympic Pool. The area includes a mixture of commercial and residential buildings, many of which have undergone a substantial conversion from commercial to residential use over recent years.

The streetscape character along Alfred Street South is mixed, including towers with awnings over the street, some with 2-4 storey podiums, and others without either. Some buildings contain active ground floor frontages with restaurants, local services and commercial tenancies, with others presenting inactive frontages. The street includes a small number

of heritage buildings, such as the Chinese Christian Church and two storey terrace houses (lower Alfred Street South), which provide contrast in scale and character with the surrounding contemporary buildings. The carriageway of Alfred Street South is busy, including two lanes of traffic, bus stops, on-street vehicle and motorcycle parking, loading zones and on-road cycle routes. Pathways, awnings, mature street trees and gardens in the adjacent Bradfield Park provide pedestrian scale and amenity to this streetscape and the eastern part of this character area.

Sensitivity: This area is a local centre, attracting local residents, workers and visitors. It is a landscape of **local landscape sensitivity**.

Landscape impact during construction: There would be no direct construction activity occurring in this landscape character area. However, the construction activity within Alfred Street South would influence the character of the adjacent areas of the Milsons Point mixed use core area. This would be a minor change the character, amenity and function of the landscape. Overall, there would be a neutral change to the landscape character and a **negligible landscape impact** during construction.

Landscape impact during operation: There would be no direct impact on this landscape character area. However, along Alfred Street South, the amenity and function of the streetscape would be improved with the new cycle path between Burton Street and Middlemiss Street, connecting to the existing cycle network. Streetscape improvements such as new paving and planting, would also enhance the character of this part of Alfred Street South. Overall, there would be a low magnitude of change which improves the Milsons Point Core landscape character area and a **low beneficial landscape impact**.

6.2.4. Lavender Bay residential area

Existing landscape character description:

This character area is defined by the concentration of low-rise residences to the north west of Milsons Point Station, including historic terrace buildings, single storey cottages, larger houses as well as churches, gardens and parkland such as Clark and Watt parks, offering tree-framed views of Lavender Bay and Sydney Harbour Bridge. Several of the buildings and structures in this area are local heritage items and fall within the Lavender Bay Conservation Area (North Sydney DCP). The eastern pocket of this area closest to Sydney Harbour Bridge, fronting the corner of Middlemiss and Lavender streets, are not heritage listed, and do not contribute positively to the character of this area.

The steep topography falling towards the harbour provides views to the CBD, Sydney Harbour Bridge and harbour from several elevated streets in northern parts of this area, such as Miller and Walker streets, as well as the parkland areas along the waterfront and rail infrastructure.

Sensitivity: This is a predominantly residential area, used by local residents and their visitors. This landscape character area is of **local landscape sensitivity**.

Landscape impact during construction: There would be some construction activity undertaken on Lavender Street and at the roundabout at the intersection with Alfred Street South to construct a short section of the on-street cycle path and to resurface the roundabout. Although the Canary Island Date Palm in the centre of the roundabout would be removed, the surrounding street trees would be retained. The construction activity would generally be of a small scale and would not alter the character, amenity and/ or function of the landscape. There would be some footpath closures and diversions around the construction site temporarily. This work would have a small impact local accessibility and legibility due to the scale of the works. Overall, there would be a neutral change to this landscape character area and a **negligible landscape impact**.

Landscape impact during operation: There would be a short section of on street cycle path along and crossing Lavender Street, near the intersection with Alfred Street South. While the new cycleway would slightly improve accessibility for bike riders in this area, the works would not alter this landscape character area.

Overall, there would be a neutral change to the landscape character area and a **negligible landscape impact**.

6.3. Summary of landscape character impacts

The following table (Table 6-1) summarises the impacts identified in the landscape character assessment.

TABLE 6-1 SUMMARY OF LANDSCAPE CHARACTER ASSESSMENT

| | Landscape character area | Sensitivity | Construction | | Operation | |
|---|--|-------------|--------------|-----------------------|-----------------|------------------|
| | | | Magnitude | Landscape impact | Magnitude | Landscape impact |
| 1 | Sydney Harbour Bridge and Milsons Point landscape character area | National | Moderate | Moderate-high adverse | Low | Moderate adverse |
| 2 | Bradfield Park landscape character area | Regional | Moderate | Moderate adverse | Low | Low-moderate |
| 3 | Milsons Point mixed use core landscape character area | Local | Neutral | Negligible | Low improvement | Low benefit |
| 4 | Lavender Bay residential area landscape character area | Local | Neutral | Negligible | Neutral | Negligible |

7. Assessment of visual impact

7.1. Visual setting

The Sydney Harbour Bridge is a visual icon and the focal point of many significant views of the city. The Sydney Harbour Bridge and the Sydney Opera House Conservation Management Plans identify views of the bridge that are of national and state significance. The local planning documents of North Sydney Council also identify important views relevant to the study area.

The study area includes many views to Sydney Harbour Bridge, of varying scales and quality. The proposal would be mainly viewed in the context of the Sydney Harbour Bridge northern approach and several associated heritage items, including Milsons Point Station and Bradfield Park, inclusive of the station entrance plaza.

North of Fitzroy Street, the northern approach of Sydney Harbour Bridge consists of rendered concrete retaining walls with decorative arches, parapet and stairs. In the vicinity of the Burton and Fitzroy Streets there are views through the arched under bridges. In the vicinity of Milsons Point Station the approach walls of Sydney Harbour Bridge are viewed, largely unobstructed, and framed by formal gardens and tall palm trees. Further north, the trees within Bradfield Park filter and screen views of the bridge approach wall, so that it is mainly glimpsed from surrounding areas. The view to the walls and another arched roadway opens up again at Lavender Street. There are several locations along Alfred Street South where there are views south towards the Sydney Harbour Bridge pylons and glimpses to the bridge arch.

The sweeping curve of the northern approach span is considered to exhibit dramatic aesthetic quality (Sydney Harbour Bridge CMP, 2021), comprising open work steel trusses mounted on concrete piers. The approach spans of the Sydney Harbour Bridge, located to the south of Fitzroy Street, are not visible in views towards the proposal from Bradfield Park. There would, however, be some views towards the proposal where both the northern approach span and the proposal are seen together.

The proposal would also be overlooked by several residences in multi-storey apartment buildings to the west of Alfred Street South. These residences include east facing living spaces and balconies, orientated towards Bradfield Park and the Sydney Harbour Bridge (refer to Section 7.4 of this report)

7.2. Assessment of representative viewpoints – public domain

The following viewpoints were selected to represent the range of public domain views to the proposal:

- Viewpoint 1: View north along Alfred Street South
- Viewpoint 2: View south along Alfred Street South
- Viewpoint 3: View from Bradfield Park north
- Viewpoint 4: View east from Alfred Street South to the Milsons Point Station entry
- Viewpoint 5: View south from Milsons Point Station western entry
- Viewpoint 6: View southwest from Milsons Point Station platform
- Viewpoint 7: View northeast along Alfred Street South.

The location of these viewpoints is shown on Figure 7-1 , and an assessment of each viewpoint has been summarised in the following pages.

In addition to these representative viewpoints an assessment of the proposal on the ‘postcard’ views to the Sydney Harbour Bridge has been undertaken. This assessment considers a range of images of the Sydney Harbour Bridge that are used for marketing the city and Australia more broadly.

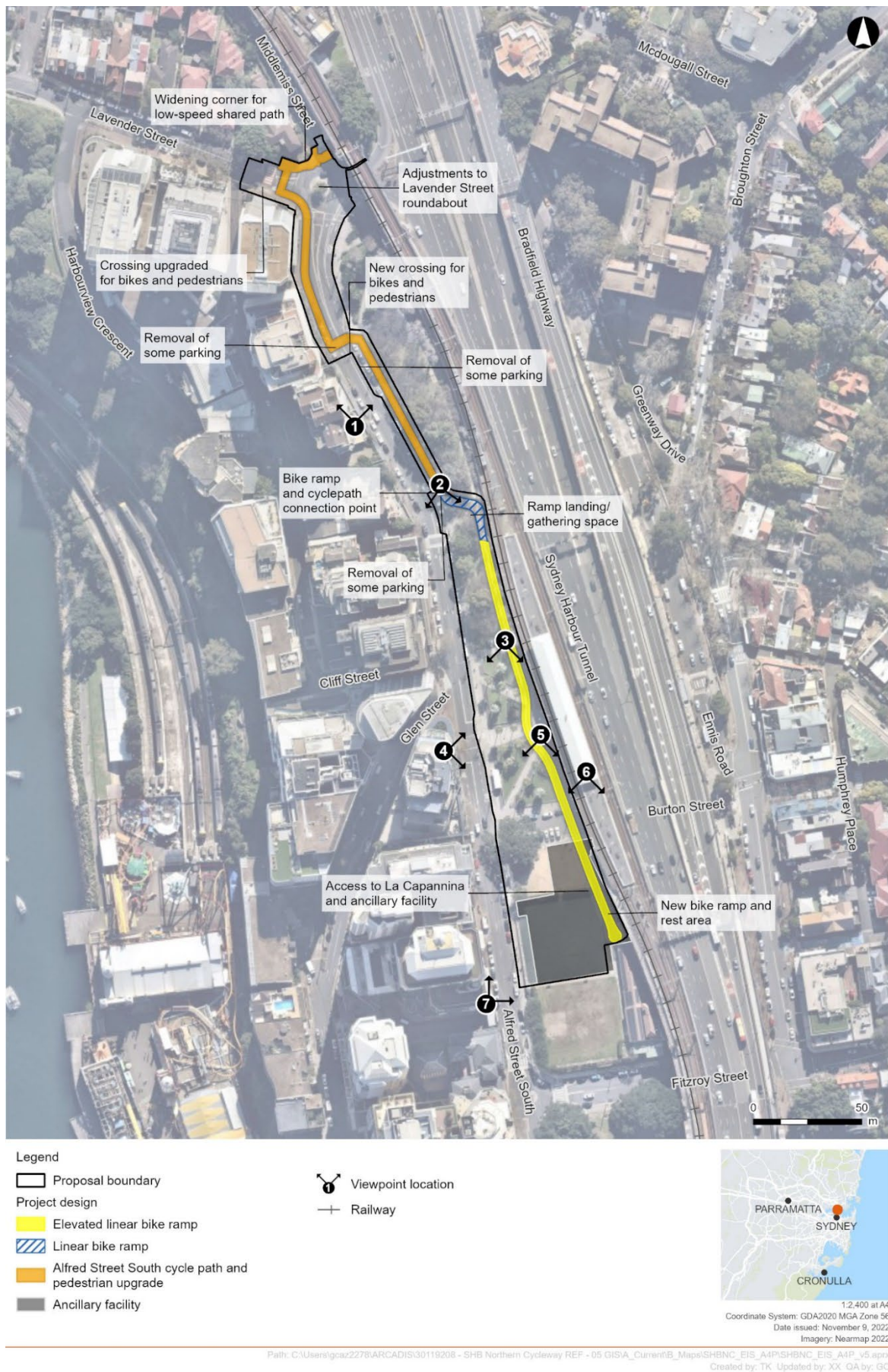


FIGURE 7-1 VIEWPOINT LOCATION PLAN

7.2.1.Viewpoint 1: View north along Alfred Street South



FIGURE 7-2 VIEWPOINT 1: VIEW NORTH ALONG ALFRED STREET SOUTH

Existing view: This view shows the northern end of Alfred Street South, with the Lavender Street intersection in the background. Bradfield Park North (local heritage item, North Sydney LEP 2013) is located to the east (refer to figure 7-2 right of view). The mature canopy trees within this park mostly screen views to the rendered concrete wall of the Sydney Harbour Bridge northern approach beyond, which can be seen glimpsed through the trees. The Sydney Harbour Bridge is not a prominent feature in this view.

This section of Alfred Street South contains two lanes of traffic with street parking along both sides. There are multi-storey buildings along the western side of the road, including ground level restaurants and retail, with offices and residential apartments above.

Visual sensitivity: While the view is outside the Sydney Harbour Bridge curtilage and Sydney Harbour Bridge setting boundary, the view includes glimpses to the Sydney Harbour Bridge walls (a visual feature of exceptional heritage significance). Views from this location would be experienced by concentrations of residents and visitors, accessing the local area including Bradfield Park. This view is of **local visual sensitivity**.

Visual impact during construction: The main construction activity for the proposal (ramp works and construction compound) would be to the south and not seen in this view. However, the movement of construction vehicles, machinery and plant may be seen on occasions, travelling along Alfred Street South, to and from the site.

Construction of the Alfred Street South cycle path would be seen in the foreground of this view. During these works, the eastern lane of street parking (centre of view) and northern section of the western parking lane (background of view) would be closed and works to construct the cycle path and cycle path crossing would be undertaken including roadworks along and across Alfred Street South.

This view would include temporary site fencing or hoarding and the use of construction equipment. This work would be seen in the vicinity of Bradfield Park North, the Sydney Harbour Bridge approaches and railway station, however the work would not appreciably obstruct the view to these local visual features.

Overall, this work would result in a low magnitude of change and a **low adverse visual impact** during construction. This impact would be temporary and experienced in the short term.

Visual impact during operation:

This view would include an upgraded streetscape incorporating the new Alfred Street South cycle path. The cycle path would be separated from Bradfield Park by a footpath and there would be a concrete buffer (about 400 millimetres wide) between the cycle path and parked cars. The cycle path would include two lanes defined by coloured street marking and a new crossing for pedestrians and bike riders. From the crossing, the cycle path would be located on the western side of Alfred Street, extending west at the intersection with Lavender Street. Traffic calming measures would be seen at the Lavender Street roundabout, in the background of view. This would include raised and textured paving, new traffic islands and public domain improvements such as new garden beds and street trees.

Overall, there would be a low magnitude of change that improves the view and a **low beneficial visual impact** during operation.

7.2.2.Viewpoint 2: View south along Alfred Street South

Existing view: This view along Alfred Street South includes Bradfield Park North (local heritage item, North Sydney LEP 2013) to the east (refer to Figure 7-3 left of view), including flat lawns and gravel areas, pathways and a concrete based shelter with seating, and mature canopy trees. Beyond the park the rendered concrete wall of the Sydney Harbour Bridge northern approach can be seen filtered through trees. This wall is a visual feature, forming part of the Sydney Harbour Bridge heritage curtilage (Sydney Harbour Bridge CMP, 2021) and the Milsons Point Railway Station State heritage listing (State Heritage Register).

In the middle to background of the view, the original awning over the entrance to Milsons Point Station can be seen, glimpsed through the trees. This structure also has aesthetic significance (OEH, 2010).

In the centre of this view, there is a view to the northern pylons of Sydney Harbour Bridge directed along Alfred Street and a glimpse of the northern approach spans (steel lattice), above intervening trees and buildings. These are significant visual features. (Sydney Harbour Bridge Conservation Management Plan, 2021)

This section of Alfred Street South contains two lanes with street parking along both sides. There are multi-storey buildings along the western side of the road (right of view), including street level restaurants and retail, with offices and residential apartments above. Trains are seen intermittently, above the Sydney Harbour Bridge approach walls, at Milsons Point Station.

Visual sensitivity: This view is on the boundary of the Sydney Harbour Bridge curtilage and Sydney Harbour Bridge setting boundary and includes a view of the Sydney Harbour Bridge walls (a visual feature of exceptional heritage significance), and the Sydney Harbour Bridge pylons, elevating the sensitivity of the view. Views from this location would be experienced by concentrations of residents and visitors, accessing Milsons Point Station, Bradfield Park and surrounding recreational and commercial areas. This view is of **regional visual sensitivity**.

Visual impact during construction: The northern part of the ramp construction site would be seen in the middle ground of this view, at the eastern side of Bradfield Park, extending along Sydney Harbour Bridge. The pathway between Bradfield Park and Alfred Street South (centre of view) would be temporarily closed and works to construct the northern landing of the ramp would be visible. This work would include the removal of several trees along the Sydney Harbour Bridge approach wall (about five poplar trees), establishment of a construction site with site fencing and hoarding, and works to install the concrete deck, balustrade and columns extending south. This work would be mainly at ground level and rising in height to the south. In the middle ground of the view this work would obstruct the view of the awning at the Milsons Point Station entrance.



FIGURE 7-3 VIEWPOINT 2: VIEW SOUTH ALONG ALFRED STREET SOUTH



FIGURE 7-4 VIEWPOINT 2: VIEW SOUTH ALONG ALFRED STREET SOUTH, 3D MODEL IMAGE

Construction of the Alfred Street South cycle path would be seen in the foreground of this view as the eastern lane of street parking (right of view) would be closed and the ramp would be installed in this area. This would include the establishment of site fencing and minor roadworks. This construction activity would partly obstruct the view to the Sydney Harbour Bridge northern pylons from this location.

Overall, while the landscape features of Bradfield Park and the Sydney Harbour Bridge pylons would largely remain visible, there would be construction activity to the east and west of this view, altering the character of the view temporarily. This would result in a moderate magnitude of change and a **moderate adverse visual impact** during construction. This impact would be temporary and experienced in the short term.

Visual impact during operation: The northern end of the ramp would be located in the middle ground of this view, where it descends to meet Bradfield Park. The ramp would be located in a long linear alignment, parallel to the Sydney Harbour Bridge northern approach wall, at the eastern side of Bradfield Park (refer to Figure 7-4 left of view). From this location, the three-metre-wide concrete deck would be seen, with cast balustrades to either side. At the ramp entrance, the cycle path would curve west towards Alfred Street South.

The main features within Bradfield Park would continue to characterise this view with the new cycleway bridge being located to the east (left of view) and next to the Sydney Harbour Bridge northern approach walls. The view to the rendered concrete wall of Sydney Harbour Bridge could be opened up somewhat with the removal of about five poplar trees, and only slightly obstructed by the lower section of the cycleway bridge. The entrance to the Milsons Point Station would, however, be obstructed in this view by the new ramp as it rises to the south. The northern pylons of the bridge and approach spans would also continue to be seen, in the background of view.

The footpath along Alfred Street South and the new cycle path would be visible in the foreground (right of view). The cycle path would be level with the existing footpath and defined by coloured painted street markings. The cycle path would cross the footpath in the middle ground of view, linking the Alfred Street South cycle path with the Sydney Harbour Bridge ramp. Bike riders would be seen travelling along the Alfred Street South cycle path and ramp frequently in this view.

Overall, there would be a low magnitude of change and a **low-moderate adverse visual impact** during operation.

7.2.3. Viewpoint 3: View south from Bradfield Park north

Existing view: This view through the central area of Bradfield Park shows the station entrance plaza at Milsons Point Station in the background. The plaza forms part of Bradfield Park, a local heritage item (North Sydney LEP). The plaza has a formal layout, with flat lawn areas separated by axial pathways extending from the station entrance. Mature trees in the plaza are a feature in this view, including *Livistona australis* (Cabbage Tree Palm) and *Butia capitata* (Jelly Palm).

To the east (refer to Figure 7-5 left of view), the rendered concrete wall of the Sydney Harbour Bridge northern approach is visible, extending south towards the Milsons Point Station entrance, bordered by a garden bed containing low planting and poplar trees. The station entry, including the decorative awning, can be seen in the background and is a feature in this view, marking the entrance to the station. The Milsons Point station platform is located above the park and trains are seen above the station frequently in this view. This view is also activated by the continuous movement of pedestrians, moving between the station and local area Milsons Point.

Visual sensitivity: This view is within the Sydney Harbour Bridge curtilage and includes several heritage listed items, such as the northern approach to Sydney Harbour Bridge (a visual feature of exceptional heritage significance), Milsons Point Station (State heritage listed) and Bradfield Park (local heritage listed), elevating the sensitivity of the view. Views from this location would be experienced by concentrations of residents and visitors, accessing Milsons Point Station, Bradfield Park and surrounding recreational and commercial areas. This view is of **regional visual sensitivity**.



FIGURE 7-5 VIEWPOINT 3: VIEW SOUTH FROM BRADFIELD PARK CENTRAL



FIGURE 7-6 VIEWPOINT 3: VIEW SOUTH FROM BRADFIELD PARK CENTRAL, 3D MODEL IMAGE

Visual impact during construction: The central part of the construction site would be seen in the fore and middle ground of this view, extending in front of the Sydney Harbour Bridge northern approach, on the eastern side of Bradfield Park, replacing the pathway area (left of view). This work would include the removal of about five poplar trees, none of which are visually prominent or significant specimens. The central areas of the park, including mature palm trees and the gardens and lawn areas within the station entrance plaza would remain.

This construction site would be enclosed by site fencing and hoarding, partly blocking views to the Sydney Harbour Bridge approach wall. The view to the Milsons Point station entrance, awning and surrounding features, would also be obstructed at times. The use of construction equipment and installation of the ramp would be visible above the hoarding. The construction of several supporting columns would be visible, with the ramp gradually rising in height and becoming elevated over the station entry. This impact would be temporary and experienced in the short term.

Construction of the Alfred Street South cycle path would also be seen along the eastern side of the street (right of view), beside Bradfield Park. The eastern lane of street parking (right of view) would be closed and a construction site established for roadworks to construct the cycle path and underground the services.

Overall, there would be some obstruction to the view of the Sydney Harbour Bridge approach walls and work would contrast in character with the landscape features of Bradfield Park. The work would comprise a moderate portion of the view, being located to the east and west of this view, substantially altering the character of the view temporarily. This would result in a moderate magnitude of change and a **moderate adverse visual impact** during construction.

Visual impact during operation: The ramp would extend in a long linear alignment beside the Sydney Harbour Bridge northern approach (refer to Figure 7-6 left of view). The ramp south of Milsons Point Station entry is offset from the Sydney Harbour Bridge viaduct by three metres, gradually tapering to 1.5 metres north of the station. . The cycleway ramp would block views to the approach wall including the decorative details on the parapet (left of view) from this location. The cycleway ramp would rise progressively above the parkland and there would be planting and grass extending under the cycleway ramp as it rises. The cycleway ramp would be elevated above the station entrance, and curve away from it, increasing the visibility of the cycleway ramp somewhat. The view of the station entry would be obstructed by the cycleway ramp from this location.

While five poplar trees would be removed, the main features of Bradfield Park would be retained and continue to be seen in this view, including the pathways, lawn areas and remaining ornamental trees.

There would continue to be pedestrians moving through the park and station entrance plaza, and bike riders would be seen moving along the cycleway ramp, elevated above the plaza.

The footpath along Alfred Street South and the new cycle path would also be visible (right of view). The cycle path would be level with the existing footpath and bike riders would be seen travelling along the cycle path.

Overall, there would be a moderate magnitude of change and a **moderate adverse visual impact** during operation.

7.2.4. Viewpoint 4: View east from Alfred Street South to the Milsons Point Station entry

Existing view: This view shows the Alfred Street South entrance to Milsons Point Station (refer to Figure 7-7 centre of view), including the original awning, light fittings either side and decorative '1932' cartouche above. These elements all have aesthetic significance (OEH, 2010) and are the main focal point of this view. The station has a state heritage listing and is an essential component of the northern approach to the Sydney Harbour Bridge.

From this location trains can be seen, entering and departing the station, elevated above the station entry. The Burton Street underbridge (right of view) is also a feature in this view, including a high reinforced concrete arch, also of a feature of the Sydney Harbour Bridge approach wall with aesthetic significance (OEH, 2010). Bradfield Park, seen in the foreground of this view is a busy plaza, activated by pedestrians and bike riders moving between the station, the Sydney Harbour Bridge cycle path and steps (right of view). The park is a local heritage item (North Sydney LEP) and includes axial pathways separating lawn areas and ornamental plantings of *Livistona australis* (Cabbage Tree Palm) and *Butia capitata* (Jelly Palm).



FIGURE 7-7 VIEWPOINT 4: VIEW EAST FROM ALFRED STREET SOUTH TO THE MILSONS POINT STATION ENTRY



FIGURE 7-8 VIEWPOINT 4: VIEW EAST FROM ALFRED STREET SOUTH TO THE MILSONS POINT STATION ENTRY, 3D MODEL IMAGE

Visual sensitivity: While this view is outside the Sydney Harbour Bridge heritage curtilage and Sydney Harbour Bridge setting boundary, it is a direct, heavily experienced view to National and State heritage listed items, including Milsons Point Station and the northern Sydney Harbour Bridge approaches. This view is of **regional visual sensitivity**.

Visual impact during construction: The southern and central part of the ramp construction site would be seen in the middle ground of this view, in the eastern side of Bradfield Park, extending along Sydney Harbour Bridge. The gravel area (boules piste) at the foot of the Sydney Harbour Bridge stairs (right of view) would be used temporarily for mobile crane use and site sheds would be seen in front of and obstructing views to the Sydney Harbour Bridge stairs. A temporary mobile crane work zone would be established adjacent to Burton Street, near the underbridge, on occasions (right of view).

The lawn areas and ornamental plantings of *Lagerstroemia sp.* (Crepe myrtle), *Livistona australis* (Cabbage Tree Palm) and *Butia capitata* (Jelly Palm) would be retained. The construction of several columns would be visible, including one either side of the station entrance. This would include temporary construction sites surrounded by hoarding and fencing that would obstruct the view to the station entry, parts of the Sydney Harbour Bridge wall and Burton Street underpass at times during construction. Generally, the work would include elements raised above the street and Bradfield Park, so that there would be a clear view of the cycleway deck installation. The location of the ramp, at the edge of Bradfield Park, would minimise construction activity in the park, however, the view to the station entrance would be partly obstructed.

Construction works to underground overhead services and construct the Alfred Street South cycle path would be seen in the foreground of this view, including hoarding and trenching activity. The loading zone and bus stop either side of the pedestrian crossing would also be temporarily relocated and used on occasions as a mobile crane and loading zone.

Overall, the construction work would partly obstruct this view of the Sydney Harbour Bridge approach walls, Milsons Point Station entry and the arch of the Burton Street underbridge. This work would contrast in character with the landscape features of Bradfield Park and would comprise a moderate portion of the view, being located to the fore and middle ground and across this view, substantially altering the character of the view temporarily. This would result in a moderate magnitude of change and a **moderate adverse visual impact** during construction. This impact would be temporary and experienced in the short term.

Visual impact during operation: The main features of Bradfield Park would continue to be seen in the middle ground of this view, including the axial pathways, lawn areas and ornamental trees of *Livistona australis* (Cabbage Tree Palm) and *Butia capitata* (Jelly Palm).

The ramp would connect with the existing Sydney Harbour Bridge cycle path in the south (refer to Figure 7-8 right of view), where there would be a bike riders' rest area at the ramp entrance landing. The ramp would generally follow the gradient of the Sydney Harbour Bridge ramp, crossing this view, curving around and away from the station entrance, and continuing to descend to the north (left of view), in a long linear alignment, parallel to the Sydney Harbour Bridge ramp.

The new ramp would be visible in the middle ground, located above the station entrance, crossing this view. From this location, the underside of the bridge deck would be seen, with steel balustrade extending along the ramp and columns set either side of the station entrance. The design provides for a slightly curved section of the ramp next to Milsons Point Station, allowing space and light visible between the ramp and station entrance.

There would be a flat section of the ramp as it passes the heritage awning, allowing an unobstructed view of the station entrance, including the original awning, light fittings to either side and recessed concrete detailing along the bridge walls.

This alignment and flattening of the ramp grade would respect the symmetry of the station entry, with the horizontal line of the ramp being parallel to the horizontal line of the bridge ramp and station entry as seen from this location. The ramp would, however, obstruct the view to the decorative '1932' cartouche above the station entrance and decorative parapet on the from this location. The ramp would also obstruct the decorative top section of the approach walls as it rises to a similar height in some sections.

A continual stream of bike riders would be seen travelling along the cycleway, elevated above the station entrance plaza. This movement would be viewed in the context of the existing trains elevated on the bridge, in the background of this view. Frequently passing bike riders would also be seen in the foreground of this view, travelling along the new Alfred Street South cycle path.

Overall, the main features of this view would either be retained, or only slightly obstructed in this view. The ramp design would be visually lightweight and located near to the bridge approach wall. This would reduce its prominence and collocate the built elements in the view. As such, there would be a low magnitude of change and a **low-moderate adverse visual impact** during operation.

7.2.5. Viewpoint 5: View south from Milsons Point Station western entry

Existing view: This view shows two axial pathways extending south and southwest from the Alfred Street South entrance to Milsons Point Station, through the plaza. The Sydney Harbour Bridge is an iconic feature in this view, including the northern approach spans and pylon towers, as well as a glimpse to the arch rising above the vegetation. Further north, the Sydney Harbour Bridge northern approach is visible (refer to Figure 7-9 left of view), including the large curving concrete wall and steps linking the bridge with Bradfield Park and station entrance. The bowling greens in the southern section of Bradfield Park can be seen in the middle ground of view, bordered by hedges and mature trees. The planting within Bradfield Park North and South is a feature in this view, which also filters views to the surrounding high-rise buildings at Milsons Point.

Visual sensitivity: This is a high-quality view including national, state and local heritage listed items. It is located within the Sydney Harbour Bridge curtilage, includes a view to iconic elements of the Sydney Harbour Bridge and is located at the entrance of a State heritage listed place. The view would be experienced by large numbers of commuters and visitors to Bradfield Park, Milsons Point Station, the bowling greens and Sydney Harbour Bridge Cycleway. This view is of **regional visual sensitivity**.

Visual impact during construction: The central part of the cycleway construction site would be seen foreground of this view, at the eastern edge of Bradfield Park, extending alongside the Sydney Harbour Bridge. The worksite would be seen at ground level and also elevated above the park, in the form of a raised platform, to install the cycleway deck and maintain ground level pedestrian access to the station. From this location, construction of several columns would be visible, extending south of the station entrance. There would be no tree removal in the station plaza seen from this location.

The southern construction site would be visible in the background of this view, south of Burton Street. The gravel area (boules piste) at the foot of the Sydney Harbour Bridge stairs (centre of view) would be used temporarily for mobile crane use. Site sheds would be erected alongside the Sydney Harbour Bridge, south of Burton Street, blocking views to the Sydney Harbour Bridge stairs. While the mature trees in Bradfield Park Central would be retained and fenced off during construction, the hedges may require trimming or removal in places. While Burton Street would remain open, including the on-street parking and lanes through the underbridge, the road corridor would be used as a temporary workzone for mobile crane use and to receive deliveries on occasions.

There would be hoardings around the perimeter of each worksite blocking views to the northern approach spans and pylon towers of the Sydney Harbour Bridge. The upper section of the pylons and arch would be visible, rising above the hoarding in this view.

Overall, this work would contrast with the landscape features of Bradfield Park and comprise a large portion of this view. The proposal would substantially alter the character of the view, and result in a high magnitude of change and a **moderate-high adverse visual impact** during construction. This impact would be temporary and experienced in the short term.



FIGURE 7-9 VIEWPOINT 5: VIEW SOUTH FROM MILSONS POINT STATION WESTERN ENTRY



FIGURE 7-10 VIEWPOINT 5: VIEW SOUTH FROM MILSONS POINT STATION WESTERN ENTRY, 3D MODEL IMAGE

Visual impact during operation: The main features of Bradfield Park would be retained and continue to be seen in this view, including the axial pathways, lawn areas and majority of the ornamental trees. The bowling green in the southern section of Bradfield Park would also be reinstated as open space.

The ramp would be visible, raised above Bradfield Park, including a three-metre wide concrete deck supported by steel structure and columns. From this angle, the underside and eastern elevation of the ramp would be visible and viewed in close proximity (refer to Figure 7-10).

The ramp would be aligned generally parallel and offset from the Sydney Harbour Bridge, providing some visual separation from the Sydney Harbour Bridge approach wall and station entry.

The proximity of the ramp to this view, elevates it above the main view line and frames the view, rather than obstructing the view to the park and Sydney Harbour Bridge.

At the station entrance, the ramp alignment would curve outwards, away from the heritage awning, this curve combined with the sensitively shaped ramp deck and thin round columns would create a visually interesting addition to the view, framing the partial view of the Sydney Harbour Bridge pylons.

Overall, the main features of this view would be retained, or only slightly obstructed. The design would be visually interesting and features such as the balustrade and piers would reduce the visual mass of the structure somewhat. The location of the ramp, close to the viewer would reduce the obstruction of the distant visual features. As such, there would be a moderate magnitude of change and a **moderate adverse visual impact** during operation.

7.2.6. Viewpoint 6: View southwest from Milsons Point Station platform



FIGURE 7-11 VIEWPOINT 6: VIEW SOUTHWEST FROM MILSONS POINT STATION PLATFORM

Existing view: This view from the western platform of Milsons Point Station shows Sydney Harbour Bridge, including the northern approach spans and pylon towers, as well as a partial view to the arch, viewed against the skyline from this angle (refer to Figure 7-11). The southern end of the station platform is seen in the view foreground, curving slightly as the track approaches Sydney Harbour Bridge. To the west of the track, the cycle path on the western side

of Sydney Harbour Bridge is visible, with security screens extending between the rail corridor and path. The upper section of the stairs linking between Sydney Harbour Bridge Cycleway and Burton Street is visible, with bike riders seen dismounting and remounting their bike at the top of the stairs, to use the steps. Bike riders are seen frequently in the background of view, travelling between the steps and Sydney Harbour Bridge. Trains are also seen, entering and departing the station, blocking this view intermittently.

Visual sensitivity: This view would be experienced by large numbers of residents and visitors, accessing the station. It is a high-quality view including national, state and local heritage listed items, such as Sydney Harbour Bridge and Milsons Point Station. Chapter 10 of the Biodiversity and Conservation SEPP requires new development to minimise any adverse impacts on views and vistas to and from public places, landmarks and heritage items such as Sydney Harbour Bridge, increasing the sensitivity of this view, to **regional visual sensitivity**.

Visual impact during construction: The southern and central part of the ramp construction site would be seen in the middle ground of this view, extending along Sydney Harbour Bridge and generally level to Milsons Point Station. From this angle, the upper section of the raised platform worksite would be seen, allowing clear views to the ramp deck and balustrade installation. Site sheds, proposed to be located on the boules piste and bowling green, would be below the trees and out of view. Use of mobile crane in this area would, however, be visible rising above the bridge wall on occasion.

While the mature trees in Bradfield Park Central and South would be retained, the site hoardings at the upper level would partially block views to the canopy and foliage. From this angle, views to the Sydney Harbour Bridge would be retained, including the northern pylon towers and partial view to the arch. Views to the Sydney Harbour Bridge northern approach spans would be partially obstructed by the southern construction site. The Sydney Harbour Bridge cycle path would remain open and bike riders would continue to be seen travelling along Sydney Harbour Bridge and using the steps. Trains would also continue to be seen, entering and departing the station, blocking views to the construction site intermittently.

Overall, while this work would contrast in character with the features of this view, it would only comprise a relatively small portion of the view, being located mainly below the main view line. This would result in a low magnitude of change and a **moderate adverse visual impact** during construction. This impact would be temporary and experienced in the short term.

Visual impact during operation: The main features in this view would be retained, including the northern approach spans, pylon towers, cycle path and arch of Sydney Harbour Bridge, as well as the building and platform at Milsons Point Station.

The ramp would be visible in the middle ground of view, to the west and parallel to the Sydney Harbour Bridge (right of view). From this angle, the cycle bridge deck and cast balustrades would be seen. The balustrade would be generally level with the top of the Sydney Harbour Bridge wall and the deck would be a similar height to the railway tracks (permanent way). At the interface with the existing Sydney Harbour Bridge cycle path (centre of view), there would be a bike riders' rest area at the ramp entrance landing. From this point the ramp would generally follow the alignment and gradient of the Sydney Harbour Bridge ramp, although slightly offset from Sydney Harbour Bridge. While the vegetation in Bradfield Park would be retained, the ramp would partially block views to the foliage and canopy from this angle.

Trains would continue to be seen, entering and departing the station, in the foreground of view. Bike riders would also continue to be seen moving in both directions along the Sydney Harbour Bridge cycle path, however they would now continue along the new ramp, alongside the station platform, adding a new movement corridor in this view.

In summary, the main features of this view would be retained, or only slightly obstructed in this view. The top of the ramp, including railings would not be prominent, however, there would be bike riders activating this view. Overall, there would be a low magnitude of change and a **low-moderate adverse visual impact** during operation.

7.2.7.Viewpoint 7: View northeast along Alfred Street South

Existing view: This view (refer to Figure 7-12) shows the northern approach to the Sydney Harbour Bridge, including the decorative concrete walls, stairs and the high arch of the Burton Street underbridge linking Milsons Point with Kirribilli. The Sydney Harbour Bridge approach forms part of the bridge State heritage curtilage and is featured in this view. Trains can be seen against the skyline, entering and departing Milsons Point Station intermittently. The bowling greens at Bradfield Park are visible in the middle ground of view, slightly elevated from the street by a low retaining wall. When the bowling greens are used for the Kirribilli Markets, there would be a high concentration of stalls, with customers providing movement and activity in this view when open on Saturdays and Sundays. This section of Alfred Street South includes two lanes of traffic and on street parking, with footpaths on either side.

Visual sensitivity: This view is from a location outside the Sydney Harbour Bridge heritage curtilage and Sydney Harbour Bridge setting boundary. While the view includes several heritage listed items, elevating the quality of the view somewhat, this is an incidental view to part of the Sydney Harbour Bridge. Views from this location would be experienced by concentrations of residents and visitors, accessing the local area including the bowling greens, Luna Park and the Burton and Fitzroy Street underbridges, linking to Kirribilli. This view is of **local visual sensitivity**.

Visual impact during construction: The southern and central part of the ramp construction site would be seen in the middle ground of this view, at the eastern side of Bradfield Park Central, extending along Sydney Harbour Bridge. The north bowling green and boules piste would be closed and used as a laydown and storage area. The mature trees and majority of the hedges in Bradfield Park Central would be retained and fenced during construction.

Site sheds would be installed on the boules piste, obstructing views to the Sydney Harbour Bridge stairs and approach walls. Burton Street would remain open, including the on-street parking and lanes through the underbridge, although used as a temporary workzone for mobile crane use on occasions.

From this location, the construction of several columns would be visible, as well as the bike riders' rest area at the ramp entrance (right of view). There would be hoardings around perimeter of each worksite.

Overall, this work would obstruct the view to the heritage features of this view and contrast with the character of this view somewhat. The works would comprise a moderate portion of the view and rise partly above the skyline. This would result in a moderate of change and a **low-moderate adverse visual impact** during construction. This impact would be temporary and experienced in the short term.



FIGURE 7-12 VIEWPOINT 7: VIEW NORTHEAST ALONG ALFRED STREET SOUTH



FIGURE 7-13 VIEWPOINT 7: VIEW NORTHEAST ALONG ALFRED STREET SOUTH, 3D MODEL IMAGE

Visual impact during operation: The open space areas of Bradfield Park Central would be reinstated following the completion of construction. The ramp would be visible in the middle ground of this view (refer to Figure 7-13), located at the eastern edge of Bradfield Park and extending alongside the northern approach ramp to Sydney Harbour Bridge. The ramp would commence near the existing stairs landing with a bike riders' rest area at the cycleway entrance. From this point the ramp would generally slope downwards in front of the Sydney Harbour Bridge walls.

From this location, the underside of the bridge deck would be seen, with steel balustrade extending along ramp and columns equally spaced, supporting the bridge. Although the ramp would be offset from Sydney Harbour Bridge, the space between would not be seen from this angle, and the structure would partially block views to the concrete detailing along top of the Sydney Harbour Bridge walls. The upper section of the existing stairs would also be partially obstructed in this view by the ramp. The ramp would sit above the Burton Street underbridge, and views to the arch of the Sydney Harbour Bridge would be retained.

The ramp would be a new contemporary element in the view but would incorporate design features that minimise the visual bulk and scale of the structure. This would include a visually lightweight balustrade, slender round columns and the use of Moruya granite aggregate to provide visual connection to the stone clad superstructure of the Sydney Harbour Bridge.

Trains would continue to be seen, entering and departing the station, in the background of view. Bike riders would be seen moving along the ramp, above the park, adding a new movement corridor in this view.

Overall, the main features of this view would be retained or reinstated, the ramp would be located close to the bridge approach walls and partly obstruct some features of the wall and stairs. The ramp would be a new contemporary element in the view but would incorporate design features that minimise the visual bulk and scale of the structure. Overall, there would be a moderate magnitude of change and a **low-moderate adverse visual impact** during operation.

7.2.8. Impact on the 'postcard' views of the Sydney Harbour Bridge

Existing conditions: The Sydney Harbour Bridge is a visual icon which features extensively in imagery representing the city of Sydney, New South Wales and Australia more broadly. The 'post card' views of the city typically focus on the main arch and pylon towers of the Sydney Harbour Bridge. They often show the Sydney Harbour Bridge viewed together with the Sydney Opera House and most often viewed across the waters of Sydney Harbour (refer to Figures 7-14 to 7-17).

These 'postcard' views are sometimes from actual viewing locations, such as from a vessel on Sydney Harbour or from the parks and public domain areas around the harbour. They can also be views from an aerial perspective, offering a vantage point which highlights the most attractive features of the bridge and broader city.

Based on a review of 'postcard' images the city uses in online travel guides, it is noted that generally views to the Sydney Harbour Bridge focus on the eastern face of the bridge arch and pylons. The curved northern approaches of the bridge are sometimes included in the view to the bridge but are mostly out of view or glimpsed within the southeastern areas of Bradfield Park where it adjoins the harbour. The bridge approach walls, north of the curved approach spans, are typically not included in these 'postcard' views. The Alfred Street South streetscape and Milsons Point Station are also not typically visible in the 'postcard' views.



FIGURE 7-14 BRIDGE VIEWED TOGETHER WITH THE SYDNEY OPERA HOUSE (LEFT IMAGE: AUSTRALIANTRAVEL.COM, RIGHT IMAGE: AUSTRALIA POST PREPAID POSTCARD)



FIGURE 7-15 BRIDGE VIEWED ACROSS THE HARBOUR (LEFT IMAGE: LONELYPLANET.COM, RIGHT IMAGE: TRAVELONLINE.COM)



FIGURE 7-16 BRIDGE VIEWED FROM THE PUBLIC DOMAIN - DAWES POINT RESERVE (LEFT IMAGE: TRAVELTRIANGLE.COM) AND BARANGAROO RESERVE (RIGHT IMAGE: SYDNEYNEWYEARS.COM, VANTAGE POINTS BARANGAROO)



FIGURE 7-17 BRIDGE VIEWED FROM THE AIR (LEFT IMAGE: QANTAS.COM), (RIGHT IMAGE: AUSTRALIA POST PREPAID POSTCARD)

Sensitivity: The 'postcard' views of the Sydney CBD are of **national visual sensitivity**. They are iconic to the nation and a focal point of views across the inner harbour. They highlight the most important visual features of the city and are viewed by millions of people online and replicated by tourists visiting Sydney from around the world.

Impacts during construction: The proposal site, including the temporary construction compound, would be located on the western side of the Sydney Harbour Bridge approach walls and set back from Sydney Harbour. This area does not typically feature in 'postcard' views of the Sydney Harbour Bridge or Sydney more broadly.

During construction, there may be glimpses to construction equipment, rising above the trees which contain views from the harbour in the south. However, it is unlikely that any construction activity would be visible in views towards the Sydney Harbour from the east, where the bridge is viewed together with the Sydney Opera House. It is also unlikely that any views from the air would include the construction site. However, if it were seen in an aerial perspective view to the Sydney Harbour Bridge, it would be peripheral to the view to the main elements of the view.

Overall, due to the location of the site, relative to the main iconic elements presented in 'postcard' views, there would be a neutral magnitude of change and a **negligible visual impact** on 'postcard' views to the Sydney Harbour Bridge during construction.

Impacts during operation: Due to the location of the proposed ramp as set back from the harbour and located on the western side of the Sydney Harbour Bridge approach walls, it would not typically be expected to be visible in 'postcard' views of the Sydney Harbour Bridge. The proposed ramp would not noticeably rise above the bridge walls and would not be seen in views of the bridge from the east, where the bridge is viewed together with the Sydney Opera House. In most 'postcard' views from the Sydney Harbour the Sydney Harbour Bridge the ramp, or Alfred Street South streetscape works, would be out of view.

It is unlikely that any views from the air would include the northern approach walls, however, if the proposed ramp were visible, it would have a relatively simple, linear alignment, that parallels the bridge structure. The ramp would be about three metres wide, so that it would have a similar visual footprint to the footpaths at ground level. Much of the Bradfield Park North station entrance plaza would continue to be visible, including the prevailing canopy cover and formal footpath layout. Furthermore, the proposal site area would not be a focal point of the image and would be peripheral to the main iconic features of the 'postcard' view.

Overall, due to the location of the site, relative to the main iconic elements presented in 'postcard' views, the simple alignment of the ramp and minimal impact on the existing plaza, there would be a neutral magnitude of change and a **negligible visual impact** on 'postcard' views to the Sydney Harbour Bridge during operation.

7.2.9. Summary of visual impacts

The following table summarises the impacts identified in the viewpoint assessment.

TABLE 7-1 SUMMARY OF VIEWPOINT ASSESSMENT

| | Viewpoint number and location | Sensitivity | Construction | | Operation | |
|---|---|-------------|--------------|-------------------------|-----------|------------------------|
| | | | Magnitude | Visual impact | Magnitude | Visual impact |
| 1 | View north along Alfred Street South | Local | Low | Low adverse | Low | Low beneficial |
| 2 | View south along Alfred Street South | Local | Moderate | Moderate adverse | Moderate | Low - moderate adverse |
| 3 | View south across Milsons Point Station entrance plaza | Regional | Moderate | Moderate adverse | Low | Moderate adverse |
| 4 | View east from Alfred Street South to the Milsons Point Station entry | Regional | Moderate | Moderate adverse | Moderate | Low - moderate adverse |
| 5 | View south from Milsons Point Station western entry | Regional | High | Moderate – high adverse | Low | Moderate adverse |
| 6 | View southwest from Milsons Point Station platform | Regional | Low | Moderate adverse | Low | Low - moderate adverse |
| 7 | View northeast along Alfred Street South | Local | Moderate | Moderate – high adverse | Moderate | Low - moderate adverse |
| 8 | Impact on the ‘postcard’ views to the Sydney Harbour Bridge | National | Neutral | Negligible | Neutral | Negligible |

7.3. Views at night

Existing conditions: Areas in the vicinity of the Milsons Point Station and Bradfield Park, including the proposal site, are of **high district brightness (A4)**. This is due to the combination of surrounding land uses, which includes high light levels. This includes the bright lighting at the station and entrance plaza, on the Sydney Harbour Bridge and Luna Park Precinct, street lighting along the Bradfield Highway and lighting of commercial and residential apartment towers along Alfred Street South. The lighting includes both fixed lights and headlights from moving cars and trains. There are lower light levels in the surrounding predominantly residential urban areas of Lavender Bay and Kirribilli, to the northwest and east.

Visual impact during construction: Night works may be required for the ramp construction site. This would require lighting of much of the site including site offices, staff amenities, laydown areas and workshops. There would be additional headlights from heavy vehicles accessing the site and moving along Alfred Street South on occasions. All lighting within the construction site would be designed to minimise light spill and directed away from neighbouring properties. This lighting would make a negligible contribution to the general skyglow above the North Sydney CBD and there would be direct light sources visible from surrounding areas, including residences of nearby apartments.

This lighting would be largely consistent with the prevailing light levels of this area of A4: High district brightness. Overall, there would be a low magnitude of change at night to the amenity of the local area, and a **negligible visual impact** at night during construction. This impact would be temporary and experienced in the short term.

Visual impact during operation: The ramp would be brightly lit to provide for bike rider safety. This would include lighting integrated within the balustrade structures to light the ramp deck and also lighting underneath the structure, to illuminate the underside of the deck (refer to Figure 7-18). All lighting would be designed to minimise light spill and direct away from neighbouring properties. This would ensure the cycleway does not distract from the scale and prominence of the Sydney Harbour Bridge. The proposal would, however, contribute to the general skyglow of the North Sydney CBD within Bradfield Park and there would be additional lighting sources visible. This would include headlights on bikes at night, moving along the cycleway. These lights would generally be oriented north to south along the cycle ramp.

Overall, the level of lighting required to provide safety for bike riders and pedestrians at night would be consistent with the light levels around these areas of the city and would be consistent with the bright lighting levels in this area of A4: High district brightness. There would be no perceived change in the amenity of this area at night, and a **negligible visual impact**.

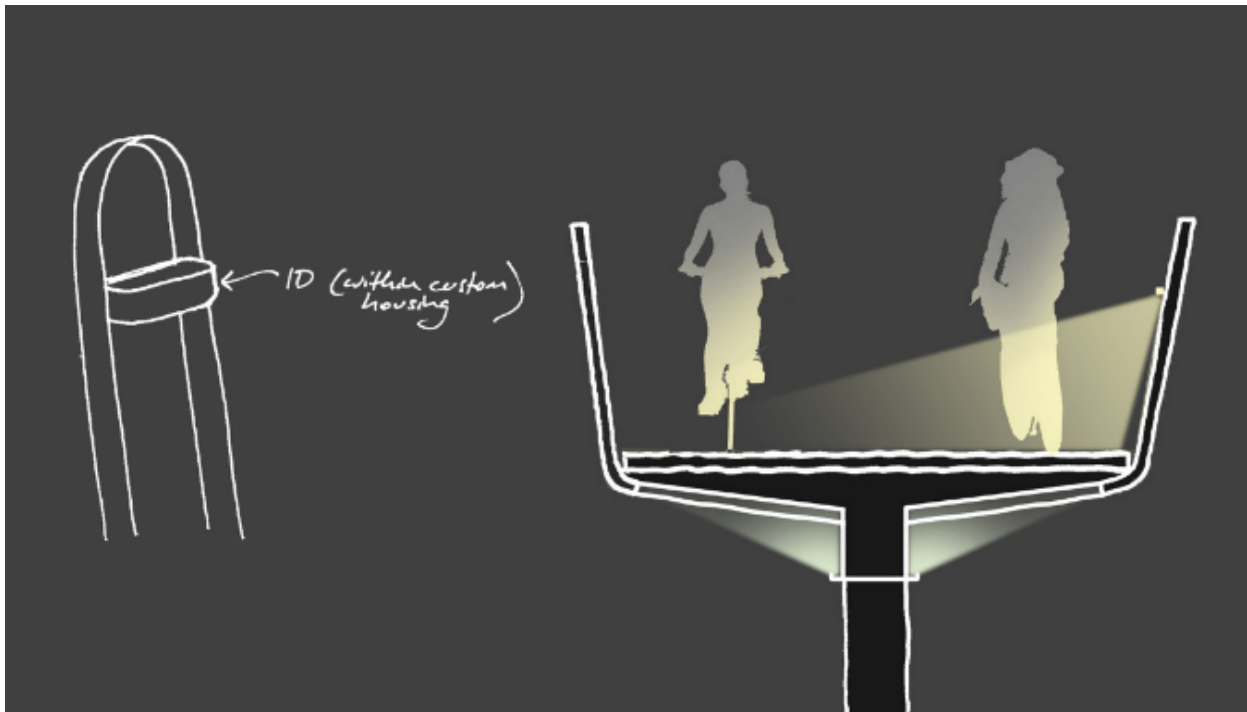


FIGURE 7-18 PROPOSED CYCLEWAY LIGHTING CONCEPT (SOURCE: ASPECT STUDIOS)

7.4. Impacts on views from private dwellings

The proposal would also be overlooked by several residences in multi-storey apartment buildings to the west of Alfred Street South. These residences include east facing living spaces and balconies, orientated towards Bradfield Park and the Sydney Harbour Bridge.

The most affected dwellings would be those apartments, directly opposite the proposal site, and in the lower levels of these multi-storey buildings. This is where the proposed ramp, and streetscape works, would be viewed in the closest proximity. The potential view from these residences would be similar to that seen from level 4 and level 11 of the properties at 52 Alfred Street, directly opposite the proposal site.

The following tables (refer to Table 7-2 and 7-3) includes an assessment of two representative views from the private domain.

TABLE 7-2 REPRESENTATIVE VIEWPOINT ASSESSMENT – VIEWS FROM LOWER-LEVEL APARTMENTS

| View location | Step 1: Assess views to be affected. | Step 2: From what part of the property the views are obtained | Step 3: Assess the extent of the impact | |
|---|---|---|--|--|
| | | | Magnitude of change | Potential impact |
| Level 4, 52 Alfred Street (Refer to Figure 7-19 and 7-20) | <p>View across Bradfield Park Central to the approach walls of the Sydney Harbour Bridge, including the arched Burton Street underpass, the bridge stairs, and the Milsons Point Station entry (from some locations), station entrance plaza and parkland areas of Bradfield Park and bowling greens.</p> <p>There would be some screening of the park and bridge features by trees within the park and along Alfred Street South.</p> <p>These views include the Milsons Point Station and a backdrop of the elevated areas of the Kirribilli residential area.</p> <p>From some properties there would be views, south (and away from the proposal site) towards the pylon tower and arch of the Sydney Harbour Bridge. This is not a whole view, rather it is a glimpsed view to part of the Sydney Harbour Bridge.</p> <p>The waters of the harbour are not visible from windows at this lower level.</p> | <p>Views are possible from northeast and east facing windows and balconies.</p> | <p>The proposal would obstruct part of the view to the Sydney Harbour Bridge approach walls and bridge stairs. There may also be some minor obstruction of the view to the Burton Street underpass arch and Milsons Point Station entry. There would be additional cyclists seen using the ramp, adjacent to the railway corridor and station.</p> <p>The proposal would not obstruct a view towards the Sydney Harbour Bridge pylon towers, arch or the harbour waters.</p> | <p>While there would be a new structure visible, partly obstructing elements of the Sydney Harbour Bridge, the main features of this view would be maintained</p> <p>Overall, there would be a low visual impact.</p> |



FIGURE 7-19 ELEVATED VIEW NORTHEAST TOWARDS MILSONS POINT STATION (LEVEL 4, 52 ALFRED STREET SOUTH)



FIGURE 7-20 ELEVATED VIEW SOUTHEAST TOWARDS THE SYDNEY HARBOUR BRIDGE (LEVEL 4, 52 ALFRED STREET SOUTH)

TABLE 7-3 REPRESENTATIVE VIEWPOINT ASSESSMENT – VIEWS FROM UPPER-LEVEL APARTMENTS

| View location | Step 1: Assess views to be affected. | Step 2: From what part of the property the views are obtained | Step 3: Assess the extent of the impact | |
|---|--|---|--|---|
| | | | Magnitude of change | Potential impact |
| Level 11, 52 Alfred Street (Refer to Figure 7-21 and 7-22) | <p>Downward view across Bradfield Park to the approach walls of the Sydney Harbour Bridge, including the arched Burton Street underpass, the bridge stairs, the Milsons Point Station entry, bowling greens.</p> <p>From this elevated location there would be views across the Milsons Point Station, railway corridor and Sydney Harbour Bridge roadway. In the background there are glimpses to the harbour and views to the vegetated residential areas of Kirribilli.</p> <p>From some properties there would be views, south (and away from the proposal site), towards the pylon tower and arch of the Sydney Harbour Bridge, glimpses to the Sydney Opera House and bays of the harbour.</p> <p>There would not be whole views, but partial views with glimpses to these visual icons.</p> | <p>Views are possible from northeast and east facing windows and balconies.</p> <p>Views towards the site would be directed downward. The primary view is over the site and towards a broader, panoramic view east and southeast towards the harbour.</p> | <p>The proposal would be a new visible element within the Bradfield Park North station entrance plaza. It would partly obstruct views to the plaza, the Sydney Harbour Bridge approach walls, bridge stairs, the Burton Street underpass arch and Milsons Point Station entry.</p> <p>There would be additional cyclists on the ramp, viewed in the context of the railway corridor and station.</p> <p>The ramp would remain below the Sydney Harbour Bridge deck, reducing its prominence in these views. The proposal would not obstruct a view towards the Sydney Harbour Bridge pylon towers, arch or the harbour waters.</p> | <p>While there would be a new structure visible, partly obstructing elements of the Sydney Harbour Bridge, the main features of this view would be maintained.</p> <p>The prominence of the proposed ramp would be reduced by the distance and angle of view in relation to the main viewline.</p> <p>Overall, there would be a low visual impact.</p> |



FIGURE 7-21 ELEVATED VIEW NORTHEAST TOWARDS MILSONS POINT STATION (LEVEL 11, 52 ALFRED STREET SOUTH)



FIGURE 7-22 ELEVATED VIEW SOUTHEAST TOWARDS SYDNEY HARBOUR (LEVEL 11, 52 ALFRED STREET SOUTH)

8. Response to planning considerations

The key considerations within Chapter 10 (Sydney Harbour Catchment) of the *State Environmental Planning Policy (Biodiversity and Conservation) 2021* and the Sydney Harbour Bridge Conservation Management Plan (2021) have been responded to in the following table (refer to Table 8-1), to confirm the consistency of the proposal with these intentions. Refer also to Statement of Heritage Impacts (SOHI) report (Artefact, 2022).

Whilst the requirements of the local government planning documents set out in Section 3 (including the LSPS, LEP and DCP) are not applicable to this approval, the requirements of these planning instruments and the State and Regional planning documents have been used as a guide to ensure locally appropriate urban design outcomes are achieved.

Table 8-1 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.

TABLE 8-1 RESPONSES TO PLANNING CONSIDERATIONS

| Consideration | Response |
|--|--|
| State and regional planning documents | |
| <i>State Environmental Planning Policy (Biodiversity and Conservation) 2021, Chapter 10 Sydney Harbour Catchment</i> | |
| Part 10.2, Section 10.12 identifies the planning principles for heritage conservation and states: <i>(e) significant fabric, settings, relics and views associated with the heritage significance of heritage items should be conserved.</i> | The ramp would have a relatively simple alignment, paralleling the Sydney Harbour Bridge northern approach wall and incorporating thin round piers to not detract from the visual prominence and views of Sydney Harbour Bridge. |
| Part 10.3, Section 10.23 aims to protect of the scenic qualities of the foreshore and waterways and states: <i>(a) the scale, form, design and siting of any building should be based on an analysis of—</i> <i>(i) the land on which it is to be erected, and</i> <i>(ii) the adjoining land, and</i> <i>(iii) the likely future character of the locality,</i> | While there would be some additional built structure attached to the Sydney Harbour Bridge, the scale, form and design of the ramp, consisting of a linear alignment of contemporary character, would respect the character of Sydney Harbour Bridge and heritage setting of Bradfield and Milsons Point Station. |
| <i>(b) development should maintain, protect and enhance the unique visual qualities of Sydney Harbour and its islands, foreshores and tributaries.</i> | The location of the ramp, away from the harbour foreshore, at the eastern edge of Bradfield Park, would ensure the main landscape features and qualities of the park and foreshore would be maintained. Five poplar trees and one small oriental pear tree would be removed in Bradfield Park North, none of which are prominent or significant to the character of the park. The structure of the park, including the garden walls and axial pathways would remain. Views to the curved approach to Sydney Harbour Bridge from the park would also be maintained. |

| Consideration | Response |
|--|---|
| Part 10.3, Division 2, Section 10.24 outlines the matters to be taken into consideration in relation to the maintenance, protection and enhancement of views, stating: <i>(a) development should maintain, protect and enhance views (including night views) to and from Sydney Harbour,</i> | As the ramp would be closely aligned to the Sydney Harbour Bridge northern approach, north of the stairs, views to and from Sydney Harbour within the Sydney Harbour Bridge setting boundary would be maintained. |
| <i>(b) development should minimise any adverse impacts on views and vistas to and from public places, landmarks and heritage items,</i> | While the ramp would be seen in views from public places, landmarks and heritage items in the vicinity of the proposal, such as Bradfield Park and Milsons Point Station, the mostly straight alignment would have a consistent line to the bridge walls harmonising with the alignment of the bridge in this area and reduction the potential for the ramp to detract from the visual character and prominence of the Sydney Harbour Bridge. |
| <i>(c) the cumulative impact of development on views should be minimised.</i> | There are no works on the bridge that would cause a cumulative assessment. |
| <i>Sydney Harbour Bridge Conservation Management Plan</i> | |
| Conservation Policy 12 refers to ‘ <i>Maintaining Key Views of the Sydney Harbour Bridge in its Setting</i> ’: <ul style="list-style-type: none"> 12.1 <i>The significant physical and visual character of the Sydney Harbour Bridge within its harbour setting should be conserved.</i> | The ramp would be a relatively small and contemporary new structure, parallel to the Sydney Harbour Bridge approach walls, and would not detract significantly from the visual character of the Sydney Harbour Bridge within its harbour setting. |
| <ul style="list-style-type: none"> 12.2 <i>Views and vistas to and from Sydney Harbour Bridge from key points to the north, south, east and west should be maintained.</i> | The proposal would not be seen in the views and vistas identified from key points to the north, south, east and west to the Sydney Harbour Bridge (as defined in Figure 5.11 of the Sydney Harbour Bridge Conservation Management Plan), and the ramp would not detract from the visual prominence of the Sydney Harbour Bridge being located to the west of the bridge and north of the harbour. |
| <ul style="list-style-type: none"> 12.3 <i>New structures or large plantings on the harbour foreshores of Dawes Point and Milsons Point should not obscure the visual form and setting of the Sydney Harbour Bridge.</i> | The new cycleway structure would be located on the northern side of the harbour, about 400 metres from the Milsons Point foreshore. The ramp would have a relatively simple alignment, paralleling the Sydney Harbour Bridge northern approach wall, incorporating thin round piers to minimise the obscuring of the visual form and setting of the Sydney Harbour Bridge. |
| <ul style="list-style-type: none"> 12.4 <i>New structures or large plantings on the northern or southern sides of the harbour should not obscure or detract from views of Sydney</i> | Views to the ramp from Sydney Harbour Bridge would be limited to areas in close proximity, including from the northern approach to Sydney Harbour Bridge, at the |

| Consideration | Response |
|--|--|
| <i>Harbour and the city from the Sydney Harbour Bridge.</i> | western cycleway and stairs. The balustrade would be generally level with the top of the Sydney Harbour Bridge wall and would not block or detract from views of the harbour and city from the Sydney Harbour Bridge. The cycleway would incorporate a bike riders' rest area at the ramp entrance landing, offering a new vantage point to view Sydney Harbour Bridge in its harbour setting. |
| <p>Policy 13 refers to the '<i>Retention of existing open space for public use/recreation</i>':</p> <ul style="list-style-type: none"> 13.1 <i>The existing parklands adjacent to the Sydney Harbour Bridge are of exceptional significance and should remain as public parks to continue to provide passive recreation and facilitate unimpeded views to the Sydney Harbour Bridge.</i> | <p>The ramp would be located at the eastern edge of Bradfield Park, alongside the Sydney Harbour Bridge, and the park would continue to provide recreational use. The separation of pedestrians and bike riders within the Milsons Point station entrance plaza and substantial improvement to the route for bike riders would improve accessibility of the area, the level of comfort and safety in park and local area. The location and shallow grade of the ramp, parallel to the approach wall, with thin round piers, would minimise the impact on views to the Sydney Harbour Bridge from Bradfield Park.</p> |
| <ul style="list-style-type: none"> 13.2 The future management of the Sydney Harbour Bridge approaches and parklands should ensure the continuation of their open character and scale, providing an unencumbered setting whilst retaining the existing open spaces and historic viewing areas. | <p>The ramp would be raised above the park and the open character of the park would be maintained. While the elevated section of the cycleway would create shade and enclose the eastern edge of the park somewhat, the mostly straight alignment would have a consistent line to the bridge walls and would not block views to Sydney Harbour Bridge from the historic viewing areas along Milsons Point foreshore.</p> |
| <p>Conservation Policy 14 relates to maintaining the '<i>Integrity of original design</i>'. The following policy items relate to views and visual amenity:</p> <ul style="list-style-type: none"> 14.1 <i>The clarity of the structural form and silhouette of the Sydney Harbour Bridge and its associated elements, when viewed from key points around the harbour (as shown on Figure 5.2), should be maintained and not obscured.</i> | <p>As the ramp would be parallel and at a similar grade and height to the Sydney Harbour Bridge approach walls, it would not distract from the structural form and silhouette of the Sydney Harbour Bridge and its associated elements (including the arch and approach spans) when viewed from key points around the harbour such as the Milsons Point foreshore. In addition, the ramp would not impede views to the '<i>eastern face</i>' of Sydney Harbour Bridge, which is considered to offer the '<i>primary views both to and from the bridge</i>' (Section 5.5.2)</p> |
| <ul style="list-style-type: none"> 14.2 Views of the original form of the granite pylons and approach span piers should be maintained, and any appropriate new uses accommodated within these elements. (Section 7.5.2) | <p>The ramp would be located north of Fitzroy Street, north of the bowling greens. Therefore, views to the northern Sydney Harbour Bridge granite pylons and approach span piers (south of Fitzroy Street) would be maintained.</p> |

9. Mitigation of impacts

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

- Ensure the width of the ramp piers are slender to minimise their visual mass and scale
- Use of visually light-weight materials and a neutral colour palette to reduce the visual prominence of the ramp
- Contemporary materials and design to differentiate the structure from the heritage features and minimise the impact on the landscape character of the bridge and its setting
- Bridge alignment to minimise the obstruction to the visual features of the bridge including the Milsons Point Station entry, including the cartouche where possible
- Minimise the height of the ramp so that it does not rise substantially above the Sydney Harbour Bridge walls
- Minimise the removal of trees and vegetation where possible
- Where vegetation removal is necessary, avoid trees that contribute to the symmetry and integrity of the station entrance plaza design where possible
- Ensure line markings are sympathetic to the character of the station entrance plaza and heritage values of the setting
- Minimise any visual clutter created by lighting, signage, CCTV and any other aboveground infrastructure within the visual setting of the Sydney Harbour Bridge.
- Relocate or provide new table tennis table in another location in the local area to replace the removed table from within Bradfield Park central.

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

- Temporary access arrangements should be well signed and provide a visually legible route for bike riders and pedestrians
- Construction staging should ensure public access to recreational areas of the station entrance plaza are maintained where possible and reduced access to these facilities is minimised
- High quality hoarding incorporating artwork prepared in consultation with stakeholders
- Consolidate construction equipment and activity to maximise the area of useable public realm where possible.

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

- All lighting should be managed in accordance with AS4282:2019 Control of the obtrusive effects of lighting.

Refer also to Statement of Heritage Impacts (SOHI) report) for mitigation measures to reduce and manage heritage impacts.

References

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