

Sydney Harbour Bridge Cycleway Northern Access Project

Review of Environmental Factors

Community Update

November 2022

Transport for NSW (Transport) is seeking your feedback as part of the environmental assessment for the Sydney Harbour Bridge Cycleway Northern Access Project.

Planning is underway to upgrade access at the northern end of the Sydney Harbour Bridge Cycleway by providing a bike ramp and upgraded cycle path along Alfred Street South, Milsons Point (the Project). A Review of Environmental Factors (REF) has now been prepared.

Have your say

Your feedback is important to help us continue to shape the best possible Project for the local community, pedestrians and bike riders.

Feedback on the Review of Environmental Factors (REF) is welcome until **Monday 19 December 2022**. Visit our interactive portal at nswroads.work/cycleway or contact the project team to find out more.



Artist's impression of the winning ASPECT Studios linear ramp design, subject to detailed design

Project description

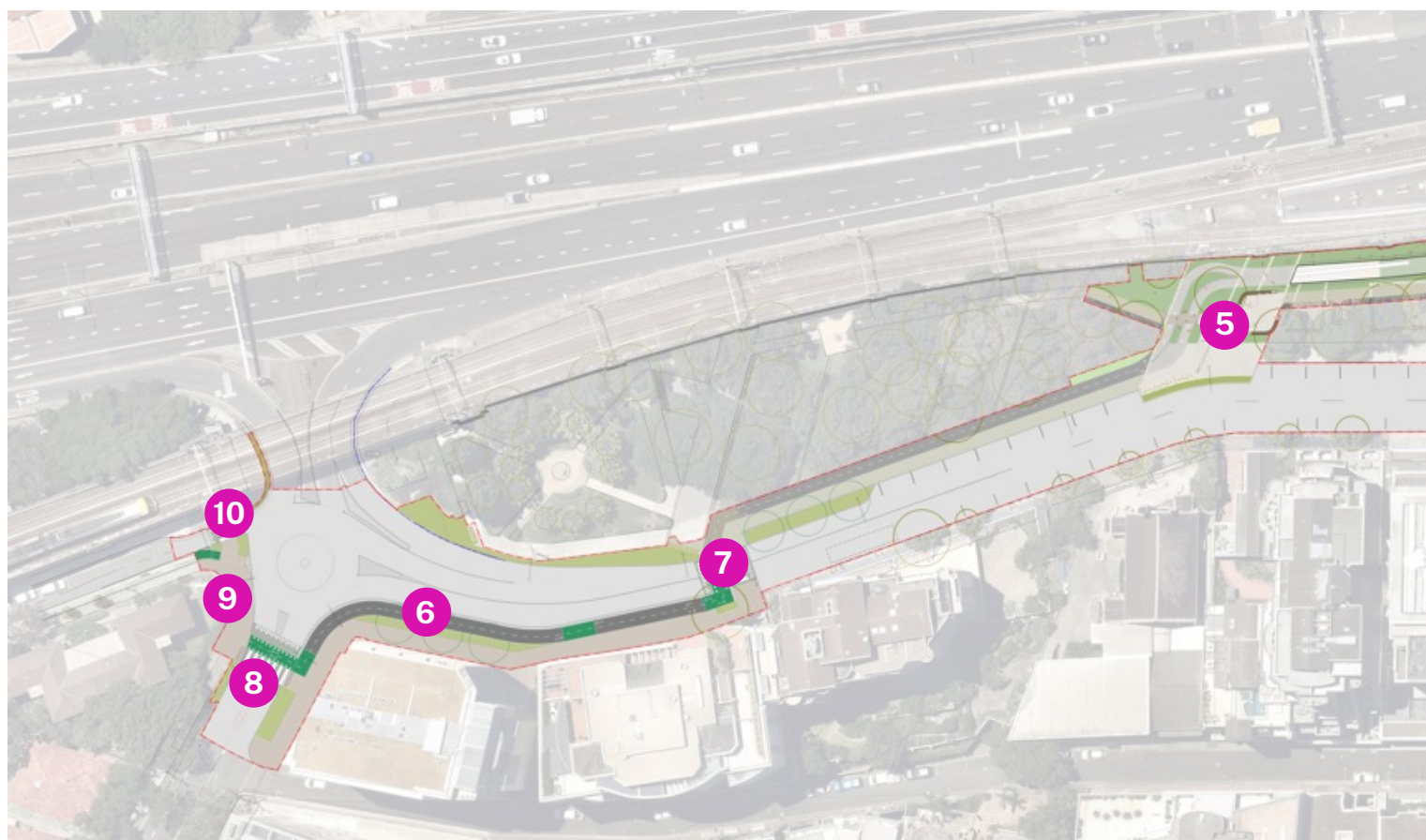
The Sydney Harbour Bridge Cycleway is the only eastern cross-harbour bike route and is a critical part of Sydney's bicycle network. Access at the northern end of the Cycleway is via 55 steps which create a bottleneck, presents a safety hazard and deters a wide range of people from cycling.

The NSW Government is committed to cycling as an important mode of city-serving infrastructure. The proposal aims to:

- improve safety for bike riders, pedestrians, and motorists
- improve accessibility for all bike riders
- support the future growth in the number of bike riders travelling between the lower north shore, North Sydney CBD and Sydney's CBD.


A design excellence and engagement-led approach

Transport has recognised the importance of the Project's iconic location to the community and stakeholders, as well as the significance of the site's Aboriginal and non-Aboriginal heritage and open space setting. A design excellence approach was undertaken and included input from the NSW Government Architect and Heritage NSW. Under this design-led approach, urban design, architecture, Design with Country and heritage specialists led the Project development process, supported by engineers and other technical experts. Regular expert design reviews led by the NSW Government Architect guided and challenged the emerging design and continued through the design competition phase and development of the winning concept design. These expert reviews will continue through design development.



- 1 New elevated linear bike ramp about three metres wide and 200 metres long between the Sydney Harbour Bridge cycleway and Bradfield Park North
- 2 Steel ramp, with the deck incorporating Designing with Country motifs and balustrading with integrated lighting
- 3 Precast concrete columns supporting the ramp in Bradfield Park North and Central.
- 4 Riders rest area where the ramp connects to the Sydney Harbour Bridge Cycleway
- 5 A gathering space, lighting, seating, and cycle path in Bradfield Park North connecting the ramp and cycle path.
- 6 A new 2.5 metre wide, two-way cycle path from the ramp landing near Alfred Street South to the existing network
- 7 A new bike and pedestrian crossing near 110 Alfred Street South (to replace the existing pedestrian crossing refuge at the north end of Alfred Street South)


Transport has also worked closely with the local and wider community, stakeholder and community groups, North Sydney Council and government agencies including Heritage NSW and the NSW Council Heritage Approvals Committee to understand their aspirations, concerns and seek feedback to inform the Project design.

 Refer to REF Chapter 1 (Introduction), and Chapter 3 (Description of this proposal) for more detail.

Previous community feedback

Transport has involved the community in the development of the Project and its design. Our work demonstrated that a ramp presents a technically feasible solution that can respond sensitively to this nationally important location.

Your input to the Project's Review of Environmental Factors will build on what we heard in our June 2021 consultation which sought feedback on a linear concept and a loop concept and our December 2021 consultation that sought feedback on three shortlisted designs for a linear ramp and plans for a two-way, separated bike path along Alfred Street South. There was strong support during these engagements for the linear option and the winning design which has led to the current proposal.

 Refer to REF Chapter 5 (Consultation) for more detail.





Key features of the bike ramp proposal

- A design excellence approach to all aspects of the design which is reflective of the locations heritage and public domain location
- New elevated linear bike ramp about three metres wide and 200 metres long between the Sydney Harbour Bridge Cycleway and Bradfield Park North
- Steel ramp, with the deck incorporating Designing with Country motifs and balustrading with integrated lighting
- Precast concrete columns supporting the ramp in Bradfield Park North and Central
- Riders rest area where the ramp connects to the Sydney Harbour Bridge Cycleway
- A gathering space, lighting, and seating near the connection of the ramp landing and cycle path in Bradfield Park North.

Key features of the cycle path proposal

- A new 2.5 metre wide, two-way cycle path from the ramp landing near Alfred Street South to the existing network
- A new bike and pedestrian crossing near 110 Alfred Street South (to replace the existing pedestrian crossing refuge at the north end of Alfred Street South)
- 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 to enable safer pedestrian and cyclist access
- New street tree and shrub planting in Bradfield Park North, and footpath paving
- Relocation of the 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.



Refer to REF Chapter 3 (Description of this proposal) for more detail.




Construction approach

Subject to environmental approvals, construction is expected to begin in mid-2023 and take about 18 months to complete.

During the Cycleway construction, we propose to install a temporary site compound on the northern green of the former Milsons Point Bowling Green and half of the gravelled boules court adjacent to Burton Street. The compound will be in place for about 18 months. As major structural elements of the ramp would be fabricated off site, the compound will mainly be used for site storage and amenities.

We are working with the Billi Boules Club, local schools, and businesses to mitigate the impact of this compound on their activities. We are assisting the Kirribilli Markets with plans to relocate to Ennis Road during construction (stalls in the Burton Street Tunnel will remain open). We are also working with the boules club and schools to find alternative locations for their activities during construction.

The map on pages 2–3 show the proposed bike ramp, cycle path and site compound. The map below shows the proposed alternate location for Kirribilli Markets.


 Refer to REF Chapter 3 (Description of this proposal) and Chapter 6 (Environmental Assessment) for more detail.

Environmental assessment overview

The Project's REF has been undertaken to assess the potential impacts of the proposed development on the environment, to ensure compliance with the *Environmental Planning and Assessment Act 1979 NSW* (EP&A Act) and other relevant state and national legislation.

The REF describes the proposed Project and includes comprehensive assessments of its potential impacts and Transport's proposed mitigation measures. It provides another opportunity for interested stakeholders and community members to provide feedback that will be considered and assessed as part of the environmental approval process. A REF can be self-determined by a government agency—in this case, Transport for NSW.

The main construction and operational impacts of the Project are described below. We encourage you to visit the website and read the REF in more detail to help you make a submission and provide feedback.

 Refer to REF Chapter 6 (Environmental Assessment) for more detail.






Artist's impression of station entry

Open space amenity and land use

The Project will benefit communities, businesses, visitors, and road users by providing safer and improved active transport access to the area. The Cycleway would potentially attract more visitors to Milsons Point and Kirribilli due to greater active transport connectivity to the wider area.

We are working with Billi Boules Club as well as local schools that use the northern bowling green to find other locations for their activities during construction. We are also assisting the Kirribilli Markets with plans to relocate to Ennis Road during Cycleway construction (stalls in the Burton Street tunnel will remain open). Please refer to the map of the proposed alternate location for Kirribilli Markets on page 5.


 Refer to REF Chapter 6.6 (Socio-economic and land use) for more detail.

Heritage impacts

The Sydney Harbour Bridge's status as an iconic cultural landmark will continue to be respected and protected throughout the design excellence process adopted for the proposed Project. While some potential impacts to the heritage fabric of the Sydney Harbour Bridge and Bradfield Park North were identified, we would manage these impacts with high quality, contemporary design, the decision to locate the linear bike ramp close to the bridge viaduct, and by ensuring ongoing independent design review of the Project by the NSW Government Architect, Heritage Council and experts in architecture, heritage and Designing with Country.

Transport and its design team has worked with local Aboriginal elders to understand stories of Country and as the design is progressed, we will continue to acknowledge and respectfully incorporate Aboriginal cultural connections into elements of the Project. These themes potentially include incorporation of local totems and stories into designed detail elements and landscaping using local planting. The Project will provide a place to stop, reflect and learn about Aboriginal heritage.

The Project would improve accessibility and amenity for commuters and visitors to the Sydney Harbour Bridge and would enhance and strengthen this iconic transport link, providing positive impacts to its National Heritage value.

 Refer to REF Chapter 3 (Design), Chapter 6.1 (Non-Aboriginal Heritage) and 6.10 (Aboriginal cultural heritage) for more detail.

Landscape and visual impacts

The overall assessment of the REF is that the Project's contemporary character and design excellence would improve the functioning of the Sydney Harbour Bridge. The original views would be largely maintained, and the ramp structure would result in minimal open space and tree loss.

Visual impacts during construction would include views of the temporary construction zone, fencing and construction zone hoarding. The views of Bradfield Park and Sydney Harbour Bridge would largely remain visible.

After Project completion, the Sydney Harbour Bridge and Milsons Point Station landscape character would be impacted by removing a small part of the Bridge parapet and of the siting of the ramp above the station entrance. The ramp has been positioned to preserve views of the decorative 1932 cartouche above the station entrance.



Refer to REF Chapter 6.2
(Landscape character and visual impacts) for more detail.

Traffic and transport impacts

During construction, community and stakeholders would experience temporary road closures, footpath diversions and loss of parking spaces. Where specific stakeholders will be impacted, we would be in touch directly to discuss how we propose to manage these impacts.

Once completed, the Project would improve access and safety for bike riders, pedestrians, and motorists by reducing the current conflict at the bottom of the Cycleway stairs and Burton Street.

The permanent removal of 15 parking spaces on the eastern side of Alfred Street and relocation of one bus stop on Alfred Street South (60 metres) would be required to construct the Alfred Street cycle path.



Refer to REF Chapter 6.4 (Traffic and transport)
for more detail.

Tree removal

The linear ramp design involves less impact on Bradfield Park compared with other early concepts. During construction, five poplar trees and one small ornamental pear tree in Bradfield Park North would be removed. The trees removed would be replaced in accordance with Transport's Tree and Hollow Replacement Guidelines (2022). The potential location of replacement planting would be determined in consultation with North Sydney Council.



Refer to REF Chapter 6.7 (Biodiversity) for more detail.

Construction hours, noise and vibration

Work would mostly be completed during standard day time hours of 7am to 6pm. Some night work would be proposed during the 18-month program to facilitate the delivery and installation of large components of the ramp and to minimise impacts on local traffic, if it cannot be done during standard day time hours due to safety or other reasons. We would work to reduce the amount and impact of night work as much as possible.

Some noisy work would be required when using a concrete saw during groundworks on Alfred Street South. Several residential and commercial properties may experience high levels of noise as a result. We would consult directly with impacted stakeholders to discuss how we will manage these impacts, including providing periods of respite and ensuring that the noisiest part of the work is carried out during standard hours wherever possible, or before midnight.

There is potential for vibration during some construction activities. This work will be closely managed to avoid risk of damage to surrounding structures and include the use of pre-construction and post-construction property condition surveys, as required.



Refer to REF Chapter 6.3 (Noise and vibration) for more detail.

Have your say

The Review of Environmental Factors is on public display until **midnight Monday 19 December 2022**. To view the REF, please scan the QR code or visit: nswroads.work/cycleway



Feedback can be submitted by:



completing the submission form at nswroads.work/cycleway



sydneyharbourbridgeprojects@transport.nsw.gov.au

Your feedback will help Transport further refine the Project and our approach to working with the community to manage impacts. As the Project progresses, we will continue to keep you informed and we will continue to meet with key Project stakeholders.

Meet the Project team

Please feel free to drop-in anytime during our community pop ups. The Project team will be there to answer Project related questions.

Sunday 4 December 2022

8:30am – 3pm
Kirribilli Markets

Tuesday 6 December 2022

7am – 9am | 4pm – 6pm
At the bottom of the northern stairs of the Sydney Harbour Bridge Cycleway, near Milsons Point station

Wednesday 7 December 2022

7am – 9am | 4pm – 6pm
At the bottom of the northern stairs of the Sydney Harbour Bridge Cycleway, near Milsons Point station

Sunday 11 December 2022

8:30am – 3pm
Kirribilli Markets

Next steps

After the REF public display period ends the Project team will review feedback received. A Submissions Report will then be prepared outlining the comments and feedback, and how Transport has considered and responded to submissions and feedback. Feedback would be considered as part of the ongoing design process and in Transport's determination as to whether the project should proceed to delivery.

We will update the community and stakeholders once the Submissions Report is complete. A copy of the report will be published online.



Get in touch

If you have any questions or would like more information please contact our project team:

1800 581 595

sydneyharbourbridgeprojects@transport.nsw.gov.au
nswroads.work/cycleway

November 2022



Translating and interpreting service

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