

Harbour Control Tower Demolition



Visual Impact Assessment

Prepared for:



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Peter Walker and Partners Landscape Architecture - Capability Statement

Peter Walker and Partners Landscape Architecture (PWP) is an experienced landscape architectural firm specialising in large scale public landscape projects. PWP's portfolio of work and clients reflect a diversity of project types and settings. Our past project experience ranges from parks and university campuses to corporate headquarters, plazas, museums and gardens. Within this range, the office specializes in complex high-design open-space projects with layered physical and political conditions.

PWP has over 50 years of experience in Landscape Architecture and has delivered numerous large scale landscape public projects around the world.

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1 Introduction

On behalf of the Barangaroo Delivery Authority (BDA), Peter Walker and Partners Landscape Architecture (PWP) has prepared a visual assessment report for the Harbour Control Tower Demolition (the proposal) as part of the Environmental Assessment prepared under Part 3A of the *Environmental Planning and Assessment Act 1979 (EP&A Act)*.

Whilst visual assessments are more often prepared to consider the extent and nature of impacts associated with adding infrastructure to the visual environment, this visual assessment has been prepared to consider the residual visual impact following the removal of the Harbour Control Tower and associated infrastructure.

The key objectives of this visual assessment include:

- Describing the existing urban environment surrounding the proposal;
- Determining and describing potential visual impacts associated with the removal of the Harbour Control Tower;
- Determining the extent and nature of positive, negative or neutral impacts on the character of the urban landscape and surrounding visual receptors following the Harbour Control Tower removal; and
- Recommending mitigation measures to enhance positive impacts or minimise potential negative impacts.

2 The Harbour Control Tower and existing visual elements

The HCT was constructed between 1973 and 1974. The Tower was officially opened in 1974 by The Hon L.A. Punch and was constructed in a position to provide maximum surveillance of the port area. This took the form of a three-level control centre on top of a reinforced concrete tower which is 87 metres high, the operations level being 82 metres. The tower has been out of use since May 2011 when all vessel control services for Sydney Harbour were shifted to Port Botany.



Figure 1
Location Plan

3 Existing Views and Visibility

There are numerous opportunities to obtain direct and indirect views toward the Harbour Control Tower (HCT) and associated structures, including short distance views from a variety of public and private view locations.

The majority of views occur from:

- water bodies (Walsh Bay and the harbour);
- public footpaths and walkways;
- road corridors;
- cafes and restaurants;
- residential units;
- hotels; and
- commercial offices.

A series of digital photographs have been taken during the course of site inspections to illustrate existing views toward the HCT from a number of locations in the vicinity of the proposal.

The photographs provide a visual record of the urban character of which the HCT is located and illustrates the context and relationship of the HCT to a number of surrounding view locations and view categories. The photographs also provide partial views along street corridors and illustrate the relationship of longitudinal streetscape views where the HCT is perpendicular to the main view axis.



Figure 2
Photo Locations



Photo Location 1 - Walsh Bay (toward CBD)



Photo Location 2 - Walsh Bay (toward The Rocks)



Photo Location 3 - Towns Place (toward future Headland Park)



Photo Location 4 - Towns Place (toward Millers Point)



Photo Location 5 - Towns Place (toward Dalgety Road)



Photo Location 6 - Towns Place (toward Clyne Reserve)

Figure 3
Photo Sheet 1



Photo Location 7 - Dalgety Road (toward Millers Point)



Photo Location 8 - Dalgety Road (toward Harbour)



Photo Location 9 - Moores Wharf (toward Dalgety Road)



Photo Location 10 - Observatory Park (Toward Harbour)



Photo Location 11 - Observatory Park (toward Blues Point)



Photo Location 12 - Argyle Street (toward Kent Street)

Figure 4
Photo Sheet 2



Photo Location 13 - Argyle Place (toward Windmill Street)



Photo Location 14 - Argyle Place (toward Dalgety Road)



Photo Location 15 - Munn Reserve (toward Argyle Street)



Photo Location 16 - High Street (toward Bond Building)



Photo Location 17 - Merriman street (toward Clyne Reserve)



Photo Location 18 - Clyne Reserve (toward Merriman Street)

Figure 5
Photo Sheet 3

3 Urban Character

The HCT is located at the northern terminus of Merriman Street in the historic Millers Point neighbourhood adjacent to Clyne Reserve. It is one of the most significant historic neighbourhoods in Sydney dating back to the 1840s. This historic neighbourhood is a remnant of what originally existed in Millers Point at the time, however, what is left is consistent, and intact. The HCT was built in 1974 and is incongruous in character with the historic neighbourhood. It is also of a completely contrasting scale without any historic relationship. At Merriman Street the bulk of the structure at the base of the tower blocks views to the harbour and visually separates Clyne Reserve from the future Headland Park. It is a recent industrial remnant that is obtrusive to the western views from the residential buildings on Merriman Street and the removal will allow for a continuous connection of Millers point and the Headland Park.

4 Photomontages

Seven photomontages have been prepared to illustrate typical streetscape and local views with and without the Harbour Control Tower. The selected photomontages locations include:

- Photomontage P1 Walsh Bay view south toward Millers Point;
- Photomontage P2 Balmain view northeast toward the Harbour Bridge;
- Photomontage P3 Argyle Street view north toward Dalgety Road intersection;
- Photomontage P4 Merriman Street view northwest toward Headland Park;
- Photomontage P5 Blues Point view south toward Darling Harbour;
- Photomontage P6 Clyne Reserve view southwest toward Headland Park; and
- Photomontage P7 Balmain view east toward Millers Point.



Figure 6
Photomontage Locations

Photomontages



Photomontage P1 - Walsh Bay toward Millers Point, existing view



Photomontage P1 - Walsh Bay toward Millers Point, proposed view

Figure 7
Photomontage Location P1



Photomontage P2 - Balmain toward Harbour Bridge, existing view



Photomontage P2 - Balmain toward Harbour Bridge, proposed view

Figure 8
Photomontage Location P2



Photomontage P3 - Argyle Street toward Dalgety Road intersection, existing view

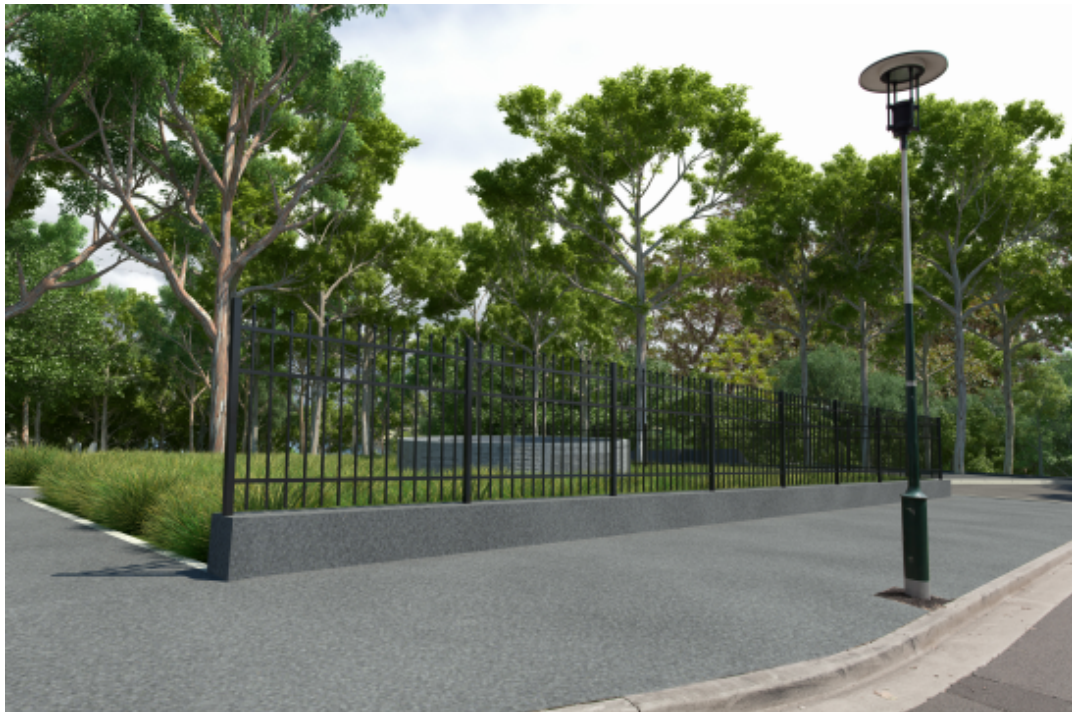


Photomontage P3 - Argyle Street toward Dalgety Road intersection, proposed view

Figure 9
Photomontage Location P3



Photomontage P4 - Merriman Street toward Headland Park, existing view



Photomontage P4 - Merriman Street toward Headland Park, proposed view

Figure 10
Photomontage Location P4



Photomontage P5 - Blues Point toward Darling Harbour, existing view



Photomontage P5 - Blues Point toward Darling Harbour, proposed view

Figure 11
Photomontage Location P5



Photomontage P6 - Clyne Reserve toward Headland Park, existing view



Photomontage P6 - Clyne Reserve toward Headland Park, proposed view

Figure 12
Photomontage Location P6



Photomontage P7 - Balmain toward Millers Point, existing view



Photomontage P7 - Balmain toward Millers Point, proposed view

Figure 13
Photomontage Location P7

6 Mitigation measures

Whilst there are no specific mitigation measures to address largely positive residual visual impacts following the HCT removal works, there are some mitigation measures which may be implemented to minimise or avoid visual impacts during the course of the removal works. These include:

- sequencing removal work activities to avoid residential locations at night time where possible;
- mounting directional lighting to avoid light spill into adjoining buildings at night time;
- screening removal work activities by fencing or placement of hoardings where practicable;
- minimising potential for dust emission;
- appropriate placement of any necessary signage associated with the removal works;
- maintaining all removal works areas in neat and tidy condition at all times; and
- retention and protecting of existing trees within the Millers Point precinct.

5 Conclusion

The HCT is a highly visible and recognisable element within the Sydney Skyline and the Millers Point precinct. The HCT has a vertical form and is visible from a number of significant city streets as well as major road intersections with high pedestrian and vehicular traffic volumes.

The HCT is a distinct visual element which dominates a number of significant streetscape view corridors. Although the HCT does not entirely block or terminate the majority of streetscape view corridors, it can disrupt and restrict views from street level depending upon the proximity and orientation of the view to the HCT.

The key residual positive visual impacts arising from the removal of the HCT will include:

- enhancement of existing streetscape view corridors through removal of the HCT;
- providing more naturalistic views of the Headland Park;
- improving the clarity of views toward built heritage items and addressing visual conflict between historic quality of the adjoining Clyne Reserve and Millers Point;
- removing a visual barrier separating Clyne Reserve from the future Headland Park;
- reducing visual clutter through narrow streetscape vistas; and
- removing direct visual impacts for residents occupying buildings on Merriman Street and visitors to Clyne Reserve.

Civil work involved in the removal of the HCT may result in short term and largely transient visual impacts for residents, visitors and employees within the Sydney CBD as well as pedestrians in open space surrounding the Millers Point precinct.

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