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Memorandum

To	Ashleigh Zarlenga	Page	1
CC	Andrew Driver, Darran Jordan		
Subject	Response to submission – Glebe Island Aggregate Handling and Concrete Batching Facility (SSD 8544)		
From	Gabrielle Parke		
File/Ref No.		Date	10-Aug-2018

AECOM Australia Pty Ltd (AECOM) was engaged by Hanson Construction Materials Pty Ltd to prepare a Landscape and Visual Impact Assessment (LVIA) in support of the Environmental Impact Statement (EIS) prepared for the Glebe Island Aggregate Handling and Concrete Batching facility state significant development application (SSD 8544).

The EIS was exhibited on the Department of Planning's major projects website for a period of five weeks between Wednesday 11 April to Tuesday 15 May 2018 and attracted a number of submissions from various agencies and stakeholders. Table 1 presents a summary of the submissions received with regard to landscape and visual impact, and AECOM's response to each comment. In response to one comment, an additional observer location has been assessed on the Glebe Foreshore (refer to Section 1.0).

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Table 1 Response to submissions relating to landscape character or visual impact

City of Sydney	
Landscaping and public art strategies should be required to mitigate the visual impacts of the proposal. Public art should not include advertisements.	AECOM has been commissioned to prepare a Landscape and Public Art Strategy.
The Glebe Society	
The proposed location of the site has generated concern from some members of the Glebe community because it will block the splendid line of view encompassing the three bridges -the Sydney Harbour Bridge, the Anzac Bridge and the old Glebe Island Bridge – that can be seen from the Glebe Foreshore adjoining the end of Glebe Point Rd. Two of these bridges are already heritage treasures; the other is acknowledged as a visually stunning piece of architecture/engineering. The Glebe Society is unaware if there are viable alternative sites for the facility on Glebe Island which would limit this loss of an unusual view. If there is any flexibility that could minimise this impact on the view, the Glebe Society suggests it be explored as a possible variation.	AECOM has assessed this location as an additional observer location in respect to visual impact (refer Section 1.0, below Table 1).
We are aware that community members have urged there be a requirement for the proponent or the Ports Authority to ensure the visual impact from the shoreline is as attractive as possible. The Glebe Society supports the planting of appropriate tree cover where feasible around the facility.	AECOM has been commissioned to prepare a Landscape and Public Art Strategy. This strategy will investigate the possibility of planting within and around the site.
Save Our Bays Glebe	
The building of such a site will interfere with the architectural aesthetics of the ANZAC Memorial Bridge	While the silos on the site will impact the view to part of the ANZAC Memorial Bridge from the north, the position of the silos on the site is considered visually appropriate as it stacks the bulk of the development against the bulk of the bridge and the embankment of the Glebe Island Bridge, limiting the tall structures to an edge of the site with existing height. If the silos were to be positioned further north they would be seen as a floating element within the relatively flat expanse of Glebe Island. At present, only the deck at the western end of the bridge and part of the western pylon would be screened from view from some positions north of the site. The character of the proposed development (including the scale of the silos) are considered appropriate due to the existing character of the site as a working industrial port with similar existing structures. The visual assessment determined that the scale of the bridge is such that the architecture can still be appreciated

	notwithstanding that part of the deck and a pylon are obscured from view from some locations.
Evolve* Strata	
The visual impact of the proposed plant will be significant and is unacceptable. Glebe island is largely flat and provides clear views to the surrounding foreshore areas. The proposed structures will include the establishment of 6 silos with an overall height of 34m – just 200m from evolve*. The committee believes this would equate to the height of a 10 storey residential building. The total land size occupied by the site would appear to equate to two football fields. On any view this will have a significant impact. However, the EIS does not adequately or at all consider the visual impact of both the plant and the MUF and more importantly the visual impact of there being 1-3 ships berthed adjacent to both facilities. With the combined berth operations, it seems that there will be ships berthed on a daily basis and often more than one. These will be large commercial vessels with no aesthetic qualities, berthed 100m – 150m from 2 Bowman Street.	A significant change to the views seen on a site due to a project do not necessarily make it unacceptable as the rating system does not make qualitative judgments, only comments on the change from existing. While there is a significant change in the views to the site, the changes were considered acceptable due to the character of the site, the character of the proposal, and the nature of the site as a working port. The position of the silos on the site is considered visually appropriate as it stacks the bulk of the development against the bulk of the ANZAC Bridge and the embankment of the Glebe Island Bridge, limiting the tall structures to an edge of the site with existing height. AECOM have been engaged to prepare a landscape and public art strategy, which will address concerns of the nearby residents. The presence of the ships will unfortunately not be addressed, as this is a working port and visually the presence of ships is considered appropriate given this.
It is proposed that the plant (and the MUF) will operate through the night. Ships will be berthed at night and will be operational in that period. There will be significant light emissions from both the plant and the MUF. Moreover, there will be significant light emissions by vessels berthed at GI 1 and 2 (some only 100- 150 metres from the building). At page 75 it is conceded the impact of lighting at the park adjacent to 2 Bowman Street will be “high” in all respects. The impact on evolve* will be similarly “high”. The light impact will be significant and is unacceptable.	Design of night-time lighting will include directional and adjustable lighting to minimise off-site impacts and reduce glow effect. The visual impact assessment states that there would be a ‘high’ impact, this rates the change from existing. Detailed design from specialists should address mitigation measures to alleviate some of these impacts.
Pyrmont Action Group	
It will be important to involve community representatives in discussions about the visual treatment of the container wall as it presents to residents and the general public. Options may include the use of bright colours, or colours which blend into the background.	AECOM has been commissioned to prepare a Landscape and Public Art Strategy, which would involve community in the development process.
Hanson should undertake extensive consultation with affected communities when developing the Public Art Strategy and the urban and landscape Masterplan for the site.	As above, AECOM has been commissioned to prepare a Landscape and Public Art Strategy.
The ambient night lighting at Glebe Island is already substantial, and it is noted (EIS p75) that the potential lighting impacts in Pyrmont will add to this form of pollution. At Waterfront Park the impact will be high; and will be moderate at	Design of night-time lighting will include directional and adjustable lighting to minimise off-site impacts and reduce glow effect. The visual impact assessment states that there

Pirrama Park. However, no detailed lighting plan has yet been prepared. Whilst recommendations for impact mitigation are listed (EIS p74), it is noted that these can be overridden by main lighting control "in the event of an incident, or compliant with class requirements". Every effort should be made to avoid light spill outside the Hanson lease boundary. Hanson should work with both the Port Authority and community representatives when developing the detailed lighting plan, to ensure that light spill makes minimal impact on affected residential areas, including from both on−shore and on−ship sources.	would be a 'high' impact, this rates the change from existing. Detailed design from specialists should address mitigation measures to alleviate some of these impacts.

1.0 Assessment of additional observer location: Glebe Foreshore

1.1 Community concerns

This additional observer location to those within the Landscape and Visual Impact Assessment (LVIA) has been assessed to address community concerns raised by the Glebe Society in their submission to the EIS for this project:

"The proposed location of the site has generated concern from some members of the Glebe community because it will block the splendid line of view encompassing the three bridges -the Sydney Harbour Bridge, the Anzac Bridge and the old Glebe Island Bridge – that can be seen from the Glebe Foreshore adjoining the end of Glebe Point Rd. Two of these bridges are already heritage treasures; the other is acknowledged as a visually stunning piece of architecture/engineering. The Glebe Society is unaware if there are viable alternative sites for the facility on Glebe Island which would limit this loss of an unusual view. If there is any flexibility that could minimise this impact on the view, the Glebe Society suggests it be explored as a possible variation."

1.2 Methodology

To address the issues raised in regards to the heritage listing of two of the three bridges mentioned in the submission, a meeting with the heritage consultant for the project was conducted. This meeting with Chris Lewczak (AECOM) as held on Tuesday the 7th of August, 2018.

A site visit was undertaken to photograph the view described and ascertain the angle of viewing on site.

A desktop assessment was conducted using aerial photography to understand how the tallest structures of the project will impact the view.

The observer location was then assessed using the methodology outlined in Chapter Assessment methodology refer to Chapter 1.5 of the *Glebe Island Concrete Batching Plant Landscape and Visual Impact Assessment* (AECOM, 13th March, 2018).

1.3 Existing views

The view of concern is obtained at the northern end of Glebe Point Road, where the road meets the Glebe Foreshore Walk, which follows the foreshore along Rozelle Bay and Blackwattle Bay in Glebe.

Glebe Point Road is a major road which follows the ridgeline through the centre of Glebe and finishes at the waterfront adjacent to Jubilee Park. The road itself is lined with residential and commercial properties (refer to Figure 1).

The road terminates in the Glebe Foreshore Walk, and the view from the end of the road includes a filtered view to Rozelle Bay seen through the canopy of two very large fig trees and a number of smaller Eucalypts (refer to Figure 2).

Figure 1 The view along Glebe Point Road southwards from the bottom of the road

Figure 2 The view from the end of Glebe Point Road to Rozelle Bay with two very large fig trees along the Glebe Foreshore walk

When on the Glebe Foreshore walk, the path is augmented with the occasional lookout point, like the one pictured in Figure 3. These positions are sometimes equipped with seating, as shown in this figure.

Figure 3 Views north from a lookout point situated along the Glebe Foreshore Walk, this one is positioned in line with the end of Glebe Point Road

The view from the lookout / rest point at the end of Glebe Point Road along the Glebe Foreshore walk has uninterrupted views to Rozelle Bay north towards Johnstons Bay. This view comprises the following elements (refer Figure 3):

The broad expanse of water within Rozelle Bay, including boating activity, Glebe foreshore (including landscaping and residential developments) in the foreground;

The northern shore of Rozelle Bay with large moored boats along the edge, the existing concrete silos on Glebe Island, residential development at Pyrmont and Jacksons landing, and the ANZAC and Glebe Island bridges in the middleground; and

the Sydney and North Sydney CBD skylines and Sydney Harbour Bridge in the background.

The view shown in Figure 4 is only seen at limited locations along the Glebe Foreshore walk, where the bridges line up and the Sydney Harbour Bridge seen below the deck of the ANZAC Bridge, i.e. it is not obscured by residential apartment blocks at Pyrmont or the westernmost pylon of the ANZAC Bridge.

Figure 4 A detailed photo showing the alignment of the three brides (ANZAC, Glebe Island, and the Sydney Harbour Bridges) from this location

1.4 Receptors

This observer location represents views to the Project seen by:

A small number of residents living in the apartments at the end of Glebe Point Road, with views out onto Rozelle Bay;

Visitors to Glebe Foreshore, including the walking trail that follows the shoreline; and

Recreational boating within the bay.

1.5 Changes to the view

The silos associated with the Project would be the only part of the development that would be seen from this location. These would be viewed to the left of frame in Figure 4, left of the western pylon of the ANZAC Bridge. The angle of viewing is shown in Figure 5.

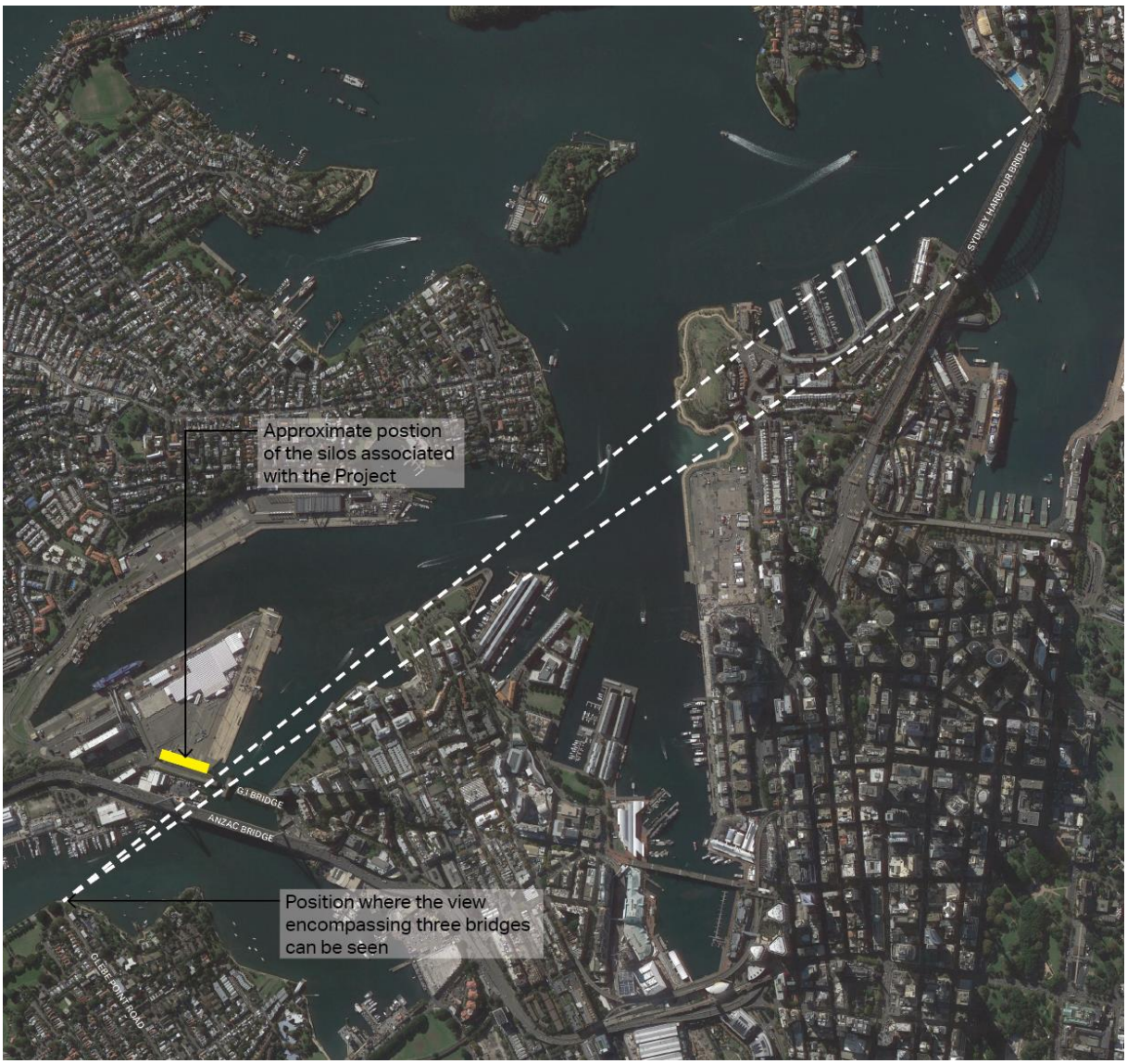

Figure 5 Angle of viewing from observer location, showing where the silos associated with the Project would be positioned in relation to the view of the three bridges. Note that the two lines radiating from the observer location show the position of the northern and southern pylons of the harbour bridge.

From this location, the silos would be seen west of the western pylon of the ANZAC Bridge, and viewed under the deck of the bridge. They would be viewed as a similar element in character and scale within the view to the existing concrete silos to the west of the Project on Glebe Island. They would essentially increase the visibility of Glebe Island from this location towards the east.

The silos would not block views to the Sydney Harbour Bridge, nor the Glebe Island Bridge from this location.

1.6 Visual impact assessment

Sensitivity of receptors	The receptor groups at this location would collectively have a High level of sensitivity to changes in the view. Overall, there would be high numbers of receptors with their attention focussed on the view to the harbour (including the Project).
Magnitude of change	The magnitude of change would be High. The Project would comprise a substantial new element situated under the deck of the ANZAC

	Bridge. However, the Project would be contextually in keeping with the character of the industrial waterfront, with the silos viewed as a similar element to the existing silos on Glebe Island to the west.
Overall assessment	Using the visual impact assessment matrix (refer Chapter 1.5 of the *Glebe Island Concrete Batching Plant Landscape and Visual Impact Assessment* (AECOM, 13th March, 2018)), the visual impact due to the project from this location is High.

1.7 Discussion

Overall, the change in the view from this location is High. However, the change is considered appropriate due to the following:

- The bulk of the silos would be offset by the visual bulk of the apartment buildings at Jacksons Landing to the east, and the existing concrete silos on Glebe Island to the west;
- The character of the development as a whole, including the silos, is visually in keeping with the industrial maritime character of Glebe Island as a working industrial wharf;
- The view from this observer location is not a recognised view associated with the heritage listing of any individual or collective group of bridges;
- The Project is not impeding any recognised views associated with heritage items; and
- Recognised views associated with Glebe Island Bridge heritage listing have been assessed within the Heritage report for this Project.

In response to the submission by the Glebe Society, it is unlikely that the Project would block the line of view to the three bridges from the Glebe Foreshore, where the Harbour Bridge is seen under the deck of the ANZAC Bride and above the Glebe Island Bridge. The position of the silos adjacent to the Glebe Island Bridge is considered appropriate as it 'loads' the bulky structures against the bulk of the ANZAC Bridge, thereby avoiding taller structures on the relatively flat Glebe Island at the northern end of the Project Site.