



**Figure 28** The view to the east from Peacock point includes Barangaroo, King Street Wharves, and the CBD beyond (Source: AECOM)

Glebe Island and its surrounds are viewed as more distant, low lying developments, with the skyline punctuated by the taller structures within the area, including the White Bay Power Station, the existing silos and lighting towers on Glebe Island, and the western pylon and suspension cabling of the ANZAC Bridge (refer Figure 29). The platform on which the Project would be sited is seen with the western embankment of the Glebe Island Bridge and the ANZAC Bridge as a backdrop.



**Figure 29** Detail of existing view from OL 1 looking south-west towards the Project Site (Source: AECOM)

### *Changes to the View*

At completion, the Project would be viewed from this location as a new large industrial complex comprising a number of built structures and vehicular activity, positioned in front of the western end of the Glebe Island and ANZAC Bridges (refer Figure 30 and **Figure 31**). The Project is not seen in high amounts of detail due to the viewing distance, and the most distinguishable features of the development being the six silos with their associated conveyors, and the large building which would

house batching activities. The movement of trucks on the wharf would be more difficult to distinguish, although this level of detail could be seen.

The silos and main building housing batching activities (although predominantly the silos) would partly screen the ANZAC Bridge, blocking views to the bridge deck west of the western pylon, and part of the western pylon itself. The eastern end of the western abutment of Glebe Island would be seen protruding from behind the silos, although the view to the Glebe Island Bridge would potentially be blocked when a ship was in berth at the Project Site.

The frequency of ships berthing at the Project Site would increase, resulting in a change within the view, with a ship arriving at this berth approximately every three days and spending around 12 hours at berth to unload its aggregate cargo.



**Figure 30** Photomontage of the view from OL 1 looking towards the Project Site, showing the proposed concrete batching plant (source: AECOM). Refer to Appendix A for all photomontages at A3 size



**Figure 31** Detail of photomontage of the view from OL 1 looking towards the Project Site, showing the proposed concrete batching plant to centre left of frame (source: AECOM). Refer to Appendix A for all photomontages at A3 size

From this location, the eastern façade of the wall of shipping containers would be viewed from an oblique viewing angle; therefore the finish of this element would be significant within the context of the development as seen from this location.



### *Sensitivity of Receptors*

Receptor groups at this location would collectively have a High sensitivity to changes in the view. Overall, there would be high numbers of receptors with their attention focussed on the view to the harbour (which includes the Project Site).

### *Magnitude of Visual Effects*

The magnitude of change in the view would be Moderate. The Project would comprise a new element situated at a low point within the landscape, and partly screening a landmark structure (i.e. the ANZAC Bridge). However, it would be seen from a reasonable distance and as part of the greater panoramic harbour-side landscape, which includes other industrial structures as part of the working waterfront.

The passage of large ships would increase past this OL, with the ships berthed for 12 hour periods in a location that had previously not had ships berthing. Although the development would be well suited to the character of the industrial waterfront, it would initially stand out from its surrounds, particularly with the fresh, clean finish of the silver-grey silos and the building housing the batching activity. It may 'bed down' into its surrounds as the development weathers slightly.

From this location, the wall of shipping containers is difficult to distinguish; therefore the finish of this element would not matter within the context of the view from this location.

### *Overall Assessment*

The change in the view from this location would be High to Moderate.

### *Night Lighting*

From this location, the shoreline opposite is reasonably well lit, with the most brightly lit areas including the apartment blocks and waterfront areas of Jacksons Landing, the western pylon of the ANZAC Bridge, and the Jones Bay Wharves which lie on the closest southern shoreline from this location (refer Figure 32). The eastern end of Glebe Island is relatively dark within the view, and seen with the backdrop of the western pylon of the ANZAC Bridge.

Ships that berth at Glebe Island and White Bay would occasionally be brightly lit for safety and to allow work. An example of the lighting on berthed ships is shown in Figure 32.

To the east of the view, the brightest element on the waterfront seen from this location is the buildings at Barangaroo, with the buildings of the CBD seen in the background (refer Figure 33).



**Figure 32** View south to Glebe Island from Peacock Point, Balmain East. Note the two very brightly lit areas to the north of the site (right of frame seen behind the sailing boat in the foreground). These are berthed ships at the northern berth of Glebe Island and White Bay (source: AECOM)



**Figure 33** The panoramic view from this location includes a view to the brightly lit Barangaroo development with the CBD in the background. Barangaroo will continue to be developed to the north (left) of the tallest buildings seen in the middle of the image (source: AECOM)

Proposed outdoor lighting at the Project Site would be limited to vehicle parking and driveway areas, with all lights directed down producing no light spill outside the Hanson lease boundary. Lighting would be of sufficient brightness to achieve work safety requirements and security of the Project.

Ships would be lit when berthed during the night, but the lighting would be minimised with controllable and dimmable open deck lighting with multi-zone lighting control to allow work within different areas of the ship without excessive lighting. Some directional flood lighting would be required, but would be minimised to mooring decks and LSA areas (raft and boat).

The sensitivity of receptors to night lighting is Moderate. Fewer receptors would see the view to the harbour at night, and the existing view to the harbour foreshore is well lit.

The magnitude of the proposed change is Moderate. Although the larger elements on the site would not be lit, the silos would block the view to the western pylon of the ANZAC Bridge, which is well lit at night. The eastern end of Glebe Island would be lit, which would constitute a change to the existing night time view. The berthed ships would also be lit, although it is anticipated that the flood lit elements of the ship (particularly the mooring decks) would be screened by the bulk of the ship.

The change in the night lighting view is Moderate.

#### 4.2.2 OL 2: Birrung Park, Balmain

This and the next OL (OL 3) approximate the views seen by receptors particularly from a string of parks and residences on the Balmain Foreshore (refer Figure 34). These parks lie directly behind a strip of industrial land, and are either at wharf level (e.g. Vanardi Green), or elevated on sandstone terraces (e.g. Birrung Park and the Mansfield Street public space).



**Figure 34** Arrangement of waterfront green space in Balmain, with parks situated behind the industrial waterfront developments (source: AECOM, aerial source: NearMap © 2017)





Figure 35 Keyplan showing OL 2 in relation to the Project Site (NTS, aerial source NearMap 2017)

### Receptors

This OL represents views to the Project seen by the following receptors:

- Residents living in homes in Balmain, overlooking White Bay and Glebe Island to the south; and
- Visitors to public open spaces at Birrung Park, including the walking trail that travels west from this location.

A high number of residential receptors would see the view from this location. Houses with access to the views across the harbour would likely be orientated for the residents to appreciate the view from inside their homes. Therefore residents could be seeing this view for long durations, and with a sense of proprietary interest.

A high number of visitors to the public open space at this location are anticipated, due to the walking track that passes through this park and the uninterrupted, elevated view to the harbour available. A low to moderate duration of viewing of the landscape is anticipated for this receptor group, as they visit the park and spend time (there is turf, shade trees and seating within the park), or continue on their walk.

These receptors would view the project from roughly 600m away.

### Existing views

The view to the harbour from this location is framed by mature trees within the parks, and is seen from an elevated position (refer Figure 36). The foreground of the view comprises the fenced park edge (safety due to the substantial drop to the landscape below) and wide expanses of concrete associated with the White Bay Cruise Terminal (which was formerly industrial waterfront land).

The view is dominated by a number of landmark elements, including:

- The tall, clustered buildings of Barangaroo (to left of frame);

- The buildings associated with the CBD, including Sydney Tower seen against the skyline (in the background to the left and right of the closer Barangaroo towers);
- The slightly shorter apartment blocks at Jacksons Landing, Pyrmont and Ultimo, seen behind a strip of parkland by the waterfront;
- The ANZAC Bridge, including views to both eastern and western pylons, although the eastern pylon is partially screened by an apartment block at Jacksons Landing; and
- The existing silos on Glebe Island, seen with its longest façade facing the OL.

Glebe Island is viewed as a long, low concrete platform with scattered industrial developments and equipment, and large areas of bare, exposed concrete. It is seen with the ANZAC Bridge, Glebe Island Bridge and Jacksons Landing as a backdrop. The Glebe Island Bridge is seen as a long, low vegetated berm below the deck of the ANZAC Bridge.



**Figure 36** Existing view south to the harbour from the pathway in Birrung Park, Balmain. The Project Site is seen with the backdrop of the western pylon of the ANZAC Bridge (source: AECOM)

### *Changes to the View*

The Project would be viewed from this location as a new large industrial complex comprising a number of built structures and vehicular activity, positioned so that it screens the western abutment of the Glebe Island Bridge from view, and partially screens the western pylon of the ANZAC Bridge (refer Figure 37 and Figure 38). The Project is seen in a moderate amount of detail due to the viewing distance and elevated viewing location, with the most distinguishable features of the development being the six silos with their associated conveyors, and the large building which would house batching activities. The movement of trucks on the wharf would be easily distinguishable due to the elevated viewing location and angle of viewing.

The silos and main building housing batching activities (although predominantly the silos) would partly screen the ANZAC Bridge, blocking views to the bridge deck either side of the western pylon, and the lower portion of the western pylon itself. The western abutment of the Glebe Island Bridge would be screened from view, with only part of the bridge itself (including the swinging portion) seen when a ship was not at berth. The bridge would be screened from view when a ship was in berth, along with portions of the eastern bridge abutment.

The frequency of ships berthing at the Project Site would increase, resulting in a change within the view, with a ship arriving at this berth approximately every three days and spending around 12 hours at berth to unload its aggregate cargo.





**Figure 37** Photomontage of the view from OL 2 looking towards the Project Site, showing the proposed concrete batching plant to the centre right of frame (source: AECOM). Refer to Appendix A for all photomontages at A3 size



**Figure 38** Detail of photomontage of the view from OL 2 looking towards the Project Site, showing the proposed concrete batching plant (source: AECOM). Refer to Appendix A for all photomontages at A3 size

### *Sensitivity of Receptors*

Receptor groups at this location would collectively have a High sensitivity to changes in the view. Overall, there would be high numbers of receptors with their attention focussed on the view to the harbour (which includes the Project Site and a number of important landmarks).

### *Magnitude of Visual Effects*

The magnitude of change in the view would be Moderate. The Project would comprise a substantial new element situated at a low point within the landscape, and partly screening a landmark structure (i.e. the ANZAC Bridge). However, the development would be well suited to the character of the industrial waterfront, with the silos viewed as a similar element to the existing silos on Glebe Island. The development (particularly the silos) would also not be a new form within the landscape, as there are an existing set of silos on the adjacent site to the Project. The alignment of viewing would result in the two sets of silos viewed with their longest elevations facing the site, allowing a true comparison of the size of the development against existing industrial structures on the site.

The development would initially stand out from its surrounds, particularly with the fresh, clean finish of the silver-grey silos and the building housing the batching activity. It may 'bed down' into its surrounds as the development weathers slightly.



From this location, the eastern façade of the wall of shipping containers is screened from view; therefore the finish of this element would not matter within the context of the development as seen from this location.

### ***Overall Assessment***

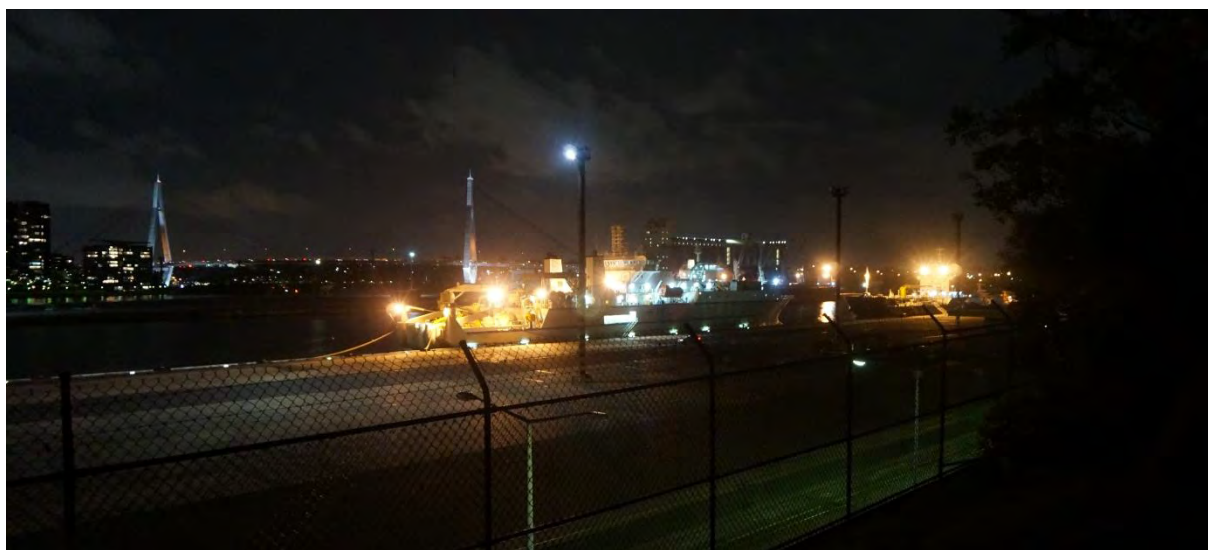
The change in the view from this location would be High to Moderate.

### ***Night Lighting***

From this location, the shoreline opposite this location is reasonably well lit, and as with OL1, the most brightly lit areas include the apartment blocks and waterfront areas of Jacksons Landing, the ANZAC Bridge pylons, and the buildings at Barangaroo and the CBD. Barangaroo and the CBD are the brightest elements within the view from this location.

Glebe Island is a relatively dark element within the view, seen below the deck and western pylon of the ANZAC Bridge.

Ships that berth within White Bay would occasionally be brightly lit for safety and to allow work. These would be seen from close proximity (refer Figure 39).



**Figure 39 A ship at berth in White Bay at night time (source: AECOM)**

Proposed lighting at the Project Site would be limited to vehicle parking and driveway areas, with all lights directed down, producing no light spill outside the Hanson lease boundary.

Ships would be lit when berthed during the night, but the lighting would be minimised with controllable and dimmable open deck lighting with multi-zone functionality to allow work within different areas of the ship without excessive lighting. Some directional flood lighting would be required, but would be minimised to mooring decks and LSA areas (raft and boat).

The sensitivity of receptors to night lighting is Moderate. Fewer receptors would see the view to the harbour at night, and the existing view to the harbour foreshore is well lit (particularly as the view to the CBD and Barangaroo are seen within the same field of view as the Project Site).

The magnitude of the proposed change is Moderate. Although the larger elements on the site would not be lit, the silos would block the view to the western pylon of the ANZAC Bridge, which is well lit at night. The eastern end of Glebe Island would be lit, which would constitute a change to the existing night time view. The berthed ships would also be lit, including flood lighting to the mooring decks. However, the view to the site would sometimes be screened by ships berthed closer to the OL, as shown in Figure 39.

The overall change in the view from night lighting is Moderate.

#### 4.2.3 OL 3: Mansfield Street Open Space, Rozelle



Figure 40 Keyplan showing OL 3 in relation to the Project Site (NTS, aerial source NearMap 2017)

#### *Receptors*

This OL represents views to the Project seen by the following receptors:

- Residents living in homes in Balmain (including a number of apartment blocks in the near vicinity of this OL), overlooking White Bay and Glebe Island to the south; and
- Visitors to public open spaces, including the Mansfield Street Open Space, Vanardi Green, and the walking trail that joins these public open spaces. Refer Figure 34.

A high number of residential receptors would see the view from this location, with some housing viewing the harbour from elevated positions (either from the upper apartment levels, or from developments elevated due to landform, e.g. Figure 41), or locations at or near wharf levels. Houses and apartments with access to the views across the harbour would likely be orientated for the residents to appreciate the view from inside their homes. Therefore residents would be seeing this view for long durations, and within the context of the proprietary interest of a home owner.

A moderate number of visitors to the public open space at this location are anticipated (i.e. the Mansfield Street Open Space), due to the 'tucked away' location of the park. However, the park is elevated, with uninterrupted views out to the harbour. There are no areas within the park to sit comfortably, as the park is exposed to the elements with limited shade and seating (refer Figure 41).





**Figure 41** The open space at the end of Mansfield Street backs onto an apartment block, and is very exposed, with limited shade and seating throughout the park (source: AECOM)

From east of Buchanan Street, a walking track joins this park (via a steep set of steps) to a string of other public open spaces, with the easternmost green space obtaining views to the harbour from Vanardi Green. This walking track and public open space are at wharf level, with a tall fence separating the public open space from the wharf and road adjacent to White Bay (refer Figure 42 and Figure 43).



**Figure 42** Vanardi Green lies at road / wharf level, and is separated from the road and wharf by a metal fence (source: AECOM)



**Figure 43** The walking track joining Vanardi Green to the Mansfield Street open space lies between apartment blocks and the fencing separating the green space to the road and wharf (source: AECOM)

Visitors to these parks would have their attention focussed on the view to the landscape for the duration of their visit to the park, although these areas are off-leash dog walking areas, so dog owners would be expected to also have their attention on their animals as they exercise within the parks. A low to moderate duration of viewing is anticipated for this receptor group, as they visit the park and spend time (there is turf, shade trees and seating within the park), or continue on their walk.

These receptors would view the Project from a distance of about 550 metres.

#### *Existing View*

The view from these two parks and the walking track joining them to the harbour (and the Project Site) are slightly different. The Mansfield Street open space is an elevated location with uninterrupted views to the harbour, seen over a tall safety fence, as the park is elevated over five metres above the road (Robert Street) on a sandstone rock shelf.

The foreground of the view from this location comprises the fenced park edge (due to substantial drop to road below). The land between the park and the water comprises Robert Street, a turf strip, then a working industrial wharf, scattered with machinery, boats, and maritime debris (refer Figure 44).

The view is dominated by a number of landmark elements, the most prominent being the existing silos on Glebe Island. Other landmarks viewed from this location include:

- The Harbour Bridge (far left of frame);
- The tall, clustered buildings of Barangaroo and the CBD including Sydney Tower;
- The slightly shorter apartment blocks at Jacksons Landing, Pyrmont and Ultimo, seen behind the taller wharf-side infrastructure, such as cranes and conveyors; and
- The ANZAC Bridge, partly screened by the aforementioned taller wharf-side infrastructure.

Glebe Island is viewed as a long, low concrete platform with scattered industrial developments and equipment. It is viewed with the CBD and Jacksons Landing as a backdrop. The Glebe Island Bridge is screened from this location.





**Figure 44** The view from the Mansfield Street open space, including a working industrial wharf on either side of White Bay (source: AECOM)

Ships would regularly berth at the northern and southern wharfs at White Bay in front (south) of this location (refer Figure 45). When a ship is berthed, the view to the Project Site would be at least partially screened, depending on the size and position of the ship.



**Figure 45** A ship berthed at Glebe Island in White Bay, as seen from Mansfield Street open space (source: AECOM)

In contrast, the view to the harbour seen from the lower park areas (Venardi Green and the adjoining walkway) is less picturesque. The foreground of the view is dominated by the tall security fencing, and the road (Robert Street), verge and wharf seem more pronounced due to the low viewing angle (refer Figure 46).



**Figure 46** The view to the harbour from Venardi Green, with only the tallest landscape elements seen above the safety fencing (source: AECOM)

The tallest elements within the view (i.e. the existing silos on Glebe Island, the pylons and suspension cables of the ANZAC Bridge, the tops of the tallest or closest buildings of Jacksons Landing, the CBD and Barangaroo) are the most prominent, as these are the only structures seen above the top of the safety fencing. The Harbour Bridge is not visible.

### *Changes to the View*

The Project would be difficult to see from the elevated park location (i.e. Mansfield Street), viewed as a new industrial complex seen behind the existing industrial maritime buildings, equipment and activity on Glebe Island. The largest Project elements (the silos) would be partially screened by the existing buildings and silos on Glebe Island, and it is unlikely that activity at ground level (e.g. truck movement) would be discernible. The new silos would screen more of the ANZAC Bridge to the east, potentially blocking views to the bridge deck from between the existing silos on Glebe Island to the eastern pylon.

However, views to the Project would be partially screened further when a ship was docked at Glebe Island in White Bay. It is unlikely that ships berthed at the Project Site would be discernible from this location.

From the lower, more eastern park (Venardi Green and adjoining walkway), the Project would be seen from a less oblique angle of viewing, but behind the clutter of the black safety fence and existing industrial maritime buildings and activities on Glebe Island. The top of the silos would be seen above the safety fence, but the lower Project buildings and associated activity would be screened by the existing development and activity on Glebe Island. The silos would screen a large proportion of the ANZAC Bridge deck and western pylon.

Ships berthing at the Project Site would be unlikely to be seen from this location.

### *Sensitivity of Receptors*

Receptor groups at this location would collectively have a High sensitivity to changes in the view. Overall, there would be high numbers of receptors with their attention focussed on the view to the harbour (which includes the Project Site and a number of important landmarks).

### *Magnitude of Visual Effects*

The magnitude of change in the view would be Moderate. The Project would comprise a new element within the landscape, partially screening a landmark structure (i.e. the ANZAC Bridge). However, the Project would be less prominent within the context of the broader view at these locations.

The development would be contextually appropriate to the character of the industrial waterfront, with the silos viewed as an additional silo element within the Glebe Island industrial landscape. The alignment of viewing would result in the two sets of silos, viewed with their longest elevations broadly facing this OL, allowing a true comparison of the size of the development against existing industrial structures on the site. The Project silos and the building housing batching activity would be viewed behind a series of taller structures associated with the closer existing industrial developments, thereby reducing their visual bulk from this location, further reducing their visual prominence.

As with other OLs, the Project would initially stand out from its surrounds, but may 'bed down' into its surrounds as the elements weather.

From this location, the eastern façade of the wall of shipping containers is screened from view; therefore the finish of this element would have no impact on the view as seen from this location.

### *Overall Assessment*

The change in the view from this location would be High to Moderate.

### *Night Lighting*

From this location, the southern Glebe Island shoreline (opposite) is reasonably well lit, with the wharf deck and buildings lit for safety and to allow work during the night. Lighting associated with the buildings of the CBD and Jacksons Landing is seen behind Glebe Island and to the east. The pylons of the ANZAC Bridge are lit, although the eastern end of Glebe Island is currently unlit.



Ships that berth at Glebe Island in White Bay and on the northern wharf at White Bay would be brightly lit for safety and to allow work. Examples of the lighting on berthed ships is shown in Figure 32 and Figure 39.

Proposed outdoor lighting at the Project Site would be limited to vehicle parking and driveway areas, with all lights directed down, producing no light spill outside the Hanson lease boundary. Lighting would be of sufficient brightness to achieve work safety requirements and security of the Project.

Ships would be lit when berthed during the night, but the lighting would be minimised with controllable and dimmable open deck lighting with multi-zone lighting control to allow work within different areas of the ship without excessive lighting. Some directional flood lighting would be required, but would be minimised to mooring decks and LSA areas (raft and boat).

The sensitivity of receptors to night lighting is Moderate. Fewer receptors would see the view to the harbour at night, and the existing view to the harbour foreshore is well lit.

The magnitude of the proposed change is Low. Although the larger elements on the site would not be lit, the silos would block the view to the western pylon of the ANZAC Bridge, which is well lit at night. The eastern end of Glebe Island would be lit, which would constitute a change to the existing night time view. However this area would be seen behind the northern and western portions of Glebe Island, which are already lit at night. The berthed ships would also be lit, although it is anticipated that ships would be difficult to see from these locations.

The change in the night lighting view is Moderate to Low.

#### 4.2.4 OL 4: Glebe Foreshore Walk



Figure 47 Keyplan showing OL 4 in relation to the Project Site (NTS, aerial source NearMap 2017)

#### Receptors

This OL represents views to the Project seen by the following receptors:

- Residents living in homes in the northern-most areas of Glebe, overlooking the water to the north;
- Visitors to public open space along the Glebe Foreshore, including the walking trail that passes through this location; and
- Recreational boating from the jetties and moorings within Rozelle Bay.

A moderate number of residential receptors would see the view from this location, notwithstanding landform and mature trees within this area of Glebe would screen the view from many areas. However, houses and apartments constructed in the vicinity of this OL with access to the views across the harbour would likely have been orientated for the residents to appreciate the view from within their

homes. Therefore residents would be seeing this view for long durations, and within the context of the proprietary interest of a home owner.

A high number of visitors to the public open space at this location are anticipated, due to the popular public walking track that follows the foreshore. These receptors would have their attention focussed on the view to the landscape for the duration of their visit to the point. A low duration of viewing is anticipated for this receptor group as they walk along the foreshore, with the view constantly changing as they pass through the landscape.

A moderate number of recreational boats from nearby jetties and moorings are anticipated from this location due to the close proximity of the Sydney Boathouse, a boat storage and sales facility. These receptors would have their attention somewhat focussed on the view from their vessels, although their attention would also partly be on the activity of boating. These receptors would be expected to have short viewing durations, with the views changing as they navigate through the harbour.

These receptors would view the Project from a distance of about 380 metres.

### *Existing views*

Existing views south from this location include uninterrupted, panoramic views to the waterway itself (with associated boating activity) and the landscape beyond (refer Figure 48), including:

- The southern Glebe foreshore area, with residences situated behind a narrow band of open space;
- Rozelle Bay, which has a number of maritime industries, including the Sydney Boathouse;
- The ANZAC Bridge, seen with the Glebe Island Bridge, Glebe Island (and the Project Site), and the northern harbour foreshore and skyline under the main span between the pylons;
- Pyrmont and Jacksons Landing, viewed behind the ANZAC Bridge to the east and the elevated section of M4 Western Distributer;
- Blackwattle Bay to the east and southeast, with the buildings of the CBD in the background.



**Figure 48** The existing view to the Project Site from OL 4 (source: AECOM)

The above areas are viewed over a broad expanse of water within Rozelle Bay, with boating activity in the foreground, including fishing boats, yachts and smaller recreational craft.

The eastern end of Glebe Island (and the Project Site) lies directly opposite this location, seen under the deck of the ANZAC Bridge and framed between the western pylon and the western-most buildings of Jacksons Landing. However, the view is dominated by the ANZAC Bridge itself.

The existing silos on Glebe Island are partially screened by the ANZAC Bridge deck west of the western pylon.



### *Changes to the View*

The Project would be viewed from this location as a new large industrial complex comprising six silos and conveyors, and some smaller infrastructure on the eastern wharf, including a wall of shipping containers, which is seen at an oblique angle. Refer Figure 49 and Figure 50. These elements of the Project are seen in a high level of detail due to the viewing distance of under 400m, and being seen in sharp relief against the skyline. The movement of trucks on the wharf would be screened from this location by the silos and shipping container wall.

The silos and wharf infrastructure would be viewed under the ANZAC Bridge deck, and behind the western abutment of the Glebe Island Bridge, seen as a long, low grassy berm in front of the development.

The frequency of ships berthing at the Project Site would increase, resulting in a change within the view, with a ship arriving at this berth approximately every three days and spending around 12 hours at berth to unload its aggregate cargo. The ships would be seen under the ANZAC Bridge deck, behind the swinging arm of the Glebe Island Bridge.



**Figure 49** Photomontage of the view from OL 4 looking towards the Project Site, showing the proposed silos and eastern wharf infrastructure (source: AECOM). Refer to Appendix A for all photomontages at A3 size



**Figure 50** Detail of the photomontage from OL4, showing the proposed silos as they appear under the ANZAC Bridge. Refer to Appendix A for all photomontages at A3 size

### *Sensitivity of Receptors*

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 (which includes the Project Site). However, although there would be high numbers of residents seeing the view to the harbour, few of these residences would be set low enough in the landscape to obtain uninterrupted views to the Project Site, as most of the Project would be blocked by the ANZAC Bridge.

### *Magnitude of Visual Effects*

The magnitude of change in the view would be High. The Project would comprise a substantial new element situated under the bridge deck of the ANZAC Bridge, comprising both the most prominent landmark, and a primary point of focus within the view. 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 (which are partly screened by the ANZAC Bridge). The alignment of viewing would result in the two sets of silos broadly viewed with their longest elevations facing this OL, allowing a true comparison of the size of the Project against the existing industrial structure.

The Project would stand out from its surrounds, given: the skyline view; its framing between the bridge deck, pylons and harbour' and the fresh, clean finish of the silver-grey silos and the building housing the batching activity, which may 'bed down' into its surrounds as the development weathers.

From this location, the eastern façade of the wall of shipping containers is seen at an oblique angle, with limited detail seen along this face. The treatment of this element would not change the visual nature of the development within the context of the greater view seen from this location.

### *Overall Assessment*

The change in the view from this location would be High. Although the most prominent structure within the Project is the silos, the bulk of these when viewed from this OL is offset by the visual bulk of the buildings at Jacksons Landing, viewed to the north east.

### *Night Lighting*

The foreshores surrounding this location are reasonably well lit, with the brightest elements within the view being the up lit pylons of the ANZAC Bridge, the existing silos on Glebe Island (refer **Figure 51**), and the buildings associated with Jacksons Landing and the CBD. Other developments scattered along the Blackwattle Bay foreshore are also well lit at night, although the Glebe Foreshore itself is only moderately lit along the pathway through the linear park. Importantly, the eastern end of Glebe Island (the Project Site) is not currently lit, and the area under the ANZAC Bridge is dark in this location.



Figure 51 Existing night lighting of the area around the Project Site, as seen from OL 4 (source: AECOM)



Proposed outdoor lighting at the Project Site would be limited to vehicle parking and driveway areas, with all lights directed down, producing no light spill outside the Hanson lease boundary.

Ships would be lit when berthed during the night. However the lighting would be minimised with controllable and dimmable open deck lighting, with multi-zone lighting control to allow work within different areas of the ship without excessive lighting. Some directional flood lighting would be required, but would be minimised to mooring decks and LSA areas (raft and boat).

The sensitivity of receptors to night lighting is Moderate. Fewer receptors would see the view to the harbour at night, and the existing view to most of the harbour foreshore is well lit, with the nearby western pylon of the ANZAC Bridge up lit and dominant within the view.

The magnitude of the change to night lighting is Moderate. Although the existing foreshore is well lit, the area of the Project Site is currently unlit and is seen beneath the landmark ANZAC Bridge. However, the silos would not be lit, therefore new lighting seen from this location would be associated with the areas beyond the silos, and be partially screened from view. Ships would be well lit and in a prominent position within the view, and would be seen in entirety when berthed.

The overall change in the view from night lighting is Moderate.

#### 4.2.5 OL 5: Glebe Foreshore Walk (The Boathouse at Blackwattle Bay)



Figure 52 Keyplan showing OL 5 in relation to the Project Site (NTS, aerial source NearMap 2017)

#### *Receptors*

This OL represents views to the Project seen by the following receptors:

- Residents living in homes in the north-eastern areas of Glebe, overlooking the water to the north-east;
- Visitors to public open space along the Glebe Foreshore, including the walking trail that passes through this location;
- Recreational boating from the jetties and moorings within Rozelle Bay; and
- Patrons at the bayside restaurant The Boathouse at Blackwattle Bay.

A moderate number of residential receptors would see the view from this location, due to landform and mature trees within this area of Glebe, which would screen the view from many areas. In addition, many homes in this location would have an easterly outlook, which would angle views from their homes to Blackwattle Bay, rather than north towards the Project Site. However, houses and

apartments constructed in the vicinity of this OL with access to the views across the harbour would likely be orientated for the residents to appreciate the view from inside their homes. Therefore residents would be seeing the view to the water for long durations, and with a proprietary sense of interest.

A high number of visitors to the public open space at this location are anticipated, due to the popular walking track that follows the foreshore. These receptors would have their attention focussed on the view to the landscape for the duration of their visit to the point. A low duration of viewing is anticipated for this receptor group, as they walk along the foreshore, with the view changing as they pass through the landscape.

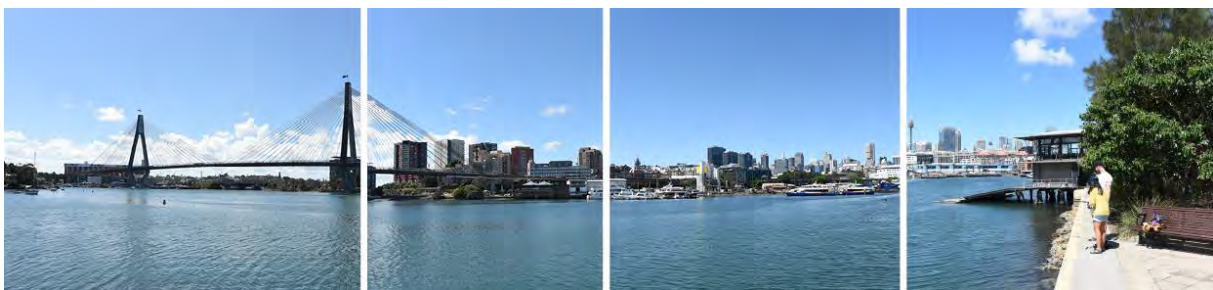
A moderate number of recreational and commercial boats from jetties and moorings are anticipated from this location due to the close proximity of the Sydney Fish Market. These receptors would have their attention somewhat focussed on the view from their vessels, although their attention would also partly be on the activity of boating. These receptors would be expected to have short viewing durations, with the views changing as they navigate through the harbour.

These receptors would view the project from roughly 750m away.

### *Existing views*

Existing views south from this location include uninterrupted, panoramic views to the waterway itself (with associated boating activity) and the landscape beyond (refer Figure 53), including:

- The Glebe foreshore area, with residences situated behind a thin band of open space;
- The ANZAC Bridge, seen with the Glebe Island Bridge, Glebe Island (and the Project Site), and the northern harbour foreshore and skyline under the main span between the pylons;
- Pyrmont and Jacksons Landing, viewed behind the ANZAC Bridge and the elevated M4 Western Distributer;
- The Sydney CBD seen behind the eastern waterfront of Blackwattle bay, which has a number of commercial and industrial developments located adjacent to the water, including the Sydney Fish Market; and
- The Boathouse restaurant, jutting out from the southern Glebe foreshore.



**Figure 53** The existing view from OL 5, looking predominantly east to Blackwattle Bay, but with the ANZAC Bridge at the north-western edge (source: AECOM)

Glebe Island (and the Project Site) is seen under the deck of the ANZAC Bridge and framed between the western pylon and the western most buildings of Jacksons Landing. However, the view is dominated by the ANZAC Bridge itself, and is also seen behind the Glebe Island Bridge western abutment.

The existing silos on Glebe Island are partly screened by the ANZAC Bridge deck west of the western pylon.

### *Changes to the View*

The view to the Project from this location would be very similar to that seen from OL 4, but from a larger distance and slightly oblique viewing angle. The Project would be viewed as a new large



industrial complex comprising a bank of large silos, and some smaller infrastructure on the eastern wharf, including the wall of shipping containers. These elements of the Project are seen in a moderate amount of detail due to the viewing distance. The movement of trucks on the wharf would be screened from this location by the silos and shipping container wall.

The silos and wharf infrastructure would be viewed under the ANZAC Bridge deck, and behind the western abutment of the Glebe Island Bridge, seen as a grassy berm in front of the development.

The frequency of ships berthing at the Project Site would increase, resulting in a change within the view, with a ship arriving at this berth approximately every three days and spending around 12 hours at berth to unload its aggregate cargo. The ships would be seen under the ANZAC Bridge deck, behind the swinging arm of the Glebe Island Bridge.

### *Sensitivity of Receptors*

Receptor groups at this location would collectively have a High sensitivity to changes in the view. Overall, there would be high numbers of receptors with their attention focussed on the view to the harbour (which includes the Project Site). However, although there would be high numbers of residents seeing the view to the harbour, most would be angled in a more eastern direction, towards Blackwattle Bay.

### *Magnitude of Visual Effects*

The magnitude of change in the view would be Low. The Project would comprise a new element situated under the bridge deck of the ANZAC Bridge, which is a prominent landmark within the view. However, the development would be well suited to the character of the industrial waterfront, with the silos viewed as a similar element to the existing silos on Glebe Island to the west (but partly screened by the ANZAC Bridge). The alignment of viewing would result in the two sets of silos viewed with their longest elevations facing the site, allowing a true comparison of the size of the development against the existing industrial structure.

The change to the view would also be viewed from a reasonable distance, and within the context of a view which also mainly addresses Blackwattle Bay as the primary focus within the panorama seen from this location.

The development would initially stand out from its surrounds, particularly with the fresh, clean finish of the silver-grey silos and the building housing the batching activity. It may 'bed down' into its surrounds as the development weathers slightly.

From this location, the eastern façade of the wall of shipping containers is seen at an oblique angle and from a reasonable distance, so little to no detail would be seen regarding the façade treatment. The treatment of this element would not change the view to the development within the context of the greater view seen from this location.

### *Overall Assessment*

The change in the view from this location would be Moderate.

### *Night Lighting*

The foreshores surrounding this location are reasonably well lit, with the brightest elements within the view being the up lit pylons of the ANZAC Bridge, developments scattered along the Blackwattle Bay foreshore, and the buildings of Jacksons Landing and the Sydney CBD, although the Glebe Foreshore itself is only moderately lit along the pathway through the linear park. Importantly, the eastern end of Glebe Island (the Project Site) is not currently lit, and the area under the ANZAC Bridge is dark in this location.

Proposed outdoor lighting at the Project Site would be limited to vehicle parking and driveway areas, with all lights directed down producing no light spill outside the Hanson lease boundary.

Ships would be lit when berthed during the night, but the lighting would be minimised with controllable and dimmable open deck lighting with multi-zone lighting control to allow work within different areas of the ship without excessive lighting. Some directional flood lighting would be required, but would be minimised to mooring decks and LSA areas (raft and boat).

The sensitivity of receptors to night lighting is Moderate. Fewer receptors would see the view to the harbour at night, and the existing view to most of the harbour foreshore is well lit.

The magnitude of the change to night lighting is Low. The existing foreshore is well lit, although the Project Site is currently unlit and lies beneath the landmark ANZAC Bridge. However, the silos would not be lit, therefore the new lighting seen from this location would be associated with the areas beyond the silos, and be partially screened from view. Ships would be well lit and in a prominent position within the view, and would be seen in entirety when berthed.

The overall change in the view from night lighting is Moderate to Low.

#### 4.2.6 OL 6: Pirrama Park, Pyrmont



Figure 54 Keyplan showing OL 6 in relation to the Project Site (NTS, aerial source NearMap 2017)

#### *Receptors*

This OL represents views to the Project seen by the following receptors:

- Residents living in homes in Jacksons Landing and Pyrmont, overlooking the water to the north-west; and
- Visitors to public open space at Pyrmont, including a short walking trail that connects the parks on the Pyrmont / Jacksons Landing foreshore (refer Figure 55).

A high number of residential receptors would see the view from this location. Houses and apartments constructed in the vicinity of this OL with access to the views across the harbour would likely be orientated for the residents to appreciate the view from inside their homes. Therefore residents would be seeing this view for long durations, and with a proprietary sense of interest. There are a high number of apartments within the vicinity of this OL.

A high number of visitors to the public open space at this location are anticipated, due to the density the residential development in the area, and the fact that the park contains a playground and picnic facilities. These receptors would have their attention focussed on the view to the landscape for the duration of their visit. A low duration of viewing is anticipated for this receptor group, as they visit the park or join the walkway that heads southwest towards Jacksons Landing and Waterfront Park.

These receptors would view the project from a distance of about 650 metres.





**Figure 55** Waterfront parks at Pyrmont and Jacksons Landing are joined by a waterfront walk way (source: AECOM, aerial source: NearMap © 2017)

### Existing views

Existing views west from this location include uninterrupted, panoramic views to the waterway itself (with associated boating activity) and the landscape beyond, including (refer Figure 56, from left to right):

- the Pyrmont / Jacksons Landing waterfront to the southwest;
- the ANZAC Bridge;
- Glebe Island, the most prominent elements of which are the existing concrete silos and wharf infrastructure for unloading ships (a large ship is visible in Figure 56 within White Bay in the process of being unloaded);

- White Bay, including the White Bay Power Station seen in the background, partially screened by wharf infrastructure on Glebe Island; and
- the White Bay Cruise Terminal to the north (out of frame), seen amongst the visual clutter of the maritime industrial foreshore on the northern edge of White Bay, with Balmain behind it.



**Figure 56 Existing view from OL 6 looking west towards the Project Site**

The above areas are viewed over an expanse of water within Johnstons Bay and White Bay, with boating activity in the foreground including ferries, occasional cruise ships (berthing at the White Bay Cruise Terminal), tankers and other large ships berthing at Glebe Island and White Bay, and smaller recreational craft.

Shorelines seen within White Bay from this location are predominantly industrial maritime in character, with little vegetation. However, the northern Balmain shoreline has a series of parks and green walkways that lie behind the industrial waterfront areas, visually ‘softening’ these shorelines.

The Glebe Island foreshore (and the Project Site) are not the closest shorelines to this location, and are therefore likely to be less of a visual focus prominent view than the nearer areas of Pyrmont and Balmain.

### *Changes to the View*

The Project would be viewed from this location as a new, large industrial complex comprising a number of built structures and vehicular activity, positioned such that it screens the western abutment of the Glebe Island Bridge and the western approach to the ANZAC Bridge (refer Figure 57 and Figure 58). The Project is seen in a moderate amount of detail due to the relatively close viewing distance and unobstructed view, with the most distinguishable features of the development comprising the six silos with their associated conveyors, and the large building which would house batching activities. The movement of trucks on the wharf would be readily distinguishable from this location.

The silos and main building housing batching activities (although predominantly the silos) would screen the western approach to the ANZAC Bridge, blocking views to the bridge deck west of the western pylon. The western abutment of the Glebe Island Bridge would be screened from view, and the whole of the bridge screened when a ship was at berth.

The frequency of ships berthing at the Project Site would increase, resulting in a change within the view, with a ship arriving at this berth approximately every three days and spending around 12 hours at berth to unload its aggregate cargo. Berthed ships would partially screen views to the land-based Project elements.





**Figure 57** Photomontage of the view from OL 6 looking towards the Project Site, showing the proposed Project to centre of frame (source: AECOM). Refer to Appendix A for all photomontages at A3 size



**Figure 58** Detail of photomontage of the view from OL 6 looking towards the Project Site, showing the proposed Project to centre of frame (source: AECOM). Refer to Appendix A for all photomontages at A3 size

From this location, the eastern façade of the shipping containers would be seen in a moderate level of detail. Façade treatment could include solar panels (refer Figure 59) or a green wall (refer Figure 60).



**Figure 59** Detailed photomontage showing the Project with the solar panel option for the eastern façade of the shipping container wall (source: AECOM). Refer to Appendix A for all photomontages at A3 size



**Figure 60** Detailed photomontage showing the Project with the green wall option for the eastern façade of the shipping container wall (source: AECOM). Refer to Appendix A for all photomontages at A3 size

### *Sensitivity of Receptors*

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 Site).

### *Magnitude of Visual Effects*

The magnitude of change in the view would be Moderate. The Project would comprise a substantial new element situated at a low-lying, central location within the landscape, and partly screening a landmark structure (i.e. the western approach to the ANZAC Bridge). However, the development would be well suited to the character of the industrial waterfront, with the silos viewed as a similar, but smaller element to the existing silos on Glebe Island. The alignment of viewing would result in the two sets of silos viewed at slightly oblique angles, splayed in different directions.

The scale of the silos would be seen in context with other monolithic structures, such as the existing silos to the west of the Project, the White Bay Power Station, and the ANZAC Bridge (refer Figure 60). The headland of Jacksons Landing to the east of the Project is seen to the left of frame within the view, and due to the tall, bulky apartment blocks, is seen as a much larger mass when viewed next to the silos associated with the Project.

The development would initially stand out from its surrounds, particularly with the fresh, clean finish of the silver-grey silos and the building housing the batching activity. It may 'bed down' into its surrounds as the development weathers slightly.

From this location, the eastern façade of the wall of shipping containers is seen. The finish of this element may have an effect on the view to the development, with a façade of solar panels potentially being more reflective than the plain shipping container façade, and a green wall being a slightly softer finish. However, due to the viewing distance and the oblique angle of viewing of the shipping container wall, the finish of this element would not change the appearance of the whole development within the context of the greater view from this location.

### *Overall Assessment*

The change in the view from this location would be High to Moderate.

### *Night Lighting*

From this location, the shorelines of White Bay and Pyrmont / Jacksons Landing are reasonably well lit, with the most brightly lit areas including the apartment blocks and waterfront areas of Jacksons Landing, and the western pylon of the ANZAC Bridge. The eastern end of Glebe Island is relatively dark within the view, and seen with the backdrop of the western pylon of the ANZAC Bridge.



Ships that berth at Glebe Island and White Bay would occasionally be brightly lit for safety and to allow work. An example of the lighting on berthed ships is shown in Figure 32.

Proposed outdoor lighting at the Project Site would be limited to vehicle parking and driveway areas, with all lights directed down producing no light spill outside the Hanson lease boundary.

Ships would be lit when berthed during the night, but the lighting would be minimised with controllable and dimmable open deck lighting with multi-zone lighting control to allow work within different areas of the ship without excessive lighting. Some directional flood lighting would be required, but would be minimised to mooring decks and LSA areas (raft and boat). Night lighting to the wharf areas would be screened by a ship in berth, although the deck lighting on the ship would be seen.

The sensitivity of receptors to night lighting is Moderate. Fewer receptors would see the view to the harbour at night, and the existing view to most of the harbour foreshore is well lit, with the nearby western pylon of the ANZAC Bridge and the existing silos on Glebe Island up lit and dominant within the view.

The magnitude of the change to night lighting is Moderate. Although the existing foreshore is well lit, the Project Site is currently unlit and lies adjacent to the landmark ANZAC Bridge. Ships would be well lit and in a prominent position within the view, and would be seen in entirety when berthed.

The overall change in the view from night lighting is Moderate.

#### 4.2.7 OL 7: Waterfront Park, Pyrmont



Figure 61 Keyplan showing OL 7 in relation to the Project Site (NTS, aerial source NearMap 2017)

#### *Receptors*

This OL represents views to the Project seen by the following receptors:

- Residents living in homes in Jacksons Landing, overlooking the harbour and Glebe Island to the west; and
- Visitors to public open space at Jacksons Landing, including a short walking trail that connects the parks on the Pyrmont / Jacksons Landing foreshore (refer Figure 55).

A high number of residential receptors would see the view from this location. A large number of apartments have been constructed in the vicinity of this OL, and residences with access to the views across the harbour would be likely to have been designed such that residents were able to appreciate this view from living areas within their homes. Therefore residents could be expected to regularly be looking at the view, periodically for long durations, and with a proprietary sense of interest.

A high number of visitors to the public open space at this location are anticipated, due to the size of the park, the density of the residential development in the area, and the fact that the park contains a playground, picnic facilities, and interpretive artworks. These receptors would have their attention focussed on the view to the landscape for the duration of their visit to the point. View duration would

vary from extended, e.g. for people utilising the picnic facilities or watching their children in the playground, to shorter periods where they are moving through the park along the foreshore walkway travelling north towards Pirrama Park.

These receptors would view the project from a distance of about 220 metres.

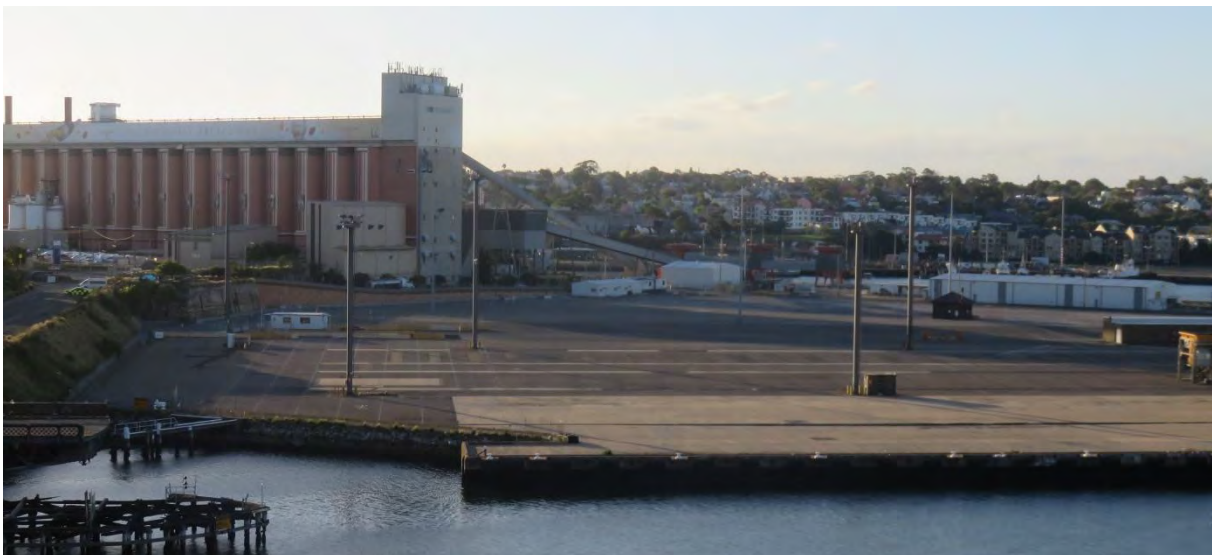
#### *Existing views*

Existing views west from this location include uninterrupted, panoramic views to the waterway itself (with associated boating activity) and the landscape beyond, framed between stands of mature vegetation, including (refer Figure 62):

- the ANZAC Bridge;
- Glebe Island, the most prominent elements of which are the existing concrete silos and the large expanse of empty concrete on the eastern side of the area;
- White Bay, including the White Bay Cruise Terminal to the north (out of frame), with Balmain seen behind it.



**Figure 62** Existing view from OL 7 looking west towards the Project Site



**Figure 63** View from apartment residence overlooking Glebe Island and the Project Site. This elevated position increases the visual prominence of the empty wharf area within the view (source: supplied)



The above areas are viewed over a narrow strip of water within Johnstons Bay, and beyond the broader expanse of water in White Bay, with boating activity in the foreground including fishing vessels, and smaller recreational craft, with occasional cruise ships (berthing at the White Bay Cruise Terminal), and tankers and other large ships berthing at Glebe Island and White Bay.

Shorelines seen within White Bay from this location are predominantly industrial maritime in character, with little vegetation. However, the northern Balmain shoreline has a series of parks and green walkways that lie behind the industrial waterfront areas, softening these shorelines within the view.

Residents in apartments on higher floors obtain elevated views across Glebe Island, increasing the visual prominence and relative extent of the empty concrete wharf area within the context of the overall view (refer Figure 63), as compared with views from the waterfront.

#### *Changes to the View*

The Project would be viewed from this location as a new, large industrial complex comprising a number of built structures with associated vehicular activity, positioned on the opposite shoreline to the park. The new silos would partly screen the existing silos. Refer Figure 64 and Figure 66).

The Project would be seen in a high level of detail due to the close proximity of Project, with all key built elements of the Project seen from this location. The shipping container wall would be particularly prominent from this location. The movement of trucks on the wharf would be readily distinguishable. The seen area of the Project would increase with increasing elevation of adjacent residential apartments, with higher apartments looking down across much of the internal workings of the Project Site. The silos would partially screen the western abutment of the Glebe Island Bridge.

The frequency of ships berthing at the Project Site would increase, resulting in a change within the view, with a ship arriving at this berth approximately every three days and spending around 12 hours at berth to unload its aggregate cargo. A berthed ship would partially screen views to the development itself.



**Figure 64** Photomontage of the view from OL 7 looking towards the Project Site, showing the proposed Project (source: AECOM). Refer to Appendix A for all photomontages at A3 size



**Figure 65** Detail of photomontage from OL 7. Refer to Appendix A for all photomontages at A3 size

From this location, the eastern façade of the wall of shipping containers would be clearly seen as the closest (but not the largest) element within the development. The façade treatment of the shipping containers would be seen in a high level of detail. This treatment could include a façade of solar panels (refer Figure 66) or a green wall (refer Figure 67).



**Figure 66** Detailed photomontage showing the Project with the solar panel option for the eastern façade of the shipping container wall (source: AECOM). Refer to Appendix A for all photomontages at A3 size





**Figure 67** Detailed photomontage showing the Project with the green wall option for the eastern façade of the shipping container wall (source: AECOM). Refer to Appendix A for all photomontages at A3 size

### *Sensitivity of Receptors*

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 Site), viewing the Project Site from a proximity. Some receptors would see the view from elevated positions.

### *Magnitude of Visual Effects*

The magnitude of change in the view would be High. The Project would comprise a substantial new element situated at a low, central location, prominent within the landscape. However, the development would be contextual with the character of the industrial waterfront, with the silos viewed as a similar element to the existing silos on Glebe Island. The alignment of viewing would result in the two sets of silos viewed slightly overlapping, increasing the mass of each element as it is reinforced with the other.

The development would initially stand out from its surrounds, particularly with the fresh, clean finish of the silver-grey silos and the building housing the batching activity. Over time this effect may 'bed down' into its surrounds as the development weathers.

From this location, the eastern façade of the wall of shipping containers is clearly seen. The finish of this element would have an effect on the view to the development. The façade of solar panels would potentially be more reflective from this position, given their east-facing orientation. The green wall would have a more muted, dark façade, which would soften the hard materiality of the shipping container surface. However, the finishes of solar panels or a green wall would be out of context with the industrial maritime character of Glebe Island.

### *Overall Assessment*

The change in the view from this location would be High.

### *Night Lighting*

While the apartment blocks within Jacksons Landing are reasonably well lit, the waterfront parkland is not. The most brightly lit areas within the view from this location are the existing silos on Glebe Island and the western pylon of the ANZAC Bridge. The eastern end of Glebe Island is relatively dark within the view, and seen with the backdrop of the western pylon of the existing silos (refer Figure 68).

Ships that berth at Glebe Island and White Bay would occasionally be brightly lit for safety and to allow work, but seen at a distance behind Glebe Island. An example of the lighting on berthed ships is shown in Figure 32.



**Figure 68 View west to Glebe Island from OL6 at night, showing the brightly lit existing silos on Glebe Island (source: AECOM)**

Proposed outdoor lighting at the Project Site would be limited to vehicle parking and driveway areas, with all lights directed down producing no light spill outside the Hanson lease boundary.

Ships would be lit when berthed during the night, but the lighting would be minimised with controllable and dimmable open deck lighting with multi-zone lighting control to allow work within different areas of the ship without excessive lighting. Some directional flood lighting would be required, but would be minimised to mooring decks and LSA areas (raft and boat). Night lighting to the wharf areas would be screened by a ship in berth, although the deck lighting on the ship would be seen (this would not be true from receptors in higher apartments, who would view the site over the deck of the ship).

The sensitivity of receptors to night lighting is High. Although fewer receptors would see the view to the harbour at night from the parkland, there are still high numbers of residential receptors who would see the view to the Project Site from an elevated position and from close proximity. The existing view to most of the harbour foreshore is well lit, with the nearby western pylon of the ANZAC Bridge and the existing silos on Glebe Island up lit and dominant within the view.

The magnitude of the change to night lighting is High. Although the existing foreshore is well lit, the Project Site is currently unlit and lies adjacent to the landmark ANZAC Bridge. Ships would be well lit and in a prominent location within the view, and would be seen in entirety when berthed.

The overall change in the view from night lighting is High.



#### 4.2.8 OL 8: ANZAC Bridge



Figure 69 Keyplan showing OL 8 in relation to the Project Site (NTS, aerial source NearMap 2017)

#### *Receptors*

This OL represents the view to the Project seen by receptors travelling along the M4 Western Distributor, including:

- Drivers and passengers of vehicles such as motorbikes, cars, trucks and buses; and
- Cyclists and pedestrians.

A very high number of vehicles cross the ANZAC Bridge on a daily basis. A high number of pedestrians and cyclists would be expected to cross the ANZAC Bridge on a daily basis, with many being commuters to and from the CBD. Cyclists and pedestrians travel on a separated share path on the northern edge of the bridge.

#### *Existing views*

Existing views from the bridge deck vary between those in vehicles and pedestrians / cyclists, due to the proximity to the bridge edge. Likewise, the view seen from traffic travelling west is different from that travelling east (vehicles travelling east get better views north towards the project site, but are still positioned away from the edge of the bridge by the pedestrian / cyclist walkway).

From the pedestrian walkway, views north can be seen from an elevated position, but through a tall safety screen (refer Figure 70). This view is panoramic, with the most dominant elements including:

- The waterway (particularly Johnstons Bay, with the Glebe Island Bridge in the foreground);
- Glebe Island itself, including the existing silos and the large expanse of empty concrete wharf;
- The Balmain shoreline and skyline;
- Jacksons Landing and Pyrmont; and
- Views north towards Barangaroo and the Harbour Bridge.