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1. Introduction
This Landscape Character Impact and Visual Impact Assessment has been completed for Roads and Maritime Services (Roads and Maritime), for the new bridge and road alignment to replace the existing Lansdowne Bridge at Mulwaree Ponds, about 1.6 kilometres southeast of Goulburn. Johnson Pilton Walker prepared this report as part of the GHD team.

This is a revised assessment based on a revised design which is designated as Option 3A. It replaces the previous assessment that JPW prepared for the previous preferred option.

Lansdowne Bridge is a two-way asphalt sealed timber decked bridge with a travelling surface width of 5.48m. The bridge consists of seven timber spans of about 10 metres in length and a main timber (steel reinforced) DeBurgh truss span of 27.43m. The main channel crossing is about 20 metres in width although the whole area to the west of the Proposal site is subject to flooding. There is no capacity for two-way vehicle movement on the bridge and there are no shoulder or cycle lane facilities provided on the existing structure.

The bridge has serviced the area for over 100 years and in the late 1990s was listed as a significant structure on the Roads and Maritime s170 Heritage and Conservation Register. In 2009 it was reassessed to be in poor condition. Roads and Maritime is now proposing to remove the existing bridge and replace it with upgraded facilities to improve road safety, provide wider traffic lanes, upgrade the road approaches and provide additional capacity to support larger loads than the existing bridge. A shared pedestrian / cycle path would also be provided.

Site
The site of the proposed new bridge is located near the junction of Forbes Street and Bungonia Road, Goulburn. The existing Lansdowne Bridge spans the Mulwaree Ponds on the Mulwaree River. The proposed works include not only the new bridge, but also the realignment of Bungonia Road to the east of the bridge, and widening of the approach road to the west of the bridge.

The historic Lansdowne property is located to the east of the bridge and is listed in the State Heritage Register (#00132). The re-alignment of Bungonia Road and Forbes Street requires extensive earthworks that would cut into the slope that rises up to Lansdowne. However the shallow soils being cut out are unlikely to have significant archaeological potential according to Lansdowne Bridge Replacement SOHI Addendum, prepared by Artefact. The road widening to the west of the bridge would require the removal of existing small exotic trees and may require some erosion control treatment to the creek banks.

Landform and Soils
The existing landform is an expansive flat area comprising flood plain, a dog racing track and associated fields. Immediately to the east of the bridge, the landform rises up about 20 to 30 metres above the level of the floodplain. The existing Bungonia Road alignment skirts around the base of this slope on the eastern approach to the bridge. The view of the bridge, when approaching from the eastern side (refer Figure 1) is somewhat obscured by the landform and vegetation.

The soils of the site are primarily alluvial soils that have “moderate to high erodibility” according to 2014 Review of Environmental Factors, prepared by GHD for Roads and Maritime.

Ecology / Vegetation
According to the 2014 Review of Environmental Factors, (Chapter 6), the vegetation of the site is predominantly exotic species, which comprise about 85 per cent of the existing vegetation cover. The majority of the vegetation is open grassland with a few scattered trees. Pines have been planted as windbreaks along the boundary of Lansdowne. These appear to have self-seeded sparingly across the grassed slopes below the Park. Willows, Elms and Poplars line the edge of the creek and Ponds (refer figure 2).
Figure 1: Approaching Lansdowne Bridge from the east

Figure 2: Vegetation along the Ponds looking south
Previous Assessment and Option

JPW prepared a previous assessment - 2013 Landscape Character and Visual Impact Assessment based on the following design option (refer Figure 3).

The previous design did not include an intersection between Forbes Street and Bungonia Road, and the bridge design was slightly narrower. The rest of the works are similar to the current Option 3A design.

Figure 3: Previous Option for Lansdowne Bridge Replacement Works
2. Proposed works

The proposed works based on design Option 3A are set out below (refer Figure 4).

The new bridge would be a concrete structure with concrete piles. In elevation, it would appear to be a straight beam crossing the Mulwaree Ponds with supporting piers. The proposed bridge would include a palisade balustrade to each side of the bridge, allowing views from the bridge deck (Refer Figure 5). The location of the new bridge is on the same alignment as the existing bridge, but wider (13m total width) to allow for a safe path of travel, for vehicles and pedestrians. New road works associated with the approaches to the bridge require the removal of some trees and fill batters to the west of the bridge, and the removal of some trees and large cut batters to the east of the bridge.

To the east of the bridge, Bungonia Road would be realigned to the north, closer to Historic Lansdowne Park, to improve the approach to the bridge (refer Figure 5). This would result in a new cut batter on the north side of the road. Parts of the existing of Bungonia Road would be retained and reduced in width to provide access to adjoining properties.

Forbes Street would be realigned to the east, to improve the intersection with Bungonia Road. This would also cut into the existing hill slope beneath Lansdowne.

![Figure 4: Concept Plan of Lansdowne Bridge Replacement Works](#)

Figure 4: Concept Plan of Lansdowne Bridge Replacement Works
Figure 5: Photomontages of proposed new bridge – courtesy of Roads and Maritime Services
3. Landscape Character

The overall Landscape Character of the Lansdowne Bridge precinct is a rural setting. The landform is largely flat and made up of a reedy floodplain and grassed fields with an elevated grassed slope immediately to the east of the bridge. A few exotic trees are scattered around the precinct. Few built structures are visible in the immediate vicinity of the bridge. Apart from the bridge itself, the Goulburn Brewery to the west of the bridge is a vertical landmark in the flat floodplain (refer Figure 6). Its red roof and red brick construction stand out in contrast to the expanse of green around it. This heritage building was constructed circa 1840.

Though the bridge is charming, and has had a Roads and Maritime Heritage Listing, its condition has deteriorated and does not serve the community of Goulburn as it should. It is unsafe and requires replacement with a new structure to improve safety for pedestrians and drivers.
Landscape Character Zones

The Lansdowne Bridge Precinct can be broken down into three distinct landscape character zones that intersect at the site of the bridge.

These are:

1. Floodplain, Fields and Ponds
2. Elevated Grassed Slopes
3. Vegetated Residential Property

(Refer Figure 8 - Landscape Character Zones)
Figure 8: Landscape Character Zones

1. Floodplain, Fields and Ponds
2. Elevated Grassed Slopes
3. Vegetated Residential Property
Landscape Character Zone 1 – Floodplain, Fields and Ponds

This Zone comprises the Lansdowne Bridge, the Mulwaree Ponds and river corridor, the reedy floodplains and the grassed fields of the Goulburn Recreation Area (refer Figures 9 and 10). It is the largest and the dominant Landscape Character Zone in the study area. The character of the existing bridge sits well in the setting. The 'rustic' and relative transparent nature of the bridge has a rural quality that is rarely found in urban areas.

The bridge itself is a distinct character. The length is about 98.5 metres with a main crossing over Mulwaree Ponds of about 20 metres. It is an open, timber and steel bridge, which does not inhibit views from the bridge deck to the surrounding landscape. The steel frame creates a portal to the bridge and is reminiscent of an older time, creating a connection between Lansdowne and the Goulburn Brewery.

The Mulwaree Ponds that run under the Lansdowne Bridge are lined with reeds and some trees. South of the existing bridge is dominated by Weeping Willows with some presence of Sydney Peppermint (Eucalyptus piperita). The tree-lined pond edge is predominantly to the southern side of the bridge. The northern side of the bridge is predominantly reeds and rushes. The native aquatic vegetation community is confined to a strip within two metres of the pond edge. Mulwaree Ponds is the only major permanent watercourse in the study area, and features slow flows and variations of channel width.

The reedy floodplain, to the north of the bridge, covers a wide expanse. Across the floodplain are views to Goulburn town centre. The reeds and rushes of the floodplain are edged with a few trees that run along Forbes Street to the north west of the bridge. Seeming to rise out of the floodplain is the landmark Goulburn Brewery - the red brick construction, with viewless towers rising high out of the flat landscape.

The grassed fields of the Goulburn Recreation Area are to the south-west of the bridge and comprise the dog racing track and associated fields with mown grasses, few trees and simple fences.

Figure 9: Zone 1 - Floodplain and Ponds (north of Bungonia Road) looking north
Figure 10: Zone 1 - Grassed fields (view looking south, from western side of bridge)
Landscape Character Zone 2 – Elevated Grassed Slopes

This Zone contains the grassed slopes that are to the east and north-east of the bridge (refer Figure 11), which rise up to Lansdowne which is also in this zone.

The slopes rise from Forbes Street and Bungonia Road about 20 to 30 metres. It is likely that the lower portion of these slopes were excavated for the construction of Bungonia Road. The slopes are covered with a mix of introduced species such as Great Brome (Bromus diandrus), Phalaris (Phalaris aquatica) and Chilean Needlegrass (Nassella neesiana). A small patch to the north-east within 50 metres of the existing bridge is distinguished from the exotic ground cover and contained a high proportion of native species. Scattered pine trees, assumed to be self-seeded from the wind-break are also situated on the boundary of Lansdowne.

Lansdowne sits on elevated ground to the east of the bridge. It comprises a number of heritage buildings that are now used for tourist accommodation, tree plantings and historic gates. The buildings are screened from the site by landform and vegetation so there are no direct views to the bridge site from them.

Figure 11: Zone 2 - Elevated Grassed Slopes above Forbes Street (view looking west from bridge)
Landscape Character Zone 3 – Vegetated Residential Properties

The residential property at 2 Bungonia Road, to the south-east of the bridge has substantial screen planting along the boundary lines (refer Figure 12). The property is considered to have local historical and aesthetic significance. However the two storey houses have low impact on the landscape, and the character is in keeping with the semi-rural character of the area.

Figure 12: Zone 3 - Vegetated Residential Properties
Screen Planting around 2 Bungonia Road (looking south from Forbes Street)
4. Landscape Character Impact Assessment

The assessment of landscape character and visual impacts has been based on the Roads and Maritime ‘Environmental Impact Assessment Practice Note: Guideline for landscape character and visual impact assessment’ (EIA-N04). The matrix below has been based on the matrix in this Roads and Maritime Practice Note.

According to the Roads and Maritime Practice Note, “sensitivity refers to how sensitive the existing character of the setting it is to the proposed change” and “magnitude refers to the nature of the project”.

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**Magnitude**
The magnitude of the proposed works in this landscape character Zone is considered to be MODERATE as:

- The proposed bridge would appear ‘heavier’ than the existing bridge which has some transparency. However, the overall height of the structure would be reduced.
- The construction of the new bridge requires the removal of trees along the creek bank on the western side of the bridge. This would result in the ‘opening up’ of the landscape and views in this area.
- The earth works associated with the new road alignments would have some impact on the landscape character of this particular Zone, however they are considered to be low impact as they are not extensive.

**Sensitivity**
The most significant impact on this landscape character Zone would be the loss of the historic bridge structure. The existing historic bridge is a significant feature in the landscape character of the area and together with other heritage sites such as the Goulburn Brewery and Historic Lansdowne Park contributes to the overall character of the landscape. The demolition of the bridge would change the landscape character of the study area.

As the existing bridge is being replaced with a new concrete girder bridge on the same alignment, the sensitivity of the landscape character zone to the proposed works is rated as MODERATE.

Overall, the impact of the proposed bridge on the Landscape Character of Zone 1 is considered to be MODERATE.

**Mitigating measures**
Mitigating measures to minimise the impact in this Landscape Character Zone include:

- Replacement planting along the batters, in front of retaining walls and beside the bridge approaches. Planting to be indigenous species that, when mature, would not present a hazard to the road network.
- Minimising the visual impact of the batters by blending the grades into the surrounding landform wherever possible.
The works associated with the construction and realignment of Bungonia Road, approaching the bridge, would have an impact on Landscape Character Zone 2.

**Magnitude**

The proposed design of the road and the associated batters would alter the feel of this Zone. The grassed slopes to the north of Bungonia Road would be cut by 3 to 5 metres and create batters of a grade of 1:2 that would be exposed natural rock. This slope would also be higher and steeper than the existing slope. Therefore, the magnitude of the proposal in this Zone is considered to be HIGH.

It is likely that over time, these batters would revegetate with the same grass species that currently cover the surrounding slopes.

On the southern side of the new road alignment, gentle batters would rise to meet the existing landform adjacent to the existing road corridor (refer Figure 13).

The existing section of Bungonia Road that does not form part of the new road alignment would be retained as an access way to the adjoining properties. Half of the road width would be removed and landscaped.

**Sensitivity**

The proposed earthworks associated with the realignment of Bungonia Road would alter the landscape through this Zone; however, the general character of the Zone would be similar to the existing. Therefore, the sensitivity of this Zone is rated as LOW.

Overall, the Landscape Character Impact in Zone 2 is considered to be MODERATE.

**Mitigating measures**

Mitigating methods to minimise the impact of the proposal include:

- Rounding the top and bottom of batters to blend in seamlessly with the surrounding landform.
- Seeding the cut batters to revegetate the slopes with grass species to resemble the existing vegetation of adjacent slopes.
- Relocating and reconstructing the gates and timber fence to the revised property alignment.
- Planting pine trees along the revised Historic Lansdowne Park boundary to re-establish the windbreak.
- Planting trees and shrubs on the southern side of the road alignment near the residence at 2 Bungonia Road.
Magnitude
The works associated with the construction and realignment of Bungonia Road, approaching the bridge would have an impact on Landscape Character Zone 3. The proposed realignment of the bridge approach and the associated batters would alter the character of this Zone. The properties to the south of Bungonia Road would no longer front the through road. The proposed road would also be partially screened from these properties by a low mound between the properties and the road. Therefore, the magnitude of the proposal in this Zone is rated as HIGH.

Sensitivity
To the north of the road, the batters would be 3 to 5 metres high. However, these batters would be set further away from the properties than the existing grassed slopes.

The planting which surrounds the residential properties should not be impacted by the proposed construction of the bridge or the construction works related to the road re-alignment. Therefore, the sensitivity of this Zone to the proposal is rated as LOW.

Overall, the Landscape Character Impact on Zone 3 is considered to be MODERATE.

Mitigating measures
Mitigating measures to minimise the impact of the proposal include:

- Seeding the cut batters to revegetate the slopes to the north of the road with grass species to resemble the existing vegetation of adjacent slopes.
- Planting trees and shrubs wherever possible, particularly on the southern side of the road alignment.
- Create a low mound with screen planting between the new road alignment and the residential properties.

Overall Landscape Character Impact
The overall impact on the Landscape Character of the area surrounding the proposed new Lansdowne Bridge is MODERATE, due to the design of the new bridge and the earthworks required for the new approaches to the bridge.
5. Visual Impact Assessment

Visual Envelope Map
The Visual Envelope Map (VEM) (refer Figure 14) is relatively large in comparison to the size of the site, due to the vast flat landform surrounding the site. The VEM is enclosed by landform, vegetation, and built structures.

The simple structure and colour (white) of the bridge allows it to recede somewhat into the landscape. It is not visually significant from a distance, though it is visible (refer Figure 14).

Key View points
There are few “key view points” to the bridge as there are few residences or businesses within close proximity of the bridge. Seven key view points have been identified. Refer Figure 15 for locations.

Figure 14: View of Bridge from Pony Club looking south
Figure 15: Visual Envelope Map (VEM)

- Key view point 1: from Lansdowne Bridge looking towards Lansdowne Park
- Key view point 2: from Goulburn Brewery
- Key view point 3: from Goulburn Recreation Area
- Key view point 4: from properties to south of Bungonia Road
- Key view point 5: from western approach road
- Key view point 6: from eastern approach near historic gates
- Key view point 7: from Forbes Street
Key view point 1: from Lansdowne Bridge towards Lansdowne

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**Magnitude**
The visual experience for the driver while crossing the new bridge would be different. Currently, views from the bridge are through the timber rails and steel frame (refer Figure 16). Views from the proposed bridge would be through the metal palisade balustrade.

The view from the bridge towards the east would also be altered due to the proposed road realignment and the new cutting on the Lansdowne Park side. The proposed work would result in the loss of a number of trees and a higher and longer cut batter than presently exists. (refer Figure 16).

The magnitude of the proposal from this view is rated as HIGH.

**Sensitivity**
This view point currently has 360 degree views over the surrounding landscape but for traffic travelling east, views are focused forward towards the cuttings. The bridge design is likely to retain side views through the proposed balustrade. Sensitivity from view point 1 is rated as MODERATE.

Overall, the Visual Impact from view point 1 would be considered MODERATE-HIGH, due to altered views from the bridge looking towards Lansdowne Park.

**Mitigating measures**
Proposed mitigating measures are:

- Rounding the top and bottom of batters to blend in seamlessly with the surrounding landform.
- Shaping the batter to the south of the new road alignment, between the new and the existing, so that it is lower and rounder to match into the existing landform.
- Revegetating the cut batters with grass species to resemble the existing vegetation of adjacent slopes.
- Planting pine trees along the revised Historic Lansdowne Park boundary to re-establish the windbreak.
- Planting trees and shrubs on the southern side of the road alignment.
Figure 16: Key view point 1, Existing view from Bridge towards Historic Lansdowne Park
Key view point 2: from Goulburn Brewery

### Magnitude

The bridge and its surrounds are visible from the Goulburn Brewery driveway. The views from the building are somewhat obscured by the landform and vegetation. The view from the driveway would be altered by the road widening and the resulting removal of trees to the west of the bridge. As the proposed works are more than 100 metres away, the impact of the proposal is rated as MODERATE. Overall, there would be some change to the panoramic views from this view point.

### Sensitivity

As noted above, the distance of the proposal reduces the visual impact of the proposed works from this view point and therefore the sensitivity. The sensitivity of this view point to the proposed works is considered to be MODERATE.

Overall, the visual impact from view point 2 is MODERATE due to the removal of the trees and the altered appearance of the bridge.

### Mitigating measures

New tree planting along the property boundary would help to reduce the negative impacts of the bridge works and subsequent batters.

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**Figure 17: Key view point 2, view from Goulburn Brewery Driveway looking east toward the bridge**
Key viewpoint 3: from Goulburn Recreation Area

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This viewpoint is not a specific ‘point’ as it may be from anywhere within the Goulburn Recreation Area. The recreation area is generally below the level of the bridge and most of the proposed earthworks.

**Magnitude**

The magnitude of the proposed works from this viewpoint is rated as LOW due to limited earthworks proposed on the southern side of the bridge. Existing trees also partially screen the bridge from this viewpoint.

**Sensitivity**

The sensitivity of this viewpoint to the proposal is rated as LOW as it is at a distance and at a lower level to the proposal (refer Figure 19).

Overall, the Visual Impact from viewpoint 3 would be LOW due to the nature of the proposal and the varied viewpoints.

**Mitigating measures**

Tree planting in locations that won’t become hazards for traffic when mature, would help to soften the visual impact of the road works.

*Figure 18: Key viewpoint 3, from beside Goulburn Recreation Area looking east*
**Key view point 4: from properties to south of Bungonia Road**

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**Magnitude**

Due to the screen planting around the property, there are no direct views to the bridge; however, there would be views of the road cutting for the realignment of Bungonia Road, from the boundary lines of these properties. Views from the boundary lines are not considered to be “Key view points”. The cutting is rated as having a magnitude of HIGH.

**Sensitivity**

As the properties are screened from the proposal by planting, the sensitivity to the proposed works is rated as LOW. Therefore, the visual impact from view point 4 is considered to be MODERATE.

**Mitigating measures**

Screen planting to the southern side of the new road would minimise the views of the proposal from these properties.

*Figure 19: Key view point 4, from south of Bungonia Road looking north*
Replacement of Lansdowne Bridge over Mulwaree Ponds  
Revised Landscape Character and Visual Impact Assessment

Key view point 5: from western approach road

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**Magnitude**
The approach from the western side of the bridge is obscured by vegetation immediately adjacent the road. The removal of this vegetation, as part of the road widening and bridge construction, would alter the views in this area. The magnitude of the proposal upon this view point is rated as MODERATE.

**Sensitivity**
This view point is not a static view; it is seen by drivers or pedestrians passing through (refer Figure 21). Therefore the sensitivity to the proposal is rated as LOW.

Overall, the Visual Impact is considered to be MODERATE-LOW. The proposed widening of the road would impact on the vegetation beside the road, opening views to the new bridge.

**Mitigating measures**
Grass and shrub planting would help to mitigate the visual impact of the road works. Tree planting if possible in locations that won’t become hazards for traffic, would also help.

![Figure 20: Key view point 5, from western approach road looking east](image)
Key view point 6: from eastern approach near historic gates

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**Magnitude**
The view from a driver’s perspective of the eastern approach near the stone gates to Historic Lansdowne Park would be impacted by the road re-alignment (refer Figure 22). The experience of approaching the bridge would be altered due to the removal of trees, new cut batters and realigned property boundaries. For these reasons, the magnitude of the proposed works has been rated as HIGH.

**Sensitivity**
This view point is not a static view; it is seen by drivers (or pedestrians) passing through. Therefore the sensitivity to the proposal is rated as MODERATE.

Consequently, the Visual Impact on view point 6 is considered to be MODERATE-HIGH.

**Mitigating measures**
- Rounding the top and bottom of batters to blend in seamlessly with the surrounding landform.
- Shaping the batter to the south of the new road alignment, between the new and the existing, so that it is lower and rounder to match into the existing landform.
- Revegetating the cut batters with grass species to resemble the existing vegetation.
- Planting new pine trees to replace those lost along the new Historic Lansdowne Park boundary.
- Re-constructing the stone gates and timber fence on the new property boundary.
Figure 21: Key viewpoint 6, from eastern approach near stone gates
Key view point 7: from Forbes Street

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**Sensitivity**

This view point is not a static view; it is seen by drivers (or pedestrians) passing through. Therefore the sensitivity to the proposal is rated as LOW.

Consequently, the Visual Impact on view point 6 is considered to be MODERATE.

**Mitigating measures**

Although it would be difficult to alter the appearance of the new concrete bridge, revegetating the batters and planting wherever possible would soften the impact of the proposal in this area.
Replacement of Lansdowne Bridge over Mulwaree Ponds
Revised Landscape Character and Visual Impact Assessment

Figure 22: Key viewpoint 7, from Forbes Street
6. Visualizations of Proposed Work

Figure 23: Key viewpoint 1, from Lansdowne Bridge towards Lansdowne. Photomontage of proposed works.

Figure 24: Key viewpoint 6, from eastern approach near historic gates. Photomontage showing proposed works.
Figure 25: Key viewpoint 7, from Forbes St. Photomontage of proposed works.
7. Summary of Visual Impacts

<table>
<thead>
<tr>
<th>Key view point</th>
<th>Element of project visible</th>
<th>Magnitude rating</th>
<th>Sensitivity Rating</th>
<th>Summary</th>
<th>Resulting Visual Impact Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>View point from bridge deck-cuttings and tree removals</td>
<td>H</td>
<td></td>
<td>The visual experience for the driver while crossing the new bridge would be different. The actual view from the bridge would be altered.</td>
<td>Moderate-High</td>
</tr>
<tr>
<td></td>
<td></td>
<td>M</td>
<td>360 degree views from bridge retained through the proposed balustrade but new cuttings would dominate views towards Historic Lansdowne Park.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Proposed bridge, road widening and tree removals</td>
<td>M</td>
<td></td>
<td>View from driveway altered by road widening and removal of trees to west of the bridge. Proposed works more than 100m away. Also, some change to panoramic views from this view point.</td>
<td>Moderate</td>
</tr>
<tr>
<td></td>
<td></td>
<td>M</td>
<td>Impacted by the removal of the trees, altered appearance of the bridge, and road widening.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Limited earthworks and partial views of the proposed bridge</td>
<td>L</td>
<td></td>
<td>Limited earthworks proposed on southern side of bridge reduce impact, plus existing trees partially screen bridge from this view point.</td>
<td>Low</td>
</tr>
<tr>
<td></td>
<td></td>
<td>L</td>
<td>This view point is at a distance and lower level to the proposal.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Cut batters for road realignment to east of the bridge</td>
<td>H</td>
<td></td>
<td>Screen planting around property limit direct views to bridge; however the road cutting is visible from boundary lines of these properties.</td>
<td>Moderate</td>
</tr>
<tr>
<td></td>
<td></td>
<td>L</td>
<td>Properties screened from proposal by planting.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Road widening and removal of vegetation to western side of bridge, and proposed bridge</td>
<td>H</td>
<td></td>
<td>Views altered due to road widening and removal vegetation.</td>
<td>Moderate-Low</td>
</tr>
<tr>
<td></td>
<td></td>
<td>M</td>
<td>Temporarily viewed by drivers or pedestrians passing through. Road widening reducing roadside vegetation.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Road realignment, new cut batters, loss of trees and relocated stone gates</td>
<td>H</td>
<td></td>
<td>Road re-alignment and new cut batters alter views near the stone gates.</td>
<td>Moderate-High</td>
</tr>
<tr>
<td></td>
<td></td>
<td>M</td>
<td>Temporarily viewed by drivers or pedestrians passing along the curving road.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Proposed new bridge, road realignment, loss of trees</td>
<td>H</td>
<td></td>
<td>Views altered due to new bridge, road realignment and cut batters</td>
<td>Moderate</td>
</tr>
<tr>
<td></td>
<td></td>
<td>L</td>
<td>Temporarily viewed by drivers or pedestrians passing along the curving road.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Overall Visual Impact
The overall Visual Impact of the Lansdowne Bridge proposal is considered to be **MODERATE**, taking the identified Key viewpoints into consideration. The suggested mitigating measures would reduce the visual impact of the proposal and should be implemented.
8. Conclusion

The overall Landscape Character and Visual Impact of the Lansdowne Bridge replacement works have been assessed as MODERATE in accordance with the Roads And Maritime ‘Environmental Impact Assessment Guidance Note: Guidelines for landscape character and visual impact assessment’.

This is due to the character of the bridge changing from a rustic, ‘heritage’ bridge, to a modern concrete structure. Views to and from the bridge would be altered as a result of the change, as well.

As the replacement of the bridge is necessary for safety and to serve the community better, the replacement bridge is an important proposal for the community.

Option 3A involves more cut batters and loss of existing trees than the previous design proposal, but maintains and increases the safety of the connection between Forbes Street and Bungonia Road.

Mitigating measures such as native grasses on the batters of the new road alignments and revegetating the cut slopes to the north of Bungonia Road would assist in reducing the impact of the proposal.

References