Urbaine Design Group Pty Ltd, 74 , The Corso, Manly, NSW 2095

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VISUAL IMPACT ASSESSMENT

DEVELOPMENT APPLICATION

NOS.2-6 CONWAY AVENUE + 38-40 CARLISLE STREET AND 15-15A FERNLEIGH AVENUE, ROSE BAY 2029

VERSION 2: RESPONSE TO SUBMISSIONS

JULY 1 2026

Project Type: Development Application
Lot: 3/-/DP303984, 2/-/DP303984, CP/-/SP81375, 8/-/DP74055, B/-/DP73175, 1/-/DP1201196, 2/-/DP1201196
Address: Nos.2-6 Conway Avenue + Nos.38-40 Carlisle Street + Nos.15-15A Fernleigh Avenue, Rose Bay 2029

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1. INTRODUCTION

1.1. Scope and Purpose of Report

This Visual Impact Report has been prepared for Two Conway Pty Ltd to support a request for Industry Specific Secretary's Environmental Assessment Requirements (SEARs) for a State Significant Development (SSD) application for infill affordable housing at 2A-6, Conway Avenue, 15-15A Fernleigh Avenue and 38-40 Carlisle Street (the site). It is in response to the DPHI RFI issued on 24th March, 2026.. The report provides an analysis of the proposed development's visual impact in relation to its visual and statutory contexts and is to be read in conjunction with the drawings and other material submitted with the development application.



Figure 1 – Site location shown in yellow overlay.

1.2. The Proposed Development

The proposed development is for the construction of a residential flat building of 8 storeys, comprising approximately 70 dwellings

1.2.1. The Site and existing property

The site is located withing walking distance of Rose Bay Town Centre (less than 400m) which provides a range of services and facilities and is within the low and mid rise housing area located around Rose Bay Town Centre under the Housing SEPP. Rose Bay Beach is also within walking distance of the site. The site comprises land at 2A-6 Conway Avenue, 15-15A Fernleigh Avenue and 38-40 Carlisle Street, Rose Bay including the following lots and has a land area of 3,105sqm.

- *2A Conway Avenue Lot 8 DP74055*
- *2 Conway Avenue SP81375*
- *4 Conway Avenue Lot 2 DP303984*
- *6 Conway Avenue Lot 3 DP303984*
- *38 Carlisle Street Lot B DP73175*
- *15 Fernleigh Avenue Lot 3 DP1201196*
- *15A Fernleigh Avenue Lot 2 DP1201196*
- *40 Carlisle Street Lot 3 DP1201196*

The site has frontages to Conway Avenue to the South, Carlisle Street to the west and Fernleigh Avenue to the

north and is within an area characterised by low density dwellings and low rise apartment buildings.



Figure 2 – Subject site shown in yellow overlay.

1.3. Proposed Land Use and Built Form

The proposed development includes:

- Site preparation works including demolition of existing buildings and removal of trees
- Construction of a residential flat building of 8 storeys, comprising approximately 70 dwellings
- Associated landscaping and servicing.

A minimum of 15% of floor space is proposed as affordable housing suited to key workers comprising approximately 17 dwellings.

The indicative layout and building envelope are illustrated in Figure 3 and Figure 4.

Statutory Controls:

The Proposal is compliant with the permissible FSR control, with minor encroachment to the height control, in accordance with the Housing SEPP. The lower and upper level setbacks are broadly in accordance with the Apartment Design Guide.

The impacts of the height exceedance is included within this report and is deemed negligible.

The height exceedence shown on the diagrams is above existing ground level (incorporating isolated excavations for basement and swimming pools, etc) as shown in Figure 4.

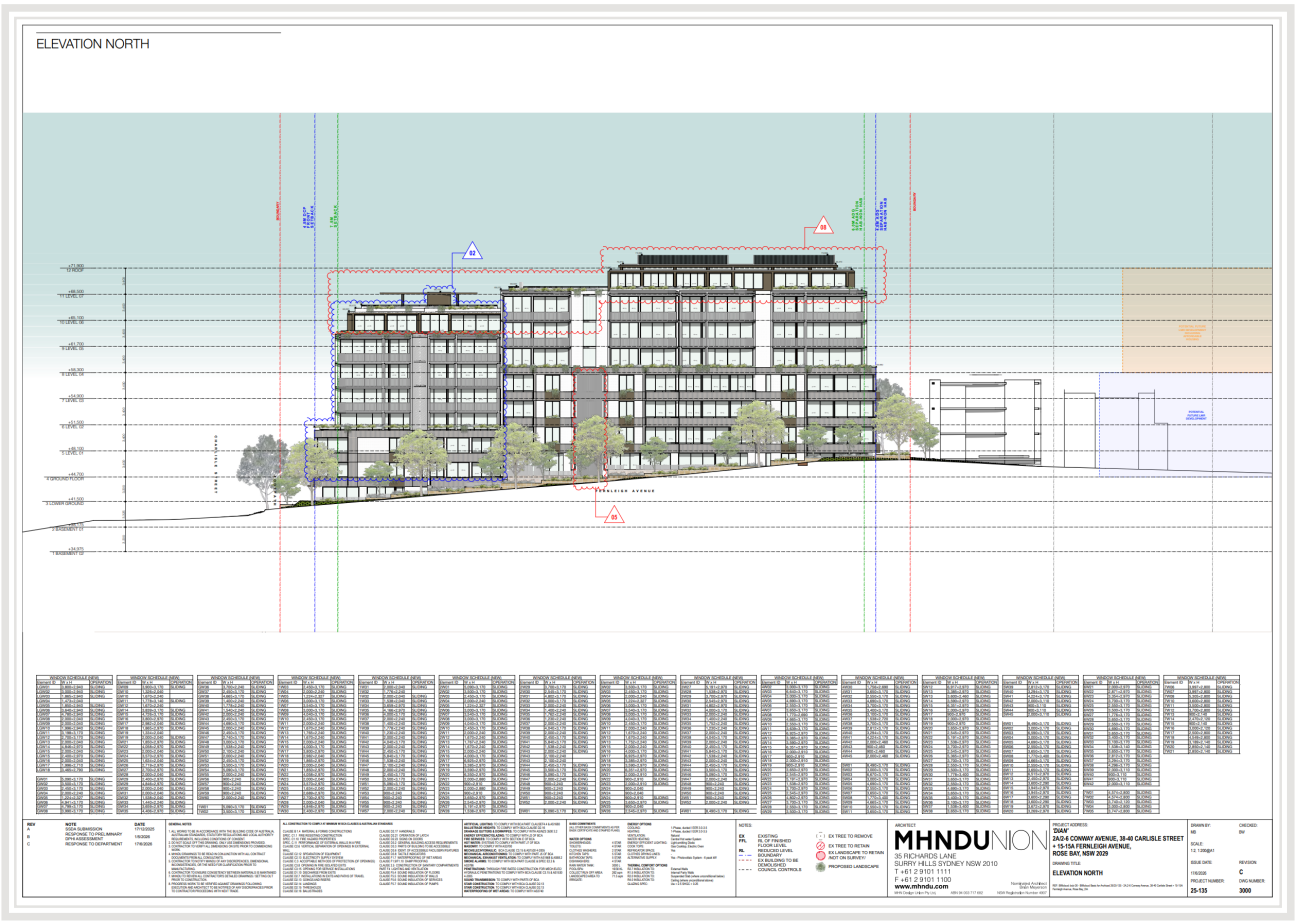

Figure 3 – North Elevation of the proposed design by MHNDUnion Architects

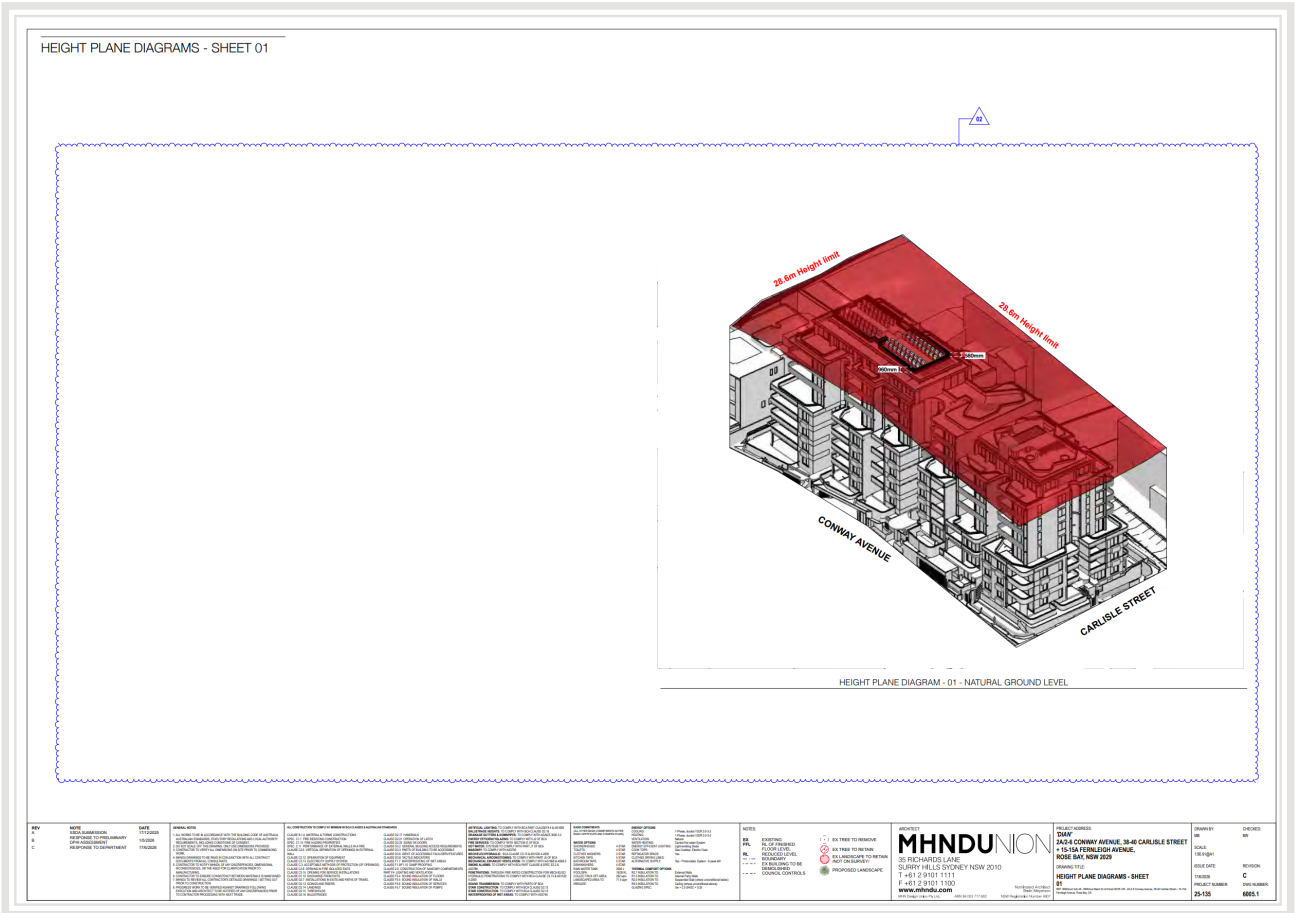

Figure 4 – Height plane Diagrams: MHNDUnion Architects .

1.4. Methodology of Assessment

The methods used by Urbaine, for the generation of photomontaged images, showing the proposed development in photomontaged context are summarised in an article prepared for New Planner magazine in December 2018 and contained in Appendix A. A combination of the methods described were utilised in the preparation of the photomontaged views used in this visual impact assessment report.

1.4.1. Process

Survey, plans, elevations and model of the proposal were sourced from the architect, MHNDUnion Architects and aligned to the scene using the survey information from Rygate and Company Pty Ltd. Surveyors, which accompanies the DA submission.

A drone assessment was undertaken and triangulated into a 3D point cloud which was aligned to ground control points using a RTK GNSS rover with NTRIP corrections. This was placed into the scene and further verified against the survey DWG and a wider LIDAR point cloud from the Intergovernmental Committee on Surveying and Mapping

Virtual cameras were placed into the 3D model to match various selected viewpoints, in both height and position. These locations were measured on-site using a survey provided. From these cameras, rendered views have been generated and photomontaged into the existing photos, using the ground plane for alignment at standing height 1600mm.

The final selection of images shows these stages, including the block montage of the original development application and concluding with an outline, indicating the potential visual impact and view loss. For the purposes of statutory requirements, the images within the report are of a standard lens format.

1.4.2. Assessment Methodology

There are no set guidelines within Australia regarding the actual methodology for visual impact assessment, although there are a number of requirements defined by the Land and Environment Court (LEC) relating to the preparation of photomontages upon which an assessment can be based.

Where a proposal is likely to adversely affect views from either private or public land, Council will give consideration to the Land and Environment Court's Planning Principles. For view sharing from private locations Tenacity Consulting v Warringah Council [2004] NSWLEC 140 'planning principle' can be used or Rose Bay Marina Pty Limited v Woollahra Municipal Council & Anr [2013] NSWLEC 1046 'planning principle' for public domain views.

The Tenacity Planning Principle establishes a four-step assessment to assist in deciding whether or not view sharing is reasonable:

- *Step 1: assessment of views to be affected.*
- *Step 2: consider from what part of the property the views are obtained.*
- *Step 3: assess the extent of the impact.*
- *Step 4: assess the reasonableness of the proposal that is causing the impact*

The planning principle for public domain views adopted in Rose Bay Marina involves a two stage inquiry: the first factual, followed by a second, analytical requiring both quantitative as well as qualitative assessment.

However, there is no peer review system for determining the accuracy of the base material used for visual impact assessments. As a result, Urbaine Design Group provides a detailed description of its methodologies and the resultant accuracy verifiability – this is contained within Appendix A.

The methodology applied to the visual assessment of the current design proposal has been developed from consideration of the following key documents:

- *Environmental Impact Assessment Practice Note, Guideline for Landscape Character and Visual Impact Assessment (EIA-N04) NSW RMS (2013);*
- *Visual Landscape Planning in Western Australia, A Manual for Evaluation, Assessment, Siting and Design, Western Australia Planning Commission (2007);*
- *Guidelines for Landscape and Visual Impact Assessment, (Wilson, 2002);*

In order to assess the visual impact of the Design Proposal, it is necessary to identify a suitable scope of publicly accessible locations that may be impacted by it, evaluate the visual sensitivity of the Design Proposal to each location and determine the overall visual impact of the Design Proposal.

Accessible locations that feature a prominent, direct and mostly unobstructed line of sight to the Project are used to assess the visual impact of the Design Proposal. The impact to each location is then assessed by overlaying an accurate visualisation of the new design onto the base photography and interpreting the amount of view loss in each situation, together with potential opportunities for mitigation.

Views of high visual quality are those featuring a variety of natural environments/ landmark features, long range, distant views and with no, or minimal, disturbance as a result of human development or activity. Views of low visual quality are those featuring highly developed environments and short range, close distance views, with little or no natural features.

Visual sensitivity is evaluated through consideration of distance of the view location to the site boundary and also to proposed buildings on the site within the Design Proposal. Then, as an assessment of how the Design Proposal will impact on the particular viewpoint. Visual sensitivity provides the reference point to the potential visual impact of the Design Proposal to both the public and residents, located within, and near to the viewpoint locations.

1.4.3. Site Inspections

A site inspection was undertaken to photograph the site and surrounding area to investigate. In relation to this particular site, it is contained within an area of Rose Bay that is currently transitioning, in line with recently amended planning controls. It is, therefore, important to assess views within the context of the area's desired future character, which will include 6 to 8 storey buildngs, consistent with Housing SEPP controls.

- *The topography and existing urban structure of the local area*
- *The streetscapes and houses most likely to be affected by the Proposal*
- *Important vistas and viewsheds*
- *Other major influences on local character and amenity*



Figure 5: Selected private or public viewpoint locations for visual impact assessments with site outlined in red.

Where photography was not possible or impracticable in regards to time, resources and likely hood of high value view loss, drone images were taken from the boundary or virtual views were used. The map, see figure 5, indicates chosen locations for site photography.

1.4.4. Contextual Analysis:

An analysis was undertaken of the visual and statutory planning contexts relevant to the assessment of visual impacts in a Development Application.

1.4.5. Visual Impact Analysis:

The visual impacts of the proposed development were analysed in relation to the visual context and assessed for their likely impact upon the local area and upon specific residential properties.

1.4.6. Statutory Planning Assessment:

The results of the local view impact assessment are included in Section 3 of this report.

1.5. References

The following documentation and references informed the preparation of this report:

- *Design Documentation*
- *The design drawings and information relied upon for the preparations of this report were prepared by MHNDUnion Architects. Revision B. 4.2026*
- *Woollahra Municipal Council LEC and DCP.*
- *Survey: Rygate and Company Pty Ltd.*
- *Photography by Urbaine Design Group*
- *Photomontages and 3D by Urbaine Design Group*

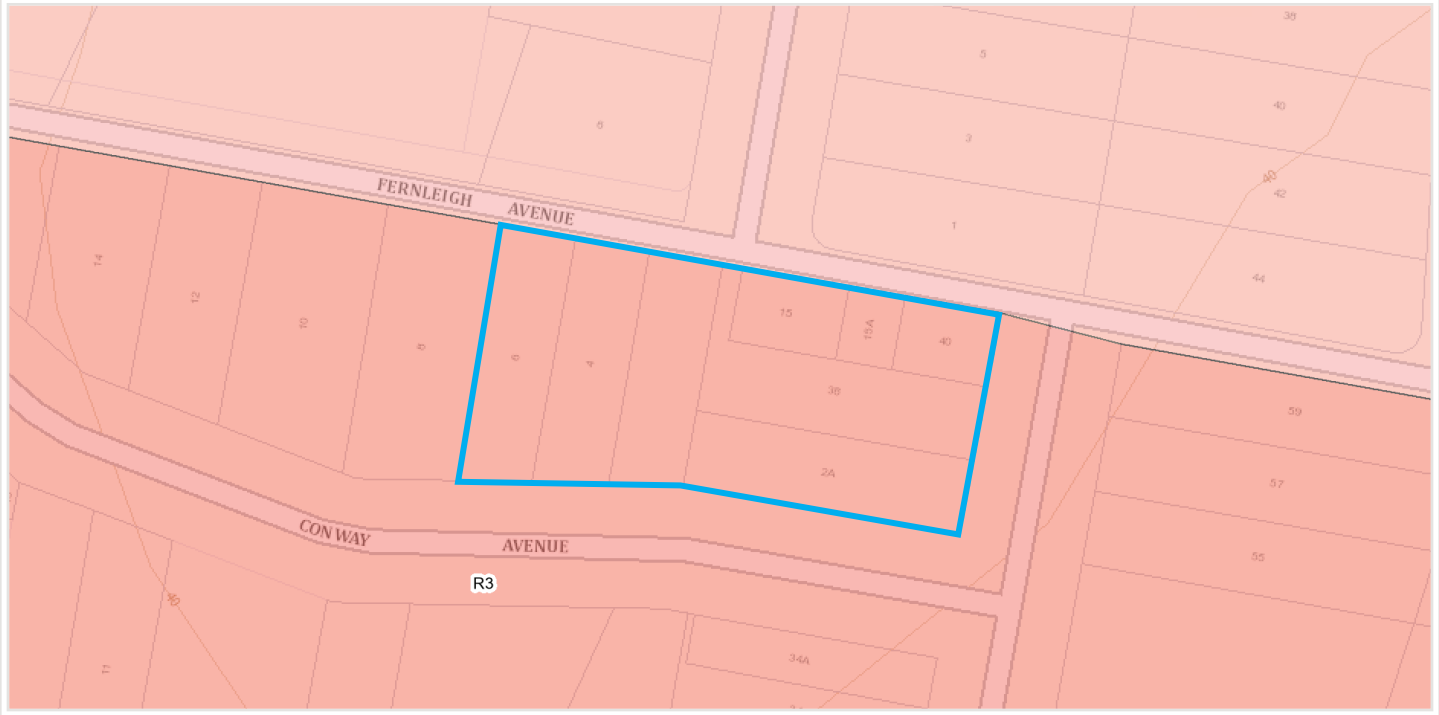

Figure 6: Land zoning map, indicating site with blue outline.

2. THE SITE AND THE VISUAL CONTEXT

Visual impacts occur within an existing visual context where they can affect its character and amenity. This section of the report describes the existing visual context and identifies its defining visual characteristics.

Defining the local area relevant to the visual assessment of a proposed development is subject to possible cognitive mapping considerations and statutory planning requirements. Notwithstanding these issues, the surrounding local area that may be affected by the visual impact of the proposed development is considered to be the area identified on in the topographical area map, Figure 7.

Although some individuals may experience the visual context from private properties with associated views, the general public primarily experiences the visual context from within the public realm where they form impressions in relation to its character and amenity. The public realm is generally considered to include the public roads, reserves, open spaces and public buildings.

The visual context is subject to “frames of reference” that structure the cognitive association of visual elements.

The “local area” (as discussed above) provides one such frame of reference. Other “frames of reference” include the different contextual scales at which visual associations are established and influence the legibility, character and amenity of the urban environment. Within the scope of this report three contextual scales are considered relevant to the analysis of the visual context and the visual impact of the proposed development.

The ‘Street Context’ provides a frame of reference for reviewing the visual relationship of the new development (and in particular its facades) in relation to the adjoining pedestrian spaces and roads. Elements of the development within this frame of reference are experienced in relatively close proximity where, if compatible with the human scale they are more likely to facilitate positive visual engagement and contribute to the “activation” of adjoining pedestrian spaces.

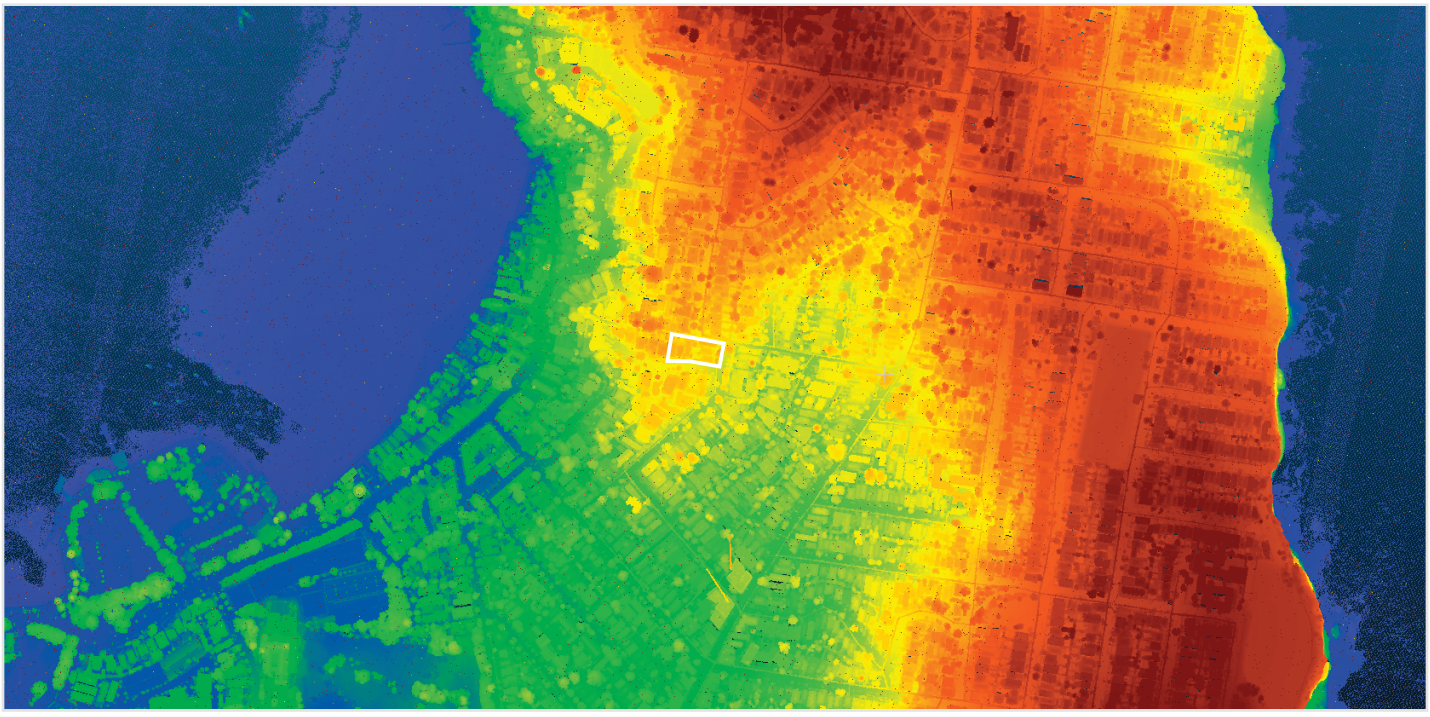

Figure 7: Lidar Point cloud including trees and buildings with gradient ramp to show topography, proposed site in white outline.

The ’Neighbourhood Context’ provides a broader frame of reference that relates the appearance of the development as a whole to the appearance of other developments within the local area. As a frame of reference, it evolves from the understanding gained after experiencing the site context and the low density of development. Within this context the relative appearance, size and scale of different buildings are compared for their visual compatibility and contribution to a shared character from which a unique “sense of place” may emerge. This frame of reference involves the consideration of developments not necessarily available to view at the same time. It therefore has greater recourse to memory and the need to consider developments separated in time and space. The neighbourhood context is relevant to the visual ’legibility’ of a development and its relationship to other developments, which informs the cognitive mapping of the local area to provide an understanding of its arrangement and functionality.

The ‘Town / City Context’ provides a frame of reference that relates the significance of key developments or neighbourhoods to the town as a whole. The contribution that distinctive neighbourhoods make (or may potentially make) to the image of the city can be affected by the visual impact of an individual development through its influence on the neighbourhood’s character and legibility. Within this context, it is also important to be aware of other proposed developments in the area.

2.1. The Visual Context

The immediate surroundings of the site feature a diverse range of residential options, including terrace houses, apartments within residential complexes, and standalone dwellings. These buildings showcase a blend of architectural styles, encompassing both traditional and contemporary designs. The area's development history spans different eras, leading to a mixture of construction materials and finishes. As a result, the buildings exhibit varying setbacks from the public domain, contributing to the overall eclectic character of the neighbourhood.

The locality has a residential, leafy character characterised by a streetscape quality of side setbacks and

predominant landscape. The building heights reinforce the existing cityscape in response to the undulating character of the area.

2.2. Visual Features and Local Landmarks

Particular elements in the urban pattern, through either location and/or built form provide visual nodes and landmarks that assist in differentiating locations within the broader visual context. The following visual nodes are considered to be of the greatest significance in terms of their contribution to the character and legibility of the local and surrounding area:

Views are observed from this area to Sydney Harbour, Rushcutters Bay, Rose Bay, Garden Island, Clark Island, lower North Shore Harbour suburbs and the far distant locations of Manly, Watsons Bay and the Harbour Heads.

2.3. Streetscapes

Within the immediate and surrounding areas, the streetscapes are typical of the suburbs of Rose Bay, being a mixture of individual houses and apartments blocks of varying scales. There is one heritage building within the immediate area of the subject site cand the landscaping is predominantly mature and well established.

2.4. The selected view locations for the local view analysis

As a result of the site's topography, the visual impact is primarily relevant to the residential properties to the south and east of the subject site. A large number of site photos were taken and a smaller number of specific views selected from these, relevant for private viewing locations, as described above. The selected photos are intended to allow consideration of the visual and urban impact of the new development at a local level and, specifically, from the neighbouring properties and public viewing locations.

2.5. Context of View

The context of the view relates to where the proposed development is being viewed from. The context is different if viewed from a neighbouring building, or garden, as is the case here, where views can be considered for an extended period of time, as opposed to a glimpse obtained from a moving vehicle.

2.6. Extent of View

The extent to which various components of a development would be visible is critical. For example, if the visibility assessment is of a multi-storey development proposal in a low-density context of 2 to 3 storey buildings, it would be considered to have a significant local scale visual impact, whereas if a development proposal is located in an area of a CBD containing buildings of a similar scale and height, it may be considered to have a lower scale visual impact.

The capacity of the landscape to absorb the development is to be ranked as high, medium or low, with a low ranking representing the highest visual impact upon the scenic environmental quality of the specific locality, since there is little capacity to absorb the visual impact within the landscape.

2.7. Desired Future Character

This area of Rose Bay is currently transitioning, in relation to its urban density, in response to the recently amended planning controls around Rose Bay Town Centre. It is, therefore, important to assess views within the context of the area's desired future character - being 6 to 8 storey developments, consistent with the Housing SEPP controls.

The updated visual impact assessment takes into account the permissible building height/ envelope and highlights the encroachment. An assessment of each view impact is provided.

3.1. Visual Impact Assessments viewpoint locations

Visual Impact Assessments from 20 viewpoint locations – from public locations.

3.1.1. Method of Assessment

In order to allow a quantitative assessment of the visual impact locations where view impact and view loss was apparent, a Canon EOS Full Frame Digital Camera with fixed focal length 24mm lens was used to take all viewpoint photos, at an eye level of 1600mm. The photos include location descriptions, to be read in conjunction with the site map, contained in Appendix A. Additionally, information is supplied as to the distance from the site boundary for each location and the distance to the closest built form is provided in Section 3.1.2 below.

To assess the visual impact, there are 2 relevant aspects - view loss of actual substance (landscape, middle and distance view elements etc.) and also direct sky view loss. To a large extent, the value associated with a view is subjective, although a range of relative values can be assigned to assist with comparing views. Figure 8 is a scale of values from 0 to 15, used to allow a numeric value to be given to a particular view, for the purposes of comparison. On the same table are a series of values, from zero to 15, that reflect the amount of visual impact.

The second means of assessment relates to assigning a qualitative value to the existing view, based on criteria of visual quality defined in the table – see figure 8. The % visual content is then assessed, together with a visual assessment of the new development's ability to blend into the existing surroundings.

NIL	0	**NEGLIGIBLE**	No negative impact on the pre-existing visual quality of the view	N/A
NEGILIBLE	1	**LOW**	A minor negative impact on the pre-existing visual quality of the view Examples: minor impact on natural landscapes no impact on iconic views impact on small number of receivers significant distance between the development and receiver	Predominant presence of low quality man made features Minimal views of natural formations (e.g. cliffs, mountains, coastlines, waterways, ridges etc.) Uniformity of land forms
	2			
	3			
MINOR	4			
	5			
	6	**MEDIUM**	A medium negative impact on the pre-existing visual quality of the view Examples: moderate impact on iconic views or natural landscapes impact on moderate number of receivers located nearby the receiver	Presence of some natural features mixed with manmade features Some views of distinct natural formations (e.g. cliffs, mountains, coastlines, waterways, ridges etc.)
MODERATE	7			
	8			
	9			
	10			
SEVERE	11	**HIGH**	A high negative impact on the pre-existing visual quality of a view Examples: loss of iconic view impact on significant number of receivers owershadowing effect directly adjacent the receiver	Predominantly natural features Minimal manmade features, however if present of a high architectural standard Significant views of distinct natural formations (e.g. cliffs, mountains, coastlines, waterways, ridges etc.) Presence of iconic regional views of landmark features
	12			
DEVASTATING	13			
	14			
	15			

Figure 8: Urbaine Group Assessment Table

3.1.2. Response To Submissions: Responses to issues raised by the DPHI.

The DPHI raised the following items to be addressed, specifically in relation to the Visual Impact Assessment, submitted with the Application:

18. Provide an updated Visual Impact Assessment Report (VIA) that incorp orates the following matters:

a) additional view points surrounding the proposal , particularly from locations to the east of the site that are direct ly in-line with the Sydney Harbour Bridge and Sydney Opera House

b) identify all properties, especially those in the south western corner of Dudley Reserve and sites along Portland Street, Gilbert Street and Prin cess Street , Dover Heights that may have views partially obscured by the proposal . The VIA must clearly show the full extent of the proposal on the existing views and provide an updated assessment of impacts in accordance with Tenacity Consulting v Warringah Council [2004] NSWLEC 140

c) response to all the issues raised and the addresses identified in public submissions in relation to view loss impacts

d) reference s to the Tenacity principles in full , with clear conclusions in relation to the principles

e) a summary table setting out the results of the visual impact assessment against all impacted / relevant properties.

Urbaine Response: In order to assess the properties that may be impacted by the new development with existing views to the Sydney Harbour Bridge and the Sydney Opera House, a preliminary review of the 'arc of vision' from these two iconic elements towards the subject proposal was undertaken. This involved projecting viewlines from the extremities of the 2 iconic elements towards the extents of the subject site. These viewlines were projected beyond the subject site to determine the area that may be affected. This area was then reviewed, on site, in relation to the land topography, giving a precise area within which houses may be impacted. A selection of these were assessed, using virtual views across an accurate 3d terrain model in the direction of the site. See Figures 9 and 10. These assessment images are included in this updated VIA under the section: Assessment at selected viewpoints - Virtual Private.

19. Review the assessment provided in Section 6.3 of the EIS in light of the above matters raisedand provide a comprehensive analysis of the impacts, including quantification, assessment of reasonableness, and justification.

Urbaine Response: This analysis is contained within this updated VIA and its summary, of both public and private viewpoints.



Figure 9: Projected viewlines from the opera House and Harbour Bridge towards the subject site. Potential area of visual impact shown in red overlay



Figure 10: Viewlines beyond the site, combined with topographical input to show areas of potential impact - indicated with cyan overlay.

3.1.3. Assessment at selected viewpoints - Public

Updated visual impact assessment against the revised design proposal is provided below. The assessment of any height encroachment is shown against the 'natural ground level' height plane. For clarity, natural ground level excludes isolated excavations for basement and pools etc. The extent of the encroachment is highlighted in purple with assessment provided.

VIEWPOINT 01



Existing site photo - New South Head Road

From standing position at the pedestrian promenade along New South Head Road
RL + 4.22m - Distance to boundary 1606.67m - Bearing direction 79.02 °

Camera - Canon RP
Lens - 24mm



Photomontage of Proposal

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Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)

Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 57%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 28% : 72%*
- *Existing Visual Assessment Scale no: 12 /15 & Visual Impact Assessment Scale no: 3 /15*

This is a static public view from the pedestrian promenade along New South Head Road, looking generally east across Rose Bay. The foreground is dominated by open harbour water with moored vessels, while the opposite shoreline rises beyond in a layered combination of vegetation and residential built form. The promenade edge and tree-lined foreshore frame the eastern side of the view and direct the eye toward Rose Bay Wharf and the broader harbour setting.

The proposal would appear only as a very small and distant element within the ridgeline beyond the bay. Any impact is confined principally to a minor component of sky and does not interrupt the water, foreshore or principal harbour elements of the view. On that basis, the visual effect is negligible. Height encroachment is not visible and has nil view impact.

Rose Bay Marina v Woollahra Council (2013) Assessment:

- *Value of view: High*
- *View location: Pavement - public viewpoint.*
- *Extent of impact: Negligible.*

Reasonableness of Proposal:

The proposal may reasonably be regarded as acceptable from this location. It sits within the distant urban backdrop, remains subordinate to the dominant harbour setting, and is consistent with the future character identified for the Rose Bay centre catchment under the Housing SEPP.

VIEWPOINT 02



Existing site photo - Lyne Park in Rose Bay

From standing position on the pedestrian promenade at the northern edge of Lyne Park
RL + 3.45m - Distance to boundary 773.59m - Bearing direction 80.55 °

Camera - Canon RP
Lens - 24mm



Photomontage of Proposal

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Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)

Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 43%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 14% : 86%*
- *Existing Visual Assessment Scale no: 12 /15 & Visual Impact Assessment Scale no: 7 /15*

This is a static public view from the northern edge of Lyne Park, looking east-northeast across the foreshore and inner harbour. The foreground includes a grassed edge, pedestrian path and pontoon structure, while the midground is characterised by boats on the bay and low-rise foreshore development. Beyond, the land rises toward Vaucluse in a stepped residential ridgeline.This stepped housing design contributes to a layered urban landscape. Portions of New South Head Road and the nearby foreshore residences at Rose Bay are also visible.

The visual impact of the new proposal, from this location, is assessed as Moderate, the new proposal impacts upon a small portion of the sky in the background and does not interrupt key view components. The new proposal aligns with the exisiting ridgeline and urban backdrop, reading as part of the established skyline rather than a visually intrusive feature. The upper levels of the proposal will contribute to a more densely developed urban character within the overall view. However, within the context of the LMR provisions, the impact is contextually appropriate and will diminish over time, as further developments are approved. Height encroachment is not visible and has nil view impact.

Rose Bay Marina v Woollahra Council (2013) Assessment:

- *Value of view: High*
- *View location: Pavement - public viewpoint.*
- *Extent of impact: Moderate.*

Reasonableness of Proposal:

The proposal may reasonably be accepted from this viewpoint. It reads as part of the existing and emerging ridgeline backdrop and does not intrude upon the principal public values of Lyne Park or the harbour edge. In the context of the LMR transition, that level of change is reasonable.

VIEWPOINT 03



Existing site photo - Woollahra Oval 2

From standing position on grass area within Woollahra Oval 2
RL + 4.93m - Distance to boundary 1202.24m - Bearing direction 46.58 °

Camera - Canon RP
Lens - 24mm



Photomontage of Proposal (Unseen)

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Lack of visual impact in green with red outline

Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 0%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: N/A*
- *Existing Visual Assessment Scale no: 11 /15 & Visual Impact Assessment Scale no: 0 /15*

This is a static, public viewpoint from Woollahra Oval 2, directed toward northeast, overlooking the expansive grass playing field and adjacent residential boundary along Kent Road. The foreground features a vast, grass surface of Woollahra Oval 2, which creates a wide, unbroken green expanse. In the midground, the area is distinguished by a tree-lined perimeter on the northeastern side of the oval. Mature trees and sporadic vegetation establish a continuous verdant buffer that partially obscures neighbouring properties. In the background, beyond the tree line, a collection of low-rise residential structures, including apartment buildings and individual homes, can be observed along Kent Road. These structures are set back from the oval and are predominantly concealed by the surrounding greenery, with only the upper levels and rooftops peeking above the foliage.

The visual impact of the new proposal, from this location, is assessed as Nil, the new proposal from this vantage point is completely obscured by existing vegetation and structures. Height encroachment is not visible and has nil view impact.

Rose Bay Marina v Woollahra Council (2013) Assessment:

- *Value of view: High*
- *View location: Public park - public viewpoint.*
- *Extent of impact: Nil.*

Reasonableness of Proposal:

The proposal is plainly reasonable from this viewpoint because it is not visible. It does not affect the public experience of the oval or its open-space character.

VIEWPOINT 04



Existing site photo - New South Head Road

From standing position at the pedestrian footpath along New South Head Road
RL + 9.62m - Distance to boundary 259.46m - Bearing direction 82.04 °

Camera - Canon RP
Lens - 24mm



Photomontage of Proposal

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Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)

Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 12%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 4% : 96%*
- *Existing Visual Assessment Scale no: 7 /15 & Visual Impact Assessment Scale no: 3 /15*

This is a static, public viewpoint from the pedestrian footpath along New South Head Road, facing northeast. In the eastern foreground, the paved New South Head Road delineates the view, further to the midground, the notable heritage site, St. Mary Magdalene Church, is positioned prominently above the roadway. Stone steps ascend from the street level, bordered by mature trees and landscaped garden beds that delineate the church's perimeter. To the north, the residential hillside rises, featuring a combination of low-rise residences. Some of these structures are currently undergoing renovations, with scaffolding observable toward the northeast. A tall construction crane looms above the ridgeline to the north-northeast, signalising active development on the slope above New South Head Road. Mid-rise residential building continue to ascend further toward the east-northeast, interspersed with mature vegetation and small groupings of street trees.

The visual impact of the new proposal, from this location, is assessed Negligible. The new proposal will be largely concealed by existing buildings and tree canopies. Only a small segment of the uppermost portion of the proposal will be intermittently visible through the tree branches, resulting in a very limited impact on the sky view.

Rose Bay Marina v Woollahra Council (2013) Assessment:

- *Value of view: Medium.*
- *View location: Pavement - public viewpoint.*
- *Extent of impact: Negligible.*

Reasonableness of Proposal:

The proposal may reasonably be accepted from this location. Its visibility is highly filtered, it does not compete with the church as the dominant visual feature, and it remains consistent with the intended future uplift in the wider Rose Bay centre catchment.

VIEWPOINT 05



Existing site photo - New South Head Road

From standing position at the pedestiran sidewalk adjacent to New South Head Road
RL + 51.74m - Distance to boundary 52.10m - Bearing direction 162.74 °

Camera - Canon RP
Lens - 24mm



Photomontage of Proposal

urbaine DESIGN GROUP



Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)

Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 31%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 13% : 087%*
- *Existing Visual Assessment Scale no: 8 /15 & Visual Impact Assessment Scale no: 6 /15*

This is a static public view from the footpath adjacent to New South Head Road, looking south-southeast. The foreground comprises the curved roadway, footpath and guardrail, with the open grassed area of Kambala School occupying the middle distance below. Beyond, the view rises across vegetation and established residential development toward the distant ridge-line.

The visual impact of the new proposal, from this location, is assessed as Minor-to-Moderate. The new proposal is visible only in the far background, above the established tree canopy, It will affect only a limited portion of the sky, and does not interrupt the visual elements of the view. The proposed development will blend in as a part of the existing ridgeline. The upper levels of the proposal will contribute to a more densely developed urban character within the overall view. However, within the context of the LMR provisions, the impact is contextually appropriate and will diminish over time, as further developments are approved. Height encroachment is not visible and has nil view impact.

Rose Bay Marina v Woollahra Council (2013) Assessment:

- *Value of view: Medium.*
- *View location: Pavement - public viewpoint.*
- *Extent of impact: Minor-to-Moderate.*

Reasonableness of Proposal:

The proposal would appear only in the far background above the existing tree canopy. It affects a limited area of sky and does not interrupt the principal landform or open-space components of the view. The impact is minor to moderate, but remains visually contained.

VIEWPOINT 06



Existing site photo - Fernleigh Gardens

From standing position at Fernleigh Gardens
RL + 40.63m - Distance to boundary 95.04m - Bearing direction 129.65 °

Camera - Canon RP
Lens - 24mm



Photomontage of Proposal (Unseen)

urbaine DESIGN GROUP



Lack of visual impact in green with red outline

Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 00%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: N/A*
- *Existing Visual Assessment Scale no: 9 /15 & Visual Impact Assessment Scale no: 0 /15*

This is a static, public viewpoint from Fernleigh Gardens, facing southeast. The view presents a clear uninterrupted outlook toward Fernleigh Castle, a prominent heritage sandstone residence. In the foreground, a low stone wall and wrought-iron fence frame the base of the structure, while traditional lamp posts, climbing vegetation, and mature trees on the south and west edges soften the scene. Behind the building, tall trees rise above the roofline, adding a natural backdrop that contrasts with the ornate architectural features.

The visual impact of the new proposal, from this location, is assessed as Nil. Fernleigh Castle obstructs the view of the new proposal, as the proposed development is located on a lower natural ground level. Height encroachment is not visible and has nil view impact.

Rose Bay Marina v Woollahra Council (2013) Assessment:

- *Value of view: Medium.*
- *View location: Public car park - public viewpoint.*
- *Extent of impact: Nil.*

Reasonableness of Proposal:

The proposal is reasonable from this viewpoint because it has no visual consequence. It does not affect the appreciation of Fernleigh Castle or the surrounding public car park setting.

VIEWPOINT 07



Existing site photo - New South Head Road

From standing position at the pedestrian walkway along New South Head Road
RL + 5.25m - Distance to boundary 397.75m - Bearing direction 73.20 °

Camera - Canon RP
Lens - 24mm



Photomontage of Proposal



Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)

Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 6%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 0% : 100%*
- *Existing Visual Assessment Scale no: 6 /15 & Visual Impact Assessment Scale no: 1 /15*

This is a static, public viewpoint from the pedestrian walkway along New South Head Road, oriented towards the east. To the north, a covered awning from the retail storerfront establishes a shaded pedestrian footpath, enhanced by retail signage and display windows that contribute to an engaging streetscape. To the south, a series of small commercial structures is positioned behind a mature street tree located at no.785 New South Head Road where the intersection with Newcastle Street is visible in the midground on the southeastern side. Directly ahead to the east, the roadway gently ascends, bordered by a combination of low-rise shops and mid-rise buildings that promote a sense of continuity along the corridor. Centrally situated in the view, vibrant red-leafed plantings and sculptural seating elements are placed within the median.

The visual impact of the new proposal, from this location, is assessed as Negligible, as it will be largely screened by the existing buildings along New South Head Road, with only a very small portion of the roof visible. Height encroachment is not visible and has nil view impact.

Rose Bay Marina v Woollahra Council (2013) Assessment:

- *Value of view: Low-to-Medium.*
- *View location: Pavement - public viewpoint.*
- *Extent of impact: Negligible.*

Reasonableness of Proposal:

The proposal may reasonably be accepted from this viewpoint. It is visually recessive, subordinate to the established street corridor, and does not interrupt the primary commercial and pedestrian qualities of the centre.

VIEWPOINT 08



Existing site photo - Hamilton Street

From standing position at the intersection of Hamilton Street and Carlisle Street
RL + 25.91m - Distance to boundary 200.96m - Bearing direction 37.87 °

Camera - Canon RP
Lens - 24mm



Photomontage of Proposal (Unseen)

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Lack of visual impact in green with red outline (areas above the 28.6m height limit shown in purple)

Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 00%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: N/A*
- *Existing Visual Assessment Scale no: 7 /15 & Visual Impact Assessment Scale no: 0 /15*

This is a static, public viewpoint from the intersection of Hamilton Street and Carlisle Street, oriented towards the northeast. To the northwest, a dense array of greenery and mature trees delineates a natural boundary along Carlisle Street. To the southeast, a multi-storey residential structure located at No.2 Hamilton Street, accompanied by maintained hedges, is perched above the street level, reinforced by stone retaining walls and landscaped garden beds. A modest staircase and footpath ascend from the intersection towards the entrance of the building. Directly in the northeastern direction, the roadway continues its ascent, flanked by vegetation on either side, with street poles, overhead wires, and scattered smaller plantings accentuating the view as it progresses towards the crest of the slope.

The visual impact of the new proposal, from this location, is assessed as Nil. The dense vegetation along Carlisle Street on the northwest will completely screen the new proposal. Height encroachment is not visible and has nil view impact.

Rose Bay Marina v Woollahra Council (2013) Assessment:

- *Value of view: Medium.*
- *View location: Pavement - public viewpoint.*
- *Extent of impact: Nil.*

Reasonableness of Proposal:

The proposal is reasonable from this viewpoint because it is not seen at all. It therefore produces no adverse public-domain effect.

VIEWPOINT 09



Existing site photo - Chamberlain Avenue

From standing position on footpath along Chamberlain Avenue
RL + 52.75m - Distance to boundary 128.48m - Bearing direction 187.86 °

Camera - Canon RP
Lens - 24mm



Photomontage of Proposal

urbaine DESIGN GROUP



Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)

Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 28%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 21% : 79%*
- *Existing Visual Assessment Scale no: 7 /15 & Visual Impact Assessment Scale no: 6 /15*

This is a static public view from the footpath along Chamberlain Avenue, looking southeast through a leafy residential street-scape. Mature street trees, planted front gardens, low fences and driveways define the foreground and midground. The roadway narrows into a canopy of trees, with only filtered glimpses of buildings beyond.

The visual impact of the new proposal, from this location, is assessed as Minor-to-Moderate. The new proposal is largely screened by existing development and mature tree canopies, with only a small portion of the upper levels intermittently visible through foliage. Its presence impacts upon only a very limited area of the sky. The visible area of the proposal, will demon-strate a more densely developed urban character within the overall view. However, within the context of the LMR provisions, the impact is contextually appropriate and will diminish over time, as further developments are approved. Height encroach-ment is not visible and has nil view impact.

Rose Bay Marina v Woollahra Council (2013) Assessment:

- *Value of view: Medium.*
- *View location: Pavement - public viewpoint.*
- *Extent of impact: Minor-to-Moderate.*

Reasonableness of Proposal:

The proposal may reasonably be accepted from this location. The visible component is filtered, distant and limited to upper built form, and the proposal remains read within an evolving residential context rather than as an anomalous intrusion.

VIEWPOINT 10



Existing site photo - Chamberlain Avenue

From standing position at sidewalk at Chamberlain Avenue
RL + 67.88m - Distance to boundary 399.53m - Bearing direction 198.01 °

Camera - Canon RP
Lens - 24mm



Photomontage of Proposal



Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)

Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 14%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 2% : 98%*
- *Existing Visual Assessment Scale no: 6 /15 & Visual Impact Assessment Scale no: 2 /15*

This is a static, public viewpoint from Chamberlain Avenue, directed southward, encompassing a gently sloping residential streetscape characterized by mature street trees and low-rise residential structures. In the foreground to the southeast, the intersection with Cecil Road is clearly discernible. Ascending the slope to the southeast, the residential building at No. 3 Chamberlain Avenue is noticeable, elevated above street level and situated behind a retaining wall and dense hedges, which partially obscure the structure. In contrast, on the western side of the street, a mature tree positioned on the footpath along Chamberlaine Avenue serves as a midground element, its canopy effectively shields the properties at nos.42 and 44 Chamberlaine Ave. The roadway descends in the distance, with vegetation creating a strong visual boundary on either side.

The visual impact of the new proposal, from this location, is assessed as Negligible, the downward-sloping street configuration will limit its visibility, the new proposal will be screened by existing trees, and only a very small portion of the roofline will affect the sky view. Isolated height encroachment is minimal, and has negligible view impact.

Rose Bay Marina v Woollahra Council (2013) Assessment:

- *Value of view: Low-to-Medium.*
- *View location: Pavement - public viewpoint.*
- *Extent of impact: Negligible.*

Reasonableness of Proposal:

The proposal is reasonable from this viewpoint because its visual effect is extremely limited and does not alter the established streetscape character.

VIEWPOINT 11



Existing site photo - Fernleigh Avenue

From standing position at Fernleigh Avenue
RL + 34.35m - Distance to boundary 162.18m - Bearing direction 272.92 °

Camera - Canon RP
Lens - 24mm



Photomontage of Proposal



Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)

Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 34%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 16% : 84%*
- *Existing Visual Assessment Scale no: 7 /15 & Visual Impact Assessment Scale no: 6 /15*

This is a static, public viewpoint from Fernleigh Avenue, the sightline extends westward along the residential streetscape distinguished by mature vegetation and low-rise residential structures. In the foreground, the intersection with Spencer Street can be observed to the southwest. Further, on the southwestern corner of the intersection, the residential edifice located at no.48 Spencer Street is observable, situated behind fencing and landscaping that partially conceals its lower levels. To the west, Fernleigh Avenue proceeds as a gently sloping residential thoroughfare, visually framed by mature trees, boundary walls, and landscaped front setbacks.

The visual impact of the new proposal, from this location, is assessed as Minor-to-Moderate. It will predominantly be obscured by existing structures and mature trees, with only a small portion of the upper roofline visible. The downward incline of the street further diminishes visibility from this perspective. The proposal affects only a minor section of the sky and does not alter the streetscapes's overall visual quality. Height encroachment is not visible and has nil view impact.

Rose Bay Marina v Woollahra Council (2013) Assessment:

- *Value of view: Medium.*
- *View location: Pavement - public viewpoint.*
- *Extent of impact: Minor-to-Moderate.*

Reasonableness of Proposal:

The proposal may reasonably be accepted from this location. It does not dominate the street, remains largely screened, and the residual visibility is consistent with the intended future urban transition around Rose Bay Town Centre.

VIEWPOINT 12



Existing site photo - Carlisle Street

From standing position at Carlisle Street
RL + 38.19m - Distance to boundary 19.05m - Bearing direction 350.70 °

Camera - Canon RP
Lens - 24mm



Photomontage of Proposal



Visual impact in cyan with red outline, view gain in yellow (areas above the 28.6m height limit shown in purple)

Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 64%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 37% : 63%*
- *Existing Visual Assessment Scale no: 6 /15 & Visual Impact Assessment Scale no: 11 /15*

This is a static, public viewpoint along Carlisle Street, the vista is directed northward, showcasing a residential landscape characterized by mature vegetation and low-rise dwellings, effectively screening adjacent properties To the north-west, the intersection with Conway Avenue comes into view. It is positioned behind boundary walls and landscaped areas, being partially visible behind the surrounding trees, fencing and vegetation. . Although overhead utilities and street infrastructure are present, they do not dominate the overall perspective

The visual impact of the new proposal, from this location, is assessed as Severe, the new proposal is discernible in the midground, exceeding the existing tree canopy, yet is partially obscured by mature trees. The upper levels are impacting on sky view, the building integrates with the established urban context and corresponds with its surroundings. The new proposal will contribute to a more densely developed urban character within the overall view. However, within the context of the LMR provisions, the impact is contextually appropriate and will diminish over time, as further developments are approved. Any height encroachment has negligible view impacts

Rose Bay Marina v Woollahra Council (2013) Assessment:

- *Value of view: Low-to-Medium.*
- *View location: Pavement - public viewpoint.*
- *Extent of impact: Severe.*

Reasonableness of Proposal:

Notwithstanding that the visual effect is strong, the proposal may still be regarded as reasonable in planning terms because the site sits within the Housing SEPP low and mid-rise area, the report states the envelope is compliant with the permissible height control, and the visible change should be assessed in the context of the area's desired future character of 6 to 8 storey development. The proposal will materially alter the immediate streetscape, but it does so within a statutory envelope now intended for this part of Rose Bay.

VIEWPOINT 13



Existing site photo - Conway Avenue

From standing position at the footpath along Conway Avenue
RL + 39.30m - Distance to boundary 83.85m - Bearing direction 91.25 °

Camera - Canon RP
Lens - 24mm



Photomontage of Proposal

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Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)

Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 16%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 12% : 88%*
- *Existing Visual Assessment Scale no: 6 /15 & Visual Impact Assessment Scale no: 5 /15*

This is a static, public viewpoint from the footpath along Conway Avenue, facing east. The foreground is characterized by the adjacent pedestrian footpaths, delineated by curb lines and verge plantings that establish the boundary of the street. Mature trees and low landscaping within the front setbacks create a verdant framework. In the midground to the east, the residential structures at nos.12 and 14 Conway Avenue emerge as the predominant built features. These low-rise apartment edifices are positioned behind retaining walls and landscaped gardens, with their lower levels partially obscured by foliage and boundary treatments. The background consists of a further extension of Conway Avenue proceeding eastward, where additional low-rise residential buildings are increasingly veiled by mature trees. The canopy presents a continuous backdrop, restricting long-range views.

The visual impact of the new proposal, from this location, is assessed as Negligible-to-Minor. The new proposal is significantly obscured by mature trees, which enhance its appearance, and aligns with the surrounding architecture. It minimally affects the skyline and does not dominate the view, or alter the residential character. Height encroachment is not visible and has nil view impact.

Rose Bay Marina v Woollahra Council (2013) Assessment:

- *Value of view: Low-to-Medium.*
- *View location: Pavement - public viewpoint.*
- *Extent of impact: Negligible-to-Minor.*

Reasonableness of Proposal:

The proposal may reasonably be regarded as acceptable from this location. Its visibility is moderated by landscape screening and it remains visually compatible with the existing apartment character already present along Conway Avenue.

VIEWPOINT 14



Existing site photo - Conway Avenue

From standing position at side verge along Conway Avenue
RL + 43.68m - Distance to boundary 30.44m - Bearing direction 69.93 °

Camera - Canon RP
Lens - 24mm



Photomontage of Proposal

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Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)

Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 84%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 19% : 81%*
- *Existing Visual Assessment Scale no: 5 /15 & Visual Impact Assessment Scale no: 11 /15*

This is a static, public viewpoint from Conway Avenue, facing east. The immediate foreground features Conway Avenue, the adjacent footpath, and grassy verge. The immediate border of the street is defined by low boundary walls and landscaped setbacks. To the northeast and southeast, multi-storey residential buildings are situated along Conway Avenue, at nos.6 and 8. In the eastern background, Conway Avenue slopes gently downward, accompanied by additional low-rise residential buildings that are increasingly obscured by mature street trees. The tree canopy creates a continuous green background, which limits long-range views.

The visual impact of the new proposal, from this location, is assessed as Severe, with the development clearly visible above the tree canopy. The new proposal will impact on sky view, and although the building is visually prominent, it does not dominate the streetscape, thanks to setbacks, architectural detailing, and inclusion of vegetative screening. The upper levels of the proposal will contribute to a more densely developed urban character within the overall view. However, within the context of the LMR provisions, the impact is contextually appropriate and will diminish over time, as further developments are approved. Any height encroachment has negligible view impacts

Rose Bay Marina v Woollahra Council (2013) Assessment:

- *Value of view: Low-to-Medium.*
- *View location: Pavement - public viewpoint.*
- *Extent of impact: Severe.*

Reasonableness of Proposal:

The proposal may still be regarded as reasonable from this viewpoint when assessed against the report's statutory context. The site is within the LMR area, the report states the proposal complies with the permissible height and ADG setbacks, and Conway Avenue already accommodates apartment development. While the change is pronounced, it is consistent with the future built form now anticipated in this precinct.

VIEWPOINT 15



Existing site photo - Conway Avenue

From standing position from Conway Avenue
RL + 43.55m - Distance to boundary 19.13m - Bearing direction 354.90 °

Camera - Canon RP
Lens - 24mm



Photomontage of Proposal

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Visual impact in cyan with red outline, view gain in yellow (areas above the 28.6m height limit shown in purple)

Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 72%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 31% : 69%*
- *Existing Visual Assessment Scale no: 5 /15 & Visual Impact Assessment Scale no: 12 /15*

This is a static, public viewpoint from Conway Avenue, facing north-northwwest. The foreground consists of the Conway Avenue roadway, the adjacent footpath, and slender grassy verge. Boundary walls and driveway entrances delineate the immediate perimeter of the street, while mature street trees border the view on both sides. In the midground, a series of low-rise residential structures is observable, situated on an ascending slope above the roadway at no.4 and 6 Conway Ave. The background features the upper stories and rooflines of the residential buildings, partially obscured by mature trees and palm plantings.

The visual impact of the new proposal, from this location, is assessed as Severe. The new proposal presents a significantly larger structural design that is observable within the streescape and surpasses the dimensions of the adjacent low-rise residences. Although the incorporation of landscaping, setbacks, and tree plantings alleviates the appearance of the lower levels and perimeters, the upper floors remain prominent, resulting in a marked increase in both building volume and height. The upper levels of the proposal will contribute to a more densely developed urban character within the overall view. However, within the context of the LMR provisions, the impact is contextually appropriate and will diminish over time, as further developments are approved. Height encroachment is not visible and has nil view impact. Any height encroachment has negligible view impacts

Rose Bay Marina v Woollahra Council (2013) Assessment:

- *Value of view: Low-to-Medium.*
- *View location: Pavement - public viewpoint.*
- *Extent of impact: Severe.*

Reasonableness of Proposal:

Although the impact is strong, the proposal can still be regarded as reasonable in the context of the amended planning controls referred to in the report. The visible change reflects the statutory shift toward 6 to 8 storey development near Rose Bay Town Centre, and the report expressly frames the assessment against that desired future character rather than the existing low-rise condition alone.

VIEWPOINT 16



Existing site photo - Chamberlain Avenue

From standing position at Chamberlain Avenue
RL + 46.24m - Distance to boundary 13.28m - Bearing direction 244.25 °

Camera - Canon RP
Lens - 24mm



Photomontage of Proposal



Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)

Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 68%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 33% : 67%*
- *Existing Visual Assessment Scale no: 6 /15 & Visual Impact Assessment Scale no: 12 /15*

This is a static, public viewpoint from Chamberlain Avenue, facing southwest. The roadway ascends gradually towards the junction, incorporating a slight curve as it approaches Fernleigh Avenue. Stone boundary walls and gated residential entrances flank both sides of the street, delineating the street's edge and framing the junction. In the midground, the intersection is apparent. This corner is distinguished by stone retaining walls and mature hedgerow. The background is characterized by mature trees and dense vegetation beyond the intersection, which obscure much of the built environment and restrict extended views along Fernleigh Avenue. The upper portions of residential structures are only intermittently visible above the walls and foliage.

The visual impact of the new proposal, from this location, is assessed as Severe, with the new proposal becoming a prominent element within the streetscape due to its increased height and bulk compared to the existing low-rise context. While landscaping and mature trees help soften the lower levels, the upper storeys remain visible, contributing to a more densely developed urban character within the overall view. However, within the context of the LMR provisions, the impact is contextually appropriate and will diminish over time, as further developments are approved. Any height encroachment has negligible view impacts

Rose Bay Marina v Woollahra Council (2013) Assessment:

- *Value of view: Low-to-Medium.*
- *View location: Pavement - public viewpoint.*
- *Extent of impact: Severe.*

Reasonableness of Proposal:

The proposal may be regarded as reasonable from this location because the site is located within a transitioning LMR precinct where 6 to 8 storey development is now contemplated, and the building envelope is said to comply with the applicable Housing SEPP height control and ADG setbacks. The visual change is substantial, but it is aligned with the future character now intended for the area.

VIEWPOINT 17



Existing site photo - Gilbert Street

From standing position at Gilbert Street
RL + 58.06m - Distance to boundary 469.22m - Bearing direction 286.76 °

Camera - Canon RP
Lens - 24mm



Photomontage of Proposal

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Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)

Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 37%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 19% : 81%*
- *Existing Visual Assessment Scale no: 9 /15 & Visual Impact Assessment Scale no: 8 /15*

This is a static, public viewpoint from Gilbert Street, facing west-northwest, focusing on the intersection with Princess Street. In the foreground, the Gilbert Street roadway, kerb line, and the adjacent footpaths lead toward the intersection. Street signage and boundary treatments delineate the junction, while stone and masonry walls border the immediate street edge. In the midground, the intersection with Princess Street becomes apparent. To the west-southwest, the residential property at no. 27 is distinguishable by its prominent red brick boundary wall, lush hedging and mature trees mitigate the wall's visual impact. In the northern direction, the residential property situated at No.20 Princess Street is observable beyond boundary fencing and foliage, with the built environment primarily obscured by the trees and landscaping present. In the background, mature trees and dense vegetation dominate the scene, restricting extended views along Princess Street.

The visual impact of the new proposal, from this location, is assessed as Moderate. The new proposal is visible only as a small element in the distant background. It affects only a limited portion of the sky view and distant horizon line, to North Sydney and does not significantly alter the visual amenity from this vantage point. The majority of the building is proposed below the permissible height control. The encroachment is considered negligible, with minimal adverse view impact.

Rose Bay Marina v Woollahra Council (2013) Assessment:

- *Value of view: Medium.*
- *View location: Pavement - public viewpoint.*
- *Extent of impact: Moderate.*

Reasonableness of Proposal:

The proposal may reasonably be accepted from this location. It is visually remote, does not disrupt the legibility of the local streetscape, and remains subordinate to the dominant residential and vegetated context.

VIEWPOINT 18



Existing site photo - Dudley Page Reserve

From standing position within the Dudely Page Reserve
RL + 78.31m - Distance to boundary 619.38m - Bearing direction 279 °

Camera - Canon RP
Lens - 24mm



Photomontage of Proposal

urbaine DESIGN GROUP



Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)

Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 57%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 0% : 100%*
- *Existing Visual Assessment Scale no: 12 /15 & Visual Impact Assessment Scale no: 7 /15*

This is a static, public viewpoint from within the Dudley Page Reserve, the view is directed westward. The foreground consists of the gently sloped grassed areas and landscaped features of Dudely Page Reserve, which includes a scattering of shrubs and small trees along the perimeter of the reserve. Directly beneath, Portland Street is visible traversing east to west at the base of the reserve, creating a distinct linear delineation between the open public space and the adjoining residential area. The midground is characterised by a low-rise residential district comprising detached dwellings set within well-established gardens. In the background, the view reveals the skyline of Sydney's CBD, which serves as a prominent focal point. The cluster of high-rise commercial buildings is distinctly observable, with the Sydney Tower Eye serving as a notable vertical landmark within the skyline. Additionally, to the west-northwest, the Sydney Harbour Bridge is also visible above the surrounding urban landscape.

The visual impact of the new proposal, from this location, is assessed as Moderate. The new proposal is to be a remote component situated in the background, partially obscured by pre-existing structures and established vegetation. It occupies a restricted segment of the distant view, including minor impact upon an element of the foreshore. The majority of the building is proposed below the permissible height control. The encroachment is considered negligible, with minimal adverse view impact.

Rose Bay Marina v Woollahra Council (2013) Assessment:

- *Value of view: High*
- *View location: Public park - public viewpoint.*
- *Extent of impact: Moderate.*

Reasonableness of Proposal:

The proposal may reasonably be regarded as acceptable from this location. It remains a small component within a much larger and more highly valued metropolitan panorama and does not compromise the defining public qualities of Dudley Page Reserve.

VIEWPOINT 19



Existing site photo - Dudley Page Reserve

From standing position within the Dudley Page Reserve
RL + 78.29m - Distance to boundary 649.24m - Bearing direction 283.94 °

Camera - Canon RP
Lens - 24mm



Photomontage of Proposal

urbaine DESIGN GROUP



Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)

Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 54%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 0% : 100%*
- *Existing Visual Assessment Scale no: 12 /15 & Visual Impact Assessment Scale no: 7 /15*

This is a static, public viewpoint from within the grassy area of Dudley Page Reserve, oriented westward. Revealing a grassy expanse interspersed with shrubs, descending towards Portland Street in the immediate foreground. The streetscape comprises low-rise residential dwellings, thoughtfully designed front gardens, and sporadic street trees. In the midground, the vista showcases the vast waters of Sydney Harbour, serving as a stark visual separation between the foreground residential zone and the remote urban skyline. The clustered high-rise buildings define the skyline of Sydney's CBD, which prominently occupies the background. The Sydney Harbour Bridge is distinctly identifiable as it arches over the harbour, while the Sydney Opera House is recognised as a significant architectural landmark in proximity to the CBD. To the north, the silhouette of the North Sydney skyline further enriches the urban landscape, enhancing the metropolitan ambience.

The visual impact of the new proposal, from this location, is assessed as Moderate. The proposed development would appear as a distant element within the background, partially screened by existing built form and vegetation. The proposal would occupy a limited portion of the overall view, with a slight impact on a limited portion of the foreshore. Any height encroachment has negligible view impacts

Rose Bay Marina v Woollahra Council (2013) Assessment:

- *Value of view: High*
- *View location: Public park - public viewpoint.*
- *Extent of impact: Moderate.*

Reasonableness of Proposal:

The proposal may reasonably be accepted from this viewpoint. The principal harbour and city landmark values remain intact, and the proposal does not materially detract from the public appreciation of the reserve.

VIEWPOINT 20



Existing site photo - Dudley Page Reserve

From standing position within the Dudley Page Reserve
RL + 78.28m - Distance to boundary 648.78m - Bearing direction 288.57 °

Camera - Canon RP
Lens - 24mm



Photomontage of Proposal

urbaine DESIGN GROUP



Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)

Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 56%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 0% : 100%*
- *Existing Visual Assessment Scale no: 12 /15 & Visual Impact Assessment Scale no: 8 /15*

This is a static, public viewpoint from the stairway leading into Dudley Page Reserve, oriented towards the west-northwest. The immediate foreground features a view of Portland Street. The streetscape is characterised by predominantly low to medium-density residential structures showcasing a variety of architectural styles, positioned behind well-maintained front gardens and sporadic street trees, which collectively enhance the established suburban character of the area. In the midground, the vista expands to reveal the vast expanse of Sydney Harbour. In the background, the skyline of Sydney's Central Business District is prominently displayed, with the Sydney Harbour Bridge arching across the harbour and the iconic Sydney Opera House recognisable as a unique sculptural element at the water's edge. To the northwest, the skyline of North Sydney further contributes to the metropolitan panorama.

The visual impact of the new proposal, from this location, is assessed as Moderate. Nearby residential buildings and vegetation would partially obscure the proposed development positioned in the midground, diminishing its visual prominence. Its increased bulk would be noticeable in a limited area, subtly altering the foreshore's built environment. However, the effect on the overall view would be minimal, with Sydney Harbour, the skyline, and significant landmarks like the Harbour Bridge and Opera House remaining largely intact and visible. Any height encroachment has negligible view impacts

Rose Bay Marina v Woollahra Council (2013) Assessment:

- *Value of view: High*
- *View location: Public park - public viewpoint.*
- *Extent of impact: Moderate.*

Reasonableness of Proposal:

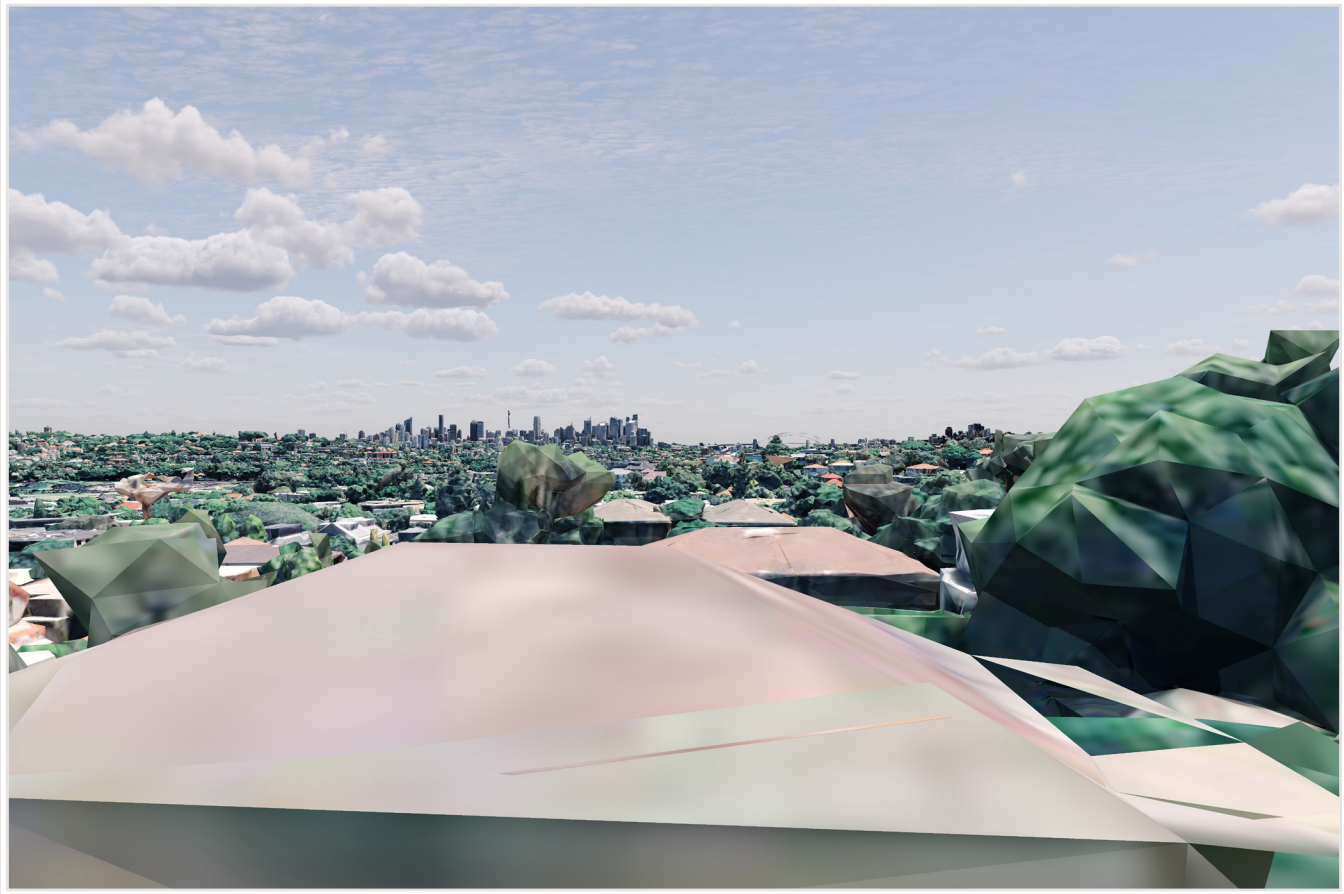
The proposal may reasonably be regarded as acceptable from this location. The major public landmarks and harbour panorama remain substantially unaffected, and the proposal reads as a minor additional foreshore built element within a very broad metropolitan view.

Assessment at selected viewpoints - Virtual Private Views.



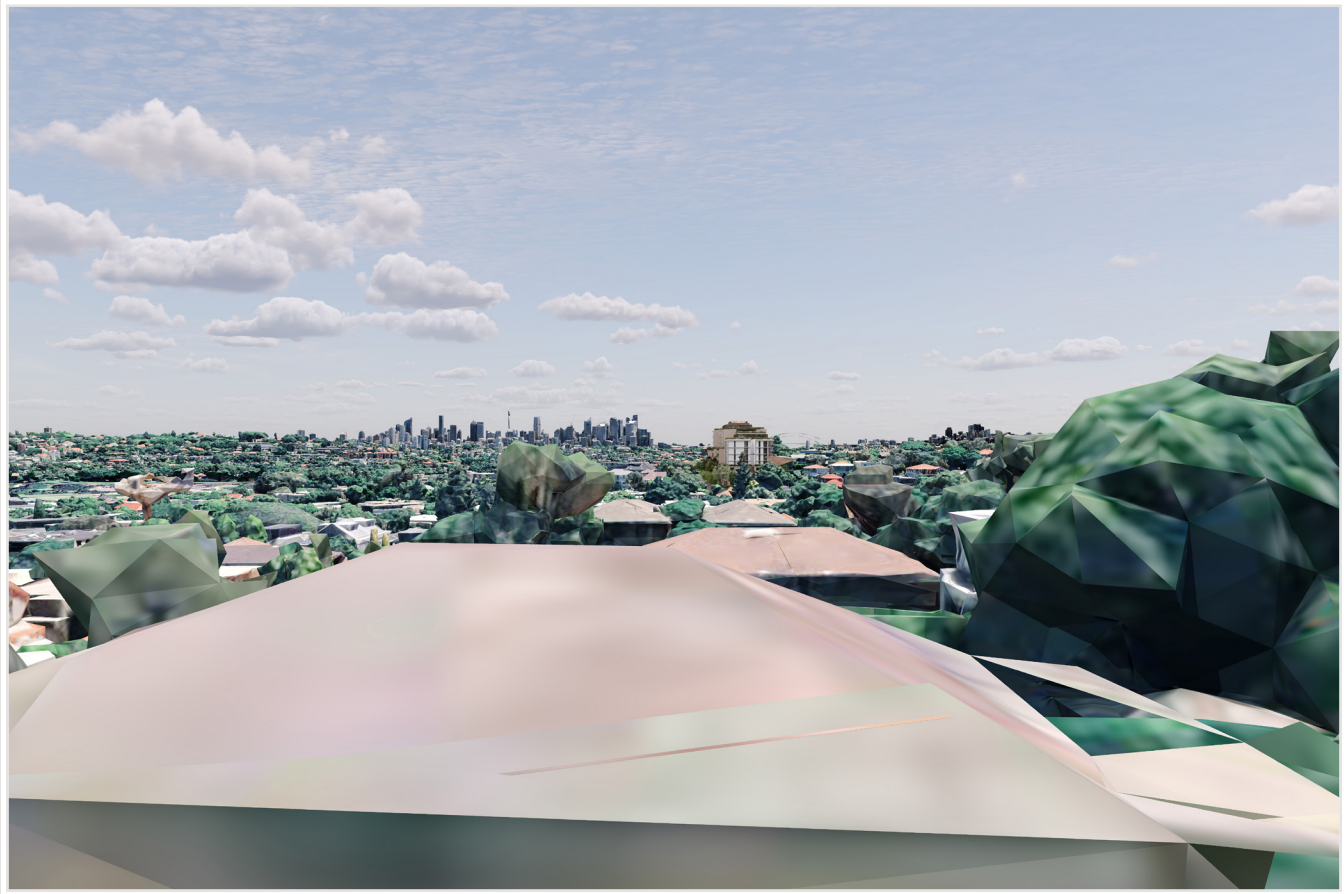
Virtual Private Camera positions map

VIEWPOINT V01: No.18, Princess Street

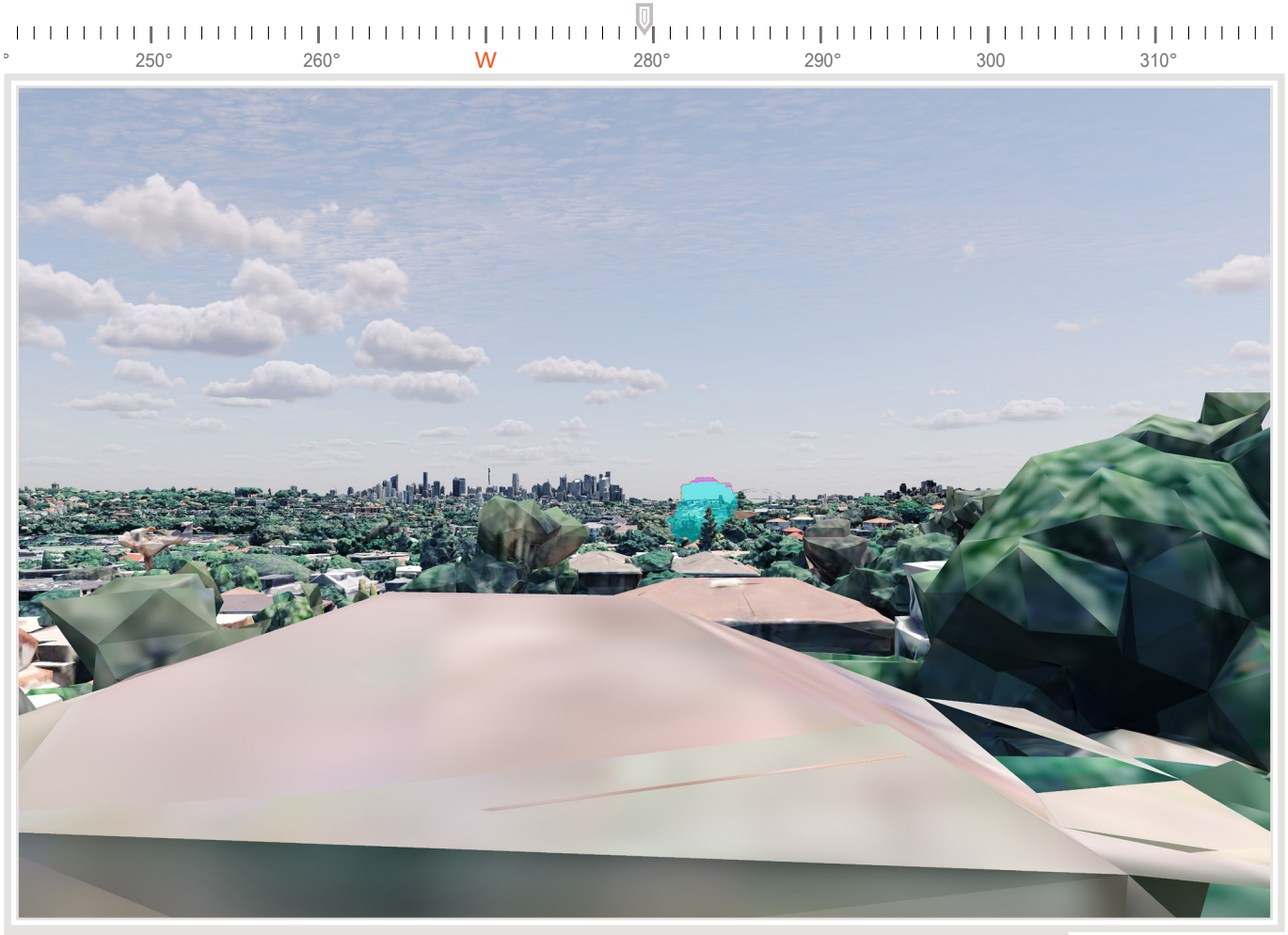


Existing site photo - 18 Princess Street

From standing position at the Level 1 bedroom
RL + 59.15m - Distance to boundary 428.31m - Bearing direction 279.52 °



Photomontage of Proposal



Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)

Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 67%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 71% : 29%*
- *Existing Visual Assessment Scale no: 11 /15 & Visual Impact Assessment Scale no: 10 /15*

This is a static, private, virtual viewpoint from the first floor of No.18, Princess Street orientated towards the west-northwest, offering an elevated view of the suburban landscape, characterised by a dense array of low-rise residential rooftops in both the foreground and midground. Beyond this, the terrain gradually descends, revealing a sweeping panorama. The Sydney CBD skyline rises as a significant vertical feature on the horizon, serving as a distinct focal point. Iconic landmarks such as the Sydney Harbour Bridge and the Opera House can be identified within this skyline arrangement, while North Sydney's high-rise structures extend the urban silhouette towards the north-northwest.

The visual impact of the new proposal, from this location, is assessed as Moderate-to-Severe. The proposal presents a discernible midground feature that partially conceals significant background landmarks, specifically portions of the Sydney Harbour Bridge and the Opera House. Although somewhat obscured by adjacent vegetation, this element disrupts the seamlessness of the distant harbour vista and marginally diminishes the visibility of these iconic structures. Isolated height encroachment is minor and this encroachment has negligible view impact

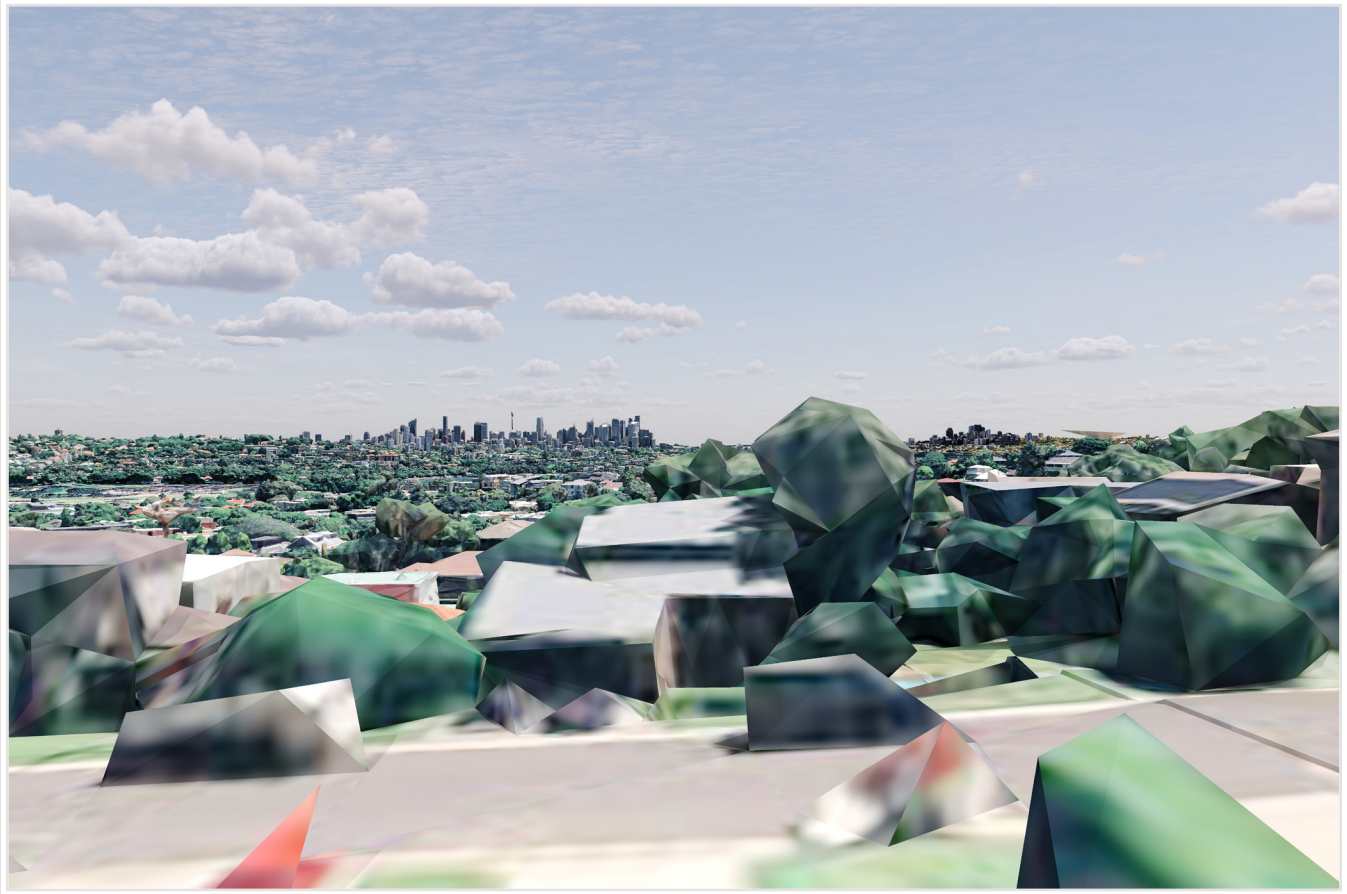
Tenacity Consulting v Warringah Council [2004] NSWLEC 140 Assessment:

- *Value of view: High*
- *View location: Level 1 bedroom - secondary living space.*
- *Extent of impact: Moderate-to-Severe.*

Reasonableness of Proposal:

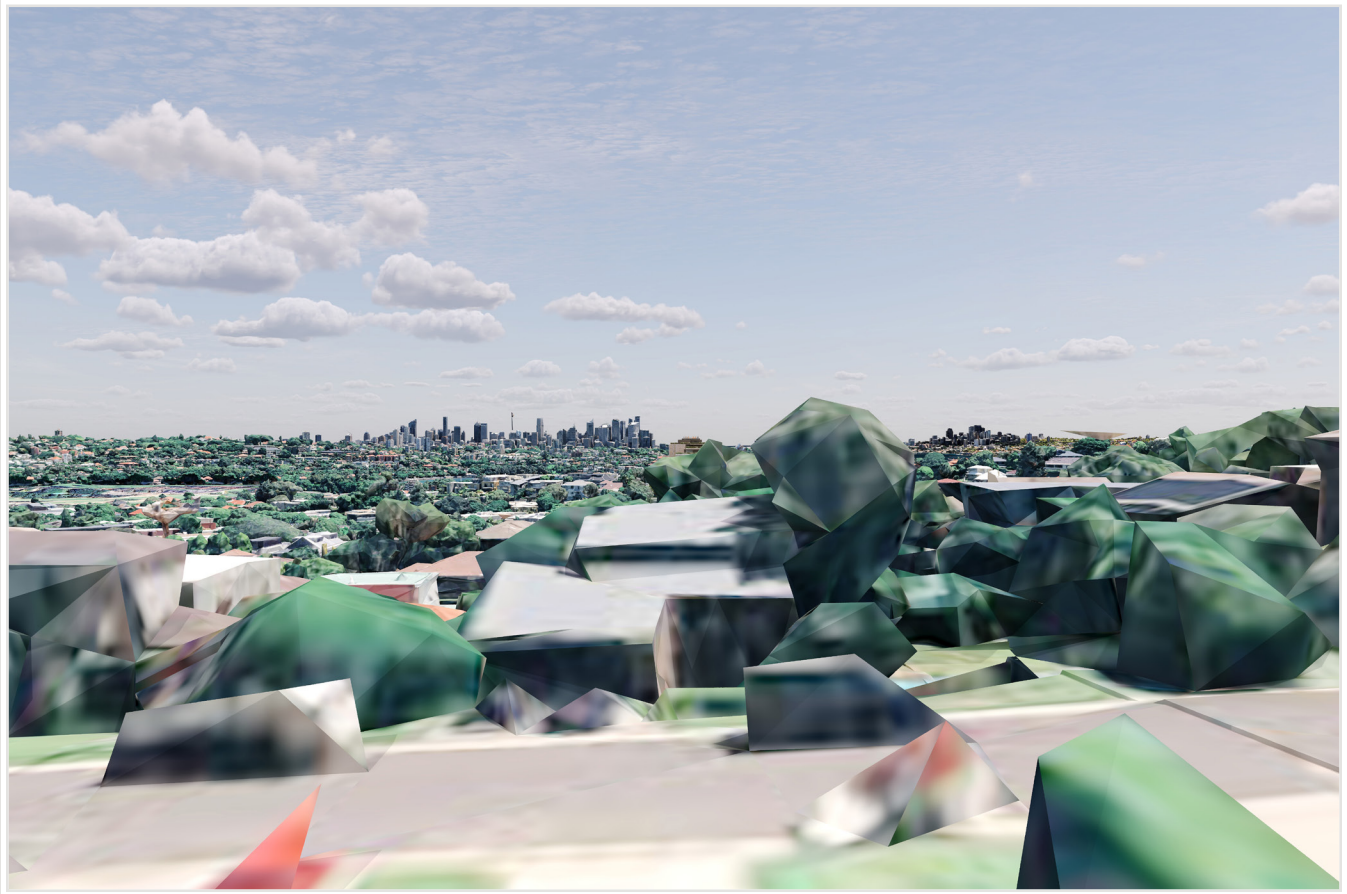
Although the impact from this viewpoint is assessed as moderate-to-severe, the proposal may still be regarded as reasonable in planning terms. The affected view is from a level 1 bedroom, being a secondary living space, and while parts of the Harbour Bridge and Opera House are affected, the wider harbour panorama, CBD skyline and North Sydney skyline remain available. In addition, the report states that the proposal sits within the permissible Housing SEPP envelope and is to be assessed in the context of the area's transition to 6 to 8 storey development. On that basis, the proposal results in a substantial but not unreasonable level of view sharing from this location.

VIEWPOINT V02: No.20, Gilbert Street

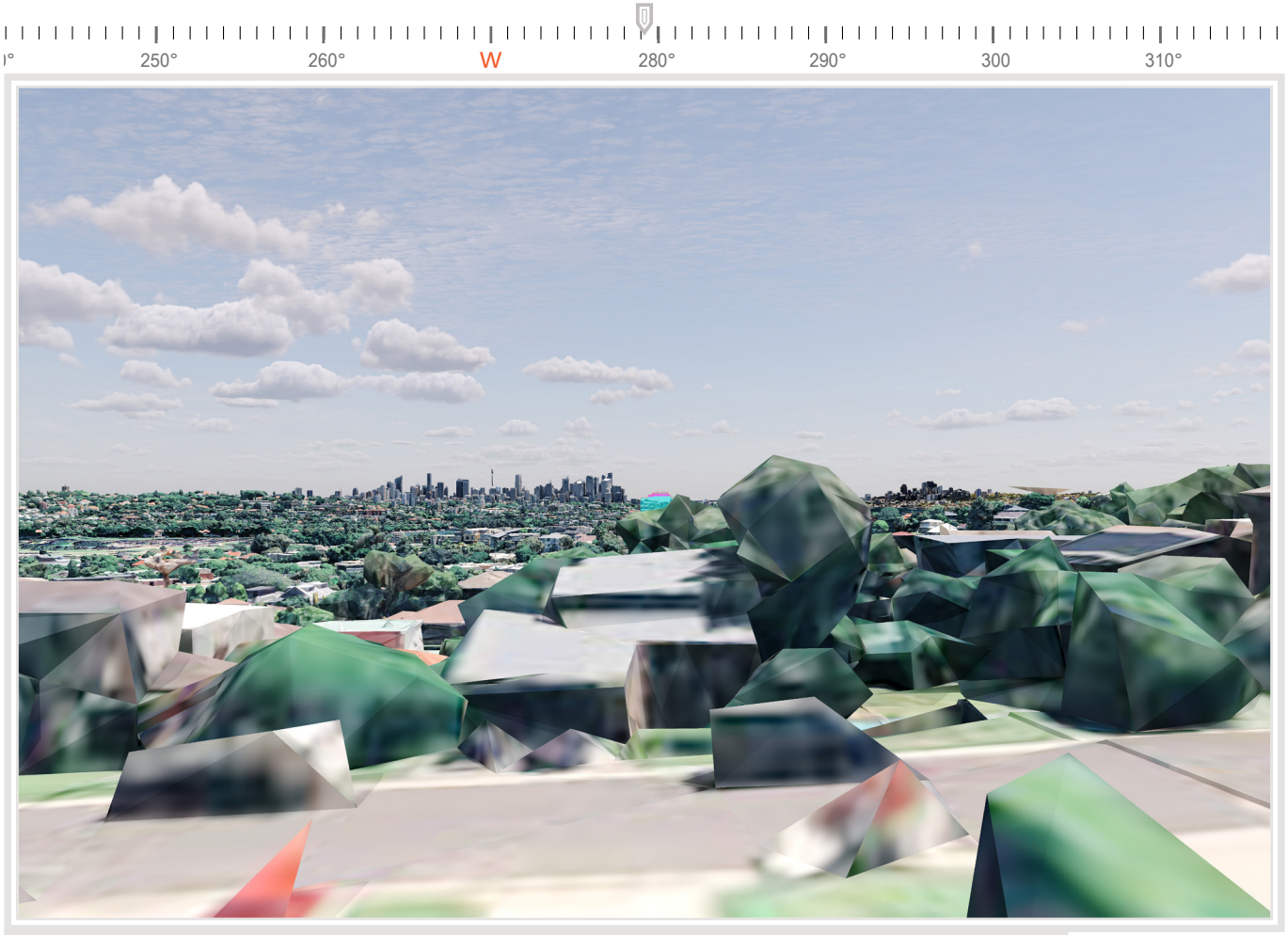


Existing site photo - No.20 Gilbert Street

From standing position at the Level 1 bedroom
RL + 66.63m - Distance to boundary 482.79m - Bearing direction 279.16 °



Photomontage of Proposal



Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)

Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 37%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 78% : 22%*
- *Existing Visual Assessment Scale no: 11 /15 & Visual Impact Assessment Scale no: 7 /15*

This is a static, private, virtual viewpoint from the first floor of No.20, Gilbert Street, orientated westward. The view offers a streetscape characterised by the road corridor of Gilbert Street, complemented by adjacent low-rise residential buildings. The immediate environment features rooftops and a dense array of mature trees and vegetation that partially obscure and soften the structures in the vicinity. In the midground, the landscape extends across gently undulating terrain, where a consistent canopy of greenery is interspersed with residential developments, contributing to a predominantly low-scale character. The background reveals a vast panoramic view, in which the skyline of Sydney's CBD emerges as a prominent focal point on the horizon, while North Sydney is situated to the northwest.

The visual impact of the new proposal, from this location, is assessed as Minor-to-Moderate. The new proposal is a remote component, situated in the background, partially obscured by pre-existing structures and established vegetation. It would obstruct a small portion of the sky. It occupies a restricted segment of the distant view background, integrating with the surroundings. Isolated height encroachment is minor and this encroachment has negligible view impact

Tenacity Consulting v Warringah Council [2004] NSWLEC 140 Assessment:

- *Value of view: High*
- *View location: Level 1 bedroom - secondary living space.*
- *Extent of impact: Minor-to-Moderate.*

Reasonableness of Proposal:

Although the impact from this viewpoint is assessed as moderate-to-severe, the proposal may still be regarded as reasonable in planning terms. The affected view is from a level 1 bedroom, being a secondary living space, and while parts of the Harbour Bridge and Opera House are affected, the wider harbour panorama, CBD skyline and North Sydney skyline remain available. In addition, the report states that the proposal sits within the permissible Housing SEPP envelope and is to be assessed in the context of the area's transition to 6 to 8 storey development. On that basis, the proposal results in a substantial but not unreasonable level of view sharing from this location.

VIEWPOINT V03: No.21, Portland Street

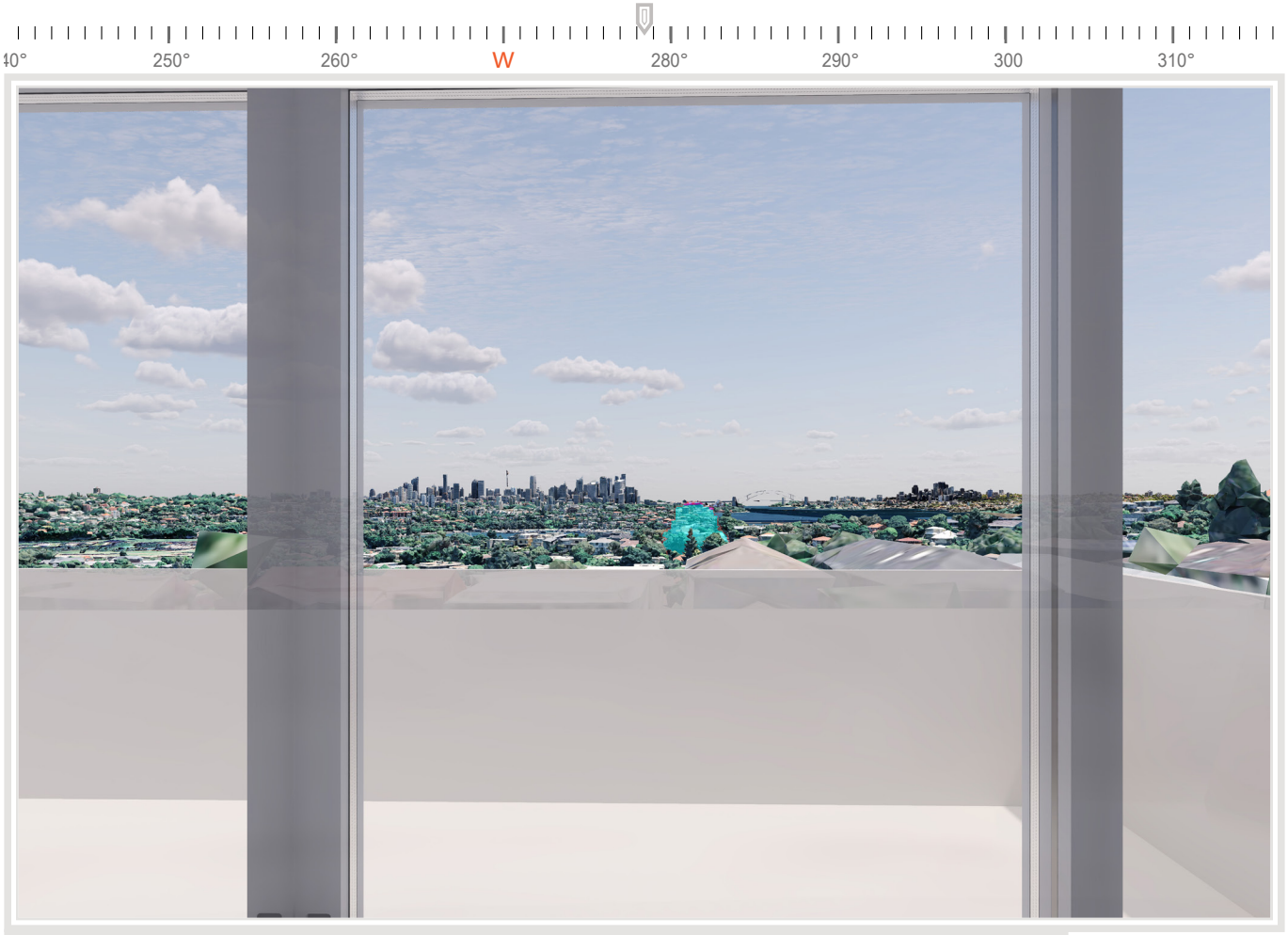


Existing site photo - No.21 Portland Street

From standing position at the Level 2 bedroom
RL + 72.35m - Distance to boundary 547.44m - Bearing direction 278.43 °



Photomontage of Proposal



Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)

Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 65%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 97% : 3%*
- *Existing Visual Assessment Scale no: 12 /15 & Visual Impact Assessment Scale no: 7 /15*

This is a static, private, virtual viewpoint from the rear of Level 2 at No.2,1 Portland Street, directed towards the west-north-west. The foreground is primarily occupied by the balcony balustrade and surrounding architectural features, which restrict downward visibility. In the midground, the dense suburban treetop canopy is interspersed with low-rise rooftops. The background reveals Sydney Harbour, where the Sydney Opera House can be distinguished within the harbour landscape. Positioned to the northwest, the Sydney Harbour Bridge and the skyline of North Sydney contribute to a layered and recognisable composition of the skyline.

The visual impact of the new proposal, from this location, is assessed as Minor-to-Moderate. The new proposal will have a localised impact within the midground. Views towards the Sydney CBD, Sydney Harbour, the Sydney Harbour Bridge, and the Opera House will remain unobstructed. Isolated height encroachment is minor and this encroachment has negligible view impact

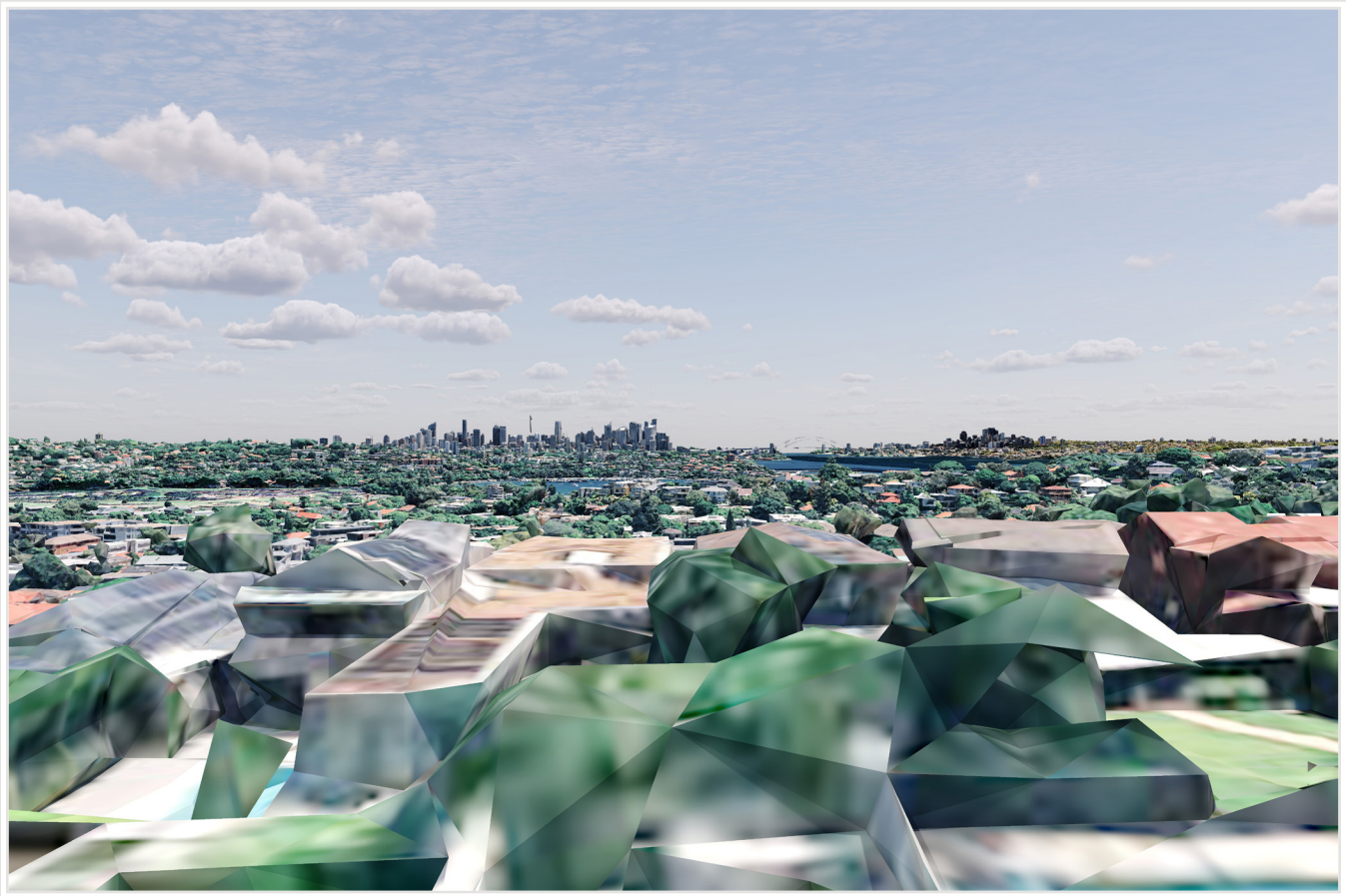
Rose Bay Marina v Woollahra Council (2013) Assessment:

- *Value of view: High*
- *View location: Level 2 bedroom - secondary living space.*
- *Extent of impact: Minor-to-Moderate.*

Reasonableness of Proposal:

The proposal may reasonably be accepted from this viewpoint. The virtual image shows the proposal as a relatively contained midground element within a much broader harbour and skyline outlook from No.21 Portland Street, viewed from an elevated rear position. In that context, and having regard to the site's permissible Housing SEPP envelope and the locality's future 6 to 8 storey character, the resulting impact is capable of being regarded as reasonable, particularly as the broader harbour setting and metropolitan skyline remain the dominant visual components.

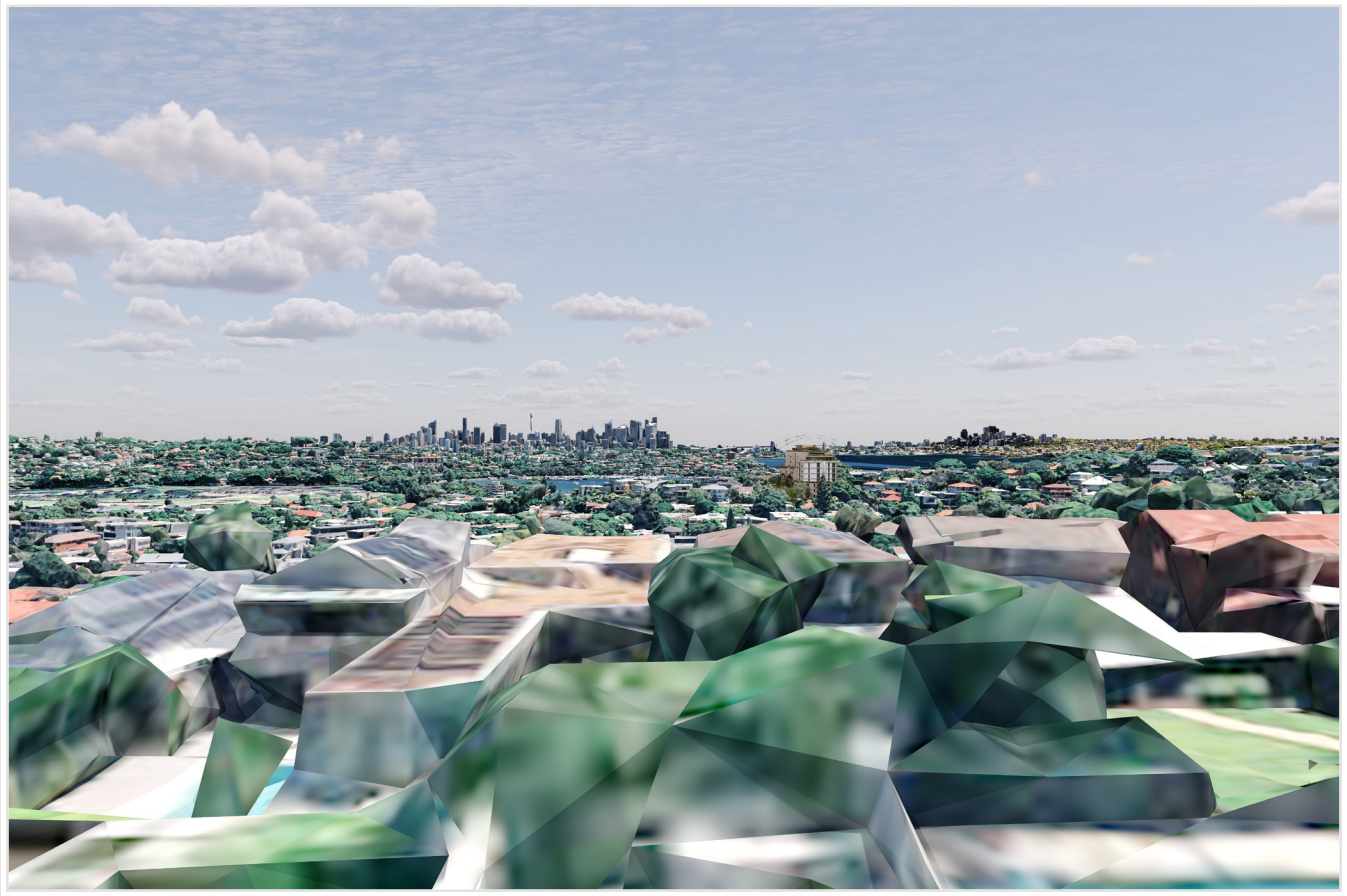
VIEWPOINT V04: No.31 Portland Street



Existing site photo - No.33 Portland Street

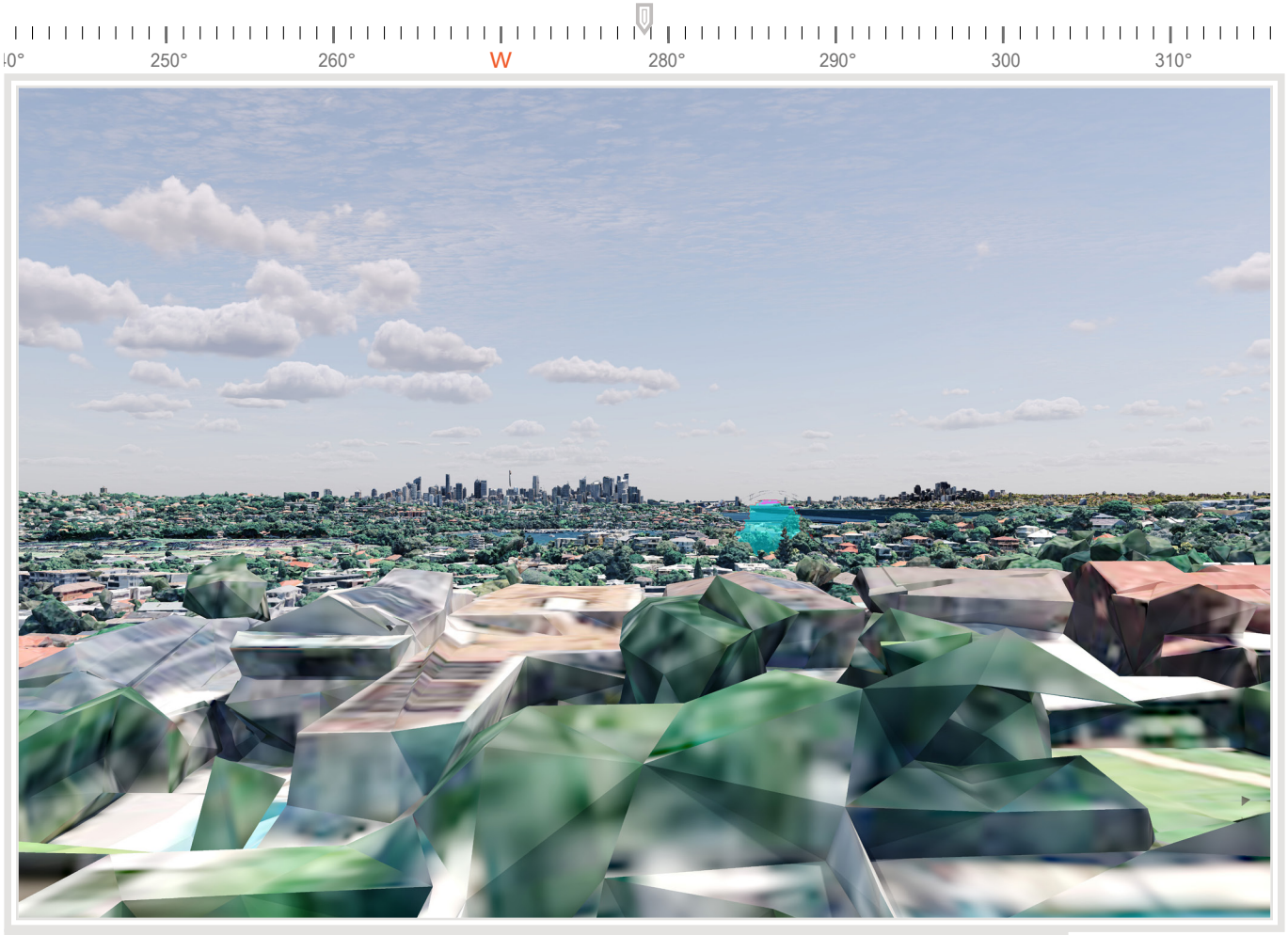
From standing position at the Level 2 living room
RL + 71.39m - Distance to boundary 545.96m - Bearing direction 278.72 °

Camera - Canon RP
Lens - 24mm



Photomontage of Proposal

urbaine DESIGN GROUP



Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)

Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 64%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 0% : 100%*
- *Existing Visual Assessment Scale no: 12 /15 & Visual Impact Assessment Scale no: 10 /15*

This is a static, private, virtual viewpoint from level 2 at the rear of No.31, Portland Street directed towards the west, revealing an elevated view of a primarily low-rise residential area, characterised by a scattered tree canopy in the foreground. In the midground to the west-northwest, Sydney Harbour becomes apparent, presenting a distinct horizontal band that delineates the suburban landscape from the more distant urban skyline. To the northwest, the backdrop features the skyline of the Sydney Central Business District, with the Sydney Harbour Bridge extending its span towards North Sydney. Notably, the Opera House can be identified within the harbour environment to the west-northwest.

The visual impact of the new proposal, from this location, is assessed as Moderate-to-Severe. The new proposal includes a localised midground feature that partially obstructs a small segment of the water view within the harbour environment. Its visual impact is situated beneath the primary skyline, resulting in a moderate overall effect. The Sydney CBD skyline, Sydney Harbour Bridge, Opera House, and North Sydney are among the essential background elements that remain largely unobstructed. Isolated height encroachment is minor and this encroachment has negligible view impact

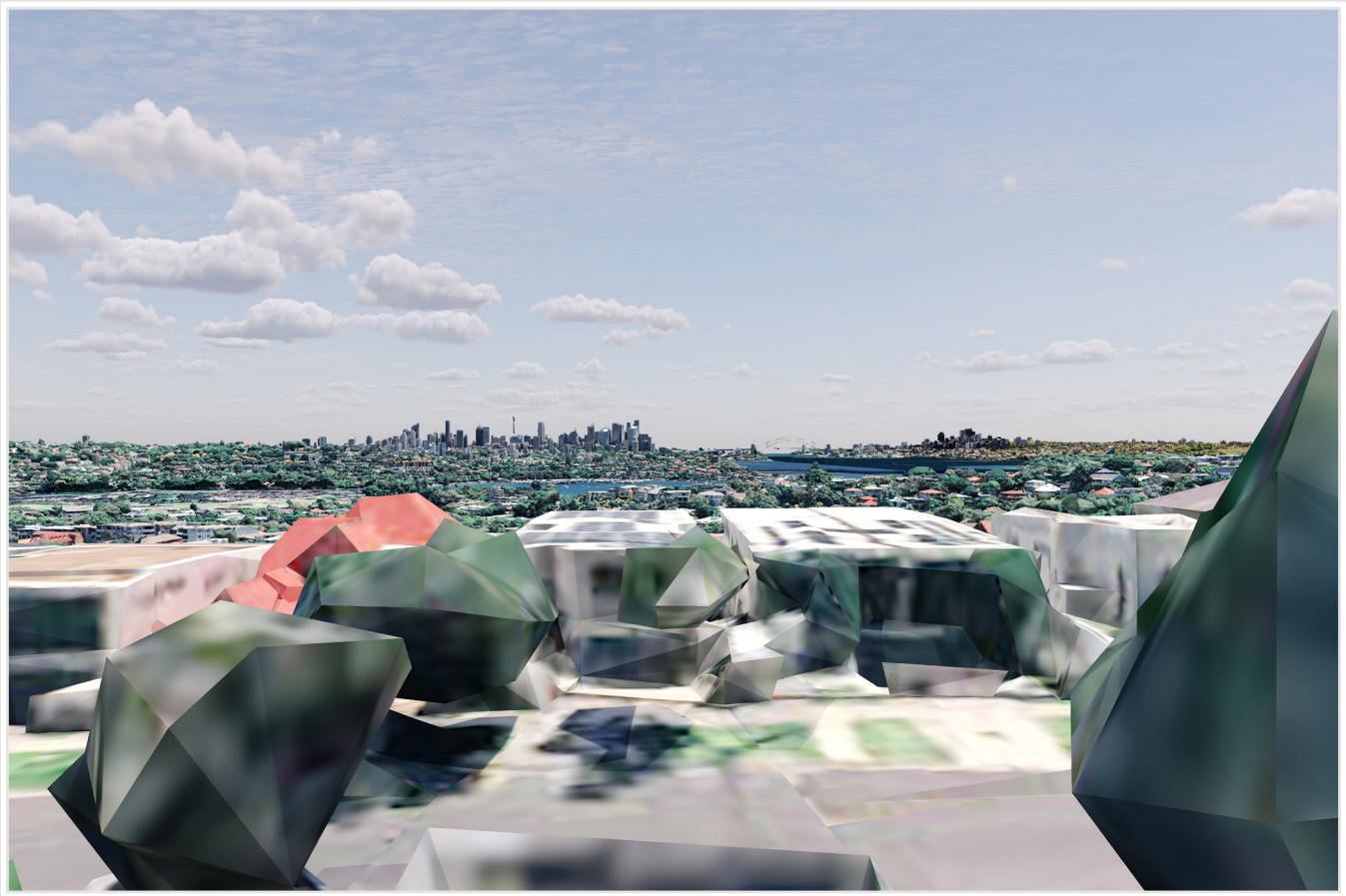
Tenacity Consulting v Warringah Council [2004] NSWLEC 140 Assessment:

- *Value of view: High*
- *View location: Level 2 living room - primary living space.*
- *Extent of impact: Moderate-to-Severe.*

Reasonableness of Proposal:

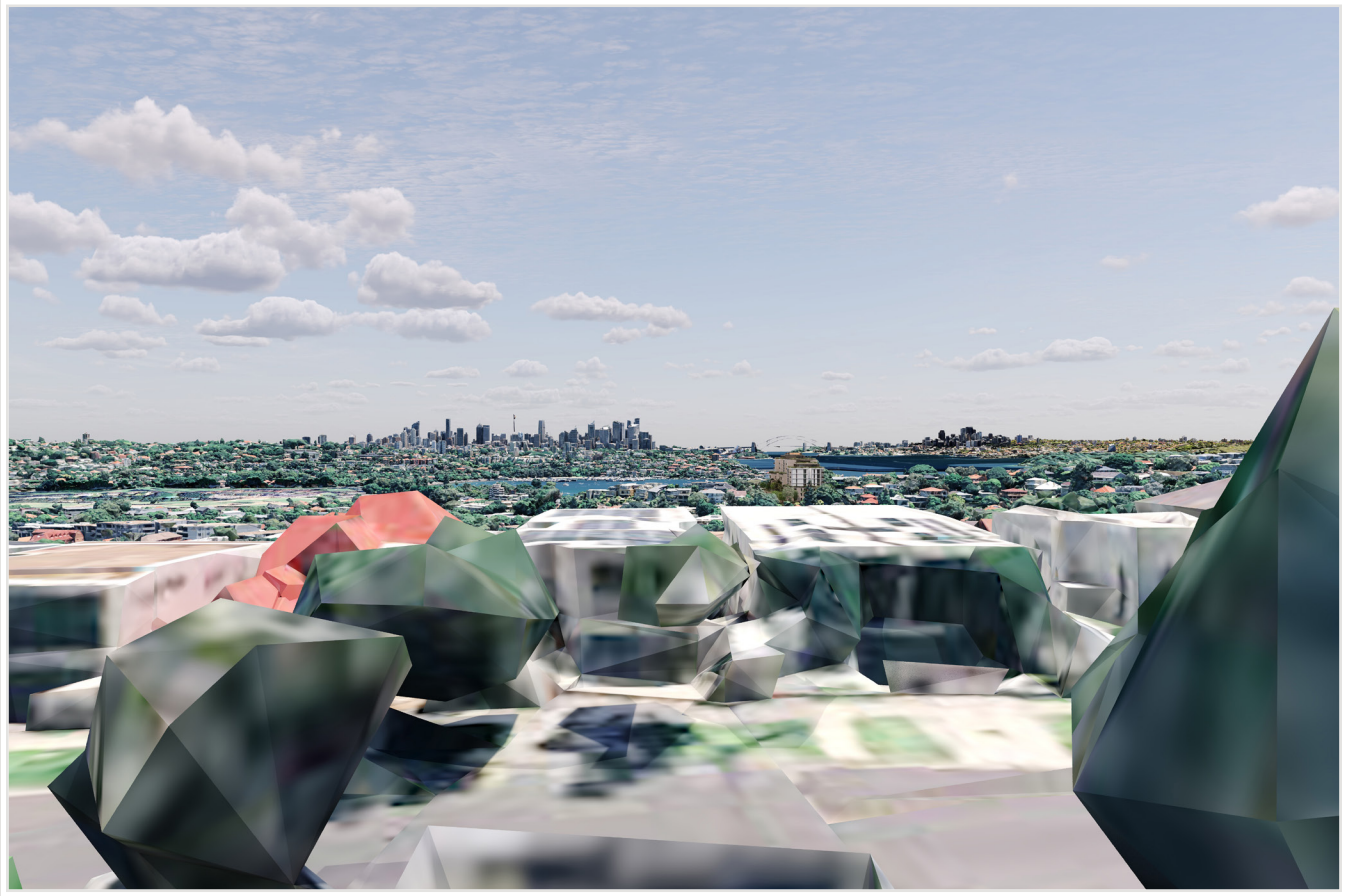
The proposal may reasonably be accepted from this viewpoint, notwithstanding the moderate-to-severe classification. The view is from a level 2 living room, being a primary living space, and the proposal introduces a localised midground obstruction to a small segment of water view. However, the CBD skyline, Harbour Bridge, Opera House and North Sydney remain largely unobstructed. In my opinion, that retained extent of iconic and higher-order view components is significant. Assessed against the report's stated permissible Housing SEPP envelope and the locality's planned future character, the resulting level of view sharing is reasonable in planning terms.

VIEWPOINT V05: No.2, Portland Street

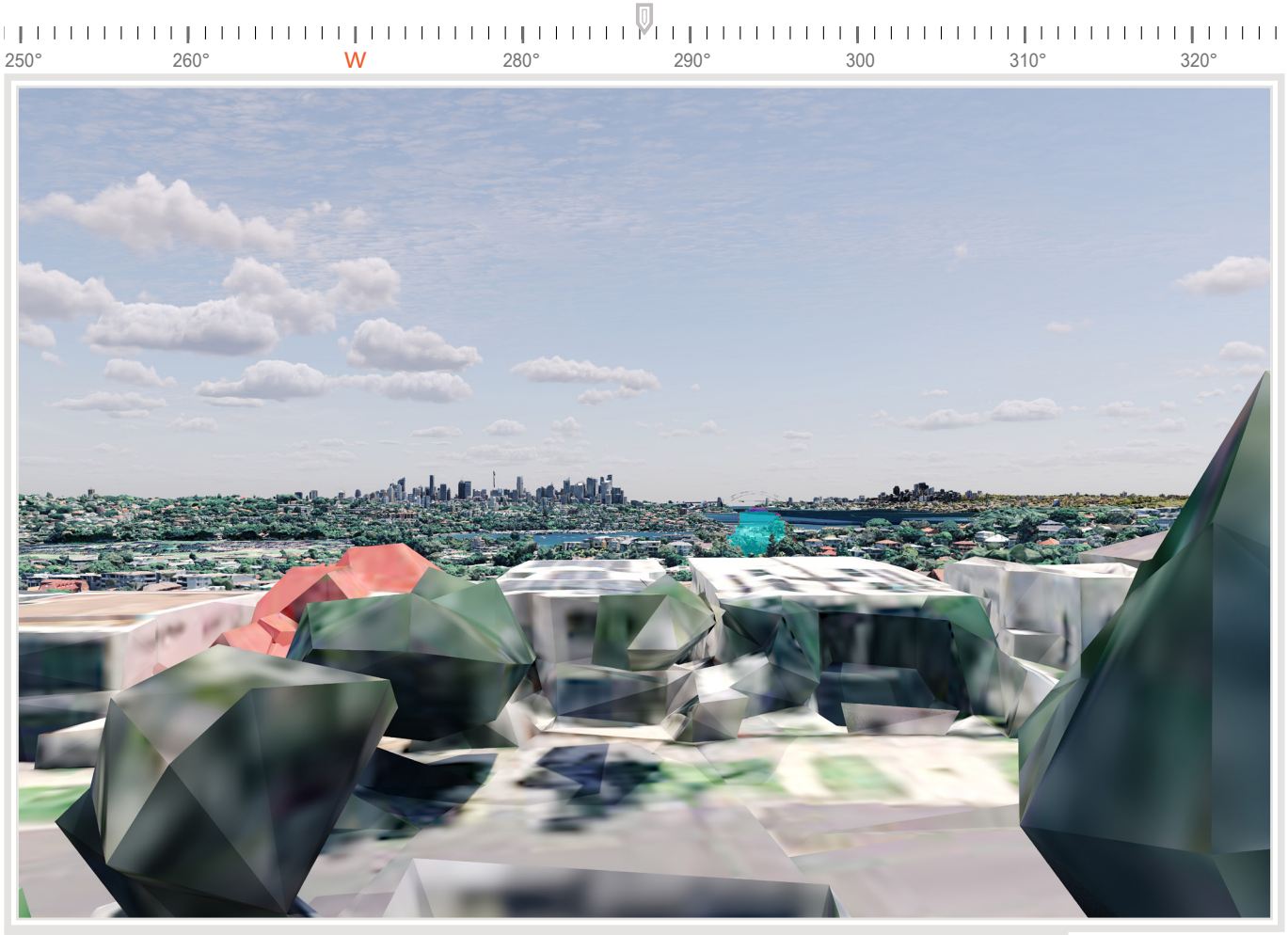


Existing site photo - No.2 Portland Street

From standing position
RL + 76.98m - Distance to boundary 608.61m - Bearing direction 279.98 °



Photomontage of Proposal



Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)

Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 68%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 100% : 0%*
- *Existing Visual Assessment Scale no: 12 /15 & Visual Impact Assessment Scale no: 9 /15*

This is a static, private, virtual viewpoint from the first floor of No.2, Portland Street. The foreground reveals the local carriageway, Portland Street, alongside low-rise residential structures and dense groups of mature trees and vegetation. The adjacent area is richly vegetated, with the tree canopy partially obscuring rooftops and softening the appearance of the built environment. In the midground, a broad panoramic view of Sydney Harbour is visible, while the Sydney Opera House can be discerned within this distant vista The Sydney Harbour Bridge spans the harbour towards North Sydney, connecting the CBD skyline to the northern shore. The city skyline rises behind these features, creating a distinct vertical cluster on the horizon.

The visual impact of the new proposal, from this location, is assessed as Moderate. The proposal introduces a substantial midground component that partially affects the harbour corridor and interferes with a portion of the water's view. It draws attention within its line of sight due to its scale and closeness. However, the primary background elements, including the Sydney CBD skyline, the Sydney Harboour Bridge, the Opera House, and North Sydney remain visually prominent and largely unaltered

Tenacity Consulting v Warringah Council [2004] NSWLEC 140 Assessment:

- *Value of view: High*
- *View location: Level 1 bedroom - secondary living space.*
- *Extent of impact: Moderate.*

Reasonableness of Proposal:

The proposal may reasonably be regarded as acceptable from this viewpoint. The impact is assessed as moderate, with the proposal introducing a substantial midground element that affects part of the harbour corridor, but the primary background landmarks — including the CBD skyline, Harbour Bridge, Opera House and North Sydney — remain visually prominent and largely unaltered. In addition, the view is from a level 1 bedroom, being a secondary living space. Having regard to the retained extent of the higher-value outlook and the proposal's consistency with the applicable LMR planning framework, the impact is reasonable.

VIEWPOINT V06: No.4 Portland Street



Existing site photo - No.4 Portland Street

From standing position at the upper-level living area
RL + 71.39m - Distance to boundary 545.96m - Bearing direction 278.72 °



Photomontage of Proposal



Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)

Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 64%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 0% : 100%*
- *Existing Visual Assessment Scale no: 12 /15 & Visual Impact Assessment Scale no: 10 /15*

This is a static, private, virtual viewpoint from the upper-level living area of No. 4 Portland Street, oriented towards the west. In the foreground, the upper canopy of established trees and the rooftops of neighbouring residential buildings can be seen, along Portland Street situated below. The midground reveals a vast urban vista that spans across Sydney Harbour, with the skyline of the Sydney Central Business District serving as a significant point of interest. The Sydney Harbour Bridge is discernible as it extends to the north over the harbour towards North Sydney. In the background, the expansive waters of the harbour, the ridgeline of North Sydney, distant residential neighbourhoods, and a wide expanse of sky collectively contribute to the panoramic character of the view.

The visual effect of the proposed development, as observed from this vantage point, is evaluated as Moderate-to-Severe. The proposal incorporates a localised midground element that partially hinders a limited portion of the water vista within the harbour setting. Its visual presence resides below the principal skyline, yielding an overall moderate impact. The significant background features, including the Sydney CBD skyline, Sydney Harbour Bridge, Opera House, and North Sydney, largely remain unobstructed. Instances of isolated height encroachment are minor and result in an inconsequential effect on the view.

Tenacity Consulting v Warringah Council [2004] NSWLEC 140 Assessment:

- *Value of view: High*
- *View location: Top floor living room - primary living space.*
- *Extent of impact: Moderate-to-Severe.*

Reasonableness of Proposal:

The proposal may reasonably be accepted from this viewpoint, notwithstanding the moderate-to-severe classification. The view is from a top floor living room, being a primary living space, and the proposal introduces a localised midground obstruction to a small segment of water view. However, the CBD skyline, Harbour Bridge, Opera House and North Sydney remain largely unobstructed. In my opinion, that retained extent of iconic and higher-order view components is significant. Assessed against the report's stated permissible Housing SEPP envelope and the locality's planned future character, the resulting level of view sharing is reasonable in planning terms.

VIEWPOINT V07: No.250, Military Road



Existing site photo - No.250 Military Road

From standing position at the Level 2 bedroom
RL + 85.06m - Distance to boundary 672.82m - Bearing direction 279.76 °



Photomontage of Proposal

urbaine DESIGN GROUP



Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)

Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 71%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 100% : 0%*
- *Existing Visual Assessment Scale no: 12 /15 & Visual Impact Assessment Scale no: 8 /15*

This is a static, private, virtual viewpoint from level 2 at the rear of No.250, Military Road facing northwest. A vertical structural arrangement that generates segmented views shapes the perspective. The balcony balustrade and the architectural features that surround it are the primary items in the foreground. Interspersed with low-rise rooftops, a dense suburban treetop canopy is visible in the midground. The background features Sydney Harbour, where the Sydney Opera House is clearly visible in the harbour landscape. The Sydney CBD skyline along with the Sydney Harbour Bridge can be seen. The bridge spans the harbour towards North Sydney, which is situated to the north-west.

The visual impact of the new proposal, from this location, is assessed as Moderate. The new proposal is limited to the mid-ground, where it iobscures a small segment of the water view. Nevertheless, the Sydney CBD, Sydney Harbour Bridge, Opera House, and North Sydney remain unaltered and unaffected. Isolated height encroachment is minor and this encroachment has negligible view impact

Tenacity Consulting v Warringah Council [2004] NSWLEC 140 Assessment:

- *Value of view: High*
- *View location: Level 2 bedroom - secondary living space.*
- *Extent of impact: Moderate.*

Visual Impact Assessment:

The proposal may reasonably be accepted from this viewpoint. The impact is assessed as moderate and is limited to a small segment of water view in the midground. The view is from a level 2 bedroom, being a secondary living space, and the CBD skyline, Harbour Bridge, Opera House and North Sydney remain unaltered. In my opinion, that is a material consideration under Tenacity. Within the context of the proposal's stated compliance with the permissible Housing SEPP height control and the area's intended future mid-rise character, the resulting impact is not unreasonable.

4. SUMMARY ASSESSMENT - ADDITIONAL ASSESSMENT AND RESPONSE TO SUBMISSIONS

This Visual Impact Assessment considers the likely visual effects of the proposed development at 2–6 Conway Avenue, 38–40 Carlisle Street and 15–15A Fernleigh Avenue, Rose Bay. The proposal is for an 8-storey residential flat building containing about 70 dwellings, with at least 15% affordable housing, together with demolition, site preparation, landscaping and associated works. The report identifies the site as being within walking distance of Rose Bay Town Centre, within the low and mid-rise housing area under the Housing SePP, and within a locality whose desired future character is now framed by 6 to 8 storey development.

The surrounding visual context is a leafy but mixed residential area ,containing detached dwellings and apartment buildings of varying scale and age, with established landscaping and a distinctive topographic relationship to Rose Bay and the wider harbour. Important views from the wider locality include outlooks toward Sydney Harbour, Rose Bay, Garden Island, Clark Island, Manly, Watsons Bay and the Harbour Heads. The visual Assessment has been undertaken in the context of a transitioning urban area now subject to amended planning controls and the Housing SEPP framework.

The VIA has assessed 20 public viewpoints. These range from highly valued harbour and foreshore locations such as new South Head Road, Lyne Park, Woollahra Oval 2 and Dudley Page Reserve, to more localised public streetscape viewpoints along Carlisle Street, Conway Avenue, Fernleigh Avenue, Chamberlain Avenue and Gilbert Street. Across those views, the visual outcomes vary from nil and negligible, where the proposal is fully screened or only faintly visible, to moderate in distant public-domain views, and to severe in a limited number of closer street-level locations where the proposal becomes a much more prominent built element within the immediate streetscape.

The nil and negligible outcomes occur where the proposal is concealed by existing vegetation, topography or built form, including at Woollahra Oval 2, Fernleigh Gardens, Hamilton Street / Carlisle Street and several new South Head Road and Chamberlain Avenue viewpoints. Moderate outcomes occur from a number of more distant public locations — especially Lyne Park and Dudley Page Reserve — where the proposal is visible only as a relatively small element within a much broader harbour, foreshore or skyline composition. In those locations, the principal public view values remain the open water, the harbour edge, and the major metropolitan landmarks beyond.

The strongest impacts arise from a smaller number of close-range street views, particularly along Carlisle Street, Conway Avenue and Chamberlain Avenue, where the development replaces lower-scale buildings and rises above parts of the existing tree canopy. In those views, the proposal materially increases apparent height and built bulk and reduces a larger component of sky. These outcomes can be framed against the site's location within the Housing SePP low and mid-rise area, the proposal's stated compliance with the permissible height control, and the area's intended future character of 6 to 8 storeys. The proposal is therefore not assessed as an isolated departure from a stable low-scale setting, but as part of a broader and planned change in the Rose Bay town centre catchment.

The assessment also includes 5 virtual private viewpoints from surrounding properties at Princess Street, Gilbert Street, Portland Street and Military Road. These views are primarily elevated harbour-facing outlooks toward Sydney Harbour, the CBD skyline, the Sydney Harbour Bridge, the Opera House and north Sydney. Across these virtual viewpoints, the identified impacts range from minor-to-moderate through to moderate and moderate-tosevere. The stronger impacts occur where the proposal presents as a localised midground element within an otherwise expansive harbour view and where parts of the Harbour Bridge, Opera House or water corridor are affected. However, even in those stronger views, substantial components of the broader and higher-order outlook remain, including the CBD skyline and, in most cases, major iconic landmarks. It is also material that several of the affected views are obtained from bedrooms, being secondary living spaces for the purposes of the Tenacity planning principle, rather than from principal internal or external living areas. In that context, and having regard to the proposal being within the permissible Housing SePP envelope, it can be assessed against the locality's desired future character of 6 to 8 storey development. The virtual private viewpoints do not, in my opinion, identify view loss of a nature or extent that would render the proposal unreasonable in planning terms.

The visual analysis demonstrates that the proposal's more substantial impacts are concentrated in the immediate public-domain views closest to the site, while the broader public views from the harbour edge, parks and long-distance vantage points remain either unaffected or only minimally affected. Importantly, the proposal does not materially intrude upon the principal landmark views of Sydney Harbour, the CBD skyline, the Harbour Bridge or the Opera House, nor does it compromise the key public qualities of Lyne Park, Dudley Page Reserve or Rose Bay itself. Any isolated height encroachment is minor and this encroachment is demonstrated as having

negligible view impacts when compared to a permissible building envelope.

Accordingly, having regard to the range of public viewpoint outcomes, the stronger but localised street-level effects, the generally limited impacts in the wider public domain, and the proposal's relationship to the permissible Housing SEPP envelope and desired future character of this part of Rose Bay, the overall visual impact of the development is capable of being regarded as acceptable in planning terms. On that basis, the proposal may reasonably be supported on visual impact grounds.



John Aspinall, Director,

urbaine design group pty ltd

5. APPENDICES

APPENDIX A: Assessment Images - panoramic (additional PDF)

APPENDIX B: Aspinall CV

- *LEC Guidelines for Photomontages*
- *Visual Impact Assessment Methodology*

APPENDIX C: Survey and camera positions

APPENDIX D: Wireframe/alignment images

APPENDIX E: Accuracy Verification Statement

5.1. APPENDIX B: Methodology, CV and LEC Guidelines

JOHN ASPINALL. director: urbaine design group

UK Qualifed Architect RIBA BA(Hons) BArch(Hons) Liverpool University, UK.

24 years' architectural experience in London and Sydney.
Halpin Stow Partnership, London, SW1
John Andrews International, Sydney
Cox and Partners, Sydney
Seidler and associates
NBRS Architects, Milsons Point
Urbaine Pty Ltd (current)

Design Competitions:

UK 1990 – Final 6. RIBA 'housing in a hostile environment'. Exhibited at the Royal Academy, London
UK Design Council – innovation development scheme finalist – various products, 1990.
Winner: International Design Competition: Sydney Town Hall, 2000
Finalist: Boy Charlton Swimming pool Competition, Sydney, 2001
Finalist: Coney Island Redevelopment Competition, NY 2003

Design Tutor: UTS, Sydney, 1997 – 2002

This role involved tutoring students within years 1 to 3 of the BA Architecture course. Specifically, I developed programs and tasks to break down the conventional problem-solving thinking, instilled through the secondary education system. Weekly briefs would seek to challenge their preconceived ideas and encourage a return to design thinking, based on First Principles.

Design Tutor: UNSW, Sydney 2002 – 2005

This role involved tutoring students within years 4 to 6 of the BArch course. Major design projects would be undertaken during this time, lasting between 6 and 8 weeks. I was focused on encouraging rationality of design decision-making, rather than post-rationalisation, which is an ongoing difficulty in design justification.

Current Position: URBAINE GROUP Pty Ltd

Currently, Principal Architect of Urbaine - architectural design development and visualisation consultancy: 24 staff, with offices in: Sydney, Shanghai, Doha and Sarajevo.

Urbaine specialises in design development via interactive 3d modelling.

Urbaine's scale of work varies from city master planning to furniture and product design, while our client base consists of architects, Government bodies, developers, interior designers, planners, advertising agencies and video producers.

URBAINE encourages all clients to bring the 3D visualisaton facility into the design process sufficiently early to allow far more effective design development in a short time frame. This process is utilised extensively by many local and international companies, including Lend Lease, Multiplex, Hassell, PTW, Foster and Partners, City of Sydney, Landcom and several other Governmental bodies. URBAINE involves all members of the design team in assessing the impact of design decisions from the earliest stages of concept design. Because much of URBAINE's work is International, the 3D CAD model projects are rotated between the various offices, effectively allowing a 24hr cycle of operation during the design development process, for clients in any location.

An ever-increasing proportion of URBAINE"S work is related to public consultation visualisations and assessments. As a result, there has also been an increase in the Land And Environment Court representations. Extensive experience in creating and validating photomontaged views of building and environmental proposals. Experience with 3D photmonages began in 1990 and has included work for many of the world's leading architectural practices and legal firms.

Co-Founder Quicksmart Homes Pty Ltd. , 2007 - 2009

Responsible for the design and construction of 360 student accommodation building at ANU Canberra, utilising standard shipping containers as the base modules.

Design Principal and co-owner of Excalibur Modular Systems Pty Ltd: 2009 to present.

High specification prefabricated building solutions, designed in Sydney and being produced in China.

Excalibur has developed a number of modular designs for instant delivery and deployment around the world. Currently working with the Cameroon Government providing social infrastructure for this rapidly developing country.

The modular accommodation represents a very low carbon footprint solution

Expert Legal Witness, 2005 to present

In Australia and the UK, for the Land and Environment Court. Expert witness for visual impact studies of new developments.

Currently consulting with many NSW Councils and large developers and planners, including City of Sydney, Lend Lease, Mirvac, Foster + Partners, Linklaters.

Author of several articles in ‘Planning Australia’ and ‘Architecture Australia’ relating to design development and to the assessment of visual impacts, specifically related to the accuracy of photomontaging.

Currently preparing a set of revised recommendations for the Land and Environment Court relating to the preparation and verification of photomontaged views for the purposes of assessing visual impact

VISUAL IMPACT ASSESSMENTS: A REALITY CHECK.
BY JOHN ASPINALL.

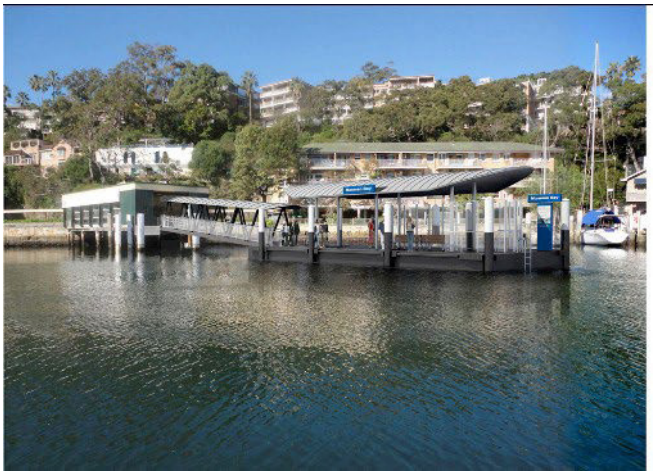


Photomontaged views of new apartment building at Pyrmont: Urbaine

Australia's rapid construction growth over the past 10 years has coincided with significant advances in the technology behind the delivery of built projects. In particular, BIM (Building Information Modelling). Virtual Reality and ever-faster methods of preparing CAD construction documentation.

Alongside these advances, sits a number of potential problems that need to be considered by all of those involved in the process of building procurement. Specifically, the ease with which CAD software creates the appearance of very credible drawn information, often without the thoroughness and deliberation afforded by architects, and others, in years past.

Nowhere is this more apparent than in the area of visual impact assessments, where a very accurate representation of a building project in context is the starting point for discussion on a project's suitability for a site. The consequences of any inaccuracies in this imagery are significant and far- reaching, with little opportunity to redress any errors once a development is approved.





Photomontaged views of new Sydney Harbour wharves: Urbaine

Urbaine Architecture has been involved in the preparation of visual impact studies over a 20 year period, in Australia and Internationally. Urbaine's Director, John Aspinall, has been at the forefront of developing methods of verifying the accuracy of visualisations, particularly in his role as an expert witness in Land and Environment Court cases.

In Urbaine's experience, a significant majority of visualisation material presented to court is inaccurate to the point of being invalid for any legal planning decisions. Equally concerning is the amount of time spent, by other consultants, analysing and responding to this base material, which again can be redundant in light of the frequent inaccuracies. The cost of planning consultant reports and legal advice far exceeds that of generating the imagery around which all the decisions are being made.

Over the last 10 years, advances in 3d modelling and digital photography have allowed many practitioners to claim levels of expertise that are based more on the performance of software than on a rigorous understanding of geometry, architecture and visual perspective. From a traditional architect'straining, prior to the introduction of CAD and 3d modelling, a good understanding of the principles of perspective, light, shadow and building articulation, were taught

throughout the training of architects.

Statutory Authorities, and in particular the Land and Environment Court, have attempted to introduce a degree of compliance, but, as yet, this is more quantitative, than qualitative and is resulting in an outward appearance of accuracy verification, without any actual explanation being requested behind the creation of the work.

Currently, the Land and Environment Court specifies that any photomontages, relied on as part of expert evidence in Class 1 appeals, must show the existing surveyed elements, corresponding with the same elements in the photograph. Often, any surveyed elements can form such a small portion of a photograph that, even by overlaying the surveyed elements as a 3d model, any degree of accuracy is almost impossible to verify. For sites where there are no existing structures, which is frequent, this presents a far more challenging exercise. Below is one such example, highlighted in the Sydney Morning Herald, as an example of extreme inaccuracy of a visual impact assessment. Urbaine was engaged to assess the degree to which the images were incorrect – determined to be by a factor of almost 75%.



Domain The Sydney Morning Herald

Inaccurate images anger residents

February 21

Kelsey Munro

Picture imperfect ... the original interpretation of how the Lewisham Estates development will look.

CAN residents affected by big development proposals rely on developers' photo montages?

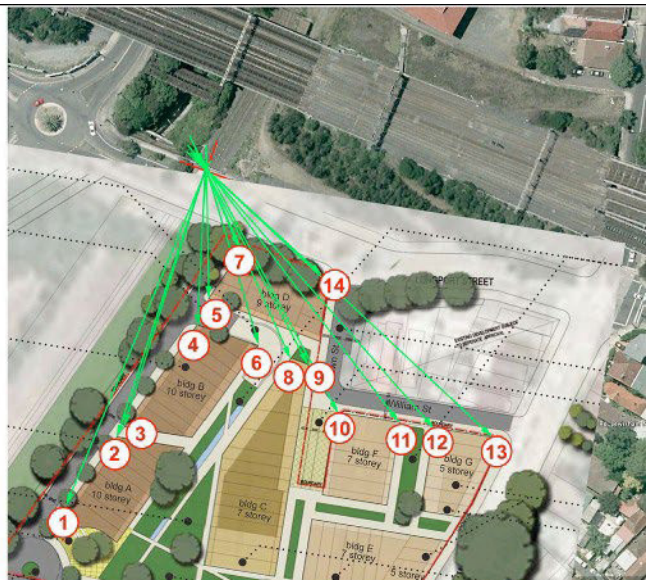
One inner west group thinks not, after inaccuracies were found in a series of digital photo montages which made the proposed Lewisham Estates development appear much smaller than it would if built.

The developer was sent back to the drawing board by the Department of Planning to redo the images that were publicly exhibited for the project after questions were raised over their accuracy.

The corrected interpretation of how the Lewisham Estates development will look.

The No Lewisham Towers residents' action group claims the original images were so misleading that the corrected ones should go on public exhibition before the Planning Assessment Commission makes its determination next week.

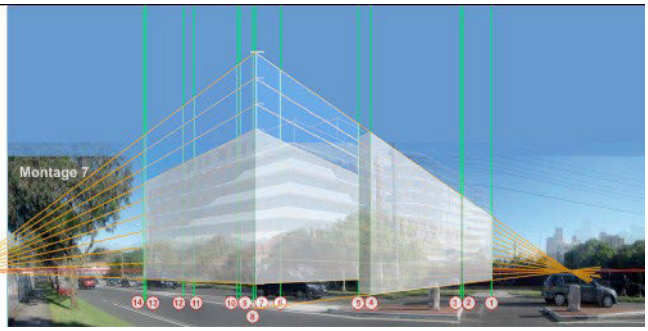
SMH article re inaccurate visualisations



Key visual location points on site: Urbaine



Photomontage submitted by developer



Assessment of inaccuracy by Urbaine

Urbaine has developed a number of methods for adding verification data to the 3d model of proposed buildings and hence to the final photomontages. These include the use of physical site poles, located at known positions and heights around a site, together with drones for accurate height and location verification and the use of landscaped elements within the 3d model to further add known points of references. Elements observed in a photograph can be used to align with the corresponding elements of the new building in plan. If 4 or more known positions can be aligned, as a minimum, there is a good opportunity to create a verifiable alignment.

Every site presents different opportunities for verification and, often, Urbaine is required to assess montages from photographs taken by a third party. In these cases, a combination of assessing aerial photography, alongside a survey will allow reference points to be placed into the relevant 3d model prior to overlaying onto the photos for checking.

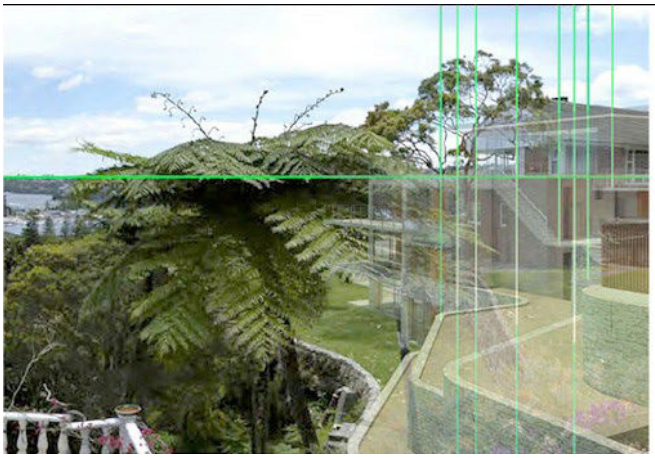
The following example clearly demonstrates this – a house montaged into a view, by others, using very few points of reference for verification. By analysing the existing photo alongside the survey, the existing site was able to be recreated with a series of reference elements built into the model. A fully rendered version of all the elements was then placed over the photo and the final model applied to this. As can be seen, the original montage and the final verified version are dramatically different and, in this case, to the disadvantage of the complainant.



Photomontage submitted by developer



Key visual location points on site: Urbaine



Key points and 3d model overlaid onto existing photo



Final accurate photomontage: Urbaine

Often, Urbaine's work is on very open sites, where contentious proposals for development will be relying on minimising the visual impact through mounding and landscaping. In these cases, accuracy is critical, particularly in relation to the heights above existing ground levels. In the following example, a business park was proposed on very large open site, adjoining several residential properties, with views through to the Blue Mountains, to the West of Sydney. Urbaine spent a day preparing the site, by placing a number of site poles, all of 3m in height. These were located on junctions of the various land lots, as observed in the survey information. These 3d poles were then replicated in the 3d CAD model in the same height and position as on the actual site. This permitted the buildings and the landscaping to be very accurately positioned into the photographs and, subsequently, for accurate sections to be taken through the 3d model to assess the actual percentage view loss of close and distant views.



Physical 3000mm site poles placed at lot corners



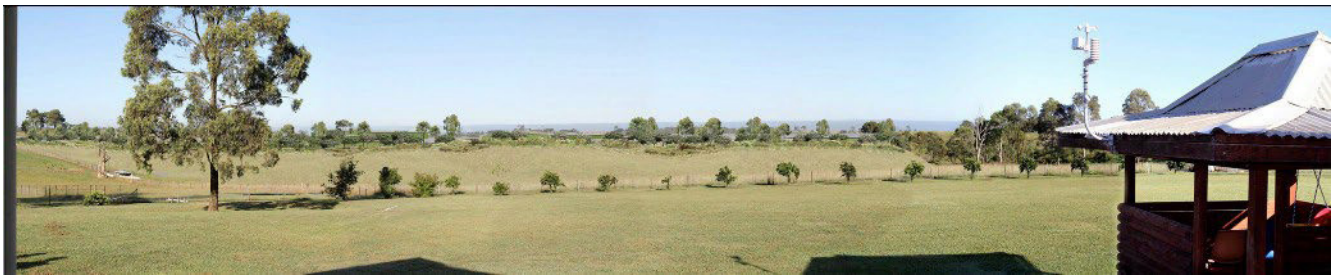
3d poles located in the 3d model and positioned on photo



Proposed buildings and landscape mounding applied

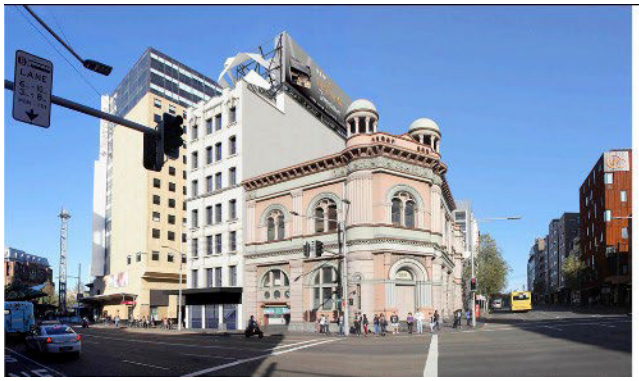


Proposed landscape applied – shown as semi-mature

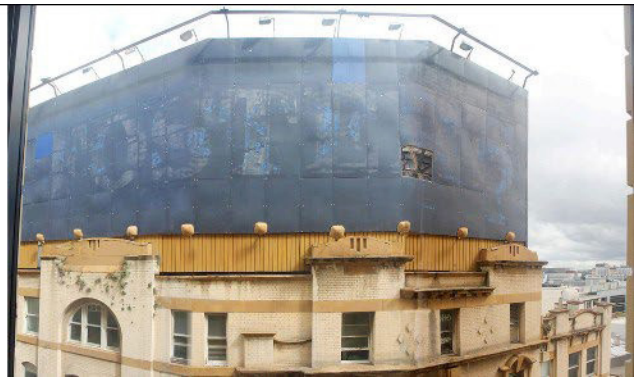


Final verified photomontage by Urbaine

Further examples, below, show similar methods being used to give an actual percentage figure to view loss, shown in red, in these images. This was for a digital advertising hoarding, adjoining a hotel. As can be seen, the view loss is far outweighed by the view gain, in addition to being based around a far more visually engaging sculpture. In terms of being used as a factual tool for legal representation and negotiation, these images are proving to be very useful and are accompanied by a series of diagrams explaining the methodology of their compilation and, hence verifying their accuracy.



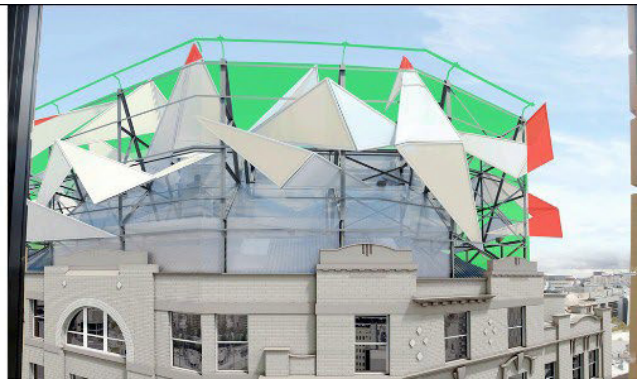
Photomontage of proposed building for digital billboard



Existing situation – view from adjoining hot

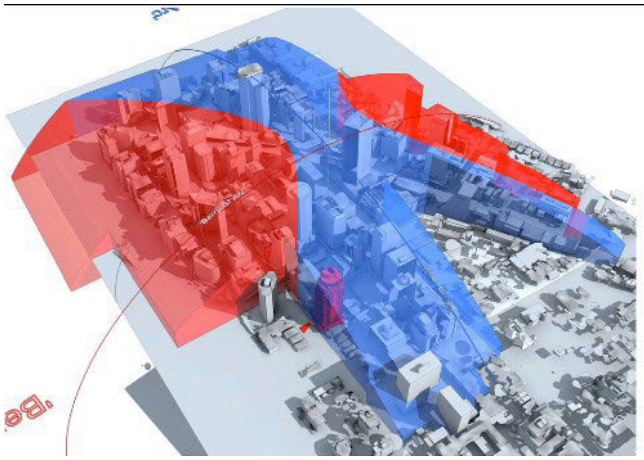


Photomontage of view from hotel

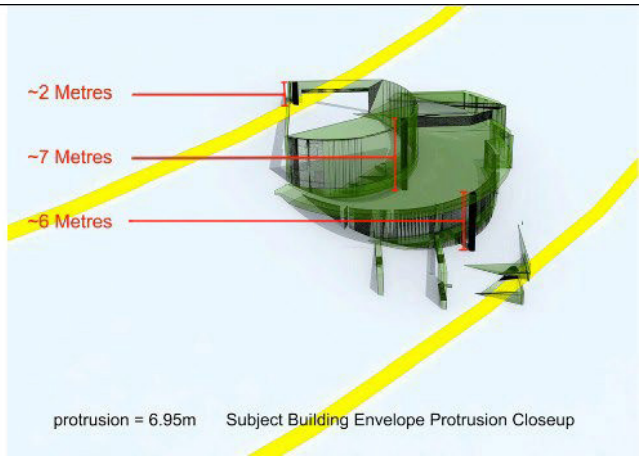


View loss – green = view gain / red = view loss

There are also several areas of assessment that can be used to resolve potential planning approval issues in the early stages of design. In the case below, the permissible building envelope in North Sydney CBD was modelled in 3d to determine if a building proposal would exceed the permitted height limit. Information relating to the amount of encroachment beyond the envelope allowed the architect to re-design the plant room profiles accordingly to avoid any breach.



3d model of planning height zones



Extent of protrusion of proposed design prior to re- design

Urbaine's experience in this field has place the company in a strong position to advise on the verification of imagery and also to assist in developing more robust methods of analysis of such imagery. As a minimum, Urbaine would suggest that anyone engaging the services of

visualisation companies should request the following information, as a minimum requirement:

1. Height and plan location of camera to be verified and clearly shown on an aerial photo, along with the sun position at time of photography.
2. A minimum of 4 surveyed points identified in plan, at ground level relating to elements on the photograph and hence to the location of the superimposed building.
3. A minimum of 4 surveyed height points to locate the imposed building in the vertical plane.
4. A series of images to be prepared to explain each photomontaged view, in line with the above stages.

This is an absolute minimum from which a client can determine the verifiability of a photomontaged image. From this point the images can be assessed by other consultants and used to prepare a legal case for planning approval.

Land and Environment Court
of New South Wales

Policy: Use of Photomontages and Visualisation Tools

Commencement

1. This policy commences on 17 May 2024 and replaces the policy published 21 August 2013.

Purpose of the policy

2. This policy is to guide the preparation of photomontages, still images, video images, and other visualisation tools to depict the development in an appeal under the *Environmental Planning and Assessment Act 1979*, to ensure that the data they present is represented and interpreted accurately, and that their use would assist the Court in determining the appeal.

Application

3. The policy applies to appeals under the EPA Act, where photomontages or other visual tools are to be submitted as part of expert evidence.

Definitions

4. In this Policy:

   Appeal means an appeal to the Court under the EPA Act.

   CGI means Computer Generated Image.

   Commissioner means a Commissioner or Acting Commissioner of the Court.

   Court means the Land and Environment Court of New South Wales.

   Development means the development for which consent is sought in the development application that is the subject of the appeal.

   EPA Act means the *Environmental Planning and Assessment Act 1979*.

Existing Image means an unchanged or unaltered image of the location, viewing angle and approximate conditions on which the proposed development will be overlaid, to convey the issues in dispute.

Judge means a Judge of the Court.

Photomontages means, for the purpose of this policy, any visual tool or aid, whether still image, video, computer generated image, two dimensional (2D) or three dimensional (3D) or other visual means to depict development plans.

Registrar means a Registrar of the Court.

RL Reduced Level or Relative Level as defined in Australian Standard® AS1100 Technical Drawings.

General principles

5. A photomontage submitted in an appeal should provide to the Judge, Commissioner or Registrar the most accurate visual images of the development in its real-world location, so as to specifically convey the issues in dispute.

6. A photomontage must include:

   6.1 the existing image;

   6.2 a 2D plan and/or elevation showing the location of the camera, target point/viewing angle, and lighting source that corresponds to the location from where the existing image was taken; and

   6.3 the proposed built envelope and key features of the development overlaid on the existing image in the form of a wire frame and/or ‘block massing’ model to demonstrate the development.

7. Where a photorealistic CGI of the development is used:

   7.1 the metadata from the existing image to create an identical 3D computer generated camera should be provided;

   7.2 the environmental conditions of the CGI should be set to the same parameters as the existing image;

   7.3 colour matching in the CGI is to correspond with the existing image; and

7.4 the details of the software used in creating the CGI should be stated as part of the submission of the photomontage.

8. A detailed summary of the methodology used to create the photomontage should be provided, including:

8.1 survey data that is used to create the photomontages, including the name and qualifications of the surveyor who prepared the survey information from which the underlying data for the wire frame was obtained;

8.2 site specific topographical data used to create the photomontages, including the source and references utilised for the topographical data (for example paper, or survey inputs from file types such as from 'DWG' or 'DXF');

8.3 the camera type, lens, focal length or field of view, and sensor used for the purpose of the photograph from which the existing image has been derived;

8.4 accurate location, alignment and direction of the camera (whether fixed on tripod or drone) and RL of the camera for the existing image;

8.5 data that was used to prepare the photomontages, such as:

8.5.1 use of relevant plans and data for the depiction of existing buildings or existing elements as shown in the wire frame, block massing model or photorealistic CGI;

8.5.2 the means by which terrain has been generated (such as surveyed spot levels and/or contours or by some form of point cloud, or Ground Control Point survey method);

8.5.3 any variables applied to the images such as, time of day, lighting and weather conditions;

8.5.4 consistency in application of scale and interpretation of the relevant data;

8.5.5 rationale for selecting a particular view, use of camera lens or conditions in creating the image. For example, in circumstances where a development is best depicted with an expanded field of view or panoramic view, the type of panorama head and equipment must be stated, in addition to the data above.

8.6 where a photomontage has used more than one baseline image to represent the existing context (that is where multiple images are 'stitched together'), this must be stated, and the requirements above should be adapted to convey the key data required to verify its accuracy; and

8.7 whether any editing software or other visual manipulation has been used in the preparation of the final image, for example an adjustment in contrast, saturation, tilt shift or the like.

Visualisation Tools

9. As technology emerges, the principles outlined above are to be applied. What is important is that the Court has an unaltered and real life baseline, summary of metadata so the veracity of imagery presented can be verified, and application of relevant overlays of the proposed development that assists in the Court's consideration of the real issues in dispute.

10. All effort is to be made and the 'best practices' are to be applied when utilising technology for the purposes of visualisation of the development to ensure accuracy and avoid bias of information interpretation.

Paperless Hearings

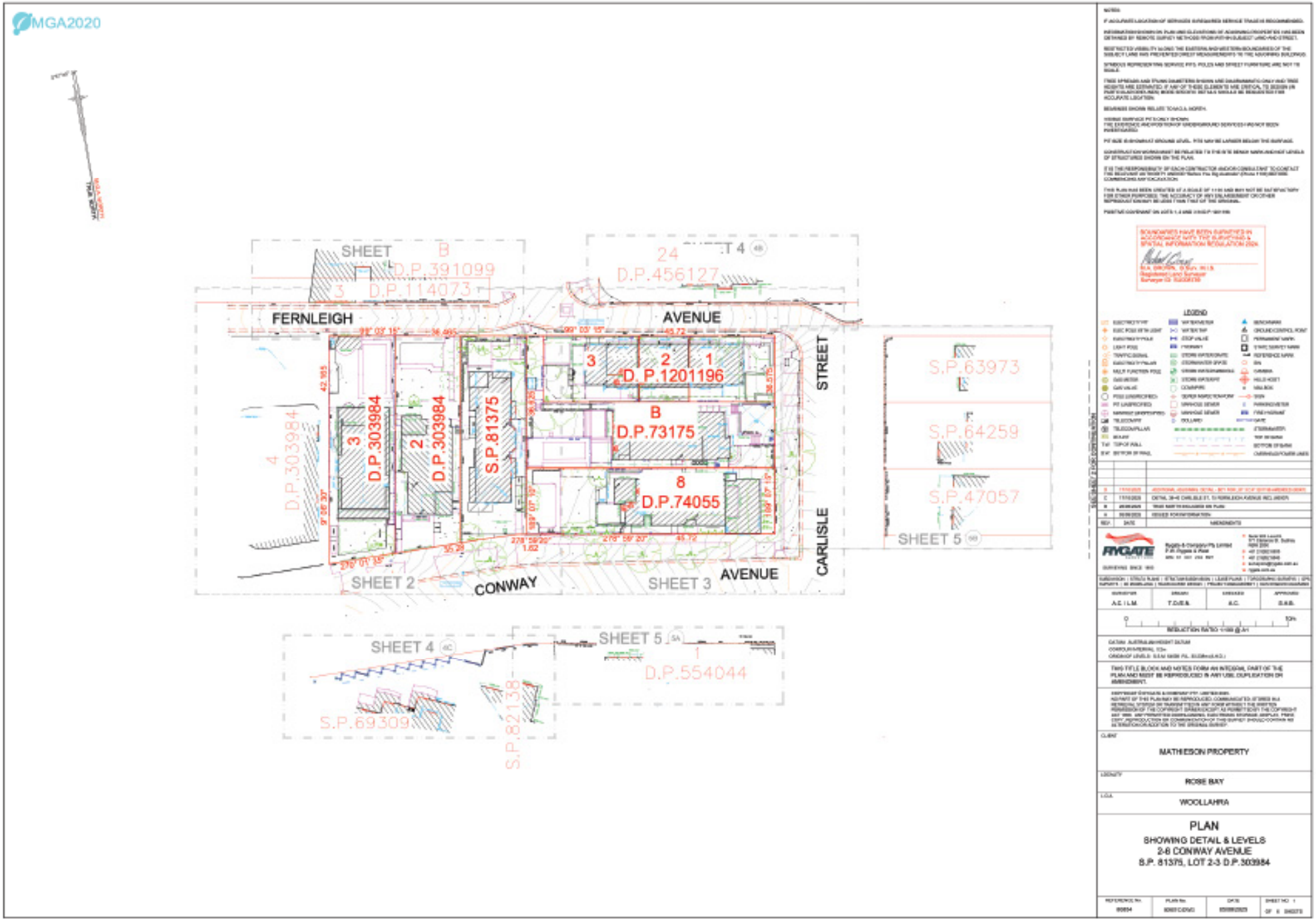
11. Parties should be prepared to display the photomontage electronically if it is to be relied upon, or be the subject of an examination of an expert witness.

12. It will be the responsibility of the party whose expert is being examined, to provide a device compatible with courtroom technology which can display the photomontage electronically. This will allow the presiding officer, the experts, lawyers and all other people to be able to see in real time and on a common image, the subject of the examination.

Issued by:

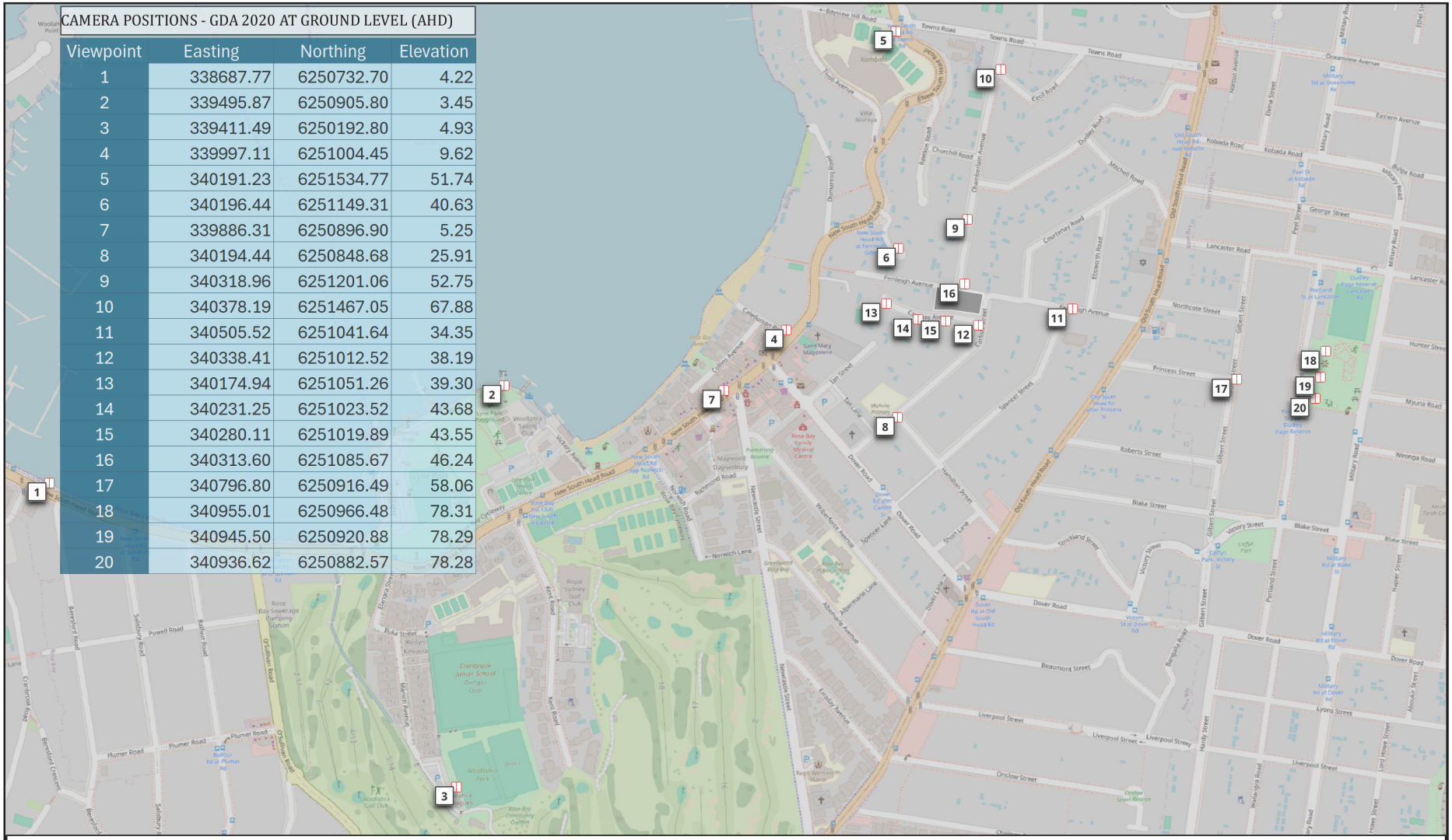
The Honourable Justice Brian J Preston
Chief Judge – Land and Environment Court of NSW
Date: 17 May 2024

5.2. APPENDIX C: Survey and camera positions


MGA2020
SHEET B
D.P.391099
3 D.P.114073
24
D.P.456127
T 4
FERNLEIGH
AVENUE
STREET
CARLISLE
CONWAY
AVENUE
SHEET 2
SHEET 3
SHEET 5
SHEET 4
3
D.P.303984
2
D.P.303984
4
D.P.303984
S.P.81375
3
2
1
D.P.1201196
B
D.P.73175
8
D.P.74055
S.P.63973
S.P.64259
S.P.47057
D.P.554044
S.P.69309
S.P.82138
LEGEND
AMENDMENTS
MATHIESON PROPERTY
ROSE BAY
WOOLLAHRA
PLAN
SHOWING DETAIL & LEVELS
2-6 CONWAY AVENUE
S.P. 81375, LOT 2-3 D.P.303984

CAMERA POSITIONS - GDA 2020 AT GROUND LEVEL (AHD)

Viewpoint	Easting	Northing	Elevation
1	338687.77	6250732.70	4.22
2	339495.87	6250905.80	3.45
3	339411.49	6250192.80	4.93
4	339997.11	6251004.45	9.62
5	340191.23	6251534.77	51.74
6	340196.44	6251149.31	40.63
7	339886.31	6250896.90	5.25
8	340194.44	6250848.68	25.91
9	340318.96	6251201.06	52.75
10	340378.19	6251467.05	67.88
11	340505.52	6251041.64	34.35
12	340338.41	6251012.52	38.19
13	340174.94	6251051.26	39.30
14	340231.25	6251023.52	43.68
15	340280.11	6251019.89	43.55
16	340313.60	6251085.67	46.24
17	340796.80	6250916.49	58.06
18	340955.01	6250966.48	78.31
19	340945.50	6250920.88	78.29
20	340936.62	6250882.57	78.28



NOTE:

BUILDING POSITIONS ARE INDICATIVE FOR PRESENTATION PURPOSES.
DATA WAS CAPTURED USING GNSSS RTK ROVER

CAMERA POSITIONS ARE FROM GNSS WITH NTRIP CORRECTIONS OBSERVATIONS WITHIN +/- 0.01M.
LEVELS ARE BASED ON AUSTRALIAN HEIGHT DATUM (AHD)

JOB NO: 779 MSP_Conway	LGA: WOOLLAHRA MUNICIPAL COUNCIL
DATE: 05.12.2025	DATUM: AHD
DRAWN: DK	SCALE: N/A
CHECK: JA	SHEET: 1:1

SKETCH PLAN SHOWING
INDICATIVE CAMERA POSITIONS FOR -
2A, 4-6 CONWAY AVENUE + 38 - 40 CARLISLE STREET, 15 + 15 AFERNLEIGH AVENUE
ROSE BAY,NSW, 2040

urbaine DESIGN GROUP

5.3. APPENDIX D: Wireframe images



Viewpoint 01



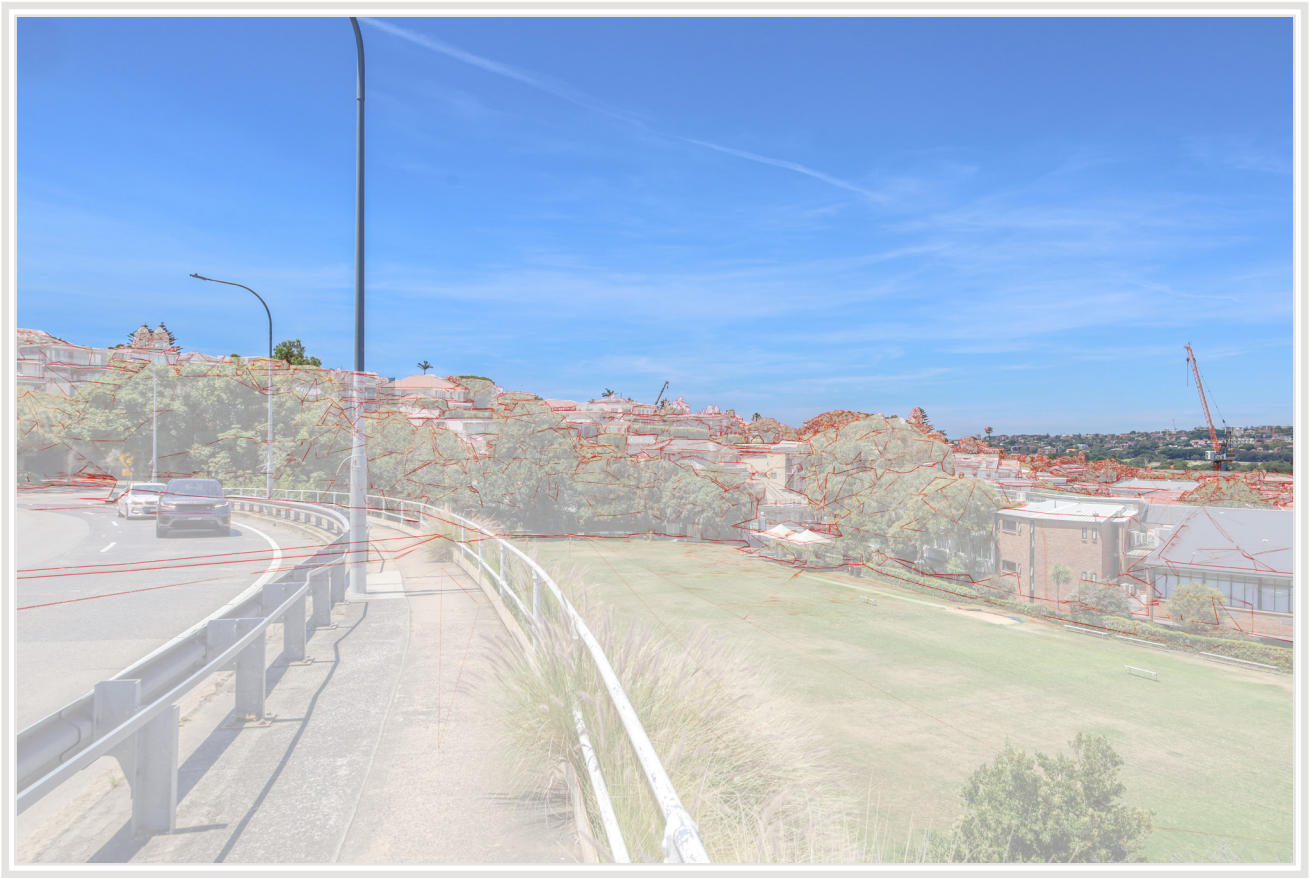
Viewpoint 02



Viewpoint 03



Viewpoint 04



Viewpoint 05



Viewpoint 06



Viewpoint 07



Viewpoint 08



Viewpoint 09



Viewpoint 10



Viewpoint 11



Viewpoint 12



Viewpoint 13



Viewpoint 14



Viewpoint 15



Viewpoint 16



Viewpoint 17



Viewpoint 18

urbaine DESIGN GROUP



Viewpoint 19



Viewpoint 20

5.4. APPENDIX E: Accuracy Verification Statement for Virtual Views.

E.1 Purpose of this Appendix

This appendix summarises the basis upon which the virtual views and 3D visual assessment material contained in this Visual Impact Assessment have been prepared and verified. Its purpose is to explain the accuracy controls used in the 3D modelling process, including the source of the proposed building geometry, the existing-context base information, the terrain and point-cloud inputs, and the process used to align the proposed development within its real-world spatial setting.

The accuracy of the virtual views is particularly important in this matter because the assessment includes broader harbour-context views in which the relationship between the proposed development, Rose Bay, Sydney Harbour, the Sydney CBD skyline, the Sydney Opera House and the Sydney Harbour Bridge is relevant to the assessment of visual impact. Accordingly, the methodology has been directed toward creating a verifiable chain of 3D spatial inputs rather than relying on a single model source.

E.2 Source of Proposed Building Geometry

The 3D building geometry, of the proposal, used in the virtual views has been taken from the project design material prepared by MHNDUnion Architects, together with survey information prepared by Rygate and Company Pty Ltd. The architectural model, plans and elevations were aligned into the 3D scene using the survey information accompanying the development application. In this assessment, the proposed building form has been controlled separately by architectural and survey data.

E.3 Existing-Context Base Model

For the broader harbour-context virtual views, Metromap has been used, as the most appropriate presently documented existing-context base. Metromap's Sydney 3D model is a textured aerial-photogrammetric mesh with specifications including 7.5 cm resolution, 25 cm RMSE, approximately 1,100 sq km coverage and a June 2024 capture date. Those characteristics make it particularly suitable for visual impact assessment, because the relevant visual context is not confined to the immediate street block. It provides a consistent representation of the subject site, Rose Bay, Sydney Harbour, the CBD skyline, the Sydney Opera House and the Sydney Harbour Bridge within one broad real-world 3D environment.

In comparison, the City of Sydney 3D model is a CAD environment for the Sydney local government area. It is valuable for local design compliance, envelope testing and site-specific assessment within the City of Sydney framework, but it does not allow the same combination of harbour-wide coverage, textured landmark realism, published quantitative accuracy and transparent capture-date information as the Metromap dataset.

On that basis, Metromap has been used as the more suitable existing-context base for the wider Rose Bay-to-harbour virtual view assessment.

E.4 Virtual View Generation

The virtual views were generated by placing the proposed architectural model into the verified 3D scene and assessing its relationship to the existing terrain, surrounding built form, vegetation, harbour setting and landmark elements. This was to determine whether, and to what extent, the proposed development would be visible within views that include broader contextual features such as Sydney Harbour, the Sydney CBD skyline, the Sydney Opera House and the Sydney Harbour Bridge. This required a spatially consistent 3D base capable of representing the wider harbour context rather than only the immediate site surrounds.

The use of 3D modelling in this assessment therefore performs two related functions. First, it allows the proposed building envelope to be located and tested in real-world coordinates. Secondly, it allows the visual relationship between the proposal and broader landscape or cityscape elements to be assessed within one integrated digital environment.

E.5 Limitations

The use of Metromap and other 3D spatial datasets does not remove all limitations inherent in virtual modelling. A reality mesh is an existing-conditions dataset and may not perfectly record very fine details, undersides, occluded areas, temporary objects, moving vegetation, water surfaces or very recent changes occurring after the date of capture. For that reason, the proposed development has not been derived from the Metromap mesh. It has been inserted from the architectural and survey material. Metromap has been used as a broad existing-context base, while the proposed building envelope and built form have been controlled separately by the project model and survey information.

The 3D scene used for the virtual views was verified through additional spatial inputs beyond the existing-context mesh:

A drone assessment around the subject site was also undertaken and triangulated into a 3D point cloud. This point cloud was aligned to ground control points using an RTK GNSS rover with NTRIP corrections. The resulting 3D data was placed into the scene and further checked against the survey DWG and a wider LiDAR point cloud from the Intergovernmental Committee on Surveying and Mapping.

This provides multiple layers of spatial control:

- *architectural and survey information for the proposed building;*
- *RTK GNSS and ground-control inputs for local spatial alignment;*
- *drone-derived point cloud data for local three-dimensional reference;*
- *wider LiDAR information for terrain and broader topographic checking; and*
- *Metromap 3D mesh data for broad existing urban, harbour and landmark context.*

The purpose of combining these inputs is to reduce reliance on any single dataset and to allow the position, scale and visibility of the proposal to be tested against multiple sources of spatial information.

E.6 Conclusion

The virtual view and 3D modelling methodology used for this VIA is considered appropriate for the assessment of the proposed development at 2A-6 Conway Avenue, 38-40 Carlisle Street and 15-15A Fernleigh Avenue, Rose Bay.

The proposal's CAD geometry has been sourced from architectural and survey information. The local 3D scene has been checked through survey, RTK GNSS, drone-derived point cloud and wider LiDAR information. The broader existing-context base has been selected having regard to the particular visual task, namely the assessment of local and harbour-context views from Rose Bay and Dover Heights toward the subject site, Sydney Harbour, the CBD skyline, the Sydney Opera House and the Sydney Harbour Bridge.

Metromap provides the most accurate and fit-for-purpose existing-context base presently documented for the broader virtual views in this matter. Its published resolution, RMSE, capture date, textured photogrammetric form and harbour-wide coverage make it more suitable for this task than the City of Sydney 3D model material, which is primarily directed to development-assessment modelling within the Sydney local government area.

Accordingly, the virtual views in this VIA are supported by a layered accuracy-verification process: controlled architectural proposal geometry, survey alignment, ground-control and point-cloud verification, LiDAR terrain checking, broad existing-context 3D modelling and final spatial assessment of the visible extent of the proposal. This provides a reasonable and verifiable basis for the visual impact conclusions reached in the report.

E.7 Conclusion

The virtual view and 3D modelling methodology used for this VIA is considered appropriate for the assessment of the proposed development at 2A-6 Conway Avenue, 38-40 Carlisle Street and 15-15A Fernleigh Avenue, Rose Bay.

The proposal geometry has been sourced from architectural and survey information, not inferred from an approximate mesh. The local 3D scene has been checked through survey, RTK GNSS, drone-derived point cloud and wider LiDAR information. The broader existing-context base has been selected having regard to the particular visual task, namely the assessment of local and harbour-context views from Rose Bay and Dover Heights toward the subject site, Sydney Harbour, the CBD skyline, the Sydney Opera House and the Sydney Harbour Bridge.

On the material reviewed, Metromap provides the most accurate and fit-for-purpose existing-context base presently documented for the broader virtual views in this matter. Its published resolution, RMSE, capture date, textured photogrammetric form and harbour-wide coverage make it more suitable for this task than the reviewed City of Sydney 3D model material, which is primarily directed to development-assessment modelling within the Sydney local government area.

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E.7 Conclusion

The virtual view and 3D modelling methodology used for this VIA is considered appropriate for the assessment of the proposed development at 2A-6 Conway Avenue, 38-40 Carlisle Street and 15-15A Fernleigh Avenue, Rose Bay.

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On the material reviewed, Metromap provides the most accurate and fit-for-purpose existing-context base presently documented for the broader virtual views in this matter. Its published resolution, RMSE, capture date, textured photogrammetric form and harbour-wide coverage make it more suitable for this task than the reviewed City of Sydney 3D model material, which is primarily directed to development-assessment modelling within the Sydney local government area.

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Appendix A: Large format photomontages.
Public Viewpoints and Virtual views from neighbouring residential properties

2A, 4-6 CONWAY AVENUE + 38 - 40 CARLISLE STREET, 15 + 15A FERNLEIGH AVENUE ROSE BAY, NSW, 2040

VERSION 2: RESPONSE TO SUBMISSIONS

JULY 1 2026



Camera positions map with proposed DA site in magenta

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VIEWPOINT 01



Site Image



Photomontage of Proposal

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Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)



Photomontage in orange frame, nested in panorama for natural field of view

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VIEWPOINT 02



Site Image



Photomontage of Proposal

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Urbaine Design Group Pty Ltd, 19c/74, The Corso, Manly, NSW 2095



Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)



Photomontage in orange frame, nested in panorama for natural field of view

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VIEWPOINT 03



Site Image



Photomontage of Proposal (Unseen)

urbaine DESIGN GROUP
Urbaine Design Group Pty Ltd, 19c/74, The Corso, Manly, NSW 2095



Lack of visual impact in green with red outline



Photomontage in orange frame, nested in panorama for natural field of view

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Urbaine Design Group Pty Ltd, 19c/74, The Corso, Manly, NSW 2095

VIEWPOINT 04



Site Image



Photomontage of Proposal

urbaine DESIGN GROUP
Urbaine Design Group Pty Ltd, 19c/74, The Corso, Manly, NSW 2095



Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)



Photomontage in orange frame, nested in panorama for natural field of view

VIEWPOINT 05



Site Image



Photomontage of Proposal

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Urbaine Design Group Pty Ltd, 19c/74, The Corso, Manly, NSW 2095



Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)



Photomontage in orange frame, nested in panorama for natural field of view

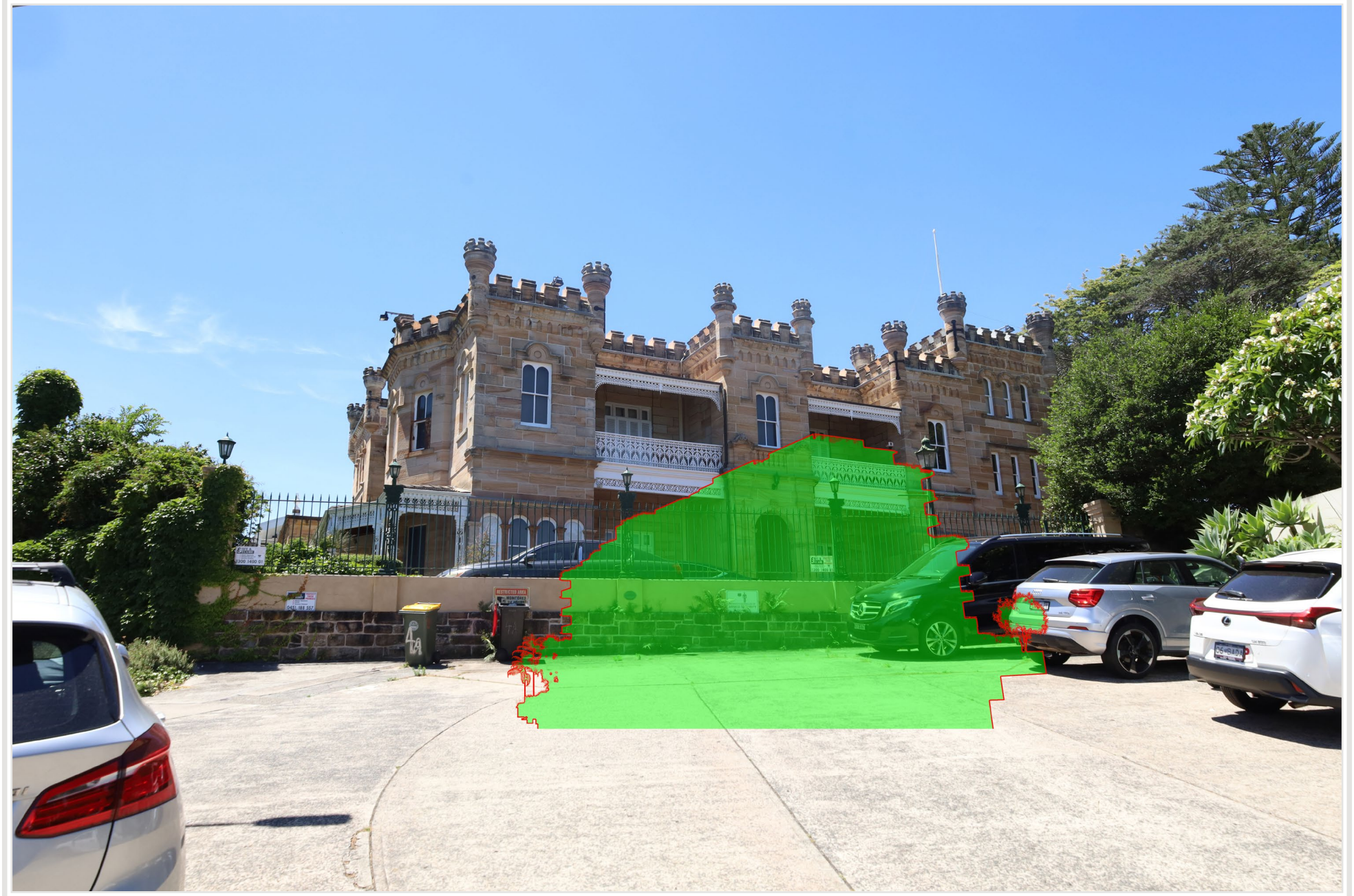
VIEWPOINT 06



Site Image



Photomontage of Proposal (Unseen)



Lack of visual impact in green with red outline



Photomontage in orange frame, nested in panorama for natural field of view

VIEWPOINT 07



Site Image



Photomontage of Proposal

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Urbaine Design Group Pty Ltd, 19c/74, The Corso, Manly, NSW 2095



Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)



Photomontage in orange frame, nested in panorama for natural field of view

VIEWPOINT 08



Site Image



Photomontage of Proposal (Unseen)

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Lack of visual impact in green with red outline



Photomontage in orange frame, nested in panorama for natural field of view

VIEWPOINT 09



Site Image



Photomontage of Proposal



Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)



Photomontage in orange frame, nested in panorama for natural field of view

VIEWPOINT 10



Site Image



Photomontage of Proposal



Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)



Photomontage in orange frame, nested in panorama for natural field of view

VIEWPOINT 11



Site Image



Photomontage of Proposal

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Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)



Photomontage in orange frame, nested in panorama for natural field of view

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VIEWPOINT 12



Site Image



Photomontage of Proposal

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Visual impact in cyan with red outline, view gain in yellow (areas above the 28.6m height limit shown in purple)



Photomontage in orange frame, nested in panorama for natural field of view

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VIEWPOINT 13



Site Image



Photomontage of Proposal



Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)



Photomontage in orange frame, nested in panorama for natural field of view

VIEWPOINT 14



Site Image



Photomontage of Proposal

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Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)



Photomontage in orange frame, nested in panorama for natural field of view

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VIEWPOINT 15



Site Image



Photomontage of Proposal



Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)



Photomontage in orange frame, nested in panorama for natural field of view

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VIEWPOINT 16



Site Image



Photomontage of Proposal

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Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)



Photomontage in orange frame, nested in panorama for natural field of view

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VIEWPOINT 17



Site Image



Photomontage of Proposal



Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)



Photomontage in orange frame, nested in panorama for natural field of view

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VIEWPOINT 18



Site Image



Photomontage of Proposal

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Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)



Photomontage in orange frame, nested in panorama for natural field of view

VIEWPOINT 19



Site Image



Photomontage of Proposal



Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)



Photomontage in orange frame, nested in panorama for natural field of view

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VIEWPOINT 20



Site Image



Photomontage of Proposal



Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)



Photomontage in orange frame, nested in panorama for natural field of view

Assessment at selected viewpoints - Virtual Private Viewpoints.



Camera positions map with proposed DA site in magenta

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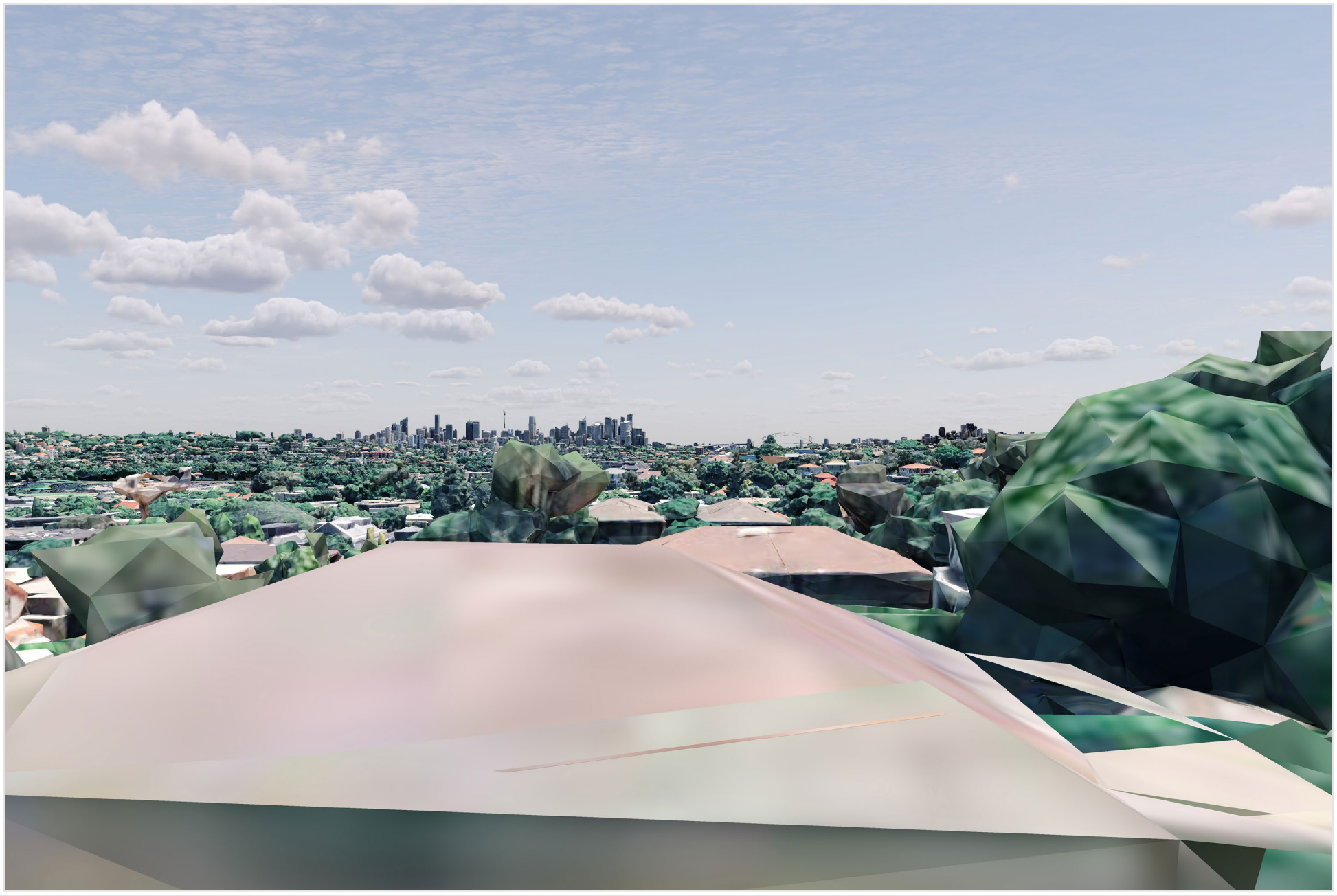
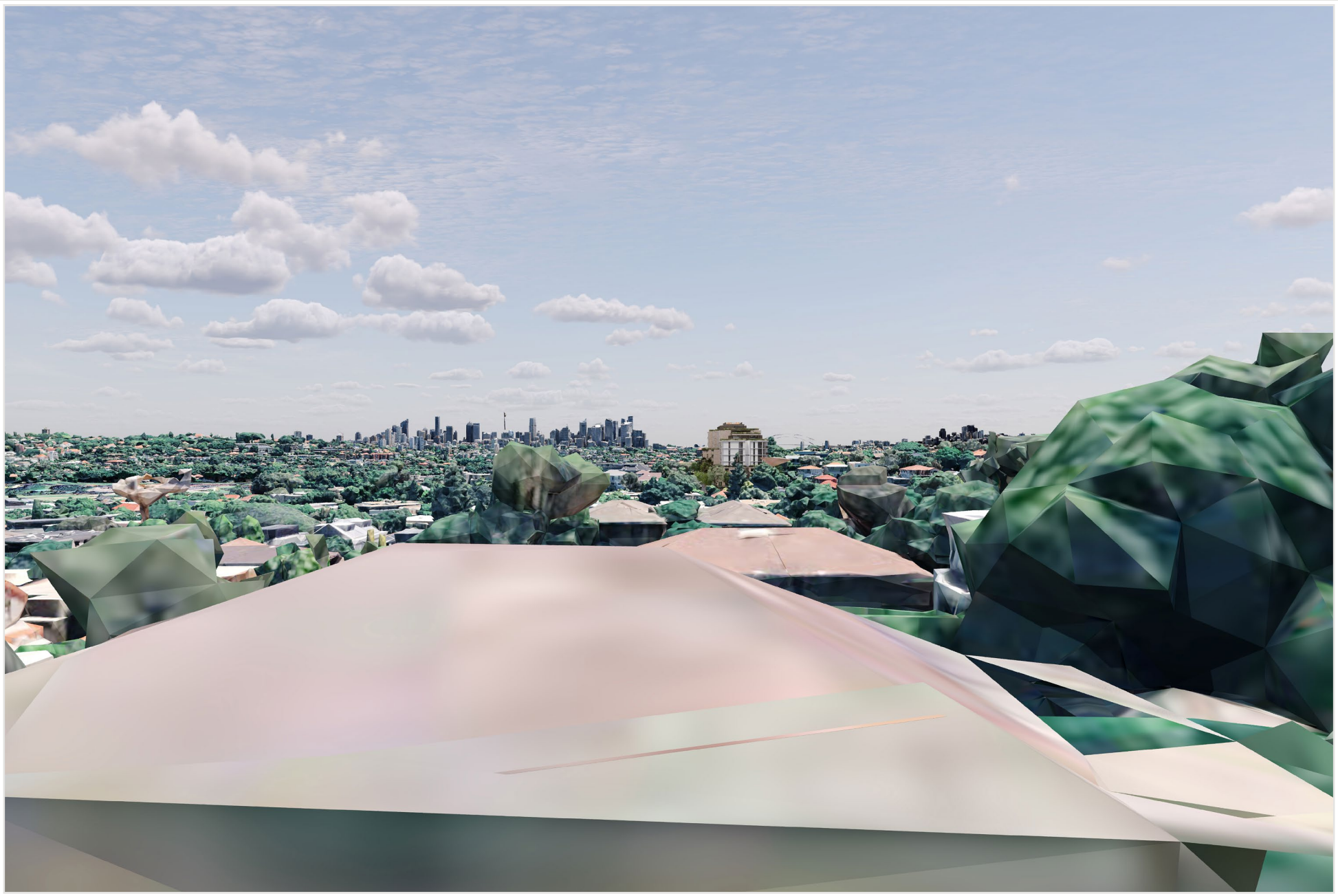
VIEWPOINT 01: No.18, Princess Street.



Site Image



Photomontage of Proposal

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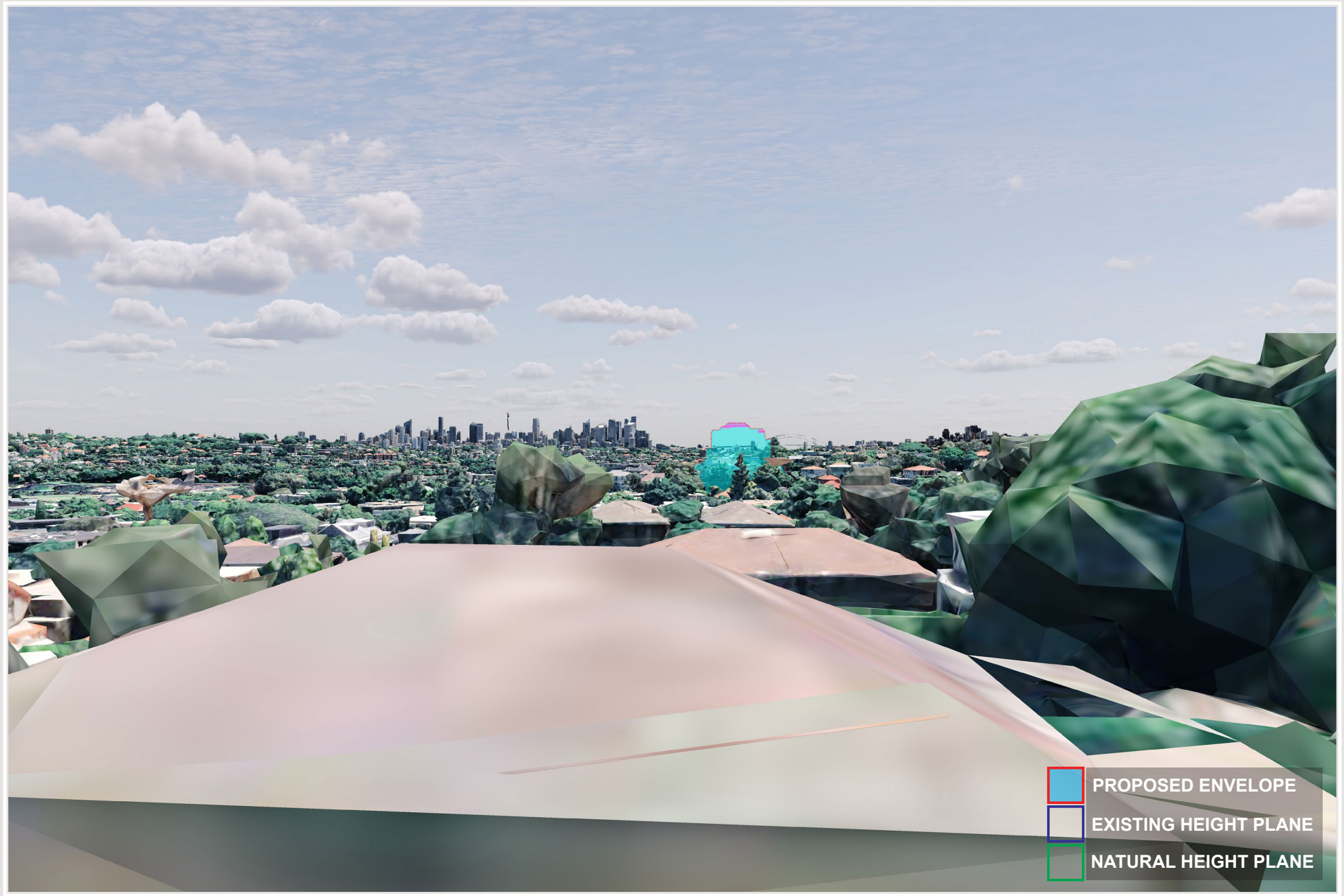

Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)



Photomontage in orange frame, nested in panorama for natural field of view

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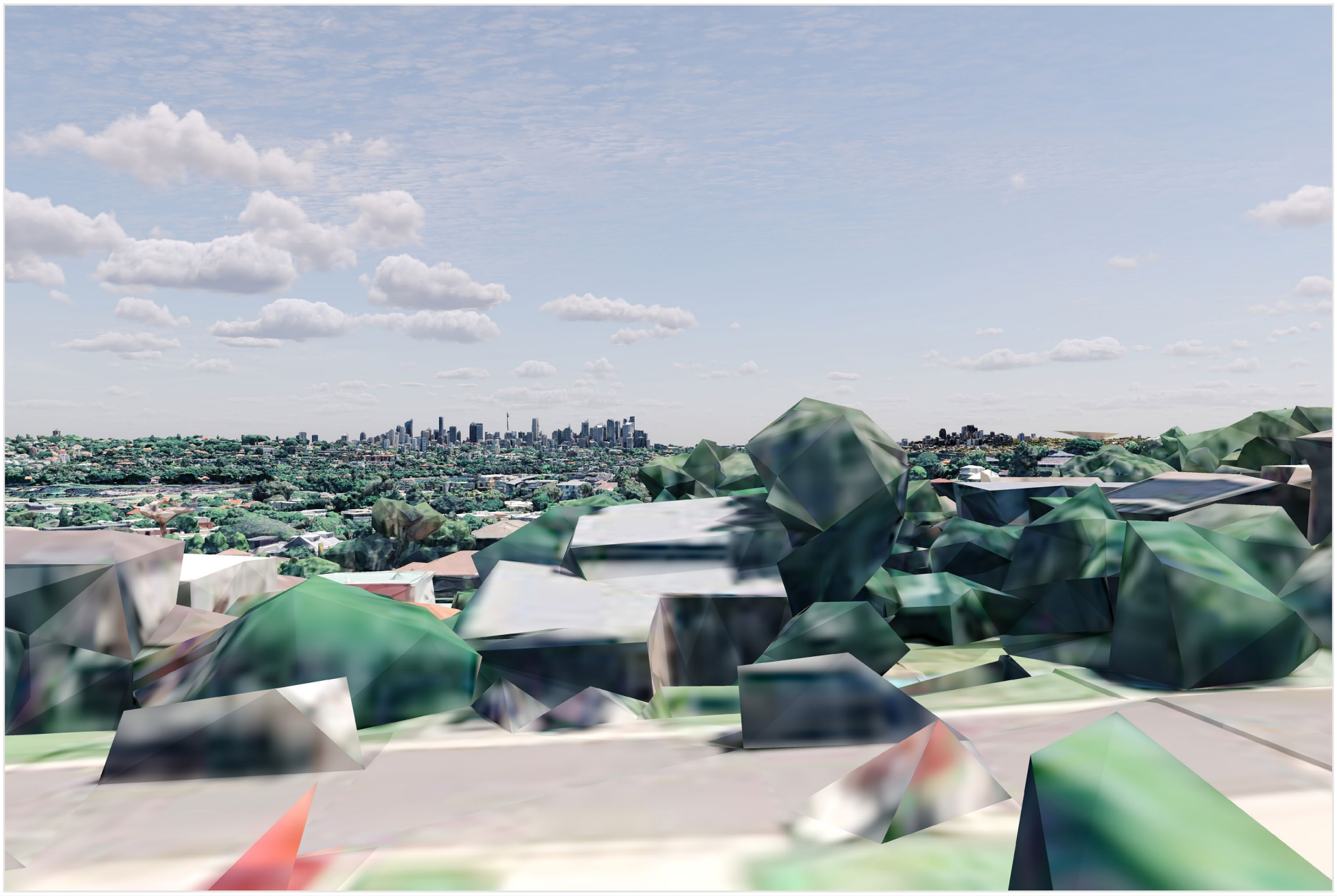
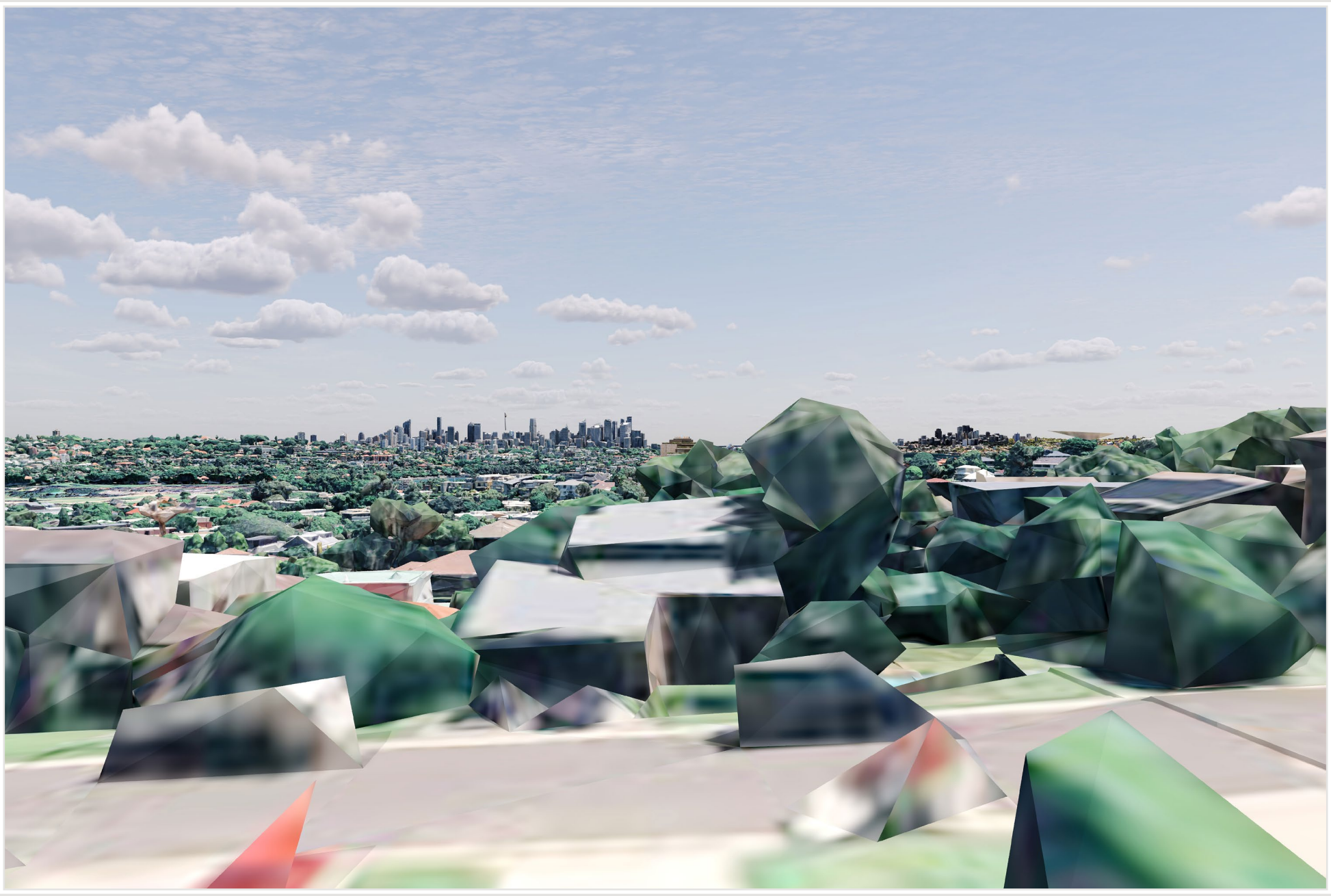
VIEWPOINT 02: No.20, Gilbert Street.



Site Image



Photomontage of Proposal

urbaine DESIGN GROUP
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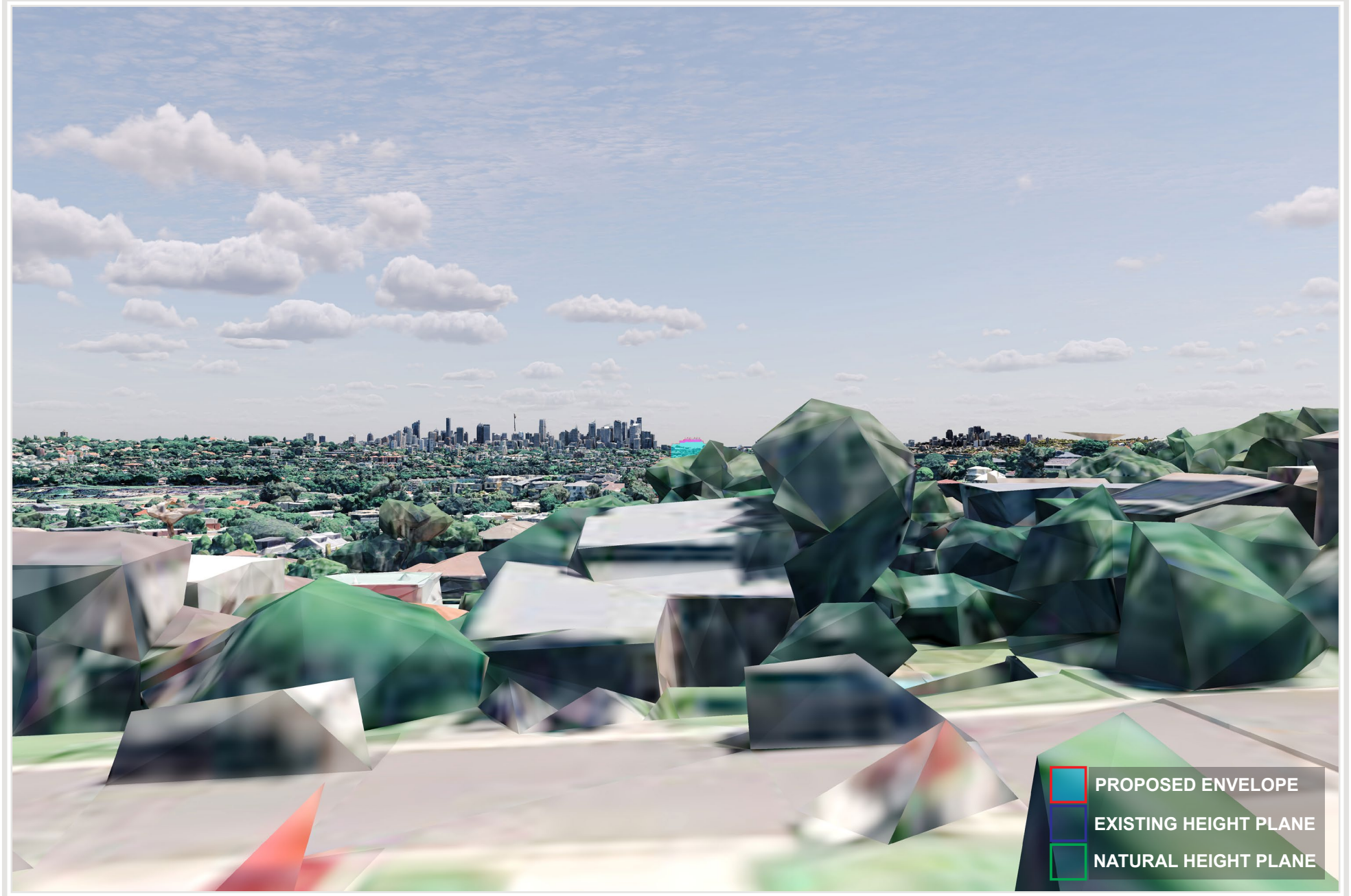

Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)



Photomontage in orange frame, nested in panorama for natural field of view

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VIEWPOINT 03: No.21, Portland Street.



Site Image



Photomontage of Proposal

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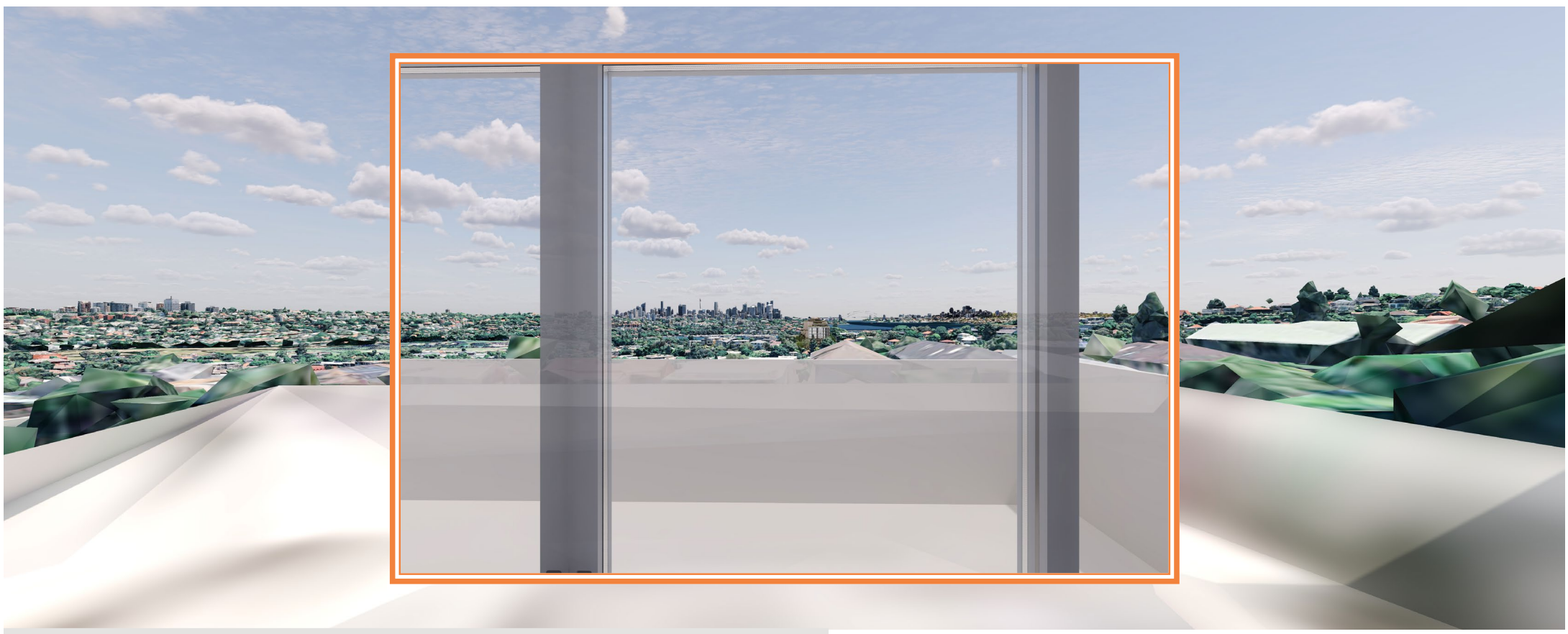
Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)



Photomontage in orange frame, nested in panorama for natural field of view

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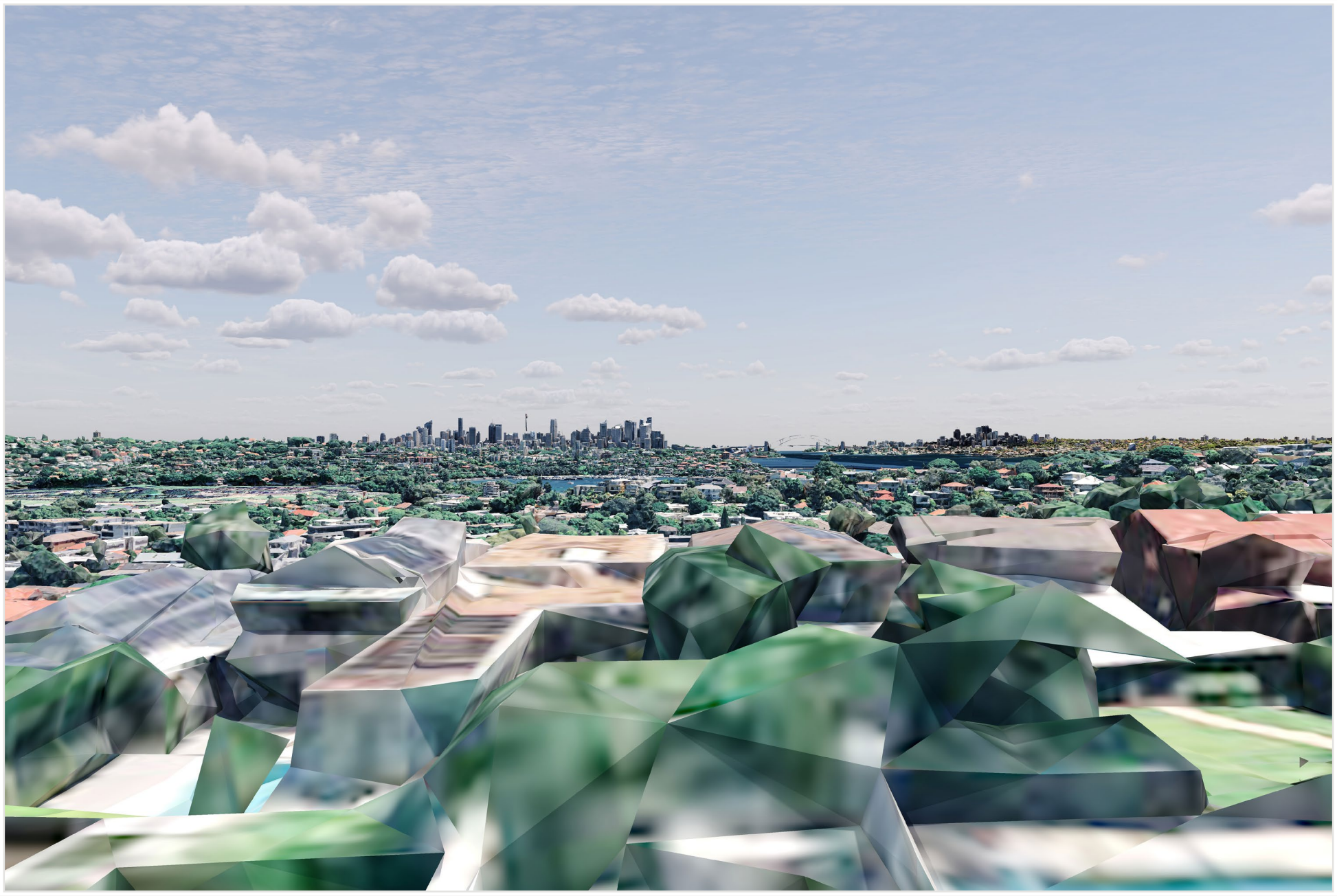
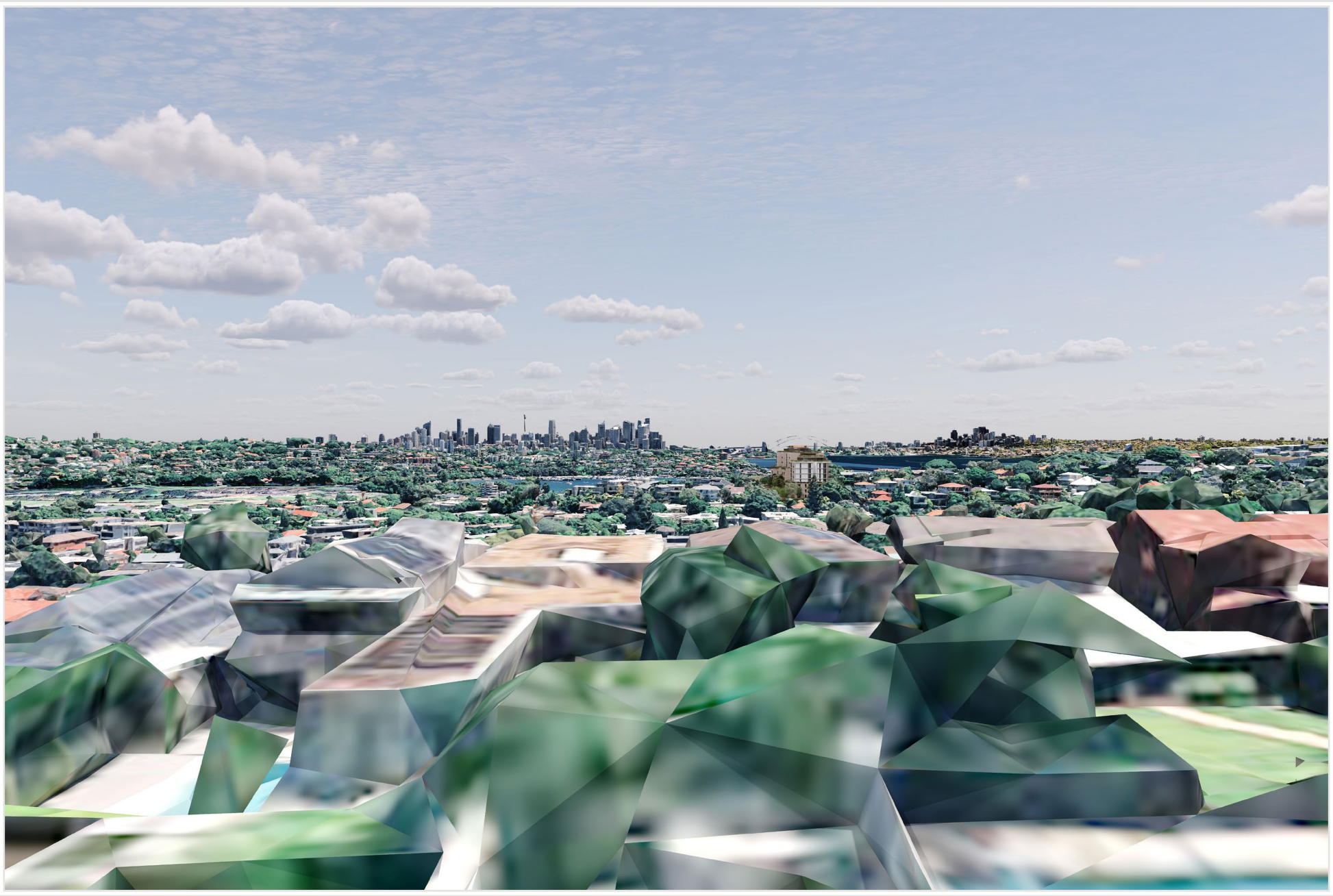
VIEWPOINT 04: No.33, Portland Street



Site Image



Photomontage of Proposal

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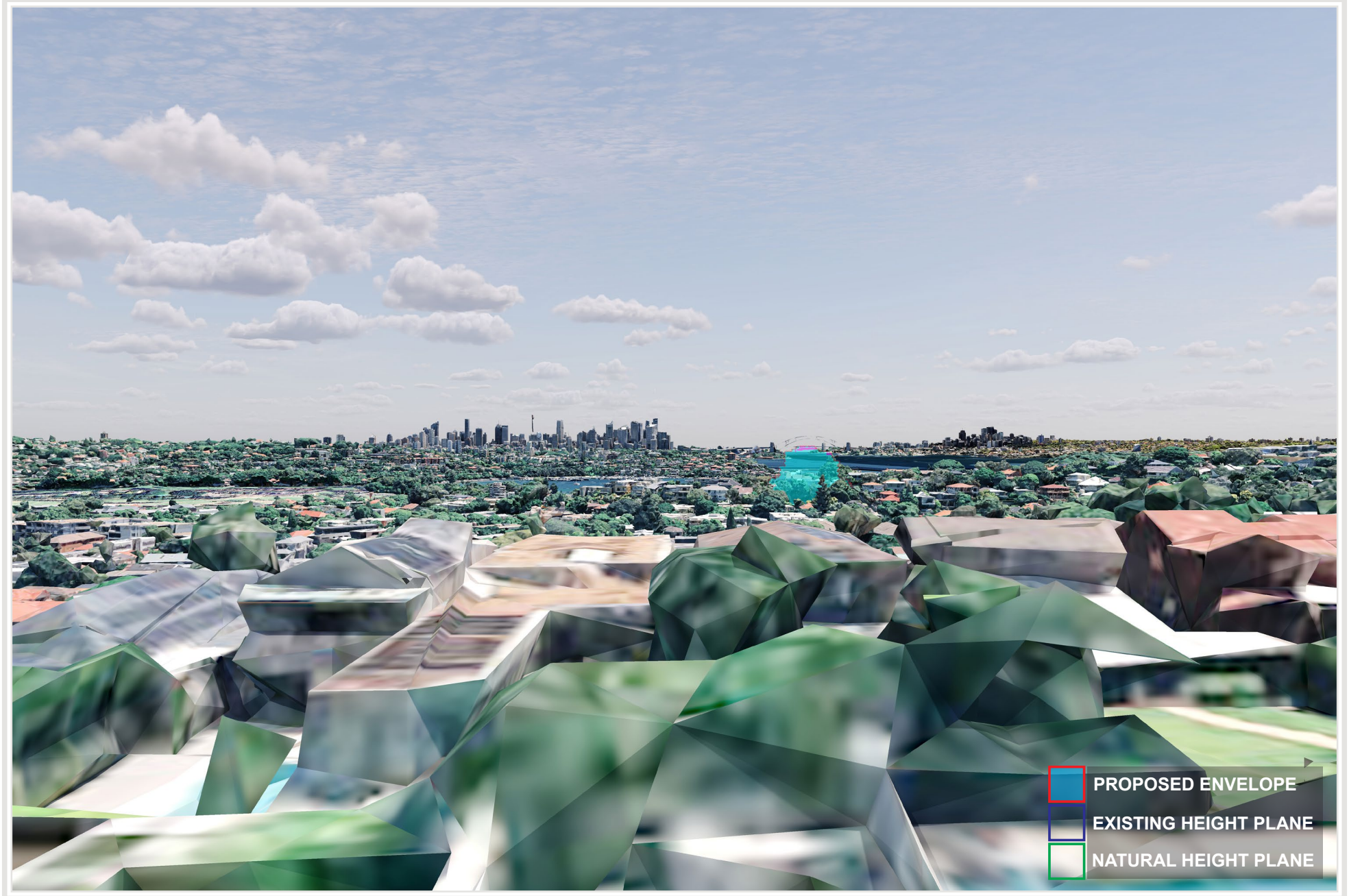

Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)



Photomontage in orange frame, nested in panorama for natural field of view

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VIEWPOINT 05: No.250, Military Road



Site Image



Photomontage of Proposal

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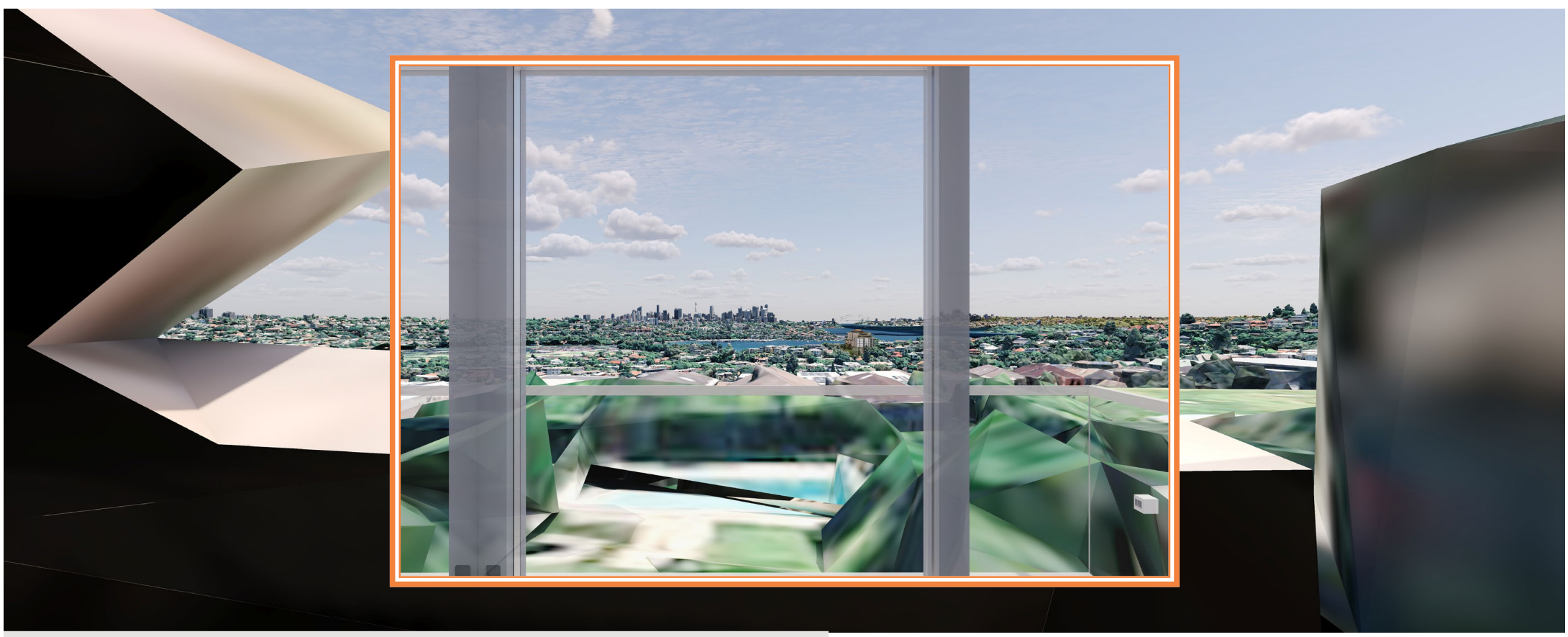
Visual impact in cyan with red outline (areas above the 28.6m height limit shown in purple)



Photomontage in orange frame, nested in panorama for natural field of view

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Appendix C: Wireframe / Point cloud alignment

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Viewpoint 01



Viewpoint 02

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Viewpoint 03



Viewpoint 04

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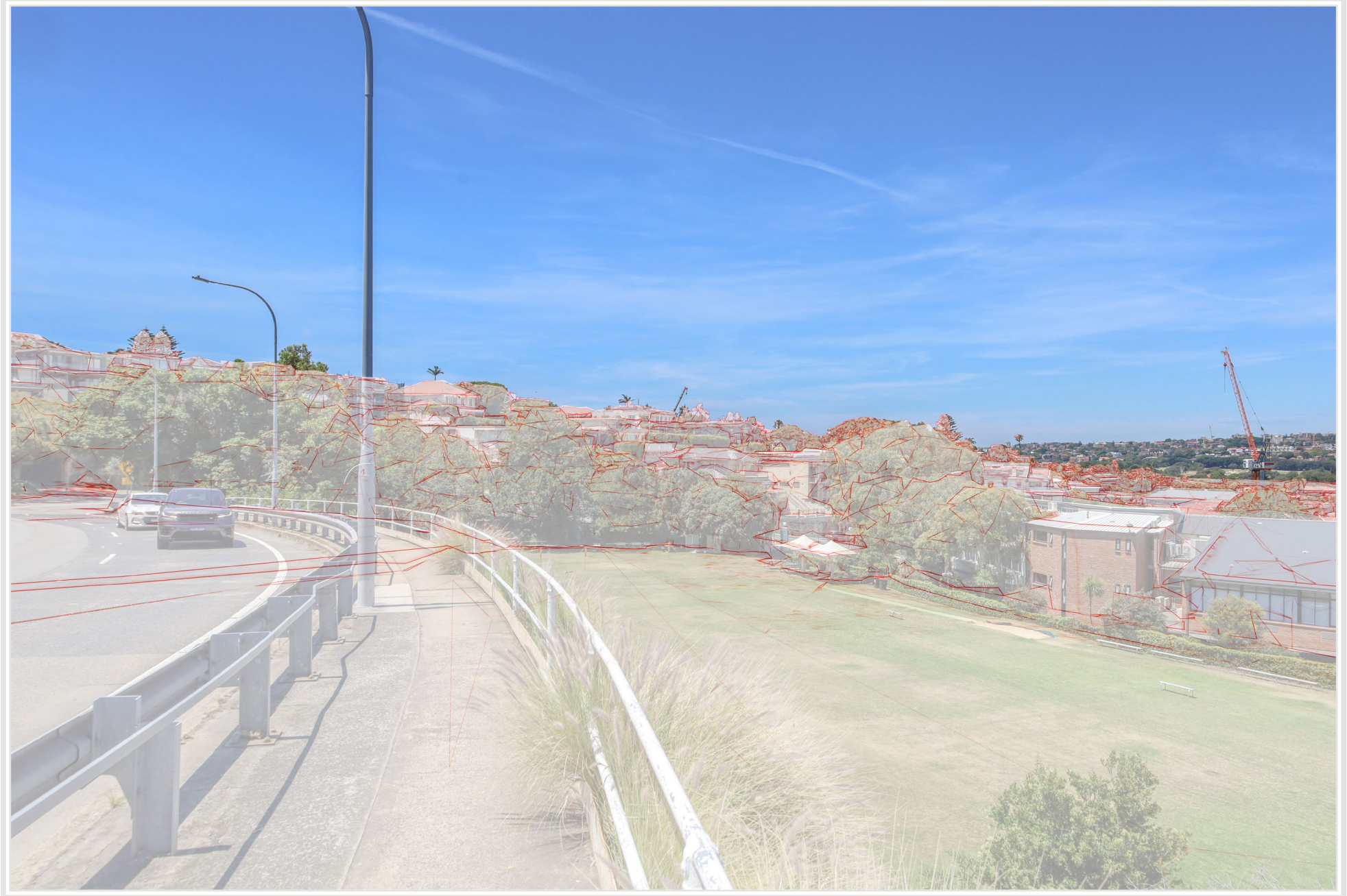

Viewpoint 05



Viewpoint 06

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Viewpoint 07



Viewpoint 08

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Viewpoint 09



Viewpoint 10



Viewpoint 11



Viewpoint 12

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Viewpoint 13



Viewpoint 14

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Viewpoint 15



Viewpoint 16

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Viewpoint 17



Viewpoint 18

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Viewpoint 19



Viewpoint 20