Final Visual Impact Assessment

‘Chatswood Dive Site’ Build-to-rent SSDA

Submitted to the Department of Planning, Housing and Infrastructure on behalf of Landcom

Prepared by Colliers Urban Planning

3 March 2026 | 3250210



'Gura Bulga'

Liz Belanjee Cameron

'Gura Bulga' – translates to Warm Green Country. Representing New South Wales.



'Dagura Buumarri'

Liz Belanjee Cameron

'Dagura Buumarri' – translates to Cold Brown Country. Representing Victoria.



'Gadalung Djarri'

Liz Belanjee Cameron

'Gadalung Djarri' – translates to Hot Red Country. Representing Queensland.

Colliers Urban Planning acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We pay our respects to their Elders past and present.

In supporting the Uluru Statement from the Heart, we walk with Aboriginal and Torres Strait Islander people in a movement of the Australian people for a better future.

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Executive Summary

This Visual Impact Assessment has been prepared by Colliers Urban Planning in collaboration with Virtual Ideas and CMS Surveyors on behalf of Landcom ('the Applicant') to support a state significant development application (SSDA) (ref. SSD-100006957) for the proposed development known as 'Chatswood Dive Site' Build-to-rent (BTR) SSD (the application). The BTR application is for land located at 339 Mowbray Road Chatswood (the site).

Noting that the broader 'Chatswood Dive Site' also includes land located at 569 Pacific Highway, 589 Pacific Highway, L 591 Pacific Highway, 607 Pacific Highway, 5 Bryson Street, and 8 Bryson Street, Chatswood.

The proposal involves the site preparation and development of a 23-storey mixed use development, consisting of commercial premises and a residential flat building with 180 build-to-rent dwellings. The building includes 4 storey podium and an additional 19 storey residential tower, including retail premises, services, lobby and communal open space. The proposed works include the preparation of the site, including connection of services and utilities and site fill to align with existing public domain.

A proposal for SSD requires the preparation of an Environmental Impact Statement (EIS). This report has been prepared in support of the EIS. The purpose of this VIA is to determine whether the proposal has an acceptable visual impact through address of relevant secretary's environmental assessment requirements (SEARs) and concurrent rezoning proposal requirements issued by the Department on 21 November 2025. An acceptable visual impact is where:

- the proposal does not have the potential for significant visual impact, or
- where the proposal does have the potential for significant visual impact, it is consistent with relevant parts of planning framework (including broader, relevant environmental planning grounds) or can be appropriately mitigated to achieve consistency with relevant parts of the applicable planning framework.

Key VIA issues

Based on the planning framework, the key issues to be considered by the VIA are:

- **Context and urban form**: responsiveness to context, and compatibility with urban form
- **Character**: responsiveness to existing valued visual characteristics and consistency with desired future visual character
- **View corridors**: impact on important public view corridors
- **Scale**: height and bulk of buildings, including proportions, and the location of towers
- **Amenity**: impact on visual amenity, in particular public domain visual amenity

Method

The VIA has been undertaken generally in accordance with the principles of the 'Guidelines for Landscape and Visual Impact Assessment – Third Edition' (GLVIA3) (Landscape Institute; I.E.M.A., 2013), as adjusted to better align with the NSW planning system under the Environmental Planning and Assessment Act 1979 (EP&A Act). To inform the VIA, photos showing the existing visual environment and survey aligned photomontages showing the likely future visual environment prepared in accordance with the Land and Environment Court of NSW 'Use of Photomontages and Visualisation Tools' (17 May 2024) were prepared for 9 key viewpoints representing key aspects of the pattern of viewing in the surrounding primary visual catchment.

Visual Analysis

The primary visual catchment includes the Pacific Highway, the North Shire Line, and adjoining residential areas.

The general pattern of viewing in the primary visual catchment can be considered to be travellers on the Pacific Highway and North Shore Line, residents in adjoining areas and users of nearby open spaces.

Visual Impact Assessment

Under the GLVIA3, a key step is to determine whether the proposal has the potential for significant visual impact informed by judgements about the sensitivity of the primary visual catchment to the nature of change proposed, and the magnitude of the nature of change proposed.

The significance of visual impact has been qualitatively assessed as:

- **Viewpoint 1: Chatswood Park Oval:** moderate significance of visual impact
- **Viewpoint 2: Artarmon Train Station:** low significance of visual impact
- **Viewpoint 3: Mowbray Road West (bus stop):** moderate significance of visual impact
- **Viewpoint 4: Mowbray Road (Intersection of Claude St):** low significance of visual impact
- **Viewpoint 5: Intersection Pacific Hwy and Centennial Ave:** low significance of visual impact
- **Viewpoint 6: Centennial Ave:** low significance of visual impact
- **Viewpoint 7: Pacific Hwy (Intersection of Norton Lane):** negligible significance of visual impact
- **Viewpoint 8: Garden of Remembrance:** negligible significance of visual impact
- **Viewpoint 9: Observatory Hill Park:** low significance of visual impact

Consideration of key issues

Context and urban form

The proposed 23 storey height of the BTR is generally consistent with expectations for a large strategic site located within the expanded Chatswood CBD boundary as identified in the Chatswood CBD Planning and Urban Design Strategy 2036.

From key approaches along Pacific Highway and the surrounding area, the proposed BTR will visually read as part of a developing cluster of tall buildings (when considered in context of the broader masterplan development and approved DA's) rather than as an isolated building, reducing visual prominence.

Visual character

When viewed from surrounding areas the proposed BTR itself will not be visually prominent. However, when considered in context with the overall proposed masterplan development, future context and approved DA's, the visual prominence of the cluster of towers will support the area's identity as a key urban renewal location.

Visual amenity

The proposed BTR development has been designed to mitigate impacts through podium scale and articulation, generous landscaped setbacks, and active ground-floor frontages that enhance street-level experience.

At a broader scale the proposed BTR development contributes to the visual legibility of the emerging skyline.

Visual corridors

The planning framework does not designate important public view corridors in the area. As such, the proposed BTR will not impact such corridors.

Mitigation Measures

The VIA has found that primary design measures related to siting, scale, form and massing, and design adequately mitigate the visual impact of the proposed BTR. As such, additional fundamental or large-scale mitigation measures are not considered necessary. Secondary mitigation measures such as specifying materiality or colours may be appropriate where they form part of relevant and reasonable conditions of development consent.

Conclusion

While acknowledging that the proposal will have a visual impact, overall on the balance of relevant considerations this impact is considered acceptable. As such, it is the conclusion of the VIA that the proposed BTR can be supported on visual impact grounds.

Table 1 Key Terms

Term	Meaning
Amenity	The pleasantness, attractiveness, desirability or utility of a place, facility, building or feature
Character	What makes one neighbourhood distinctive from another. It is the way a place 'looks and feels'. It is created by the way built and natural elements in both the public realm and private domain interrelate with one another, including the interplay between buildings, architectural style, subdivision patterns, activity, topography and vegetation
Characteristics	Elements, or combinations of elements, which make a contribution to distinctive landscape character
Elements	Individual parts which make up the landscape, such as, for example, trees, hedges and buildings
Feature	Particularly prominent or eye-catching elements in the landscape, such as tree clumps, church towers or wooded skylines
Key characteristics	Those combinations of elements which are particularly important to the current character of the landscape and help to give an area its particularly distinctive sense of place
Landscape	An area, as perceived by people, the character of which is the result of the action and interaction of natural and/or human factors
Magnitude	A term that combines judgements about the size and scale of the effect, the extent of the area over which it occurs, whether it is reversible or irreversible and whether it is short or long term in duration
Sensitivity	A term applied to specific receptors, combining judgements of the susceptibility of the receptor to the specific type of change or development proposed and the value related to that receptor
Significance	A measure of the importance or gravity of the environmental effect, defined by significance criteria specific to the environmental topic
Visual impact	Effects on specific views and on the general visual amenity experienced by people
Visual receptors	Individuals and/or defined groups of people who have the potential to be affected by a project

1.0 Introduction

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The proposal involves the site preparation and development of a 23-storey mixed use development, consisting of commercial premises and a residential flat building with 180 build-to-rent dwellings. The building includes 4 storey podium and an additional 19 storey residential tower, including retail premises, services, lobby and communal open space. The proposed works include the preparation of the site, including connection of services and utilities and site fill to align with existing public domain.

A proposal for SSD requires the preparation of an Environmental Impact Statement (EIS). This report has been prepared in support of the EIS.

1.1 Purpose of this VIA

The purpose of this VIA is to determine whether the proposal has an acceptable visual impact through address of relevant secretary's environmental assessment requirements (**SEARs**) and concurrent rezoning proposal requirements issued by the Department on 21 November 2025 (refer table below). An acceptable visual impact is where:

- the proposal does not have the potential for significant visual impact, or
- where the proposal does have the potential for significant visual impact, it is consistent with relevant parts of planning framework (including broader, relevant environmental planning grounds) or can be appropriately mitigated to achieve consistency with relevant parts of the applicable planning framework.

Table 2 SEARs relevant to VIA

Issue	Assessment Requirement	
7. Environmental Amenity	• Assess amenity impacts on the surrounding locality, including solar access, visual privacy, view loss and view sharing, as well as wind, lighting and reflectivity impacts. A high level of environmental amenity for any surrounding residential or other sensitive land uses must be demonstrated. • • Provide a solar access analysis of the overshadowing impacts of the development within the site, on surrounding properties and public spaces (during winter solstice) at hourly intervals between 9am and 3pm, comparing the proposed development, existing situation and where applicable, a development with no bonuses applied.	<u>If required:</u> • View Impact Assessment
8. Visual Impact	• Provide a visual analysis of the development from key viewpoints, including photomontages or perspectives showing the proposed and likely future development. • If the proposal would result in significant visual impact not anticipated by the planning controls, provide a visual impact assessment that addresses the visual impacts of the development on the existing catchment.	• Visual Impact Analysis <u>If required:</u> • Visual Impact Assessment

Source: The Department of Planning, Housing and Infrastructure

1.2 Structure of this VIA

This VIA has the following structure:

- Part 1 – Introduction: identifies the purpose and structure of this VIA

- Part 2 – The site and its context: identifies and describes the site and its context
- Part 3 – The proposal: outlines the proposal
- Part 4 – Panning framework: identifies relevant parts of the planning framework to VIA
- Part 5 – Key issues: identifies the key issues to be considered by this VIA
- Part 6 – Methodology: outlines the methodology used in the VIA
- Part 7 – Visual analysis: identifies and describes the visual catchment, including its visual characteristics and the pattern of viewing
- Part 8 – Visual impact assessment: identifies and assesses the proposal's potential visual impact
- Part 9 – Findings: overall findings of the visual impact assessment
- Part 10 – Assessment against the planning framework: assesses visual and view impact against relevant parts of the planning framework
- Part 11 – Discussion of key issues: discusses key issues
- Part 12 – Mitigation measures: recommends mitigations measures
- Part 13 – Conclusion: identifies whether the proposal can be supported on visual impact grounds
- Appendices: provides a copy of the visual impact evidence upon which this VIA relies.

This VIA forms part of a larger suite of documents prepared to support the proposal. It does not repeat matters that are more appropriately covered in these documents. As such, it should be read together with these other documents, in particular planning and urban design documentation.

2.0 The site and its context

The site known as the Chatswood 'Dive Site' consists of 20 lots located at 339 Mowbray Road, 569 Pacific Highway, 589 Pacific Highway, L 591 Pacific Highway, 607 Pacific Highway, 5 Bryson Street, and 8 Bryson Street, Chatswood. The site details are as below – noting that the BTR site is located at 339 Mowbray Road, Chatswood:

Table 3 SEARs relevant to VIA

Address	Lot/Section/Plan
BTR Site	
339 Mowbray Road, Chatswood	1/-/DP243111, 2/-/DP537580, 5/-/DP65670, 18/-/DP60346, 4/-/DP65670, 6/-/DP65670, 2/-/DP221896, 5/-/DP524631, 6/-/DP66854
Broader 'Chatswood Dive Site'	
569 Pacific Highway, Chatswood	1/-/DP204133
589 Pacific Highway, Chatswood	1/-/DP216408, 1/-/DP508715, 3/-/DP58646
L 591 Pacific Highway, Chatswood	1/-/DP503447
607 Pacific Highway, Chatswood	1/-/DP537580, 3/-/DP455907, 4/-/DP455907
5 Bryson Street, Chatswood	3/-/DP961402
8 Bryson Street, Chatswood	6/-/DP72759
Bryson Street, Chatswood	2/-/DP1223080

The site is located within the Willoughby City Local Government Area, approximately 7km north of Sydney CBD, and approximately 650 metres south of Chatswood Train Station and 650 metres north-west of Artarmon Train Station. The site is situated within the Chatswood CBD.

The site has a total area of approximately 18,854 square metres, however the BTR site is 2,789 square metres.

The site is located on the corner of Pacific Highway and Mowbray Road, with a northern site frontage to Nelson Street. The site is surrounded by detached residential development to the north, west and partially south. To the south of the south of the site includes functioning industrial uses. The site's eastern interface is to a functioning entrance to the Sydney Metro line and acts as a buffer to the rail line directly east.

The current site context is illustrated in the image below.



Figure 1 Site Aerial Map

Source: Nearmap

2.1 Visual character – The Site

The visual character of sites is established by the interplay of a number of natural and human factors which also impact views from the public domain. These factors are:

Natural factors

Natural factors are:

- topography
- waterways and waterbodies

- trees and vegetation

Topography

The site is generally level.

Waterways and waterbodies

The site does not support formed, surface level waterways or waterbodies.

Trees and vegetation

The site is predominantly cleared of vegetation, with exception of some large trees and vegetation surrounding Mowbray House, an existing local heritage item.

Human factors

Human factors are:

- public domain
- buildings and structures

Public Domain

The site does not support public or publicly accessible areas such as streets or parks.

Buildings and structures

Development on the site consists of Mowbray House, located in the south-east corner of the site. Mowbray House is a 2-storey local heritage item, that was originally used as a boarding school for boys.

The Sydney Metro maintenance site is also located within the broader site to the east, interfacing with the trainline. This site includes large scale maintenance facility sheds that are accessed via Mowbray Road to the south.

2.2 The site context

The site context includes:

North

- The site is bounded by Nelson Street along the northern frontage.
- Immediately abutting Nelson Street to the north is various commercials buildings fronting Pacific Highway and low scale residential buildings up to three storeys to the west.
- Further north are residential developments of varying scale, community facilities such as active and passive open spaces, Chatswood High School and the Chatswood CBD featuring large scale high rise development.

Note: There are multiple approved Development Applications (DA's) north of the site located along Pacific Highway, Nelson Street and Gordon Avenue ranging from 86-110m approx.

East

- Adjoining the site to the east (interfacing with the trainline) is the Sydney metro maintenance site, consisting of two large scale maintenance facilities.
- Immediately east of the Sydney metro maintenance site is the trainline.
- Further east are residential developments of varying scale.

South

- The site is bounded by Mowbray Road along the southern frontage.
- To the south of the Mowbray Road is the Sydney Water Chatswood Reservoir, featuring multiple large scale tanks and infrastructure and listed on the State Heritage register. Abutting this site to the east is the Chatswood Zone Substation No 80, a local heritage item, that features a large telecommunications tower that is a highly visible throughout Chatswood.

- Further south are residential developments of varying scale, the Artarmon train station, the Gore Hill Freeway. South of the Freeway is the Gore Hill industrial precinct.

West

- The site has a western interface with the Pacific Highway, a major transport route that runs north-south.
- Immediately west of Pacific Highway are various low to medium scale residential buildings with commercial uses at ground floor. On the corner of Pacific Highway and Mowbray Road is the Great Northen Hotel, a two-storey hotel, listed as a local heritage item.
- Further west are residential developments of varying scale generally up to 3-storeys, set within the gently undulating local street network with featuring substantial urban canopy coverage.



Figure 2 View of site looking north

Source: DFK

Key points:

- The site is large (17,780sqm approx.) and strategically located south of the central area of the Chatswood CBD.
- It is well served by mass transit, being 580m approx. north of the Artarmon train station and 600m approx. south of the Chatswood train station.
- Surrounding land has either existing medium rise development or approved DA's for high rise development – including multiple approved DA's north of the site for development between 86-110m approx.

3.0 The BTR proposal

The BTR SSDA will seek consent for:

- Site subdivision and construction of a high-density 23-storey mixed-use building for the delivery of 180 apartments, including a mixed-use podium and residential tower with a height of approximately 79.25m, and associated services, including the:
- Ground floor, including 5 residential dwellings facing the future streetscape, residential lobby and internal services, commercial/retail tenancies, services, lift shaft and fire stairs.
- Level 1 and 2 Podium, including 8 dwellings per floor inclusive of 5 terraces on Level 1, 37 car spaces total, services, lift core and fire stairs.
- Level 3 Podium, including the communal internal amenity area and communal outdoor space, services, lift core and fire stairs.
- Level 4-10 Tower, including 8 dwellings per floor, services, lift core and fire stairs.
- Level 11-22 Tower, including 9 dwellings per floor, services, lift core and fire stairs.
- Civil works, earthworks, and external landscaping, consisting of a mix of hard and green space and a public art feature.

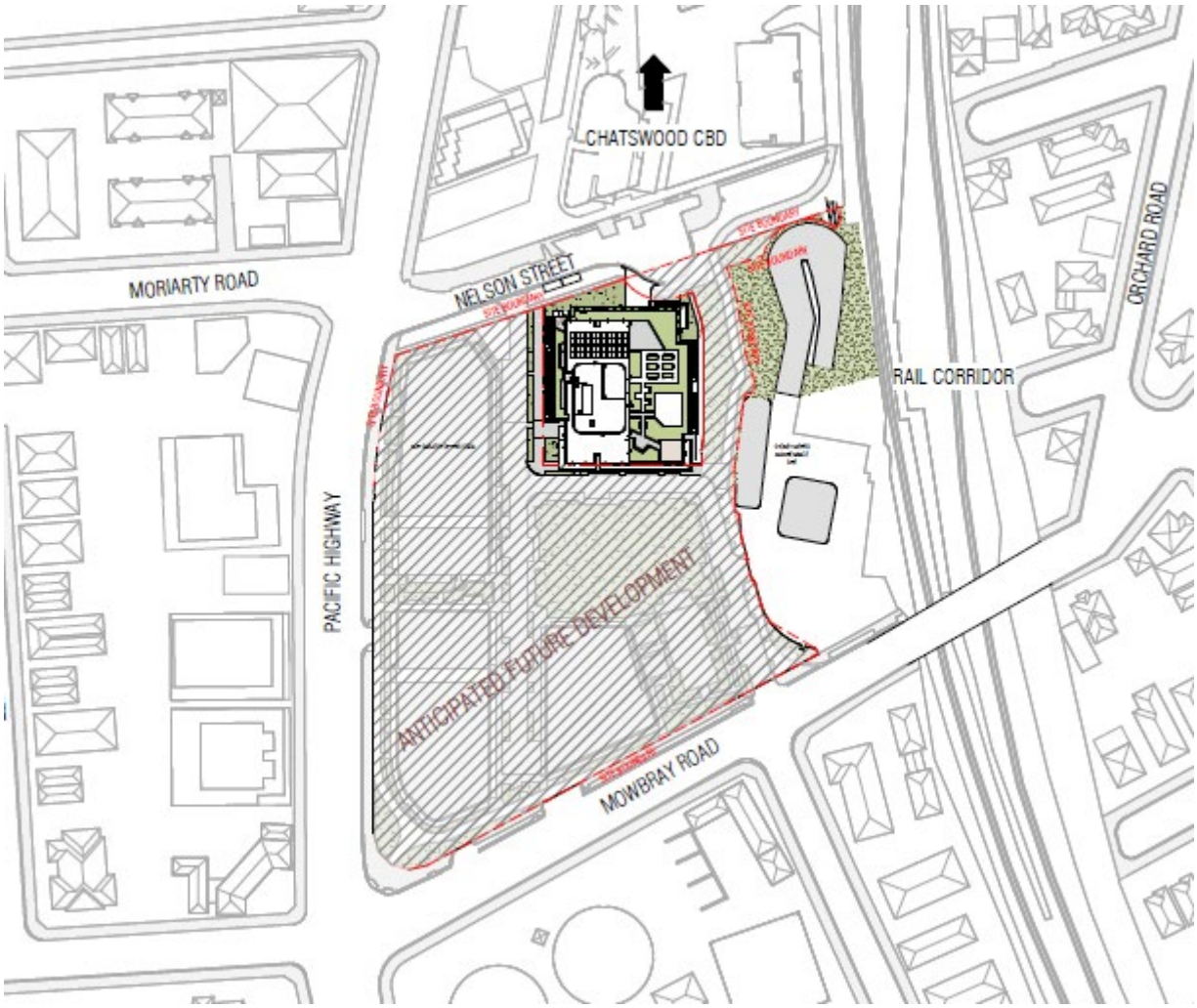


Figure 3 Site plan (showing location of BTR building)

Source: DFK



Figure 4 BTR tower public realm – artists impression

Source: DFK

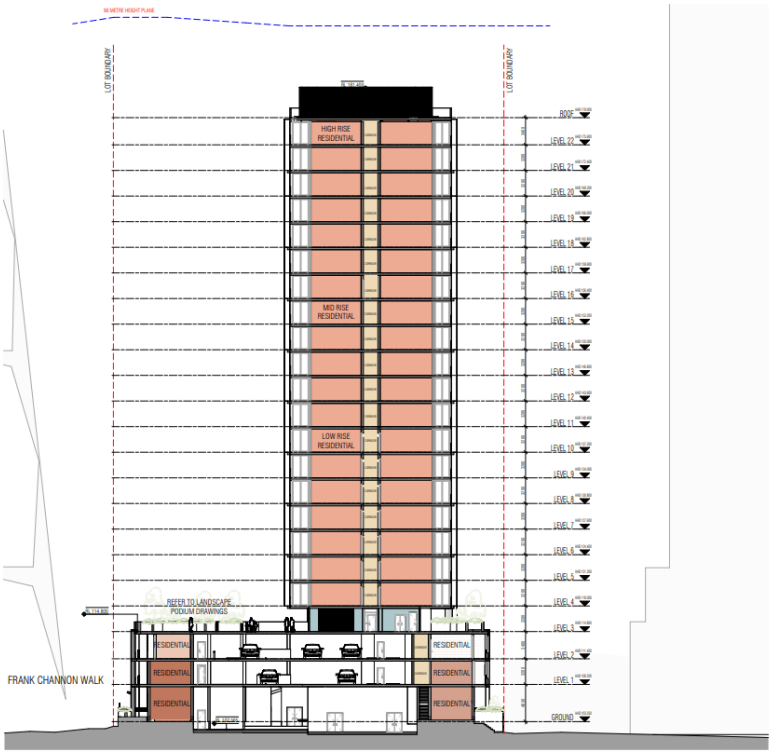


Figure 5 BTR section (east-west section)

Source: DFK

4.0 Planning Framework

Due to the concurrent rezoning, the application is to be merit assessed with considerable weight placed on the strategic planning framework. While relevant, less weight is to be given to the statutory planning framework. This is particularly the case for planning controls (ie, numeric development standards).

It is noted that under section 2.10 of State Environmental Planning Policy (Planning Systems) 2021 (the Planning Systems SEPP) development control plans do not apply to SSDAs.

4.1 Concurrent rezoning

Section 3.33 'Planning proposal authority to prepare explanation of and justification for proposed instrument – the planning proposal' of the EP&A Act establishes the matters that the Department is to take into consideration for the concurrent rezoning.

Under the 'Local Environmental Plan Making Guideline' (the Guideline) (the Department, August 2023) prepared to support implementation of section 3.33, planning proposals are to demonstrate strategic merit and site specific merit.

Strategic merit is determined by alignment with the government priorities and the strategic planning framework (including supporting documents). These include:

Government priorities

- the National Housing Accord

Environmental Planning and Assessment Act 1979

The EP&A Act has a number and range of objects (section 1.3 'Objectives of Act'). In broad terms, a key focus of this is ecologically sustainable development through economic, environmental and social considerations:

- '(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment'.

Ecologically sustainable development brings in considerations such as intergenerational equity.

The most relevant object to VIA is related to good design and amenity:

- '(g) To promote good design and amenity of the built environment'.

Strategic planning framework (including supporting documents)

- the 'Greater Sydney Region Plan – A Metropolis of Three Cities' (the Region Plan) (former Greater Sydney Commission, 2018)
- 'Northern City District Plan' (the District Plan) (former Greater Sydney Commission, 2018)
- Willoughby Local Strategic Planning Statement (the LSPS) (Willoughby City Council, 2020)
- Willoughby Housing Strategy (the Housing Strategy) (Willoughby City Council, 2020)
- Chatswood CBD Planning and Urban Design Strategy 2036 (Willoughby City Council, 2020)
- State environmental planning policies including the State Environmental Planning Policy (Housing) 2021 (note: while these are not categorised as part of the strategic planning framework under the Environmental Planning and Assessment Act 1979 (EP&A Act 1979), they are regarded as such by the Guideline).
- Section 9.1 Ministerial Directions under the EP&A Act.

Where not fully aligning with the strategic planning framework, the Guideline enables consideration of 'a change in circumstances that has not been recognised by the existing planning framework'. Factors that lead to responding to a change in circumstances may include:

- 'Key infrastructure investment or opportunity to plan for future infrastructure unanticipated by the existing strategic planning framework
- Response to key Government priorities – Premier's Priorities, climate change, or a shift in government policy (e.g. NSW Government's Net Zero Plan)

- Changes to population and demographic trends and associated needs such as housing or jobs.

Site specific merit includes a range of factors and will include consideration of the proposal's view and visual impact.

The Region Plan and District Plans relevant to the site provide high level planning priorities relating to the future development of Greater Sydney and the Northern District. These two plans highlight priorities to provide increase guising supply, choice and affordability, in locations with access to jobs, services and public transport. The District Plan in particular notes the priority create and renew local centres and places while respecting the District's local heritage.

The Housing Strategy provides a local policy informed by regional and district policies to increase housing diversity and affordability in the Willoughby LGA. The plan aims to deliver an estimate 6,700 new dwellings through key strategic focuses including, encouraging development in existing medium and high-density zones, support urban renewal and high density living in the Chatswood CBD and rezone local centres. Principles of the Chatswood CBD support this through encouraging residential growth at the periphery of the CBD.

The LSPS sets out a 20 year planning framework for the development of the Willoughby LGA. The Strategy sets out a framework for increasing housing, creating a more liveable and connected LGA. The plan focuses on five key themes including a liveable city, productive city, sustainable city, and a city that aligns infrastructure with growth.

Key priorities and actions which relate to the proposal are outlined below:

- **Priority 1:** Increasing housing diversity to cater to families, the aging population, diverse household types and key workers. The strategy identifies that the current medium and high-density zones within the LGA are being underutilised, and provide the opportunity to meet the demand for increase and more diverse housing supply through the utilisation of these zones to their intended capacity.
- **Priority 2:** Increasing the supply of affordable housing. To align with the directions of the District Plan, Willoughby City Council plans to increase affordable housing provided in new development.
- **Priority 5:** Protecting Local Character and Heritage. Priority 5 focuses on "respecting and enhancing heritage and local suburban character"
- **Priority 17:** Augmenting local infrastructure and using existing infrastructure more intensively and efficiently to accommodate planned growth.

4.2 The SSDA

Section 4.15 'Evaluation' of the Environmental Planning and Assessment Act 1979 (EP&A Act) establishes the matters that the Department is to take into consideration for this SSDA.

Statutory plans

The most relevant matters for VIA comprise:

- the provisions of Willoughby Local Environmental Plan 2012 (WLEP 2012)
- the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.

The most relevant parts of the WLEP 2012 to VIA are:

- section 1.2 'Aims of Plan'
- section 2.3 'Zone objectives and Land Use Table' (for Zone MU1 'Mixed Use')
- section 4.3 'Height of buildings'
- section 4.4 'Floor space ratio'
- section 6.23 'Design excellence'
- section 5.10 'Heritage conservation'

While State Environmental Planning Policy (Housing) 2021 (the Housing SEPP) including its provisions for BTR, applies to the proposal more broadly, it does not contain provisions that are highly relevant to VIA.

It is noted that decisions on SSDA require consideration and weighing of a large number and range of relevant environmental planning matters in addition to visual impact. In this regard, particular reference is made to the separate, supporting Environmental Impact Statement (EIS).

4.3 Willoughby Local Environmental Plan 2012

Under the WLEP 2012, the site is subject to the key provisions shown in the following table.

Table 4 Sydney Local Environmental Plan 2012 – Key provisions

Item	Provision
Land zoning (s1.3)	The site is included in the MU1 'Mixed Use' zone
Height of buildings (s4.3)	The site has a maximum building height of 53m

4.3.1 Land zoning

The objectives of this clause are as follows:

- To encourage a diversity of business, retail, office and light industrial land uses that generate employment opportunities.
- To ensure that new development provides diverse and active street frontages to attract pedestrian traffic and to contribute to vibrant, diverse and functional streets and public spaces.
- To minimise conflict between land uses within this zone and land uses within adjoining zones.
- To encourage business, retail, community and other non-residential land uses on the ground floor of buildings.
- To allow for city living on the edges of the city centre of Chatswood, which encourages public transport use, shopping and the use of businesses and recreational services that contribute to the vitality of the city, without undermining its commercial role.

4.3.2 Height of buildings

The objectives of this clause are as follows:

- to ensure that new development is in harmony with the bulk and scale of surrounding buildings and the streetscape,
- to minimise the impacts of new development on adjoining or nearby properties from disruption of views, loss of privacy, overshadowing or visual intrusion,
- to ensure a high visual quality of the development when viewed from adjoining properties, the street, waterways, public reserves or foreshores,
- to minimise disruption to existing views or to achieve reasonable view sharing from adjacent developments or from public open spaces with the height and bulk of the development,
- to set upper limits for the height of buildings that are consistent with the redevelopment potential of the relevant land given other development restrictions, such as floor space and landscaping,
- to use maximum height limits to assist in responding to the current and desired future character of the locality,
- to reinforce the primary character and land use of the city centre of Chatswood with the area west of the North Shore Rail Line, being the commercial office core of Chatswood, and the area east of the North Shore Rail Line, being the retail shopping core of Chatswood,
- to achieve transitions in building scale from higher intensity business and retail centres to surrounding residential areas.
- The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map.

Key points:

- The relevant planning framework comprises the EP&A Act 1979 and a number of strategic plans and statutory plans. This includes government planning priorities, the Region Plan, and the WLEP 2012.
- While DCPs don't apply to SSDA, the WDCP 2023 provides more detailed guidance that may help implement WLEP 2012.

- As it involves a concurrent rezoning, the application is to be merit assessed. In this regard, considerable weight is placed on the strategic planning framework.
- The Chatswood CBD Planning and Urban Design Strategy 2036, identifies the site within the expanded Chatswood CBD boundary.
- As with all planning decisions, consideration and weighing of a large number and range of relevant environmental planning matters in addition to landscape and visual impact is required.

5.0 Key Issues

The following table shows the key VIA issues identified in the planning framework.

Table 5 Key VIA issues

Part of the planning framework	Part	Matter / issue
Environmental Planning and Assessment Act 1979	1.3 Objects of Act	Good design, amenity
Government priorities and strategic planning framework	The Region Plan	Scenic and cultural landscapes
	Northern City District Plan	Scenic and cultural landscapes
	The LSPS	Desired future character
	Willoughby Housing Strategy	Not highly relevant
	Chatswood CBD Planning and Urban Design Strategy 2036	Not highly relevant
	State environmental planning policies	Not highly relevant
	Section 9.1 directions	Not highly relevant
Willoughby Local Environmental Plan 2012	Section 1.3 'Land zoning'	Not highly relevant
	Section 4.3 'Height of buildings'	Desired character, proportions, bulk, view impacts on surrounding residential areas

Based on review of the site and its context, the project and the planning framework, in addition to the procedural matters identified in the SEARs the following are the key issues that need to be considered by the VIA:

- **Context and urban form**: responsiveness to context, and compatibility with urban form
- **Character**: responsiveness to existing valued visual characteristics and consistency with desired future visual character
- **View corridors**: impact on important public view corridors
- **Scale**: height and bulk of buildings, including proportions, and the location of towers
- **Amenity**: impact on visual amenity, in particular public domain visual amenity

It is noted that there is a level of overlap between these issues. It is also noted that many are also highly relevant to planning and design considerations. As such, reference is to be made to the separate, supporting planning and design documentation.

6.0 Method

As has already been noted, the purpose of this VIA is to identify and determine the acceptability of a project's likely visual impact by addressing the SEARs.

VIA is a highly complex area that involves qualitative and professional value judgements. While there is a wealth of guidance documents, there is currently no universally agreed, national level guideline for VIA in Australia (AILA, 2019). As noted by the Land and Environment Court of New South Wales in Rose Bay Marina Pty Limited v Woollahra Municipal Council and anor [2013] NSWLEC 1046 (Rose Bay), the key to addressing this challenge is to adopt a rigorous methodology.

With reference to its purpose, the method used by this VIA has the following key steps:

Identifying the projects likely visual impacts

- **Visual analysis:** undertaking visual analysis
- **Survey aligned photomontages:** preparing an evidence base of survey aligned photomontages
- **Significance of visual impact:** assessing the significance of the project's likely visual impact

Determining the acceptability of the projects likely visual impacts

- **Consistency with the planning framework:** assessing the consistency of the project's likely visual impact against relevant parts of the planning framework. Due to the concurrent rezoning, the application is to be merit assessed with considerable weight placed on the strategic planning framework. While relevant, less weight is to be given to the statutory planning framework.

6.1 Visual analysis

This stage involves the following key steps:

- understand the visual character of the project, the precinct and the visual catchment, which is the area in which the project may ordinarily be seen in totality or part
- identify the people within the visual catchment who will ordinarily be exposed to views of the project
- identify the pattern of viewing
- identify viewpoints that are representative of the pattern of viewing and through the preparation of an evidence base of survey aligned photomontages may be used to inform identification of likely visual impact.

The methodological basis underpinning this stage is derived from the international standard 'Guidelines for Landscape and Visual Impact Assessment – third edition' (GLVIA3) (Landscape Institute and Institute of Environmental Management & Assessment, 2013). The GLVIA3 is widely referenced in VIA in Australia (AILA, 2019) including in Secretary's environmental assessment requirements (SEARs) for state significant development (SSD). It is more versatile for a range of contexts in particular those of an urban nature compared to other commonly referenced but more highly specialised guidance such as that prepared by the US Forestry Service.

Where appropriate, the VIA also has regard to other VIA guidance including the planning principle established by the NSW Land and Environment Court in Rose Bay Marina Pty Limited v Woollahra Municipal Council and anor [2013] NSWLEC 1046 (Rose Bay),'Topic Paper 6 – Techniques and criteria for judging capacity and sensitivity' (the Countryside Agency and Scottish Natural Heritage, 2014) and the 'Guideline for landscape character and visual impact assessment' (TfNSW, 2023).

6.2 Survey aligned photomontages

To inform the qualitative and professional value judgements made in this VIA, an evidence base of survey aligned photomontages for 9 viewpoints representative of the area and the visual catchment was prepared in accordance with the NSW Land and Environment Court 'Photomontage Policy'. This represents the highest possible standard of accuracy for visual representation, and is based on on-site survey and photographic and specialist software work. **Appendix A** provides further detail on the methodology used. Where appropriate, reference has also been made to 3D simulated views and other photography taken by others are readily available in the public domain.

6.3 Significance of visual impact

As with visual analysis, the methodological basis for this stage is derived from the GLVIA3. This is focussed on the significance of visual impact based on the factors of sensitivity of the Precinct and visual catchment to the nature of change proposed and the magnitude of the nature of change proposed.

To assist in providing a level of consistency to the assessment of sensitivity, magnitude and significance, the VIA uses a series of matrix tables. The following table identifies the considerations that inform the factors of sensitivity magnitude.

Table 6 Factors of sensitivity and magnitude

Sensitivity	Magnitude
• Cultural and social value of the view • The prevailing type of people ordinarily exposed to the view • The prevailing number of people ordinarily exposed to the view	• Scale of change (eg, compatibility with existing visual character) • Geographical extent of the area influenced • Duration and / or reversibility of the change

No pre-determined weighting is given to each factor. Rather, where one factor strongly influences the assessment, weighting is be discussed in the context of a particular view.

Significance is expressed in terms of how the project may ordinarily be perceived by people on a five-point qualitative scale:

- negligible significance of impact
- low significance of impact
- moderate significance of impact
- high significance of impact
- major significance of impact.

There is no pre-determined definition of what the difference between each of these findings. Rather, as has been noted, it is inherently subjective and varied according to the nature of each view. In this regard the GLVIA3 makes the following observation:

'There are no hard and fast rules about what makes a significant effect, and there cannot be a standard approach since circumstances vary with the location and context and with the type of project. In making a judgement about the significance of visual effects the following points should be noted:

- Effects on people who are particularly sensitive to changes in views and visual amenity are more likely to be significant
- Effects on people at recognised and important viewpoints or from recognised scenic routes are more likely to be significant
- Large-scale changes which introduce new, non-characteristic or discordant or intrusive elements into the view are more likely to be significant than small changes or changes involving features already present within the view'.

6.4 Consistency with the planning framework

Determination of significance does not automatically equate to unacceptability. Rather, acceptability is determined by consistency with relevant parts of the applicable planning framework.

The planning framework is the appropriate reference for this judgement as it represents the policy position of the NSW Government, and in the case of local planning instruments that of council, on relevant matters.

6.5 Assumptions, limitations and exclusions

In addition to any others expressed in the relevant part of this VIA, the following key assumptions, limitations and exclusions apply to this VIA:

- it is assumed that all inputs from other parties are accurate
- although the proposed BTR development is not for strata titled residential uses, given it is part of a larger precinct of residential buildings, for the purposes of the magnitude assessment the proposal is considered to be ongoing and irreversible
- to enable a focus on assessment of scale and form, architectural and landscaping detail has not been included in the photomontages
- as with all VIA, there is considerable interplay between planning, design and visual impact matters. As such, while the VIA touches on matters such as character, size and scale, due regard should be given to other relevant documents for full address of these matters
- while photomontages provide an indication of likely future visual environment, they can only provide an approximation of the rich visual experience enabled by the human eye. As they are based on photographs, the same limitations that apply to photography, including optical distortion, apply (refer to Attachment A for further detail)
- detailed consideration of heritage, including impact on values and significance, is excluded
- consideration of impact on Aboriginal cultural heritage values associations is excluded. This is only appropriately undertaken by a member or member or qualified representative of the Aboriginal community
- consideration of night-time impact, including lighting, is excluded.

7.0 Visual analysis

7.1 The visual catchment

The visual catchment is the area of the public domain from which the project may ordinarily be seen by people, either in totality or in part, and as such has a visual connection with the site.

The extent of the visual catchment is influenced by an interplay of a number of factors including topography, public domain, buildings and structures, and vegetation.

The visual catchment generally extends to:

- **north:** Pacific Highway – generally the intersection with Centennial Ave, Garden of Remembrance located within the Chatswood CBD and Chatswood Park Oval
- **south:** Pacific Highway – generally the intersection of Norton Lane and Artarmon Train Station. Distant views from Observatory Hill are also considered within a broader distant visual catchment
- **east:** local residential areas
- **west:** local residential areas

7.2 Primary visual catchment

The visual catchment includes three viewing ranges, being close range, medium range, and long range. The nature and extent of visibility changes with these ranges. As a consequence, what is important to VIA also changes.

Due to the typically greater impact of proposals, the close range and medium range visual catchment is of most interest to and is the focus of this VIA. For the purposes of this VIA, this is referred to as the 'primary visual catchment'.

The primary visual catchment is the part of the visual catchment from which the project is likely to be most visible, and by association likely have the greatest visual impact.

The primary visual catchment generally consists of:

- Pacific Highway
- North Shore Line
- Surrounding residential areas
- East-west local streets within the surrounding area
- Key open spaces within the surrounding area

7.3 Pattern of viewing

The way in which people (visual receptors) typically experience the visual catchment is called the 'pattern of viewing'.

Views can typically be seen at closer or longer range. There are not universal standards as to what constitutes the numerical boundaries between these ranges. Rather, they are relative to each other.

It is considered that the pattern of viewing for the project is generally as follows:

- residents located in the surrounding residential areas
- travellers on the major transport routes in particular Pacific Highway
- travellers on local road network
- people engaged in active and passive outdoor recreation in locations such as Chatswood Park Oval and Garden of Remembrance
- people visiting Observatory Hill Park lookout in Sydney

7.4 Viewpoints

The nature and extent of visual impact changes with a person's location in the landscape (viewpoint) based on factors such as direction, distance, angle, and duration of visibility (eg, static or moving).

As there is a near infinite number of viewpoints, a selection of viewpoints to form the basis of the VIA is required. In this regard, the GLVIA3 provides the following guidance:

- 'The viewpoints used need to cover as wide a range of situations as is possible, reasonable and necessary to cover the likely significant effects. It is not possible to give specific guidance on the appropriate number of viewpoints since this depends on the context, the nature of the project and the range and location of visual receptors. The emphasis must always be on proportionality in relation to the scale and nature of the project and its likely significant effects.'

As can be seen, the focus is on achieving a balance between adequacy of coverage and reasonableness.

Informed by this the following table identifies the viewpoints that have been selected for assessment as part of this VIA, including the reason for this selection.

Table 7 Viewpoints

Ref	Location	Target	Reason
1	Chatswood Park Oval	The proposed BTR	Assess impact on visual amenity of key open space and recreation located within close proximity to the site.
2	Artarmon Train Station (Hampden Rd)	The proposed BTR	Assess impact on the character of key transport routes that are highly frequented and located within close proximity to the site in the form of the Artarmon Train Station Assess impact on the visual character of the streetscape along Hampden Road
3	Mowbray Road West (bus stop)	The proposed BTR	Representative view to assess impact on surrounding residential area to the west
4	Mowbray Road (Intersection of Claude St)	The proposed BTR	Representative view to assess impact on surrounding residential area to the west

Ref	Location	Target	Reason
5	Intersection Pacific Hwy and Centennial Ave	The proposed BTR	Assess impact on the visual character of key transport routes that are highly frequented and located within close proximity to the site
6	Centennial Ave	The proposed BTR	Representative view to assess impact on surrounding residential area to the north
7	Pacific Hwy (Intersection of Norton Lane)	The proposed BTR	Assess impact on the visual character of key transport routes that are highly frequented and located within close proximity to the site
8	Garden of Remembrance	The proposed BTR	Assess impact on visual amenity of key open space and recreation located within close proximity to the site
9	Observatory Hill Park	The proposed BTR	Assess impact on visual amenity/city silhouette from distant prominent landmark in Sydney





Figure 6 Key public viewpoints

Source: NearMap and Colliers Urban Planning (2025)

8.0 Visual impact assessment

This VIA focuses on the proposed BTR development at the Chatswood Dive site.

Consideration has also been given to the proposed BTR development in context to the proposed overall concept masterplan of the broader Chatswood Dive site and associated developments and the multiple approved Development Applications (DA's) north of the site located along Pacific Highway, Nelson Street and Gordon Avenue ranging from 86-110m approx.

8.1 Viewpoint 1: Chatswood Park Oval

Table 8 Viewpoint 1: Chatswood Park Oval

Parameter	Description
View target	The proposed BTR
Direction of view	South-west
Range	Medium
Distance (approx.) relative to site	360m
Elevation relative to site	Level

8.1.1 Existing View



Figure 7 Viewpoint 1: Chatswood Park Oval

Source: Virtual Ideas

Description of the view

- The foreground consists of grassed open space.
- The midground consists of a mix of substantial canopy trees and vegetation, planted around the perimeter of the recreational open space, in addition to various low scale, open sporting pavilions and a transmission tower.
- The background consists of sky – noting the transmission tower penetrates the sky.

8.1.2 Sensitivity

The following table assesses the sensitivity of the viewpoint to the nature of change proposed. The viewpoint is considered to have a **medium** sensitivity of the viewpoint to the nature of change proposed.

Table 9 Viewpoint 1: Chatswood Park Oval – sensitivity to the change proposed

Factor	Level of sensitivity
Receptor Type	Low-medium
Number of People	Medium
Social and cultural value of the view	Medium
Visual Characteristics	Low-medium

Factor	Level of sensitivity
	Sensitivity: Medium

8.1.3 Proposed View



Figure 8 Viewpoint 1: Chatswood Park Oval – Proposed view

Source: Virtual Ideas

8.1.4 Proposed view including indicative surrounding building heights



Figure 9 Viewpoint 1: Chatswood Park Oval – Proposed view including indicative surrounding building heights

Source: Virtual Ideas

Note: The above yellow building forms represent the indicative surrounding building heights of the proposed overall concept masterplan of the broader Chatswood Dive site and the surrounding approved Development Approvals (DA's).

Note: although considered in the broader strategic context, the following assessment of visual impact has been undertaken on the proposed BTR building only (shown as the detailed grey building in each montage).

- The BTR building is visible through and above the existing vegetation but does not penetrate the existing canopy line.
- Considered within context of the surrounding proposed built form and approved DA's, the BTR building sits within a cluster of high-rise towers, that are approximate to the height of the existing telecommunications tower.

8.1.5 Magnitude

The following table assesses the magnitude of the nature of change proposed. The project is considered to have a **considerable** magnitude of change.

Table 10 Viewpoint 1: Chatswood Park Oval – Magnitude of the nature of change proposed

		Duration and reversibility			
		Ongoing and irreversible	Ongoing capable of being reversed	Limited life (5 – 10 years)	Limited life (< 5 years)
Size and scale of change	Major change over wide area	Dominant	Considerable	Considerable	Noticeable
	Major change over restricted area, or Moderate change over wide area	Considerable	Considerable	Noticeable	Noticeable
	Moderate change over restricted area; or Minor change over a wide area	Considerable	Noticeable	Noticeable	Perceptible
	Minor change over a restricted area; or Insignificant change	Perceptible	Perceptible	Perceptible	Imperceptible
	Imperceptible change	Imperceptible	Imperceptible	Imperceptible	Imperceptible

8.1.6 Significance

The following table assesses the significance of the nature of change proposed. Overall, the project is considered to have a **moderate** significance of visual impact.

Table 11 Viewpoint 1: Chatswood Park Oval – Significance of the nature of change proposed

		Magnitude				
		Dominant	Considerable	Noticeable	Perceptible	Imperceptible
Sensitivity	High	Major	High	Moderate	Low	Negligible
	Medium	High	Moderate	Low	Low	Negligible
	Low	Moderate	Low	Low	Negligible	Negligible
	Negligible	Low	Low	Negligible	Negligible	Negligible

8.2 Viewpoint 2: Artarmon Train Station (Hampden Road)

Table 12 Viewpoint 2: Artarmon Train Station (Hampden Road)

Parameter	Description
View target	The proposed BTR
Direction of view	North-west
Range	Long
Distance (approx.) relative to site	580m
Elevation relative to site	Level

8.2.1 Existing View



Figure 10 Viewpoint 2: Artarmon Train Station (Hampden Road)

Source: Virtual Ideas

Description of the view

- The foreground consists of the Hampden Road road reserve, entrance to the Artarmon train station, commercial built form of a consistent two-storey building height featuring awnings over the south-western footpath, intermittent street trees and various urban infrastructure elements including, lightpoles, traffic lights, utility poles and wires and street furniture.
- The midground consists of a street trees and vegetation, urban infrastructure and urban infrastructure as noted above.
- The background consists of a large telecommunications tower and sky.

8.2.2 Sensitivity

The following table assesses the sensitivity of the viewpoint to the nature of change proposed. The viewpoint is considered to have a **medium** sensitivity of the viewpoint to the nature of change proposed.

Table 13 Viewpoint 2: Artarmon Train Station (Hampden Road)– sensitivity to the change proposed

Factor	Level of sensitivity
Receptor Type	Low-medium
Number of People	High
Social and cultural value of the view	Low
Visual Characteristics	Low
Sensitivity:	Medium

8.2.3 Proposed View



Figure 11 Viewpoint 2: Artarmon Train Station (Hampden Road) – Proposed view

Source: Virtual Ideas

8.2.4 Proposed view including indicative surrounding building heights



Figure 12 Viewpoint 2: Artarmon Train Station (Hampden Road) – Proposed view including indicative surrounding building heights

Source: Virtual Ideas

Note: The above yellow building forms represent the indicative surrounding building heights of the proposed overall concept masterplan of the broader Chatswood Dive site and the surrounding approved Development Approvals (DA's).

Note: although considered in the broader strategic context, the following assessment of visual impact has been undertaken on the proposed BTR building only (shown as the detailed grey building in each montage).

- A small portion of the top of the BTR building is visible above the existing vegetation in the midground and is visually consistent with the existing urban context of this view.
- Considered within context of proposed built form and approved DA's, the BTR building sits within a cluster of high-rise towers, that are visible in the background behind exiting urban visual clutter including the telecommunications tower.

8.2.5 Magnitude

The following table assesses the magnitude of the nature of change proposed. The project is considered to have a **perceptible** magnitude of change.

Table 14 Viewpoint 2: Artarmon Train Station (Hampden Road) – Magnitude of the nature of change proposed

		Duration and reversibility			
		Ongoing and irreversible	Ongoing capable of being reversed	Limited life (5 – 10 years)	Limited life (< 5 years)
Size and scale of change	Major change over wide area	Dominant	Considerable	Considerable	Noticeable
	Major change over restricted area, or Moderate change over wide area	Considerable	Considerable	Noticeable	Noticeable
	Moderate change over restricted area; or Minor change over a wide area	Considerable	Noticeable	Noticeable	Perceptible
	Minor change over a restricted area; or Insignificant change	Perceptible	Perceptible	Perceptible	Imperceptible
	Imperceptible change	Imperceptible	Imperceptible	Imperceptible	Imperceptible

8.2.6 Significance

The following table assesses the significance of the nature of change proposed. Overall, the project is considered to have a **low** significance of visual impact.

Table 15 Viewpoint 2: Artarmon Train Station (Hampden Road) – Significance of the nature of change proposed

		Magnitude				
		Dominant	Considerable	Noticeable	Perceptible	Imperceptible
Sensitivity	High	Major	High	Moderate	Low	Negligible
	Medium	High	Moderate	Low	Low	Negligible
	Low	Moderate	Low	Low	Negligible	Negligible
	Negligible	Low	Low	Negligible	Negligible	Negligible

8.3 Viewpoint 3: Mowbray Road West (bus stop)

Table 16 Viewpoint 3: Mowbray Road West (bus stop)

Parameter	Description
View target	The proposed BTR
Direction of view	East
Range	Medium
Distance (approx.) relative to site	390m
Elevation relative to site	Level - elevated

8.3.1 Existing View



Figure 13 Viewpoint 3: Mowbray Road West (bus stop)

Source: Virtual Ideas

Description of the view

- The foreground consists of a local road reserve with nature strips on either side, featuring intermittent vegetation and trees, footpaths along both sides, a bus stop and a utility pole and overhead electrical wires. Residential front boundary fencing and vegetation and trees in the private realm is also prominent in the foreground.
- The midground consists of intermittent street trees and vegetation, with low to medium scale residential building forms visible through and above the existing vegetation. The large telecommunications tower penetrates the sky above the existing streetscape vegetation.
- The background consists of sky, penetrated by overhead electrical wires.

8.3.2 Sensitivity

The following table assesses the sensitivity of the viewpoint to the nature of change proposed. The viewpoint is considered to have a **medium** sensitivity of the viewpoint to the nature of change proposed.

Table 17 Viewpoint 3: Mowbray Road West (bus stop)– sensitivity to the change proposed

Factor	Level of sensitivity
Receptor Type	Medium
Number of People	Medium
Social and cultural value of the view	Medium
Visual Characteristics	Low-medium
Sensitivity:	Medium

8.3.3 Proposed View



Figure 14 Viewpoint 3: Mowbray Road West (bus stop) – Proposed view

Source: Virtual Ideas

Note: The above red dashed line indicates the outline of the proposed BTR development.

8.3.4 Proposed view including indicative surrounding building heights



Figure 15 Viewpoint 3: Mowbray Road West (bus stop) – Proposed view including indicative surrounding building heights

Source: Virtual Ideas

Note: The above red dashed line indicates the outline of the proposed BTR development.

Note: The above yellow building forms represent the indicative surrounding building heights of the proposed overall concept masterplan of the broader Chatswood Dive site and the surrounding approved Development Approvals (DA's).

Note: although considered in the broader strategic context, the following assessment of visual impact has been undertaken on the proposed BTR building only (shown as the detailed grey building in each montage).

- Although the proposed BTR building is not visible from this viewpoint, as it is visually screened by existing built form and vegetation along Mowbray Road, it may be visible from other points along the streetscape.
- When considered within the broader future context, the proposed BTR would predominantly be visually obscured by proposed future built form.

8.3.5 Magnitude

The following table assesses the magnitude of the nature of change proposed. The project is considered to have a **considerable** magnitude of change.

Table 18 Viewpoint 3: Mowbray Road West (bus stop) – Magnitude of the nature of change proposed

		Duration and reversibility			
		Ongoing and irreversible	Ongoing capable of being reversed	Limited life (5 – 10 years)	Limited life (< 5 years)
Size and scale of change	Major change over wide area	Dominant	Considerable	Considerable	Noticeable
	Major change over restricted area, or Moderate change over wide area	Considerable	Considerable	Noticeable	Noticeable
	Moderate change over restricted area; or Minor change over a wide area	Considerable	Noticeable	Noticeable	Perceptible
	Minor change over a restricted area; or Insignificant change	Perceptible	Perceptible	Perceptible	Imperceptible
	Imperceptible change	Imperceptible	Imperceptible	Imperceptible	Imperceptible

8.3.6 Significance

The following table assesses the significance of the nature of change proposed. Overall, the project is considered to have a **moderate** significance of visual impact.

Table 19 Viewpoint 3: Mowbray Road West (bus stop) – Significance of the nature of change proposed

		Magnitude				
		Dominant	Considerable	Noticeable	Perceptible	Imperceptible
Sensitivity	High	Major	High	Moderate	Low	Negligible
	Medium	High	Moderate	Low	Low	Negligible
	Low	Moderate	Low	Low	Negligible	Negligible
	Negligible	Low	Low	Negligible	Negligible	Negligible

8.4 Viewpoint 4: Mowbray Road (Intersection of Claude St)

Table 20 Viewpoint 4: Mowbray Road (Intersection of Claude St)

Parameter	Description
View target	The proposed BTR
Direction of view	West
Range	Medium-long
Distance (approx.) relative to site	640m
Elevation relative to site	Level - elevated

8.4.1 Existing View



Figure 16 Viewpoint 4: Mowbray Road (Intersection of Claude St)

Source: Virtual Ideas

Description of the view

- The foreground consists of a local road reserve with nature strips on either side, featuring intermittent vegetation and trees, footpaths along both sides, utility poles and overhead wires and front boundary fencing and planting along property frontages.
- The midground consists of low scale residential dwellings sited within varying landscaped settings, along with utility poles and infrastructure. Large trees, utility poles, power lines and the large telecommunications tower penetrate views of the sky along the streetscape.
- The background consists of sky.

8.4.2 Sensitivity

The following table assesses the sensitivity of the viewpoint to the nature of change proposed. The viewpoint is considered to have a **medium** sensitivity of the viewpoint to the nature of change proposed.

Table 21 Viewpoint 4: Mowbray Road (Intersection of Claude St) – sensitivity to the change proposed

Factor	Level of sensitivity
Receptor Type	Medium
Number of People	Medium
Social and cultural value of the view	Medium
Visual Characteristics	Low-medium
Sensitivity:	Medium

8.4.3 Proposed View



Figure 17 Viewpoint 4: Mowbray Road (Intersection of Claude St) – Proposed view

Source: Virtual Ideas

Note: The above red dashed line indicates the outline of the proposed BTR development.

8.4.4 Proposed view including indicative surrounding building heights



Figure 18 Viewpoint 4: Mowbray Road (Intersection of Claude St) – Proposed view including indicative surrounding building heights

Source: Virtual Ideas

Note: The above red dashed line indicates the outline of the proposed BTR development.

Note: The above yellow building forms represent the indicative surrounding building heights of the proposed overall concept masterplan of the broader Chatswood Dive site and the surrounding approved Development Approvals (DA's).

Note: although considered in the broader strategic context, the following assessment of visual impact has been undertaken on the proposed BTR building only (shown as the detailed grey building in each montage).

- Although the proposed BTR building is not visible from this viewpoint, as it is visually screened by existing built form and vegetation along Mowbray Road, it may be visible from other points along the streetscape.
- Considered within context of proposed built form and approved DA's, the BTR building sits within a cluster of high-rise towers, that are visible in the background behind the exiting urban streetscape and are comparable in height to the telecommunications tower.

8.4.5 Magnitude

The following table assesses the magnitude of the nature of change proposed. The project is considered to have a **perceptible** magnitude of change.

Table 22 Viewpoint 4: Mowbray Road (Intersection of Claude St) – Magnitude of the nature of change proposed

		Duration and reversibility			
		Ongoing and irreversible	Ongoing capable of being reversed	Limited life (5 – 10 years)	Limited life (< 5 years)
Size and scale of change	Major change over wide area	Dominant	Considerable	Considerable	Noticeable
	Major change over restricted area, or Moderate change over wide area	Considerable	Considerable	Noticeable	Noticeable
	Moderate change over restricted area; or Minor change over a wide area	Considerable	Noticeable	Noticeable	Perceptible
	Minor change over a restricted area; or Insignificant change	Perceptible	Perceptible	Perceptible	Imperceptible
	Imperceptible change	Imperceptible	Imperceptible	Imperceptible	Imperceptible

8.4.6 Significance

The following table assesses the significance of the nature of change proposed. Overall, the project is considered to have a **low** significance of visual impact.

Table 23 Viewpoint 4: Mowbray Road (Intersection of Claude St) – Significance of the nature of change proposed

		Magnitude				
		Dominant	Considerable	Noticeable	Perceptible	Imperceptible
Sensitivity	High	Major	High	Moderate	Low	Negligible
	Medium	High	Moderate	Low	Low	Negligible
	Low	Moderate	Low	Low	Negligible	Negligible
	Negligible	Low	Low	Negligible	Negligible	Negligible

8.5 Viewpoint 5: Intersection Pacific Hwy and Centennial Ave

Table 24 Viewpoint 5: Intersection Pacific Hwy and Centennial Ave

Parameter	Description
View target	The proposed BTR
Direction of view	South
Range	Long
Distance (approx.) relative to site	1.1km
Elevation relative to site	Level

8.5.1 Existing View



Figure 19 Viewpoint 5: Intersection Pacific Hwy and Centennial Ave

Source: Virtual Ideas

Description of the view

- The foreground consists of the Pacific Highway road reserve including footpath, commercial built form built to boundary and various urban infrastructure elements including traffic lights and signage.
- The midground consists of medium to high rise development and intermittent street trees.
- The background consists of the large telecommunications tower penetrating the sky.
- The backdrop consists of sky.

8.5.2 Sensitivity

The following table assesses the sensitivity of the viewpoint to the nature of change proposed. The viewpoint is considered to have a **low** sensitivity of the viewpoint to the nature of change proposed.

Table 25 Viewpoint 5: Intersection Pacific Hwy and Centennial Ave – sensitivity to the change proposed

Factor	Level of sensitivity
Receptor Type	Low
Number of People	High
Social and cultural value of the view	Low
Visual Characteristics	Low
Sensitivity:	Low

8.5.3 Proposed View



Figure 20 Viewpoint 5: Intersection Pacific Hwy and Centennial Ave – Proposed view

Source: Virtual Ideas

8.5.4 Proposed view including indicative surrounding building heights



Figure 21 Viewpoint 5: Intersection Pacific Hwy and Centennial Ave – Proposed view including indicative surrounding building heights

Source: Virtual Ideas

Note: The above yellow building forms represent the indicative surrounding building heights of the proposed overall concept masterplan of the broader Chatswood Dive site and the surrounding approved Development Approvals (DA's).

Note: although considered in the broader strategic context, the following assessment of visual impact has been undertaken on the proposed BTR building only (shown as the detailed grey building in each montage).

- The proposed BTR building is visually consistent with the urban context of this view, and is partially screened by existing mid-high rise development and vegetation.
- Considered within context of the proposed built form and approved DA's, the BTR building sits within a cluster of high-rise towers, that are visible in the background behind the exiting urban streetscape and are comparable in height to the telecommunications tower.

8.5.5 Magnitude

The following table assesses the magnitude of the nature of change proposed. The project is considered to have a **considerable** magnitude of change.

Table 26 Viewpoint 5: Intersection Pacific Hwy and Centennial Ave – Magnitude of the nature of change proposed

		Duration and reversibility			
		Ongoing and irreversible	Ongoing capable of being reversed	Limited life (5 – 10 years)	Limited life (< 5 years)
Size and scale of change	Major change over wide area	Dominant	Considerable	Considerable	Noticeable
	Major change over restricted area, or Moderate change over wide area	Considerable	Considerable	Noticeable	Noticeable
	Moderate change over restricted area; or Minor change over a wide area	Considerable	Noticeable	Noticeable	Perceptible
	Minor change over a restricted area; or Insignificant change	Perceptible	Perceptible	Perceptible	Imperceptible
	Imperceptible change	Imperceptible	Imperceptible	Imperceptible	Imperceptible

8.5.6 Significance

The following table assesses the significance of the nature of change proposed. Overall, the project is considered to have a **low** significance of visual impact.

Table 27 Viewpoint 5: Intersection Pacific Hwy and Centennial Ave – Significance of the nature of change proposed

		Magnitude				
		Dominant	Considerable	Noticeable	Perceptible	Imperceptible
Sensitivity	High	Major	High	Moderate	Low	Negligible
	Medium	High	Moderate	Low	Low	Negligible
	Low	Moderate	Low	Low	Negligible	Negligible
	Negligible	Low	Low	Negligible	Negligible	Negligible

8.6 Viewpoint 6: Centennial Ave

Table 28 Viewpoint 6: Centennial Ave

Parameter	Description
View target	The proposed BTR
Direction of view	South-east
Range	Long
Distance (approx.) relative to site	730m
Elevation relative to site	Level-elevated

8.6.1 Existing View



Figure 22 Viewpoint 6: Centennial Ave

Source: Virtual Ideas

Description of the view

- The foreground consists of the Centennial Avenue southern footpath, perimeter fencing and three storey built form associated with Chatswood High School.
- The midground consists of large canopy trees within the private realm and low scale built form.
- The background consists of built form, the large telecommunications tower and sky, visible through the vegetation.

8.6.2 Sensitivity

The following table assesses the sensitivity of the viewpoint to the nature of change proposed. The viewpoint is considered to have a **medium** sensitivity of the viewpoint to the nature of change proposed.

Table 29 Viewpoint 6: Centennial Ave – sensitivity to the change proposed

Factor	Level of sensitivity
Receptor Type	Low-medium
Number of People	Medium
Social and cultural value of the view	Low
Visual Characteristics	Low
Sensitivity:	Medium

8.6.3 Proposed View



Figure 23 Viewpoint 6: Centennial Ave – Proposed view

Source: Virtual Ideas

8.6.4 Proposed view including indicative surrounding building heights



Figure 24 Viewpoint 6: Centennial Ave – Proposed view including indicative surrounding building heights

Source: Virtual Ideas

Note: The above yellow building forms represent the indicative surrounding building heights of the proposed overall concept masterplan of the broader Chatswood Dive site and the surrounding approved Development Approvals (DA's).

Note: although considered in the broader strategic context, the following assessment of visual impact has been undertaken on the proposed BTR building only (shown as the detailed grey building in each montage).

- Existing streetscape vegetation and foreground built form predominantly visually screen the proposed BTR building, however, upper portions are visible through midground vegetation.
- Considered within context of the proposed built form and approved DA's, the proposed BTR building sits within a cluster of high-rise towers, that are visible in the background behind the exiting built form and vegetation within the school perimeter.

8.6.5 Magnitude

The following table assesses the magnitude of the nature of change proposed. The project is considered to have a **perceptible** magnitude of change.

Table 30 Viewpoint 6: Centennial Ave – Magnitude of the nature of change proposed

		Duration and reversibility			
		Ongoing and irreversible	Ongoing capable of being reversed	Limited life (5 – 10 years)	Limited life (< 5 years)
Size and scale of change	Major change over wide area	Dominant	Considerable	Considerable	Noticeable
	Major change over restricted area, or Moderate change over wide area	Considerable	Considerable	Noticeable	Noticeable
	Moderate change over restricted area; or Minor change over a wide area	Considerable	Noticeable	Noticeable	Perceptible
	Minor change over a restricted area; or Insignificant change	Perceptible	Perceptible	Perceptible	Imperceptible
	Imperceptible change	Imperceptible	Imperceptible	Imperceptible	Imperceptible

8.6.6 Significance

The following table assesses the significance of the nature of change proposed. Overall, the project is considered to have a **low** significance of visual impact.

Table 31 Viewpoint 6: Centennial Ave – Significance of the nature of change proposed

		Magnitude				
		Dominant	Considerable	Noticeable	Perceptible	Imperceptible
Sensitivity	High	Major	High	Moderate	Low	Negligible
	Medium	High	Moderate	Low	Low	Negligible
	Low	Moderate	Low	Low	Negligible	Negligible
	Negligible	Low	Low	Negligible	Negligible	Negligible

8.7 Viewpoint 7: Pacific Highway (intersection of Norton Lane)

Table 32 Viewpoint 7: Pacific Highway (intersection of Norton Lane)

Parameter	Description
View target	The proposed BTR
Direction of view	North-east
Range	Medium- long
Distance (approx.) relative to site	520m
Elevation relative to site	Level

8.7.1 Existing View



Figure 25 Viewpoint 7: Pacific Highway (intersection of Norton Lane)

Source: Virtual Ideas

Description of the view

- The foreground consists of the Pacific Highway road reserve including footpath, commercial built form built to boundary and various urban infrastructure elements including traffic lights, utility poles and overhead wires and signage.
- The midground consists of commercial built form and on site car parking, large street trees with medium-high rise built form visible through the vegetation and the large telecommunications tower penetrating the sky.
- The background consists of sky.

8.7.2 Sensitivity

The following table assesses the sensitivity of the viewpoint to the nature of change proposed. The viewpoint is considered to have a **low** sensitivity of the viewpoint to the nature of change proposed.

Table 33 Viewpoint 7: Pacific Highway (intersection of Norton Lane)

Factor	Level of sensitivity
Receptor Type	Low
Number of People	High
Social and cultural value of the view	Low
Visual Characteristics	Low
Sensitivity:	Low

8.7.3 Proposed View



Figure 26 Viewpoint 7: Pacific Highway (intersection of Norton Lane) – Proposed view

Source: Virtual Ideas

Note: The above red dashed line indicates the outline of the proposed BTR development.

8.7.4 Proposed view including indicative surrounding building heights



Figure 27 Viewpoint 7: Pacific Highway (intersection of Norton Lane) – Proposed view including indicative surrounding building heights

Source: Virtual Ideas

Note: The above red dashed line indicates the outline of the proposed BTR development.

Note: The above yellow building forms represent the indicative surrounding building heights of the proposed overall concept masterplan of the broader Chatswood Dive site and the surrounding approved Development Approvals (DA's).

Note: although considered in the broader strategic context, the following assessment of visual impact has been undertaken on the proposed BTR building only (shown as the detailed grey building in each montage).

- Although the proposed BTR building is not visible from this viewpoint, as it is visually screened by existing built form and vegetation along the Pacific Highway, it may be visible from other points along the streetscape.
- When considered within the broader future context, the proposed BTR would predominantly be visually obscured as it is sited behind the other proposed built form.

8.7.5 Magnitude

The following table assesses the magnitude of the nature of change proposed. The project is considered to have a **perceptible** magnitude of change.

Table 34 Viewpoint 7: Pacific Highway (intersection of Norton Lane) – Magnitude of the nature of change proposed

		Duration and reversibility			
		Ongoing and irreversible	Ongoing capable of being reversed	Limited life (5 – 10 years)	Limited life (< 5 years)
Size and scale of change	Major change over wide area	Dominant	Considerable	Considerable	Noticeable
	Major change over restricted area, or Moderate change over wide area	Considerable	Considerable	Noticeable	Noticeable
	Moderate change over restricted area; or Minor change over a wide area	Considerable	Noticeable	Noticeable	Perceptible
	Minor change over a restricted area; or Insignificant change	Perceptible	Perceptible	Perceptible	Imperceptible
	Imperceptible change	Imperceptible	Imperceptible	Imperceptible	Imperceptible

8.7.6 Significance

The following table assesses the significance of the nature of change proposed. Overall, the project is considered to have a **negligible** significance of visual impact.

Table 35 Viewpoint 7: Pacific Highway (intersection of Norton Lane) – Significance of the nature of change proposed

		Magnitude				
		Dominant	Considerable	Noticeable	Perceptible	Imperceptible
Sensitivity	High	Major	High	Moderate	Low	Negligible
	Medium	High	Moderate	Low	Low	Negligible
	Low	Moderate	Low	Low	Negligible	Negligible
	Negligible	Low	Low	Negligible	Negligible	Negligible

8.8 Viewpoint 8: Garden of Remembrance

Table 36 Viewpoint 8: Garden of Remembrance

Parameter	Description
View target	The proposed BTR
Direction of view	South-west
Range	Long
Distance (approx.) relative to site	580m
Elevation relative to site	Level

8.8.1 Existing View



Figure 28 Viewpoint 8: Garden of Remembrance

Source: Virtual Ideas

Description of the view

- The foreground consists of a formal garden/park setting including grassed open space, low lying vegetation and footpaths.
- The midground consists of large trees and the Chatswood train station elevated trainline/platform.
- The background consists of high rise buildings and sky.

8.8.2 Sensitivity

The following table assesses the sensitivity of the viewpoint to the nature of change proposed. The viewpoint is considered to have a **high** sensitivity of the viewpoint to the nature of change proposed.

Table 37 Viewpoint 8: Garden of Remembrance

Factor	Level of sensitivity
Receptor Type	Medium – High
Number of People	Medium-High
Social and cultural value of the view	High
Visual Characteristics	Low-Medium
Sensitivity:	High

8.8.3 Proposed View



Figure 29 Viewpoint 8: Garden of Remembrance – Proposed view

Source: Virtual Ideas

Note: The above red dashed line indicates the outline of the proposed BTR development.

8.8.4 Proposed view including indicative surrounding building heights



Figure 30 Viewpoint 8: Garden of Remembrance – Proposed view including indicative surrounding building heights

Source: Virtual Ideas

Note: The above red dashed line indicates the outline of the proposed BTR development.

Note: The above yellow building forms represent the indicative surrounding building heights of the proposed overall concept masterplan of the broader Chatswood Dive site and the surrounding approved Development Approvals (DA's).

Note: although considered in the broader strategic context, the following assessment of visual impact has been undertaken on the proposed BTR building only (shown as the detailed grey building in each montage).

- The proposed BTR building is not visible from this viewpoint, as it is visually screened by large canopy trees and vegetation within the Garden of Remembrance.

8.8.5 Magnitude

The following table assesses the magnitude of the nature of change proposed. The project is considered to have an **imperceptible** magnitude of change.

Table 38 Viewpoint 8: Garden of Remembrance – Magnitude of the nature of change proposed

		Duration and reversibility			
		Ongoing and irreversible	Ongoing capable of being reversed	Limited life (5 – 10 years)	Limited life (< 5 years)
Size and scale	Major change over wide area	Dominant	Considerable	Considerable	Noticeable

		Duration and reversibility			
		Ongoing and irreversible	Ongoing capable of being reversed	Limited life (5 – 10 years)	Limited life (< 5 years)
	Major change over restricted area, or Moderate change over wide area	Considerable	Considerable	Noticeable	Noticeable
	Moderate change over restricted area; or Minor change over a wide area	Considerable	Noticeable	Noticeable	Perceptible
	Minor change over a restricted area; or Insignificant change	Perceptible	Perceptible	Perceptible	Imperceptible
	Imperceptible change	Imperceptible	Imperceptible	Imperceptible	Imperceptible

8.8.6 Significance

The following table assesses the significance of the nature of change proposed. Overall, the project is considered to have a **negligible** significance of visual impact.

Table 39 Viewpoint 8: Garden of Remembrance – Significance of the nature of change proposed

		Magnitude				
		Dominant	Considerable	Noticeable	Perceptible	Imperceptible
Sensitivity	High	Major	High	Moderate	Low	Negligible
	Medium	High	Moderate	Low	Low	Negligible
	Low	Moderate	Low	Low	Negligible	Negligible
	Negligible	Low	Low	Negligible	Negligible	Negligible

8.9 Viewpoint 9: Observatory Hill Park

Table 40 Viewpoint 9: Observatory Hill Park

Parameter	Description
View target	The proposed BTR
Direction of view	North
Range	Long distance
Distance (approx.) relative to site	6.4km
Elevation relative to site	-

8.9.1 Existing View



Figure 31 Viewpoint 9: Observatory Hill Park

Source: Virtual Ideas

Description of the view

- The foreground consists of the Observatory Hill rotunda.
- The midground consists of large canopy trees, Walsh Bay and associated piers and infrastructure.
- The background consists of Balls Head Bay and heads, MacMahons Point, high rise buildings within North Sydney, high rise towers located within the Chatswood CBD and telecommunications towers, including the tower located in Chatswood.
- The backdrop consists of sky.

8.9.2 Sensitivity

The following table assesses the sensitivity of the viewpoint to the nature of change proposed. The viewpoint is considered to have a **high** sensitivity of the viewpoint to the nature of change proposed.

Table 41 Viewpoint 9: Observatory Hill Park

Factor	Level of sensitivity
Receptor Type	High
Number of People	Medium-High
Social and cultural value of the view	High
Visual Characteristics	High
Sensitivity:	High

8.9.3 Proposed View



Figure 32 Viewpoint 9: Observatory Hill Park – Proposed view

Source: Virtual Ideas

8.9.4 Proposed view including indicative surrounding building heights



Figure 33 Viewpoint 9: Observatory Hill Park – Proposed view including indicative surrounding building heights

Source: Virtual Ideas

Note: The above yellow building forms represent the indicative surrounding building heights of the proposed overall concept masterplan of the broader Chatswood Dive site and the surrounding approved Development Approvals (DA's).

Note: although considered in the broader strategic context, the following assessment of visual impact has been undertaken on the proposed BTR building only (shown as the detailed grey building in each montage).

- The proposed BTR building is visible as a distant silhouette in this view. The proposed BTR building is of a visually consistent scale and form with existing built form visible to the east.
- Considered within context of the proposed built form and approved DA's, the BTR building sits within a cluster of high-rise towers, that are visible in the distance and sit below the height of the telecommunications towers.

8.9.5 Magnitude

The following table assesses the magnitude of the nature of change proposed. The project is considered to have a **perceptible** magnitude of change.

Table 42 Viewpoint 9: Observatory Hill Park – Magnitude of the nature of change proposed

		Duration and reversibility			
		Ongoing and irreversible	Ongoing capable of being reversed	Limited life (5 – 10 years)	Limited life (< 5 years)
Size and scal	Major change over wide area	Dominant	Considerable	Considerable	Noticeable

		Duration and reversibility			
		Ongoing and irreversible	Ongoing capable of being reversed	Limited life (5 – 10 years)	Limited life (< 5 years)
	Major change over restricted area, or Moderate change over wide area	Considerable	Considerable	Noticeable	Noticeable
	Moderate change over restricted area; or Minor change over a wide area	Considerable	Noticeable	Noticeable	Perceptible
	Minor change over a restricted area; or Insignificant change	Perceptible	Perceptible	Perceptible	Imperceptible
	Imperceptible change	Imperceptible	Imperceptible	Imperceptible	Imperceptible

8.9.6 Significance

The following table assesses the significance of the nature of change proposed. Overall, the project is considered to have a **low** significance of visual impact.

Table 43 Viewpoint 9: Observatory Hill Park – Significance of the nature of change proposed

		Magnitude				
		Dominant	Considerable	Noticeable	Perceptible	Imperceptible
Sensitivity	High	Major	High	Moderate	Low	Negligible
	Medium	High	Moderate	Low	Low	Negligible
	Low	Moderate	Low	Low	Negligible	Negligible
	Negligible	Low	Low	Negligible	Negligible	Negligible

9.0 Findings

Table 44 Consolidated photos and photomontages

Photo of existing view	Photomontage of proposed view	Proposed view including indicative surrounding building heights of approved DA's
 Viewpoint 1: Chatswood Park Oval – existing view	 Viewpoint 1: Chatswood Park Oval – proposed view	 Viewpoint 1: Chatswood Park Oval – Proposed view including indicative surrounding building heights of approved DA's
 Viewpoint 2: Artarmon Train Station – existing view	 Viewpoint 2: Artarmon Train Station – proposed view	 Viewpoint 2: Artarmon Train Station – Proposed view including indicative surrounding building heights of approved DA's
 Viewpoint 3: Mowbray Road West (bus stop) – existing view	 Viewpoint 3: Mowbray Road West (bus stop) – proposed view	 Viewpoint 3: Mowbray Road West (bus stop) – Proposed view including indicative surrounding building heights of approved DA's

Photo of existing view	Photomontage of proposed view	Proposed view including indicative surrounding building heights of approved DA's
 Viewpoint 4: Mowbray Road (Intersection of Claude St) – existing view	 Viewpoint 4: Mowbray Road (Intersection of Claude St) – proposed view	 Viewpoint 4: Mowbray Road (Intersection of Claude St) – Proposed view including indicative surrounding building heights of approved DA's
 Viewpoint 5: Intersection Pacific Hwy and Centennial Ave – existing view	 Viewpoint 5: Intersection Pacific Hwy and Centennial Ave – proposed view	 Viewpoint 5: Intersection Pacific Hwy and Centennial Ave – Proposed view including indicative surrounding building heights of approved DA's
 Viewpoint 6: Centennial Ave – existing view	 Viewpoint 6: Centennial Ave – proposed view	 Viewpoint 6: Centennial Ave – Proposed view including indicative surrounding building heights of approved DA's
 Viewpoint 7: Pacific Hwy (Intersection of Norton Lane) – existing view	 Viewpoint 7: Pacific Hwy (Intersection of Norton Lane) – proposed view	 Viewpoint 7: Pacific Hwy (Intersection of Norton Lane) – Proposed view including indicative surrounding building heights of approved DA's

Photo of existing view	Photomontage of proposed view	Proposed view including indicative surrounding building heights of approved DA's
 Viewpoint 8: Garden of Remembrance – existing view	 Viewpoint 8: Garden of Remembrance – proposed view	 Viewpoint 8: Garden of Remembrance – Proposed view including indicative surrounding building heights of approved DA's
 Viewpoint 9: Observatory Hill Park – existing view	 Viewpoint 9: Observatory Hill Park – proposed view	 Viewpoint 9: Observatory Hill Park – Proposed view including indicative surrounding building heights of approved DA's

Table 45 Findings of the VIA

Viewpoint	Sensitivity	Magnitude	Significance
Viewpoint 1: Chatswood Park Oval	Medium	Considerable	Moderate
Viewpoint 2: Artarmon Train Station	Medium	Perceptible	Low
Viewpoint 3: Mowbray Road West (bus stop)	Medium	Considerable	Moderate
Viewpoint 4: Mowbray Road (Intersection of Claude St)	Medium	Perceptible	Low
Viewpoint 5: Intersection Pacific Hwy and Centennial Ave	Low	Considerable	Low
Viewpoint 6: Centennial Ave	Medium	Perceptible	Low
Viewpoint 7: Pacific Hwy (Intersection of Norton Lane)	Low	Perceptible	Negligible
Viewpoint 8: Garden of Remembrance	High	Imperceptible	Negligible
Viewpoint 9: Observatory Hill Park	High	Perceptible	Low

10.0 Consideration of key issues

As noted previously, the below consideration of key issues focuses on the proposed BTR development, with consideration given to the future surrounding strategic context as necessary.

10.1 Context and urban form

The storey height of the proposed BTR is generally consistent with expectations for a large strategic site located within the expanded Chatswood CBD boundary as identified in the Chatswood CBD Planning and Urban Design Strategy 2036.

This building height allows the site to accommodate housing density close to railway stations and reinforces the objectives of the Housing Strategy including encouraging development in existing medium and high-density zones, support urban renewal and high density living in the Chatswood CBD and periphery areas.

The proposed scale of built form is also consistent with the future development of the area, with multiple approved DA's north of the site expected to reach heights between 30-36 storeys.

From key approaches along Pacific Highway and the surrounding area, the proposed BTR will visually read as part of a developing cluster of tall buildings (when considered in context of the broader future development and approved DA's) rather than as an isolated building, reducing visual prominence.

Siting of the proposed BTR incorporates a significant setback from the local heritage item, Mowbray House, located at the south-east corner of the broader site, ensuring the immediate heritage fabric of the two-storey brick development is not directly affected.

10.2 Visual Character

With multiple DA's approved for high-rise development within close proximity to the site and within the identified expanded Chatswood CBD boundary, this considerable scale of proposed future growth establishes a predominant future visual character that is representative of tall buildings within the context of urban renewal in Chatswood.

When viewed from surrounding areas the proposed BTR itself will not be visually prominent, however when considered in context with the overall proposed development, future context and approved DA's, the visual prominence of the cluster of towers will support the area's identity as a key urban renewal location. The existing low-medium rise character of the surrounding area will be re-framed against a backdrop of high-density development that is consistent with the evolving visual cluster defined by approved DA's.

10.3 Visual Amenity

The proposed BTR development has been designed to mitigate impacts through podium scale and articulation, generous landscaped setbacks, and active ground-floor frontages that enhance street-level experience, in addition to tower separation and orientation (when considered as part of the overall proposed masterplan development).

At a broader scale the proposed BTR development contributes to the visual legibility of the emerging skyline. This visibility in the context of the broader future development of the area is appropriate in a metropolitan context.

10.3.1 View loss and view sharing

Views across and over the site may be obtained from some more elevated locations in the nearby private domain.

This may include views to the Chatswood CBD and distant water views to the south and east. Due to the location of the site and its context in an evolving, major renewal area within the expanded Chatswood CBD, it is reasonable to expect a relatively high level of change to existing views. This includes the full or partial obstruction of elements and features.

The proposal is considered to demonstrate skilful design as is understood by Tenacity through intentional layout and design measures. These include generous ground level setbacks and upper-level setbacks at podium level.

In addition, when considered as part of the proposed development of the broader Chatswood Dive site, design measures include, significant setbacks between the tower forms, varying tower heights, ground level setbacks and considered tower placement and orientation, enabling views to be more readily obtained around the proposed buildings compared to more bulky building forms.

While other amenity considerations are not directly relevant to VIA, they do inform considerations about the acceptability of the scale of development. In this regard it is understood the proposal performs well relative to controls for solar access to public open space, wide safety and comfort, and Apartment Design Guide (ADG) requirements for internal amenity.

10.4 View Corridors

The planning framework does not designate important public view corridors in the area. As such, the proposed BTR will not impact such corridors.

As viewed from surrounding streets and public spaces, (and as demonstrated in the photomontages) direct visibility of the entirety of the proposed BTR development will be diminished by surrounding built form, vegetation and the existing telecommunications tower.

11.0 Mitigation Measures

Under the principles for the management of environmental impacts in the GLVIA3 there are three broad types of mitigation measures:

1. avoid
2. minimise
3. offset.

There are a number of stages in the development process when mitigation measures should be considered. Of relevance to this project are the following:

- **primary measures**: considered as part of design development
- **secondary measures**: considered as part of conditioning a development consent.

The VIA has found that primary design measures related to siting, scale, form and massing, and design adequately mitigate the visual impact of the proposed BTR. As such, additional fundamental or large-scale mitigation measures are not considered necessary. Secondary mitigation measures such as specifying materiality or colours may be appropriate where they form part of relevant and reasonable conditions of development consent.

12.0 Conclusion

It is acknowledged that the proposal will have a visual impact, in particular through introducing a greater scale of built form. However, overall and on the balance of relevant considerations the proposal has been assessed as having an acceptable visual impact on the following grounds:

- is consistent with the National Housing Accord and current government planning priorities, it delivers a greater amount and choice of new homes, including more affordable homes in a BTR arrangement
- as the concurrent rezoning seeks to amend the existing planning controls, they have less relevance and weight than would otherwise be the case instead
  - merit assessment should be undertaken guided by the strategic planning framework with regard given as appropriate to the aims and objectives of the WLEP 2012 and other planning guidance

- the proposed development aligns with planning priorities, specifically it is consistent with key parts of the strategic planning framework, in particular delivery of a greater amount and choice of new homes in a highly accessible locations well serviced by public transport
- is responsive to its strategic context, including being consistent with the Chatswood CBD Planning and Urban Design Strategy 2036
- the proposal contributes to the evolving future character of the area and is consistent with the scale of recently approved DA's within close proximity of the site
- considered within the context of proposed built form and approved DA's, the proposed BTR building will be visually read as a cluster of towers within an evolving urban setting
- the proposal has been designed to mitigate public realm impacts through podium articulation, landscaped setbacks, and active ground-floor frontages that enhance street-level experience.

Appendix

Appendix A | Visual Impact Photomontage and Methodology Report

At Colliers, we are enterprising.

We maximize the potential of property and real assets to accelerate the success of our clients, our investors and our people.

Our expert advice to property occupiers, owners and investors leads the industry into the future. We invest in relationships to create enduring value. What sets us apart is not what we do, but how we do it. Our people are passionate, take personal responsibility and always do what's right for our clients, people and communities. We attract and develop industry leaders, empowering them to think and act differently to drive exceptional results. What's more, our global reach maximizes the potential of property, wherever our clients do business.

colliers.com

Colliers Urban Planning

607 Pacific Highway, Chatswood, NSW
Build-to-Rent

Visual impact photomontages and methodology report

27th February 2026

VIRTUAL IDEAS

1. INTRODUCTION

This document, created by Virtual Ideas, aims to showcase the visual impact of the proposed development for 607 Pacific Highway, Chatswood, NSW in comparison to the existing built form and site conditions.

2. VIRTUAL IDEAS EXPERTISE

Virtual Ideas is an experienced architectural visualisation company with over 15 years of expertise in crafting visual impact assessment content and reports for projects of significant magnitude, aligning with the standards set by local and state planning authorities.

Our reports have served as evidence in proceedings before both the Land and Environment Court and the Supreme Court of NSW. Our director, Grant Kolln, has provided expert testimony in visual impact assessment in the Supreme Court of NSW.

Virtual Ideas' methodologies and outcomes have undergone thorough scrutiny by court-appointed experts in relation to previous visual impact assessment submissions, consistently garnering recognition for their precision and reliability.

3. RENDERINGS METHODOLOGY

The following outlines the meticulous process employed by Virtual Ideas to produce the renderings that underpin this report.

3.1 DIGITAL 3D SCENE CREATION

Our initial stage involves crafting a precise, true-to-life digital 3D environment using Autodesk 3ds Max software, accurately scaled to real-world dimensions, and aligned to a standardised reference point utilising the MGA 56 GDA 2020 coordinate system.

To construct this environment, we combine various data sources, encompassing existing, approved and proposed building 3D models, along with site survey data. Further information regarding the origins of these data sources is provided in Appendices A, B, and C.

In cases where data sources lack alignment with the MGA-56 GDA 2020 coordinates, we employ identifiable features common across datasets, such as site boundaries and building outlines, which can be aligned with those already situated in the MGA-56 GDA 2020 framework.

Detailed accounts of the alignment processes for each data source are elaborated upon in Section 3.3.

3.2 SITE PHOTOGRAPHY

The site photography was captured by Virtual Ideas, with the respective viewpoint locations delineated on the viewpoint map in Section 4 of this document.

The selection of camera lens and composition of photography from each viewpoint was instructed by Ethos Urban after careful consideration of multiple factors. Paramount among these were the distance of the camera position from the site and the scale of the proposed development in relation to the surrounding built environment and landscape.

For these public domain photomontages, a combination of 24 and 50mm lenses was chosen. This lens choice ensures adequate visibility of both the proposed development and the immediate surrounding context, facilitating a thorough assessment of the proposed development's visual impact.

For certain scenarios, employing a 50mm lens may produce the most effective photomontage for assessing visual impact. The 50mm lens is often favoured for its close approximation to the human eye perception of distance. However, in instances where a 50mm lens fails to encompass an adequate surrounding context for comprehensive visual impact assessment, opting for a wider lens becomes imperative. All photographs are lens profile corrected in Camera RAW, which removes the distortion associated with the curvature of the lens.

Comprehensive metadata, including date, time, and lens information, is recorded during site photography. This critical data enables precise analysis and documentation of each photograph's attributes.

3.3 ALIGNMENT OF 3D SCENE

To accurately position the 3D scene within its geographical context, we employed the following data:

1. Site Survey Alignment: Utilising a provided site survey, we aligned the boundaries of the proposed buildings with geo-referenced data, ensuring precise positioning within the digital environment.

2. Camera Alignment: Cameras were aligned to surveyed positions supplied by CMS Surveyors, adhering to the MGA-56 GDA 2020 coordinate system. This meticulous alignment ensured that viewpoints captured within the 3D scene accurately reflected real-world perspectives.



Image showing survey drawing supplied by Veris at MGA 56 GDA2020

3.4 RENDERING CREATION

Following the completion of the camera alignment, we proceeded to integrate lighting into the 3D scene. To replicate natural lighting conditions accurately, a digital sunlight system was incorporated into the 3D environment. This system emulates the directional lighting of the sun leveraging location data, as well as time and date information. Implemented through specialised software, the sunlight system ensures precise alignment with the sun's angle, enhancing realism within the scene.

The proposed building model was rendered with a basic chalk white material, and the future developments in a pale semi transparent gold. This differentiation aids in visual clarity and enhances the presentation of the design elements.

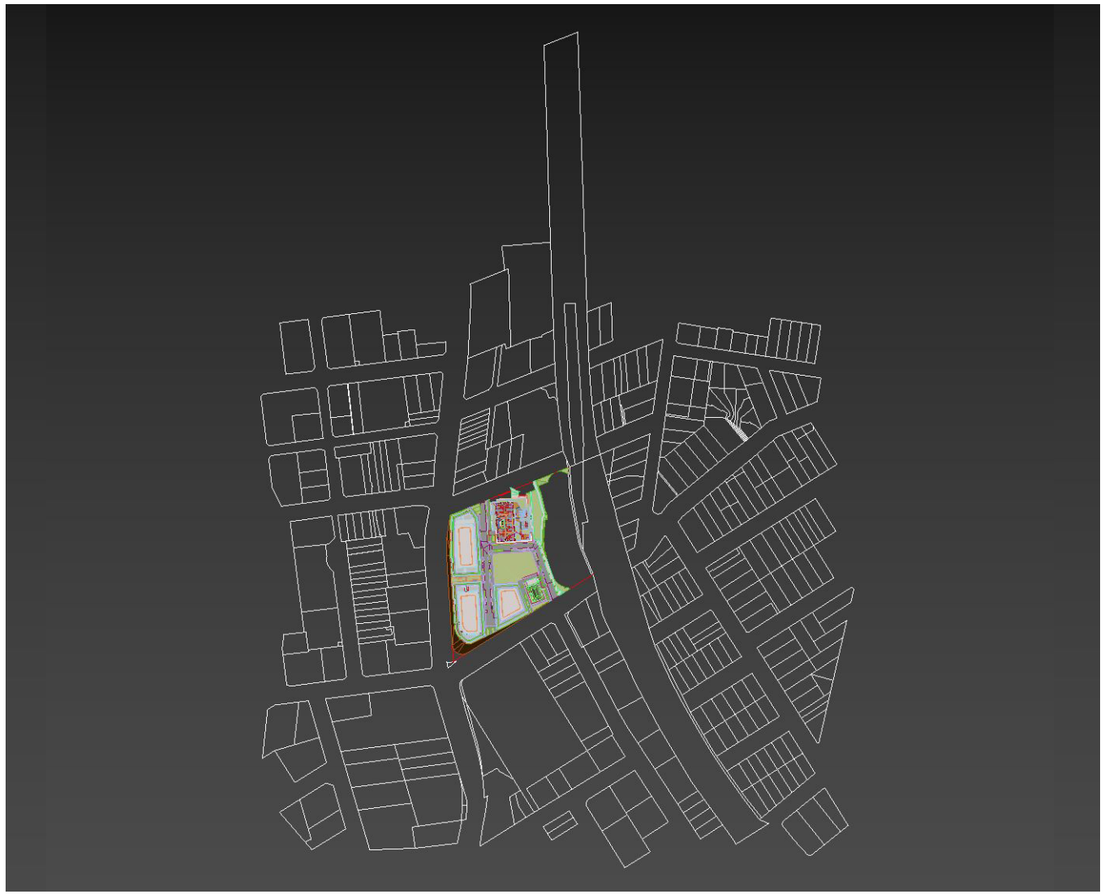
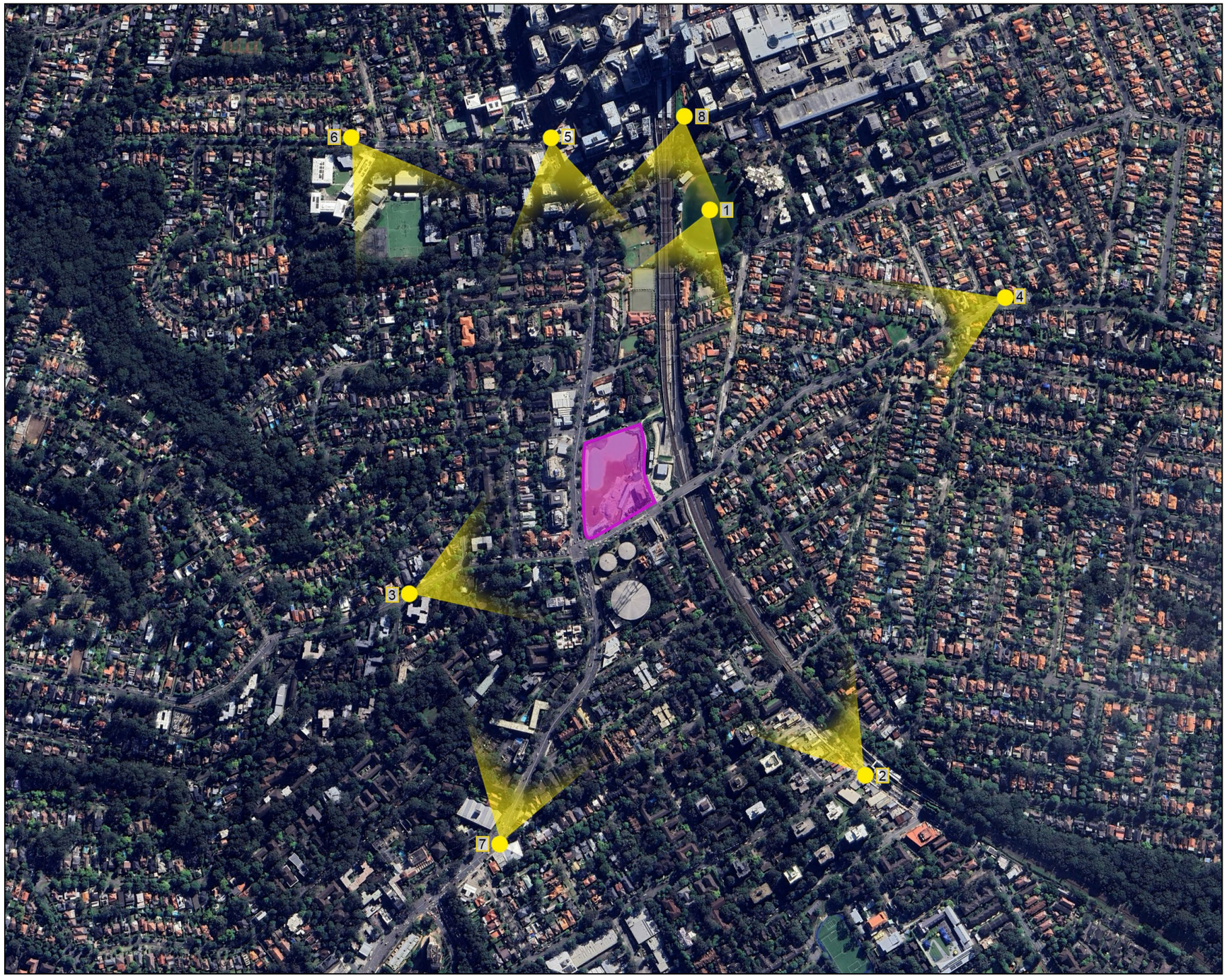


Image showing survey drawing supplied by Veris at MGA 56 GDA2020 and 3D model of the proposed massing aligned to the site boundary

4. VIEWPOINTS

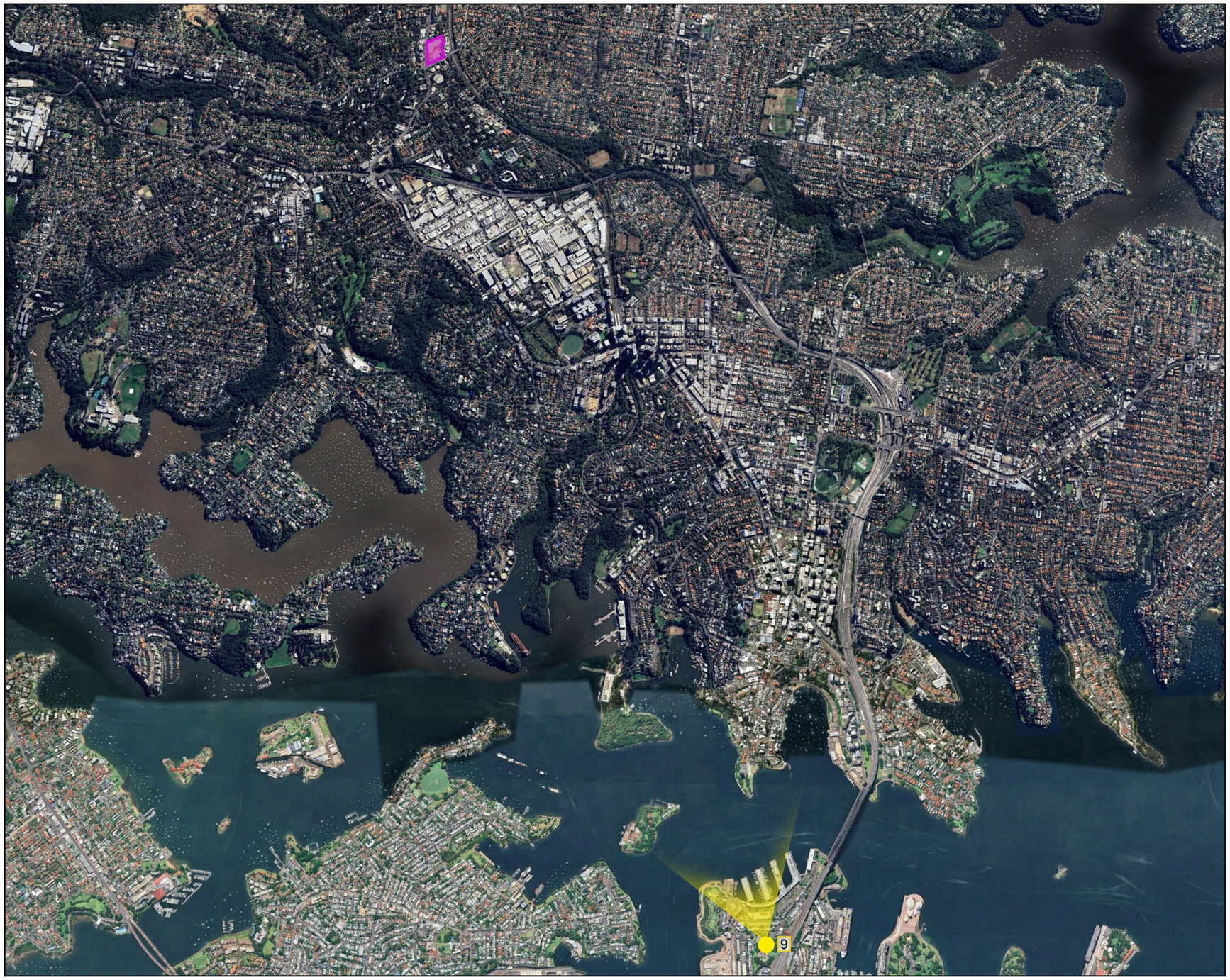
MAP ILLUSTRATING VIEWPOINT LOCATIONS



Viewpoint 01. Chatswood Park Oval
Viewpoint 02. Hampden Road, Artarmon Station
Viewpoint 03. Mowbray Road near Lynvale Close
Viewpoint 04. Mowbray Road near Archer Street
Viewpoint 05. Pacific Highway at Centennial Avenue
Viewpoint 06. Centennial Avenue near Edgar Street
Viewpoint 07. Pacific Highway (intersection of Norton Lane)
Viewpoint 08. Garden of Remembrance

4. VIEWPOINTS

MAP ILLUSTRATING VIEWPOINT LOCATIONS



Viewpoint 09. Observatory Hill Park

5.1 VIEWPOINT POSITION 01 - Chatswood Park Oval

ORIGINAL PHOTOGRAPH



ALIGNMENT OF SURVEYED POINTS



PHOTOGRAPH DETAILS

File Name:	View 01A_50mm_03
Author:	Virtual Ideas
Format:	ARW
Date:	26 September 2025
Time:	13:20 AEST
Lens:	FE 24-70mm F2.8 GM
Model:	Sony ILCE-7RM4A
Sensor:	Full frame
Focal length:	50mm

ORIGINAL PHOTOGRAPH WITH PROPOSED



ORIGINAL PHOTOGRAPH WITH PROPOSED AND FUTURE DEVELOPMENT



VIEWPOINT LOCATION



5.2 VIEWPOINT POSITION 01 - Chatswood Park Oval

ORIGINAL PHOTOGRAPH WITH EXTENDED TOP TO CAPTURE FULL EXTENT OF PROPOSED



ORIGINAL PHOTOGRAPH WITH PROPOSED WITH EXTENDED TOP TO CAPTURE FULL EXTENT OF PROPOSED

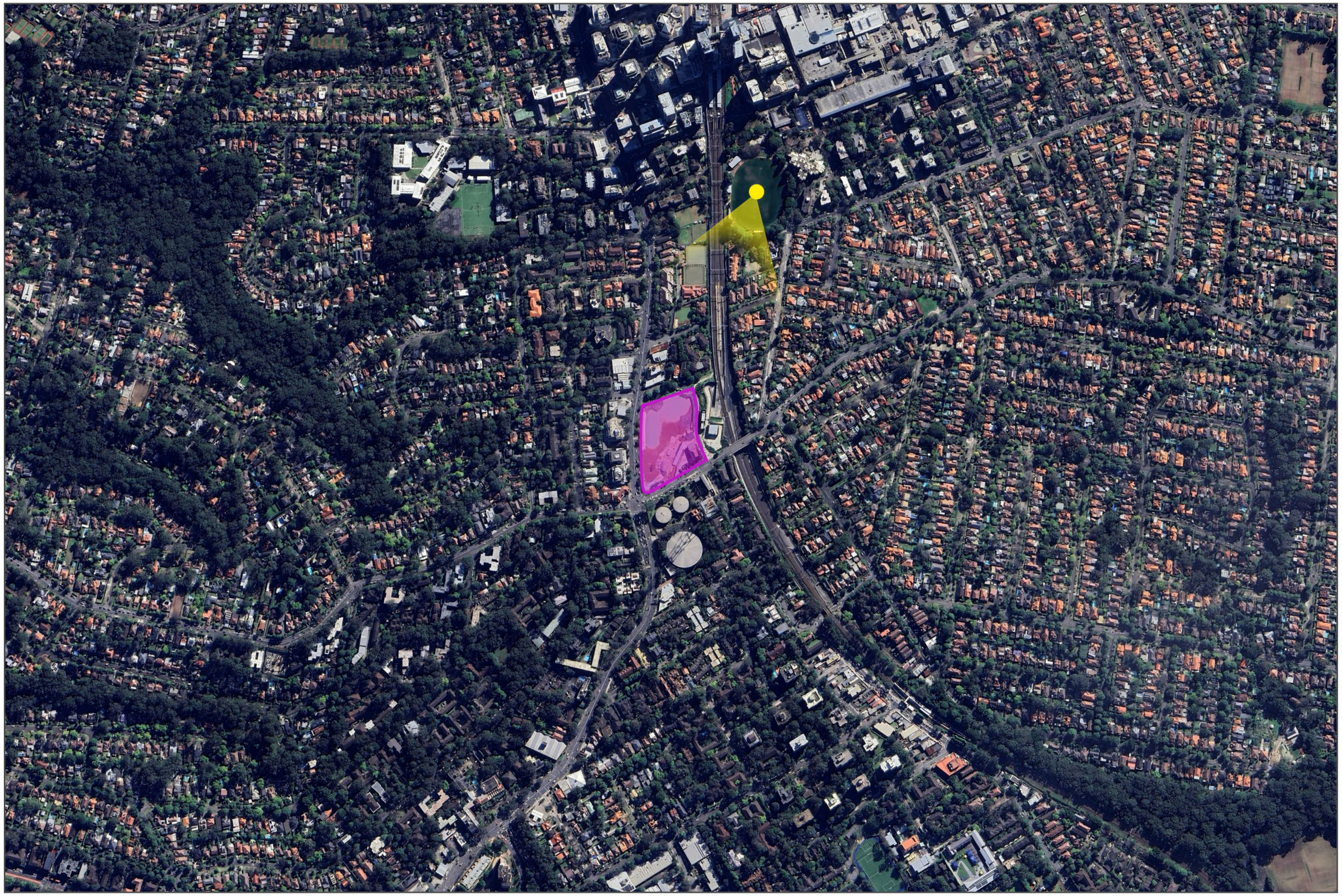


ORIGINAL PHOTOGRAPH WITH PROPOSED AND FUTURE MASSING WITH EXTENDED TOP TO CAPTURE FULL EXTENT OF PROPOSED



5.3 VIEWPOINT POSITION 01 - Chatswood Park Oval

VIEWPOINT LOCATION



5.4 VIEWPOINT POSITION 01 - Chatswood Park Oval

ALIGNMENT OF SURVEYED POINTS



5.5 VIEWPOINT POSITION 01 - Chatswood Park Oval

ORIGINAL PHOTOGRAPH



5.6 VIEWPOINT POSITION 01 - Chatswood Park Oval

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT



Proposed Development

5.7 VIEWPOINT POSITION 01 - Chatswood Park Oval

ORIGINAL PHOTOGRAPH WITH PROPOSED AND FUTURE DEVELOPMENT



Proposed Development
Future Development

5.8 VIEWPOINT POSITION 01 - Chatswood Park Oval

ORIGINAL PHOTOGRAPH WITH EXTENDED TOP TO CAPTURE FULL EXTENT OF PROPOSED



5.9 VIEWPOINT POSITION 01 - Chatswood Park Oval

ORIGINAL PHOTOGRAPH WITH PROPOSED WITH EXTENDED TOP TO CAPTURE FULL EXTENT OF PROPOSED



Proposed Development

5.10 VIEWPOINT POSITION 01 - Chatswood Park Oval

ORIGINAL PHOTOGRAPH WITH PROPOSED AND FUTURE MASSING WITH EXTENDED TOP TO CAPTURE FULL EXTENT OF PROPOSED



Proposed Development
Future Development

6.1 VIEWPOINT POSITION 02 - Hampden Road, Artarmon Station

ORIGINAL PHOTOGRAPH



ALIGNMENT OF SURVEYED POINTS



PHOTOGRAPH DETAILS

File Name:	View 02A_24mm_03
Author:	Virtual Ideas
Format:	ARW
Date:	26 September 2025
Time:	11:46 AEST
Lens:	FE 24-70mm F2.8 GM
Model:	Sony ILCE-7RM4A
Sensor:	Full frame
Focal length:	24mm

ORIGINAL PHOTOGRAPH WITH PROPOSED



ORIGINAL PHOTOGRAPH WITH PROPOSED AND FUTURE DEVELOPMENT

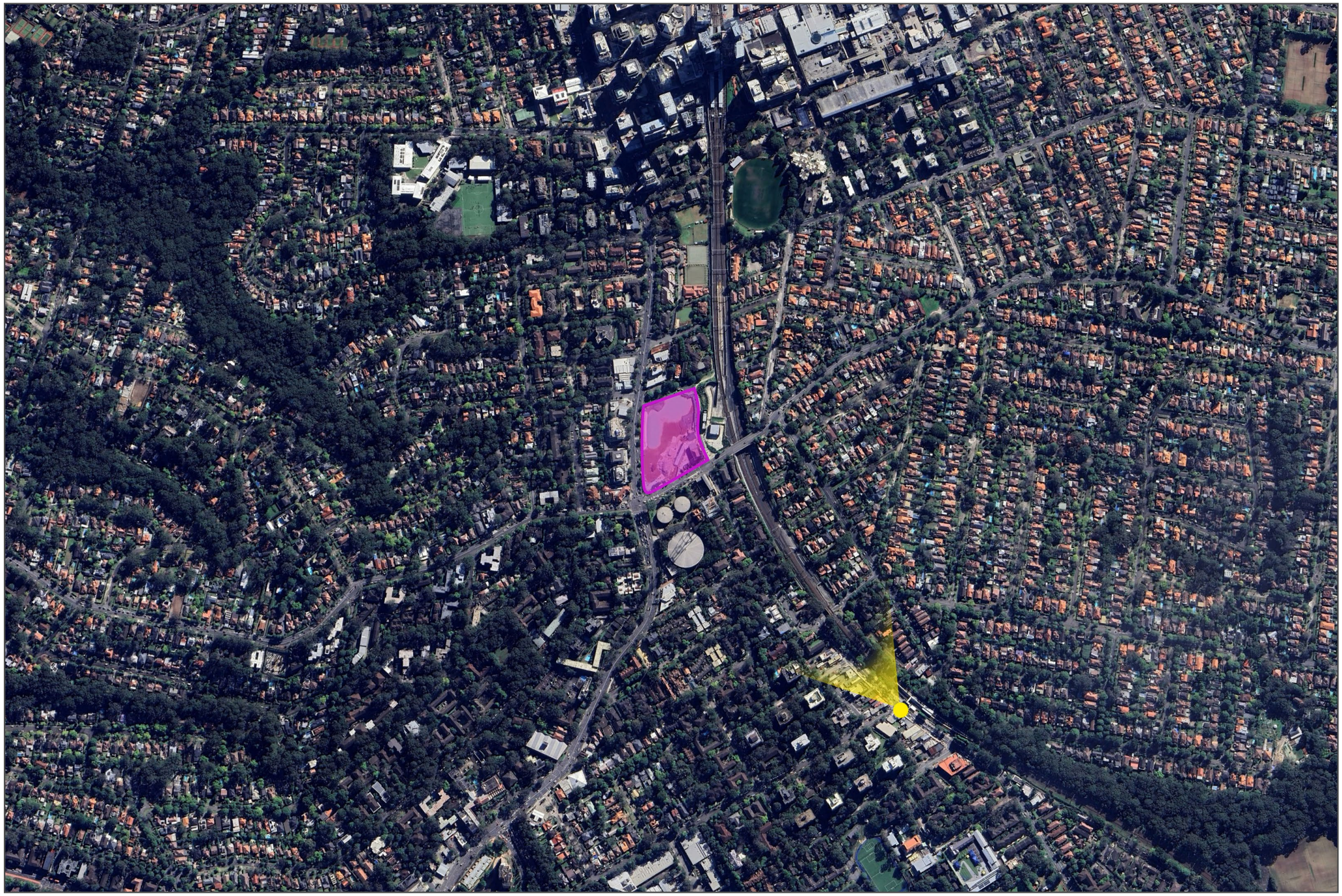


VIEWPOINT LOCATION



6.2 VIEWPOINT POSITION 02 - Hampden Road, Artarmon Station

VIEWPOINT LOCATION



6.3 VIEWPOINT POSITION 02 - Hampden Road, Artarmon Station

ALIGNMENT OF SURVEYED POINTS



6.4 VIEWPOINT POSITION 02 - Hampden Road, Artarmon Station

ORIGINAL PHOTOGRAPH



6.5 VIEWPOINT POSITION 02 - Hampden Road, Artarmon Station

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT



Proposed Development

6.6 VIEWPOINT POSITION 02 - Hampden Road, Artarmon Station

ORIGINAL PHOTOGRAPH WITH PROPOSED AND FUTURE DEVELOPMENT



Proposed Development
Future Development

7.1 VIEWPOINT POSITION 03 - Mowbray Road near Lynvale Close

ORIGINAL PHOTOGRAPH



ALIGNMENT OF SURVEYED POINTS



PHOTOGRAPH DETAILS

File Name:	View 03A_24mm_02
Author:	Virtual Ideas
Format:	ARW
Date:	26 September 2025
Time:	12:18 AEST
Lens:	FE 24-70mm F2.8 GM
Model:	Sony ILCE-7RM4A
Sensor:	Full frame
Focal length:	24mm

ORIGINAL PHOTOGRAPH WITH PROPOSED



ORIGINAL PHOTOGRAPH WITH PROPOSED AND FUTURE DEVELOPMENT

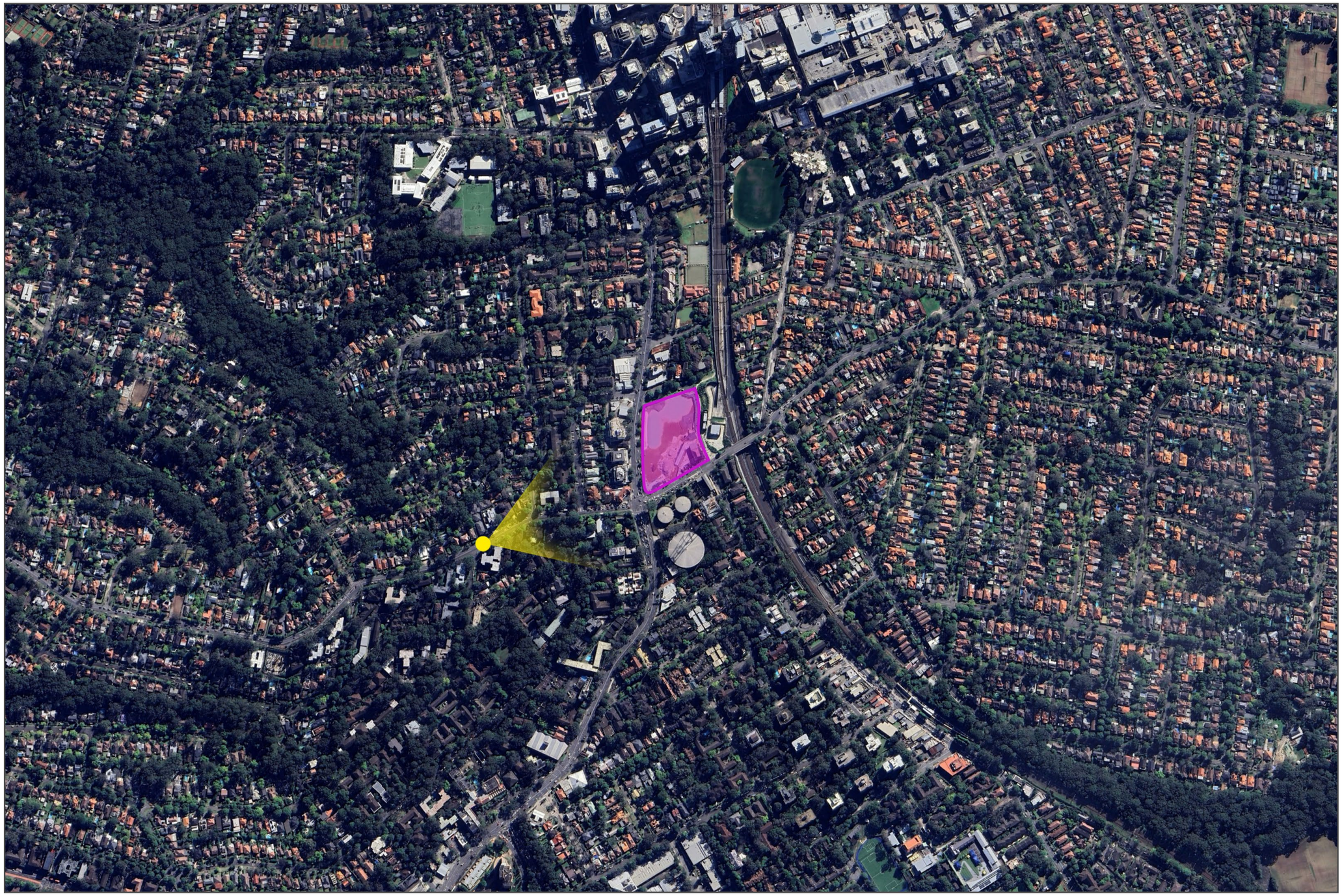


VIEWPOINT LOCATION



7.2 VIEWPOINT POSITION 03 - Mowbray Road near Lynvale Close

VIEWPOINT LOCATION



7.3 VIEWPOINT POSITION 03 - Mowbray Road near Lynvale Close

ALIGNMENT OF SURVEYED POINTS



7.4 VIEWPOINT POSITION 03 - Mowbray Road near Lynvale Close

ORIGINAL PHOTOGRAPH



7.5 VIEWPOINT POSITION 03 - Mowbray Road near Lynvale Close

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT



Proposed Development

7.6 VIEWPOINT POSITION 03 - Mowbray Road near Lynvale Close

ORIGINAL PHOTOGRAPH WITH PROPOSED AND FUTURE DEVELOPMENT



Proposed Development
Future Development

8.1 VIEWPOINT POSITION 04 - Mowbray Road near Archer Street

ORIGINAL PHOTOGRAPH



ALIGNMENT OF SURVEYED POINTS



PHOTOGRAPH DETAILS

File Name:	View 04_24mm_02
Author:	Virtual Ideas
Format:	ARW
Date:	26 September 2025
Time:	12:06 AEST
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Model:	Sony ILCE-7RM4A
Sensor:	Full frame
Focal length:	24mm

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ORIGINAL PHOTOGRAPH WITH PROPOSED AND FUTURE DEVELOPMENT

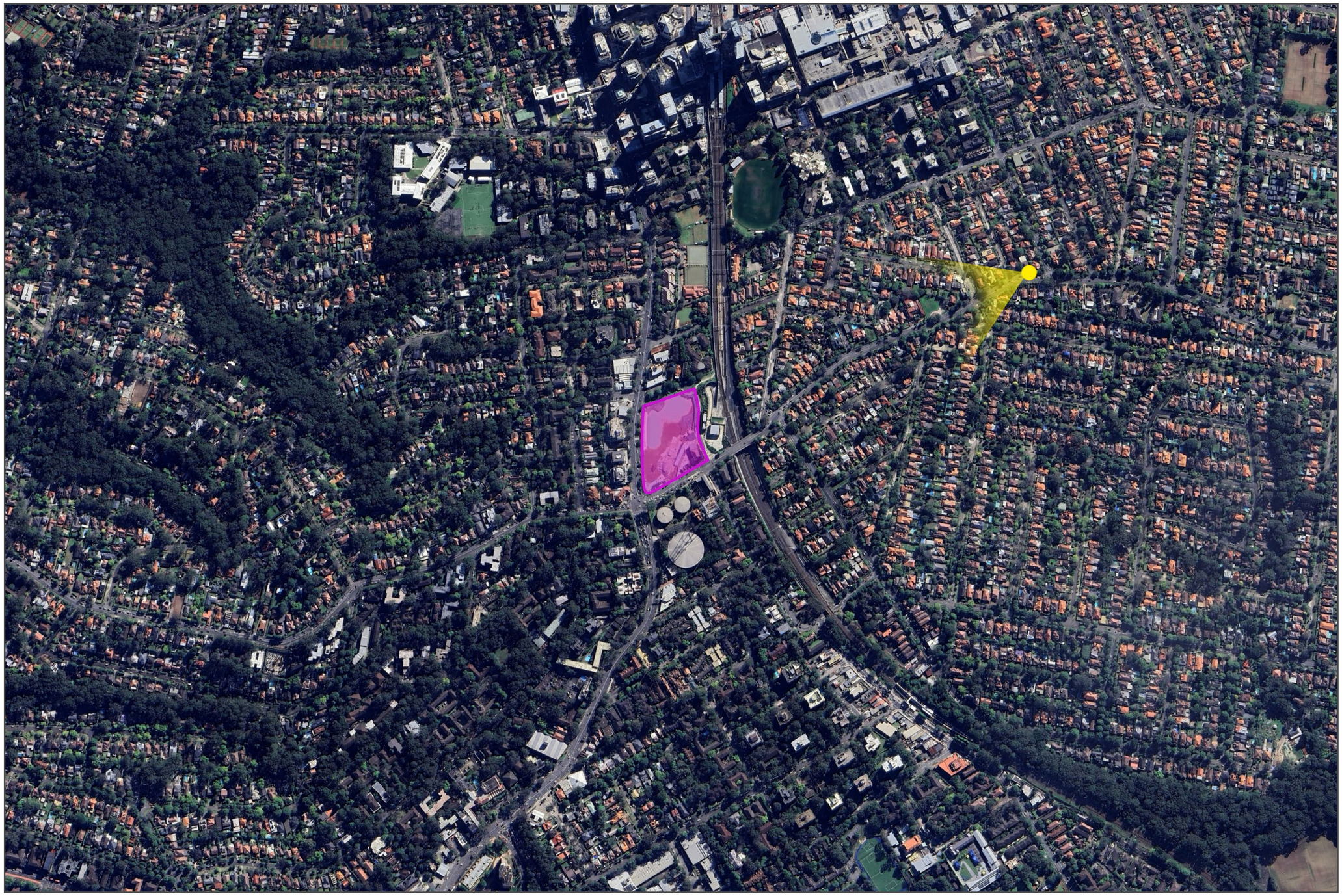


VIEWPOINT LOCATION



8.2 VIEWPOINT POSITION 04 - Mowbray Road near Archer Street

VIEWPOINT LOCATION



8.3 VIEWPOINT POSITION 04 - Mowbray Road near Archer Street

ALIGNMENT OF SURVEYED POINTS



8.4 VIEWPOINT POSITION 04 - Mowbray Road near Archer Street

ORIGINAL PHOTOGRAPH



8.5 VIEWPOINT POSITION 04 - Mowbray Road near Archer Street

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT



Proposed Development

8.6 VIEWPOINT POSITION 04 - Mowbray Road near Archer Street

ORIGINAL PHOTOGRAPH WITH PROPOSED AND FUTURE DEVELOPMENT



Proposed Development
Future Development

9.1 VIEWPOINT POSITION 05 - Pacific Highway at Centennial Avenue

ORIGINAL PHOTOGRAPH



ALIGNMENT OF SURVEYED POINTS



PHOTOGRAPH DETAILS

File Name:	View 05_24mm_03
Author:	Virtual Ideas
Format:	ARW
Date:	26 September 2025
Time:	12:49 AEST
Lens:	FE 24-70mm F2.8 GM
Model:	Sony ILCE-7RM4A
Sensor:	Full frame
Focal length:	24mm

ORIGINAL PHOTOGRAPH WITH PROPOSED



ORIGINAL PHOTOGRAPH WITH PROPOSED AND FUTURE DEVELOPMENT

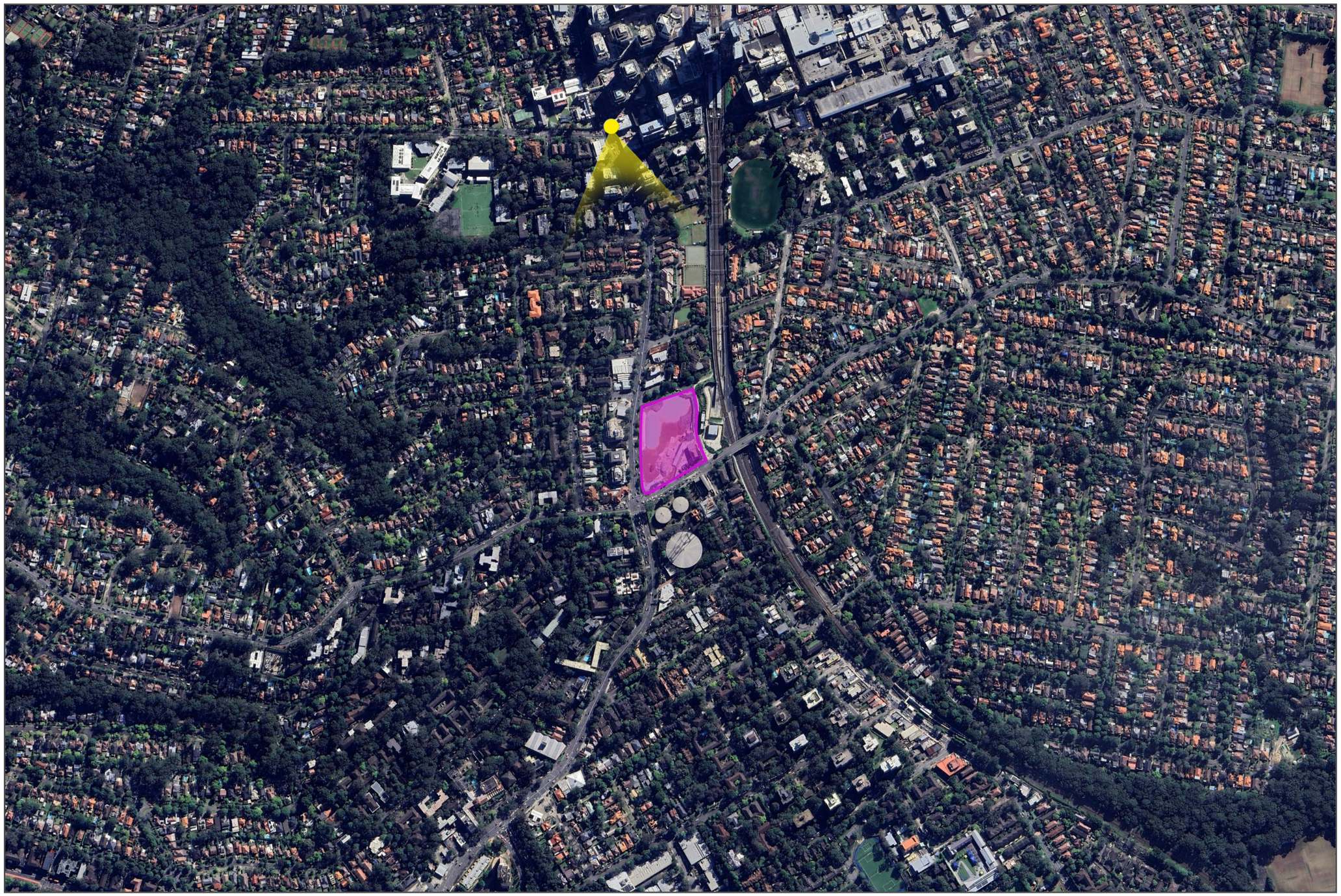


VIEWPOINT LOCATION



9.2 VIEWPOINT POSITION 05 - Pacific Highway at Centennial Avenue

VIEWPOINT LOCATION



9.3 VIEWPOINT POSITION 05 - Pacific Highway at Centennial Avenue

ALIGNMENT OF SURVEYED POINTS



9.4 VIEWPOINT POSITION 05 - Pacific Highway at Centennial Avenue

ORIGINAL PHOTOGRAPH



9.5 VIEWPOINT POSITION 05 - Pacific Highway at Centennial Avenue

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT



Proposed Development

9.6 VIEWPOINT POSITION 05 - Pacific Highway at Centennial Avenue

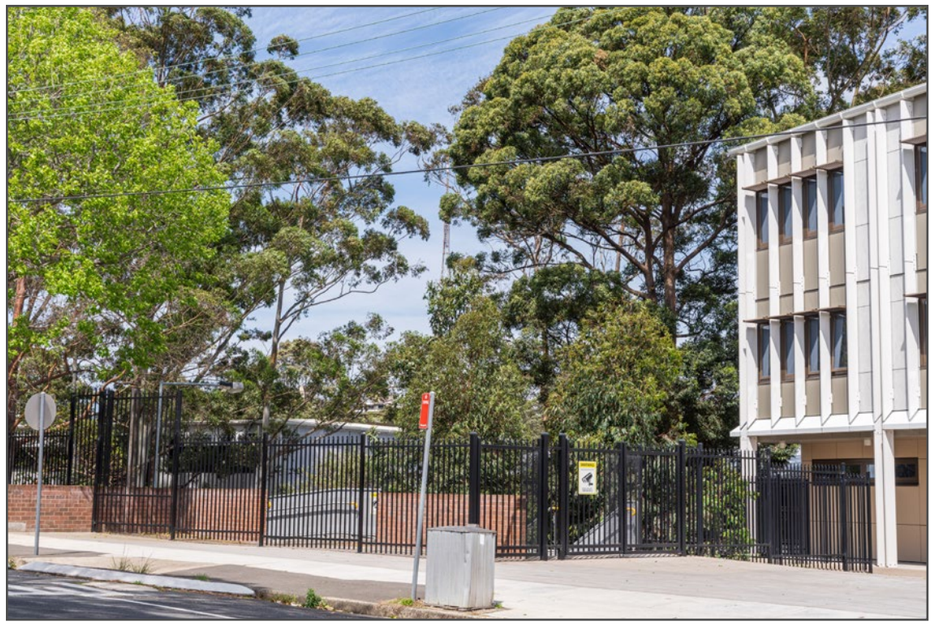
ORIGINAL PHOTOGRAPH WITH PROPOSED AND FUTURE DEVELOPMENT



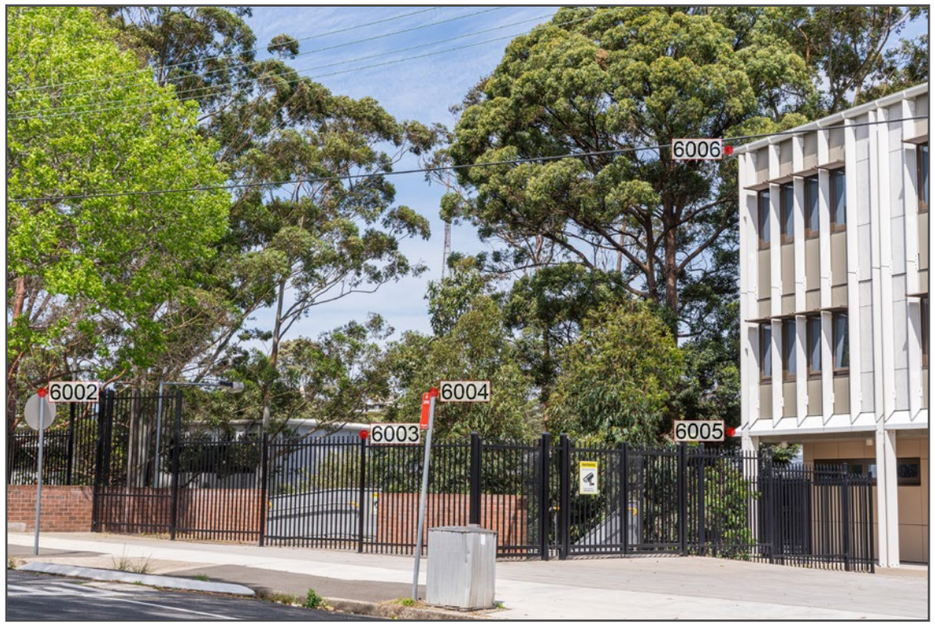
Proposed Development
Future Development

10.1 VIEWPOINT POSITION 06 - Centennial Avenue near Edgar Street

ORIGINAL PHOTOGRAPH



ALIGNMENT OF SURVEYED POINTS



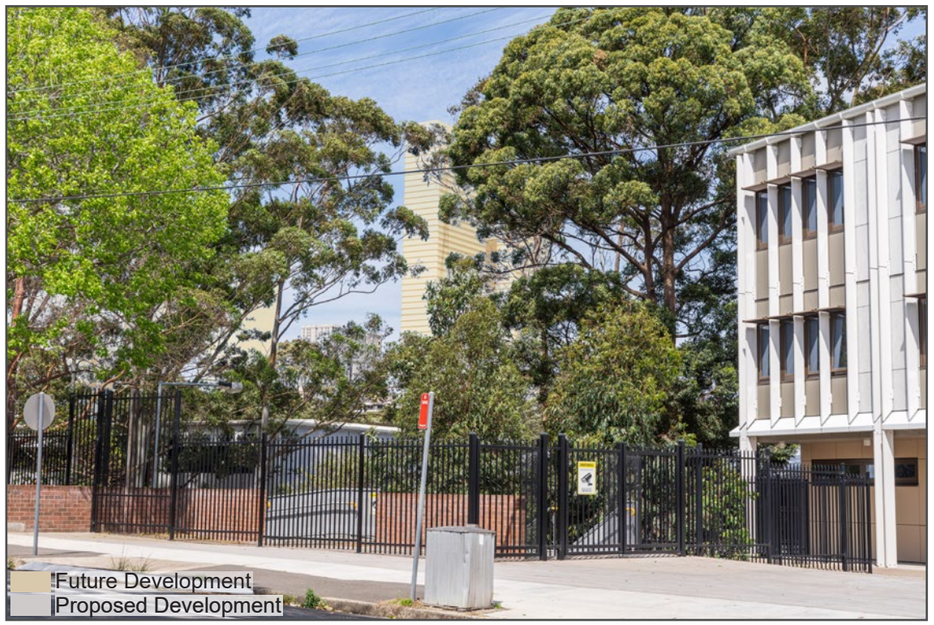
PHOTOGRAPH DETAILS

File Name:	View 06_50mm_04
Author:	Virtual Ideas
Format:	ARW
Date:	26 September 2025
Time:	12:35 AEST
Lens:	FE 24-70mm F2.8 GM
Model:	Sony ILCE-7RM4A
Sensor:	Full frame
Focal length:	50mm

ORIGINAL PHOTOGRAPH WITH PROPOSED



ORIGINAL PHOTOGRAPH WITH PROPOSED AND FUTURE DEVELOPMENT

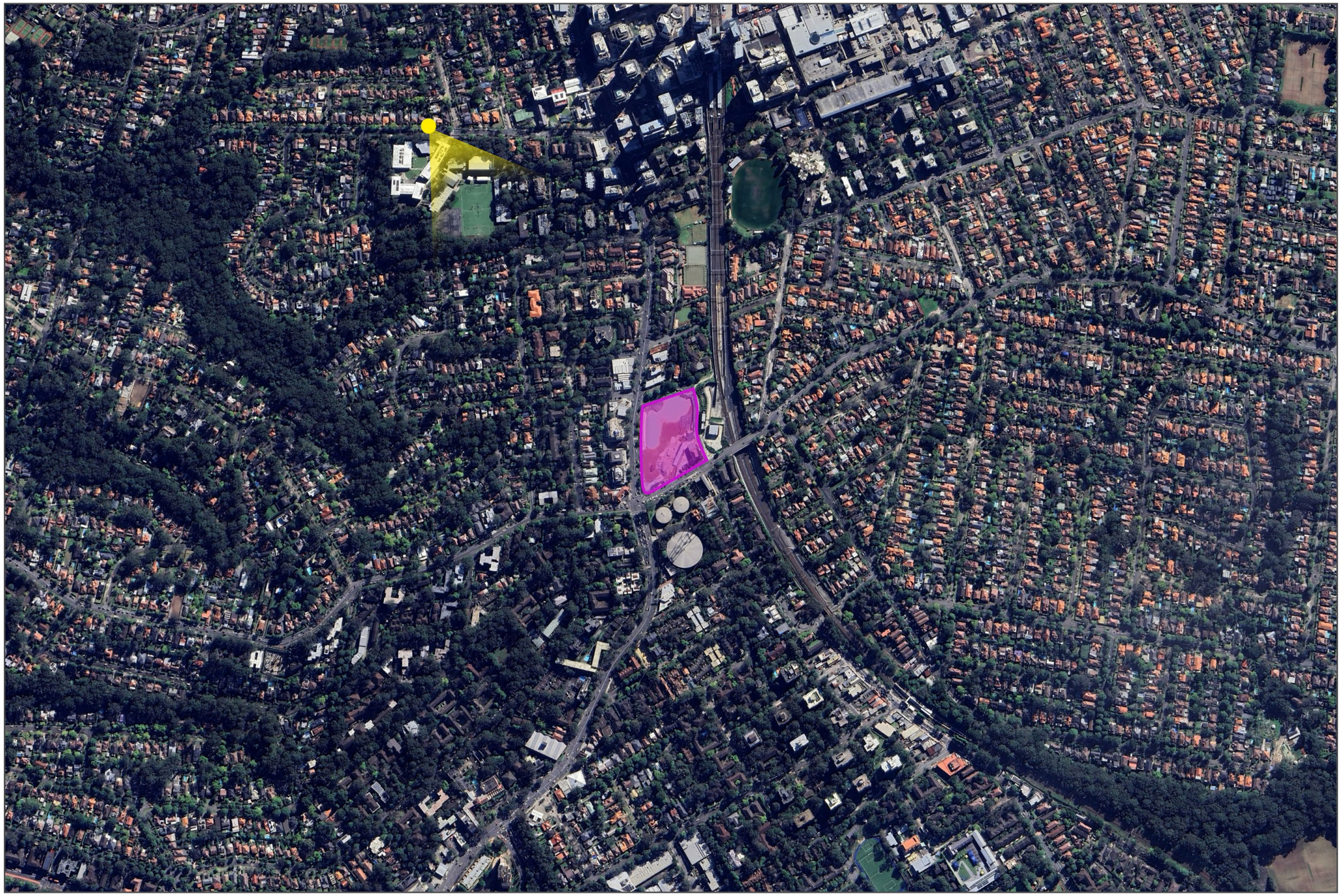


VIEWPOINT LOCATION



10.2 VIEWPOINT POSITION 06 - Centennial Avenue near Edgar Street

VIEWPOINT LOCATION



10.3 VIEWPOINT POSITION 06 - Centennial Avenue near Edgar Street

ALIGNMENT OF SURVEYED POINTS



10.4 VIEWPOINT POSITION 06 - Centennial Avenue near Edgar Street

ORIGINAL PHOTOGRAPH



10.5 VIEWPOINT POSITION 06 - Centennial Avenue near Edgar Street

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT



Proposed Development

10.6 VIEWPOINT POSITION 06 - Centennial Avenue near Edgar Street

ORIGINAL PHOTOGRAPH WITH PROPOSED AND FUTURE DEVELOPMENT



Proposed Development
Future Development

11.1 VIEWPOINT POSITION 07 - Pacific Highway (intersection of Norton Lane)

ORIGINAL PHOTOGRAPH



ALIGNMENT OF SURVEYED POINTS



PHOTOGRAPH DETAILS

File Name:	View 07_24mm_02
Author:	Virtual Ideas
Format:	ARW
Date:	26 September 2025
Time:	11:31 AEST
Lens:	FE 24-70mm F2.8 GM
Model:	Sony ILCE-7RM4A
Sensor:	Full frame
Focal length:	24mm

ORIGINAL PHOTOGRAPH WITH PROPOSED



ORIGINAL PHOTOGRAPH WITH PROPOSED AND FUTURE DEVELOPMENT

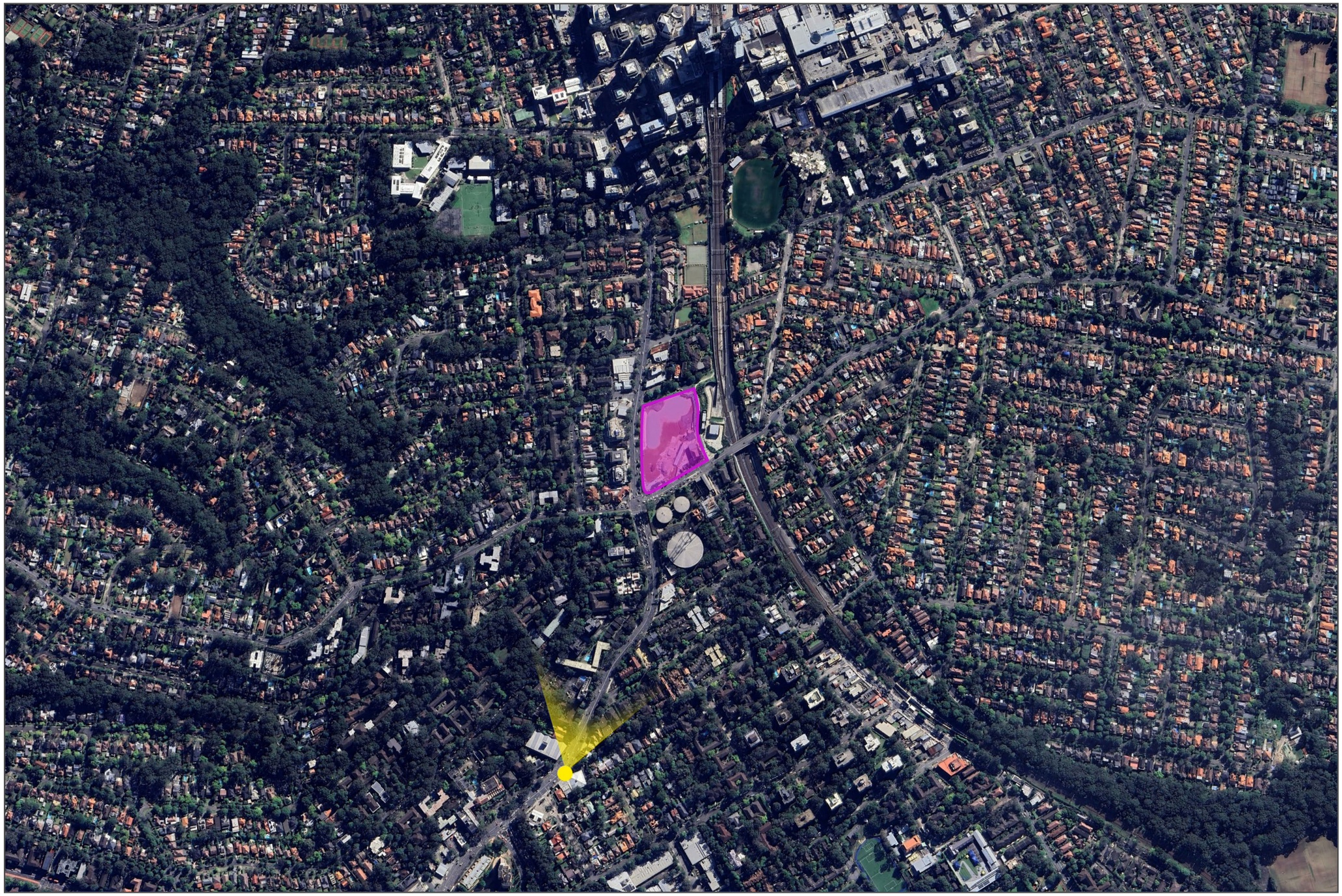


VIEWPOINT LOCATION



11.2 VIEWPOINT POSITION 07 - Pacific Highway (intersection of Norton Lane)

VIEWPOINT LOCATION



11.3 VIEWPOINT POSITION 07 - Pacific Highway (intersection of Norton Lane)

ALIGNMENT OF SURVEYED POINTS



11.4 VIEWPOINT POSITION 07 - Pacific Highway (intersection of Norton Lane)

ORIGINAL PHOTOGRAPH



11.5 VIEWPOINT POSITION 07 - Pacific Highway (intersection of Norton Lane)

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT



Proposed Development

11.6 VIEWPOINT POSITION 07 - Pacific Highway (intersection of Norton Lane)

ORIGINAL PHOTOGRAPH WITH PROPOSED AND FUTURE DEVELOPMENT



Proposed Development
Future Development

12.1 VIEWPOINT POSITION 08 - Garden of Remembrance

ORIGINAL PHOTOGRAPH



ALIGNMENT OF SURVEYED POINTS



PHOTOGRAPH DETAILS

File Name:	View 08_24mm_02
Author:	Virtual Ideas
Format:	ARW
Date:	26 September 2025
Time:	13:14 AEST
Lens:	FE 24-70mm F2.8 GM
Model:	Sony ILCE-7RM4A
Sensor:	Full frame
Focal length:	24mm

ORIGINAL PHOTOGRAPH WITH PROPOSED



ORIGINAL PHOTOGRAPH WITH PROPOSED AND FUTURE DEVELOPMENT

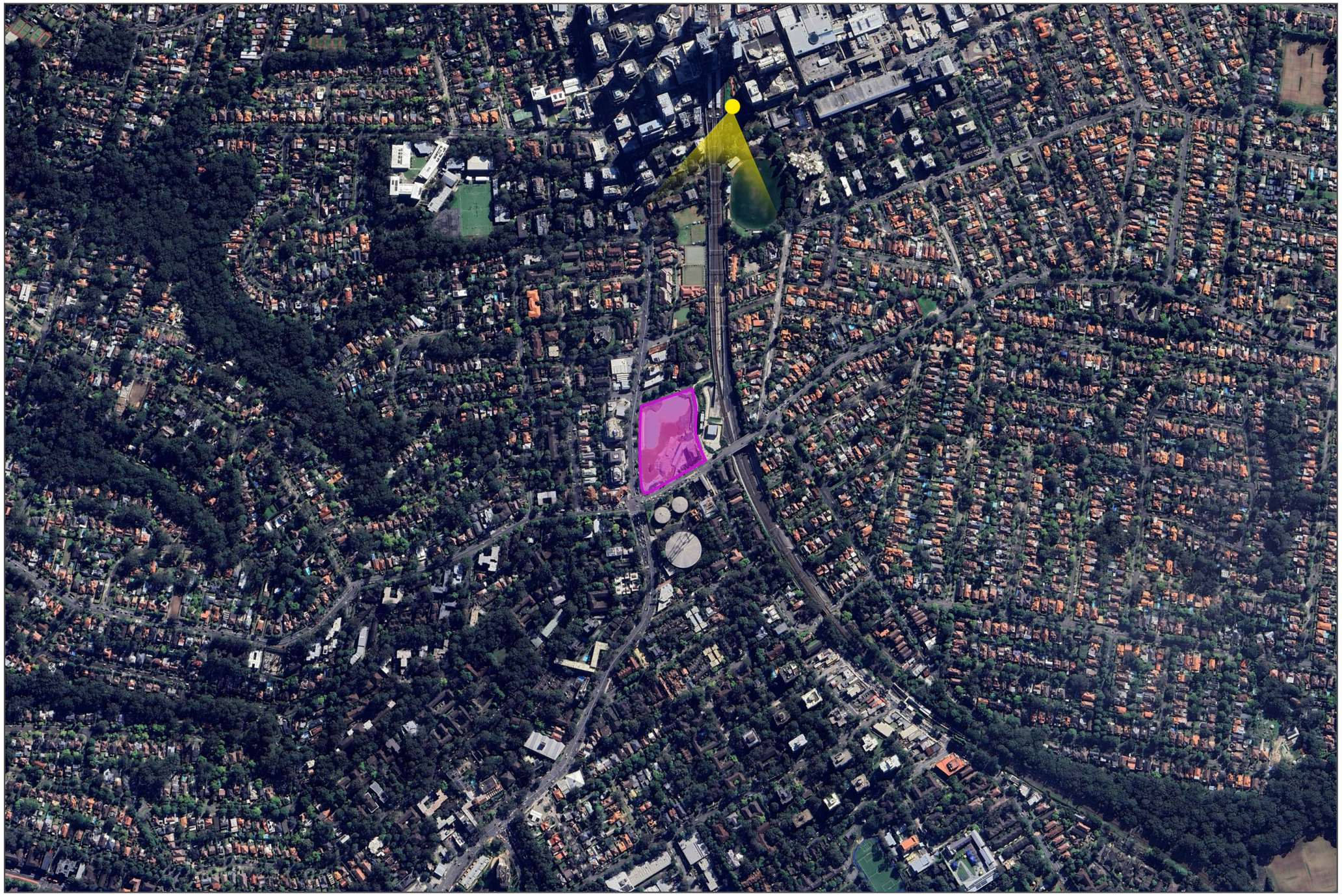


VIEWPOINT LOCATION



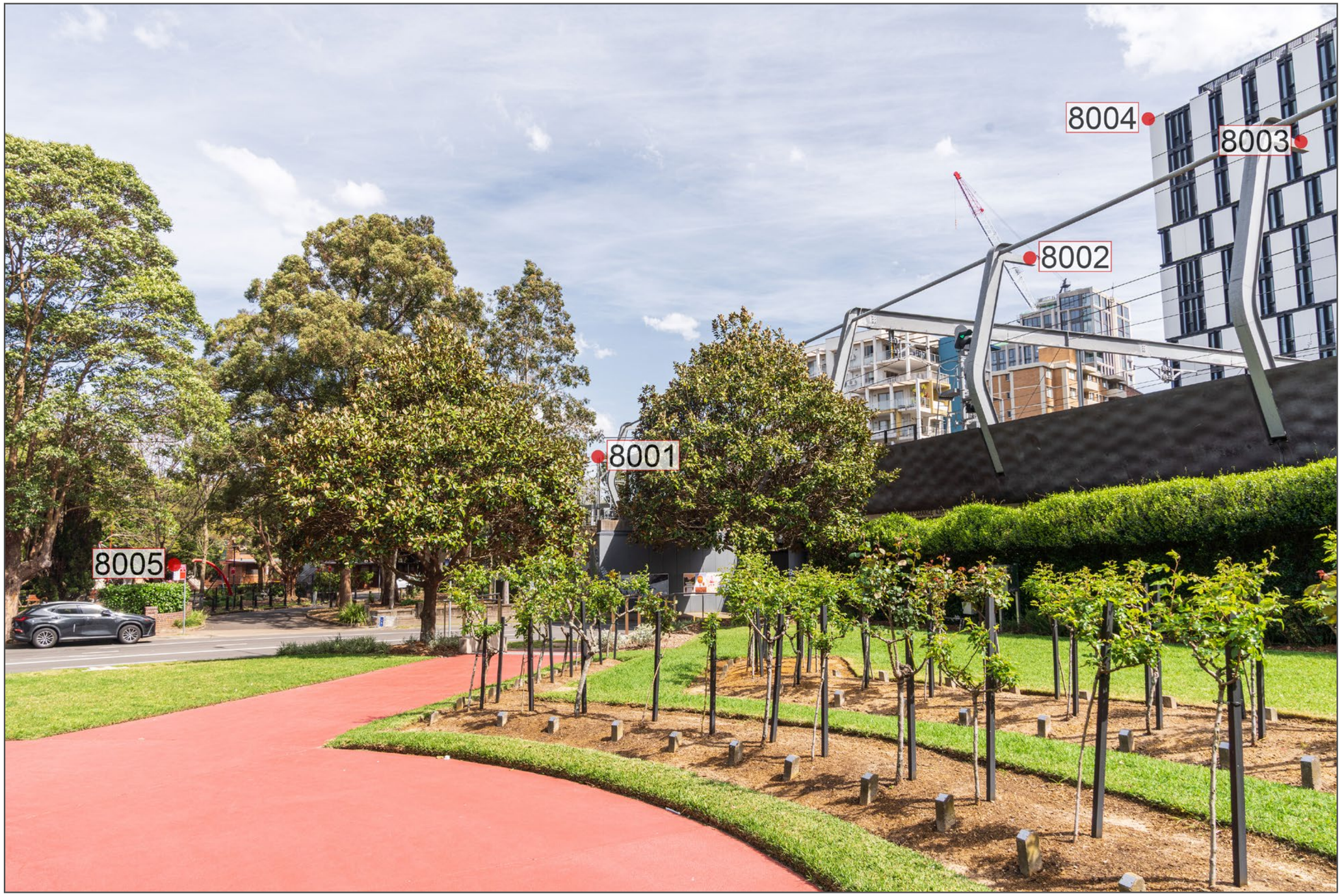
12.2 VIEWPOINT POSITION 08 - Garden of Remembrance

VIEWPOINT LOCATION



12.3 VIEWPOINT POSITION 08 - Garden of Remembrance

ALIGNMENT OF SURVEYED POINTS



12.4 VIEWPOINT POSITION 08 - Garden of Remembrance

ORIGINAL PHOTOGRAPH



12.5 VIEWPOINT POSITION 08 - Garden of Remembrance

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT



Proposed Development

12.6 VIEWPOINT POSITION 08 - Garden of Remembrance

ORIGINAL PHOTOGRAPH WITH PROPOSED AND FUTURE DEVELOPMENT



Proposed Development
Future Development

13.1 VIEWPOINT POSITION 09 - Observatory Hill Park

ORIGINAL PHOTOGRAPH



ALIGNMENT OF SURVEYED POINTS



PHOTOGRAPH DETAILS

File Name:	View 09_50mm
Author:	Virtual Ideas
Format:	ARW
Date:	26 September 2025
Time:	10:51 AEST
Lens:	FE 24-70mm F2.8 GM
Model:	Sony ILCE-7RM4A
Sensor:	Full frame
Focal length:	50mm

ORIGINAL PHOTOGRAPH WITH PROPOSED



ORIGINAL PHOTOGRAPH WITH PROPOSED AND FUTURE DEVELOPMENT

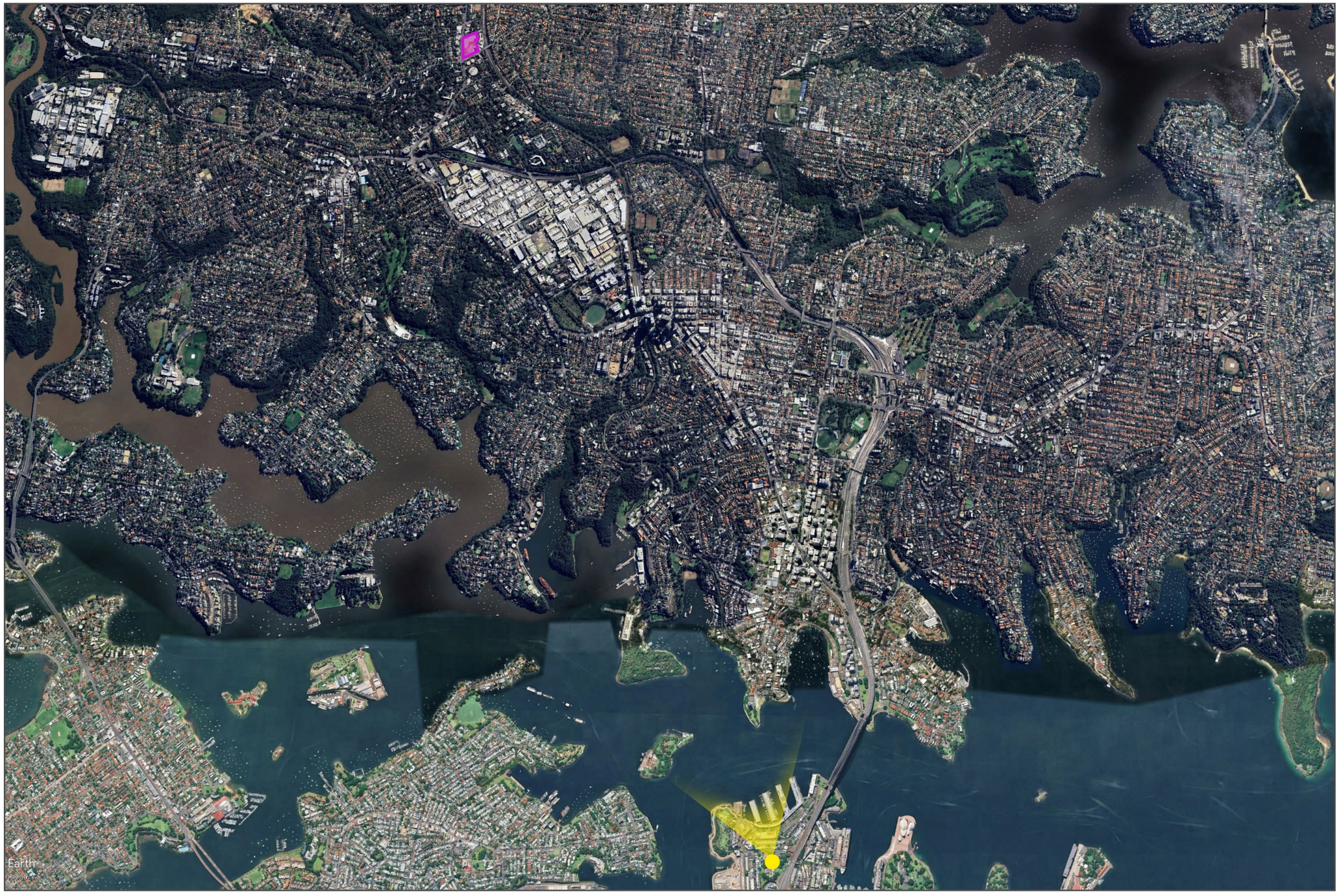


VIEWPOINT LOCATION



13.2 VIEWPOINT POSITION 09 - Observatory Hill Park

VIEWPOINT LOCATION



13.3 VIEWPOINT POSITION 09 - Observatory Hill Park

ALIGNMENT OF SURVEYED POINTS



13.4 VIEWPOINT POSITION 09 - Observatory Hill Park

ORIGINAL PHOTOGRAPH



13.5 VIEWPOINT POSITION 09 - Observatory Hill Park

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT



Proposed Development

13.6 VIEWPOINT POSITION 09 - Observatory Hill Park

ORIGINAL PHOTOGRAPH WITH PROPOSED AND FUTURE DEVELOPMENT



Proposed Development
Future Development

14.1 3D SCENE DATA SOURCES

1 - 3D Model of the Proposed Development - refer to Appendix A

File Name: 251126_607PacificHighway_3D Model
Author: FK Australia
Format: FBX
Alignment: Aligned to MGA 56 GDA2020 via Appendix C

2 - Site Survey - refer to Appendix B for details

File Name: 24858-Photolocations-1
Author: CMS Surveyors
Format: Autocad DWG
Alignment: MGA 56 GDA2020

3 - Existing Site Survey - refer to Appendix C for details

File Name: 204017_DET_REV.F_251008
Author: Veris
Format: Autocad DWG
Alignment: MGA 56 GDA2020

14.2 APPENDIX A: 3D MODEL SUPPLIED BY FK AUSTRALIA



14.3 APPENDIX B: SITE SURVEY SUPPLIED BY CMS

CMS Surveyors Pty Limited
A.B.N. 79 096 240 201
LAND SURVEYING, PLANNING & DEVELOPMENT CONSULTANTS

CMS SURVEYORS

Date: 07/10/2025
Our Ref: 24858 Photo Locations

Studio 71/61 Marlborough Street
Surry Hills
NSW 2010

Dear Rick Mansfield,

RE: PHOTO LOCATIONS – 607 Pacific Highway Chatswood

As requested, we have attended site and measured the Co-ordinates and Elevation of the photo locations for 607 Pacific Highway, Chatswood, NSW.

Co-ordinates are MGA 56 **(GDA 2020)** and elevation to Australian Height datum (AHD).

Measurements were taken using theodolite measurement and GNSS measurements by CORSNET. MGA and AHD derived from SSM 86218, SSM 58980, SSM 165612, SSM 36739, SSM 165619, SSM 165620, SSM 165662, SSM 39003, SSM 86319.

DWG of locations has also been supplied.

Point Number	Easting	Northing	Reduced Level (RL)	Photo Point
1001	331702.9	6258463	99.677	CORNER OF ROOF
1002	331700.7	6258463	99.697	CORNER OF ROOF
1003	331685.7	6258467	100.171	TOP OF POLE
1004	331689	6258495	97.945	TOP OF POLE
1005	331673.1	6258497	95.939	TOP OF POLE
1006	331721.2	6258614	92.756	PHOTO LOCATION 1
2000	331963.7	6257560	81.92	PHOTO LOCATION 2
2001	331945.1	6257569	91.189	CORNER OF PARAPET
2002	331947.9	6257571	85.427	CORNER OF AWNING
2003	331937.9	6257598	89.393	TOP OF POLE
2004	331961.5	6257592	90.766	TOP OF POLE
2005	331610.6	6257926	326.75	TOP OF POLE
3000	331138.4	6257836	99.94	PHOTO LOCATION 3
3001	331190	6257845	105.212	TOP OF POLE
3002	331144	6257837	103.283	TOP OF POLE
3003	331178.3	6257839	110.969	TOP OF POLE
3004	331183.4	6257831	112.039	TOP OF GUTTER
3005	331154.9	6257827	103.08	TOP OF POLE

HEAD OFFICE
2/99A South Creek Rd, DEE WHY NSW 2099
PO Box 463, DEE WHY NSW 2099
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INCORPORATING
A.C.GILBERT & Co.
(Roseville)
MBS GREEN & ASSOCIATES
(Mona Vale)

COOTAMUNDRA
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Point Number	Easting	Northing	Reduced Level (RL)	Photo Point
4000	332224.1	6258391	104.43	PHOTO LOACTION 4
4001	332202.2	6258373	113.224	TOP OF POLE
4002	332180.2	6258363	112.781	TOP OF POLE
4003	332186.3	6258383	113.194	TOP OF POLE
4004	332199.3	6258389	112.9	TOP OF POLE
4005	332212.4	6258389	113.369	TOP OF POLE
5000	331412.3	6258663	105.01	PHOTO LOCATION 5
5001	331424.7	6258551	119.04	CORNER OF PARAPET
5002	331414.8	6258585	136.228	CORNER OF ROOF
5003	331393.9	6258624	116.439	CORNER OF PARAPET
5004	331392.1	6258630	116.405	CORNER OF PARAPET
5005	331420.4	6258649	109.04	END OF BAR
6001	331074.9	6258662	92.017	PHOTO LOCATION 6
6002	331092.7	6258649	95.032	TOP OF POLE
6003	331090.9	6258643	94.625	TOP OF POLE
6004	331085.1	6258649	94.833	TOP OF POLE
6005	331090.8	6258627	95.437	CORNER OF WALL
6006	331090.8	6258627	103.634	CORNER OF GUTTER
7000	331362.6	6257441	99.1	PHOTO LOCATION 7
7001	331358.1	6257485	111.978	CORNER OF PARAPET
7002	331363.3	6257496	108.58	TOP OF POLE
7003	331389.4	6257578	127.555	CORNER OF PARAPET
7004	331381.5	6257476	107.436	TOP OF POLE
7005	331377.7	6257468	104.569	CORNER OF PARAPET
8000	331643.9	6258729	95.49	PHOTO LOCATION 8
8001	331616.2	6258635	107.413	TOP OF POLE
8002	331624.5	6258708	105.717	CORNER OF BAR
8003	331624.6	6258716	105.727	CORNER OF BAR
8004	331584.2	6258679	130.727	CORNER OF PARAPET
8005	331649.7	6258686	96.646	CORNER OF SIGN
9000	333953.6	6252017	43.88	PHOTO LOCATION 9
9001	333951.4	6252020	44.96	CORNER OF RAILING
9002	333893.3	6252204	31.215	TOP OF ROOF
9003	333920.5	6252128	33.326	TOP OF CHIMNEY
9004	333910.5	6252195	31.235	TOP OF ROOF
9005	333936	6252209	31.299	TOP OF ROOF

Note: R.L. shown on the report for photo locations are ground levels. Camera height should be added to the supplied RL of each corresponding photo location.

Yours faithfully,
CMS Surveyors Pty Limited
Patrick Butterworth

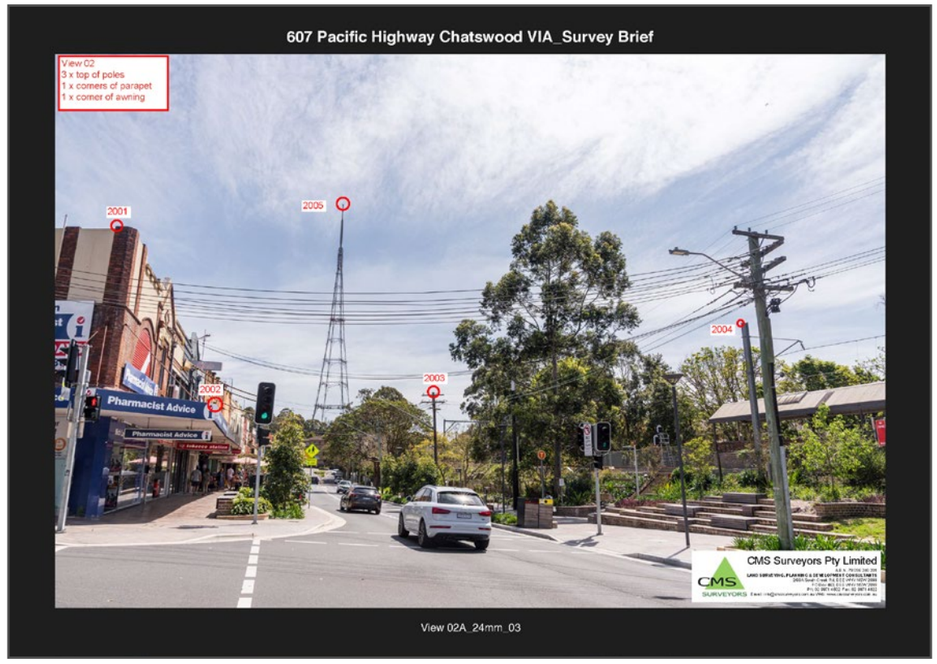
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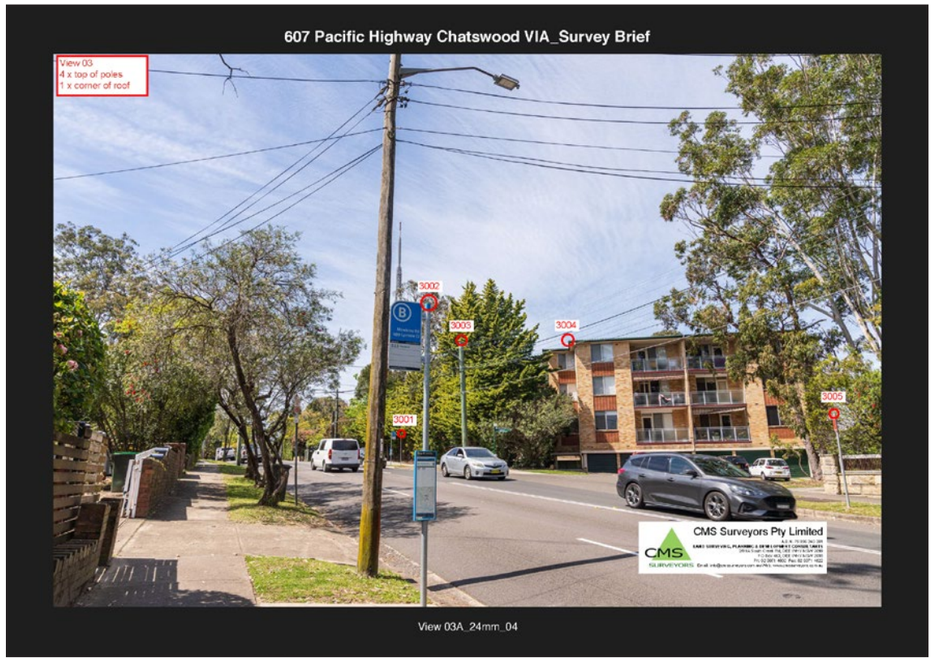
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14.3 APPENDIX B: SITE PHOTOGRAPHY SURVEY SUPPLIED BY CMS SURVEYORS









14.3 APPENDIX B: SITE PHOTOGRAPHY SURVEY SUPPLIED BY CMS SURVEYORS

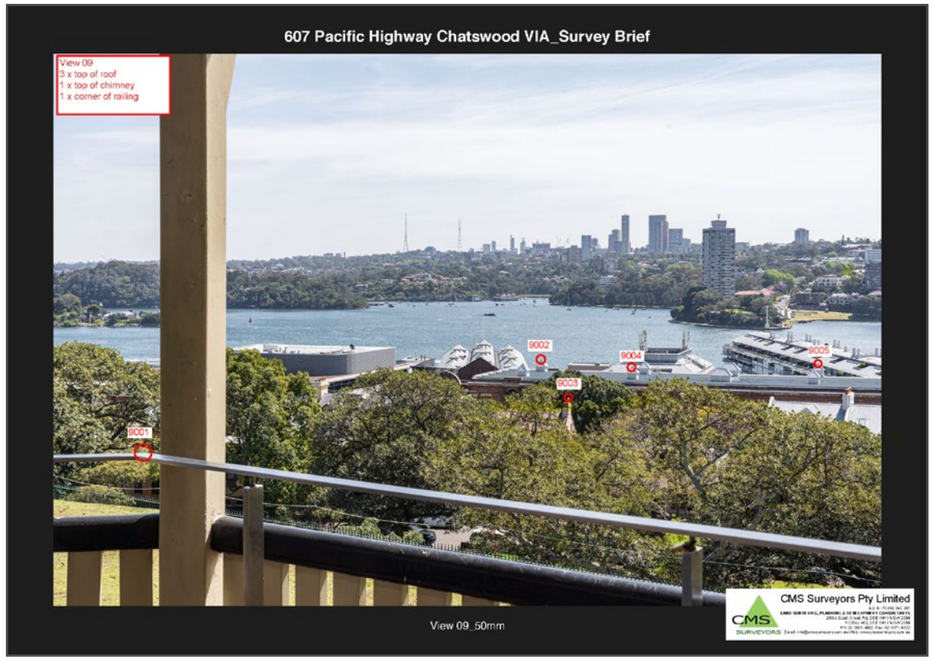








14.3 APPENDIX B: SITE PHOTOGRAPHY SURVEY SUPPLIED BY CMS SURVEYORS



14.4 APPENDIX C: EXISTING SITE SURVEY SUPPLIED BY VERIS

