

# 25-27 LEEDS STREET, RHODES

## AMENDING SSDA - VISUAL IMPACT ASSESSMENT

SSD-101317213

PREPARED FOR  
**BILLBERGIA**  
JANUARY 2026  
FINAL

URBIS

#### URBIS STAFF RESPONSIBLE FOR THIS REPORT:

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# EXECUTIVE SUMMARY

- This Visual Impact Assessment has been prepared by Urbis to accompany an Amending SSDA for a mixed use, residential development at 25-27 Leeds Street, Rhodes.
- Analysis of 6 public domain photomontages found that:
  - The proposal creates low to medium visual effects on the majority of baseline factors.
  - The visual impacts for the assessed viewpoints ranges from Negligible to Medium-low:
    - VP1 - Medium-low
    - VP2 - Low
    - VP3 - Low-medium
    - VP4 - Negligible
    - VP5 - Low
    - VP6 - Low
  - The proposal does not block views to any heritage items or areas of unique scenic quality.
  - From distant view locations the proposal is viewed in a wide visual composition amongst existing and under construction tower forms which reduces the visual impact of the proposal.
- The visual effects and impacts on the Parramatta River domain were considered low and acceptable when assessed against the analytical photomontages prepared that are on or in proximity to the Parramatta River (viewpoints 1,2, 5 & 6).
- Physical Absorption Capacity (PAC) within the surrounding context is medium to high and decreases the visual effects and impacts of the proposal.
- The proposal has a high level of compatibility with the surrounding visual character.
- The proposal is compatible with the contemplated desired future character for the area.
- On balance when all relevant matters are considered, the visual effects and view impacts caused by the proposed development are considered to be reasonable and acceptable and as such the proposal can be supported on visual impact grounds.
- This report concludes that the proposed development is suitable, warrants approval and satisfies SEARs Item6 – Visual Impact.



# 01 INTRODUCTION

## 1.1 PURPOSE OF THE REPORT

This Visual Impact Assessment has been prepared by Urbis to accompany the Amending SSDA which seeks approval for changes to the approved mixed-use development (SSD-67419241):

**Table 1 - Legal Description of the Site**

Property Address	Title Description
25 Leeds Street	Lot A in DP329241 and Lot C in DP367132
27 Leeds Street	Lot 2 in DP1192949
Site Area	11,692sqm

**Table 2 SEARs Compliance.**

Description of Requirement	Section Reference
<b>6. Visual Impact</b>	
<ul style="list-style-type: none"> <li>Provide a visual analysis of the development from key viewpoints, including photomontages or perspectives showing the proposed and likely future development.</li> </ul>	Section 4.0 and 5.0
<ul style="list-style-type: none"> <li>Where the visual analysis has identified potential for significant visual impact, provide a visual impact assessment that addresses the impacts of the development on the existing catchment.</li> </ul>	Section 4.0 and 5.0
<ul style="list-style-type: none"> <li>Detailed visual analysis from the Parramatta River Domain noting the visual prominence of the site.</li> </ul>	Section 4.0 and 5.0

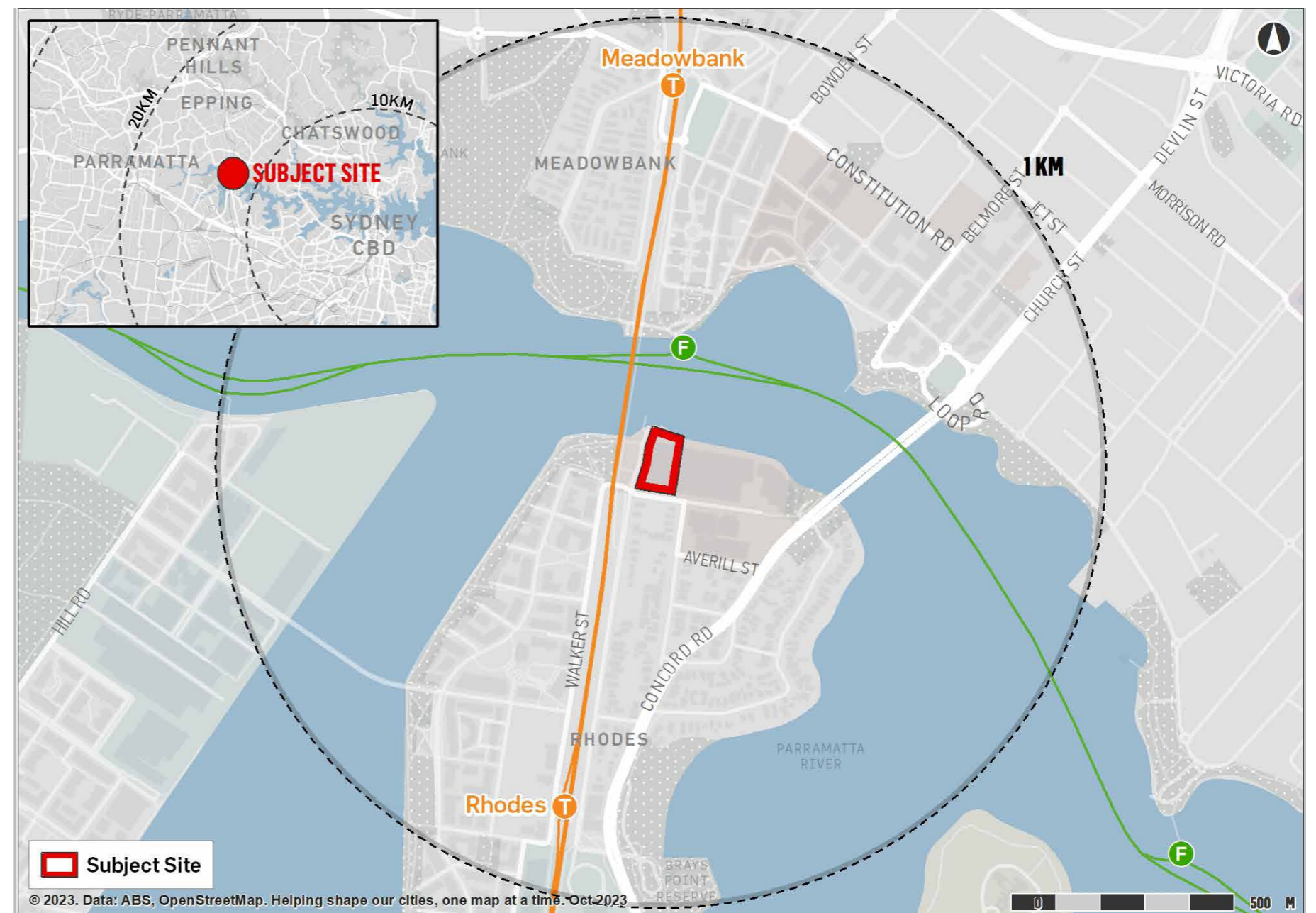
## 1.2 PROJECT BACKGROUND

On 25 September 2025 the Applicant obtained development consent from the Minister for Planning (DPHI Reference: SSD-67419241) for a mixed use development with affordable housing comprising:

- Six mixed-use and residential towers (10 to 17 storeys) including:
  - 342 residential apartments (including 58 affordable housing apartments);
  - Ground level retail use in four buildings; and
  - Communal open spaces on rooftops and podiums.
- Part three level shared basement with 400 car parking spaces;
- Through site links and public domain works;
- Delivery of public open space, including a promenade and part of the 'Foreshore Park'; and
- Associated landscaping, tree removal and flood mitigation works including construction of a new seawall.

The approved SSDA built upon a Regional Development Application (Council Reference: DA2023/0235) lodged with Canada Bay Council in October 2023 and approved by the Sydney Eastern Planning Panel on 8 August 2024 for a mixed use development containing six buildings ranging from 9 to 13 storeys, providing 249 apartments.

The Regional DA was 'Amended' by SSD-67419241 such that the 'main' building works were contained within the SSD, but the early works (demolition, tree removal, excavation, remediation) remained with the Regional DA, allowing works to commence on site.



**Figure 1** Site location (Urbis).

## 1.2 PROPOSED DEVELOPMENT

The Amending SSDA seeks approval for the following changes to the approved mixed-use development (SSD-67419241):

- Infill of the upper levels of Building B, maintaining the approved 10-storey height and replacing the previously approved part 8 and part 10 storey articulation.
- Provision of three additional levels to Building E.
- Provision of eight additional levels to Building F.
- Minor miscellaneous amendments, including the introduction of concrete awnings to the eastern elevation of Building E, minor reconfiguration of bicycle parking at ground level, and minor adjustments to basement layout, including to structural walls and car parking bays.

The proposed amendments will result in a total of 59 additional dwellings (49 market dwellings and 10 affordable dwellings).

All other aspects of the approved development, including early works, parking, public domain and landscaping, stormwater management, waste management, access arrangements, staging, associated works (including the seawall and substation arrangements) and Buildings A, C or D, remain unchanged.

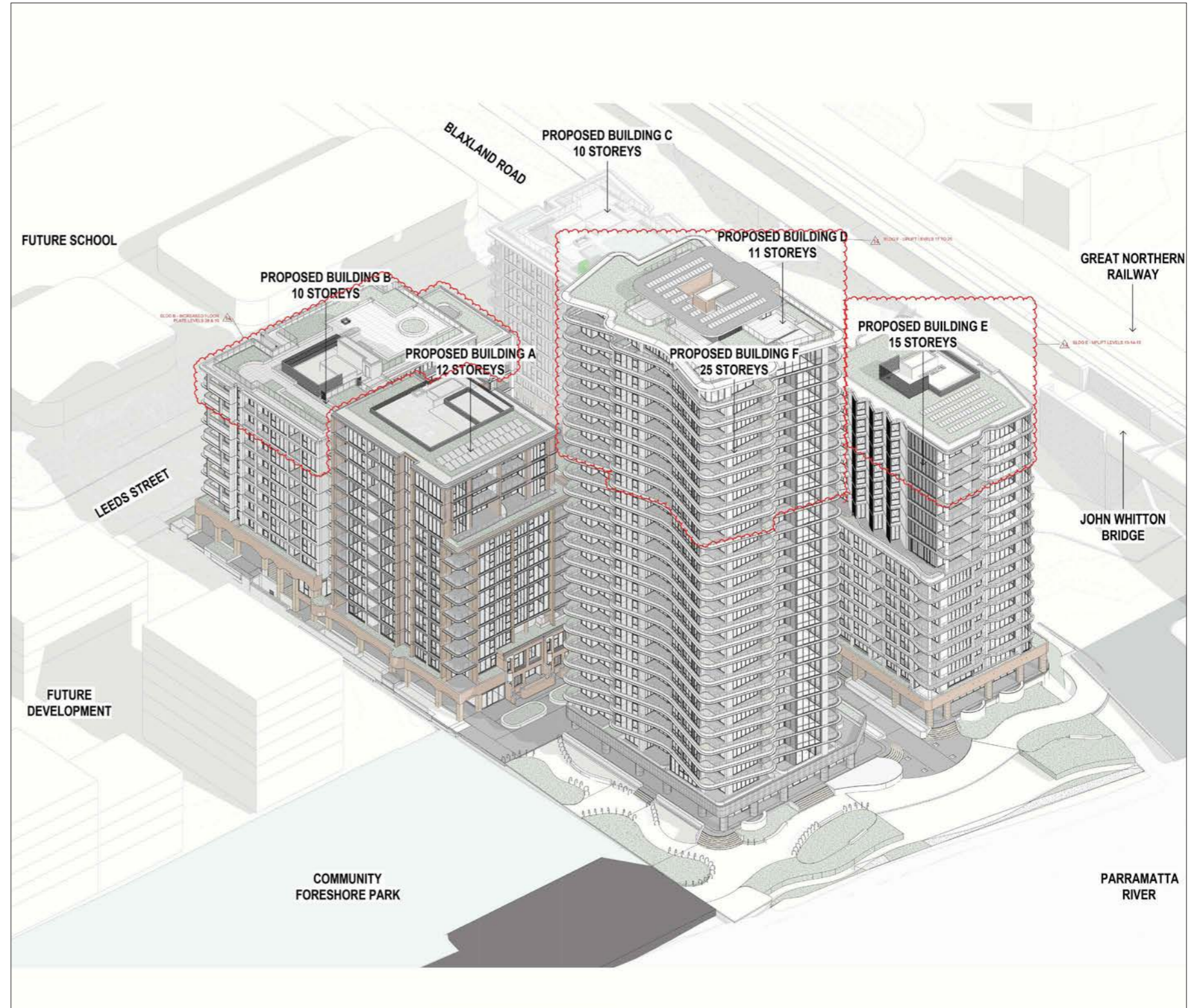


Figure 2 Northern axonometric view (SJB).

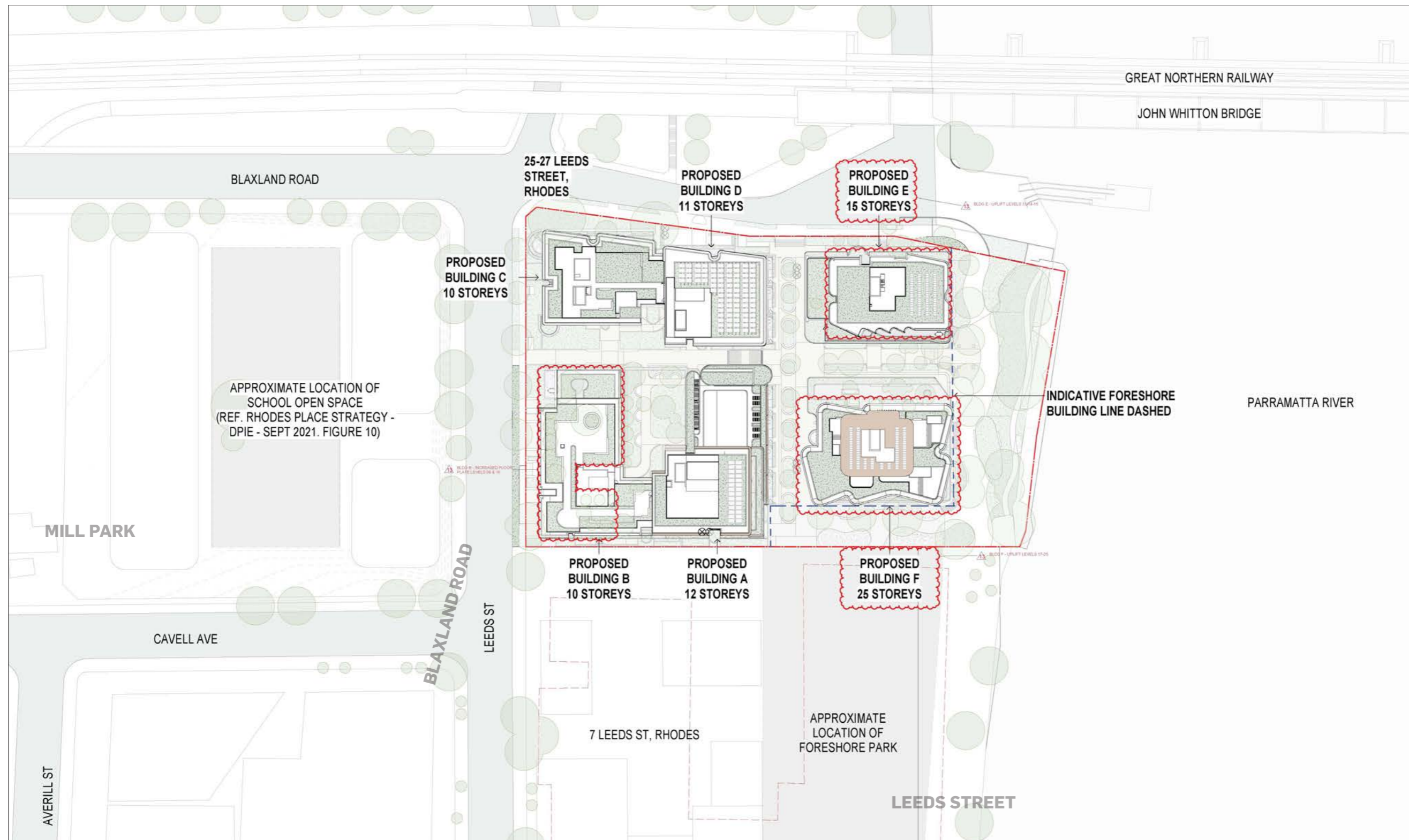


Figure 3 Site plan and surrounding context (SJB).



# 02 VIA METHODOLOGY

## 2.1 URBIS METHODOLOGY

The methodology employed by Urbis to assess visual impacts is based on a combination of established methods used in NSW. It is based on widely adopted concepts and terminology included in multiple Visual Impact Assessment (VIA) methods, guidelines and objectives.

In addition the Urbis VIA method draws on 30 years of academic research and publications by industry leaders who have considered a more tailored response to assess the visual impacts of built forms in urban settings rather than Landscape Character Visual Impacts Assessments (LCVIA).

An LCVIA takes a more holistic approach to changes proposed to the physical and visual landscape, which in our opinion is more appropriate to assess the impacts of development in greenfield locations or sites that are predominantly characterised by rural or open, less developed landscapes.

Reviewing and combining industry best practice, Urbis continually refines its VIA methodology so that it is appropriate for application across an urban visual context. The Urbis methodology identifies objective 'visual baseline' information about the site and surrounds, analyses the extent of visual effects or quantum of change using visual aids from key locations, and considers the importance of that change. The significance of the extent of visual effects is explained and determined in the visual impact assessment section of the method and this report.

The Urbis method takes into consideration other relevant factors such as the underlying strategic planning intent of the site, its immediate or wider setting. For example other methods do not consider visual compatibility with the existing or desired future character for the site or area which may allow for transformational visual change.

The Urbis method also distinguishes and places 'weight' on key factors such as view place and viewer sensitivity, physical absorption capacity etc. and considers impacts on unique settings near the site that could be potentially affected, including for example heritage items, conservation areas, views to icons and areas of high scenic quality.

Separating objective facts from subjective opinion provides a robust and comprehensive matrix for analysis and final assessment of visual impacts.

The sequence of steps and logic flow is shown graphically in the method flow chart.

Our method also has regard to:

*The Landscape Institute Technical Guideline Note- Visual Representation of Development Proposals* (AILA 2019)

*Guidance note for Landscape and Visual Assessment* (AILA 2018)

*Guidelines for Landscape Character and Visual Impact assessment, Environmental Impact Assessment practice note EIA -NO4* prepared by the Roads and Maritime Services 2018 (RMS LCIA)

Urbis rely on accurately prepared and certifiable photomontages prepared by ourselves or others to satisfy the NSW Land and Environment Court photomontage policy.

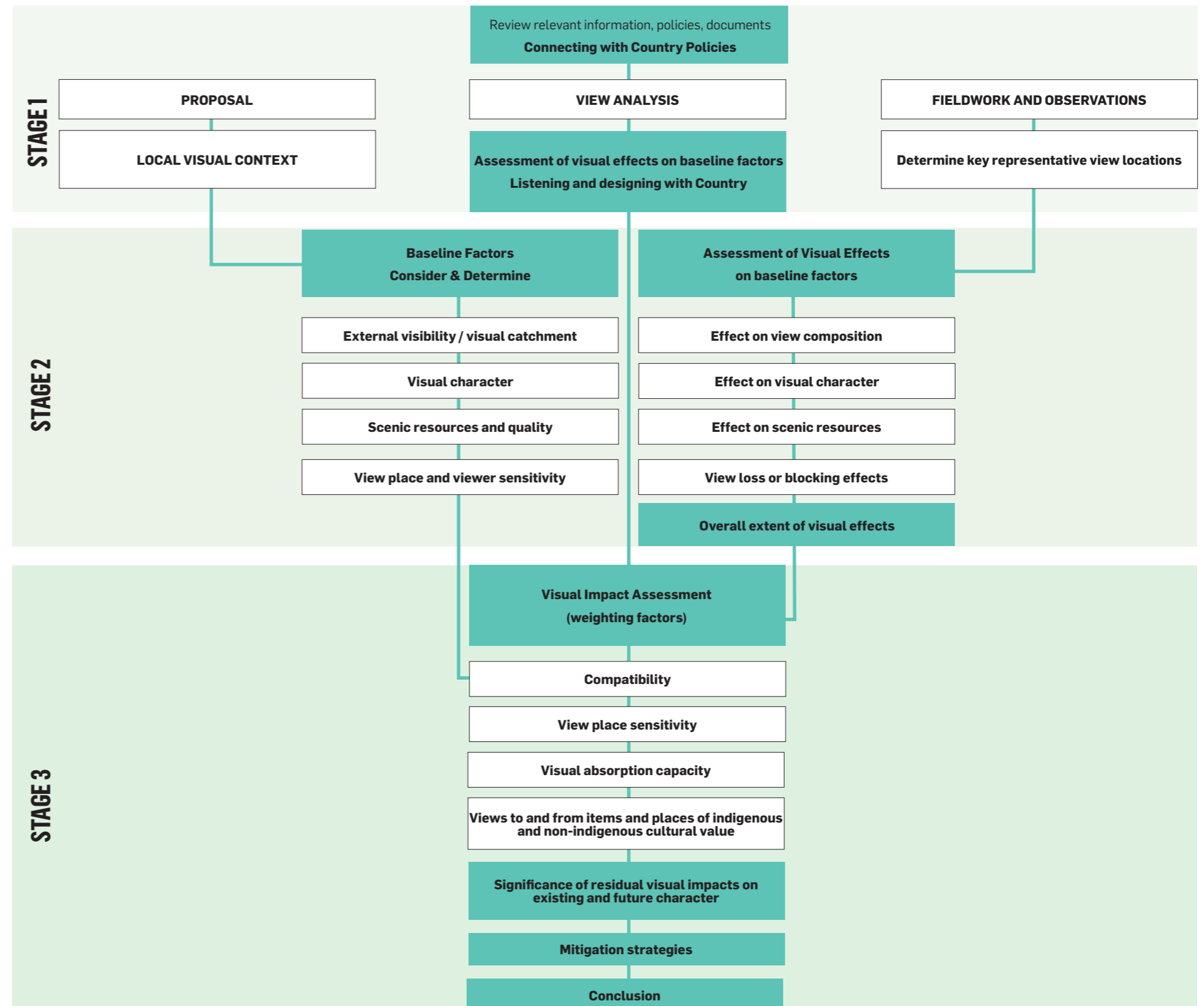


Figure 4 Methodology flowchart.

## 2.2 VISUAL CONTEXT

### North:

To the North of the site is the Parramatta River, which separates Rhodes from Meadowbank and the broader Ryde Local Government Area. Rhodes is connected to Ryde via Concord Road and the John Whitton Bridge.

### East:

Low scale industrial buildings extend along the waterfront to the east of the site. The industrial buildings accommodate a variety of activity such as coffee roasters, construction material manufacturers and warehousing. Uhrs Point Reserve and Concord Road bookend the light industrial precinct in the east.

### South:

Directly to the South of the site and across Leeds Street, is a low-density residential area characterised by single detached dwellings and various mature trees.

### West:

Directly adjacent to the west of the site is Blaxland Road, which provides access to the Rhodes Boat Ramp at the base of the Parramatta River. The T9 Railway line also runs parallel to the site on an elevated bridge across the Parramatta River. John Whitton Reserve is a public park that extends from the boat ramp, under the railway bridge and connects to Mills Park to the west of the railway bridge. Mills Park marks the western end of the East Rhodes Peninsula.

## 2.3 HERITAGE ITEMS

The site is not mapped as a heritage item, nor is it within a heritage conservation area. However, there are two heritage items in the immediate vicinity (Figure 5). of the site and include:

- Meadowbank Rail Bridge over Parramatta River (Stage Heritage). Known as the John Whitton Bridge west of the site.
- Meadowbank (Parramatta River) Underbridge west of the site.

## 2.4 DOCUMENTED VIEWS

The site is located within a Special Precinct area (Rhodes East) in the City of Canada Bay DCP, and further identified as the Leeds Street Character Area.

Two View Sheds and 3 View Axis are identified within this character area (Figure 6).

## 2.5 PUBLIC DOMAIN VISUAL CATCHMENT

Potential visibility of the proposal was determined by Urbis during fieldwork observations of the site from a range of distance classes (close, medium and distant views) and an indicative visual catchment from Google Earth.

Due to the underlying topography, presence of vegetation within the surrounding streetscapes and intervening built form both within and surrounding the site, the effective visual catchment of the existing site includes:

- Leeds Street
- The intersection of Walker Street and Blaxland Road
- Cavell Ave
- Parramatta River.
- Ryde Bridge
- John Whitton Bridge
- John Whitton Reserve
- Helene Park
- Ryde Wharf Reserve.

The proposal will remain visible from these locations and its visual catchment will increase to include more distant locations including:

- Mill Park
- Meadowbank Park north of the site
- Foreshore open spaces east of the site including Kissing Point Park
- Brays bay Reserve
- Sections of Concord Road.



Figure 5 Surrounding heritage items (NSW Planning Portal Spatial Planner).

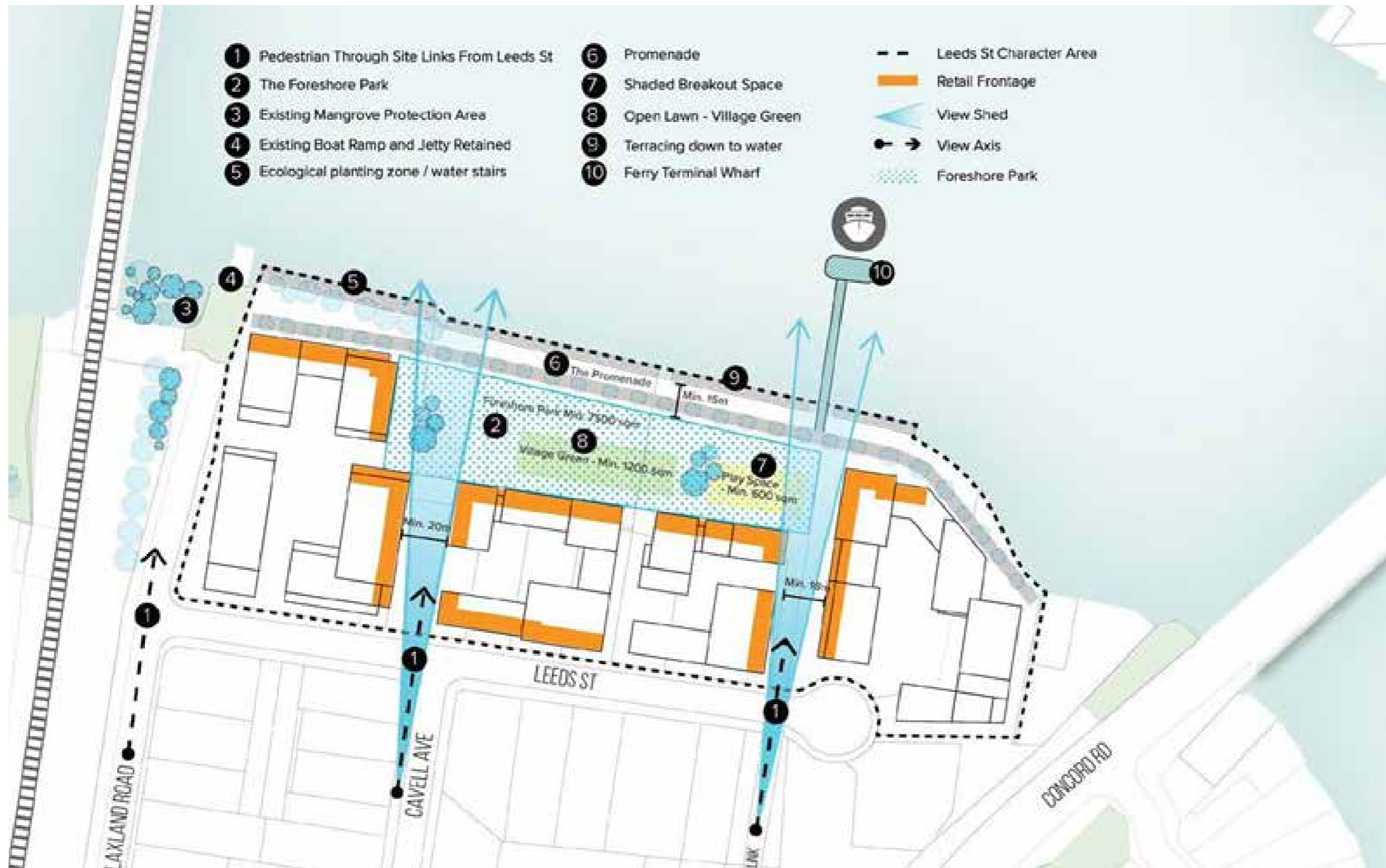



Figure 6 Leeds Street Character Area Regulating Plan.

An aerial photograph of a dense forest, viewed from above, with a teal color overlay. The text '03 BASELINE VISUAL ANALYSIS' is superimposed on the left side of the image.

# 03 BASELINE VISUAL ANALYSIS

### 3.1 INSPECTED FIELDWORK LOCATIONS

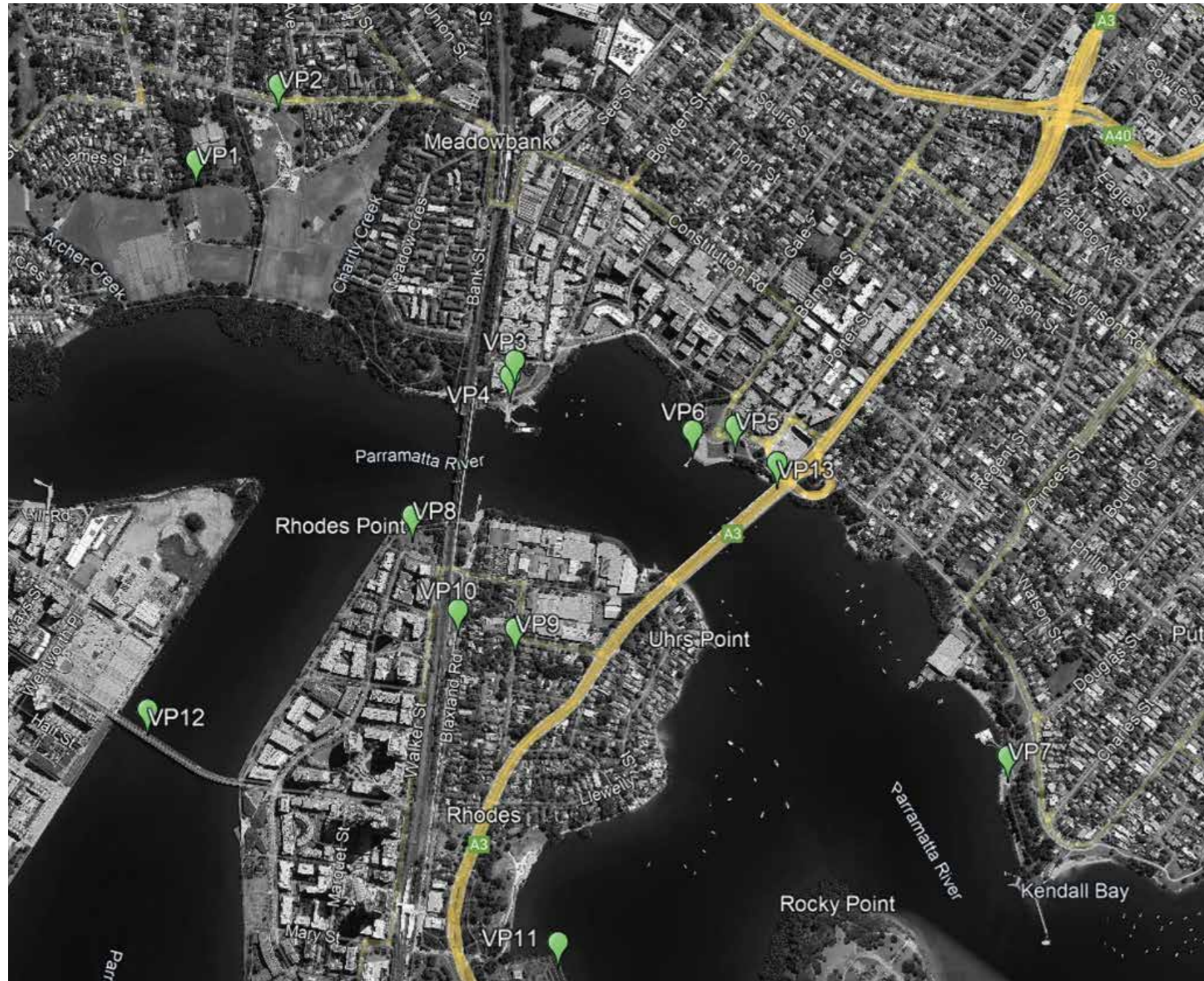


Figure 7 Locations inspected during fieldwork.



Photo 1. View south from LH Waud Sports Field.



Photo 2. View from Ryde Wharf Reserve (upper).



Photo 3. View north from Cavell Avenue (Photomontage View 03).



**Photo 4.** View south from Meadowbank Skate Park & Playground



**Photo 5.** View from Helene Park (**Photomontage View 01**).



**Photo 6.** View from Meadowbank ferry terminal station and car park.



**Photo 13.** View south-west from Ryde Bridge (**Photomontage View 06**).



**Photo 7.** View from Ryde Wharf Reserve (lower).



**Photo 8.** View from Kissing Point Park (**Photomontage View 02**).



**Photo 9.** View east from Mill Park.



**Photo 10.** View north from Blaxland Road.



**Photo 11.** View from Brays Bay Reserve (**Photomontage View 04**).



**Photo 12.** View north-east from Bennelong Bridge (**Photomontage View 05**).

### 3.2 VISUAL CHARACTER OF THE SITE

The site was previously used for light industrial purposes and has now been cleared of all development. Early works on the site is being undertaken and as such the site contains large areas open ground, small temporary structures associated with construction and building equipment such as cranes.

### 3.3 SCENIC QUALITY

Scenic quality relates to the likely expectations of viewers regarding scenic beauty, attractiveness, or preference. Scenic preferences typically relates to the variety of features that are present, and the uniqueness or combination of those features.

Scenic quality of the visual setting of the subject site is a baseline factor against which to measure visual effects. Criteria and ratings for preferences of scenic quality and cultural values of aesthetic landscapes are based on empirical research undertaken in Australia and internationally.

Therefore, analysis of the existing scenic quality of a site or its visual context and understanding the likely expectations and perception of viewers is an important consideration when assessing visual effects and impacts.

The site has been cleared of previous development and has limited retained vegetation along the foreshore which is not unique or distinguishable from surrounding vegetation. As such, the site has no scenic quality currently.

### 3.4 VIEW PLACE SENSITIVITY

This factor relates to the likely level of public interest in a view of the proposed development. The level of public interest includes assumptions made about its exposure in terms of distance and number of potential viewers.

For example, close and middle-distance views from public places such as surrounding roads and intersections that are subject to large numbers of viewers, would be considered as being sensitive view places. However, the level of sensitivity depends on the nature of the view and whether it is gained from either a moving viewing situation and the duration of exposure to the view for example for short periods of time or for sustained periods.

The site is adjacent to Blaxland Road which has a moderate number of daily users which would have close views and include pedestrians, cyclists and vehicles. Views would typically be from moving situations for short durations of time. Similarly, close views are possible from Leeds Street which include a similar composition of viewers and duration of views, but a lower quantity of daily users.

Middle and long distance views of the proposal will be possible as a result of the Parramatta River surrounding Rhodes which provides a wide, open expanse free of intervening elements. Distant view locations include open recreation spaces, foreshores, transport corridors and commercial and residential development.

### 3.5 VIEWER SENSITIVITY

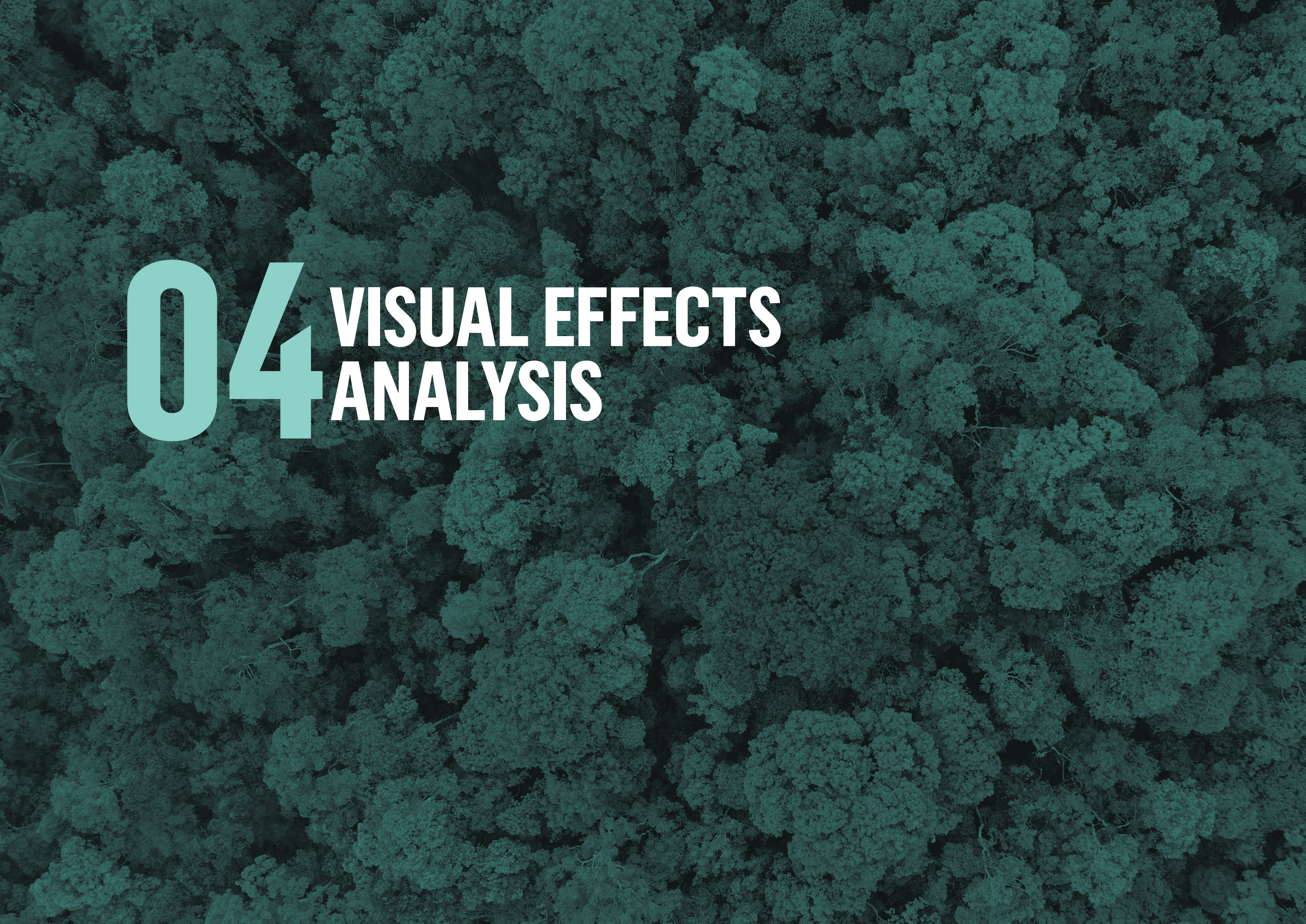
Viewer sensitivity is a judgement as to the likely level of private interest in the views that include the proposed development and the potential for private domain viewers to perceive the visual effects of the proposal. The spatial relationship (distance), the

length of exposure and the viewing place within a dwelling are factors which affect the overall rating of the sensitivity to visual effects.

Views from residential flat buildings (RFB's) north of the proposal site in Meadowbank are separated approximately 370m from the proposal, and as such would have a wide visual composition that would include views of the proposal amongst a backdrop of existing and proposed other tower forms. The proposal would be unlikely to appear as a new, novel or unexpected addition to the existing composition and would not impact views to any highly valued or scenic features including the State heritage item or Parramatta River.



Photo 14. Aerial of the site (Nearmap).



# 04 VISUAL EFFECTS ANALYSIS

## 4.1 USE OF PHOTOMONTAGES

Prior to undertaking fieldwork, Urbis undertook a desktop review of all relevant statutory and non-statutory documents, an analysis of aerial imagery and topography and lidar data to establish the potential visual catchment to inform fieldwork inspections. Following fieldwork Urbis selected and recommended 6 public view locations for further analysis.

View No.	VIEWPOINT LOCATION
View 01	View south from Meadowbank Ferry Wharf
View 02	North-west view from Kissing Point Park
View 03	View north from Cavell Avenue 9(Leeds Street Character Area View Axis)
View 04	View north from Brays Bay Reserve
View 05	North-east view from Bennelong Bridge
View 06	South-west view from Ryde Bridge

## 4.2 CERTIFICATION OF PHOTOMONTAGES

The method of preparation is outlined in Appendix 3 of this report.

The accuracy of the locations of the 3D model (prepared by the project architects) of the proposed development inserted into digital photographs has been checked by Urbis in multiple ways:

1. The model was checked for alignment and height with respect to the 3D survey and adjacent surveyed reference markers which are visible in the images.
2. The location of the camera in relation to the model was established using the survey model and the survey locations, including map locations and RLs. Focal lengths and camera bearings in the meta data of the electronic files of the photographs are known.
3. Reference points from the survey were used for cross-checking accuracy in all images.
4. No significant discrepancies were detected between the known camera locations and those predicted by the computer software. Minor inconsistencies due to the natural distortion created by the camera lens, were reviewed by Urbis and were considered to be within reasonable limits.

Urbis is satisfied that the photomontages have been prepared in accordance with the Land and Environment Court of New South Wales photomontage policy.

Urbis certifies, based on the methods used and taking all relevant information into account, that the photomontages are as accurate as is possible in the circumstances and can be relied upon by the Court for assessment.



Figure 8 Viewpoint location map.

## VIEW 01

### VIEW SOUTH FROM MEADOWBANK FERRY WHARF

#### DISTANCE CLASS

- Medium
- 190m

#### EXISTING COMPOSITION OF THE VIEW

The foreground composition is comprised of the southern edge of Helene Park and includes low to mid-height vegetation, steps and lighting structures.

The mid-ground composition includes the Meadowbank ferry terminal, Parramatta River and the State heritage item 'Meadowbank rail bridge over Parramatta River'.

Beyond is the vegetated foreshore along the northern edge of the site which continues west of the site to the heritage item and contains several large, mature trees.

Long distance views include a cluster of existing and under construction contemporary tower forms of varying heights within Rhodes.

#### VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

The foreground composition is unaffected.

The proposal introduces new, contemporary built-form to the mid-ground composition. The northern elevation of Building E and Building F are visible, with a section of the northern elevation of Building B visible between the foreground towers.

The tower forms do not block views to any scenic or highly valued features (including the State heritage item) and appear as complimentary built-forms to towers already present in the visual composition. As such, the proposal appears as visually compatible with the existing visual composition.

#### Visual effects of proposed development (quantum of change)

Visual Character	medium-low
Scenic Quality	low
View Composition	medium-low
Viewing Period	medium
Viewing Distance	medium
View Blocking of Scenic Elements	low

**Overall rating of effects on baseline factors**      **medium-low**

#### Weighting Factors

Public Domain View Place Sensitivity	medium (neutral)
Physical Absorption Capacity	low (up-weight)
Compatibility with Urban Context and Visual Character	high (down-weight)

See section 5.9 for overall Visual Impact Rating.



Figure 9 Viewpoint 01 location.



Figure 10 Viewpoint 01 existing view.

ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW



Figure 11 Viewpoint 01 photomontage.

## VIEW 02

### NORTH-WEST VIEW FROM KISSING POINT PARK

#### DISTANCE CLASS

- Distant
- 1700m

#### EXISTING COMPOSITION OF THE VIEW

The foreground and mid-ground composition is characterised by a wide, open expanse of Parramatta River.

Long distance views are a varied visual composition comprised of residential foreshore of Rhodes which includes detached, late twentieth century dwellings and large, mature trees within the properties and surrounding streets. Above the canopy line, limited built-form within Rhodes is visible which includes a tower form and telecommunications tower.

Right of the composition is the Ryde Bridge with Meadowbank foreshore visible beyond which includes a dense grouping of RFB's of varied heights as well as large, mature trees within Memorial Park.

#### VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

The foreground and mid-ground composition are unaffected.

The proposal introduces new, contemporary built form which is viewed in a wide visual composition.

Mid and upper sections of Buildings A, C and F are visible above intervening vegetation where the proposal generates a new, varied skyline in the visual composition but does not exceed existing tower forms visible within Rhodes.

The proposal blocks views to sky beyond and does not block views to any scenic or highly valued features.

The proposal does not block views of any existing components of the view (apart from sections of sky) and adds a minor addition of new built-form to the composition and as such the intrinsic character of the view is retained.

#### Visual effects of proposed development (quantum of change)

<i>Visual Character</i>	low
<i>Scenic Quality</i>	low
<i>View Composition</i>	low
<i>Viewing Period</i>	medium
<i>Viewing Distance</i>	low
<i>View Blocking of Scenic Elements</i>	low
<b>Overall rating of effects on baseline factors</b>	<b>low</b>

#### Weighting Factors

<i>Public Domain View Place Sensitivity</i>	high (up-weight)
<i>Physical Absorption Capacity</i>	medium (neutral)
<i>Compatibility with Urban Context and Visual Character</i>	medium-high (down-weight)

See section 5.9 for overall Visual Impact Rating.



Figure 12 Viewpoint 02 location.



Figure 13 Viewpoint 02 existing view.



Figure 14 Viewpoint 02 photomontage.

## VIEW 03

### VIEW NORTH FROM CAVELL AVENUE (LEEDS STREET CHARACTER AREA VIEW AXIS)

#### DISTANCE CLASS

- Medium
- 170m

#### EXISTING COMPOSITION OF THE VIEW

The composition is a constrained view north along the Cavell Avenue carriageway. To either side are large, mature trees within the verges and front gardens of private dwellings which block views to residential built-form.

The mid-ground composition includes a limited view of low-height commercial development adjacent to the site at the northern end of Cavell Ave.

Long distance views are characterised by dense residential urban development north of the site in Meadowbank comprised of contemporary RFB's of varied height, bulk and scale.

#### VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

The foreground composition is unaffected by the proposal.

A partial, filtered and oblique view of the proposal is visible through intervening vegetation which blocks views to lower sections of the proposed built-form.

The proposal introduces new, contemporary built-form to the composition which blocks a section of residential development in the distance in Meadowbank.

The proposal does not block views to scenic or highly valued features or any heritage items and maintains the view axis identified within the Leeds Street Character Area.

#### Visual effects of proposed development (quantum of change)

Visual Character	low-medium
Scenic Quality	low-medium
View Composition	low-medium
Viewing Period	low
Viewing Distance	medium
View Blocking of Scenic Elements	low

**Overall rating of effects on baseline factors**      **low-medium**

#### Weighting Factors

Public Domain View Place Sensitivity	medium (neutral)
Physical Absorption Capacity	medium (neutral)
Compatibility with Urban Context and Visual Character	medium (neutral)

See section 5.9 for overall Visual Impact Rating.



Figure 15 Viewpoint 03 location.



Figure 16 Viewpoint 03 existing view.

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW



Figure 17 Viewpoint 03 photomontage.





Figure 20 Viewpoint 04 photomontage.

## VIEW 05 NORTH-EAST VIEW FROM BENNELONG BRIDGE

### DISTANCE CLASS

- Medium
- 790m

### EXISTING COMPOSITION OF THE VIEW

The foreground is comprised of an open expanse of Parramatta River east of Rhodes.

The mid-ground composition is characterised by contemporary development in Rhodes which includes a public foreshore and residential and commercial built-form development that increases in height as the setback from the foreshore increases. The built-form development includes a variety of building scales from low-height development to tall tower forms.

Distant views include the State listed heritage rail bridge with dense residential urban development north of the site in Meadowbank comprised of contemporary RFB's of varied height, bulk and scale visible beyond.

### VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

The foreground composition is unaffected.

Small, upper sections of Building e and Building F are visible above intervening existing development within Rhodes.

The proposal introduces a small amount of new built-form to the composition which appears as visually compatible and complimentary to the existing building typologies.

The proposal does not block views to an scenic or highly valued features and does not block views to any heritage items including the 'Meadowbank Rail Bridge over Parramatta River'.

The proposal does not block views of any existing components of the view (apart from sections of sky) and adds a minor addition of new built-form to the composition and as such the intrinsic character of the view is retained.

#### Visual effects of proposed development (quantum of change)

Visual Character	low
Scenic Quality	low
View Composition	low
Viewing Period	low
Viewing Distance	medium
View Blocking of Scenic Elements	low
<b>Overall rating of effects on baseline factors</b>	<b>low</b>

#### Weighting Factors

Public Domain View Place Sensitivity	medium (neutral)
Physical Absorption Capacity	high (down-weight)
Compatibility with Urban Context and Visual Character	high (down-weight)

See section 5.9 for overall Visual Impact Rating.



Figure 21 Viewpoint 05 location.



Figure 22 Viewpoint 05 existing view.



Figure 23 Viewpoint 05 photomontage.

DISTANCE TO PROJECT - 790M  
ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW

## VIEW 06

### SOUTH-WEST VIEW FROM RYDE BRIDGE

#### DISTANCE CLASS

- Medium
- 560m

#### EXISTING COMPOSITION OF THE VIEW

The foreground is comprised of an open expanse of Parramatta River east of Rhodes.

The mid-ground composition is characterised by development in Rhodes which includes a residential and commercial built-form development that increases in height as the setback from the foreshore increases. The built-form development includes a variety of building scales from low-height development to tall tower forms.

To the right of the composition the State listed heritage item 'Meadowbank Rail Bridge over Parramatta River' is visible, with distant views to contemporary residential tower forms in Wentworth Point and Parramatta beyond.

#### VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

The foreground composition is unaffected.

The proposal introduces new, contemporary built-form to the mid-ground composition. Mid and upper sections of the buildings are visible above retained foreshore vegetation.

The proposal blocks views to existing tower forms east of Walker Street in Rhodes and sections of open sky beyond.

The tower forms do not block views to any scenic or highly valued features (including the State heritage item) and appear as complimentary built-forms already present in the visual composition. As such, the proposal appears as visually compatible with the existing visual composition.

#### Visual effects of proposed development (quantum of change)

Visual Character	low
Scenic Quality	low
View Composition	low-medium
Viewing Period	low
Viewing Distance	medium
View Blocking of Scenic Elements	low

**Overall rating of effects on baseline factors**      **low-medium**

#### Weighting Factors

Public Domain View Place Sensitivity	medium (neutral)
Physical Absorption Capacity	medium (medium)
Compatibility with Urban Context and Visual Character	high (down-weight)

See section 5.9 for overall Visual Impact Rating.



Figure 24 Viewpoint 06 location.



Figure 25 Viewpoint 06 existing view.

ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW



Figure 26 Viewpoint 06 photomontage.

An aerial photograph of a dense forest, viewed from above, with a teal color overlay. The text '05 VISUAL IMPACT ASSESSMENT' is overlaid on the left side of the image.

# 05 VISUAL IMPACT ASSESSMENT

Having determined the extent of the visual change based on the 6 representative modelled views (photomontages) Urbis have applied relevant weighting factors to determine the overall level of visual impacts or importance of the visual effects. The factors have been considered in relation to the visual effects to provide up-weight or down-weights and to determine a final impact rating.

The weighting factors include sensitivity, visual absorption capacity and compatibility with urban features.

## 5.1 SENSITIVITY

The overall rating for view place sensitivity was weighted according to the influence of variable factors such as distance, the location of items of heritage significance or public spaces of high amenity and high user numbers.

The site is in proximity to several items that while not unique, would be valued by users and include the Parramatta River, the State heritage item 'Meadowbank Rail Bridge over Parramatta River', Mill Park and public foreshore access west of the site.

Views to site from these locations are possible from close and medium view locations where a moderate level of users would view the proposal. As such, the place sensitivity is rated as medium-high.

## 5.2 PHYSICAL ABSORPTION CAPACITY

Physical Absorption Capacity (PAC) means the extent to which the existing visual environment can reduce or eliminate the perception of the visibility of the proposed redevelopment.

PAC includes the ability of existing elements of the landscape to physically hide, screen or disguise the proposal. It also includes the extent to which the colours, material and finishes of buildings and in the case of buildings, the scale and character of these allows them to blend with or reduce contrast with others of the same or closely similar kinds to the extent that they cannot easily be distinguished as new features of the environment.

Prominence is also an attribute with relevance to PAC. It is assumed in this assessment that higher PAC can only occur where there is low to moderate prominence of the proposal in the scene.

- Low to moderate prominence means:
  - Low: The proposal has either no visual effect on the landscape or the proposal is evident but is subordinate to other elements in the scene by virtue of its small scale, screening by intervening elements, difficulty of being identified or compatibility with existing elements.
  - Moderate: The proposal is either evident or identifiable in the scene, but is less prominent, makes a smaller contribution to the overall scene, or does not contrast substantially with other elements or is a substantial element, but is equivalent in prominence to other elements and landscape alterations in the scene.

The existing visual environment has a medium to high capacity to absorb the visual changes demonstrated in the assessed views.

Built form, vegetation and topography in both the immediate and more distant context east, south and west of the site screen and filter views of the proposal to varying

degrees and limits the ability to perceive changes in the assessed existing visual compositions.

Distant views across Parramatta River from the north will be of compositions which include existing and under construction tower forms where the proposal will be viewed against a backdrop of other similar forms therefore limiting the perception of the proposal as a novel new element.

## 5.3 VISUAL COMPATIBILITY

Visual Compatibility is not a measure of whether the proposal can be seen or distinguished from its surroundings. The relevant parameters for visual compatibility are whether the proposal can be constructed and utilised without the intrinsic scenic character of the locality being unacceptably changed. It assumes that there is a moderate to high visibility of the project to some viewing places. It further assumes that novel elements which presently do not exist in the immediate context can be perceived as visually compatible with that context provided that they do not result in the loss of or excessive modification of the visual character of the locality.

A comparative analysis of the compatibility of similar items to the proposal with other locations in the area which have similar visual character and scenic quality or likely changed future character can give a guide to the likely future compatibility of the proposal in its setting.

The proposal is located within a highly urbanised area that includes contemporary built-forms of comparable height, bulk and scale to the proposal. In this regard, the proposed development would not be out of place or have unexpected features for viewers within the immediate of wider visual catchment.

All views were rated as having a medium to high compatibility which provides a 'down-weight' to the level of visual effects, reducing their importance.

## 5.4 VIEWING PERIOD

Viewing period in this assessment refers to the influence of time available to a viewer to experience the view to the site and the visual effects of the proposed development. Longer viewing periods, experienced either from fixed or moving viewing places such as dwellings, roads or waterways, provide for greater potential for the viewer to perceive the visual effects.

Visual effects of the proposal with regard to viewing periods from close locations in the public domain are low, typically from moving viewing situations (both pedestrian and vehicle) and experienced for short periods from surrounding transport corridors.

Similarly, viewing periods from more distant public domain locations are for short durations of time, with the exceptions being from distant public domain open recreation space locations along the Parramatta foreshore to the north and east where distant views to the proposal would be for more sustained periods of time.

## 5.5 VIEWING DISTANCE

Viewing distance can influence on the perception of the visual effects of the proposal which is caused by the distance between the viewer and the development proposed. It is assumed that the viewing distance is inversely proportional to the perception of visual effects: the greater the potential viewing distance, experienced either from fixed

or moving viewing places, the lower the potential for a viewer to perceive and respond to the visual effects of the proposal.

Views of the proposal are possible from close, medium and distant locations. Close view locations will typically include only partial views of the proposal (the lower and mid-sections) or be partially be blocked by intervening elements, whereas more distant views locations have the potential to view a greater proportion of the proposal in a wide visual composition, particularly north of the site.

## 5.6 SIGNIFICANCE OF RESIDUAL VISUAL IMPACTS

The final question to be answered after the mitigation factors are assessed, is whether there are any residual visual impacts and whether they are acceptable in the circumstances. These residual impacts are predominantly related to the extent of permanent visual change to the immediate setting.

In terms of the urban component of the development, residual impacts relate to individuals' preferences for the nature and extent of change which cannot be mitigated by means such as colours, materials and the articulation of building surfaces.

The residual impacts are low and acceptable given the location of the site and surrounding visual context. While the proposed built form is markedly different from what is currently on the site, it is visually compatible with surrounding contemporary built-forms in Rhodes and does not alter the visual character of existing compositions in such a way that the intrinsic character is fundamentally changed.

## 5.7 APPLYING THE 'WEIGHTING' FACTORS

To arrive at a final level of significance of visual impact, the weighting factors are applied to the overall level of visual effects.

**Table 3 - Summary of Visual Effects and Weighting Factors.**

Visual Effect Rating	VP1	VP2	VP3	VP4	VP5	VP6
Visual Character	med-low	low	low-medium	low-nil	low	low
Scenic Quality	low	low	low-medium	low-nil	low	low
View Composition	med-low	low	low-medium	low-nil	low	low-medium
Viewing Period	medium	medium	low	low	low	low
Viewing Distance	medium	low	medium	medium	medium	medium
View Blocking of Scenic Elements	low	low	low	nil	low	low

Weighting Factors	VP1	VP2	VP3	VP4	VP5	VP6
Public Domain View Place Sensitivity	medium	high	medium	high	medium	medium
PAC	low	medium	medium	high	high	medium
Compatibility with Urban & Visual Context	high	medium-high	medium	high	high	high

## 5.8 CUMULATIVE IMPACTS

Cumulative visual impact assessment means the consideration of the visual effects of other nearby development projects along with the proposal.

### Types of Cumulative Visual Impact

**‘Combined’** cumulative visual impacts could occur where two or more developments have been, or will be, constructed within the same area and may be viewed from the same viewpoint concurrently within the same field of view.

**‘Succession’** or indirect cumulative visual impacts could occur where two or more developments have been, or will be, constructed within the same locality, and may be viewed from the same viewpoint but not simultaneously within the same field of view. The viewer would be required to change their view direction to observe both developments.

**‘Sequential’** cumulative visual impacts could occur when the observer has to move to another viewpoint to see different developments (e.g. from a vehicle travelling along a highway or from a network of local roads). The magnitude of sequential effects will be affected by speed of travel and distance between viewpoints.

Urbis Planning have identified new and potential future development surrounding the proposal.

**Table 3 - Summary of Visual Effects and Weighting Factors.**

DA Reference	Development Description	Current Status
DA2023/181 1-9 Marquet Street	Demolition of existing buildings, construction of a 32 storey mixed use development.	Under assessment.
DA/2023/0158 33-41 Blaxland Road, Rhodes	Development of two buildings of 28 and nine storeys.	Under assessment.



**Figure 27** Indicative future massing (SJB).

DA2017/0544 (amended by DA2022/0162)	DA/2022-0162 sought consent to alter DA2017/0544 to add an additional:	Constructed.
34 Walker Street Rhodes Rhodes Central	21 residential levels to Tower D	
	11 residential levels to Tower E (Levels 35 – 45)	

Cumulative visual impact assessment means the consideration of the visual effects of other nearby development projects along with the proposal.

**1-9 Marquet Street** (830m south-west of the site) is unlikely to generate any cumulative visual impacts due to the distance from the proposal site and the presence of intervening existing tower forms.

**33-41 Blaxland Road, Rhodes** (600m south of the site) has the potential to generate a combined cumulative visual impact from distant locations over the Parramatta River to the north, east and west of the site. Both proposals would likely be viewed in a wide visual composition amongst other existing tower forms. The large spatial separation between the two sites and visual compatibility with existing elements in the composition decreases potential cumulative visual impact.

**34 Walker Street Rhodes** (590m south-west of the site) is visible in assessed viewpoints within this report and would also be visible from distant viewing locations across Parramatta River to the north, east and west. While the cumulative visual impacts of the two sites create an increase in visible built-form, compatibility with the existing composition (a cluster of existing and emerging contemporary tower forms) lessens the potential cumulative visual impact and increases the compatibility with the existing and contemplated desired future character and urban context.

Rhodes has, and is continuing to develop with varied building heights and typologies. The Rhodes Place Strategy 2021 is a long-term vision document that guides the transition from a low density residential area to a residential and commercial centre that supports housing growth and job creation.

The site forms part of the 'Leeds Street' character area within the Place Strategy, and is currently characterised as a light industrial area, comprising low-scale industrial buildings. The existing buildings have a poor relationship with the public domain and the waterfront. The proposal seeks to deliver a high amenity, mixed-use development which can deliver on the vision for the Rhodes precinct.

The proposed development is consistent with vision of the Place Strategy because it:

- Delivers a high-amenity mixed-use development, supported by access to public transport, the waterfront and public open space.
- Proposes building heights generally in accordance with the Place Strategy and which respond to environmental constraints such as overshadowing. The arrangement of buildings on site also provides physical and visual links between Leeds Street and the waterfront.

- Makes allowance for the foreshore park and promenade – in line with the Place Strategy structure plan.
- Provides affordable housing.
- Provides active frontages to the public domain, encouraging retail and community activity at ground level.

Assessment of the proposal from a visual impact perspective shows that the proposal is consistent with the desired future character of the area and the visual impacts and change to visual compositions contemplated by the Strategy in order to achieve the outlined vision and priorities.

As such the cumulative visual impact is considered to be low and acceptable given the existing and contemplated level of built form in the area.

## 5.9 OVERALL VISUAL IMPACTS

The overall visual impact rating for each assessed view location after assessing the visual effects (quantum of change) in Section 4.0 and the weighing factors, the overall visual impact ratings are:

VP1 - Medium-low

VP2 - Low

VP3 - Low-medium

VP4 - Negligible

VP5 - Low

VP6 - Low

Taking into consideration the existing visual context and baseline factors against which to measure change, the level of visual effects of the proposed development and in the context of additional weighting factors, the visual impacts of the proposed development were found to be acceptable.

## 5.10 SUMMARY

The built form proposed is not dissimilar in character, form and height to those in the surrounding visual context.

- Analysis of 6 public domain photomontages found that:
  - The proposal creates low to medium visual effects (extent of visual change) on the majority of baseline factors.
  - The visual impacts for the assessed viewpoints ranges from Negligible to Low-medium
  - The proposal does not block views to any heritage items or areas of unique scenic quality.
  - From distant views the proposal is viewed in a wide visual composition amongst existing and under construction tower forms which reduces the visibility and visual impact of the proposal.
  - The visual effects and impact rating for the identified Leeds Street Character Area view axis (View 02) is acceptable given the view axis north along Cavell Avenue is retained and the intrinsic character of the composition remains.
- The visual effects and impacts on the Parramatta River domain were considered low and acceptable when assessed against the analytical photomontages prepared that are on or in proximity to the Parramatta River (viewpoints 1,2, 5 & 6).
- Physical Absorption Capacity (PAC) within the surrounding context is medium to high and lessens the visual effects and impacts of the proposal.
- The proposal has a high level of compatibility with the surrounding visual character.
- The proposal is compatible with the contemplated desired future character for the area.
- The proposal can be supported on visual impact grounds.



# 06 APPENDIX

# APPENDIX 1

## ANALYSIS OF VISUAL EFFECTS

Published on the NSW Department of Planning, Industry and Environment website via major projects tab (NSW DPIE). This information has been developed by RLA and is acknowledged as being a comprehensive summary of typical descriptions regarding visual effects. The descriptions below have been used as a guide to make subjective judgements in relation to the effects and impacts of the proposed development on each modelled view.

Factors	Low Effect	Medium Effect	High Effect
Scenic quality	The proposal does not have negative effects on features which are associated with high scenic quality, such as the quality of panoramic views, proportion of or dominance of structures, and the appearance of interfaces.	The proposal has the effect of reducing some or all of the extent of panoramic views, without significantly decreasing their presence in the view or the contribution that the combination of these features make to overall scenic quality	The proposal significantly decreases or eliminates the perception of the integrity of any of panoramic views or important focal views. The result is a significant decrease in perception of the contribution that the combinations of these features make to scenic quality
Visual character	The proposal does not decrease the presence of or conflict with the existing visual character elements such as the built form, building scale and urban fabric	The proposal contrasts with or changes the relationship between existing visual character elements in some individual views by adding new or distinctive features but does not affect the overall visual character of the precinct's setting.	The proposal introduces new or contrasting features which conflict with, reduce or eliminate existing visual character features. The proposal causes a loss of or unacceptable change to the overall visual character of individual items or the locality.
View place sensitivity	Public domain viewing places providing distant views, and/or with small number of users for small periods of viewing time (Glimpses-as explained in viewing period).	Medium distance range views from roads and public domain areas with medium number of viewers for a medium time (a few minutes or up to half day-as explained in viewing period).	Close distance range views from nearby roads and public domain areas with medium to high numbers of users for most the day (as explained in viewing period).
Viewer sensitivity	Residences providing distant views (>1000m).	Residences located at medium range from site (100-1000m) with views of the development available from bedrooms and utility areas.	Residences located at close or middle distance (<100m as explained in viewing distance) with views of the development available from living spaces and private open spaces.
View composition	Panoramic views unaffected, overall view composition retained, or existing views restricted in visibility of the proposal by the screening or blocking effect of structures or buildings.	Expansive or restricted views where the restrictions created by new work do not significantly reduce the visibility of the proposal or important features of the existing visual environment.	Feature or focal views significantly and detrimentally changed.
Viewing period	Glimpse (e.g. moving vehicles).	Few minutes to up to half day (e.g. walking along the road, recreation in adjoining open space).	Majority of the day (e.g. adjoining residence or workplace).
Viewing distance	Distant Views (>1000m).	Medium Range Views (100- 1000m).	Close Views (<100m).
View loss or blocking effect	No view loss or blocking.	Partial or marginal view loss compared to the expanse/extent of views retained. No loss of views of scenic icons.	Loss of majority of available views including loss of views of scenic icons.

**Table 1** Description of visual effects.

# APPENDIX 2

## ANALYSIS OF VISUAL IMPACTS

In order to establish an objective assessment of the extent and significance of the likely visual changes in each view, Urbis have used the following descriptions of visual impacts on baseline factors sourced from Richard Lamb and Associates (RLA).

Factors	Low Impact	Medium Impact	High Impact
Physical absorption capacity	Existing elements of the landscape physically hide, screen or disguise the proposal. The presence of buildings and associated structures in the existing landscape context reduce visibility. Low contrast and high blending within the existing elements of the surrounding setting and built form.	The proposal is of moderate visibility but is not prominent because its components, texture, scale and building form partially blend into the existing scene.	The proposal is of high visibility and it is prominent in some views. The project location is high contrast and low blending within the existing elements of the surrounding setting and built form.
Compatibility with urban/natural features	High compatibility with the character, scale, form, colours, materials and spatial arrangement of the existing urban and natural features in the immediate context. Low contrast with existing elements of the built environment.	Moderate compatibility with the character, scale, form and spatial arrangement of the existing urban and natural features in the immediate context. The proposal introduces new urban features, but these features are compatible with the scenic character and qualities of facilities in similar settings.	The character, scale, form and spatial arrangement of the proposal has low compatibility with the existing urban features in the immediate context which could reasonably be expected to be new additions to it when compared to other examples in similar settings.

**Table 2** Indicative Ratings Table of Visual Impact Factors.

# **25-27 LEEDS STREET, RHODES**

## **VISUAL ASSESSMENT | PHOTOMONTAGES**

PREPARED FOR  
**BILLBERGIA**  
JANUARY 2026

## PHOTOMONTAGES PREPARED BY:

Urbis, Level 10, 477 Collins Street, MELBOURNE 3000.

## DATE PREPARED :

21 January 2026

## VISUALISATION ARTIST :

Ashley Poon, Urbis – Lead Visual Technologies Consultant  
Bachelor of Planning and Design (Architecture) with over 20 years' experience in 3D visualisation

Manuel Alvelo, Urbis – Design Assistant  
Bachelor of Architecture and Master of Urban Planning and Environment

## LOCATION PHOTOGRAPHER :

Nick Sisam, Urbis - Associate Director, National Design  
under direction from Jane Maze-Riley, Urbis - Director, National Design

## CAMERA :

Canon EOS 6D Mark II - 26 Megapixel digital SLR camera (Full-frame sensor)

## CAMERA LENS AND TYPE :

Canon EF24-105mm f/3.5-5.6 IS STM

## SOFTWARE USED :

- 3DSMax 2023 with Arnold 5.0 (3D Modelling and Render Engine)
- AutoCAD 2022 (2D CAD Editing)
- Globalmapper 25 (GIS Data Mapping / Processing)
- Photoshop CC 2024 (Photo Editing)

## DATA SOURCES :

- Point cloud and Digital Elevation Models from NSW Government Spatial Services datasets (LAS and DEM) - Sydney 2019-06
- Aerial photography from Nearmap (geo-referenced JPG) - 2023-01-09
- Proposed 3D model received from Architects (Revit IFC) - 2026-01-14
- Independent site survey from SDG Registered Surveyors (AutoCAD DWG) - 2022-07-19

## METHODOLOGY :

Photomontages provided on the following pages have been produced with a high degree of accuracy to comply with the requirements as set out in the practice direction for the use of visual aids in the Land and Environment Court of New South Wales.

The process for producing these photomontages are outlined below:

- Photographs have been taken on site using a full-frame digital camera coupled with a quality lens in order to obtain high resolution photos whilst minimising image distortion. Photos are taken handheld at a standing height of 1.65m above natural ground level. Photos have generally been taken at a standard focal length of 50mm, or 35mm to show a wider context. A photo taken using the 50mm focal length on a full-frame camera (equivalent to 40° horizontal field-of-view / 46.8° diagonal field-of-view) is an accepted photographic standard to approximate human vision.
- Using available geo-spatial data for the site, including aerial photography, digital elevation models and LiDAR point-clouds, the relevant datasets are validated and combined to form a geo-referenced base 3D model from which additional information, such as proposed architecture, landscape and photographic viewpoints can be inserted.
- Layers of the proposed development are obtained from the designers as digital 3D models and 2D plans. All drawings/models are verified and registered to their correct geo-location before being inserted into the base 3D model.
- For each photo being used for the photomontage, the photo's GPS location, camera, lens, focal length, time/date and exposure information is extracted, checked and replicated within the 3D base model as a 3D camera. A camera match is created by aligning the 3D camera with the 3D base model against the original photo, matching the original photographic location and orientation.
- From each viewpoint, a reference 3D model camera match is generated to verify an accurate match between the base 3D model (existing ground survey/vegetation etc) and original photo. A 3D wireframe image of the 3D base model is rendered in the 3D modelling software and composited over the original photo using the photo-editing software.
- From each viewpoint, the final photomontage is then produced by compositing 3D rendered images of the proposed development into the original photo with editing performed to sit the render at the correct view depth. Photographic elements are cross-checked against the 3D model to ensure elements such as foreground trees and buildings that may occlude views to the proposed development are retained. Conversely, where trees/buildings may be removed as part of the proposal, these are also removed in the photomontage.





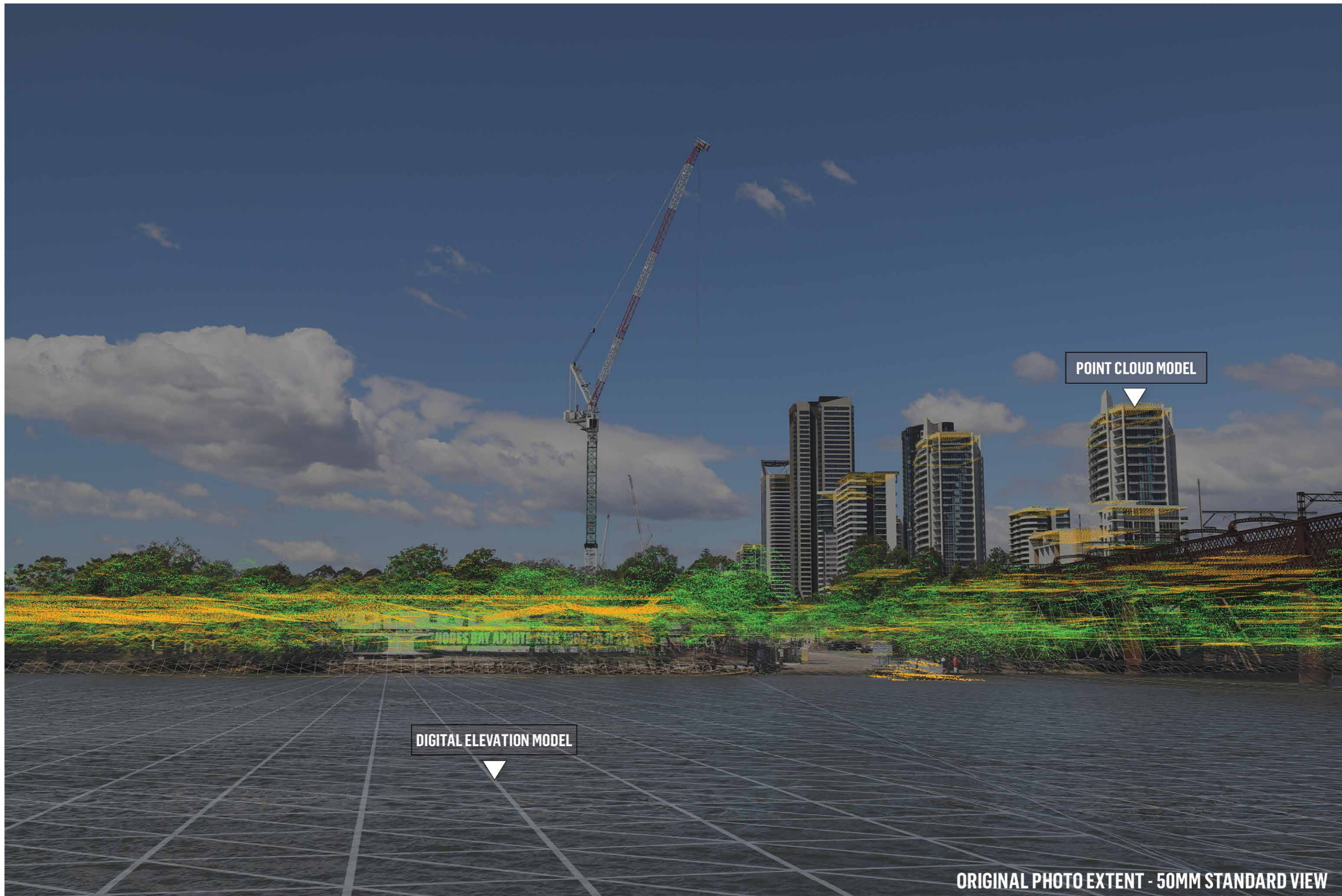
ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW



**25-27 LEEDS STREET, RHODES- VISUAL ASSESSMENT**

VP1 (PHOTO 8681) : LOOKING SSW FROM MEADOWBANK WHARF | EXISTING CONDITIONS 2024-11-04 10:37 AEST

DATE: 2026-01-21  
JOB NO: P0052000  
DWG NO: VP\_1A  
REV: -



POINT CLOUD MODEL

DIGITAL ELEVATION MODEL

ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW



**25-27 LEEDS STREET, RHODES- VISUAL ASSESSMENT**  
VP1 (PHOTO 8681) : LOOKING SSW FROM MEADOWBANK WHARF | CAMERA MATCH 3D MODEL TO PHOTO

DATE: 2026-01-21  
JOB NO: P0052000  
DWG NO: VP\_1B  
REV: -



DISTANCE TO PROJECT - 190M  
ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW



**25-27 LEEDS STREET, RHODES- VISUAL ASSESSMENT**  
VP1 (PHOTO 8681) : LOOKING SSW FROM MEADOWBANK WHARF | PHOTOMONTAGE - PROPOSED DEVELOPMENT

DATE: 2026-01-21  
JOB NO: P0052000  
DWG NO: VP\_1C  
REV: -



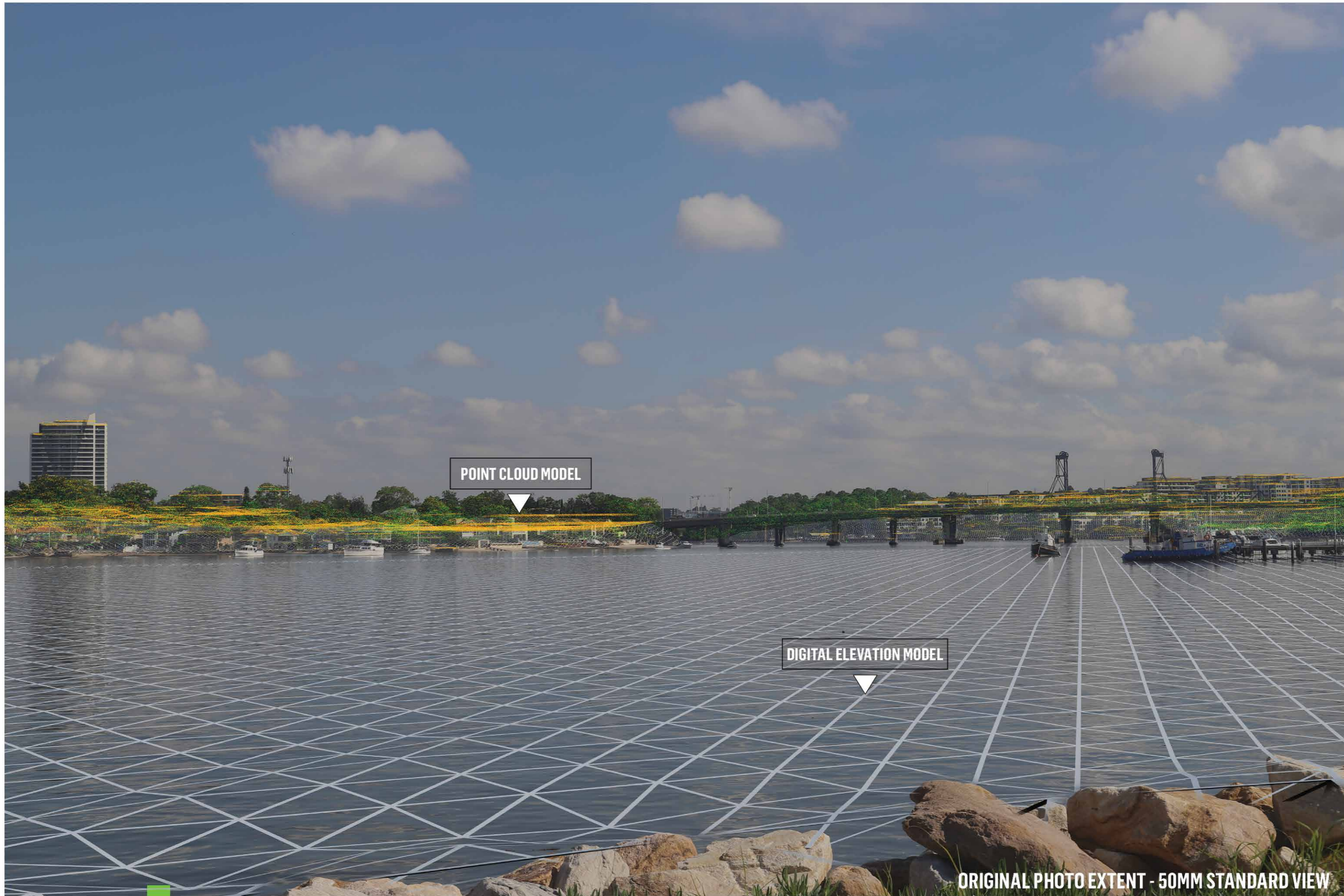
ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW



**25-27 LEEDS STREET, RHODES- VISUAL ASSESSMENT**

VP2 (PHOTO 4141) : LOOKING NORTH WEST FROM KISSING POINT PARK | EXISTING CONDITIONS 2024-04-14 10:12 AEST

DATE: 2026-01-21  
JOB NO: P0052000  
DWG NO: VP\_2A  
REV: -



POINT CLOUD MODEL

DIGITAL ELEVATION MODEL

ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW



# 25-27 LEEDS STREET, RHODES- VISUAL ASSESSMENT

VP2 (PHOTO 4141) : LOOKING NORTH WEST FROM KISSING POINT PARK | CAMERA MATCH 3D MODEL TO PHOTO

DATE: 2026-01-21  
JOB NO: P0052000  
DWG NO: VP\_2B  
REV: -



DISTANCE TO PROJECT - 1.17KM  
ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW



## 25-27 LEEDS STREET, RHODES- VISUAL ASSESSMENT

VP2 (PHOTO 4141) : LOOKING NORTH WEST FROM KISSING POINT PARK | PHOTOMONTAGE - PROPOSED DEVELOPMENT

DATE: 2026-01-21  
JOB NO: P0052000  
DWG NO: VP\_2C  
REV: -



ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW



**25-27 LEEDS STREET, RHODES- VISUAL ASSESSMENT**  
VP3 (PHOTO 4238) : LOOKING NORTH FROM CAVELL AVENUE | EXISTING CONDITIONS 2024-04-14 10:54 AEST

DATE: 2026-01-21  
JOB NO: P0052000  
DWG NO: VP\_3A  
REV: -



POINT CLOUD MODEL

DIGITAL ELEVATION MODEL

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW



**25-27 LEEDS STREET, RHODES- VISUAL ASSESSMENT**  
VP3 (PHOTO 4238) : LOOKING NORTH FROM CAVELL AVENUE | CAMERA MATCH 3D MODEL TO PHOTO

DATE: 2026-01-21  
JOB NO: P0052000  
DWG NO: VP\_3B  
REV: -

**LEGEND**

□ Proposed Development not visible in this view



**25-27 LEEDS STREET, RHODES- VISUAL ASSESSMENT**

VP3 (PHOTO 4238) : LOOKING NORTH FROM CAVELL AVENUE | PHOTOMONTAGE - PROPOSED DEVELOPMENT



DATE: 2026-01-21  
JOB NO: P0052000  
DWG NO: VP\_3C  
REV: -



ORIGINAL PHOTO EXTENT -50MM STANDARD VIEW



**25-27 LEEDS STREET, RHODES- VISUAL ASSESSMENT**  
VP4 (PHOTO 4193) : LOOKING NORTH FROM BRAYS BAY | EXISTING CONDITIONS 2024-04-14 10:57 AEST

DATE: 2026-01-21  
JOB NO: P0052000  
DWG NO: VP\_4A  
REV: -



DIGITAL ELEVATION MODEL

POINT CLOUD MODEL

ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW



**25-27 LEEDS STREET, RHODES- VISUAL ASSESSMENT**  
VP4 (PHOTO 4193) : LOOKING NORTH FROM BRAYS BAY | CAMERA MATCH 3D MODEL TO PHOTO

DATE: 2026-01-21  
JOB NO: P0052000  
DWG NO: VP\_4B  
REV: -

**LEGEND**

□ Proposed Development  
not visible in this view



**DISTANCE TO PROJECT - 850M**  
**ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW**



**25-27 LEEDS STREET, RHODES- VISUAL ASSESSMENT**  
VP4 (PHOTO 4193) : LOOKING NORTH FROM BRAYS BAY | PHOTOMONTAGE - PROPOSED DEVELOPMENT

DATE: 2026-01-21  
JOB NO: P0052000  
DWG NO: VP\_4C  
REV: -



ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW



**25-27 LEEDS STREET, RHODES- VISUAL ASSESSMENT**

VP5 (PHOTO 5235) : LOOKING NORTH EAST FROM BENNELONG BRIDGE| EXISTING CONDITIONS 2024-04-14 12:25 AEST

DATE: 2026-01-21  
JOB NO: P0052000  
DWG NO: VP\_5A  
REV: -



ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW



**25-27 LEEDS STREET, RHODES- VISUAL ASSESSMENT**  
VP5 (PHOTO 5235) : LOOKING NORTH EAST FROM BENNELONG BRIDGE | CAMERA MATCH 3D MODEL TO PHOTO

DATE: 2026-01-21  
JOB NO: P0052000  
DWG NO: VP\_5B  
REV: -



DISTANCE TO PROJECT - 790M  
ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW



## 25-27 LEEDS STREET, RHODES- VISUAL ASSESSMENT

VP5 (PHOTO 5235) : LOOKING NORTH EAST FROM BENNELONG BRIDGE | PHOTOMONTAGE - PROPOSED DEVELOPMENT

DATE: 2026-01-21  
JOB NO: P0052000  
DWG NO: VP\_5C  
REV: -



ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW



## 25-27 LEEDS STREET, RHODES- VISUAL ASSESSMENT

VP6 (PHOTO 5232) : LOOKING SOUTH WEST FROM RYDE BRIDGE | EXISTING CONDITIONS 2024-04-14 12:07 AEST

DATE: 2026-01-21  
JOB NO: P0052000  
DWG NO: VP\_6A  
REV: -



POINT CLOUD MODEL

DIGITAL ELEVATION MODEL

ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW



**25-27 LEEDS STREET, RHODES- VISUAL ASSESSMENT**  
VP6 (PHOTO 5232) : LOOKING SOUTH WEST FROM RYDE BRIDGE | CAMERA MATCH 3D MODEL TO PHOTO

DATE: 2026-01-21  
JOB NO: P0052000  
DWG NO: VP\_6B  
REV: -



DISTANCE TO PROJECT - 560M  
ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW



**25-27 LEEDS STREET, RHODES- VISUAL ASSESSMENT**  
VP6 (PHOTO 5232) : LOOKING SOUTH WEST FROM RYDE BRIDGE | PHOTOMONTAGE - PROPOSED DEVELOPMENT

DATE: 2026-01-21  
JOB NO: P0052000  
DWG NO: VP\_6C  
REV: -