

Visual and View Impact Assessment

Detailed Stage Significant Development Application
Site C, Crows Nest over station development

Contents

1	Introduction	3
1.1	Purpose of this report	3
1.2	Background and Concept Approval	3
1.3	Site description	4
1.4	Overview of the proposed development	5
1.5	Assessment requirements	6
1.6	Methodology	7
1.7	Terminology	8
2	Planning context	10
2.1	Crows Nest	10
2.2	Planning strategies and instruments	10
2.2.1	St Leonards and Crows Nest 2036 Plan & Crows Nest Sydney Metro Site Rezoning Proposal	10
2.2.2	North Sydney Local Environment Plan 2013	11
2.3	Approved Concept SSD Application	12
2.4	Hume Street Park	14
3	Visual effect	16
3.1	Baseline factors	16
3.1.1	Visual catchment	16
3.1.2	Visual character	17
3.1.3	Scenic quality	18
3.1.4	View place sensitivity	18
3.1.5	Viewer sensitivity	19
3.2	Variable factors	19
3.3	Viewpoint 1: Corner of Pacific Highway and Albany Street, St Leonards	21
3.4	Viewpoint 2: Five ways intersection, Crows Nest	23
3.5	Viewpoint 3: Hume Street Park, Crows Nest	24
3.6	Viewpoint 4: Pacific Highway near the intersection with Rocklands Road, Crows Nest	28
3.7	Viewpoint 5: Ernest Place, Willoughby Road, Crows Nest	30
3.8	Viewpoint 6: Corner of Atchison Street and Oxley Street, St Leonards	32
3.9	Viewpoint 7: River Road Rail Bridge, Wollstonecraft	35
3.10	Viewpoint 8: Gladesville Bridge	37
3.11	Viewpoint 9: Barangaroo Reserve	39
3.12	Viewpoint 10: Ernest Street near Cammeray Golf Club	41
3.13	Summary: Level of visual effect	43
4	Assessment of acceptability of visual impact	46
4.1	Discussion and recommendation	51
4.1.1	Mitigation measures	52
5	Private view assessment	53
5.1.1	Basis of Assessment	54
5.2	Step 1: Assessment of the views to be affected	56
5.3	Step 2: Consider from what part of the property the views are obtained	66
5.4	Step 3: Assess the extent impact	66
5.5	Step 4: Assess the reasonableness of the proposal	67
6	Conclusion	68
	Attachment A – Camera Position Survey	69

1 Introduction

This View and Visual Impact Assessment supports a State Significant Development (SSD) Application for the detailed design, construction and use of over station development (OSD) on Site C of the Crows Nest Station precinct. It is submitted to the Department of Planning, Industry and Environment (DPIE) pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

1.1 Purpose of this report

Sydney Metro has secured concept approval for a mixed use development comprising three buildings above the Crows Nest station, otherwise known as the over station development (OSD). This Concept SSD Application approved building envelopes and land uses, maximum building heights, maximum gross floor areas, pedestrian and vehicular access, circulation arrangements and associated car parking and the strategies and design parameters for the future detailed design of the development.

The station and public domain elements form part of a separate planning approval for Critical State Significant Infrastructure (CSSI) approved by DPIE on 9 January 2017.

A Visual Impact Assessment Report dated 7 November 2018 was prepared as Appendix N of the Environmental Impact Statement (EIS) for the approved Concept SSD Application to specifically respond to the Secretary's Environmental Assessment Requirements (SEARs) issued for the Concept SSD Application on 26 September 2018. Following exhibition of the EIS, the design of the OSD was amended to further assessment to respond to issues raised in submissions including the preparation of a second Visual and View Impact Assessment (VVIA) dated 23 July 2020. These assessments determined the impacts of changes to view and visual impacts resulting from the development of OSD.

This subsequent VVIA undertakes an assessment of the detailed design of the Site C OSD only from the established public domain and private views utilised in the assessments that accompanied the approved Concept SSD Application. The detailed design of Sites A and B are the subject of separate and future applications. Further, the built form of the Site C OSD up to Level 2 and all public domain areas are part of the CSSI Approval and are not subject this SSD DA.

The visual and private impact assessment is based on the photomontages prepared by Virtual Ideas provided at **Appendix A** of this report.

1.2 Background and Concept Approval

Sydney Metro is seeking to deliver OSD above the approved Crows Nest Station. On 23 December 2020, the Minister for Planning and Public Spaces granted consent to the concept proposal for OSD at the Crows Nest Station including building envelopes, development parameters and strategies for a future development above the approved Crows Nest Station, and the use of the OSD spaces approved within the station under the CSSI Approval.

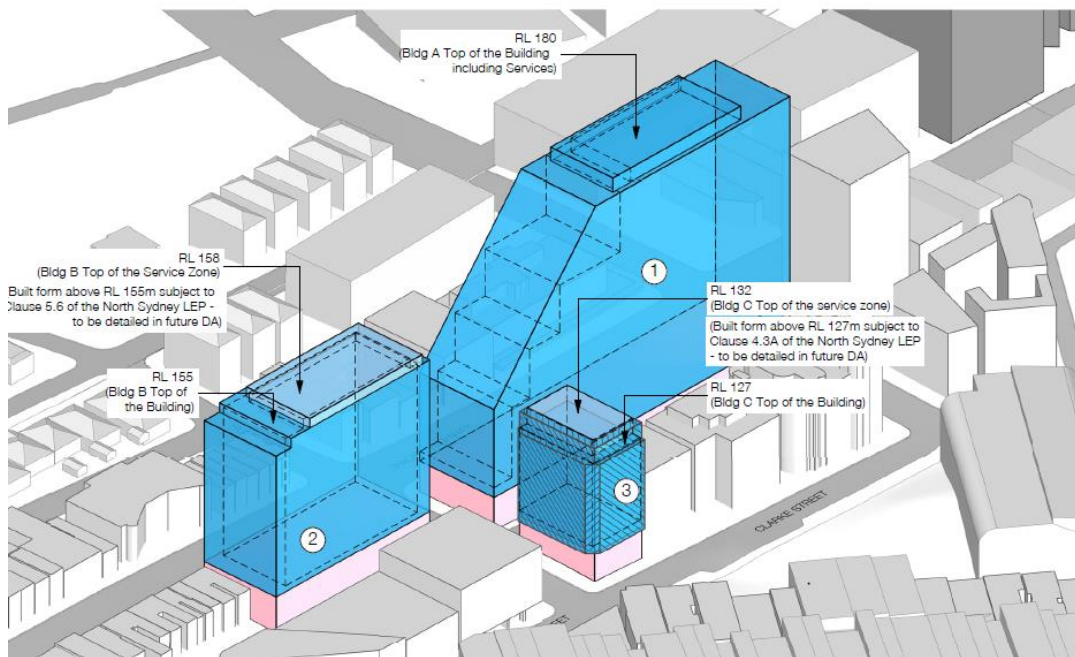
While the Crows Nest Station and OSD will form a single integrated station development (ISD), the planning pathways defined under the EP&A Act requires separate assessment for each component of the development. In this regard, the approved station works (CSSI Approval) are subject to the provisions of Part 5.1 of the EP&A Act (now referred to as Division 5.2) and the OSD component is subject to the provisions of Part 4 of the EP&A Act.

The concept proposal for Crows Nest OSD complements the St Leonards commercial core and seeks to minimise overshadowing and amenity impacts and integrate with the broader Crows Nest village including Willoughby Road. It provides an opportunity for a mixed-use development that capitalises on its immediate access to Australia's biggest public transport project that delivers significant improvements to the amenity of the local area. This aligns with the vision for the area, as outlined in key strategic planning documents, including the Greater Sydney Commission's (GSC) *North District Plan* and the St Leonards and Crows Nest 2036 Plan prepared by DPIE.

In October 2018, DPIE released a draft Rezoning Proposal for the Crows Nest metro site. The Rezoning Proposal sought to increase the relevant planning controls applying to the site to be commensurate with the built form proposed in the concept SSD Application.

The release of the Rezoning Proposal was simultaneous to the release of the (then) draft strategic planning documents including the *St Leonards and Crows Nest 2036 Draft Plan* (2036 Draft Plan). The *2036 Draft Plan* recommended significant changes to the planning controls for the immediate area surrounding the Crows Nest OSD site subject to consideration of community feedback to its exhibition.

The 2036 Plan and the associated Special Infrastructure Contribution (SIC) scheme were finalised by DPIE on 29 August 2020. The Rezoning Proposal was also finalised, and new planning controls gazetted, on 31 August 2020 applying new planning controls to the Crows Nest metro site.



1. Site A, 2. Site B, 3. Site C

Figure 1: Approved building envelopes within the Crows Nest Station precinct

1.3 Site description

The Crows Nest Station precinct is located between the Pacific Highway and Clarke Street (eastern side of the Pacific Highway) and Oxley Street and south of Hume Street, Crows Nest. It is wholly located within the North Sydney local government area (LGA). It is also near the boundary of both the Willoughby and Lane Cove LGAs.

The Crows Nest Station OSD site comprises three sites (**Figure 2**). The following building envelopes and land uses were approved for each of the sites in the concept SSD Application:

- Site A (497-521 Pacific Highway, Crows Nest): 21 storey (RL 180m including a 4.4m rooftop building services zone) commercial office building with a maximum floor space of 40,300m²
- Site B (477-495 Pacific Highway, Crows Nest): 17 storey (RL 155m) residential accommodation building with a maximum floor space of 13,000m²
- Site C (14 Clarke Street, Crows Nest): 9 storey (maximum RL 132m including a 5m rooftop building services zone) commercial office building with a maximum floor space of 3,100m²

This SSD Application relates only to the detailed design and delivery of Site C, with applications for Sites A and B to be undertaken separately in the future.



Figure 2: Aerial photograph of Site C within the greater Crows Nest Station precinct

Site C is located at the north-western corner of Hume Street and Clarke Street, and comprises one allotment with the address of 14 Clarke Street, Crows Nest. It is legally described as Lot 1 in DP1123850.

The site is roughly rectangular in shape, and being located within the Crows Nest village centre. Adjoining Site C is a seven storey residential building (known as 'Wyndel Apartments') at 22-26 Clarke Street and a five storey commercial building at 20 Clarke Street.

The existing buildings on the site have been demolished to facilitate the construction of Crows Nest Station under the CSSI Approval. The demolition works are now complete, and the site is vacant and surrounded by construction hoarding. Once the station is completed as per the CSSI Approval, the entry within Site C will provide connection to the east towards Willoughby Road.

1.4 Overview of the proposed development

This detailed SSD Application will seek consent for the construction of a commercial office building on the site. It will be highly integrated with the approved Crows Nest Station under construction below.

Specifically, consent is sought for the following works:

- construction, use and fitout of a new commercial building with the following parameters:
 - a total gross floor area (GFA) of 3,100m²
 - a maximum building height of RL 127m, with an additional 5m 'building services zone' to accommodate rooftop plant and equipment, lift overruns and services (RL 132m total)
 - nine (9) storeys, comprising:
 - building entrance lobby on the ground level
 - bicycle parking and end of trip facilities on level 1
 - commercial offices on levels 2 – 8
 - an accessible garden on part of level 9 for use by tenants
 - rooftop plant and service areas
- associated building servicing and building landscaping elements.
- signage zones for building / business identification.
- no vehicle parking will be provided on site.

The CSSI Approval for the metro station includes space provisioning on the ground level (building entrances) and level 1 (bicycle parking and end of trip facilities) for the Site C OSD. The use and fit-out of these OSD spaces requires approval under Part 4 while the actual station structure itself is approved as part of the Sydney Metro City & Southwest project.

1.5 Assessment requirements

DPIE has issued the Secretary's Environmental Assessment Requirements (SEARs) for the preparation of an Environmental Impact Statement for the proposed development. This report has been prepared having regard to the SEARs as follows:

SEAR	Where addressed
8. Environmental amenity <ul style="list-style-type: none"> • <i>Assess amenity impacts on the surrounding locality, including lighting impacts, solar access, visual privacy, visual amenity, view loss and view sharing, overshadowing, wind impacts and acoustic impacts. A high level of environmental amenity for any surrounding residential land uses must be demonstrated.</i> 	<p>Surrounding locality is assessed in Section 3 and 4</p> <p>Residential land uses are assessed in Section 5</p>
9. Visual impacts <ul style="list-style-type: none"> • <i>Provide a visual analysis of the development, including photomontages or perspectives illustrating potential visual and view loss impacts associated with the proposal when compared to the existing situation and concept approval, when viewed to and from key vantage points, including from existing and future Hume Street park extensions and from nearby affected residences.</i> • <i>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.</i> 	<p>Virtual Ideas has prepared photomontages which accompany this assessment, and are included as extracts where relevant in the report</p> <p>Hume Street Park is discussed in Section 2.4</p> <p>This VVIA addresses the impacts of the development on the existing catchment</p>

1.6 Methodology

There is currently no universally agreed method of undertaking VIA in NSW. Therefore, the methodology used to inform this VIA is based on established NSW practices and national and international policy, and follows the methodology for the approved Concept SSD Application which closely resembles the process established by leading NSW practitioner Richard Lamb and Associates (RLA).

Compared to other guidance, which can often focus on the impact of infrastructure such as roads and energy generating or transmission structures on more natural landscapes, RLA has developed a system that enables consideration of the visual impact in built up, urban environments. On this basis, the general framework of this methodology has drawn heavily from RLA practices. Other documents that provide broader guidance, as well as specialist guidance in particular areas of VIA, have been considered where appropriate. These include:

- *Visual Management System*, United States Department of Agriculture Forest Service, 1974.
- *Guidance for Landscape and Visual Impact Assessment*, United Kingdom Landscape Institute and the Institute of Environmental Management & Assessment, 2005.
- *Implementation Guideline No. 8: Identifying and protecting scenic amenity values*, Queensland Government, 2008.
- *Planning Practice Note 43: Understanding Neighbourhood Character*, Victorian Department of Environment, Land, Water and Planning, 2015.

The methodology for the preparation of the photomontages has been prepared in accordance with the Land and Environment Court Policy on this matter.

The core methodology follows three key steps:

1. visual effect – assessment of the nature and scale of the proposal on the existing visual catchment
2. visual impact – assessment of the impact of the visual effect following application of other, relevant considerations
3. acceptability of the visual impact – assessment of the appropriateness of visual impact against a relevant planning considerations.

Based on the findings of this core methodology, a determination is then made as to whether the proposal can be supported in its current form from a visual impact perspective, and if so, whether any elements are critical to ensure its continued acceptability as it evolves from concept to detail design and development.

More specifically, the methodology comprises the following steps.

Visual effect

- review the proposal.
- prepare a visual model of the proposal.
- identify and understand relevant key planning instruments.
- review topographic maps and undertake site visits to determine the visual catchment and key viewpoints to the site within the catchment.
- take photos from the viewpoints.
- undertake survey work in relation to the viewpoints.

- superimpose the visual model into the viewpoint photos to create accurate photomontages.
- assessment of visual effect using baseline factors.
- assessment of visual effect using variable factors.

Acceptability of the visual impact

- assessment of the acceptability of visual impact against relevant considerations drawn from the SEARs and other planning instruments, including the approved Concept SSD Application to which this DA for Site C is pursuant.
- identification of elements that are critical to ensure the continued acceptability of the proposal as it evolves from detailed design to construction, if relevant.
- drawing a conclusion and making of recommendations.

1.7 Terminology

This Section sets out the definitions of key terms used within this report to assist the reader with the understanding of this report. The terminology used to describe the degree of impact, being negligible, minor, moderate, severe or devastating (if relevant), is in accordance with the established planning principles of *Tenacity Consulting v Warringah* [2004] NSWLEC 140.

Table 3: key terminology and definitions for this report

Term	Definition
'Low impact'	Minor loss or alteration to the character of the view obtained prior to development, or introduction of new visual elements that are not uncharacteristic with the existing visual features of the landscape.
'Medium impact'	Partial loss or alteration to the character of the view obtained prior to development, or introduction of new visual elements that are prominent but not necessarily uncharacteristic with the existing visual features of the landscape.
'High impact'	Total loss or alteration to the character of the view obtained prior to development, or introduction of new visual elements which are uncharacteristic of the existing visual features of the landscape.

Term	Definition
'Iconic view'	<p>In the context of visual impact assessment, the term 'iconic view' arises principally from two decisions of the NSW Land and Environment Court. In the decision of (former) Senior Commissioner Roseth in <i>Tenacity Consulting v Warringah</i> [2004] NSWLEC 140 at [26], "iconic views (e.g. of the Opera House, the Harbour Bridge or North Head) are valued more highly than views without icons". In the joint decision of (former) Senior Commissioner Moore and Acting Commissioner Adam in <i>Rose Bay Marina Pty Limited v Woollahra Municipal Council and anor</i> [2013] NSWLEC 1046, and making reference to <i>Tenacity</i>, further examples of 'iconic views' are provided: "major landmarks such as the Opera House or the Three Sisters, for example, or physical features such as land/water interfaces". It is clear from the examples provided in <i>Tenacity</i> and <i>Rose Bay</i> that iconic views include landmarks that are of the highest significance which enjoy national or international prominence as prominent, widely recognisable and culturally/ aesthetically important features of the visual landscape.</p>
'Building envelope'	<p>The building envelope identified in the approved Concept SSD Application for Over Station Development</p>

2 Planning context

2.1 Crows Nest

The site is located within the strategic centre of St Leonards/Crows Nest as identified under the North District Plan. This Plan identifies St Leonards as a mixed-use centre with high rise offices, and high density residential development. A restaurant and retail strip is located along Willoughby Road Crows Nest, which provides a vibrant night-time economy. The Greater Sydney Commission has identified the area as a 'Collaboration Area' given its important health and education uses.

2.2 Planning strategies and instruments

The planning context for the site in terms of the strategies and instruments that guide development on the site and are of relevance to the visual impact assessment remain largely unchanged to those considered in the approved Concept SSD Application, including:

- A Metropolis of Three Cities – the Greater Sydney Region Plan
- The North District Plan
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005
- North Sydney Development Control Plan 2013

The following sections outline changes those strategies and instruments, which have changed since the VVIA's were prepared for the approved Concept SSD Application.

2.2.1 St Leonards and Crows Nest 2036 Plan & Crows Nest Sydney Metro Site Rezoning Proposal

In July 2016, DPIE announced it would also undertake strategic planning investigations into revitalising the surrounds of St Leonards railway station and the metro station at Crows Nest. This process resulted in the St Leonards and Crows Nest Priority Precinct in June 2017. In August 2017, DPIE released the *St Leonards and Crows Nest Station Precinct Interim Statement* (Interim Statement) and in October 2018, DPIE released the draft Rezoning Proposal for the Crows Nest Sydney Metro site and the *St Leonards and Crows Nest 2036 Draft Plan*.

The Rezoning Proposal sought to change the relevant planning controls for the Crows Nest Station precinct in-line with the future vision for the area under the 2036 Draft Plan and the building envelopes then proposed in the Concept SSD Application. The 2036 Draft Plan and Rezoning Proposal were exhibited concurrently to the Concept SSD Application in December 2018 to February 2019.

The 2036 Plan and the associated Special Infrastructure Contribution (SIC) scheme were finalised by DPIE on 29 August 2020. The Rezoning Proposal was also finalised, and new planning controls gazetted on 31 August 2020 applying to the Crows Nest metro site.

The 2036 Plan provides urban design principles for future development in the area, including:

- *Density is located close to a transport hub such as St Leonards Station or the Crows Nest Metro Station. Taller buildings are to be located within 150-200m of either station and transition in height to the surrounding areas*
- *St Leonards is to be read as the predominant centre to reinforce its commercial role and Crows Nest as a secondary lifestyle destination. Large developments are*

to be located between the stations and transition in height, bulk and scale from the highway to the surrounding neighbourhood areas. The focus of height is referred to as the 'knuckle area' within St Leonards mixed use commercial core.

- *Willoughby Road is an important place within the Plan area that is to be protected. New development is to ensure minimal overshadowing and avoid unreasonable visual impact to the public domain.*
- *Heritage Conservation Areas are to be protected. New development nearby is to ensure minimal overshadowing and avoid unreasonable visual impact to the public domain or private open spaces of dwellings within these areas.*
- *Investigate opportunities to provide additional open space in the Plan area. New developments are not to cause unacceptable overshadowing to any key existing or proposed public open spaces.*
- *New development must respond appropriately to built form character of sub-precincts, including height, bulk and scale, as well as the existing and proposed uses.*
- *The interface between two-character areas should respond to the adjacent character area to create an appropriate transition.*
- *New development should consider its relationship to surrounding context and urban grain, while seeking to provide improved accessibility through appropriate frontage treatment and provision of arcades, laneways, and enhanced public domain.*

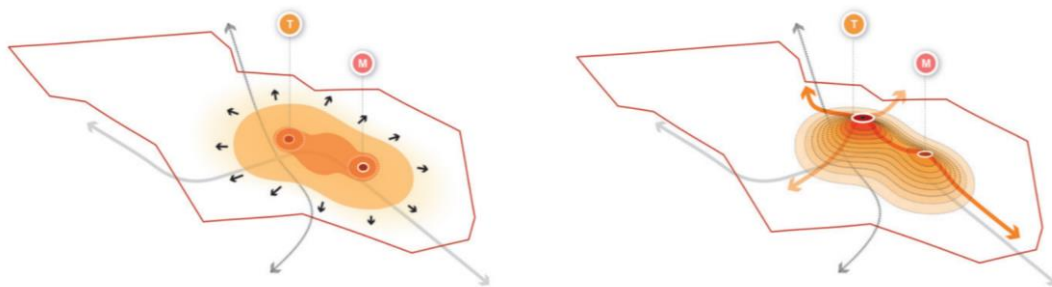


Figure 4: urban design principles encouraging density at the proximity to stations and in the 'knuckle area' in the 2036 Plan

2.2.2 North Sydney Local Environment Plan 2013

Relevant aims of the *North Sydney Local Environmental Plan 2013* (NSLEP 2013) include:

- to promote development that is appropriate to its context and enhances the amenity of the North Sydney community and environment.
- In relation to residential development:
 - to ensure that new development does not adversely affect residential amenity in terms of visual and acoustic privacy, solar access and view sharing.
- In relation to non-residential development:
 - to maintain a diversity of employment, services, cultural and recreational activities; and
 - to ensure that non-residential development does not adversely affect the amenity of residential properties and public places, in terms of visual and acoustic privacy, solar access and view sharing.

Under NSLEP 2013, the site is zoned B4 Mixed Use. The objectives of this zone are:

- *to provide a mixture of compatible land uses;*
- *to integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling;*
- *to create interesting and vibrant mixed use centres with safe, high quality urban environments with residential amenity; and*
- *to maintain existing commercial space and allow for residential development in mixed use buildings, with non-residential uses concentrated on the lower levels and residential uses predominantly on the higher levels.*

Other provisions of NSLEP 2013 relevant to addressing visual considerations include:

- Clause 4.3 Height of Buildings: to promote the retention and, if appropriate, sharing of existing views.
- Clause 5.10 Heritage conservation: to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views.

The NSLEP 2013 contains development standards which set the maximum height of buildings, and the maximum capacity of the site.

2.3 Approved Concept SSD Application

This SSD DA for the detailed design of Site C is pursuant to the approved Concept SSD Application (SSD-9579). This approval includes a building envelope and development parameters and strategies for future development above the approved Crows Nest Station, and the use of the OSD spaces approved within the station under the CSSI Approval. Of particular relevance is the following:

- a maximum building envelope for Site C, including street wall heights, setbacks and building articulation zones, with a height of RL 127 metres or 9 storeys (includes two station levels and conceptual OSD space approved under the CSSI Approval) and an additional 5 metres (to RL 132 metres) for rooftop services, plant and the like, and
- endorsed *Crows Nest Over Station Development – Design Quality Guidelines* (Design Guidelines) used to guide the detailed design of the Crows Nest Station precinct OSD, and is an appropriate reference document for the assessment of design outcomes.

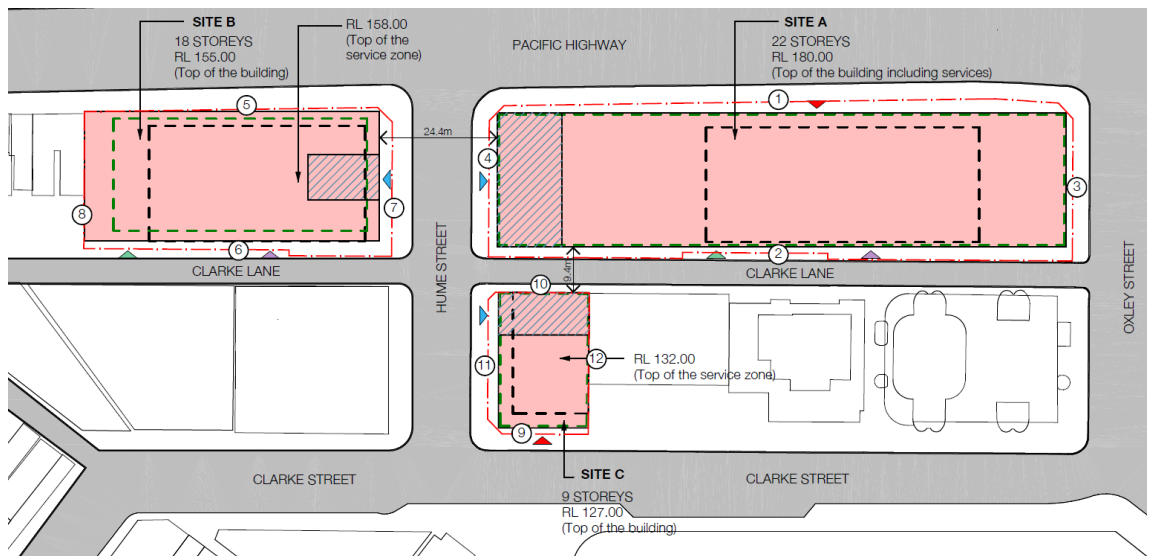


Figure 5: Approved building envelopes ground level plan

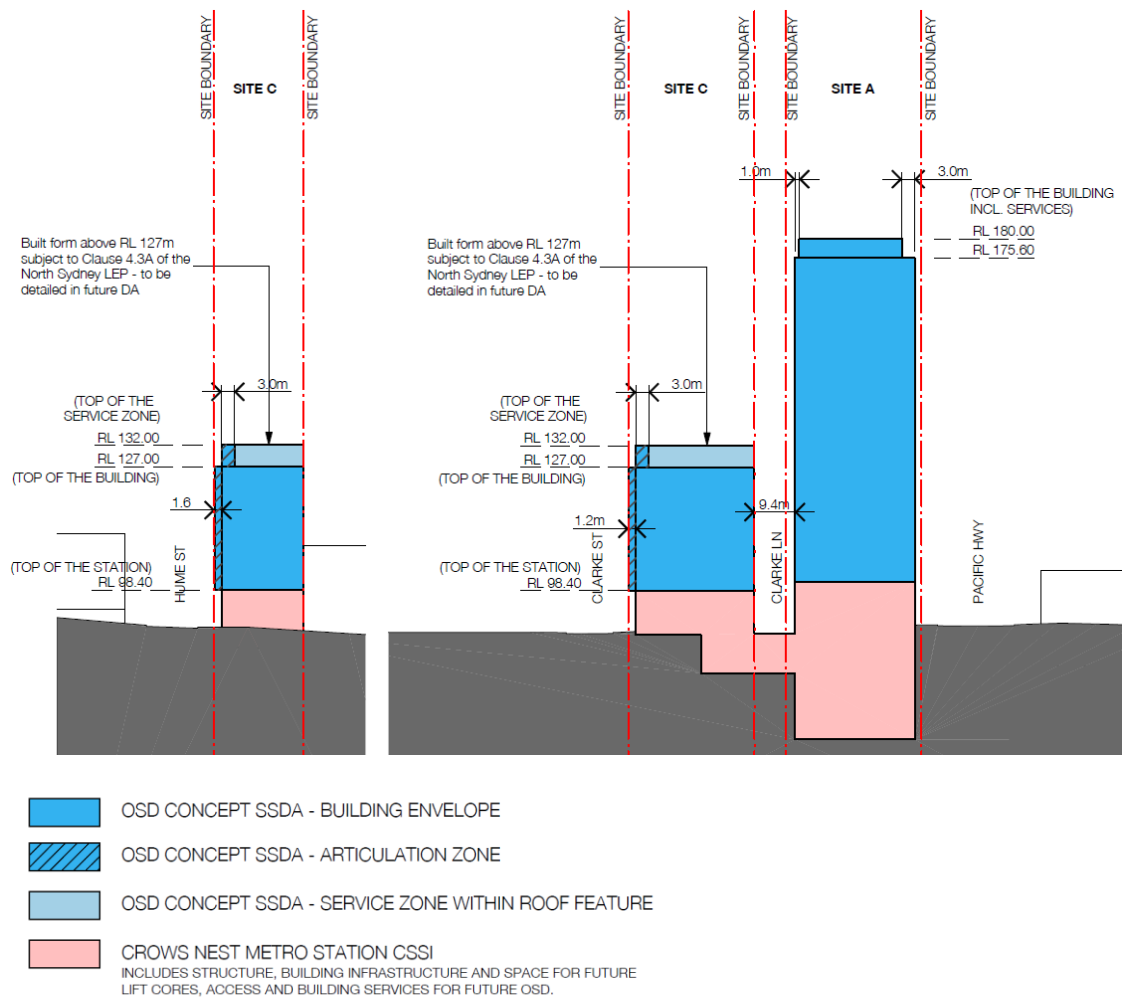


Figure 6: Approved building envelopes sections

2.4 Hume Street Park

Site C of the Crows Nest Station precinct is located adjacent to Hume Street Park. Hume Street Park is bound by Hume Street, Clarke Street, Oxley Street and Pole Lane and currently contains a childcare centre, indoor basketball centre and turf space. The Hume Street Park is a Council owned public open space area.

North Sydney Council has endorsed a masterplan (see **Figure 7**) for an expansion of the park comprising a whole of block redevelopment outcome for over 5,000m² of new open space (over 8,000m² in total), in addition to providing a direct connection to Willoughby Road through demolishing existing buildings on Hume Street and Willoughby Road.

The first stage of the expansion of the Hume Street Park has commenced with the demolition of properties at 43-49 Hume Street and 90-92 Willoughby Road to make way for the new plaza space and pedestrian link (DA 234/18). The next stages of work to expand open space and deliver the broader masterplan has not commenced, and the child care centre and indoor basketball centre remain intact on the site at this time (see **Figure 8**)

An assessment of views from the Hume Street Park is provided in **Section 3.5** below. The park extension area (pedestrian connection) is an active construction site and as such an assessment of views from this specific location has not been possible. Notwithstanding this, views from Ernest Place on Willoughby Road is proximate to this extension area and as such is an adequate alternative location and is discussed in **Section 3.7** below. An additional view from the existing Hume Street Park has also been provided in **Section 3.5** below.



Figure 7: Extract of the overall masterplan for the Hume Street Park



Figure 8: Aerial image of the progress of expansion works (March 2021)

3 Visual effect

This part of the report describes the existing visual environment and assesses the visual effect of the proposal. Assessment is made against baseline and variable factors. Baseline factors are criteria that are independent of the nature of viewing locations. On this basis, they can be discussed for the site as a whole. Conversely, variable factors are criteria that differ according to view location. On this basis, they must be discussed individually.

3.1 Baseline factors

The baseline factors are considered to be unchanged from the assessment prepared as part of the Response to Submissions phase of the now approved Concept SSD Application.

3.1.1 Visual catchment

A visual catchment is the area that has the potential to be impacted by a proposal. It is created by the interrelationship of a number of factors, including elevation, landform, existing built form and landscape elements. Due to a combination of these factors, in particular elevated topography relative to other areas, the broad visual catchment for the Crows Nest Station precinct is extensive. In addition to nearby areas, views to the CBD, Harbour and west towards Parramatta River can be obtained from elevated positions in areas as remote as the Middle Western suburbs. However, in terms of scale of potential impact, the primary visual catchment contains three key parts – the nearby suburbs of Crows Nest, St Leonards, Wollstonecraft and Waverton, as well as west towards suburbs along the Parramatta River, and east towards the suburbs of Cammeray. This is reflected in the selection of view locations upon which this visual impact assessment is based (refer to **Figure 9** below).

The ridgeline falls from approximately 200 metres at Wahroonga to approximately 90 metres at the site of the Crows Nest Metro station. Whilst the ridgeline is generally wide, at its edges it typically falls away more steeply to adjoining areas. In particular, land falls away to the east and the west either side of the Pacific Highway. This makes the Crows Nest OSD site a prominent location on the ridgeline, which has the capacity to be seen from a wider regional context. This prominence is particularly noticeable from locations to the south, east and west. Furthermore, due to the open water nature of Sydney Harbour, full or partial views can be obtained to the St Leonards/Crows Nest Strategic Centre from iconic, highly visited locations to the south on the Sydney Harbour foreshore, including Barangaroo Reserve.

To ensure a comprehensive assessment, view locations have been selected from the further away Gladesville Bridge and Barangaroo. The views have also been selected to enable consideration of both existing and buildings under construction within the St Leonards / Crows Nest area, including 473-486 Pacific Highway (also known as 'St Leonards Square') and 500-520 Pacific Highway (also known as 'The Landmark').

Locally, the site is located between a cluster of tall buildings in St Leonards and the lower scale buildings in the Crows Nest Village Centre. Due to the ridgeline, the local visual catchment of buildings within the Crows Nest Station precinct will be quite extensive and unconstrained – particularly when viewed from the west. The precinct will also be highly visible from the south, particularly along the Pacific Highway corridor heading north from North Sydney.

As will be explained throughout this report, the approved Concept SSD Application and associated strategic planning framework assumes a scale of development within the Crows Nest Station precinct, with heights transitioning or lowering to neighbouring sites and the Crows Nest village.

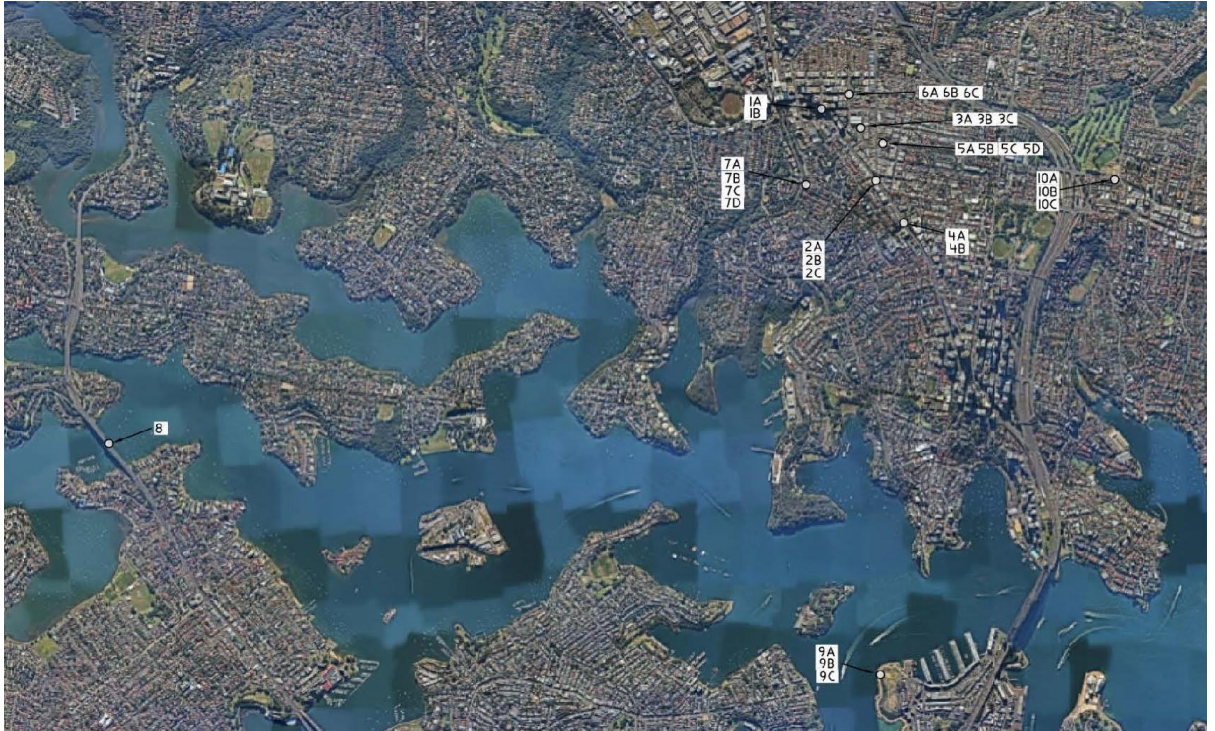


Figure 9: View locations – broad (source: Virtual Ideas)

3.1.2 Visual character

Visual character is formed by patterns created by the relationship of all elements within an area, including both the public and private domain (Victorian Department of Environment, Land, Water and Planning, 2015).

The visual character of the northern and eastern Sydney metropolitan area is heavily influenced by its undulating topography that comprises a series of hills, ridges and valleys. The St Leonards/Crows Nest Centre occupies the central to southern end of a major ridgeline that extends south from the Wahroonga Plateau in a south-east direction between the valleys of the Lane Cove River and Middle Harbour. It is roughly delineated by the location of the Pacific Highway.

The visual character of the northern and eastern parts of the Sydney metropolitan area are also demarcated by a series of distinct, visually prominent clusters of high rise buildings typically aligned with transport infrastructure. Distinct from western Sydney, they also often occupy elevated positions on ridgelines. Examples include Chatswood, North Sydney and Bondi Junction. This pattern is distinct from other major Australian cities, and as such is a unique visual identifier of Sydney. Consistent with this, the topographic prominence of the St Leonards/Crows Nest Strategic Centre in the primary visual catchment is significantly strengthened by the physical extent and density of the existing and emerging high-rise tower building typology. The Forum development, located above St Leonards Station, was the tallest building in the centre at 38 storeys since completing construction in 2003. Approved developments either under construction or to be constructed will add additional height to the St Leonards / Crows Nest skyline, including developments up to 46 storeys in height (500-520 Pacific Highway, also known as ‘the Landmark’).

Due to this, St Leonards/Crows Nest is a highly visually prominent location, and one that has a major impact on the visual image, identity and character of Sydney as a whole. However, compared to centres more proximate to the harbour (e.g. North Sydney), the impact of the St Leonards / Crows Nest centre on the image, identity and character of Sydney as a whole is lesser.

From more close-up viewing locations, the dominant visual character of the St Leonards/Crows Nest strategic centre is that of a contemporary, urban environment. However, there is a significant transition between the high density areas which are concentrated closer to the existing St Leonards train station and that of the areas east of the Pacific Highway. One block from the Crows Nest OSD site is Willoughby Road, a fine-grain retail and hospitality main street primarily comprised of one and two storey buildings. Willoughby Road is separated from the Crows Nest OSD site by Hume Street Park, which North Sydney Council is proposing to expand as discussed in **Section 2.4**. The visual impact on Hume Street Park and Willoughby Road is a key feature of this report, as the place experience of these areas has been identified as requiring retention through ongoing community consultation projects initiated by Council and Sydney Metro.

3.1.3 Scenic quality

Scenic quality, or scenic amenity, is determined by a combination of factors. Most importantly, it considers concepts of scenic preference and visual exposure from the public domain (Queensland Government, 2007).

Scenic preference indicates people's relative liking of different landscape features. Visual exposure is the extent to which a place in the landscape is seen from important public viewing locations (e.g. roads, recreation areas, schools, golf courses).

Due to a dominance of built elements such as housing, commercial development and major roads, and an absence of more natural elements such as bushland or harbour, when considered against standard scenic amenity methods, the scenic preference of most areas surrounding the St Leonards/Crows Nest Strategic Centre is low to moderate. However, the current and planned expansion of the Hume Street Park and the retention of Willoughby Road have a moderate to high scenic preference. Willoughby Road in particular is a well-used strip with a place character that is valued by the local community.

Further to this, the scenic preference of the Sydney CBD foreshore part of the primary visual catchment is high. This is due to the presence of open water in the form of Sydney Harbour. The overall composition of the primary visual catchment contains views to Barangaroo Reserve, albeit from a further distance to other centres on the North Shore including North Sydney.

3.1.4 View place sensitivity

View place sensitivity is a measure relative to the public domain. The main public locations in which the visual catchment from which a view to the site can be obtained are roads and parks. Hume Street Park is a public open space immediately adjacent to the subject site and therefore has high view place sensitivity. Also relevant to this site is the highly frequented restaurant precinct of Willoughby Road and adjacent public spaces including Ernest Place, which have a high occurrence of people lingering and spending time. Other areas with relatively high view place sensitivity are locations on the Sydney CBD foreshore such as Barangaroo Reserve, due to the large number of people who have the opportunity to obtain views to the Crows Nest Station precinct over sustained periods of time associated with recreation activities. However, the distance between the foreshore and the site will reduce its sensitivity.

A number of roads in the vicinity have relatively long straight stretches with a direct view to the Crows Nest Station precinct. These include the Pacific Highway and Ernest Street at a medium to long range. At close range, this include Hume Street, Clarke Street and Oxley Street.

3.1.5 Viewer sensitivity

Viewer sensitivity is usually a relevant consideration in relation to the private domain, in particular residential areas. It is seldom a key matter for commercial areas. Viewer sensitivity decreases with distance. The highest effects occur within the closest sensitivity range (within 100 metres), with moderate sensitivity at the medium sensitivity range (100 metres – 1000 metres) and low sensitivity beyond 1000 metres (RLA 2016).

On the basis of this distance, there are two residential areas with potential medium to high viewer sensitivity:

- Crows Nest (primarily east of Willoughby Road); and
- Wollstonecraft (primarily west of the Pacific Highway)

The St Leonards/Crows Nest strategic centre is primarily intended to be a jobs and employment location. However, a number of existing and proposed residential premises are located in the denser areas of the centre, some of these within close proximity to the Crows Nest Station precinct.

These include:

- 545-553 Pacific Highway, St Leonards;
- 20 Clarke Street, Crows Nest;
- 7-19 Albany Street, St Leonards; and
- 472-486 Pacific Highway, St Leonards.

3.2 Variable factors

Virtual Ideas has prepared photomontages from the viewpoints shown in **Figure 9**, which are consistent with those used to assess the approved Concept SSD Application and were selected in consultation with North Sydney Council. Extracts of these photomontages are included in this report and are appended following the conclusion of this VVIA.

An analysis of variable factors in this study is based on this work. The variable factors considered for each view are:

- View composition type:
 - Expansive: the view is generally unimpeded, with long ranging views in excess of 1km
 - Restrictive: the view is impeded, with structures or other elements limiting site to within a few hundred metres
 - Panoramic: the view provides approximately 180° or larger views across a region
 - Focal: the general focus of the view is the centre of what is seen
 - Feature: the view provides a clear sightline to a dominant feature or landmark.
- Relative viewing level
 - Above the site
 - Level with the site
 - Below the site.

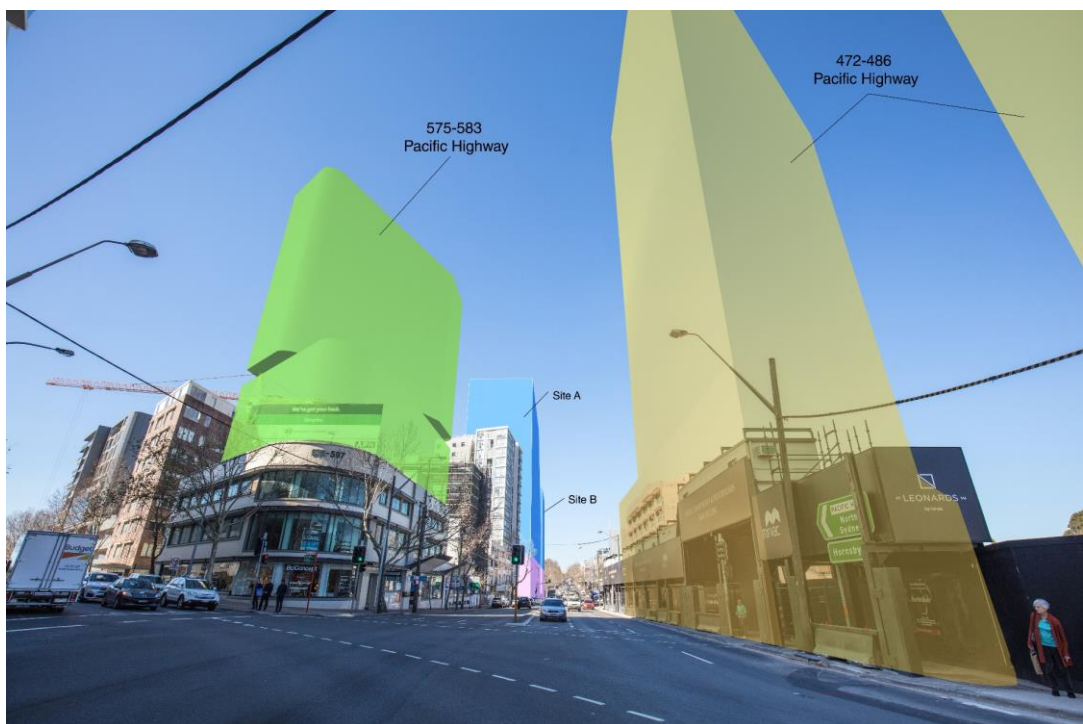
- Viewing period
 - Short
 - Long
 - Irregular
 - Regular.
- Viewing distance
 - Close range (<100 metres)
 - Medium range (100 metres – 1,000 metres)
 - Long range (>1,000 metres).
- View loss or blocking

3.3 Viewpoint 1: Corner of Pacific Highway and Albany Street, St Leonards

Element	Category	Comment	Level of effect
Category of view	Public domain, main road	N/A	N/A
View composition type	Focal	The view will likely be impeded predominantly by larger developments in the foreground, including 472-486 Pacific Highway, which will dominate this viewpoint in the future. The Site C OSD is specifically not visible in this location, and the broader Crows Nest Station precinct does not form the primary focal point in the context of these future developments in the foreground.	Nil-low
Relative viewing level	Level	The elevation of the viewpoint is approximately 90 metres AHD, compared to the site which is approximately 86 – 96 metres AHD.	Low
Viewing period	Short	Being located within a road reserve, most people would be travelling through the viewpoint in vehicles, as cyclists or pedestrians. Due to the nature of Pacific Highway primarily for commuting and general access purposes (as opposed to tourist routes), there is opportunity for repeated viewing period events.	Low-medium
Viewing distance	Close to medium range	At approximately 200m from the site, the viewpoint is at the lower end of the medium range.	Medium
View loss or blocking	No loss of valuable views of landscape features from ground level	There is no existing view to the Site C OSD. The broader Crows Nest Station precinct is visible and will be partially obstructed by future planned development in this location. Accordingly, the impact of the Site C OSD from this viewpoint is low and the broader impact of the precinct will be notable but overall low when assessed in conjunction with other future buildings.	Low
Overall			Low



Figure 10: Viewpoint 1 – Corner of Pacific Highway and Albany Street, St Leonards – existing view



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| Crows Nest OSD approved envelopes | Approved CSSI Envelope |
| Other approved DAs in locality | Other Planning Proposals in the locality |

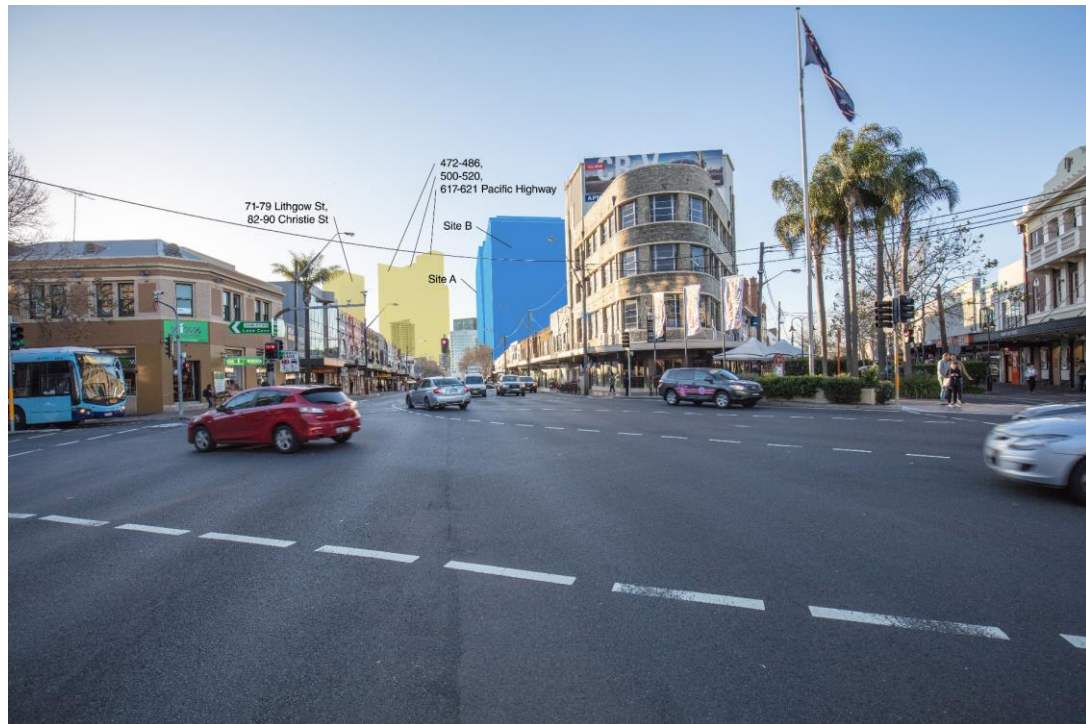
Figure 11: Viewpoint 1 – Corner of Pacific Highway and Albany Street, St Leonards – approved and proposed view

3.4 Viewpoint 2: Five ways intersection, Crows Nest

Element	Category	Comment	Level of effect
Category of view	Public domain, main road	N/A	N/A
View composition type	Focal	While the broader Crows Nest Station precinct is unscreened by existing buildings and will be generally a key focal point in the foreground, the Site C OSD is not visible in this viewpoint.	Nil-low
Relative viewing level	Above the site	The elevation of the viewpoint is approximately 98 - 100 metres AHD, compared to the site which is approximately 86 – 96 metres AHD.	Low
Viewing period	Short	Being located within a road reserve, most people would be travelling through the viewpoint in vehicles, as cyclists or pedestrians. Due to the nature of Pacific Highway primarily for commuting and general access purposes (as opposed to tourist routes), there is opportunity for repeated viewing period events.	Low-Medium
Viewing distance	Close to medium range	At approximately 200m from the site, the viewpoint is located at the lower end of the medium range.	Medium
View loss or blocking	No loss of valuable views of landscape features from ground level	The proposal would not impede or block a significant view currently obtained from the viewpoint. There will also not be a loss of sky views from this location resulting from the Site C OSD which is not visible in this viewpoint.	Low
Overall			Low



Figure 12: Viewpoint 2 – Five Ways intersection, Crows Nest – existing view



■ Crows Nest OSD approved envelopes ■ Approved CSSI Envelope
■ Other approved DAs in locality ■ Other Planning Proposals in the locality

Figure 13: Viewpoint 2 – Five Ways intersection, Crows Nest – approved and proposed view

3.5 Viewpoint 3: Hume Street Park, Crows Nest

Element	Category	Comment	Level of effect
Category of view	Public domain	N/A	N/A
View composition type	Focal	The focal point of the existing viewpoint is the existing buildings including residential premises and the St Leonards Centre. The proposal would provide a new focal point for this viewpoint by introducing a new scale of building proximate to the park. The Site C OSD is a transitional building to the Site A building envelope, which is a taller building behind Site C and fronts the Pacific Highway.	Medium-high
Relative viewing level	Level	The elevation of the viewpoint is approximately 84 - 88 metres AHD, compared to the site which is approximately 86 – 96 metres AHD.	Medium
Viewing period	Medium /long	It is noted that current utilisation of the park is generally low, however, the Council-led expansion of the park is expected to lead to an increase in usage and therefore the viewing period from the park. It is also likely to be a main thoroughfare to the metro station entrance being provided on Site C, which will likely form repeated viewing period events for commuters.	Medium

Element	Category	Comment	Level of effect
Viewing distance	Close range	Hume St Park is located immediately adjacent to Site C.	Medium
View loss or blocking	No loss of valuable views of landscape features from the ground level.	The proposal would not impede or block a significant view currently obtained from this viewpoint. However, there will be the loss of sky views from this location which are not inconsistent with other areas of Sydney where placement of density is located near open space and park facilities. Large expanses of sky views are still retained. Further, the detailed design of the OSD is contained within the approved building envelope and is consistent in scale with this approval.	Medium
Overall			Medium



Figure 14: Viewpoint 3 – Hume Street Park, Crows Nest – existing view

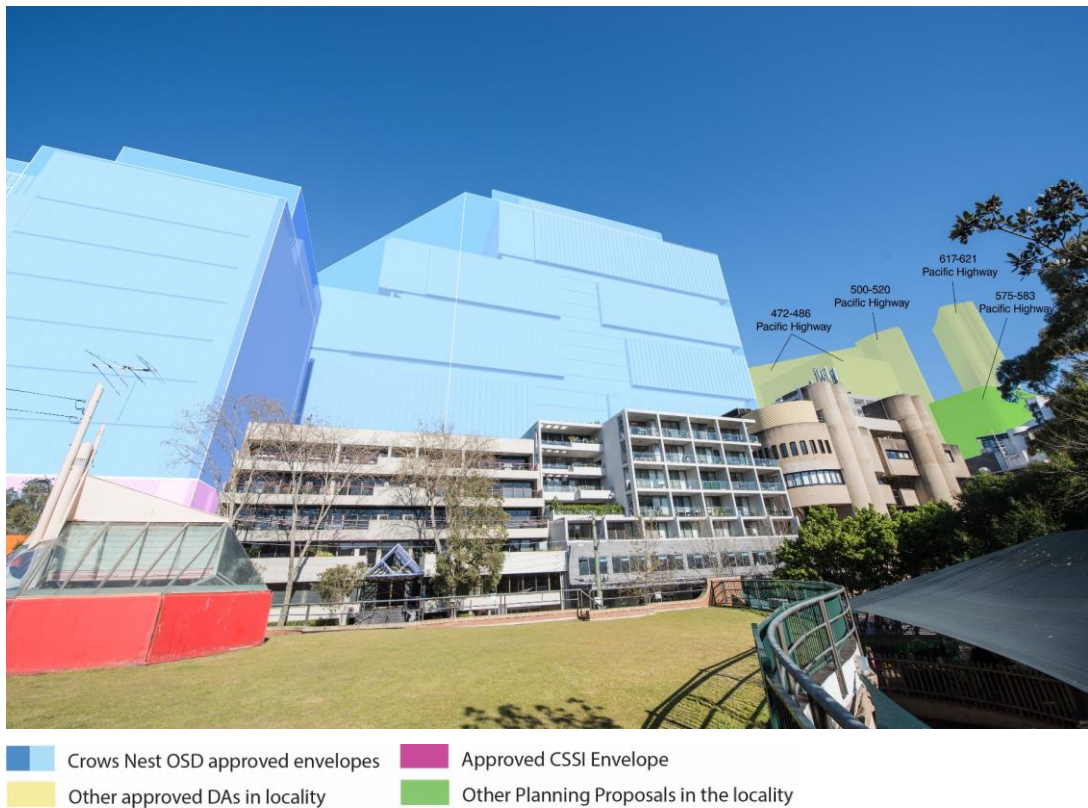


Figure 15: Viewpoint 3 – Hume Street Park, Crows Nest – approved view



Figure 16: Viewpoint 3 – Hume Street Park, Crows Nest – proposed view



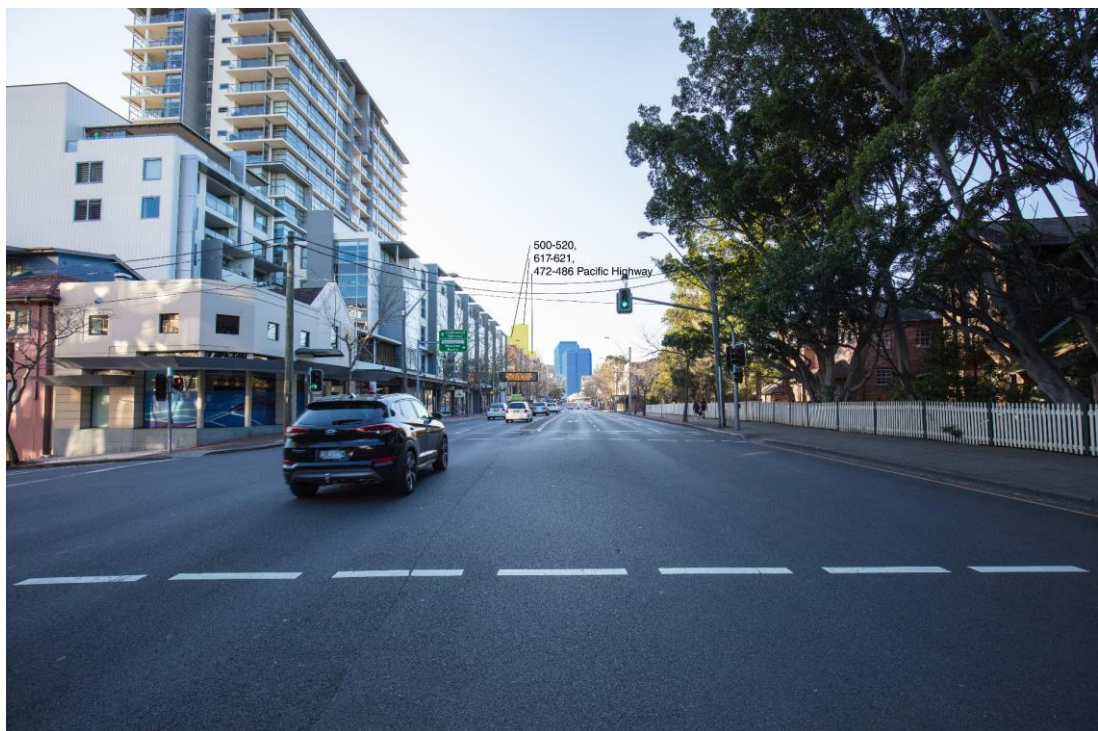
Figure 17: Viewpoint 3B – Hume Street Park, Crows Nest – proposed view

3.6 Viewpoint 4: Pacific Highway near the intersection with Rocklands Road, Crows Nest

Element	Category	Comment	Level of effect
Category of view	Public domain, main road	N/A	N/A
View composition type	Focal	Given the generally long straight alignment of the Pacific Highway in this location, the Crows Nest Station precinct will form a feature from this distance. Notwithstanding this, the scale of the proposal will not dominate the view from this location and the Site C OSD specifically is not visible in this view.	Nil-low
Relative viewing level	Above the site	The elevation of the viewpoint is approximately 100 metres AHD, compared to the site which is approximately 86 – 96 metres AHD.	Low
Viewing period	Short	Being located within a road reserve, most people would be travelling through the viewpoint in vehicles, as cyclists or pedestrians. Due to the nature of Pacific Highway primarily for commuting and general access purposes (as opposed to tourist routes), there is opportunity for repeated viewing period events.	Low-Medium
Viewing distance	Medium range	At approximately 600m from the site, the viewpoint is within the centre of the medium range.	Low-Medium
View loss or blocking	No loss of valuable views or landscape features from ground level.	There is no existing view to the Site C OSD. The proposal would not impede or block a significant view currently obtained from the viewpoint. Buildings in the foreground are more prominent than the glimpse of density above the station.	Low
Overall			Low



Figure 18: Pacific Highway near the intersection with Rocklands Road, Crows Nest – existing view



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| Crows Nest OSD approved envelopes | Approved CSSI Envelope |
| Other approved DAs in locality | Other Planning Proposals in the locality |

Figure 19: Pacific Highway near the intersection with Rocklands Road, Crows Nest – approved and proposed view

3.7 Viewpoint 5: Ernest Place, Willoughby Road, Crows Nest

Element	Category	Comment	Level of effect
Category of view	Public domain, main road	N/A	N/A
View composition type	Focal	The ground level retail shopfronts are currently the key focal point of the viewpoint. Whilst the proposal will not obstruct the view to these shopfronts, the scale of the proposal will create a new focal point in the background. The Site C OSD is a transitional building to the Site A building envelope. Views of the Site C OSD are therefore already terminated with Site A behind. Trees in the foreground will assist in screening the development from view – particularly in summer.	Medium
Relative viewing level	Level	The elevation of the viewpoint is approximately 92 – 94 metres AHD, compared to the site which is approximately 86 – 96 metres AHD.	Medium
Viewing period	Long	Ernest Place is a public space that encourages users to stay for long periods of time. Adjacent to the public space are cafes and restaurants which are highly frequented.	Medium-High
Viewing distance	Close range	At approximately 100m from the site, the viewpoint is located at the higher end of the close range.	High
View loss or blocking	No loss of valuable views of landscape features from ground level.	Whilst the proposal would not block or impede any significant view, it will impact the view of the sky that is currently obtained from this viewpoint. Views specifically of the Site C OSD, however, are already terminated with the taller Site A building envelope behind. The degree of change as a result of the Site C OSD is therefore low to medium. The legibility of reading the single storey shopfronts at close range would also remain.	Medium
Overall			Medium



Figure 20: Viewpoint 5 – Ernest Place, Willoughby Road, Crows Nest – existing view



Crows Nest OSD approved envelopes
 Approved CSSI Envelope
 Other approved DAs in locality
 Other Planning Proposals in the locality

Figure 21: Viewpoint 5 – Ernest Place, Willoughby Road, Crows Nest – approved view



Figure 22: Viewpoint 5 – Ernest Place, Willoughby Road, Crows Nest – proposed view

3.8 Viewpoint 6: Corner of Atchison Street and Oxley Street, St Leonards

Element	Category	Comment	Level of effect
Category of view	Public domain, minor street	N/A	N/A
View composition type	Focal	The dominance of lateral features close to the viewpoint (existing and proposed buildings in the foreground and background) would focus and direct the eye towards both the OSD site and Crows Nest Station precinct as well as towards other DAs in the locality.	Low-medium
Relative viewing level	Below the site	The elevation of the viewpoint is approximately 83 metres AHD, compared to the site which is approximately 86 – 96 metres AHD.	Low
Viewing period	Short	Being located within a road reserve, most people would be travelling through the viewpoint in vehicles, as cyclists or pedestrians. Atchison and Oxley St are not primary thoroughfares (compared to the Pacific Highway for example), however, this location still enjoys regular community activity due to the mixed-use nature of this area. Accordingly, there is opportunity for repeated viewing period events.	Low-medium
Viewing distance	Medium range	Located approximately 250 metres from the site, the viewpoint is located at the lower end of the medium range.	Low

Element	Category	Comment	Level of effect
View loss or blocking	No loss of valuable views of landscape features from ground level	The proposal would not impede or block a significant view currently obtained from the viewpoint. When read in the context of the broader Crows Nest Station precinct and other approved DAs and developments under construction, the Site C OSD can be readily absorbed in the skyline. View of the Site C OSD already terminate with the Site B building envelope behind.	Low
Overall			Low



Figure 23: Viewpoint 6 – Corner of Atchison Street and Oxley Street, St Leonards – existing view



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| ■ Crows Nest OSD approved envelopes | ■ Approved CSSI Envelope |
| ■ Other approved DAs in locality | ■ Other Planning Proposals in the locality |

Figure 24: Viewpoint 6 – Corner of Atchison Street and Oxley Street, St Leonards – approved view



Figure 25: Viewpoint 6 – Corner of Atchison Street and Oxley Street, St Leonards – proposed view

3.9 Viewpoint 7: River Road Rail Bridge, Wollstonecraft

Element	Category	Comment	Level of effect
Category of view	Public domain, minor road	N/A	N/A
View composition type	Restricted	The Site C OSD is specifically not visible in this view. Further, the Crows Nest Station precinct is primarily blocked by existing vegetation at this viewpoint. The nature of other developments in St Leonards would attract and direct the eye away from the precinct towards the greater scale of development to the left of the image.	Nil-low
Relative viewing level	Below the site	The elevation of the viewpoint is approximately 73 metres AHD, compared to the site which is approximately 86 – 96 metres AHD.	Low
Viewing period	Short	Being located within on a road bridge across the railway line, most people would be travelling through the viewpoint in vehicles, as cyclists or pedestrians. There are footpaths on either side of River Road, however, they are both narrow and do not encourage staying in the location. Regular commuters may present the opportunity for repeated viewing period events.	Low
Viewing distance	Medium range	Located approximately 400m from the site, the viewpoint is located at the lower end of the medium range.	Low
View loss or blocking	No loss of valuable views of landscape features from ground level	The proposal would not impede or block a significant view currently obtained from the viewpoint. The Site C OSD is not visible in this setting.	Low
Overall			Low

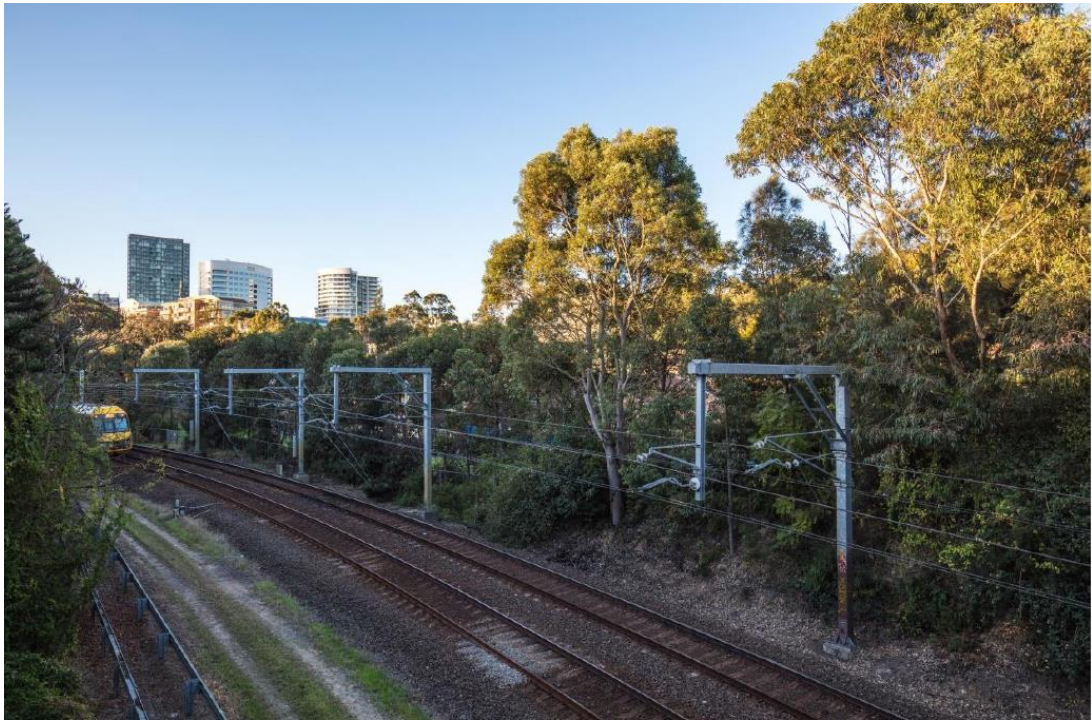
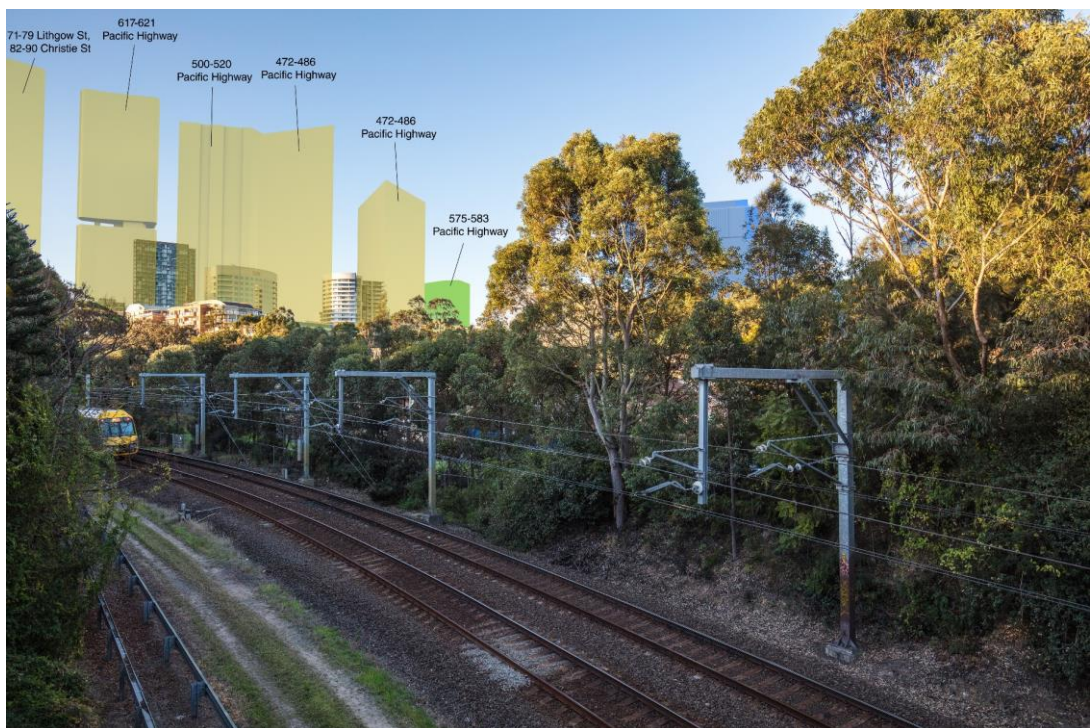


Figure 26: Viewpoint 7 – Corner of Atchison Street and Oxley Street, St Leonards – existing view



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| Crows Nest OSD approved envelopes | Approved CSSI Envelope |
| Other approved DAs in locality | Other Planning Proposals in the locality |

Figure 27: Viewpoint 7 – Corner of Atchison Street and Oxley Street, St Leonards – approved and proposed view

3.10 Viewpoint 8: Gladesville Bridge

Element	Category	Comment	Level of effect
Category of view	Public domain, main road	N/A	N/A
View composition type	Panoramic	The Site C OSD, specifically, is not visible in this view as it is below the tree line, meaning only the taller Site A and Site B building envelopes are visible. In this instance, these building envelopes will be quite prominent from this viewpoint due to their unrestricted location on the ridgeline. They are unlikely to form a focal point of the image due to the larger scale of existing and proposed developments in other centres, as well as unobstructed views to prominent landmarks including the Sydney Harbour Bridge.	Nil-low
Relative viewing level	Below the site	The elevation of the viewpoint is approximately 41 metres AHD, compared to the site which is approximately 86 – 96 metres AHD.	Low
Viewing period	Short with opportunities for regular.	Being located within a road reserve, most people would be travelling through the viewpoint in vehicles (due to the narrow width of the shared eastern cyclist and pedestrian path, use for these purposes is limited). Due to the nature of Victoria Road primarily for commuting and general access purposes (as opposed to tourist routes), there is opportunity for repeated viewing period events.	Medium
Viewing distance	Long range	Located approximately 5km from the site, the viewpoint is located in the long range.	Low
View loss or blocking	No loss of valuable views of landscaped features	The proposal would not impede or block a significant view currently obtained from the viewpoint. The Site C OSD is not visible in skyline.	Low
Overall			Low



Figure 28: Viewpoint 8 – Gladesville Bridge – existing view



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| Crows Nest OSD approved envelopes | Approved CSSI Envelope |
| Other approved DAs in locality | Other Planning Proposals in the locality |

Figure 29: Viewpoint 8 – Gladesville Bridge – approved and proposed view

3.11 Viewpoint 9: Barangaroo Reserve

Element	Category	Comment	Level of effect
Category of view	Public domain, iconic view	N/A	N/A
View composition type	Expansive	The Site C OSD, specifically, is not visible in this view as it is below the tree line. North Sydney CBD forms the primary focal point for this viewpoint, with the exception of restricted views to the iconic views of the Sydney Harbour Bridge. Whilst there will be generally unobstructed views to the Crows Nest Station precinct, the scale of Site C and the broader precinct within the context of the North Sydney CBD and other proposed developments in St Leonards will mean that it will not form a significant focal point of the viewpoint.	Nil-low
Relative viewing level	Below the site	The elevation of the viewpoint is approximately 4 metres AHD, compared to the site which is approximately 86 – 96 metres AHD.	Low
Viewing period	Long	As one of the city's major public open spaces, people are encouraged to spend long periods of time in this location. It is also the location for many significant public gatherings and events.	Medium
Viewing distance	Long range	Located approximately 3.5km from the site, the viewpoint is located within the long range.	Low
View loss or blocking	No loss of valuable views of landscaped features	The proposal would not impede or block a significant view currently obtained from the viewpoint. The Site C OSD is not visible in the skyline.	Low
Overall			Low



Figure 30: Viewpoint 8 – Barangaroo Reserve – existing view



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| ■ Crows Nest OSD approved envelopes | ■ Approved CSSI Envelope |
| ■ Other approved DAs in locality | ■ Other Planning Proposals in the locality |

Figure 31: Viewpoint 8 – Barangaroo Reserve – approved and proposed view

3.12 Viewpoint 10: Ernest Street near Cammeray Golf Club

Element	Category	Comment	Level of effect
Category of view	Public domain, main road	N/A	N/A
View composition type	Focal	Given the generally long straight alignment of Ernest Street in this location, the proposal will form a prominent feature from this distance. Notwithstanding this, the scale of the proposal will not dominate the view from this location. In part, it is absorbed by the landscaping and tree canopy in the foreground. View of the Site C OSD specifically also already terminate at the taller Site A building envelope behind.	Medium
Relative viewing level	Level	The elevation of the viewpoint is approximately 91 metres AHD, compared to the site which is approximately 86 – 96 metres AHD.	Low
Viewing period	Short	Being located within a road reserve, most people would be travelling through the viewpoint in vehicles (due to the narrow width of the shared eastern cyclist and pedestrian path, use for these purposes is limited). Due to the nature of Ernest Street primarily for commuting and general access purposes (as opposed to tourist routes), there is opportunity for repeated viewing period events.	Medium
Viewing distance	Long range	Located approximately 1.5km from the site, the viewpoint is located within the long range.	Low
View loss or blocking	No loss of valuable views of landscaped features	The proposal would not impede or block a significant view currently obtained from the viewpoint. The OSD is read in a skyline of existing and proposed St Leonards developments, and is largely absorbed into the taller Site A building envelope behind.	Low
Overall			Low



Figure 32: Viewpoint 10 – Ernest Street near Cammeray Golf Club – existing view



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| ■ Crows Nest OSD approved envelopes | ■ Approved CSSI Envelope |
| ■ Other approved DAs in locality | ■ Other Planning Proposals in the locality |

Figure 33: Viewpoint 10 – Ernest Street near Cammeray Golf Club – approved view



Figure 34: Viewpoint 10 – Ernest Street near Cammeray Golf Club – proposed view

3.13 Summary: Level of visual effect

Factors	Low	Medium	High	Comment
Baseline factors				
Visual character	☒	☐	☐	<p>A number of influences, in particular elevated and prominent topography in a dense, high-rise built form transitioning away to lower retail, hospitality and residential areas creates an overall high quality visual character, and one that has an impact on the visual image, identity and character of the city as a whole.</p> <p>The detailed design of the Site C OSD is responsive to this when viewed from both long and medium range viewpoints, and as such would have a low effect on visual character.</p>

Factors	Low	Medium	High	Comment
Scenic quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The primary visual catchment when viewed from long range viewpoints and some medium range viewpoints is largely a cohesive, distinct and memorable composition comprised of natural and built elements such as water, parkland and vegetation. This includes iconic Sydney landscape features such as Sydney Harbour and Sydney Harbour Bridge.</p> <p>The St Leonards / Crows Nest strategic centre performs a distinct but subordinate role in this composition, typically forming a backdrop to more visible foreground items. The Site C OSD, specifically, is largely obscured in these views by surrounding taller development and as such is consistent with this subordinate role, and would have an overall low effect on scenic quality.</p>
View place sensitivity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Largely due to distance and responsiveness to visual character, the proposal would have a low effect on existing view place sensitivity.
Viewer sensitivity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A number of residential areas in the suburbs of Crows Nest and Wollstonecraft have medium range views to the Crows Nest Station precinct. However, views from these areas are largely partially obstructed by existing landscape and/or built form elements or dominated by other proposed developments in St Leonards. As such, their view place sensitivity is reduced.
View composition type	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The selected viewpoints provide focal or restricted views to the proposal. The Site C OSD would largely have a low effect on these views. While the broader Crows Nest Station precinct may impact the composition of some focal views, the Site C OSD is the smallest building in this context and as such is largely absorbed by the surrounding approved building envelopes or a collection of prominent new and existing developments in the surrounding centres.</p> <p>From areas to the direct east or south, such as Hume Street Park, the view change will be a significantly new composition but this is largely resulting from the taller Site A and B building envelopes behind. The views from Ernest Place will also be grounded by the presence of the one and two storey shopfronts along the length of Willoughby Road that remain in the foreground.</p>
Variable factors				

Factors	Low	Medium	High	Comment
Relative viewing level	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The Crows Nest Station precinct is located in a prominent location on the ridgeline. This means that there are generally unobstructed views to this area from many locations within a medium to long range vicinity of the site. However, due to the scale of the Site C OSD in relation to the surrounding Site A and B building envelopes and other approved and planned development in the St Leonards centre, the proposal would have a low effect on relative viewing level considerations.
Viewing period	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Many of the viewpoints are used by people moving through the area in vehicles or as cyclists or pedestrians undertaking commuter or local access trips, most views obtained from the selected viewpoints would involve short to medium viewing periods. This is with the exception of views from Hume Street Park or Ernest Place, which are in close proximity to the site and encourage longer term activity, therefore having a higher level of visual effect. Viewpoints on the southern foreshore of Sydney Harbour including Barangaroo Reserve also provide for passive recreation or tourist uses, however, the proposal is not as visually dominant from this location.
Viewing distance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The proposal would have a higher effect on some short and medium range views, in particular from Hume Street Park and Ernest Place.
View loss or blocking	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Significant views, such as panoramic views to attractive landscape features, would not be blocked from the public domain. Further, while the view of the sky will be impacted from some locations including Hume Street Park, Ernest Place and the Five Ways Intersection by the broader Crows Nest Station precinct – the Site C OSD is largely absorbed by the taller building envelopes behind and ample sky views remain in each location tested.

4 Assessment of acceptability of visual impact

Visual effects from Viewpoints 1 to 10 are assessed against the six (6) criteria discussed in **Section 1.6** 'Methodology' of this report. As set out in the methodology, the next step after determining the visual effect of the proposal on representative and key views is to consider the visual impact of these effects following application of other, relevant considerations. The criteria have been developed with regard to relevant planning framework and is set out in the table below, which includes an assessment of the proposal's overall visual effect. The table then provides the more detailed assessment of each view's visual impact having regard to the criteria identified.

Planning instrument	Requirement	Assessment
Criteria 1: Amenity		
SEARs	<ul style="list-style-type: none"> Assess amenity impacts on the surrounding locality, including lighting impacts, solar access, visual privacy, visual amenity, view loss and view sharing, overshadowing, wind impacts and acoustic impacts. A high level of environmental amenity for any surrounding residential land uses must be demonstrated Provide a visual analysis of the development, including photomontages or perspectives illustrating potential visual and view loss impacts associated with the proposal when compared to the existing situation and concept approval, when viewed to and from key vantage points, including from existing and future Hume Street park extensions and from nearby affected residences. 	<p>The detailed design scheme for the Site C OSD represents an articulated built form that is consistent with the bulk and scale of the approved concept building envelope. In this regard, the proposal presents a consistent outcome for amenity as the approved Concept SSD Application (as detailed further in the EIS). The proposal is further reasonable in the context of the changing urban and strategic form of the St Leonards/Crows Nest centre.</p> <p>Accordingly, while the proposal will have an impact on views from some public places, the impacts are considered reasonable.</p> <p>The direct interface to residential dwellings is limited for the Site C OSD, as it is generally not located in direct views from surrounding residential development and is largely screened by the taller Site A and B building envelopes. The articulation and modulation of the building will positively contribute to the skyline.</p>
NSLEP 2013	<ul style="list-style-type: none"> Height of buildings: to promote the retention and, if appropriate, sharing of existing views 	<p>The height of the Site C OSD is consistent with the NSLEP 2013 provisions and consistent with the approved building envelope. The building supports an appropriate transition between the emerging scale of the St Leonards CBD and the fine-grain nature of the Willoughby Road retail/hospitality strip.</p>
NSLEP 2013	<ul style="list-style-type: none"> In relation to non-residential development, ensure that non-residential development does not adversely affect the amenity of residential properties and public places, in terms of visual and acoustic privacy, solar access and view sharing 	<p>The Site C OSD will not adversely affect the amenity of residential properties or public places as detailed in this assessment. Key views and vistas from neighbouring residential areas is assessed in Section 5 below.</p>

Planning instrument	Requirement	Assessment
Design Guidelines	<ul style="list-style-type: none"> Maintaining views from and solar access to other residential strata sites in close proximity where possible Works within rooftop services zone to minimise and/or reduce visual prominence and overshadowing. 	<p>As per the above, the development has been assessed with consideration of surrounding residential development.</p> <p>The resolution of the detailed building design within the rooftop services zone respects the visual prominence of the building within the changing St Leonards/Crows Nest centre especially in the interim while the surrounding area is developed in accordance with planned and proposed buildings. The rooftop services zone is integrated into the overall building design through the architectural roof feature and is treated with recessive materials.</p>
2036 Plan	<ul style="list-style-type: none"> Consider cumulative impacts of new developments on existing areas, including overshadowing, wind impacts and view loss 	<p>The 2036 Plan proposes significant changes to the built form of the locality that will have cumulative impacts. These changes are predicated on a height 'peak' at the Crows Nest metro station. These cumulative impacts will have the effect of reducing visual impact of the proposal, considering a higher density built form is proposed for areas immediately surrounding the subject site and within the broader Crows Nest Station precinct in accordance with the approved Concept SSD Application.</p>
NSDCP 2013	<ul style="list-style-type: none"> To encourage view sharing as a means of ensuring equitable access to views from dwellings, whilst recognising development may take place in accordance with other provisions of this DCP and the LEP When considering impacts on views, Council will generally not refuse a development application on the grounds that the proposed development results in the loss of views, where that development strictly complies with the building envelope controls applying to the subject site. 	<p>The height of the Site C OSD is consistent with the NSLEP 2013 provisions and consistent with the approved building envelope.</p>

Planning instrument	Requirement	Assessment
Criteria 2: Scenic and cultural landscapes		
Region Plan	<ul style="list-style-type: none"> Identify and protect scenic and cultural landscapes Enhance and protect views of scenic and cultural landscapes from the public realm Enhancing views of Sydney Harbour will come with renewal projects such as The Bays Precinct Recognises that spectacular views of Sydney Harbour, the CBD skyline, the coastline, waterways and bushland provide the focal point for many great places across the District Renewal can protect and maintain views to the coast, harbours and waterways from public spaces 	<p>The St Leonards / Crows Nest strategic centre forms a key part of the visual catchment of the Sydney Harbour foreshore when viewed from the Southern Foreshore. However, this impact is partially reduced by the more prominent North Sydney CBD which is located closer to the foreshore. This is an iconic scenic landscape, and one that is readily visible from multiple viewpoints in the public domain.</p> <p>The Site C OSD is not readily visible from these surrounding scenic landscapes, being integrated with the larger Site A and Site B building envelopes. Further, this building within the broader Crows Nest Station precinct is compatible with the emerging form of the St Leonards CBD and additional changes to the built form as anticipated in the 2036 Plan.</p>
Sydney Harbour SREP 2005	<ul style="list-style-type: none"> Development should maintain, protect and enhance views (including night views) to and from Sydney Harbour 	
Sydney Harbour SREP 2005	<ul style="list-style-type: none"> The cumulative impact of development on views should be minimised 	<p>The Site C OSD helps to reduce the visual impact of the larger future developments further to the north by providing an adequate transition to these buildings.</p> <p>Also relevant to this assessment is the consistency with government policy to place density on and around metro stations in accordance with the principles of transit-oriented development.</p>
Criteria 3: Heritage		
NSLEP 2013	<ul style="list-style-type: none"> To conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings, and views 	<p>There are a number of heritage items in the vicinity of the site, however, there is only one item which is in the immediate vicinity – being the St Leonards Centre. Across the Pacific Highway, the Higgins Buildings (366-376 Pacific Highway) are also listed as local heritage items.</p>
2036 Plan	<ul style="list-style-type: none"> Ensure new development retains and enhances important heritage elements by using sympathetic building materials and preserving key views and vistas. 	<p>The visual impact on the St Leonards Centre will be minimised through the considered scale of the Site C development, which will match the height of the heritage item. Views to the building are retained from surrounding streets in this instance.</p>
Design Guidelines	<ul style="list-style-type: none"> A building design that responds to the surrounding public domain elements and heritage buildings Using appropriate materials and finishes that allow for integration of extensive natural landscaping and respond to local heritage, geography and civic character. 	<p>The detailing of the proposed OSD has also achieved design excellence. The materials and finishes will include landscaped elements as part of the façade and on a roof terrace.</p>

Planning instrument	Requirement	Assessment
Criteria 4: Visual dominance		
NSLEP 2013	<ul style="list-style-type: none"> Need to strike a balance between facilitating new development while preserving, as far as practicable, access to views from surrounding properties 	<p>The proposal would be visually prominent from certain viewpoints, in particular from Ernest Place and Hume Street Park.</p> <p>However, the height and massing of the proposal is not incompatible with that of nearby proposed development, including 472-486 Pacific Highway and 500-520 Pacific Highway. As stated above, this is aligned with the DPIE intent to alter the built form of the surrounding area through the 2036 Plan and is consistent with government policy to locate density on and around metro infrastructure.</p> <p>The scale and massing of the Site C OSD is consistent with the building envelope has also been carefully configured to provide an appropriate transition between the emerging scale of the St Leonards CBD and the lower forms of Willoughby Road. On this basis, it would not deliver a building that is visually dominant or inconsistent with the prevailing built form character of the St Leonards / Crows Nest strategic centre.</p> <p>Located above the approved Crows Nest Station, the site has the potential to be a key development site in the St Leonards / Crows Nest strategic centre. The combination of the approved station and the OSD together on this site respond to this opportunity by delivering in a strategically accessible location This is an appropriate response in accordance with the principles of transit oriented development.</p>
Approved Concept SSD DA	<ul style="list-style-type: none"> Is the proposal consistent with the maximum building envelope approved by the Minister 	<p>The detailed design of the proposed Site C OSD is consistent with the building envelope previously considered and determined as being appropriate in the approved Concept SSD Application for this site. While a few penetrations are identified in the EIS and Architectural Drawings, these are considered to be minor and not affecting visual dominance.</p>

Planning instrument	Requirement	Assessment
Criteria 5: Vistas and views from the public domain		
SEARs	<ul style="list-style-type: none"> Provide a visual analysis of the development, including photomontages or perspectives illustrating potential visual and view loss impacts associated with the proposal when compared to the existing situation and concept approval, when viewed to and from key vantage points, including from existing and future Hume Street park extensions and from nearby affected residences. 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 	<p>An analysis of surrounding views comparing the existing situation to the planned and proposed future perspective is provided in this report.</p> <p>In particular it is noted that while the Hume Street Park extension area is still under construction as discussed in Section 2.4 above, the views from Ernest Place on Willoughby Road is proximate to this extension area and as such is an adequate alternative location.</p> <p>This analysis does not identify the potential for adverse visual impact, recognising that the proposed Site C OSD is consistent with the approved building envelope and is reduced in scale to surrounding approved building envelopes and future and planned development in the broader area. In a majority of viewpoints, the detailed scheme presents a more articulated form that reduces bulk and scale to the concept envelope and in this regard offers an improved outcome from a visual impact perspective.</p>
Sydney Harbour SREP	<ul style="list-style-type: none"> Development should minimise any adverse impacts on views and vistas to and from public places, landmarks and heritage items. 	<p>The proposal does not block or impede key views identified in the NSDCP 2013. The combination of the approved station and the redevelopment of Hume Street Park together open up views from the public domain through measures such as:</p>
NSDCP 2013	<ul style="list-style-type: none"> Preserve and where possible enhance identified key views. To protect and enhance opportunities for vistas and views from streets and other public places. To provide additional views and vistas from streets and other public places where opportunities arise. Where appropriate, the opening up of views should be sought to improve the legibility of the area. Maintain and protect views identified in the relevant area character statement (refer to Part C of the DCP) from future development. Where a proposal is likely to adversely affect views from either private or public land, Council will give consideration to the Land and Environment Court's Planning Principle for view sharing established in <i>Tenacity Consulting v Warringah Council</i> [2004] NSWLEC 140 There is an opportunity to enjoy the views from and within the area toward the Sydney CBD, Sydney Harbour, heritage items and surrounding areas 	<ul style="list-style-type: none"> creation of a new connection through to Willoughby Road transitioning building height upwards towards proposed developments of a larger scale in St Leonards transition lower Site C to Hume Street Park <p>As discussed above, the proposal has been sensitively designed to deliver on the opportunities presented by the site while respecting local heritage, in particular the views and significance of the St Leonards Centre.</p> <p>Further, the proposal is consistent with the planned changes to the St Leonards/Crows Nest centre in the 2036 Plan.</p>

Planning instrument	Requirement	Assessment
	<ul style="list-style-type: none"> Provide public or semi-public access to top floors where possible (e.g. restaurants, roof top gardens and facilities). 	
Criteria 6: Building design		
Approved Concept SSD DA	<ul style="list-style-type: none"> Is the proposal consistent with the maximum building envelope approved by the Minister. Is the proposal consistent with the endorsed Design Guidelines 	<p>The detailed design of the proposed Site C OSD is consistent with the building envelope previously considered and determined as being appropriate in the approved Concept SSD Application for this site. While a few penetrations are identified in the EIS and Architectural Drawings, these are considered to be minor and not affecting visual dominance.</p> <p>The detailed design of OSD within this building envelope has been undertaken in accordance with the endorsed Design Guidelines, and offers an improved outcome from a visual impact perspective when compared to the approved building envelope.</p>
NSDCP 2013	<ul style="list-style-type: none"> Use setbacks, design and articulation of buildings to maintain street views, views from public areas and those identified in the relevant area character statement (refer to Part C of the DCP). 	<p>The proposal does not block or impede views identified in the NSDCP 2013.</p> <p>The detailed design of the Site C OSD has been undertaken in accordance with the endorsed Design Guidelines and Design Excellence Strategy ensuring a high-quality built form with regard to setbacks and articulation.</p> <p>The detailing of the proposed OSD has responded to the Crows Nest character of brick typologies referencing the local federation architecture. Site C OSD has also been designed for a connection to nature, providing a landscaped perimeter roof terrace and integrated planters on the building facades to animate and soften the façade.</p> <p>Views to the building are still to be retained from surrounding streets.</p>

4.1 Discussion and recommendation

This report is a visual impact assessment of the detailed design scheme for the Site C OSD within the Crows Nest Station precinct.

In terms of comparison to the approved concept building envelope, from a visual impact perspective, the proposal offers an improved outcome presenting a more articulated and finessed scheme.

The detailed scheme also carefully and contextually responds to its surrounding setting. Due consideration is given to sensitive interfaces. The building height steps up to the Site A and B building envelopes behind and the developing St Leonards

Centre, ensuring the building height is appropriate in the context of the strategic centre's changing skyline.

The architectural roof feature ensures that the building services zone forms part of the overall architectural language of the building, and is screened and integrated into the building. This ensures that the most prominent aspect of the building demonstrates high-quality design and positively contributes to the local skyline.

While the proposal will continue to alter the existing key public views from the Hume Street Park and Willoughby Road, the detailed scheme is considered to be acceptable as the proposal does not inhibit views of surrounding heritage significant items or areas and is lesser in scale when considered in the context of the 18 storey building on Site B and the 22 storey building on Site A, which are also reduced when considering the visual impact of taller proposed buildings further to the north. The skyline of St Leonards / Crows Nest further to the north does provide some context for the visual impact, particularly when considered as an adequate transition to the larger developments to the north.

Importantly, the proposal will not impact broader key public views as the detailed scheme is either not visible at these viewpoints or offers an improved visual impact relative to the approved concept scheme.

The overall external finishes and materiality of the detailed design scheme complement the setting and surrounds ameliorating visual impact. The selection of finishes has been designed to respond to the Crows Nest character of brick typologies referencing the local federation architecture. Site C OSD has also been designed for a connection to nature, providing a landscaped perimeter roof terrace and integrated planters on the building facades to animate and soften the façade.

Overall, the proposed detailed design scheme has an acceptable visual impact.

4.1.1 Mitigation measures

Trees and other vegetation play a role in minimising the visual impact of development. On this basis, the retention or planting of trees where practicable and reasonable to do so, could improve local views especially those experiencing more significant change from the existing scenario such as from Hume Street Park. Public domain improvements are a matter for the CSSI Approval albeit it is understood that street trees with large crowns in the streetscape along Clarke Street are being retained and/or replaced with similar.

5 Private view assessment

In addition to assessing potential visual impact from significant public domain locations, the SEARs require consideration of view impact on adjoining properties. Accordingly, this Section undertakes a detailed view impact assessment of private views from nearby residential properties.

As identified within the approved Concept SSD Application, key private residential views that have the potential of being impacted are principally located:

- 545 Pacific Highway (16 storeys)
- 22-26 Clarke Street (8 storeys)
- 400 Pacific Highway (5 storeys)
- 402-420 Pacific Highway (5 storeys)



Figure 35: Properties targeted in the private view assessment

It is noted that additional residential development is located further north of the sites identified above in the St Leonards centre. This includes approved development and development under construction. However, many of these developments have views already obstructed by other developments to the north and north west of the subject site. In this instance, it is considered reasonable to assess properties with the highest degree of impact which are those closest to the site identified above, on the premise that the additional residential development further to the north will have a lesser impact than those assessed.

It is common in undertaking an assessment of view impacts to address the planning principle enunciated by the NSW Land and Environment Court in *Tenacity Consulting v Warringah Council* [2004] NSWLEC 140 (Tenacity). In Tenacity, Senior Commissioner Roseth sets out four steps that must be considered in assessing whether view sharing is reasonable. We note, however, that the situation in the proposed development is distinguished from Tenacity on the following basis.

Roseth SC specifically states in his decision (at 25) that there are circumstances that do not require any view sharing and where it may be entirely reasonable for a development to entirely block a view. The 2036 Plan further requires future development to acknowledge key views and vistas such as key long distance vistas which offer sky views, and vistas where a building may terminate the view and be

designed appropriately in response. These considerations can be assessed under the four steps outlined in Tenacity, as outlined below.

5.1.1 Basis of Assessment

Whilst there are limitations in applying the Tenacity planning principle in the context of the proposed development, the four steps outlined by Roseth SC nonetheless provide a useful framework for identifying and assessing the impacts of a development on views. The four steps are as follows:

What are the views that would be affected?

“The first step is the assessment of views to be affected. Water views are valued more highly than land views. Iconic views (e.g. of the Opera House, the Harbour Bridge or North Head) are valued more highly than views without icons. Whole views are valued more highly than partial views e.g. a water view in which the interface between the land and water is visible is more valuable than one in which it is obscured”.

For the purpose of this assessment views towards the Sydney CBD skyline and Sydney Tower could be considered to be iconic as per examples cited in the judgement. Regional, district land, urban built form and topographical views, whilst providing amenity would not be valued as highly as CBD skyline views.

Where are the views obtained from?

“The second step is to consider from what part of the property the views are obtained. For example the protection of views across side boundaries is more difficult than the protection of views from front and rear boundaries. In addition, whether the view is enjoyed from a standing or sitting position may also be relevant. Sitting views are more difficult to protect than standing views. The expectation to retain side views and sitting views is often unrealistic”.

For the purpose of this assessment, views have been considered for the entirety of the building elevation facing the Crows Nest Station precinct, recognising that each building has more than one aspect/elevation.

What is the extent of the impact?

“The third step is to assess the extent of the impact. This should be done for the whole of the property, not just for the view that is affected. The impact on views from living areas is more significant than from bedrooms or service areas (though views from kitchens are highly valued because people spend so much time in them). The impact may be assessed quantitatively, but in many cases this can be meaningless. For example, it is unhelpful to say that the view loss is 20% if it includes one of the sails of the Opera House. It is usually more useful to assess the view loss qualitatively as negligible, minor, moderate, severe or devastating”.

For the purpose of this assessment, a qualitative analysis has been undertaken and has categorised the impact into the relevant categories in the planning principle, being negligible, minor, moderate, severe or devastating.

How reasonable is the proposal causing the views to be lost?

“The fourth step is to assess the reasonableness of the proposal that is causing the impact. A development that complies with all planning controls would be considered more reasonable than one that breaches them. Where an impact on views arises as a result of non-compliance with one or more planning controls, even a moderate impact may be considered unreasonable. With a complying proposal, the question should be asked whether a more skilful design could provide the applicant with the same development potential and amenity and reduce the impact on the views of

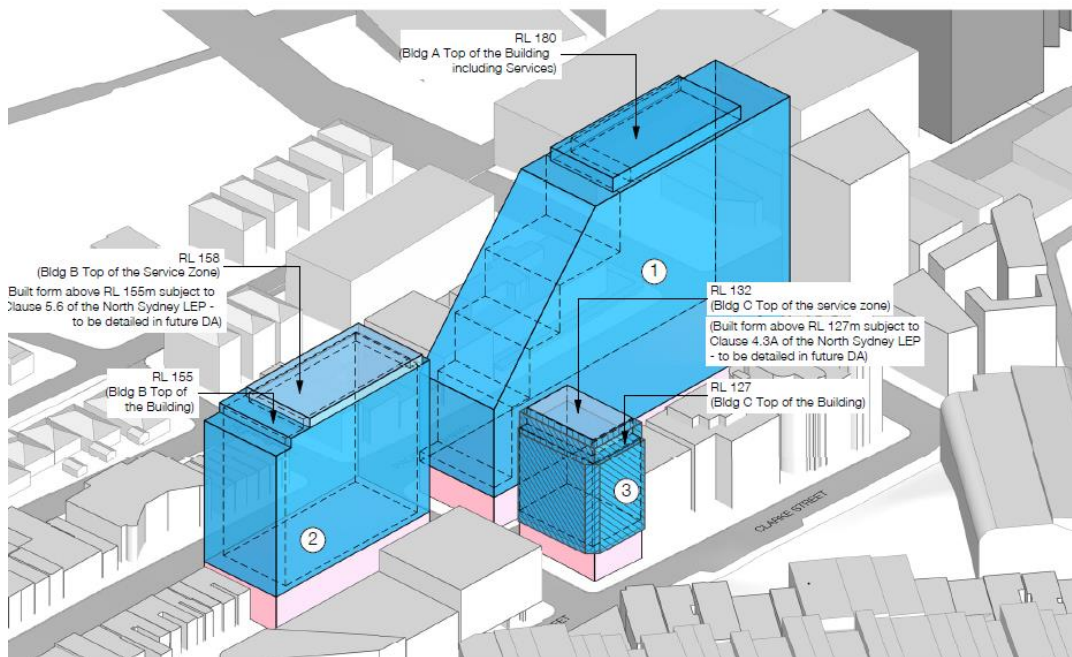
neighbours. If the answer to that question is no, then the view impact of a complying development would probably be considered acceptable and the view sharing reasonable.

For the purpose of a VVIA, the reasonableness of the proposal has been determined on the overall assessment of properties affected and not on the basis of the conclusions for each single apartment. In other words, an impact may be more significant for an individual apartment, however, the proposal remains acceptable on balance when considering the totality of views affected in the locality, the extent of retention of some views (i.e. view sharing rather than full view preservation) and also when considering the overall impacts and merits of the proposal on environmental planning grounds which need to be considered on balance with private residential impacts.

For the purpose of this assessment, how the proposal has skilfully sought to respond to a range of environmental planning considerations has also been considered. This included the provision of a commensurate density above planned public transport infrastructure, sunlight access, overshadowing, structural considerations, proportion and height relative to the status of the site as a significant urban regeneration project have been considered and balanced with view impacts affecting private residential dwellings.

To undertake this assessment, Virtual Ideas prepared photomontages from various floors in the buildings listed above (appended to this report). These photomontages are shown in the figures below. The sections above address *Tenacity's* Steps 1-3 to ascertain the nature and extent of view impacts arising from the proposed development, whilst this report addresses the reasonableness of the proposed development and, as a result, the reasonableness of the view impacts identified in the preceding sections.

It is also relevant to distinguish between views affected by development already approved under the CSSI Approval and the approved Concept SSD Application, and this subsequent detailed SSD Application. In **Figure 36** below, areas coloured pink represent the extent of the CSSI Approval, which generally equates to up to Level 2 of the building or up to Level 4 in the equivalent adjacent residential buildings. Therefore, whilst these areas can impact views from some adjacent residential properties, this proportion of the building has already gained development approval and is not subject to further assessment.



- OSD CONCEPT SSDA - BUILDING ENVELOPE
- OSD CONCEPT SSDA - ARTICULATION ZONE
- OSD CONCEPT SSDA - SERVICE ZONE WITHIN ROOF FEATURE
- CROWS NEST METRO STATION CSSI
INCLUDES STRUCTURE, BUILDING INFRASTRUCTURE AND SPACE FOR FUTURE LIFT CORES, ACCESS AND BUILDING SERVICES FOR FUTURE OSD.

Figure 36: approved building envelopes

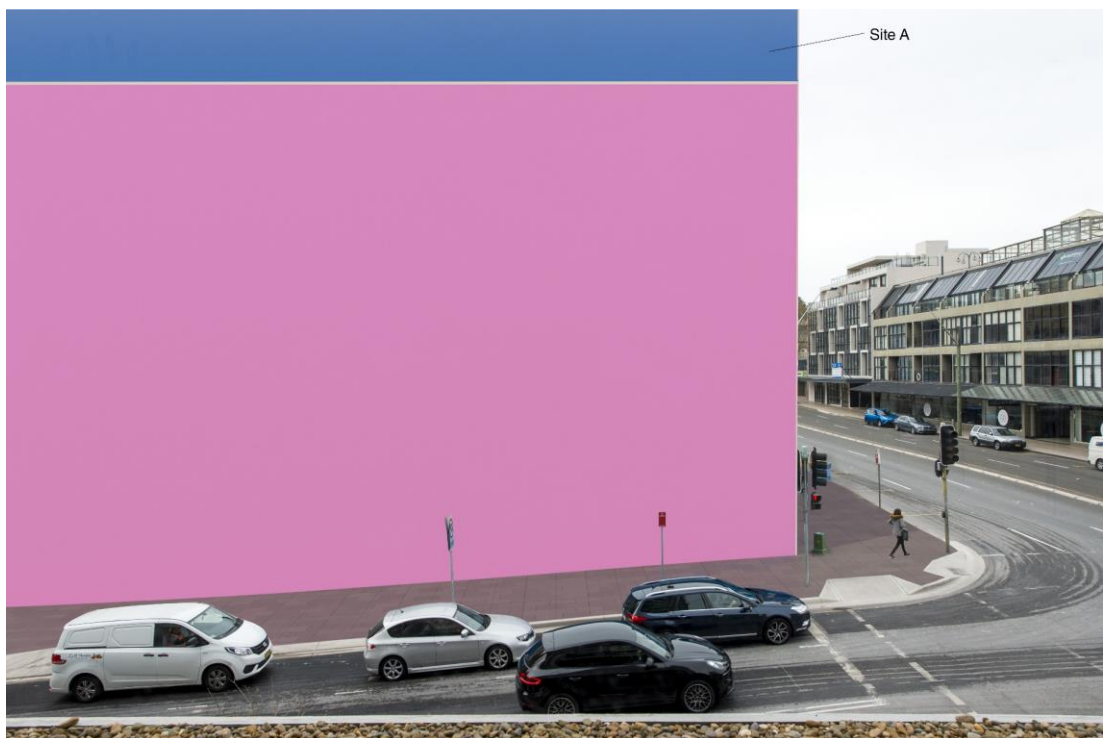
5.2 Step 1: Assessment of the views to be affected

545 Pacific Highway

As 545 Pacific Highway is located to the north of the site across Oxley Street, and as such potentially affected views from this building will include all south facing apartments. At the lower levels of the building (i.e. to approximately Level 4), the view is to be dominated by the station box associated with the CSSI Approval on Site A. Levels 5-16 are marginally impacted by the detailed SSD Application for Site C, but largely impacted by the approved building envelope for Site A, with regard to district views south toward the North Sydney and Sydney CBDs. This includes partial views of the Sydney Harbour Bridge and Sydney Tower. District views remain to the south east and south west from these apartments. Refer to **Figure 37** to **Figure 44** below.



Figure 37: 545 Pacific Highway – low rise view – existing

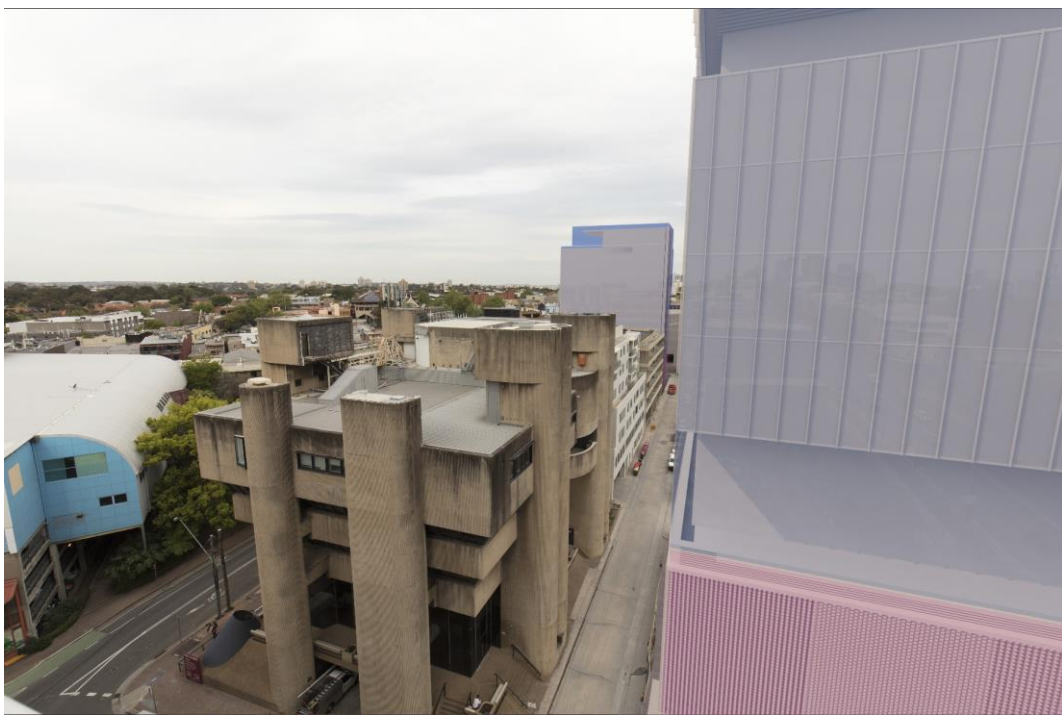


Crows Nest OSD approved envelopes
 Approved CSSI Envelope

Figure 38: Site A building envelope in the foreground of the view looking south from 545 Pacific Highway, low rise



Figure 39: 545 Pacific Highway – medium rise view – existing



■ Crows Nest OSD approved envelopes
 ■ Approved CSSI Envelope

Figure 40: 545 Pacific Highway – medium rise view – approved

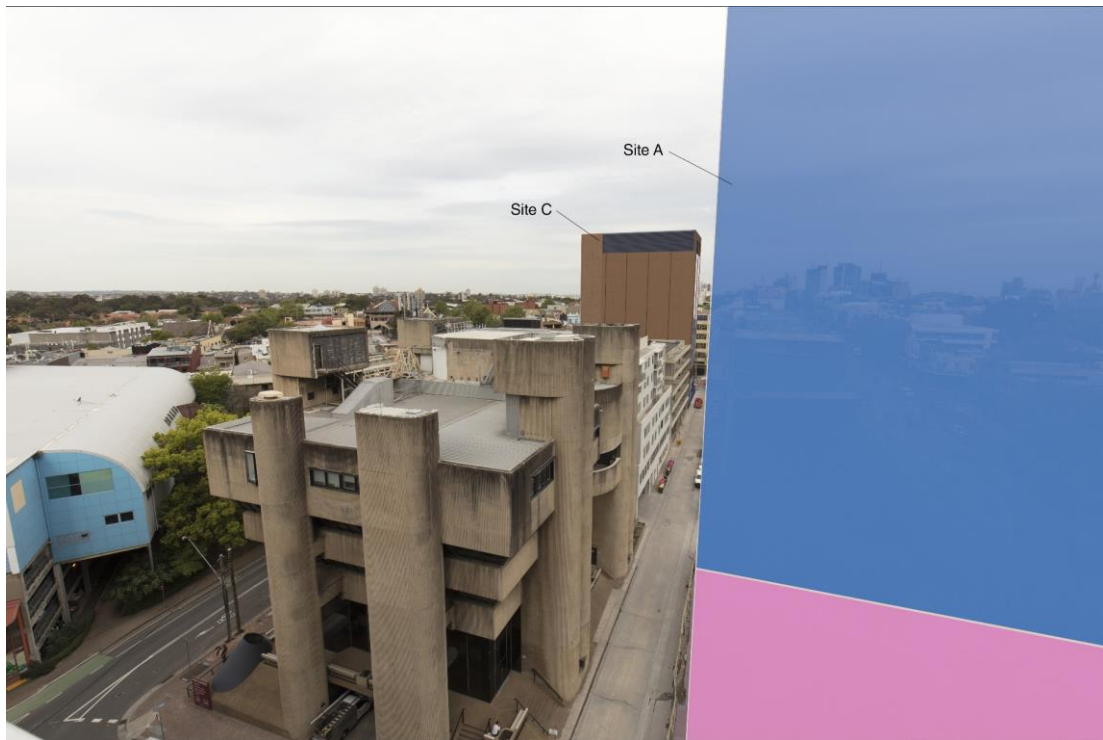


Figure 41: 545 Pacific Highway – medium rise view – proposed



Figure 42: 545 Pacific Highway – high rise view – existing



■ Crows Nest OSD approved envelopes
 ■ Approved CSSI Envelope

Figure 43: 545 Pacific Highway – high rise view – approved



Figure 44: 545 Pacific Highway – high rise view – proposed

22-26 Clarke Street

Properties at 22-26 Clarke Street are located in the same superblock as Site C and do not rely on views over the side boundary to Site C. These properties include apartments with an eastern outlook of the Hume Street Park or a western outlook across the Pacific Highway and Sites A and B of the Crows Nest Station precinct. Accordingly, no views are available that would be affected by the Site C OSD.



Figure 45: Existing top level view looking west-north-west from 22-26 Clarke Street (Site C not visible)



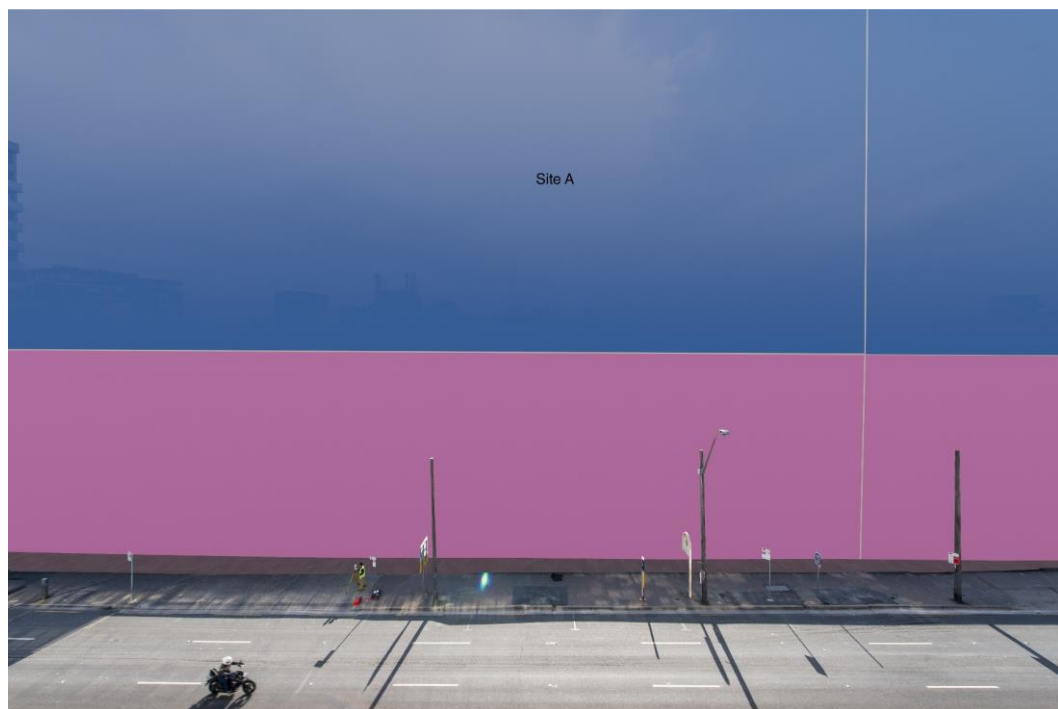
Figure 46: Existing top level view looking west-south-west from 22-26 Clarke Street (Site C not visible)

400 Pacific Highway and 402-420 Pacific Highway

Given the location of properties at 400 Pacific Highway and 402-420 Pacific Highway are adjacent to each other, the visual impacts of all affected properties can be assessed together. These properties are located on the opposite side of the Pacific Highway to the Crows Nest Station precinct. The Site C OSD is, therefore, screened by the approved Site A and Site B building envelopes. No views are available that would be affected by the Site C OSD.



Figure 47: Existing top level view looking east from 402-420 Pacific Highway



 Crows Nest OSD approved envelopes  Approved CSSI Envelope

Figure 48: Site A building envelope in the foreground of the view looking east from 402-420 Pacific Highway



Figure 49: Existing top level view looking south-east from 402-420 Pacific Highway



Crows Nest OSD approved envelopes
 Approved CSSI Envelope

Figure 50: Site A and B building envelopes in the foreground of the view looking south-east from 402-420 Pacific Highway



Figure 51: Existing top level north-east view from 400 Pacific Highway (Site C not visible)



Figure 52: Existing top level east view from 400 Pacific Highway

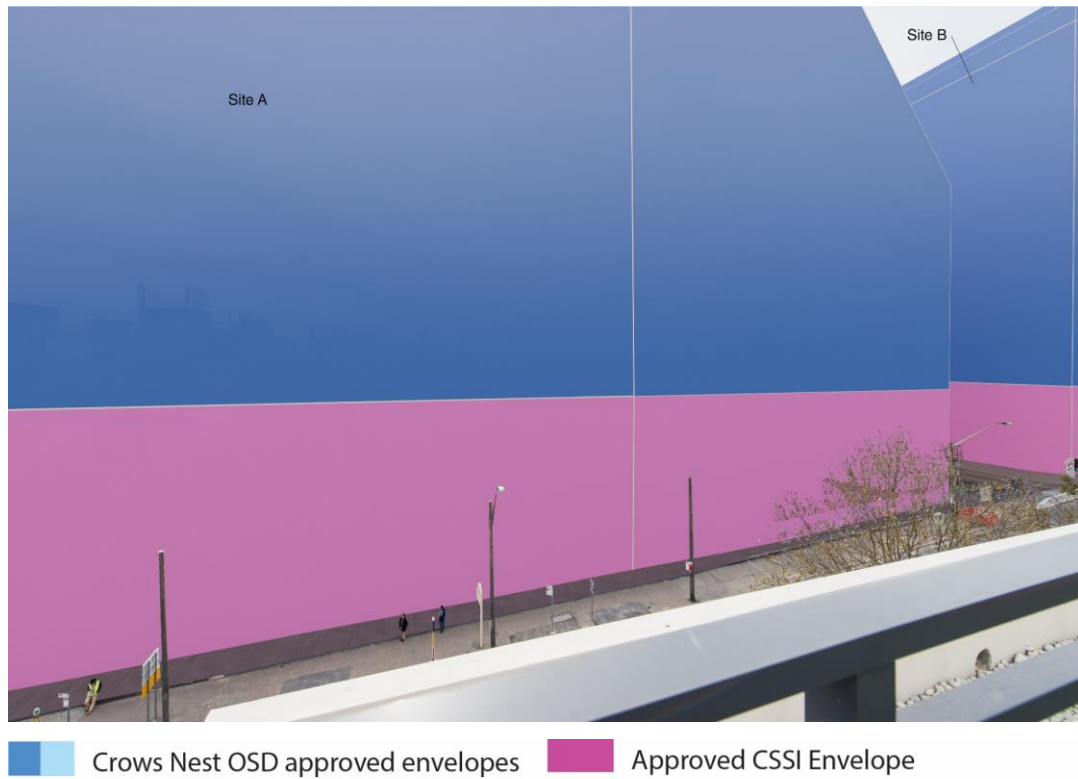


Figure 53: Site A and B building envelopes in the foreground of the top level east view from 400 Pacific Highway



Figure 54: Existing top level south east view from 400 Pacific Highway

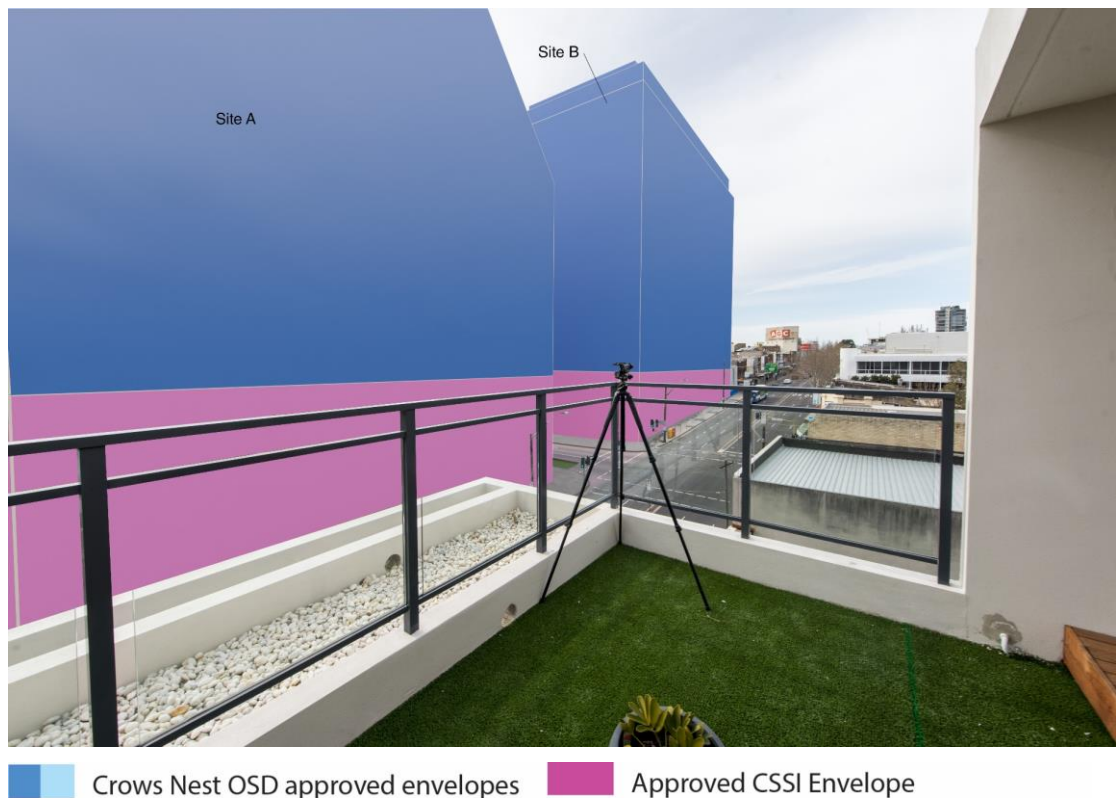


Figure 55: Site A and B building envelopes in the foreground of the top level south east view from 400 Pacific Highway

5.3 Step 2: Consider from what part of the property the views are obtained

As discussed in the section above, the only properties with the potential to be affected specifically by the Site C OSD comprise the south facing apartments at 545 Pacific Highway. However, because Site C is largely screened by the approved Site A building envelope, views of this OSD are only available for the medium and high-rise locations and not the low-rise locations in this building. This building also has western and eastern aspects, and northern aspect at upper levels, which are not affected by the proposed development.

5.4 Step 3: Assess the extent impact

The most valuable views to be affected as a result of the proposed building envelopes are those with a southern aspect from the mid and upper levels of 545 Pacific Highway. The Site C OSD will affect views of the edge of the North Sydney CBD, and not of the core of the North Sydney CBD or the Sydney CBD, Harbour Bridge or Sydney Tower. Accordingly, while the Site A building envelope will affect long range views, including some iconic views, these are largely not affected by the Site C OSD.

The Site C OSD will impede a portion of the longer range views to the edge of the North Sydney CBD and to North Sydney and Crows Nest mixed use areas leading up to the ridgeline. These views are not identified as being iconic, and a proportion of the view will be available to the east of the Site C OSD, including of higher rise development towards Mosman and the existing mature tree canopy.

5.5 Step 4: Assess the reasonableness of the proposal

It is clear from the assessment in the sections above that the majority of the existing private views will not be affected by the Site C OSD or will remain largely unchanged. Moderate view loss is only observed from the mid and high-rise views of south-facing apartments within the building at 545 Pacific Highway.

The proposed development is overall considered to have a reasonable impact on views, with regard to the following:

- The proposed OSD is consistent with the approved building envelope for this site, and complies with the NSLEP 2013 provisions governing height and floorspace. The articulation elements detailed in the Architectural Plan are considered to be minor and do not impact the overall bulk and scale of the building and as such do not significantly alter the extent of affected views beyond what was assessed and considered in the approved Concept SSD Application. In this regard, the detailed design of the Site C OSD offers an improved outcome presenting a more articulated and finessed scheme when compared to the approved building envelope.
- The Site C OSD is largely not visible from the surrounding viewpoints, with the exception of the mid and high-rise views of 545 Pacific Highway. The extent of change in these views relates largely to the approved Site A building envelope, with the proposed Site C OSD affecting a non-iconic component of these south-facing long-range views. A proportion of these views will still be available to the east of the Site C OSD, including of higher rise development towards Mosman and the existing mature tree canopy.
- The detailed design of the Site C OSD exhibits design excellence and has been carefully considered to ameliorate and mitigate visual bulk and scale impacts in accordance with the endorsed Design Guidelines. The scheme is considerate of the surrounding heritage context and its external finishes have been carefully selected to offer a sympathetic interface and complement the developing area.
- The proposed development is consistent with the strategic context of the area. Namely, it reflects the vision for the St Leonards/Crows Nest area under the 2036 Plan and is consistent with strategic planning outcomes of transit-oriented development to locate density on or near transport infrastructure.

For all of the above reasons it is concluded that the proposed development is seen to provide an acceptable visual impact that is reasonable given the planning context of the site.

6 Conclusion

This report undertakes a visual and view impact assessment of the proposed detailed design scheme for the Site C OSD against the requirements of the SEARs. The visual and view assessment is founded in the view analysis prepared by Virtual Ideas accompanying this report, and included as extracts where relevant.

As demonstrated by this assessment, the overall visual impact is acceptable. The proposed building takes the place of the approved building envelope and provides a more articulated and finessed scheme that has been designed in accordance with the endorsed Design Guidelines and Design Excellence Strategy and achieves design excellence.

While some moderate impacts were identified when comparing the proposal to the existing pre-development site and context, the proposed development is ultimately largely consistent with the approved Concept SSD Application and represents a lesser impact in the context of higher density development occurring elsewhere in the Crows Nest Station precinct and the St Leonards/Crows Nest centre in accordance with the 2036 Plan. Importantly, the proposal will not impact broader key public views as the detailed scheme is either not visible at these viewpoints or offers an improved visual impact relative to the approved concept scheme.

In terms of the visual impact from adjoining residential developments, apartments which will experience an impact include those with an existing south facing view at the mid and high-rise levels of 545 Pacific Highway. This comprises the partial obstruction of regional views to the edge of the North Sydney CBD and to North Sydney and Crows Nest mixed use areas leading up to the ridgeline. No iconic elements of this view are impacted by the Site C OSD, and a portion of this view remains of long-range higher rise development towards Mosman and the existing mature tree canopy. The reasonableness of this impact is relative to the proposal's consistency with the approved Concept SSD Application and the strategic context of the site. There is no adverse or significant difference in the assessment of the approved Concept SSD Application and this detailed design scheme for the Site C OSD.

Ultimately, from a visual impact perspective, the detailed design of the Site C OSD is considered to be appropriate and supportable.

Attachment A – Camera Position Survey

CMS Surveyors Pty Limited

A.B.N. 79 096 240 201

LAND SURVEYING, PLANNING & DEVELOPMENT CONSULTANTS



Date: 25th August 2017
Our Ref: 17210photo locations

Page 1 of 2

Studio 71/161 Marlborough Street
Surry Hills
NSW 2010

Dear Mr Rick Mansfield.

As requested we have attended site and measured the Co-ordinates and Elevation of the ground level at the below sites. Co-ordinate's are MGA 56 and elevation to Australian Height datum (AHD).
Measurements were taken by GNSS observations Smartnet.
DWG of locations has also been supplied.

RE: SYDNEY PHOTO LOCATIONS

Easting	Northing	Ground Elevation	Photo point
333152.691	6255925.541	89.8648	1A
333160.989	6255932.387	90.1341	1B
333491.7095	6255480.563	99.3354	2A
333488.2118	6255483.498	99.3554	2B
333505.5353	6255480.033	99.5075	2C
333409.0092	6255811.757	88.5578	3A
333403.2266	6255819.873	89.3049	3B
333416.4274	6255775.366	89.3987	3C
333696.7132	6255175.974	97.4035	4A
333683.5167	6255210.647	97.54	4B
333525.715	6255718.627	95.216	5A
333549.511	6255715.068	95.464	5B
333550.869	6255720.124	95.563	5C
333336.8641	6256026.251	83.1031	6A
333334.7356	6256032.298	83.4803	6B
333335.6988	6256007.381	82.9271	6C
333021.299	6255471.472	70.513	7A
333062.913	6255453.158	72.11	7B
333063.985	6255445.237	72.142	7C
333060.239	6255496.347	66.296	7D
328645.002	6253811.051	45.144	8
333535.2072	6252357.413	3.8274	9A
333533.865	6252346.776	3.7208	9B
333530.8715	6252364.786	3.3429	9C
335019.433	6255486.193	88.209	10A
335000.086	6255483.689	87.4	10B
335019.836	6255491.452	88.097	10C

Yours faithfully,
CMS Surveyors Pty Limited

Damon Roach

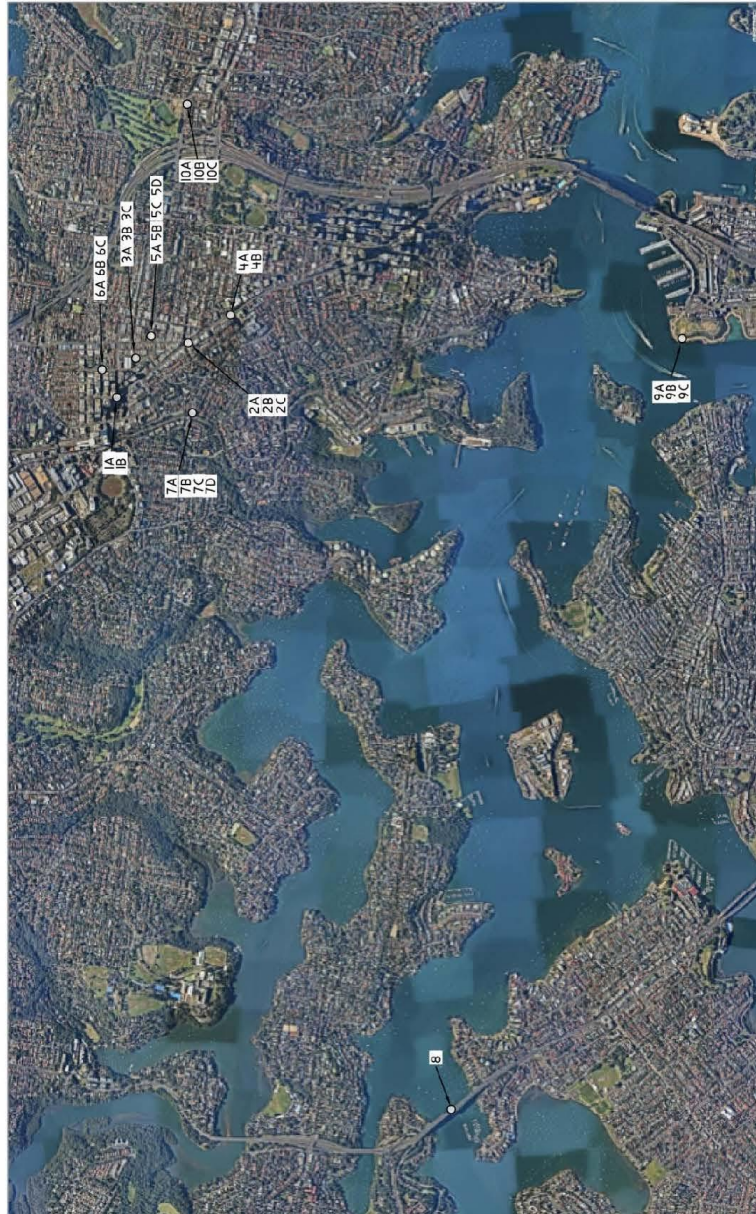


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Appendix B – Camera Position Survey – 04/10/2018

CMS Surveyors Pty Limited

A.B.N. 79 096 240 201
LAND SURVEYING, PLANNING & DEVELOPMENT CONSULTANTS



Date: 04-10- 2018
Our Ref: 18028 Photo Locations

Studio 71/161 Marlborough Street
Surry Hills
NSW 2010

Dear Mr Rick Mansfield.

As requested we have attended site and measured the Co-ordinates and Elevation of the photo locations for 420, 400 & 545 Pacific Highway and 22-26 Clarke Street, Crows Nest.

Co-ordinate's are MGA 56 and elevation to Australian Height datum (AHD).

Measurements were taken by GNSS observations Smartnet.

DWG of locations has also been supplied.

Point Number	Easting	Northing	Reduced Level (RL)	Photo Point
110	333291.778	6255716.265	102.067	PHOTO 1
111	333279.388	6255731.388	101.980	PHOTO 2
112	333263.699	6255750.455	102.014	PHOTO 3
113	333279.095	6255723.693	103.835	PHOTO 4
114	333293.733	6255712.752	104.830	PHOTO 5
115	333299.952	6255705.194	104.840	PHOTO 6
116	333305.938	6255697.633	104.836	PHOTO 7
117	333272.901	6255803.366	92.307	PHOTO 8
118	333344.347	6255767.245	107.672	PHOTO 9
100	333288.046	6255813.513	115.571	PHOTO 10
200	333304.896	6255696.098	108.074	TOP BUILDING
201	333299.109	6255703.452	108.046	TOP BUILDING
202	333304.758	6255704.842	103.901	TOP OF WALL
203	333294.999	6255714.316	105.092	TOP BUILDING
204	333307.876	6255698.522	105.089	TOP BUILDING
205	333294.236	6255714.024	102.830	TOP BUILDING
206	333263.649	6255751.581	102.818	TOP BUILDING
207	333279.526	6255723.740	106.025	TOP OF GUTTER
208	333276.032	6255728.054	106.042	TOP OF GUTTER
209	333296.127	6255715.643	99.056	BALCONY
210	333269.228	6255748.665	99.051	BALCONY
211	333268.709	6255798.998	136.336	TOP BUILDING



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212	333288.868	6255814.626	134.016	TOP BUILDING
213	333312.378	6255801.761	106.795	TOP BUILDING
214	333324.137	6255786.760	106.796	TOP BUILDING
215	333337.506	6255778.167	112.373	TOP BUILDING
216	333338.084	6255770.040	107.688	TOP BUILDING
217	333355.893	6255748.430	107.891	TOP BUILDING
219	333355.677	6255748.172	105.886	TOP BUILDING
220	333354.501	6255747.249	104.883	TOP BUILDING
222	333372.468	6255724.225	104.887	TOP BUILDING
223	333353.788	6255689.958	105.575	TOP BUILDING
224	333374.562	6255706.440	105.499	TOP BUILDING

The height of camera is 1.6m.

Note: This should be added to the supplied RL of each corresponding location.

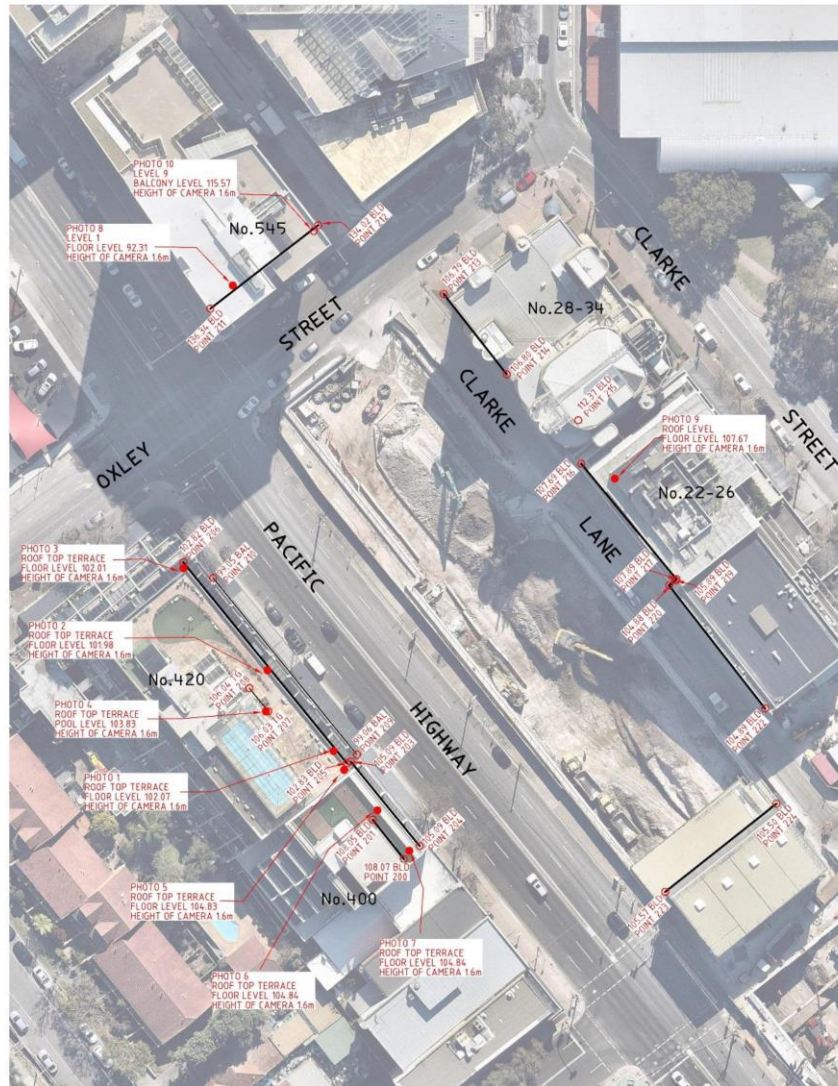


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Yours faithfully,
CMS Surveyors Pty Limited

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Appendix C – Details of AAM 3D model used for alignment



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Geocirrus 3D Model

Accuracy, Reference Frames and Origin of Model Data

City of Sydney Ultimo Area

Untextured Wireframe model (2018),

Level of Detail – LOD3

AAM Project Number: PRJ35737

Accuracy details: *please refer to table A: 2018 untextured wireframe model*

Crows Nest Area 3D Data

Textured Wireframe model (2017),

Level of Detail - LOD3

AAM Project Number: PRJ33958

Accuracy details: *please refer to table B: 2017 textured wireframe model*

City of Sydney Update 3 square km

AAM Project Number: PRJ33453

Accuracy details: *please refer to table A (2018 untextured wireframe model) for Sydney CBD and Central Sydney area, and please refer to table B (2017 textured wireframe model) for North Sydney and Harbour Bridge area.*





Table A: 2018 untextured wireframe model	Table B: 2017 textured wireframe model
Level of Detail: LOD3	Level of Detail: LOD3
Capture Date: March 2018	Capture Date: 20/12/2016 and 13/01/2017
Capture resolution: 0.095m	Capture resolution: 0.125m
Accuracy: +/- 0.2m RMS vertically and horizontally	Accuracy: +/- 0.5 m

REFERENCE SYSTEMS:

Horizontal:	Vertical:
Datum: GDA94	Datum: Australian Height Datum (AHD)
Projection: MGA zone 56	Projection: N/A
Geoid Model: N/A	Geoid Model: Ausgeoid98
Reference Point: 336305.14 E 6252061.22N	Reference Point: 2.36 RL

Wireframe Models (untextured):

The wireframe model was digitized using photogrammetric methods from aerial imagery captured on 25-28 February 2009, updated from aerial imagery captured on 7th March 2013, again in August 2015, with the latest update in March 2018.

Visible features within the aerial imagery were captured as coplanar shapes with no overlap, gaps or slivers between abutting features. Demolished buildings were removed, and new buildings were added. These features were draped to a 0m ground surface around the building footprint and to other features within this footprint. Building within the CBD area are aligned to the land property base to form a single hollow shell. Models outside the CBD area have not been segregated into individual buildings. Ground control used was 72 topographic features surveyed with rapid static GPS

Wireframe Models (textured):

Digitised from nadir and oblique imagery captured Dec 2017-Jan 2018
Textured from the same imagery
Geometry at LOD3 level includes awnings and roof furniture

