DORAN DRIVE PRECINCT CASTLE HILL

VISUAL IMPACT ASSESSMENT

Prepared for:

DEICORP PROJECTS SHOWGROUND PTY LTD

By:

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1 INTRODUCTION

The Doran Drive Precinct site in Castle Hill, NSW (the subject site) is part of the Hills Showground Station Precinct of the Sydney Metro (the Station Precinct). The Station Precinct was the subject of a State Significant Development Application which was approved by the Minister on 29 January 2021.

Deicorp Projects Showground Pty Ltd is in the process of preparing a State Significant Development Application for the development of the Doran Drive Precinct.

On 30 March 2021, the Director of Key Sites Assessments of the Department of Planning, Industry and the Environment (DPIE) issued Planning Secretary's Environmental Assessment Requirements (SEARs) for the Environmental Impact Assessment of the proposal. With respect to visual impacts, the following clauses apply:

> ***Key issues to be addressed***
>
> *6. Visual impacts*
>
> - *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 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.*

OG_Urban has been commissioned by Deicorp Projects Showground Pty Ltd to carry out investigations and prepare a report to address these requirements.

1.1 THE SUBJECT SITE AND ITS CONTEXT

The subject site is illustrated in Figure 1-1. It incorporates an entire block with a total area of 7970m^2 and is bounded by De Clambe Drive to the north west, Andalusian Way to the north east, Mandala Parade to the south east and Doran Drive to the south west. The Hills Showground adjoins the site on its north western boundary with De Clambe Drive. The Hills Metro Station and associated above ground public space is opposite the site on its boundary with Mandala Parade. Land on the remaining two boundaries is subject to future development under the current Station Precinct SSDA approval.

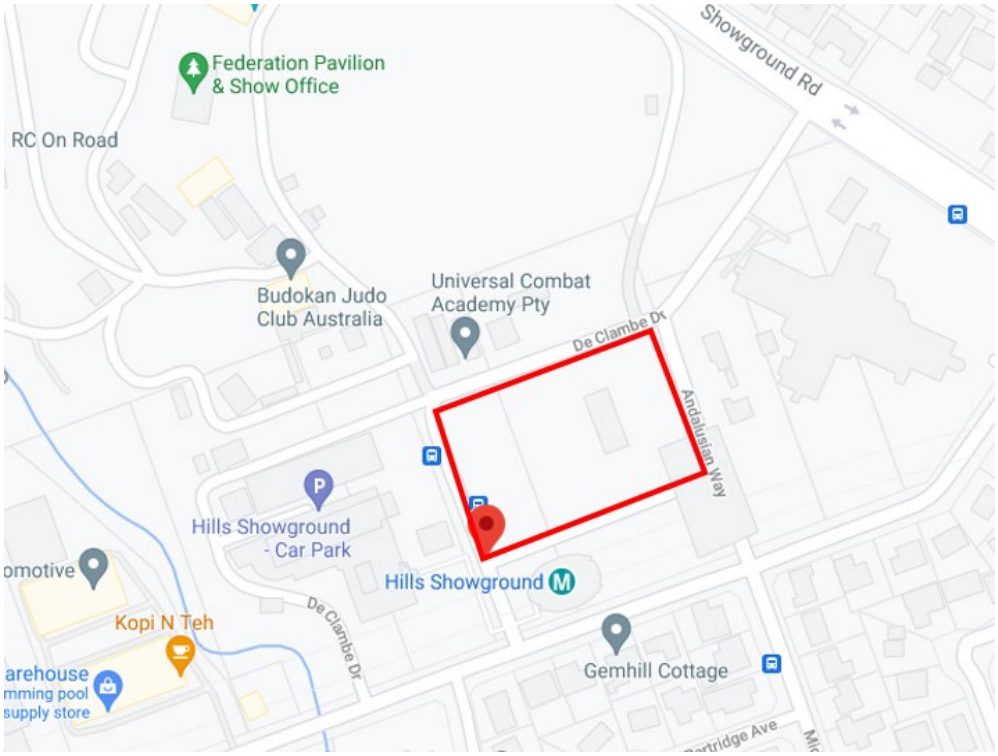

Figure 1-1 Site location and context (subject site edged red)

2 PROCESS

The process for assessment of the visual impacts of this proposal has involved an assessment of existing conditions in the locality of the site, along with assessment of the likely visibility of the completed development in its locality and its impacts on local and regional views. In accordance with the relevant requirements in the SEARs, the assessment has considered the impacts of the proposal in the context of existing conditions and the future developed Hills Showground Precinct as approved by the Minister.

The process incorporates the following tasks:

2.1 ASSESSMENT OF EXISTING CONDITIONS

- Review the existing Castle Hill Showground Metro Station Concept approval, including specific controls that are relevant to visual and landscape quality.
- Carry out a site and area inspection to assess the visual character of the locality with regard to:
  - Existing built form
  - Open space
  - Building to open space relationship
  - View lines towards the development site
  - Permissible development in the vicinity which could impact on local visual quality.
- Prepare a GIS based visual catchment diagram to indicate land within the locality of the site from which the development in its proposed form would be potentially visible.

2.2 ASSESSMENT OF IMPACTS OF THE PROPOSAL ON LOCAL VIEWS

- Identification of representative locations with the identified visual catchment that may be impacted by the development with regard to visual quality.
- Identification of critical viewpoints toward the development site in consultation with relevant Agencies including Department of Planning, Industry and Environment and The Hills Shire Council.
- Preparation of locationally accurate computer generated photomontages from each of the agreed critical viewpoints. These photomontages have been prepared in accordance with the NSW Land and Environment Court Guidelines for Use of Photomontages.
- Assessment of the potential visual impacts of the proposal with respect to:
    - Viewpoint sensitivity - the capacity of the visual environment to absorb change (as viewed from the agreed critical viewing points)
    - Change magnitude - the amount of change that would be experienced as a result of the implementation of the proposal (carried out with the aid of survey accurate photomontages prepared from agreed critical viewing points)
- The visual quality of the changed visual environment in comparison with the environment prior to development.
- identification of mitigation measures to address any unacceptable impacts on views that may result from implementation of the Concept Proposal in its current form.

2.3 VISUAL IMPACT ASSESSMENT

The visual impact of the proposal has been assessed from each identified viewpoint as a composite of the sensitivity of the viewing location to change (visual sensitivity assessment) and the assessed magnitude of the change (Change magnitude assessment). This information has been presented as commentary for each viewpoint and as an overall assessment of the impact of the Proposal on local and regional landscape and visual character.

The above described exercise has been carried out for the following categories of views:

- close views – up to 1km from the Concept Proposal site boundaries.
- medium distant views – at distances between 1km and 2kms from the development site.
- distant views – representative viewpoints up to 3kms from the site.

To avoid repetition, some base information for this assessment of the proposed development of the Doran Drive site has been derived from the visual impact assessment of the greater Hills Showground Precinct as part of the approved Station Precinct SSDA (Cardno NSW/ ACT Pty Ltd, October 2019)

3 EXISTING CONDITIONS

3.1 URBAN PLANNING CONTEXT

The Doran Drive Precinct is part of the Hills Showground Metro Station Precinct which is the subject of State Significant Concept Development Approval SSD9653 dated 29 January 2021. The approval includes the building envelope control map illustrated at Figure 3-1.

Figure 3-1 SSDA 9653 building envelope control map (DPIE)

We understand that the proposal is consistent with the relevant envelope controls for the Doran Drive Precinct in the Station Precinct SSD approval with particular regard to maximum building heights, setbacks and building separation.

3.2 LOCAL VISUAL CHARACTER

3.2.1 Existing character

3.2.1.1 Immediate locality

The immediate locality of the Doran Drive Precinct is in transition as development under the approved Metro Station Precinct proceeds. At the time of preparation of this report a number of significant components of the Station Precinct have been constructed including, notably:

- The Hills Showground Metro Station and adjoining public space.
- The Hills Showground multi storey commuter carpark.
- Buildings associated with the Metro Station.

Metro station entry portal

Civic / public space above metro station

Metro multi storey commuter parking station – Doran Drive opposite the subject site

Above station structure and retail / café – Doran Drive opposite Metro entry portal

Other existing nearby development includes:

- The existing built infrastructure in the Castle Hill Showground, including sheds and stables on De Clambe Drive opposite the Doran Drive Precinct.
- Existing low density residential development fronting Carrington Road, one block south of the site.

Low scale buildings on the southern boundary of the Castle Hill Showground, opposite the site on De Clambe Drive.

Existing low density residential development on Carrington Road.

3.2.1.2 Broader locality

Outside of the Metro Precinct, existing character is a mix of low to medium density residential development (to the south and east of the Precinct) and light industrial, warehousing and bulky goods retail further to the west. The northern landscape is dominated by formalised open space in the Hills Showground complex.

3.2.2 Likely future character

The Doran Drive Precinct and its locality are in a state of transition from a low density residential neighbourhood to a high density mixed use precinct. These changes will result not only from implementation of the approved Hills Showground Metro Station Precinct Concept Plan but also from changed zonings in the locality under the *Hills Local Environmental Plan, 2012*. Under the LEP, land adjacent to the Metro Precinct to the south of Carrington Drive, which currently supports single dwelling houses, is subject to significant changes in visual character under its current R3-High Density Residential zoning.

4 VISIBILITY OF THE PROPOSED DEVELOPMENT

Separate visual catchment diagrams have been generated at radii of 1 km, 2 kms and 4kms from the development site using Light Detection and Ranging (LIDAR) data and Geographical Information System (GIS) technology. The diagrams indicate likely visibility of the developed site based on electronic mass modelling prepared by Turner Architects (ref: 19068).

The diagrams indicate that the developed site would be variably visible from the local area. Specific commentary on potential visibility of the development for each diagram is provided below.

Figure 4-1 Visibility at 1km radius – proposal site edged blue (Cardno NSW / ACT Pty Ltd)

The diagram at Figure 4-1 indicates that the developed site would potentially be visible from its immediate surrounds and intermittently from elevated locations and local streets. To the north west the development would be substantially visible from the Castle Hill Showground and from recreational land on the north eastern side of Showground Road. It would also be intermittently visible from some streets and residential areas in this direction.

To the south east, the development would be a new built element in views from Carrington Road and Showground Road and, intermittently, in axial street views from the currently low density residential areas further to the south east. It is to be noted that this existing low density neighbourhood is zoned medium to high density and its future character will change accordingly.

The diagram also indicates that the development would be visible from industrial land to the west and south west and again intermittently from parts of Showground Road and from some existing residential areas to the north and north west.

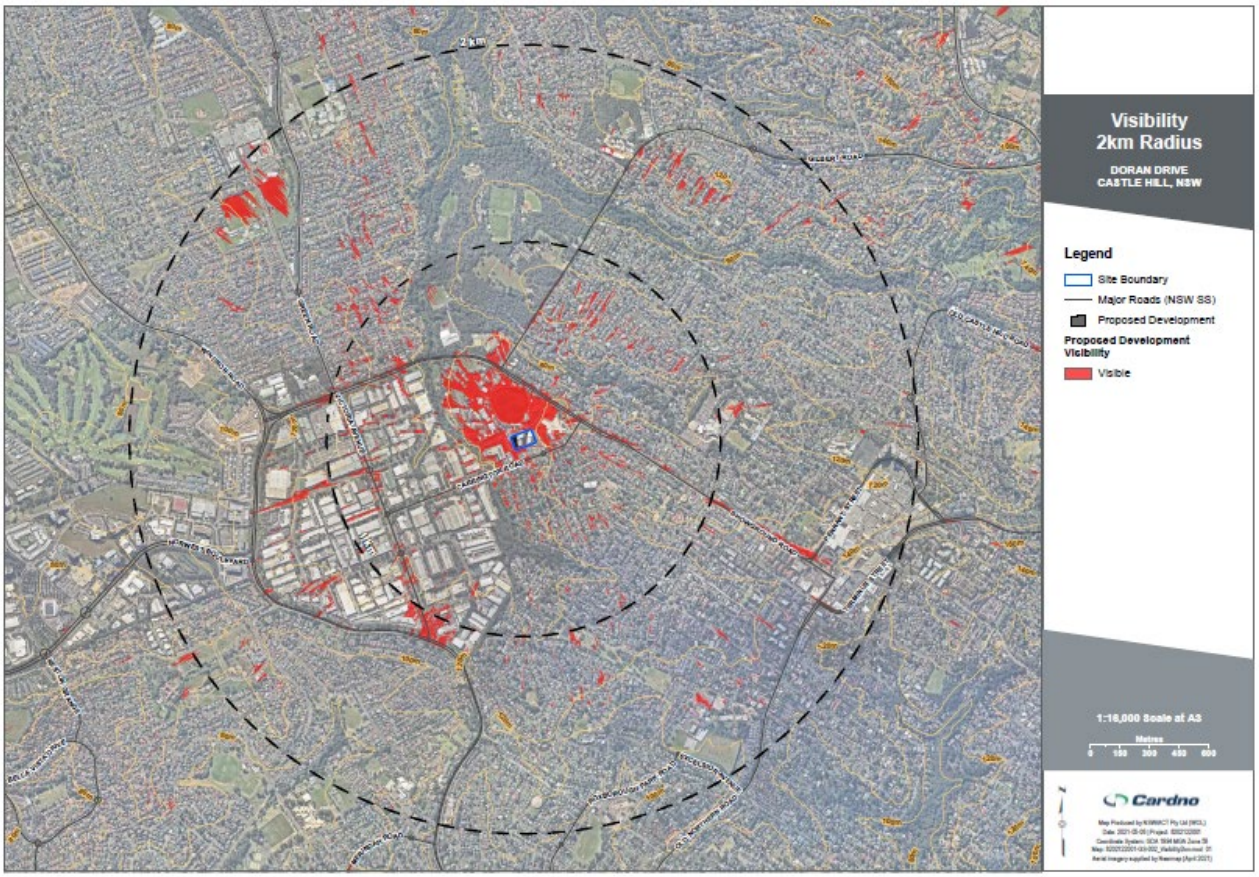

Figure 4-2 Visibility at 2km radius – proposal site edged blue (Cardno NSW / ACT Pty Ltd)

The diagram at Figure 4-2 indicates that at distances between 1 & 2kms the developed site would tend to be visible only in axial views from streets orientated in the direction of the site. The only area with expansive views towards the site at this distance would be Wrights Road Reserve and St Angela's Primary School, located approximately 2kms north west of the site.

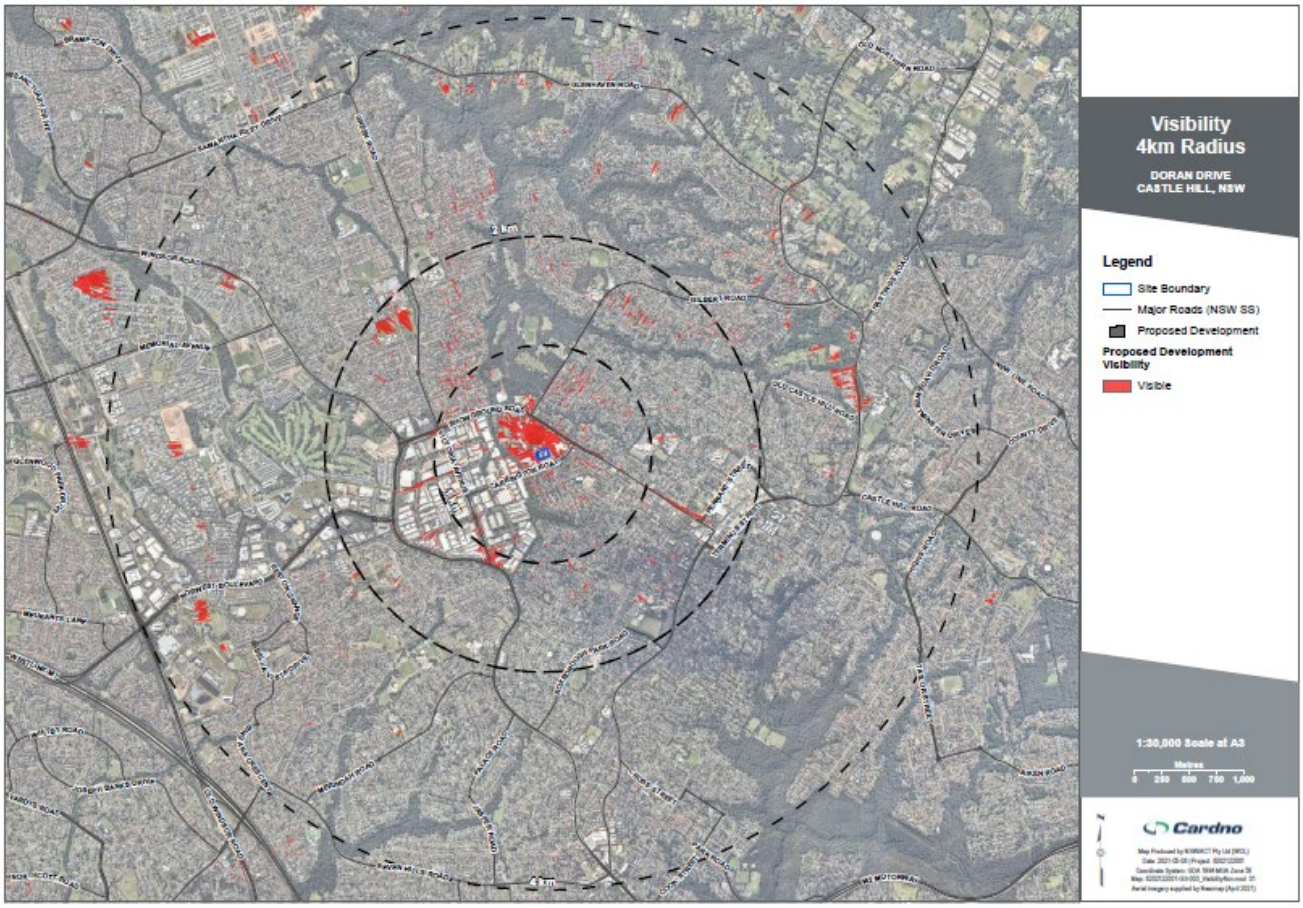

Figure 4-3 Visibility at 4km radius – proposal site edged blue (Cardno NSW / ACT Pty Ltd)

The diagram at Figure 4-3 indicates that the developed site would be only intermittently visible at distances between 2 & 4kms. Visibility would be from some isolated elevated locations and from some streets orientated towards the site. In these views the developed site would be a small component of broad, expansive views and, in the medium term, would form a part of the newly developed Metro Station Precinct.

5 VIEW ANALYSIS

Critical viewpoints within the identified view catchment have been selected through a process of analysis of the visibility diagrams to identify representative viewpoints that would:

- Be likely to be subject to changes in views as a result of the development; and
- Be sensitive to these changes to views as a result of the expectations of viewers.

In this regard, a typical hierarchy in sensitivity has been assumed. Residential and recreational areas are considered to have higher sensitivity to change than industrial or employment areas. Views from roads are considered to have high sensitivity if they are close to the development site or if the views are on an axis to the site.

For consistency in the assessment, the selected viewpoints were generally similar in location to the viewpoints selected for the visual impact assessment for the Metro Station Precinct concept application (Cardno NSW/ACT Pty Ltd, October 2019). Additional or slightly altered viewpoints were selected where direct views of the Doran drive precinct would be available.

Selected viewpoints are indicated on Figures 5-1. Photomontages have been prepared from each of these viewpoints to illustrate the changes to these views that would result from implementation of the proposed development. These are included in Section 6 of the report.

Figure 5-1 Selected viewpoints – proposal site edged blue (Cardno NSW / ACT Pty Ltd)

6 VISUAL IMPACT ASSESSMENT

Consistent with the visual assessment of the greater Showground Metro Precinct, assessment of the likely impacts of the Doran Drive Precinct proposal on local visual quality has been carried out via a process of qualitatively assessing:

- Viewpoint sensitivity – the level of value that viewers would be likely to attribute to the quality of views from a given location.
- Change magnitude – the amount of change to views from given locations that would likely result from implementation of the proposed development.
- Composite impact level – a value judgement based on the assessed sensitivity of the viewpoint and the amount of change that would be likely to occur to the specific view or views from similar locations.

Impacts on each view have been graded as Low, Moderate or High.

For consistency with the SEARs, change magnitude and composite impact levels have been assessed for two scenarios:

- Change to the existing environment.
- Change in the context of the approved future development of the Metro Precinct.

This approach is consistent with the process adopted by NSW Roads and Maritime Services in *Guideline for landscape character and visual impact assessment – Environmental impact assessment practice note EIA-NO4* (December 2018). The process is currently accepted as appropriate for visual impact assessment in New South Wales.

Following is an assessment against these criteria for each adopted viewpoint. To assist in the assessment, photomontages have been prepared over base photographs of existing views taken in the direction of the Doran Drive Precinct Proposal site from each agreed viewpoint. A series of base photos have been taken using a camera lens with a 24mm focal length. Each viewpoint has been accurately positioned locationally and topographically via survey.

In accordance with the SEARs requirement to assess visual impacts of the proposal both in existing conditions and in the context of the developed Metro Station Precinct, two montages have been prepared from each viewpoint – one illustrating the proposal as viewed in the existing landscape and the second including accurate massing of the built form as approved under the Metro Station Precinct Concept Approval.

6.1 VISUAL IMPACTS

6.1.1 VIEWPOINT 1 – CASTLE HILL SHOWGROUND

Viewpoint sensitivity: High

Castle Hill Showground is a recognised recreational area with potential heritage values. We note that the site is currently subject to a masterplan for its renewal and refurbishment being prepared by The Hills Shire Council. The level of visitation to the site would be high and would be expected to increase with its refurbishment under the future masterplan. Sensitive components of the view towards the Doran Drive Precinct would include:

- The presence of individual trees and tree groups as a significant natural element in the view; and
- The low scale of the existing built form and the presence of substantial amounts of open sky.

Figure 6-1 Viewpoint 1 – base photo

Figure 6-2 Viewpoint 1 – photomontage – Doran Drive Precinct only

Figure 6-3 Viewpoint 1 – photomontage – Doran Drive Precinct with approved Metro Precinct massing

Change magnitude:
Existing conditions: High

In views from the Castle Hill Showground the proposal in isolation would be a significant new built element in an otherwise low scale and relatively natural visual environment. It would constitute a prominent new skyline element. Impacts on these views would be mitigated, however, by the substantial existing stand of large trees along the southern boundary of the Castle Hill Showground and by new street trees planted along De Clambe Drive.

In context of approved Metro Station Precinct concept: Low

The proposal is consistent with the building envelope controls set by the approved Metro Station Precinct Concept plan. When considered in the context of future approved built development in the greater Metro Precinct, the Doran Drive Precinct would therefore result in no unexpected change.

Composite impact level: Low to medium

6.1.2 VIEWPOINT 2 – Corner Doran Drive and Mandala Parade

Viewpoint sensitivity: Low.
Doran Drive and Mandala Parade are within the Hills Showground Metro Precinct. Viewpoint 2 looks directly across the currently vacant Doran Drive Precinct which is clearly a site for future construction. The Metro Precinct West and the developed Metro Station entry are just out of the view. The Metro Precinct has undergone significant development in the recent past and there is a clear understanding that further development will occur in the near future. On this basis, the visual sensitivity of this location is considered to be low.

Figure 6-4 Viewpoint 2 – base photo

Figure 6-5 Viewpoint 2 – photomontage – Doran Drive Precinct only

Figure 6-6 Viewpoint 2 – photomontage – Doran Drive Precinct with approved Metro Precinct massing

Change magnitude: High
Existing conditions: High

Views towards the Doran Drive Precinct from its immediate surrounds will be transformed as a result of the development of the Precinct. However, although the view will change dramatically, the overall outcome with regard to visual quality will be positive in the context of expectations of the community that the locality is subject to change. Contributors to this positive outcome will include high quality architecture and finishes for the proposed building group and the use of large trees in the public domain to provide human scale and softening of the built form.

In context of approved Metro Station Precinct concept: High

The montage indicates that new built form in addition to the Doran Drive proposal will be developed to the east of the site, fronting Andalusian Way as a result of delivery of the Metro Station Precinct concept plan. It also illustrates that no further development is proposed to the north of the Doran Drive precinct. Given that only a small portion of additional built form resulting from the implementation of the Metro Precinct Plan would be visible in these close views, the magnitude of change generated by the Doran Drive Precinct in the context of the greater Metro Precinct is considered to remain at high in this view.

Composite impact level: Medium to High

6.1.3 VIEWPOINT 3 – Middleton Avenue, near intersection with Partridge Avenue

Figure 6-7 Viewpoint 3 – base photo

Viewpoint sensitivity: Moderate

The view is from the existing low density residential precinct to the south of the Metro Precinct. It extends along Middleton Avenue to Andalusian Way but is orientated to the north west in in the direction of the Doran Drive Precinct.

It is to be noted that the currently low density residential precinct is zoned for high density residential development under the *Hills Local Environmental Plan*. Residents would be sensitive to changes in views but would have an expectation that the area will be subject to future change in visual character resulting from new high density built form. Similarly, there would be an expectation that the visual character of the adjacent Metro Station Precinct would also be subject to significant change in the near future.

The visual sensitivity of the viewing location is considered to be moderate.

Figure 6-8 Viewpoint 3 – photomontage – Doran Drive Precinct only

Figure 6-9 Viewpoint 3 – photomontage – Doran Drive Precinct with approved Metro Precinct massing

Change magnitude:
Existing conditions: High

The developed Doran Drive Precinct will be a significant new built element in the context of the existing visual environment when viewed from the residential precinct to the south. It will create a new skyline element visible from most of the residential neighbourhood to its south. Elements in the existing landscape that will mitigate the impact of the proposal include existing mature trees in the street and in private properties as well as new and existing trees within the developing Metro Station Precinct.

In context of approved Metro Station concept: Moderate

Approved building envelopes to the east and west of the Doran Drive Precinct would be visible in these views from the south. Again, given that the proposal is consistent with the building envelope controls set by the approved Metro Precinct Concept plan, there would be no unexpected change to the visual environment after the Doran Drive Precinct is developed. In the context of the approved Metro Concept, the magnitude of change generated by development of the Doran Drive Precinct is considered to be moderate.

Composite impact level: Moderate

6.1.4 VIEWPOINT 4 – De Clambe Drive near intersection with Showground Road.

Viewpoint sensitivity: Moderate

The view location is typical of close views towards the site from the north east. Drivers entering the Metro Precinct along De Clambe Drive would have axial views of the developed Doran Drive Precinct. The existing view in its current form includes cleared development sites along the southern side of De Clambe Drive and a carpark on the northern side of the road within the Castle Hill Showground. The horizon is dominated by vegetation and expansive sky views are available. New street tree planting also contributes to the quality of the view.

Figure 6-10 Viewpoint 4 – base photo

Figure 6-11 Viewpoint 4 – photomontage – Doran Drive Precinct only

Figure 6-12 Viewpoint 4 – photomontage – Doran Drive Precinct with approved Metro Precinct massing

Change magnitude:
Existing conditions: Moderate to high

In isolation, the developed Doran Drive Precinct would be a significant new built element in the landscape in close views from the north east. It would change the horizon and significantly impact on the availability of sky views. It would also impact on the visibility of significant trees on the southern horizon. Elements that would mitigate these impacts would include street trees on De Clambe Drive and Andalusian Way and existing trees within the Castle Hill Showground site which would all remain visible in these views.

In context of the approved Metro Station Precinct concept: Moderate

The photomontage illustrates that in the context of the approved Metro Station Precinct Concept, the developed Doran Drive Precinct would be a component of a highly developed precinct in these views. The development is considered to have a medium impact on visual quality in the context of the approved Metro Station Concept.

Composite impact level: Moderate

6.1.5 VIEWPOINT 5 – Gilbert Road, adjacent to the Hills District Pony Club

Viewpoint sensitivity: Moderate

This location was selected for the visual impact assessment of the Hills Showground Metro Station Precinct Concept Plan (Cardno, October 2019). The description of viewpoint sensitivity in the Cardno report is:

> *"The locality includes elements of natural bushland which would influence expectations regarding quality of views. Viewers would be residents of adjacent low density housing, users of the Pony Club and bushland and travellers along Gilbert Road. Levels of visitation would be likely to increase moderately in response to regional redevelopment but residential populations would not be expected to increase. The dominance of vegetation over built form and the level of visibility of sky would contribute to visual sensitivity of these views."*

Viewpoint sensitivity remains unchanged at the time of preparation of this report.

Figure 6-13 Viewpoint 5 – base photo

Figure 6-14 Viewpoint 5 – photomontage – Doran Drive Precinct only

Figure 6-15 Viewpoint 5 – photomontage – Doran Drive Precinct with approved Metro Precinct massing (extent of building group outlined in red to indicate portions behind existing buildings and vegetation in this view)

Change magnitude:
Existing conditions: Moderate

The developed Doran Drive Precinct would present as a new skyline element in mid-distant views from the north as illustrated from Viewpoint 5. The development would result in some loss of visible sky but its visual impact would be mitigated by distance from the view point and by the presence of significant existing vegetation in the middle distance.

In context of approved Metro Station Precinct concept: Moderate

In the context of the approved Metro Station Concept, the Doran Drive Precinct will constitute approximately 1 one third of the new built development in the view. The photomontage illustrates that the Precinct will be separated from the rest of the Metro development in this view and open sky will be visible between the built elements. The impact on these views in the context of the developed Metro Station Precinct is considered to be moderate.

Composite impact level: Moderate

6.1.6 VIEWPOINT 6 -
Viewpoint sensitivity: Low

Similarly to Viewpoint 5, the location for Viewpoint 6 was also selected for the visual impact assessment of the Hills Showground Metro Station Precinct Concept Plan (Cardno, October 2019). The description of viewpoint sensitivity in the Cardno report is:

> *"This view location is at the south western gateway to the Concept Proposal site. The area has been recently developed as part of the Metro development so that its visual character has substantially changed. Expectations regarding visual quality of existing residents and travellers on Carrington Road would be influenced by the recent development and the expectation that the area is subject to substantial additional redevelopment and change. The locality would have close and panoramic views of the Concept Plan site."*

Again, viewpoint sensitivity for Viewpoint 6 remains unchanged at the time of preparation of this report.

Figure 6-16 Viewpoint 6 – base photo

Figure 6-17 Viewpoint 6 – photomontage – Doran Drive Precinct only

Figure 6-18 Viewpoint 6 – photomontage – Doran Drive Precinct with approved Metro Precinct massing

Change magnitude:
Existing conditions: Moderate to High

The developed Doran Drive Precinct would constitute a significant new built element in views to the west, as characterised by Viewpoint 6. The building group would form a new skyline element that would result in loss of a substantial area of visible sky. However, the new building group would provide a vertical element, architectural detailing and building articulation that would add interest to the existing view which is dominated by horizontal building forms without articulation or visual interest.

In context of approved Metro Station Precinct concept: Low

Post construction of the approved Metro Station Concept, the Doran Drive building group would sit behind other approved built form to its west and would constitute a small component of the developed Metro Precinct. Its impact in the context of the approved Metro Station Concept is considered to be low.

Composite impact level: Low to moderate.

6.1.7 VIEWPOINT 7 – Showground Road, near corner of Brittania Road

Viewpoint sensitivity: Moderate

Land to the south east of the Hills Showground Metro Station and Doran Drive Precincts is a long established low density residential neighbourhood. The area is well vegetated and supports generally single dwelling houses on medium size lots. Residents and visitors to the locality are likely to be moderately sensitive to changes to local visual conditions.

Figure 6-19 Viewpoint 7 – base photo

Figure 6-20 Viewpoint 7 – photomontage – Doran Drive Precinct only

Figure 6-21 Viewpoint 7 – photomontage – Doran Drive Precinct with approved Metro Precinct massing (extent of building group outlined in red to indicate portions behind existing buildings and vegetation in this view)

Change magnitude:

Existing conditions: Low

The developed Doran Drive Precinct would be intermittently visible in views to the south east over medium distances. When visible it would present as a small component of the existing view, being largely screened by existing buildings and foreground vegetation. Change magnitude in these views is considered to be low.

In context of approved Metro Station Precinct concept: Low

The Doran Drive Precinct would present as a small component of the greater Metro Station Precinct in these views. Its impact and the magnitude of change in this context would be low.

Composite impact level: Low

7 CONCLUSION

This study of the likely impacts of the Proposal for redevelopment of the Doran Drive Precinct within the Hills Showground Metro site on local and regional visual quality has been prepared to address the relevant Planning Secretary's Environmental Assessment Requirements (SEARs) quoted in Section 1.1 of the report.

The assessment has been carried out with the aid of electronically generated photomontages over a series of photos from surveyed locations taken with a 24mm focal length lens.

In summary, the conclusions of the visual impacts of the proposal with respect to the Minister's requirements are:

- The proposal is consistent with the approved Concept Plan for the Hills Showground Metro Station Precinct SSDA9653dated 29 January 2021 with respect to height, building envelope and building separation.

- As an isolated building group within the built environment as it exists at the time of preparation of this report:

    - In long distant views (between 2 and 4kms from the site), the developed site will read as a new consolidated built element within existing broad and expansive views that include significant tracts of vegetation, building groups and a dominance of sky. These existing elements will remain dominant. With the proposed architectural, urban and landscape design scheme in place the proposal will have an acceptable impact on the quality of these views.

    - In medium distant views (between 1 and 2kms from the site), the proposal would read as a substantial new built element. Its impact in visual quality would be acceptable if implemented in accordance with the proposed architectural and landscape design scheme.

    - In close views (less than 1km from the site) the proposal will significantly change the existing visual character. Its visibility will be variable depending on the context and the existence of local vegetation, but it will generally read as a substantial new building group that will differ significantly from the existing visual character. Its impact will be mitigated by the expectations of most residents and visitors to the locality that the local visual character is subject to change as a result of implementation of planning strategies associated with development within and in the vicinity of the new Metro Stations.

- When viewed in the context of the approved Metro Station Precinct Concept, the Doran Drive Precinct as proposed will be an integral component of a new high rise, high density mixed use built environment. As the proposal is consistent with the relevant requirements for building height and envelope included in the Metro Station Precinct Concept approval, its impact on local and regional visual quality will be consistent with the Concept approval and acceptable.