

VISUAL IMPACT ASSESSMENT

175-177, Cleveland St and 1-5 & 6-8, Woodburn St,
Redfern, NSW

September 2022



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Development Application, 175-177 Cleveland Street and 1-5 & 6-8, Woodburn Street. Visual Impact Assessment Report. September, 2022.

CONTENTS

1. INTRODUCTION

- 1.1 Scope and Purpose of Report
- 1.2 The Proposed Development
 - 1.2.1 Project Overview
 - 1.2.2 The Site.
 - 1.2.3 Proposed Land Use and Built Form.
- 1.3 Visual Assessment Methodology
 - 1.3.1 Process
 - 1.3.2 Assessment methodology
- 1.4 References

2. THE SITE AND THE VISUAL CONTEXT

- 2.1 The Visual Context
- 2.2 Streetscapes
- 2.3 The selected view locations
- 2.4 Period, Context and Extent of View

3. VISUAL IMPACT OF THE PROPOSED DEVELOPMENT

- 3.1 Visual Impacts Assessments and LEC requirements.
- 3.2 Visual Impact Assessments from 7 public viewpoints.
 - 3.2.1 Method of Assessment:
 - 3.2.2 Assessment at selected viewpoints

4. CONCLUSIONS + PLANNING SCHEME PROVISIONS RELATING TO VISUAL IMPACTS

5. APPENDICES

- 5.1 APPENDIX A: Montaged views, with verification diagrams.
- 5.2 APPENDIX B: Land and Environment Court: Guidelines for Photomontages.
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1. INTRODUCTION

1.1 Scope and Purpose of Report.

This Visual Impact Report has been prepared by Urbaine Design Group as supporting documentation for a Development Application being submitted to the Department of Planning and Environment for a privately-operated co-living development.

175, Cleveland Street	Lot 1	DP 1093304
175, Cleveland Street	Lot 1	DP 724328
175, Cleveland Street	Lot 15	DP 57107
177, Cleveland Street	Lot 10	DP 809537
1-5 Woodburn Street	Lot 3	DP 977379
1-5 Woodburn Street	Lot 4	DP 977379
1-5 Woodburn Street	Lot 5	DP 977379
6-8, Eveleigh Street	Lot 1	DP 121029
6-8, Eveleigh Street	Lot 1	DP 780307
7 Woodburn Street		

This report has been prepared for Mark Shapiro Design and EG Funds Management to provide an analysis of the proposed development's visual impact in relation to its visual and statutory contexts and is to be read in conjunction with the drawings and other material submitted with the planning proposal.

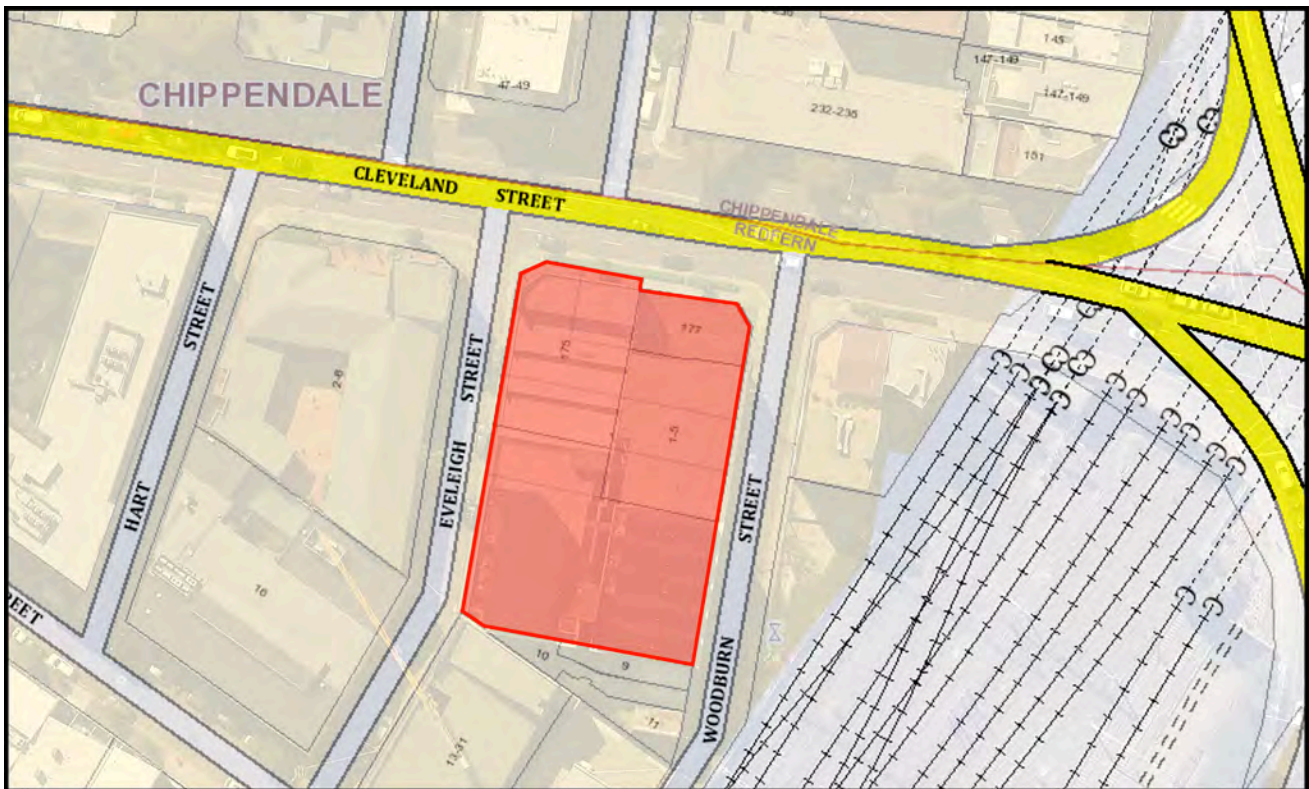


Figure 1 – site location shown in red.

1.2 The Proposed Development

1.2.1 Project Overview.

Specifically, the proposal involves:

Construction of a mixed use co-living housing development ranging in height from five (5) to seven (7) storeys, comprising:

- 7,006.4m² of GFA (FSR of 3.47:1) comprising 927.7m² of retail/commercial and 6,078.7m² of residential GFA;

- Basement containing 19 car parking spaces; 25 motorcycle spaces and 116 bicycle spaces;
- 216 co-living rooms (67 single and 149 double rooms) for lodgers and a building manager;
- Ground and first floor co-working and commercial/retail uses fronting Cleveland, Woodburn and Eveleigh Streets;
- Communal open space areas (1,458.8m²) including an open to the sky internal courtyard and rooftop garden;
- Communal living areas (549.4m², comprising resident amenities; and
- Associated landscape works (697.5m² landscaped area) and provision of a through-site link



Figure 2 – Generic north-south section through proposed design – from MSD Architects

1.2.2 The Site

The subject site is situated on Cleveland Street in Redfern, within the City of Sydney local Government Area (see Figure 3 below). The site is approximately 2016.9sqm in area and is comprised of several mixed-use existing buildings and workshops (see existing photos): The site is located within the Redfern-Waterloo Authority Site, and is subject to the provisions of State Environmental Planning Policy

The site fronts onto Cleveland Street, that runs between Victoria Park in the West and Moore Park in the East. Redfern train station is located approximately 350m southwest of the site.

The site frontage to Cleveland Street is approximately 37m. The site frontage to Everleigh Street is approximately 51m and to Woodburn Street, approximately 56m.

The site is not located within a conservation area. There are no listed heritage items located on the site, nor in the immediate vicinity of the site. There are listed heritage items within wider proximity to the site.

The site is approximately 2.1 kilometres from Sydney CBD and approximately 350m from the Redfern train station. Cleveland Street also carries a high frequency bus service.

The subject site is adjoined in each major direction by different forms of development within 300 metres. The key built forms for new development are mid-rise tower blocks and older mid-level development. The area contains a mix of commercial businesses and residential apartments, hotel and serviced apartments.

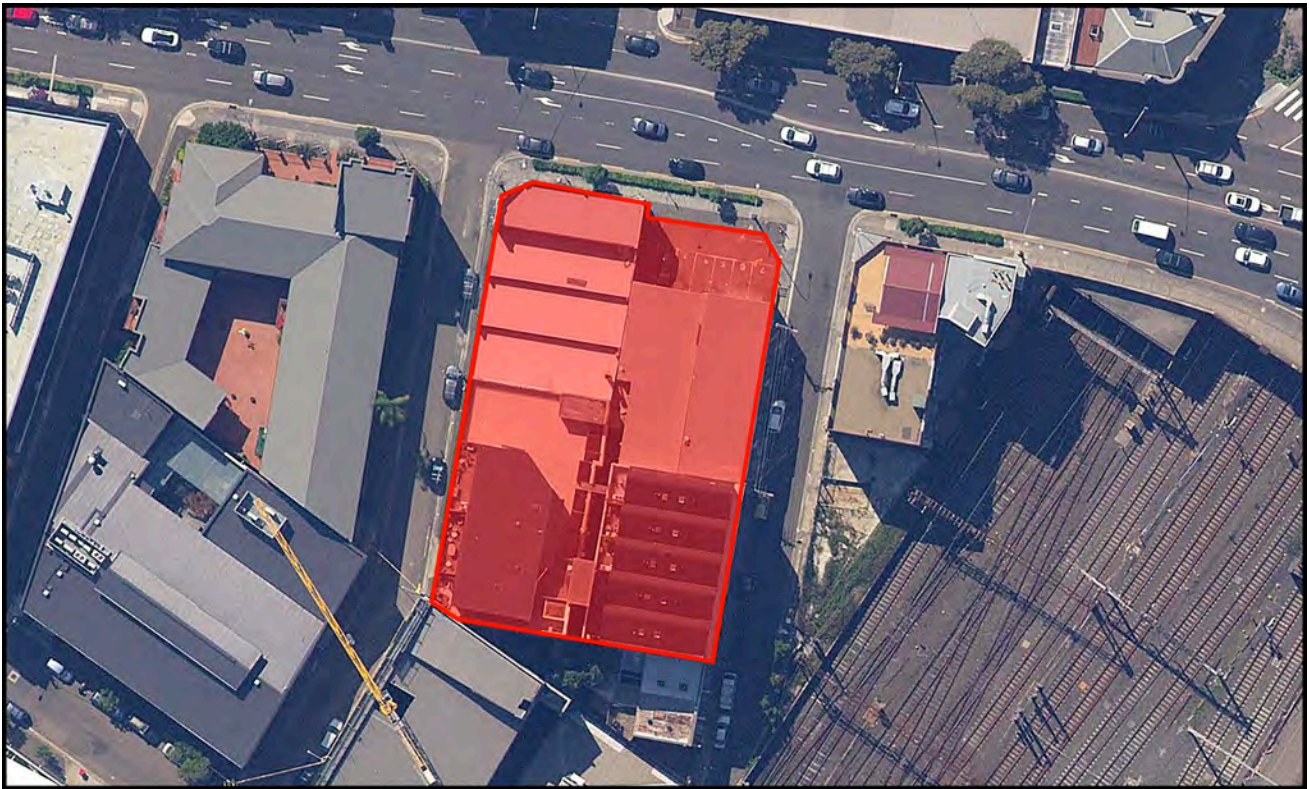


Figure 3 – Aerial photo showing site location in red.

The subject site is identified within the RWAS Business Zone—Mixed Use as identified in Figure 4 below;

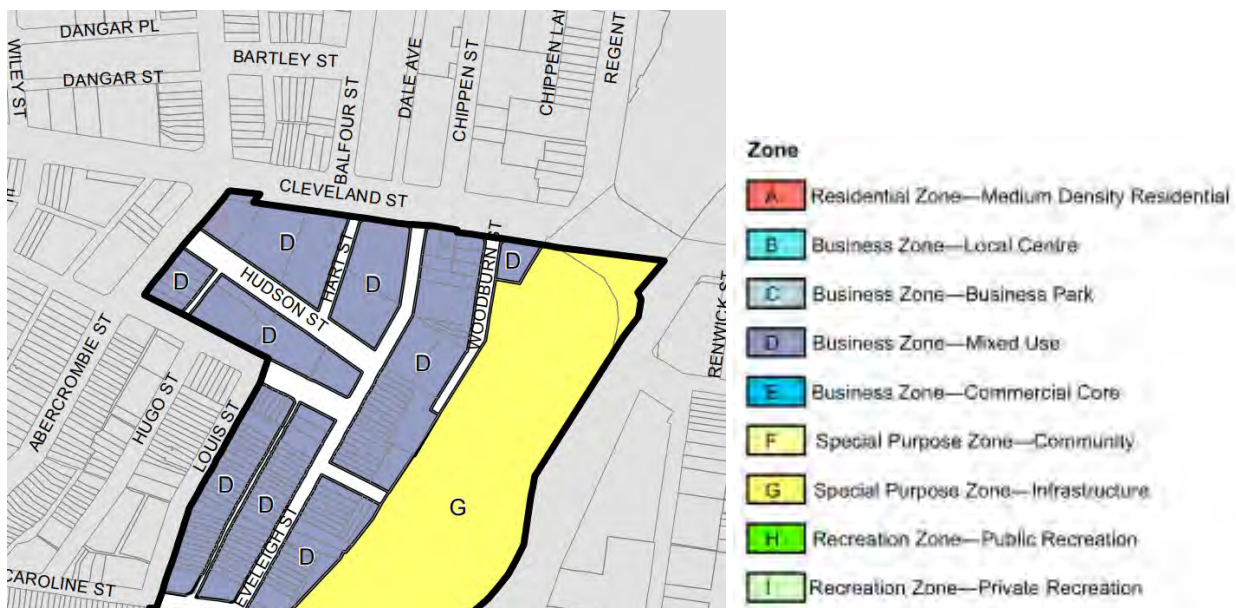


Figure 4 – Land Zoning Map (Sheet LZN_001)

The objectives of the Business Zone—Mixed Use are as follows:

- a) to support the development of sustainable communities with a mix of employment, educational, cultural and residential opportunities,*
- (b) to encourage employment generating activities by providing a range of office, business, educational, cultural and community activities in the Zone,*
- (c) to permit residential development that is compatible with non-residential development,*
- (d) to maximise public transport patronage and encourage walking and cycling,*
- (e) to ensure the vitality and safety of the community and public domain,*

(f) to ensure buildings achieve design excellence,

(g) to promote landscaped areas with strong visual and aesthetic values to enhance the amenity of the area.

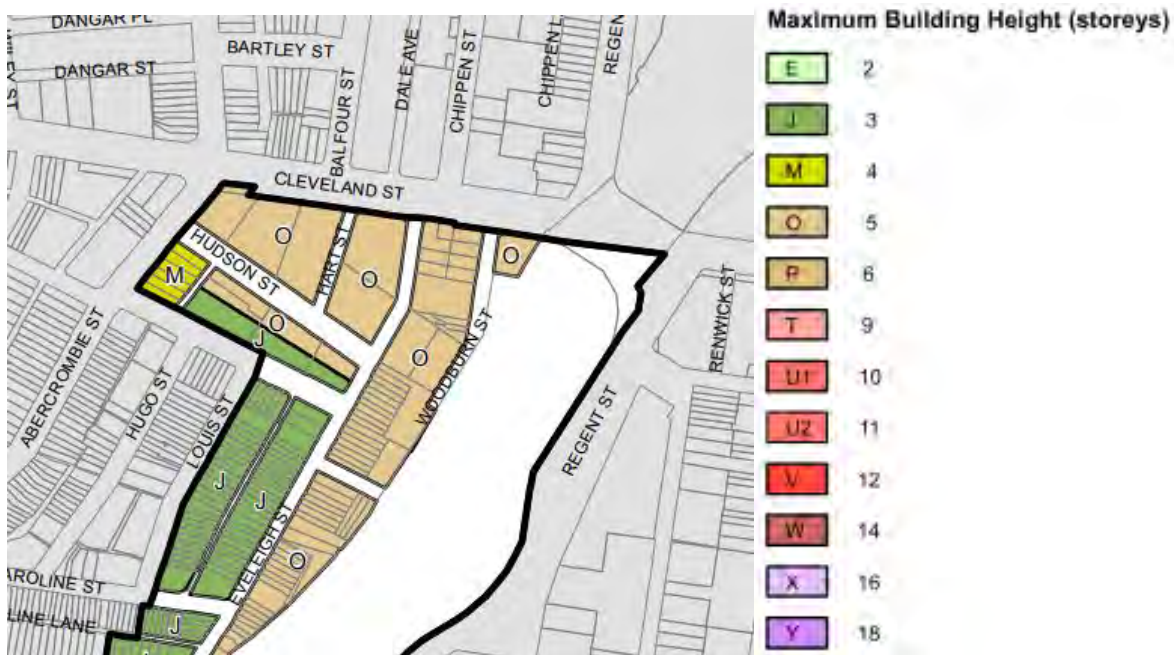


Figure 5: Building Height Map (Sheet HOB_001)

Figure 5 indicates the maximum building height limits on the subject site. The maximum number of storeys is 5 above ground. As can be observed from the section, in Figure 2, the lowered courtyard accesses an additional sixth storey which sits below the site ground level.

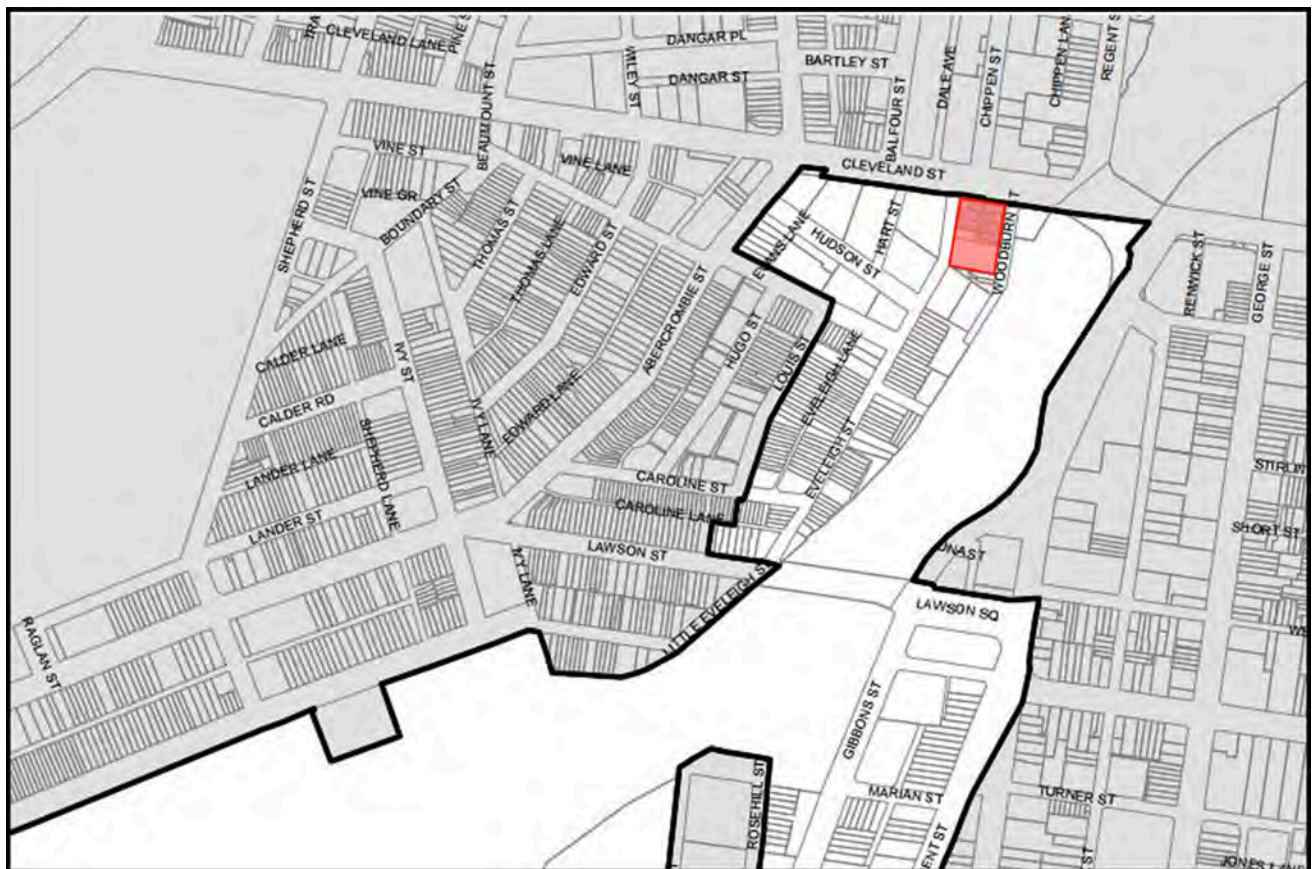


Figure 6: Land Application Map (Sheet LAP_001)

The subject site is also subject to the conditions of the State Environmental Planning Policy (Eastern Harbour City) 2021 - The Redfern – Waterloo Authority Sites

Land to which Part applies:

This Part applies to the area shown edged heavy black on the Land Application Map referred to in this Schedule as the Redfern–Waterloo Authority Sites (RWAS). The site is shown in the land application map, above in Figure 6.

For the purposes of this Policy, land within the Redfern–Waterloo Authority Sites (RWAS) is within a zone specified below if the land is shown on the Land Zoning Map as being within that zone:

- (a) Business Zone—Business Park
- (b) Business Zone—Commercial Core
- (c) Business Zone—Mixed Use
- (d) Business Zone—Local Centre
- (e) Recreation Zone—Public Recreation
- (f) Recreation Zone—Private Recreation
- (g) Residential Zone—Medium Density Residential
- (h) Special Purpose Zone—Infrastructure
- (i) Special Purpose Zone—Community

1.2.3 Proposed Land Use and Built Form

The land uses will incorporate Community and Residential.

The development is a five-to-seven storey, co-living development (the lowest level being below street level of Cleveland Street), with accommodation blocks around the perimeter, forming a central, landscaped courtyard. The roof is also landscaped with a communal garden, seating areas and an outdoor cinema (see Figure 7).



Figure 7 – Roof level plan indicating the developments accessibility and functional permeability.

The architectural massing and materials of the new proposal are both in keeping with the adjoining buildings along Cleveland Street and also reinforce the more traditional warehouse-style elevations, prevalent in the area (see Figure 8). Access to the building is from the two corners of the site,

fronting Cleveland Street. The podium level rises at each corner to facilitate clearly defined entrances.



Figure 8 – Preliminary design perspective view of the proposal from Cleveland Street.

1.3 Visual Impact Assessment Methodology

The methods used by Urbaine, for the generation of photomontaged images, showing the proposed development in photomontaged context are summarised in an article prepared for New Planner magazine in December 2018 and contained in Appendix C. A combination of the methods described were utilised in the preparation of the photomontaged views used in this visual impact assessment report. This same methodology is currently under review by the Land and Environment Court as a basis for future VIA guidelines to supercede the current instructions.

1.3.1 Process

Initially, a fully contoured 3d model was created of the site and surrounding buildings to the extent of the designated viewpoints, with detailed modelling matching the building envelope of the latest Turner design of the proposal

Virtual cameras were placed into the model to match various selected viewpoints, in both height and position. From these cameras, rendered views have been generated and photomontaged into the existing photos, using the ground plane for alignment (allowing a set camera height for standing position being at 1600mm). Several site location poles were placed into the 3d model to allow accurate alignment with the original photo. These poles align with known elements of the existing elements and surroundings.

The rendered views create an accurate interpretation of the visual impact and provide a basis for minimising any view loss by the incorporation of amended building heights and landscape, where appropriate.

The final selection of images shows these stages, concluding with an outline, indicating the potential visual impact. In addition, Appendix A contains larger format versions of these photomontaged assessment views. It is from these that a better understanding can be gained, regarding the visual impact in the overall urban context, although for the purposes of statutory requirements, the images within the report are of a standard 50mm lens format, as required by Land and Environment Court guidelines.

1.3.2 Assessment Methodology

There are no set guidelines within Australia regarding the methodology for visual impact assessment.

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 *Tenacity Consulting v Warringah Council* [2004] NSWLEC 140. This Planning Principle establishes a four-step assessment to assist in deciding whether or not view sharing is reasonable:

Step 1: assessment of views to be affected.

Step 2: consider from what part of the property the views are obtained.

Step 3: assess the extent of the impact.

Step 4: assess the reasonableness of the proposal that is causing the impact.

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

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

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

In order to assess the visual impact of the Design Proposal, it is necessary to identify a suitable scope of locations that may be impacted by it, evaluate the visual sensitivity of the Design Proposal to each location and determine the overall visual impact of the Design Proposal. Locations that feature a prominent, direct and mostly unobstructed line of sight to the subject site are used to assess the visual impact of the Design Proposal. The impact to each location is then assessed by overlaying an accurate visualisation of the new design onto the base photography and interpreting the amount of view loss in each situation, together with potential opportunities for mitigation.

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

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

Site Inspections:

A site inspection was undertaken to photograph the site and surrounding area to investigate:

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

The site map, see figure 9, indicates chosen locations for site photography. predominantly from the main approach roads to the site and the residential areas to the east of the site.

Site photography was supplied by Urbaine Design Group, with accurate location points noted (see Figure 9 for selected viewpoint locations).

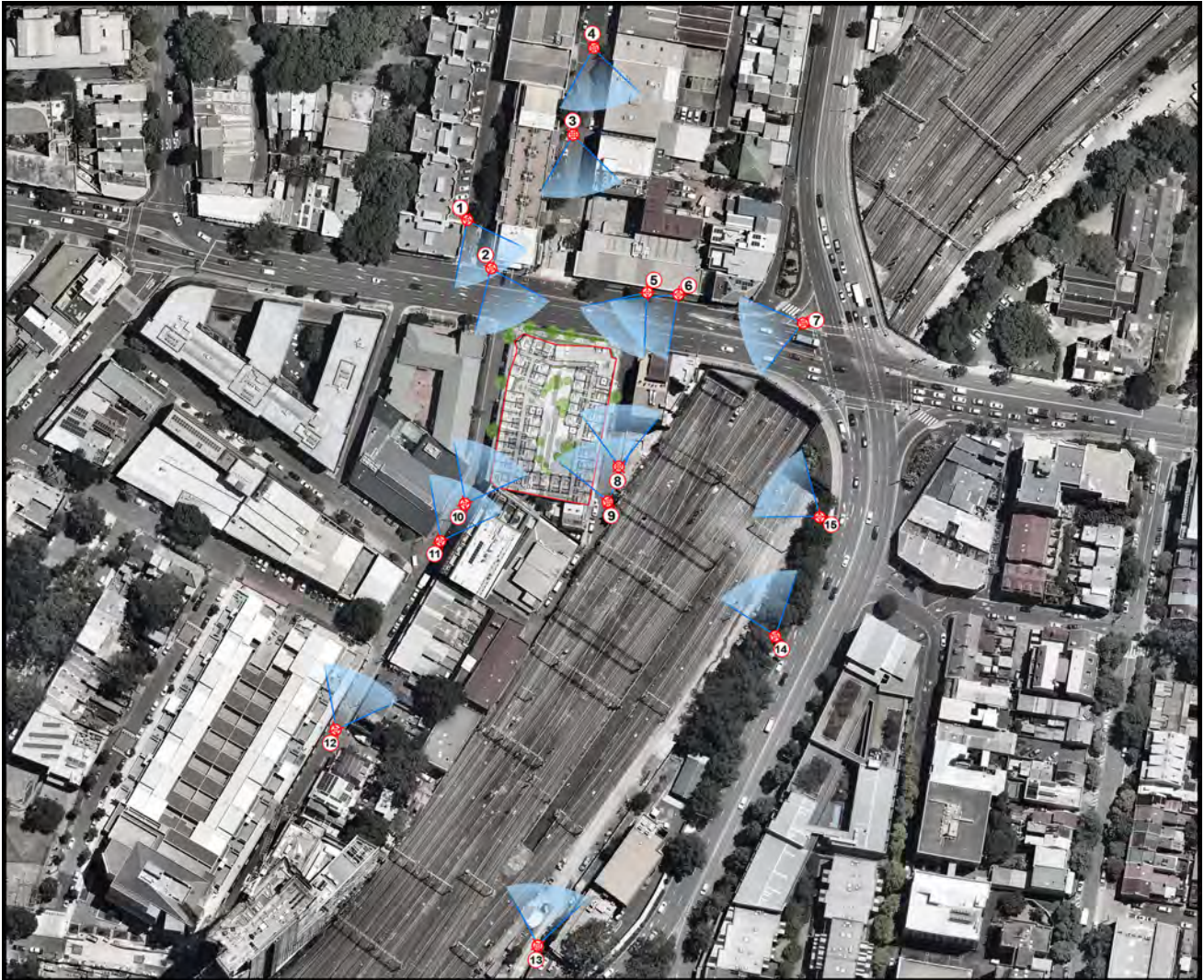


Figure 9: Selected neighbouring property viewpoint locations towards the subject site, for visual impact assessments.

Contextual Analysis:

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

Visual Impact Analysis:

The visual impact of the proposed development was analysed in relation to the visual context and assessed for their likely impact upon the local area.

Statutory Planning Assessment:

The results of the local view impact assessment are included in Section 3 of this report, with large format images included in Appendix A.

1.4 References

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

Design Documentation

■ The design drawings and information relied upon for the preparations of this report were prepared by Mark Shapiro Design Architects, dated September, 2022.

■ Creating Places for People - An Urban Design Protocol for Australian Cities:

www.urbandesign.gov.au/downloads/index.as

■ State Environmental Planning Policy No.55 - Remediation of Land;

■ State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004;

■ State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017;

■ Australia and New Zealand Urban Design Protocol:

www.mfe.govt.nz/publications/urban/design-protocol-mar05/urban-design-protocol-colour.pdf

■ The Value of Urban Design:

www.designcouncil.org.uk/Documents/Documents/Publications/CABE/the-value-of-urban-design.pdf

■ Fifteen Qualities of Good Urban Places:

www.goldcoast.qld.gov.au/planning-and-building/fifteen-qualities-of-good-urban-places-3774.html

■ The Image of the City (1960), Kevin Lynch

■ The Environmental Planning and Assessment Act 1979 as amended ("the Act");

2. THE SITE AND THE VISUAL CONTEXT

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

Defining the local area relevant to the visual assessment of a proposed development is subject to possible cognitive mapping considerations and statutory planning requirements. Notwithstanding these issues, the surrounding local area that may be affected by the visual impact of the proposed development is considered to be the area identified on in the general topographical area map, Although some individuals may experience the visual context from private properties with associated views, the general public primarily experiences the visual context from within the public realm where they form impressions in relation to its character and amenity. This is particularly relevant in this instance, where the scale and form of the proposed development is viewed in context. Within the scope of this report the public realm is considered to include the public roads, reserves, open spaces and public buildings.

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

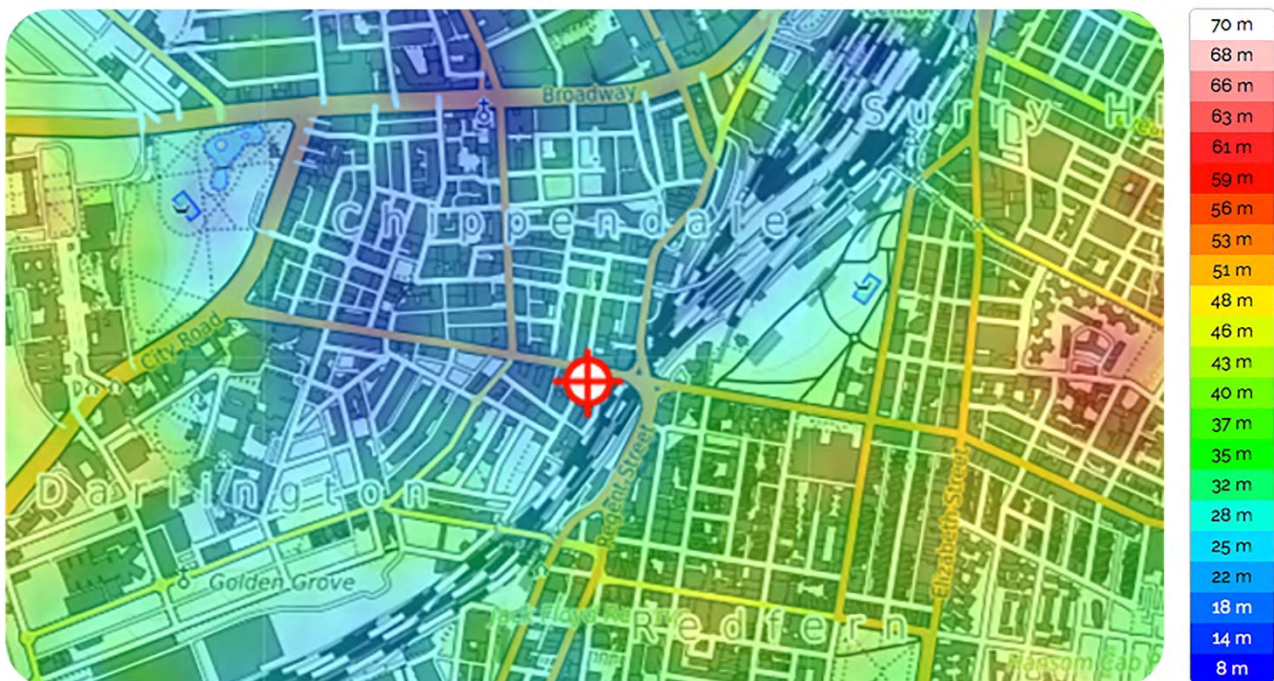


Figure 10: Subject Site topographical map

Figure 10 shows the topographical rise of land to the east and west from the subject site. The lower site level ensures the visual impact will be of less significance than other locations along Cleveland Street,

The 'Street Context' provides a frame of reference for reviewing the visual relationship of the new development (and in particular its facades) in relation to the adjoining pedestrian spaces and roads.

Elements of the development within this frame of reference are experienced in relatively close proximity where, if compatible with the human scale they are more likely to facilitate positive visual engagement and contribute to the “activation” of adjoining pedestrian spaces.

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

2.1 The Visual Context:

Within the street context, to the east and west of the site on the souther side of the Cleveland Street are a mixture of commercial and mixed-use buildings that are up to six storeys in height. The buildings are varied in their age and form and materiality, creating a disjointed streetscape. To the east of the site, the land form rises steeply to pass over the main rail lines from Central Station. The subject site is several metres below the rail crossing and road intersections.

2.2 Streetscapes

The subject site is adjoined in each major direction by different forms of development within 300 metres. The key built forms for new development are mid-rise tower blocks and older mid-level development. The area contains a mix of commercial businesses and residential apartments, hotel and serviced apartments.

2.3 The selected view locations for the local view analysis:

As a result of the site's topography, the visual impact is primarily relevant from the main arterial road approaches, particularly Cleveland Street from the east and west. A short distance from Cleveland Street and the main railway line, sit well-established, low-scale residential areas. It is important for the development to respect the scale of these areas, acting as a transition between the main arterial roads and the quieter residential streets.

2.4 Period of View:

The view is either

- (a) Intermittent, or Dynamic if it will be viewed from a car travelling along a road; or
- (b) Stationary, or Static if the proposal can be viewed from a fixed location or for an extended period of time. In this instance, most views will be considered as stationary, since the impact is most significant on views from adjoining gardens.

Context of View:

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

Extent of View:

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

The capacity of the landscape to absorb the development is to be ranked as high, medium or low,

with a low ranking representing the highest visual impact upon the scenic environmental quality of the specific locality, since there is little capacity to absorb the visual impact within the landscape.

3. VISUAL IMPACT OF THE PROPOSED DEVELOPMENT

3.1 Visual Impact Assessments, with reference to the requirements of the Land and Environment Court.

When undertaking the assessment of visual impacts, the guidelines stipulated by the Land and Environment Court, NSW, are used as a starting point for compliance. These are contained within Appendix B.

3.2 Visual Impact Assessments from 9 local viewpoint locations – static, private and dynamic public locations: These are contained within Appendix A.

3.2.1 Method of Assessment:

In order to allow a quantitative assessment of the visual impact, photos were selected that represented relevant public and private viewing locations from locations around the subject site and along Cleveland St, being the main location for viewing.

A Canon EOS Full Frame Digital Camera with fixed focal length 35mm lens was used to take all viewpoint photos, at an eye level of 1600mm.

The photos include location descriptions, to be read in conjunction with the site map, contained in Appendix A. Additionally, information is supplied as to the distance of the viewpoint from the site boundary for each location and the distance to the closest built form is provided in Section 3.2.2 below.

Scale	Value	Visual quality	Visual impact
0	Negligible	N/A	No negative impact on the pre-existing visual quality of the view.
1			
2	Low	Predominant presence of low quality manmade features.	A minor negative impact on the pre-existing visual quality of the view.
3		Minimal views of natural formations (e.g. cliffs, mountains, coastlines, waterways, ridges etc).	Examples:
4			– Minor impacts on natural landscapes.
5		Uniformity of land form.	– No impact on iconic views
			– Impacts on a small number of receivers.
			– Significant distance between the development and receiver.
6	Medium	Presence of some natural features mixed with manmade features. Some views of distinct natural formations (e.g. cliffs, mountains, coastlines, waterways, ridges etc).	A medium negative impact on the pre-existing visual quality of the view:
7			Examples:
8			– Moderate impacts on iconic views or natural landscapes.
9			– Impacts on a moderate number of receivers.
10			– Located nearby the receiver.
11	High	Predominantly natural features. Minimal manmade features, however if present of a high architectural standard.	A high negative impact on the pre-existing visual quality of a view:
12		Significant views of distinct natural formations (e.g. cliffs, mountains, coastlines, waterways, ridges etc).	Examples:
13		Presence of iconic regional views or landmark features.	– Loss of iconic views.
14			– Impacts on a significant number of receivers.
15			– Overshadowing effect.
			– Directly adjacent the receiver.

Figure 11 – Urbaine Design Group Visual Assessment Scale.

To assess the visual impact, there are 2 relevant aspects - view loss of actual substance (landscape, middle and distance view elements etc.) and also direct sky view loss.

To a large extent, the value associated with a view is subjective, although a range of relative values can be assigned to assist with comparing views. Figure 11 is a scale of values from 0 to 15, used to allow a numeric value to be given to a particular view, for the purposes of comparison.

On the same table are a series of values, from zero to 15, that reflect the amount of visual impact.

The second means of assessment relates to assigning a qualitative value to the existing view, based on criteria of visual quality.

The % visual content is then assessed, together with a visual assessment of the new development's ability to blend into the existing surroundings.

3.2.2 Assessment at selected viewpoints



Viewpoint no.1: Existing site photo.

Pavement level - standing height - to the north-west of the subject site. On the western side kerb of Dale Avenue, 18.2m north of the junction between Cleveland Street and Dale Avenue.

Distance to site boundary: 48.2m. Distance to centre of subject site and proposed development: 68.8m. RL of camera: + 21.51



Viewpoint no.1: Photomontage of new proposal



Viewpoint no.1: Visual Impact indicated in cyan overlay with red perimeter outline.

Visual Quality Assessment: Scale no.2 Visual Impact Assessment: Scale no.6

Amount of new development visible from this location: 38%

This is a static and dynamic, public viewpoint, looking south east towards the subject site, with a partially obstructed view of the new proposal, across the junction of Cleveland Street and Dale Avenue. It is predominantly the western elevation of the new proposal that will be visible.

The extent of visual impact can be assessed as moderate from this location, since the adjoining buildings and the neighbouring buildings along Cleveland Street provide an existing level of height and massing consistent with the area and with that of the new proposal

This view demonstrates that the building design will integrate into the existing urban fabric and the upper levels are only impacting on sky view. Adjoining buildings to the southern perimeter of the subject site are also partially impacted visually.



Viewpoint no.2: Existing site photo.

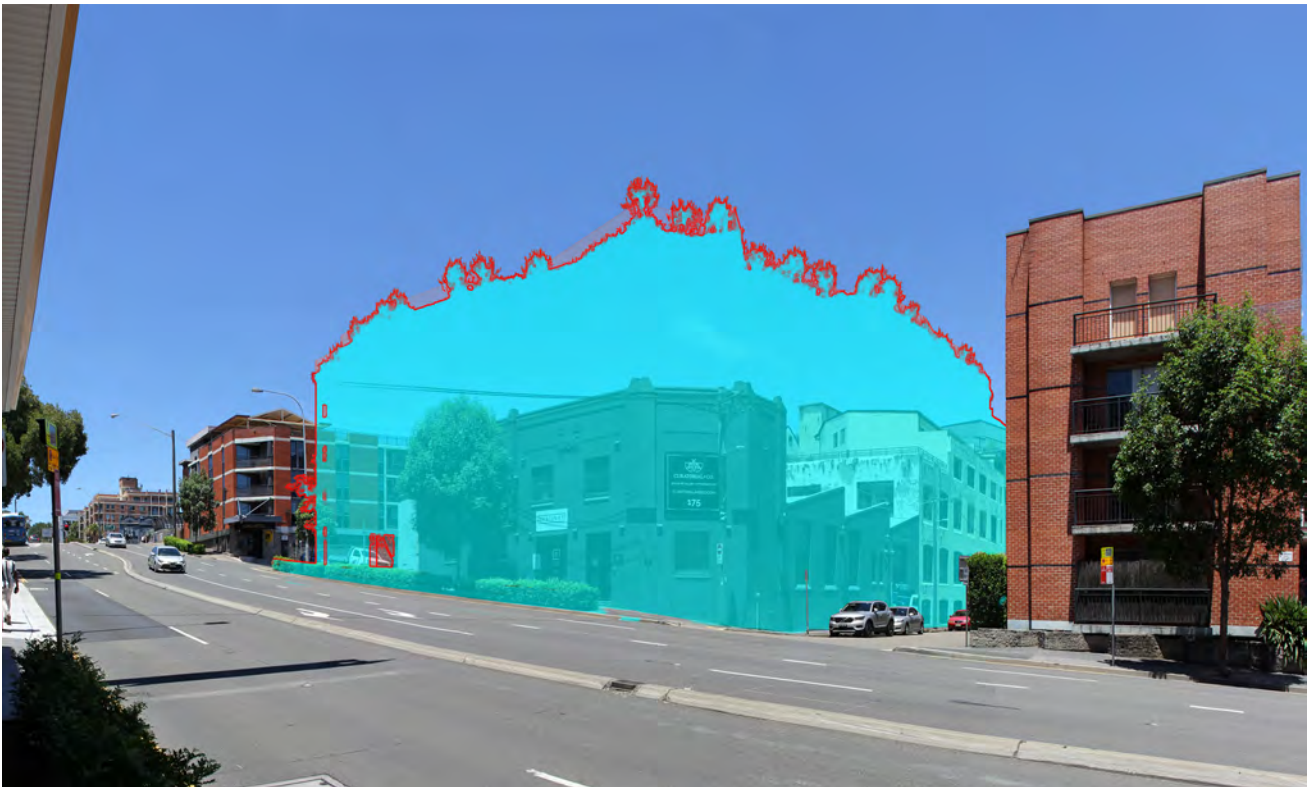
Pavement level - standing height - to the north-west of the subject site. On the northern side kerb of Cleveland Street, at the junction with Cleveland Street and Dale Avenue;

Distance to site boundary: 28.8m. Distance to centre of subject site: 52.1m

RL of camera: + 21.62



Viewpoint no.2: Photomontage of new proposal.



Viewpoint no.2: Visual Impact indicated in cyan overlay with red perimeter outline.

Visual Quality Assessment: Scale no.4 Visual Impact Assessment: Scale no.10

Amount of new development visible from this location: 98%

This is a static and dynamic, public viewpoint, looking south east towards the subject site, with an unobstructed view of the new proposal, across Cleveland Street. It is predominantly the northern and western elevations of the new proposal that will be visible.

The extent of visual impact can be assessed as significant from this location, although the actual quantifiable view loss is contained, for the most part, to sky. The adjoining buildings and the neighbouring buildings along Cleveland Street provide an existing level of height and massing consistent with the area and with that of the new proposal

This view demonstrates that the building design will integrate into the existing urban fabric and the upper levels are only impacting on sky view. The new proposal helps to define a sense of rhythmic scale, very much in keeping with the neighbourhood, which was traditionally a mix of residential and warehouse-style architecture.

From this location, the topographical depression along Cleveland Street is clearly visible. This serves to further reduce the effect of the visual impact of the proposed development within the urban context.



Viewpoint no.3: Existing site photo.

Pavement level - standing height - to the north of the subject site. On the western side kerb of Chippen Street, 61m north of the junction with Cleveland Street, adjoining 47-49, Chippen Street.

Distance to site boundary: 83m. Distance to centre of subject site: 98.8m

RL of camera: + 22.92



Viewpoint no.3: Photomontage of new proposal



Viewpoint no.3: Visual Impact indicated in cyan overlay with red perimeter outline.

Visual Quality Assessment: Scale no.3 Visual Impact Assessment: Scale no.5

Amount of new development visible from this location: 78%

This is a static and dynamic, public viewpoint, looking south towards the subject site, with a partially obstructed view of the new proposal, directly across Cleveland Street. It is predominantly the northern elevation of the new proposal that will be visible.

The extent of visual impact is of a medium to high level from this location, with the quantifiable view loss fairly evenly distributed between sky view and views of distant residential towers. The adjoining buildings on Chippen Street provide an existing level of height and massing consistent with the area and with that of the new proposal.

This view demonstrates that the building design will integrate into the existing urban fabric and that the upper levels will only impact on sky views. The new proposal helps to define a sense of rhythmic scale, very much in keeping with the neighbourhood, which was traditionally a mix of residential and warehouse-style architecture.



Viewpoint no.4: Existing site photo.

Pavement level - standing height - to the north of the subject site. On the western side kerb of Chippen Street, 61m north of the junction with Cleveland Street, adjoining 47-49, Chippen Street.

Distance to site boundary: 116m. Distance to centre of subject site: 151.2m.

RL of camera: + 22.12



Viewpoint no.4: Photomontage of new proposal



Viewpoint no.4: Visual Impact indicated in cyan overlay with red perimeter outline.

Visual Quality Assessment: Scale no.3 Visual Impact Assessment: Scale no.4

Amount of new development visible from this location: 44%

This is a static and dynamic, public viewpoint, looking south towards the subject site, with a partially obstructed view of the new proposal, directly across Cleveland Street. It is predominantly the northern elevation of the new proposal that will be visible. From this location, the mature trees along the pavements of Chippen Street are covering much of the building

The extent of visual impact is of a medium level from this location, with the quantifiable view loss fairly evenly distributed between sky view and views of distant residential towers. The adjoining buildings on Chippen Street provide an existing level of height and massing consistent with the area and with that of the new proposal.

This view demonstrates that the building design will integrate into the existing urban fabric and that the upper levels will only impact on sky views. The new proposal helps to define a sense of rhythmic scale, very much in keeping with the neighbourhood, which was traditionally a mix of residential and warehouse-style architecture.



Viewpoint no.5: Existing site photo.

Pavement level - standing height - to the north-east of the subject site. On the northern side kerb of Cleveland Street, adjoining 232-236 , Cleveland Street.

Distance to site boundary: 26.8m. Distance to centre of subject site: 69.2m

RL of camera: + 25.9m



Viewpoint no.5: Photomontage of new proposal.



**Viewpoint no.5: Visual Impact indicated in cyan overlay with red perimeter outline.
 Visual Quality Assessment: Scale no.4 Visual Impact Assessment: Scale no.11.
 Amount of new development visible from this location: 95%**

This is a static and dynamic, public viewpoint, looking south towards the subject site, with a complete view of the northern and eastern elevations of the proposal, directly across Cleveland Street..

The extent of visual impact is of a medium to high level from this location, with the quantifiable view loss mostly of sky view, with an amount of visual obstruction to the existing buildings along the eastern perimeter of the site, along Woodburn Street. The adjoining buildings on Cleveland Street provide an existing level of height and massing consistent with the area and with that of the new proposal.

This view demonstrates that the building design will integrate into the existing urban fabric and the upper levels are only impacting on sky view. The new proposal helps to define a sense of rhythmic scale, very much in keeping with the neighbourhood, which was traditionally a mix of residential and warehouse-style architecture.



Viewpoint no.6: Existing site photo.

Pavement level - standing height - to the north-east of the subject site. On the northern side kerb of Cleveland Street, adjoining 232-236 , Cleveland Street.

Distance to site boundary: 29.1m. Distance to centre of subject site: 51.2m

RL of camera: + 26.49m



Viewpoint no.6: Photomontage of new proposal.



**Viewpoint no.6: Visual Impact indicated in cyan overlay with red perimeter outline.
 Visual Quality Assessment: Scale no.3 Visual Impact Assessment: Scale no.10.
 Amount of new development visible from this location: 86%**

This is a static and dynamic, public viewpoint, looking south towards the subject site, with a partially obstructed view of the new proposal, directly across Cleveland Street. It is predominantly the northern elevation of the new proposal that will be visible.

The extent of visual impact is of a medium to high level from this location, with the quantifiable view loss fairly mostly of sky view, with a small amount of visual obstruction to the existing buildings along the southern perimeter of the site. The adjoining buildings on Cleveland Street provide an existing level of height and massing consistent with the area and with that of the new proposal.

This view demonstrates that the building design will integrate into the existing urban fabric and the upper levels are only impacting on sky view. The new proposal helps to define a sense of rhythmic scale, very much in keeping with the neighbourhood, which was traditionally a mix of residential and warehouse-style architecture.



Viewpoint no.7: Existing site photo.

Street level - standing height - to east of the subject site. At the junction between Cleveland Street and Regent Street.

Distance to site boundary: 55.5m. Distance to centre of subject site: 77.1m

RL of camera: + 29.06m



Viewpoint no.7: Photomontage of new proposal.



**Viewpoint no.7: Visual Impact indicated in cyan overlay with red perimeter outline.
 Visual Quality Assessment: Scale no.4 Visual Impact Assessment: Scale no.5
 Amount of new development visible from this location: 58%**

This is a static and dynamic, public viewpoint, looking south towards the subject site, with a partially obstructed view of the new proposal, looking west along Cleveland Street. It is predominantly the northern elevation of the new proposal that will be visible.

The extent of visual impact is of a medium level from this location, with the quantifiable view loss mostly of sky view, with a small amount of visual obstruction to the existing buildings to the west of the subject site. The adjoining buildings on Cleveland Street provide an existing level of height and massing consistent with the area and with that of the new proposal. This view angle clearly demonstrates the proposal's positive impact upon the continuity of rooflines along the street. It is also apparent that the building design will integrate into the existing urban fabric and the upper levels will only impact on sky view. The new proposal helps to define a sense of rhythmic scale, very much in keeping with the neighbourhood, which was traditionally a mix of residential and warehouse-style architecture.



Viewpoint no.8: Existing site photo.

Pavement level - standing height - to the south of the subject site. On the eastern side kerb of Woodburn Street, 57m south of the junction with Cleveland Street, adjoining 7, Woodburn Street.
 Distance to site boundary: 22.2m. Distance to centre of subject site: 44.8m
 RL of camera: + 21.74



Viewpoint no.8: Photomontage of new proposal.



**Viewpoint no.8: Visual Impact indicated in cyan overlay with red perimeter outline.
 Visual Quality Assessment: Scale no.2 Visual Impact Assessment: Scale no.5
 Amount of new development visible from this location: 92% of eastern elevation.**

This is a static and dynamic, public viewpoint, looking north towards the subject site, with an unobstructed, oblique view of the eastern elevation of the new proposal.

The extent of visual impact can be assessed as moderate-to-significant from this location, although the quantifiable view loss is mostly of sky view, with a small amount of visual obstruction to the existing buildings to the north of the subject site, across Cleveland Street. The adjoining buildings on Cleveland Street provide an existing level of height and massing consistent with the area and with that of the new proposal. This view angle clearly demonstrates the proposal's positive impact upon the continuity of rooflines along the street.

It is also apparent that the building design will integrate into the existing urban fabric and the upper levels will only impact on sky view. The new proposal helps to define a sense of rhythmic scale, very much in keeping with the neighbourhood, which was traditionally a mix of residential and warehouse-style architecture.



Viewpoint no.9: Existing site photo.

Pavement level - standing height - to the south of the subject site. On the eastern side kerb of Woodburn Street, 57m south of the junction with Cleveland Street, adjoining 7, Woodburn Street.
 Distance to site boundary: 22.2m. Distance to centre of subject site: 41.7m
 RL of camera: + 20.15



Viewpoint no.9: Photomontage of new proposal.



**Viewpoint no.9: Visual Impact indicated in cyan overlay with red perimeter outline.
 Visual Quality Assessment: Scale no.2 Visual Impact Assessment: Scale no.5
 Amount of new development visible from this location: 74% of eastern elevation.**

This is a static and dynamic, public viewpoint, looking northwest towards the subject site, with an almost complete view of the eastern elevation of the new proposal.

The extent of visual impact can be assessed as moderate-to-significant from this location, although the quantifiable view loss is mostly of sky view, with a small amount of visual obstruction to the existing buildings to the north of the subject site, across Cleveland Street. The adjoining buildings on Cleveland Street provide an existing level of height and massing consistent with the area and with that of the new proposal. This view angle clearly demonstrates the proposal's positive impact upon the continuity of rooflines along the street.

It is also apparent that the building design will integrate into the existing urban fabric and the upper levels will only impact on sky view. The new proposal helps to define a sense of rhythmic scale, very much in keeping with the neighbourhood, which was traditionally a mix of residential and warehouse-style architecture.



Viewpoint no.10: Existing site photo.
 Pavement level - standing height - to the south-south-west of the subject site. On the eastern side kerb of Eveleigh Street, 64.7m south of the junction with Cleveland Street, adjoining 13-31, Eveleigh Street.
 Distance to site boundary: 12.4m. Distance to centre of subject site: 42.8m
 RL of camera: + 20.18m



Viewpoint no.10: Photomontage of new proposal.



**Viewpoint no.10: Visual Impact indicated in cyan overlay with red perimeter outline.
 Visual Quality Assessment: Scale no.3 Visual Impact Assessment: Scale no.4
 Amount of new development visible from this location: 87% of western elevation.**

This is a static and dynamic, public viewpoint, looking northeast towards the subject site, with an almost complete view of the western elevation of the proposal, looking north along Eveleigh Street. The extent of visual impact is of a medium level from this location, with the quantifiable view loss mostly of sky view, with a small amount of visual obstruction to the existing buildings to the north of the subject site. The visible buildings on Cleveland Street provide an existing level of height and massing consistent with the area and with that of the new proposal. This view angle clearly demonstrates the proposal's positive impact upon the continuity of rooflines along Eveleigh street. It is also apparent that the building design will integrate into the existing urban fabric and the upper levels will only impact on sky view. The new proposal helps to define a sense of rhythmic scale, very much in keeping with the neighbourhood, which was traditionally a mix of residential and warehouse-style architecture.



Viewpoint no.11: Existing site photo.

Pavement level - standing height - to the south-south-west of the subject site. On the eastern side kerb of Eveleigh Street, 92.1m south of the junction with Cleveland Street, adjoining 13-31, Eveleigh Street.

Distance to site boundary: 41.1m. Distance to centre of subject site: 67.3m.

RL of camera: + 20.22m



Viewpoint no.11: Photomontage of new proposal.



**Viewpoint no.11: Visual Impact indicated in cyan overlay with red perimeter outline.
 Visual Quality Assessment: Scale no.3 Visual Impact Assessment: Scale no.4
 Amount of new development visible from this location: 94% of western elevation.**

This is a static and dynamic, public viewpoint, looking northeast towards the subject site, with a partially obstructed view of the new proposal. It is predominantly the western elevation of the new proposal that will be visible.

The extent of visual impact is of a medium level from this location, with the quantifiable view loss mostly of sky view, with a small amount of visual obstruction to the existing buildings to the west of the subject site. The visible buildings, to the north of the site, on Cleveland Street provide an existing level of height and massing consistent with the area and with that of the new proposal. This view angle clearly demonstrates the proposal's positive impact upon the continuity of rooflines along the street.

It is also apparent that the building design will integrate into the existing urban fabric and the upper levels will only impact on sky view. The new proposal helps to define a sense of rhythmic scale, very much in keeping with the neighbourhood, which was traditionally a mix of residential and warehouse-style architecture.



Viewpoint no.12: Existing site photo.

Pavement level - standing height - to the south-southwest of the subject site. On the eastern side kerb of Eveleigh Street, 181m south of the junction with Cleveland Street, adjoining 13-31, Eveleigh Street.

Distance to site boundary: 134m. Distance to centre of subject site: 165.1m

RL of camera: + 23.2m



Viewpoint no.12: Photomontage of new proposal.



**Viewpoint no.12: Visual Impact indicated in cyan overlay with red perimeter outline.
 Visual Quality Assessment: Scale no.6 Visual Impact Assessment: Scale no.4
 Amount of new development visible from this location: 71% of western elevation.**

This is a static and dynamic, public viewpoint, looking north-northeast towards the subject site, with a partially obstructed view of the new proposal, looking along Eveleigh Street. It is predominantly the western elevation of the new proposal that will be visible.

The extent of visual impact is of a low-to-medium level from this location, with the quantifiable view loss mostly of the existing buildings on the site. The adjoining buildings on Eveleigh Street provide an existing level of height and massing consistent with the area and with that of the new proposal. This view angle clearly demonstrates the proposal's positive impact upon the continuity of rooflines along the street.

It is also apparent that the building design will integrate into the existing urban fabric and the upper levels will only impact on sky view. The new proposal helps to define a sense of rhythmic scale, very much in keeping with the neighbourhood, which was traditionally a mix of residential and warehouse-style architecture.



Viewpoint no.13: Existing site photo.

Pavement level - standing height - to the south-south-west of the subject site. On the western side kerb of Gibbons Street, 47m north of the junction with Lawson Street, adjoining the railway service yard and access road.

Distance to site boundary: 211m. Distance to centre of subject site: 241.5m

RL of camera: + 17.35m



Viewpoint no.13: Photomontage of new proposal.



**Viewpoint no.13: Visual Impact indicated in cyan overlay with red perimeter outline.
 Visual Quality Assessment: Scale no.3 Visual Impact Assessment: Scale no.3
 Amount of new development visible from this location: 38% of southern elevation.**

This is a static and dynamic, public viewpoint, looking north towards the subject site, with a partially obstructed view of the new proposal, looking north along the railway line and with the CBD visible in the far distance.

The extent of visual impact is of a minor level from this location, with the quantifiable view loss mostly of the existing buildings on the site and to the north of the subject site. The adjoining buildings on Cleveland Street provide an existing level of height and massing consistent with the area and with that of the new proposal. This view angle demonstrates the continuity of rooflines along the street and also the building's contextual appropriateness with the increase in building height behind it at the Southern end of the CBD.

It is also apparent that the building design will integrate into the existing urban fabric and the upper levels will only impact on middle distance towers. The new proposal helps to define a sense of rhythmic scale, very much in keeping with the neighbourhood, which was traditionally a mix of residential and warehouse-style architecture.



Viewpoint no.14: Existing site photo.

Pavement level - standing height - to the southeast of the subject site. On the western side kerb of Regent Street, 134m south of the junction with Cleveland Street, adjoining the eastern boundary of the railway lines.

Distance to site boundary: 121m. Distance to centre of subject site: 139.5m

RL of camera: + 19.81m



Viewpoint no.14: Photomontage of new proposal.



Viewpoint no.14: Visual Impact indicated in cyan overlay with red perimeter outline.

Visual Quality Assessment: Scale no.2 Visual Impact Assessment: Scale no.3

Amount of new development visible from this location: 37% of eastern elevation.

This is a static and dynamic, public viewpoint, looking northwest towards the subject site, with a partially obstructed view of the new proposal, looking northwest over the railway lines towards the existing buildings on Woodburn Street

The extent of visual impact is of a minor level from this location, with the quantifiable view loss shared between the existing buildings on the site and to the sky above. The adjoining buildings on Cleveland Street provide an existing level of height and massing consistent with the area and with that of the new proposal. This view angle demonstrates the continuity of rooflines along the street and also the building's contextual appropriateness with the increase in building height behind it at the Southern end of the CBD.

It is also apparent that the building design will integrate into the existing urban fabric and the upper levels will only impact on middle distance towers. The new proposal helps to define a sense of rhythmic scale, very much in keeping with the neighbourhood, which was traditionally a mix of residential and warehouse-style architecture.



Viewpoint no.15: Existing site photo.

Pavement level - standing height - to the south-southeast of the subject site. On the western side kerb of Regent Street, 134m south of the junction with Cleveland Street, adjoining the eastern boundary of the railway lines.

Distance to site boundary: 68.2m. Distance to centre of subject site: 83.7m.

RL of camera: + 21.45m



Viewpoint no.15: Photomontage of new proposal.



**Viewpoint no.15: Visual Impact indicated in cyan overlay with red perimeter outline.
 Visual Quality Assessment: Scale no.2 Visual Impact Assessment: Scale no.3
 Amount of new development visible from this location: 59% of western elevation.**

This is a static and dynamic, public viewpoint, looking west towards the subject site, with a partially obstructed view of the new proposal, looking directly over the railway lines towards the existing buildings on Woodburn Street

The extent of visual impact is of a minor level from this location, with the quantifiable view loss shared between the existing buildings on the site and to the sky above. The adjoining buildings on Cleveland Street provide an existing level of height and massing consistent with the area and with that of the new proposal. This view angle demonstrates the continuity of rooflines along the street and also the building's contextual appropriateness with the increase in building height behind it at the Southern end of the CBD.

It is also apparent that the building design will integrate into the existing urban fabric and the upper levels will only impact on middle distance towers. The new proposal helps to define a sense of rhythmic scale, very much in keeping with the neighbourhood, which was traditionally a mix of residential and warehouse-style architecture.

4. CONCLUSIONS + PLANNING SCHEME PROVISIONS RELATING TO VISUAL IMPACTS

The proposed development seeks to demolish all buildings on an existing site and build a 5-7 storey co-living accommodation block.

The Proposed Development:

- Is consistent with the objectives of the Business Zone – Mixed Use zoning pursuant to the current RWA Land Zoning map, under the Eastern Harbour City SEPP.
- Resolves the amalgamation of the overall site to provide a single redevelopment with a single building form and an articulated ground plane that clearly identifies the main entry points to the building.
- Is a suitable development which is consistent with the existing and future built form and will not adversely impact on the locality.
- Complies with the statutory height controls for the area.
- Is consistent with the Metro Strategy and Sub-Regional Strategy objectives to locate increased affordable residential density closer to public transport and access to mature road networks and existing urban centres.

In terms of an assessment regarding the visual impact of the proposal:

- The visual impact is greatest in areas of low visual quality and areas where most observations will be from vehicles, namely along Cleveland Street and other arterial approach roads to the site.
- In areas where the visual impact is more sensitive, particularly the well-established residential lots to the west of the subject site, the heights of the adjoining buildings largely obscure much of the proposal
- As described in the individual view assessments, the site is in an area of mixed architectural quality and scale. The new proposal seeks to add a degree of unification to the streetscape.
- There is an opportunity for the podium architectural treatment to respond sensitively to the human scale of the existing urban fabric, whilst the levels above serve a larger scale purpose in relation to urban growth and the inter-relationship of suburbs in this area.
- The visual impact does not create any material view loss, rather visual impact upon the sky for the most part. This is as a result of the subject site's lower position, relative to its surroundings on all sides.

In conclusion, an approved development application would allow the unification of the site and the provision of affordable co-living accommodation in a location that facilitates easy connection to the City and CBD through various means of transportation. The visual impact is, in this respect, a positive feature of the proposal, where it is observed from main arterial routes, whilst the scale of existing buildings in the surrounding neighbourhood minimises the visual impact on the more local and personal scale.

Cleveland Street has an existing, identifiable scale, in terms of building height and massing. The new design aligns with this and enhances the continuity of form along major arterial road.

5. APPENDICES

- 5.1 APPENDIX A: Full Panoramic Photomontages of the Proposed Development from local viewpoints + verification diagrams.
- 5.2 APPENDIX B: Land and Environment Court: Guidelines for Photomontages. Aspinall CV and Expert Witness experience.

APPENDIX B:

Land and Environment Court: Guidelines for Photomontages
Aspinall CV and Expert Witness experience.

LAND AND ENVIRONMENT COURT

Use of photomontages

The following requirements for photomontages proposed to be relied on as or as part of expert evidence in Class 1 appeals will apply for proceedings commenced on or after 1 October 2013. The following directions will apply to photomontages from that date:

Requirements for photomontages

1. Any photomontage proposed to be relied on in an expert report or as demonstrating an expert opinion as an accurate depiction of some intended future change to the present physical position concerning an identified location is to be accompanied by:

Existing Photograph.

- a) A photograph showing the current, unchanged view of the location depicted in the photomontage from the same viewing point as that of the photomontage (the existing photograph);
- b) A copy of the existing photograph with the wire frame lines depicted so as to demonstrate the data from which the photomontage has been constructed. The wire frame overlay represents the existing surveyed elements which correspond with the same elements in the existing photograph; and
- c) A 2D plan showing the location of the camera and target point that corresponds to the same location the existing photograph was taken.

Survey data.

- d) Confirmation that accurate 2D/3D survey data has been used to prepare the Photomontages. This is to include confirmation that survey data was used:
 - i. for depiction of existing buildings or existing elements as shown in the wire frame; and
 - ii. to establish an accurate camera location and RL of the camera.
2. Any expert statement or other document demonstrating an expert opinion that proposes to rely on a photomontage is to include details of:
 - a) The name and qualifications of the surveyor who prepared the survey information from which the underlying data for the wire frame from which the photomontage was derived was obtained; and
 - b) The camera type and field of view of the lens used for the purpose of the photograph in (1)(a) from which the photomontage has been derived.

JOHN ASPINALL Director, URBINE Design Group Pty. Ltd.
ABN: 31 654 488 043

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

24 years' architectural experience in London and Sydney.

Halpin Stow Partnership, London, SW1

John Andrews International, Sydney

Cox and Partners, Sydney

Seidler and associates

NBRS Architects, Milsons Point

Design Competitions:

UK 1990 – Final 6. RIBA 'housing in a hostile environment'. Exhibited at the Royal Academy, London

UK Design Council – innovation development scheme finalist – various products, 1990.

Winner: International Design Competition: Sydney Town Hall, 2000

Finalist: Boy Charlton Swimming pool Competition, Sydney, 2001

Finalist: Coney Island Redevelopment Competition, NY 2003

Design Tutor: UTS, Sydney, 1997 – 2002

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

Design Tutor: UNSW, Sydney 2002 – 2005

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

Current Position: URBINE Design Group Pty Ltd

Currently, Director of Urbaine Design Group - design development and visualisation consultancy: 24 staff, with offices in: Sydney, Shanghai, Doha and Sarajevo.

Urbaine specialises in design development via interactive 3d modelling and also in dispute resolution in view loss situations.

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

URBAINE encourages all clients to bring the 3D visualisation facility into the design process sufficiently early to allow far more effective design development in a short time frame. This process is utilised extensively by many local and international companies, including Lend Lease, Multiplex, Hassell, PTW, Foster and Partners, City of Sydney, Landcom and several other Governmental bodies. URBINE involves all members of the design team in assessing the impact of design decisions from the earliest stages of concept design.

Because much of URBINE's work is International, the 3D CAD model projects are rotated between the various offices, effectively allowing a 24hr cycle of operation during the design development process, for clients in any location.

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

Co-Founder Quicksmart Homes Pty Ltd: 2007 - 2009

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

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

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

Steelfox has developed a number of low carbon footprint, modular designs for instant delivery and deployment around the world. Currently working with the Cameroon Government providing social infrastructure for this rapidly developing country and the New Zealand Government for the provision of large-scale affordable, multi-generational housing developments.

Expert Legal Witness: 2005 to present

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

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