URBIS

TOGA CENTRAL
VISUAL IMPACT ASSESSMENT

PREPARED FOR
TOGA DEVELOPMENT AND CONSTRUCTION

JULY 2022
FINAL FOR SUBMISSION

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Connecting Land is an expression of the beauty of the Australia Landscape. People's connection to the country and the lessons that caring for the land can teach us. Respect for the lands of Australia and creating a positive impact for people is at the centre of shaping great Australian cities and communities

EXECUTIVE SUMMARY

This Visual Impact Assessment (VIA) has been prepared by Urbis to accompany a detailed State Significant Development (SSD) development application (DA) for the mixed-use redevelopment proposal at TOGA Central, located at 2 & 8A Lee Street, Haymarket (the site). The site is legally described as Lot 30 in Deposited Plan 880518 and Lot 13 in Deposited Plan 1062447. The site is also described as 'Site C' within the Western Gateway sub-precinct at the Central Precinct.

This report has been prepared to address the Secretary's Environmental Assessment Requirements (SEARs) issued for the SSD DA (SSD 33258337).

The subject site is located in a unique visual context adjacent to heritage items including the former Parcels Post Building (fPPB) and Central Station and Central Station Clock Tower.

The surrounding visual context is highly urbanised with a range of building types of varying height and scale, and as a result the visual catchment of the site is relatively small and constrained by surrounding built form.

15 views were modelled for analysis and five views were modelled to a greater level of detail (showing materiality) to illustrate their relationship to surrounding heritage items, which found that considering all relevant factors, the visual impact of the proposal on the visual setting and heritage context is reasonable and acceptable and reflects the desired future character for the precinct.

From the assessed viewpoints where the proposed building is visible, the height, form and character of the built form proposed is juxtaposed in relation to the existing lower scale and height buildings that are present in the composition. This intentional contrast allows heritage items including the Adina Hotel to remain visually distinct and prominent in views.

The visual impacts for the 15 assessed views ranged in impact from N/A to Medium-High including 1 N/A rating, 7 Low ratings, 5 Medium ratings and 2 Medium-High ratings which were a result of proximity of the viewpoints to the proposed building.

The visual prominence of the proposed tower will gradually diminish as other proposed and approved tower forms emerge into the skyline. The towers will be located in close proximity to form a cluster of height and a new visual gateway at the south end of the CBD. Such visual changes are compatible with the desired future character for the areas and are anticipated by the strategic planning framework for the site, sub-precinct and wider Central State Significant Precinct.

This report concludes that in our opinion the extent of the visual effects generated the proposed mixed-use redevelopment is acceptable in the immediate and wider visual context as modelled.

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SECTION 1:
INTRODUCTION

1.1 PURPOSE OF THE REPORT

This report has been prepared to accompany a SSD DA for the for the mixed-use redevelopment proposal at TOGA Central, located at 2 & 8A Lee Street, Haymarket.

The Minister for Planning, or their delegate, is the consent authority for the SSD DA and this application is lodged with the NSW Department of Planning and Environment (DPE) for assessment.

The purpose of the SSD DA is to complete the restoration of the heritage-listed building on the site, delivery of new commercial floorspace and public realm improvements that will contribute to the realisation of the Government's vision for an iconic technology precinct and transport gateway.

1.2 PROPOSED DEVELOPMENT

The application seeks consent for the conservation, refurbishment and adaptive re-use of the Adina Hotel building (also referred to as the former Parcel Post building (fPPb)), construction of a 45-storey tower above and adjacent to the existing building and delivery of significant public domain improvements at street level, lower ground level and within Henry Deane Plaza. Specifically, the SSD DA seeks development consent for:

- Site establishment and removal of landscaping within Henry Deane Plaza.
- Demolition of contemporary additions to the fPPb and public domain elements within Henry Deane Plaza.
- Conservation work and alterations to the fPPb for retail premises, commercial premises, and hotel and motel accommodation. The adaptive reuse of the building will seek to accommodate:
  - Commercial lobby and hotel concierge facilities,
  - Retail tenancies including food and drink tenancies and convenience retail with back of house areas,
  - 4 levels of co-working space,
  - Function and conference area with access to level 7 outdoor rooftop space, and
  - Reinstatement of the original fPPb roof pitch form in a contemporary terracotta materiality.
- Provision of retail floor space including a supermarket tenancy, smaller retail tenancies, and back of house areas below Henry Deane Plaza (at basement level 1 (RL12.10) and lower ground (Rl16)).
- Construction of a 45-storey hotel and commercial office tower above and adjacent to the fPPb. The tower will have a maximum building height of RL 202.28m, and comprise:
  - 10 levels of hotel facilities between level 10 – level 19 of the tower including 204 hotel keys and 2 levels of amenities including a pool, gymnasium and day spa to operate ancillary to the hotel premises. A glazed atrium and hotel arrival is accommodated adjacent to the fPPb, accessible from Lee Street.
  - 22 levels of commercial office space between level 23 – level 44 of the tower accommodated within a connected floor plate with a consolidated side core.

FIGURE 1 LOCALITY CONTEXT - VIEW NORTH INCLUDING CENTRAL STATION

  - Rooftop plant, lift overrun, servicing and BMU.

Provision of vehicular access into the site via a shared basement, with connection points provided to both Block A (at RL 5) and Block B (at RL5.5) basements. Primary access will be accommodated from the adjacent Atlassian site at 8-10 Lee Street, Haymarket, into 4 basement levels in a split-level arrangement. The basement will accommodate:

  - Car parking for 106 vehicles, 4 car share spaces and 5 loading bays.
  - Hotel, commercial and retail and waste storage areas.
  - Plant, utilities and servicing.
- Provision of end of trip facilities and 165 employee bicycle spaces within the fPPb basement, and an additional 72 visitor bicycle spaces within the public realm.
- Delivery of a revitalised public realm across the site that is coordinated with adjacent development, including an improved public plaza linking Railway Square (Lee Street), and Block B (known as 'Central Place Sydney'). The proposal includes the delivery of a significant area of new publicly accessible open space at street level, lower ground level, and at Henry Deane Plaza, including the following proposed elements:
  - Provision of equitable access within Henry Deane Plaza including stairways and a publicly accessible lift.
  - Construction of raised planters and terraced seating within Henry Deane Plaza.
  - Landscaping works within Henry Deane Plaza.
- Utilities and service provision.
- Realignment of lot boundaries.

Visually, the proposal presents as two parts, a tower and heritage building. The tower consists of three 'pill' shaped pods which are contemporary in nature in order to differentiate from the heritage item (fPPB). The southern pod (RL 191.705) is detached from the heritage item, with the curved form allowing for views of the south-west corner of building, while the tower core (or core pod at RL 197.58 including lift overrun) to the east is similarly detached and is reduced relative to the hotel pods to align with the commercial office core and is pulled back from the northern edge to reduce the visual bulk of the cluster. The north-west pod (RL 202.28) is raised above the fPPB and is supported by 'V' shaped columns which allow for a physical separation between the two built forms.

The functions of the tower are visually discernible through a difference in floor heights. The hotel levels in the base of the tower having shorter floor to floor heights and Juliette balconies, with the office floors above having an increased floor to floor height. Between the hotel and office floors where the hotel amenities and plant are located the floors are noticeably larger than floors above and below and visually separate the two functions.

This report has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARs) dated 17 December 2021 and issued for the SSD DA. Specifically, this report has been prepared to respond to the SEARs requirement issued opposite.

TABLE 1 SSD-33258337 TOGA CENTRAL SEARS COMPLIANCE TABLE (Issued 17

SEARS REQUIREMENT 7.0 - VISUAL IMPACT	ADDRESSED IN VIA SECTION
• Provide a visual impact assessment that addresses the impacts of the development on the existing visual catchment.	5.0
• Provide an analysis of the development from key locations, vistas and view corridors from the public domain, including photomontages or perspectives showing the existing, proposed and likely future development.	5.0
• Address how the proposal would sit within the wider visual setting of the Central Railway Workshops site, relate to heritage items within the vicinity, and the adjacent heritage conservation areas.	4.0

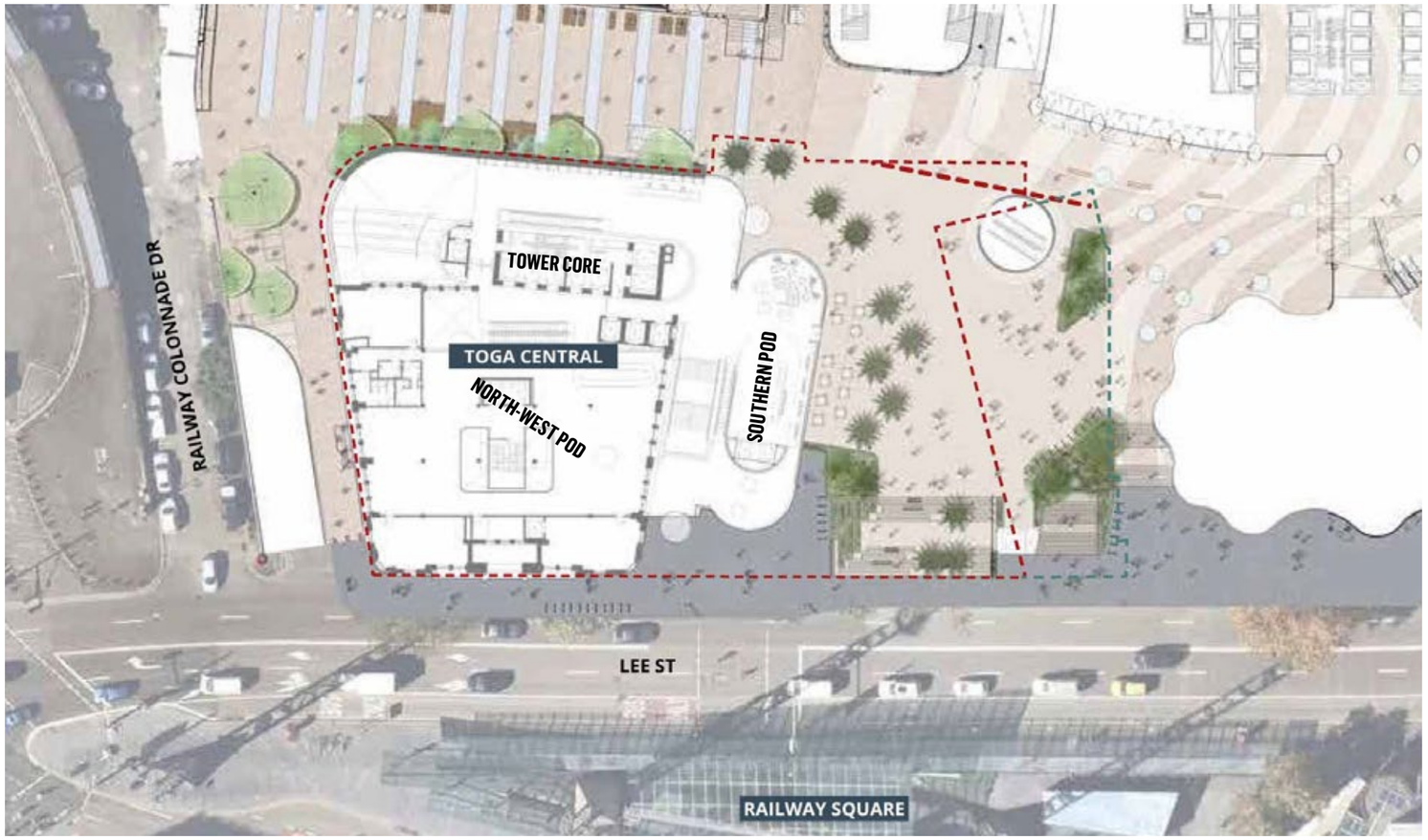


FIGURE 3 LANDSCAPE MASTERPLAN (Arcadia July 2022).

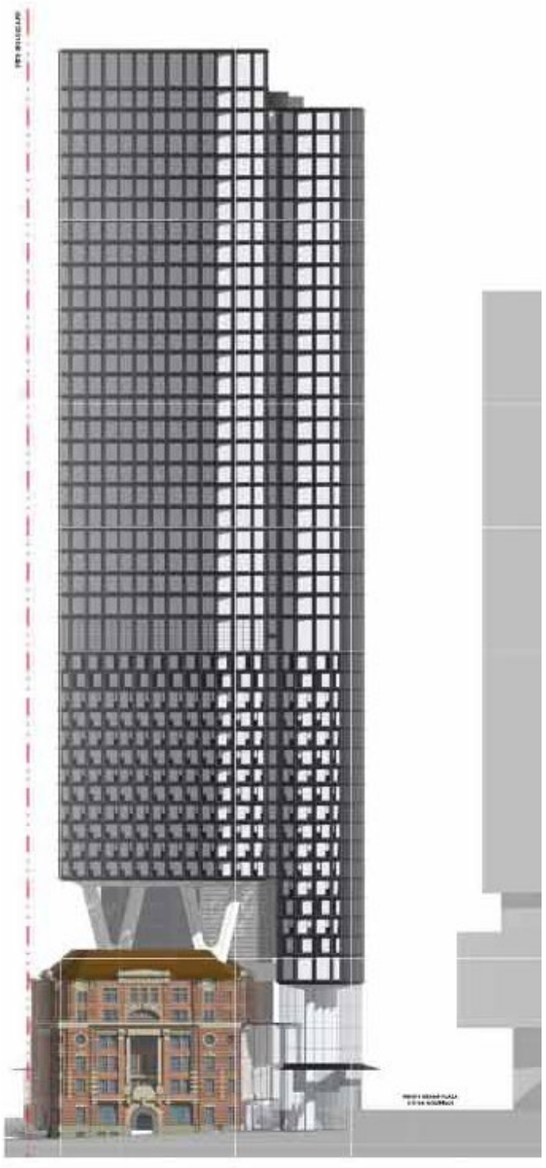


FIGURE 4 WEST ELEVATION (Bates Smart Urban Design Report July 2022).

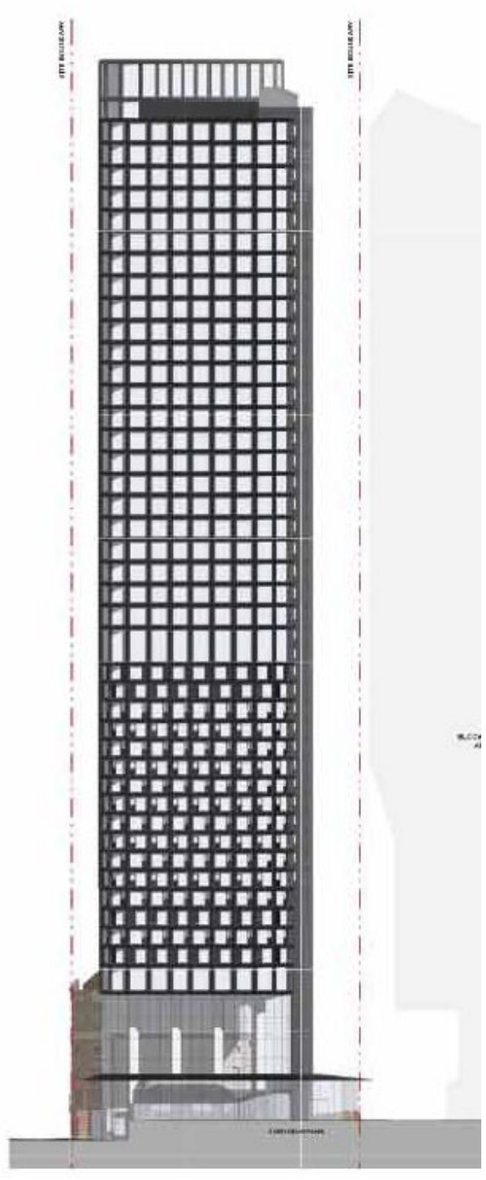


FIGURE 5 SOUTH ELEVATION (Bates Smart Urban Design Report July 2022).

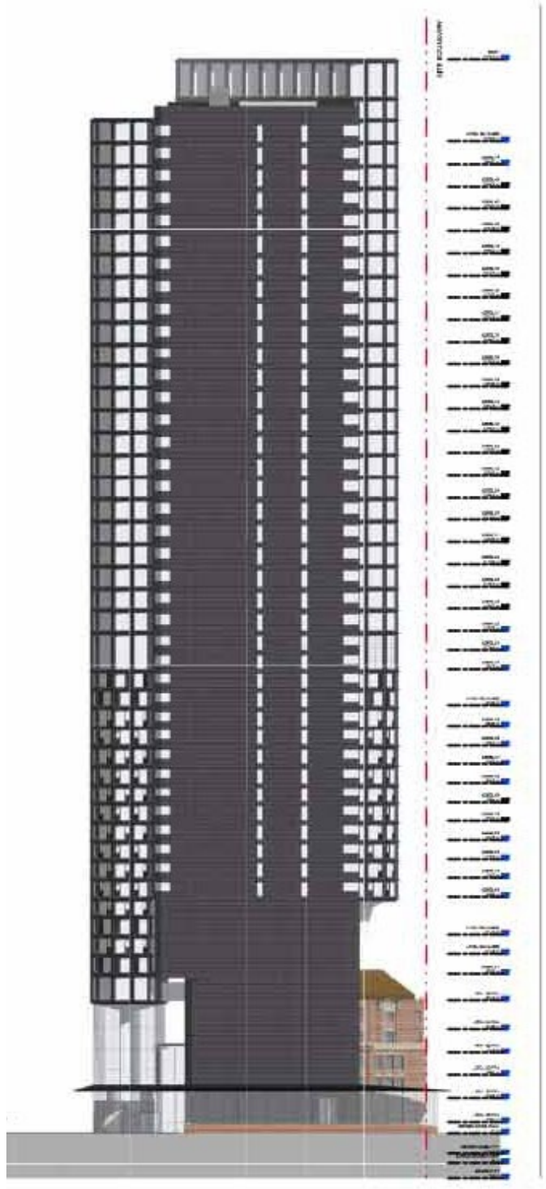


FIGURE 6 EAST ELEVATION (Bates Smart Urban Design Report July 2022).

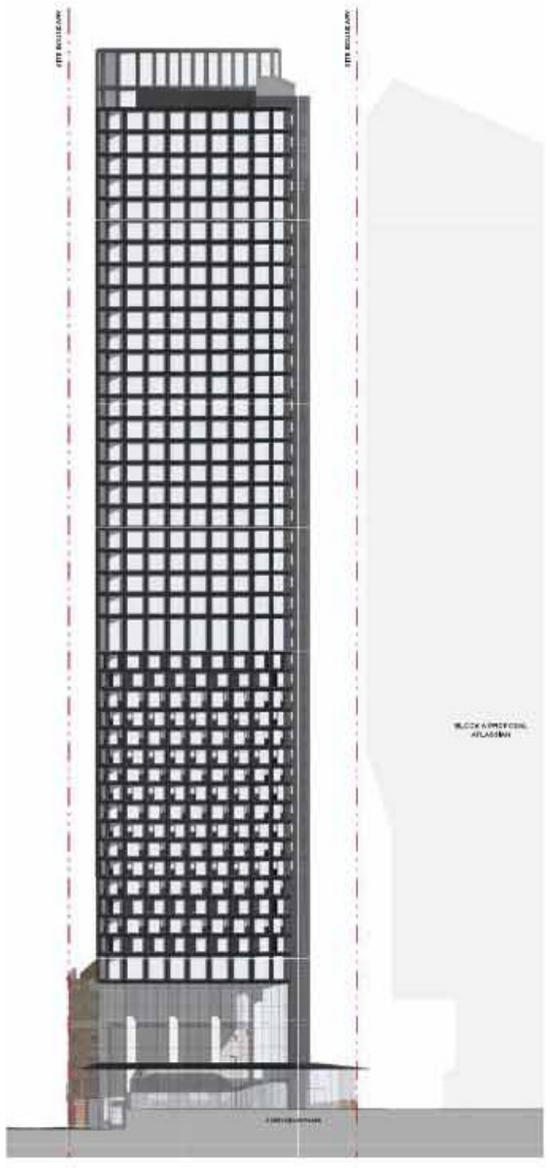


FIGURE 7 NORTH ELEVATION (Bates Smart Urban Design Report July 2022).

SECTION 2:
METHODOLOGY

2.1 URBIS METHODOLOGY

OVERVIEW

There is no determinative or required VIA methodology adopted in NSW to assess the visual impacts of new built forms in urban settings. The methodology followed for this VIA is based on our analysis of a number of published methods including the Guidelines for Landscape and Visual Impacts Assessment 3rd edition, published by the Landscape Institute and Institute of Environmental Management and Assessment (GLVIA) and on the experience gained by Urbis staff, specialising in VIA.

This report also draws on concepts of impact assessment including quantum of change (extent of visual effects) and importance of that change (impacts), and the Guideline for landscape character and visual impact assessment, Environmental Impact Assessment practice note EIA - NO4 prepared by the Roads and Maritime Services December 2018 (RMS LCIA).

Although the content and purpose of the RMS LCIA is to assess the impact on the aggregate of an area's built, natural and cultural character or sense of place rather than solely on views, it provides useful guidance as to the logic and process of visual impact assessment (VIA).

2.2 KEY STEPS OF URBIS VIA METHODOLOGY

STAGE 1: PRELIMINARY RESEARCH AND ANALYSIS

- Establish baseline factors; identify and describe the existing visual landscape in terms of visual character, scenic quality, viewer sensitivity and view place sensitivity
- Identify and describe the visual effects of the proposed development on those baseline factors

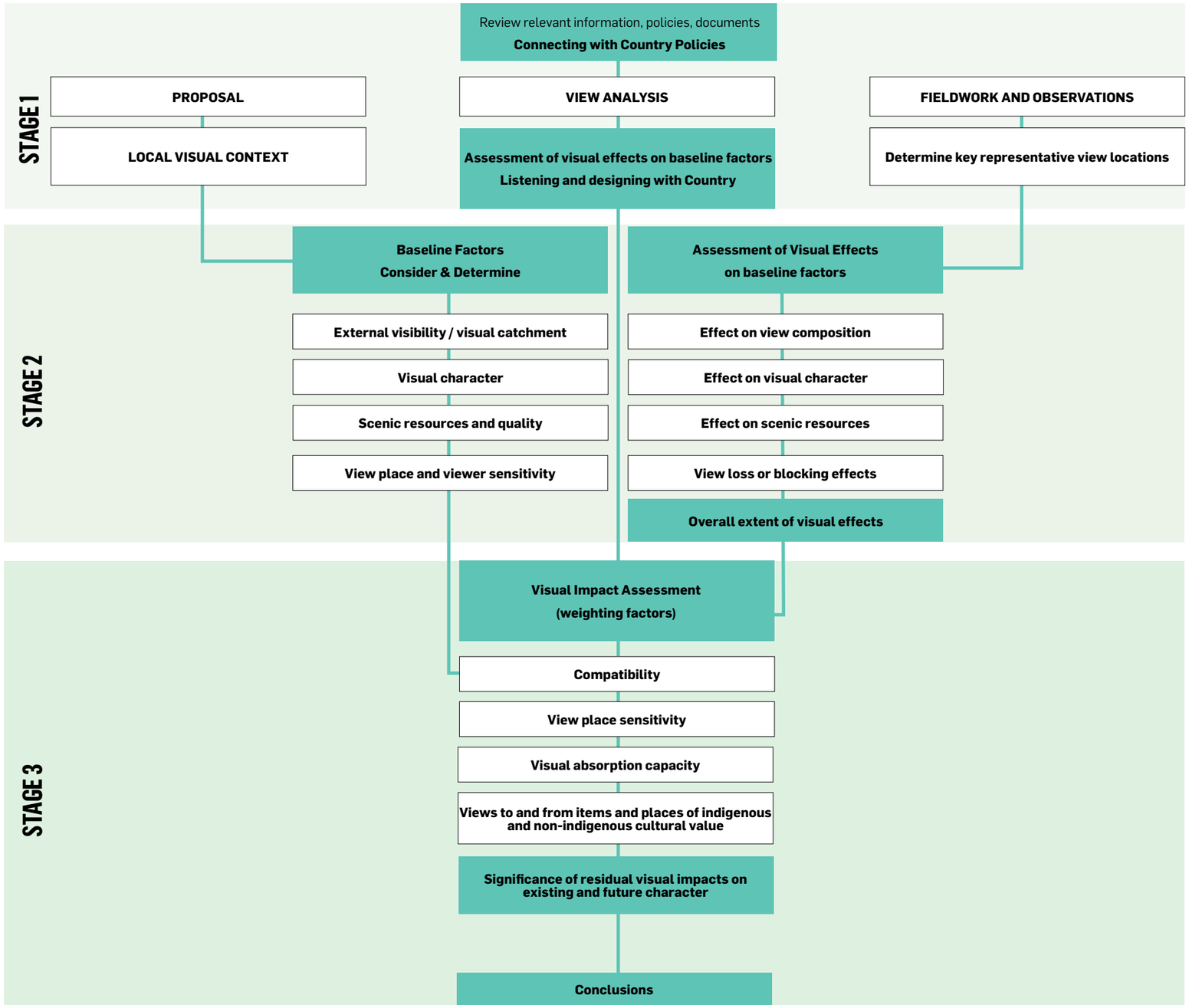
STAGE 2: ANALYSE THE VISUAL EFFECTS

On baseline factors and specifically in relation to all views that have been modelled.

STAGE 3: ASSESS THE VISUAL IMPACTS

In the context of relevant subjective 'weighting' factors:

- Consider additional factors that influence the level of visual effects by adding 'weight' to each to arrive at a level of visual impacts for example; consider visual effects in the context of Physical Absorption Capacity (PAC), compatibility with particular features for example with heritage items, desired future character, an existing concept approval or with maritime features.
- Consider the proposed development in the context of the relevant regulatory framework for example SEARs, SEPPs, LEPs and DCPs etc.
- Consider mitigation strategies if appropriate for example ameliorative planting, earthworks or alternate massing of a proposed development.
- Identify residual visual impacts.



SECTION 3:
BASELINE VISUAL ANALYSIS

3.1 EXISTING SITE

The site is located within the City of Sydney Local Government Area (LGA). The site is situated 1.5km south of the Sydney CBD and 6.9km north-east of the Sydney International Airport within the suburb of Haymarket.

The site is located within the Western Gateway sub-precinct, an area of approximately 1.65ha that is located immediately west of Central Station within Haymarket on the southern fringe of the Sydney CBD. Immediately north of Central Station is Belmore Park, to the west is Haymarket (including the University of Technology, Sydney and Chinatown), to the south and east is rail lines and services and Prince Alfred Park and to the east is Elizabeth Street and Surry Hills.

Central Station is a public landmark, heritage building, and the largest transport interchange in NSW. With regional and suburban train services, connections to light rail, bus networks and to Sydney Airport, the area around Central Station is one of the most-connected destinations in Australia.

The site is located at 2 & 8A Lee Street, Haymarket and is legally described as Lot 30 in Deposited Plan 880518, Lot 13 in Deposited Plan 1062447 and part of Lot 14 in Deposited Plan 1062447.

The land that comprises the site under the Proponent's control (either wholly or limited in either height or depth) comprises a total area of approximately 4,159sqm.

The site currently comprises the following existing development:

- Lot 30 in Deposited Plan 880518 (Adina Hotel building): the north-western lot within the Western Gateway sub-precinct accommodates a heritage-listed building which was originally developed as the Parcels Post Office building. The building has been adaptively re-used and is currently occupied by the Adina Hotel Sydney Central. The eight-storey building provides 98 short-stay visitor apartments and studio rooms with ancillary facilities including a swimming pool and outdoor seating at the rear of the site.
- Lot 13 in Deposited Plan 1062447 and part of Lot 14 in Deposited Plan 1062447 (Henry Deane Plaza): the central lot within the Western Gateway sub-precinct adjoins Lot 30 to the south. It accommodates 22 specialty food and beverage, convenience retail and commercial service tenancies. The lot also includes publicly accessible space which is used for pop-up events and a pedestrian thoroughfare from Central Station via the Devonshire Street Tunnel. At the entrance to Devonshire Street Tunnel is a large public sculpture and a glazed structure covers the walkway leading into Railway Square. This area forms part of the busy pedestrian connection from Central Station to Railway Square and on to George and Pitt Streets, and pedestrian subways.

Part of the site includes an item of local significance under Schedule 5 of the Sydney Local Environmental Plan 2012 'Former Parcels Post Office including retaining wall, early lamp post and building interior', Item 855.

The site is also included within the Central Railway Station State heritage listing. This is listed on the State Heritage Register 'Sydney Terminal and Central Railway Station Group', Item SHR 01255, and in Schedule 5 of the Sydney Local Environmental Plan 2012 'Central Railway Station group including buildings, station yard, viaducts and building interiors' Item 824.

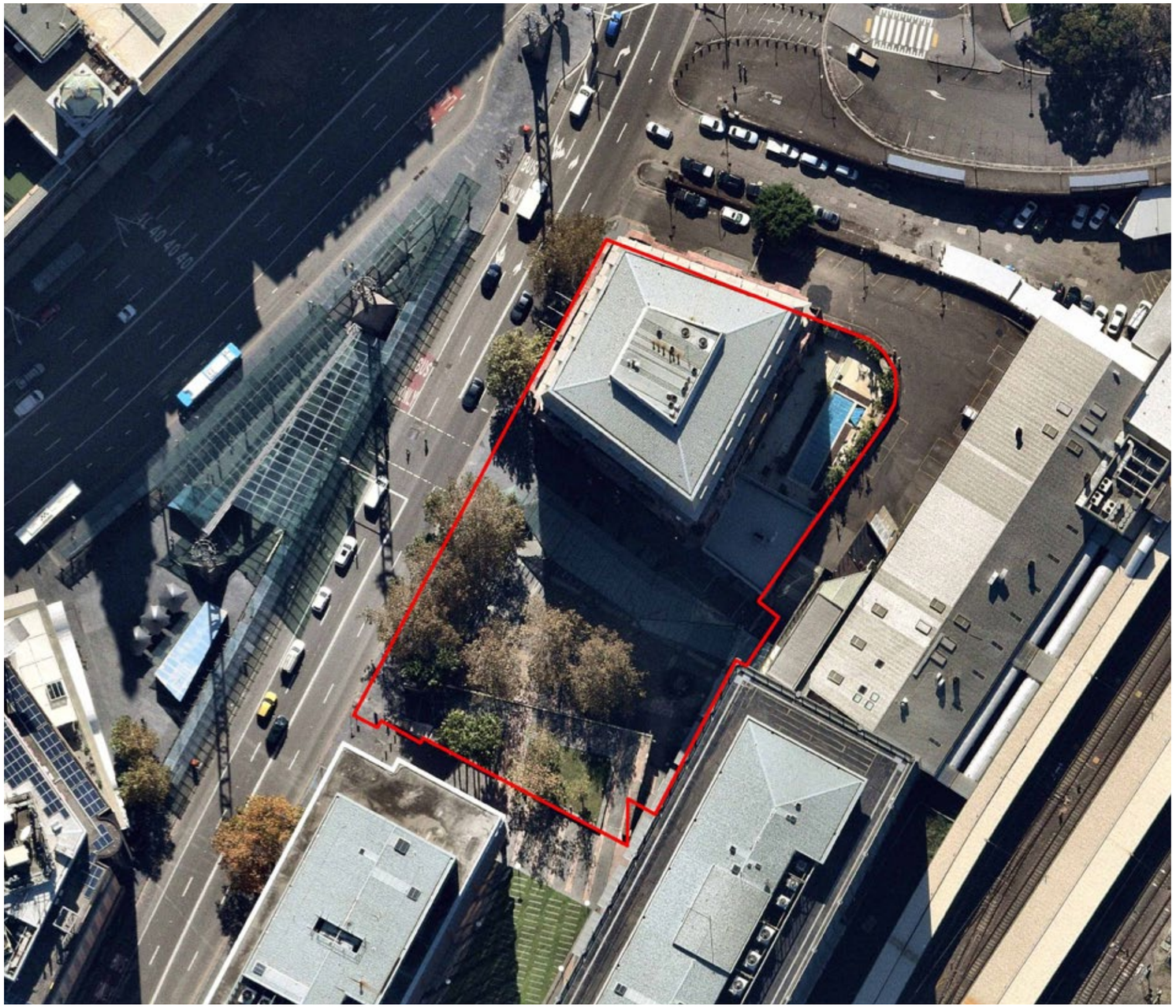


FIGURE 8 EXISTING SITE AERIAL

The site is not however listed independently on the State Heritage Register. There is an array of built forms that constitute Central Station, however the Main Terminal Building (particularly the western frontage) and associated clocktower constitute key components in the visual setting of the Parcel Post building.

3.2 SURROUNDING VISUAL CONTEXT

The Parcels Post building has a trapezoid floorplate and is approximately equivalent in height to a seven storey building and is not dissimilar in massing, form and scale to the more contemporary commercial buildings which adjoin the site. The site is immediately north of a series of buildings referred to as the 'Henry Deane Plaza', which includes commercial office building.

The triangular-shaped urban block north of the subject site that is bounded by Pitt and George Streets to the west and east and to the north by Rawson Place is predominantly characterised in visual terms by low-height buildings that appear to have been constructed during a similar or earlier period, display a high level of architectural ornamentation including brick or sandstone finishes.

Item I846 at the north-west corner of Rawson Place and George Street is known as the former Station Street House at 790-798 George Street. This is an eight-storey building characterised by Federation Romanesque architecture featuring angular bay windows and external decorative columns. To its east item I863 at 11-13 Rawson Place is the former Daking House, a ten-storey building now occupied by the Sydney Youth Hostel which is an early example of Commercial palazzo architectural style.

The south end of this urban block is occupied by two heritage items including item I849, the Christ Church St Laurence Church Group and an eight-storey red-brick building at 814 George Street is the former Lottery Office (item I848) which presents to the subject site and appears to be Federation era.

In this regard the majority of the urban block immediately north of the proposed development is predominantly characterised by low-height, large floor-plate heritage buildings dating to the early 20th Century. Therefore views from the north to the subject site will include a foreground composition of heritage items that are relatively uniform in height and share a limited palette of finishes for example brick, render and sandstone.

3.3 EXTERNAL VISIBILITY

The potential total visual catchment is the theoretical area within which the proposal may be visible and, in this regard, theoretically, the visual catchment is larger than the area within which there would be discernible visual effects of the proposal. The visibility of any proposed development varies depending on constraints such as the blocking effects of intervening built form, vegetation or topography.

Visibility means the extent to which the proposal would be physically visible, is identifiable for example as a new, novel, contrasting or alternatively as a recognisable but compatible feature.

The existing built form on the site is low in height so that its potential visual catchment is limited to close neighbouring locations. The Former Parcels Post Office now Adina hotel which occupies the subject site has been used as a visual marker for fieldwork inspections from surrounding public domain locations. This building and surrounding tower forms provided an approximate guide to the potential visibility of the subject site from more distant locations. The extent of the visual catchment is generally constrained to road corridors that intersect near the site or are aligned to provide axial views towards it.

Existing building development along Broadway, Pitt Street, George Street, Quay Street and Lee Street which is characterised by limited or no front setbacks, further constrain views towards the site to narrow view corridors along the carriageways.

There are limited opportunities from which to view the proposed development from the north and eastern parts of Belmore Park and Elizabeth Street close to Central Station. Views from this vicinity are limited by the screening effects of mature trees in Belmore Park and by the north and east elevations of Central Station itself.

Views to the site from the east from parts of Elizabeth Street are constrained by the sand stone walls that support the elevated section of railway tracks entering Central Station, notwithstanding a view from the intersection of Foveaux and Elizabeth Streets is available. To the south the 2-3m high brick boundary wall along the eastern side of Central Station railway tracks which extends along Chalmers Street, blocks the majority of views roads and paths towards the site.

Intermittent views from open spaces and paths in Prince Alfred Park are available towards the site and include Central Station Clock Tower and the spire of Christ Church St Laurence dependent on breaks in intervening vegetation along the Parks western boundary.

Views from the south and south-west from parts of Cleveland and Regent Streets are limited and isolated and predominantly constrained to the roads by semi-continuous built form, notwithstanding that the taller built form proposed on the site is likely to be visible above foreground buildings in upward views. Observations made from adjacent to Mortuary Station confirmed that no direct view access to the site or to the location of the proposed tower are available due to the presence of intervening vegetation.

SUMMARY

The greatest level of visual exposure to the site from the public domain is in close views from the immediate vicinity of the site for example; the Henry Deane Plaza. Other close views are available from the George Street bus terminal, an axial view along Quay Street, the apex of Pitt and George Streets, from Railway Square and from the entrance to Central Station Concourse. Views along George Street, south of Ultimo Road provide the most direct axial and focal views where the proposed development will be seen in the context of some heritage items including part of Central Station, the Central Station Clock Tower, part of the Christ Church St Laurence group and the Adina Hotel.

Taller built form proposed for the site will create a larger potential visual catchment. In distant parts of the visual catchment for example the DCP view locations in Wentworth Street or near Prince Alfred Park, the architectural details and materiality of the subsequently approved and constructed building would not be easily perceived.

3.4 SCENIC QUALITY

Scenic quality relates to the likely expectations of viewers regarding scenic beauty, attractiveness or preference of the visual setting of the subject site and is baseline factor against which to measure visual effects. Criteria and ratings for preferences of scenic quality and cultural values of aesthetic landscapes are based on empirical research undertaken in Australia by academics including Terrance Purcell, Richard Lamb, Colleen Morris and Gary Moore.

Moore (2006) summarises the theoretical and methodological constructs in the field of environment, behaviour and society (EBS) and discusses the largest body of research in this area prepared by Associate Professor Terry Purcell and Dr Richard Lamb. The research details results in relation to the experience, perception and aesthetics of natural and cultural landscapes, affective experience of the environment, and the perception of scenic quality.

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

The site is considered, in isolation and within its visual setting, as generally having medium-high scenic quality with regard to the opportunity for views. This is because it is a heritage item of unique form and character, adjacent public spaces that appear to be visually connected to it for example parts of Henry Deane Plaza and Railway Square which contribute positively to the visual amenity of the site and increase its rating of scenic quality.

3.5 VIEW PLACE SENSITIVITY

This factor relates to the likely level of public interest in view of the proposed development. The level of public interest includes assumptions made about its exposure in terms of distance and number of potential viewers. For example, close and middle-distance views from public places such as surrounding roads and intersections that are subject to large numbers of viewers, would be considered potentially as being sensitive view places. However, the level of sensitivity depends on the nature of the view and whether it is gained from either a moving viewing situation and the duration of exposure to the view for example for short periods of time or for sustained periods.

The area surrounding the site is highly trafficked by vehicles and pedestrians given its position in the CBD and transport network, but these will largely be for short periods. Notably, close views are available from in the vicinity of the George and Pitt Street intersection and Railway Colonnade Drive. Extended view periods will be experienced by a high number of people from Prince Alfred Park and Belmore Park, areas of public recreation. In this regard in our opinion the site would be rated as being of medium view place sensitivity.

In addition we note that a number of views are identified in the Sydney DCP 2012 and shown in map. It is likely that the visual changes proposed would have a positive effect on view place sensitivity, potentially generating more public interest in the views and a higher number of viewers to experience the views as a result of the approval.

3.6 VIEWER SENSITIVITY

Viewer sensitivity is a judgement as to the likely level of private interest in the views that include the proposed development and the potential for private domain viewers to perceive the visual effects. The spatial relationship (distance) the length of exposure and the viewing place within a dwelling are factors which affect and overall rating as to the sensitivity to visual effects. Urbis has not been engaged to undertake private domain views analysis but provide a summary of the potential private domain view access based on our fieldwork observations.

We note the presence of some student housing developments to the west and south-west of the subject site in the vicinity of Broadway associated with UTS and Central Park, including residential buildings which vary in height. Potential views to the north-east from the upper most floors of the tallest residential flat buildings may include views towards the subject including the Central Station Clock Tower and beyond such as from 18 Park Lane and 28 Broadway.

It is unlikely that views beyond the site would include scenic and highly valued views as defined in *Tenacity*. Notwithstanding, some upper floor residences south-west of the subject site for example along the west side of Carlton Street or Kensington Street may be affected by potential view loss regarding a part of the Central Station Clock Tower.

Furthermore, approved future towers within the Western Gateway precinct will in time emerge in north-easterly views towards Central Station, including the Atlassian tower immediately east of the Proposal and will start the emergence of a tower cluster within the precinct.

Mixed-use developments including residential dwellings are located along the west side of Regent Street. These developments range in height from approximately seven storeys for example at 49-53 Regent Street to 12 storeys in respect of two towers on Kensington Street near Mortuary Station. The short obliquely angled elevation at 49-53 Regent Street is oriented to the north towards the subject site and appears to be the closest residential development which may have potential views to the Central Station Clock Tower beyond the site. Similarly, 71-75 Regent Street given the location, proximity and height of the development is likely to have views to the Clock Tower.

This residential flat building and adjacent developments are approximately 250m south of the site and access to views to the north-west will be affected by the heigt of intervening built form. In our opinion given the spatial separation from the subject site, orientation and likely expansive views available from upper floor apartments , the visual effects and potential impacts of the proposed development on private domain views is unlikely to be significant.

Isolated residential development including hotels are located in Quay Street north of the site. Those located at the south end of Quay Street may have views access to parts of the subject site including overlooking Railway Square. Potential views to the proposed development may be possible above intervening commercial buildings along the east side of Lee Street in Henry Deane Plaza. It is unlikely given the alignment of Lee Street to the north and existing built forms within Henry Deane Plaza that views to the north would include scenic features and heritage items such as the Central Station Clock Tower.

38 and 30 Chalmers St are located approximately 380m south-east of the proposed tower form. These developments include up to 9 storeys and include residential dwellings. The upper parts of the proposed tower are likely to be visible above the railway infrastructure, intervening built form and mature tree canopies located in Prince Alfred Park. The Tower form is unlikely to dominate such views or create any significant view blocking effects.

The proposed development would appear as a new built form against the CBD backdrop projecting into the skyline. Views towards the Central Station Clock Tower to the north-west are likely to be unaffected from this vicinity. Given the spatial separation of these residential developments from the subject site and upward viewing angle from dwellings, the proposed tower is likely to predominately block views of open areas of sky. Frontages of residential buildings located further south on Chalmers Street are not aligned towards the proposed development and unlikely to be significantly affected by any view loss or change in visual character of the composition.

In summary, there are a limited number of private dwellings located within the immediate visual catchment, the majority of which are low in height, not directly orientated towards the site and are spatially well separated from it. In this regard we anticipate that any potential views towards the site are unlikely to be significantly affected by potential view loss.

In this regard viewer sensitivity is considered to be a baseline factor that would not increase the final significance of visual impacts.

FIGURE 9 71 - 75 REGENT STREET.

FIGURE 17 18 PARK LANE, CHIPPENDALE.

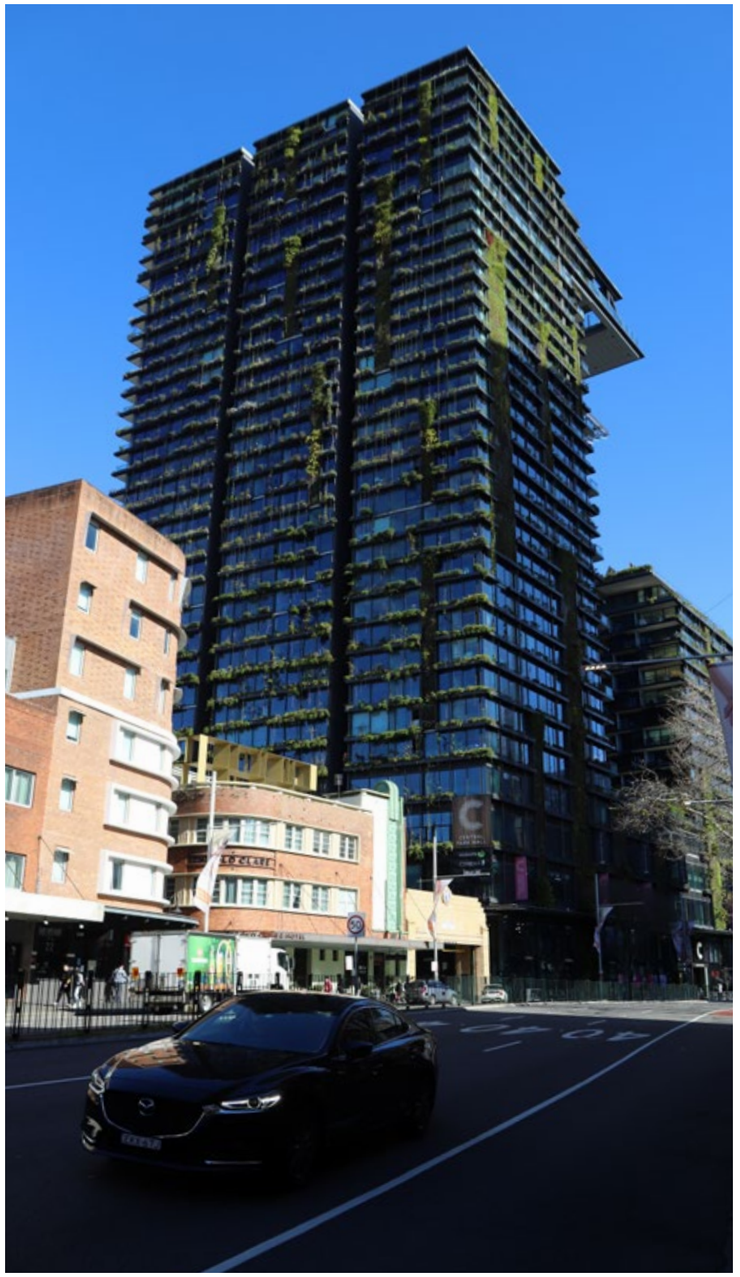


FIGURE 18 28 BROADWAY, CHIPPENDALE

FIGURE 19 28 BROADWAY, CHIPPENDALE

3.7 ADDITIONAL FACTORS FOR CONSIDERATION

DEFINITION OF VIEW TYPES

View composition type when considered in formal pictorial terms, refers to the placement or arrangement of visual elements in a view which in this case will include the proposed development in the composition of the view.

Considering a view in formal pictorial terms means that we consider various parts of the composition as if it were a painting where the composition can be divided broadly into the sections of foreground, mid-ground and background.

A description of typical view types is provided below:

- Expansive: unrestricted other than by features behind the viewer, such as a hillside, vegetation and buildings.
- Restricted: a view which is restricted at some distance by features between or to the sides of the viewer and the view for example by vegetation or built forms.
- Panoramic: a 360 degree angle of view unrestricted by any features close to the viewer.
- Focal: a view that is focused and directed toward the proposed development by features close to the viewer for example a view that is constrained to a road corridor by buildings etc.
- Feature: a view where the proposed development is the main feature or element and dominates the view. A feature view would be a close range view.

Other additional factors that influence the significance of visual effects include consideration of the viewing period, the distance of the view from the viewing location to the proposed development, the level of view loss or blocking effects and in some situations the viewing level alters the ability to perceive the level of visual effects.

Direct focal or feature views that are available towards the proposed development are found within George Street, Pitt Street and Quay Street.

Feature views (within 100 metres of the site) are available from in the vicinity of the George and Pitt Street intersection and Railway Colonnade Drive. The view from Prince Alfred Park is the only panoramic view identified.

RELATIVE VIEWING LEVEL

Relative viewing level refers to the location of the viewer relative to the location of the proposal. The viewing angle towards the proposed development can affect perception of the visual effects. For example, the visual effects of a proposed development in downward views from elevated locations relative may decrease the level of visual effects. However the visual effects of the same development in a close view or from a similar level to the proposed development, may be more significant for example due to the effects of the trailing edge (the edge furthest from the viewer), particularly if built form intrudes into horizons.

The effects of the relative viewing level for each view location is not a significant variable effect. The majority of views modelled are from street level and are from similar heights to the ground level of the subject site.

We note that Railway Colonnade Drive and Wentworth Avenue/Wymess Lane offers an elevated close range view and that Pitt Street/Hay Street and Pitt Street/Barlow Street are at a lower elevation, given the gradual slope downwards of Pitt Street before it rises again towards Goulburn Street, however the elevation of this view neither decreases or increases the perception of the proposed development.

VIEWING PERIOD

Viewing period in this assessment refers to the influence of time available to a viewer to experience the view to the site and the visual effects of the proposed development. Longer viewing periods, experienced either from fixed or moving viewing places such as dwellings, roads or the waterways, provide for greater potential for the viewer to perceive the visual effects. Repeated viewing period events, for example views experienced from roads as a result of regular travelling, are considered to increase perception of the visual effects of the proposal.

The majority of views from public domain locations to the proposed development will be from moving viewing locations for short periods of time, for example from in the vicinity of the George and Pitt Street intersection and Railway Colonnade Drive. However, extended views are expected from Prince Alfred Park and Belmore Park, areas of public recreation.

The area surrounding the site is highly trafficked by vehicles and pedestrians given its position in the CBD and transport network, but these will largely be for short periods. Notably, close views are available from in the vicinity of the George and Pitt Street intersection and Railway Colonnade Drive. Extended view periods will be experienced by a high number of people from Prince Alfred Park and Belmore Park, areas of public recreation.

VIEWING DISTANCE

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

The site has a wide visual catchment giving a variety of distance ranges. Two viewpoints are within close range, five distant and six medium range. Ranges are as follows; close range (<100m), medium range (100-500m) and distant (>500m).

The views modelled in photomontages have been selected to be representative of the types of views that would be available from a range of distances surrounding the site.

3.8 VIEW LOSS OR BLOCKING EFFECTS

PLANNING PRINCIPLES RELEVANT TO VIEW LOSS

There are two planning principles from the Land and Environment Court of New South Wales that are relevant. The most relevant in terms of private domain view sharing is *Tenacity Consulting v Warringah* [2004] NSWLEC 140 - Principles of view sharing: the impact on neighbours (*Tenacity*) and in relation to public domain views *Rose Bay Marina Pty Limited v Woollahra Municipal Council and anor.* [2013] NSWLEC 1046 (*Rose Bay*).

View loss or blocking effects refers to the extent to which the proposal is responsible for view loss or blocking the visibility of items that are currently visible in the composition of a view. *Tenacity* concerns private domain view loss and describes what features are considered to be scenic and valuable. The principle also describes the extent of view loss using a qualitative scale and takes into consideration . the value of features in each composition and from where the views are available. Urbis has not inspected views from any private domain locations within the immediate visual context of the subject site. We have included commentary above regarding the potential view access from some locations as observed from publicly accessible locations

Rose Bay is relevant to view loss in the public domain in relation to important or documented views and therefore should be considered in relation documented views that are shown in the Sydney DCP 2012 Central Sydney Planning Review Amendment 'View Protection Planes and 'Sydney Harbour Views map' and 'Public Views Protection Map'. Analysis of the visual effects of the proposal on documented public domain views is included in Section 5.0 : Visual Effects Analysis.

On inspection of views Urbis determined that due to the orientation and alignment of each view that the level of visual effects and likely impacts of the proposed development on the existing composition would be negligible. In this regard in our opinion there is no utility in assessing the proposed against Rose Bay.

SECTION 4:
VIEW SELECTION AND HERITAGE ITEMS

4.1 VIEWPOINT SELECTION

In simple terms, the key purpose of a VIA is to determine the quantum of visual change (ie level of visual effects), external visibility, that is the extent of change that will be visible from external public domain locations, and also to consider the importance or sensitivity of the view place (including its accessibility).

The range of views assessed should include close, medium and distant views so that a representative sample of the types of views that are likely to be experienced by the public are considered. In this way conclusions about visual impacts across the wider, 'theoretical' potential visual catchment can be considered.

Visibility is also considered in terms of its likely exposure period for example; the kind of viewing locations, private domain, public domain, parks and reserves and whether potential views will be available for a sustained period of time. For example from moving viewing situations eg from transport/rail/road corridors. Urbis have considered these factors as part of our desktop review and prior to undertaking or fieldwork.

Prior to undertaking fieldwork, Urbis staff undertook a desktop review of all relevant statutory and non-statutory documents, an analysis of aerial imagery and topography and LiDAR data to establish the potential visual catchment and to inform fieldwork inspections. Following fieldwork, Urbis selected and recommended 15 view places for further analysis via the use of objective visual aids.

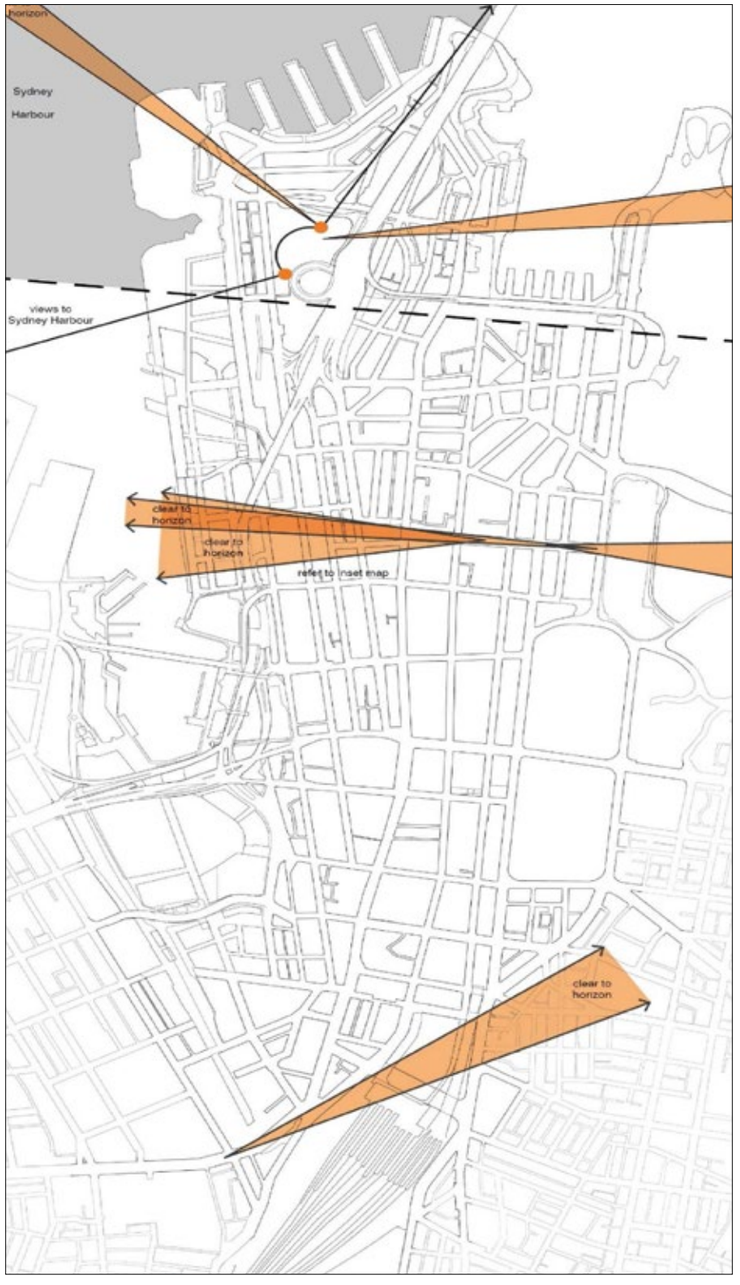


FIGURE 20 PUBLIC VIEW PROTECTION MAP 1
(Source: Section 5.1.8 - Sydney DCP 2012).

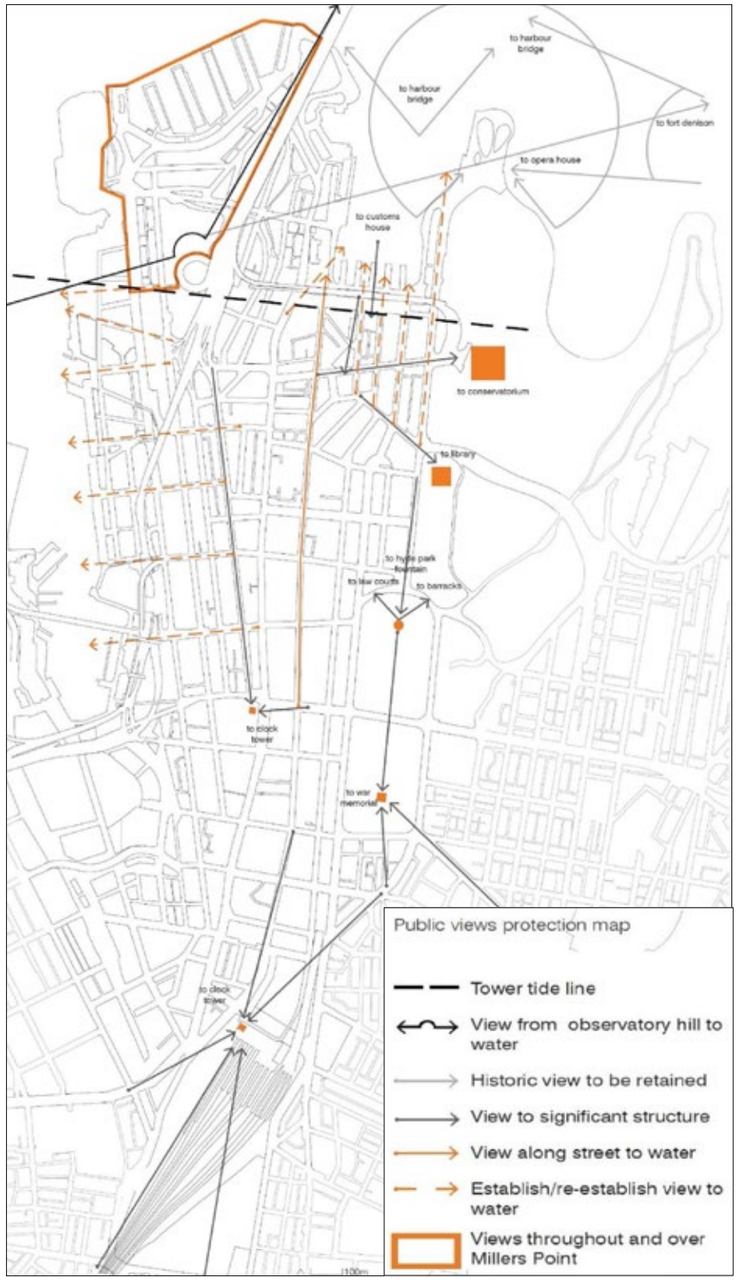


FIGURE 21 PUBLIC VIEW PROTECTION MAP 2
(Source: Section 5.1.8 - Sydney DCP 2012).

4.2 WHAT IS A HERITAGE VIEW

There are no widely adopted guidelines used in NSW to determine whether or not a potential 'heritage' view has been historically, and/or intentionally designed. Many documented views exist that capture heritage items (typically individual buildings) from particular places and historic scenes of early colonial development for example streetscape and view corridors across NSW etc. However without knowing the purpose of a photograph, or intentions and inherent potential cultural bias of a photographer at the time of photography, it cannot be determined whether or not a so called 'heritage view' is associated with cultural or visual values of significance.

This report considers the assessment criteria and methodology for determining the legitimacy of a documented historic view which may be thought to have heritage significance or value, developed by Dr Richard Lamb. The co-author of this report assisted in developing this approach. Urbis note that the criteria and ratings developed have been accepted by various consent authorities within NSW, and in the absence of any specific heritage advice to the contrary, this approach has informed our analysis and assessment.

Views are rated at five different levels, Level 1 being a documented view that is considered as being most likely to be a deliberately designed view and therefore assumes the most significance or greatest value. A Level 5 view is the lowest rating assigned, based on evidence found, and refers to a view that is most unlikely to have been historically designed or intended as a visual link between items of features.

At a lower level still, on the hierarchy of views that might be claimed to be heritage views, are views from or in the vicinity of items, the curtilages or settings of items, from which new or non-significant items are visible. Simply being able to see a heritage item, place or setting does not make the view a heritage view. By the same token, being able to see a new, different or novel item of no current significance, in the context of a heritage item, does not create an impact on heritage values, unless it can be demonstrated that the acknowledged authentic heritage values of the item would be significantly impaired to the detriment of interpretation of the heritage values of the item (level 5 L5).

No documented historic views were discovered during our desktop review or fieldwork. If any of the 15 views selected for analysis were subsequently found to be documented 'historic' views in our opinion they would be rated at the lowest level 'L5" given that they appear to be incidental views from or in the vicinity of items, the curtilages or settings of items, from which new or non-significant items are visible.

Figure 25 Sydney Central Railway Station site, during the construction of the parcels post office, c.1906-1913. View from Pitt Street east towards the west elevation of the parcels shed. Source: National Archives of Australia, series no. C4076, control symbol, hn16075b

Figure 26 View north from the north end of the entry ramp to Central Station, approximately from the corner of hay street and pitt street. (Source: City of Sydney archives)

Figure 24 Urbis photograph from a similar location from Pitt Street east towards the west elevation of the parcels shed.

Figure 27 Approximate comparative contemporary version of the view provided by urbis from the corner of Hay Street and Pitt Street.

Figure 28 C. 1906-1913 View of railway square, with the inwards parcels shed indicated by the red arrow at the right. Source: flickr

4.3 RELATIONSHIP OF THE PROPOSAL TO HERITAGE ITEMS

This section of the VIA addresses SEARs key issue 7.0 - Visual Impact:

- *Address how the proposal would sit within the wider visual setting of the Central Railway Workshops site, relate to heritage items within the vicinity, and the adjacent heritage conservation areas.*

This assessment considers the visual effects of the proposed development including the form, architectural detailing, colours and materiality on the existing visual context and character of the view which includes visually prominent heritage items. The purpose of this commentary is determine if there is any significant visual impact of the proposed development on views to heritage items and negative effects of their predominantly visual setting.

VIEW 2 - INTERSECTION OF PITT STREET AND BARLOW STREET

FIGURE 29 VIEW SOUTH-WEST FROM THE INTERSECTION OF PITT STREET AND BARLOW STREET.

PROPOSED VIEW (VISUAL EFFECTS)

The proposed tower introduces a contemporary, tall, slim form to the mid-ground composition, beyond the low and horizontal, stone clad forms of the Central Station Concourse. The fPP building is largely obscured by the Concourse built form and vegetation.

The proposed tower is perpendicular to the predominant, low-height, horizontal features in the foreground and as such it is visually and physically differentiated and juxtaposed to the form and character of the adjacent heritage buildings and heritage setting. Further, the proposed development is spatially well separated from the Concourse and Central Station Clock Tower and presents only a narrow vertical and curved façade to the north. The form is separated from other approved tower envelopes within the emerging cluster allowing visual permeability. The materiality proposed as shown in the photomontage, including reflective glazing, curved steel framing and narrow vertically arranged terracotta tiles provide significant visual contrast and differentiation to the wide and low sandstone forms and materiality which characterise Central Station Concourse and Clock Tower. For example the Central Station Clock Tower is characterised by uniformly spaced, narrow horizontal bands of sandstone cladding interrupted by the circular Clock face, and associated sandstone ornamentation, free classical-style columns and cupola. Further the lower concourse structures are finished with bulky, larger sized, sandstone where the units are arranged to present a horizontal pattern. The form, scale and materiality proposed all represent a significant departure from the historic style, form and detailing of the foreground heritage items and visual setting.

In our opinion, the visual change proposed including the form, architectural detailing , materiality and colours are differentiated to an extent that they do not compete with or dominate the visual prominence of the Clock Tower or detract from its uniqueness or render views to it and other items present, as tokenistic.

This fine-grained level of visual contrast further strengthen the juxtaposition of the vertical (proposed) and horizontal (existing) visual elements in the view, so that both can be easily perceived and neither dominate the view. The approval and subsequent construction of the built form as shown, and sensitively detailed, will not block or dominate views, to or between heritage items or significantly impact the visual setting. The proposed development does not block access to scenic features beyond the site and will predominantly block areas of open sky.

SIGNIFICANCE OF VISUAL EFFECTS (VISUAL IMPACT)

The extent or level of visual effects is an objective description of what is visible in the view as described above. In order to determine a visual impact Urbis has considered other relevant factors that in our opinion add 'weight' to or influence the significance of the potential visual effects described above. Following our methodology, a visual impact is determined by considering the extent of quantum of change and the influence of relevant factors such as; the sensitivity of the view place, whether it is a documented historic view?, is the view subject to any level of statutory protection? Is the view place of high sensitivity in terms of user numbers or user expectations for views of high scenic quality including the desire to appreciate heritage items and settings. Is the proposed development compatible with urban features or with the strategic planning context of the Western Gateway?

Notwithstanding the influence or relevance of each weighting factor is unavoidably partly subjective, consideration of additional relevant factors provides logical, objective framework which assists in determining an overall significance of the visual impact.

In our opinion considering all relevant factors, the visual impact of the proposal on the visual setting and heritage context is reasonable and acceptable and reflects the desired future character for the precinct.

VIEW 5 - CENTRAL STATION CONCOURSE VEHICLE RAMP

FIGURE 30 VIEW SOUTH-WEST FROM CENTRAL STATION CONCOURSE VEHICLE RAMP

PROPOSED VIEW (VISUAL EFFECTS)

The proposed tower introduces a contemporary, tall, slim form to the mid-ground composition, beyond the low and horizontal, stone clad forms of the Central Station Concourse. The fPP building is largely obscured by the Concourse built form and vegetation.

The proposed tower is perpendicular to the predominant, low-height, horizontal features in the foreground and as such it is visually and physically differentiated and juxtaposed to the form and character of the adjacent heritage buildings and heritage setting. Further, the proposed development is spatially well separated from the Concourse and Central Station Clock Tower and presents only a narrow vertical and curved façade to the north. The form is separated from other approved tower envelopes within the emerging cluster allowing visual permeability. The materiality proposed as shown in the photomontage, including reflective glazing, curved steel framing and narrow vertically arranged terracotta tiles provide significant visual contrast and differentiation to the wide and low sandstone forms and materiality which characterise Central Station Concourse and Clock Tower. For example the Central Station Clock Tower is characterised by uniformly spaced, narrow horizontal bands of sandstone cladding interrupted by the circular Clock face, and associated sandstone ornamentation, free classical-style columns and cupola. Further the lower concourse structures are finished with bulky, larger sized, sandstone where the units are arranged to present a horizontal pattern. The form, scale and materiality proposed all represent a significant departure from the historic style, form and detailing of the foreground heritage items and visual setting.

In our opinion, the visual changes proposed including the form, architectural detailing , materiality and colours, are differentiated to an extent that they do not compete with or dominate the visual prominence of the Clock Tower or detract from its uniqueness or render views to it and other items present, as tokenistic.

This fine-grained level of visual contrast further strengthen the juxtaposition of the vertical (proposed) and horizontal (existing) visual elements in the view, so that both can be easily perceived and neither dominate the view. The approval and subsequent construction of the built form as shown, and sensitively detailed, will not block or dominate views, to or between heritage items or significantly impact the visual setting. The proposed development does not block access to scenic features beyond the site and will predominantly block areas of open sky.

SIGNIFICANCE OF VISUAL EFFECTS (VISUAL IMPACT)

The extent or level of visual effects is an objective description of what is visible in the view as described above. In order to determine a visual impact Urbis has considered other relevant factors that in our opinion add 'weight' to or influence the significance of the potential visual effects described above. Following our methodology, a visual impact is determined by considering the extent of quantum of change and the influence of relevant factors such as; the sensitivity of the view place, whether it is a documented historic view?, is the view subject to any level of statutory protection? Is the view place of high sensitivity in terms of user numbers or user expectations for views of high scenic quality including the desire to appreciate heritage items and settings. Is the proposed development compatible with urban features or with the strategic planning context of the Western Gateway?

Notwithstanding the influence or relevance of each weighting factor is unavoidably partly subjective, consideration of additional relevant factors provides logical, objective framework which assists in determining an overall significance of the visual impact.

In our opinion considering all relevant factors, the visual impact of the proposal on the visual setting and heritage context is reasonable and acceptable and reflects the desired future character for the precinct.

VIEW 11 - 8-14 BROADWAY - (APPROXIMATE DCP VIEW)

FIGURE 31 VIEW EAST ALONG BROADWAY (DCP VIEW)

PROPOSED VIEW (VISUAL EFFECTS)

The proposed development introduces only a minor amount of new contemporary built form into the mid-ground composition, where a narrow vertical column including part of the south-west curved façade and south elevation is visible above foreground development.

The proposed tower is perpendicular to the predominant, low-height, horizontal features in the mid-ground and is significantly visually and physically separated from the heritage item (s) present. The materiality proposed as shown in the photomontage, including reflective glazing, curved steel framing and narrow vertically arranged terracotta tiles provide significant visual contrast and differentiation to the wide and low sandstone forms and materiality which characterise Central Station Concourse, Clock Tower and fPPB. The form, scale and materiality proposed all represent a significant departure from the historic style, form and detailing of the foreground heritage items and visual setting.

In our opinion, the visual changes proposed including the form, architectural detailing , materiality and colours of the tower, are differentiated to an extent that they do not compete with or dominate the visual prominence of the Clock Tower or fPPB. Further the proposal does not detract from the uniqueness of the heritage buildings individually or collectively and the visual setting or render views to the items present, as tokenistic.

The approval and subsequent construction of the built form as shown, and sensitively detailed, will not block or dominate views, to or between heritage items or significantly impact the visual setting. The proposed development does not block access to scenic features beyond the site and will predominantly block areas of open sky.

SIGNIFICANCE OF VISUAL EFFECTS (VISUAL IMPACT)

The extent or level of visual effects is an objective description of what is visible in the view as described above. In order to determine a visual impact Urbis has considered other relevant factors that in our opinion add 'weight' to or influence the significance of the potential visual effects described above. Following our methodology, a visual impact is determined by considering the extent of quantum of change and the influence of relevant factors such as; the sensitivity of the view place, whether it is a documented historic view?, is the view subject to any level of statutory protection? Is the view place of high sensitivity in terms of user numbers or user expectations for views of high scenic quality including the desire to appreciate heritage items and settings. Is the proposed development compatible with urban features or with the strategic planning context of the Western Gateway?

Notwithstanding the influence or relevance of each weighting factor is unavoidably partly subjective, consideration of additional relevant factors provides logical, objective framework which assists in determining an overall significance of the visual impact.

In our opinion considering all relevant factors, the visual impact of the proposal on the visual setting and heritage context is reasonable and acceptable and reflects the desired future character for the precinct.

VIEW 12 - GEORGE STREET - SOUTH OF RAILWAY SQUARE

FIGURE 32 VIEW EAST FROM GEORGE STREET, SOUTH OF RAILWAY SQUARE

PROPOSED VIEW (VISUAL EFFECTS)

The proposed tower introduces a contemporary, tall, vertical contemporary form into the foreground composition, above the fPP building. This is a close view of the proposal and demonstrates a 'worst-case' scenario to demonstrate the extent of visual change in the immediate visual context.

The proposed tower is perpendicular to the predominant, low-height, horizontal forms in the foreground and as such, is visually and physically differentiated or juxtaposed in form and character to the former Parcels Post building. The proposal includes a part cantilevered form supported by angled columns which extends out above the heritage item's dutch-gable roof, creating a spatial void. The proposed tower forms are separated by a narrow vertical space, creating some visual permeability and potential void view to eastern approved built forms, where two narrow vertical curved façades are visible.

The materiality proposed as shown in the photomontage, including reflective glazing, curved steel framing and narrow vertically arranged terracotta tiles provide significant visual contrast and differentiation to the wide and low form and floorplate as well as the Federation Free Classical architectural style features, shapes and brick, sandstone and terracotta materiality which characterise the former Parcels Post building.

The form, scale and materiality proposed all represent a significant departure from the architectural style, detailing and era of the foreground heritage item.

In our opinion, the visual changes proposed are differentiated to an extent that they do not compete with or dominate the visual prominence of the fPP building or detract from its uniqueness or render views to it as tokenistic. In other words the heritage values of the item can still be interpreted, and appreciated from this close public domain location.

This fine-grained level of visual contrast further strengthens the juxtaposition of the vertical (proposed) and horizontal (existing) visual elements in the view, so that both forms are easily perceived and neither dominate the view. The approval and subsequent construction of the built form as shown, and sensitively detailed, will not block views to or from the heritage item or significantly impact the visual setting. The proposed development does not block access to scenic features beyond the site and will predominantly block areas of open sky.

SIGNIFICANCE OF VISUAL EFFECTS (VISUAL IMPACT)

The extent or level of visual effects is an objective description of what is visible in the view as described above. In order to determine a visual impact Urbis has considered other relevant factors that in our opinion add 'weight' to or influence the significance of the potential visual effects described above. Following our methodology, a visual impact is determined by considering the extent of quantum of change and the influence of relevant factors such as; the sensitivity of the view place, whether it is a documented historic view?, is the view subject to any level of statutory protection? Is the view place of high sensitivity in terms of user numbers or user expectations for views of high scenic quality including the desire to appreciate heritage items and settings. Is the proposed development compatible with urban features or with the strategic planning context of the Western Gateway?

Notwithstanding the influence or relevance of each weighting factor is unavoidably partly subjective, consideration of additional relevant factors provides logical, objective framework which assists in determining an overall significance of the visual impact.

In our opinion considering all relevant factors, the visual impact of the proposal on the visual setting and heritage context is reasonable and acceptable and reflects the desired future character for the precinct.

VIEW 14 - BELMORE PARK

FIGURE 33 VIEW SOUTH FROM BELMORE PARK

PROPOSED VIEW (VISUAL EFFECTS)

The proposed tower introduces a tall, slim form to the mid-ground composition, south of the low and horizontal, stone clad forms of the Central Station Concourse and the Clock Tower. The fPP building is not visible in this view.

The proposed tower is perpendicular in form to the low-height, horizontal features in the foreground and as such it is visually and physically differentiated and juxtaposed to the form and character of the adjacent heritage items. The proposed development spatially well separated from the Central Station Clock Tower but in this view provides an immediate background to it. We note that if the viewer moved west or east of this view location, greater spatial separation between the towers and background to the Clock Tower would be revealed, allowing it to stand independently against a background of open sky.

The proposed tower forms part of an emerging and approved tower cluster including an approved DA immediately east. We note that the approved tower cluster reflects an extent of visual change that is already contemplated for this location and visual context.

The materiality proposed as shown in the photomontage, including reflective glazing, curved steel framing and narrow vertically arranged terracotta tiles provide significant visual contrast and differentiation to the wide and low sandstone forms and materiality which characterise Central Station Concourse and Clock Tower and Belmore Park. For example the Central Station Clock Tower is characterised by uniformly spaced, narrow horizontal bands of sandstone cladding interrupted by the circular Clock face, and associated sandstone ornamentation, free classical-style columns and cupola. The form, scale and materiality proposed all represent a significant departure from the historic style, form and detailing of the foreground heritage items and visual setting.

In our opinion, the visual changes proposed including the form, architectural detailing, materiality and colours are differentiated to an extent that they do not compete with or dominate the visual prominence of the Clock Tower or detract from its uniqueness or render views to it and other items present, as tokenistic.

This fine-grained level of visual contrast further strengthen the juxtaposition of the vertical (proposed) and horizontal (existing) visual elements in the view, so that both can be easily perceived and neither dominate the view. The approval and subsequent construction of the built form as shown, and sensitively detailed, will not block or dominate views, to or between heritage items or significantly impact the visual setting. The proposed development does not block access to scenic features beyond the site and will predominantly block areas of open sky.

SIGNIFICANCE OF VISUAL EFFECTS (VISUAL IMPACT)

The extent or level of visual effects is an objective description of what is visible in the view as described above. In order to determine a visual impact Urbis has considered other relevant factors that in our opinion add 'weight' to or influence the significance of the potential visual effects described above. Following our methodology, a visual impact is determined by considering the extent of quantum of change and the influence of relevant factors such as; the sensitivity of the view place, whether it is a documented historic view?, is the view subject to any level of statutory protection? Is the view place of high sensitivity in terms of user numbers or user expectations for views of high scenic quality including the desire to appreciate heritage items and settings. Is the proposed development compatible with urban features or with the strategic planning context of the Western Gateway?

Notwithstanding the influence or relevance of each weighting factor is unavoidably partly subjective, consideration of additional relevant factors provides logical, objective framework which assists in determining an overall significance of the visual impact.

In our opinion considering all relevant factors, the visual impact of the proposal on the visual setting and heritage context is reasonable and acceptable and reflects the desired future character for the precinct.

SUMMARY OF VISUAL EFFECTS ON HERITAGE VISUAL CONTEXT

The subject site sits within a unique visual context which includes heritage items which individually and collectively create an immediate visual context that is predominantly characterised by relatively uniform low-height buildings, natural stone finishes and ornate, architectural detailing. The visual context includes State listed heritage items including visually significant buildings Central Station, Central Station Clock Tower and the former Parcels Post building on the subject site.

Close views within 100m of the site have been analysed using fully rendered or detailed photomontages to provide an analysis of visual effects of the proposed development on the heritage setting and views to individual herniate items.

No views analysed were found to be designed or documented 'historic views'. If views were subsequently found to have been documented 'historic views' they would be rated at the lowest level L5 based on criteria and an approach which has been accepted by the Consent Authorities in NSW.

In close views the extent of visual effects (change) created by the proposed development was found to be spatially separated and visually differentiated to an extent that the proposal is juxtaposed to predominate visual characteristics present.

In our opinion, the visual changes proposed including contrasting forms (vertical and horizontal) architectural detailing, materiality and colours are differentiated to an extent that they do not compete with or visually dominate the prominence of heritage items or detract from the unique heritage setting or render views to it site and items present, as tokenistic.

This fine-grained level of visual contrast strengthen the intended juxtaposition of the vertical (proposed) and horizontal (existing) visual elements in the view, so that both can be easily perceived and neither dominate the view.

The approval and subsequent construction of the built form as shown, and sensitively detailed, will not block or dominate views, to or between heritage items or significantly impact the visual setting, or block access to scenic features beyond the site and will predominantly block areas of open sky.

The visual prominence of the proposed tower will gradually diminish as other proposed and approved tower forms emerge into the skyline to form a tower cluster in line with the desired future character for the precinct, the visual effects and impacts of which are contemplated in those approvals.

In our opinion considering all relevant factors, the visual impact of the proposal on the visual setting and heritage context is reasonable and acceptable and reflects the desired future character for the precinct.

SECTION 5:
VISUAL EFFECTS ANALYSIS

View No.	VIEWPOINT LOCATION
View 01	683 George Street
View 02	Intersection of Pitt Street and Barlow Street
View 03	Intersection of Quay Street and Ultimo Road
View 04	Broadway (Opposite UTS Tower)
View 05	Central Station Concourse Vehicle Ramp
View 06	Devonshire Street (DCP VIEW)
View 07	Alfred Park
View 08	Intersection of Regent Street and Cleveland Street (DCP View)
View 09	Intersection of Wentworth Ave and Wemyss Lane (DCP View)
View 10	Intersection of Pitt Street and Liverpool Street (DCP View)
View 11	8-14 Broadway - (DCP View)
View 12	George Street - South of Railway Square
View 13	Railway Square - Lee Street
View 14	Belmore Park
View 15	Apex of Pitt Street and George Street

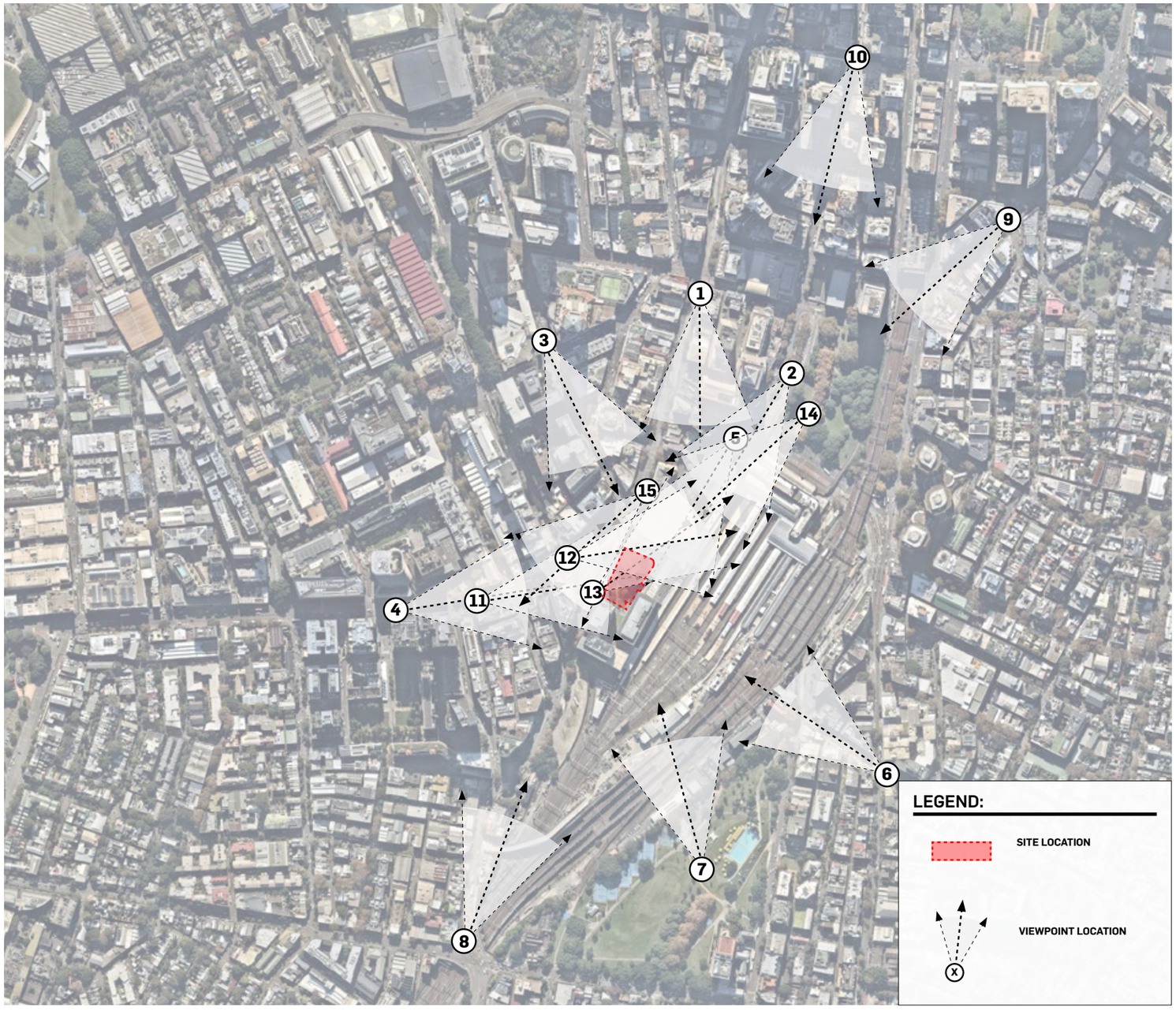


Figure 34 VIEWPOINT LOCATION MAP

VIEW 01
683 GEORGE STREET

DISTANCE CLASS
- Medium
- 400m

EXISTING COMPOSITION OF THE VIEW

This is an axial view along George Street from the intersection of Hay Street approximately 500m north of the site.

The view is constrained to the road corridor by vegetation and built form and includes a foreground composition of buildings which vary in height, form and age including medium and tall tower forms. The streetscape is predominantly characterised by low-height built forms including heritage items, some late 18th Century ornate building façades and interspersed with 20th Century masonry and street trees. The existing view composition is terminated by the Adina Building and adjacent bulky commercial buildings of low height and scale. There is no access to scenic or highly valued scenic resources beyond the subject site.

VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

The proposed design introduces a new tall, slim tower form into the background view composition. The taller built form proposed is intentionally juxtaposed in height, form and character to the existing built forms present in the visual context so that they remain distinct and visually prominent in views and the streetscape character is not significantly affected. The built form proposed would be visible in the context of other approved tower envelopes that are clustered within the Western Gateway sub-precinct. Taller built form located in the Central Precinct will create a new contemporary visual landmark in Haymarket and within the wider visual setting.

The narrow tall form as shown by the proposed design allows for wide spatial separations between neighbouring existing and proposed buildings. The construction of the built form shown will not block views to or between heritage items, does not block access to scenic features or resources beyond the site and will predominantly block areas of open sky.

Visual effects of proposed development	
Visual Character	LOW
Scenic Quality of View	LOW
View Composition	LOW
Viewing Level	NIL
Viewing Period	MEDIUM
Viewing Distance	MEDIUM
View Loss & View Blocking Effects	LOW
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	LOW
Physical Absorption Capacity	LOW
Compatibility with Urban Context and Visual Character	LOW
Overall rating of significance of visual impact	**LOW**

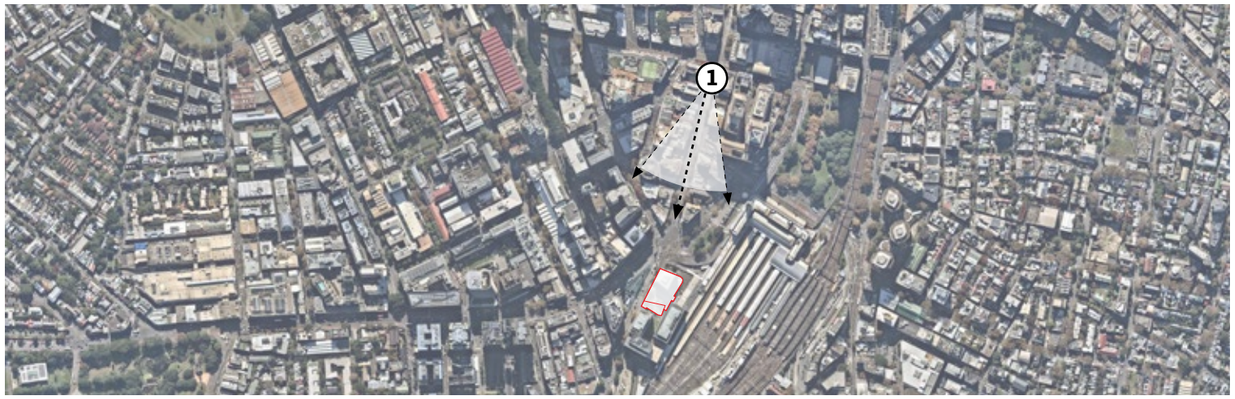


Figure 36 VIEWPOINT 01 LOCATION

Figure 35 VIEWPOINT 01 EXISTING VIEW

Figure 37 VIEWPOINT 01 PROPOSED VIEW

VIEW 02
INTERSECTION OF PITT STREET AND BARLOW STREET

DISTANCE CLASS

- Medium
- 320m

EXISTING COMPOSITION OF THE VIEW

The view is constrained to the wide road corridor by built forms including the sandstone structure of the Central Station vehicle ramp, to the east and heritage items to the west. The foreground composition predominantly includes buildings of low and uniform height which vary in age with the Central Railway Station Clock Tower being the tallest form present. The existing view composition is terminated by part of Central Railway Station and buildings located in Broadway as the road alignment curves to the south-west. There is no access to scenic views or highly valued scenic resources beyond the subject site.

VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

The proposed design introduces a new tall, slim tower form into the background view composition. The taller built form proposed is intentionally juxtaposed in height, form and character to the existing buildings present in the composition so that they remain distinct and visually prominent in views. The built form proposed is spatially well separated from other approved tower envelopes that are clustered within the Central Precinct. Taller built form located in the Central Precinct will be visible in the context of the Central Precinct Tower cluster and as such will contribute to the contemporary visual landmark that is intended for Haymarket and the wider visual setting.

The construction of the built form shown will not block views to or between heritage items, does not block access to scenic features or resources beyond the site and will predominantly block areas of open sky.

Visual effects of proposed development	
Visual Character	MEDIUM
Scenic Quality of View	LOW
View Composition	MEDIUM
Viewing Level	LOW
Viewing Period	MEDIUM
Viewing Distance	MEDIUM
View Loss & View Blocking Effects	LOW
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	MEDIUM
Physical Absorption Capacity	LOW
Compatibility with Urban Context and Visual Character	MEDIUM
Overall rating of significance of visual impact	**MEDIUM**

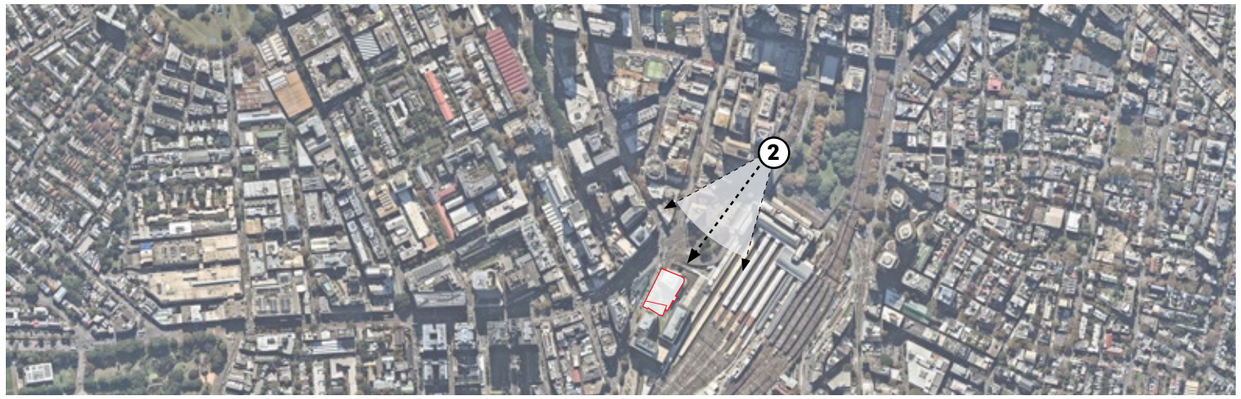


Figure 39 VIEWPOINT 02 LOCATION

Figure 38 VIEWPOINT 02 EXISTING VIEW

Figure 40 VIEWPOINT 02 PROPOSED VIEW

VIEW 03
INTERSECTION OF QUAY STREET AND ULTIMO ROAD

DISTANCE CLASS

- Medium
- 300m

EXISTING COMPOSITION OF THE VIEW

This is an axial view along Quay Street from the intersection of Ultimo Road approximately 200m west of the site.

The view is constrained to the road corridor and includes a foreground composition of buildings which vary in height, form and age but predominantly include medium height early 21st Century residential flat buildings with the exception of the two-story red brick buildings located at the intersection. The existing view composition is terminated by the Adina Building and adjacent low height Railway buildings including shed style buildings on the Atlassian site and there appears to be no access to scenic views or highly valued scenic resources beyond the subject site.

VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

The proposed design introduces a new tall, slim tower form into the background view composition. The taller built form proposed is intentionally juxtaposed in height, form and character to the existing buildings present in the composition. The built form proposed would be visible in the context of other approved tower envelopes that are clustered within the Central Precinct. Taller built form located in the Central Precinct will create a new contemporary visual landmark in Haymarket and within the wider visual setting.

The construction of the built form shown will not block views to or between heritage items, does not block access to scenic features or resources beyond the site and will predominantly block areas of open sky.

Visual effects of proposed development	
Visual Character	LOW
Scenic Quality of View	LOW
View Composition	LOW
Viewing Level	NIL
Viewing Period	LOW
Viewing Distance	MEDIUM
View Loss & View Blocking Effects	LOW
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	LOW
Physical Absorption Capacity	LOW
Compatibility with Urban Context and Visual Character	LOW
Overall rating of significance of visual impact	**LOW**

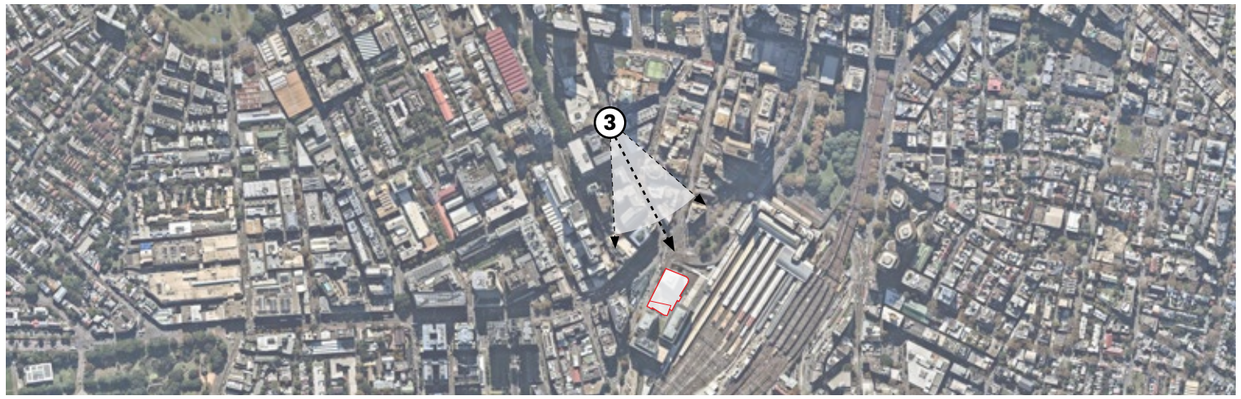


Figure 42 VIEWPOINT 03 LOCATION

Figure 41 VIEWPOINT 03 EXISTING VIEW

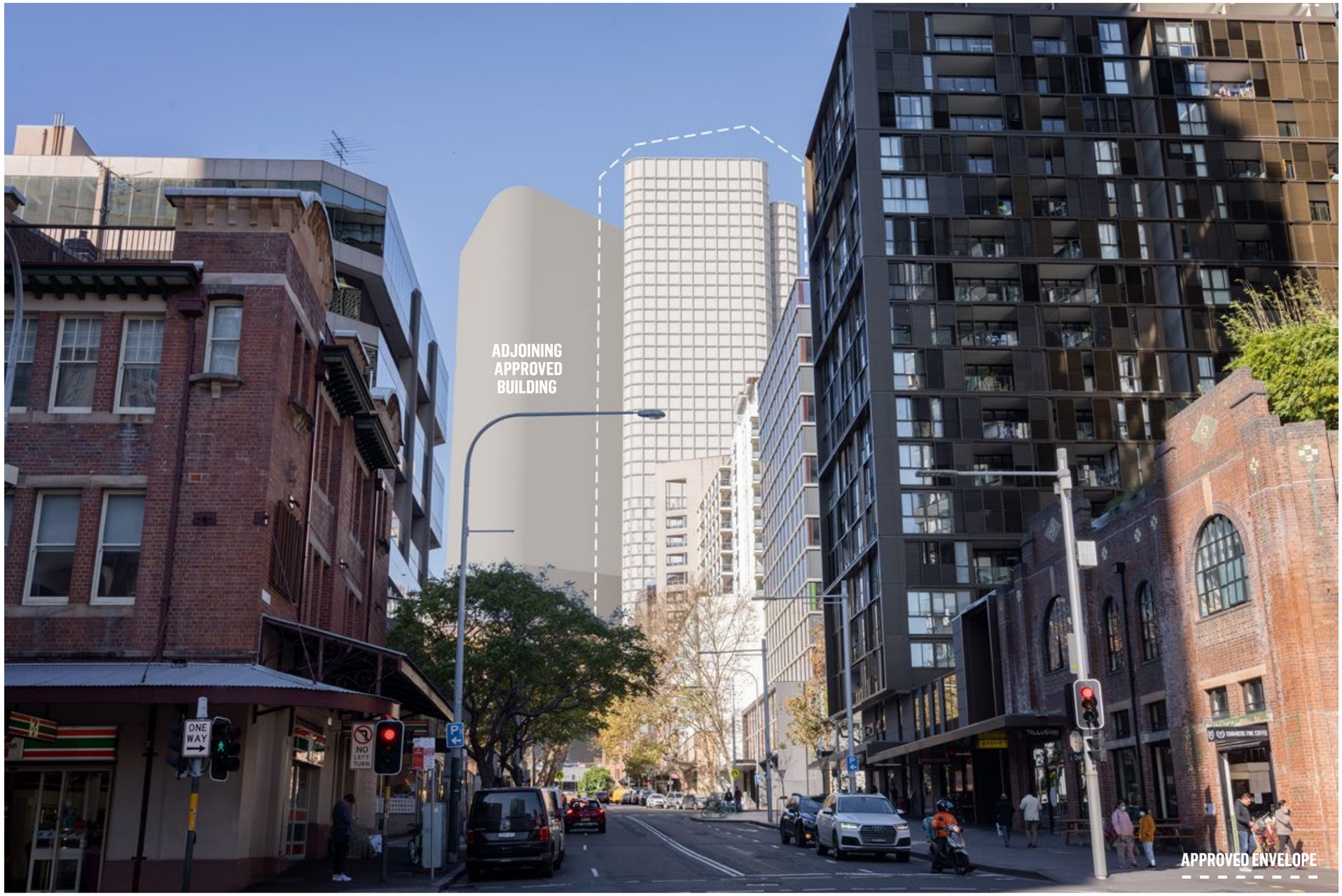


Figure 43 VIEWPOINT 03 PROPOSED VIEW

VIEW 04
BROADWAY (OPPOSITE UTS TOWER)

DISTANCE CLASS
- Medium
- 280m

EXISTING COMPOSITION OF THE VIEW

This is an axial view along Broadway approximately adjacent to Chippendale Way, 200m south-west of the site.

The view is constrained to the road corridor and includes a foreground composition of buildings which vary in height, form and age including medium and tall tower forms such as institutional buildings associated with UTS and residential flat buildings to the north of UTS. The east side of Broadway is predominantly characterised by low-height older buildings including heritage items which terminates the view. There is no access to scenic views or highly valued scenic resources beyond the subject sit

VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

The proposed design introduces a new tall, slim tower form into the mid-ground view composition. Parts of the proposal will be visible above foreground development and is intentionally juxtaposed in height, form and character to the existing built forms present in the composition. The built form proposed stands apart and is spatially well separated from other approved tower envelopes. Taller built form built as indicated will be visible in the context of the Central Precinct Tower cluster and as such will contribute to the contemporary visual landmark that is intended for Haymarket.

The construction of the built form shown will not block views to or between heritage items, does not block access to scenic features or resources beyond the site and will predominantly block areas of open sky.

Visual effects of proposed development	
Visual Character	LOW
Scenic Quality of View	LOW
View Composition	LOW
Viewing Level	NIL
Viewing Period	MEDIUM
Viewing Distance	MEDIUM
View Loss & View Blocking Effects	LOW
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	LOW
Physical Absorption Capacity	LOW
Compatibility with Urban Context and Visual Character	LOW
Overall rating of significance of visual impact	**LOW**

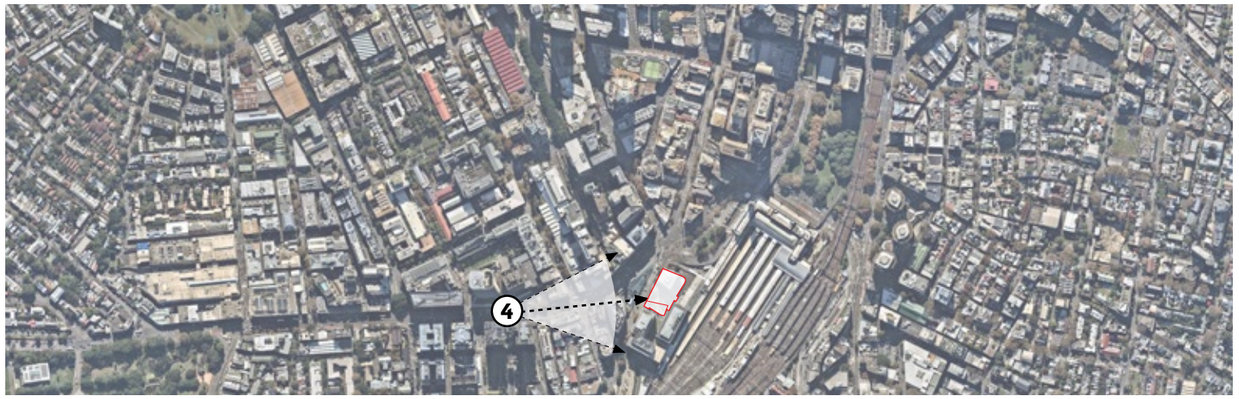


Figure 44 VIEWPOINT 04 LOCATION

Figure 45 VIEWPOINT 04 EXISTING VIEW

Figure 46 VIEWPOINT 04 PROPOSED VIEW

VIEW 05
CENTRAL STATION CONCOURSE VEHICLE RAMP

DISTANCE CLASS

- Medium
- 220m

EXISTING COMPOSITION OF THE VIEW

The view is constrained to the east by the west elevation of Central Station and is characterised by the wide open spaces in the foreground which create a sense of space and spatial separation between the Clock Tower location and the subject site. The foreground composition predominantly includes buildings of low and uniform height which vary in age with the Central Railway Station Clock Tower being the tallest form present. The existing view composition is terminated by part of the Adina building, adjacent low, bulky commercial towers and vegetation that is present with Railway Square.

There is no access to scenic views or highly valued scenic resources beyond the subject site.

VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

The proposed design introduces a new tall, slim tower form into the mid-ground view composition. The slim tower form proposed is intentionally juxtaposed in height, form and character to the existing buildings present in the composition so that they remain distinct and visually prominent in views. Taller built form located in the Central Precinct will be visible in the context of the Central Precinct Tower cluster and as such will contribute to the contemporary visual landmark that is intended for Haymarket and the wider visual setting.

The construction of the built form shown will not block views to or between heritage items, does not block access to scenic features or resources beyond the site and will predominantly block areas of open sky.

Visual effects of proposed development	
Visual Character	LOW-MEDIUM
Scenic Quality of View	LOW
View Composition	MEDIUM
Viewing Level	NIL
Viewing Period	MEDIUM
Viewing Distance	HIGH
View Loss & View Blocking Effects	LOW
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	MEDIUM-LOW
Physical Absorption Capacity	LOW
Compatibility with Urban Context and Visual Character	MEDIUM
Overall rating of significance of visual impact	**MEDIUM**

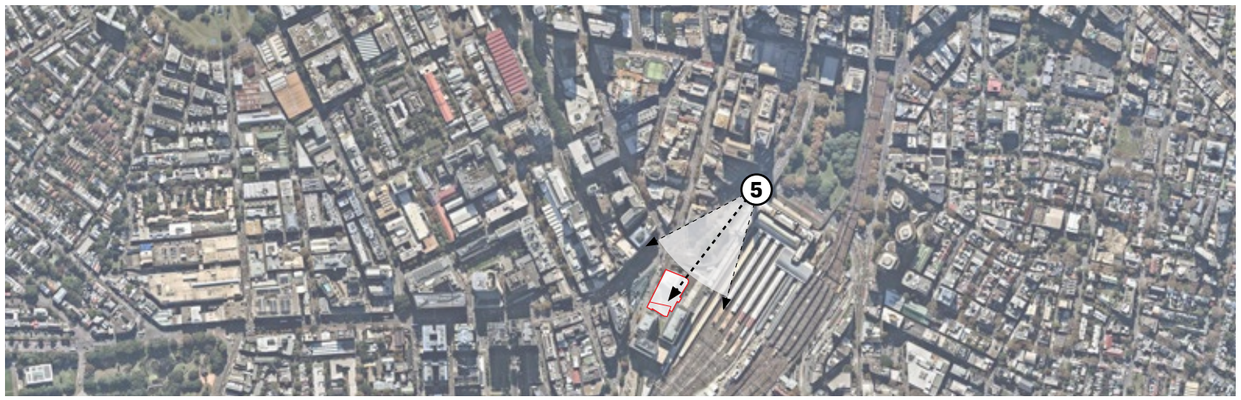


Figure 47 VIEWPOINT 05 LOCATION

Figure 48 VIEWPOINT 05 EXISTING VIEW

Figure 49 VIEWPOINT 05 PROPOSED VIEW

VIEW 06
DEVONSHIRE STREET (DCP VIEW)

DISTANCE CLASS

- Medium
- 430m

EXISTING COMPOSITION OF THE VIEW

This is an axial view west along Devonshire Street approximately 400m from the site.

The view is constrained to the road corridor and includes a foreground composition of buildings which vary in height, form and age including medium and tall tower forms. The streetscape is predominantly characterised by low-height buildings, tram lines, overhead infrastructure, elevated sections of railway with a distant background including buildings located in Henry Deane Place and Lee Street. There is no access to scenic views or highly valued scenic resources beyond the subject site and limited access to heritage items in this view.

VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

The proposed design introduces a narrow vertical column of built form (that will be largely blocked from view by other approved buildings) into the background view composition. The taller built form proposed is intentionally juxtaposed in height, form and character to the existing built forms present in the composition so that they remain distinct and visually prominent in views. The narrow vertical column of built form above the Adina Hotel will be visible in the context of the Central Precinct Tower cluster and as such will contribute to the contemporary visual landmark that is intended for Haymarket.

The construction of the built form shown will not block views to or between heritage items, does not block access to scenic features or resources beyond the site and will predominantly block areas of open sky.

Visual effects of proposed development	
Visual Character	LOW
Scenic Quality of View	LOW
View Composition	LOW
Viewing Level	NIL
Viewing Period	LOW
Viewing Distance	MEDIUM
View Loss & View Blocking Effects	LOW
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	LOW
Physical Absorption Capacity	LOW
Compatibility with Urban Context and Visual Character	MEDIUM
Overall rating of significance of visual impact	**LOW**

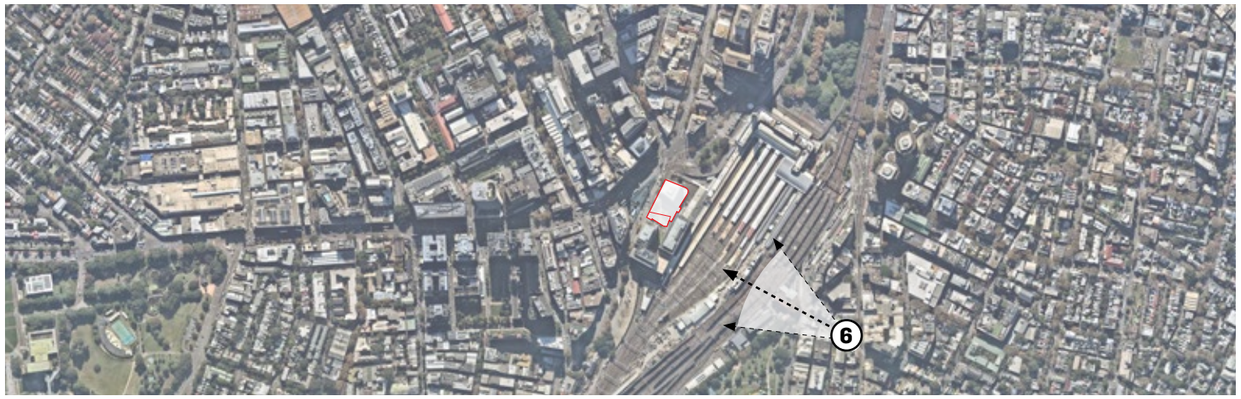


Figure 50 VIEWPOINT 06 LOCATION

Figure 51 VIEWPOINT 06 EXISTING VIEW

Figure 52 VIEWPOINT 06 PROPOSED VIEW

VIEW 07
PRINCE ALFRED PARK

DISTANCE CLASS

- Medium
- 450m

EXISTING COMPOSITION OF THE VIEW

This is an expansive view from the southern path in Prince Alfred Park near its southern path that is broadly parallel to Cleveland Street, approximately 600m south-east of the site. This location is intended to represent a proposed draft DCP view that appears to emanate from Cleveland Street near its intersection with Pitt Street (Redfern). Urbis inspected this view from the Street and found that it was not clearly accessible and provide this alternative view for assessment.

This view is characterised by a wide and open foreground of Prince Alfred Park, dense evergreen vegetation and a background of commercial and mixed-use towers located along the west side of Central Station including the existing commercial blocks in Lee Street. There is no access to scenic views or highly valued scenic resources beyond the subject site.

VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

The majority of the proposed building is not visible in this location and from other locations within Prince Alfred Park. A minor amount at the top of the tower will be visible above other approved and proposed building envelopes. The level of the proposed design that is visible does not dominate the view composition given that the majority of the view available would remain unaffected by the proposal.

The minor amount of the proposed design, as modelled will be visible in the context of the Central Precinct tower cluster and as such will contribute to the contemporary visual landmark that is intended for Haymarket and the wider visual setting. The construction of the built form shown will not block views to or between heritage items, does not block access to scenic features or resources beyond the site and will predominantly block areas of open sky.

Visual effects of proposed development	
Visual Character	LOW
Scenic Quality of View	LOW
View Composition	LOW
Viewing Level	NIL
Viewing Period	MEDIUM-HIGH
Viewing Distance	LOW
View Loss & View Blocking Effects	LOW
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	HIGH
Physical Absorption Capacity	LOW
Compatibility with Urban Context and Visual Character	MEDIUM
Overall rating of significance of visual impact	**MEDIUM**

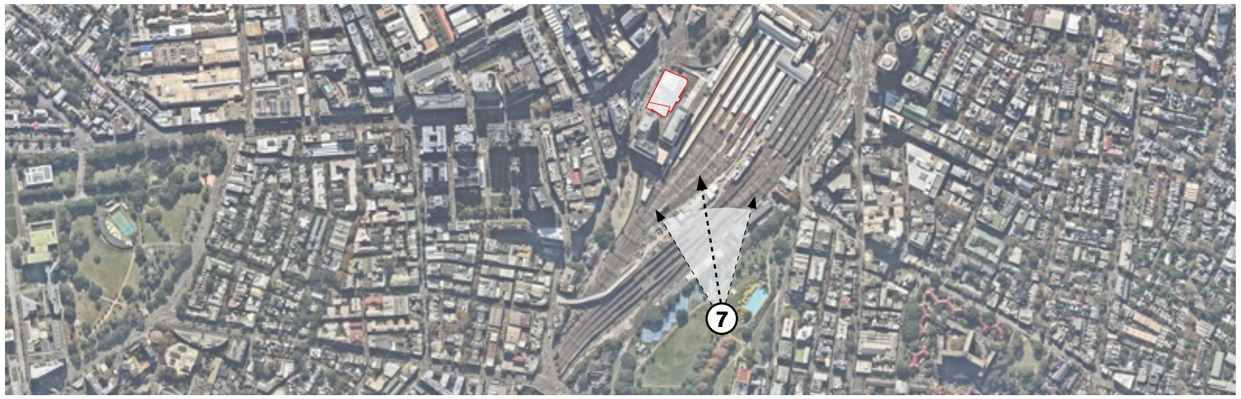


Figure 53 VIEWPOINT 07 LOCATION

Figure 54 VIEWPOINT 07 EXISTING VIEW

Figure 55 VIEWPOINT 07 PROPOSED VIEW

VIEW 08

INTERSECTION OF REGENT STREET AND CLEVELAND STREET (APPROXIMATE DCP VIEW)

DISTANCE CLASS

- Medium
- 600m

EXISTING COMPOSITION OF THE VIEW

This is an expansive view from the intersection of Regent Street and Cleveland Street, approximately 600m south of the subjects site and represents a proposed draft DCP. This view is characterised by a wide and open foreground of Prince Alfred Park, dense evergreen vegetation and a background of commercial and mixed-use towers located along the west side of Central Station including the existing commercial blocks in Lee Street. There is no access to scenic views or highly valued scenic resources beyond the subject site.

VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

The proposed building will not be visible in this view due to the blocking effects of intervening approved envelopes.

Visual effects of proposed development	
Visual Character	LOW
Scenic Quality of View	LOW
View Composition	LOW
Viewing Level	NIL
Viewing Period	MEDIUM
Viewing Distance	LOW
View Loss & View Blocking Effects	MEDIUM
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	LOW
Physical Absorption Capacity	LOW
Compatibility with Urban Context and Visual Character	MEDIUM
Overall rating of significance of visual impact	**LOW**

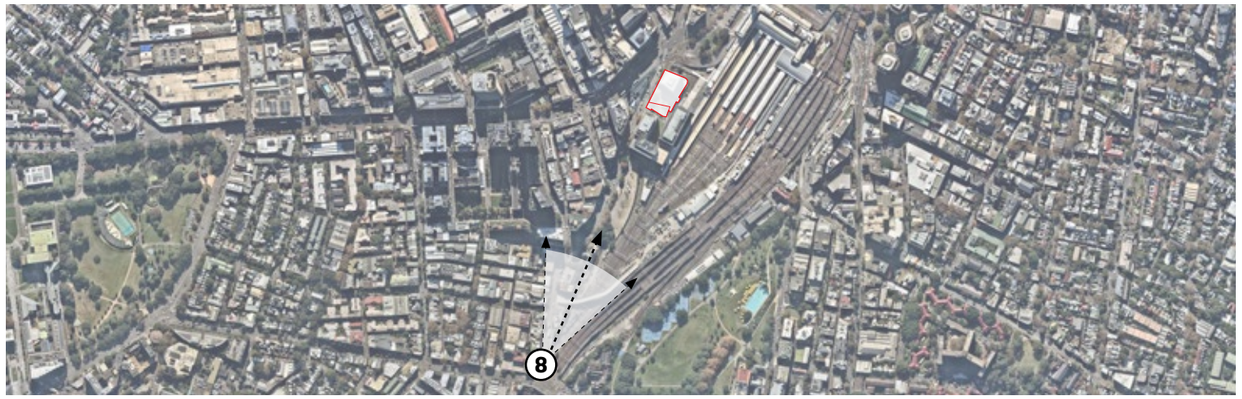


Figure 56 VIEWPOINT 08 LOCATION

Figure 57 VIEWPOINT 08 EXISTING VIEW

Figure 58 VIEWPOINT 08 PROPOSED VIEW

VIEW 09

INTERSECTION OF WENTWORTH AVE AND WEMYSS LANE (APPROXIMATE DCP VIEW)

DISTANCE CLASS

- Distant
- 1000m

EXISTING COMPOSITION OF THE VIEW

The view is constrained to the road corridor and includes a foreground composition of buildings which vary in height, form and age but predominantly include medium height early 21st Century residential flat buildings along the western side and lower, older buildings along the east side.

The existing view composition includes part of Central Station and the Clock Tower that are partly screened by street tree vegetation. We note that access to views of the Central Station Clock Tower will be blocked during summer months when the Liquid Amber trees are in leaf. There is no access to scenic views or highly valued scenic resources beyond the subject site.

VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

The proposed design introduces a narrow vertical column of built form into the background view composition, which will be partially obscured by intervening foreground development including the Central Station Clock Tower. The built form proposed would be partly visible in the context of a cluster of other approved towers within the Central Precinct. The narrow vertical column of built form proposed above the Adina Hotel will form part of the immediate background south of the Clock Tower and contribute to the tower cluster and contemporary visual landmark that is intended for Haymarket.

The construction of the built form shown will not block views to or between heritage items, does not block access to scenic features or resources beyond the site and will predominantly block areas of open sky.

Visual effects of proposed development	
Visual Character	LOW
Scenic Quality of View	LOW
View Composition	LOW
Viewing Level	LOW
Viewing Period	LOW
Viewing Distance	LOW
View Loss & View Blocking Effects	LOW
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	LOW
Physical Absorption Capacity	LOW
Compatibility with Urban Context and Visual Character	HIGH
Overall rating of significance of visual impact	**LOW**

Figure 59 VIEWPOINT 09 LOCATION

Figure 60 VIEWPOINT 09 EXISTING VIEW

Figure 61 VIEWPOINT 09 PROPOSED VIEW

VIEW 10

INTERSECTION OF PITT STREET AND LIVERPOOL STREET (APPROXIMATE DCP VIEW)

DISTANCE CLASS

- Medium
- 820m

EXISTING COMPOSITION OF THE VIEW

This is an axial view along George Street from the intersection of Hay Street approximately 500m north of the site.

The view is constrained to the road corridor and includes a foreground composition of buildings which vary in height, form and age including medium and tall tower forms. The streetscape is predominantly characterised by low-medium height built forms circa late 20th Century of concrete, steel and glass construction. The existing view composition is terminated by part of Central Station including its Clock Tower, above which is open sky.

There is no access to scenic views or highly valued scenic resources beyond the subject site.

VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

The proposed building is not present in this view composition because it is blocked by intervening development.

Visual effects of proposed development	
Visual Character	NIL
Scenic Quality of View	NIL
View Composition	NIL
Viewing Level	NIL
Viewing Period	NIL
Viewing Distance	NIL
View Loss & View Blocking Effects	NIL
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	N/A
Physical Absorption Capacity	N/A
Compatibility with Urban Context and Visual Character	N/A
Overall rating of significance of visual impact	**N/A**

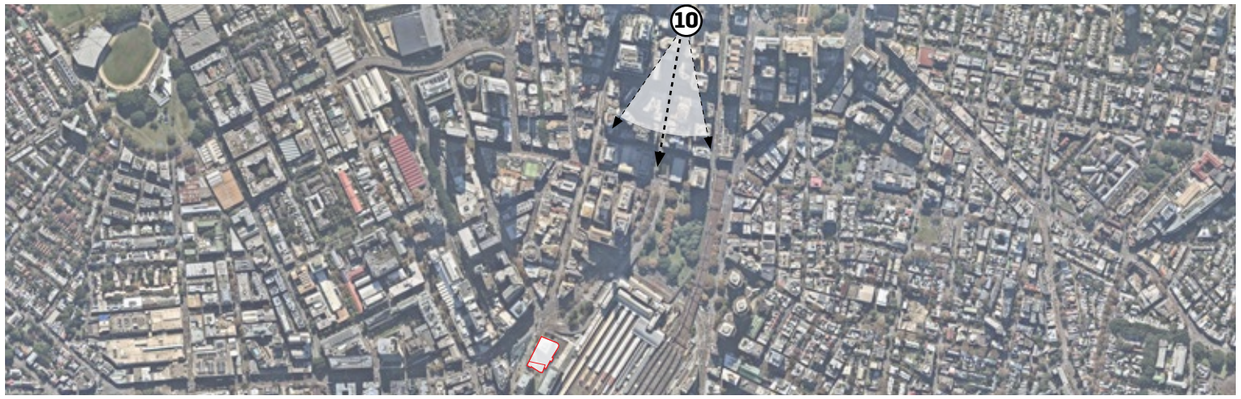


Figure 62 VIEWPOINT 10 LOCATION

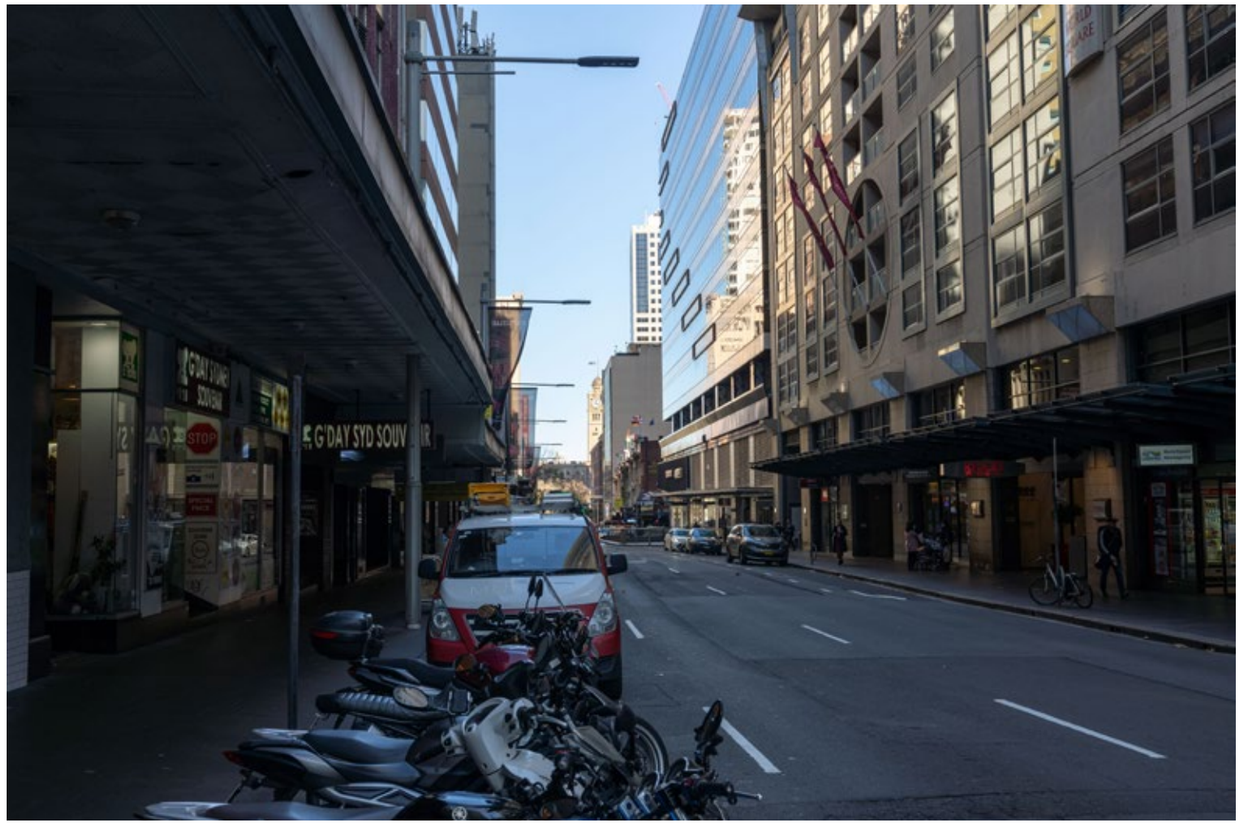


Figure 63 VIEWPOINT 10 EXISTING VIEW

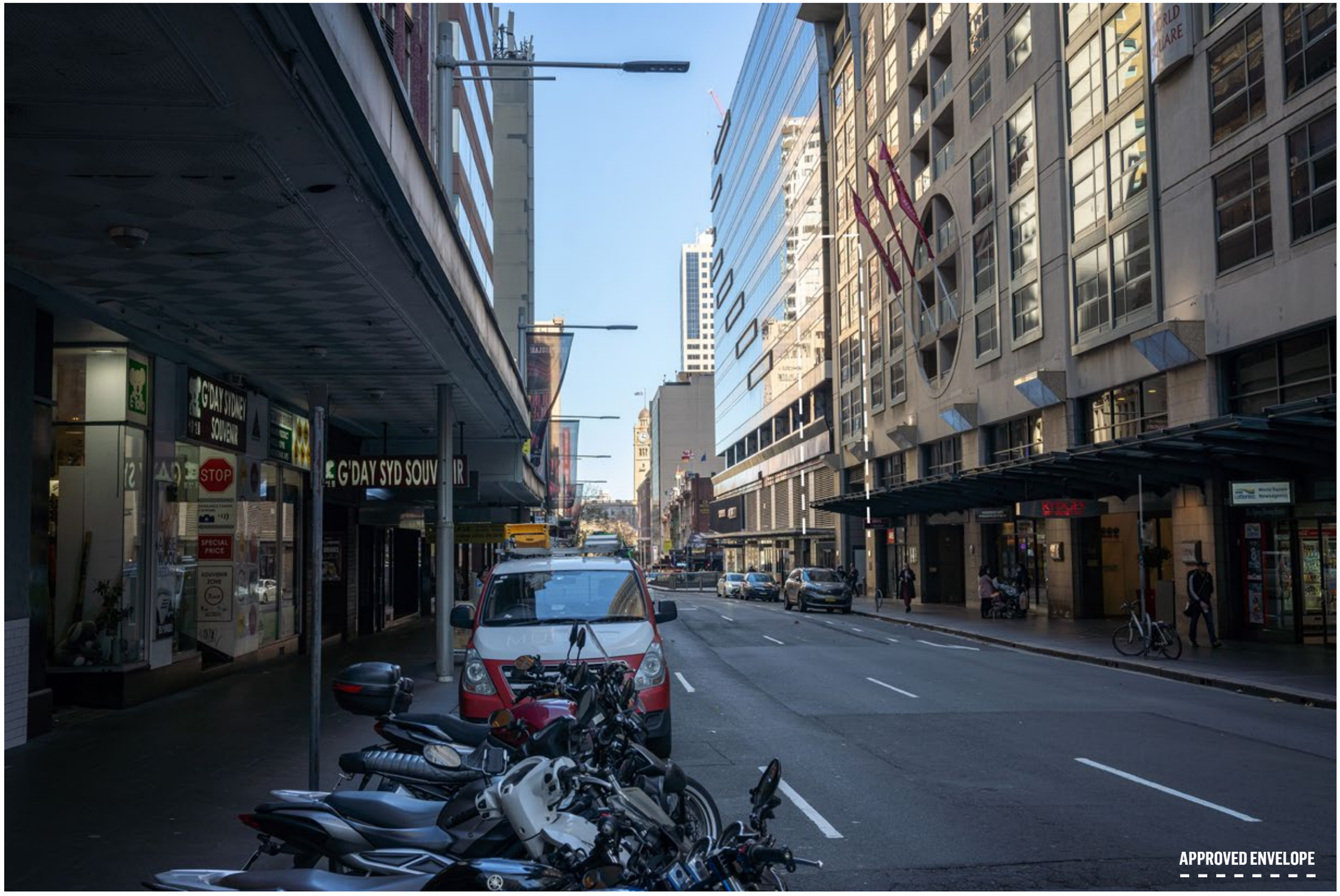


Figure 64 VIEWPOINT 10 PROPOSED VIEW

VIEW 11
8-14 BROADWAY - (APPROXIMATE DCP VIEW)

DISTANCE CLASS

- Medium
- 180m

EXISTING COMPOSITION OF THE VIEW

The view is predominantly constrained to the road corridor and includes a foreground composition of buildings which vary in height, form and age including medium and tall tower forms such as institutional buildings associated with UTS and residential flat buildings for student accommodation. The east side of Broadway is predominantly characterised by low-height older buildings including heritage items which terminates the view. There is no access to scenic views or highly valued scenic resources beyond the subject site. Part of the west elevation of Central Station, the Clock Tower and the Adina building form the terminus of this axial view.

VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

The mid and upper parts of the proposed tower will be visible in upward, oblique views above foreground built form where it makes a minor contribution to the composition. In this regard the proposed development does not create any significant visual effects in the composition of this view. The construction of the built form proposed will not block views to or between heritage items including to the Clock Tower which will remain a prominent visual feature. The proposed development does not block access to scenic features and will largely block areas of open sky.

Visual effects of proposed development	
Visual Character	LOW
Scenic Quality of View	LOW
View Composition	LOW
Viewing Level	NIL
Viewing Period	MEDIUM
Viewing Distance	MEDIUM
View Loss & View Blocking Effects	LOW
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	MEDIUM
Physical Absorption Capacity	HIGH
Compatibility with Urban Context and Visual Character	LOW
Overall rating of significance of visual impact	**LOW**

Figure 65 VIEWPOINT 11 LOCATION

Figure 66 VIEWPOINT 11 EXISTING VIEW

Figure 67 VIEWPOINT 11 PROPOSED VIEW

VIEW 12
GEORGE STREET - SOUTH OF RAILWAY SQUARE

DISTANCE CLASS

- Close
- 120m

EXISTING COMPOSITION OF THE VIEW

The view is an axial view along the footpath on George Street in the vicinity of Railway Square approximately 120 m south west of the site.

The view is constrained to the road corridor by buildings along George Street but is expansive to the south-east and includes the Railway Square shade structure, Adina building and includes a foreground composition of the Marcus Clark building (TAFE) and Central Clock Tower. The existing view composition is terminated by the Central Station Clock Tower, Adina Building and adjacent low height Railway buildings including buildings on the Atlassian site.

VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

The proposed building introduces a new tall, slim tower form into the background view composition. The built form proposed is intentionally juxtaposed in height, form and character to the existing in the composition so that they remain distinct and visually prominent in views. The built form proposed would be visible in the context of other approved tower envelopes that are clustered within the Central Precinct. Taller built form located in the Central Precinct will create a new contemporary visual landmark in Haymarket and within the wider visual setting.

The proposed tower is spatially well separated from other approved envelopes and includes some space above the heritage item. Notwithstanding, the proposed contemporary form is highly visible, in this close view it does not block view to or between heritage items. The proposed building will not block views to or between heritage items, does not block access to scenic features or resources beyond the site and will predominantly block areas of open sky.

Visual effects of proposed development	
Visual Character	LOW-MEDIUM
Scenic Quality of View	LOW
View Composition	LOW-MEDIUM
Viewing Level	LOW
Viewing Period	MEDIUM
Viewing Distance	HIGH
View Loss & View Blocking Effects	LOW
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	LOW
Physical Absorption Capacity	LOW
Compatibility with Urban Context and Visual Character	MEDIUM
Overall rating of significance of visual impact	**MEDIUM**

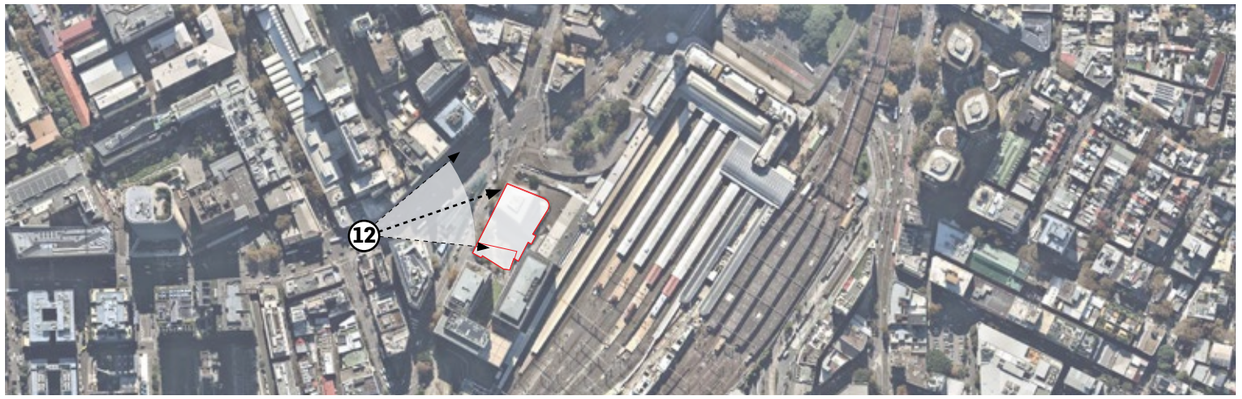


Figure 68 VIEWPOINT 12 LOCATION

Figure 69 VIEWPOINT 12 EXISTING VIEW

Figure 70 VIEWPOINT 12 PROPOSED VIEW

VIEW 13
RAILWAY SQUARE - LEE STREET

DISTANCE CLASS

- Close
- 50m

EXISTING COMPOSITION OF THE VIEW

The view is an axial view from Lee Street south of Railway Square approximately 100m south of the site.

The view is predominantly constrained to the road corridor and includes the Railway Square shade structure on the left hand side, Adina building and parts of Henry Deane Plaza. The existing view composition includes the subject site and is terminated by the former lottery office and the commercial buildings beyond.

VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

The proposed development is present in the immediate foreground, where the lower podium will block immediate close views to part of the heritage item. The podium is set back to the east and partially cantilevered above the heritage item. This spatial arrangement allows for views to the majority of the heritage item. The lower facade will be clear glazed and free of structural floor plates which allows for filtered views through the transparent facade and provides a sense of space at the ground plane.

We note that this level of visual change is only experienced in close views, immediately adjacent to the proposed tower and that as the viewer moves to the west or north, more of the heritage item will be revealed. The proposed development sits within the approved envelope and will form part of an approved tower cluster which will in time, emerge within the Western Precinct at Central Station.

The taller built form proposed is intentionally juxtaposed in height, form and character to the existing built forms present in the composition so that they remain distinct and visually prominent in views.

The proposed building will not block views to scenic features or resources beyond the site and will predominantly block areas of open sky.

Visual effects of proposed development	
Visual Character	MEDIUM-HIGH
Scenic Quality of View	LOW-MEDIUM
View Composition	LOW-MEDIUM
Viewing Level	NIL
Viewing Period	MEDIUM
Viewing Distance	HIGH
View Loss & View Blocking Effects	MEDIUM
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	LOW
Physical Absorption Capacity	LOW
Compatibility with Urban Context and Visual Character	MEDIUM
Overall rating of significance of visual impact	**MEDIUM-HIGH**

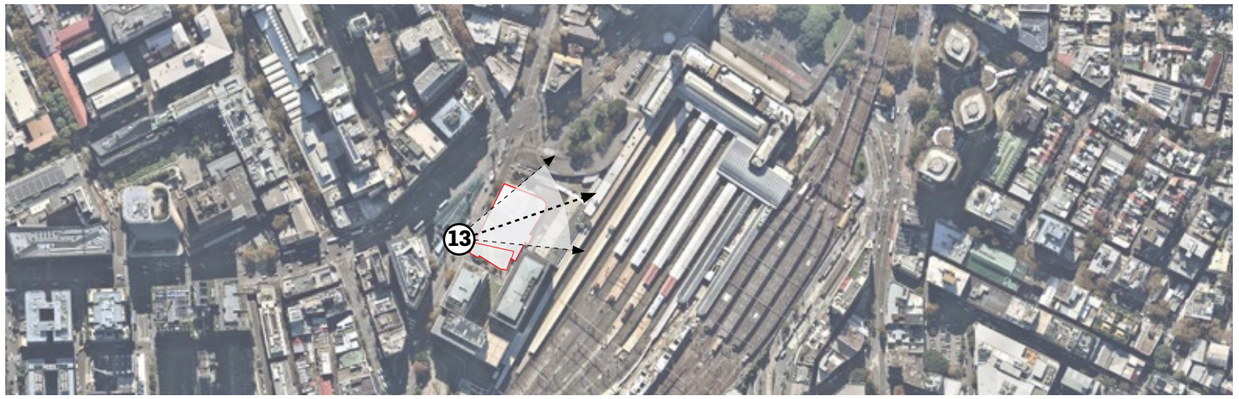


Figure 71 VIEWPOINT 13 LOCATION

Figure 72 VIEWPOINT 13 EXISTING VIEW

Figure 73 VIEWPOINT 13 PROPOSED VIEW

VIEW 14
BELMORE PARK

DISTANCE CLASS

- Medium
- 300m

EXISTING COMPOSITION OF THE VIEW

This is close view from the south end of Belmore Park approximately 350m north of the site.

The view is partly constrained by the north elevation of Central Station which forms a dominant feature in the foreground. The horizontal extent of the low built form, massing and sandstone finishes of the main terminal building and clock tower create a dominant feature which occupies a wide section of the view composition. This dominant horizontal scale is reinforced by the foreground elements of Belmore Park which is largely undeveloped. As such the foreground and mid-ground composition is dominated by horizontal elements including the grand façade of Central Station where the Clock Tower appears as an isolated visual feature surrounded by areas of open sky.

VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

The proposed tower introduces a new tall, slim form into the background view composition which is partly visible above Central Station. The vertical tower form is perpendicular to the predominantly low-height, horizontal foreground features in the view so that it is visually and physically juxtaposed in relation to them.

The juxtaposed form of the proposed tower allows the foreground heritage items and their open space setting or 'visual curtilage' to remain distinct and visually prominent in views and the built form will not block views to or between heritage items, access to scenic features beyond the site and will predominantly block areas of open sky.

Visual effects of proposed development	
Visual Character	LOW-MEDIUM
Scenic Quality of View	LOW
View Composition	LOW-MEDIUM
Viewing Level	NIL
Viewing Period	MEDIUM
Viewing Distance	MEDIUM
View Loss & View Blocking Effects	LOW
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	HIGH
Physical Absorption Capacity	LOW
Compatibility with Urban Context and Visual Character	MEDIUM
Overall rating of significance of visual impact	**MEDIUM**

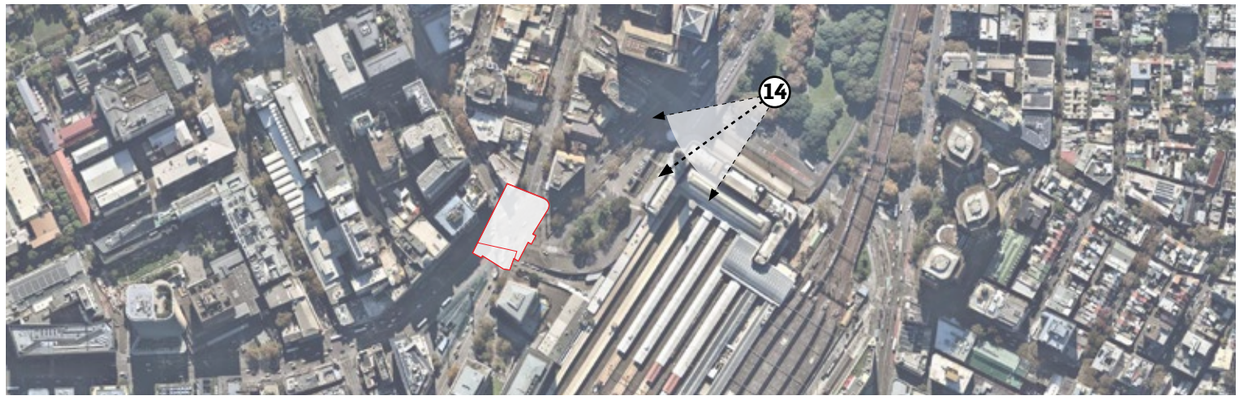


Figure 74 VIEWPOINT 14 LOCATION

Figure 75 VIEWPOINT 14 EXISTING VIEW

Figure 76 VIEWPOINT 14 PROPOSED VIEW

VIEW 15
APEX OF PITT STREET AND GEORGE STREET

DISTANCE CLASS

- Close
- 100m

EXISTING COMPOSITION OF THE VIEW

This is a direct view to the subject site including the Adina Hotel. The foreground composition includes low-height built forms above the wide Pitt Street road corridor and southern end of the sandstone finished colonnade of Central Stations' frontage to Pitt Street.

The south-western corner of the precinct is defined by the former Parcels Post Office (Adina Hotel) a six-storey Federation Free Classical style building designed by Gorrie McLeish Blair. The building occupies a prominent position in the context of open space and low and medium height buildings

VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

The proposed design introduces a new tall, slim tower form into the foreground view composition. The taller built form proposed is intentionally juxtaposed in height, form and character to the existing built forms present including the fPPB in the composition so that they remain distinct and visually prominent in views. The built form proposed would be visible in the context of other approved tower envelopes within the Central Precinct. Taller built form located in the Central Precinct will create a new contemporary visual landmark in Haymarket and within the wider visual setting. The construction of the built form shown will not block views to or between heritage items, does not block access to scenic features or resources beyond the site and will predominantly block areas of open sky.

Visual effects of proposed development	
Visual Character	MEDIUM-HIGH
Scenic Quality of View	LOW
View Composition	MEDIUM-HIGH
Viewing Level	MEDIUM
Viewing Period	MEDIUM
Viewing Distance	HIGH
View Loss & View Blocking Effects	LOW
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	LOW
Physical Absorption Capacity	LOW
Compatibility with Urban Context and Visual Character	MEDIUM-HIGH
Overall rating of significance of visual impact	**MEDIUM-HIGH**

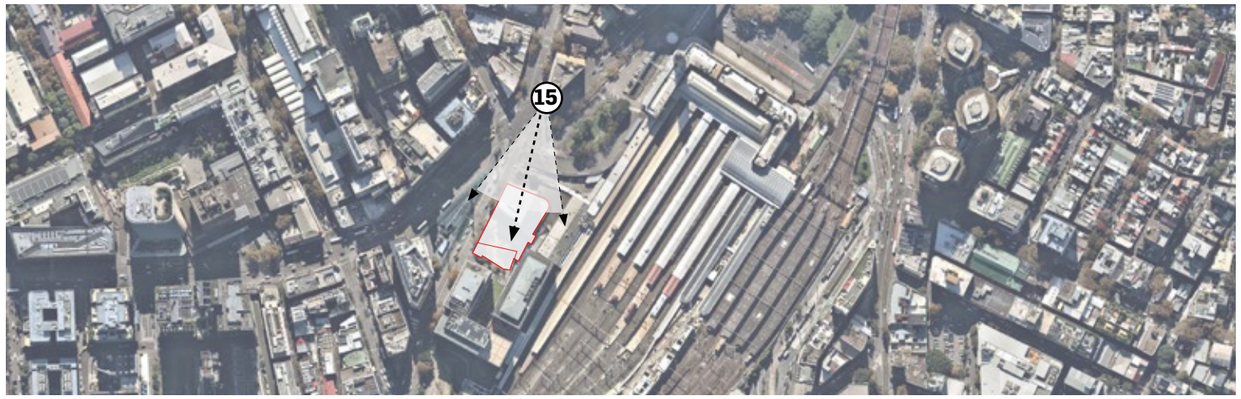


Figure 77 VIEWPOINT 15 LOCATION

Figure 78 VIEWPOINT 15 EXISTING VIEW

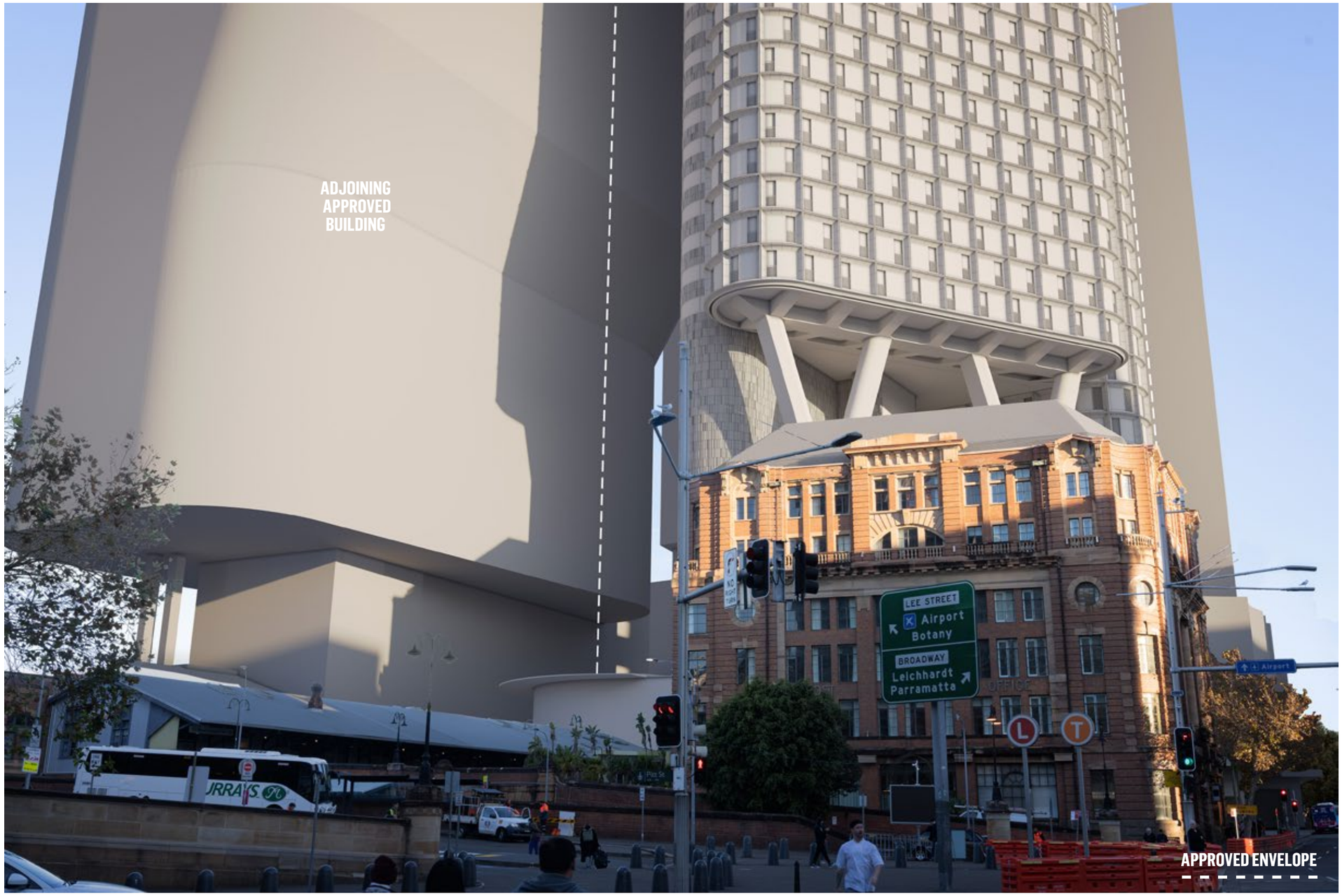


Figure 79 VIEWPOINT 15 PROPOSED VIEW

SECTION 6:
VISUAL IMPACT ASSESSMENT

6.1 SENSITIVITY

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

Public domain view place sensitivity ranged from N/A to high for the 15 assessed viewpoints.

Sensitivity from public open recreation space is deemed the highest. A high number of viewers would be expected to access Belmore Park and Prince Alfred Park, and these locations are considered to be locations where viewers could reasonably be expected to have an extended viewing period.

The remaining viewpoints are generally experienced for shorter periods of time as a result of being viewed from moving vehicles or while walking / cycling and when combined with variable factors resulted in lower view place sensitivity (low - medium).

6.2 PHYSICAL ABSORPTION CAPACITY

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

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

- *Prominence is also an attribute with relevance to PAC. It is assumed in this assessment that higher PAC can only occur where there is low to moderate prominence of the proposal in the scene.*
- *Low to moderate prominence means:*
  - *Low: The proposal has either no visual effect on the landscape or the proposal is evident but is subordinate to other elements in the scene by virtue of its small scale, screening by intervening elements, difficulty of being identified or compatibility with existing elements.*
  - *Moderate: The proposal is either evident or identifiable in the scene, but is less prominent, makes a smaller contribution to the overall scene, or does not contrast substantially with other elements or is a substantial element, but is equivalent in prominence to other elements and landscape alterations in the scene.*

Clear views of proposal are largely restricted to the immediate visual catchment of the site (Railway Square, Central Station vehicle concourse and Pitt Street). Because of the urbanised nature of the location, views to the proposal are obstructed to varying degrees by intervening existing built form, which generally corresponds to increasing distance, with the exception of Prince Alfred Park which due to its open nature allows for views towards the site.

6.3 VISUAL COMPATIBILITY

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

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

The overall visual compatibility of the proposed development is rated as low or medium in all views.

COMPATIBILITY WITH URBAN FEATURES

This section considers the compatibility of the proposed development in the context of other urban forms and in relation to the strategic desired future character of the Western Gateway sub-precinct and Sydney Innovation and Technology Precinct. We note that proposed built form fits wholly within Western Gateway Sub-precinct Design Guideline envelope. The proposed development introduces a novel tower form into the visual context that is currently occupied by lower built forms. However the building envelope is consistent and highly compatible with the desired future character of the Western Gateway sub-precinct and Sydney Innovation and Technology Precinct or the site and surrounding area set out in the Central Sydney SSP.

Initially, in all distant and medium distant views the proposed development appears as a tall narrow tower form in the context of existing high and medium height buildings that are present in the highly urbanised visual setting. In time the compatibility with urban features will increase given the approvals of adjacent tower forms within the adjoining Western Gateway precincts. In close views the proposed development is visible as a contemporary form that has been designed to deliberately juxtapose with and visually stand apart from the predominant heritage character of the immediate visual context.

COMPATIBILITY WITH HERITAGE FEATURES

In our opinion considering all relevant factors, the visual impact of the proposal on the visual setting and heritage context is reasonable and acceptable and reflects the desired future character for the precinct (refer to Section 4.0: View Selection and Heritage Items for analysis of the proposed built form on heritage items).

6.4 SIGNIFICANCE OF RESIDUAL VISUAL IMPACTS

7.4.1 APPLYING THE WEIGHTING FACTORS

To arrive at a final level of significance of visual impact, the weighting factors are applied to the overall level of visual effects. “Table 8 Summary Table of Visual Effects” summarises the ratings of each variable factor in relation to the visual effects.

7.4.2 OVERALL VISUAL IMPACTS

Taking into consideration the ‘baseline’ or existing visual context, the level of visual effects of the proposed development on each factor and in the context of additional weighting factors described above, the visual impacts of the proposed development were found to be acceptable.

6.5 CUMULATIVE IMPACTS

The site is within the Western Gateway Sub-precinct which is located within the wider Central State Significant Precinct (SSP) which covers 24 hectares bounded by Pitt Street to the west, Cleveland Street to the south, Eddy Avenue to the north and Elizabeth Street to the east (Figure 78: Central SSP sub-precincts).

The sub-precinct is the first stage of planning for the Central SSP and consists of three separate development sites: A, B and C (the site). Blocks A and B were rezoned in August 2020 to enable the development of Atlassian's new headquarters and a redevelopment proposal from Dexus and Frasers, with Block C (the site) being rezoned in October 2021.

The desired future character and usage of the sub-precinct is outlined in the Central Precinct Strategic Framework (March 2021) as:

- Establish a visual marker for Central Precinct through the creation of city scale buildings that positively contributes to Sydney’s skyline, character and public identity.
- Deliver a critical mass of employment floor space including for technology companies as recommended in the Sydney Innovation and Technology Precinct Panel Report.

The proposal sits within a highly urbanised environment of varying built-form in terms of height, bulk, style, construction period and usage. As such, the impact of the proposal, while introducing new built form to the visual composition, is not deemed to be at odds on the assessed baseline conditions and visual surrounding visual environment and would not change the overall landscape character of the surrounding area (highly urbanised).

The proposal will sit within a wider cluster of approved tower forms located on development sites A and B within the sub-precinct which together will form a visual marker within the Sydney skyline. From the south this cluster of tower forms will be viewed against the existing tower forms of the Sydney CBD, particularly when viewed from a distance and would result in a visual change rather than impact.

When viewed from the east and west, the proposal and combined tower cluster forms an extension of the existing Sydney CBD, which when viewed from a distance is not at odds with existing visible built form and would not significantly alter the visual composition of the view. Views from within a more immediate visual catchment would be from within the identified urban context would often be obstructed as a result of intervening built form which decreases potential cumulative impacts on available visual compositions.

VIEW REFERENCE	DESCRIPTION	RATING OF VISUAL EFFECTS ON VARIABLE WEIGHTING FACTORS AS LOW, MEDIUM OR HIGH "(Refer to Table 4 in Appendix 1 for descriptions of ratings) NB: high ratings mean low impacts e.g. where there is high compatibility or absorption, this reduces the significance of the weighting factor"			OVERALL RATING OF SIGNIFICANCE OF VISUAL IMPACT
		PUBLIC DOMAIN VIEW PLACE SENSITIVITY: HIGH, MEDIUM OR LOW (REFER TO SECTIONS 3.3 AND 3.4 OF THE REPORT)	VISUAL ABSORPTION CAPACITY	COMPATIBILITY WITH URBAN CONTEXT AND VISUAL CHARACTER	
View 01	683 George Street	Low	Low	Low	**Low**
View 02	Intersection of Pitt Street and Barlow Street	Medium	Low	Medium	**Medium**
View 03	Intersection of Quay Street and Ultimo Road	Low	Low	Low	**Low**
View 04	Broadway (Near UTS Building)	Low	Low	Low	**Low**
View 05	Central Station Concourse Vehicle Ramp	Medium-Low	Low	Medium	**Medium**
View 06	Devonshire Street (Approximate DCP View)	Low	Low	Medium	**Low**
View 07	Prince Alfred Park	High	Low	Medium	**Medium**
View 08	Intersection of Regent Street and Cleveland Street	Low	Low	Medium	**Low**
View 09	Intersection of Wentworth Ave and Wemyss Lane (Approximate DCP View)	Low	Low	High	**Low**
View 10	Intersection of Pitt Street and Liverpool Street (Approximate DCP View)	N/A	N/A	N/A	**N/A**
View 11	8-14 Broadway (Approximate DCP View)	Medium	High	Low	**Low**
View 12	George Street	Low	Low	Medium	**Medium**
View 13	Railway Square - Lee Street	Low	Low	Medium	**Medium-High**
View 14	Belmore Park	High	Low	Medium	**Medium**
View 15	Apex of Pitt Street and George Street	Low	Low	Medium-High	**Medium-High**

Table 8 SUMMARY TABLE OF VISUAL EFFECTS

Sub-precincts overview

The **Central Station sub-precinct** will draw upon its heritage landmark qualities, reestablish its civic role and provide a world-class public transport interchange. Its Western Forecourt will be a key public place, providing a new western front entrance to Central Station that connects people to the city and invites them to stay and linger.

The **Western Gateway sub-precinct** will be a gateway to Central Sydney, a visual marker for Central Precinct through city-scale buildings that creates a focal point for the innovation and technology hub.

The **Regent Street Sidings sub-precinct** will be a mixed-use precinct anchored by Mortuary Station that interacts with and positively responds to the changing urban context of Chippendale.

The **Southern OSD sub-precinct** will be a mixed-use highly urban precinct with a residential and education focus above the rail yards forming part of southern Central Sydney, supported by open space and cross-corridor links that reconnect into the surrounding street network.

The **Northern OSD sub-precinct** will be a mixed-use highly urban precinct and commercial hub for jobs of the future and emerging industries above the rail yards forming part of southern Central Sydney, supported by open space and cross-corridor links that reconnect into the surrounding street network.

The **Prince Alfred Sidings sub-precinct** will provide an attractive, lower scale western edge to Prince Alfred Park. The future character would; activate the park, ensure appropriate solar access, respond sensitively to heritage items and assist in linking Surry Hills and Prince Alfred Park to Chippendale and Ultimo across Sydney Yards.

The **Eastern Gateway sub-precinct** will be the eastern entry to Central Precinct that will respond to the unique urban character of Surry Hills. The future character would celebrate surrounding heritage buildings and provide opportunities for small-scale businesses and uses that serve the local community, future workers and visitors.

The **Goulburn Street sub-precinct** will be an urban block of city-scale development. The future character resolves existing site challenges, integrates and activates the adjoining public domain and provides a new high-quality edge to Elizabeth Street.

Sub-precincts plan

FIGURE 80 CENTRAL SSP SUB-PRECINCTS (Central Precinct Draft Strategic Vision 2019).

SECTION 7:
CONCLUSION

7.1 CONCLUSIONS

- The existing potential visual catchment of the site has been based on the external visibility of the Adina Building and the Central Station Clock Tower which has been 'ground-truthed' during fieldwork.
- The existing potential visual catchment of the site is relatively small and constrained by surrounding taller built forms. Views towards the site are largely restricted to carriageways which are aligned towards the subject site and provide axial and focal views towards it.
- The proposed development of taller built form on the site will increase the potential visual catchment, however in views from a greater distance, architectural details and materiality are unlikely to be able to be perceived.
- In distant views the proposed development will appear as a slim tower form within a cluster of other tower forms which collectively create a new contemporary landmark at the southern gateway to the Sydney CBD.
- The visual character surrounding the site is highly urbanised, consisting of a variety of built form of varying height, bulk, architectural style and uses.
- The visual character and context of the subject site includes heritage items and a triangular shaped urban block to the north-west that is predominantly characterised by heritage items and low-medium height buildings which display relatively uniform street frontage heights.
- An analysis of the visual effects of the proposed development has been informed by a review of accurate photomontages prepared by Virtual Ideas.
- The photomontages show that the proposed built form is visible in close and medium distant views depending on the alignment of road corridors and the location of intervening development.
- 15 views were modelled for analysis and five views were modelled to a greater level of detail (showing materiality) to illustrate their relationship to surrounding heritage items, which found that considering all relevant factors, the visual impact of the proposal on the visual setting and heritage context is reasonable and acceptable and reflects the desired future character for the precinct.
- Four DCP views were modelled and assessed against the proposed built form and were rated as having a nil to low effect on the scenic quality, visual character, sensitivity and composition of views.
- The visual impacts of the proposed built form were rated as medium on views from the most sensitive view locations (Prince Alfred Park and Belmore Park).
- In all views modelled where the proposal is visible, the proposed built form will introduce a new tall, slim tower feature of varying visibility into the view composition. In all cases the height, form and character of the built form proposed is juxtaposed in relation to the existing lower scale and height buildings that are present in the composition. This intentional contrast allows heritage items including the fPPB to remain visually distinct and prominent in views.
- The built form proposed is spatially well separated from adjoining approved and approved tower envelopes that are clustered within the Central Precinct. The Central Precinct tower cluster occupies in most cases only part of the view composition that is available and predominantly blocks views to other built forms or open areas of sky.
- The proposed built form as modelled will be visible in the context of the Central Precinct tower cluster and as such will contribute to a new contemporary visual landmark envisioned in the Central Precinct Draft Strategic Vision.
- The proposed design is consistent with the planning provisions contained in the Sydney LEP 2012 and the Western Gateway Design Guide. The expression of three pill shaped elements for the tower results in areas of unused articulation within the envelope (ca 154sqm), which allows for a greater views past the north-east corner and a western facade rotated in an eastern direction, reducing the visual impact from George Street. This leads to a slight encroachment (ca 3sqm) of the western diagonal envelope line defined in the Design Guide.
- In our opinion the extent of the visual effects generated is acceptable in the immediate and wider visual context as modelled.

SECTION 8:
APPENDIX

APPENDIX 1

ANALYSIS OF VISUAL EFFECTS

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

Table 9 Table of Visual Effects Factor

FACTOR	LOW EFFECT	MEDIUM EFFECT	HIGH EFFECT
Scenic quality	The proposal does not have negative effects on features which are associated with high scenic quality, such as the quality of panoramic views, proportion of or dominance of structures, and the appearance of interfaces.	The proposal has the effect of reducing some or all of the extent of panoramic views, without significantly decreasing their presence in the view or the contribution that the combination of these features make to overall scenic quality.	The proposal significantly decreases or eliminates the perception of the integrity of any of panoramic views or important focal views. The result is a significant decrease in perception of the contribution that the combinations of these features make to scenic quality.
Visual character	The proposal does not decrease the presence of or conflict with the existing visual character elements such as the built form, building scale and urban fabric.	The proposal contrasts with or changes the relationship between existing visual character elements in some individual views by adding new or distinctive features but does not affect the overall visual character of the precinct's setting.	The proposal introduces new or contrasting features which conflict with, reduce or eliminate existing visual character features. The proposal causes a loss of or unacceptable change to the overall visual character of individual items or the locality.
View place sensitivity	Public domain viewing places providing distant views, and/or with small number of users for small periods of viewing time (Glimpses-as explained in viewing period).	Medium distance range views from roads and public domain areas with medium number of viewers for a medium time (a few minutes or up to half day-as explained in viewing period).	Close distance range views from nearby roads and public domain areas with medium to high numbers of users for most the day (as explained in viewing period).
Viewer sensitivity	Residences providing distant views (>1000m).	Residences located at medium range from site (100-1000m) with views of the development available from bedrooms and utility areas.	Residences located at close or middle distance (<100m as explained in viewing distance) with views of the development available from living spaces and private open spaces.
View composition	Panoramic views unaffected, overall view composition retained, or existing views restricted in visibility of the proposal by the screening or blocking effect of structures or buildings.	Expansive or restricted views where the restrictions created by new work do not significantly reduce the visibility of the proposal or important features of the existing visual environment.	Feature or focal views significantly and detrimentally changed.
Relative viewing level	Elevated position such as ridge top, building or structure with views over and beyond the site.	Slightly elevated with partial or extensive views over the site.	Adjoining development, public domain area or road with view blocked by proposal.

ANALYSIS OF VISUAL IMPACTS

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

Table 10 Table of Visual Impacts Factor

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

APPENDIX 2

PREPARATION OF PHOTOMONTAGES

Toga Central, Haymarket

Visual impact photomontage and methodology report

1. INTRODUCTION

This document was prepared by Virtual Ideas to demonstrate the visual impact of the proposed development of Toga Central, located at 2 Lee Street, Haymarket NSW with respect to the existing site conditions.

2. VIRTUAL IDEAS EXPERTISE

Virtual Ideas is an architectural visualisation company that has over 15 years experience in preparing visual impact assessment content and reports on projects of major significance that meet the requirements for relevant local and state planning authorities.

Our reports have been submitted as evidence in proceedings in both the Land and Environment Court and the Supreme Court of NSW. Our director, Grant Kolln, has been an expert witness in the field of visual impact assessment in the Supreme Court of NSW.

Virtual Ideas' methodologies and outcomes have been inspected by various court appointed experts in relation to previous visual impact assessment submissions, and have always been found to be accurate and acceptable.

3. RENDERINGS METHODOLOGY

The following describes the process that we undertake to create the renderings that form the basis of this report.

3.1 DIGITAL 3D SCENE CREATION

The first step in our process is the creation of an accurate, real world scale digital 3D scene that is positioned at a common reference points using the MGA 56 GDA2020 coordinates system.

We have used data including proposed building 3D models and site survey drawings to create the 3D scene. A detailed description of the data sources used in this report can be found in Appendix A to C.

When we receive data sources that are not positioned to MGA-56 GDA2020 coordinates, we use common points in the data sources that can be aligned to points in other data sources that are positioned at MGA-56 GDA2020. This can be data such as site boundaries and building outlines.

Descriptions of how we have aligned each data source can also be found in Section 3.2.

3.2 ALIGNMENT OF 3D SCENE

To align the 3D scene to the correct geographical location, we used the following data:

We used the site boundary of 2 Lee Street from site survey (Norton Survey Partners) and 3d model to position the proposed buildings in our 3D software. (refer to Appendix B to C for details)

We then loaded the photograph into the background of the corresponding 3D scene camera view, ensuring that the aspect ratio and lens setting match.

The 3D scene camera was moved to the correct position and rotated so that the surveyed feature locations match the same features in the photograph.

Image showing site boundary of 2 Lee Street from 3d Model (Yellow) aligned to survey drawing from Norton Survey Partners(Red Lines).

3.3 RENDERING CREATION

After the completing the camera alignment, we add lighting to the 3D scene.

A digital sunlight system was added in the 3D scene to match the lighting direction of the sun in Sydney, Australia. This was done using the software sunlight system that matches the angle of the sun using location data and time and date information.

For the renderings, we were requested to apply a basic white material to the proposed development, a basic blue material to the existing building on our site and peach for surrounding DA approved future developments.

Images were then rendered from the software and additional line work in red was added to show the extent of the DA Approved building model.

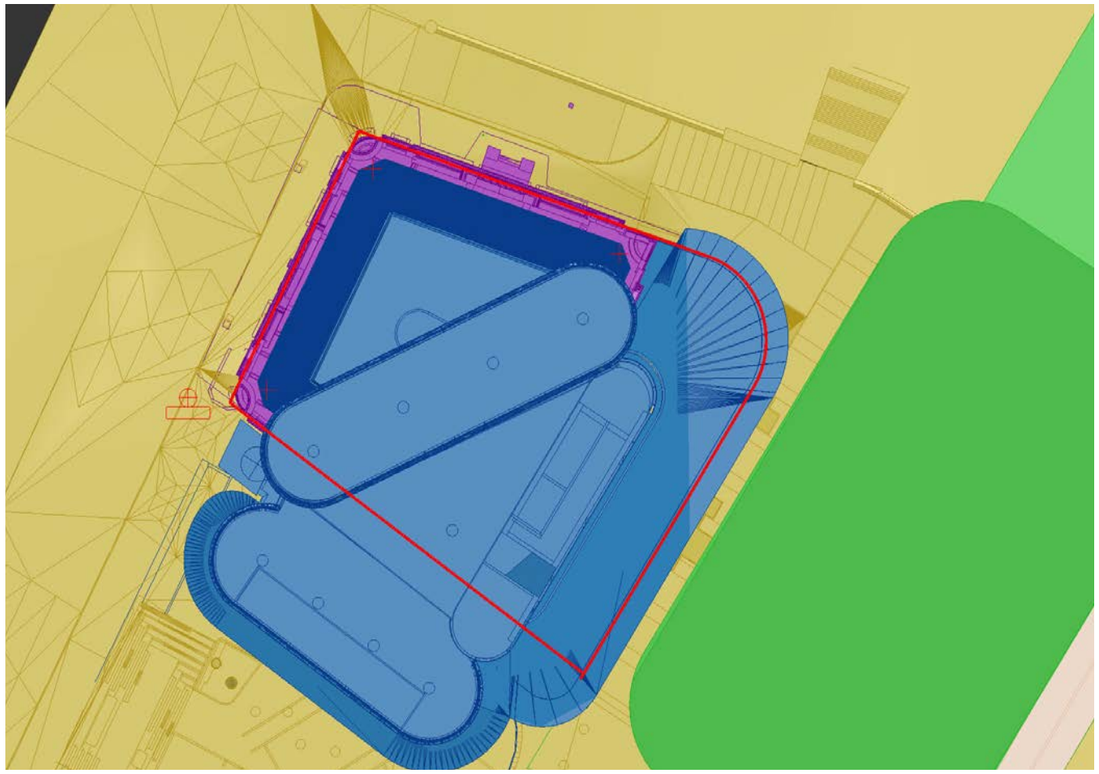
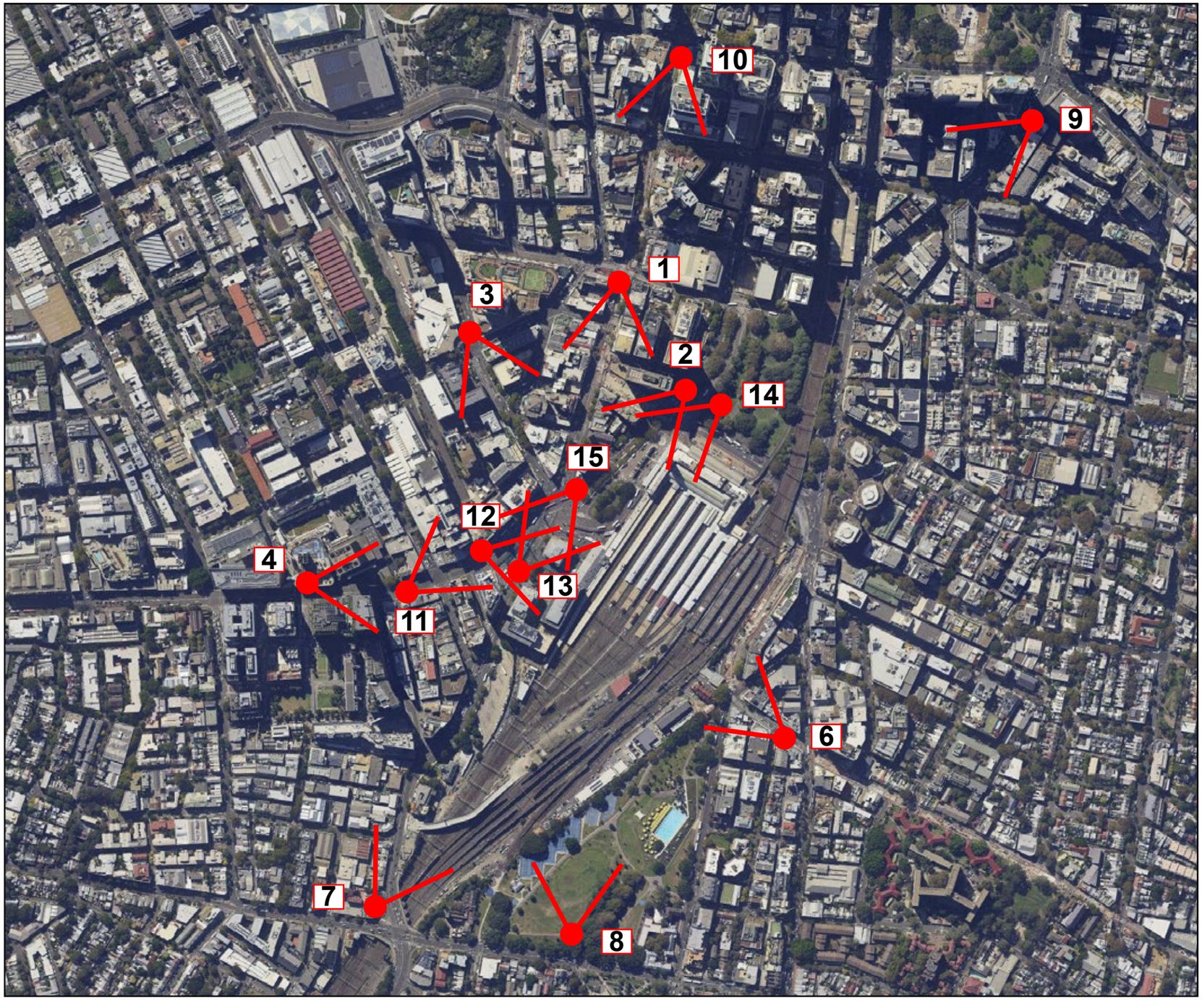


Image showing 3d model of existing Adina Hotel(Purple) and proposed Toga Central(Blue) aligned to MGA coordinate, by site boundary of 2 Lee Street.

4. MAP OF 3D CAMERA LOCATIONS

PLAN ILLUSTRATING CAMERA LOCATIONS FOR VISUAL IMPACT PHOTOGRAPHY OF TOGA CENTRAL



Camera Positions

1. George St/Hay Street
2. Pitt Street/Belmore Street
3. Quay Street/Ultimo Road
4. Broadway UTS
5. Central Station Car Park
6. Devonshire Street/Elizabeth Street
7. Prince Alfred Park
8. Regent Street/ Cleveland Street
9. Wentworth Avenue/Wemyss Lane
10. Pitt Street/Liverpool Street
11. Broadway South of Harris Street
12. Railway Square
13. Lee Street
14. Belmore Park
15. George Street/Pitt Street

5.1 CAMERA POSITION 1

ORIGINAL PHOTOGRAPH

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT

ALIGNMENT OF SURVEYED POINTS

3D VIEWLINE INFORMATION

Photo Date:	9th June 2022
View Location:	George St/Hay Street
Camera Used:	Sony ILCE-7RM4A
Camera Lens	FE 24-70mm F2.8 GM
Camera RL:	6.44m
Focal length in 35mm Film	35mm

Outline of envelope of Toga Central

Proposed developments

5.1 CAMERA POSITION 1

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT

Outline of envelope of Toga Central

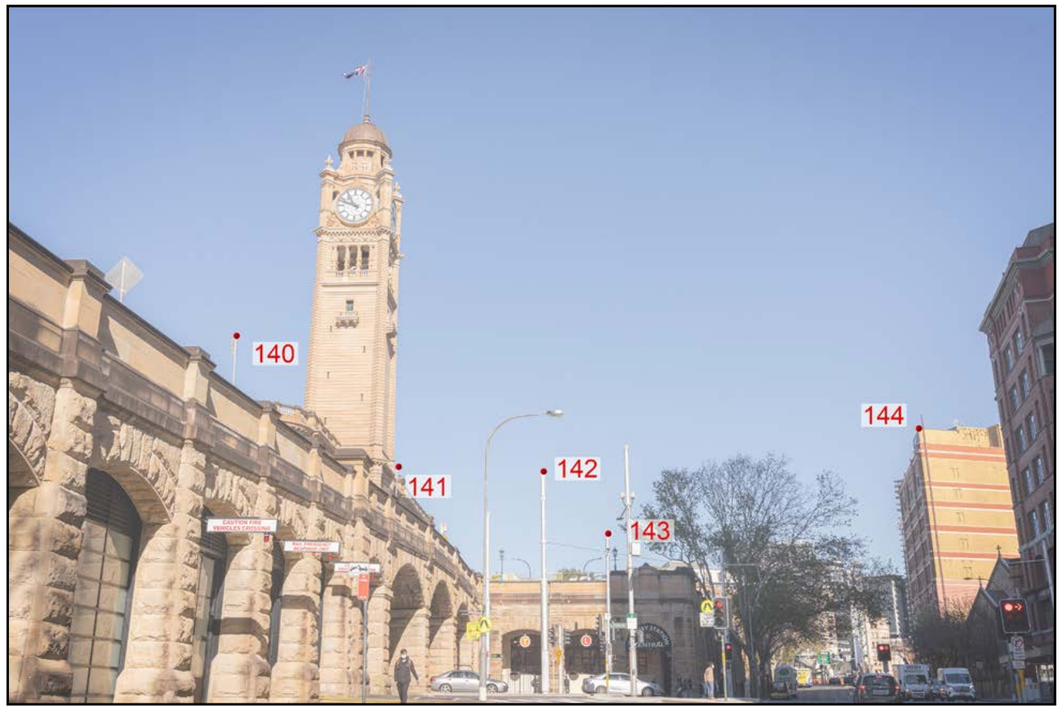
Proposed developments

5.2 CAMERA POSITION 2

ORIGINAL PHOTOGRAPH

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT

ALIGNMENT OF SURVEYED POINTS



3D VIEWLINE INFORMATION

Photo Date:	9th June 2022
View Location:	Pitt Street/Belmore Street
Camera Used:	Sony ILCE-7RM4A
Camera Lens	FE 24-70mm F2.8 GM
Camera RL:	11.43m
Focal length in 35mm Film	35mm

Outline of envelope of Toga Central

Proposed surrounding developments

5.2 CAMERA POSITION 2

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT

Outline of envelope of Toga Central

Proposed surrounding developments

5.3 CAMERA POSITION 3

ORIGINAL PHOTOGRAPH

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT

ALIGNMENT OF SURVEYED POINTS

3D VIEWLINE INFORMATION

Photo Date:	9th June 2022
View Location:	Quay Street/Ultimo Road
Camera Used:	Sony ILCE-7RM4A
Camera Lens	FE 24-70mm F2.8 GM
Camera RL:	8.75m
Focal length in 35mm Film	35mm

Outline of envelope of Toga Central

Proposed developments

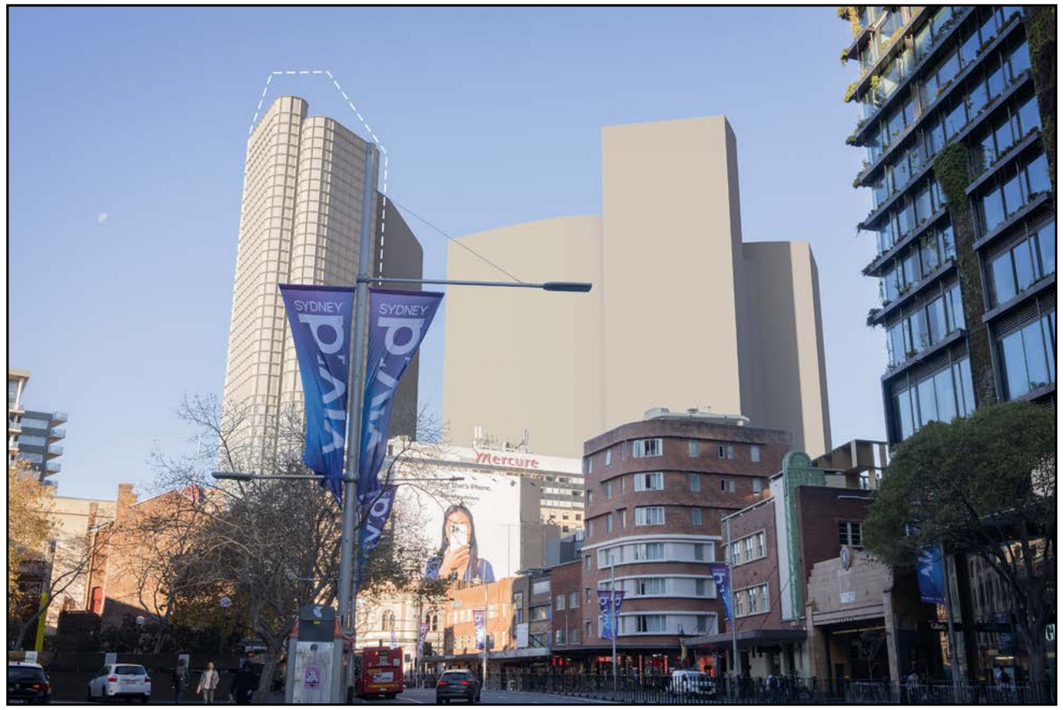
5.3 CAMERA POSITION 3

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT

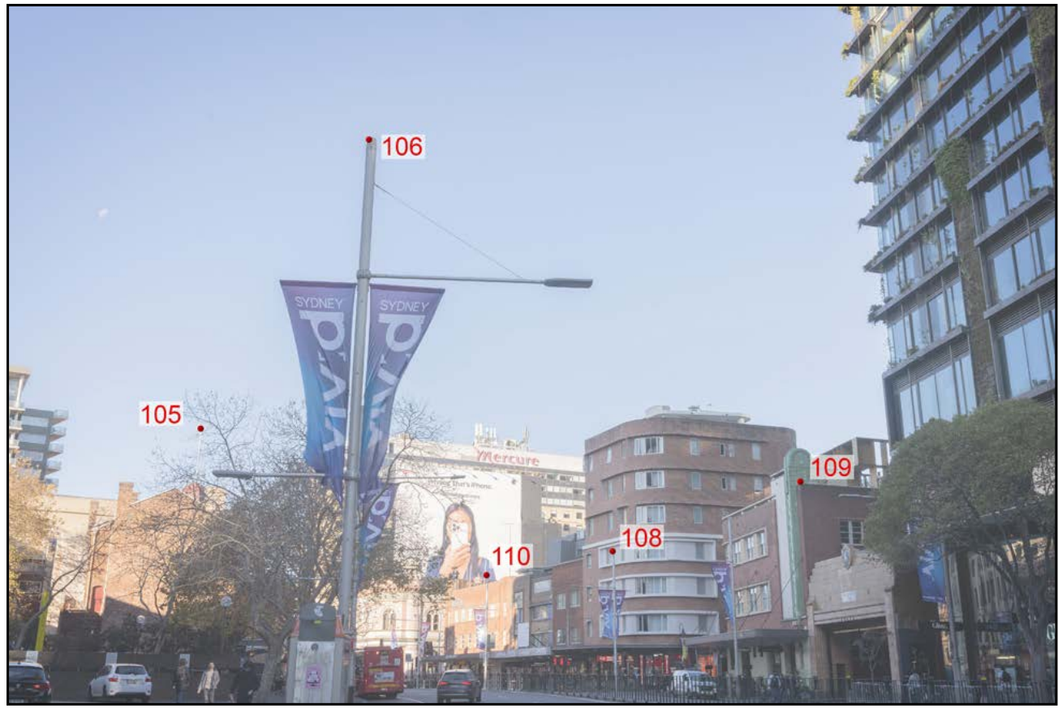
5.4 CAMERA POSITION 4

ORIGINAL PHOTOGRAPH

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT



ALIGNMENT OF SURVEYED POINTS



3D VIEWLINE INFORMATION

Photo Date:	9th June 2022
View Location:	Broadway UTS
Camera Used:	Sony ILCE-7RM4A
Camera Lens	FE 24-70mm F2.8 GM
Camera RL:	17.59m
Focal length in 35mm Film	35mm

Outline of envelope of Toga Central

Proposed developments

5.4 CAMERA POSITION 4

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT

Outline of envelope of Toga Central

Proposed developments

5.5 CAMERA POSITION 5

ORIGINAL PHOTOGRAPH

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT

ALIGNMENT OF SURVEYED POINTS

3D VIEWLINE INFORMATION

Photo Date:	9th June 2022
View Location:	Central Station Car Park
Camera Used:	Sony ILCE-7RM4A
Camera Lens	FE 24-70mm F2.8 GM
Camera RL:	21.52m
Focal length in 35mm Film	35mm

Outline of envelope of Toga Central

Proposed surrounding developments

5.5 CAMERA POSITION 5

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT

Outline of envelope of Toga Central

Proposed surrounding developments

5.6 CAMERA POSITION 6

ORIGINAL PHOTOGRAPH

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT

ALIGNMENT OF SURVEYED POINTS

3D VIEWLINE INFORMATION

Photo Date:	10th June 2022
View Location:	Devonshire Street/Elizabeth Street
Camera Used:	Sony ILCE-7RM4A
Camera Lens	FE 24-70mm F2.8 GM
Camera RL:	30.57m
Focal length in 35mm Film	35mm

Outline of envelope of Toga Central

Proposed developments

5.6 CAMERA POSITION 6

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT

Outline of envelope of Toga Central

Proposed developments

5.7 CAMERA POSITION 7

ORIGINAL PHOTOGRAPH

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT

ALIGNMENT OF SURVEYED POINTS

3D VIEWLINE INFORMATION

Photo Date:	10th June 2022
View Location:	Prince Alfred Park
Camera Used:	Sony ILCE-7RM4A
Camera Lens	FE 24-70mm F2.8 GM
Camera RL:	31.47m
Focal length in 35mm Film	35mm

Outline of envelope of Toga Central

Proposed developments

5.7 CAMERA POSITION 7

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT

Outline of envelope of Toga Central

Proposed developments

5.8 CAMERA POSITION 8

ORIGINAL PHOTOGRAPH

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT

ALIGNMENT OF SURVEYED POINTS

3D VIEWLINE INFORMATION

Photo Date:	9th June 2022
View Location:	Regent Street/ Cleveland Street
Camera Used:	Sony ILCE-7RM4A
Camera Lens	FE 24-70mm F2.8 GM
Camera RL:	29m
Focal length in 35mm Film	35mm

Outline of envelope of Toga Central

Proposed developments

5.8 CAMERA POSITION 8

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT

Outline of envelope of Toga Central

Proposed developments

5.9 CAMERA POSITION 9

ORIGINAL PHOTOGRAPH

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT

ALIGNMENT OF SURVEYED POINTS

3D VIEWLINE INFORMATION

Photo Date:	10th June 2022
View Location:	Wentworth Avenue/Wemyss Lane
Camera Used:	Sony ILCE-7RM4A
Camera Lens	FE 24-70mm F2.8 GM
Camera RL:	32.59m
Focal length in 35mm Film	35mm

Outline of envelope of Toga Central

Proposed developments

5.9 CAMERA POSITION 9

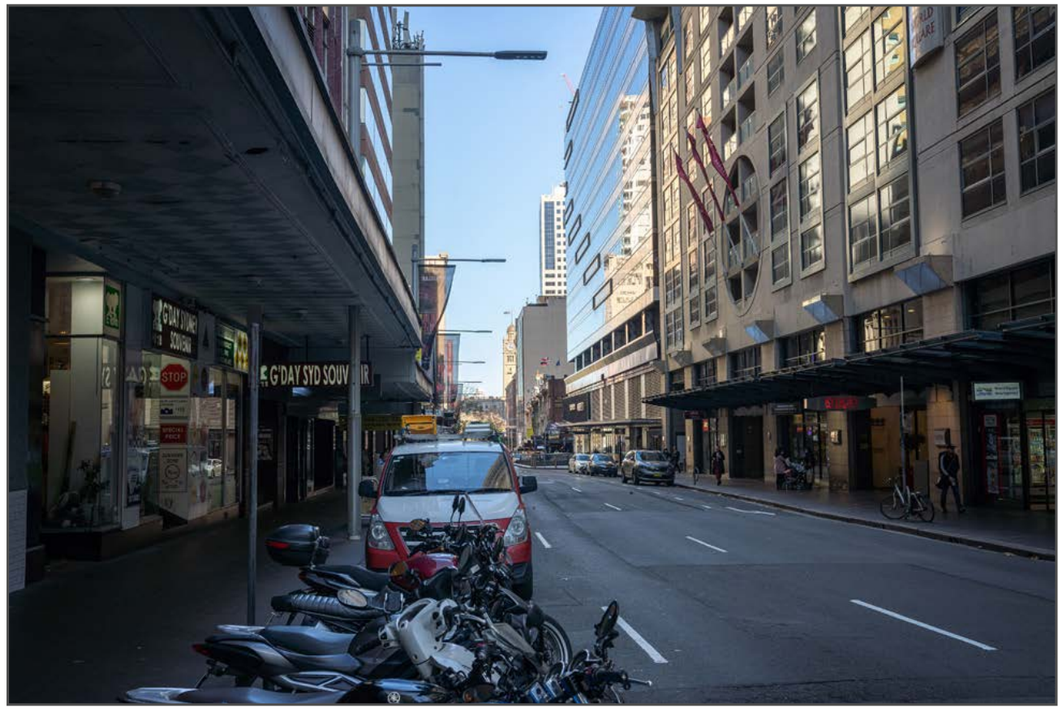
ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT

Outline of envelope of Toga Central

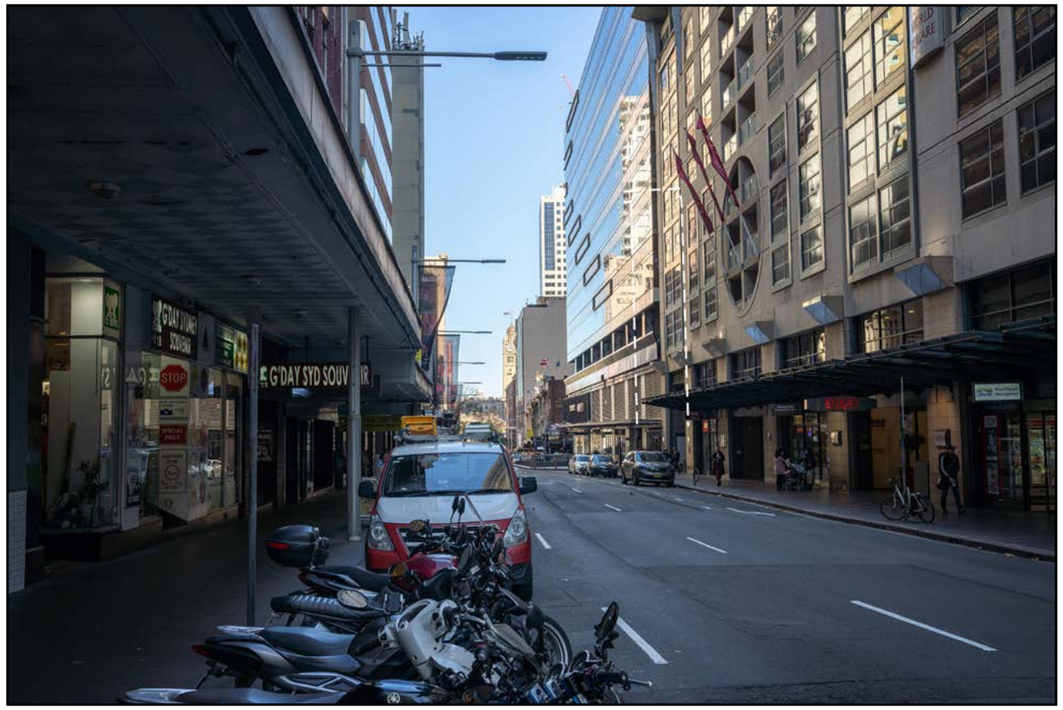
Proposed developments

5.10 CAMERA POSITION 10

ORIGINAL PHOTOGRAPH



ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT



ALIGNMENT OF SURVEYED POINTS

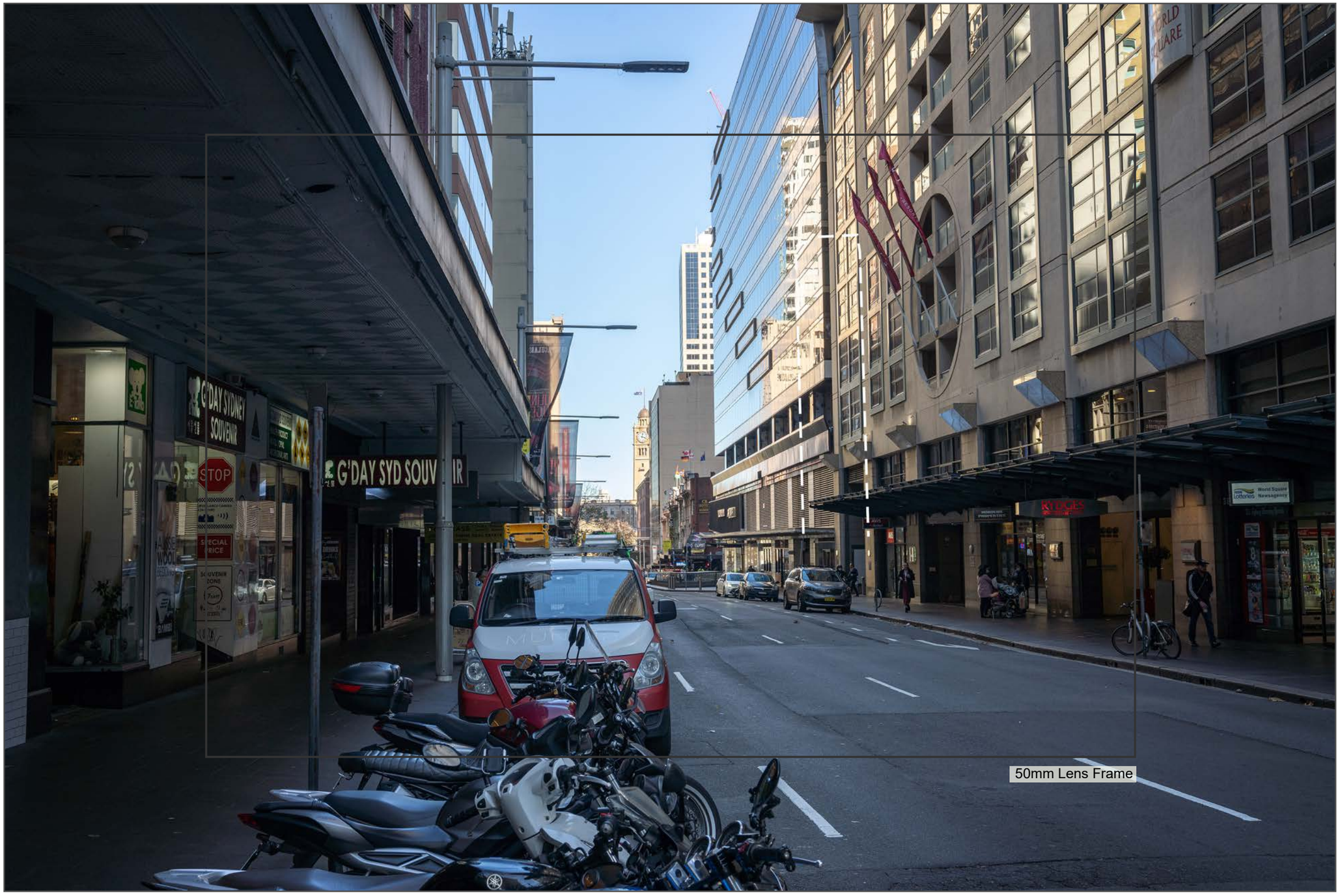
3D VIEWLINE INFORMATION

Photo Date:	9th June 2022
View Location:	Pitt Street/Liverpool Street
Camera Used:	Sony ILCE-7RM4A
Camera Lens	FE 24-70mm F2.8 GM
Camera RL:	19.14m
Focal length in 35mm Film	35mm

Outline of envelope of Toga Central

5.10 CAMERA POSITION 10

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT



Outline of envelope of Toga Central

5.11 CAMERA POSITION 11

ORIGINAL PHOTOGRAPH

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT

ALIGNMENT OF SURVEYED POINTS

3D VIEWLINE INFORMATION

Photo Date:	9th June 2022
View Location:	Broadway South of Harris Street
Camera Used:	Sony ILCE-7RM4A
Camera Lens	FE 24-70mm F2.8 GM
Camera RL:	18.57m
Focal length in 35mm Film	35mm

Outline of envelope of Toga Central

Proposed surrounding developments

5.11 CAMERA POSITION 11

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT

Outline of envelope of Toga Central

Proposed surrounding developments

5.12 CAMERA POSITION 12

ORIGINAL PHOTOGRAPH

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT

ALIGNMENT OF SURVEYED POINTS

3D VIEWLINE INFORMATION

Photo Date:	9th June 2022
View Location:	Railway Square
Camera Used:	Sony ILCE-7RM4A
Camera Lens	FE 24-70mm F2.8 GM
Camera RL:	18.04m
Focal length in 35mm Film	35mm

Outline of envelope of Toga Central

Proposed surrounding developments

5.12 CAMERA POSITION 12

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT

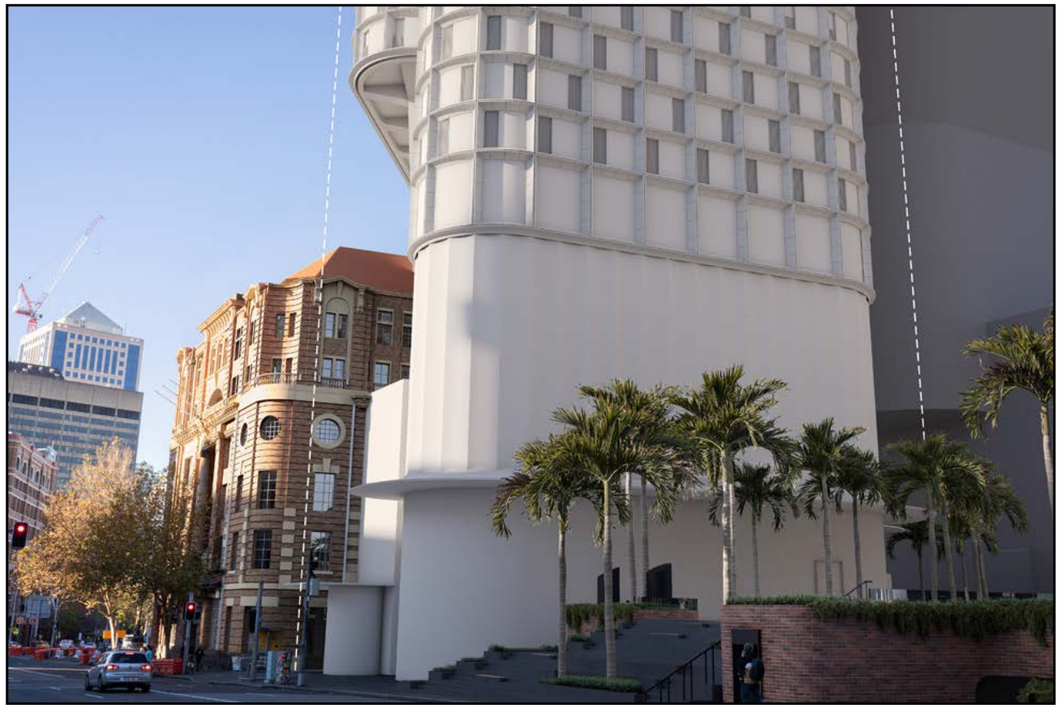
Outline of envelope of Toga Central

Proposed surrounding developments

5.13 CAMERA POSITION 13

ORIGINAL PHOTOGRAPH

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT



ALIGNMENT OF SURVEYED POINTS

3D VIEWLINE INFORMATION

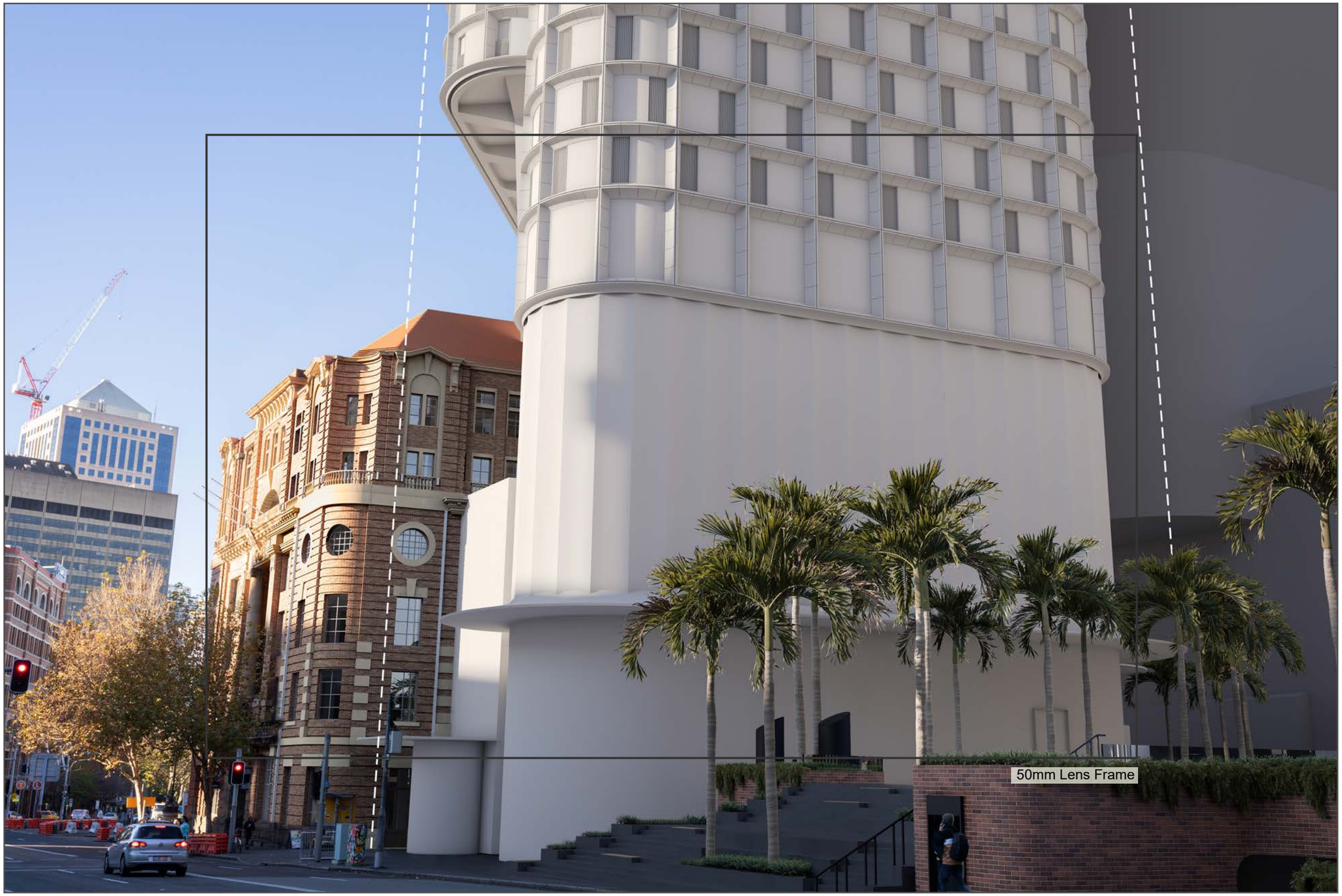
Photo Date:	9th June 2022
View Location:	Lee Street
Camera Used:	Sony ILCE-7RM4A
Camera Lens	FE 24-70mm F2.8 GM
Camera RL:	20.6m
Focal length in 35mm Film	35mm

Outline of envelope of Toga Central

Proposed developments

5.13 CAMERA POSITION 13

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT



Outline of envelope of Toga Central

Proposed developments

5.14 CAMERA POSITION 14

ORIGINAL PHOTOGRAPH

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT

ALIGNMENT OF SURVEYED POINTS

3D VIEWLINE INFORMATION

Photo Date:	9th June 2022
View Location:	Belmore Park
Camera Used:	Sony ILCE-7RM4A
Camera Lens	FE 24-70mm F2.8 GM
Camera RL:	14.58m
Focal length in 35mm Film	35mm

Outline of envelope of Toga Central

Proposed surrounding developments

5.14 CAMERA POSITION 14

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT

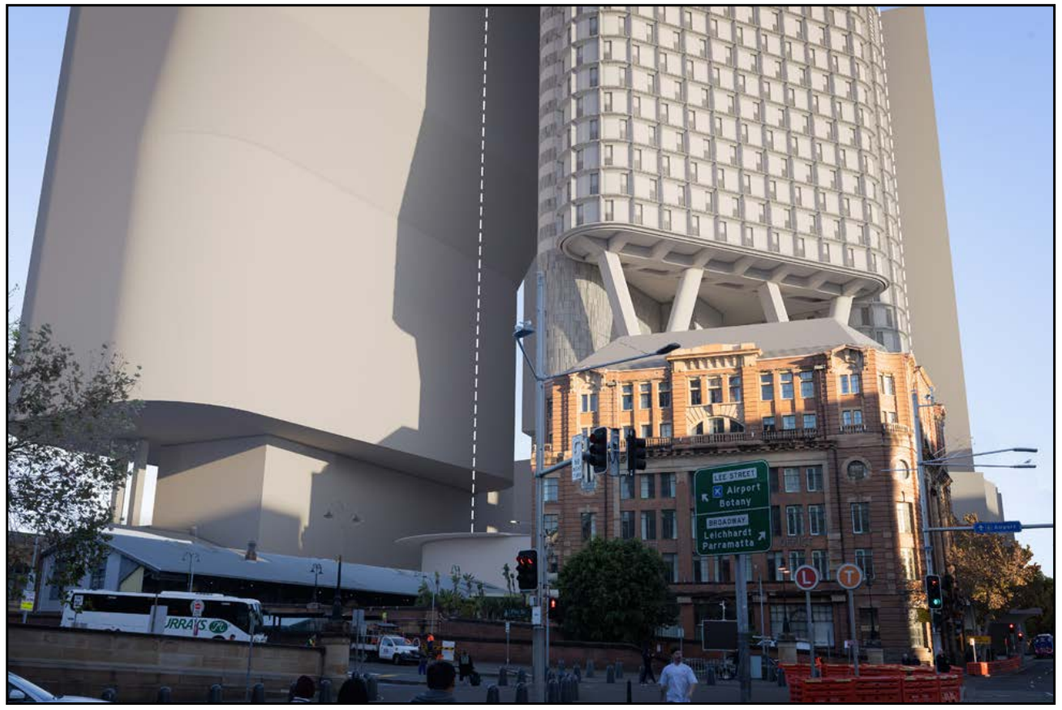
Outline of envelope of Toga Central

Proposed surrounding developments

5.15 CAMERA POSITION 15

ORIGINAL PHOTOGRAPH

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT



ALIGNMENT OF SURVEYED POINTS

3D VIEWLINE INFORMATION

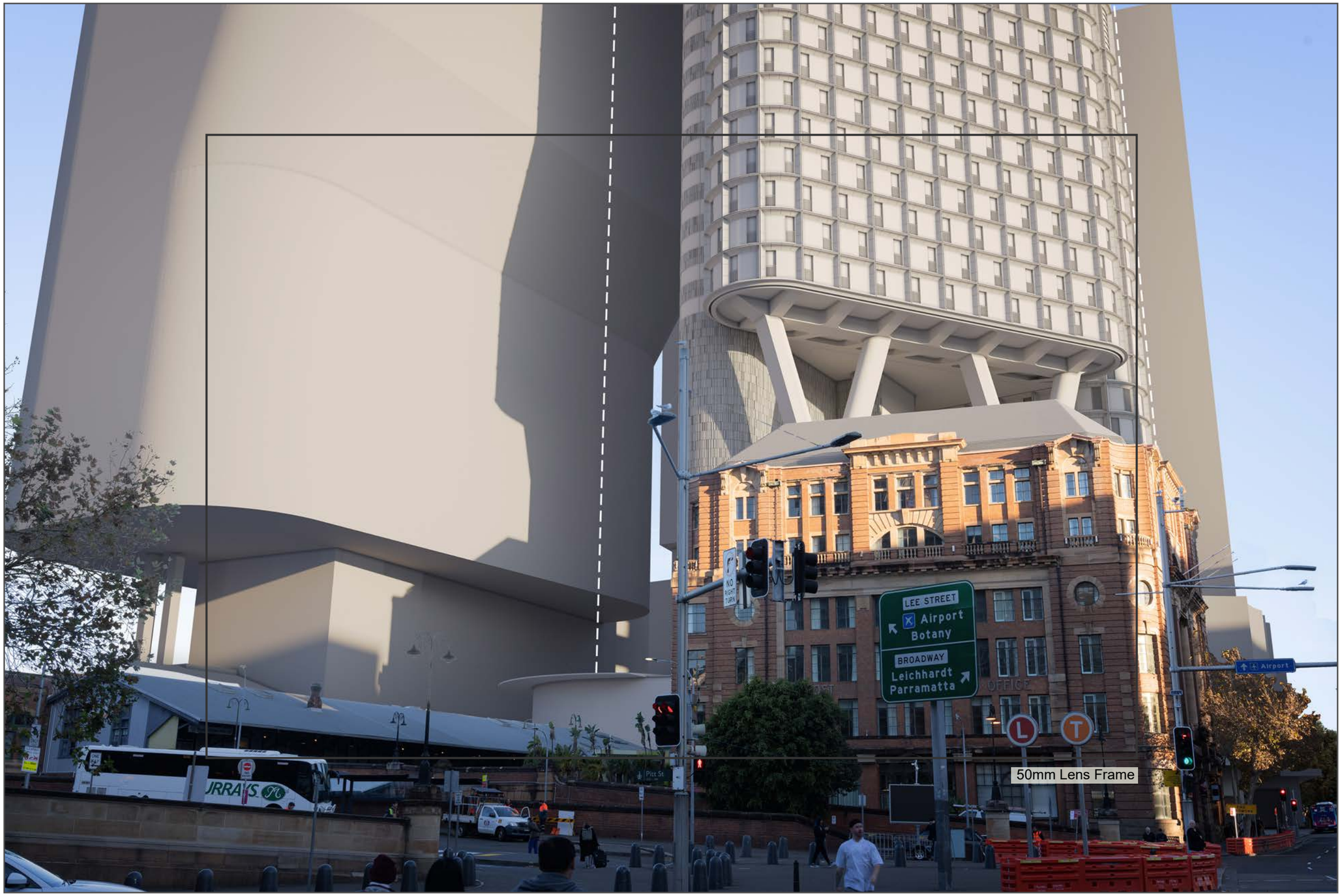
Photo Date:	9th June 2022
View Location:	George Street/Pitt Street
Camera Used:	Sony ILCE-7RM4A
Camera Lens	FE 24-70mm F2.8 GM
Camera RL:	16.7m
Focal length in 35mm Film	35mm

Outline of envelope of Toga Central

Proposed developments

5.15 CAMERA POSITION 15

ORIGINAL PHOTOGRAPH WITH PROPOSED DEVELOPMENT



Outline of envelope of Toga Central

Proposed developments

6.1 APPENDIX A: 3D SCENE DATA SOURCES

A.1 - 3D model of proposed development of Toga Central Tower and envelopes

File Name: TOGACENTRAL_BS_COMBINED_DA_R2020
Author: Bates Smart
Format: Revit
Alignment: MGA 56 GDA2020

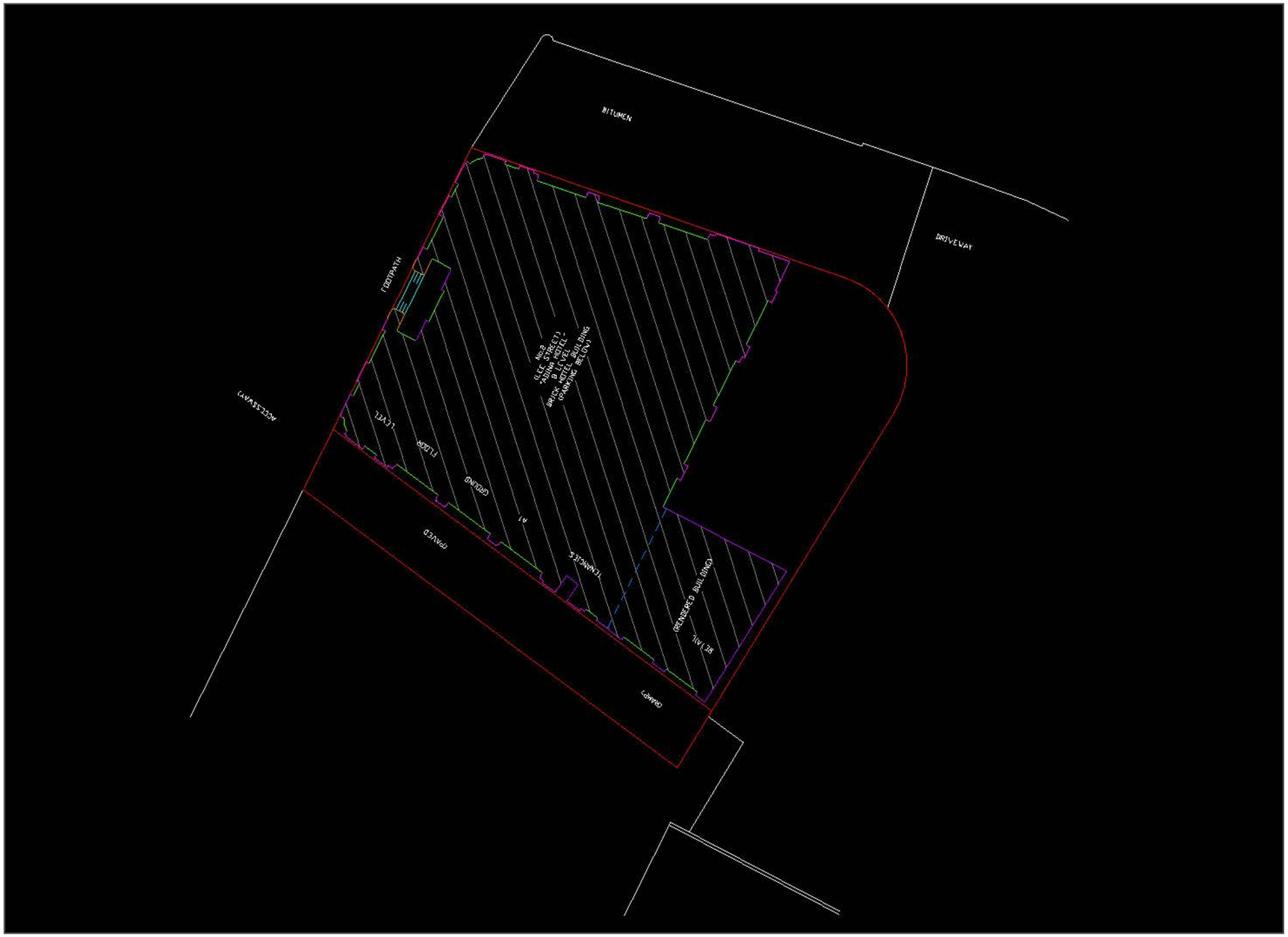
A.2 - Survey drawing of 2 Lee Street, Haymarket

File Name: 37908-D21[1]
Author: Norton Survey Partners
Format: DWG
Alignment: MGA GDA2020

A.3 - Survey drawing of photography points

File Name: 21507Photolocation 1
Author: CMS
Format: DWG
Alignment: MGA 56 GDA2020

6.2 APPENDIX B: SITE SURVEY SUPPLIED BY NORTON SURVEYOR PARTNERS



6.3 APPENDIX C: PHOTOGRAPHY SURVEY BY CMS

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

CMS SURVEYORS

Date: 16-06-2022
Our Ref: 21507 Photo Locations

Studio 71/61 Marlborough Street
Surry Hills
NSW 2010

Dear Rick Mansfield,

RE: PHOTO LOCATIONS – Toga Central Building, SYDNEY

As requested, we have attended site and measured the Co-ordinates and Elevation of the photo locations for Toga Central Building, Sydney.

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

Measurements were taken using theodolite measurement, Permanent Survey Mark, State Survey Mark and GNSS measurements.

DWG of locations has also been supplied.

Point Number	Easting	Northing	Reduced Level (RL)	Photo Point
1	334011.367	6249726.247	Ground level 4.84	PHOTO1
2	334129.657	6249563.694	Ground level 9.83	PHOTO 2
3	333787.457	6249627.832	Ground level 7.15	PHOTO 3
4	333590.096	6249235.618	Ground level 15.99	PHOTO 4
5	334074.720	6249481.619	Ground level 19.92	PHOTO 5
6	334282.012	6249001.182	Ground level 28.97	PHOTO 6
7	333946.292	6248695.128	Ground level 29.87	PHOTO 7
8	333661.552	6248715.983	Ground level 27.40	PHOTO 8
9	334634.654	6249995.411	Ground level 30.99	PHOTO 9
10	334250.317	6250064.084	Ground level 17.54	PHOTO 10
11	333695.255	6249224.100	Ground level 16.97	PHOTO 11
12	333803.854	6249290.475	Ground level 16.54	PHOTO 12
13	333850.992	6249240.547	Ground level 19.00	PHOTO 13
14	334196.513	6249541.226	Ground level 12.98	PHOTO 14
15	333944.175	6249405.749	Ground level 15.10	PHOTO 15
32	334243.764	6250023.722	26.55	Light Pole
100	333822.629	6249535.606	20.11	Light Pole
101	333801.641	6249578.389	18.29	Light Pole
102	333791.043	6249596.727	17.41	Light Pole

Consulting Surveyors NSW
ISNSW THE INSTITUTION OF SURVEYORS NSW INC

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ISO 9001:2008 REGISTERED FIRM

Point Number	Easting	Northing	Reduced Level (RL)	Photo Point
103	333803.022	6249605.480	12.31	Roof
104	333835.710	6249554.594	31.96	Building
105	333722.783	6249265.030	47.48	Post
106	333609.831	6249237.241	28.23	Light Pole
107	333711.830	6249229.203	28.85	Light Pole
108	333686.887	6249218.995	29.07	Light Pole
109	333660.171	6249210.483	30.95	Building
110	333711.832	6249229.174	28.85	Light Pole
111	333763.520	6249247.673	28.34	Light Pole
112	333774.442	6249277.147	28.12	Light Pole
113	333752.321	6249269.642	28.11	Light Pole
114	333722.948	6249260.779	28.39	Light Pole
115	333841.100	6249281.988	27.57	Roof
116	333849.290	6249272.085	24.68	Roof
117	333903.730	6249293.333	49.47	Building
118	333926.146	6249277.046	49.49	Building
119	333933.332	6249253.557	47.96	Building
120	333881.241	6249250.536	23.51	Roof
121	333895.268	6249292.525	21.99	Traffic light
122	333867.167	6249308.923	22.60	Roof
125	333915.046	6249315.630	49.49	Building
126	333941.449	6249307.104	49.50	Building
127	333952.223	6249376.506	17.91	Post
128	333944.391	6249377.676	27.38	Light Pole
129	333928.695	6249363.113	27.80	Light Pole
130	334048.949	6249465.379	24.08	Light Pole
131	334032.470	6249448.237	23.93	Light Pole
132	334000.914	6249412.392	21.95	Post
133	334055.548	6249448.304	24.39	Light Pole
134	334064.100	6249461.948	24.31	Light Pole
135	334018.725	6249567.592	96.65	Building
136	333959.949	6249456.352	52.38	Building
138	333971.419	6249616.120	14.55	Sign
139	334004.690	6249705.632	7.33	Sign
140	334123.335	6249536.675	20.73	Post
141	334110.220	6249516.718	22.31	Post
142	334099.724	6249512.990	23.88	Light Pole
143	334084.089	6249496.358	23.72	Light Pole
144	333988.211	6249448.724	54.75	Building
145	334185.191	6249510.237	18.96	Light Pole
146	334184.120	6249526.762	18.73	Light Pole
147	334160.602	6249518.103	23.11	Light Pole

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ISO 9001:2008 REGISTERED FIRM

6.5 APPENDIX C: PHOTOGRAPHY SURVEY BY CMS

Point Number	Easting	Northing	Reduced Level (RL)	Photo Point
148	334085.470	6249449.293	79.18	Top of wall
149	334087.892	6249438.718	79.19	Top of wall
150	334183.927	6249510.631	14.81	Bin
151	334182.869	6249818.930	50.01	Building
152	334199.823	6249903.932	27.46	Top of wall
153	334232.294	6250039.718	23.82	Top of wall
154	334631.023	6249985.780	34.16	Sign
155	334563.267	6249918.981	32.87	Light Pole
156	334578.140	6249941.274	34.94	Light Pole
157	334591.836	6249964.075	36.89	Light Pole
158	334578.588	6249966.062	50.09	Building
159	334276.764	6249003.726	31.81	Sign
160	334231.539	6249035.213	37.60	Light Pole
161	334227.441	6249052.730	36.54	Building
162	334238.316	6249059.814	37.67	Building
163	334207.993	6249099.153	48.21	Building
164	333928.004	6248797.575	31.89	Light Pole
165	333933.368	6248812.288	31.78	Light Pole
166	333990.422	6248854.758	32.19	Light Pole
167	334060.556	6248918.908	34.45	Light Pole
168	333690.751	6248787.156	34.82	Light Pole
169	333670.687	6248761.876	35.78	Light Pole
170	333666.833	6248735.373	37.65	Light Pole
171	333671.869	6248749.625	30.26	Sign
1009	334086.694	6249444.030	Not available	Central station Clock Tower

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

Yours faithfully,
CMS Surveyors Pty Limited

Damon Roach

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