



# VISUAL IMPACT ASSESSMENT IMAX REDEVELOPMENT

31 WHEAT ROAD - DARLING HARBOUR

REVISION DATED JANUARY 2014



GMU



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# EXECUTIVE SUMMARY



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# EXECUTIVE SUMMARY

This report has been prepared to assess the visual impacts of the intended redevelopment at 31 Wheat Road, Darling Harbour for Grocon (Darling Harbour) Pty Ltd. The project has been identified by the State Government as a State Significant Site and this report forms part of the Environmental Impact Statement addressing the Director General's Requirements (DGRs) dated 23 August 2012.

The Director General's Requirements require consideration of a number of issues. Included in those considerations are a view analysis comprising photomontages and perspectives of the development from key locations within the public domain. This report has investigated the existing views available and corresponding view impacts of the development.

Since its original revision dated August 2013, this report has been updated to also respond to the comments received by the Department (the Department Issues Letter dated 15/11/2013). The updated document includes 2 additional immediate views along Cockle Bay and it has updated all photorealistic montages to reflect the latest publicly available information for the proposed massing on the Sydney International Convention, Exhibition and Entertainment Precinct (SICEEP).

In summary the proposed development is a twenty (20) storey building consisting of:

- A total Gross Floor Area of approximately 74,900m<sup>2</sup> for office, retail, function and entertainment purposes as well as 86 car parking spaces and cycle parking.
- The podium (Ground level and four further storeys located below the Western Distributor) will include approximately 11,676m<sup>2</sup> of retail, function, gym, retail office, cinema and SHFA spaces.
- Approximately 63,194m<sup>2</sup> of office GFA in total.
- Upgrades to the public domain within the immediate area adjoining the site

The site is not subject to a maximum building height limit, floor space ratio or building envelope according to the existing statutory guidelines.

This visual assessment considers the potential visual impact of the proposal from the public domain only. The locations analysed include:

- Long distance views from areas including the Waverton Peninsula, Blues Point, Barangaroo, Millers Point, the King Street Wharf area, East Balmain and Pyrmont.
- Middle distance views including from Harbour Street, Bathurst Street,

Druitt Street, Sydney Aquarium and the King Street Wharf area.

- Immediate views including those from the Druitt Street Pedestrian Bridge, Cockle Bay and Pyrmont Bridge, Tumbalong Park and the Exhibition Centre forecourt.
- Vehicular views from the Western Distributor in both directions.

Based on an initial analysis, a selected number of views from the areas listed above were selected for photomontage analysis. The diagram overleaf shows a summary of the views selected for photomontage analysis, their significance, the impact of the proposal on the view and the acceptability of the proposal with regard to this view. Some of the original views identified were not selected for further study as the proposal was found not to be visible within the view.

The proposal will have a minor, negligible or no impact for existing public domain views from the following locations:

- Waverton Peninsula Reserve;
- Blues Point;
- Barangaroo North;
- the majority of Millers Point including Clyne Reserve, High Street and Hickson Road;
- East Balmain Ferry Wharf and Illoura Reserve, East Balmain;
- Harbour Street / Goulburn Street;
- Bathurst Street / Sussex Street;
- King Street Wharf - South;
- the Exhibition Centre Forecourt;
- Pyrmont - Ballarat Park;
- adjacent to the Maritime Museum;
- Lime Street;
- Shelley Street; and
- the Western Distributor.

The proposal will have a moderate impact for existing public domain views from the following locations:

- Sydney Aquarium; and
- Tumbalong Park.

The proposal will have a significant impact for existing public domain views from the following locations:

- Harbour Street / Day Street;

- Bathurst Street / Harbour Street;
- King Street Wharf - North;
- Wharf 10, Pyrmont; and
- The majority of Pyrmont Bridge and Cockle Bay

The proposal will have a severe impact for existing public domain views from the following locations, although this may be reduced to a significant impact in several cases when considered within the context of the planned SICEEP development, and Haymarket Towers, which are changing the scale of the Harbour:

- Druiitt Street and the Druiitt Street Pedestrian Bridge; and
- The western portions of Pyrmont Bridge and Cockle Bay.

None of the views assessed were identified as being 'devastating' which is the highest category of impact. This is a positive outcome.

The moderate and higher impacts are generally caused by the proposal's increased height and width in comparison to the existing IMAX building.

Whilst the proposal creates a severe view impact from some locations, this does not necessarily mean the impact is adverse or unacceptable. Any taller development on this highly constrained site will have a higher visibility and potentially impact on the character and depth of the built form around Darling Harbour.

The overall conclusion of the Visual Impact Assessment is that the proposal is acceptable, with some mitigation measures, given the recent changes to the strategic direction for the built form of Darling Harbour. These changes in the strategic direction have occurred due to new large scale development such as Barangaroo and SICEEP. These developments bring tall development close to the Darling Harbour foreshore and provide a scale and character broadly similar to or greater than that of the proposal.

An opportunity presents through this site for a landmark iconic development that creates 'a view' and enhances the southern end of Cockle Bay whilst reducing the visual dominance of the motorway. This has been illustrated in more detail with the addition of 2 views (I13 and I14) and are discussed in detail in Chapters 3.4 and 4.4 of this report. Its acceptability relates directly to this new strategic direction and its ability to be iconic.

The proposal:

- does not block any significant views to iconic landmarks or water from the public domain;
- can potentially create an iconic landmark at important locations;
- responds to the view corridors, creating a strong organic form to terminate this vista, where existing views are characterised by disorganised taller elements such as those of the Cross City Tunnel Stack, Peak Apartments building and UTS tower and the dominant Western Distributor;
- is generally seen with distant views as a subservient component of the CBD skyline, continuing its gradually descending forms, particularly through its visual relationship with the Darling Park Complex adjacent;
- relates well to the preferred proponent's design for the SICEEP development;
- has the potential to provide a dramatic view termination that improves the legibility of the public domain; and
- provides a strong response to the waterway edge as suggested by the Sydney Harbour DCP.

The proposal's impact generally is to extend a higher city scale across the end of the waterway aligning with the motorways. This contributes to a sense of two separate precincts - water and park. However, the proposed activation and configuration of the public domain at ground level would create a strong link between the two precincts. The higher scale is in keeping with the recent large developments. Where mitigation measures are recommended these are suggested in order to ensure the full scenic potential of the development is realised.

The mitigation measures proposed for the project include:

- Ensuring that the iconic potential of the design is fully realised;
- Reducing the visual bulk of the proposal and ensuring visual interest from specific locations where the narrow end of the building is seen in close proximity; and
- Ensuring built form and public domain integration and coordination between the detailed design of the proposal and the final design of the Sydney International Convention, Exhibition and Entertainment Precinct.

SUMMARY TABLE DESCRIBING THE VIEWS SELECTED FOR PHOTOMONTAGE ANALYSIS, THE PROPOSAL'S IMPACT AND ACCEPTABILITY

Distance	Description	View	Significance of view (see Section 3)	Impact	Impact acceptability	
Long	Waverton Peninsula Reserve	L1	High	Minor	Acceptable	
	Blues Point Reserve	L2	High	None / Negligible	Acceptable	
	Barangaroo North	L3	Medium	Minor	Acceptable	
	Millers Point - Clyne Reserve	L4	Medium	Minor	Acceptable	
	King Street Wharf - North	L6	High	Significant	Acceptable	
	Lime Street	L7	Medium	Minor	Acceptable	
	East Balmain - Ferry Wharf	L8	High	Minor	Acceptable	
	East Balmain - Illoura Reserve East	L9	High	Minor	Acceptable	
	East Balmain - Illoura Reserve South	L10	High	Minor	Acceptable	
	Pyrmont - Wharf 10	L12	Medium-High	Significant	Acceptable	
	Medium	Harbour Street / Goulburn Street	M1	Medium	None / Negligible	Acceptable
		Harbour Street / Day Street	M2	Medium	Significant	Acceptable
Bathurst Street / Harbour Street		M3	Medium	Significant	Acceptable	
Bathurst Street / Sussex Street		M4	Medium	None / Negligible	Acceptable	
Kent Street / Druitt Street		M5	Medium-High	Severe	Acceptable with Mitigation Measures	
Druitt Street		M6	Medium-High	Severe	Acceptable with Mitigation Measures	
Sydney Aquarium		M7	Medium-High	Moderate	Acceptable	
King Street Wharf - South		M8	High	None / Negligible	Acceptable	
Immediate	Druitt Street Pedestrian Bridge Near Black Wattle Place	I1	Medium-High	Severe	Acceptable with Mitigation Measures	
	Druitt Street Pedestrian Bridge near Harbour Street	I2	Medium-High	Severe	Acceptable with Mitigation Measures	
	Cockle Bay / Cockle Bay Wharf	I3	High	Significant	Acceptable	
	Pyrmont Bridge East	I4	High	Significant / Moderate (in context of SICEEP)	Acceptable	
	Pyrmont Bridge Central	I5	High	Significant	Acceptable	
	Pyrmont Bridge West	I6	High	Severe / Significant (in context of SICEEP)	Acceptable with Mitigation Measures	
	Cockle Bay / Harbourside	I7	High	Severe / Significant (in context of SICEEP)	Acceptable with Mitigation Measures	
	Tumbalong Park North / The Playground	I8	Medium-High	Moderate	Acceptable	
	Tumbalong Park East / Darling Centre	I9	Medium	Moderate	Acceptable	
	Tumbalong Park Central	I10	Medium	Moderate	Acceptable	
	Exhibition Centre Forecourt	I11	High	Minor	Acceptable	
	Cockle Bay / Pedestrian Interface Looking West	I13	Low	Minor	Acceptable	
	Cockle Bay / Pedestrian Interface Looking East	I14	Low	Minor	Acceptable	
	Vehicular	Western Distributor (near King Street)	V1	Low	Minor	Acceptable
Western Distributor (near Harris Street)		V3	Medium	Minor	Acceptable	
Western Distributor (near Pyrmont Street)		V4	Medium	Minor	Acceptable	
Western Distributor (near Darling Drive)		V5	Low	Minor	Acceptable	



# I - INTRODUCTION AND METHODOLOGY



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## 1.1 - INTRODUCTION

This report has been commissioned on behalf of Grocon (Darling Harbour) Pty Ltd for the redevelopment of the IMAX theatre site at 31 Wheat Road, Darling Harbour. This site has been identified as a State Significant site by the Department of Planning (SSD 5397-2012). The purpose of this report is to consider and assess the visual impacts of the proposal. Director General's Requirements (DGRs) have been issued for the proposed development.

This report addresses the following relevant points from the DGRs:

### “3 Visual Impact

- **...an assessment of the proposed... view impacts...**
- **‘Before and after’ photomontages of the proposed building and its context. Assessment of both short and long distance views towards the site from Western Distributor (both directions), Darling Harbour (north and south), Cockle Bay, Pyrmont Bridge, Tumbalong Park, Harbour/Day Streets and Druiitt Street Pedestrian Bridge.**
- **View analysis including photomontages and perspectives of key elements and views of the development from key locations (including from Hickson Road, Kent Street, Shelley Street, Lime Street, Pyrmont and East Balmain, Darling Harbour, Blues Point and Millers Point.”**

After the initial period of assessment, a second round of comments were issued by the DoP&I on 15/11/2013 on their letter titled Department Issues Letter. The letter raised the following points:

**“ The department considers that the proposed building exhibits a unique design of a quality that has the potential to be a landmark for the western CBD and Darling Harbour area. However, the potential view impacts to adjoining properties and the impacts to the pedestrian environment associated with the scale of the proposed building will need to be further considered and resolved.”**

In preparing this report GM Urban Design & Architecture (GMU) have reviewed the following documents:

- Architectural drawings (ARCH-HSL-DA dated 20 August 2013);
- The Ribbon Design Statement (Hassell, 2013);
- Darling Harbour Development Plan No 1;
- Sydney Harbour REP;
- Sydney Harbour Development Control Plan;
- Sydney LEP 2005;
- Photomontages and 3D model analysis for key views;
- Site visits and photographic documentation; and
- Recent correspondence from the DoP&I.

## 1.2 - METHODOLOGY

The assessment and conclusions contained in this report have developed based on the following methodology:

- Review of initial documentation and meeting with project team to develop and understanding of proposal and applicable controls;
- Initial identification of likely view locations;
- Site visit to determine potential viewing points;
- Photography from identified viewing points;
- Draft review of likely visual impacts;
- Discussion of mitigation measures with the design team to reduce visual impact;
- Meeting with project team to discuss any further impacts;
- Preparation of draft visual assessment report and commentary including rating of view locations;
- Provision of draft visual assessment and commentary to design team;
- Preparation of final report; and
- Updated photomontages to reflect new information available on surrounding developments

The approach for considering the views focuses on views from the public domain only as required by the DGRs. The assessment of the Residential View Impact is the subject of a separate report. The impact has been considered based on assessing the visibility of the new massing as part of the existing cityscape and skyline, whether it obscures any prominent iconic views and the scenic qualities of available views. The impact for pedestrians and from vehicles to these views has also been considered relative to the stated objectives of the applicable controls and planning instruments pertinent to the site and area.

The views are described in the report via photographs and base maps illustrating the viewing locations. The visually prominent views are further discussed and the impact of the development considered. If the impact is considered unacceptable, mitigation measures are proposed to improve or ameliorate the view impacts.

The view impacts have also be assessed in terms of their severity within the strategic framework for Darling Harbour. The methodology is discussed further in later sections of this report.




# 1.3 - EXISTING VISUAL ENVIRONMENT

## WIDER CONTEXT, TOPOGRAPHY AND STREET PATTERN

The site is located close to the waterfront at the edge of Darling Harbour / Cockle Bay. This area lies within a valley which runs approximately north-south between the Sydney CBD/Millers Point and Pyrmont peninsulas. The site is visually prominent from a range of areas including Darling Harbour to the north and south, parts of the Sydney CBD and Pyrmont to the east and west, and more distantly from Millers Point, Pyrmont piers, Balmain, Waverton and Blues Point.

The site sits within a unique street pattern, bound by major flyover roads which form part of the Western Distributor. The adjacent Wheat Road / Harbour Street to the east is curvilinear in form. Further east lies the street-grid of the Sydney CBD. The CBD street grid includes long north-south oriented streets which approximately follow the contours and short east-west oriented streets which are sloped to negotiate changes in topography. Two of these east-west CBD streets, Druiitt Street and Bathurst Street, terminate near the site. These streets provide access to the Western Distributor for vehicles. Pedestrians gain access to Darling Harbour across footbridges which traverse Wheat Road / Harbour Street near the site.



-   Proposal site (public domain works area)
-  Proposed built form above flyovers


Aerial showing the location of subject site and Darling Harbour in its broader context



-  Proposal site (public domain works area)
-  Proposed built form above flyovers

Street pattern surrounding the subject site



-  High
-  Topography
-  Low

-  Proposal site (public domain works area)
-  Proposed built form above flyovers

Topography surrounding the subject site. Image: SIX viewer

## ORIENTATION AND SITE LOCATION

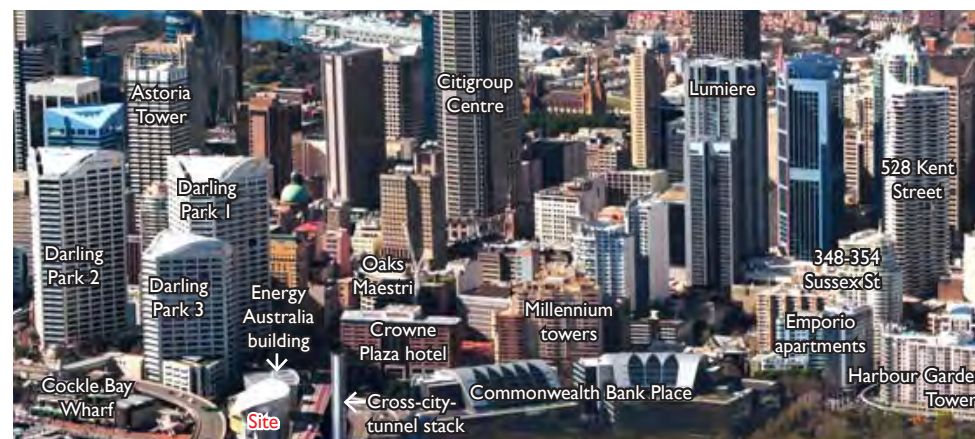
The wider Darling Harbour area encloses a series of open spaces which include the foreshore areas of Cockle Bay and Darling Harbour to the north and Tumbalong Park and surrounds further south. These open spaces are enclosed by development along the east and west slopes of the valley. Currently the built form grades out from the ridges of the CBD towards the water. However at Ultimo/Pymont the scale of development is greater closer to the water and does not emphasise the ridge. To the south the scale of development is lower with occasional high rise and no topographic response.

The site can be seen as part of the wider line of development along the eastern edges of the Darling Harbour open spaces, connecting development east of Tumbalong Park (Commonwealth Bank Place) with development east of Cockle Bay (Cockle Bay Wharf and the Darling Park Complex).

The site occupies a location along the south-eastern edge of Cockle Bay. It is the only site with its long orientation east-west and facing north over Cockle Bay. In part it defines the boundary between the between the Tumbalong Park and Cockle Bay areas along with the Western Distributor which visually divides the valley and dominates the end of Cockle Bay.

The site is bound by roads and flyovers including parts of the M4 Western Distributor Motorway and Harbour Street/Wheat Road. These structures provide some separation between the site and neighbouring buildings and heavily constrain the available site width.

Darling Harbour contains many prominent buildings adjacent to its public realm, including major public buildings such as the Sydney Exhibition Centre, the Sydney Convention Centre, Sydney Entertainment Centre, the National Maritime Museum and Sydney Aquarium. There are also landmark commercial, retail and office developments such as Cockle Bay Wharf, King Street Wharf and Commonwealth Bank Place. New developments planned by the State Government will significantly change the built form context of this area.



The site within the context of nearby buildings as viewed from the west



The site within the context of the Darling Harbour area (Darling Harbour Map)

## HIERARCHY OF EXISTING BUILT FORM

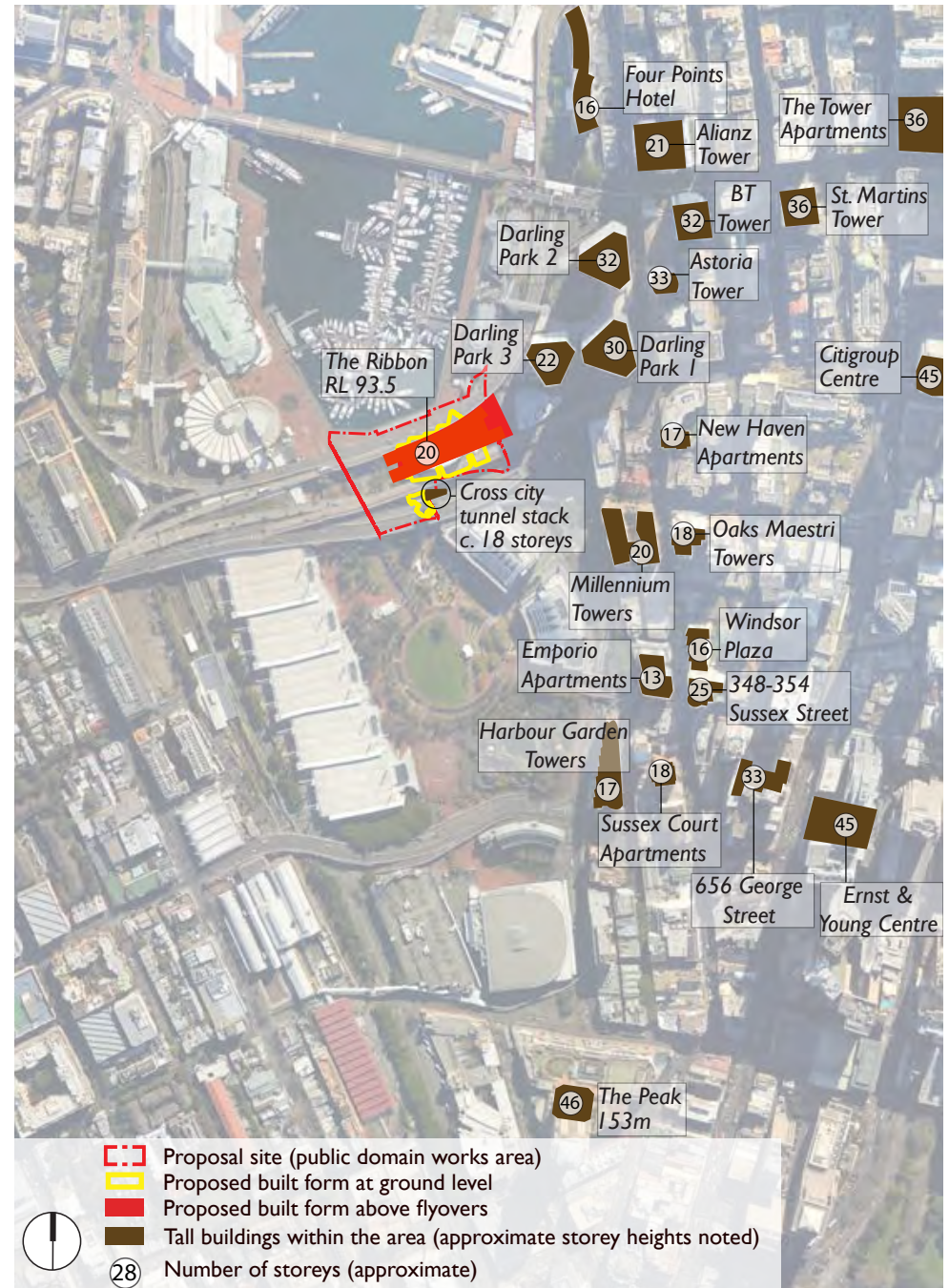
One factor creating the proposal's visual setting is the height and form of the existing buildings surrounding the site and enclosing the bay.

The site is separated from adjacent development due to the approaches for the Western Distributor. Nearby developments include Commonwealth Bank Place approximately 60m to the south (8 storeys), Cockle Bay Wharf approximately 35m to the north (3 storeys) and the Darling Park Complex towers approximately 50m to the east (22, 30, 32 storeys). The predominant built form hierarchy is stepped, rising from lower development around Darling Harbour to taller buildings within Sydney CBD to the east.

The flyovers bound the northern and southern edges of the site. These range in height from approximately 12-20m (approximately 4-6 storeys) above ground level. The Cross-City tunnel stack is approximately 60m in height (18 storeys) some 20m south-west of the site.

Generally, existing buildings adjacent to the public realm areas of Darling Harbour are of a low scale between two and five storeys. This character will change over time however due to the approval of the Barangaroo development which brings a far greater built form scale much close to the harbour edge. The proposed site is also an exception to this, already providing the landmark IMAX building which is taller than adjacent buildings at approximately 37m high.

The site is seen from the west against a backdrop of tall buildings within the CBD, which rise from the nearby Darling Park Complex towers (22 storeys) to the Citigroup Centre on George Street (45 storeys). From the north and south, the site is currently seen in some isolation and as an extension of the built form of the CBD as it steps down in height towards Darling Harbour.



Taller buildings near the proposal site. Adapted from Google Maps.

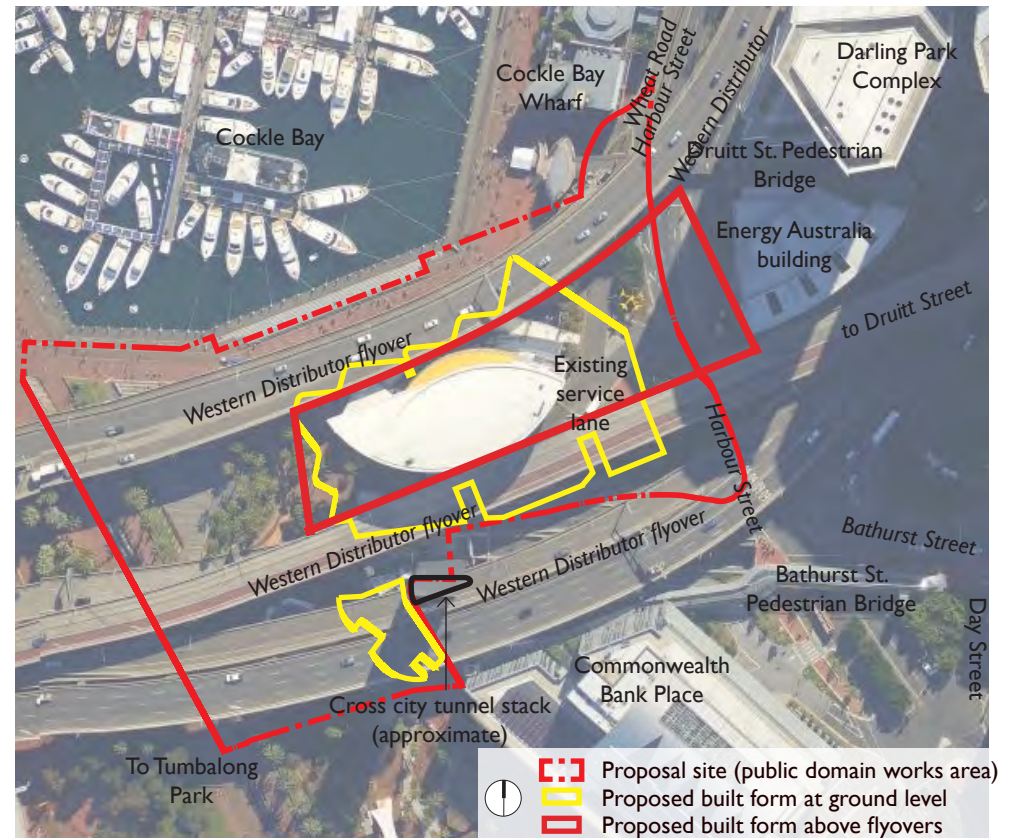
## IMMEDIATE CONTEXT - STREETS AND PUBLIC REALM

The proposed site occupies a unique location surrounded by roads and areas of public realm. These include:

- M4 Motorway Flyovers - These flyovers contain the northern and southern boundaries of the site at a high level. Their elevated position creates view impacts for any development on this site and severely constricts the available depth of development envelope particularly north-south. These flyovers have also restricted development opportunities north of the site. This offers unobstructed water views for the site above the motorway decks.
- and close proximity to the site allows views from a number of vantage points of the site from a variety of directions.
- Wheat Road / Harbour Street - These connected roads run to the east of the site at ground level.
- The pedestrian bridges to Darling Harbour from Druitt Street and Bathurst Street, north and south of the site.
- The pedestrianised areas of public realm to the north of the site (around Cockle Bay) and west of the site (connecting to Tumbalong Park).
- The small service lane which lies partly within the eastern and southern edges of the site.

## THE EXISTING BUILDING

The existing IMAX building is 37m high (approximately 11 storeys). It provides commercial and retail frontages to both the north (Cockle Bay) and west (link between Cockle Bay and Tumbalong Park) frontages and is bound to the east and south by vehicular servicing areas (within the proposed site). Its separation from adjacent buildings means it can be seen 'in the round' from a number of directions, though its primary orientation is towards Cockle Bay.

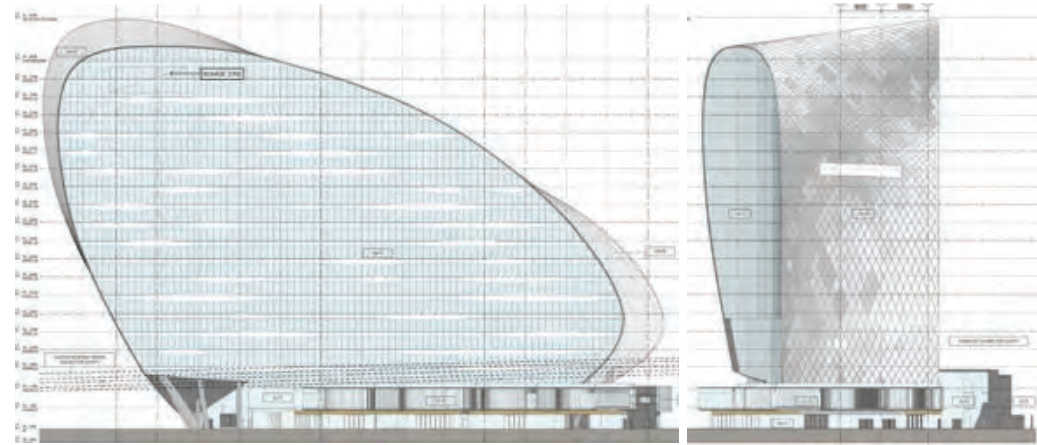


## 1.4 - PROPOSED PROJECT

The proposed project is a twenty (20) storey building. It consists of:

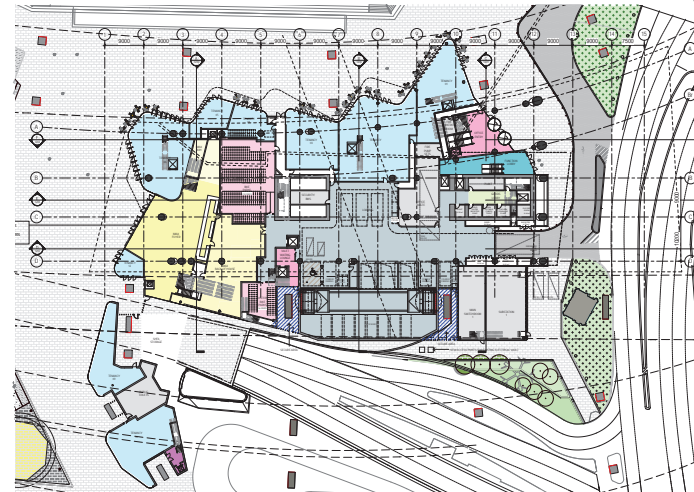
- A total Gross Floor Area of approximately 74,700m<sup>2</sup> for office, retail, function and entertainment purposes as well as 86 car parking spaces and cycle parking.
- The podium (Ground level and four further storeys below the Western Distributor) will include approximately 12,171m<sup>2</sup> of retail, function, gym, retail office, cinema and SHFA spaces, as well as 86 car parking and 332 cycle parking spaces.
- Approximately 62,533m<sup>2</sup> of office GFA in total.
- Upgrades to the public domain within the immediate areas adjoining the site.

The overall width of the tower form is approximately 34-52m. The overall length of the tower form is approximately 136m.



Proposed northern elevation (ARC-HSL-DA-1153)

Proposed western elevation (ARC-HSL-DA-1152)



Proposed ground floor (ARC-HSL-DA-1100)



Proposed typical upper floor plan - Level 8 (ARC-HSL-DA-1108)



## 2 - STRATEGIC DIRECTION AND KEY VISUAL OBJECTIVES

## 2.1 - INTRODUCTION AND DIRECTOR GENERAL'S REQUIREMENTS

In determining the key visual objectives for this development, reference has been made to:

- The Director General's Requirements;
- Current controls applying to the site and adjacent land;
- Recent developments as they affect the strategic direction of the area;
- The site's location and current landmark role; and
- Department Issues Letter dated 15/11/2013

As per the summary of controls discussed in the following pages, no controls relevant to the site actually set a maximum height limit, FSR or building envelope. This site is in effect unrestricted. In the absence of controls of this nature, the appropriate visual envelope for the proposal must be determined through an understanding of the strategic direction of the wider area, as well as the Director General's Requirements and other relevant controls which are summarised in the following section.

The Director General's Requirements with regard to visual impact have been discussed in the earlier section. The DGRs also require consideration of the proposal from an urban design viewpoint. The urban design work on this project has been undertaken by Hassell architects. This report does not consider and assess the urban design outcomes of the proposal. In considering the acceptability of the view impacts consideration has been given to the conclusions of the urban design report and its discussion about the change in the strategic direction in terms of built form and the 'valley' concept for Darling Harbour (as mentioned within the DGRs).

Although referred to in the DGRs, the 'valley concept' is not a term defined in any of the applicable planning instruments for the area. It is GMU's understanding that the 'valley' as referred to in the DGRs is a term that describes generally the existing building heights within the Darling Harbour area which currently are lower close to the water's edge and 'step up' towards the CBD.

The Department Issues Letter dated 15/11/2013 required the provision of "an updated visual impact analysis... ..from key vantage points of the proposal and its relationship with the exhibited Sydney International Convention and Exhibition Centre (SICEEP)." In response to this request, all original photomontages have been updated to show this new information available on the SICEEP and 2 new photomontages have been included to illustrate the proposal's relationship and response to the immediate public domain along Cockle Bay.

## 2.2 - CURRENT CONTROLS

This section sets out an analysis of key controls as they relate to the site. Also included within this section are any documents which identify the importance of views, in accordance with the NSW Land and Environment Court Planning Principle regarding public domain views. Documentation which has been reviewed to identify any importance given to particular views has included an inventory of surrounding heritage items, current and historic planning controls, and non-statutory documentation such as Sydney Harbour Foreshore Authority publications.

### SYDNEY REGIONAL ENVIRONMENTAL PLAN (SYDNEY HARBOUR CATCHMENT) 2005

The Harbour REP “includes a range of matters for consideration by consent authorities assessing development within the Foreshores and Waterways Area of the Plan. These are aimed at ensuring better and consistent development decisions and include such issues as ecological and scenic quality, built form and design, maintenance of views, public access and recreation and working harbour uses. The REP includes provisions relating to heritage conservation and wetlands protection and provides planning controls for strategic foreshore sites”.

Clause 25 and 26 are the relevant clauses with regards to the Harbour’s scenic quality and the protection of views. They are as follows:

#### **25 FORESHORE AND WATERWAYS SCENIC QUALITY**

**The matters to be taken into consideration in relation to the maintenance, protection and enhancement of the scenic quality of foreshores and waterways are as follows:**

**(a) the scale, form, design and siting of any building should be based on an analysis of:**

- (i) the land on which it is to be erected, and**
- (ii) the adjoining land, and**
- (iii) the likely future character of the locality,**

**(b) development should maintain, protect and enhance the unique visual qualities of Sydney Harbour and its islands, foreshores and tributaries,**

**(c) the cumulative impact of water-based development should not detract from the character of the waterways and adjoining foreshores.**

#### **26 MAINTENANCE, PROTECTION AND ENHANCEMENT OF VIEWS**

**The matters to be taken into consideration in relation to the maintenance, protection and enhancement of views are as follows:**

- (a) development should maintain, protect and enhance views (including night views) to and from Sydney Harbour,**
- (b) development should minimise any adverse impacts on views and vistas to and from public places, landmarks and heritage items,**
- (c) the cumulative impact of development on views should be minimised.**

Given the location and orientation of the available site for the proposal it will by definition have a high visual prominence. Therefore it will be important that the proposal ‘enhances’ the existing public domain views including night views.

### DARLING HARBOUR DEVELOPMENT PLAN NO.1 1996

A review of the Darling Harbour Development Plan No.1 has shown that the most relevant objectives for the area are as follows:

- (a) to promote the development of the Darling Harbour area as part of the State’s Bicentennial Program,**
- (b) to encourage the development of a variety of tourist, educational, recreational, entertainment, cultural and commercial facilities within that area, and**
- (c) to make provision with respect to controlling development within that area.**

## SYDNEY HARBOUR FORESHORES AND WATERWAYS AREA DEVELOPMENT CONTROL PLAN 2005

The Sydney Harbour DCP sets out some guidelines for particular types of small development, however it does not provide detailed design guidance for developments of the scale and typology of the proposal. The most relevant clause for the purpose of this analysis is the siting of buildings and structures (4.4) as follows:

### 4.4 SITING OF BUILDINGS AND STRUCTURES

“... the following criteria should be observed when siting buildings and structures:

- ... **buildings should address the waterway;**
- **buildings should not obstruct views and vistas from public places to the waterway; and**
- **buildings should not obstruct views of landmarks and features identified on the maps accompanying this DCP.”**

The existing motorway structures and IMAX development mean that it is unlikely that the proposal will obstruct existing public views to the waterway.

There are no landmarks or significant features identified on the DCP map relevant to this area (map 8). Darling Harbour is not identified as a landmark and neither are landmarks noted in the Sydney CBD. The nearest landmarks noted are the Sydney Harbour Bridge and buildings in Balmain (including the St Augustines Church, Tug Berths, a post office and a ‘Victorian Mansion’).

The Sydney Harbour DCP Appendix D sets out a detailed methodology for Visual Impact Assessments for marinas. GMU have considered all relevant elements set out within this approach in this Visual Impact Assessment, including the location of viewer, distance of view, period of view, scale or relative size of proposal, spatial relationships and motion of objects.

This assessment does not, however, follow the exact structure of the example Visual Impact Assessment for marinas. This is because the marina VIA structure includes some elements which are not of assistance in assessing onshore development (such as boat numbers, mix of vessels and boat storage types) and the ranked assessment matrix was not found to be of assistance in developing summaries and conclusions for this particular project. This is in accordance with the New South Wales Land

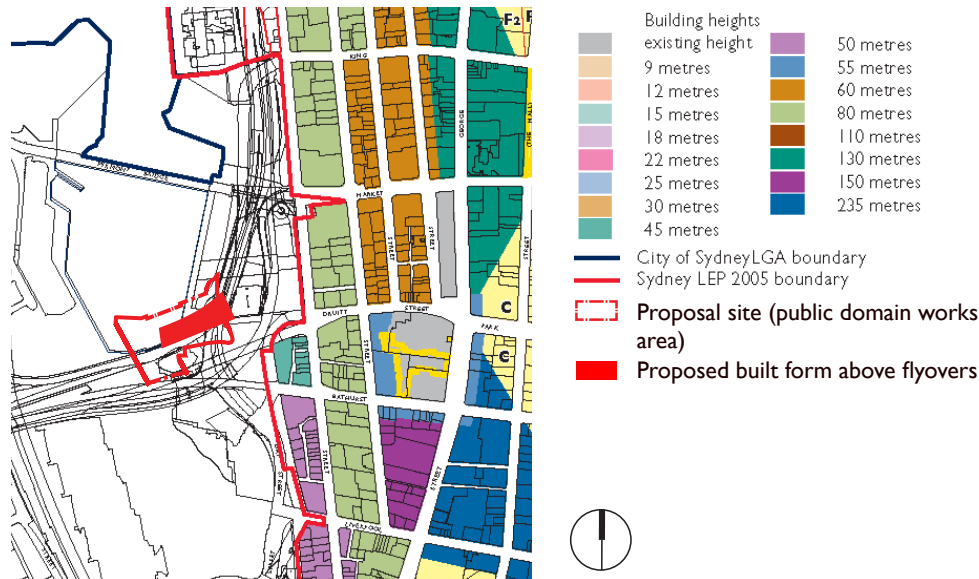
and Environment Court Planning Principle on view impacts (Rose Bay Marina Pty Limited v Woollahra Municipal Council and anor [2013] NSWLEC 1046) which notes that formal assessment matrixes may not be universally applied.

## SYDNEY LEP 2005

The Sydney LEP 2005 does not apply to the site, however it does apply to land nearby to the east of Harbour Street (south of DrUITT Street) and Sussex Street (north of DrUITT Street). This document sets height limits of 45-50m for land between Sussex and Harbour Streets and 80m for land between Kent and Sussex Streets. This height limit may be increased by up to 10% under the Sydney LEP controls. Development of the proposal site will need to respond to the allowable scale of the city in proximity to the site. Consideration also needs to be given to the recent State Government approvals which increase the height of development at Darling Harbour.

## SYDNEY HARBOUR FORESHORE AUTHORITY

The Sydney Harbour Foreshore Authority is a division of the NSW Department for Planning and Infrastructure. The site, as well as many of the view locations investigated, lie within the legislative boundary of the Sydney Harbour Foreshore Authority. This legislative boundary also includes the Convention and Exhibition Centres and the western side of Darling Harbour.



Extract from the Sydney LEP 2005 Central Sydney Height Map (Sheet 1) showing the building envelope applying to nearby sites



Sydney Harbour Foreshore Authority - Legislative Boundary Map

## 2.3 - RECENT DEVELOPMENTS

A number of recent developments and proposals within the Darling Harbour area indicate a change in scale for the area from that indicated by the Sydney City LEP. The most important of these developments are Barangaroo and the Sydney International Convention, Exhibition and Entertainment Precinct (SICEEP), both of which include the provision of much taller buildings close to the foreshore edge.

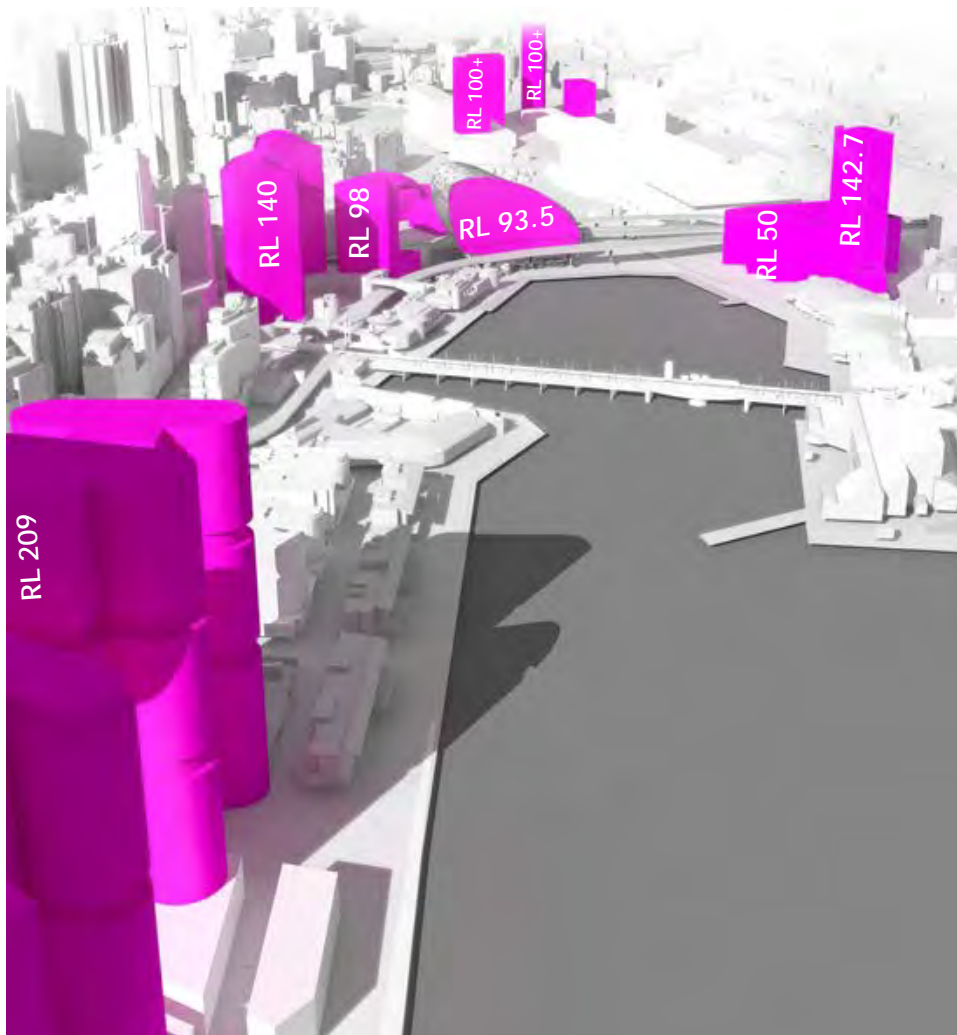


Diagram showing planned and existing towers around the Darling Harbour foreshore (courtesy of Hassell)



Taller buildings near the proposal site. Adapted from Google Maps.

## SYDNEY INTERNATIONAL CONVENTION, EXHIBITION AND ENTERTAINMENT PRECINCT

The Sydney International Convention, Exhibition and Entertainment Precinct (SICEEP) occupies a large area of Darling Harbour to the west of the proposal site. The Director General's Requirements for this project require consideration of the SICEEP Urban Design and Public Realm document and consultation with the SICEEP Design Review Panel.

The preferred proponent's design for the SICEEP was made public on the 11th of December, 2012. Further information on the proposals has since been set out in two state significant development applications:

- "Redevelopment of convention centre, exhibition centre, entertainment facilities and associated public domain work" (SSD5272-2012) which was recommended for approval in August 2013;
- The Core Facilities (SSD 5272), which were approved on 22 August 2013; and
- The Southern Haymarket Precinct (SSD 5878) was approved on 5 December 2013.

The design includes the provision of:

- New convention and exhibition facilities;
- New entertainment facilities;
- Residential and retail facilities; and
- Public realm upgrades.

The design will create significant changes to the scale of the built form within the Darling Harbour area, particularly through the addition of taller built form close to the waterfront which include:

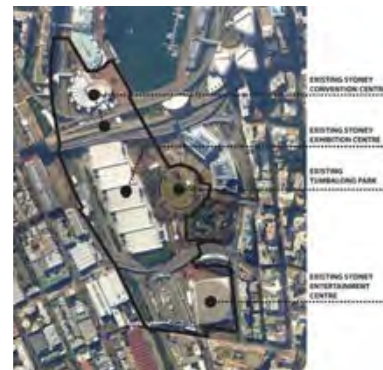
- One tower (approx 38-storey hotel) approximately 75m west of the Cockle Bay waterfront; and
- The creation of several large residential towers (currently shown at approximately 40 storeys) south of Pier Street, within land currently occupied by the Sydney Entertainment Centre.



The preferred proponent's design for the SICEEP, seen from the east



The preferred proponent's design for the SICEEP Exhibition Centre, seen from Tumbalong Park



The SICEEP site area



The SICEEP hotel towers near Cockle Bay

The design team and GMU have taken into consideration the projected increase in scale along the edge of the Harbour when considering the proposal's overall impact to the desired future character of the area. Please refer to 'The Ribbon Urban Design Report' (Hassell, January 2014) for a more comprehensive background of the projected changes in the strategic direction for Darling Harbour.

## BARANGAROO

The Barangaroo Development is a major development of a 22 hectare site within the northern area of Darling Harbour. Its Concept Plan and a range of Project Applications have been approved and works have commenced on site. It therefore reasonably can be considered to set a new strategic direction for the wider Darling Harbour Area.

Barangaroo South creates a significant change to the scale of the Darling Harbour area on the eastern city side. It brings tall buildings closer to the foreshore edge. The towers range in height from 168-209m (39-49 storeys) and are approximately 75m from the foreshore edge. Current proposals also include a potential fourth tower within the foreshore area, at a height of 170m.

This scale of built form represents a major change in strategic direction from the height limits outlined by the Sydney City LEP, where the waterfront edges of Sydney are generally restricted to low-rise built form and to the existing graded scale of development. It will change the sense of enclosure and containment of the bay, creating a taller, stronger wall effect to the eastern side. This emulates more closely the current 'walled effect' of development in Ultimo although it is much taller.



Photomontage showing towers within Barangaroo South and their relationship to the waterfront



The Barangaroo Site



Photomontage demonstrating the relationship of Barangaroo South towers to the waterfront

## 2.4 - CONCLUSION

The proposed site is considered State Significant Development. It is located within the LGA of Sydney City Council, however is not subject to the Sydney LEP 2005. It is subject to a range of controls, many of which relate to its waterfront location, within the Sydney Harbour Catchment Foreshores and Waterways Area and the legislative boundaries of the Sydney Harbour Foreshore Authority.

No controls relevant to the site actually set a maximum height limit, FSR or building envelope. This site is in effect unrestricted. In the absence of controls of this nature, the appropriate visual envelope for the proposal must be determined through an understanding of the strategic direction of the wider area, as well as the Director General's Requirements and other relevant controls.

Near to the site, the Sydney City LEP defines building heights of 45-80m. It is structured around lower-development nearer to the water's edge which rises to taller buildings in the centre of the peninsula. This relates to the 'valley concept' around Darling Harbour mentioned in the Director General's Requirements (DGRs) for this site.

The Sydney Harbour Foreshores and Waterways Area Development Control Plan provides some guidance on the importance to be given to particular views. This document requires that buildings should not obstruct views and vistas from public places to the waterway and that buildings should not obstruct views of landscape and features identified within this document, none of which are likely to be relevant to this proposal.

The developments of Barangaroo and the Sydney International Convention, Exhibition and Entertainment Precinct (SICEEP) create a new development scale that introduces a different built form relationship to Darling Harbour than the Sydney City LEP. It changes the interpretation of the 'valley concept' mentioned in the DGRs, by the provision of much taller buildings closer to the foreshore edge. Any visual impact assessment is obliged to give consideration to these developments as part of the strategic vision for the area, as development approvals have been granted for Barangaroo, and the Director General's Requirements require consideration of the SICEEP.

In accordance with the changes to the strategic direction of the Darling Harbour area, the visual impacts of this site must be considered within the likely context of

much taller buildings approaching the Darling Harbour foreshore and its changing scale of enclosure.

The existing site has a landmark status within the area, due to its prominent location and present built form (the IMAX building). Its existing building form is taller than the surrounding lower scale edge buildings of Cockle Bay. Development of the site will need to provide some response to this role and the visual prominence of the site. Any proposal must seek to create an iconic form that responds to this unavoidable visual prominence and the increased scale within the Darling Harbour area.

The various controls relating to the site and Director General's Requirements provide some additional guidance with regard to the appropriate visual objectives for the site. These include most pertinently:

- The strong policy emphasis on preservation of views between public places and Sydney Harbour, as set out in the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 and Sydney Harbour Development Control Plan;
- The requirement of the Sydney Harbour Development Control Plan requirements that "buildings should address the waterway";
- The Director General's Requirements statement that the proposal should "not dominate the entertainment and visitor experience of Darling Harbour"; and
- The Director General's Requirements listed view locations to be considered, which are considered of particular importance for this analysis and photomontage assessment.

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# 3 - SITE VISIBILITY AND PROMINENT VIEWS

# 3.1 - INTRODUCTION

## SITE VISIBILITY AND VISUALLY PROMINENT VIEWS

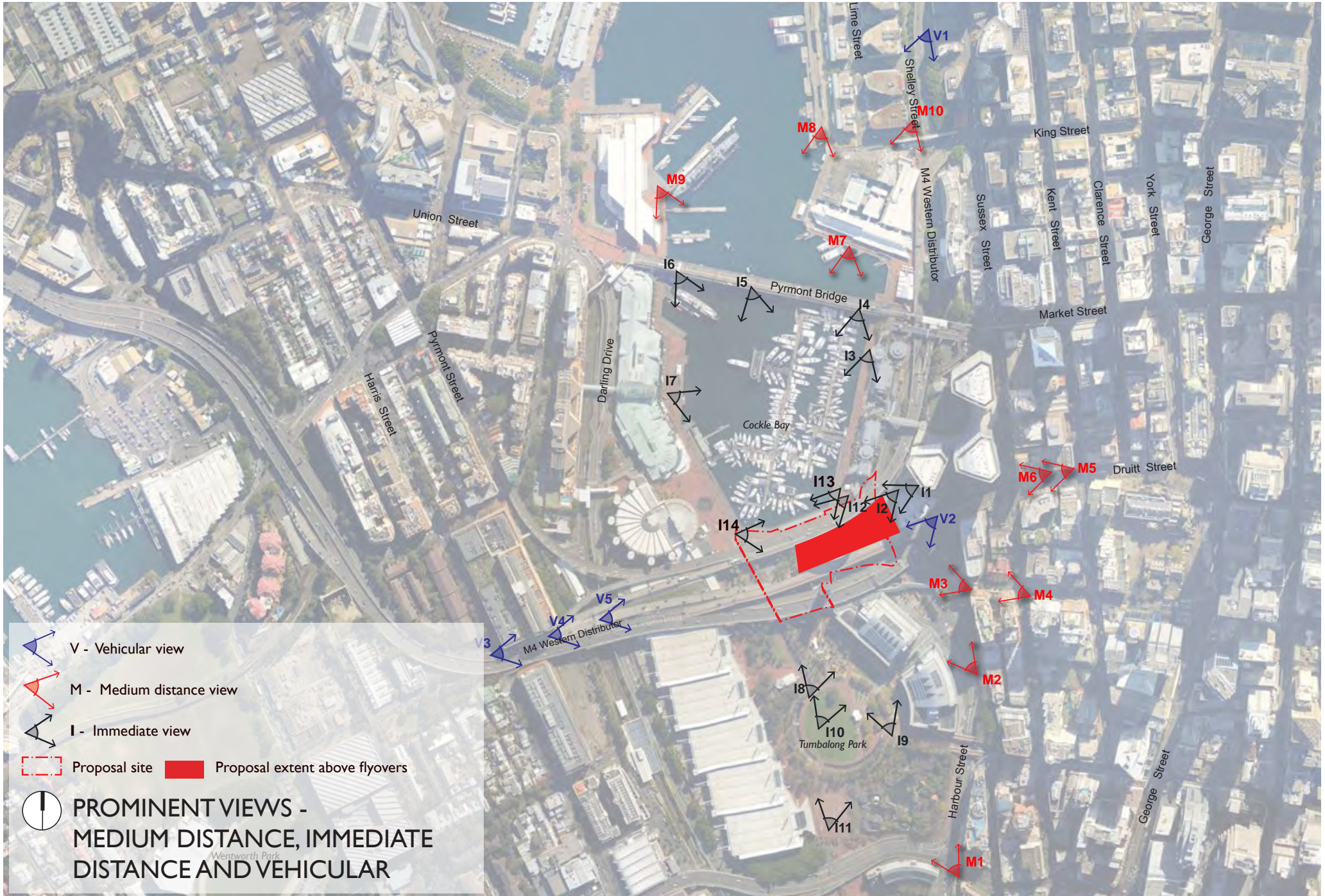
As discussed in the previous section the DGRs required consideration of a number of potential viewing locations as part of the visual analysis of the proposed project.






GMU has analysed the broader and local context and has considered the visual impact of the proposal from the DGR locations and also from other significant locations to ensure the proposal is fully considered. GMU has grouped the visually prominent views into the following categories:


- Long distance views including views from Balmain, Pyrmont, Barangaroo, Waverton Peninsula and McMahons Point. The view numbers for the Long distance views have been identified with the letter L.
- Medium distance views including the foreshore edge of Darling Harbour north of Pyrmont Bridge, Druiitt Street, Bathurst Street and Harbour Street. These views have been identified with the letter M.
- Immediate views from Pyrmont Bridge, around Cockle Bay and Tumbalong Park. Numbers for the Immediate distance views have been identified with the letter I.
- There are also middle distance and immediate vehicular views from the Western Distributor. These have been identified with the letter V.

The long distance views are shown on the adjacent map, and the medium, immediate and vehicular views considered are shown on the map on the adjacent page. The following section considers locations with potentially significant visibility issues. The key views are then identified from this analysis and discussed further.





-  V - Vehicular view
-  M - Medium distance view
-  I - Immediate view
-  Proposal site
-  Proposal extent above flyovers

 **PROMINENT VIEWS -  
MEDIUM DISTANCE, IMMEDIATE  
DISTANCE AND VEHICULAR**

## FORMAT AND METHODOLOGY OF ASSESSMENT

### FORMAT OF ASSESSMENT

For each view an initial summary of key features is shown, including:

- The approximate distance from the viewing location to the proposal;
- Whether the view is from an open space, a street, and a pedestrian or vehicular view;
- A rating of the location in terms of pedestrian activity and description of when such activity occurs; and
- For vehicular views only, the approximate length of time of visibility for the proposal.

Following the initial summary, other features of the existing view and the proposal's relationship to it are discussed.

The outcome of this analysis is a preliminary conclusion based on the existing photograph only. This provides a broad categorisation of these issues using the following categories:

- View significance; and
- Potential visibility.

The preliminary conclusion also includes a decision as to whether a photomontage assessment was required to fully assess the impact of the proposal on the existing view. This option was generally undertaken for views where the proposal was considered to be potentially highly visible. The photomontage assessments are set out in Section 4 of this document and build upon the assessments set out in this chapter.

### VIEW SIGNIFICANCE

The **view significance** is the importance of the view from the view location. Key factors which may influence the significance of the view location include:

- Whether the view includes landmarks and iconic buildings;
- Whether the view includes water and/or land-water interfaces;
- Whether the view is open or enclosed;
- The level of visitation to the space, including its use during the day, at night and on weekends;
- Whether the view is appreciated from a static location or only in motion (for example from a moving vehicle); and
- Whether the space and location are used for large events and gatherings.

Six categories have been used in identifying view significance. A description of these categories is provided below:

View significance	Description
NEGLIGIBLE	Glimpsed views from moving vehicles.
LOW	Service roads, spaces and streets with little pedestrian use.
LOW-MEDIUM	
MEDIUM	Streets and spaces or bridges with regular pedestrian traffic during the day and/or at night.
MEDIUM-HIGH	
HIGH	Landmark public open spaces and prominent locations around Sydney Harbour with high levels of pedestrian use and major events.

## POTENTIAL VISIBILITY

The **potential visibility** is an assessment of the extent to which the proposal is likely to be seen within an existing view based on the existing photograph only. Key factors which may influence the potential visibility of the proposal on a view include:





- Overall potential visibility of the proposal within the view;
- The distance of the proposal from the view location;
- The elevation from the view location relative to the proposal;
- Whether the proposal a major component within the view, or secondary to other elements;
- The context in which the proposal will be seen, whether this be as part of an existing skyline silhouette, adjacent to neighbouring buildings or as an object against sky;
- Whether the proposal obstructs views to any key locations or icons; and
- For vehicular views, the duration of a the view in which the proposal may be seen and the action of the driver during the duration in which the view can be appreciated (e.g. merging in traffic).

The seven categories used to identify the extent of potential visibility are set out below.

### Potential Visibility Description

NIL	The proposal will not be visible.
NEGLIGIBLE	The proposal may be visible in part but to a very minor extent and blends with the view.
LOW	The proposal will be noticeable, however does not significantly change the view.
LOW-MEDIUM	
MEDIUM	The proposal may be reasonably visible and obscures a reasonable extent of the existing sky or reduces views to non-iconic built form.
MEDIUM-HIGH	
HIGH	The proposal may be highly visible and may significantly change the scale of the view and context or may obscure views to landmark items or water.

## 3.2 - LONG DISTANCE VIEWS

-  L - Long distance view
-  Proposal site
-  Proposal extent above flyovers
-  **PROMINENT VIEWS**  
- LONG DISTANCE



## VIEW L1 - WAVERTON PENINSULA RESERVE

Distance to site	3,370m (approx.)
Category of view	Open space / pedestrian view to iconic elements
Pedestrian activity	Low - (daytime on weekdays and weekends)

This location provides broad views of Sydney Harbour including those to the Sydney Harbour Bridge and Opera House, Sydney CBD, Darling Harbour and Goat Island. Views towards the proposal will be part of the city backdrop. The view focuses on landmark elements such as the Harbour Bridge, Opera House and Sydney CBD. The proposal will be seen adjacent to the towers of the Darling Park Complex, which are of a similar height. The proposal will remove views of existing buildings and open sky, however will relate in scale to the 'bell curve' of building height centred around the Sydney CBD. The proposal will generally be visually subservient to the taller 'Peak Apartments' building behind, which is significantly taller although with less apparent width. The development of Barangaroo will further reduce the apparent visual impact of the proposal. Due to the site's distance and location in contrast to the extent and iconic nature of the overall city skyline as seen from this vantage point, any potential visibility is considered of negligible impact; however due to the iconic elements seen within the view testing of the view is sensible.

### PRELIMINARY CONCLUSIONS:

View significance: HIGH	Potential visibility: NEGLIGIBLE
View identified for photomontage analysis - See Section 4	

## VIEW L2 - BLUES POINT RESERVE

Distance to site	2,750m (approx.)
Category of view	Open space / street / pedestrian view to iconic elements
Pedestrian activity	Medium - (daytime on weekdays and on weekends)

This location provides closer distance views of Sydney Harbour including those to Milsons Point, the Sydney Harbour Bridge and Opera House, Sydney CBD and Darling Harbour. The view location is taken along the approach to the McMahons Point Ferry Wharf. Views towards the proposal will be as part of the city backdrop. The view focuses on the Harbour Bridge, Opera House and Sydney CBD.

Views to the proposal are obscured by existing buildings along the Millers Point peninsula, including the 'Highgate Apartments' (127-153 Kent St.). The UTS tower, which would be approximately in line with and taller than the proposal from this vantage point is not visible from this view. The development of Barangaroo will reduce or obscure views to the proposal. Therefore, this view is considered to remain unaltered.

### PRELIMINARY CONCLUSIONS:

View significance: HIGH	Potential visibility: NEGLIGIBLE
View identified for photomontage analysis - See Section 4	



## VIEW L3 - BARANGAROO NORTH

Distance to site	1,785m (approx.)
Category of view	Open space / pedestrian view. Peripheral views to icons.
Pedestrian activity	Low - although this is expected to change once development of Barangaroo takes place (daytime activity: morning, lunchtime, afternoon and on weekends)

This space is presently being remediated for redevelopment. It is envisaged that in the future it will become the proposed Barangaroo Headland Park and will offer views to the new Barangaroo buildings and foreshore area. The proposal will be seen to occupy a segment of sky between the two visible taller elements of the Peak Apartments building and the UTS tower. It is likely that the development of Barangaroo will completely reduce or even remove views of the proposal from this vantage point. Any potential visibility from this vantage point is considered marginal at this point; however due to the proposal's visibility in the interim, testing is considered suitable.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM	Potential visibility: LOW
View identified for photomontage analysis - See Section 4	



## VIEW L4 - MILLERS POINT - CLYNE RESERVE

Distance to site	1,805m (approx.)
Category of view	Street / pedestrian view
Pedestrian activity	Low - (daytime on weekdays and on weekends)

This small reserve provides broad views of Sydney Harbour and Darling Harbour to the north, east and south. The proposed site is only visible from part of the reserve.

The proposal extends the existing Sydney CBD skyline to the west. It is likely to be broadly within the range of heights of nearby buildings, with the taller UTS tower and Peak Apartments building providing a taller scale behind, although with less apparent width. It is likely that the development of Barangaroo will completely remove views of the proposal from this vantage point therefore any potential visibility is considered low or negligible; however due to the proposal's visibility in the interim, testing is considered valid.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM	Potential visibility: LOW
View identified for photomontage analysis - See Section 4	



## VIEW L5 - MILLERS POINT - HIGH STREET

Distance to site 1,590m (approx.)  
 Category of view Street / pedestrian view to minor iconic elements  
 Pedestrian activity Low - (daytime on weekdays and on weekends)

High Street is a residential street adjacent to a significant level change at the edge of the Barangaroo site. This level change provides the street with broad views of Sydney Harbour and Darling Harbour to the north, east and south.

The proposal is likely to be visible only in glimpses above the Macquarie Bank Centre building. The proposal will appear smaller than and visually subservient to this building, the KPMG tower and other tall buildings in the King Street Wharf area. It is likely that the development of Barangaroo will completely remove views of the proposal from this vantage point. Therefore any potential visibility is considered negligible. Further testing is not required.

### PRELIMINARY CONCLUSIONS:

View significance: LOW Potential visibility: NEGLIGIBLE  
 View not identified for photomontage analysis



## VIEW L6 - KING STREET WHARF - NORTH

Distance to site 815m (approx.)  
 Category of view Open space / pedestrian view to skyline elements  
 Pedestrian activity High - (daytime activity: morning, lunchtime, afternoon and on weekends)

The King Street Wharf waterfront is a landmark area of public open space along the foreshore of Darling Harbour. It provides broad views from the water's edge to areas including Cockle Bay, Pyrmont, Balmain, Goat Island and Sydney Harbour.

The tower portion of the proposal will potentially be visible above the Sydney Wildlife World building. The proposal is likely to provide a strong termination of this view along the eastern edge of Darling Harbour. The apparent height of the proposal is similar to that of the Darling Park Complex Buildings and UTS tower, which bookend the view towards the proposal. Due to the potential high visibility from this point and the likely of side elements in the view, further testing from this location is required.

### PRELIMINARY CONCLUSIONS:

View significance: HIGH Potential visibility: HIGH  
 View identified for photomontage analysis - See Section 4



## VIEW L7 - LIME STREET

Distance to site	795m (approx.)
Category of view	Street / pedestrian view
Pedestrian activity	Medium - (daytime activity morning, lunchtime, afternoon and on weekends)

Lime Street is a local street which supports a range of residential, office and retail uses. It does not have the high pedestrian activity or landmark importance of the nearby King Street Wharf; therefore the view is considered to be of medium significance.

Part of the eastern portion of the proposal is likely to be visible from this location, behind the buildings which form the western edge of Lime Street. Although the view's significance is medium, a photomontage is deemed suitable to assess the level of change in the view.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM                      Potential visibility: MEDIUM  
View identified for photomontage analysis - See Section 4



## VIEW L8 - EAST BALMAIN - FERRY WHARF

Distance to site	1,900m (approx.)
Category of view	Open space / pedestrian view to iconic elements
Pedestrian activity	Medium - (daytime and evenings on weekdays and weekends)

The ferry wharf is a well used public facility in Balmain. This location provides broad views across Sydney Harbour including those to Goat Island, the Sydney Harbour Bridge, Sydney CBD, Darling Harbour and Cockle Bay.

The majority of the proposal will be visible from this location. It is likely to be seen adjacent to the towers of the Darling Park Complex, which are of greater height. It may be seen to form a small western extension of the 'bell curve' of tall buildings centred around Sydney CBD. Due to the significance of the view available from this vantage point and the direct views to the site, a photomontage is required from this vantage point.

### PRELIMINARY CONCLUSIONS:

View significance: HIGH                      Potential visibility: LOW-MEDIUM  
View identified for photomontage analysis - See Section 4



## VIEW L9 - EAST BALMAIN - ILLOURA RESERVE EAST

Distance to site	1,715m (approx.)
Category of view	Open space / pedestrian view to iconic elements
Pedestrian activity	Medium - (daytime and evenings on weekdays and weekends)

Illoura Reserve is a locally important open space within Balmain. This location provides broad views across Sydney Harbour including those to Goat Island, the Sydney Harbour Bridge, Sydney CBD, Darling Harbour and Cockle Bay.

The proposal is likely to be visible from this location. It will be seen adjacent to the towers of the Darling Park Complex, forming the lower end of the 'bell curve' of tall buildings centred around Sydney CBD. Due to the site's location as an extension of the skyline any potential visibility is considered to be low. However, the significance of the view is considered to be high therefore a photomontage is considered to be useful in assessing the proposal's level of change to the existing view.

### PRELIMINARY CONCLUSIONS:

View significance: HIGH	Potential visibility: LOW
View identified for photomontage analysis - See Section 4	



## VIEW L10 - EAST BALMAIN - ILLOURA RESERVE SOUTH

Distance to site	1,580m (approx.)
Category of view	Open space / pedestrian view to iconic elements
Pedestrian activity	Medium - (daytime and evenings on weekdays and weekends)

Illoura Reserve is a locally important open space within Balmain. This location provides broad views across Sydney Harbour including those to the Sydney Harbour Bridge, Sydney CBD, Darling Harbour, Cockle Bay, Johnston's Bay and the Anzac Bridge.

The majority of the proposal is likely to be visible from this location, with part obscured by the Sydney Wharf apartments (Wharf 8 and Wharf 9, Pyrmont). It will be seen in context with the towers of the Darling Park Complex. The proposal will generally be visually subservient to the taller 'Peak Apartments' building behind, which is significantly taller although with a lesser apparent width. The level of change experienced within this view is considered to be low to medium; however due to the high significance of the view, a photomontage is deemed necessary.

### PRELIMINARY CONCLUSIONS:

View significance: HIGH	Potential visibility: LOW-MEDIUM
View identified for photomontage analysis - See Section 4	



## VIEW L11 - PYRMONT - BALLAARAT PARK

Distance to site 1,175m (approx.)  
 Category of view Open space / pedestrian view to iconic elements  
 Pedestrian activity Medium - (daytime and evenings on weekdays and weekends)

Ballaarat Park is a small park primarily of importance to local residents of Pyrmont. It provides broad views across Darling Harbour including those to Balmain, Sydney Harbour, the Sydney Harbour Bridge, Sydney CBD and Cockle Bay.

The proposal is likely not to be visible from this location, being largely obscured by the Sydney Wharf apartments (Wharf 8 and Wharf 9, Pyrmont). Although a significant local open space, the potential visibility is considered negligible therefore a photomontage is not deemed necessary.

### PRELIMINARY CONCLUSIONS:

View significance: HIGH Potential visibility: NEGLIGIBLE  
 View not identified for photomontage analysis



## VIEW L12 - PYRMONT - WHARF 10

Distance to site 815m (approx.)  
 Category of view Open space / pedestrian view to skyline elements  
 Pedestrian activity Medium - (daytime and evenings on weekdays and weekends)

This waterfront location provides broad views across Darling Harbour including those to Balmain, Goat Island, Sydney Harbour, the Sydney CBD and Cockle Bay.

Part of the proposal is likely to be visible from this location with areas remaining obscured behind the ships moored at the Australian National Maritime Museum. It will be seen in context with the towers of the Darling Park Complex. The proposal will generally be visually subservient to the taller 'Peak Apartments' building behind, which is significantly taller although of less apparent width. Although potentially obscured, the potential is considered to be medium within a view of medium to high significance therefore a photomontage is required to assess the actual degree of change within the view.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM-HIGH Potential visibility: MEDIUM  
 View identified for photomontage analysis - See Section 4



## VIEW L13 - HICKSON ROAD

Distance to site	1,460m (approx.)
Category of view	Open space / pedestrian view - no iconic or significant elements
Pedestrian activity	Low - (Although this is expected to change once development at Barangaroo takes place - (daytime activity morning, lunchtime, afternoon and on weekends)

Hickson road runs along the eastern-edge of the Barangaroo area. The current Barangaroo proposals retain this road as a service street and pedestrian activity is likely to increase. This location is unlikely to become important with regards to significant views.

Views to the proposal are likely to be obscured by the existing trees along Hickson Road. The development of Barangaroo will eliminate any potential views to the proposal even if the trees were to be relocated as part of the Barangaroo development. There are no visual impacts from this vantage point and no photomontage is required.

### PRELIMINARY CONCLUSIONS:

View significance: LOW

Potential visibility: NIL  
View not identified for photomontage analysis



## VIEW L14 - BLUES POINT

Distance to site	2,580m (approx.)
Category of view	Open space / pedestrian view
Pedestrian activity	Medium - (daytime and evenings on weekdays and weekends)

This location provides broad views of Sydney Harbour including those to Milsons Point, the Sydney Harbour Bridge and Opera House, Sydney CBD and Darling Harbour. Views towards the proposal are likely to be less important from this location than landmark views such as those to the Harbour Bridge, Opera House and Sydney CBD.

Potential views to the proposal are obscured by existing buildings along the Millers Point peninsula. The UTS tower, which would be approximately in-line with and taller than the proposal from this vantage point is not visible from this view. Furthermore, the development of Barangaroo is likely to significantly reduce any remaining apparent visual impact of the proposal. Therefore no photomontage is required.

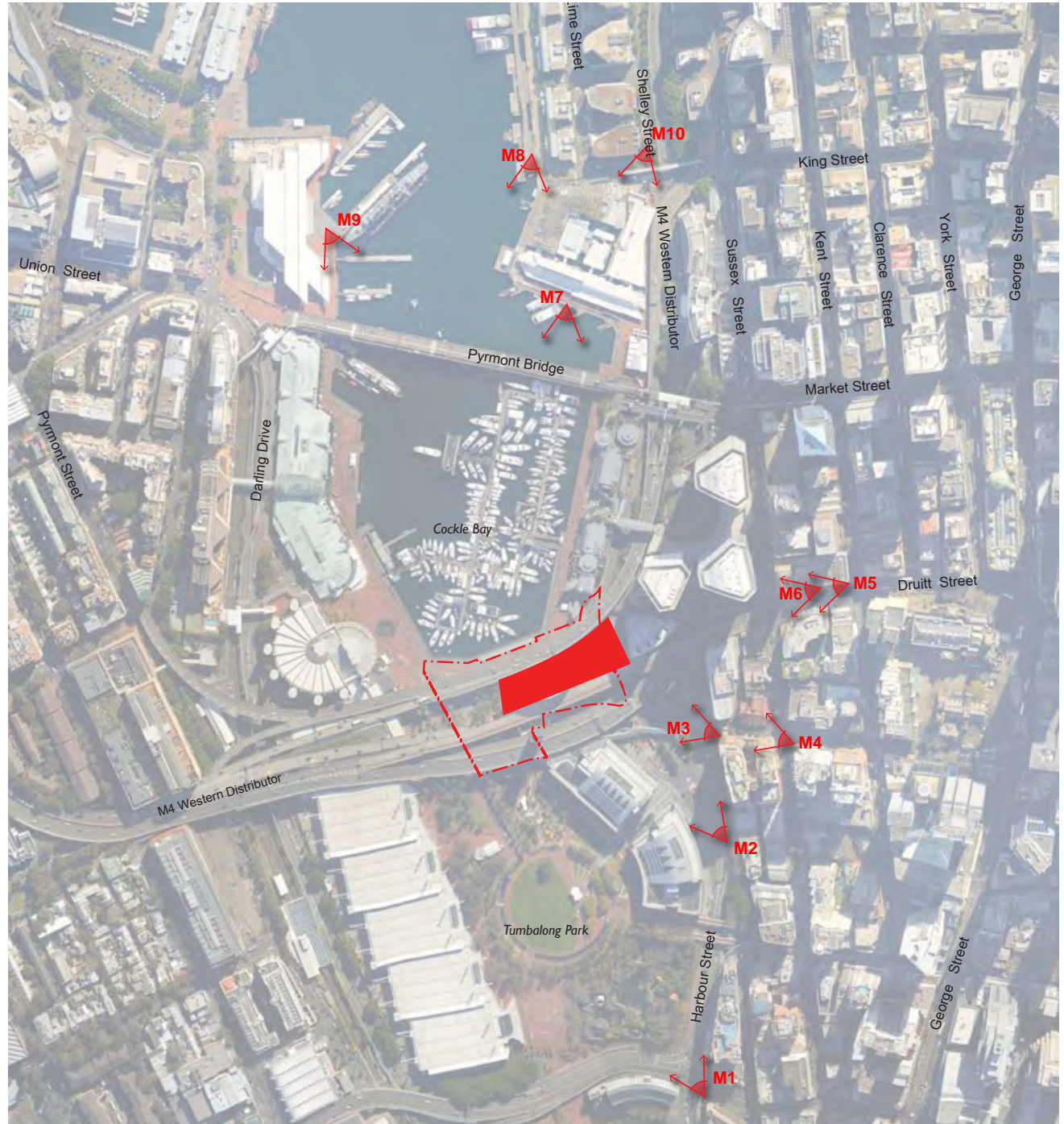
### PRELIMINARY CONCLUSIONS:





View significance: MEDIUM-HIGH

Potential visibility: NIL  
View not identified for photomontage analysis



### 3.3 - MEDIUM DISTANCE VIEWS



-  M - Medium distance view
-  Proposal site  Proposal extent above flyovers
-  **PROMINENT VIEWS - MEDIUM DISTANCE**

## VIEW M1 - HARBOUR STREET / GOULBURN STREET

Distance to site 432m (approx.)  
Category of view Street / pedestrian view - no iconic or skyline elements  
Pedestrian activity High (day and night time on weekdays and weekends)

This view is located at a busy pedestrian and vehicular intersection. This area is subject to high pedestrian activity linking Darling Harbour with Chinatown and the new development around Tumbalong Park.

The bulk of the proposal is likely to be obscured from this vantage point by the existing street trees and trees within the Chinese Garden of Friendship. A photomontage is considered to be required.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM Potential visibility: MEDIUM  
View identified for photomontage analysis - See Section 4



## VIEW M2 - HARBOUR STREET / DAY STREET

Distance to site 226m (approx.)  
Category of view Street / pedestrian view - no iconic or skyline elements  
Pedestrian activity Medium (day and night time on weekdays and weekends)

This view is located along Harbour Street. Harbour street has some pedestrian activity crossing from Day Street to the 'civic connector' through Commonwealth Bank Place to the Darling Quarter and Tumbalong Park.

A large portion of the proposal is likely to be visible from this location, although part of its western extent will be hidden behind Commonwealth Bank Place. Due to the existing level of pedestrian and vehicular activity and the extent of visibility from this location, this is considered of medium to high significance. There is potentially a high degree of change possible from this vantage point and therefore the potential visibility is high. A photomontage from this location is required.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM Potential visibility: HIGH  
View identified for photomontage analysis - See Section 4



## VIEW M3 - BATHURST STREET / HARBOUR STREET

Distance to site	141m (approx.)
Category of view	Street / pedestrian view - no iconic or skyline elements
Pedestrian activity	High (day and night time on weekdays and weekends)

This view is located along Bathurst Street, due east of the site. It is an important one way vehicular street which also provides a bridged pedestrian connection to the Darling Harbour area. The view from vehicles is away from the site.

The majority of the proposal will be visible from this location for pedestrians only, obscured at lower levels by the Western Distributor flyovers. The proposal is likely to be perceived as a separate building rather than as part of a streetscape. There are no iconic elements or water views from this location, but there is the potential for a significant degree of change from this vantage point and therefore the impact could be high. A photomontage is required to assess the actual degree of change.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM	Potential visibility: HIGH
View identified for photomontage analysis - See Section 4	



## VIEW M4 - BATHURST STREET / SUSSEX STREET

Distance to site	221m (approx.)
Category of view	Street / pedestrian view - contained street view
Pedestrian activity	High (day and night time on weekdays and weekends)

This view is located at the intersection of Bathurst and Sussex Streets, which are important vehicular and pedestrian streets.

A portion of the proposal is likely to be visible from this location. It will be framed by the existing buildings on Bathurst Street. The grade in topography creates a vista at the end of the street and therefore the proposal will be seen as a vista terminator. The view significance is medium and a photomontage is required to assess the degree of change in the view.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM	Potential visibility: MEDIUM-HIGH
View identified for photomontage analysis - See Section 4	



## VIEW M5 - KENT STREET / DRUITT STREET

Distance to site 279m (approx.)  
Category of view Street / pedestrian view with minor skyline elements  
Pedestrian activity High (day and night time on weekdays and weekends)

This view is located at the intersection of Kent and DrUITt Streets, which are important vehicular streets and also have a significant pedestrian presence at this location.

Views of the proposal will be largely unobstructed, as it is located behind the Energy Australia building and part of the Western Distributor flyovers. The proposal will be seen in profile along its eastern elevation. Its height will be visually significant and will change the apparent scale of the street vista.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM-HIGH Potential visibility: HIGH  
View identified for photomontage analysis - See Section 4



## VIEW M6 - DRUITT STREET

Distance to site 242m (approx.)  
Category of view Street / pedestrian view with minor skyline elements  
Pedestrian activity High (day and night time on weekdays and weekends)

This view is located along DrUITt Street, an important vehicular street which also provides the pedestrian bridge connection to Darling Harbour. Although there are not iconic elements or waterfront glimpses the proposal will be a vista terminator therefore the view significance is medium to high.

Views of the proposal will be largely unobstructed from this location, although lower levels will be located behind the Energy Australia building and part of the Western Distributor flyovers. The proposal will be seen in profile along its eastern elevation. Its height will be visually significant and will change the apparent scale of the street vista. A montage is required to assess the actual degree of change within the view.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM-HIGH Potential visibility: HIGH  
View identified for photomontage analysis - See Section 4



## VIEW M7 - SYDNEY AQUARIUM

Distance to site	355m (approx.)
Category of view	Open space / pedestrian view with no skyline elements
Pedestrian activity	High (day and night-time, lunchtime, dinner time and on weekends)

This view is located outside the Sydney Aquarium. This space acts as a forecourt to the Aquarium building and also as part of a key waterfront link between the Cockle Bay and King Street Wharf areas.

The upper-portion of the proposal will be likely to be visible behind Pyrmont Bridge. This area enjoys a high degree of visitation by locals and tourists, although not as prominent as the area immediately south of Pyrmont Bridge. The view is considered of medium to high significance. Pyrmont Bridge will obstruct the view, so the potential visibility is considered medium. A montage is required to assess the actual degree of change within the view.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM-HIGH      Potential visibility: MEDIUM  
View identified for photomontage analysis - See Section 4



## VIEW M8 - KING STREET WHARF - SOUTH

Distance to site	521m (approx.)
Category of view	Open space / pedestrian view with no skyline elements
Pedestrian activity	High - (daytime activity: morning, lunchtime, afternoon and on weekends)

The King Street Wharf waterfront is a landmark area of public open space along the foreshore of Darling Harbour. It provides broad views from the water's edge including those to Cockle Bay, Pyrmont, Balmain, Goat Island and Sydney Harbour. The view is considered of high significance.

The proposal will potentially be visible behind the Wildlife World and Sydney Aquarium buildings as a backdrop element. The potential visibility is medium. A photomontage is recommended only to assess the actual impact.

### PRELIMINARY CONCLUSIONS:

View significance: HIGH      Potential visibility: MEDIUM  
View identified for photomontage analysis - See Section 4



## VIEW M9 - MARITIME MUSEUM

Distance to site	492m (approx.)
Category of view	Open space / pedestrian view with some skyline elements
Pedestrian activity	High (day and night-time, lunchtime, dinner time and on weekends)

This view is located along the Darling Harbour foreshore, adjacent to the Australian National Maritime Museum. This location also provides views of the wider Darling Harbour area and of the Sydney CBD.

A small portion of the proposal is likely to be visible behind Pyrmont Bridge. The potential level of impact is considered low. While the view is of some significance, it is not as prominent as the views south of Pyrmont Bridge. No montage is deemed necessary from this view.

### PRELIMINARY CONCLUSIONS:

View significance: LOW-MEDIUM

Potential visibility: LOW

View not identified for photomontage analysis



## VIEW M10 - SHELLEY STREET

Distance to site	578m (approx.)
Category of view	Street / pedestrian view with no skyline elements
Pedestrian activity	Low

This view is located along Shelley Street due south and has been listed as part of the DGRs. This street is of local importance only, generally providing rear servicing for buildings facing Lime Street. This view is considered to be of low significance.

The proposal will be visible in glimpsed views only from this location. The impact of the proposal will cause minimal changes to this view. No further interrogation is required and no montage is needed.

### PRELIMINARY CONCLUSIONS:

View significance: LOW




Potential visibility: NEGLIGIBLE

View not identified for photomontage analysis



# 3.4 - IMMEDIATE VIEWS



-  I - Immediate view
-  Proposal site
-  Proposal extent above flyovers
-  **PROMINENT VIEWS - IMMEDIATE**

## VIEW I1 - DRUITT STREET PEDESTRIAN BRIDGE NEAR BLACK WATTLE PLACE

Distance to site	86m (approx.)
Category of view	Pedestrian view with no iconic or skyline elements
Pedestrian activity	High (day and night-time, lunchtime, dinner time and on weekends)

The DrUITt Street pedestrian bridge provides an important pedestrian connection between Sydney CBD and Darling Harbour. This view includes no key landmarks and is dominated by the edges of buildings and the Western Distributor flyovers. It is not seen as highly sensitive to change. Views of the proposal are likely to be unobstructed from this location as it will be seen in profile. While the proposal will not disturb the outlook to any major iconic elements, there is a high potential for change within the view. Therefore a montage is required to assess the actual degree of change.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM-HIGH                      Potential visibility: HIGH  
View identified for photomontage analysis - See Section 4

## VIEW I2 - DRUITT STREET PEDESTRIAN BRIDGE NEAR HARBOUR STREET

Distance to site	38m (approx.)
Category of view	Pedestrian view with no iconic or skyline elements
Pedestrian activity	High (day and night-time, lunchtime, dinner time and on weekends)

The DrUITt Street pedestrian bridge provides an important pedestrian connection between Sydney CBD and Darling Harbour. This view includes no key landmarks and is dominated by major vehicular connections including the Western Distributor flyovers and Harbour Street. It is not seen as a view that is highly sensitive. Views of the proposal will be unobstructed from this location. A high level of change within the view can be expected due to the proximity. A montage is required to assess the degree of change within the view.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM                              Potential visibility: HIGH  
View identified for photomontage analysis - See Section 4





## VIEW I5 - PYRMONT BRIDGE CENTRAL

Distance to site	332m (approx.)
Category of view	Open space / pedestrian view with skyline elements
Pedestrian activity	High (day and night-time, lunchtime, dinner time and on weekends)

Pyrmont Bridge is also a sensitive view location with landmark views across Cockle Bay and Darling Harbour. This view presently includes the IMAX building (set behind the Western Distributor flyover) as a low level visual focus on the Cockle Bay waterfront. The waterfront is currently characterised by lower-scale buildings towards the south and western edges and by taller development of 25 storeys or more towards the east behind the row of lower development along the boardwalk. The existing IMAX building relates to the edge of the Sydney CBD.

The proposal will be visible from this view. Due to the sensitive nature of the area and potentially high visibility a photomontage is required.

### PRELIMINARY CONCLUSIONS:

View significance: HIGH	Potential visibility: HIGH
View identified for photomontage analysis - See Section 4	

## VIEW I6 - PYRMONT BRIDGE WEST

Distance to site	411m (approx.)
Category of view	Open space / pedestrian view with major skyline elements
Pedestrian activity	High (day and night-time, lunchtime, dinner time and on weekends)

Pyrmont Bridge is a sensitive view location with landmark views across Cockle Bay and Darling Harbour. This view presently includes the IMAX building (set behind the Western Distributor flyover) as a low scale element extending the low 'wall' of development along the city edge into the end of the bay.

The proposal will be visible from this view. Due to the sensitive nature of the area and potentially high visibility a photomontage is required.

### PRELIMINARY CONCLUSIONS:

View significance: HIGH	Potential visibility: HIGH
View identified for photomontage analysis - See Section 4	



## VIEW I7 - COCKLE BAY / HARBOURSIDE

Distance to site	132m (approx.)
Category of view	Open space / pedestrian view with major skyline elements
Pedestrian activity	High (day and night-time, lunchtime, dinner time and on weekends)

This view is sensitive as part of the landmark Cockle Bay foreshore area. This view is presently characterised by a stepped scale of built form which includes the waterfront, Western Distributor flyover, existing IMAX building and towers of the CBD skyline behind.

The majority of the proposal will be visible, obscured only by the Western Distributor flyover. Due to the visually sensitive nature of this location and high potential for change within the view a montage is required to assess the actual degree of change.

### PRELIMINARY CONCLUSIONS:

View significance: HIGH	Potential visibility: HIGH
View identified for photomontage analysis - See Section 4	



## VIEW I8 - TUMBALONG PARK NORTH / THE PLAYGROUND

Distance to site	138m (approx.)
Category of view	Open space / pedestrian view with no iconic or skyline elements
Pedestrian activity	Medium (daytime and evenings on weekdays and weekends)

Tumbalong Park is a recently regenerated, active open space within the Darling Harbour area. The existing view towards the site is characterised by the Western Distributor flyovers and Cross City Tunnel Stack with only partial glimpses to the water and Darling Harbour and no iconic or skyline elements. Its significance is medium to high.

The majority of the upper portion of the proposal will be visible, with its lower areas obscured by trees, the Western Distributor flyovers and Commonwealth Bank Place. It will also be partially obscured by the Cross City Tunnel Stack for its full height. Due to the open nature of the area, there is a medium potential for change within this view frame therefore further testing of the site is deemed necessary.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM-HIGH	Potential visibility: MEDIUM
View identified for photomontage analysis - See Section 4	



## VIEW I9 - TUMBALONG PARK EAST / DARLING CENTRE

Distance to site 256m (approx.)  
Category of view Open space / pedestrian view with no iconic or skyline elements

Pedestrian activity Medium (daytime and evenings on weekdays and weekends)

Tumbalong Park is an active open space within the Darling Harbour area. The existing view towards the site includes the Cross City Tunnel Stack which is visually prominent above Commonwealth Bank Place.

The majority of the upper portion of the proposal will be visible, with its lower areas obscured by trees and Commonwealth Bank Place. It will also be partially obscured by the Cross City Tunnel Stack. Although there are no landmark or water views from this vantage point, Tumbalong Park is a well used public open space therefore the view's level of significance is considered medium. Due to the open nature of this location, a visual change within this view is expected. Further interrogation of the view is required.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM Potential visibility: HIGH  
View identified for photomontage analysis - See Section 4

## VIEW I10 - TUMBALONG PARK CENTRAL

Distance to site 272m (approx.)  
Category of view Open space / pedestrian view with no iconic or skyline elements

Pedestrian activity Medium (daytime and evenings on weekdays and weekends)

This view is from the green space central to Tumbalong Park towards the site at a greater distance than the previous two views. The proposal will be visible above the Western Distributor decks, trees and Cross City Tunnel Stack.

This location's significance is similar to view I9 - medium where the proposal has the potential to make a significant degree of change within the view. Therefore, further testing of the view is required.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM Potential visibility: HIGH  
View identified for photomontage analysis - See Section 4



## VIEW III - EXHIBITION CENTRE FORECOURT

Distance to site	324m (approx.)
Category of view	Open space / pedestrian view with minor skyline elements
Pedestrian activity	Medium (daytime and evenings on weekdays and weekends)

This location is an important hard-surfaced open space which is well used, particularly during organised events and activities. It acts as an important pedestrian connection linking the Sydney Entertainment Centre, Hay Street and beyond with Tumbalong Park and Darling Harbour. Although this area does not enjoy water views, it does have glimpses to the iconic Centrepont Tower. Its significance is medium to high.

The upper portion of the proposal is likely to be visible, with the majority being obscured by the existing trees, Commonwealth Bank Place and Cross City Tunnel Stack. Due to the level of existing vegetation obscuring the view any potential visibility is considered medium. However, further interrogation of the view is required in order to assess the actual degree of change expected in the view.

### PRELIMINARY CONCLUSIONS:

View significance: HIGH

Potential visibility: MEDIUM

View identified for photomontage analysis - See Section 4



## VIEW 112 - COCKLE BAY / DRUITT STREET PEDESTRIAN BRIDGE

Distance to site	24m (approx.)
Category of view	Open space / pedestrian view
Pedestrian activity	High (day and night-time, lunchtime, dinner time and on weekends)

This view is taken from the base of the DrUITT Street pedestrian bridge, which connects to the main pedestrian route along the edge of Cockle Bay. This location enjoys panoramic views of Cockle Bay and Darling Harbour as well as views from the foreshore edge towards the structure of the expressway and the landscape open space in front of the Exhibition Centre. The photograph shows the vista from the base of the bridge looking towards the exhibition centre currently and the site can be seen to the left hand side.

Items currently visible adjacent to the existing IMAX building, and within the visual context of the future proposal are of low visual importance from this location as compared to the panoramic view of Cockle Bay. There is no significant visual connectivity to the Sydney Exhibition Centre from this location due to items within the view including concrete columns which support the Western Distributor flyovers, palm trees and other vegetation, flagpoles, lamp posts, fencing and signposts. There is also no existing direct pedestrian connection along this axis, with pedestrian connectivity provided to the north of the northernmost flyover and south of the southernmost flyover only. The significance of this view, along the edge of the site is therefore considered to be low, although the significance of the overall panoramic view to the north would be high.

The proposal will be highly visible from this location due to the close proximity of the camera, however due to the low significance of the view it has not been selected for photomontage analysis.

As a response to the Department Issues Letter dated 15/11/2013, a similar view has been included from this vantage point. Please refer to image 113 on the following page.

### PRELIMINARY CONCLUSIONS:

View significance: LOW

Potential visibility: HIGH

View not identified for photomontage analysis



## VIEW 113 - COCKLE BAY / PEDESTRIAN INTERFACE LOOKING WEST

Distance to site	47m (approx.)
Category of view	Open space / pedestrian view
Pedestrian activity	High (day and night-time, lunchtime, dinner time and on weekends)

Similar to view 112, this view is taken near the base of the Druitt Street pedestrian bridge, which connects to the main pedestrian route along the edge of Cockle Bay. This location enjoys panoramic views of Cockle Bay and Darling Harbour as well as views from the foreshore edge towards the structure of the expressway and limited view corridors to the landscape open space in front of the Exhibition Centre. The photograph shows the vista from the base of the bridge looking towards the exhibition centre currently and the site can be seen to the left hand side.

Items currently visible adjacent to the existing IMAX building, and within the visual context of the future proposal are of low visual importance from this location as compared to the panoramic view of Cockle Bay. There is no significant visual connectivity to the Sydney Exhibition Centre from this location due to items within the view including concrete columns of the Western Distributor flyovers, palm trees and other vegetation, flagpoles, lamp posts, fencing and signposts. The public domain improvements between the elevated viaduct of the Western Distributor and the edge of the water consist of large areas of paved surfaces with little character, which contribute to the poor quality of the view. The significance of this view, along the edge of the site is therefore considered to be low, although the significance of the overall panoramic view to the north would be high.

The proposal will be highly visible from this location due to the close proximity of the camera and therefore the significance of the view is considered to be low. However, this view has been selected for photomontage analysis in response to the Department Issues Letter dated 15/11/13, which requested further pedestrian view analysis in relation to the SICEEP and International Convention Centre Hotel.

### PRELIMINARY CONCLUSIONS:

View significance: LOW

Potential visibility: HIGH

View identified for photomontage analysis - See Section 4



## VIEW 114- COCKLE BAY / PEDESTRIAN INTERFACE LOOKING EAST

Distance to site	78m (approx.)
Category of view	Open space / pedestrian view
Pedestrian activity	High (day and night-time, lunchtime, dinner time and on weekends)

View 114 complements 113, as this view is taken from an opposite vantage point along the main pedestrian route at the edge of Cockle Bay. This location enjoys panoramic views of Cockle Bay and Darling Harbour as well as views from the foreshore edge towards the expressway and the base structure of the Druitt Street Pedestrian Bridge to the left of the viaduct. The photograph shows the supporting pylons and the Western Distributor viaduct to the right of the image with the silhouette of the Darling Quarters main towers beyond the base of the bridge looking towards the CBD to the east.

Items currently visible adjacent to the existing IMAX building, and within the visual context of the future proposal are of low visual importance from this location as compared to the panoramic view of Cockle Bay. The public domain elements visible within the views include concrete columns of the Western Distributor flyovers, flagpoles, lamp posts, stepped seating along the water, recycling bins and signposts. The infrastructure of the Western Distributor's viaduct consists of large areas of exposed concrete pylons, beams and continuous platforms showing the signs of weather exposure, which contribute to the poor quality of the view. The significance of this view, along the edge of the site is therefore considered to be low, although the significance of the overall panoramic view to the north would be high.

The proposal will be highly visible from this location due to the close proximity of the camera and therefore the significance of the view is considered to be low. However, this view has been selected for photomontage analysis in response to the Department Issues Letter dated 15/11/13, which requested further pedestrian view analysis in relation to the SICEEP and International Convention Centre Hotel.

### PRELIMINARY CONCLUSIONS:





View significance: LOW

Potential visibility: HIGH

View identified for photomontage analysis - See Section 4



# 3.5 - VEHICULAR VIEWS

-  V - Vehicular view
-  Proposal site  Proposal extent above flyovers
-  **PROMINENT VIEWS - VEHICULAR**



## VIEW V1 - WESTERN DISTRIBUTOR (NEAR KING STREET)

Distance to site 635m (approx.)  
Category of view Street view by vehicle at speeds of 70km/h  
Approximate viewing time 5-8 seconds

This view is from the southbound M4 Western Distributor as it approaches Darling Harbour from the Sydney Harbour Bridge. The view to the proposal will be framed by existing buildings on either side of the Western Distributor. There are no iconic or water glimpses within this view. Due to the brief time in which the proposal will be visible to motorists, it is not considered to be of high significance however the proposal might be viewed as the terminator of the vista and exert some degree of change within the view. Therefore a montage is required to assess the actual level of change.

### PRELIMINARY CONCLUSIONS:

View significance: LOW Potential visibility: MEDIUM  
View identified for photomontage analysis - See Section 4



## VIEW V2 - WESTERN DISTRIBUTOR (NEAR DRUITT STREET)

Distance to site 67m (approx.)  
Category of view Street view by vehicle at speeds of 60km/h. Merging at this location also occurs  
Approximate viewing time 2-5 seconds

This view is from the westbound M4 Western Distributor as it approaches the site. This view is currently dominated by the flyover structures and there are no iconic or water glimpses from this view. The view is considered to be of low significance. The amount of time that the proposal might be visible once motorists begin to travel on this ramp is approximately 2-5 seconds. The proposal will have a potentially low impact on the quality of the view and drivers tend to concentrate on vehicles manoeuvring into different lanes. Therefore no further investigation is required.

### PRELIMINARY CONCLUSIONS:

View significance: NEGLIGIBLE Potential visibility: HIGH  
View not identified for photomontage analysis



## VIEW V3 - WESTERN DISTRIBUTOR (NEAR HARRIS STREET)

Distance to site 385m (approx.)  
Category of view Street view by vehicle at speeds of 60km/h  
Approximate viewing time 20-25 seconds

This view is from the eastbound M4 Western Distributor approaching Darling Harbour. The proposal will be visible from this location, with only its lower portion obscured by the Western Distributor flyovers. The visible part of the proposal will be seen in profile rather than in its northern or southern frontal views. The proposal will be seen as part of the backdrop of the CBD buildings and therefore might not result in a high degree of change. However, the views contain a number of iconic elements/buildings and therefore a montage is required to assess the proposal's impact on the view.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM Potential visibility: HIGH  
View identified for photomontage analysis - See Section 4



## VIEW V4 - WESTERN DISTRIBUTOR (NEAR PYRMONT STREET)

Distance to site 310m (approx.)  
Category of view Street view by vehicle at speeds of 60km/h  
Approximate viewing time 15-20 seconds

This view is from the eastbound M4 Western Distributor approaching Darling Harbour to the east. The upper levels of the proposal will be visible from this location, with only its lower portion obscured by the Western Distributor flyovers. The proposal will be seen in profile rather than in its northern or southern frontal views. Its apparent height will be approximately the same as the Darling Park Complex towers, maintaining views to landmarks of the CBD such as Centrepoint tower and the Citigroup Centre. Due to the iconic nature of the CBD skyline the view is considered of high importance however the proposal is expected to be seen as part of the backdrop of buildings in the CBD with little or no significant change within the view. A montage is required to assess the actual level of impact within the view.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM Potential visibility: HIGH  
View identified for photomontage analysis - See Section 4





### 3.6 - SUMMARY TABLE OF VIEWS AND POTENTIAL VISIBILITY

Distance	Description	View	Initial investigation		View identified for photomontage analysis (see section 4)
			Significance of view	Potential Visibility	
Long	Waverton Peninsula Reserve	L1	High	Negligible	YES
	Blues Point Reserve	L2	High	Negligible	YES
	Barangaroo North	L3	Medium	Low	YES
	Millers Point - Clyne Reserve	L4	Medium	Low	YES
	Millers Point - High Street	L5	Low	Negligible	no
	King Street Wharf - North	L6	High	High	YES
	Lime Street	L7	Medium	Medium	YES
	East Balmain - Ferry Wharf	L8	High	Low-Medium	YES
	East Balmain - Illoura Reserve East	L9	High	Low	YES
	East Balmain - Illoura Reserve South	L10	High	Low-Medium	YES
	Pymont - Ballarat Park	L11	High	Negligible	no
	Pymont - Wharf 10	L12	Medium-High	Medium	YES
	Hickson Road	L13	Low	Nil	no
	Blues Point	L14	Medium-High	Nil	no
Medium	Harbour Street / Goulburn Street	M1	Medium	Medium	YES
	Harbour Street / Day Street	M2	Medium	High	YES
	Bathurst Street / Harbour Street	M3	Medium	High	YES
	Bathurst Street / Sussex Street	M4	Medium	Medium-High	YES
	Kent Street / Druitt Street	M5	Medium-High	High	YES
	Druitt Street	M6	Medium-High	High	YES
	Sydney Aquarium	M7	Medium-High	Medium	YES
	King Street Wharf - South	M8	High	Medium	YES
	Maritime Museum	M9	Low-Medium	Low	no
	Shelley Street	M10	Low	Negligible	no
Immediate	Druitt Street Pedestrian Bridge Near Black Wattle Place	I1	Medium-High	High	YES
	Druitt Street Pedestrian Bridge near Harbour Street	I2	Medium	High	YES
	Cockle Bay / Cockle Bay Wharf	I3	High	High	YES
	Pymont Bridge East	I4	High	High	YES
	Pymont Bridge Central	I5	High	High	YES
	Pymont Bridge West	I6	High	High	YES
	Cockle Bay / Harbourside	I7	High	High	YES
	Tumbalong Park North / The Playground	I8	Medium-High	Medium	YES
	Tumbalong Park East / Darling Centre	I9	Medium	High	YES
	Tumbalong Park Central	I10	Medium	High	YES
	Exhibition Centre Forecourt	I11	High	Medium	YES
	Cockle Bay / Druitt Street Pedestrian Bridge	I12	Low	High	no
	Cockle Bay / Pedestrian Interface Looking West	I13	Low	High	YES
	Cockle Bay / Pedestrian Interface Looking East	I14	Low	High	YES
Vehicular	Western Distributor (near King Street)	V1	Low	Medium	YES
	Western Distributor (near Druitt Street)	V2	Negligible	High	no
	Western Distributor (near Harris Street)	V3	Medium	High	YES
	Western Distributor (near Pymont Street)	V4	Medium	High	YES
	Western Distributor (near Darling Drive)	V5	Low	High	YES



4

# ASSESSMENT OF PROMINENT VIEW IMPACTS AND MITIGATION MEASURES



## 4.1 - INTRODUCTION

### FORMAT AND METHODOLOGY OF ASSESSMENT

#### FORMAT OF ASSESSMENT

To fully appreciate the visual impact of the proposal, each photomontage of the proposal shows the total context view available where relevant with the human eye view provided beside it. This allows the role of the site within a particular view to be better understood. For some views where night-time use is a key feature of the view location, night-time montages have also been provided in addition to the daytime montages. For some views, a panorama is also shown to indicate the proposal's impact within a broader view.

Consideration of the proposal within the context of the future character of Darling Harbour is important, particularly in relation to the new development for the Sydney International Convention, Exhibition and Entertainment Precinct (SICEEP). The photomontages therefore include the massing of the preferred proponent's design for the major foreshore buildings of the SICEEP development, including the towers within the Haymarket Precinct (the Haymarket Towers) as recently modified from two towers to a single one.

For each view, some of the initial information leading to the view significance and impact is repeated from Section 3 of this document. This includes:

- the approximate distance from viewing location to proposal;
- whether the view is from an open space, a street, and/or a pedestrian view;
- a rating of the location in terms of pedestrian activity and description of when such activity occurs; and
- for vehicular views only, the approximate amount of time the proposal will be visible for.

An analysis of the impact of the proposal on each view is presented. This analysis is structured to describe the impact and quality of impact, leading to an overall conclusion as to the acceptability of the proposal within the view. The analysis of each view concludes with a categorized summary of the impact, its overall acceptability and any mitigation measures that may be proposed.

In addition to the previous ratings of view significance and potential visibility this section considers the actual impact and its acceptability. A description of the definition of 'impact' and 'acceptability' are provided below.

#### IMPACT

The **impact** of the proposal is a combination of the amount of change in the view and the quality of the changes within that view. Although similar to the 'potential visibility' outlined in Section 3 of this document, the impact also takes into account the actual extent of change apparent in the photomontage view. It should be noted that severe change within a view is not necessarily a negative outcome. For some view locations that do not contain water views or iconic elements a well designed building may provide a new visual focus or iconic form, in effect creating a new iconic view.

Key factors which may influence the impact of the proposal on the view include:

- Overall potential visibility of the proposal, including its distance and elevation from the view location, as well as whether the proposal will be a primary visual element within the view, or secondary;
- The proposal's detailed response to the view, whether it fits within its context or stands out as prominent, including the effects of its materiality, visual composition and overall appearance;
- Whether the proposal enhances the view;
- The context within which the proposal will be seen, whether a skyline, adjacent to neighbouring buildings or as an object within space;
- Whether the proposal obstructs views to any key locations or icons; and
- For vehicular views the amount of time in which the proposal may be seen while in travelling or while in motion.

The seven categories used in identifying impact and their descriptions are set out below. These are based on the categories outlined in the New South Wales Land and Environment Court planning principle on view sharing (Tenacity Consulting v Waringah [2004] NSWLEC 140) and their description includes consideration of all elements noted within the planning principle on public domain views (Rose Bay Marina Pty Limited v Woollahra Municipal Council and anor [2013] NSWLEC 1046). The impact levels vary between ‘none / negligible’ and ‘devastating’ where ‘none / negligible’ represent the lowest possible impact and ‘devastating’ the highest possible impact. The analysis will show that none of the view impacts are ‘devastating’.

Impact	Description
NONE / NEGLIGIBLE	The proposal may be visible in part, however any change from the existing view is either unnoticeable or barely discernible.
MINOR	The proposal will be visible, however is not a prominent feature within the view.
MODERATE	The proposal does not substantially change the scale and quality of the view. The proposal may obscure some open sky or reduce views to less important visual elements.
SIGNIFICANT	The proposal may provide a change in scale from other elements within the view. The proposal may obscure some open sky or skyline or reduce views to less important built form markers.
SEVERE	The proposal is prominent within the view, substantially changing its focus, scale or character. The proposal may obscure view elements which are important, but not iconic.
DEVASTATING	The proposal is the most prominent element within the view, significantly changing the scale of view and obscuring views of iconic elements.

## ACCEPTABILITY

The **acceptability** is whether the impact of the proposal within the view is positive or adverse. It relates to the view significance and impact on the view, as well as the quality of impact. A proposal is more likely to have a beneficial quality if it:

- Complements or dramatically contrasts with the character of its setting appropriately;
- Follows the relevant planning objectives or new strategic approach for an area; and
- Improves the overall visual quality of the view.

These issues are discussed in the text description of each view.

The three categories used in defining the acceptability of each view are set out below.

Acceptability	Description
ACCEPTABLE	The impact of the proposal is beneficial, balanced, or in the case that it is adverse, the impact and view significance are low.
ACCEPTABLE WITH MITIGATION MEASURES	The proposal has some adverse effects, however these can be eliminated, reduced or offset to a large extent by specific measures.
UNACCEPTABLE	The adverse effects are considered too excessive and are unable to be practically mitigated.

## LIST OF VIEWS STUDIED

The analysis in Section 3 of this document demonstrates that the most visually prominent views with the greatest potential change due to the proposal from the public domain are:

### Long Distance Views –

- L1 - Waverton Peninsula Reserve
- L2 - Blues Point Reserve
- L3 - Barangaroo North
- L4 - Millers Point - Clyne Reserve
- L6 - King Street Wharf - North
- L7 - Lime Street
- L8 - East Balmain - Ferry Wharf
- L9 - East Balmain - Illoura Reserve East
- L10 - East Balmain - Illoura Reserve South
- L12 - Pyrmont - Wharf 10

### Medium Distance Views –

- M1 - Harbour Street / Goulburn Street
- M2 - Harbour Street / Day Street \*
- M3 - Bathurst Street / Harbour Street \*
- M4 - Bathurst Street / Sussex Street
- M5 - Kent Street / Druitt Street
- M6 - Druitt Street
- M7 - Sydney Aquarium
- M8 - King Street wharf - South

### Immediate Distance Views –

- I1 - Druitt Street Pedestrian Bridge near Black Wattle Place
- I2 - Druitt Street Pedestrian Bridge near Harbour Street
- I3 - Cockle Bay / Cockle Bay Wharf (including night view) \*
- I4 - Pyrmont Bridge East (including night view and panoramas) \*
- I5 - Pyrmont Bridge Central (including night view and panoramas) \*
- I6 - Pyrmont Bridge West (including night view and panoramas) \*
- I7 - Cockle Bay / Harbourside (including night view and panoramas) \*
- I8 - Tumbalong Park North / The Playground
- I9 - Tumbalong Park East / Darling Centre
- I10 - Tumbalong Park Central (including night view)
- I11 - Exhibition Centre Forecourt
- I13 - Cockle Bay / Pedestrian Interface Looking West\*
- I14 - Cockle Bay / Pedestrian Interface Looking East\*

### Vehicular Views –





- V1 - Western Distributor (near King Street)
- V3 - Western Distributor (near Harris Street)
- V4 - Western Distributor (near Pyrmont Street)
- V5 - Western Distributor (near Darling Drive)

Photomontages have been prepared for the above views showing the rating and the visual impact caused by the development.

Note: The majority of photographs have been taken with a 35mm lens (approximately a 55 degree viewing angle). Photographs of the views indicated with an asterisk (\*) have been taken with a 28mm lens (approximately a 65 degree viewing angle) as they are close up and more detailed views for which this lens selection is more appropriate. All other photographs (excluding panoramas) have been taken with a 35mm lens.

Please note that both of the lenses used correspond to court certifiable viewing angles which vary between 50 and 70 degrees.

## 4.2 - LONG DISTANCE VIEWS

-  L - Long distance view
-  Proposal site
-  Proposal extent above flyovers
-  **PROMINENT VIEWS**  
- LONG DISTANCE



## VIEW LI - WAVERTON PENINSULA RESERVE

Distance to site 3,370m (approx.)  
Category of view Open space / pedestrian view to iconic elements  
Pedestrian activity Low - (daytime on weekdays and weekends)

View significance (see Section 3): HIGH

### THE MONTAGE AND IMPACT -

The proposal is seen from a distance as a component of the Sydney CBD skyline. It is near to the edge of the potential view area (from nearby locations it will become obscured by nearer areas of the Waverton Peninsula) and fits within the descending scale of built form of the CBD skyline, lower than the existing Peak Apartments building and future Haymarket Towers behind. The distance between the viewer and the building means the proposal is barely perceptible. Therefore the proposal has a low impact and is acceptable.

### CONCLUSION -

#### IMPACT:

DEVASTATING  
SEVERE  
SIGNIFICANT  
MODERATE  
MINOR  
NONE / NEGLIGIBLE

#### Minor Impact:

The proposal will be visible, however is not a prominent feature within the view.

#### ACCEPTABLE

No mitigation measures are considered necessary



Existing view



Photomontage of proposal in context

## VIEW L2 - BLUES POINT RESERVE

Distance to site	2,750m (approx.)
Category of view	Open space / street / pedestrian view to iconic elements
Pedestrian activity	Medium - (daytime on weekdays and on weekends)

View significance (see Section 3): HIGH

### THE MONTAGE AND IMPACT -

The proposal is not visible in this view. It is obscured by nearer buildings which form part of the Sydney CBD skyline. The proposal has no impact and is acceptable.

### CONCLUSION -

#### IMPACT:

DEVASTATING  
SEVERE  
SIGNIFICANT  
MODERATE  
MINOR  
NONE / NEGLIGIBLE

#### No / Negligible Impact:

The proposal may be visible in part, however any change from the existing view is either unnoticeable or barely discernible.

#### ACCEPTABLE

No mitigation measures are considered necessary



Existing view



Photomontage of proposal in context

## VIEW L3 - BARANGAROO NORTH

Distance to site	1,785m (approx.)
Category of view	Open space / pedestrian view. Peripheral views to icons.
Pedestrian activity	Low - although this is expected to change once development of Barangaroo takes place (daytime activity: morning, lunchtime, afternoon and on weekends)

View significance (see Section 3): MEDIUM

### THE MONTAGE AND IMPACT -

The proposal is seen from a distance as a component of the Sydney CBD skyline. It fits within the descending scale of the built form of the CBD skyline. It is located between the UTS tower and Peak Apartments building. It blends into the skyline and is not a strong visual element. It is likely that the development of Barangaroo will obscure or reduce views of the proposal from this vantage point. The proposal has a minor impact and is acceptable.

### CONCLUSION -

#### IMPACT:

DEVASTATING  
SEVERE  
SIGNIFICANT  
MODERATE  
MINOR  
NONE / NEGLIGIBLE

#### Minor Impact:

The proposal will be visible, however is not a prominent feature within the view.

#### ACCEPTABLE

No mitigation measures are considered necessary



Existing view



Photomontage of proposal in context

## VIEW L4 - MILLERS POINT - CLYNE RESERVE

Distance to site 1,805m (approx.)  
Category of view Street / pedestrian view  
Pedestrian activity Low - (daytime on weekdays and on weekends)

View significance (see Section 3): MEDIUM

### THE MONTAGE AND IMPACT -

The proposal is seen from a distance as a component of the Sydney CBD skyline. It creates a localised increase in scale, however the overall skyline retains a similar descending scale to the existing view. The proposal appears similar in height to the UTS tower and Peak Apartments building and is lower than the proposed future Haymarket Towers shown behind the proposal in the montage below. Whilst slightly more visible than the previous view it blends into the existing built form profile of the City and Ultimo. It is likely that the development of Barangaroo will obscure views of the proposal from this vantage point. Therefore the proposal has a low impact and is acceptable.

### CONCLUSION - IMPACT:

DEVASTATING  
SEVERE  
SIGNIFICANT  
MODERATE  
MINOR  
NONE / NEGLIGIBLE

#### Minor Impact:

The proposal will be visible, however is not a prominent feature within the view.

#### ACCEPTABLE

No mitigation measures are considered necessary



Existing view



Photomontage of proposal in context

## VIEW L6 - KING STREET WHARF - NORTH

Distance to site	815m (approx.)
Category of view	Open space / pedestrian view to skyline elements
Pedestrian activity	High - (daytime activity: morning, lunchtime, afternoon and on weekends)

View significance (see Section 3): HIGH

### THE MONTAGE AND IMPACT -

The majority of the proposal is visible within this view. Although distant, the proposal is visible due to its separation from adjacent buildings, strong planar frontage and height. It will occupy existing sky and obscures the view of the Peak Apartments building, Cross City Tunnel stack and part of the UTS tower. These existing buildings and structures do not presently create a coherent or exciting termination to this view. The proposed Haymarket Towers will also be visible within this view in the future, which will obscure more of the sky. The proposal will create a strong form terminating this view corridor along the eastern edge of Darling Harbour. The proposal is consistent in scale with other existing and future backdrop elements.

The height of the proposal relates to the adjacent Darling Park Complex buildings, descending in scale from the buildings of the Sydney CBD. The scale gradation of the proposal though is in character with the cascading forms created by existing development on the edge of Darling Harbour in this location. Its impact from this location is therefore significant but acceptable.

### CONCLUSION -

#### IMPACT:

DEVASTATING  
SEVERE  
SIGNIFICANT  
MODERATE  
MINOR  
NONE / NEGLIGIBLE

#### Significant Impact:

The proposal may provide a change in scale from other elements within the view. The proposal may obscure some open sky or skyline or reduce views to less important built form markers.

#### ACCEPTABLE

No mitigation measures are considered necessary



Existing view



Photomontage of proposal in context

## VIEW L7 - LIME STREET

Distance to site 795m (approx.)  
 Category of view Street / pedestrian view  
 Pedestrian activity Medium - (daytime activity morning, lunchtime, afternoon and on weekends)

View significance (see Section 3): MEDIUM

### THE MONTAGE AND IMPACT -

The proposal is visible as a view terminator at the end of the street. It will reduce the extent of sky visible at the street end, however is not a prominent feature within the view. Its distance and form allow the proposal to be seen as a normal part of the city. It can therefore be seen to fit within the existing scale and context of this view. The proposal has a minor impact and is acceptable.

### CONCLUSION -

#### IMPACT:

DEVASTATING  
 SEVERE  
 SIGNIFICANT  
 MODERATE  
 MINOR  
 NONE / NEGLIGIBLE

#### Minor Impact:

The proposal will be visible, however is not a prominent feature within the view.

#### ACCEPTABLE

No mitigation measures are considered necessary



Existing view



Photomontage of proposal in context

## VIEW L8 - EAST BALMAIN - FERRY WHARF

Distance to site	1,900m (approx.)
Category of view	Open space / pedestrian view to iconic elements
Pedestrian activity	Medium - (daytime and evenings on weekdays and weekends)

View significance (see Section 3): HIGH

### THE MONTAGE AND IMPACT -

The proposal is seen from a distance as a component of the Sydney CBD skyline. It creates a localised increase in scale, however the overall skyline retains a similar descending scale to the existing view. The apparent width to height ratio of the proposal is different to the majority of buildings within this view, however it is lower in scale than the Peak Apartments building and proposed Haymarket towers behind. This impact is not significant and in no way diminishes the iconic nature of the view. The proposal has a minor impact and is acceptable.

### CONCLUSION -

#### IMPACT:

DEVASTATING  
SEVERE  
SIGNIFICANT  
MODERATE  
MINOR  
NONE / NEGLIGIBLE

#### Minor Impact:

The proposal will be visible, however is not a prominent feature within the view.

#### ACCEPTABLE

No mitigation measures are considered necessary



Existing view



Photomontage of proposal in context

## VIEW L9 - EAST BALMAIN - ILLOURA RESERVE EAST

Distance to site 1,715m (approx.)  
Category of view Open space / pedestrian view to iconic elements  
Pedestrian activity Medium - (daytime and evenings on weekdays and weekends)

View significance (see Section 3): HIGH

### THE MONTAGE AND IMPACT -

The proposal is seen from a distance as a component of the Sydney CBD skyline. It creates a localised increase in scale and extends the form of the City further to the west. However the overall skyline retains a similar descending scale to the harbour as the existing view. It is lower in scale than the Peak Apartments building behind. The proposal has a minor impact and is considered acceptable.

### CONCLUSION -

#### IMPACT:

DEVASTATING  
SEVERE  
SIGNIFICANT  
MODERATE  
MINOR  
NONE / NEGLIGIBLE

#### Minor Impact:

The proposal will be visible, however is not a prominent feature within the view.

#### ACCEPTABLE

No mitigation measures are considered necessary



Existing view



Photomontage of proposal in context

## VIEW L10 - EAST BALMAIN - ILLOURA RESERVE SOUTH

Distance to site	1,580m (approx.)
Category of view	Open space / pedestrian view to iconic elements
Pedestrian activity	Medium - (daytime and evenings on weekdays and weekends)

View significance (see Section 3): HIGH

### THE MONTAGE AND IMPACT -

The proposal is seen from a distance as a component of the Sydney CBD and Ultimo skyline. It creates a localised increase in scale and increases the westerly extent of the City. It is placed within an existing built setting and the overall skyline retains a similar descending scale to the existing view. The proposal creates a slight reduction in the depth of the view, terminating the vista at the edge of Cockle Bay rather than allowing more distant views as at present. The proposal is lower in scale than the Peak Apartments building and proposed Haymarket towers behind and is not visually dominant as it will be read against the context of the city as a whole. This view will be changed by the proposed Haymarket development further to the south with the development blending into that changed skyline.

The proposal has a minor impact and is acceptable.

### CONCLUSION -

#### IMPACT:

DEVASTATING  
SEVERE  
SIGNIFICANT  
MODERATE  
MINOR  
NONE / NEGLIGIBLE

#### Minor Impact:

The proposal will be visible, however is not a prominent feature within the view.

#### ACCEPTABLE

No mitigation measures are considered necessary



Existing view



Photomontage of proposal in context

## VIEW L12 - PYRMONT - WHARF 10

Distance to site	815m (approx.)
Category of view	Open space / pedestrian view to skyline elements
Pedestrian activity	Medium - (daytime and evenings on weekdays and weekends)

View significance (see Section 3): MEDIUM-HIGH

### THE MONTAGE AND IMPACT -

The majority of the upper portion of the proposal is visible within this view. Its lower portions are obscured by Pyrmont Bridge and ships moored at the National Maritime Museum. The proposal is prominent due to its visual separation from adjacent buildings. Its apparent height is similar to that of the proposed Haymarket Towers. Its greater impact is perceived through its closer proximity and width.

The proposal creates a strong planar response within this view, and although visually separated from adjacent buildings, relates to the height and wall typology created particularly by Darling Park on the western edge of the City. The proposal changes the way that the bay terminates visually to more significant scale in terms of its built form view.

As a composition with Darling Park and the Maritime Museum the proposal sits comfortably within its context. Its curvilinear sloping roof form is sympathetic to the form of both the edge of Darling Harbour and the western shore of Ultimo and Pyrmont. It picks up the scale of both building edges and responds also to the curved character of the Maritime Museum.

The proposal changes the location at which the 'valley' concept for Darling Harbour occurs, moving it further to the west than its current location.

Given the recent approvals of Barangaroo and the accepted proposal for the Sydney International Convention, Exhibition and Entertainment Precinct it appears that the strategic vision for this area is changing from low to high rise development close to the water. This proposal is consistent with that approach and responds to the water edge scale of such developments as it comes close to the public domain to the west.

The proposal provides a less abrupt change to the composition of this view than the proposed Haymarket Towers adjacent. Given the change in strategic direction the proposal fits comfortably within the built form context of the harbour and the city edges.

### CONCLUSION -

#### IMPACT:

DEVASTATING  
SEVERE  
SIGNIFICANT  
MODERATE  
MINOR  
NONE / NEGLIGIBLE  
ACCEPTABLE

#### Significant Impact:

The proposal may provide a change in scale from other elements within the view. The proposal may obscure some open sky or skyline or reduce views to less important built form markers.

No mitigation measures are considered necessary

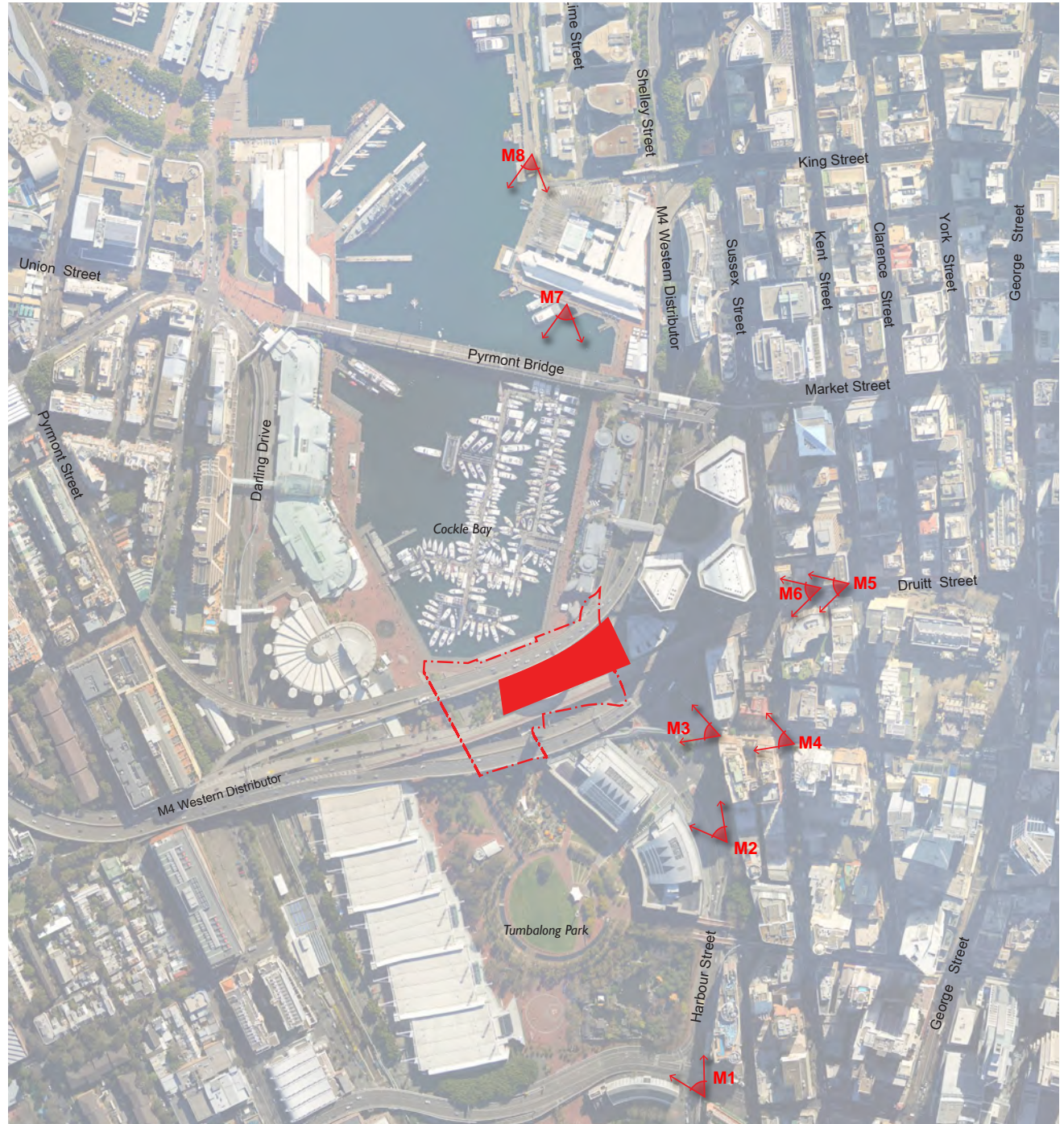






Existing view



Photomontage of proposal in context

# 4.3 - MEDIUM DISTANCE VIEWS



-  M - Medium distance view
-  Proposal site
-  Proposal extent above flyovers
-  **PROMINENT VIEWS - MEDIUM DISTANCE**

## VIEW M1 - HARBOUR STREET / GOULBURN STREET

Distance to site 432m (approx.)  
 Category of view Street / pedestrian view - no iconic or skyline elements  
 Pedestrian activity High (day and night time on weekdays and weekends)

View significance (see Section 3): MEDIUM

### THE MONTAGE AND IMPACT -

As seen in the existing and montage views, there is little or no perceivable change in the view. The proposal is not visible behind the street trees and trees contained within the Chinese Garden of Friendship. It is possible that portions of the proposal may be visible during the cooler winter months when leaf cover is lighter, however due to the density and height of trees, it is likely that the proposal will have a negligible impact on this view. The proposal therefore has a negligible impact and is acceptable.

### CONCLUSION -

#### IMPACT:

DEVASTATING  
 SEVERE  
 SIGNIFICANT  
 MODERATE  
 MINOR  
 NONE / NEGLIGIBLE

#### No / Negligible Impact:

The proposal may be visible in part, however any change from the existing view is either unnoticeable or barely discernible.

#### ACCEPTABLE

No mitigation measures are considered necessary



Existing view



Photomontage of proposal in context (outline of proposal indicated)

## VIEW M2 - HARBOUR STREET / DAY STREET

Distance to site	226m (approx.)
Category of view	Street / pedestrian view - no iconic or skyline elements
Pedestrian activity	Medium (day and night time on weekdays and weekends)

View significance (see Section 3): MEDIUM

### THE MONTAGE AND IMPACT -

Based on the existing and montage views, the proposal will result in a significant level of change within the view. The majority of the southern facade of the proposal is visible, projecting over Harbour Street at a greater height than the existing IMAX building. The proposal will occupy an area of sky reducing the current extent of corridor of sky which is visible along the axis of Harbour Street. The proposal does not block any significant views to iconic landmarks or skyline silhouette. The proposal acts as a visual terminator within the view and reduces the visual dominance of the motorway.

The southern facade of the proposal is visible as a largely unarticulated sheer plane which is in character with adjacent developments within the view.

The current proposal's impact is significant but acceptable given the context.

### CONCLUSION -

#### IMPACT:

DEVASTATING  
SEVERE  
SIGNIFICANT  
MODERATE  
MINOR  
NONE / NEGLIGIBLE

#### Significant Impact:

The proposal may provide a change in scale from other elements within the view. The proposal may obscure some open sky or skyline or reduce views to less important built form markers.

#### ACCEPTABLE IMPACT

No mitigation measures are considered necessary



Existing view



Photomontage of proposal in context

## VIEW M3 - BATHURST STREET / HARBOUR STREET

Distance to site 141m (approx.)  
Category of view Street / pedestrian view - no iconic or skyline elements  
Pedestrian activity High (day and night time on weekdays and weekends)

View significance (see Section 3): MEDIUM

### THE MONTAGE AND IMPACT -

The proposal is clearly visible and of a different scale within the view. Due to its close proximity, it occupies a large area which is currently open sky. Due to the significant change in scale and bulk within the view, the proposal has a severe impact.

The proposal does however provide landmark qualities from this viewpoint that have greater architectural merit than the current IMAX building. It creates a point of visual interest, drawing attention away from the busy road network. It does not obscure any important existing views or icons.

The proposal changes the scale of the view, with the proposal relating to the cityscape rather than the lower-scale context of built form around Darling Harbour. The edge condition assists in the reduction of visual bulk.

The proposal introduces a built form where there is currently open sky. This will change the focus, scale and character of the vista. However the new built form is interesting and presents an iconic form itself which can be considered to enrich a view that currently consists of motorway decks and the existing IMAX.

The current proposal's impact is significant but acceptable given the context.

### CONCLUSION -

#### IMPACT:

DEVASTATING  
SEVERE  
SIGNIFICANT  
MODERATE  
MINOR  
NONE / NEGLIGIBLE

#### Significant Impact:

The proposal may provide a change in scale from other elements within the view. The proposal may obscure some open sky or skyline or reduce views to less important built form markers.

#### ACCEPTABLE

No mitigation measures are considered necessary



Existing view



Photomontage of proposal in context

## VIEW M4 - BATHURST STREET / SUSSEX STREET

Distance to site 221 m (approx.)  
Category of view Street / pedestrian view - contained street view  
Pedestrian activity High (day and night time on weekdays and weekends)

View significance (see Section 3): MEDIUM

### THE MONTAGE AND IMPACT -

Due to the existing vegetation there is a barely perceptible change within the view. The proposal is almost entirely hidden behind the existing street trees along Bathurst Street. It is possible to see glimpses of the proposal through and above the existing trees only. The proposal, where it is visible, acts as a vista terminator. Its apparent height is maintained below the existing buildings framing the view to either side of Bathurst Street. It may be possible at other times of the year to see more of the proposal, but it will be against the backdrop of the street trees. The impact of the proposal on this view is low and therefore acceptable.

### CONCLUSION -

#### IMPACT:

DEVASTATING  
SEVERE  
SIGNIFICANT  
MODERATE  
MINOR  
NONE / NEGLIGIBLE

#### No / Negligible Impact:

The proposal may be visible in part, however any change from the existing view is either unnoticeable or barely discernible.

#### ACCEPTABLE

No mitigation measures are considered necessary.



Existing view



Photomontage of proposal in context

## VIEW M5 - KENT STREET / DRUITT STREET

Distance to site 279m (approx.)  
 Category of view Street / pedestrian view with minor skyline elements  
 Pedestrian activity High (day and night time on weekdays and weekends)

View significance (see Section 3): MEDIUM-HIGH

### THE MONTAGE AND IMPACT -

The proposal is visible in profile. It is visually separate from other buildings nearby and provides a major change to the view and localised increase in scale. It occupies an area which is presently predominantly open sky as the visual termination of an east west city street.

The proposal will obscure a major percentage of the sky view in this street corridor. The proposal does allow some retention of existing distance views to the western edge of Darling Harbour on both sides of the proposal. The proposal acts as a strong visual terminator with more architectural merit than existing development within the view. It does change the character of the city street vista from open to built form. The location of the site on the axis of this city street does make it difficult to avoid impacts to the view if the site is redeveloped to a similar scale to other development around the edge of Darling Harbour. The view impact must also be considered in light of the lack of any height controls for the site despite its location.

The proposal has the potential if developed as an iconic design to provide an interesting and unusual built form. Its significant form will reduce the existing visual clutter and motorway dominance in this view. The proposal is visible as a single building mass within the montage. The patterning of the facade includes some more transparent elements to two of its corners which have some effect in reducing the visual bulk of the built form. There is potential with further design development for other measures to be introduced into the design of the building edges to further reduce or break up the visual bulk of the building form to create as interesting termination to the view as possible.

### CONCLUSION -

#### IMPACT:

DEVASTATING  
 SEVERE  
 SIGNIFICANT  
 MODERATE  
 MINOR  
 NONE / NEGLIGIBLE

#### Severe Impact:

The proposal is prominent within the view, substantially changing its focus, scale or character. The proposal may obscure view elements which are important, but not iconic.

#### ACCEPTABLE IMPACT WITH MITIGATION MEASURES

Mitigation is required to break up the visual bulk of the building form.



Existing view



Photomontage of proposal in context

## VIEW M6 - DRUITT STREET

Distance to site 242m (approx.)  
 Category of view Street / pedestrian view with minor skyline elements  
 Pedestrian activity High (day and night time on weekdays and weekends)

View significance (see Section 3): MEDIUM-HIGH

### THE MONTAGE AND IMPACT -

The proposal is visible in profile. It is visually separate from other buildings nearby and provides a major change to the view and localised increase in scale. It occupies an area which is presently predominantly open sky as the visual termination of an east west city street.

The proposal will obscure a major percentage of the sky view in this street corridor. The proposal does allow some retention of existing distance views to the western edge of Darling Harbour on both sides of the proposal. The proposal acts as a strong visual terminator with more architectural merit than existing development within the view. It does change the character of the city street vista from open to built form. The location of the site on the axis of this city street does make it difficult to avoid impacts to the view if the site is redeveloped to a similar scale to other development around the edge of Darling Harbour. The view impact must also be considered in light of the lack of any height controls for the site despite its location.

The proposal has the potential if developed as an iconic design to provide an interesting and unusual built form. Its significant form will reduce the existing visual clutter and motorway dominance in this view. The proposal is visible as a single building mass within the montage. The patterning of the facade includes some more transparent elements to two of its corners which have some effect in reducing the visual bulk of the built form. There is potential with further design development for other measures to be introduced into the design of the building edges to further reduce or break up the visual bulk of the building form to create as interesting termination to the view as possible.

### CONCLUSION -

#### IMPACT:

DEVASTATING  
 SEVERE  
 SIGNIFICANT  
 MODERATE  
 MINOR  
 NONE / NEGLIGIBLE

#### Severe Impact:

The proposal is prominent within the view, substantially changing its focus, scale or character. The proposal may obscure view elements which are important, but not iconic.

#### ACCEPTABLE IMPACT WITH MITIGATION MEASURES

Mitigation is required to break up the visual bulk of the building form.



Existing view



Photomontage of proposal in context

## VIEW M7 - SYDNEY AQUARIUM

Distance to site	355m (approx.)
Category of view	Open space / pedestrian view with no skyline elements
Pedestrian activity	High (day and night-time, lunchtime, dinner time and on weekends)

View significance (see Section 3): MEDIUM-HIGH

### THE MONTAGE AND IMPACT -

Part of the proposal is visible above Pyrmont Bridge. It is prominent due to its separation from adjacent buildings. It obscures existing views of sky only and also the Peak Apartments building and Cross City Tunnel stack, neither of which are iconic. The height of the proposal relates to the adjacent Darling Park Complex buildings, creating a descending scale from the buildings of the Sydney CBD. The proposal does not have a significant visual impact and is acceptable.

### CONCLUSION -

#### IMPACT:

DEVASTATING  
SEVERE  
SIGNIFICANT  
MODERATE  
MINOR  
NONE / NEGLIGIBLE

#### Moderate Impact:

The proposal does not substantially change the scale and quality of the view. The proposal may obscure some open sky or reduce views to less prominent built form markers.

#### ACCEPTABLE

No mitigation measures are considered necessary.



Existing view



Photomontage of proposal in context

## VIEW M8 - KING STREET WHARF - SOUTH

Distance to site 521 m (approx.)  
Category of view Open space / pedestrian view with no skyline elements  
Pedestrian activity High - (daytime activity: morning, lunchtime, afternoon and on weekends)

View significance (see Section 3): HIGH

### THE MONTAGE AND IMPACT -

Only a small part of the proposal is visible over the Aquatic Centre and Wildlife World buildings. The proposal is hardly visible at all, does not significantly alter the existing view and has a negligible impact. The proposal's impact on this view is acceptable.

### CONCLUSION -

#### IMPACT:

DEVASTATING  
SEVERE  
SIGNIFICANT  
MODERATE  
MINOR  
NONE / NEGLIGIBLE

#### No / Negligible Impact:

The proposal may be visible in part, however any change from the existing view is either unnoticeable or barely discernible.

#### ACCEPTABLE

No mitigation measures are considered necessary.



Existing view



Photomontage of proposal in context

# 4.4 - IMMEDIATE VIEWS



 I - Immediate view

 Proposal site  Proposal extent above flyovers

 **PROMINENT VIEWS - IMMEDIATE**

## VIEW II - DRUITT STREET PEDESTRIAN BRIDGE NEAR BLACK WATTLE PLACE

Distance to site	86m (approx.)
Category of view	Pedestrian view with no iconic or skyline elements
Pedestrian activity	High (day and night-time, lunchtime, dinner time and on weekends)

View significance (see Section 3): MEDIUM-HIGH

### THE MONTAGE AND IMPACT -

The proposal presents a major change in the scale of the view. The proposal is visually very proximate to this viewing location. It occupies existing areas of the sky, however existing distance views remain adjacent to the proposal and are not compromised. The proposal's profile is presented to this view. This represents a significant change to the view and the building will be highly visible due to its proximity and intended change of scale. Care will be needed to achieve visual interest and a sense of human scale from the lower levels as well as from the pedestrian bridge. The view changes from one of open sky, service elements and the motor way to one focused on the new development.

Any taller development on this site is likely to have a similar impact due to its proximity. The current proposal's impact is significant and as such it will be important to develop the architecture to ensure the proposal provides visual interest and drama to mitigate its impact as a single mass. Part of this design response is driven by the constraints of the site which limit the opportunities for expansion of development in other areas. The organic shape of the development achieves a positive visual impact in other views however it is more difficult to articulate within this view. Specific mitigation measures are required for the proposal's impact to be considered acceptable. These are set out below.

### CONCLUSION -

#### IMPACT:

DEVASTATING  
SEVERE  
SIGNIFICANT  
MODERATE  
MINOR  
NONE / NEGLIGIBLE

#### Severe Impact:

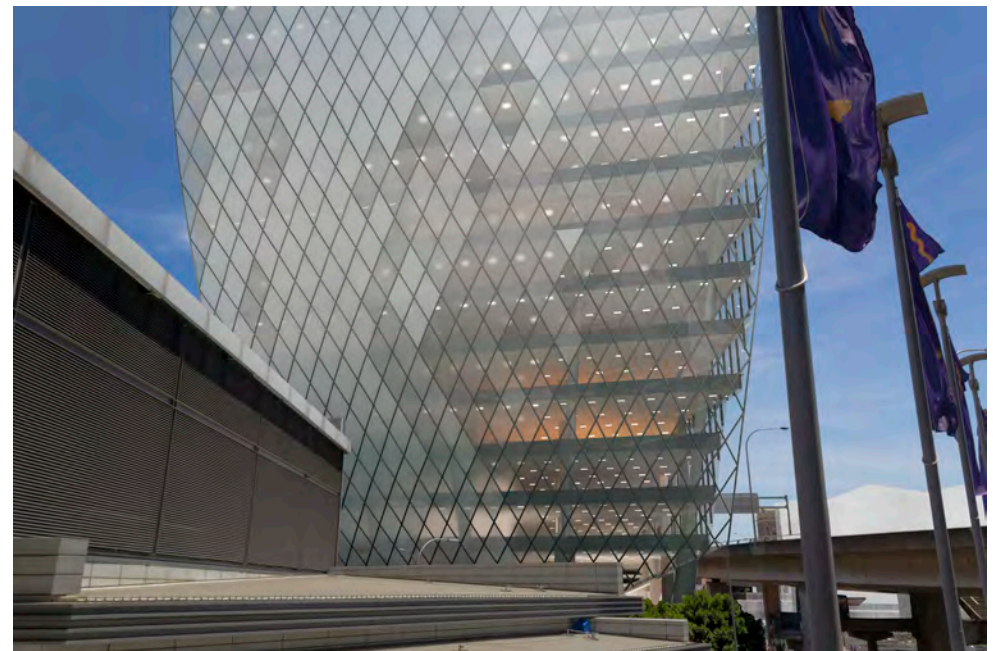
The proposal is prominent within the view, substantially changing its focus, scale or character. The proposal may obscure view elements which are important, but not iconic.

### ACCEPTABLE IMPACT WITH MITIGATION MEASURES

Mitigation is required to ensure that the iconic potential of the design is fully realised, to reduce the visual bulk of the building and ensure visual interest from this location.



Existing view



Photomontage of proposal in context

## VIEW I2 - DRUITT STREET PEDESTRIAN BRIDGE NEAR HARBOUR STREET

Distance to site	38m (approx.)
Category of view	Pedestrian view with no iconic or skyline elements
Pedestrian activity	High (day and night-time, lunchtime, dinner time and on weekends)

View significance (see Section 3): MEDIUM-HIGH

### THE MONTAGE AND IMPACT -

The proposal presents a major change in scale from the existing view. It is seen as visually separate from other buildings nearby. It removes existing views of sky and the Cross City Tunnel stack however existing distance views remain adjacent to the proposal over the Western Distributor. It blocks view to the southern Western Distributor deck. The proposal's profile provides some response to this view location however greater visual interest could be added to reduce the proposal's visual bulk.

The proposal is very dominant in the view but has the potential to provide an iconic building form which could assist in providing an alternative character to the view. Any significantly taller development on this site will have potentially similar impacts.

The current proposal's impact is severe. Specific mitigation measures are required for the proposal's impact to be considered acceptable. These are set out below.

### CONCLUSION -

#### IMPACT:

DEVASTATING  
SEVERE  
SIGNIFICANT  
MODERATE  
MINOR  
NONE / NEGLIGIBLE

#### Severe Impact:

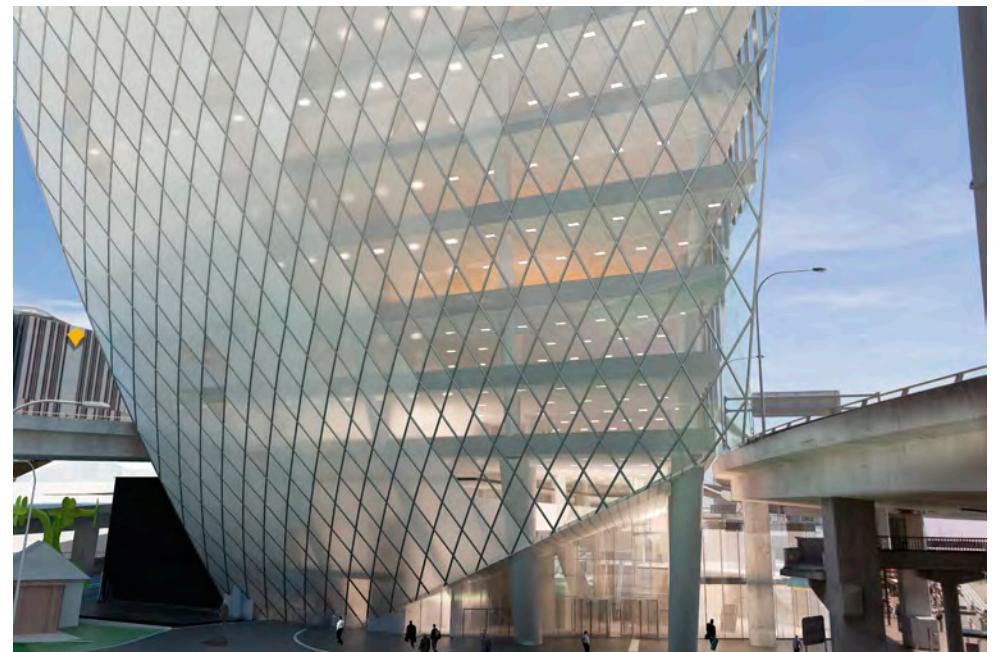
The proposal is prominent within the view, substantially changing its focus, scale or character. The proposal may obscure view elements which are important, but not iconic.

#### ACCEPTABLE IMPACT WITH MITIGATION MEASURES

Mitigation is required to ensure that the iconic potential of the design is fully realised, to reduce the visual bulk of the building and ensure visual interest from this location.



Existing view



Photomontage of proposal in context

## VIEW I3 - COCKLE BAY / COCKLE BAY WHARF

Distance to site	139m (approx.)
Category of view	Open space / pedestrian view with no iconic or skyline elements
Pedestrian activity	High (day and night-time, lunchtime, dinner time and on weekends)

View significance (see Section 3): HIGH

### THE MONTAGE AND IMPACT -

The existing IMAX building which the proposal replaces is already a significant feature within this view and Cockle Bay foreshore. It is of questionable architectural merit and does little to respond to this strong vista. The proposal is visually more dominant than the existing building, with greater height and width. It obscures existing distant views to the Cross City Tunnel stack but does not obscure any iconic elements. The building presents as a strong planar element which terminates the view and marks the edge of Cockle Bay.

The proposal sits in the existing gap between the edge of the Sydney CBD and Pyrmont sides of Darling Harbour. It replaces existing sky views along this corridor with built form. This represents a change in strategic direction in comparison to the current development in Darling Harbour. However recent approvals and schemes suggest this character is intended to change to high rise forms close to the water. In this context the proposal continues this theme. Given its high visual prominence it is imperative that it is an iconic design that in itself creates a 'view'.

In both daytime and night time views the visual emphasis of the building is on the planar facade facing Cockle Bay. In the night time view, the facade design is enhanced due to variations in lighting. The form of the proposal is unique, and creates a new development typology within Sydney's architectural character. The patterning of the facade adds visual interest within its planar form.

The current proposal's impact is significant but has the potential to create a new iconic built form on the harbour's edge. It is considered acceptable.

### CONCLUSION -

#### IMPACT:

DEVASTATING  
SEVERE  
SIGNIFICANT  
MODERATE  
MINOR  
NONE / NEGLIGIBLE

#### Significant Impact:

The proposal may provide a change in scale from other elements within the view. The proposal may obscure some open sky or skyline or reduce views to less important built form markers.

#### ACCEPTABLE

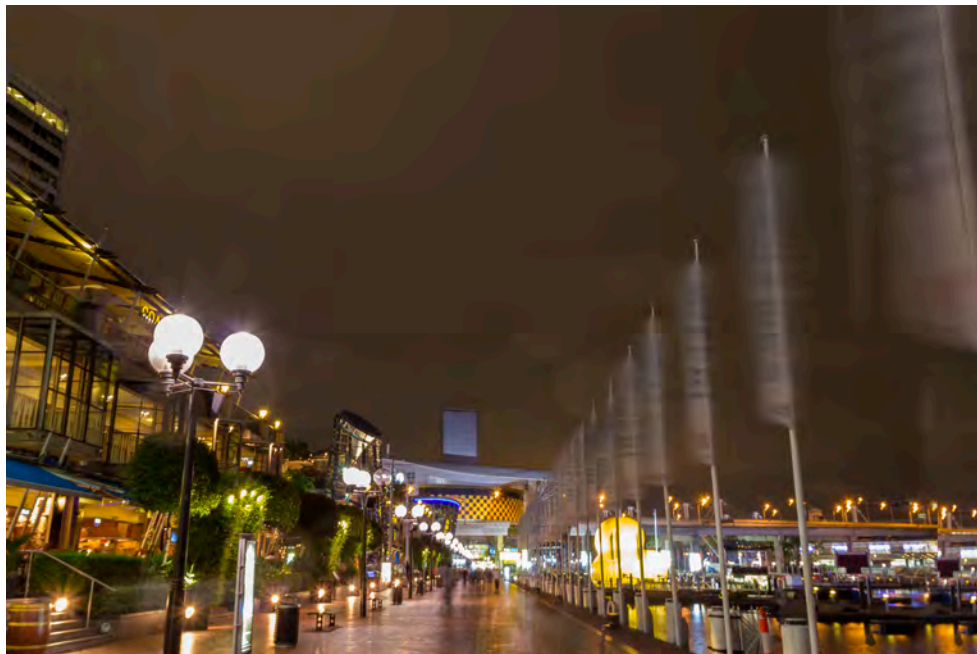
No mitigation measures are considered necessary.



Existing view - Daytime



Photomontage of proposal in context - Daytime



Existing view - Night



Photomontage of proposal in context - Night

## VIEW I4 - PYRMONT BRIDGE EAST

Distance to site	299m (approx.)
Category of view	Open space / pedestrian view with some skyline elements
Pedestrian activity	High (day and night-time, lunchtime, dinner time and on weekends)

View significance (see Section 3): HIGH

### THE MONTAGE AND IMPACT -

The existing IMAX building is of poor architectural quality and does not enhance its setting. The site location means any development on this land is going to be highly visually prominent (due to its separation from the CBD edge and east west orientation) if taller than the adjacent Darling Quarter buildings.

The proposal is more visually prominent than the existing building, due to greater height and width. It will only obscure existing distant views to the Cross City Tunnel Stack and Peak Apartments building, replacing them with a strong planar element which terminates the view and marks the end of Cockle Bay.

In the night time view, the facade of the building will be more visually interesting as the pattern of office lights is perceived. The proposal changes the scale of this part of Darling Harbour and extends the city scale across the southern end of the Bay. This changes the depth of the view and visually terminates the 'valley' floor.

The (SICEEP) development will significantly change the scale and enclosure of Darling Harbour. Please note that the massing for the volumes of the preferred proponent's design along the northern edge of the SICEEP are shown in the photomontages however those along the southern edge of the SICEEP have not been included. The proposal presents a strong visual form which responds to this view and the future change of scale. It provides a graduated and defined visual edge to Cockle Bay. Although visually separate, its form relates to that of the Darling Park Towers to the east and continues the descending scale of tall buildings from the Sydney CBD across the wider view. The proposal will obscure views to the future Haymarket Towers to the south which themselves will change the open character of the view towards the south.

When seen within the context of the existing view only, the current proposal's impact is significant. However, when seen within the context of the proposed SICEEP development and the new strategic direction for Darling Harbour, the proposal's impact is reasonable as part of the revitalisation of this major public asset. The proposal's approach is different from the existing character of Darling Harbour and Cockle Bay but is reasonably consistent with the greater scale and proximity of Barangaroo and the SICEEP development. Both these projects will dramatically change the character of Darling Harbour. The proposal, considered in the light of these schemes, is acceptable.

### CONCLUSION -

#### IMPACT TO EXISTING VIEW:

DEVASTATING  
SEVERE  
SIGNIFICANT  
MODERATE  
MINOR  
NONE / NEGLIGIBLE

#### Significant Impact:

The proposal may provide a change in scale from other elements within the view. The proposal may obscure some open sky or skyline or reduce views to less important built form markers.

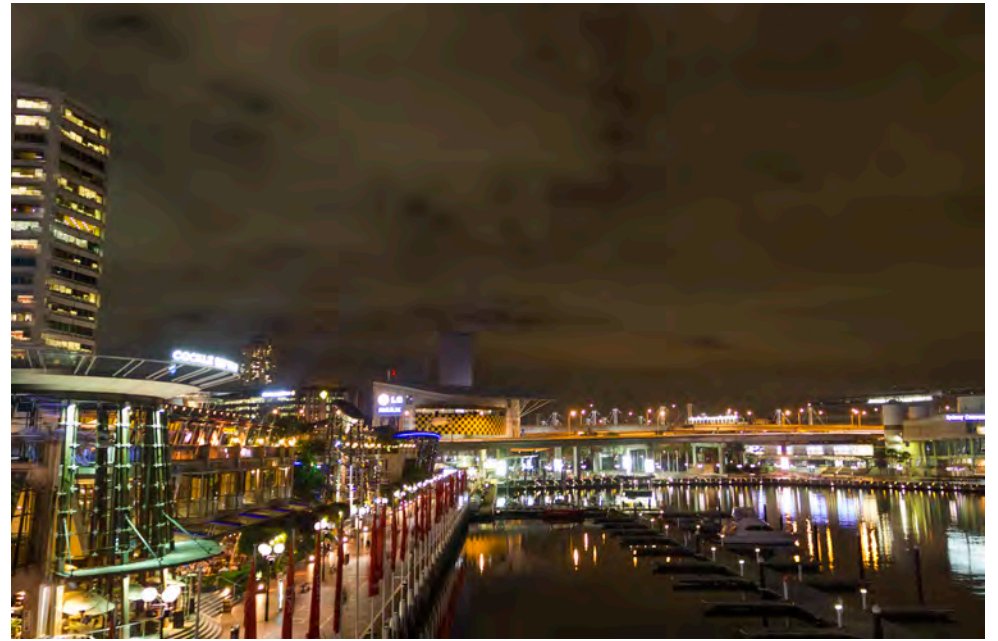
However the impact is downgraded to a MODERATE IMPACT when seen in context of the future SICEEP development.

#### ACCEPTABLE

No mitigation measures are considered necessary.



Existing view - Daytime



Existing view - Night



Photomontage of proposal in context - Daytime



Photomontage of proposal in context - Night



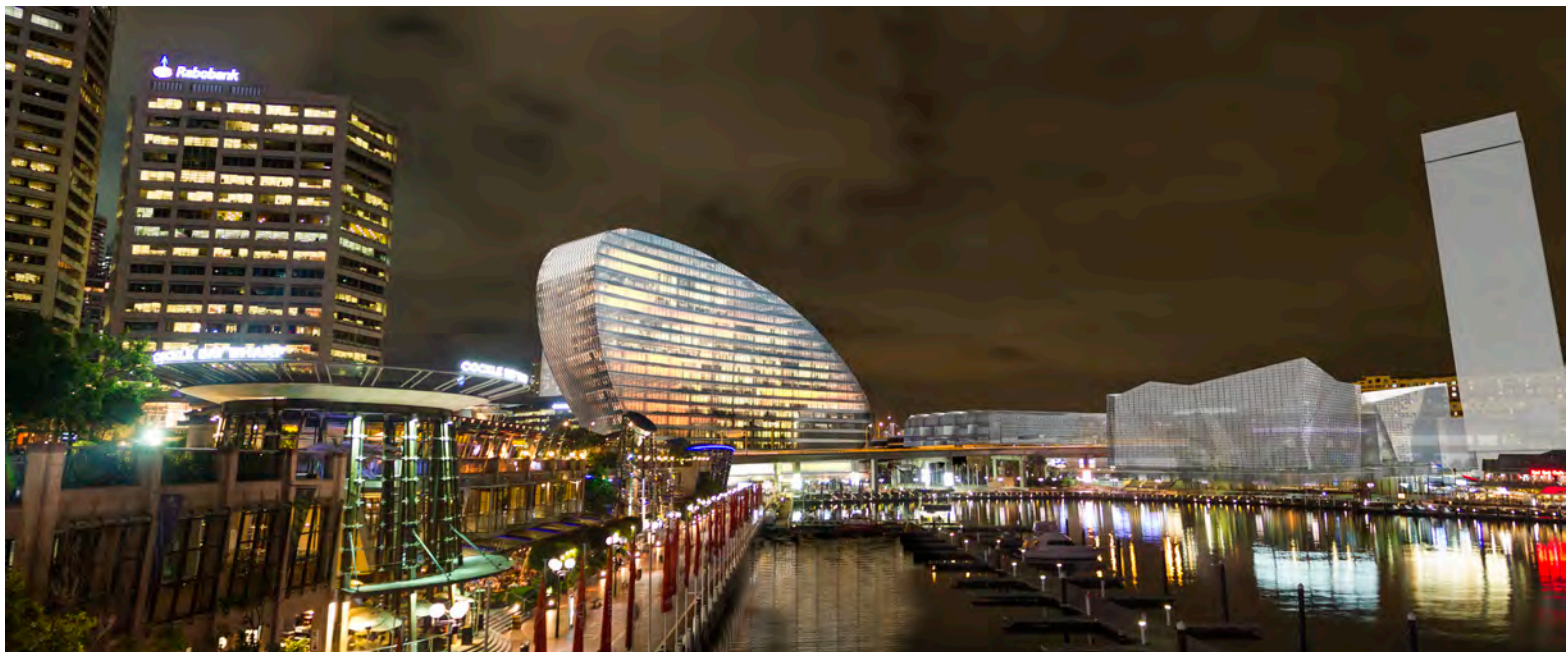
Existing view panorama - Daytime



Proposed view panorama photomontage - Daytime



Existing view panorama - Night



Proposed view panorama photomontage - Night

## VIEW I5 - PYRMONT BRIDGE CENTRAL

Distance to site	332m (approx.)
Category of view	Open space / pedestrian view with skyline elements
Pedestrian activity	High (day and night-time, lunchtime, dinner time and on weekends)

View significance (see Section 3): HIGH

### THE MONTAGE AND IMPACT -

The proposal is much more visually significant than the existing building, with greater height and width. It obscures only existing distant views to the Cross City Tunnel stack and Peak Apartments building, replacing them with a strong planar element which terminates the view and marks the edge of Cockle Bay. It can be seen to still provide an impression of scale reduction to the bay but shifts the location of transition half way across the bay. It is of a similar height to CBD edge highrise forms.

The proposal sits in the gap between the edge of Sydney CBD and the Pyrmont side of Darling Harbour. It changes existing sky views that terminate this vista and replaces them with a strong built form that marks the end of Cockle Bay. Its form relates to that of the Darling Park Towers to the east and continues the descending scale of tall buildings from the Sydney CBD. To the west of the proposal, the UTS tower and Peak Apartments building remain clearly visible at a similar scale to the western edge of the proposal. The future Haymarket Towers will punctuate areas of sky in between these and will also impact the 'open sky' character of the current view irrespective of the proposal.

The Sydney International Convention, Exhibition and Entertainment Precinct (SICEEP) will change the scale and form of the Pyrmont and Ultimo side of Cockle Bay and the proposed Haymarket Towers to the south will change this vista to one with built form rather than a sky view. Given the change in direction and view character, the greater visibility of this proposal will link the two sides of Darling Harbour and create a visual termination to the harbour as discussed in The Ribbon Urban Design Report. Given the change in scale and character of these new developments the proposal is considered acceptable. It is imperative however that the proposal is architecturally iconic and has landmark qualities. The scale of the proposal relates to that of the planned International Convention Centre (ICC) and ICC hotel within the SICEEP development.

When seen within the context of the existing view only, the current proposal's impact is significant. However, when seen within the context of the proposed SICEEP development and the new strategic direction for Darling Harbour, the proposal's impact is acceptable.

### CONCLUSION -

#### IMPACT TO EXISTING VIEW:

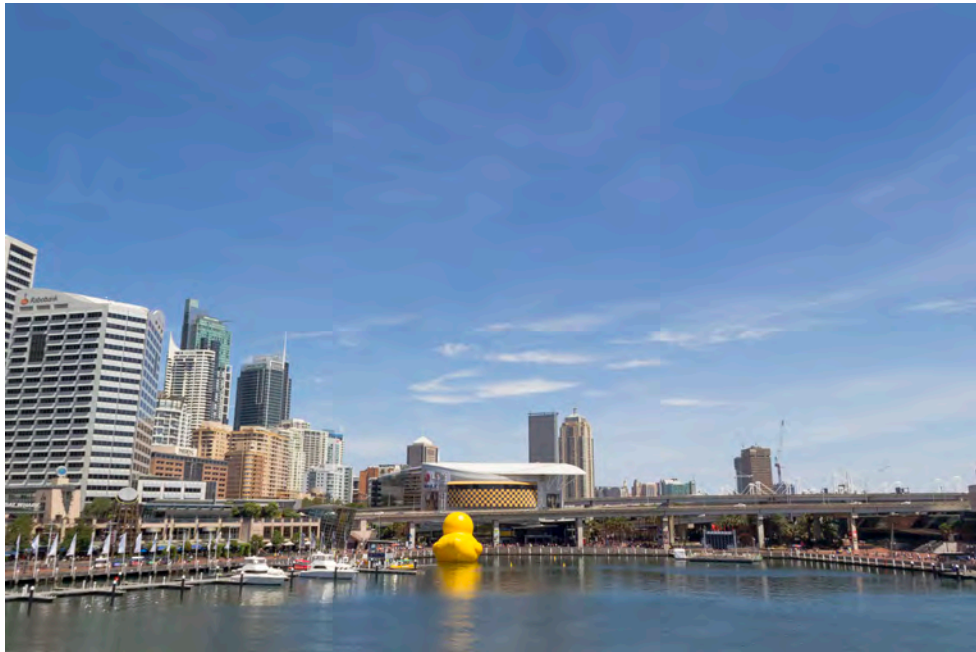
DEVASTATING  
SEVERE  
SIGNIFICANT  
MODERATE  
MINOR  
NONE / NEGLIGIBLE

#### Significant Impact:

The proposal may provide a change in scale from other elements within the view. The proposal may obscure some open sky or skyline or reduce views to less important built form markers.

#### ACCEPTABLE

No mitigation measures are considered necessary.



Existing view - Daytime

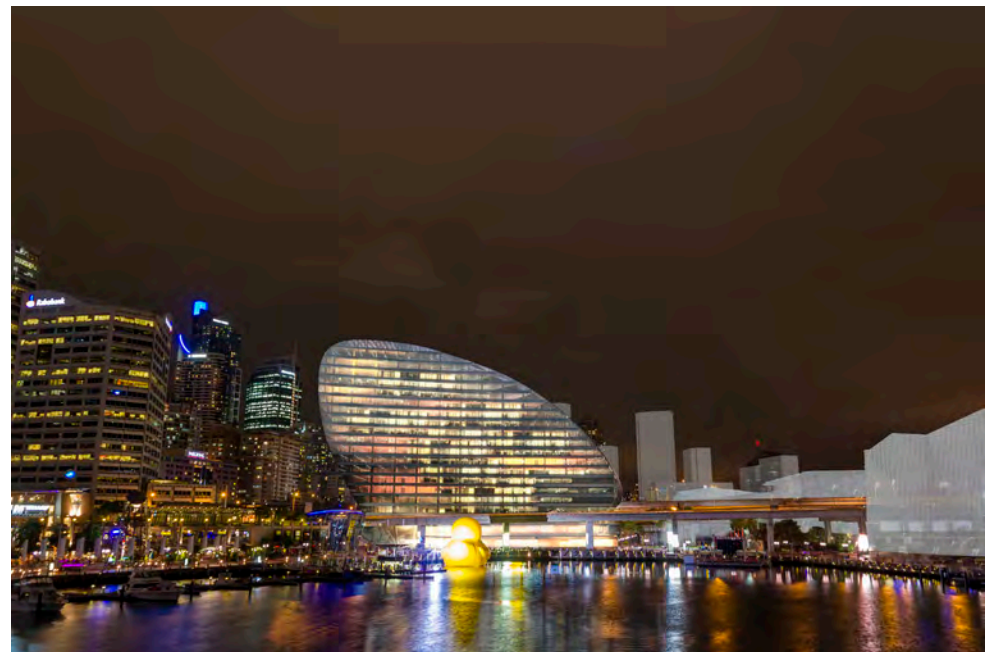


Existing view - Night

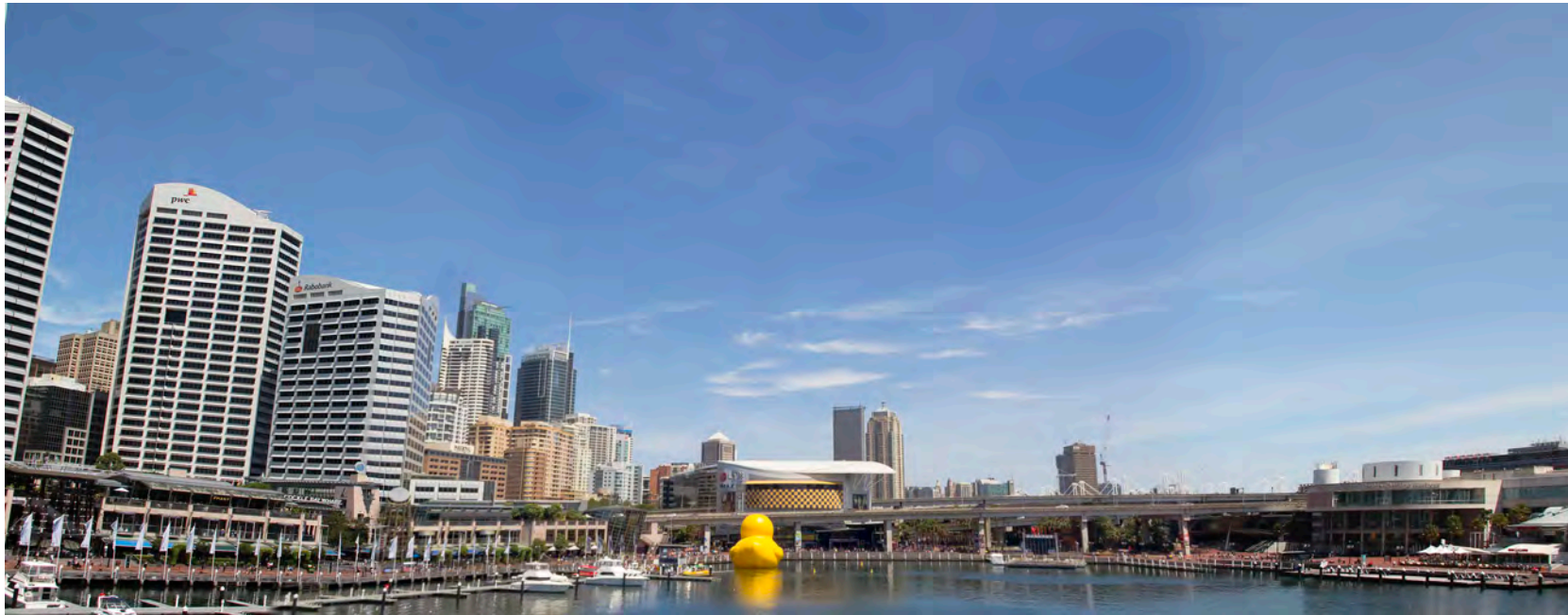


Photomontage of proposal in context - Daytime

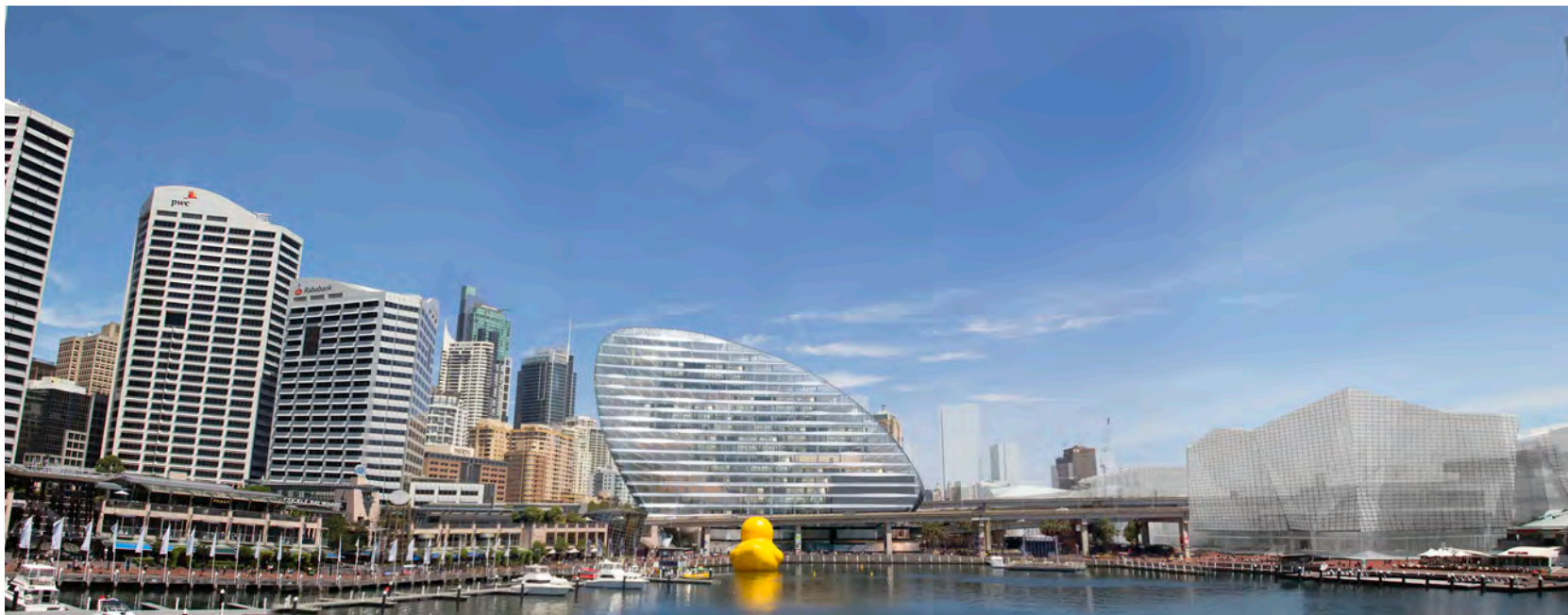
IMAX REDEVELOPMENT - 31 WHEAT ROAD, DARLING HARBOUR



Photomontage of proposal in context - Night



Existing view panorama - Daytime



Proposed view panorama photomontage - Daytime