



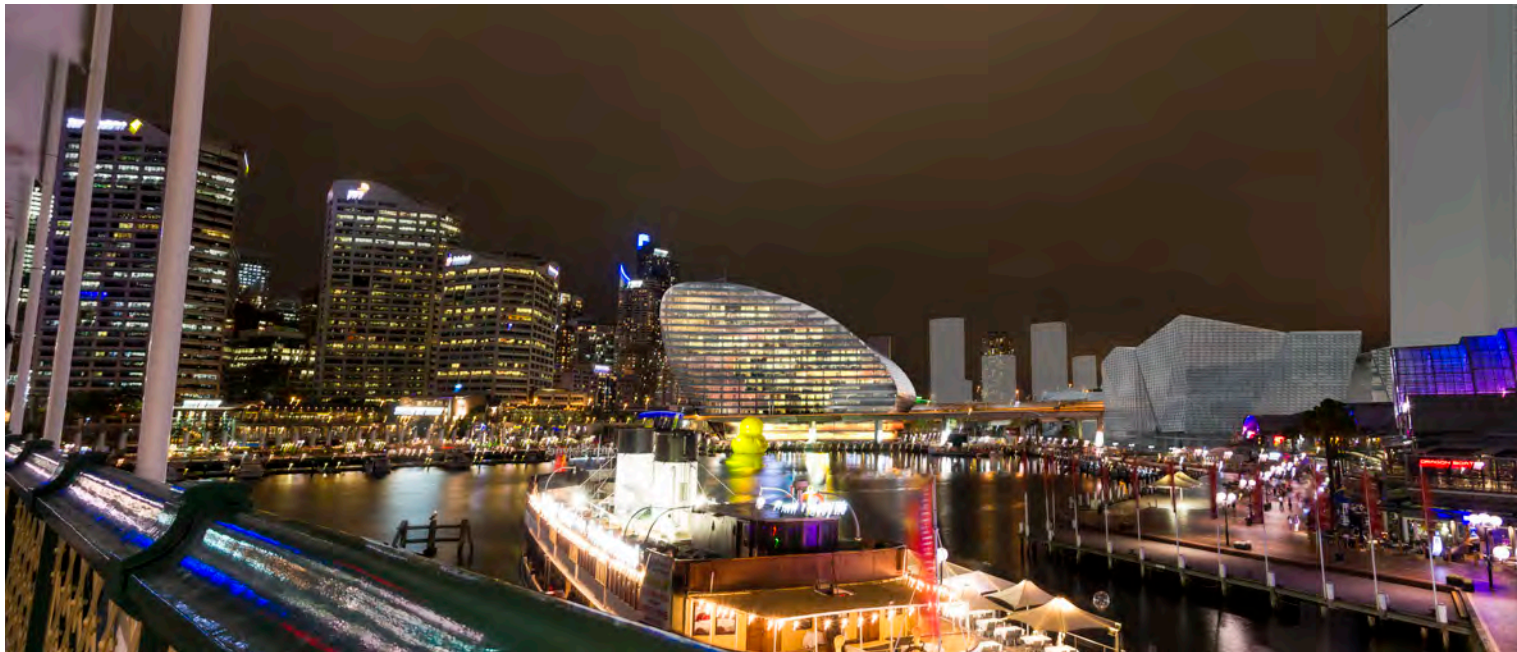
Proposed view panorama photomontage - Daytime



Approved view panorama photomontage - Daytime



Proposed view panorama photomontage - Night



Approved view panorama photomontage - Night

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)

View significance (see Section 2): HIGH

THE MONTAGE AND IMPACT -

The proposal will be highly visible in this view as an extension of the western edge of the CBD into Darling Harbour. However, this is consistent with the approval on the subject site and therefore reflects the desired future character of the site and precinct. The proposal introduces a different orientation and proportion to the surrounding built form of the city and relates more closely to the 'wall' typology of Ultimo as seen from the harbour. The approval on site along with recent approvals and schemes supported by the State Government suggest a different strategic vision is emerging for Darling Harbour that will reinvigorate this precinct and make it a livable place. The proposal will add to the vibrancy by introducing a range of uses currently not present at this end of the harbour.

The tall towers proposed to the south as part of 'The Haymarket' within the SICEEP development will also considerably alter the existing views. The Haymarket Towers will punctuate the 'valley floor', creating a significant change. This proposal curves the scale around the end of the bay and effectively creates a land and water precinct. The scale of the proposal relates reasonably closely to that of the approval and to the planned International Convention Centre (ICC) and ICC hotel within the SICEEP development.

Ultimately, this level of impact has already been considered acceptable as it relates directly to what the State Government sees as the strategic direction for Darling Harbour and the revitalisation of the southern part of the city and Ultimo. The scale of both of these areas is changing substantially through developments such as SICEEP, the Haymarket Towers, Barangaroo and the Frasers site at Broadway. In the context of this extent of change, the approval represents a fresh approach to singular sites in Darling Harbour such as this one. The proposal continues this approach as it relates closely to the approval.

Given the change in development form away from the transitional valley form and given the much greater scale of other developments now being considered for the edges of Darling Harbour this proposal is deemed acceptable.

When seen within the context of the existing view only, the current proposal's impact is severe. However, when seen within the context of the proposed SICEEP development and the new strategic direction for Darling Harbour, the proposal's impact is downgraded to significant. Specific mitigation measures were recommended for the approval, which the proposal has incorporated as part of this application; therefore, the impact is considered acceptable.

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. This is consistent with the approval and therefore this level of change has already been deemed acceptable for this site.

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

ACCEPTABLE IMPACT

Specific mitigation measures were recommended for the approval, which the proposal has incorporated as part of this application; these included measures to

- Ensure that the iconic potential of the design is fully realised;
- Ensure built form and public domain integration and coordination between the detailed design and scale of the proposal and the final design of the Sydney International Convention, Exhibition and Entertainment Precinct.

It is GMU's opinion that the proposal has introduced further measures to achieve the above and therefore no further mitigation measures are required.



Photomontage of proposal in context - Daytime



Photomontage of proposal in context - Night



Photomontage of approved development in context - Daytime



Photomontage of approved development in context - Night



Proposed view panorama photomontage - Daytime



Approved view panorama photomontage - Daytime



Proposed view panorama photomontage - Night



Approved view panorama photomontage - Night

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)

View significance (see Section 2): MEDIUM-HIGH

THE MONTAGE AND IMPACT -

The proposal is visible above the palm trees within the open space. It is prominent due to its proximity, size and role in marking the edge of taller built form within the Sydney CBD. This is fairly consistent with the approval and therefore it is considered to be consistent with the desired future character of this precinct. It relates to the height of the existing Cross City Tunnel Stack from this viewpoint. There is not a discernible level of change between the proposal and the approval. This is a positive outcome that results in a large extent of sky available to the right of the view. It has the potential to act as a landmark, aiding in the legibility of the Darling Harbour area. The proposal therefore has a moderate but acceptable impact.

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 is consistent with the approval and therefore it is acceptable.

ACCEPTABLE

No mitigation measures are considered necessary.



Photomontage of proposal in context



Photomontage of approved development in context

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)

View significance (see Section 2): MEDIUM

THE MONTAGE AND IMPACT -

The proposal is visible above the palm trees within the open space. It is prominent due to its proximity, size and role in marking the edge of taller built form within the Sydney CBD. This is fairly consistent with the approval and therefore it is considered to be consistent with the desire future character of this precinct. It relates to the height of the existing Cross City Tunnel Stack from this viewpoint. There is not a discernible level of change between the proposal and the approval and it has the potential to act as a landmark, aiding in the legibility of the Darling Harbour area. The proposal therefore has a moderate but acceptable impact.

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 is considered to be acceptable.

ACCEPTABLE

No mitigation measures are considered necessary.



Photomontage of proposal in context



Photomontage of approved development in context

VIEW 110 - 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)

View significance (see Section 2): MEDIUM

THE MONTAGE AND IMPACT -

The proposal is visible above the palm trees within the open space. It is prominent due to its proximity, size and role in marking the edge of taller built form within the Sydney CBD. This is fairly consistent with the approval and therefore it is considered to be consistent with the desired future character of this precinct. It relates to the height of the existing Cross City Tunnel Stack from this viewpoint. There is not a discernible level of change between the proposal's bulk and scale and that of the approval. The proposal preserves a similar extent of sky in the view. It has the potential to act as a landmark, aiding in the legibility of the Darling Harbour area. The proposal therefore has a moderate but acceptable impact.

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's impact is acceptable

ACCEPTABLE

No mitigation measures are considered necessary.



Photomontage of proposal in context - Daytime



Photomontage of proposal in context - Night



Photomontage of approved development in context - Daytime



Photomontage of approved development in context - Night

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)

View significance (see Section 2): HIGH

THE MONTAGE AND IMPACT -

The proposal is visible above, and in part through the trees surrounding Tumbalong Park. It continues the scale of the city edge across this view but is seen within the setting of the existing landscape. It is not a prominent form and blends with the setting. It provides a transition in scale between the existing Darling Park Complex and Cross City Tunnel Stack and its form echoes that of the Darling Park Complex. This is fairly consistent with the approval which has a minor and acceptable impact.

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.



Photomontage of proposal in context



Photomontage of approved development in context

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)

View significance (see Section 2): LOW

THE MONTAGE AND IMPACT -

The existing IMAX building ground level interface with the immediate public domain is fairly consistent with that of the approval as seen in the adjacent comparative montages. The proposal presents as an undulating element with high quality lighting that lights up the underside of the viaduct and supporting structure adding interest to the edge of Cockle Bay.

Given its high visual prominence along the edge of Cockle Bay, which is an area of high pedestrian traffic, the proposal is a high quality design that in itself creates an experience for pedestrians and visitors to the area. The illuminated shop fronts will add activation and interest in both, daytime and night time. At night, the facade design will further enhance the public domain due to the undulating and sculptural quality of the design, which will be enhanced by variations in lighting. This is consistent with the approval.

The patterning of the façade and shop fronts adds visual interest and it helps balance the overpowering scale of the Western Distributor's flyover ramp. The current proposal's impact on the existing view is not significant as it replaces the approved interface with a similar extent of development as seen from this vantage point. The impact is therefore considered acceptable.

CONCLUSION - IMPACT:

DEVASTATING
SEVERE
SIGNIFICANT
MODERATE
MINOR
NONE / NEGLIGIBLE

Minor Impact: :

The proposal creates little change to the scale of the proposal as seen below the motorway infrastructure. The proposal is consistent with the approval at the ground level interface and therefore it is acceptable.

ACCEPTABLE

No mitigation measures are considered necessary.



Photomontage of proposal in context



Photomontage of approved development in context

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 significance (see Section 2): LOW

THE MONTAGE AND IMPACT -

The proposal will be seen below and above the Western Distributor's flyover viaduct. The proposal will improve the level of activation and architectural interest as visible from the public domain. The building presents as an undulating element with high quality lighting that lights up the underside of the viaduct adding interest to the edge of Cockle Bay and mitigating the overpowering scale of the Western Distributor's flyover ramp. This is consistent with the approval and therefore it is considered to be acceptable.

Given its high visual prominence along the edge of Cockle Bay, which is an area of high pedestrian traffic, it is imperative that it is a high quality design that in itself creates an experience for pedestrians and visitors to the area. The proposal does this equally as well as the approval. The illuminated shop fronts will add activation and interest in both, daytime and night time. This will be applicable to the upper levels of the proposal, which will be visible above the viaduct from this vantage point. At night, the upper levels of the proposal will blend in with the existing city scape, visible from the end of the Western Distributor and above the stairs of the Drutt Street pedestrian bridge.

The current proposal's impact on the existing view is not significant as it follows the approval with a similar extent of development below the viaduct. However, due to the greater sculptural quality of the proposal from the side elevations, it helps to enhance the pedestrian experience and has the potential to improve the harbour's edge public domain and the iconic nature of this walk, especially at night. Therefore, the impact is considered acceptable.

CONCLUSION - IMPACT:

DEVASTATING
SEVERE
SIGNIFICANT
MODERATE
MINOR
NONE / NEGLIGIBLE

Minor Impact: :

The proposal creates little change to the scale of the proposal as seen below the motorway infrastructure. This is consistent with the approval and therefore this level of change has already been deemed acceptable for this site.

ACCEPTABLE

No mitigation measures are considered necessary.







Photomontage of proposal in context



Photomontage of approved development in context

3.5 - VEHICULAR VIEWS

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



VIEW VI - 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

View significance (see Section 2): LOW

THE MONTAGE AND IMPACT -

The proposal is seen as the continuation and edge of the Sydney CBD skyline. The design responds to the transition of scale from the CBD in this view. It does not obscure any existing significant views or landmark icons. This view is only visible for a short time. 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.



Photomontage of proposal in context



Photomontage of approved development in context

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

View significance (see Section 2): MEDIUM

THE MONTAGE AND IMPACT -

The proposal is visible in profile and is seen as a component of the Sydney CBD skyline. It has some prominence due to its atypical form however it is lower than the towers which form the backdrop and does not obscure any iconic elements or change the city silhouette. It is visible only for a short time. Therefore the proposal has a minor impact and is acceptable.

CONCLUSION -

IMPACT:

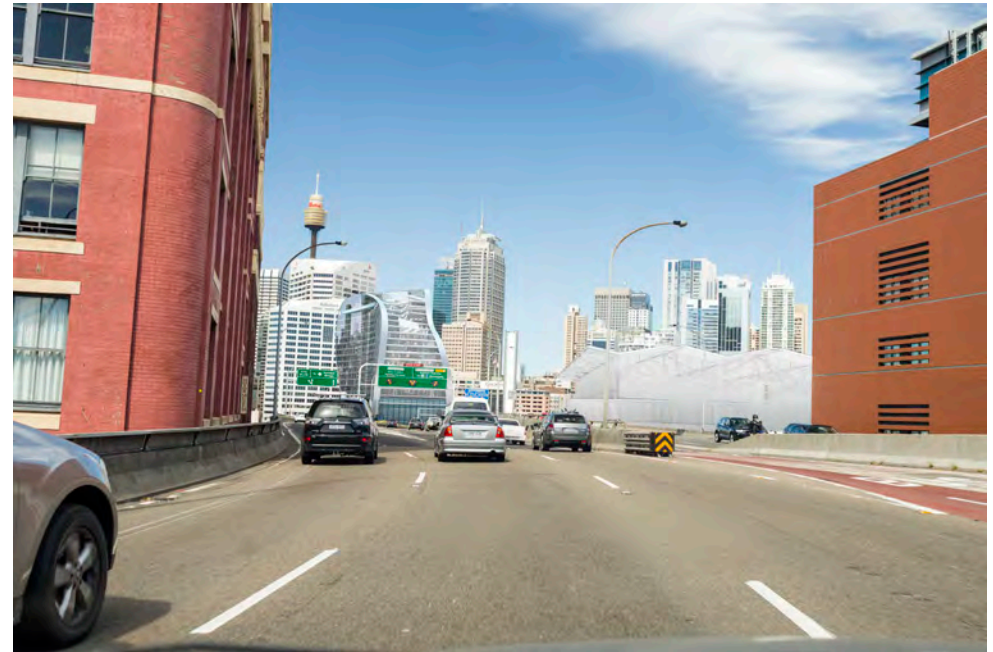
DEVASTATING
SEVERE
SIGNIFICANT
MODERATE
MINOR
NONE / NEGLIGIBLE

Minor Impact:

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

ACCEPTABLE

No mitigation measures are considered necessary.



Photomontage of proposal in context



Photomontage of approved development in context

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

View significance (see Section 2): MEDIUM

THE MONTAGE AND IMPACT -

As with the two previous views this is a view obtained at high speed from a vehicle. The proposal is seen as part of the CBD backdrop of buildings however will have some prominence due to its atypical form. It is of similar scale and lower than other buildings within the backdrop. It will remove some sky within the existing view and does flatten out the silhouette of the city slightly but given the view location this is not considered to be an issue.

The proposed future Sydney Convention Centre building (seen to the left in the photomontage view) presents a much greater change to the composition of this view through obstructing existing views to the CBD skyline.

The proposal is consistent with the approval and therefore this level of change has already been deemed acceptable for this site.

CONCLUSION - IMPACT:

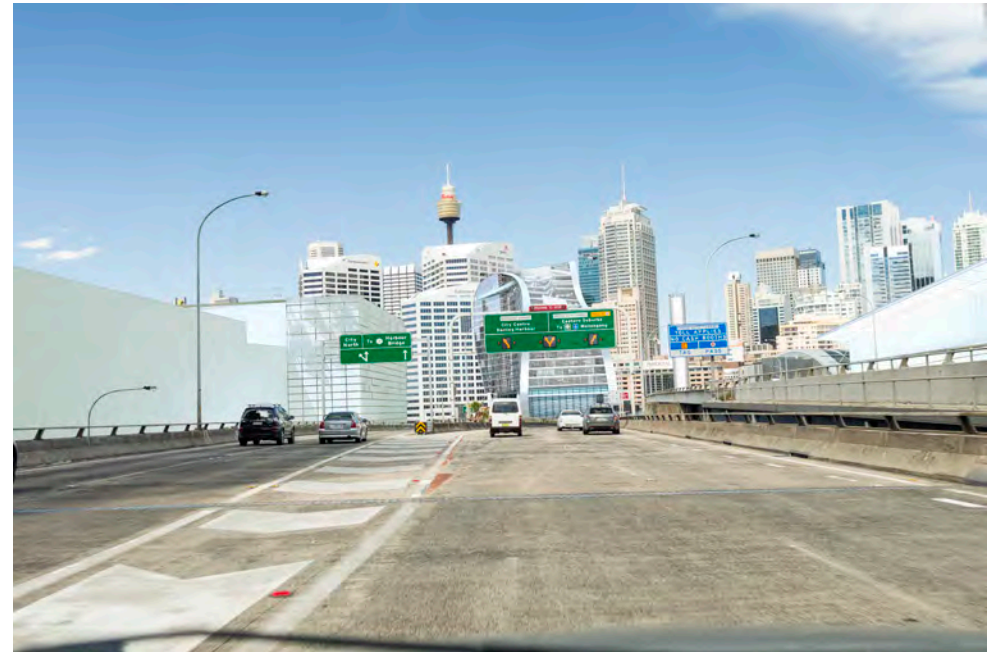
DEVASTATING
SEVERE
SIGNIFICANT
MODERATE
MINOR
NONE / NEGLIGIBLE

Minor Impact:

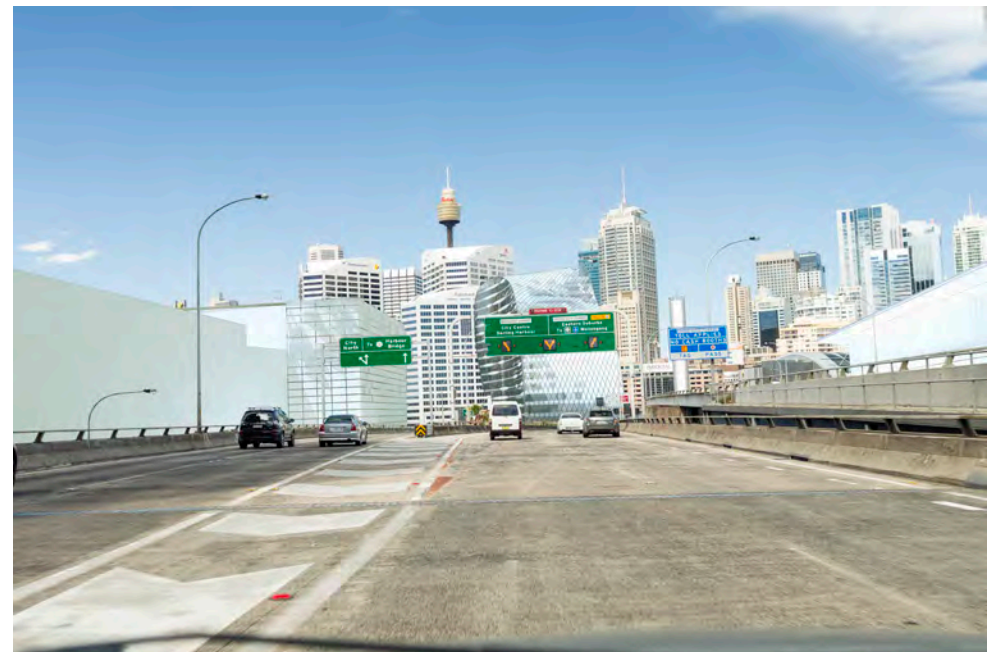
The proposal will be visible, however is not a prominent feature within the view.

ACCEPTABLE

No mitigation measures are considered necessary.



Photomontage of proposal in context



Photomontage of approved development in context

VIEW V5 - WESTERN DISTRIBUTOR (NEAR DARLING DRIVE)

Distance to site 235m (approx.)
Category of view Street view by vehicle at speeds of 60km/h
Approximate viewing time 10-15 seconds

View significance (see Section 2): LOW

THE MONTAGE AND IMPACT -

As with the two previous views this is a view obtained at high speed from a vehicle. The proposal has an atypical form within the view however is seen as part of the CBD backdrop and is of a similar scale or lower than other buildings within this backdrop. The proposal will remove some sky within the existing view and does flatten out the silhouette of the city slightly but given the view location this is not considered to be an issue.

There is a perceptible amount of change within the view in the form of a reduced width of the side elevation and this is a positive outcome.

The proposed future Sydney Convention Centre building (seen to the left in the photomontage view) presents a much greater change to the composition of this view through obstructing existing views to the CBD skyline. The proposal is consistent with the approval and therefore this level of change has already been deemed acceptable for this site.

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.



Photomontage of proposal in context



Photomontage of approved development in context

3.6 - SUMMARY TABLE OF VIEWS, IMPACTS AND ACCEPTABILITY

Distance	Description	View	Significance of view (see Section 2)	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	
	Pymont - 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 without Mitigation Measures	
Druitt Street		M6	Medium-High	Severe	Acceptable without 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 without Mitigation Measures	
	Druitt Street Pedestrian Bridge near Harbour Street	I2	Medium-High	Severe	Acceptable without Mitigation Measures	
	Cockle Bay / Cockle Bay Wharf	I3	High	Significant	Acceptable	
	Pymont Bridge East	I4	High	Significant / Moderate (in context of SICEEP)	Acceptable	
	Pymont Bridge Central	I5	High	Significant	Acceptable	
	Pymont Bridge West	I6	High	Severe / Significant (in context of SICEEP)	Acceptable without Mitigation Measures	
	Cockle Bay / Harbourside	I7	High	Severe / Significant (in context of SICEEP)	Acceptable without 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 Pymont Street)		V4	Medium	Minor	Acceptable	
Western Distributor (near Darling Drive)		V5	Low	Minor	Acceptable	

4. CONCLUSION AND RECOMMENDATIONS

CONCLUSION AND RECOMMENDATIONS

Based on GMU's assessment discussed in previous chapters of this report, this visual impact assessment shows that in some locations the proposal will not be visible or will have minor impacts. In other views the proposal will be highly visible and will alter the scale and character of those views. However, the proposal is fairly consistent in bulk and scale to that of the approval and therefore, it is representative of the emerging character of the precinct. Based on GMU's assessment none of the impacts are devastating with some instances being significant or severe based on the existing conditions and the amount of perceived change within the view. However, the proposal faithfully follows the profile of the approved envelope and therefore this is considered to have the same level of impact as the approval on site. These impacts must also be assessed in the context of the future development of SICEEP and Barangaroo which is changing the scale and form of Darling Harbour.

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
- the Western Distributor; and
- Cockle Bay Public Domain

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 Sydney International Convention, Exhibition and Entertainment Precinct (SICEEP) development and Haymarket Towers, which are changing the scale of the Harbour:

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

None of the visual impacts are devastating and, in some cases, such as those of the lower level interface with the public domain, the view will be enhanced due to the improved activation of high quality shop front treatment, sculptural design and upgraded lighting.

It is important to note that the proposal faithfully follows the profile of the approved built form, which was deemed to be acceptable as it has been endorsed for approval.

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 scale of the built form around Darling Harbour.

As discussed earlier, the Government is embracing real change in built form and height for Darling Harbour. This will substantially change the character of the Bay and scale of built form in existing views. An opportunity presents through this site for a landmark iconic development that creates 'a view' and enhances the southern end of the Bay whilst reducing the visual dominance of the motorway.

Its acceptability relates directly to this new strategic direction and its ability to be iconic. The approval granted in 16th of June 2014 suggests that the built form and scale are considered to have the potential to achieve this.

The proposal:

- follows carefully the profile of the approval on site.
- 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;
- provides a strong response to the waterway edge as suggested by the Sydney Harbour DCP; and
- in the case of the lower level public domain interface, it will enhance the pedestrian experience.

Where mitigation measures were proposed to the approval on site, the proposal already incorporates a number of these measures into the current scheme to ensure that the proposal's full scenic potential is realised.

The mitigation measures included are:

- Ensuring that the iconic potential of the design is fully realised with high quality materials;
- 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.

In considering the acceptability of the proposal, it is important to keep in mind that the approval on site has stabilised the precedent that a built form of this scale and height is acceptable on this site. The proposal's faithful continuation of the approved form ensures that the built form outcomes sought through the previous approval can be maintained, realised and further enhanced through the additional mitigation measures already incorporated into this proposal..

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