



# VISUAL IMPACT ASSESSMENT IMAX REDEVELOPMENT

31 WHEAT ROAD - DARLING HARBOUR

DECEMBER 2015



GMU



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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 Draft Secretary's Environmental Assessment Requirements (SEARs) dated 11 December 2015.

The SEARs require consideration of a number of Design Excellence and Built Form 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.

It is important to note that the current proposal follows very closely the built form approved as part of the previous approval 16th of June 2014. GMU Prepared a Visual Impact Assessment (VIA) as part of the original submission dated August 2013, which was updated to respond to the comments received by the Department (the Department Issues Letter dated 15/11/2013). The updated document (dated January 2014) included 2 additional immediate views along Cockle Bay and it included updated photorealistic montages to reflect the latest publicly available information at the time for the proposed massing on the Sydney International Convention, Exhibition and Entertainment Precinct (SICEEP).

This report is based on the last updated report of January 2014 and it attempts to compare the view analysis of the approved proposal with the current proposed changes to the overall elevations. It is GMU's understanding that the overall built form follows very closely that of the approved massing with some additional sculpting to the eastern and western elevations, which has the effect of reducing and further sculpting the overall bulk as seen from those vantage points.

In summary the proposed development is a twenty (23) storey building contained within the same envelope for the approval (20 storey) consisting of:

- The demolition of the existing IMAX and the construction of a new 23 storey building and a separate 2 storey building
- A total Gross Floor Area of approximately 54,877sqm for hotel and serviced apartments, retail, recreation, function purposes and a new IMAX cinema
- 170 car parking spaces, to be located within the podium levels
- Upgrades to the surrounding public domain including new playground area, a prominent street address and activated edges.

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 against those of the approval to demonstrate that there are no additional impacts from those already considered to be appropriate based on the approval received on the former Development Application. The views analysed within this VIA include the views previously analysed as part of the previous VIA dated January 2014, which also correspond to the views requested from the public domain by the SEARs dated 11 December 2015. The locations analysed include:

- Views from the public domain and from key locations including Hickson Road, Kent Street, Shelley Street, Lime Street Pyrmont and East Balmain, Darling Harbour, Blues Point and Millers Point;
- Assessment of short and long distance views from Western Distributor (both Directions), Darling Harbour (north and south), Cockle Bay Pyrmont Bridge, Tumbalong Park, Harbour / Day Streets and Druiitt Street pedestrian Bridge.

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 original approval was found to have a severe impact for existing public domain views from the following locations:

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

The above impacts were considered to have the potential to be reduced to a significant impact only in several cases when considering the context and scale of the planned SICEEP development and the Haymarket Towers, which is currently under construction. These developments are changing the scale of Darling Harbour and will have a transformative effect in this part of the city. In addition, the current proposal has included further articulation to the eastern and western elevations, which will have the effect of further reducing the perceived bulk and scale from these vantage points.

None of the views assessed were identified as being 'devastating' in the previous assessments or the current analysis, which is a positive outcome.

The moderate and higher impacts were generally caused by the proposal's increased height and width in comparison to the existing IMAX building; however, the current analysis compares the proposal to the approved bulk and scale of the

existing approval. Due to the fact that the proposal has maintained the original approved bulk and scale, all of the impacts remain the same and therefore the current proposal has no additional impacts from those of the existing approval on site.

Whilst the approval created a severe view impact from some locations, this does not necessarily mean the impact was 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 as it has the same levels of impact to those of the approval on site, 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.

The proposal:

- follows closely the built form approved on the site with further reductions and sculpting to the eastern and western elevations;
- has similar view impacts to those of the approval on site with some improvements to the vantage points to the east and west;
- 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 and the scale of more recent developments currently under construction in Barangaroo
- 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 contributes to a sense of two separate precincts - water and park similarly to that of the approval on site. However, the proposed activation and configuration of the public domain at ground level have improved above that of the approval, which would create a strong link between the two precincts. Where mitigation measures were recommended to the original approval, these have in their majority been adopted as part of the current proposal in order to ensure the full scenic potential of the development is realised.

The mitigation measures suggested for the approval and included as part of the proposal 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 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 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	

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# I. INTRODUCTION AND METHODOLOGY

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## 1.1 - INTRODUCTION

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 Draft Secretary's Environmental Assessment Requirements (SEARs) dated 11 December 2015.

This report addresses the following relevant points from the SEARs:

- views from the public domain and from key locations including Hickson Road, Kent Street, Shelley Street, Lime Street Pyrmont and East Balmain, Darling Harbour, Blues Point and Millers Point;
- Assessment of short and long distance views from Western Distributor (both Directions), Darling Harbour (north and south), Cockle Bay Pyrmont Bridge, Tumbalong Park, Harbour / Day Streets and Druitt Street pedestrian Bridge.

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

- Architectural drawings (ARCH-HSL-DD) Amended Application dated 16.12.13);
- Urban Design Report (Hassell, 2015);
- 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
- 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;
- Updated photomontages to reflect current proposal and update report layouts;
- Assess level of perceived change from approved bulk and scale, and
- Update report as required

The approach for considering the views focuses on views from the public domain only as required by the SEARs. An updated assessment of the Residential View Impact was not required as part of this set of SEARs. The impact has been considered based on the level of perceived change to that of the approval for each of the locations chosen. The impact for pedestrians and from vehicles to these views has also been considered in the same way as the proposal has adhered to the same overall bulk and scale of the approval and thus the same levels of impact are expected with some improvements to the perceived bulk of the side elevations.

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 of the original approval was considered unacceptable, mitigation measures were proposed to improve or ameliorate the view impacts. The current proposal has already incorporated some of these mitigation measures to the side elevations and therefore no further mitigation measures are required. Views where these have been implemented as part of the current proposal are considered to be acceptable.




# 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, DrUITT 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

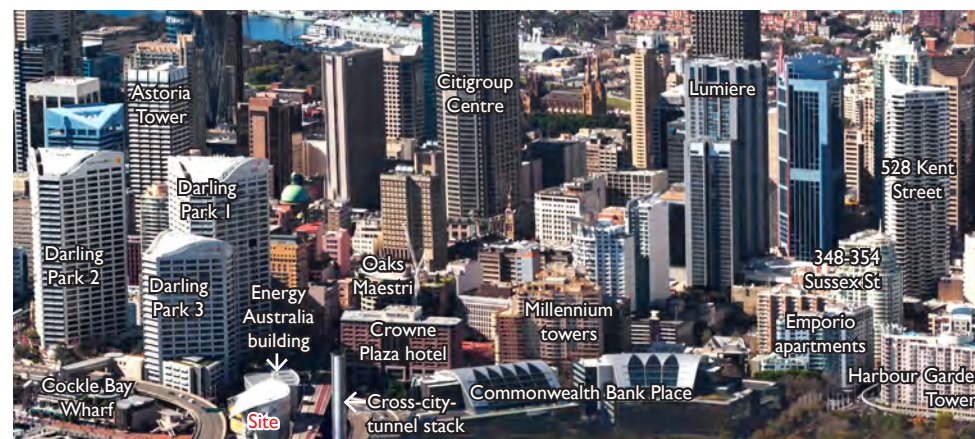
The wider Darling Harbour area encloses a series of open spaces which include the foreshore areas of Cockle Bay and Darling Harbour to the north and Tumbalong Park and surrounds further south. These open spaces are enclosed by development along the east and west slopes of the valley. Currently the built form grades out from the ridges of the CBD towards the water. However at Ultimo/Pyrmont 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). This area is currently experiencing a rapid transformation as many planned developments in the area are currently under construction and others are in a planning stage or currently undergoing assessment. The potential changes to the existing built form are expected in the way of additional heights and greater density throughout the precinct.

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 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 bounded 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



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



change the built form context of this area including that of the approval on the site.

## IMMEDIATE CONTEXT - STREETS AND PUBLIC REALM

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

## 1.4 - APPROVAL ON SITE

The approved development on site 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) includes 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.

## 1.5 - PROPOSED PROJECT

The current proposal maintains the overall form of the approval on site as shown in the adjacent images. It includes the following additional changes:

- The demolition of the existing IMAX building and the construction of a new 23 storey building and a separate 2 storey building
- A total Gross Floor Area of approximately 54,877sqm for hotel and serviced apartments, retail, recreation, function purposes and a new IMAX cinema
- 170 car parking spaces, to be located within the podium levels
- Upgrades to the surrounding public domain including new playground area, a prominent street address and activated edges.
- 

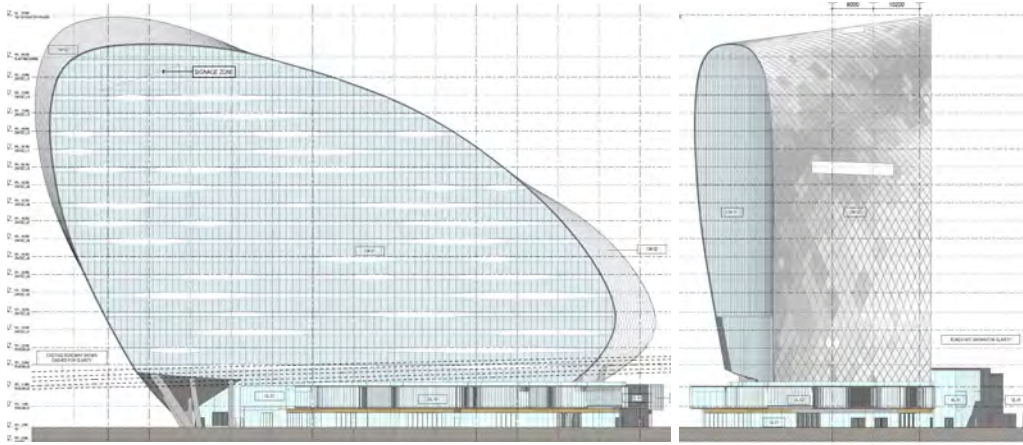
The changes discussed above do not affect the overall appearance of the external built form except to reduce the perceived bulk and scale to the side elevations; however, these changes are considered to have a positive impact on the overall bulk and scale as seen from Druit Street and from moving views from the Western Distributor on both directions especially due east on approach from the west.

As the proposed development involves changes to the proposed uses and internal layouts only this report does not dwell on the acceptability of the proposed bulk and scale against the existing bulk and scale of the IMAX theatre, which will involve an assessment of the visual impacts of the increased bulk and scale against that of the existing bulk.

This report instead concentrates on the level of perceived change between the approval on site and that of the proposal. In most instances there is a nil or imperceptible degree of change. Therefore, this proposal does not dwell on a discussion of the permissibility of the proposed bulk and scale, but rather on the acceptability of the proposal from a visual impact point of view as it relies on the exact same approved form.

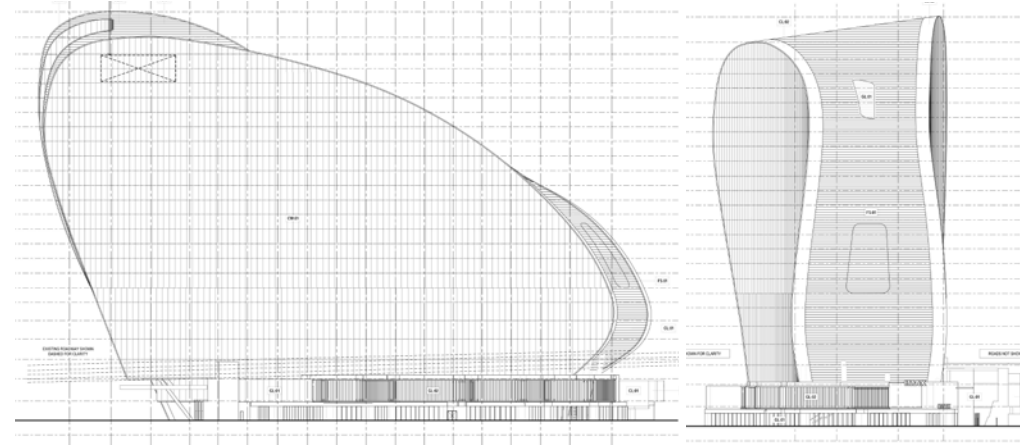
Based on the above, this report does not discuss the existing building on site, the hierarchy of the existing surrounding built form, nor the strategic direction for the precinct. These have been discussed in previous reports and for expediency, they will not be repeated in this report. Please, refer to pages 16 and 20 -27 of GMU's VIA dated January 2014 for a discussion of the above.

From the time of the previous application, the one notable change to the surrounding built form worth mentioning in the context of the current proposal is the current redevelopment of Barrangaroo. This represents a major change in strategic direction and the current scale, where the waterfront edges of Sydney are generally restricted to low-rise built form and to the existing graded scale of development. Barrangaroo is currently under construction and it is currently changing 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.



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

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



Proposed northern elevation (ARC-HSL-DD-1153 REV D)

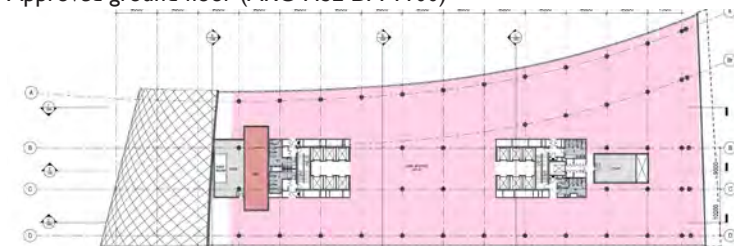
Proposed western elevation (ARC-HSL-DD-1152 REV D)



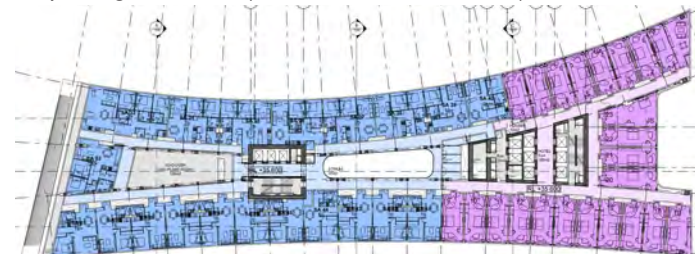
Approved ground floor (ARC-HSL-DA-1100)



Proposed ground floor (ARC-HSL-DD-1100 REV G)



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



Proposed typical upper floor plan - Level 8 (ARC-HSL-DD-1106 REV D)

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## 2. SITE VISIBILITY AND PROMINENT VIEWS

## 2.1 - INTRODUCTION

### SITE VISIBILITY AND VISUALLY PROMINENT VIEWS

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

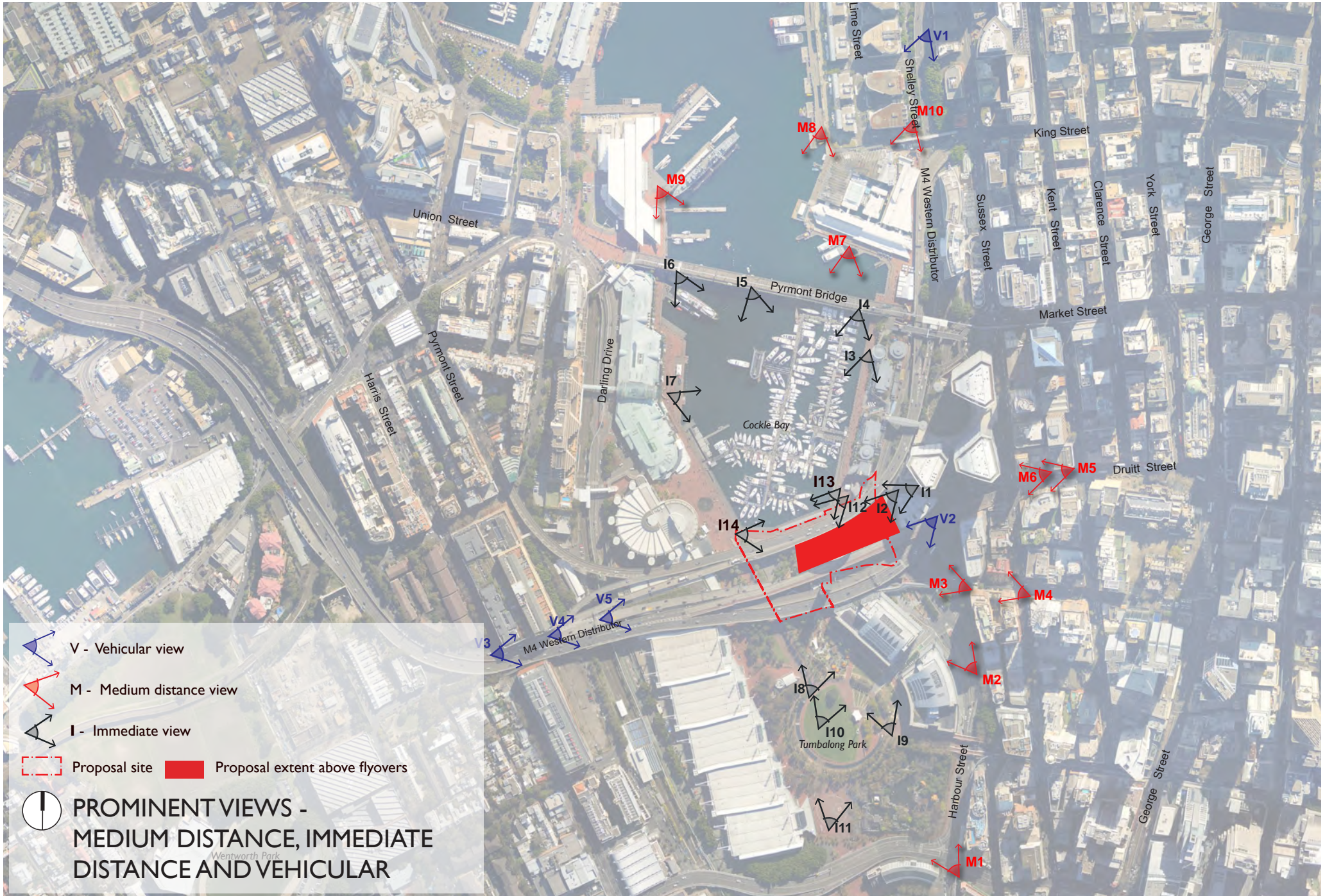
GMU has analysed the broader and local context and has considered the visual impact of the proposal from the DGR locations and also from other significant locations to ensure the proposal is fully considered. GMU has grouped the visually prominent views into the following categories:

- Long distance views including views from Balmain, Pyrmont, Barangaroo, Waverton Peninsula and McMahan's 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.

Selected views for further analysis are then compared to that of the approval. Where changes are considered to be Nil or Negligible then the visual impact is considered to be the same and therefore the conclusions reached as part of the assessment of the approval are maintained. In areas where a perceivable degree of change is identified then the assessment is updated to reflect the impact of the current proposal. If the modifications are considered to be an improvement over the approval, the level of impact is then downgraded to reflect the improvement in the view.





V - Vehicular view  
 M - Medium distance view  
 I - Immediate view  
 [Red dashed line] Proposal site [Red solid rectangle] 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 available 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 3 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.

## 2.2 - 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 generally be visually subservient to the taller 'Peak Apartments' building behind, which is significantly taller although with less apparent width. The development of Barrangaroo will further reduce the apparent visual impact of the proposal. Although, the available image does not reflect the current status of construction of the Barrangaroo Towers, due to the site's distance and location any potential visibility is considered of negligible impact and therefore it is not necessary to update this image. The proposal's impact can only be further reduced in light of the emerging scale of Barrangaroo.

### PRELIMINARY CONCLUSIONS:

View significance: HIGH	Potential visibility: NEGLIGIBLE
View identified for photomontage analysis - See Section 3	

## 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 available image does not reflect the current status of Barrangaroo; however due to the site's distance and location any potential visibility is considered negligible. Therefore, this image has not been updated. The proposal's impact will be further reduced in light of the emerging scale of Barrangaroo. Therefore, this view is considered to remain unaltered.

### PRELIMINARY CONCLUSIONS:

View significance: HIGH	Potential visibility: NEGLIGIBLE
View identified for photomontage analysis - See Section 3	



## VIEW L3 - BARANGAROO NORTH

Distance to site 1,785m (approx.)  
 Category of view Open space / pedestrian view. Peripheral views to icons.  
 Pedestrian activity High - Pedestrian activity has changed with the redevelopment of the Barangaroo Reserve since the time this image was taken.

Currently, Barangaroo Reserve Park offers views to the Barangaroo buildings under construction and foreshore area. Due to the low levels of potential visibility, this image has not been updated to reflect the recent redevelopment of the reserve. 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 3



## VIEW L4 - MILLERS POINT - CLYNE RESERVE

Distance to site 1,805m (approx.)  
 Category of view Street / pedestrian view  
 Pedestrian activity High - since the redevelopment of the Barangaroo Reserve.

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. Therefore, it was not considered necessary to retake this image as the proposal's potential visibility is low; however due to the proposal's visibility in the interim, testing was originally conducted and it has been updated with the current proposal for completeness.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM Potential visibility: LOW  
 View identified for photomontage analysis - See Section 3



## 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 was not considered necessary.

### 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. The updated photomontage in Section 3 compares the approval with the current proposal.

### PRELIMINARY CONCLUSIONS:

View significance: HIGH

Potential visibility: HIGH  
View identified for photomontage analysis - See Section 3



## VIEW L7 - LIME STREET

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

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. The updated photomontage in Section 3 compares the approval with the current proposal.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM                      Potential visibility: MEDIUM  
View identified for photomontage analysis - See Section 3



## 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. The updated photomontage in Section 3 compares the approval with the current proposal.

### PRELIMINARY CONCLUSIONS:

View significance: HIGH                      Potential visibility: LOW-MEDIUM  
View identified for photomontage analysis - See Section 3



## 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 considered to be useful as part of the original approval. The updated photomontage in Section 3 compares the approval with the current proposal.

### PRELIMINARY CONCLUSIONS:

View significance: HIGH	Potential visibility: LOW
View identified for photomontage analysis - See Section 3	

## 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 was done as part of the original approval. The updated photomontage in Section 3 compares the approval with the current proposal.

### PRELIMINARY CONCLUSIONS:

View significance: HIGH	Potential visibility: LOW-MEDIUM
View identified for photomontage analysis - See Section 3	



## 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 was 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 was done to assess the impact of the original approval. The updated photomontage in Section 3 compares the approval with the current proposal.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM-HIGH	Potential visibility: MEDIUM
	View identified for photomontage analysis - See Section 3



## 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 was 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. The development of Barangaroo has significantly changed this view; however, due to the apparent negligible visual impact of the proposal from this vantage point, no photomontage was thought to be necessary then or now.

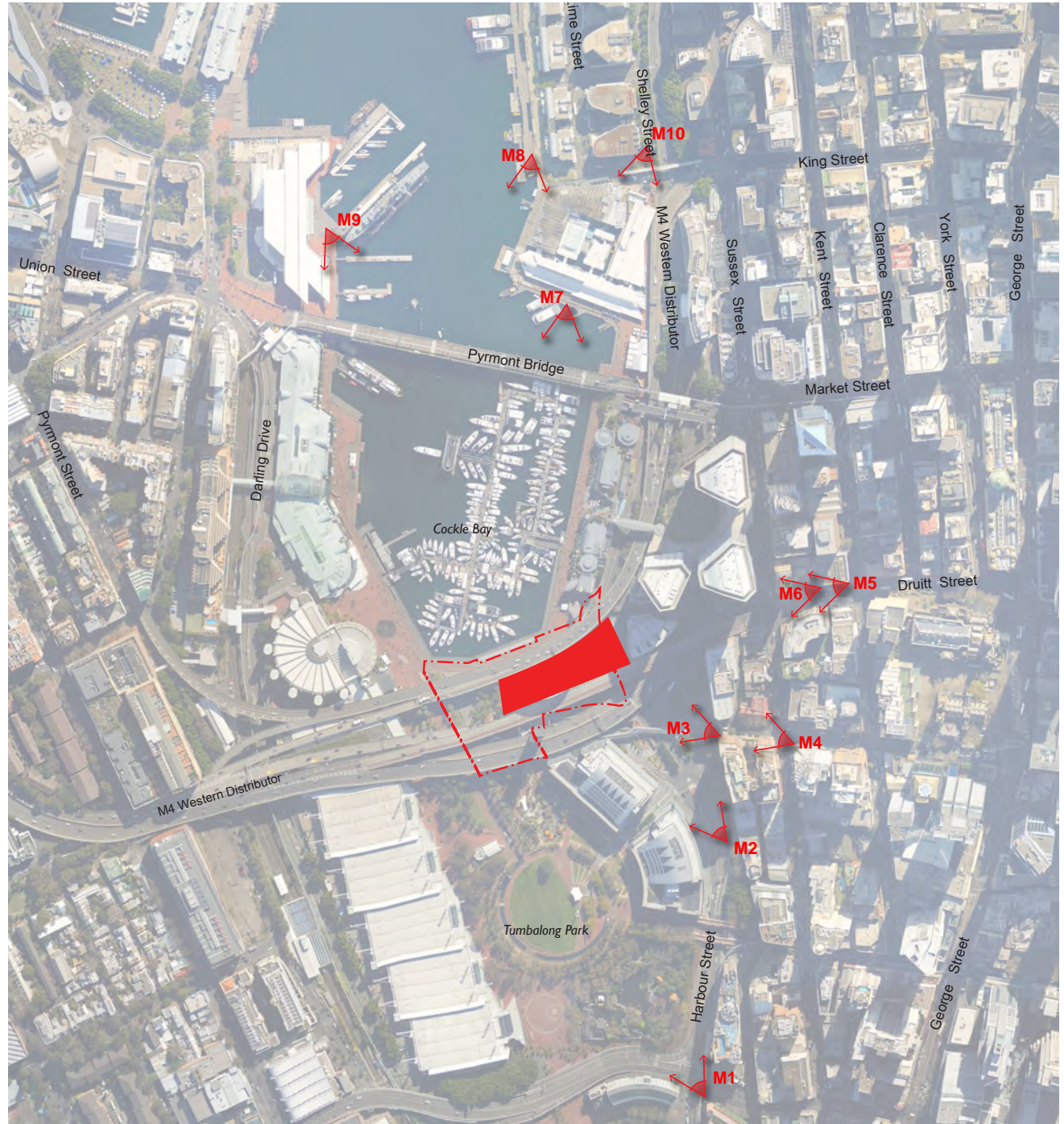
### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM-HIGH

Potential visibility: NIL  
View not identified for photomontage analysis



## 2.3 - 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 was considered to be required. The updated photomontage in Section 3 compares the approval with the current proposal.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM Potential visibility: MEDIUM  
View identified for photomontage analysis - See Section 3



## VIEW M2 - HARBOUR STREET / DAY STREET

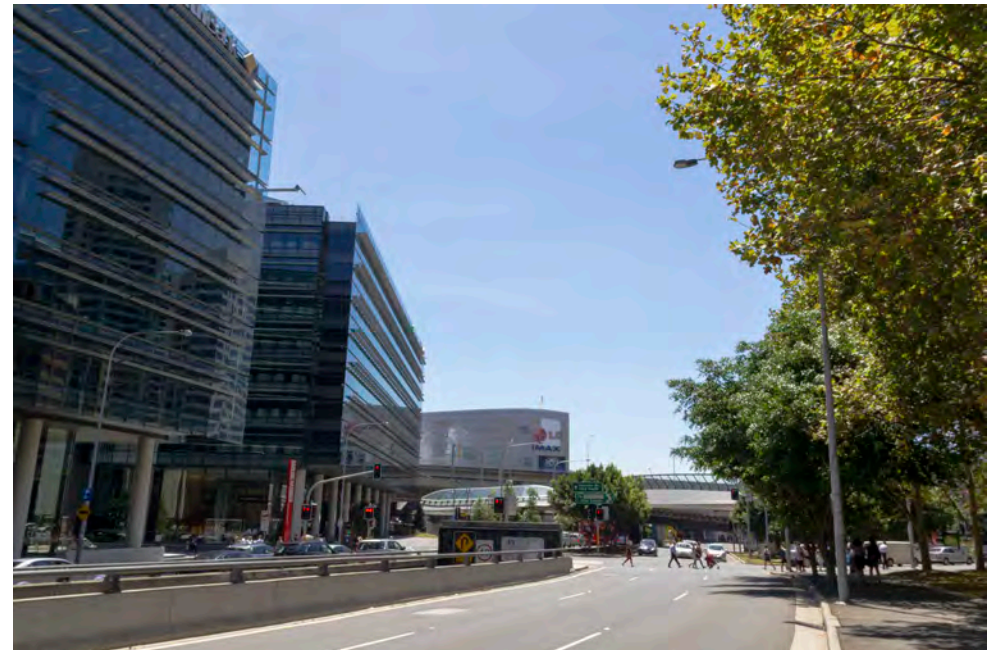
Distance to site 226m (approx.)  
Category of view Street / pedestrian view - no iconic or skyline elements  
Pedestrian activity Medium (day and night time on weekdays and weekends)

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 was prepared. The updated photomontage in Section 3 compares the approval with the current proposal.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM Potential visibility: HIGH  
View identified for photomontage analysis - See Section 3



## 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 was required to assess the actual degree of change. The updated photomontage in Section 3 compares the approval with the current proposal.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM	Potential visibility: HIGH
View identified for photomontage analysis - See Section 3	



## 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 was required to assess the degree of change in the view. The updated photomontage in Section 3 compares the approval with the current proposal.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM	Potential visibility: MEDIUM-HIGH
View identified for photomontage analysis - See Section 3	



## 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. The updated photomontage in Section 3 compares the approval with the current proposal.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM-HIGH Potential visibility: HIGH  
View identified for photomontage analysis - See Section 3



## 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 was done to assess the actual degree of change within the view. The updated photomontage in Section 3 compares the approval with the current proposal.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM-HIGH Potential visibility: HIGH  
View identified for photomontage analysis - See Section 3



## 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 was done to assess the actual degree of change within the view. The updated photomontage in Section 3 compares the approval with the current proposal.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM-HIGH	Potential visibility: MEDIUM
View identified for photomontage analysis - See Section 3	

## 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 and a photomontage was recommended only to assess the actual impact. The updated photomontage in Section 3 compares the approval with the current proposal.

### PRELIMINARY CONCLUSIONS:

View significance: HIGH	Potential visibility: MEDIUM
View identified for photomontage analysis - See Section 3	



## 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



## 2.4 - 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 Drutt 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 was done to assess the actual degree of change. The updated photomontage in Section 3 compares the approval with the current proposal.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM-HIGH      Potential visibility: HIGH  
View identified for photomontage analysis - See Section 3

## 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 Drutt 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 was done to assess the degree of change within the view. The updated photomontage in Section 3 compares the approval with the current proposal.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM      Potential visibility: HIGH  
View identified for photomontage analysis - See Section 3



## 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)

This location is highly sensitive as part of the landmark Cockle Bay foreshore area. The existing view is characterised by lower-scale (generally two to four storey) buildings along the waterfront with the taller existing IMAX building (set behind the Western Distributor flyover) acting as a visual focus within the vista.

The majority of the proposal will be highly visible from this vantage point. This view is considered of high significance with the potential for a high degree of change to occur within the view. A montage was done to assess the degree of change within the view. The updated photomontage in Section 3 compares the approval with the current proposal.

### PRELIMINARY CONCLUSIONS:

View significance: HIGH	Potential visibility: HIGH
View identified for photomontage analysis - See Section 3	

## 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)

Pymont 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 focal form on the Cockle Bay waterfront. This area is otherwise characterised by lower-scale buildings. The existing IMAX building also has a scale relationship with the new Darling Quarter development.

The majority of the proposal will be visible from this view. The significance of the view is high and a photomontage was done to assess the degree of change within the view. The updated photomontage in Section 3 compares the approval with the current proposal.

### PRELIMINARY CONCLUSIONS:

View significance: HIGH	Potential visibility: HIGH
View identified for photomontage analysis - See Section 3	



## 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 was done to assess the degree of change within the view. The updated photomontage in Section 3 compares the approval with the current proposal.

### PRELIMINARY CONCLUSIONS:

View significance: HIGH Potential visibility: HIGH  
View identified for photomontage analysis - See Section 3

## VIEW I6 - PYRMONT BRIDGE WEST

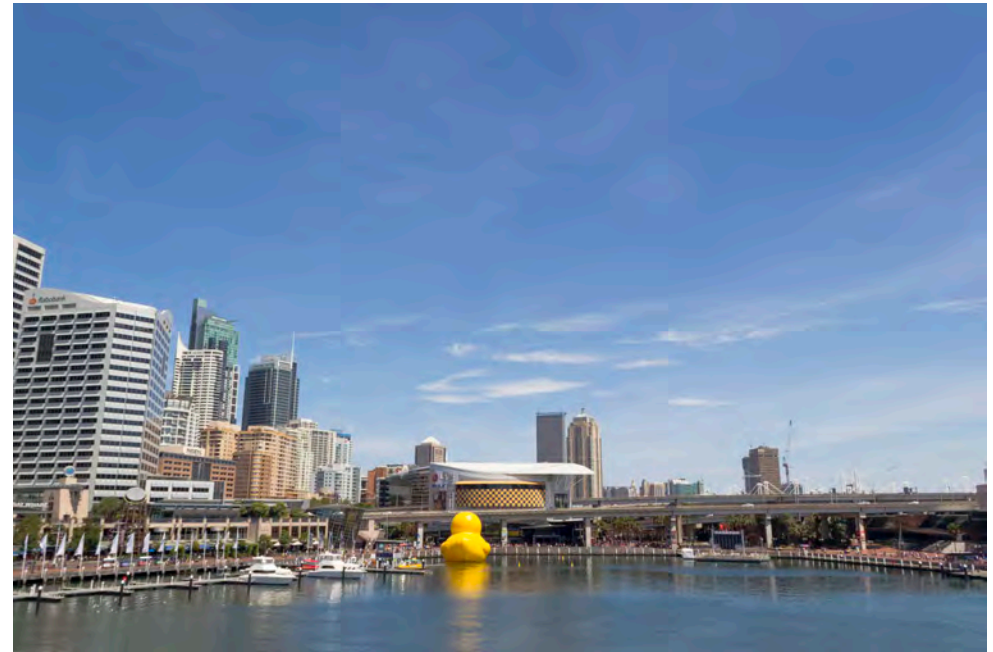
Distance to site	411m (approx.)
Category of view	Open space / pedestrian view with major skyline elements
Pedestrian activity	High (day and night-time, lunchtime, dinner time and on weekends)

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 was done to assess the degree of change within the view. The updated photomontage in Section 3 compares the approval with the current proposal.

### PRELIMINARY CONCLUSIONS:

View significance: HIGH Potential visibility: HIGH  
View identified for photomontage analysis - See Section 3



## 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 was done to assess the degree of change within the view. The updated photomontage in Section 3 compares the approval with the current proposal.

### PRELIMINARY CONCLUSIONS:

View significance: HIGH	Potential visibility: HIGH
View identified for photomontage analysis - See Section 3	

## VIEW I8 - TUMBALONG PARK NORTH / THE PLAYGROUND

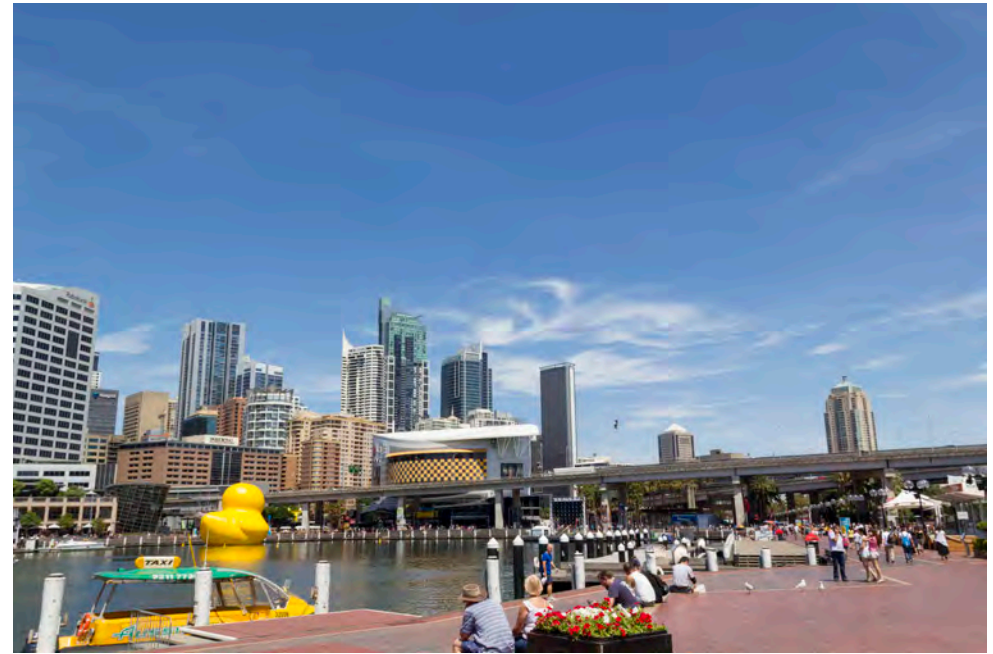
Distance to site	138m (approx.)
Category of view	Open space / pedestrian view with no iconic or skyline elements
Pedestrian activity	Medium (daytime and evenings on weekdays and weekends)

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 was done to assess the degree of change within the view. The updated photomontage in Section 3 compares the approval with the current proposal.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM-HIGH	Potential visibility: MEDIUM
View identified for photomontage analysis - See Section 3	



## 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 was done to assess the degree of change within the view. The updated photomontage in Section 3 compares the approval with the current proposal.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM Potential visibility: HIGH  
 View identified for photomontage analysis - See Section 3



## 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 was done to assess the degree of change within the view. The updated photomontage in Section 3 compares the approval with the current proposal.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM Potential visibility: HIGH  
 View identified for photomontage analysis - See Section 3



## 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 was done to assess the degree of change within the view. The updated photomontage in Section 3 compares the approval with the current proposal.

### PRELIMINARY CONCLUSIONS:

View significance: HIGH

Potential visibility: MEDIUM

View identified for photomontage analysis - See Section 3



## 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 Drutt 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 was included in the previous report 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 was therefore considered to be low, although the significance of the overall panoramic view to the north would be high.

This view was 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. A photomontage was done to assess the degree of change within the view. The updated photomontage in Section 3 compares the approval with the current proposal.

### PRELIMINARY CONCLUSIONS:

View significance: LOW

Potential visibility: HIGH

View identified for photomontage analysis - See Section 3



## 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 Druiett 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.

This view was also 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. A photomontage was done to assess the degree of change within the view. The updated photomontage in Section 3 compares the approval with the current proposal.

### PRELIMINARY CONCLUSIONS:





View significance: LOW

Potential visibility: HIGH

View identified for photomontage analysis - See Section 3



## 2.5 - 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 was done to assess the degree of change within the view. The updated photomontage in Section 3 compares the approval with the current proposal.

### PRELIMINARY CONCLUSIONS:

View significance: LOW Potential visibility: MEDIUM  
View identified for photomontage analysis - See Section 3



## 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 visible part of 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 was done to assess the degree of change within the view. The updated photomontage in Section 3 compares the approval with the current proposal.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM Potential visibility: HIGH  
View identified for photomontage analysis - See Section 3



## 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 was done to assess the degree of change within the view. The updated photomontage in Section 3 compares the approval with the current proposal.

### PRELIMINARY CONCLUSIONS:

View significance: MEDIUM Potential visibility: HIGH  
View identified for photomontage analysis - See Section 3



## 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

This view is from the eastbound M4 Western Distributor over Darling Harbour.

Similar to view V4 this view is considered iconic but the expected level of impact might be low due to the existing backdrop of buildings visible within the view. Although the RL of the motorist in relation to the building and the proximity of the ramp to the actual site suggest that the proposal will be highly visible from this location; however, the approximate viewing time is 10-15 seconds from a moving vehicle. Therefore, any level of impact is only brief and transient. A montage was done to assess the degree of change within the view. The updated photomontage in Section 3 compares the approval with the current proposal.

### PRELIMINARY CONCLUSIONS:

View significance: LOW

Potential visibility: HIGH

View identified for photomontage analysis - See Section 3



On the page overleaf a summary is provided of the rating of all views considered and those that have been further analysed for a more detailed consideration of the view impacts between the approval and the current proposal.

## 2.6 - SUMMARY TABLE OF VIEWS AND POTENTIAL VISIBILITY

Distance	Description	View	Initial investigation		View identified for photomontage analysis (see section 3)
			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



### 3. ASSESSMENT OF PROMINENT VIEW IMPACTS AND MITIGATION MEASURES

## 3.1 - INTRODUCTION

### FORMAT AND METHODOLOGY OF ASSESSMENT

#### FORMAT OF ASSESSMENT

To fully appreciate the level of perceived change between the proposal and that of the approval, each photomontage shows the total context view available. This allows the role of the site within each 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 estimated 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) based on publicly available information.

For each view, some of the initial information leading to the view significance and impact is repeated from Section 2 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 provided based on the assessment of the approval and updated if the level of perceived change deems that there is a change or improvement to the view. 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, if necessary.

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 2 of this document, the impact also takes into account the actual extent of change apparent in the photomontage view. If there is no discernible change within the view from that analysed in the approved scheme, the level of impact is deemed to be the same as the approval. If a discernible change is perceived, then the level of impact is modified to reflect the amendments.

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. It is important to note that the approval of the previous scheme has already established a degree of acceptability between the changes experienced between the existing view and that of the changed view by the approval. The proposal in turn has the same level of acceptability as it does not divert from the same general form and scale of the approval.

Key factors that were used to assess the level of impact of the approval were:

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

The same key factors apply to the current proposal, especially if the proposed form does not vary from the approved form. 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.

## LIST OF VIEWS STUDIED

The selected views from the analysis in Section 2 of this document 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. The photomontages for the proposal are shown next to those of the approval to ascertain whether there is any perceivable changes within the view.

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.

## 3.2 - 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 2): 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 the 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. The scale of the proposal will be seen as being even less intrusive into the context once the towers in Barrangaroo are completed. There is not a discernible level of change from the approval and therefore, the level of impact is similar to that of the approval, which had a low impact and it was 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 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 2): 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 it is unnoticeable or barely discernible.

#### ACCEPTABLE

No mitigation measures are considered necessary



Photomontage of proposal in context



Photomontage of approved development 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	High - development of the Barangaroo Reserve has changed the level of activity in this area (daytime activity: morning, lunchtime, afternoon and on weekends)

View significance (see Section 2): 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. The scale of the proposal will be seen as being even less intrusive into the context once the towers in Barrangaroo are completed. There is not a discernible level of change between the proposal and the approval and therefore, the level of impact remains the same, and it 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 L4 - MILLERS POINT - CLYNE RESERVE

Distance to site	1,805m (approx.)
Category of view	Street / pedestrian view
Pedestrian activity	High - development of the Barangaroo Reserve has changed the level of activity in this area (daytime activity: morning, lunchtime, afternoon and on weekends)

View significance (see Section 2): 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. Whilst slightly more visible than the previous view it blends into the existing built form profile of the City and Ultimo. There is a strong possibility that the future towers in the rest of Barrangaroo obstruct the existing sight line to the proposal. In any case, there is not a discernible level of change between the proposal and the approval and therefore, the level of impact remains the same, and it is acceptable. .

### CONCLUSION -

#### IMPACT:

DEVASTATING  
SEVERE  
SIGNIFICANT  
MODERATE  
MINOR  
NONE / NEGLIGIBLE

#### Minor Impact:

There is a strong possibility that the current sight line is obstructed by the upcoming redevelopment of Barrangaroo; but in any case the proposal 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 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 2): 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. There is not a discernible level of change between the proposal and the approval and therefore, the level of impact remains the same, and it is acceptable.

### CONCLUSION -

#### IMPACT:

DEVASTATING  
SEVERE  
SIGNIFICANT  
MODERATE  
MINOR  
NONE / NEGLIGIBLE

#### Significant Impact:

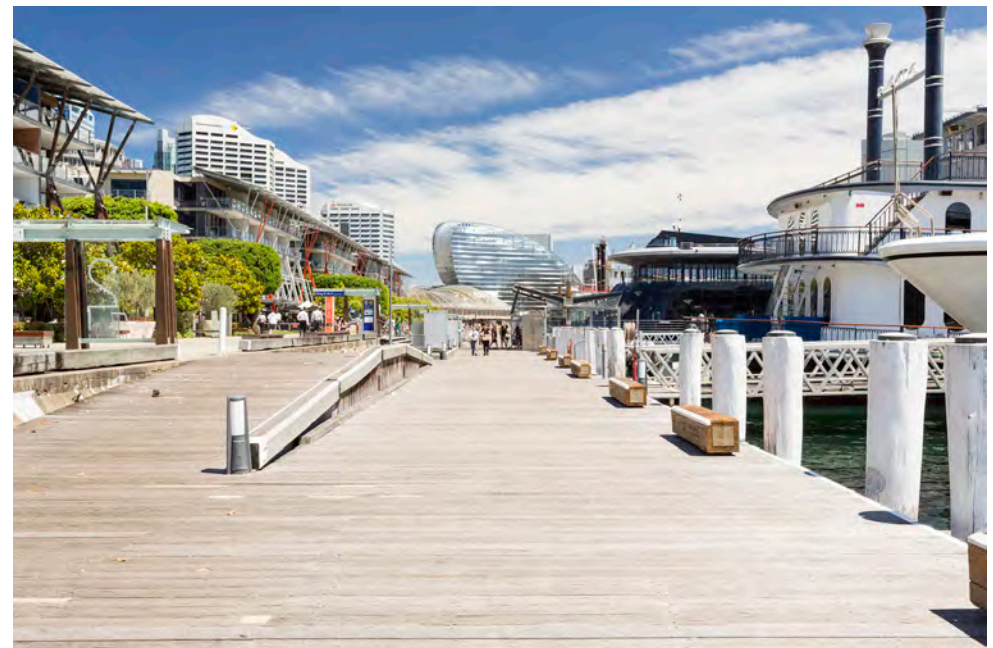
The proposal may provide a change in scale from other elements within the view. The proposal may obscure some open sky or skyline or reduce views to less important built form markers.

#### ACCEPTABLE

No mitigation measures are considered necessary



Photomontage of proposal in context



Photomontage of approved development 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 2): 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, it 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. There is not a discernible level of change between the overall bulk and scale of the proposal and that of the approval; therefore, the level of impact remains the same and it is acceptable. Due to the angle of the view, the eastern elevation is partly visible from this vantage point where more of the sculpted side elevation is visible adding architectural interest to the visible form. Therefore, this vantage point has experienced an improvement above that of the approval.

### 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 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 2): 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 scale of the proposal will be seen as being even less intrusive into the context once the towers in Barrangaroo are completed. There is not a discernible level of change between the proposal and the approval and therefore, the level of impact remains the same and it 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 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. There is not a discernible level of change between the proposal and the approval and therefore, the level of impact remains the same and it 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 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 2): 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. 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.

There is not a discernible level of change between the proposal and the approval and therefore, the level of impact remains the same and it 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 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 2): 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.

There is not a discernible level of change between the proposal and the approval and therefore, the level of impact remains the same and it is acceptable. 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

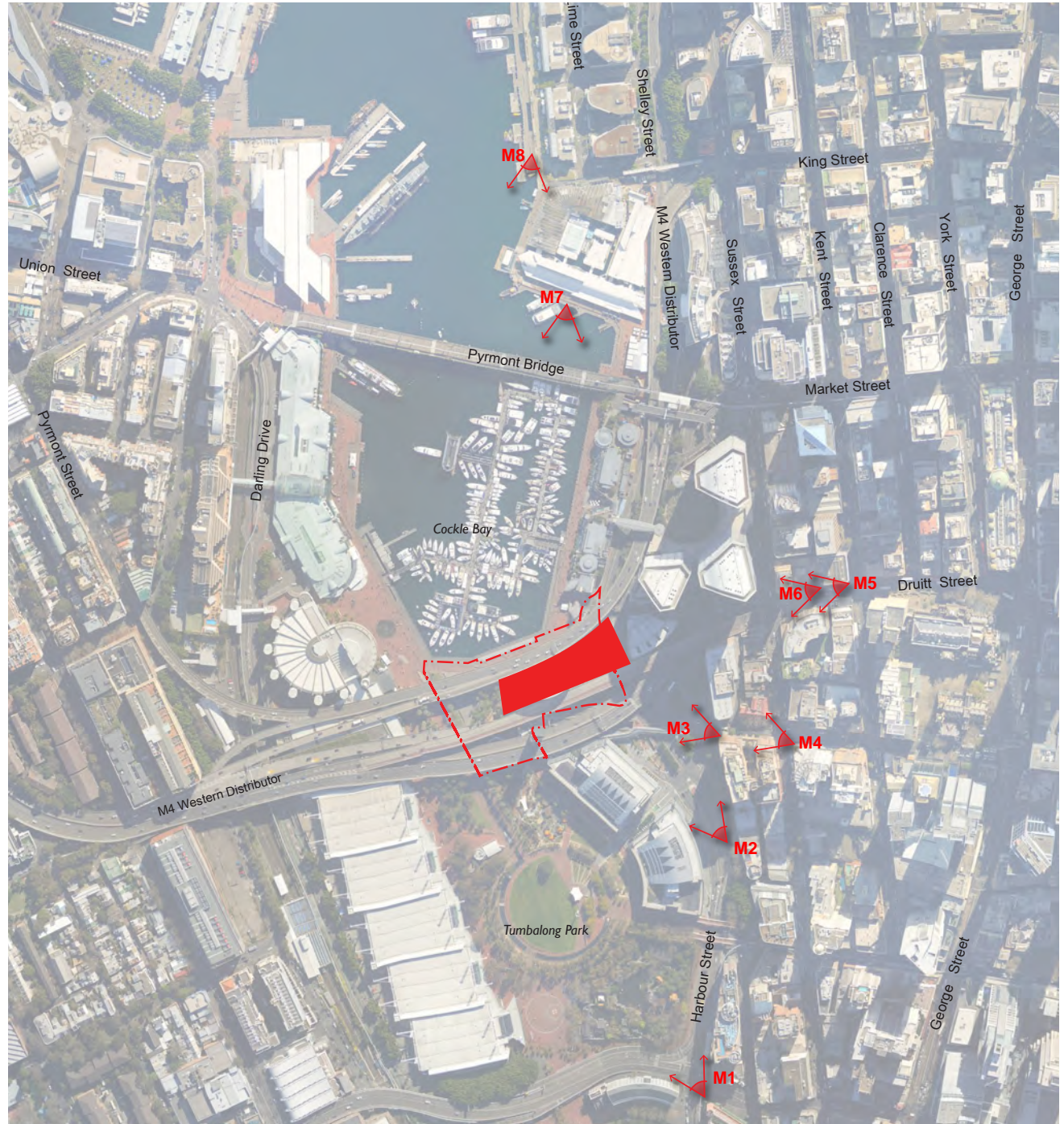


Photomontage of proposal in context



Photomontage of approved development in context

### 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)

View significance (see Section 2): MEDIUM

### THE MONTAGE AND IMPACT -

As seen in the approved and proposed views, there is little 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. There is a discernible level of change between the proposal and the approval in the form of a reduction in the profile and this is a good outcome. Therefore, the level of impact is less than negligible and it 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 approved view is an improvement to the approved impact level.

#### ACCEPTABLE

No mitigation measures are considered necessary



Photomontage of proposal in context (outline of proposal indicated)



Photomontage of approved development 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 2): 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 sheer plane with architectural interest in the form of light and depth coming through from the inside of the curtain wall. The proposal will be in character with adjacent developments within the view.

The current proposal's impact is significant but acceptable given the context. There is not a discernible level of change between the proposal's bulk and scale and the approval and therefore, the level of impact remains the same and it is 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, but this is consistent with the approval and therefore this level of impact has already been approved for this site.

#### ACCEPTABLE IMPACT

No mitigation measures are considered necessary



Photomontage of proposal in context



Photomontage of approved development 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 2): 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 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. There is a discernible level of change to the side (eastern elevation), which adds architectural interest and assists in the reduction of visual bulk from as the side elevation presents as two slender edges instead of a single monolithic volume.

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. There is a discernible level of change in the form of an improvement to the side elevation between the proposal and the approval and therefore, the level of impact remains the same and it is 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. However, this is consistent with the approval and therefore this level of change has already been considered acceptable for this site.

### ACCEPTABLE

No mitigation measures are considered necessary



Photomontage of proposal in context



Photomontage of approved development 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 2): 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. There is not a discernible level of change between the proposal's bulk and scale and the approval and therefore, the level of impact remains the same and it is acceptable.

### CONCLUSION -

#### IMPACT:

DEVASTATING  
SEVERE  
SIGNIFICANT  
MODERATE  
MINOR  
NONE / NEGLIGIBLE

#### No / Negligible Impact:

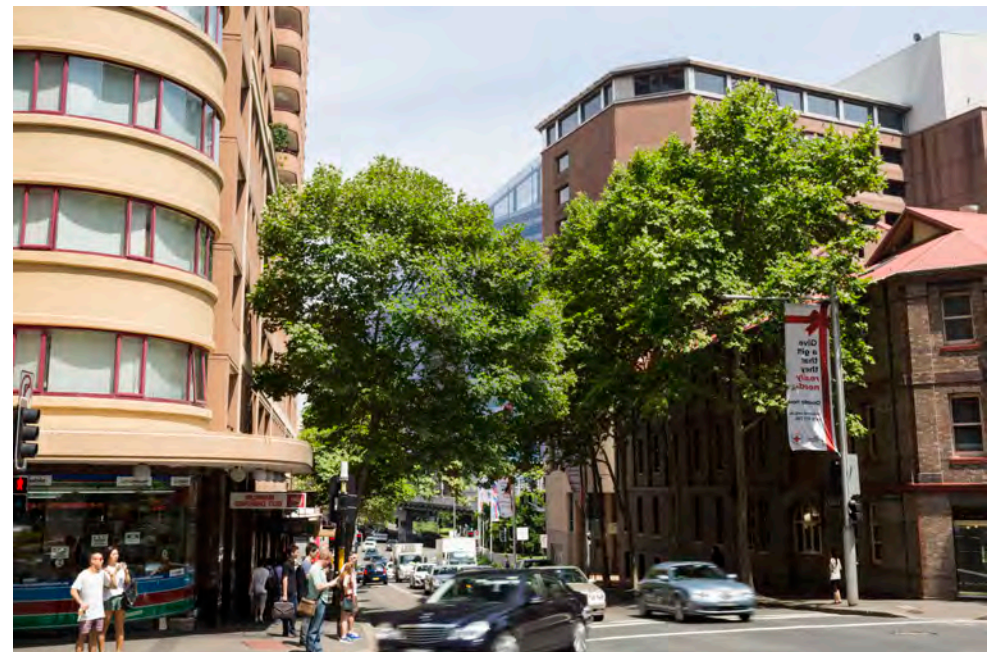
The proposal may be visible in part, however any change from the existing view is either unnoticeable or barely discernible.

#### ACCEPTABLE

No mitigation measures are considered necessary.



Photomontage of proposal in context



Photomontage of approved development 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 2): 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 generally the same area as the approval but adds greater architectural interest in the form of thinner segments as the visual termination of an east west city street.

The proposal acts as a strong visual terminator with more architectural merit than the approval. It does change the character of the city street vista from open to built form but this level of change has already been considered to be acceptable as part of the approval.

The proposal has the potential to become 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 an articulated building mass within the montage. The patterning of the facade includes the carving out of the central portion of the facade, which has the effect of 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. This is consistent with the approval and therefore this level of change has already been approved for this site.

#### ACCEPTABLE IMPACT

As the proposal has incorporated some of the mitigation measures suggested for the previous approval, no further mitigation measures are required.



Photomontage of proposal in context



Photomontage of approved development 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 2): 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 generally the same area as the approval but adds greater architectural interest in the form of thinner segments as the visual termination of an east west city street.

The proposal acts as a strong visual terminator with more architectural merit than the approval. It does change the character of the city street vista from open to built form but this level of change has already been considered to be acceptable as part of the approval.

The proposal has the potential to become 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 an articulated building mass within the montage. The patterning of the facade includes the carving out of the central portion of the facade, which has the effect of 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. This is consistent with the approval and therefore this level of change has already been approved for this site.

#### ACCEPTABLE IMPACT WITH MITIGATION MEASURES

As the proposal has incorporated some of the mitigation measures suggested for the previous approval, no further mitigation measures are required.



Photomontage of proposal in context



Photomontage of approved development 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 2): 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, which is consistent with the approval 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. This is consistent with the approval and therefore this level of change has already been approved for this site.

#### ACCEPTABLE

No mitigation measures are considered necessary.



Photomontage of proposal in context



Photomontage of approved development 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 2): 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. There is not a discernible level of change between the proposal's bulk and scale and the approval and therefore, the level of impact remains the same. 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.




Photomontage of proposal in context



Photomontage of approved development in context

# 3.4 - 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 2): 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. However, the proposal is consistent with the approved bulk and therefore the proposal is considered to have the same level of acceptability as the approval. The proposal has taken great care to add visual interest and the carving out of the form to relieve the sense of a single plane as seen from the pedestrian bridge. This adds articulation to the elevation and the use of high end materials has added a higher level of design excellence to the approval.

Any development on this site is likely to have a similar impact due to its proximity to the viewer's vantage point. However, the proposal is consistent with the approval's bulk and scale and therefore it is considered to be acceptable.

### CONCLUSION -

#### IMPACT:

DEVASTATING  
SEVERE  
SIGNIFICANT  
MODERATE  
MINOR  
NONE / NEGLIGIBLE

#### Severe Impact:

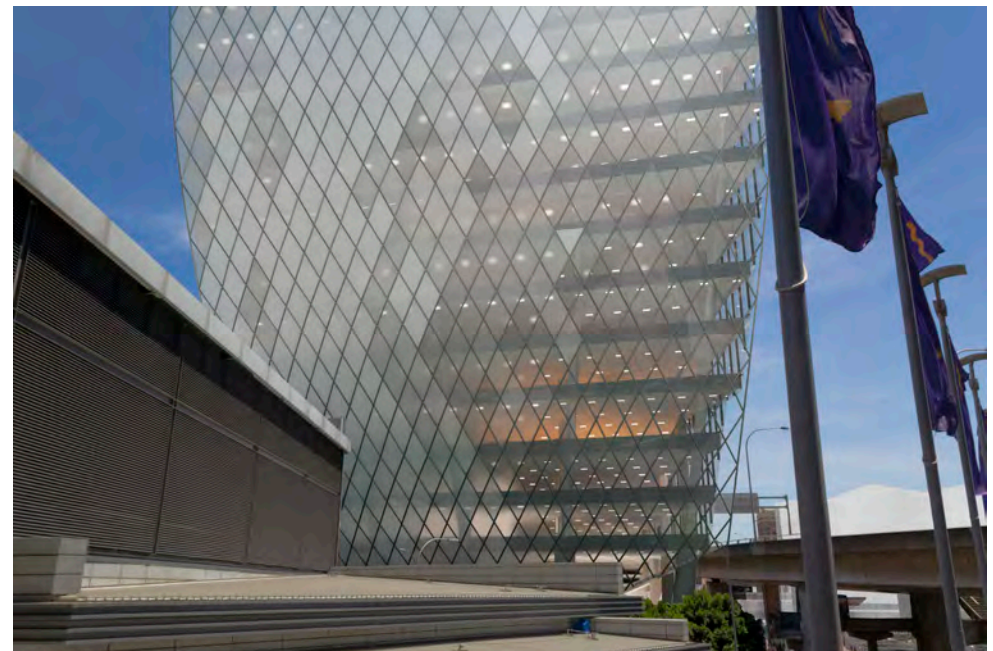
The proposal is prominent within the view, substantially changing its focus, scale or character. This is consistent with the approval and therefore this level of change has already been approved for this site.

#### ACCEPTABLE IMPACT

As the proposal has incorporated some of the mitigation measures suggested for the previous approval, including facade articulation and high quality materials, no further mitigation measures are required.



Photomontage of proposal in context



Photomontage of approved development 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 the scale of the view. The proposal is visually very proximate to this viewing location. However, the proposal is consistent with the approved bulk and therefore the proposal is considered to have the same level of acceptability as the approval. The proposal has taken great care to add visual interest and the carving out of the form to relieve the sense of a single plane as seen from the pedestrian bridge. This adds articulation to the elevation and the use of high end materials has added a higher level of design excellence to the approval.

Any development on this site is likely to have a similar impact due to its proximity to the viewer's vantage point. However, the proposal is consistent with the approval's bulk and scale and therefore it is considered to be acceptable.

### CONCLUSION -

#### IMPACT:

DEVASTATING  
SEVERE  
SIGNIFICANT  
MODERATE  
MINOR  
NONE / NEGLIGIBLE

#### Severe Impact:

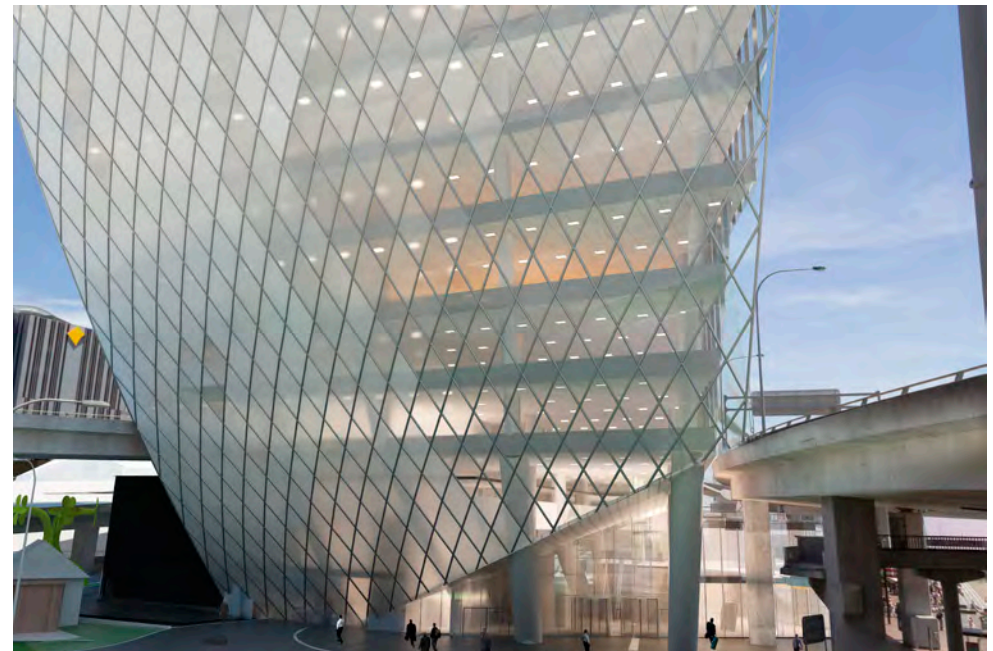
The proposal is prominent within the view, substantially changing its focus, scale or character. This is consistent with the approval and therefore this level of change has already been approved for this site.

#### ACCEPTABLE IMPACT

As the proposal has incorporated some of the mitigation measures suggested for the previous approval, including facade articulation and high quality materials, no further mitigation measures are required.



Photomontage of proposal in context



Photomontage of approved development 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 2): HIGH

### THE MONTAGE AND IMPACT -

The proposal sits in the existing gap between the edge of the Sydney CBD and Pyrmont sides of Darling Harbour. The proposal is consistent with the approval's bulk and scale and therefore it is considered to be acceptable. The approval on the site represents a change in the 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'. The introduction of high end materials has added a higher level of design excellence to what can be considered an iconic and distinctive future addition to this view.

In both daytime and night time views the visual emphasis of the proposal 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. The proposal is consistent with the approval's bulk and scale and therefore it is considered to be 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. This is consistent with the approval and therefore this level of change has already been approved for this site.

#### 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 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 2): HIGH

### THE MONTAGE AND IMPACT -

The proposal is equally prominent than the approved building. 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. However, this is consistent with the approval and therefore the level of change is considered to be equal to that of the approval.

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 approved development on the site will significantly change the scale and enclosure of Darling Harbour. 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. This is consistent with the approval and therefore it is considered to be acceptable.

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 it is reasonably consistent with the approval on site and therefore it 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. This is consistent with the approval and therefore this level of change has already been approved for this site.

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.



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 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 2): HIGH

### THE MONTAGE AND IMPACT -

The proposal is much more visually significant than the existing building, with greater height and width. This is consistent with the approved bulk and scale on the site and therefore it is considered to have the same level of impact, which has been deemed acceptable for a site of this prominence.

The proposal sits in the gap between the edge of Sydney CBD and the Pyrmont side of Darling Harbour. In the same way that the approval form relates to that of the Darling Park Towers to the east, the proposal 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 approval on site alone with the Sydney International Convention, Exhibition and Entertainment Precinct (SICEEP) will change the scale and form of the Pyrmont and Ultimo side of Cockle Bay. The proposed Haymarket Towers to the south will further 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. This is consistent with the approval, which will contribute to the evolving character of this precinct. Given the change in scale and character of these new developments the proposal is considered acceptable.

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. The proposal is reasonably consistent with the approval on site and therefore it 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. 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 - Daytime



Photomontage of proposal in context - Night



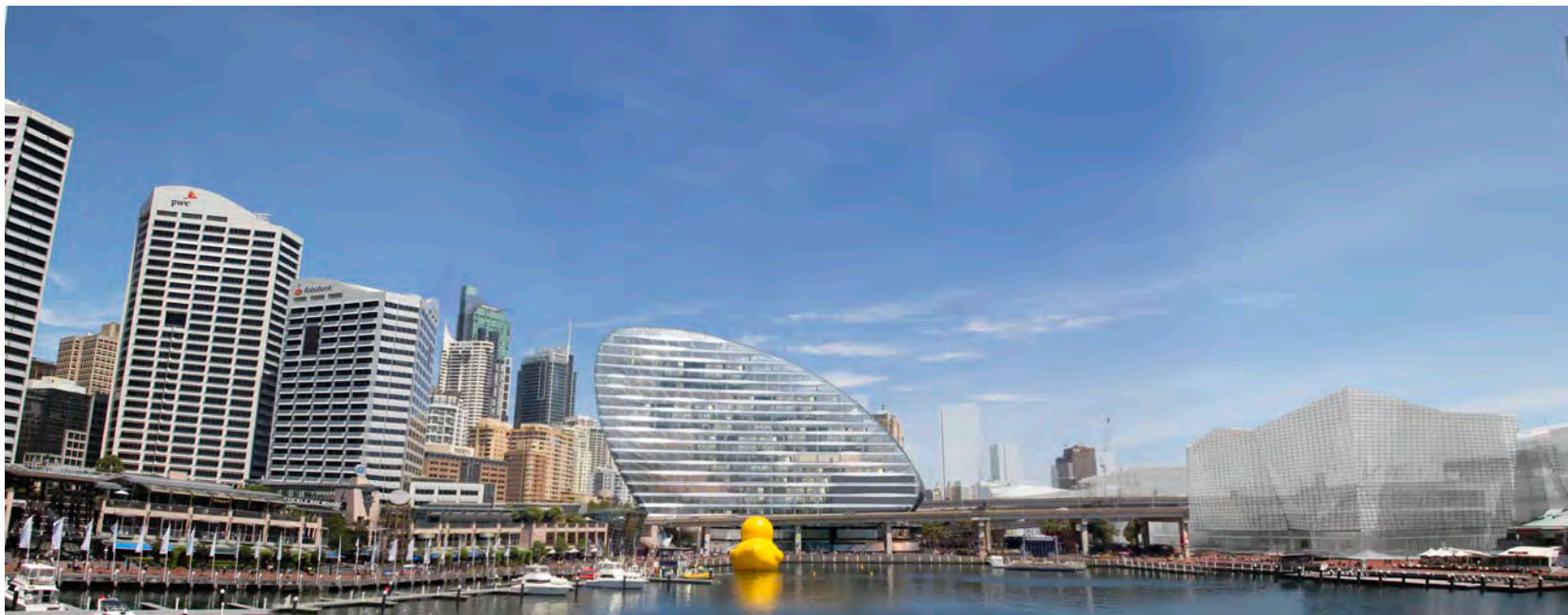
Photomontage of approved development in context - Daytime



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 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)

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.

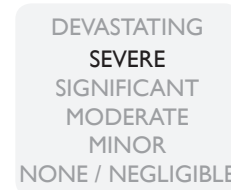
Ultimately, this level of impact has already been considered acceptable as it relates directly to what the State Government sees as the strategic direction for Darling Harbour and the revitalisation of the southern part of the city and Ultimo. The scale of both of these areas is changing substantially 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 TO EXISTING VIEW:



#### 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

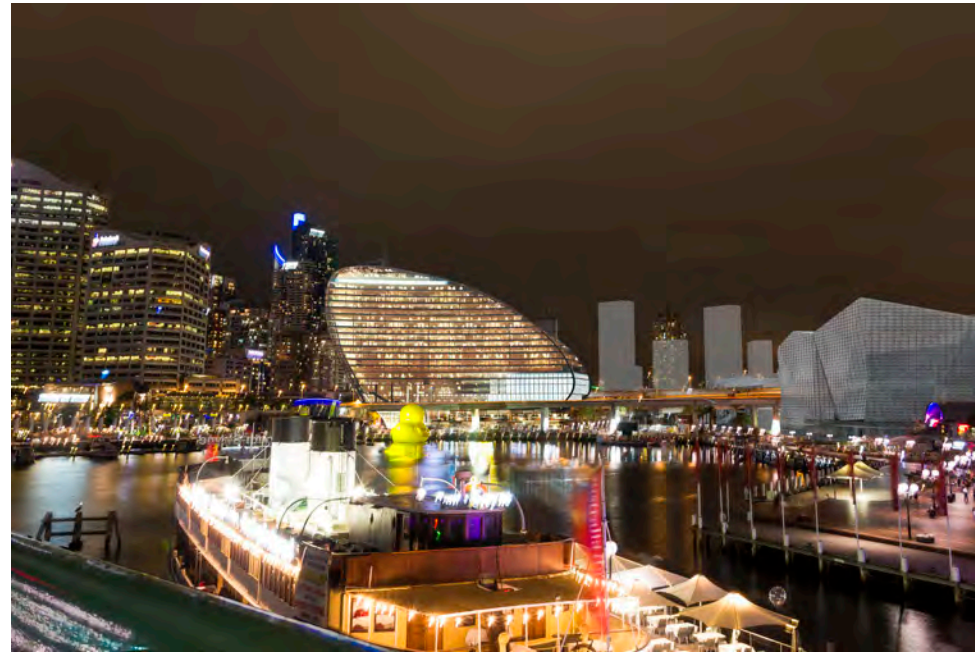
Specific mitigation measures were recommended for the approval, which the proposal has incorporated as part of this application; these included measures to

- 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