PACIFIC HIGHWAY AND WILSON STREET

VISUAL IMPACT ASSESSMENT

SSD-74319707

PREPARED FOR

BB WILSON PROPERTY PTY LTD

NOVEMBER 2024

FINAL

URBIS

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We acknowledge Aboriginal and Torres Strait Islanders as the traditional custodians of all the lands throughout Australia. We recognise and respect the connection to their land, cultural heritage and community, and we pay respects to their Elders past, present and emerging.

CONTENTS

EXECUTIVE SUMMARY

- This Visual Impact Assessment has been prepared by Urbis to accompany a detailed State Significant Development (SSD) for a 36-storey mixed-use development.
- There are no documented views within or to the site that would be affected by the proposal .
- Analysis of 5 public domain photomontages concluded that:
  - the proposal creates low visual effects
  - the overall visual impact rating for all assessed view locations was low.
  - the proposal does not block views to any heritage items or areas of unique scenic quality
- Physical Absorption Capacity (PAC) within the surrounding context is medium to high and lessens the visual effects and impacts of the proposal.
- The proposal has a high level of visual compatibility with the surrounding visual context.
- On balance, when all relevant matters are considered, the visual effects and view impacts caused by the proposed development are considered to be reasonable and acceptable and as such the proposal can be supported on visual impact grounds.

01 INTRODUCTION

1.1 PURPOSE OF THE REPORT

This report supports a State Significant Development (SSD-74319707) to be submitted to the Department of Planning, Housing and Infrastructure (DPHI) on behalf of BB Wilson Property Pty Ltd.

The proposed development will seek approval for the construction and operation of a 36-storey mixed-use development with residential and commercial uses, on site car parking, landscaping and public domain works. The Table below identifies key features of the development

This report has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARs). Specifically, this report has been prepared to respond to the SEARs requirement issued below.

Table 2 SEARs Compliance.

Description of Requirement	Section Reference
5. Visual Impact	
• Provide a visual analysis of the development from key viewpoints, including photomontages or perspectives showing the proposed and likely future development. • Where the visual analysis has identified potential for significant visual impact, provide a visual impact assessment that addresses the impacts of the development on the existing catchment.	Section 4.0 & 5.0

1.2 PROJECT BACKGROUND

The Applicant is seeking consent to construct a mixed-use residential development, including in-fill affordable housing at the site. As one of Australia's leading developer / builder groups, with a long and successful track record, BB Property Pty Ltd are uniquely positioned to deliver this project.

The key objectives for the proposed development are summarised below:

- Facilitate the delivery of a high-quality development (including affordable housing), at a well-located site.
- Deliver a built form outcome that is consistent with the desired future character of the Chatswood CBD.
- Capitalise on the site's close proximity to Chatswood CBD and public transport accessibility.
- Provide high quality employment-generating floor space within ground floor retail units, live / work units, and podium commercial uses.
- Deliver active public domain spaces to support a vibrant and lively community.
- Deliver affordable housing to help meet the State Government's targets.

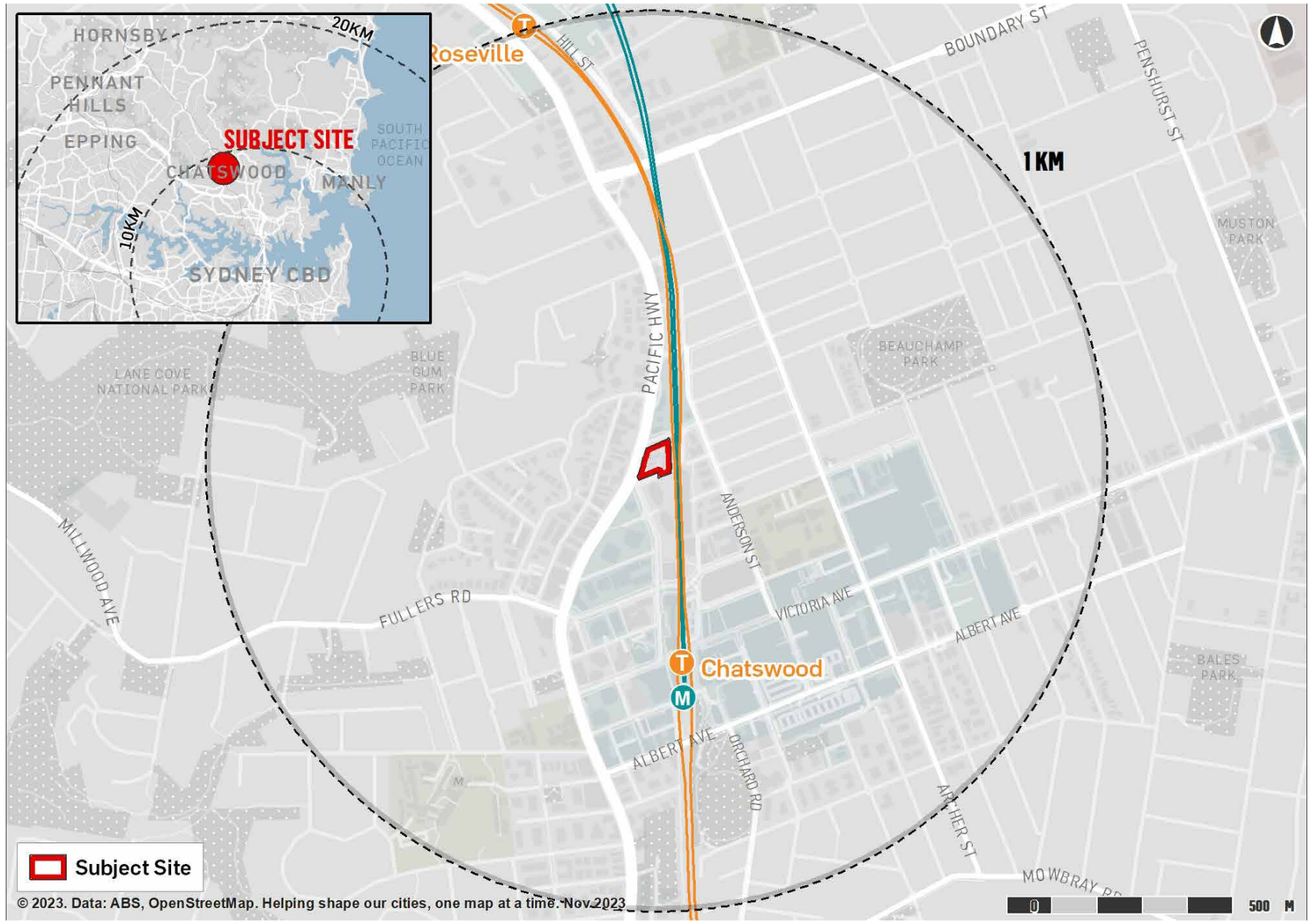


Figure 1 Site location.

1.2 PROPOSED DEVELOPMENT

The vision for the project is to deliver a new mixed-use development that fosters a dynamic live-work-play lifestyle. The development will feature a diverse range of housing options, including affordable housing, complemented by retail and commercial uses.

The proposal broadly seeks SSD approval for the construction and operation of a 36-storey mixed-use development with residential and commercial uses, on site car parking, landscaping and public domain works. Specifically, the SSDA seeks development consent for:

- Site preparation works including the demolition of existing structures and tree removal
- Bulk excavation to accommodate the proposed 6 level basement structure
- Construction of a 36-storey mixed use development comprising –
  - Retail and commercial uses
  - Childcare centre
  - Two residential towers with 332 apartments including 308 residential apartments and 24 x live-work units
- 6 levels of basement with access from O'Brien Street
- Public domain works, including landscaping, street trees, and publicly accessible open spaces
- Reticulation of site services and infrastructure

Figure 2 West elevation.

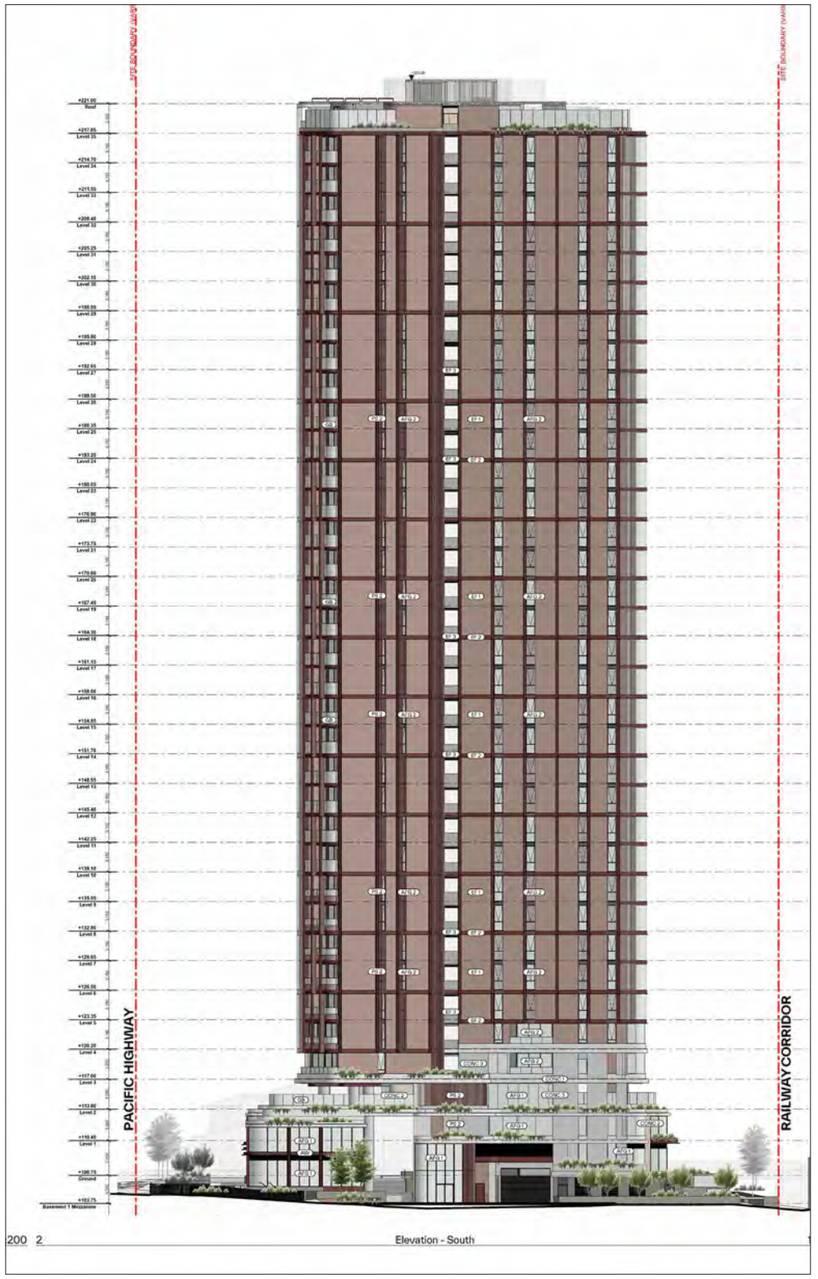


Figure 3 South elevation.

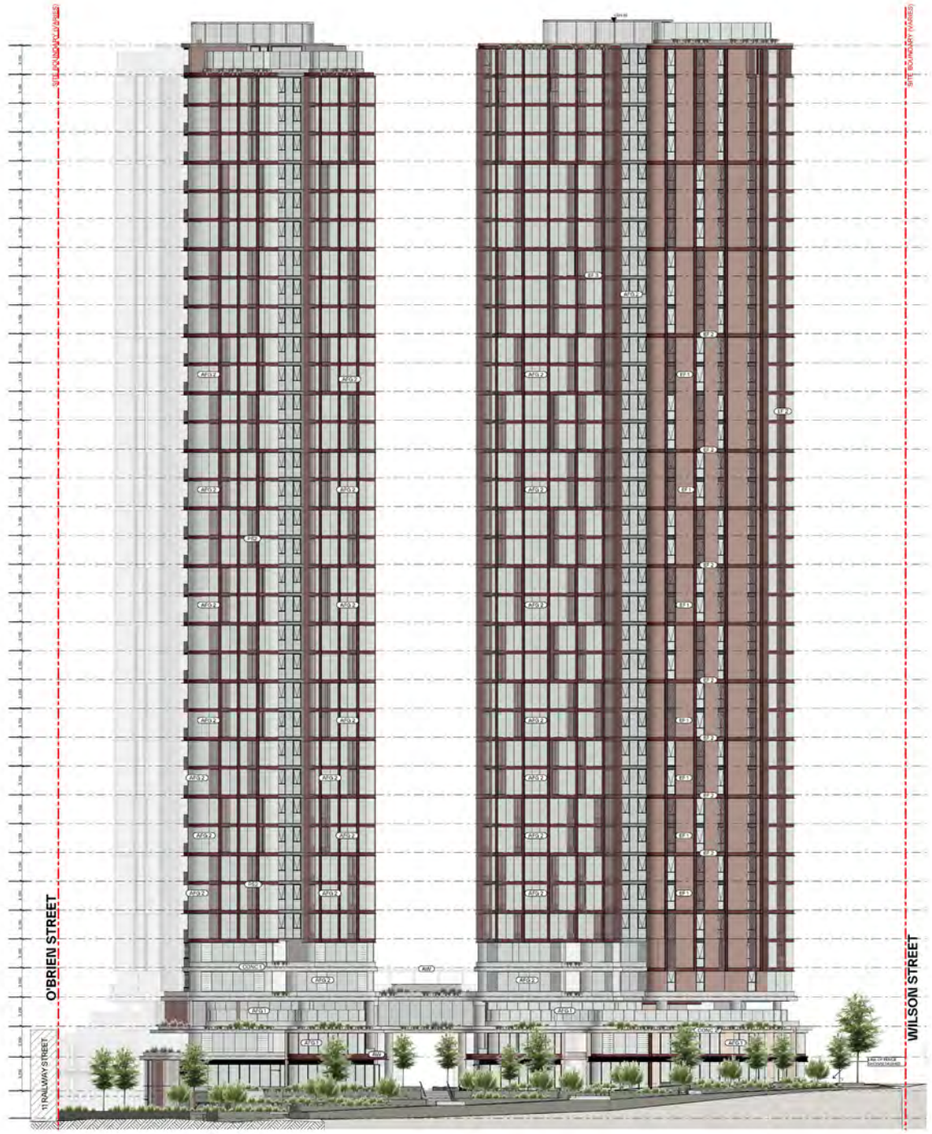


Figure 4 East elevation.

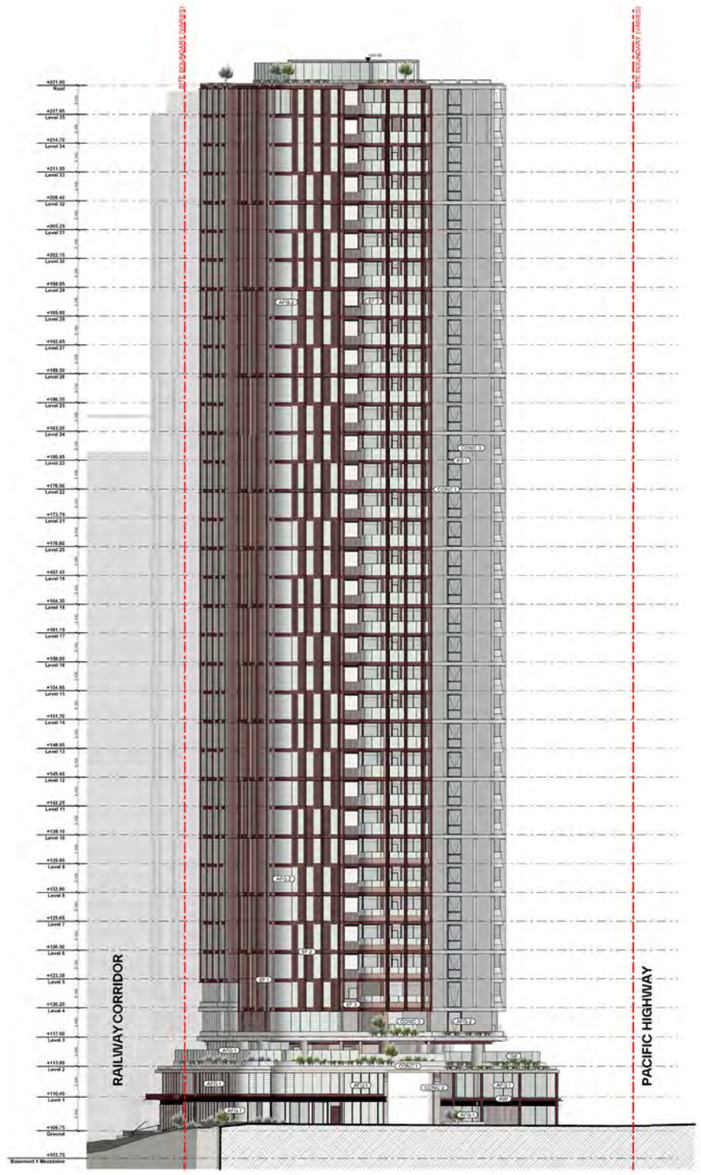


Figure 5 North elevation.

02 VIA METHODOLOGY

2.1 URBIS METHODOLOGY

The methodology employed by Urbis to assess visual impacts is based on a combination of established methods used in NSW. It is based on widely adopted concepts and terminology included in multiple Visual Impact Assessment (VIA) methods, guidelines and objectives.

In addition the Urbis VIA method draws on 30 years of academic research and publications by industry leaders who have considered a more tailored response to assess the visual impacts of built forms in urban settings rather than Landscape Character Visual Impact Assessments (LCVIA).

An LCVIA takes a more holistic approach to changes proposed to the physical and visual landscape, which in our opinion is more appropriate to assess the impacts of development in greenfield locations or sites that are predominantly characterised by rural or open, less developed landscapes.

Reviewing and combining industry best practice, Urbis continually refines its VIA methodology so that it is appropriate for application across an urban visual context. The Urbis methodology identifies objective 'visual baseline' information about the site and surrounds, analyses the extent of visual effects or quantum of change using visual aids from key locations, and considers the importance of that change. The significance of the extent of visual effects is explained and determined in the visual impact assessment section of the method and this report.

The Urbis method takes into consideration other relevant factors such as the underlying strategic planning intent of the site, its immediate or wider setting. For example other methods do not consider visual compatibility with the existing or desired future character for the site or area which may allow for transformational visual change.

The Urbis method also distinguishes and places 'weight' on key factors such as view place and viewer sensitivity, physical absorption capacity etc. and considers impacts on unique settings near the site that could be potentially affected, including for example heritage items, conservation areas, views to icons and areas of high scenic quality.

Separating objective facts from subjective opinion provides a robust and comprehensive matrix for analysis and final assessment of visual impacts.

The sequence of steps and logic flow is shown graphically in the method flow chart.

Our method also has regard to:

The Landscape Institute Technical Guideline Note- Visual Representation of Development Proposals (AILA 2019)

Guidance note for Landscape and Visual Assessment (AILA 2018)

Guidelines for Landscape Character and Visual Impact assessment, Environmental Impact Assessment practice note EIA -NO4 prepared by the Roads and Maritime Services 2018 (RMS LCIA)

Urbis rely on accurately prepared and certifiable photomontages prepared by ourselves or others to satisfy the NSW Land and Environment Court photomontage policy.

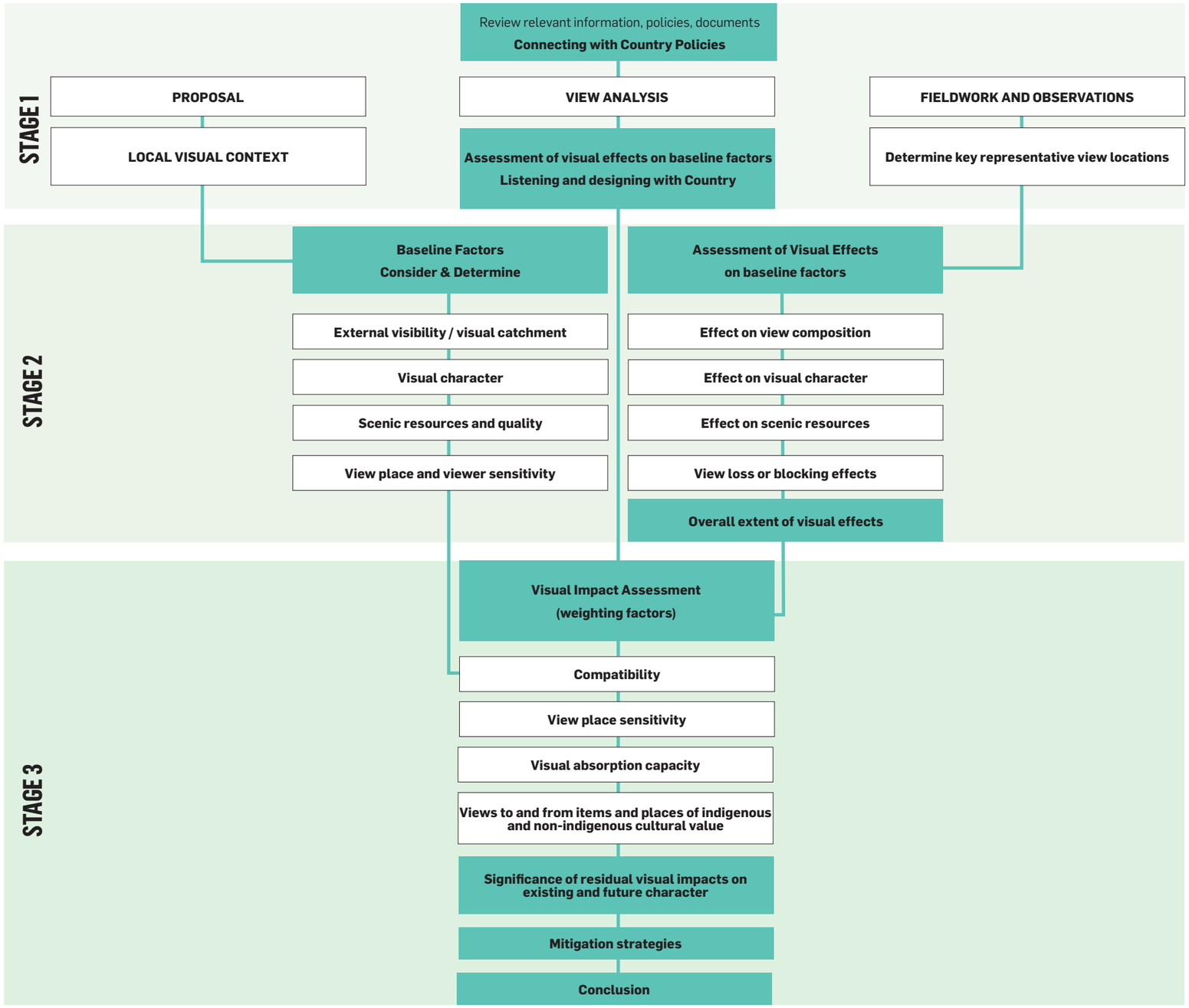


Figure 6 Methodology flowchart.

2.2 VISUAL CONTEXT

The immediate visual context of the site is influenced by the underlying land-use zones, natural topography and development. The Pacific Highway follows a local ridgeline broadly in a north-south alignment so that topography falls in elevation to the west and east of the ridgeline and road corridor. In addition, it appears that the site occupies a local highpoint adjacent to the highway.

The North Chatswood Conservation Area lies to the east and includes several heritage listed detached dwellings of Federation or Interwar bungalow styles along Daisy Street and Tulip Street. Despite its proximity to the city centre, this area has predominantly retained its low-density residential character. Heritage significance of the area is attributed to its early development, circa 1880, and to the essential scale, form and grid patterns retained within the area.

South of the site is the Chatswood CBD that is characterised by contemporary commercial and residential tower forms of varying heights and floorplate shapes and sizes.

Residential development immediately to the west and east is predominantly characterised by two and three storey brick and tile residential flat buildings which appear to be around mid to late 20th Century in construction periods, with detached residential dwellings beyond.

2.3 VISUAL CATCHMENT

Potential visibility of the proposal was determined by Urbis during fieldwork observations of the site from a range of distance classes (close, medium and distant views) and an indicative visual catchment from Google Earth.

Public Domain Visual Catchment

- Tall buildings within the Chatswood CBD to the south of the site constrain potential visibility of the proposal when viewed from the south.
- North and south facing views for pedestrians and vehicle users will be possible from sections of the Pacific Highway primarily between the intersection of the Pacific Highway and Wyvern Ave to the north and 754 Pacific Highway to the south.
- Wilson Street and O'Brien Street immediately adjoining the site.
- The northern end of Railway Street.
- Road corridors of Violet Street, Zinnia Lane, Tulip Street, Iris Lane and Daisy Street east of the site.
- Beauchamp Park.

PRIVATE DOMAIN

Private domain views are likely possible from:

- RFBs south of the site including 11 Railway Street, 1Cambridge Lane, 36 Anderson Street & 2A-2B Anderson Street.
- RFBs immediately west of the site between 802 – 832 Pacific Highway.
- RFB at 54 Anderson Street east of the site.
- RFB at 46 Anderson Street east of the site.
- A development of 5 terraces at 52 Anderson Street east of the site.
- Development at 1 day Street east of the site.

2.4 DOCUMENTED VIEWS

There are no documented views within, or to the site that would be affected by the proposal.

2.5 HERITAGE ITEMS

There are no local or State heritage items immediately adjacent to the proposal site.

The North Chatswood Heritage Conservation Area (HCA) is approximately 100m east of the site.

The nearest heritage item is a locally listed heritage house at 20 Tulip Street approximately 100m east of the site.

2.6 FIELDWORK INSPECTED VIEWS

The views were documented during fieldwork observations surrounding the site.

FIELDWORK INSPECTED VIEWS

View Number	Location
1	View south-east from outside 19-21 Pacific Highway.
2	North-east view from Pacific Highway and Fullers Road.
3	View south from Ashley St and Anderson St intersection.
4	View north-east from outside 742 Pacific Highway.
5	View west from Beauchamp Park.
6	View west from Edmund Street and Nicholson Street intersection.
7	View north-east from Kenneth Slessor Park.
8	View south from Pacific Highway and Ashley Street intersection.
9	View south-west from Ashley Street and Archer Street intersection.
10	View south-east from outside 58 Shirley Road.

Figure 7 Locations inspected during fieldwork.

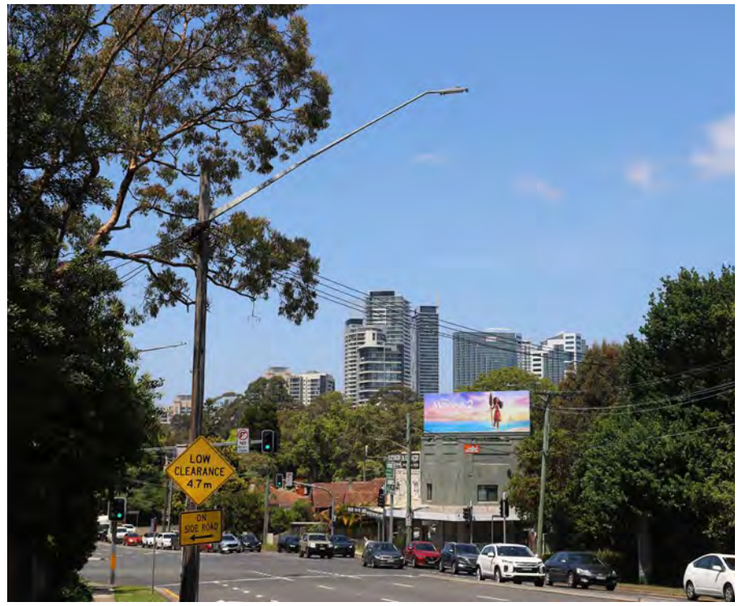


Photo 1. View south-east from outside 19-21 Pacific Highway.

Photo 2. North-east view from Pacific Highway and Fullers Road.

Photo 3. View south from Ashley St and Anderson St intersection.

Photo 4. View north-east from outside 742 Pacific Highway.

Photo 5. View west from Beauchamp Park.

Photo 6. View west from Edmund Street and Nicholson Street intersection.

Photo 7. View north-east from Kenneth Slessor Park.

Photo 8. View south from Pacific Highway and Ashley Street intersection.

Photo 9. View south-west from Ashley Street and Archer Street intersection.

Photo 10. View south-east from outside 58 Shirley Road.

03 BASELINE VISUAL ANALYSIS & PRIVATE VIEWS

3.2 VISUAL CHARACTER OF THE SITE

The site is located within the suburb of Chatswood in the Willoughby Local Government Area. Chatswood is located 6km north of the Sydney CBD within Sydney's Lower North Shore.

The site is on the northern periphery of the Chatswood CBD and is irregular in shape as a result of the bounding streets, including the Pacific Highway to the west, Wilson Street to the north, O'Brien Street to the south, and railway corridor to the east. The site has an area of 4,294sqm (excluding the parcel of land zoned SP2 Infrastructure) and is currently occupied with a mixture of 3-5 storey residential flat buildings (RFB) and a commercial building at 8 Wilson Street.

3.3 SCENIC QUALITY

Scenic quality relates to the likely expectations of viewers regarding scenic beauty, attractiveness, or preference. Scenic preferences typically relates to the variety of features that are present, and the uniqueness or combination of those features. Scenic quality of the visual setting of the subject site is a baseline factor against which to measure visual effects. Criteria and ratings for preferences of scenic quality and cultural values of aesthetic landscapes are based on empirical research undertaken in Australia and internationally.

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

The existing site is comprised of nondescript residential and commercial development and no unique individual or groupings of vegetation.

The immediate surrounding visual context includes two major transport corridors adjoining the site (the Pacific Highway to the west and the rail corridor to the east).

Development west of the Highway is characterised by low and medium density residential development including residential flat buildings and detached dwellings. Development to the east of the site is characterised by detached low density residential development within the North Chatswood Heritage Conservation Area.

South of the site is the Chatswood CBD that includes contemporary tower forms of varied heights.

Scenic quality surrounding the site is rated as low-medium.

3.4 PUBLIC VIEW PLACE SENSITIVITY

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

The site is adjacent to Pacific Highway which has a large number of daily users who would have close views to the site and would include pedestrians, cyclists and vehicles.

Views would typically be from moving situations for short durations of time. Similarly, close views are possible from the railway corridor which would be of a similar duration to that of the Pacific Highway.

Mid and upper sections of the proposal would be visible from medium distant locations due to the height of the proposal and would include locations such as Beauchamp Park.

3.5 PRIVATE VIEW PLACE SENSITIVITY

Viewer sensitivity is a judgement as to the likely level of private interest in the views that include the proposed development and the potential for private domain viewers to perceive the visual effects of the proposal. The spatial relationship (distance), the length of exposure and the viewing place within a dwelling are factors which affect the overall rating of the sensitivity to visual effects.

Visibility of the Existing Site

There is limited visual access to the existing site from the private domain, with close views possible from a small number of dwellings within residential flat buildings immediately west of the site.

Views of the existing site are likely possible from:

- RFBs south of the site including 11 Railway Street, 1Cambridge Lane, 36 Anderson Street & 2A-2B Anderson Street.
- RFB at 54 Anderson Street east of the site.
- RFB at 46 Anderson Street east of the site.
- A development of 5 terraces at 52 Anderson Street east of the site.
- Development at 1 day Street east of the site.

Visibility of the Proposal

Views from RFBs identified above would similarly have views of the proposal, with north facing dwellings at 11 Railway Street having direct views to the proposal due to its proximity to the site. Views from RFBs further south in Chatswood would likely view the proposal in a wide visual composition where existing tower forms are also present in the view.

Visibility from detached residential development further east and west of the site are unlikely to have any significant visibility to the proposal due to building orientations, small spatial separations, presence of vegetation in both private properties and streetscapes, and underlying topography.

04 VISUAL EFFECTS ANALYSIS

4.1 USE OF PHOTOMONTAGES

Prior to undertaking fieldwork, Urbis undertook a desktop review of all relevant statutory and non-statutory documents, an analysis of aerial imagery and topography and lidar data to establish the potential visual catchment to inform fieldwork inspections. Following fieldwork Urbis selected and recommended 5 public view locations for further analysis.

View No.	VIEWPOINT LOCATION
View 1	VIEW SOUTH-EAST FROM OUTSIDE 19-21 PACIFIC HIGHWAY
View 2	VIEW NORTH FROM CORNER OF PACIFIC HIGHWAY AND FULLERS ROAD
View 3	VIEW SOUTH-WEST FROM ASHLEY STREET AND ANDERSON STREET
View 4	VIEW NORTH-EAST FROM OUTSIDE 742 PACIFIC HIGHWAY
View 5	SOUTH-WEST VIEW FROM BEAUCHAMP PARK

4.2 CERTIFICATION OF PHOTOMONTAGES

The method of preparation is outlined in Appendix 3 of this report.

The accuracy of the locations of the 3D model (prepared by the project architects) of the proposed development inserted into digital photographs has been checked by Urbis in multiple ways:

1. The model was checked for alignment and height with respect to the 3D survey and adjacent surveyed reference markers which are visible in the images.
2. The location of the camera in relation to the model was established using the survey model and the survey locations, including map locations and RLs. Focal lengths and camera bearings in the meta data of the electronic files of the photographs are known.
3. Reference points from the survey were used for cross-checking accuracy in all images.
4. No significant discrepancies were detected between the known camera locations and those predicted by the computer software. Minor inconsistencies due to the natural distortion created by the camera lens, were reviewed by Urbis and were considered to be within reasonable limits.

Urbis is satisfied that the photomontages have been prepared in accordance with the Land and Environment Court of New South Wales photomontage policy.

Urbis certifies, based on the methods used and taking all relevant information into account, that the photomontages are as accurate as is possible in the circumstances and can be relied upon by the Court for assessment.

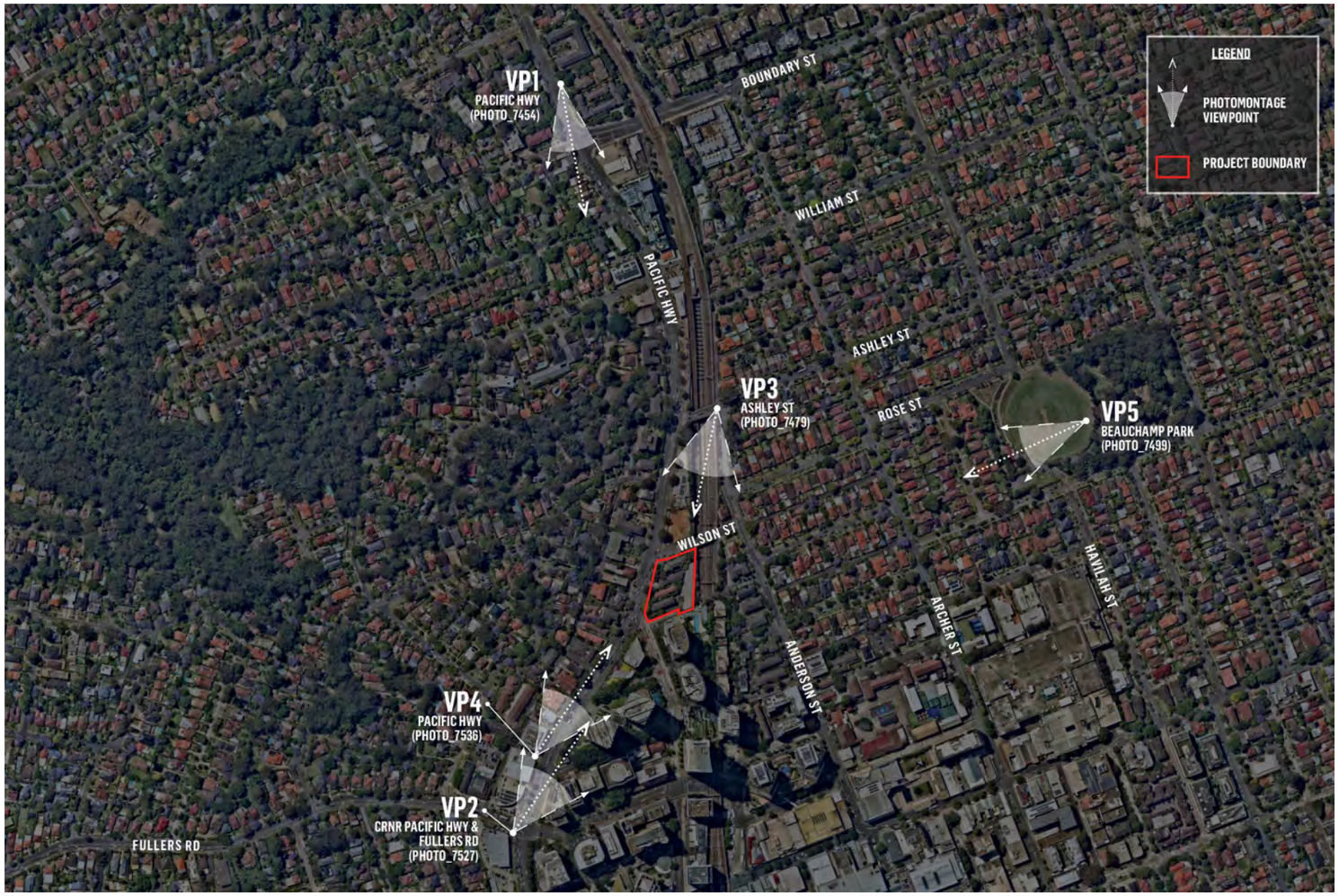


Figure 8 Viewpoint location map.

VIEW 1

VIEW SOUTH-EAST FROM OUTSIDE 19-21 PACIFIC HIGHWAY

DISTANCE CLASS

- Medium
- 630m

EXISTING COMPOSITION OF THE VIEW

The foreground and mid-ground composition is characterised by the Pacific Highway carriageway. To either side is large, mature vegetation within adjacent properties which almost entirely blocks views to low-height residential development set back from the Highway.

An oblique view of a grouping of low height commercial buildings and advertising signage is visible in the mid-ground composition, as is roof forms of single story detached residential development to the south.

Long distance views include mid and upper sections of contemporary tower forms within the Chatswood CBD.

VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

The foreground and mid-ground compositions are unaffected by the proposal.

The proposal introduces a new, contemporary tower form to the distant view composition which is viewed amongst existing towers and blocks views to 3 towers south of the proposal site.

The proposal does not block views to any scenic or highly valued features or view compositions.

The proposal has high level of visual compatibility with the existing components of the distant view composition.

Visual effects of proposed development (quantum of change)	
Visual Character	low
Scenic Quality	low
View Composition	low
View Blocking of Scenic Elements	low
Overall rating of effects on baseline factors	**low**

Weighting Factors	
Public Domain View Place Sensitivity	low (down-weight)
Physical Absorption Capacity	high (down-weight)
Compatibility with Urban Context and Visual Character	high (down-weight)
Viewing Period	low (down-weight)
Viewing Distance	medium (neutral)

See section 5.9 for overall Visual Impact Rating.

Figure 9 Viewpoint 1 location.

Figure 10 Viewpoint 1 existing view.

Figure 11 Viewpoint 1 photomontage.

VIEW 2

VIEW NORTH FROM CORNER OF PACIFIC HIGHWAY AND FULLERS ROAD

DISTANCE CLASS

- Medium
- 460m

EXISTING COMPOSITION OF THE VIEW

The foreground and mid-ground composition is characterised by the Pacific Highway carriageway with commercial development to either side. Development on the western side of the Highway includes low height contemporary development, while development to the east includes tall tower forms as well as low and mid-height developments.

The distant composition includes the Pacific Highway and tree canopy cover to either side which blocks views beyond.

VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

The foreground and mid-ground compositions are unaffected by the proposal.

The proposal introduces a new, contemporary tower form to the distant view composition which is viewed above tree canopy cover and in line with existing towers to the east of the Highway

The proposal does not block views to any scenic or highly valued features or view compositions.

The proposal has high level of visual compatibility with the existing components of the view composition.

Visual effects of proposed development (quantum of change)	
Visual Character	low
Scenic Quality	low
View Composition	low
View Blocking of Scenic Elements	low
Overall rating of effects on baseline factors	**low**

Weighting Factors	
Public Domain View Place Sensitivity	low (down-weight)
Physical Absorption Capacity	high (down-weight)
Compatibility with Urban Context and Visual Character	high (down-weight)
Viewing Period	low (down-weight)
Viewing Distance	medium (neutral)

See section 5.9 for overall Visual Impact Rating.

Figure 12 Viewpoint 2 location.

Figure 13 Viewpoint 2 existing view.

Figure 14 Viewpoint 2 photomontage.

VIEW 3

VIEW SOUTH-WEST FROM ASHLEY STREET AND ANDERSON STREET

DISTANCE CLASS

- Medium
- 150m

EXISTING COMPOSITION OF THE VIEW

The foreground and mid-ground composition includes security and safety fencing to the southern side of Ashley Street, with an open expanse beyond due to the rail line below. To either side of the rail line are trees running parallel to it along Anderson Street and the Pacific Highway.

Beyond in a dense cluster of existing contemporary tower forms of varied heights in the Chatswood CBD. There is no spatial separation between the individual towers.

VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

The foreground and mid-ground compositions are unaffected by the proposal.

The proposal introduces a new, contemporary tower form to the distant view composition which is viewed amongst existing towers and partially blocks views to 2 towers south of the proposal site.

The proposal does not block views to any scenic or highly valued features or view compositions.

The proposal has high level of visual compatibility with the existing components of the distant view composition.

Visual effects of proposed development (quantum of change)	
Visual Character	low
Scenic Quality	low
View Composition	low
View Blocking of Scenic Elements	low
Overall rating of effects on baseline factors	low

Weighting Factors	
Public Domain View Place Sensitivity	low (down-weight)
Physical Absorption Capacity	medium (neutral)
Compatibility with Urban Context and Visual Character	high (down-weight)
Viewing Period	low (down-weight)
Viewing Distance	medium (neutral)

See section 5.9 for overall Visual Impact Rating.

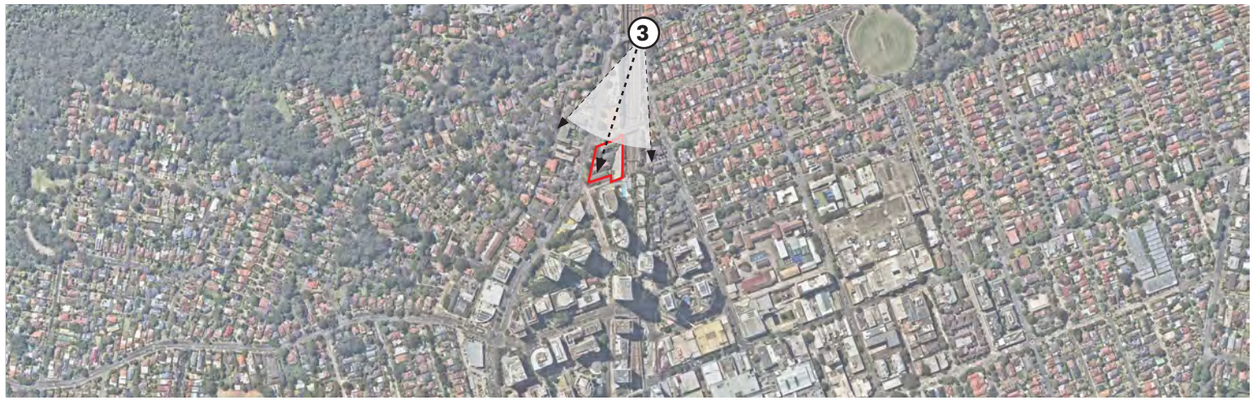


Figure 15 Viewpoint 3 location.

Figure 16 Viewpoint 3 existing view.

Figure 17 Viewpoint 3 photomontage.

VIEW 4

VIEW NORTH-EAST FROM OUTSIDE 742 PACIFIC HIGHWAY

DISTANCE CLASS

- Medium
- 360m

EXISTING COMPOSITION OF THE VIEW

The foreground and mid-ground composition is characterised by the Pacific Highway carriageway with commercial development to either side. Development on the western side of the Highway includes low height contemporary development, while development to the east includes tall and medium height tower forms. To either side of the Highway are large, mature trees located both within the streetscape and private lots.

The distant composition includes the Pacific Highway which recedes into the distance and partial oblique views of further commercial development to the east of the Highway and a filtered view of the residential flat building at the intersection of the Highway and O'Brien Street.

VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

The foreground and mid-ground compositions are unaffected by the proposal.

The proposal introduces a new, contemporary tower form to the distant view composition which replaces the low-height residential flat building on site and blocks views to sky beyond.

The proposal does not block views to any scenic or highly valued features or view compositions.

The proposal has high level of visual compatibility with the existing components of the view composition which includes varied tower forms to the eastern side of Pacific Highway.

Visual effects of proposed development (quantum of change)	
Visual Character	low
Scenic Quality	low
View Composition	low
View Blocking of Scenic Elements	low
Overall rating of effects on baseline factors	**low**

Weighting Factors	
Public Domain View Place Sensitivity	low (down-weight)
Physical Absorption Capacity	high (down-weight)
Compatibility with Urban Context and Visual Character	high (down-weight)
Viewing Period	low (down-weight)
Viewing Distance	medium (neutral)

See section 5.9 for overall Visual Impact Rating.

Figure 18 Viewpoint 4 location.

Figure 19 Viewpoint 4 existing view.

Figure 20 Viewpoint 4 photomontage.

VIEW 5

SOUTH-WEST VIEW FROM BEAUCHAMP PARK

DISTANCE CLASS

- Medium
- 590m

EXISTING COMPOSITION OF THE VIEW

The foreground composition is the open, turfed expanse of the park.

The mid-ground composition includes the amenity the park amenity building and surrounding landscaped area, with large mature trees along the western edge of the park visible beyond.

The distant composition includes contemporary tower forms of varied heights within the Chatswood CBD and open sky beyond.

VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

The foreground and mid-ground compositions are unaffected by the proposal.

The proposal introduces a new, contemporary tower form to the distant view composition which is viewed amongst existing towers and extends the varied built-form skyline further north to the right of the view.

The proposal does not block views to any scenic or highly valued features or view compositions.

The proposal has high level of visual compatibility with the existing components of the distant view composition.

Visual effects of proposed development (quantum of change)	
Visual Character	low
Scenic Quality	low
View Composition	low
View Blocking of Scenic Elements	low
Overall rating of effects on baseline factors	**low**

Weighting Factors	
Public Domain View Place Sensitivity	high (up-weight)
Physical Absorption Capacity	medium (neutral)
Compatibility with Urban Context and Visual Character	high (down-weight)
Viewing Period	medium (neutral)
Viewing Distance	high (up-weight)

See section 5.9 for overall Visual Impact Rating.

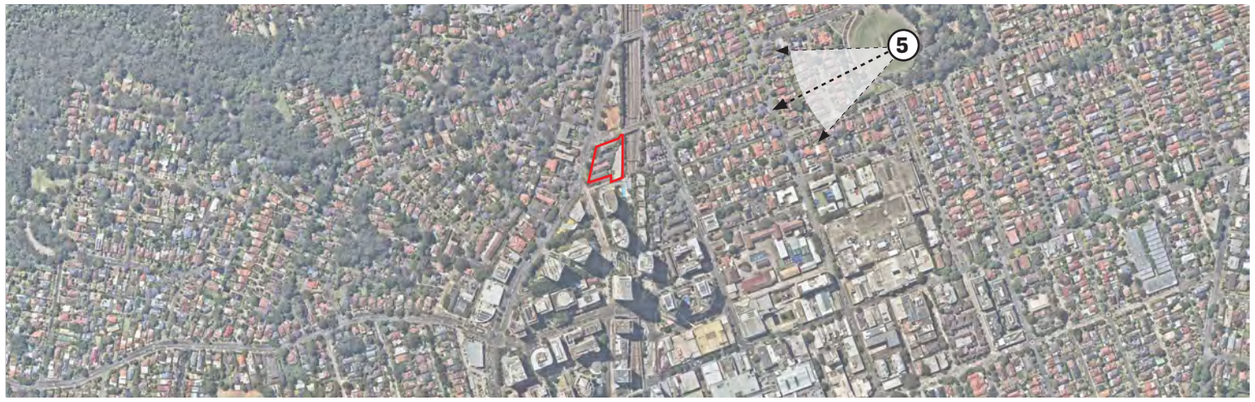


Figure 21 Viewpoint 5 location.

Figure 22 Viewpoint 5 existing view.

Figure 23 Viewpoint 5 photomontage.

05 VISUAL IMPACT ASSESSMENT

Having determined the extent of the visual change based on the 5 representative public domain modelled views (photomontages) Urbis have applied relevant weighting factors to determine the overall level of visual impacts or importance of the visual effects. The factors have been considered in relation to the visual effects to provide up-weight or down-weights and to determine a final impact rating.

The weighting factors include sensitivity, visual absorption capacity and compatibility with urban features.

5.1 SENSITIVITY

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

There are no heritage items within the immediate vicinity of the site (either local or State), with the nearest heritage item being 100m east of the site in the North Chatswood Heritage Conservation Area.

There are no significant public open spaces within the immediate vicinity of the site, with the nearest location being Beauchamp Park approximately 450m metres north-east of the site.

The site is adjoined by two significant infrastructure to either side (Pacific Highway to the west and the rail corridor to the east).

Overall view place sensitivity is rated as low.

5.2 PHYSICAL ABSORPTION CAPACITY

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

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

Prominence is also an attribute with relevance to PAC. It is assumed in this assessment that higher PAC can only occur where there is low to moderate prominence of the proposal in the scene.

- Low to moderate prominence means:
  - Low: The proposal has either no visual effect on the landscape or the proposal is evident but is subordinate to other elements in the scene by virtue of its small scale, screening by intervening elements, difficulty of being identified or compatibility with existing elements.
  - Moderate: The proposal is either evident or identifiable in the scene, but is less prominent, makes a smaller contribution to the overall scene, or does not contrast substantially with other elements or is a substantial element, but is equivalent in prominence to other elements and landscape alterations in the scene.

The existing visual environment has a medium-high capacity to absorb the visual changes proposed in the majority of views, given that the immediate context includes multiple contemporary tower forms.

The proposal, while prominent in the assessed views, does not contrast substantially with existing built-form elements and often appears as an equally prominent and comparable addition to the composition.

5.3 VISUAL COMPATIBILITY

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

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

The proposal has high compatibility with the existing visual character of the surrounding visual context. The visual context surrounding the subject site is characterised by contemporary tower forms of varied heights. When viewed from northern and southern viewing locations, the proposal is viewed amongst or against a backdrop of the existing towers. When viewed from western and eastern viewpoints (eg View 05 - Beauchamp Park) the proposal appears as an extension of the varied built-form skyline of the Chatswood CBD.

In this regard the proposed development would not be out of place or have unexpected features for viewers within the immediate or wider visual catchment.

5.4 VIEWING PERIOD

Viewing period in this assessment refers to the influence of time available to a viewer to experience the view to the site and the visual effects of the proposed development. Longer viewing periods, experienced either from fixed or moving viewing places such as dwellings, roads or waterways, provide for greater potential for the viewer to perceive the visual effects.

Public domain views are viewed primarily by users of the surrounding road network, with the highest number of viewers being vehicle users travelling along the Pacific Highway west of the site.

Long distance views are influenced by intervening elements including built-form, vegetation and topography, which limits long distance locations with views to the proposal. Potential views are possible from areas that would have open expanses where built-form and tree canopy cover do not block long distance compositions (such as Beauchamp Park).

5.5 VIEWING DISTANCE

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

Locations where the large sections of the proposal can be seen and identified as a new, or novel addition to the existing visual composition are limited to close and medium viewing locations. Intervening elements decrease its visibility and limits long distance view locations. Where long distance views of the proposal are possible, the visual effects generated are low due to the surrounding visual context and further decreases the ability to perceive the proposal as a new addition to the view composition.

5.6 SIGNIFICANCE OF RESIDUAL VISUAL IMPACTS

The final question to be answered after the mitigation factors are assessed, is whether there are any residual visual impacts and whether they are acceptable in the circumstances. These residual impacts are predominantly related to the extent of permanent visual change to the immediate setting.

In terms of the urban component of the development, residual impacts relate to individuals' preferences for the nature and extent of change which cannot be mitigated by means such as colours, materials and the articulation of building surfaces.

The residual impacts are low and acceptable given the location of the site and surrounding visual context. It is visually compatible with surrounding contemporary built forms south of the site and would not significantly alter the visual character of existing compositions.

5.8 APPLYING THE 'WEIGHTING' FACTORS

To arrive at a final level of significance of visual impact, the weighting factors are applied to the overall level of visual effects.

Table 3 - Summary of Visual Effects and Weighting Factors.

Visual Effect Rating	VP1	VP2	VP3	VP4	VP5
Visual Character	low	low	low	low	low
Scenic Quality	low	low	low	low	low
View Composition	low	low	low	low	low
View Blocking of Scenic Elements	low	low	low	low	low

Weighting Factors	VP1	VP2	VP3	VP4	VP5
Public Domain View Place Sensitivity	low	low	low	low	high
PAC	high	high	medium	high	medium
Compatibility with Urban & Visual Context	high	high	high	high	high
Viewing Period	low	low	low	low	medium
Viewing Distance	medium	medium	medium	medium	high

5.9 OVERALL VISUAL IMPACTS

The overall visual impact rating for each assessed view location after assessing the visual effects (quantum of change) in Section 4.0 and the weighing factors, the overall visual impact ratings are:

VP1 - Low

VP2 - Low

VP3 - Low

VP4 - Low

VP5 - Low

Taking into consideration the existing visual context and baseline factors against which to measure change, the level of visual effects of the proposed development and in the context of additional weighting factors, the visual impacts of the proposed development were found to be acceptable.

5.10 SUMMARY

- Analysis of 5 public domain photomontages concluded that:
  - the proposal creates low visual effects.
  - the overall visual impact rating for all assessed viewpoints was low.
  - the proposal does not block views to any heritage items or areas of unique scenic quality.
- Physical Absorption Capacity (PAC) within the surrounding context is medium to high and lessens the visual effects and impacts of the proposal.
- The proposal has a high level of visual compatibility with the surrounding visual context.
- The proposal can be supported on visual impact grounds.

06 APPENDIX

APPENDIX 1

ANALYSIS OF VISUAL EFFECTS

Published on the NSW Department of Planning, Industry and Environment website via major projects tab (NSW DPIE). This information has been developed by RLA and is acknowledged as being a comprehensive summary of typical descriptions regarding visual effects. The descriptions below have been used as a guide to make subjective judgements in relation to the effects and impacts of the proposed development on each modelled view.

Factors	Low Effect	Medium Effect	High Effect
Scenic quality	The proposal does not have negative effects on features which are associated with high scenic quality, such as the quality of panoramic views, proportion of or dominance of structures, and the appearance of interfaces.	The proposal has the effect of reducing some or all of the extent of panoramic views, without significantly decreasing their presence in the view or the contribution that the combination of these features make to overall scenic quality	The proposal significantly decreases or eliminates the perception of the integrity of any of panoramic views or important focal views. The result is a significant decrease in perception of the contribution that the combinations of these features make to scenic quality
Visual character	The proposal does not decrease the presence of or conflict with the existing visual character elements such as the built form, building scale and urban fabric	The proposal contrasts with or changes the relationship between existing visual character elements in some individual views by adding new or distinctive features but does not affect the overall visual character of the precinct's setting.	The proposal introduces new or contrasting features which conflict with, reduce or eliminate existing visual character features. The proposal causes a loss of or unacceptable change to the overall visual character of individual items or the locality.
View place sensitivity	Public domain viewing places providing distant views, and/or with small number of users for small periods of viewing time (Glimpses-as explained in viewing period).	Medium distance range views from roads and public domain areas with medium number of viewers for a medium time (a few minutes or up to half day-as explained in viewing period).	Close distance range views from nearby roads and public domain areas with medium to high numbers of users for most the day (as explained in viewing period).
Viewer sensitivity	Residences providing distant views (>1000m).	Residences located at medium range from site (100-1000m) with views of the development available from bedrooms and utility areas.	Residences located at close or middle distance (<100m as explained in viewing distance) with views of the development available from living spaces and private open spaces.
View composition	Panoramic views unaffected, overall view composition retained, or existing views restricted in visibility of the proposal by the screening or blocking effect of structures or buildings.	Expansive or restricted views where the restrictions created by new work do not significantly reduce the visibility of the proposal or important features of the existing visual environment.	Feature or focal views significantly and detrimentally changed.
Viewing period	Glimpse (e.g. moving vehicles).	Few minutes to up to half day (e.g. walking along the road, recreation in adjoining open space).	Majority of the day (e.g. adjoining residence or workplace).
Viewing distance	Distant Views (>1000m).	Medium Range Views (100- 1000m).	Close Views (<100m).
View loss or blocking effect	No view loss or blocking.	Partial or marginal view loss compared to the expanse/extent of views retained. No loss of views of scenic icons.	Loss of majority of available views including loss of views of scenic icons.

Table 1 Description of visual effects.

APPENDIX 2

ANALYSIS OF VISUAL IMPACTS

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

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

Table 2 Indicative Ratings Table of Visual Impact Factors.

URBIS

PACIFIC HWY & WILSON ST, CHATSWOOD

VISUAL ASSESSMENT | PHOTOMONTAGES

PREPARED FOR
BB WILSON PROPERTY PTY LTD
NOVEMBER 2024

PHOTOMONTAGES PREPARED BY:

Urbis, Level 10, 477 Collins Street, MELBOURNE 3000.

DATE PREPARED :

14 November 2024

VISUALISATION ARTIST :

Ashley Poon, Urbis – Lead Visual Technologies Consultant
Bachelor of Planning and Design (Architecture) with over 20 years' experience in 3D visualisation

Manuel Alvelo, Urbis – Visual Technologies Consultant
Bachelor of Architecture and Masters of Urban Planning and Environment

LOCATION PHOTOGRAPHER :

Nick Sisam, Urbis - Associate Director, National Design

under direction from Jane Maze-Riley, Urbis - Director, National Design

CAMERA :

Canon EOS 6D Mark II - 26 Megapixel digital SLR camera (Full-frame sensor)

CAMERA LENS AND TYPE :

Canon EF24-105mm f/3.5-5.6 IS STM

SOFTWARE USED :

- 3DSMax 2023 with Arnold 5.6 (3D Modelling and Render Engine)
- AutoCAD 2021 (2D CAD Editing)
- Globalmapper 25.1 (GIS Data Mapping / Processing)
- Photoshop CC 2024 (Photo Editing)

DATA SOURCES :

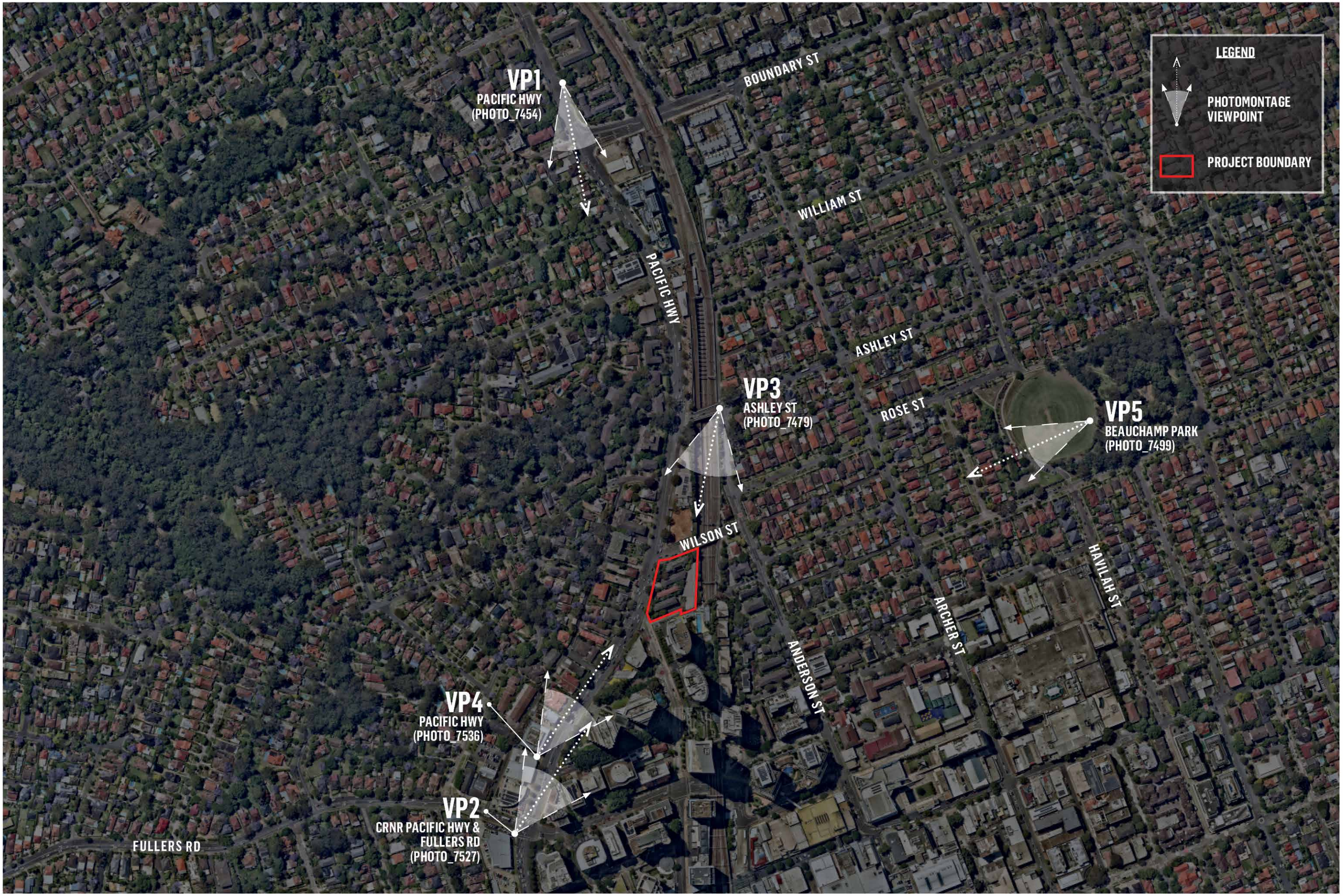
- Point cloud and Digital Elevation Models from NSW Government Spatial Services datasets (LAS and DEM) - Sydney 2020-05
- Aerial photography from Nearmap (geo-referenced JPG) - 2024-10-30
- Proposed 3D model received from Architect (AutoCAD) - 2024-11-13
- Independent site survey from SDG Pty Ltd (AutoCAD DWG) - 2024-01-29

METHODOLOGY :

Photomontages provided on the following pages have been produced with a high degree of accuracy to satisfy the intent of the requirements as set out in the practice direction for the use of visual aids in the NSWLEC Policy: Use of Photomontages and Visualisation Tools, May 2024 (the Policy).

The process for producing these photomontages are outlined below:

- Photographs have been taken on site using a full-frame digital camera coupled with a quality lens in order to obtain high resolution photos whilst minimising image distortion. Photos are taken handheld or taken on a tripod at a standing height of 1.60m above natural ground level. Photos have generally been taken at a standard focal length of 50mm, or 35mm to show a wider context. A photo taken using the 50mm focal length on a full-frame camera (equivalent to 40° horizontal field-of-view / 46.8° diagonal field-of-view) is an accepted photographic standard to approximate human vision.
- Using available geo-spatial data for the site, including independent site surveys, aerial photography, digital elevation models and LiDAR point-clouds, the relevant datasets are validated and combined to form a geo-referenced base 3D model from which additional information, such as proposed architecture, landscape and photographic viewpoints can be inserted.
- Layers of the proposed development are obtained from the designers as digital 3D models and 2D plans. All drawings/models are verified and registered to their correct geo-location before being inserted into the base 3D model.
- For each photo being used for the photomontage, the photo's survey location, camera, lens, focal length, time/date and exposure information is extracted, checked and replicated within the 3D base model as a 3D camera. A camera match is created by aligning the 3D camera with the 3D base model against the original photo, matching the original photographic location and orientation.
- From each viewpoint, a reference 3D model camera match is generated to verify an accurate match between the base 3D model (existing ground survey/vegetation etc) and original photo. A 3D wireframe image of the 3D base model is rendered in the 3D modelling software and composited over the original photo using the photo-editing software.
- From each viewpoint, the final photomontage is then produced by compositing 3D rendered images of the proposed development into the original photo with editing performed to sit the render at the correct view depth. Photographic elements are cross-checked against the 3D model to ensure elements such as foreground trees and buildings that may occlude views to the proposed development are retained. Conversely, where trees/buildings may be removed as part of the proposal, these are also removed in the photomontage.



URBIS

PACIFIC HWY & WILSON ST, CHATSWOOD - VISUAL ASSESSMENT

PHOTOMONTAGES - VIEW LOCATION MAP

DATE: 2024-11-14
JOB NO: P0050207
DWG NO: VP_MAP
REV: -

URBIS

PACIFIC HWY & WILSON ST, CHATSWOOD - VISUAL ASSESSMENT

VP1 (PHOTO 7454) : LOOKING SSE ALONG PACIFIC HWY | EXISTING CONDITIONS 2024-10-30 11:12 AEDT

DATE: 2024-11-14
JOB NO: P0050207
DWG NO: VP_1A
REV: -

ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW

URBIS

PACIFIC HWY & WILSON ST, CHATSWOOD - VISUAL ASSESSMENT

VP1 (PHOTO 7454) : LOOKING SSE ALONG PACIFIC HWY | CAMERA MATCH 3D MODEL TO PHOTO

DATE: 2024-11-14
JOB NO: P0050207
DWG NO: VP_1B
REV: -

URBIS

PACIFIC HWY & WILSON ST, CHATSWOOD - VISUAL ASSESSMENT

VP1 (PHOTO 7454) : LOOKING SSE ALONG PACIFIC HWY | PHOTOMONTAGE - PROPOSED DEVELOPMENT

DATE: 2024-11-14
JOB NO: P0050207
DWG NO: VP_1C
REV: -

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

PACIFIC HWY & WILSON ST, CHATSWOOD - VISUAL ASSESSMENT

VP2 (PHOTO 7427) : LOOKING NORTH EAST FROM CNR PACIFIC HWY & FULLERS RD | EXISTING CONDITIONS 2024-10-30 11:27 AEDT

DATE: 2024-11-14
JOB NO: P0050207
DWG NO: VP_2A
REV: -

URBIS

PACIFIC HWY & WILSON ST, CHATSWOOD - VISUAL ASSESSMENT

VP2 (PHOTO 7427) : LOOKING NORTH EAST FROM CNR PACIFIC HWY & FULLERS RD | CAMERA MATCH 3D MODEL TO PHOTO

DATE: 2024-11-14
JOB NO: P0050207
DWG NO: VP_2B
REV: -

URBIS

PACIFIC HWY & WILSON ST, CHATSWOOD - VISUAL ASSESSMENT

VP2 (PHOTO 7427) : LOOKING NORTH EAST FROM CNR PACIFIC HWY & FULLERS RD | PHOTOMONTAGE - PROPOSED DEVELOPMENT

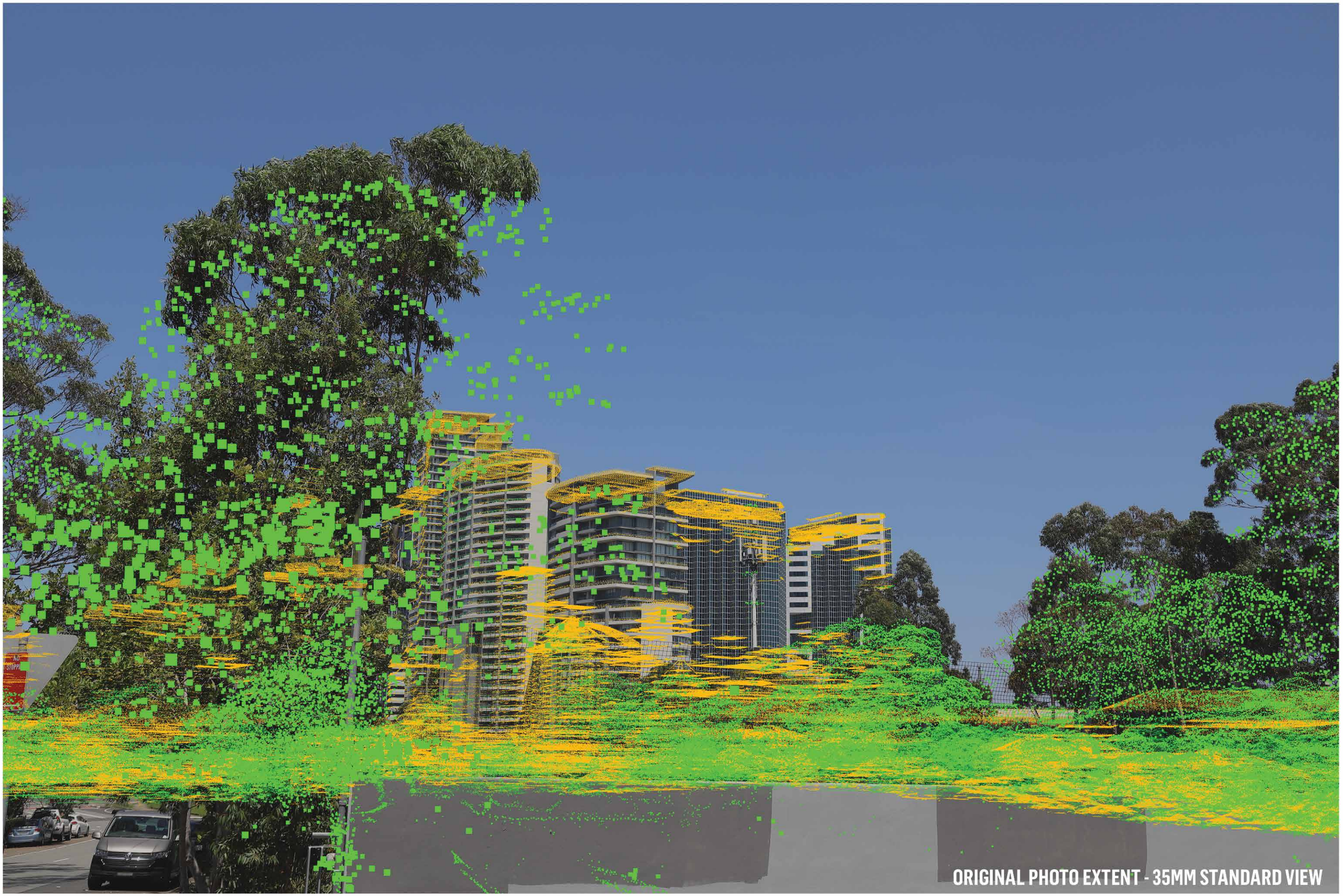
DATE: 2024-11-14
JOB NO: P0050207
DWG NO: VP_2C
REV: -

URBIS

PACIFIC HWY & WILSON ST, CHATSWOOD - VISUAL ASSESSMENT

VP3 (PHOTO 7479) : LOOKING SSW EAST FROM CNR ASHLEY RD & RAIL LINE | EXISTING CONDITIONS 2024-10-30 11:45 AEDT

DATE: 2024-11-14
JOB NO: P0050207
DWG NO: VP_3A
REV: -



URBIS

PACIFIC HWY & WILSON ST, CHATSWOOD - VISUAL ASSESSMENT

VP3 (PHOTO 7479) : LOOKING SSW EAST FROM CNR ASHLEY RD & RAIL LINE | CAMERA MATCH 3D MODEL TO PHOTO

DATE: 2024-11-14
JOB NO: P0050207
DWG NO: VP_3B
REV: -

URBIS

PACIFIC HWY & WILSON ST, CHATSWOOD - VISUAL ASSESSMENT

VP3 (PHOTO 7479) : LOOKING SSW EAST FROM CNR ASHLEY RD & RAIL LINE | PHOTOMONTAGE - PROPOSED DEVELOPMENT

DATE: 2024-11-14
JOB NO: P0050207
DWG NO: VP_3C
REV: -

URBIS

PACIFIC HWY & WILSON ST, CHATSWOOD - VISUAL ASSESSMENT

VP4 (PHOTO 7536) : LOOKING NORTH EAST ALONG PACIFIC HWY | EXISTING CONDITIONS 2024-10-30 13:31 AEDT

DATE: 2024-11-14
JOB NO: P0050207
DWG NO: VP_4A
REV: -

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

PACIFIC HWY & WILSON ST, CHATSWOOD - VISUAL ASSESSMENT

VP4 (PHOTO 7536) : LOOKING NORTH EAST ALONG PACIFIC HWY | CAMERA MATCH 3D MODEL TO PHOTO

DATE: 2024-11-14
JOB NO: P0050207
DWG NO: VP_4B
REV: -

URBIS

PACIFIC HWY & WILSON ST, CHATSWOOD - VISUAL ASSESSMENT

VP4 (PHOTO 7536) : LOOKING NORTH EAST ALONG PACIFIC HWY | PHOTOMONTAGE - PROPOSED DEVELOPMENT

DATE: 2024-11-14
JOB NO: P0050207
DWG NO: VP_4C
REV: -

ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW

URBIS

PACIFIC HWY & WILSON ST, CHATSWOOD - VISUAL ASSESSMENT

VP5 (PHOTO 7499) : LOOKING WSW FROM BEAUCHAMP PARK | EXISTING CONDITIONS 2024-10-30 12:07 AEDT

DATE: 2024-11-14
JOB NO: P0050207
DWG NO: VP_5A
REV: -

ORIGINAL PHOTO EXTENT - 50MM STANDARD VIEW

URBIS

PACIFIC HWY & WILSON ST, CHATSWOOD - VISUAL ASSESSMENT

VP5 (PHOTO 7499) : LOOKING WSW FROM BEAUCHAMP PARK | CAMERA MATCH 3D MODEL TO PHOTO

DATE: 2024-11-14
JOB NO: P0050207
DWG NO: VP_5B
REV: -

URBIS

PACIFIC HWY & WILSON ST, CHATSWOOD - VISUAL ASSESSMENT

VP5 (PHOTO 7499) : LOOKING WSW FROM BEAUCHAMP PARK | PHOTOMONTAGE - PROPOSED DEVELOPMENT

DATE: 2024-11-14
JOB NO: P0050207
DWG NO: VP_5C
REV: -