

VIEW IMPACT ASSESSMENT SSD-78287462

FOR THE REDEVELOPMENT OF
79-81 QUEENS ROAD & 2-8 SPENCER STREET
FIVE DOCK

ON BEHALF OF
DPG PROJECT 37 PTY LTD

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BONUS + ASSOCIATES

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EXECUTIVE SUMMARY





Source: Plus Studio

This Visual Impact Assessment (VIA) has been prepared for DPG Project 37 Pty Ltd (DPG) by Bonus + Associates (B+A) to support a State Significant Development Application (SSDA) for the redevelopment of 79-81 Queens Road and 2-8 Spencer Street Five Dock (site). The application proposes the demolition of existing one and two-storey industrial buildings on the site and the construction of a mixed-use/shop top housing development comprising a five-storey building occupying the corner of Queens Road and William Street and a twenty-six-storey building occupying the corner of William and Spencer Streets. The proposal has been designed by Plus Architecture Pty Ltd t/a Plus Studio.

The site sits within the Kings Bay Precinct (precinct) of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS). This VIA documents and assesses the visual impact of the proposed development from seven key locations within the precinct that form the immediate visual catchment of the site.

The site has been photographed from seven viewing locations within the precinct. These locations were selected to document the visibility of the site and the existing improvements within the visual catchment of the site, the visual catchment being those locations from where the existing and/or the proposed development could be seen. These photographs were then used to produce photomontages illustrating the building envelope proposed by Plus Studio via a 3D model of the proposal provided by Plus Studio.

The photomontages illustrate the both the existing and proposed views from each location. Further, as the precinct is undergoing change from a one and two storey inner city industrial townscape to a denser and taller mixed-use precinct, with a finer grain of active street frontages and a significant residential population living in multi-storey tower buildings above, photomontages are also provided illustrating the proposal within the future context of similar developments within the precinct.

Kings Bay Village, SSD-73228210, by Turner Architects is located at 129-153 Parramatta Road and 53-75 Queens Road, Five Dock. This project is located to the east of the site and occupies the entire Spencer Street frontage between Queens Road and Parramatta Road. As this project is presently under construction photomontages of the proposal within the future context inclusive of Kings Bay Village are provided.

The photomontages demonstrate that, while the built form proposed will create a visual change to the existing Kings Bay Precinct townscape, the built form proposed will be consistent with future context of the precinct, as provided for in the PRCUTS, City of Canada Bay LEP, Housing SEPP 21, and as illustrated by Kings Bay Village nearby. Hence, while the built form proposed by this application will be more visible than that existing within the precinct, the built form proposed will be consistent with the future context and does not equate to unacceptable visual impact.

The analysis identifies that:

- The massing, orientation, form and placement of the tower component on the site has been designed to reduce its visual impact.
- The massing, street wall presentation and stepped building profile of the Queens Road component on the site has been designed to provide an active street frontage, a landscaped street, colonnade and stepped building profile that provides an appropriate transition in scale for the existing streetscape to that proposed by the planning controls.

This visual impact assessment demonstrates that, notwithstanding the visibility of the proposed development relative to the scale of the existing precinct, the visual impact of the proposed development is acceptable.

INTRODUCTION





Source: Plus Studio

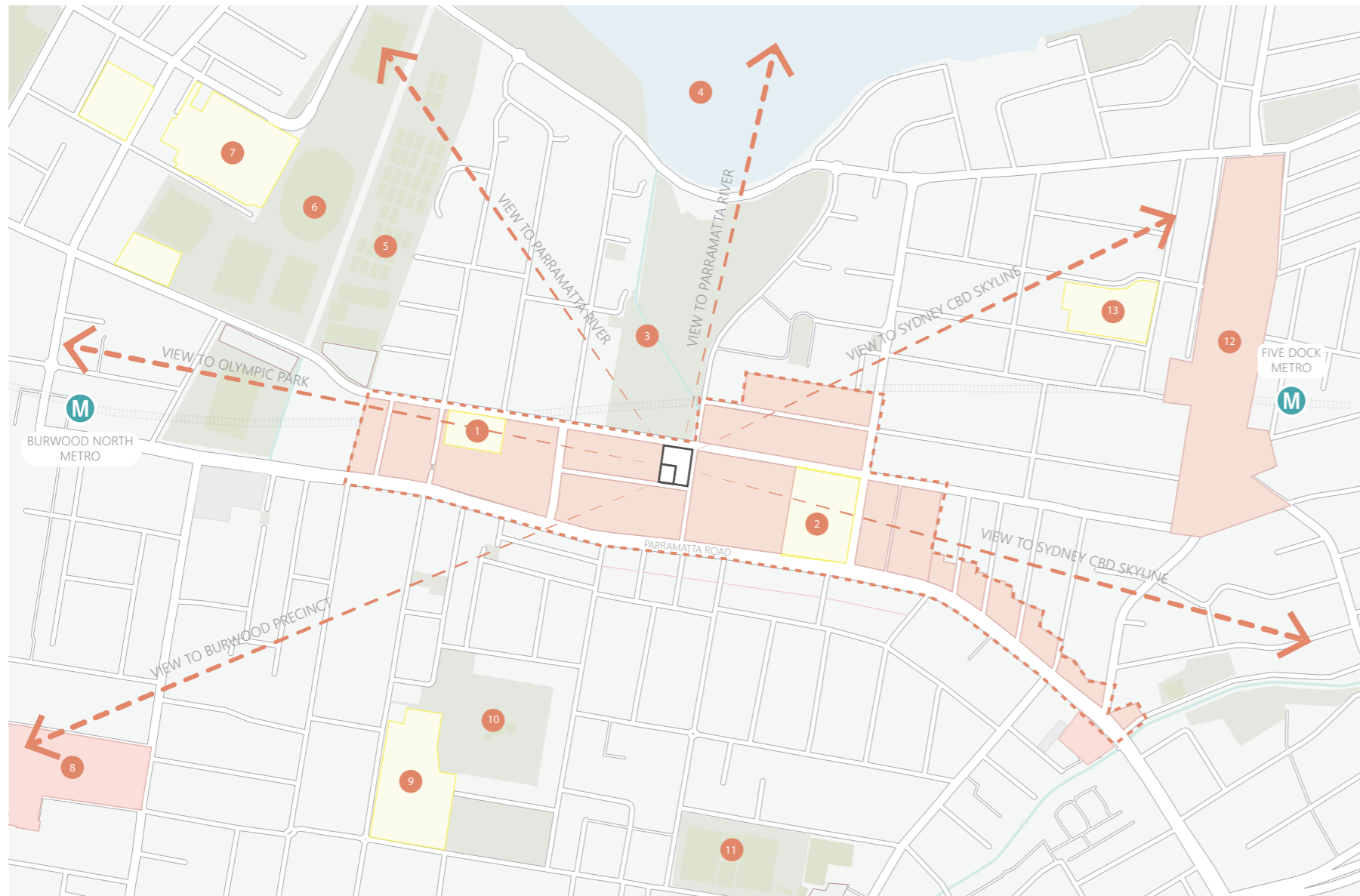
This Visual Impact Assessment (VIA) has been prepared in support of SSD-78287462 and addresses the Secretary's Environmental Assessment Requirements (SEARS) issued for the project.

The Visual Impact Assessment provides a visual analysis of the development from key view points via photomontages and perspectives showing the proposed and likely future development. The VIA provides an assessment that addresses the visual impacts of the proposed development on the existing catchment. B+A were engaged by DPG to undertake a visual impact assessment of the proposed development. In preparing this assessment, B+A undertook the following tasks:

- Visited the site and the surrounding precinct
- Undertook an analysis of the site and its surrounds
- Identified the appropriate locations within the precinct for the preparation of photomontages
- Accompanied David Murgatroyd photographer on site to obtain the photographs for photomontages
- Reviewed the proposed design
- Reviewed the approved design and Visual Impact Assessment for SSD-73228210, Kings Bay Village
- Reviewed the photomontages
- Provided independent analysis of the visual impact of the proposed development.

SITE AND CONTEXT





- | | | | |
|---|---|------------------------------|---------------------------|
|  TOWN CENTRE | 1. LUCAS GARDENS SCHOOL | 6. ST LUKES OVAL | 10. WANGAL PARK |
|  SCHOOLS | 2. ROSEBANK COLLEGE | 7. CONCORD HIGH SCHOOL | 11. CENTENARY PARK |
|  RESERVES | 3. BARNWELL PARK GOLF CLUB | 8. BURWOOD TOWN CENTRE | 12. FIVE DOCK TOWN CENTRE |
| | 4. CINTRA PARK TENNIS AND SPORTS CENTRE | 9. BURWOOD GIRLS HIGH SCHOOL | 13. FIVE DOCK PRIMARY |

Kings Bay Special Precinct; source: Plus Studio

SITE

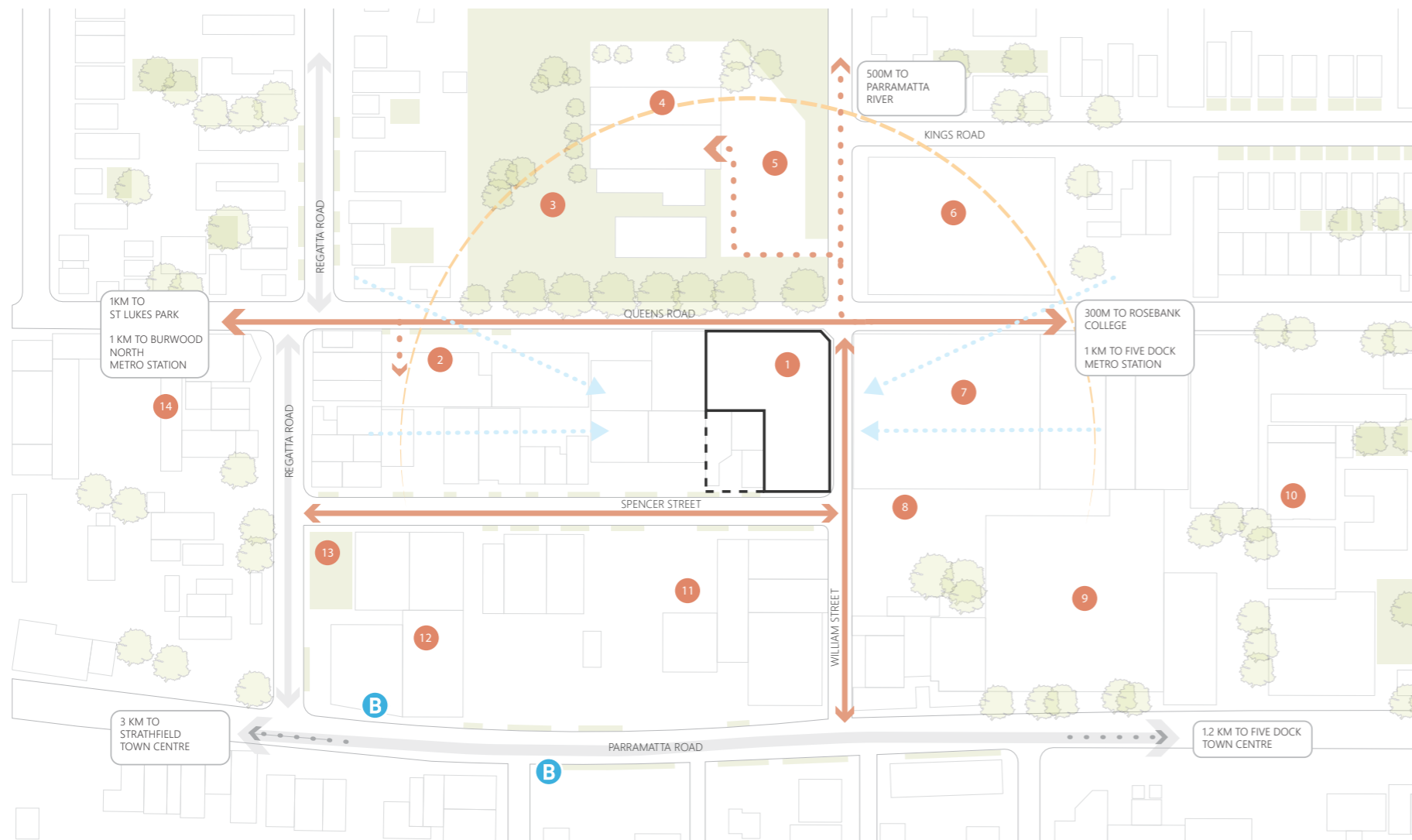
The site is located at 79-81 Queens Road and 2-8 Spencer Street, Five Dock within the Canada Bay Local Government Area (LGA). The site comprises six separate allotments and is legally described as Lots 17 and 20-22 in Section 3 of DP 1117, Lot 18 in DP651570 and Lot 1 in DP540151. The site is located approximately 8 kilometres west of the Sydney CBD within the City of Canada Bay Local Government Area, and forms part of the strategic renewal corridor identified under the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS).

The consolidated site has a total site area of 3,158.4m².

The site has an 'L' shaped configuration and is relatively flat land. The site is bound by Queens Road to the north, Williams Street to the east, and Spencer Street to the south. Currently, it is occupied by 1-2 storey buildings that are used for light industrial purposes, including vehicle workshops and warehouses. It is located within Area 17 of the Kings Bay Precinct and is subject to specific controls governed by the Canada Bay LEP and DCP.

EXISTING DEVELOPMENT

Existing development includes one and two-storey industrial buildings built to the street boundary and uncovered car parking areas. The two-storey built form is located on the corner of Queens Road and William Street.



- EXISTING PEDESTRIAN PATHWAY
- SURROUNDING PATHWAY
- SOLAR PATH
- PREVAILING WIND DIRECTION

- | | | |
|---|--|---|
| <ul style="list-style-type: none"> 1. SITE 2. RAISING STARS EARLY LEARNING CENTRE 3. CHARLES HEALTH RESERVE 4. FIVE DOCK LEISURE CENTRE 5. CAR PARKING | <ul style="list-style-type: none"> 6. FIVE DOCK INDOOR CRICKET 7. AUTOMOTIVE REPAIRS 8. ANGLES FINE FOODS AUSTRALIA 9. REFIRE GROUP 10. ROSE BANK COLLEGE | <ul style="list-style-type: none"> 11. VOLVO CARS FIVE DOCK DEALERS 12. AUDI FIVE DOCK AUTOMOTIVE REPAIRS 13. TO BE ME EARLY LEARNING 14. CANADA BAY RECYCLING CENTRE |
|---|--|---|

Site Analysis Existing; source: Plus Studio

EXISTING SITE
SITE AND CONTEXT

IMMEDIATE CONTEXT

Existing development in the immediate vicinity of the site is varied, ranging from one and two-storey industrial buildings built to the street boundary to recreational buildings within a landscaped parkland setting. The immediate built form surrounding the site includes:

To the Queens Road frontage west of the site:

- Street wall of single-storey industrial buildings built to the street boundary
- One and four-storey commercial buildings setback from the street with vehicle parking and loading areas between the buildings and the street boundary
- Free standing sporting and recreational buildings setback from the street frontage, sited within a landscaped setting and with substantial street tree planting.
- The site is located at 79-81 Queens Road and 2-8 Spencer Street, Five Dock within the Canada Bay Local Government Area

To the Queens Road frontage east of the site:

- Two-storey industrial buildings built with a setback to the street boundary of between 2 and 3 metres
- A street wall of two-storey industrial buildings built to the street boundary, now demolished for the construction of Kings Bay Village.

To the Williams Street frontage south of the site:

- A street wall of one-storey industrial buildings built to the street boundary and vacant industrial land.
- A street wall of one-storey industrial buildings, now demolished for the construction of Kings Bay Village.

To the Williams Street frontage north of the site:

- Two-storey industrial buildings built with a setback to the street boundary of between 2 and 3 metres
- Free standing sporting and recreational buildings setback from the street frontage, sited within a landscaped setting and with limited street tree planting.

To Spencer Street frontage:

- Two-storey industrial buildings built to the street boundary
- Single-storey industrial buildings built with a setback to the street boundary of between 2 and 3 metres





VISUAL CATCHMENT
SITE AND CONTEXT

IMMEDIATE CONTEXT

The site shares a common boundary with two existing industrial buildings.

- 81-85 Queens Road, a single storey industrial building occupying the entire site. This building is built to the street boundary and consists of a rendered and painted masonry street wall building with a parapet wall to Queens Road.
- 10-12 Spencer Street, two off two-storey face brick industrial buildings comprising two wings either side of a centrally located shared access driveway, and with a double height single storey industrial building behind.



View looking east from opposite 87 Queens Road



View looking north from William Street



View looking north from Parramatta Road at William Street



View looking east from Spencer Street



View looking west from Queens Street



View looking south from Kings Road at William Street

EXISTING SITE PHOTOS
SITE + CONTEXT

BONUS + ASSOCIATES



PROPOSED DEVELOPMENT



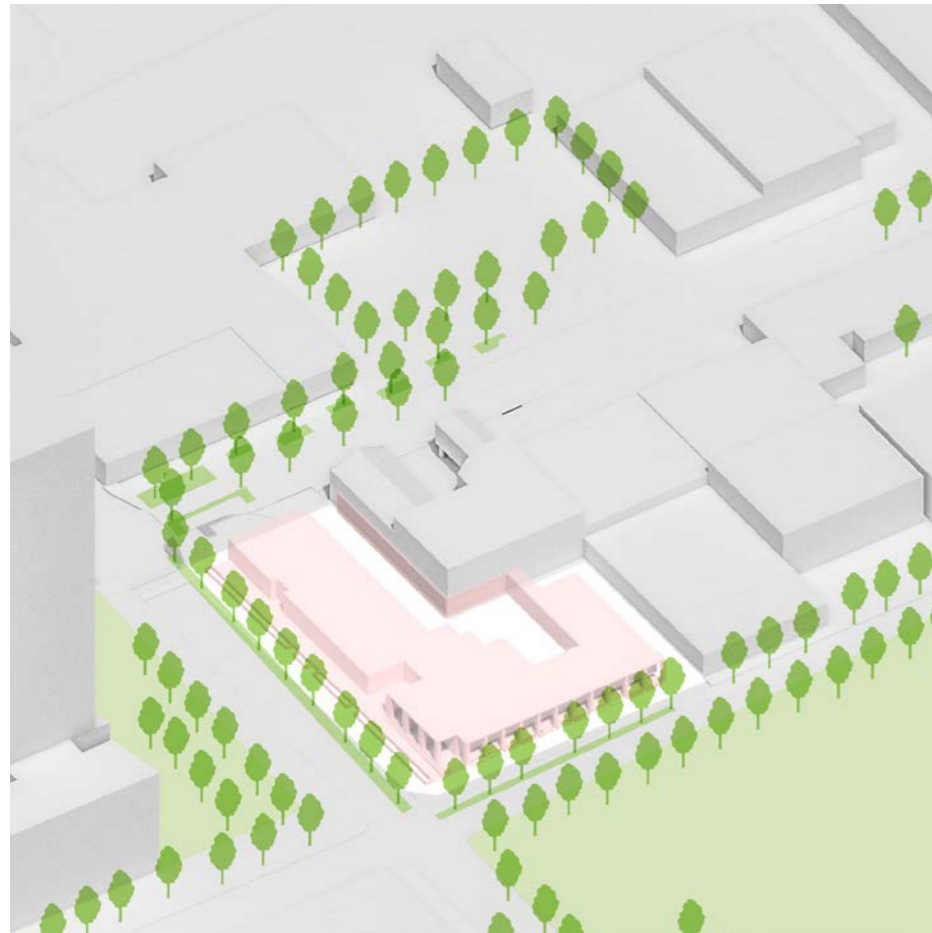
DEVELOPMENT SCHEDULE

The proposed works include the following:

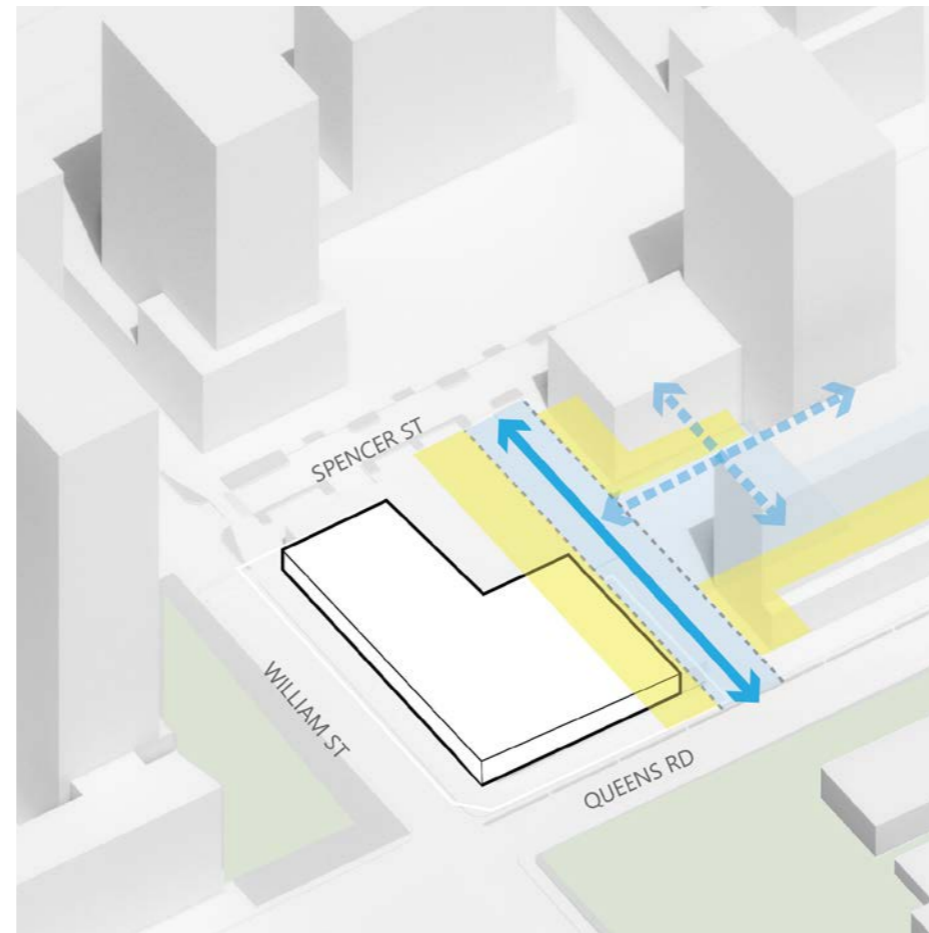
- Site preparation works, including demolition and excavation.
- Construction of 2 x shop top housing buildings, including a 5-storey building along Queens Road, and a 26-storey building along William Street, comprising a shared single storey non-residential podium, with residential dwellings above.
- Construction of a shared basement carpark accessed from Spencer Street.
- Public domain and landscaping upgrades, including landscaped street setbacks to all boundaries, and the provision of part of a shared through site link connecting Queens Road to Spencer Street.
- Associated infrastructure upgrades and diversions.

For a detailed project description, refer to the Environmental Impact Statement prepared by Beam Planning and the Architectural Drawings prepared by Plus Studio.

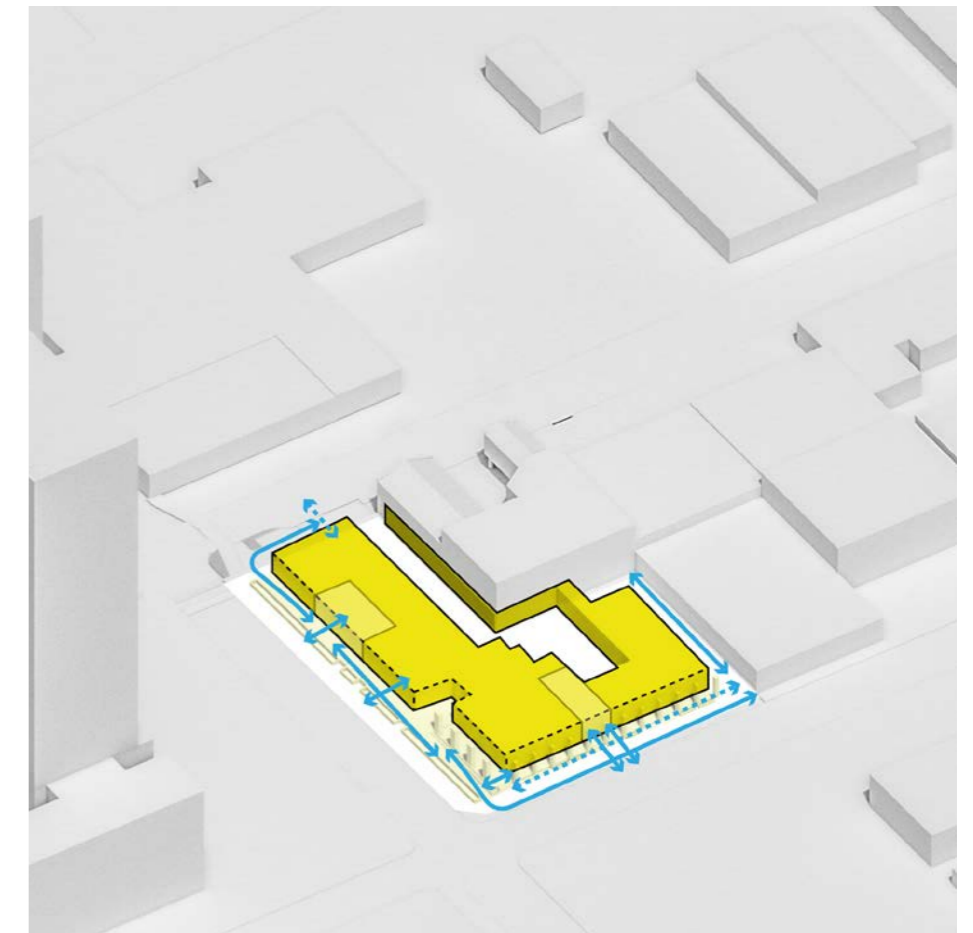
Source: Plus Studio



SITE EDGES



STAGE 03



PUBLIC DOMAIN ACTIVATION

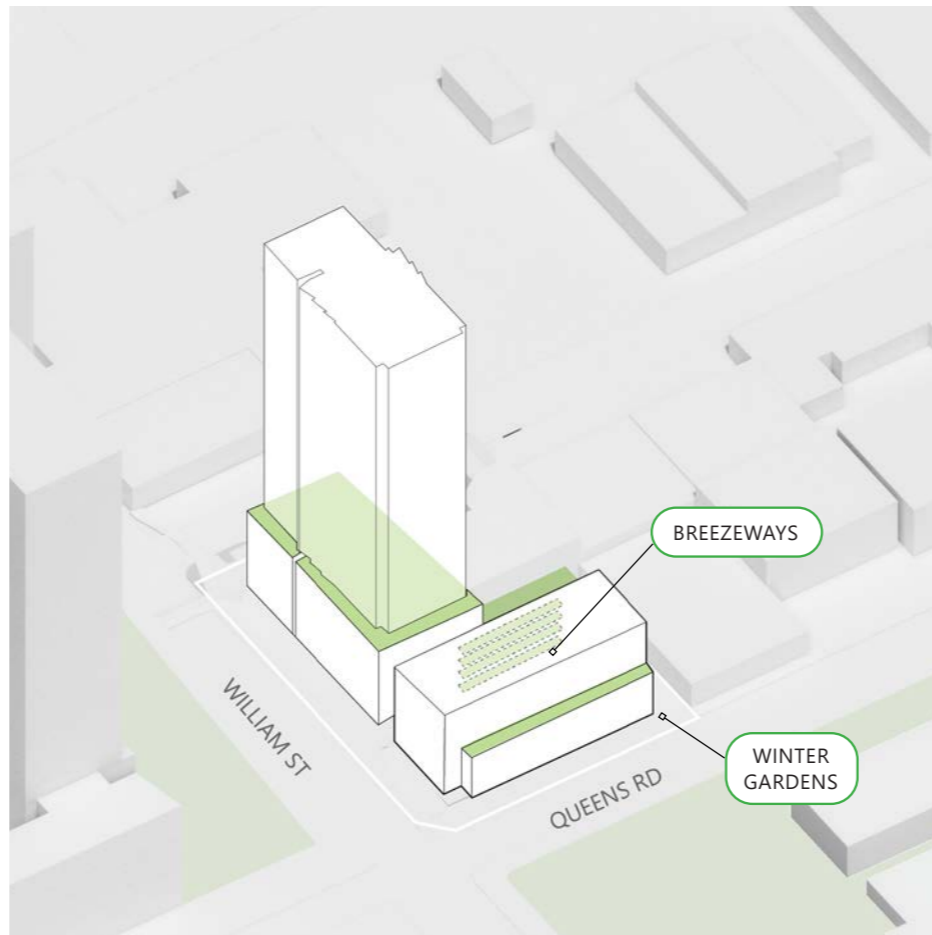
BUILT FORM PROPOSED
PROPOSED DEVELOPMENT

BONUS + ASSOCIATES

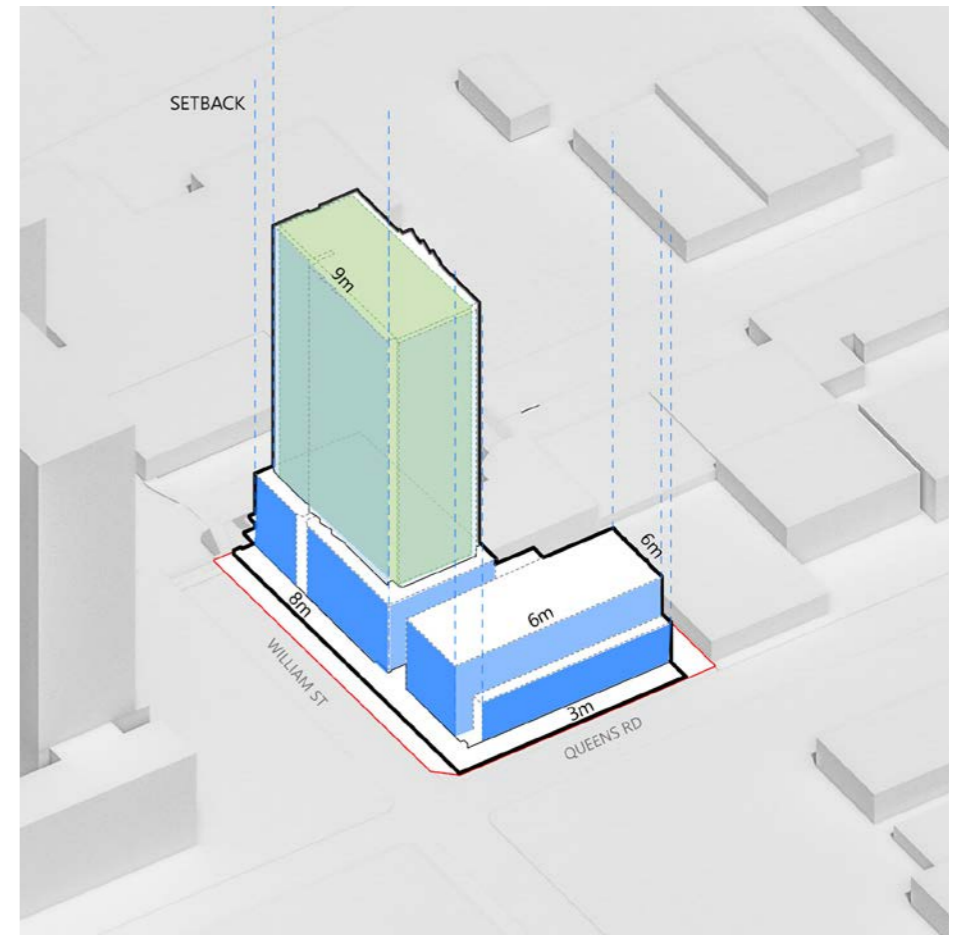
B+A



EXTENDING LANDSCAPE

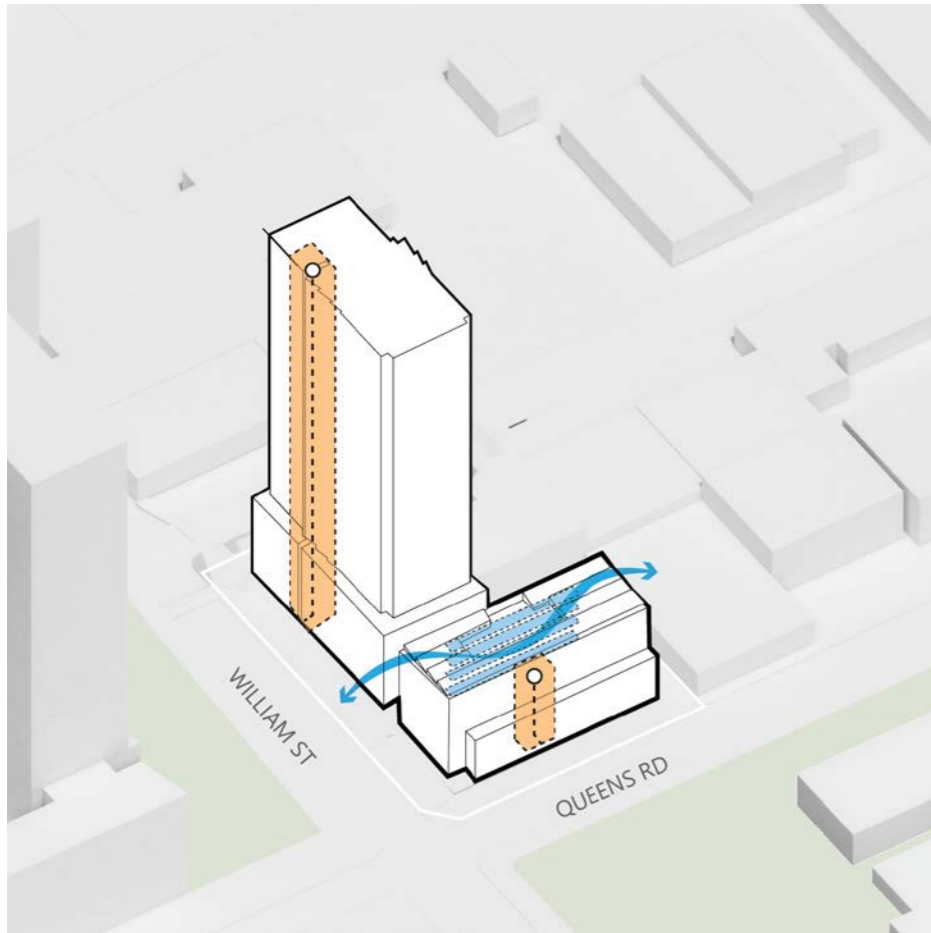


COMMUNAL AREAS

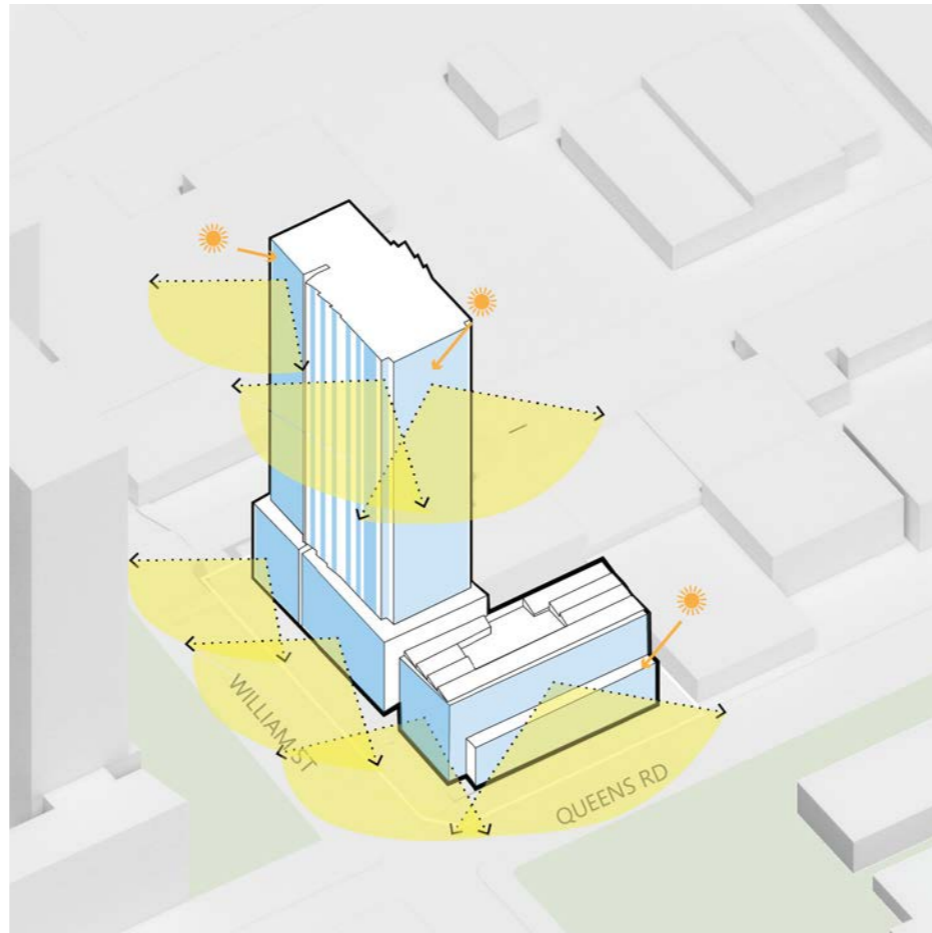


SETBACKS

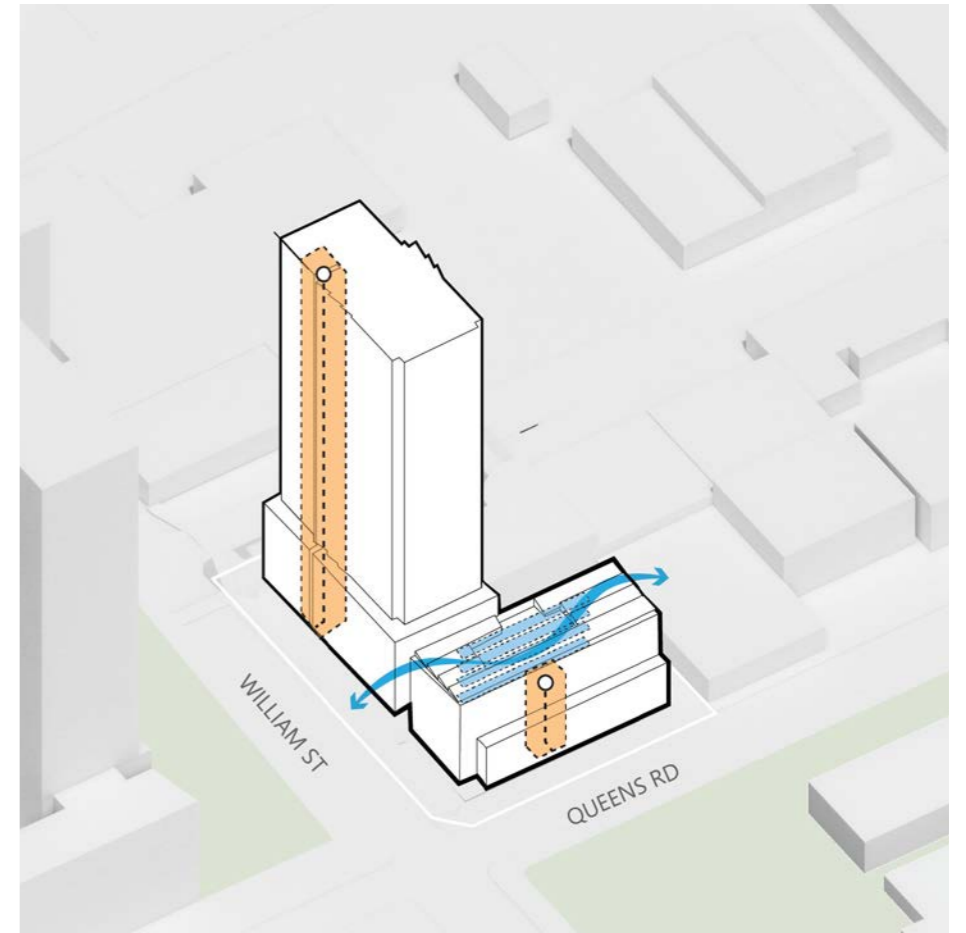
BUILT FORM PROPOSED
PROPOSED DEVELOPMENT



VERTICAL CIRCULATION



VIEWS AND ORIENTATION



ARTICULATION

METHODOLOGY



ASSESSMENT METHODOLOGY

The methodology employed for this VIA is based on established practice in NSW including:

- the Guideline for landscape character and visual impact assessment, Environmental Impact Assessment
- practice note EIA -NO4 prepared by the Roads and Maritime Services December 2018 (RMS LCIA)
- established best-practice methods
- B+A analysis of the site and proposal

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

Where a proposal is likely to adversely affect views from either private or public land, the Planning Principle for view sharing established in Tenacity Consulting v Warringah Council [2004] NSWLEC 140 applies.

In this instance, due to the nature of existing development within the vicinity of the subject site, in B+A's opinion, the Principles of Tenacity do not apply.

B+A METHODOLOGY

The purpose of the visual analysis undertaken in this report was to assess the visibility and visual impact of the proposed development from key locations outside the site.

This report:

- identifies objective information about the existing visual environment
- analyses the extent of visual effects on those baseline characteristics
- considers the importance of additional relevant information including view place sensitivity, compatibility and visual absorption etc.

This report is based on both independent analysis, and photomontages and architectural documentation prepared by Plus Studio.

MATRIX

B+A utilise a Visual Impact Scale to assist in the assessment of the visual impact of the proposed development from each viewpoint. This assists in providing an objective and measurable analysis of the visual impacts.

VISUAL IMPACT SCALE																
SCALE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
VALUE	NIL	LOW					MEDIUM					HIGH				
QUALITY OF VIEWS	NIL	The view is dominated by low-quality man-made structures. Very limited natural features are visible from the view. Landscape appears uniform and lacking variation.					The view contains a mix of natural features and man-made elements. Provides limited views of distinct landforms					The view features mostly natural features. Minimal man-made elements, and those present are of high architectural quality. Strong views of distinctive natural landforms. Including landmark and iconic regional features.				
ASSESSMENT OF VISUAL IMPACT	No impact on the existing quality of the view.	There is a minor change to the existing visual quality of the view. It does not affect any iconic viewpoints and/or is visible to a small number of observers. There is considerable distance between the development and potential observers.					There is medium impact on the existing visual quality of the view. There is a minor loss of iconic views and/or impacts a moderate number of observers. The development is close to potential observers.					There is high impact on the existing visual quality of the view. There is a considerable loss of iconic views and/or impacts a significant number of observers. The development is adjacent to the potential observers.				

SITE INSPECTION

A site inspection was undertaken to observe and photograph the site and surrounding area to investigate:

- the topography and existing urban structure of the local area
- the streetscapes and sites most likely to be affected by the proposal
- important vistas and viewsheds
- other major influences on local character and amenity

CONTEXTUAL ANALYSIS

An analysis was undertaken of the visual and statutory planning contexts relevant to the assessment of visual impacts in a Development Application.

VISUAL IMPACT ANALYSIS

The visual impacts of the proposed development were analysed in relation to the visual context and assessed for their likely impact upon the local area.

FUTURE CONTEXT

B+A's assessment takes into consideration other possible development that is likely to occur within the view corridor over time. These are relevant considerations when assessing the visibility and visual impact of the proposed development.

PHOTOMONTAGES

B+A identified 7 viewpoints (VP1-VP7) that represent the locations surrounding the site from which the visual impact of the proposal should be assessed.

Rockhunter (David Murgatroyd) then photographed the site from each viewpoint and prepared the photomontages (existing and future context) from each viewpoint. The technical information regarding the camera, lens and focal length used for the photographs is provided as an appendix to this VIA. A Detail Survey provided by C&A Surveyors (Ref 30163-23_DET_V3_DWG) and FBX 3D Model provided by Plus Studio were applied to build the photomontages.

The photomontages were prepared in accordance with the NSW Land & Environment Court Guidelines for 'Use of Photomontage' and provide an accurate and faithful representation of the proposed built form. Photographs from each of the viewpoints were used as base images for the preparation of detailed and certifiable photomontages. The process followed is as accurate as possible in the circumstances, and in this regard, the photomontages can be relied upon as objective visual aids to inform this assessment.

LANDSCAPE / TREE CANOPY

The photomontages do not include imagery of the anticipated visual impact of landscaping and tree canopy proposed for the subject site.

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. Viewing distance is inversely proportional to the perception of visual effects. The greater the viewing distance, the lower the potential for a viewer to perceive and respond to the visual effects of the proposal. Ranges are as follows; close range (<100m), medium range (100-500m) and distant (>500m).

VP1 – VP7 view locations are within the close to medium range and were selected for their:

- capacity to see the subject site / demonstrate the proposal
- relationship with adjoining development
- relevance to both pedestrian and vehicular traffic
- significance on vistas to and across the site
- ability to summarise the perspective understanding of the proposal

No distant view locations were selected, as the visual impact of the proposed development from any distant view would be nearly identical to that of the Kings Bay Village development nearby. The visual impact of these views was assessed by OG Urban (John O'Grady) in the Visual Impact Assessment for SSD-73228210. B+A have considered this OG Urban VIA, agree with the findings contained therein and consider them directly attributable to this proposal.

NOMENCLATURE

The following nomenclature has been adopted for the images assessed in this VIA:

VP1 is the photograph taken from viewing position 1.

VP1-E is the photomontage of the proposed development from VP1 within the existing context.

VP1-F is the photomontage of the proposed development from VP1 within the future context.

SELECTION OF VIEWS





- VP1** - View east towards site from opposite 87 Queens Road
- VP 2** - View north towards the site from William Street south of the William and Spencer Streets intersection
- VP 3** - View north towards the site from the intersection of Parramatta Road and William Street
- VP 4** - View east towards the site from Spencer Street
- VP 5** - View est towards the site from 126 Queens Road
- VP 6** - View west towards the site from 116 Queens Road
- VP 7** - View south towards the site from the intersection of William Street and Kings Road

VISUAL IMPACT ASSESSMENT - EXISTING CONTEXT





VP1 - EXISTING



VP1-E - PROPOSED

VP1 illustrates the existing site, as viewed from west of the site in Queen Road. The camera position is adjacent the kerb and beneath the canopy of the significant street trees lining the northern side of Queens Road. The RH foreground is occupied by 81-85 Queens Road. The site occupies the LH foreground from 81 Queens Road to the two-storey building at the signalled intersection of Queens Road and William Street. Beyond the signalled intersection, the construction hoarding to the perimeter of Kings Bay Village extends to the east, terminating at a line of trees located adjacent to the common boundary of Kings Bay Village and Rosebank School.

B+A assess the **Visual Quality of VP1 as LOW to MEDIUM**, due to the predominant presence of low-quality man-made features. The Visual Quality of VP1 is partly medium due to the significant street trees to the northern side of Queens Road. These trees are unaffected by this proposal.

VP1-E illustrates the proposed development within the existing context.

The Queens Road frontage of the proposal is occupied by a five-storey building and includes:

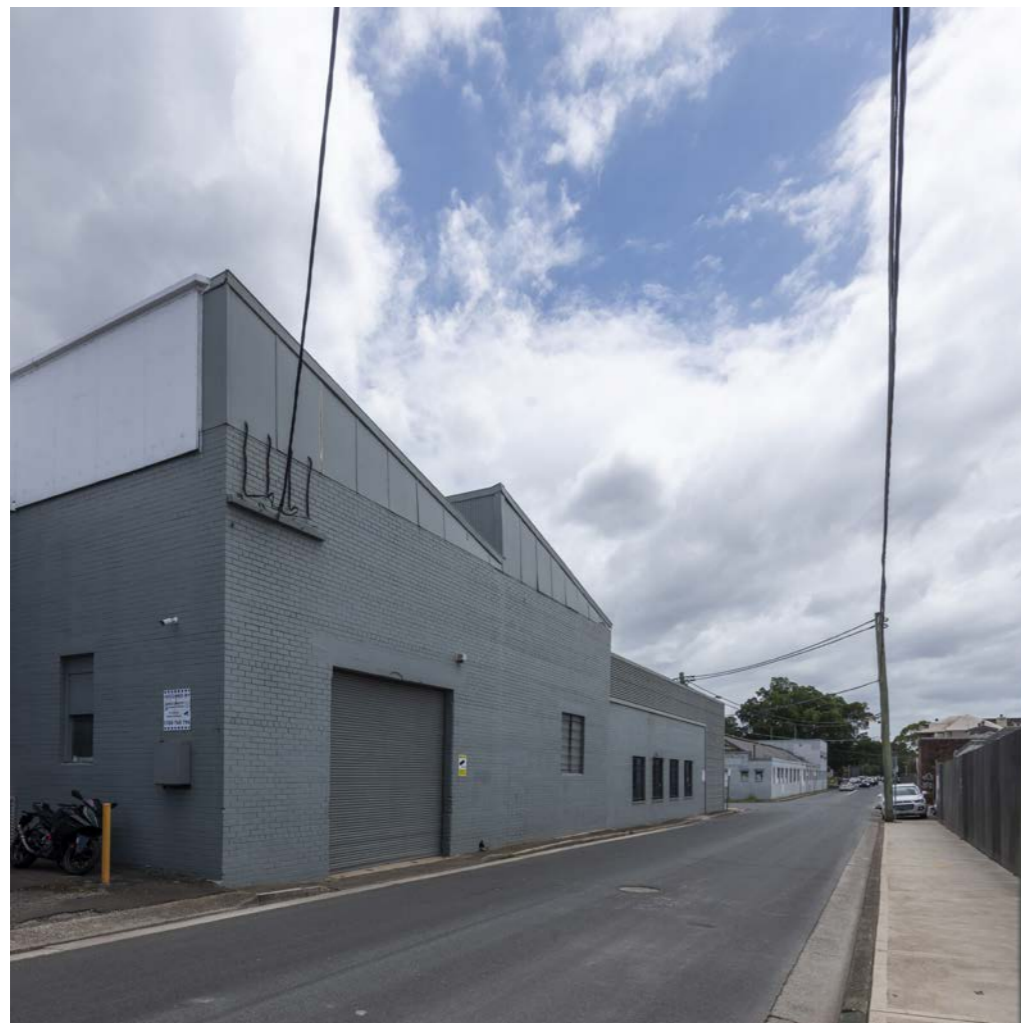
- Street tree planting within the road reservation (Refer Landscape drawing LD-DA 100)
- 3m wide paved setback between Queens Road and the new building
- Permeable 3m wide colonnade with retail and residential entries addressing Queens Road
- A further 3m setback at L2 above the colonnade with north facing residential dwellings above.

VP1-E also illustrates the increased setback provided at the intersection of Queens Road and William Street, as the 8m setback proposed to William Street for landscaping, cycle way and landscaped setback expands the public domain available at this intersection. The Queens Road street-wall built form terminates 8m from the William Street boundary and this additional public domain is landscaped. (Refer Landscape drawing LD-DA 100). The extent of this increase in public domain is indicated by the remnant image of the existing building in the photomontage, which will no longer occupy this intersection.

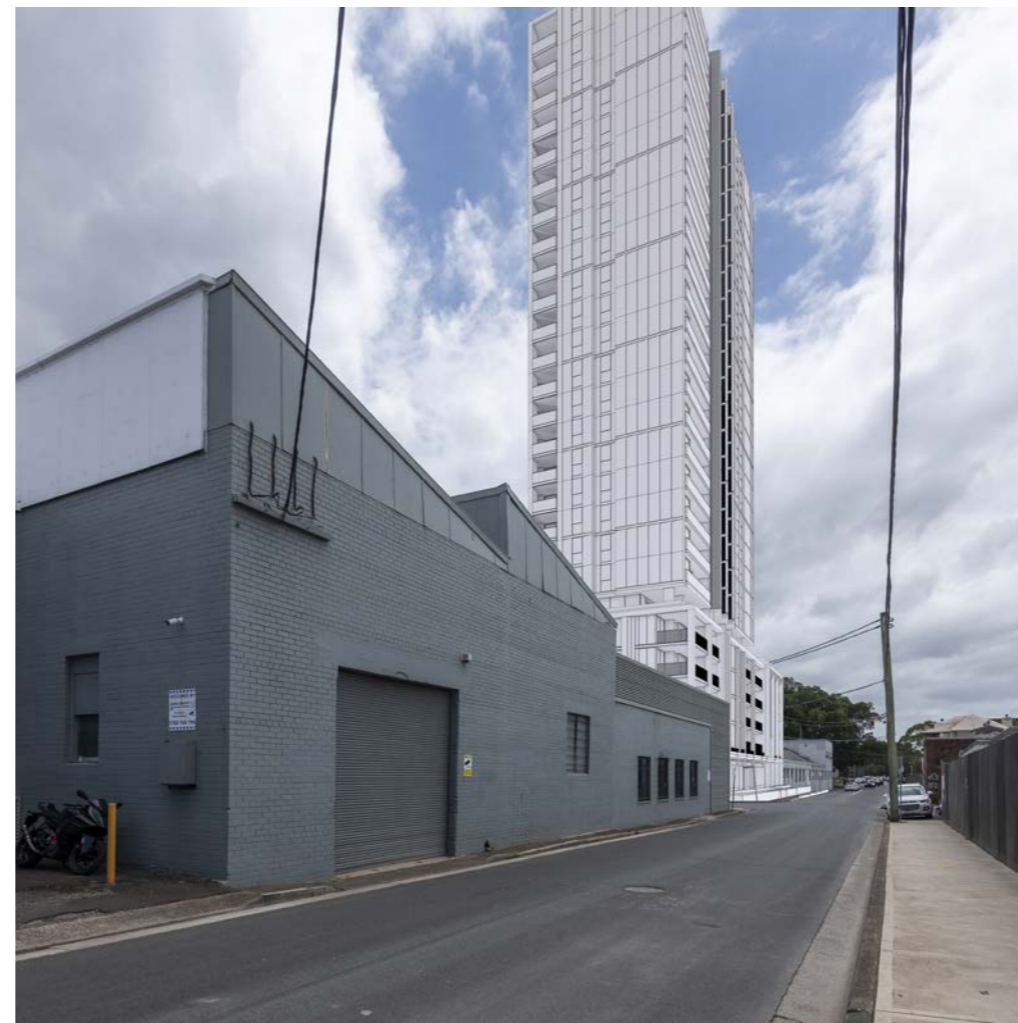
Behind the building occupying the Queens Road frontage the upper levels of a twenty-six-storey residential tower are visible. This tower is separated from the five-storey building by a landscaped public domain pedestrian network

B+A assess the **Visual Impact of VP1-E** due to the Queens Road frontage building as **NIL**, as the Queens Road public domain is significantly improved by the proposal.

B+A assess the **Visual Impact of VP1-E** due to the Tower building as **MEDIUM**, due to the impacts of the tower on the skyline, which will impact a moderate number of observers.



VP2 - EXISTING



VP2-E - PROPOSED

VP2 illustrates the existing site, as viewed from south of the site in William Street. The camera position is adjacent the kerb. The RH foreground is occupied by the construction hoarding to the Kings Bay Village (KBV) site. The subject site is the part one-storey/part two-storey building which occupy the RH centre of the image and extends from the intersection of William Street and Spencer Street to the signalled intersection of William Street and Queens Road beyond. The significant street tree canopy visible RH centre of the image is the most easterly of the existing street trees in Queens Road.

B+A assess the **Visual Quality of VP2** as **LOW**, due to the predominant presence of low-quality man-made features, minimal views of natural features and uniformity of landform. The street trees visible to the northern side of Queens Road are unaffected by this proposal.

VP2-E illustrates the proposed development within the existing context.

The Williams Street frontage of the proposal is occupied by five-storey and twenty-six-storey buildings and includes:

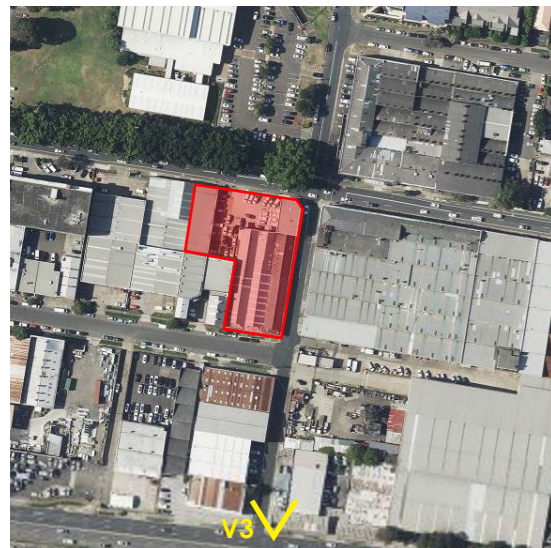
- Demolition of the existing one and two-storey building built to the street alignment
- Provision of a two-way cycle lane within the existing site boundary
- Deep soil buffer planting with canopy trees separating cycle lanes from the pedestrian pathway (Refer Landscape drawing LD-DA 100)
- 3m wide paved pedestrian pathway between the landscaped buffer and the new building

VP2-E also illustrates the increased setback provided at the intersection of Queens Road and William Street, as the 8m setback proposed to William Street for landscaping, cycle way and landscaped setback expands the public domain available at this intersection. The Queens Road street-wall built form terminates 8m from the William Street boundary and this additional public domain is landscaped. (Refer Landscape drawing LD-DA 100). The extent of this increase in public domain is indicated by the remnant image of the existing building in the photomontage, which will no longer occupy this intersection.

Behind the building occupying the Queens Road frontage the upper levels of a twenty-six-storey residential tower are visible. This tower is separated from the five-storey building by a landscaped public domain pedestrian network

B+A assess the **Visual Impact of VP2-E** due to the Queens Road frontage building occupying the intersection of William Street/Queens Road as **NIL**, as the William Street/Queens Road public domain, including views available to parklands beyond, is significantly improved by the proposal.

B+A assess the **Visual Impact of VP2-E** due to the Tower building as **MEDIUM**, due to the impacts of the tower on the skyline, which will impact a moderate number of observers.



VP3 - EXISTING



VP3-E - PROPOSED

VP3 illustrates the existing site, as viewed from south of the site in William Street. The camera position is adjacent the kerb at the intersection of William Street and Parramatta Road. The RH foreground is occupied by the construction hoarding to the Kings Bay Village (KBV) site. The subject site is the part one-storey/part two-storey building which occupy the RH centre of the image and extends from the intersection of William Street and Spencer Street to the signalled intersection of William Street and Queens Road beyond. The significant street tree canopy visible RH centre of the image is the most easterly of the existing street trees in Queens Road. The LH centre of the image comprises one and two storey automotive trading buildings, typical for Parramatta Road, with street level car parking, loading dock access and a single canopy tree.

B+A assess the **Visual Quality of VP3** as **LOW**, due to the predominant presence of low-quality man-made features, minimal views of natural features and uniformity of landform. The street trees visible to the northern side of Queens Road are unaffected by this proposal.

VP3-E illustrates the proposed development within the existing context.

The Williams Street frontage of the proposal is occupied by five-storey and twenty-six-storey buildings and includes:

- Demolition of the existing one and two-storey building built to the street alignment
- Provision of a two-way cycle lane within the existing site boundary
- Deep soil buffer planting with canopy trees separating cycle lanes from the pedestrian pathway (Refer Landscape drawing LD-DA 100)
- 3m wide paved pedestrian pathway between the landscaped buffer and the new building

VP3-E also illustrates the increased setback provided at the intersection of Queens Road and William Street, as the 8m setback proposed to William Street for landscaping, cycle way and landscaped setback expands the public domain available at this intersection. The Queens Road street-wall built form terminates 8m from the William Street boundary and this additional public domain is landscaped. (Refer Landscape drawing LD-DA 100). The extent of this increase in public domain is indicated by the remnant image of the existing building in the photomontage, which will no longer occupy this intersection.

Behind the building occupying the Queens Road frontage the upper levels of a twenty-six-storey residential tower are visible. This tower is separated from the five-storey building by a landscaped public domain pedestrian network

B+A assess the **Visual Impact of VP3-E** due to the Queens Road frontage building occupying the intersection of William Street/Queens Road as **NIL**, as the William Street/Queens Road public domain, including views available to parklands beyond, is significantly improved by the proposal.

B+A assess the **Visual Impact of VP2-E** due to the Tower building as **MEDIUM**, due to the impacts of the tower on the skyline, which will impact a moderate number of observers.



VP4 - EXISTING



VP4-E - PROPOSED

VP4 illustrates the existing site, as viewed from south of the site in Spencer Street. The camera position is on the public footpath within the road reservation. The RH foreground is the Spencer Street public footpath. The RH centre of the image is the KBV site development, including the retained single storey face brick substation building located on the William Street boundary and adjacent the proposed extension of Spencer Street to within the KBV site. The LH centre of the image illustrates the pair of face brick and gable roofed industrial buildings adjacent to the site and located at 10-12 Spencer Street. The site occupies the RH centre of the image from 10-12 Spencer Street to intersection of Spencer Street and William Street. Beyond this intersection, the construction hoarding to the perimeter of Kings Bay Village extends to the east north of the face brick substation.

B+A assess the **Visual Quality of VP4** as **MEDIUM**, due to the presence of the pair of gabled face brick industrial buildings at 10-12 Spencer Street, the retained face brick substation in William Street, and variegated skyline views available towards the east. These features are unaffected by this proposal.

VP4-E illustrates the proposed development within the existing context.

The Spencer Street frontage of the proposal is occupied by a five-storey building and includes:

- An increased pedestrian pathway blister at the intersection of Spencer and William Streets, activated by street level hospitality and outdoor café seating and street tree planting within the road reservation (Refer Landscape drawing LD-DA 100)
- 3m wide paved setback between Spencer Street and the new building
- 6m wide setback above L5 to the twenty-six-storey tower above

VP4-E also illustrates the increased setback provided at the intersection of Spencer Street and William Street, as the 8m setback proposed to William Street for landscaping, cycle way and landscaped setback expands the public domain available at this intersection. The Spencer Street street-wall built form terminates 8m from the William Street boundary and this additional public domain is landscaped. (Refer Landscape drawing LD-DA 100). The extent of this increase in public domain is indicated by the remnant image of the existing building in the photomontage, which will no longer occupy this intersection.

Above the five-storey building occupying the Spencer Street frontage the upper levels of a twenty-six-storey residential tower are visible. This tower is separated from the five-storey building below by a further setback from Spencer Street.

B+A assess the **Visual Impact of VP4-E** due to the Spencer Street frontage building as **NIL**, as the Spencer Street public domain is significantly improved by the proposal.

B+A assess the **Visual Impact of VP4-E** due to the Tower building as **MEDIUM to HIGH**, due to the impacts of the tower on the skyline, which will impact a limited number of observers.



VP5 - EXISTING



VP5-E - PROPOSED

VP5 illustrates the existing site, as viewed from east of the site in Queen Road. The camera position is adjacent the kerb and the canopy of medium street trees dispersed irregularly to the northern side of Queens Road. The RH foreground is occupied by two-storey industrial buildings setback 2-3 metres from the street boundary. The site occupies the RH centre of the image and comprises the two-storey rendered masonry building adjacent and to the LH side of the signalled intersection of Queens Road and William Street. To the LH centre of the image the construction hoarding to the perimeter of Kings Bay Village extends to the east, terminating at the common boundary of Kings Bay Village and Rosebank School.

B+A assess the **Visual Quality of VP5** as **LOW to MEDIUM**, due to the predominant presence of low-quality man-made features. The Visual Quality of VP5 is partly medium due to the presence of modest street trees to the northern side of Queens Road. These trees are unaffected by this proposal.

VP5-E illustrates the proposed development within the existing context.

The Queens Road frontage of the proposal is occupied by a five-storey building and includes:

- Street tree planting within the road reservation (Refer Landscape drawing LD-DA 100)
- 3m wide paved setback between Queens Road and the new building
- Permeable 3m wide colonnade with retail and residential entries addressing Queens Road
- A further 3m setback at L2 above the colonnade with north facing residential dwellings above.

VP5-E also illustrates the increased setback provided at the intersection of Queens Road and William Street, as the 8m setback proposed to William Street for landscaping, cycle way and landscaped setback expands the public domain available at this intersection. The Queens Road street-wall built form terminates 8m from the William Street boundary and this additional public domain is landscaped. (Refer Landscape drawing LD-DA 100).

Behind the building occupying the Queens Road frontage the entire envelope of a twenty-six-storey residential tower are visible. This tower is separated from the five-storey building by a landscaped public domain pedestrian network.

B+A assess the **Visual Impact of VP5-E** due to the Queens Road frontage building as **NIL**, as the Queens Road public domain is significantly improved by the proposal.

B+A assess the **Visual Impact of VP5-E** due to the Tower building as **MEDIUM to HIGH**, due to the impacts of the tower on the skyline, which will impact a significant number of observers due to traffic volumes in Queens Road.



VP6 illustrates the existing site, as viewed from east of the site in Queen Road. The camera position is adjacent the kerb and beneath the canopy of medium street trees dispersed irregularly to the northern side of Queens Road. The RH foreground is occupied by two-storey industrial buildings setback 2-3 metres from the street boundary. The site occupies the RH centre of the image and comprises the one and two-storey rendered masonry building adjacent and to the LH side of the signalled intersection of Queens Road and William Street. Due to the more elevated position of VP6, the pitched roof of the one-storey portion of the subject site is also visible in this image. To the LH centre of the image the construction hoarding to the perimeter of Kings Bay Village extends to the east, terminating at the common boundary of Kings Bay Village and Rosebank School.

B+A assess the **Visual Quality of VP6** as **LOW to MEDIUM**, due to the predominant presence of low-quality man-made features. The Visual Quality of VP6 is partly medium due to the presence of modest street trees to the northern side of Queens Road. These trees are unaffected by this proposal.

VP6-E illustrates the proposed development within the existing context.



VP6 - EXISTING



VP6-E - PROPOSED

The Queens Road frontage of the proposal is occupied by a five-storey building and includes:

- Street tree planting within the road reservation (Refer Landscape drawing LD-DA 100)
- 3m wide paved setback between Queens Road and the new building
- Permeable 3m wide colonnade with retail and residential entries addressing Queens Road
- A further 3m setback at L2 above the colonnade with north facing residential dwellings above.

VP6-E also illustrates the increased setback provided at the intersection of Queens Road and William Street, as the 8m setback proposed to William Street for landscaping, cycle way and landscaped setback expands the public domain available at this intersection. The Queens Road street-wall built form terminates 8m from the William Street boundary and this additional public domain is landscaped. (Refer Landscape drawing LD-DA 100).

Behind the building occupying the Queens Road frontage the entire envelope of a twenty-six-storey residential tower are visible. This tower is separated from the five-storey building by a landscaped public domain pedestrian network.

B+A assess the **Visual Impact of VP6-E** due to the Queens Road frontage building as **NIL**, as the Queens Road public domain is significantly improved by the proposal.

B+A assess the **Visual Impact of VP6-E** due to the Tower building as **MEDIUM to HIGH**, due to the impacts of the tower on the skyline, which will impact a significant number of observers due to traffic volumes in Queens Road.



VP7 - EXISTING



VP7-E - PROPOSED

VP7 - VIEW SOUTH TOWARDS THE SITE FROM THE INTERSECTION OF WILLIAM STREET AND KINGS ROAD
VISUAL IMPACT ASSESSMENT - EXISTING CONTEXT

VP7 illustrates the existing site, as viewed from north of the site in William Street. The camera position is adjacent the kerb and at the intersection of William Street and Kings Road. The RH foreground is occupied by a landscaped car parking area with some canopy tree planting and serving the Five Dock Leisure Centre and adjoining parklands. The LH foreground is occupied by two-storey industrial buildings setback 5-6 metres from the street boundary. The site occupies the centre of the image and comprises the one and two-storey rendered masonry building adjacent and to the RH side of the signalled intersection of Queens Road and William Street. To the RH centre of the image the tree canopy of significant street trees to the northern side of Queens Road obscure 95% of the Queens Road buildings adjacent to the subject site.

B+A assess the **Visual Quality of VP7 as MEDIUM**, due to the presence of some natural features, trees, parkland and open space. The Visual Quality of VP7 is partly due to the presence of significant street trees to the northern side of Queens Road. These trees are unaffected by this proposal.

VP7-E illustrates the proposed development within the existing context.

The Queens Road frontage of the proposal is occupied by a five-storey building and includes:

- Street tree planting within the road reservation (Refer Landscape drawing LD-DA 100)
- 3m wide paved setback between Queens Road and the new building
- Permeable 3m wide colonnade with retail and residential entries addressing Queens Road
- A further 3m setback at L2 above the colonnade with north facing residential dwellings above.

VP7-E also illustrates the increased setback provided at the intersection of Queens Road and William Street, as the 8m setback proposed to William Street for landscaping, cycle way and landscaped setback expands the public domain available at this intersection. The Queens Road street-wall built form terminates 8m from the William Street boundary and this additional public domain is landscaped. (Refer Landscape drawing LD-DA 100).

From VP7, 90% of the proposed Queens Road frontage building envelope is obscured by the canopy of significant street trees, with only the William Street ground floor level and a portion of L5 addressing Queens Road visible from VP7.

Behind the building occupying the Queens Road frontage 80% of the envelope of a twenty-six-storey residential tower are visible. This tower is separated from the five-storey building by a landscaped public domain pedestrian network, not visible from VP7.

B+A assess the **Visual Impact of VP7-E** due to the Queens Road frontage building as **NIL**, as 95% of the Queens Road frontage building is not visible from VP7 and that portion visible at the intersection of William Street and Queens Road provides a significantly improved public domain.

B+A assess the **Visual Impact of VP7-E** due to the Tower building as **MEDIUM to HIGH**, due to the impacts of the tower on the skyline, which will impact a significant number of observers due to the open space and parklands to the perimeter of the Five Dock Leisure Centre.



VISUAL IMPACT SCALE																
SCALE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
VALUE	NIL	LOW					MEDIUM					HIGH				
QUALITY OF VIEWS	NIL	The view is dominated by low-quality man-made structures. Very limited natural features are visible from the view. Landscape appears uniform and lacking variation.					The view contains a mix of natural features and man-made elements. Provides limited views of distinct landforms					The view features mostly natural features. Minimal man-made elements, and those present are of high architectural quality. Strong views of distinctive natural landforms. Including landmark and iconic regional features.				
ASSESSMENT OF VISUAL IMPACT	No impact on the existing quality of the view.	There is a minor change to the existing visual quality of the view. It does not affect any iconic viewpoints and/or is visible to a small number of observers. There is considerable distance between the development and potential observers.					There is medium impact on the existing visual quality of the view. There is a minor loss of iconic views and/or impacts a moderate number of observers. The development is close to potential observers.					There is high impact on the existing visual quality of the view. There is a considerable loss of iconic views and/or impacts a significant number of observers. The development is adjacent to the potential observers.				

VISUAL IMPACT SCALE																
SCALE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
VALUE	NIL	LOW					MEDIUM					HIGH				
VP1	●								●							
VP2	●								●							
VP3	●								●							
VP4	●										●					
VP5	●										●					
VP6	●										●					
VP7	●										●					

- STREET FRONTAGE BUILDING
- TOWER BUILDING

VISUAL IMPACT ASSESSMENT - FUTURE CONTEXT





VP1-E - PROPOSED



VP1-F - PROPOSED IN FUTURE CONTEXT

VP1 illustrates the existing site, as viewed from west of the site in Queen Road. The camera position is adjacent the kerb and beneath the canopy of the significant street trees lining the northern side of Queens Road. The RH foreground is occupied by 81-85 Queens Road. The site occupies the LH foreground from 81 Queens Road to the two-storey building at the signalled intersection of Queens Road and William Street. Beyond the signalled intersection, the construction hoarding to the perimeter of Kings Bay Village extends to the east, terminating at a line of trees located adjacent to the common boundary of Kings Bay Village and Rosebank School.

B+A assess the **Visual Quality of VP1** as **LOW to MEDIUM**, due to the predominant presence of low-quality man-made features. The Visual Quality of VP1 is partly medium due to the significant street trees to the northern side of Queens Road. These trees are unaffected by this proposal.

VP1-F illustrates the proposed development within the future context with the inclusion of Kings Bay Village. Further development may be proposed west of the site but has not been modelled for this VIA.

The Queens Road frontage of the proposal is occupied by a five-storey building and includes:

- Street tree planting within the road reservation (Refer Landscape drawing LD-DA 100)
- 3m wide paved setback between Queens Road and the new building
- Permeable 3m wide colonnade with retail and residential entries addressing Queens Road
- A further 3m setback at L2 above the colonnade with north facing residential dwellings above.

VP1-F also illustrates the increased setback provided at the intersection of Queens Road and William Street, as the 8m setback proposed to William Street for landscaping, cycle way and landscaped setback expands the public domain available at this intersection. The Queens Road street-wall built form terminates 8m from the William Street boundary and this additional public domain is landscaped. (Refer Landscape drawing LD-DA 100). Further, as the Kings Bay Village (KBV) development includes the provision of new parkland, William Street Park, to the NW corner of the KBV site, the increase in public domain will be greater in the future context.

Behind the building occupying the Queens Road frontage the upper levels of a twenty-six-storey residential tower is visible. This tower is separated from the five-storey building by a landscaped public domain pedestrian network

B+A assess the **Visual Impact of VP1-F** due to the Queens Road frontage building as **NIL**, as the Queens Road public domain are significantly improved by the proposal. The improvement in the public domain available will be greater following the completion of KBV.

B+A assess the **Visual Impact of VP1-F** due to the Tower building as **LOW**, due to the minimal impacts of the tower on the skyline when considered within the context of the towers occupying the KBV site which will impact a limited number of observers.



VP2 illustrates the existing site, as viewed from south of the site in William Street. The camera position is adjacent the kerb. The RH foreground is occupied by the construction hoarding to the Kings Bay Village (KBV) site. The subject site is the part one-storey/part two-storey building which occupy the RH centre of the image and extends from the intersection of William Street and Spencer Street to the signalled intersection of William Street and Queens Road beyond. The significant street tree canopy visible RH centre of the image is the most easterly of the existing street trees in Queens Road.

B+A assess the **Visual Quality of VP2** as **LOW**, due to the predominant presence of low-quality man-made features, minimal views of natural features and uniformity of landform. The street trees visible to the northern side of Queens Road are unaffected by this proposal.

VP2-F illustrates the proposed development within the future context with the inclusion of Kings Bay Village. Further development may be proposed west of the site but has not been modelled for this VIA.

The Williams Street frontage of the proposal is occupied by five-storey and twenty-six-storey buildings and includes:

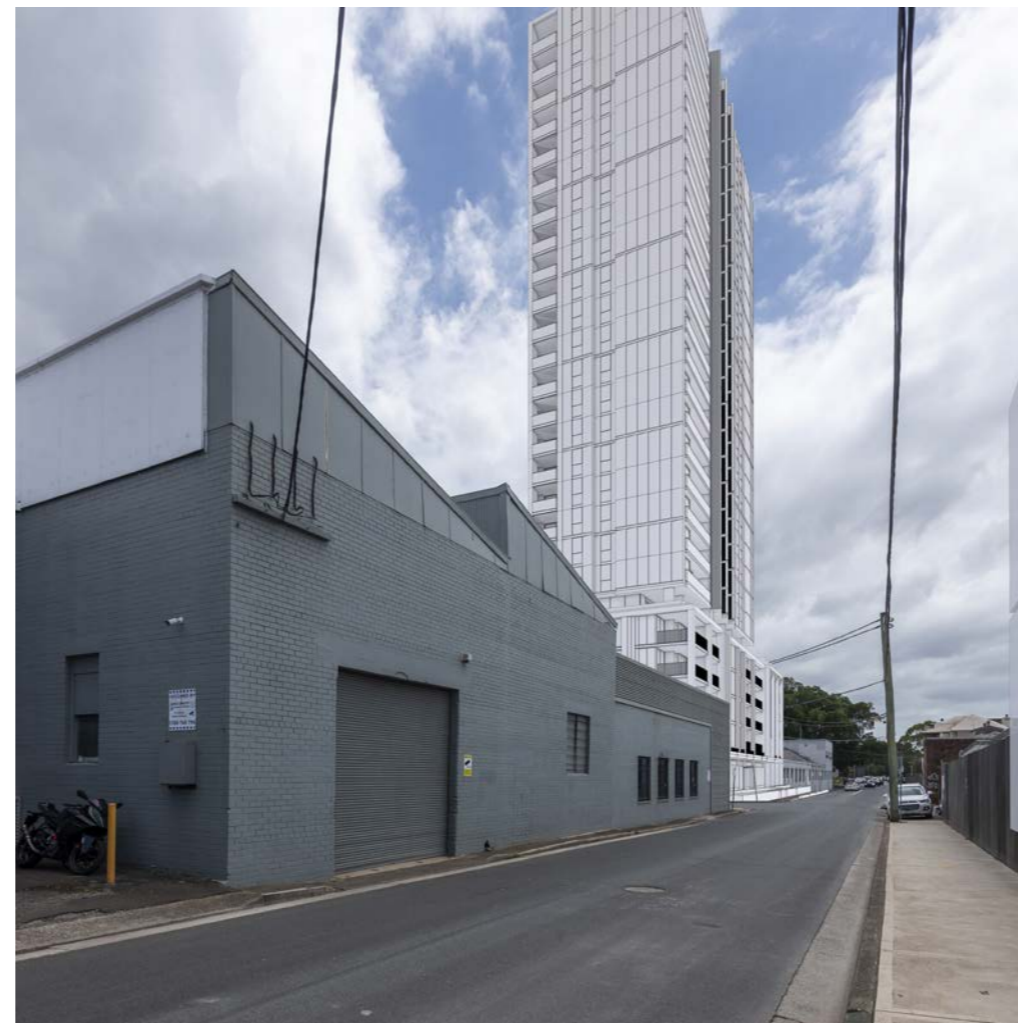
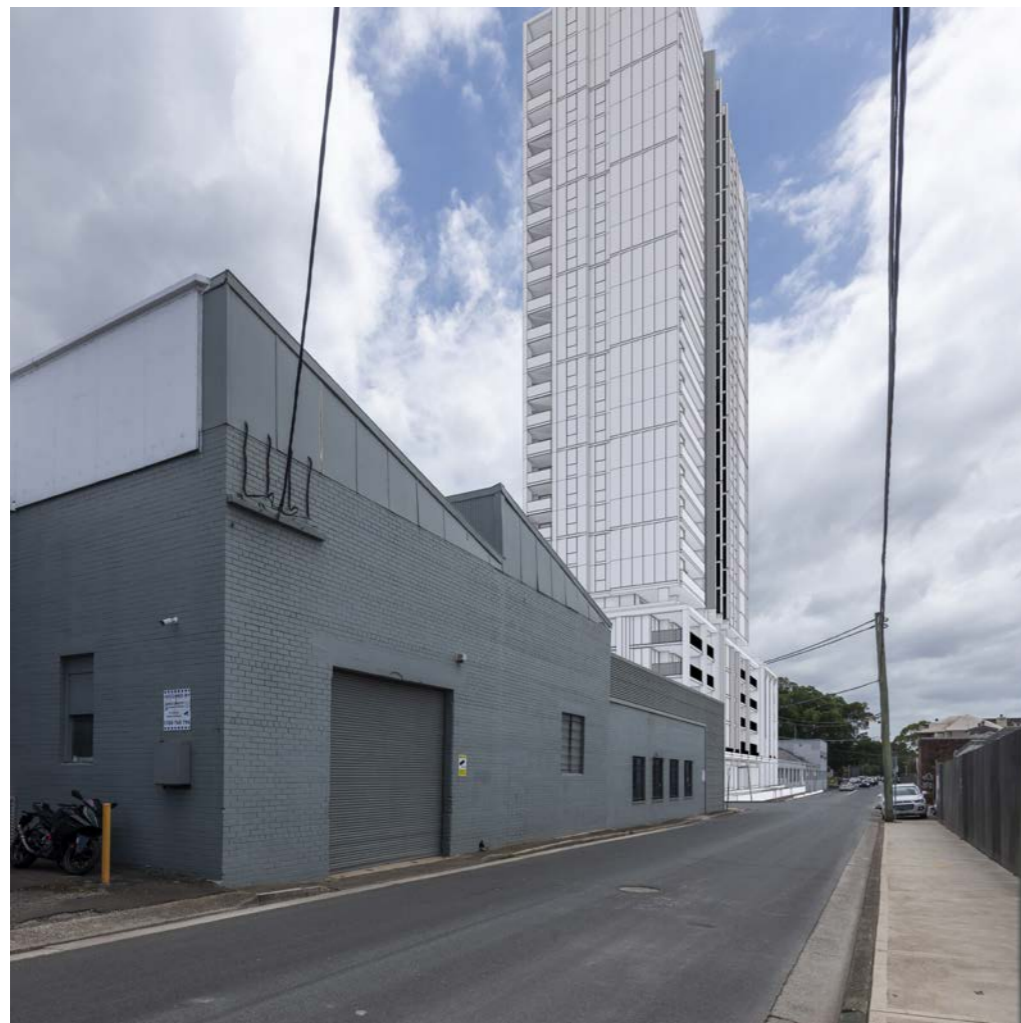
- Demolition of the existing one and two-storey building built to the street alignment
- Provision of a two-way cycle lane within the existing site boundary
- Deep soil buffer planting with canopy trees separating cycle lanes from the pedestrian pathway (Refer Landscape drawing LD-DA 100)
- 3m wide paved pedestrian pathway between the landscaped buffer and the new building

VP2-F also illustrates the increased setback provided at the intersection of Queens Road and William Street, as the 8m setback proposed to William Street for landscaping, cycle way and landscaped setback expands the public domain available at this intersection. The Queens Road street-wall built form terminates 8m from the William Street boundary and this additional public domain is landscaped. (Refer Landscape drawing LD-DA 100). Further, as the Kings Bay Village (KBV) development includes the provision of new parkland, William Street Park, to the NW corner of the KBV site, the increase in public domain will be greater in the future context.

Behind the building occupying the Queens Road frontage the upper levels of a twenty-six-storey residential tower are visible. This tower is separated from the five-storey building by a landscaped public domain pedestrian network

B+A assess the **Visual Impact of VP2-F** due to the Queens Road frontage building occupying the intersection of William Street/Queens Road as **NIL**, as the William Street/Queens Road public domain, including views available to parklands beyond, is significantly improved by the proposal.

B+A assess the **Visual Impact of VP2-F** due to the Tower building remains as **MEDIUM**, due to the impacts of the tower on the skyline, which are not mitigated by the towers occupying the KBV site.



VP2-E - PROPOSED

VP2-F - PROPOSED IN FUTURE CONTEXT

VP2 - VIEW NORTH TOWARDS THE SITE FROM WILLIAM STREET SOUTH OF THE WILLIAM AND SPENCER STREETS INTERSECTION
VISUAL IMPACT ASSESSMENT - FUTURE CONTEXT





VP3 illustrates the existing site, as viewed from south of the site in William Street. The camera position is adjacent the kerb at the intersection of William Street and Parramatta Road. The RH foreground is occupied by the construction hoarding to the Kings Bay Village (KBV) site. The subject site is the part one-storey/part two-storey building which occupy the RH centre of the image and extends from the intersection of William Street and Spencer Street to the signalled intersection of William Street and Queens Road beyond. The significant street tree canopy visible RH centre of the image is the most easterly of the existing street trees in Queens Road. The LH centre of the image comprises one and two storey automotive trading buildings, typical for Parramatta Road, with street level car parking, loading dock access and a single canopy tree.

B+A assess the **Visual Quality of VP3** as **LOW**, due to the predominant presence of low-quality man-made features, minimal views of natural features and uniformity of landform. The street trees visible to the northern side of Queens Road are unaffected by this proposal.

VP3-F illustrates the proposed development within the future context with the inclusion of Kings Bay Village. Further development may be proposed west of the site but has not been modelled for this VIA.

The Williams Street frontage of the proposal is occupied by five-storey and twenty-six-storey buildings and includes:

- Demolition of the existing one and two-storey building built to the street alignment
- Provision of a two-way cycle lane within the existing site boundary
- Deep soil buffer planting with canopy trees separating cycle lanes from the pedestrian pathway (Refer Landscape drawing LD-DA 100)
- 3m wide paved pedestrian pathway between the landscaped buffer and the new building

VP3-F also illustrates the increased setback provided at the intersection of Queens Road and William Street, as the 8m setback proposed to William Street for landscaping, cycle way and landscaped setback expands the public domain available at this intersection. The Queens Road street-wall built form terminates 8m from the William Street boundary and this additional public domain is landscaped. (Refer Landscape drawing LD-DA 100). The extent of this increase in public domain is indicated by the remnant image of the existing building in the photomontage, which will no longer occupy this intersection.

Behind the building occupying the Queens Road frontage the upper levels of a twenty-six-storey residential tower are visible. This tower is separated from the five-storey building by a landscaped public domain pedestrian network

B+A assess the **Visual Impact of VP3-F** due to the Queens Road frontage building occupying the intersection of William Street/Queens Road as **NIL**, as the William Street/Queens Road public domain, including views available to parklands beyond, is significantly improved by the proposal.

B+A assess the **Visual Impact of VP3-F** due to the Tower building as **LOW**, due to the impacts of the tower on the skyline, which are mitigated by the towers adjacent and occupying the SW corner of the KBV, which will impact a moderate number of observers.



VP3-E - PROPOSED



VP3-F - PROPOSED IN FUTURE CONTEXT



VP4-E - PROPOSED



VP4-F - PROPOSED IN FUTURE CONTEXT

VP4 illustrates the existing site, as viewed from south of the site in Spencer Street. The camera position is on the public footpath within the road reservation. The RH foreground is the Spencer Street public footpath. The RH centre of the image is the KBV site development, including the retained single storey face brick substation building located on the William Street boundary and adjacent the proposed extension of Spencer Street to within the KBV site. The LH centre of the image illustrates the pair of face brick and gable roofed industrial buildings adjacent to the site and located at 10-12 Spencer Street. The site occupies the RH centre of the image from 10-12 Spencer Street to intersection of Spencer Street and William Street. Beyond this intersection, the construction hoarding to the perimeter of Kings Bay Village extends to the east north of the face brick substation.

B+A assess the **Visual Quality of VP4** as **MEDIUM**, due to the presence of the pair of gabled face brick industrial buildings at 10-12 Spencer Street, the retained face brick substation in William Street, and variegated skyline views available towards the east. These features are unaffected by this proposal.

VP4-F illustrates the proposed development within the future context with the inclusion of Kings Bay Village. Further development may be proposed west of the site but has not been modelled for this VIA.

The Spencer Street frontage of the proposal is occupied by a five-storey building and includes:

- An increased pedestrian pathway blister at the intersection of Spencer and William Streets, activated by street level hospitality and outdoor café seating and street tree planting within the road reservation (Refer Landscape drawing LD-DA 100)
- 3m wide paved setback between Spencer Street and the new building
- 6m wide setback above L5 to the twenty-six-storey tower above

VP4-F also illustrates the increased setback provided at the intersection of Spencer Street and William Street, as the 8m setback proposed to William Street for landscaping, cycle way and landscaped setback expands the public domain available at this intersection. The Spencer Street street-wall built form terminates 8m from the William Street boundary and this additional public domain is landscaped. (Refer Landscape drawing LD-DA 100).

Above the five-storey building occupying the Spencer Street frontage the upper levels of a twenty-six-storey residential tower are visible. This tower is separated from the five-storey building below by a further setback from Spencer Street.

Further, the KBV development includes the extension of Spencer Street to the east to the Rosebank College boundary, further increasing the extent of the public domain, permeability and walkability of the precinct and providing visual interest.

B+A assess the **Visual Impact of VP4-F** due to the Spencer Street frontage building as **NIL**, as the Spencer Street public domain is significantly improved by the proposal.

B+A assess the **Visual Impact of VP4-E** due to the Tower building as **MEDIUM**, due to the impacts of the tower on the skyline, which are mitigated by the towers adjacent and occupying the NW corner of the KBV, which will impact a moderate number of observers.



VP5-E - PROPOSED



VP5-F - PROPOSED IN FUTURE CONTEXT

VP5 illustrates the existing site, as viewed from east of the site in Queen Road. The camera position is adjacent the kerb and the canopy of medium street trees dispersed irregularly to the northern side of Queens Road. The RH foreground is occupied by two-storey industrial buildings setback 2-3 metres from the street boundary. The site occupies the RH centre of the image and comprises the two-storey rendered masonry building adjacent and to the LH side of the signalled intersection of Queens Road and William Street. To the LH centre of the image the construction hoarding to the perimeter of Kings Bay Village extends to the east, terminating at the common boundary of Kings Bay Village and Rosebank School.

B+A assess the **Visual Quality of VP5** as **LOW to MEDIUM**, due to the predominant presence of low-quality man-made features. The Visual Quality of VP1 is partly medium due to the presence of modest street trees to the northern side of Queens Road. These trees are unaffected by this proposal.

VP5-F illustrates the proposed development within the future context with the inclusion of Kings Bay Village. Further development may be proposed west of the site but has not been modelled for this VIA.

The Queens Road frontage of the proposal is occupied by a five-storey building and includes:

- Street tree planting within the road reservation (Refer Landscape drawing LD-DA 100)
- 3m wide paved setback between Queens Road and the new building
- Permeable 3m wide colonnade with retail and residential entries addressing Queens Road
- A further 3m setback at L2 above the colonnade with north facing residential dwellings above.

VP5-F also illustrates the increased setback provided at the intersection of Queens Road and William Street, as the 8m setback proposed to William Street for landscaping, cycle way and landscaped setback expands the public domain available at this intersection. The Queens Road street-wall built form terminates 8m from the William Street boundary and this additional public domain is landscaped. (Refer Landscape drawing LD-DA 100).

Behind the building occupying the Queens Road frontage, approximately 50% of the envelope of the twenty-six-storey residential tower are visible. This tower is separated from the five-storey building by a landscaped public domain pedestrian network, and significantly obscured by the towers of KBV, which are both taller than tower proposed for the subject site and closer to an observer in Queens Road.

B+A assess the **Visual Impact of VP5-F** due to the Queens Road frontage building as **NIL**, as the Queens Road public domain is significantly improved by the proposal.

B+A assess the **Visual Impact of VP5-F** due to the Tower building as **LOW to MEDIUM**, due to the impacts of the tower on the skyline, which are mitigated by the towers adjacent and occupying the NW corner of the KBV, which will impact a significant number of observers due to traffic volumes in Queens Road.



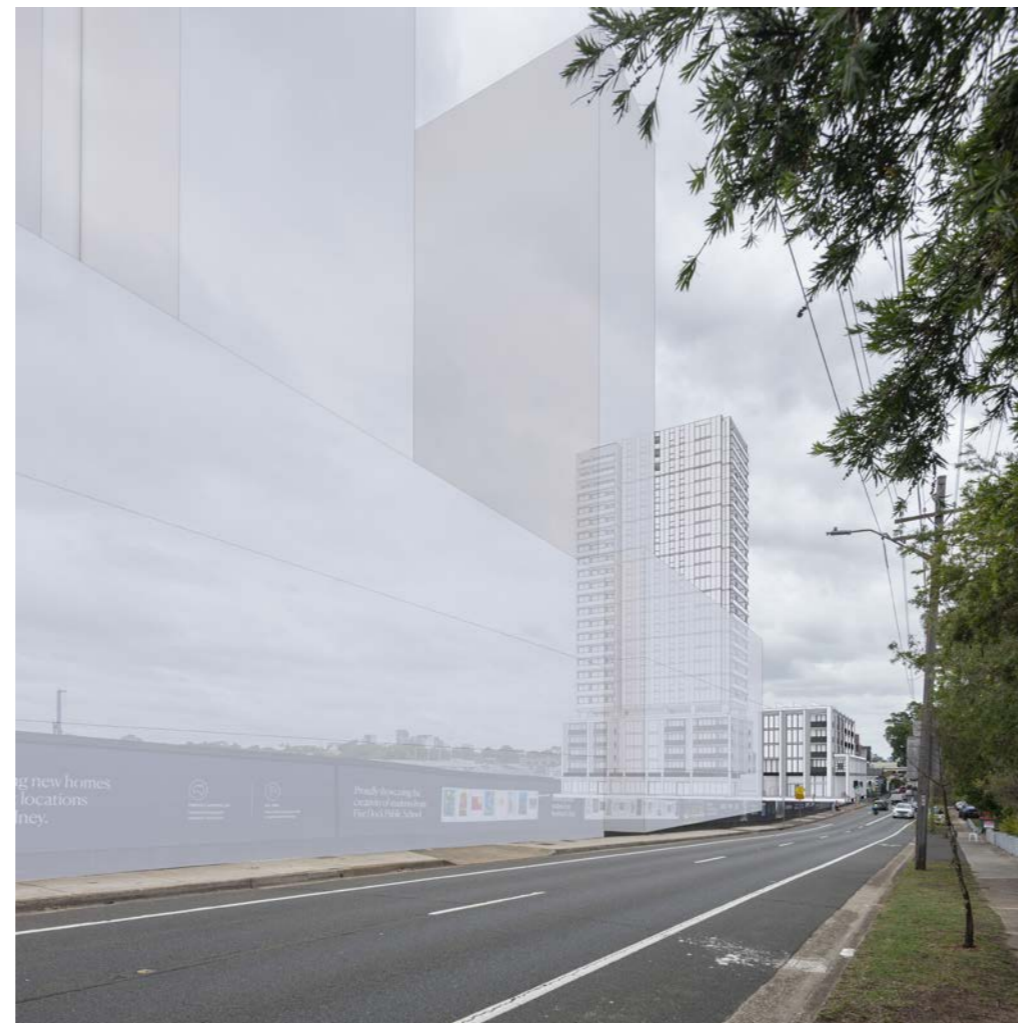
VP6 illustrates the existing site, as viewed from east of the site in Queen Road. The camera position is adjacent the kerb and beneath the canopy of medium street trees dispersed irregularly to the northern side of Queens Road. The RH foreground is occupied by two-storey industrial buildings setback 2-3 metres from the street boundary. The site occupies the RH centre of the image and comprises the one and two-storey rendered masonry building adjacent and to the LH side of the signalled intersection of Queens Road and William Street. Due to the more elevated position of VP6, the pitched roof of the one-storey portion of the subject site is also visible in this image. To the LH centre of the image the construction hoarding to the perimeter of Kings Bay Village extends to the east, terminating at the common boundary of Kings Bay Village and Rosebank School.

B+A assess the **Visual Quality of VP6** as **LOW to MEDIUM**, due to the predominant presence of low-quality man-made features. The Visual Quality of VP6 is partly medium due to the presence of modest street trees to the northern side of Queens Road. These trees are unaffected by this proposal.

VP6-F illustrates the proposed development within the future context with the inclusion of Kings Bay Village. Further development may be proposed west of the site but has not been modelled for this VIA.



VP6-E - EXISTING



VP6-F - PROPOSED IN FUTURE CONTEXT

The Queens Road frontage of the proposal is occupied by a five-storey building and includes:

- Street tree planting within the road reservation (Refer Landscape drawing LD-DA 100)
- 3m wide paved setback between Queens Road and the new building
- Permeable 3m wide colonnade with retail and residential entries addressing Queens Road
- A further 3m setback at L2 above the colonnade with north facing residential dwellings above.

VP6-F also illustrates the increased setback provided at the intersection of Queens Road and William Street, as the 8m setback proposed to William Street for landscaping, cycle way and landscaped setback expands the public domain available at this intersection. The Queens Road street-wall built form terminates 8m from the William Street boundary and this additional public domain is landscaped. (Refer Landscape drawing LD-DA 100).

Behind the building occupying the Queens Road frontage approximately 20% of the envelope of a twenty-six-storey residential tower are visible. This tower is separated from the five-storey building by a landscaped public domain pedestrian network, not visible from VP6.

B+A assess the **Visual Impact of VP6-F** due to the Queens Road frontage building as **NIL**, as the Queens Road public domain is significantly improved by the proposal.

B+A assess the **Visual Impact of VP6-F** due to the Tower building as **NIL to LOW**, due to the impacts of the tower on the skyline, which are mitigated by the towers adjacent and occupying the NW corner of the KBV, which will impact a significant number of observers due to traffic volumes in Queens Road.



VP7-E - PROPOSED



VP7-F - PROPOSED IN FUTURE CONTEXT

VP7 - VIEW SOUTH TOWARDS THE SITE FROM THE INTERSECTION OF WILLIAM STREET AND KINGS ROAD
VISUAL IMPACT ASSESSMENT - FUTURE CONTEXT

VP7 illustrates the existing site, as viewed from north of the site in William Street. The camera position is adjacent the kerb and at the intersection of William Street and Kings Road. The RH foreground is occupied by a landscaped car parking area with some canopy tree planting and serving the Five Dock Leisure Centre and adjoining parklands. The LH foreground is occupied by two-storey industrial buildings setback 5-6 metres from the street boundary. The site occupies the centre of the image and comprises the one and two-storey rendered masonry building adjacent and to the RH side of the signalled intersection of Queens Road and William Street. To the RH centre of the image the tree canopy of significant street trees to the northern side of Queens Road obscure 95% of the Queens Road buildings adjacent to the subject site.

B+A assess the Visual Quality of VP7 as MEDIUM, due to the presence of some natural features, trees, parkland and open space. The Visual Quality of VP7 is partly due to the presence of significant street trees to the northern side of Queens Road. These trees are unaffected by this proposal.

VP7-F illustrates the proposed development within the existing context.

The Queens Road frontage of the proposal is occupied by a five-storey building and includes:

- Street tree planting within the road reservation (Refer Landscape drawing LD-DA 100)
- 3m wide paved setback between Queens Road and the new building
- Permeable 3m wide colonnade with retail and residential entries addressing Queens Road
- A further 3m setback at L2 above the colonnade with north facing residential dwellings above.

VP7-F also illustrates the increased setback provided at the intersection of Queens Road and William Street, as the 8m setback proposed to William Street for landscaping, cycle way and landscaped setback expands the public domain available at this intersection. The Queens Road street-wall built form terminates 8m from the William Street boundary and this additional public domain is landscaped. (Refer Landscape drawing LD-DA 100).

From VP7, 90% of the proposed Queens Road frontage building envelope is obscured by the canopy of significant street trees, with only the William Street ground floor level and a portion of L5 addressing Queens Road visible from VP7.

Behind the building occupying the Queens Road frontage 80% of the envelope of a twenty-six-storey residential tower are visible. This tower is separated from the five-storey building by a landscaped public domain pedestrian network, not visible from VP7.

B+A assess the **Visual Impact of VP7-E** due to the Queens Road frontage building as **NIL**, as 95% of the Queens Road frontage building is not visible from VP7 and that portion visible at the intersection of William Street and Queens Road provides a significantly improved public domain.

B+A assess the **Visual Impact of VP7-E** due to the Tower building as **MEDIUM**, due to the impacts of the tower on the skyline, which are mitigated by the towers adjacent and occupying the NW corner of the KBV which will also impact a significant number of observers due to the open space and parklands to the perimeter of the Five Dock Leisure Centre.



VISUAL IMPACT SCALE																
SCALE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
VALUE	NIL	LOW					MEDIUM					HIGH				
QUALITY OF VIEWS	NIL	The view is dominated by low-quality man-made structures. Very limited natural features are visible from the view. Landscape appears uniform and lacking variation.					The view contains a mix of natural features and man-made elements. Provides limited views of distinct landforms					The view features mostly natural features. Minimal man-made elements, and those present are of high architectural quality. Strong views of distinctive natural landforms. Including landmark and iconic regional features.				
ASSESSMENT OF VISUAL IMPACT	No impact on the existing quality of the view.	There is a minor change to the existing visual quality of the view. It does not affect any iconic viewpoints and/or is visible to a small number of observers. There is considerable distance between the development and potential observers.					There is medium impact on the existing visual quality of the view. There is a minor loss of iconic views and/or impacts a moderate number of observers. The development is close to potential observers.					There is high impact on the existing visual quality of the view. There is a considerable loss of iconic views and/or impacts a significant number of observers. The development is adjacent to the potential observers.				

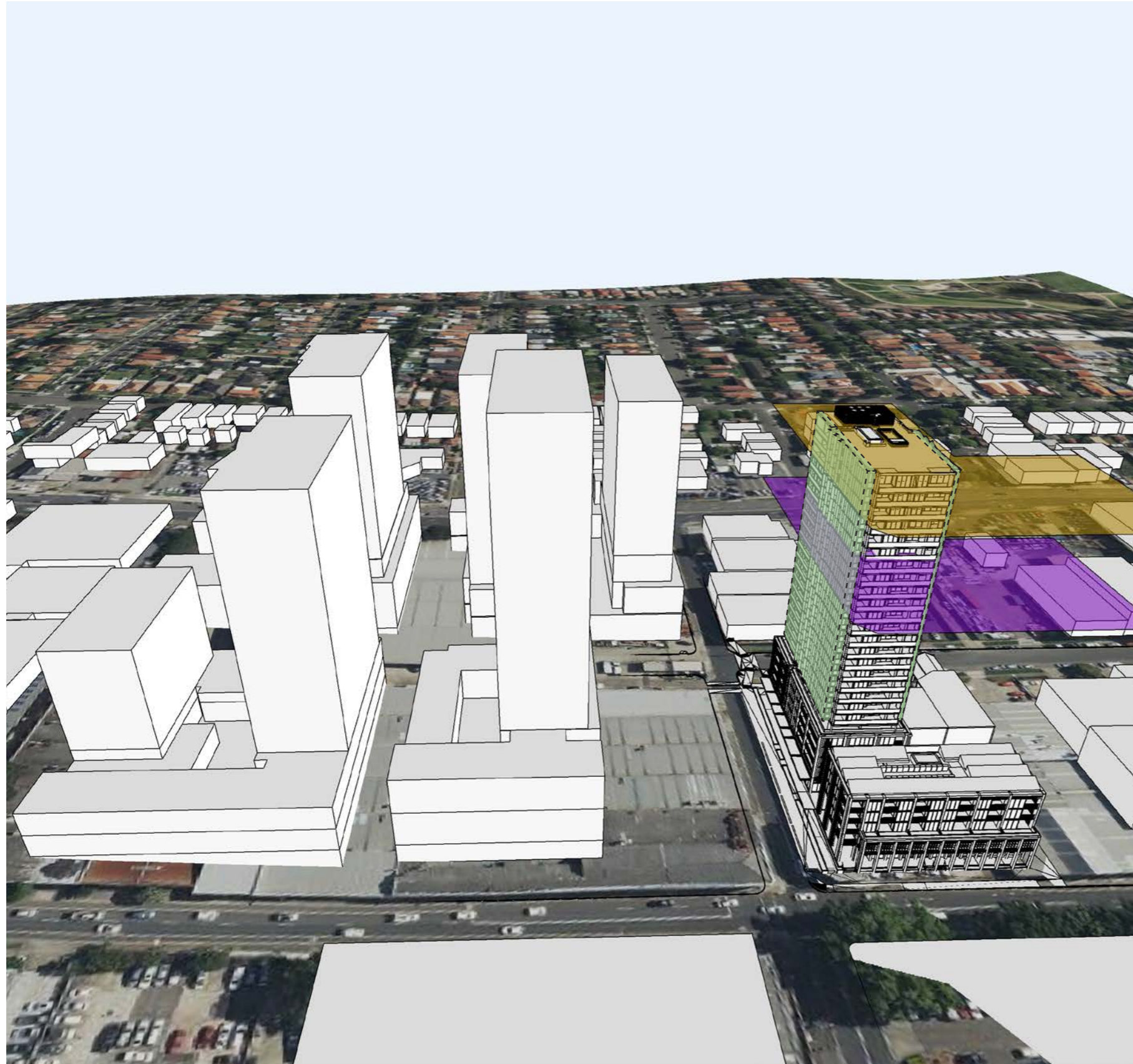
VISUAL IMPACT SCALE																
SCALE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
VALUE	NIL	LOW					MEDIUM					HIGH				
VP1	●			●												
VP2	●								●							
VP3	●			●												
VP4	●								●							
VP5	●					●										
VP6	●	●														
VP7	●								●							

- STREET FRONTAGE BUILDING
- TOWER BUILDING

VISUAL IMPACT SUMMARY
VISUAL IMPACT OF HEIGHT OF BUILDING NON-COMPLIANCE

VISUAL IMPACT OF HEIGHT OF BUILDING & SETBACK NON-COMPLIANCES





FUTURE CONTEXT WITH DCP SETBACK AND LEP HEIGHT OF BUILDING CONTROLS

- Visible building envelope non-compliant with DCP setback
- 87.1m Height Plane
- 67m Height Plane

The LEP planning controls applicable to the site prescribe a height limit of 87.1m above natural ground level (NGL). While this development application is accompanied by a Clause 4.6 Objection - Height of buildings, the breach of the height of buildings control is limited to lift over runs, fire stairs and roof top mounted services including PV cells and the like. These building elements have been modelled and, while their height exceeds the 87.1m HOB height plane, the breach has no impact on the visual impact of the proposed development.




The DCP planning controls require the upper levels of the western elevation of the 26 storey tower building to be setback 3m from the western boundary of the site, adjoining 10-12 Spencer Street. While the SW corner of the proposed tower complies, portions of the west elevation encroach this 3m setback. Similarly, the DCP planning controls require the upper levels of the eastern elevation of the 26 storey tower to be set back 11m from the eastern boundary to William Street. Level 6-22 of the eastern elevation of the tower encroach this 11m setback. These building elements have been modelled and the breach illustrated has no impact of the visual impact of the proposed development.

To illustrate this lack of impact, please refer to the following images, VP1-F-HOB to VP7-F-HOB, which:

- Provide illustrations of the proposal within the future context from each VP
- Include coloured height planes illustrating both the City of Canada Bay LEP HOB limit and the additional 30% HOB available via Housing SEPP 2021 due to the inclusion of Affordable Rental Housing within the development
- Provide illustrations of the 26 storey tower breach that the DCP setback controls and identify those portions visible from each VP



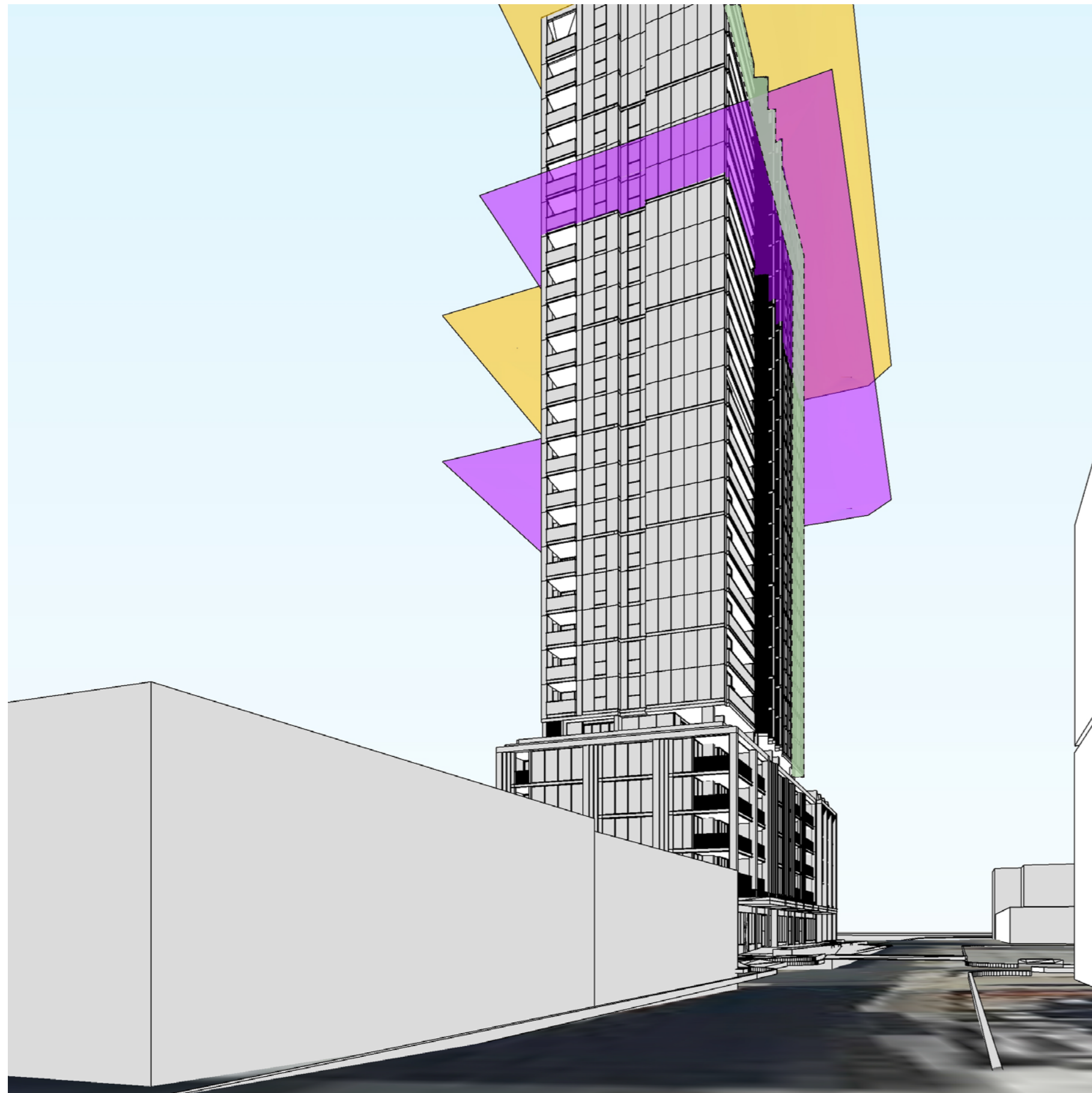
FUTURE CONTEXT WITH DCP SETBACK AND LEP HEIGHT OF BUILDING CONTROLS

-  Visible building envelope non-compliant with DCP setback
-  87.1m Height Plane
-  67m Height Plane






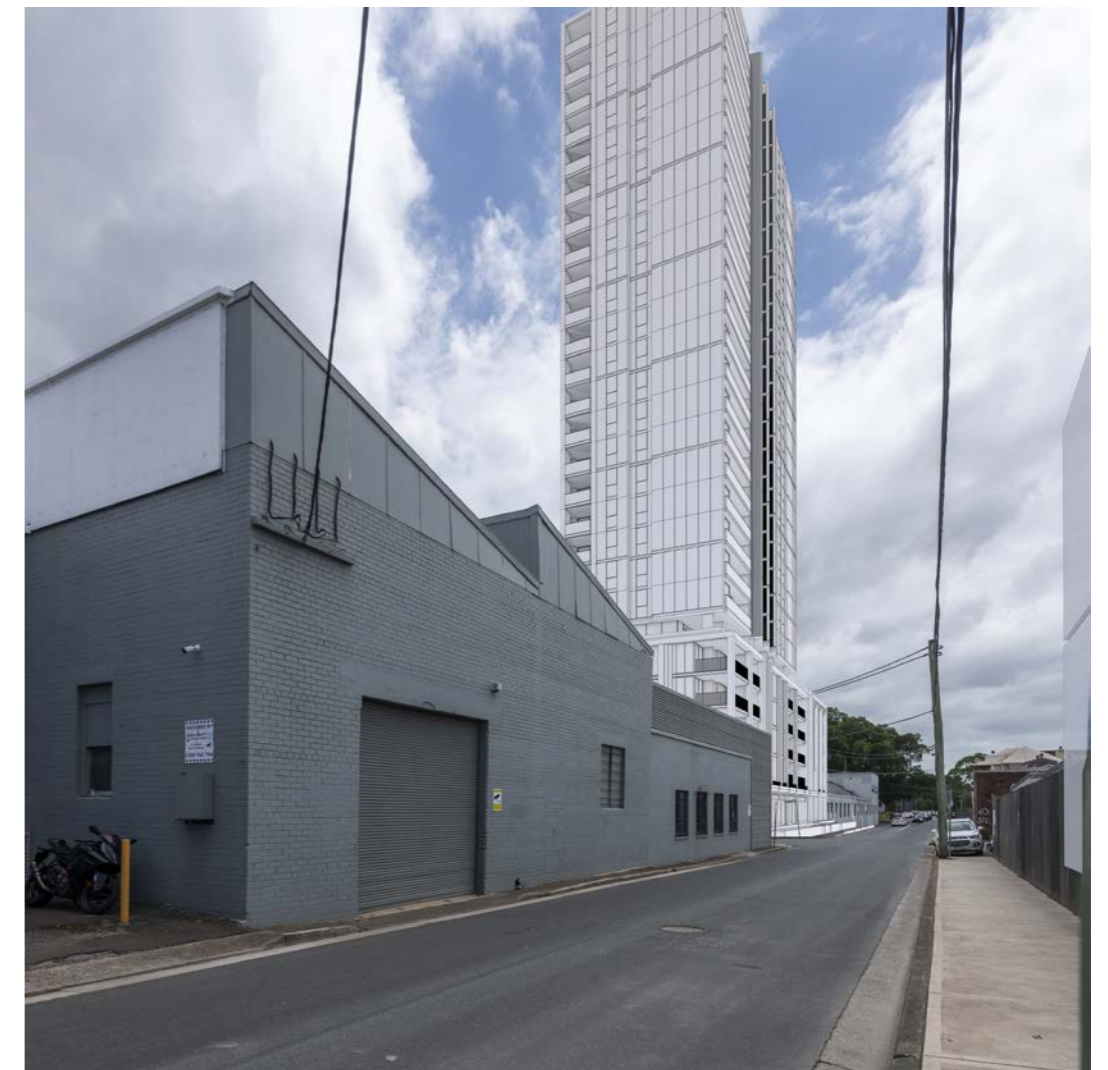
FUTURE CONTEXT

VP1 - VIEW EAST TOWARDS THE SITE FROM OPPOSITE 87 QUEENS ROAD
 VISUAL IMPACT OF HEIGHT OF BUILDING NON-COMPLIANCE



FUTURE CONTEXT WITH DCP SETBACK AND LEP HEIGHT OF BUILDING CONTROLS

-  Visible building envelope non-compliant with DCP setback
-  87.1m Height Plane
-  67m Height Plane



FUTURE CONTEXT

VP2 - VIEW NORTH TOWARDS THE SITE FROM WILLIAM STREET SOUTH OF THE WILLIAM AND SPENCER STREETS INTERSECTION
 VISUAL IMPACT OF HEIGHT OF BUILDING NON-COMPLIANCE



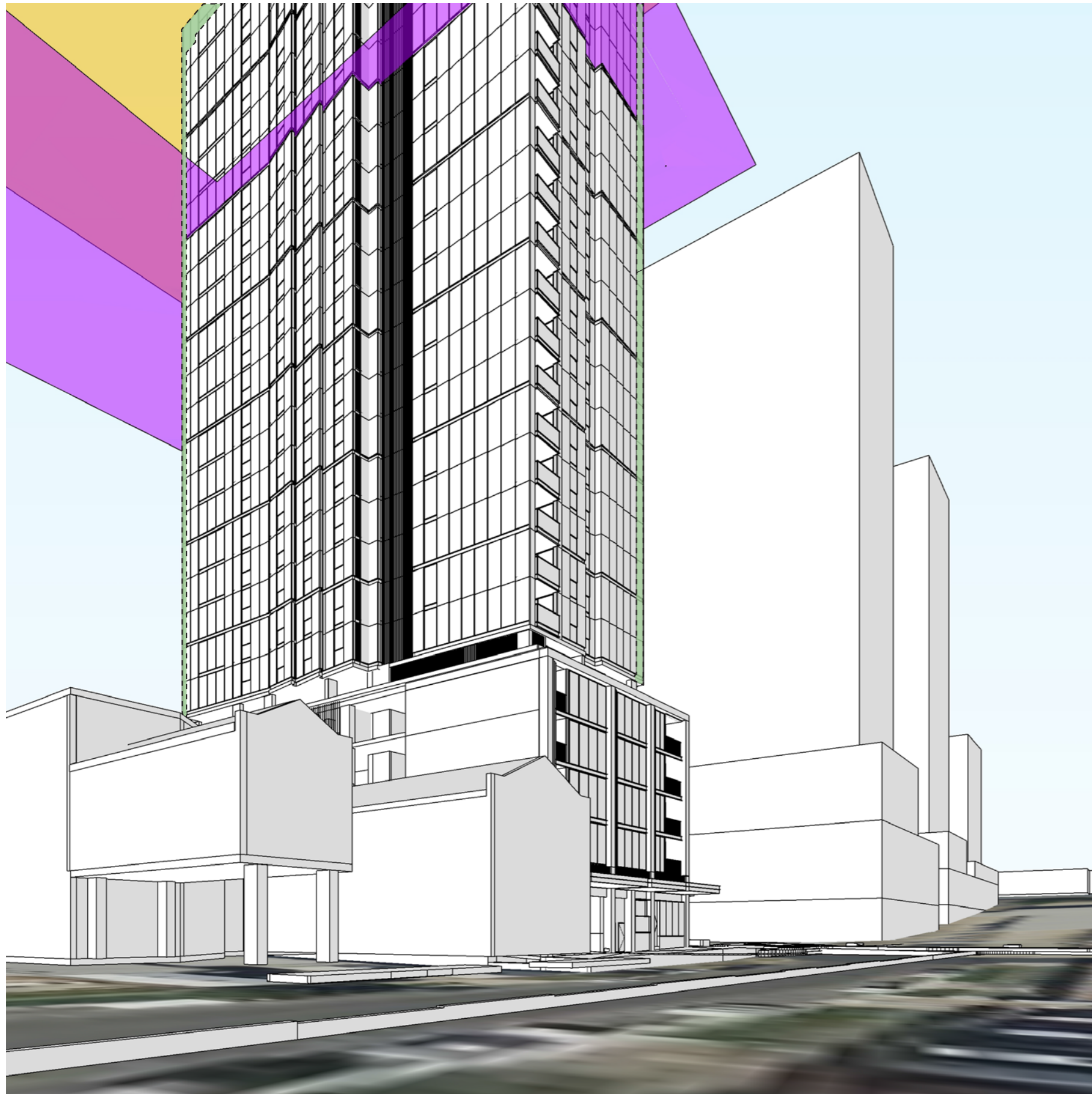
- Visible building envelope non-compliant with DCP setback
- 87.1m Height Plane
- 67m Height Plane






FUTURE CONTEXT WITH DCP SETBACK AND LEP HEIGHT OF BUILDING CONTROLS

FUTURE CONTEXT

VP3 - VIEW NORTH TOWARDS THE SITE FROM THE INTERSECTION OF PARRAMATTA ROAD AND WILLIAM STREET
 VISUAL IMPACT OF HEIGHT OF BUILDING NON-COMPLIANCE



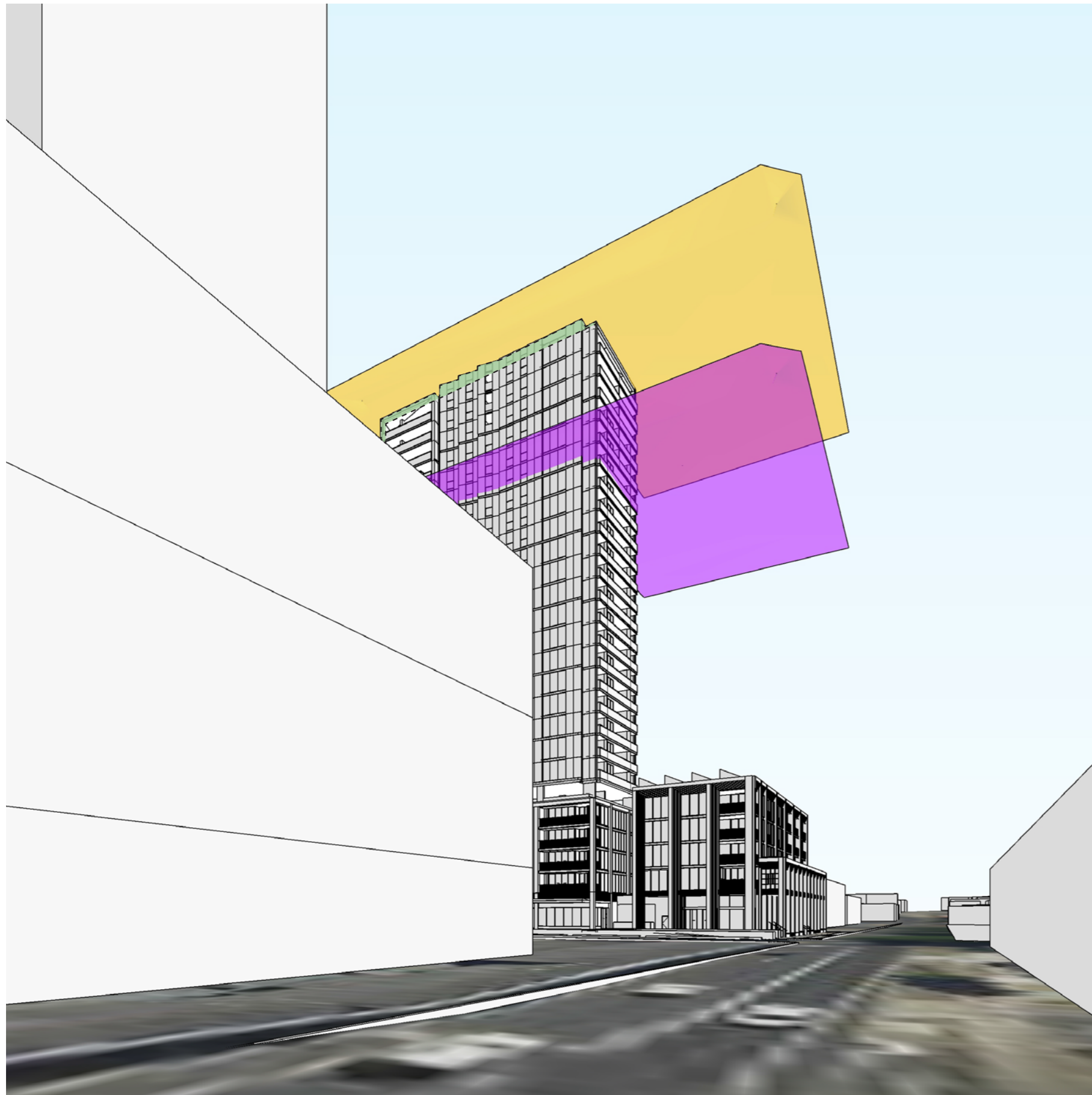
FUTURE CONTEXT WITH DCP SETBACK AND LEP HEIGHT OF BUILDING CONTROLS

-  Visible building envelope non-compliant with DCP setback
-  87.1m Height Plane
-  67m Height Plane



FUTURE CONTEXT

VP4 - VIEW EAST TOWARDS THE SITE FROM SPENCER STREET
 VISUAL IMPACT OF HEIGHT OF BUILDING NON-COMPLIANCE



FUTURE CONTEXT WITH DCP SETBACK AND LEP HEIGHT OF BUILDING CONTROLS

- Visible building envelope non-compliant with DCP setback
- 87.1m Height Plane
- 67m Height Plane



FUTURE CONTEXT

VP5 - VIEW WEST TOWARDS THE SITE FROM 126 QUEENS ROAD
 VISUAL IMPACT OF HEIGHT OF BUILDING NON-COMPLIANCE



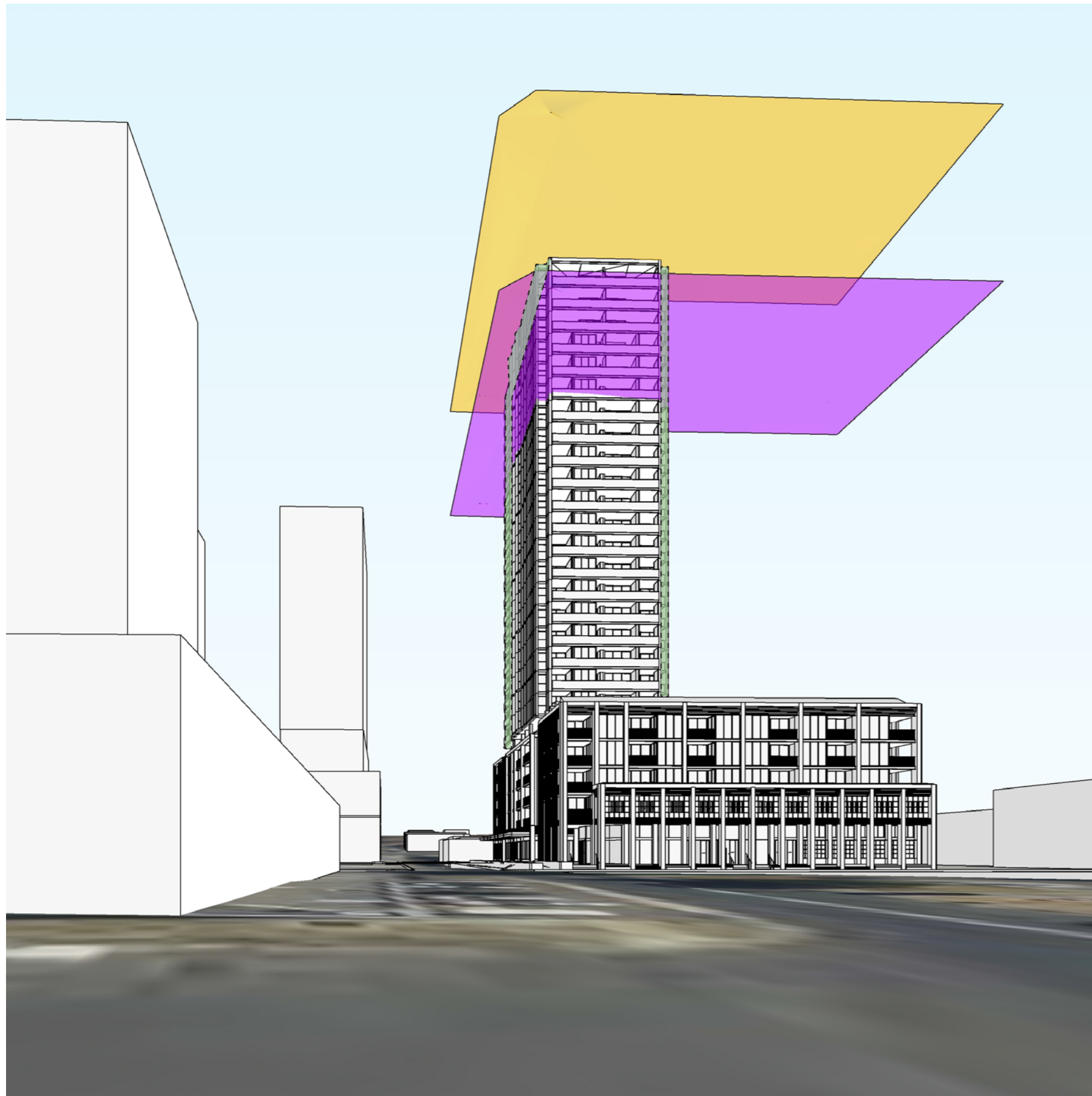
FUTURE CONTEXT WITH DCP SETBACK AND LEP HEIGHT OF BUILDING CONTROLS

- Visible building envelope non-compliant with DCP setback
- 87.1m Height Plane
- 67m Height Plane



FUTURE CONTEXT

VP6 - VIEW WEST TOWARDS THE SITE FROM 116 QUEENS ROAD
 VISUAL IMPACT OF HEIGHT OF BUILDING NON-COMPLIANCE



FUTURE CONTEXT WITH DCP SETBACK AND LEP HEIGHT OF BUILDING CONTROLS

- Visible building envelope non-compliant with DCP setback
- 87.1m Height Plane
- 67m Height Plane



FUTURE CONTEXT

VP7 - VIEW SOUTH TOWARDS THE SITE FROM THE INTERSECTION OF WILLIAM STREET AND KINGS ROAD
 VISUAL IMPACT OF HEIGHT OF BUILDING NON-COMPLIANCE

CONCLUSION



● STREET FRONTAGE BUILDING

● TOWER BUILDING

PROPOSAL IN EXISTING CONTEXT																
SCALE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
VALUE	NIL	LOW				MEDIUM				HIGH						
VP1	●								●							
VP2	●								●							
VP3	●								●							
VP4	●										●					
VP5	●										●					
VP6	●										●					
VP7	●										●					

VISUAL IMPACT SCALE

PROPOSAL IN FUTURE CONTEXT																
SCALE	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
VALUE	NIL	LOW				MEDIUM				HIGH						
VP1	●			●												
VP2	●								●							
VP3	●			●												
VP4	●								●							
VP5	●					●										
VP6	●	●														
VP7	●								●							

VISUAL IMPACT SCALE

CONCLUSION

BONUS + ASSOCIATES

B+A's analysis of the proposed development has identified that, whilst visible from seven selected viewpoints, the visual impact of the development is both limited and within acceptable parameters.

The proposed development, which involves replacing an aging one and two storey industrial building with highly visible mixed-use buildings of five and twenty-six-storeys in height, has been designed by Plus Studio and Land + Form in close collaboration, and within the framework of an integrated public domain and landscape strategy informed by the PRCUTS, Canada Bay LEP and DCP controls, the ADG and Housing SEPP 2021.

The proposed development provides a coherent plan for built form, place making and connection with the Kings Bay Precinct.

Based on B+A's analysis, the visual impact of the proposed development within the existing context is assessed as either **Nil** or **Medium to High**, the Nil being attributable to the significant public domain benefits provided by the proposal and the Medium to High being due to the significant increase in building heights proposed by the planning controls.

However, as the Kings Bay Precinct is in transition, the analysis needs to also consider the visual impact of the proposed development within the future context

Based on B+A's analysis, the visual impact of the proposed development within the future context is assessed as either **Nil** or **Medium**, the Nil being attributable to the significant public domain benefits provided by the proposal and the reduction in visual impact to Medium being due to the residential towers of similar or greater height presently under construction in Kings Bay Village, which will mitigate the uniqueness of any skyline impacts arising from the 26-storey tower building envelope proposed for the site.

In B+A's opinion, the visual impact of the proposed development is both reasonable and acceptable.



APPENDIX



24/02/2026

Statement on Methodology - Photomontages for 79-81 Queens Road, Five Dock

The computer generated photomontages were prepared for B+A from the following base information for 79-81 Queens Road, Five Dock:

- 1) FBX 3D models by Plus Studio (260211 - 20830 Five Dock - MODEL BUILDING SOLO.fbx and 260211 - 20830 Five Dock - CONTEXT.fbx)
- 2) Detail survey by C&A Surveyors (Ref 30163-23_DET_V3.dwg)
- 3) Photography, undertaken by the author on 23 January 2026 as described in the Photography Log (Appendix A).

All photos were pre-processed in Adobe Camera RAW to correct for geometric distortion based on lens characteristics, as 3D rendering software assumes perfect rectilinear lenses. Each photomontage was created in Autodesk 3DS MAX 2023 / VRay 7 and Adobe Photoshop 2025, from a Revit 3D model imported to 3DS MAX and aligned with survey data.

The photomontages presented in the Visual Impact Assessment have been constructed using the detail survey as primary reference. While the camera locations have not been directly surveyed, the locations have been triangulated using an iterative refinement process. This is based on the principle that, for any given photograph, there can be only one solution for camera position, focal length, pitch, roll, and yaw. Alignment wireframes are provided in Appendix B to demonstrate view alignment accuracy level for each photo.

All photos have been captured in portrait orientation (2:3 aspect ratio) to accommodate the height of the proposed built forms while keeping the horizon centred to maintain 2-point perspective. Each image has subsequently been cropped to a square format (1:1 aspect ratio), resulting in a "tilt-shift lens" effect.

Signed



David Murgatroyd
B. Ind Des (UNSW)

Photography Log for 79-81 Queens Road, Five Dock NSW

View ID	Location Description	Photo ID (filename)	Date Taken	Camera Model	Lens	Focal Length (35mm format)	Horizontal Field of View	Eye Level	Camera RL (as modelled)
1	Queens Rd, opp No.87	79-81_Queens_Rd_Five_Dock_008_Square_Existing.jpg	23/01/26	Nikon D800 DSLR	AF-S Nikkor 16-35mm f/4G ED VR	24	72 degrees	1.5m	3.4
2	William St near Great Western Hwy	79-81_Queens_Rd_Five_Dock_016_Square_Existing.jpg	23/01/26	Nikon D800 DSLR	AF-S Nikkor 16-35mm f/4G ED VR	24	72 degrees	1.5m	4.5
3	Great Western Hwy at William St	79-81_Queens_Rd_Five_Dock_031_Square_Existing.jpg	23/01/26	Nikon D800 DSLR	AF-S Nikkor 16-35mm f/4G ED VR	24	72 degrees	1.5m	5.2
4	Spencer St	79-81_Queens_Rd_Five_Dock_045_Square_Existing.jpg	23/01/26	Nikon D800 DSLR	AF-S Nikkor 16-35mm f/4G ED VR	24	72 degrees	1.5m	3.4
5	Queens Rd near No.126	79-81_Queens_Rd_Five_Dock_050_Square_Existing.jpg	23/01/26	Nikon D800 DSLR	AF-S Nikkor 16-35mm f/4G ED VR	24	72 degrees	1.5m	4.1
6	Queens Rd near No.116	79-81_Queens_Rd_Five_Dock_064_Square_Existing.jpg	23/01/26	Nikon D800 DSLR	AF-S Nikkor 16-35mm f/4G ED VR	24	72 degrees	1.5m	6.8
7	William St at Kings Rd	79-81_Queens_Rd_Five_Dock_078_Square_Existing.jpg	23/01/26	Nikon D800 DSLR	AF-S Nikkor 16-35mm f/4G ED VR	24	72 degrees	1.5m	3.8



79-81_Queens_Rd_Five_Dock_008_Survey_Wireframe01.jpg - SURVEY ALIGNMENT WIREFRAME



79-81_Queens_Rd_Five_Dock_016_Survey_Wireframe01.jpg - SURVEY ALIGNMENT WIREFRAME



79-81_Queens_Rd_Five_Dock_031_Survey_Wireframe01.jpg - SURVEY ALIGNMENT WIREFRAME



79-81_Queens_Rd_Five_Dock_045_Survey_Wireframe01.jpg - SURVEY ALIGNMENT WIREFRAME



79-81_Queens_Rd_Five_Dock_050_Survey_Wireframe01.jpg - SURVEY ALIGNMENT WIREFRAME



79-81_Queens_Rd_Five_Dock_064_Survey_Wireframe01.jpg - SURVEY ALIGNMENT WIREFRAME



79-81_Queens_Rd_Five_Dock_078_Survey_Wireframe01.jpg - SURVEY ALIGNMENT WIREFRAME