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Urbaine Design Group Pty Ltd, 19c/74 , The Corso, Manly, NSW 2095



**VISUAL IMPACT ASSESSMENT**

**STATE SIGNIFICANT DEVELOPMENT APPLICATION  
LOTS.4-5, 6-7 AND 8 BUCHAN AVENUE, EDMONDSON PARK 2174**

MARCH 2026

Project Type: Development Application

Lots: 4/-/DP1275478, 5/-/DP1275478, 6/-/DP1275478, 7/-/DP1275478, 8/-/DP1275478

Address: Site nos.4-5, 6-7 and 8, Edmondson Park 2174

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### APPENDIX A: Assessment Images - panoramic (additional PDF)

# 1. INTRODUCTION

## 1.1. Scope and Purpose of Report

This Visual Impact Report is submitted to the Department of Planning, Housing and Infrastructure (DPHI) on behalf UPG Edmondson Parkland Pty Ltd (UPG) (the Applicant), to support a State Significant Development Application (SSDA) and Concurrent Rezoning Report for the construction of a new multi stage residential project at Lots 4-5, 6-7, and 8 Buchan Avenue, Edmondson Park (known as Sites 3, 4 and 5) (the site). The proposed development comprising a mix of shop-top housing, residential flat buildings (RFB), co-living housing, and affordable housing, together with public domain improvements including a new publicly accessible plaza, a public library and through-site pedestrian links.

The project has been identified by the NSW Housing Delivery Authority (HDA) as a key development to accelerate the delivery of well-located, diverse and affordable housing across Greater Sydney, with the HDA playing a coordinating role across government agencies to unlock complex sites through strategic planning, infrastructure coordination and streamlined assessment pathways. On 19 February 2025, the HDA recommended that the proposed development on Sites 4 and 5 (6-7 and 8 Buchan Avenue, Edmondson Park), as outlined in EOI application 232588 dated 17 January 2025, be declared State Significant Development (SSD) under section 4.36(3) of the Environmental Planning and Assessment Act 1979, followed by a similar recommendation on 2 June 2025 for Site 3 (4-5 Buchan Avenue, Edmondson Park) as described in EOI application 246574 dated 14 March 2025. These recommendations were formalised through the Minister's issuance of State Significant Development Declaration Order (No. 9) 2025 on 12 June 2025, with the proposals to be facilitated by a concurrent amendment to the State Environmental Planning Policy (Precincts – Western Parkland City) 2021.



Figure 1 – Site location shown in yellow overlay.

## 1.2. The Proposed Development

### 1.2.1. The Site and existing property

The combined site is located at 4-5, 6-7, and 8 Buchan Avenue, Edmondson Park, and is legally described as Lots 4, 5, 6, 7 and 8 in DP1275478. The site has a total area of approximately 3.1 hectares, with a primary street frontage of approximately 298m to Buchan Avenue, and a secondary street frontage of approximately 186m to Horrie Road. The combined site is owned by UPG Edmondson Parkland Pty Ltd.

The site is located approximately 330m from the Edmondson Park Train Station and directly adjacent to a

future high school (currently under construction). The site is also approximately 400m northwest of Frasers Ed Square Town Centre, placing it in a highly accessible and active urban precinct. The site and its surroundings are currently undeveloped presenting a significant opportunity for coordinated and well-integrated urban development.

It is noted that earthworks, subdivision, and the construction of the major and minor roads surrounding the site has been undertaken under previous development consents.



Figure 2 – Subject sites shown in yellow overlay.

### 1.3. Proposed Land Use and Built Form

#### Rezoning Proposal:

To facilitate the proposed development described in Section 2.2, a Rezoning Proposal is sought to seek the following amendments to the State Environmental Planning Policy (Precincts – Western Parkland City) 2021 (Precincts SEPP):

- Amend the Height of Buildings Map to apply a suite of maximum building heights across the site, ranging from 52m – 135m;
- Amend the Floor Space Ratio Map to apply maximum FSRs of 3.7:1 - 5.4:1 across the site;
- Remove the requirement for a Development Control Plan for the site;
- Permit development for the purposes of ‘commercial premises’ on Site 5.

#### State Significant Development Application:

The proposed amendments to the Precincts SEPP, as outlined above, will facilitate the following development, sought via a concurrent SSDA. Specifically, the proposed works sought under the SSDA include:

- Construction of fourteen residential towers (ranging in height between 6 to 40 storeys) over five podiums (ranging in height between 2-5 storeys), comprising:
  - Mixed use podiums in Site 5.
  - Public library in Site 3.
  - A total of 1,805 residential apartments located above in a combination of build-to-sell, affordable and co-living formats.
- Basement car parking.
- Associated landscaping and public domain improvements, including a new publicly accessible plaza, public library and through-site links.

It is noted that the project will commit to providing 15% of the GFA as affordable housing for a minimum of 15 years, to be managed by a registered Community Housing Provider (CHP).

For a detailed description of the proposed development, refer to the Environmental Impact Statement (EIS) prepared by Beam Planning, and the Architectural Drawings prepared by Plus Architecture.

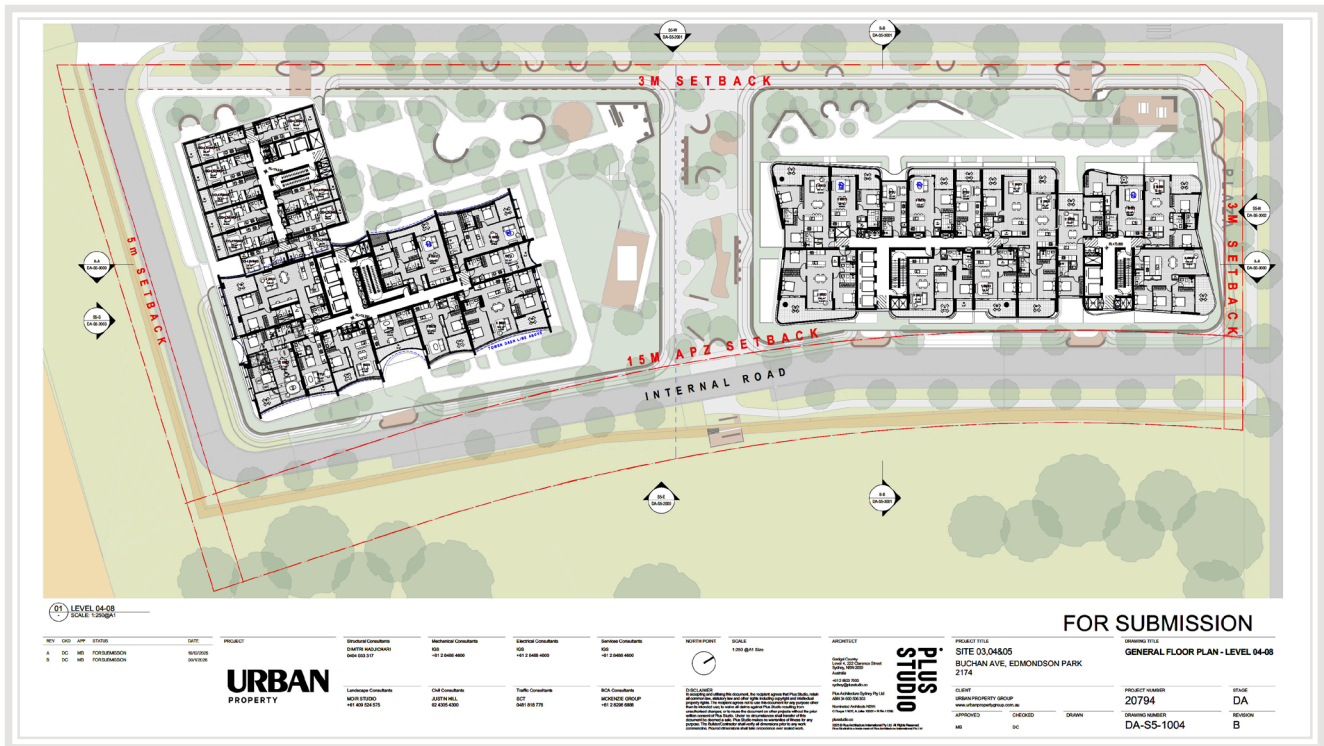


Figure 3 – General Floor Plan - lower levels Site 05 - proposed design by Plus Studio.

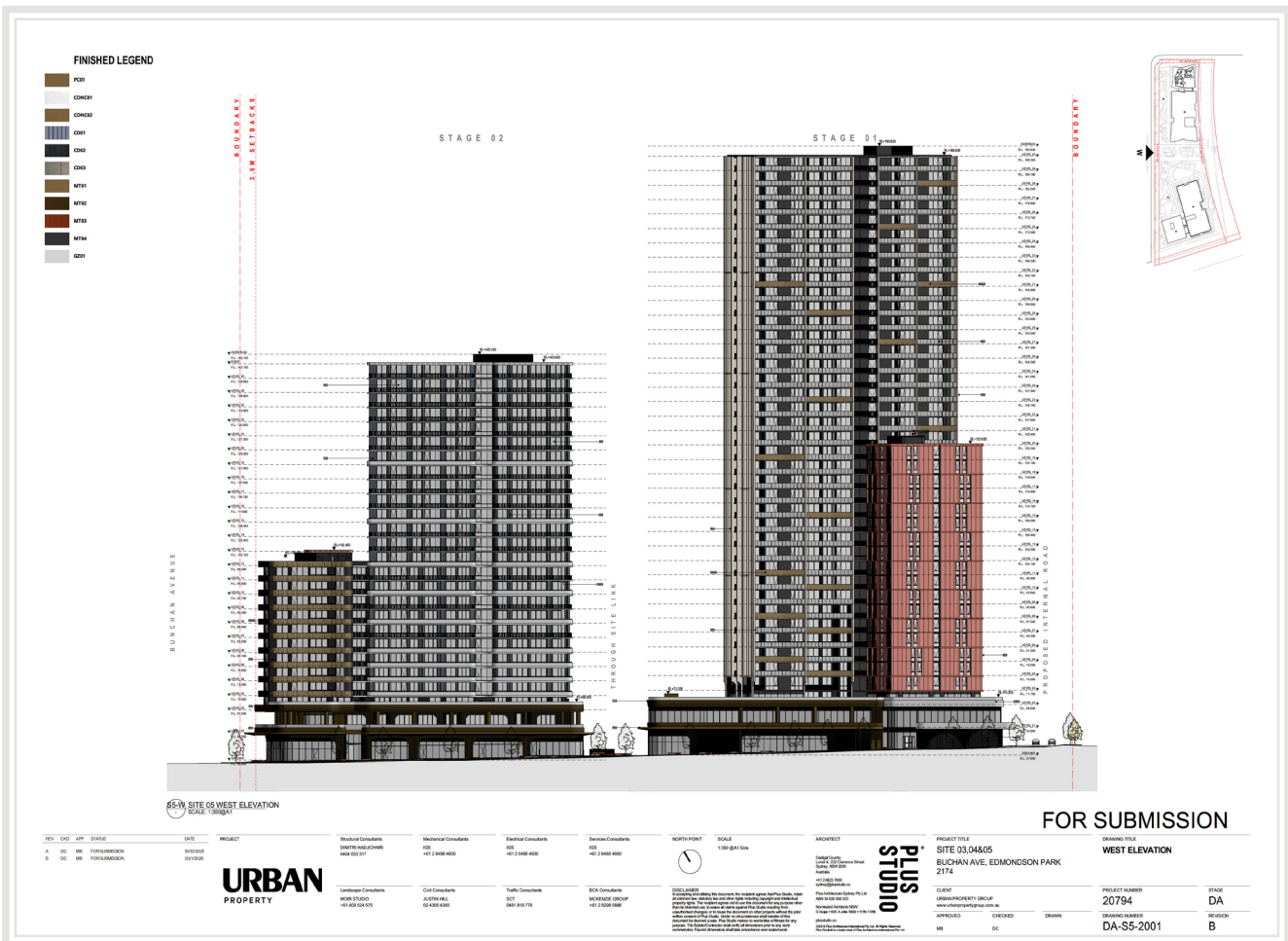


Figure 4 – West Elevation - Site 05 by Plus Studio.

## 1.4. Methodology of Assessment

This Visual Impact Assessment addresses the following relevant Secretary's Environmental Assessment Requirement (SEARs) 8 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.

The methods used by Urbaine, for the generation of photomontaged images, showing the proposed development in photomontaged context are summarised in an article prepared for New Planner magazine in December 2018 and contained in Appendix A. A combination of the methods described were utilised in the preparation of the photomontaged views used in this visual impact assessment report.

### 1.4.1. Process

Survey, plans, elevations and model of the proposal were sourced from the architect, Plus Studio and aligned to the scene using the survey information from SDG Pty Ltd Surveyors, which accompanies the SSDA submission.

A drone assessment was undertaken and triangulated into a 3D point cloud which was aligned to ground control points using a RTK GNSS rover with NTRIP corrections. This was placed into the scene and further verified against the survey DWG.

Virtual cameras were placed into the 3D model to match various selected viewpoints, in both height and position. These locations were measured on-site using a survey provided. From these cameras, rendered views have been generated and photomontaged into the existing photos, using the ground plane for alignment at standing height 1600mm.

The final selection of images shows these stages, including the block montage of the original development application and concluding with an outline, indicating the potential visual impact and view loss. For the purposes of statutory requirements, the images within the report are of a standard lens format.

### 1.4.2. Assessment Methodology

There are no set guidelines within Australia regarding the actual methodology for visual impact assessment, although there are a number of requirements defined by the Land and Environment Court (LEC) relating to the preparation of photomontages upon which an assessment can be based.

Where a proposal is likely to adversely affect views from either private or public land, Council will give consideration to the Land and Environment Court's Planning Principle for view sharing established in *Tenacity Consulting v Warringah Council* [2004] NSWLEC 140. This Planning Principle establishes a four-step assessment to assist in deciding whether or not view sharing is reasonable:

- *Step 1: assessment of views to be affected.*
- *Step 2: consider from what part of the property the views are obtained.*
- *Step 3: assess the extent of the impact.*
- *Step 4: assess the reasonableness of the proposal that is causing the impact.*

However, there is no peer review system for determining the accuracy of the base material used for visual impact assessments. As a result, Urbaine Group provides a detailed description of its methodologies and the resultant accuracy verifiability – this is contained within Appendix A.

The methodology applied to the visual assessment of the current design proposal has been developed from consideration of the following key documents:

- *Environmental Impact Assessment Practice Note, Guideline for Landscape Character and Visual Impact Assessment (EIA-N04) NSW RMS (2013);*
- *Visual Landscape Planning in Western Australia, A Manual for Evaluation, Assessment, Siting and Design, Western Australia Planning Commission (2007);*
- *Guidelines for Landscape and Visual Impact Assessment, (Wilson, 2002);*

In order to assess the visual impact of the Design Proposal, it is necessary to identify a suitable scope of publicly accessible locations that may be impacted by it, evaluate the visual sensitivity of the Design Proposal to each location and determine the overall visual impact of the Design Proposal.

Accessible locations that feature a prominent, direct and mostly unobstructed line of sight to the Project are used

to assess the visual impact of the Design Proposal. The impact to each location is then assessed by overlaying an accurate visualisation of the new design onto the base photography and interpreting the amount of view loss in each situation, together with potential opportunities for mitigation.

Views of high visual quality are those featuring a variety of natural environments/ landmark features, long range, distant views and with no, or minimal, disturbance as a result of human development or activity. Views of low visual quality are those featuring highly developed environments and short range, close distance views, with little or no natural features.

Visual sensitivity is evaluated through consideration of distance of the view location to the site boundary and also to proposed buildings on the site within the Design Proposal. Then, as an assessment of how the Design Proposal will impact on the particular viewpoint. Visual sensitivity provides the reference point to the potential visual impact of the Design Proposal to both the public and residents, located within, and near to the viewpoint locations.



Figure 5: Selected private viewpoint locations for visual impact assessments.

### 1.4.3. Site Inspections

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

- *The topography and existing urban structure of the local area*
- *The streetscapes and houses most likely to be affected by the Proposal*
- *Important vistas and viewsheds*
- *Other major influences on local character and amenity*

The map, see figure 5, indicates chosen locations for site photography.

Where photography was not possible or impracticable in regards to time, resources and likelihood of high value view loss, drone images were taken from the boundary or virtual views were used. The map, see figure 5, indicates chosen locations for site photography.

Virtual analysis was also undertaken to assess the potential for high value view loss based on relative height of the proposal and current site, see figure 6.

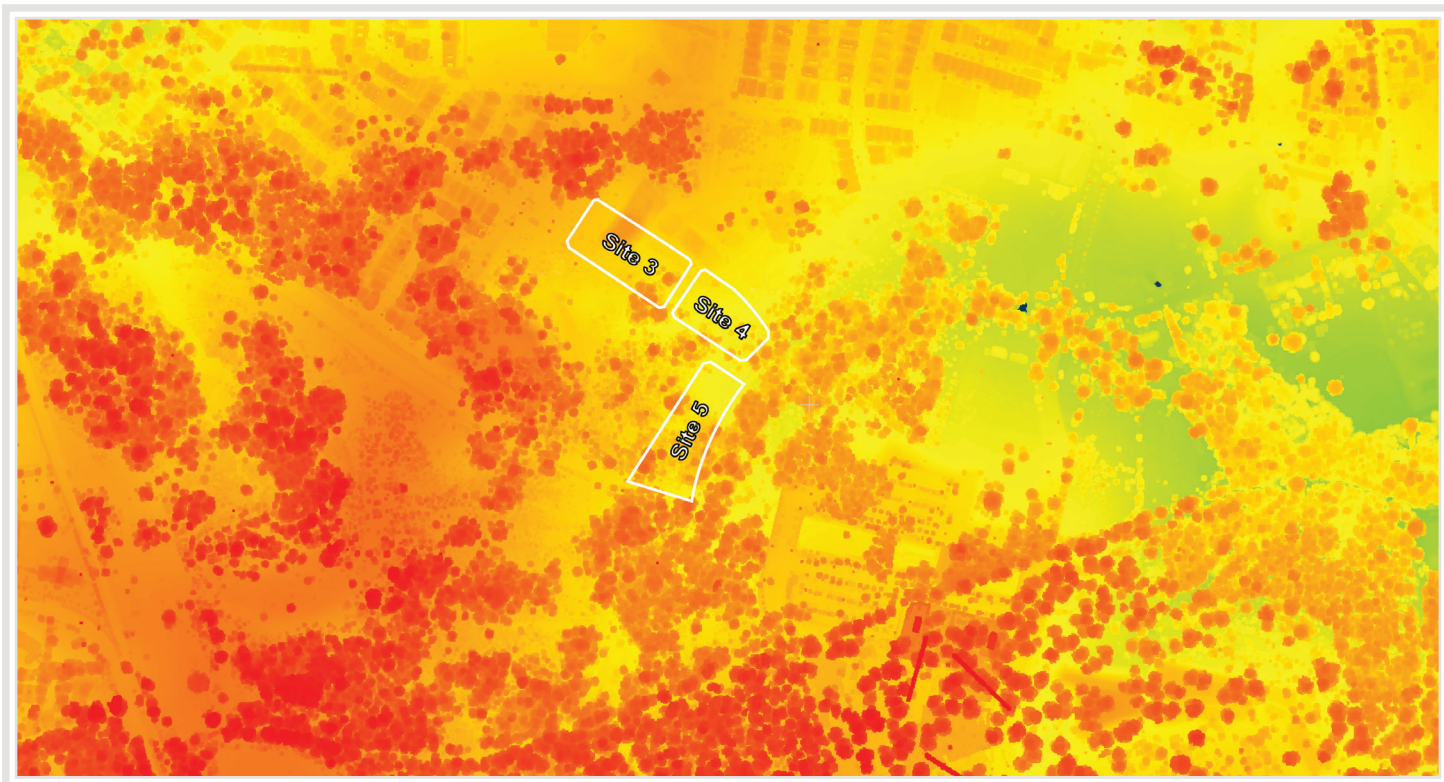


Figure 6: Lidar Point cloud including trees and buildings with gradient ramp to show topography, proposed site in white outline.

#### 1.4.4. Contextual Analysis:

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

#### 1.4.5. 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 and upon specific residential properties.

#### 1.4.6. Statutory Planning Assessment:

The results of the local view impact assessment are included in Section 3 of this report.

### 1.5. References

The following documentation and references informed the preparation of this report:

- *Design Documentation: The design drawings and information relied upon for the preparations of this report were prepared by Plus Studio.*
- *Photography by Urbaine Design Group*
- *Photomontages and 3D by Urbaine Design Group*
- *State Environmental Planning Policy (Precincts—Western Parkland City) 2021*



Figure 7: Land zoning map, indicating site with blue outline.

## 2. THE SITE AND THE VISUAL CONTEXT

Visual impacts occur within an existing visual context where they can affect its character and amenity. This section of the report describes the existing visual context and identifies its defining visual characteristics.

Defining the local area relevant to the visual assessment of a proposed development is subject to possible cognitive mapping considerations and statutory planning requirements. Notwithstanding these issues, the surrounding local area that may be affected by the visual impact of the proposed development is considered to be the area identified on in the topographical area map, Figure 6.

Although some individuals may experience the visual context from private properties with associated views, the general public primarily experiences the visual context from within the public realm where they form impressions in relation to its character and amenity. The public realm is generally considered to include the public roads, reserves, open spaces and public buildings.

The visual context is subject to “frames of reference” that structure the cognitive association of visual elements. The “local area” (as discussed above) provides one such frame of reference. Other “frames of reference” include the different contextual scales at which visual associations are established and influence the legibility, character and amenity of the urban environment. Within the scope of this report three contextual scales are considered relevant to the analysis of the visual context and the visual impact of the proposed development.

The ‘Street Context’ provides a frame of reference for reviewing the visual relationship of the new development (and in particular its facades) in relation to the adjoining pedestrian spaces and roads. Elements of the development within this frame of reference are experienced in relatively close proximity where, if compatible with the human scale they are more likely to facilitate positive visual engagement and contribute to the “activation” of adjoining pedestrian spaces.

The ‘Neighbourhood Context’ provides a broader frame of reference that relates the appearance of the development as a whole to the appearance of other developments within the local area. As a frame of reference, it evolves from the understanding gained after experiencing the site context and the low density of development. Within this context the relative appearance, size and scale of different buildings are compared for their visual compatibility and contribution to a shared character from which a unique “sense of place” may emerge. This frame of reference involves the consideration of developments not necessarily available to view at the same time. It therefore has greater recourse to memory and the need to consider developments separated in time and space. The neighbourhood context is relevant to the visual ‘legibility’ of a development and its relationship to other developments, which informs the cognitive mapping of the local area to provide an understanding of its arrangement and functionality.

The 'Town / City Context' provides a frame of reference that relates the significance of key developments or neighbourhoods to the town as a whole. The contribution that distinctive neighbourhoods make (or may potentially make) to the image of the city can be affected by the visual impact of an individual development through its influence on the neighbourhood's character and legibility. Within this context, it is also important to be aware of other proposed developments in the area.

## **2.1. The Visual Context**

The immediate surroundings of the site feature a diverse range of residential options, including terrace houses, apartments within residential complexes, and standalone dwellings. These buildings showcase a blend of architectural styles, encompassing both traditional and contemporary designs. The area's development history spans different eras, leading to a mixture of construction materials and finishes. As a result, the buildings exhibit varying setbacks from the public domain, contributing to the overall eclectic character of the neighbourhood.

The locality has a residential, leafy character characterised by a streetscape quality of side setbacks and predominant landscape. The building heights reinforce the existing cityscape in response to the undulating character of the area.

## **2.2. Visual Features and Local Landmarks**

Particular elements in the urban pattern, through either location and/or built form provide visual nodes and landmarks that assist in differentiating locations within the broader visual context. The following visual nodes are considered to be of the greatest significance in terms of their contribution to the character and legibility of the local and surrounding area:

## **2.3. Streetscapes**

Within the immediate and surrounding areas, is a mixture of individual houses and apartments blocks of varying scales. The landscaping is predominantly mature and well established.

## **2.4. The selected view locations for the local view analysis**

As a result of the site's topography, the visual impact is primarily relevant to the residential properties to the north and west of the subject site. A large number of site photos were taken and a smaller number of specific views selected from these, relevant for private viewing locations, as described above. The selected photos are intended to allow consideration of the visual and urban impact of the new development at a local level and, specifically, from the neighbouring properties and public viewing locations.

## **2.5. Context of View**

The context of the view relates to where the proposed development is being viewed from. The context is different if viewed from a neighbouring building, or garden, as is the case here, where views can be considered for an extended period of time, as opposed to a glimpse obtained from a moving vehicle.

## **2.6. Extent of View**

The extent to which various components of a development would be visible is critical. For example, if the visibility assessment is of a multi-storey development proposal in a low-density context of 2 to 3 storey buildings, it would be considered to have a significant local scale visual impact, whereas if a development proposal is located in an area of a CBD containing buildings of a similar scale and height, it may be considered to have a lower scale visual impact.

The capacity of the landscape to absorb the development is to be ranked as high, medium or low, with a low ranking representing the highest visual impact upon the scenic environmental quality of the specific locality, since there is little capacity to absorb the visual impact within the landscape.

## 3. VISUAL IMPACT OF THE PROPOSED DEVELOPMENT

### 3.1. Visual Impact Assessments viewpoint locations

Visual Impact Assessments from 27 viewpoint locations – from public locations.

#### 3.1.1. Method of Assessment

In order to allow a quantitative assessment of the visual impact locations where view impact and view loss, a Canon EOS Full Frame Digital Camera with fixed focal length 24mm lens was used to take all viewpoint photos, at an eye level of 1600mm.

The photos include location descriptions, to be read in conjunction with the site map, contained in Appendix A. Additionally, information is supplied as to the distance from the site boundary for each location and the distance to the closest built form is provided in Section 3.1.2 below.

To assess the visual impact, there are 2 relevant aspects - view loss of actual substance (landscape, middle and distance view elements etc.) and also direct sky view loss. To a large extent, the value associated with a view is subjective, although a range of relative values can be assigned to assist with comparing views. Figure 8 is a scale of values from 0 to 15, used to allow a numeric value to be given to a particular view, for the purposes of comparison.

On the same table are a series of values, from zero to 15, that reflect the amount of visual impact.

The second means of assessment relates to assigning a qualitative value to the existing view, based on criteria of visual quality defined in the table – see figure 8.

The % visual content is then assessed, together with a visual assessment of the new development's ability to blend into the existing surroundings.

TENACITY / SCALE / VALUE		VISUAL IMPACT		VISUAL QUALITY	
NIL	0	<b>NEGLIGIBLE</b>	No negative impact on the pre-existing visual quality of the view	N/A	
NEGILIBLE	1	<b>LOW</b>	A minor negative impact on the pre-existing visual quality of the view  Examples: minor impact on natural landscapes no impact on iconic views impact on small number of receivers significant distance between the development and receiver	Predominant presence of low quality man made features	
	2			Minimal views of natural formations (e.g. cliffs, mountains, coastlines, waterways, ridges etc.)	
	3			Uniformity of land forms	
4					
5					
MINOR	6	<b>MEDIUM</b>	A medium negative impact on the pre-existing visual quality of the view  Examples: moderate impact on iconic views or natural landscapes impact on moderate number of receivers located nearby the receiver	Presence of some natural features mixed with manmade features	
	7			Some views of distinct natural formations (e.g. cliffs, mountains, coastlines, waterways, ridges etc.)	
	8				
9					
10					
MODERATE	11	<b>HIGH</b>	A high negative impact on the pre-existing visual quality of a view  Examples: loss of iconic view impact on significant number of receivers overshadowing effect directly adjacent the receiver	Predominantly natural features	
	12			Minimal manmade features, however if present of a high architectural standard	
SEVERE	13			Significant views of distinct natural formations (e.g. cliffs, mountains, coastlines, waterways, ridges etc.)	
	14			Presence of iconic regional views of landmark features	
	15				
DEVASTATING	15				

Figure 8: Urbaine Group Assessment Table

### 3.1.2. Assessment at selected viewpoints

## VIEWPOINT 01



Existing site photo - Clermont Park

From standing position on the intersection Faulkner Way and Buchan Avenue  
RL + 71.09m - Distance to boundary 62.98m - Bearing direction 90.85 °

Camera - Canon RP  
Lens - 24mm



Photomontage of Proposal and Concept Plan Mod 5 buildings in transparent envelope



Visual impact in cyan with red outline, Concept Plan Mod 5 in blue outline

### Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 19%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 84% : 16%*
- *Existing Visual Assessment Scale no: 8 /15 & Visual Impact Assessment Scale no: 9 /15*

This is a static, public viewpoint taken from Clermont Park, situated at the intersection of Faulkner Way and Buchan Avenue, facing east-southeast. The foreground features the park edge, intersected by a paved walkway for pedestrians, whilst to the northeast, lies a designated playground for children. Dominating the midground of the view is a dense cluster of tall, slender eucalyptus trees, which, despite their relatively open canopies, create a vertical natural barrier and establish a shaded area beneath. Beyond this, to the east, the parking area is discernible, along the park's perimeter at Bezentin Ridge Rd. The background of the view features urban infrastructure, characterised by an extensive multi-level parking facility and adjacent low-rise developments at Jardine Drive. These components are relatively concealed by the midground vegetation. Additionally, signage and fencing along the perimeter emphasise the shift from the natural park landscape to the surrounding urbanised areas.

The visual impact from this position can be assessed as Moderate, given the proximity of the new proposal. The lower levels of the proposal will be largely concealed by the existing treeline, while the northeastern tower obstructs a portion of the skyward view. Nevertheless, the new development positively contributes to the future plans for the urbanisation of the area and demonstrates effective integration with its future environment.

### Rose Bay Marina Pty Limited v Woollahra Municipal Council Assessment Summary:

- *Value of view: Medium.*
- *View location: Public viewpoint - pavement.*
- *Extent of impact: Moderate.*

Reasonableness of proposal: The visual impact from this location is significantly screened by existing landscape. Upper levels of the proposal rise above the treeline, to the northeast, impacting upon sky view beyond. Within the context of the development's proposed height limit, together with the projected increase in the height and density of the surrounding area, this can be deemed acceptable, with no view loss of high-value.

## VIEWPOINT 02



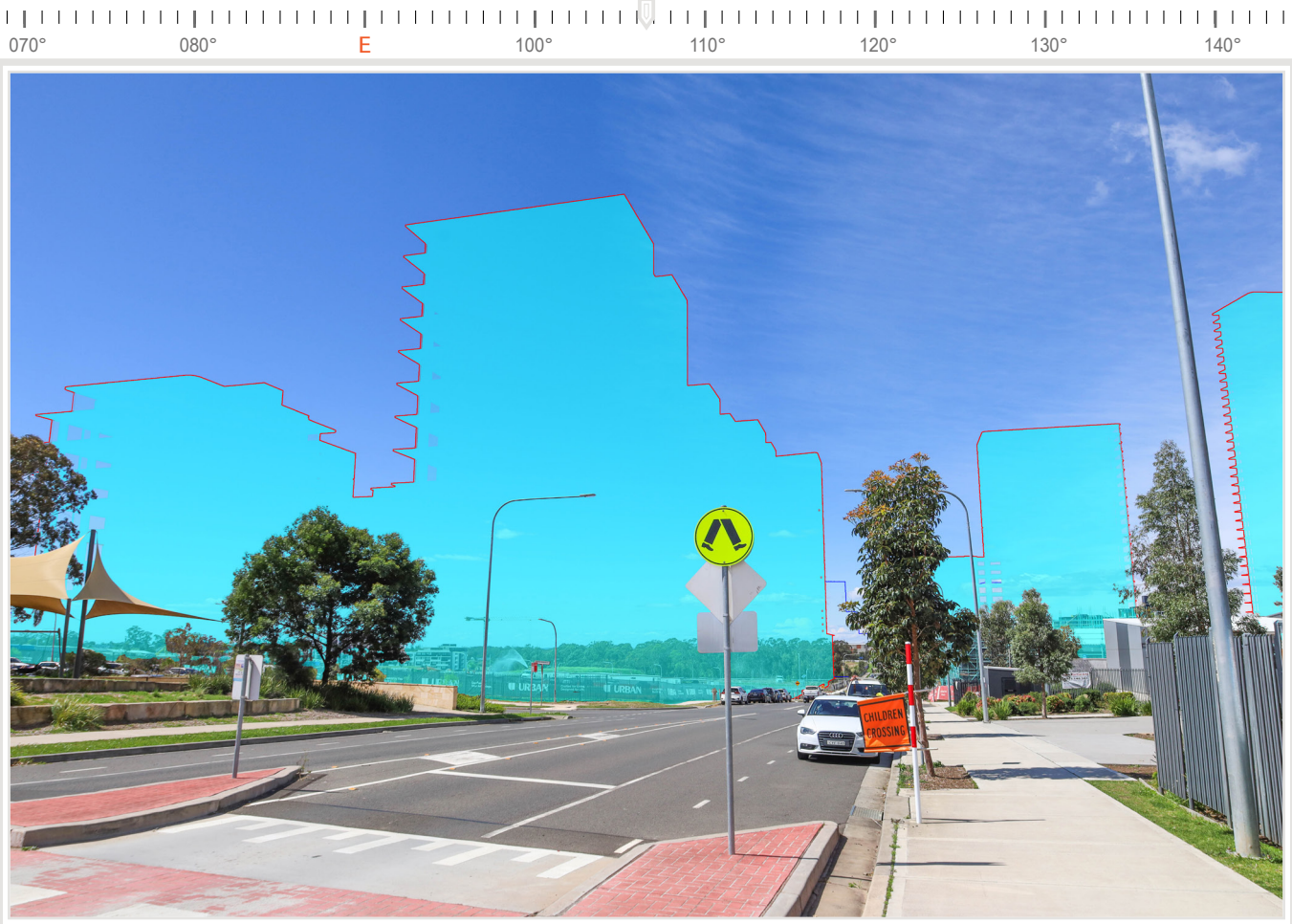
Existing site photo - Buchan Avenue

From standing position on the footpath, facing east  
RL + 69.45m - Distance to boundary 67.02m - Bearing direction 106.73 °

Camera - Canon RP  
Lens - 24mm



Photomontage of Proposal and Concept Plan Mod 5 buildings in transparent envelope



Visual impact in cyan with red outline, Concept Plan Mod 5 in blue outline

### Visual Impact Assessment:

- Visual impact – Amount of new development visible in view - 59%
- Visual impact ratio - view loss (including buildings) : sky view loss: 8% : 92%
- Existing Visual Assessment Scale no: 7 /15 & Visual Impact Assessment Scale no: 10 /15

This is a static, public viewpoint taken from the southern pavement of Buchan Avenue, oriented towards the east and the subject site. In the foreground, a pedestrian crossing is situated at the intersection of Buchan Ave and Faulkner Way, The footpath to the east is lined with young trees and modestly landscaped garden beds. In the midsection of the view, the roadway continues in a straight line, to the east, featuring a central pedestrian island, with fencing on the southeastern side, alongside a shaded canopy structure within Clermont Park. In the background, the view includes Edmondson Park Public School, located at the south-southeast boundary of Buchan Avenue. The topography of the land is relatively flat in all direction.

The visual impact from this position can be assessed as Moderate-to-Severe. The proposed development will impact upon views to the east, impeding the visibility of the sky. However, it contributes a significant role in defining the future urban development and, in this context, has a positive impact on the surroundings.

### Rose Bay Marina Pty Limited v Woollahra Municipal Council Assessment Summary:

- Value of view: Medium.
- View location: Public viewpoint - pavement.
- Extent of impact: Moderate-to-Severe.

Reasonableness of proposal: The sites are relatively unobstructed, visually, from this location and the scale of the development redefines the residential density within the area. Over time, landscaping will assist with the integration of the built forms into the surrounding context at the ground and lower levels. However, when reviewed within the context envelope of the future development plan for the area, this increase in scale can be deemed acceptable.

**VIEWPOINT 03**



Existing site photo - Faulkner Way

From standing position facing east  
RL + 70.33m - Distance to boundary 86.95m - Bearing direction 148.46 °

Camera - Canon RP  
Lens - 24mm



Photomontage of Proposal and Concept Plan Mod 5 buildings in transparent envelope



Visual impact in cyan with red outline, Concept Plan Mod 5 in blue outline

**Visual Impact Assessment:**

- Visual impact – Amount of new development visible in view - 18%
- Visual impact ratio - view loss (including buildings) : sky view loss: 7% : 93%
- Existing Visual Assessment Scale no: 8 /15 & Visual Impact Assessment Scale no: 6 /15

This is a static, public viewpoint taken from Faulkner Way, facing east-southeast. Dominating the foreground is a dense cluster of tall, slender, eucalyptus trees, which create a vertical natural barrier and establish a shaded area beneath their canopy. Beneath the trees and adjacent to the kerb, a sandstone wall retaining wall is seen. In the central background, through the foliage, an open area of the park is seen, with tensile fabric canopies over the playground area. Located adjacent to Clermont Park, on Buchan Ave, the Edmondson Park Public School is partially visible.

The visual impact from this perspective can be evaluated as Minor-to-Moderate, as the proposed development will be significantly concealed by the existing tree line.

**Rose Bay Marina Pty Limited v Woollahra Municipal Council Assessment Summary:**

- Value of view: Medium.
- View location: Public viewpoint - pavement.
- Extent of impact: Minor-to-Moderate.

Reasonableness of proposal: The new proposal, when viewed from this location, is significantly screened by existing landscape. The upper levels of the tower elements are visually contained within the tree canopies and impact, for the mostpart, upon sky views beyond. Within the context of the development's proposed height limit, together with the projected increase in the height and density of the surrounding area, this can be deemed acceptable, with no view loss of high-value.

## VIEWPOINT 04



Existing site photo - Gulliemont Road

From standing position on the pedestrian crossing  
RL + 68.17m - Distance to boundary 121.12m - Bearing direction 156.15 °

Camera - Canon RP  
Lens - 24mm



Photomontage of Proposal and Concept Plan Mod 5 buildings in transparent envelope



Visual impact in cyan with red outline, Concept Plan Mod 5 in blue outline

### Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 16%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 14% : 86%*
- *Existing Visual Assessment Scale no: 9 /15 & Visual Impact Assessment Scale no: 6 /15*

This is a static, public taken from Gulliemont Rd, with a pedestrian crossing in the immediate foreground. Beyond the crossing, a concrete pavement aligns with the roadway. The midground features a landscaped verge, with native grasses, low-maintenance floral and groundcover varieties. This greenery effectively mitigates the transition between the urban hard-landscaping and the adjacent open space. In the background, a dense assembly of mature trees serves as the principal topographical and visual component. Many of these are eucalypts, with relatively open canopies. Beyond the park, open car parking and a multi-storey car park are visible in the far distance. The topography is relatively flat throughout the view and into the distance.

The visual impact from this perspective can be evaluated as Minor-to-Moderate, as the proposed development will largely be concealed by the existing trees in the foreground of the view.

### Rose Bay Marina Pty Limited v Woollahra Municipal Council Assessment Summary:

- *Value of view: Medium.*
- *View location: Public viewpoint - pavement.*
- *Extent of impact: Minor-to-Moderate.*

Reasonableness of proposal: The visual impact from this location is significantly screened by the existing landscape and, in particular the dense tree canopies. Beyond these, the new proposal impedes views that are largely contained to sky views and distant landscape elements. Within the context of the development's proposed height limit, together with the projected increase in the height and density of the surrounding area, this can be deemed acceptable, with no view loss of high-value.

**VIEWPOINT 05**



Existing site photo - No.78 Somme Avenue

From standing position on intersection Somme Ave and Poizers Rd  
RL + 61.08m - Distance to boundary 462.10m - Bearing direction 235.88 °

Camera - Canon RP  
Lens - 24mm



Photomontage of Proposal and Concept Plan Mod 5 buildings in transparent envelope



Visual impact in cyan with red outline, Concept Plan Mod 5 in blue outline

### Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 37%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 0% : 100%*
- *Existing Visual Assessment Scale no: 6 /15 & Visual Impact Assessment Scale no: 8 /15*

This is a static, public view featuring the large traffic roundabout at the intersection of Somme Avenue and Poziers Road, looking south-southeast towards the subject site. This viewpoint is from the pavement on the north-eastern side of the junction, adjoining no.78 Somme Ave. The primary characteristic of the area is detached, two-storey residential properties along both streets, with well-developed landscaping on the property boundaries. The houses along Somme Avenue block the views to the subject site and the ground and lower levels from this location.

The visual impact from this vantage point can be assessed as Moderate, The visible tower of the new proposal only impacts upon the sky view, the lower levels being concealed by the existing structures and landscape.

### Rose Bay Marina Pty Limited v Woollahra Municipal Council Assessment Summary:

- *Value of view: Medium.*
- *View location: Public viewpoint - pavement.*
- *Extent of impact: Moderate.*

Reasonableness of proposal: This viewpoint already contains significant man-made elements with minimal landscaping at close proximity to the viewer. As a result, the distant views of the upper tower elements are not visually screened and represent a clear change of scale within this urban context. The exposure of the visible elements of the design does provide a contrast of height and scale, but the view is limited to sky view above the site only, resulting in an acceptable result, visually.

## VIEWPOINT 06



Existing site photo - Bernera Road

From standing position on the intersection with Soldiers Parade  
RL + 52.62m - Distance to boundary 375.50m - Bearing direction 250.45 °

Camera - Canon RP  
Lens - 24mm



Photomontage of Proposal and Concept Plan Mod 5 buildings in transparent envelope



Visual impact in cyan with red outline, Concept Plan Mod 5 in blue outline

- *Visual impact – Amount of new development visible in view - 26%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 4% : 96%*
- *Existing Visual Assessment Scale no: 7 /15 & Visual Impact Assessment Scale no: 8 /15*

This is a static, public viewpoint taken from the eastern side of Bernera Road, at its intersection with Croatia Avenue, looking west towards the subject site. To the northwest, the site of the Edmonson Collection development project is observed, with a dense boundary of trees separating this from Edmonson Park, to the southwest . In the background, the view is terminated by a continuous tree line towards Clermont Park.

The visual impact from this vantage point can be assessed as Moderate. The towers outlined in the new proposal primarily impact the aerial perspective, the lower sections will be effectively shielded by the existing foliage.

**Rose Bay Marina Pty Limited v Woollahra Municipal Council Assessment Summary:**

- *Value of view: Medium.*
- *View location: Public viewpoint - pavement.*
- *Extent of impact: Moderate.*

Reasonableness of proposal: The visual impact from this location is significantly screened by existing landscape at the lower levels of the development. When this is reviewed within the context envelope of the future development plan for the area, this increase in scale can be deemed acceptable.

**VIEWPOINT 07**



Existing site photo - Dunkirk Road, Lilian Bratkovic Park

From standing position on the playground area  
RL + 59.62m - Distance to boundary 737.17m - Bearing direction 236.92 °

Camera - Canon RP  
Lens - 24mm



Photomontage of Proposal and Concept Plan Mod 5 buildings in transparent envelope



Visual impact in cyan with red outline, Concept Plan Mod 5 in blue outline

### Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 16%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 6% : 94%*
- *Existing Visual Assessment Scale no: 10 /15 & Visual Impact Assessment Scale no: 5 /15*

This is a static, public viewpoint taken from the playground situated at Lillian Bratkovic Park on Dunkirk Road, looking southwest towards the subject site. In the foreground, is a play area featuring a climbing structure and sandstone block for seating. To the southwest, there is a band of mature eucalypts, surrounding the residential properties at nos.80 and 82, Poizers Rd in the middle distance. This area beyond the boundary fence presents a more untamed landscape, characterized by scrub and taller, dense trees that create a natural backdrop. Beyond the tree line, partial views of the residential buildings along Bernera Road are discernible.

The visual impact from this perspective can be assessed as Negligible-to-Minor, the new proposed towers will have an impact solely on the skyline, as the lower levels will be effectively obscured by the existing vegetation.

### Rose Bay Marina Pty Limited v Woollahra Municipal Council Assessment Summary:

- *Value of view: Medium-to-High.*
- *View location: Public viewpoint - park.*
- *Extent of impact: Negligible-to-Minor.*

Reasonableness of proposal: The visual impact from this location is significantly screened by existing landscape. Within the context of the development's proposed height limit, this can be deemed acceptable.

**VIEWPOINT 08**



Existing site photo - Manchuria Road

From standing position, from sidewalk

RL + 62.09m - Distance to boundary 1113.5m - Bearing direction 254.81 °

Camera - Canon RP

Lens - 24mm



Photomontage of Proposal and Concept Plan Mod 5 buildings in transparent envelope



Visual impact in cyan with red outline, Concept Plan Mod 5 in blue outline

### Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 28%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 4% : 96%*
- *Existing Visual Assessment Scale no: 6 /15 & Visual Impact Assessment Scale no: 5 /15*

This is a static, public viewpoint from the eastern pavement of Manchuia Rd, looking west-southwest, along Poziers Road, towards the subject site. Poziers Road is bordered by newly constructed two-storey, detached residences. On the northern side, the dwellings located at nos.43 and 45 Poziers Road are seen, with significant landscaped setbacks from the road. As the view continues, towards the northern side, dense treeline creates a natural backdrop to the view. The subject site is significantly obscured at its ground and lower levels by the intervening properties.

The visual impact from this location can be assessed as Negligible-to-Minor, the towers outlined in the new proposal will primarily influence the sky view, while the lower levels will remain obscured by the existing foliage.

### Rose Bay Marina Pty Limited v Woollahra Municipal Council Assessment Summary:

- *Value of view: Low-to-Medium.*
- *View location: Public viewpoint - pavement.*
- *Extent of impact: Negligible-to-Minor.*

Reasonableness of proposal: This viewpoint already contains significant man-made elements with minimal landscaping. As a result, and within the context of the development's proposed height limit, together with the projected increase in the height and density of the surrounding area, this can be deemed acceptable, with no view loss of high-value.

## VIEWPOINT 09



Existing site photo - Croatia Avenue

From standing position, facing west

RL + 54.61m - Distance to boundary 724.20m - Bearing direction 259.72 °

Camera - Canon RP

Lens - 24mm



Photomontage of Proposal and Concept Plan Mod 5 buildings in transparent envelope



Visual impact in cyan with red outline, Concept Plan Mod 5 in blue outline

### Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 32%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 7% : 93%*
- *Existing Visual Assessment Scale no: 9 /15 & Visual Impact Assessment Scale no: 6 /15*

This is a static, public viewpoint from Croatia Avenue, looking west towards the subject site. In the foreground, Croatia Avenue is observed continuing to the west and its junction with Bernera Road. In the middle distance, detached residential properties at nos.136 and 140 and are seen, while the northern side of the road is lined with dense foliage, including shrubs and mature trees. The background reveals additional scattered trees, along with indications of the development of The Edmondson Collection complex further beyond. As the view continues, dense trees that form the boundary of Edmonson Park provide screening to the ground and lower levels of the subject site beyond.

The visual impact from this perspective can be assessed as Minor-to-Moderate, the towers will only impact the skyline, as the lower levels will be obscured by existing vegetation.

### Rose Bay Marina Pty Limited v Woollahra Municipal Council Assessment Summary:

- *Value of view: Medium.*
- *View location: Public viewpoint - road verge.*
- *Extent of impact: Minor-to-Moderate.*

Reasonableness of proposal: At this distance, the proposal's scale is not overwhelming and significantly concealed by the intervening landscape. Within the context of the development's proposed height limit, together with the projected increase in the height and density of the surrounding area, this can be deemed acceptable, with no view loss of high-value.

## VIEWPOINT 10



Existing site photo - Buchan Avenue

From standing position, facing northward

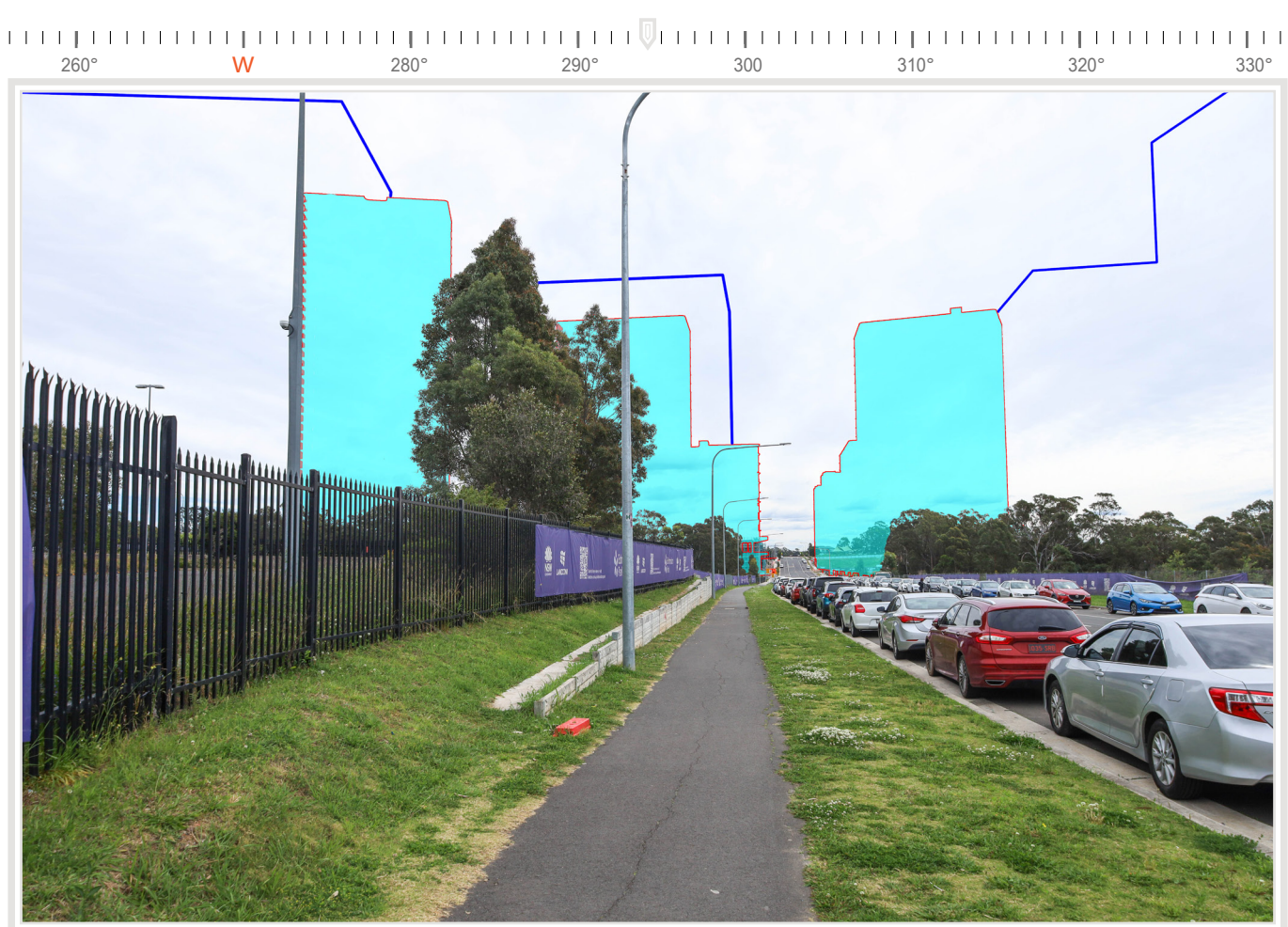
RL + 62.27m - Distance to boundary 267.18m - Bearing direction 294.17 °

Camera - Canon RP

Lens - 24mm



Photomontage of Proposal and Concept Plan Mod 5 buildings in transparent envelope



Visual impact in cyan with red outline, Concept Plan Mod 5 in blue outline

### Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 67%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 9% : 91%*
- *Existing Visual Assessment Scale no: 6 /15 & Visual Impact Assessment Scale no:10 /15*

This is a static, public viewpoint from Buchan Avenue, facing in a west-northwesterly direction, towards the subject site. A grass-bordered pavement extends straight from the foreground into the distance, where Buchan Avenue is observed rising in elevation from east to west. To the south, a fence, surrounding the Edmonson Park Station car park is seen, partially lined with mature street trees. In the far distance, a band of mature trees lines Edmonson Park, with the subject site and Clermont Park beyond this. No further buildings are seen in this direction beyond the trees, which obscure much of the ground and lower levels of the subject site.

The visual impact of this position is considered Moderate-to-Severe, primarily due to its scale, which largely affects sky visibility. The proposed implementation is anticipated to produce positive effects on the local environment.

### Rose Bay Marina Pty Limited v Woollahra Municipal Council Assessment Summary:

- *Value of view: Low-to-Medium.*
- *View location: Public viewpoint - pavement.*
- *Extent of impact: Moderate-to-Severe.*

Reasonableness of proposal: Although the proposal is relatively unobstructed, the sparse nature of the surroundings ensures the impact is not related to any elements of high value. Within the context of the development's proposed height limit, together with the projected increase in the height and density of the surrounding area, this can be deemed acceptable, with no view loss of high-value.

## VIEWPOINT 11



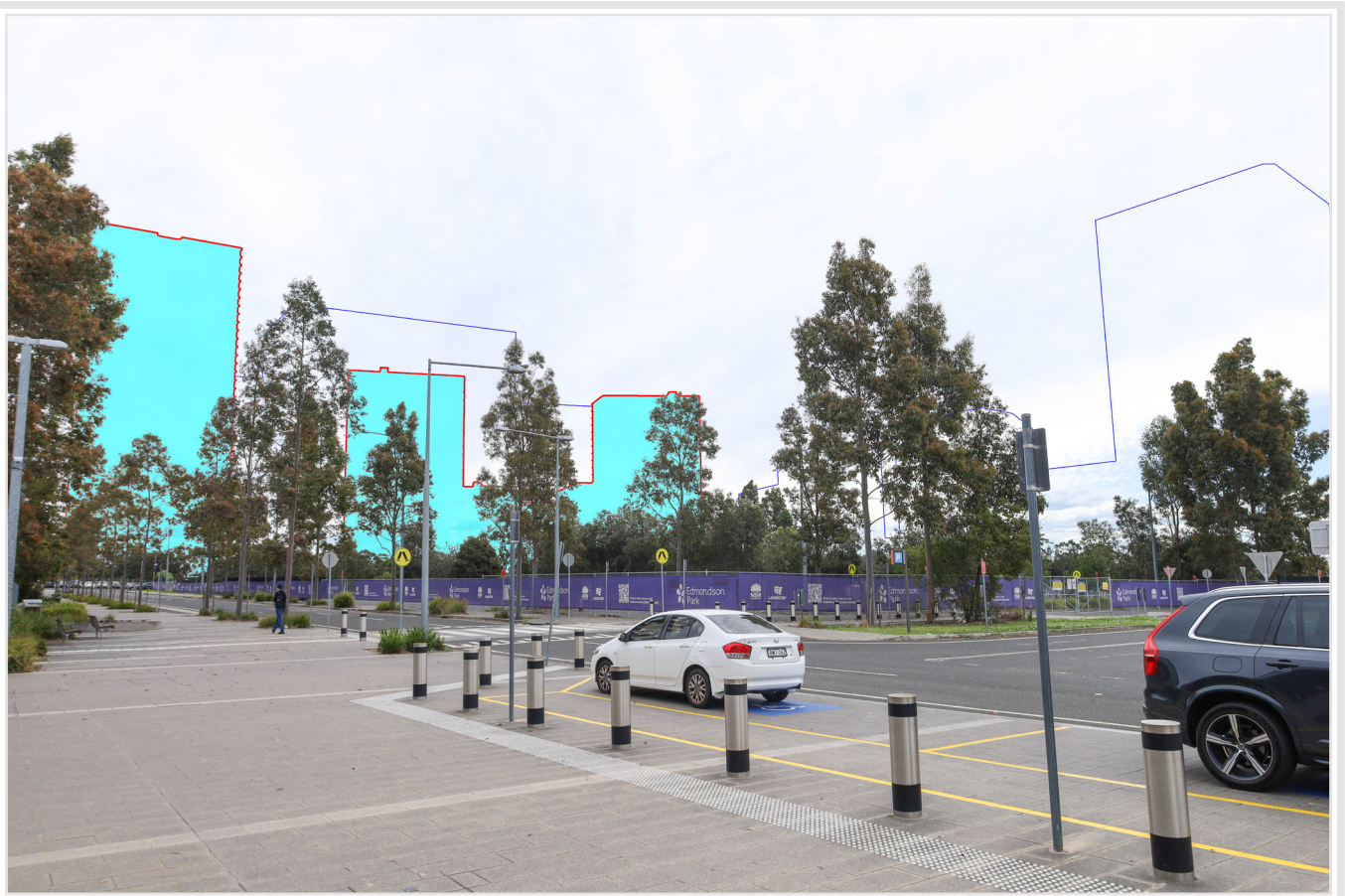
Existing site photo - Edmondson Park Station

From standing position facing north-northwest  
RL + 63.63m - Distance to boundary 346.77m - Bearing direction 321.07 °

Camera - Canon RP  
Lens - 24mm



Photomontage of Proposal and Concept Plan Mod 5 buildings in transparent envelope



Visual impact in cyan with red outline, Concept Plan Mod 5 in blue outline

### Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 49%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 7% : 93%*
- *Existing Visual Assessment Scale no: 6 /15 & Visual Impact Assessment Scale no: 9 /15*

This is a static, public viewpoint from Edmondson Park Station car park, facing northwest, towards the subject site. The foreground contains the car park and associated landscaping, with construction fencing delineating the perimeter of the site. In the background, the scene is delineated by a line of tall trees, uniformly planted to demarcate the site boundary and contribute to the vertical structure of the streetscape. A more distance screen of mature trees sits further west of these trees, obscuring the ground level of the subject site.

The visual impact of this position is considered Moderate, primarily due to its scale, which largely affects sky visibility. The proposal is to be screened by the existing tree line. The proposed implementation is anticipated to produce positive effects on the local environment.

### Rose Bay Marina Pty Limited v Woollahra Municipal Council Assessment Summary:

- *Value of view: Low-to-Medium.*
- *View location: Public viewpoint - car park.*
- *Extent of impact: Moderate.*

Reasonableness of proposal: Although the proposal is relatively unobstructed, the sparse nature of the surroundings ensures the impact is not related to any elements of high value. Within the context of the development's proposed height limit, together with the projected increase in the height and density of the surrounding area, this can be deemed acceptable, with no view loss of high-value.

## VIEWPOINT 12



Existing site photo - Edmondson Park South

From standing position Henderson Road facing north  
RL + 63.70m - Distance to boundary 302.72m - Bearing direction 326.08°

Camera - Canon RP  
Lens - 24mm



Photomontage of Proposal and Concept Plan Mod 5 buildings in transparent envelope



Visual impact in cyan with red outline, Concept Plan Mod 5 in blue outline

**Visual Impact Assessment:**

- *Visual impact – Amount of new development visible in view - 19%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 6% : 94%*
- *Existing Visual Assessment Scale no: 7 /15 & Visual Impact Assessment Scale no: 7 /15*

This is a static, public viewpoint taken from the southern pavement of Henderson Road, in front of the Edmondson Park South parking facility, facing towards the subject site in a northwesterly direction. On the northern side of the road are evenly spaced, semi-mature eucalypt trees, with grasses and shrubs beyond and then the security fence along the railway line. Further north, beyond the lowered rail tracks is more fencing and trees, with mixed landscape concealing the ground levels of the subject site in the far distance.

The visual impact from this vantage point can be assessed as Minor-to-Moderate, due to the fact that the new proposal will primarily be obstructed by the existing trees.

**Rose Bay Marina Pty Limited v Woollahra Municipal Council Assessment Summary:**

- *Value of view: Medium.*
- *View location: Public viewpoint - pavement.*
- *Extent of impact: Minor-to-Moderate.*

Reasonableness of proposal: The visual impact from this location is significantly screened by existing landscape. Within the context of the development's proposed height limit, this can be deemed acceptable.

## VIEWPOINT 13



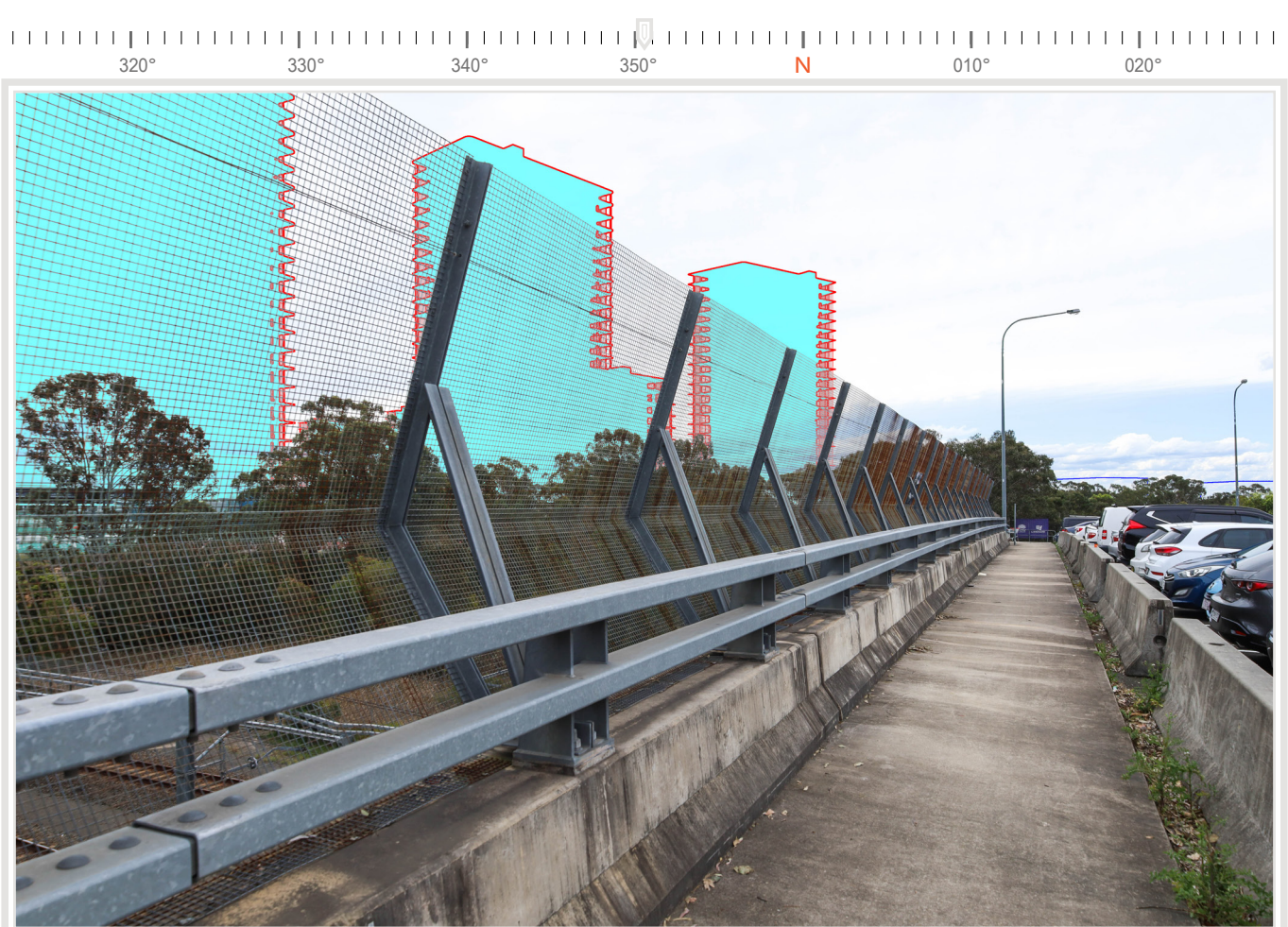
Existing site photo - Edmondson Park

From standing position on a pedestrian footpath  
RL + 67.92m - Distance to boundary 117.63m - Bearing direction 350.51 °

Camera - Canon RP  
Lens - 24mm



Photomontage of Proposal and Concept Plan Mod 5 buildings in transparent envelope



Visual impact in cyan with red outline, Concept Plan Mod 5 in blue outline

### Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 38%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 6% : 94%*
- *Existing Visual Assessment Scale no: 4 /15 & Visual Impact Assessment Scale no: 10 /15*

This is a static, public viewpoint from the pavement on the western side of the car park overpass, across the railway line, looking northwest towards the subject site. This walkway features a high metal safety barrier on its western side, with parking to the east of the pavement. The railway lines can be seen below, with the land rising to bushes and trees that border the land cut. Larger trees form a boundary to Edmonson Park and to the ground levels of the subject site beyond these.

The visual impact from this location can be assessed as moderate, as the forthcoming development will primarily affect the skyline, as the three towers proposed will be prominently visible. The lower portion of the new proposal remains completely obscured.

### Rose Bay Marina Pty Limited v Woollahra Municipal Council Assessment Summary:

- *Value of view: Low.*
- *View location: Public viewpoint - car park.*
- *Extent of impact: Moderate-to-Severe.*

Reasonableness of proposal: Although the proposal is relatively unobstructed, the sparse nature of the surroundings ensures the impact is not related to any elements of high value. Within the context of the development's proposed height limit, together with the projected increase in the height and density of the surrounding area, this can be deemed acceptable, with no view loss of high-value.

## VIEWPOINT 14



Existing site photo - Edmondson Park

From standing position on the parking area  
RL + 66.88m - Distance to boundary 134.33m - Bearing direction 328.44 °

Camera - Canon RP  
Lens - 24mm



Photomontage of Proposal and Concept Plan Mod 5 buildings in transparent envelope



Visual impact in cyan with red outline, Concept Plan Mod 5 in blue outline

### Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 44%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 4% : 96%*
- *Existing Visual Assessment Scale no: 5 /15 & Visual Impact Assessment Scale no: 10 /15*

This is a static, public viewpoint in the northwestern corner of the car park of Edmondson Park Railway Station. The foreground is dominated by the car parking, with boundary fences defining the perimeter. Beyond these fences are the mature trees for the boundary of Edmondson Park, with the subject site beyond these to the northwest. No other buildings can be seen in this direction.

The visual impact from this location can be assessed as Moderate-to-Severe, as the forthcoming development will primarily affect the skyline, as the three towers proposed will be prominently visible. The lower portion of the new proposal remains completely obscured.

### Rose Bay Marina Pty Limited v Woollahra Municipal Council Assessment Summary:

- *Value of view: Low-to-Medium.*
- *View location: Public viewpoint - car park.*
- *Extent of impact: Moderate-to-Severe.*

Reasonableness of proposal: Although the proposal is relatively unobstructed, the sparse nature of the surroundings ensures the impact is not related to any elements of high value. Within the context of the development's proposed height limit, together with the projected increase in the height and density of the surrounding area, this can be deemed acceptable, with no view loss of high-value.

## VIEWPOINT 15



Existing site photo - Park & Ride Edmondson Pk

From standing position on the parking site

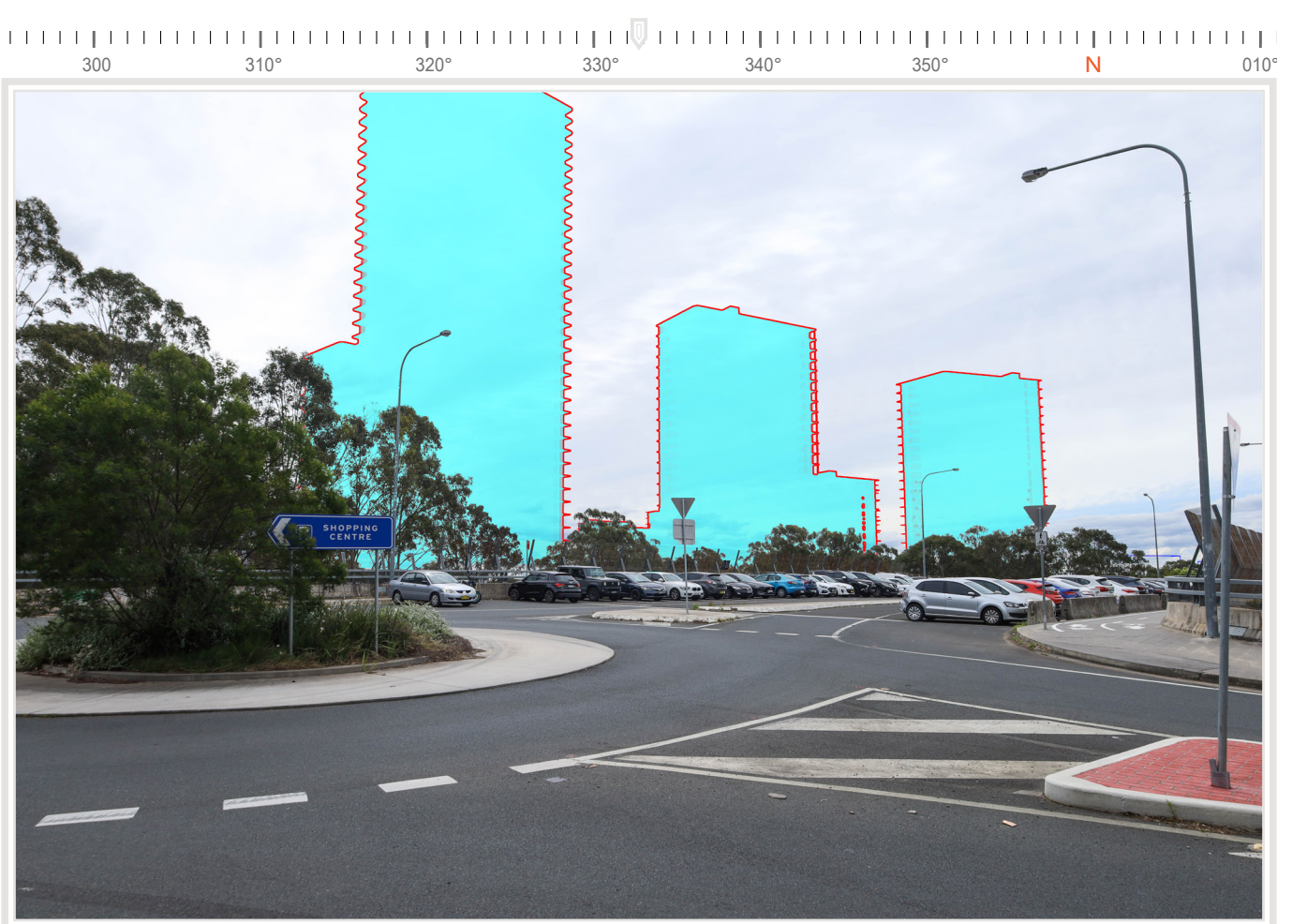
RL + 66.32m - Distance to boundary 161.99m - Bearing direction 332.61°

Camera - Canon RP

Lens - 24mm



Photomontage of Proposal and Concept Plan Mod 5 buildings in transparent envelope



Visual impact in cyan with red outline, Concept Plan Mod 5 in blue outline

### Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 72%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 3% : 97%*
- *Existing Visual Assessment Scale no: 5 /15 & Visual Impact Assessment Scale no: 10 /15*

This is a static, public viewpoint taken from the parking site Park & Ride, Edmondson Park. In the foreground, is a roundabout, connecting Henderson Road to MacDonald Road, which runs to the south from this location. In the background, beyond the parked cars, is a continuous line of mature trees within Edmondson Park, beyond which is the subject site. No other buildings are seen from this location.

The visual impact from this vantage point can be assessed as Moderate-to-Severe, The new proposal will primarily influence the sky view, as the towers in the proposed design will be prominently positioned. The lower section of the new proposal remains obscured by existing vegetation.

### Rose Bay Marina Pty Limited v Woollahra Municipal Council Assessment Summary:

- *Value of view: Low-to-Medium.*
- *View location: Public viewpoint - car park.*
- *Extent of impact: Moderate-to-Severe.*

Reasonableness of proposal: Although the proposal is relatively unobstructed, the sparse nature of the surroundings ensures the impact is not related to any elements of high value. Within the context of the development's proposed height limit, together with the projected increase in the height and density of the surrounding area, this can be deemed acceptable, with no view loss of high-value.

## VIEWPOINT 16



Existing site photo - Faulkner Way

From standing position at sidewalk facing northeast  
RL + 73.19m - Distance to boundary 246.64m - Bearing direction 84.63°

Camera - Canon RP  
Lens - 24mm



Photomontage of Proposal and Concept Plan Mod 5 buildings in transparent envelope



Visual impact in cyan with red outline, Concept Plan Mod 5 in blue outline

### Visual Impact Assessment:

- Visual impact – Amount of new development visible in view - 48%
- Visual impact ratio - view loss (including buildings) : sky view loss: 2% : 98%
- Existing Visual Assessment Scale no: 4 /15 & Visual Impact Assessment Scale no: 10 /15

This is a static, public viewpoint observed from the western pavement, along Faulkner Way facing northeast, towards the subject site. In the immediate foreground, is the vehicular entrance to Edmondson Park Public School located at no.71, Faulkner Way. The property is surrounded by security fencing and gates. Beyond these, the parking area can be seen, with several trees and shrubs identifiable along the edges of the property. The varied designs of the school are seen, obscuring much of the ground level of the subject site beyond, to the northeast.

The visual impact of this position is considered moderate, primarily due to its scale, which largely affects sky visibility. The lower sections of the new proposal will be obscured by Edmondson Park Public School located at no. 71. The proposed implementation is anticipated to produce positive effects on the local environment

### Rose Bay Marina Pty Limited v Woollahra Municipal Council Assessment Summary:

- Value of view: Low.
- View location: Public viewpoint - pavement.
- Extent of impact: Moderate-to-Severe.

Reasonableness of proposal: This viewpoint already contains significant man-made elements with minimal landscaping in the foreground. The new proposal increases the bulk and scale of the urban skyline in the distance. However, when reviewed within the context envelope of the future development plan for the area, this increase in scale can be deemed acceptable.

## VIEWPOINT 17



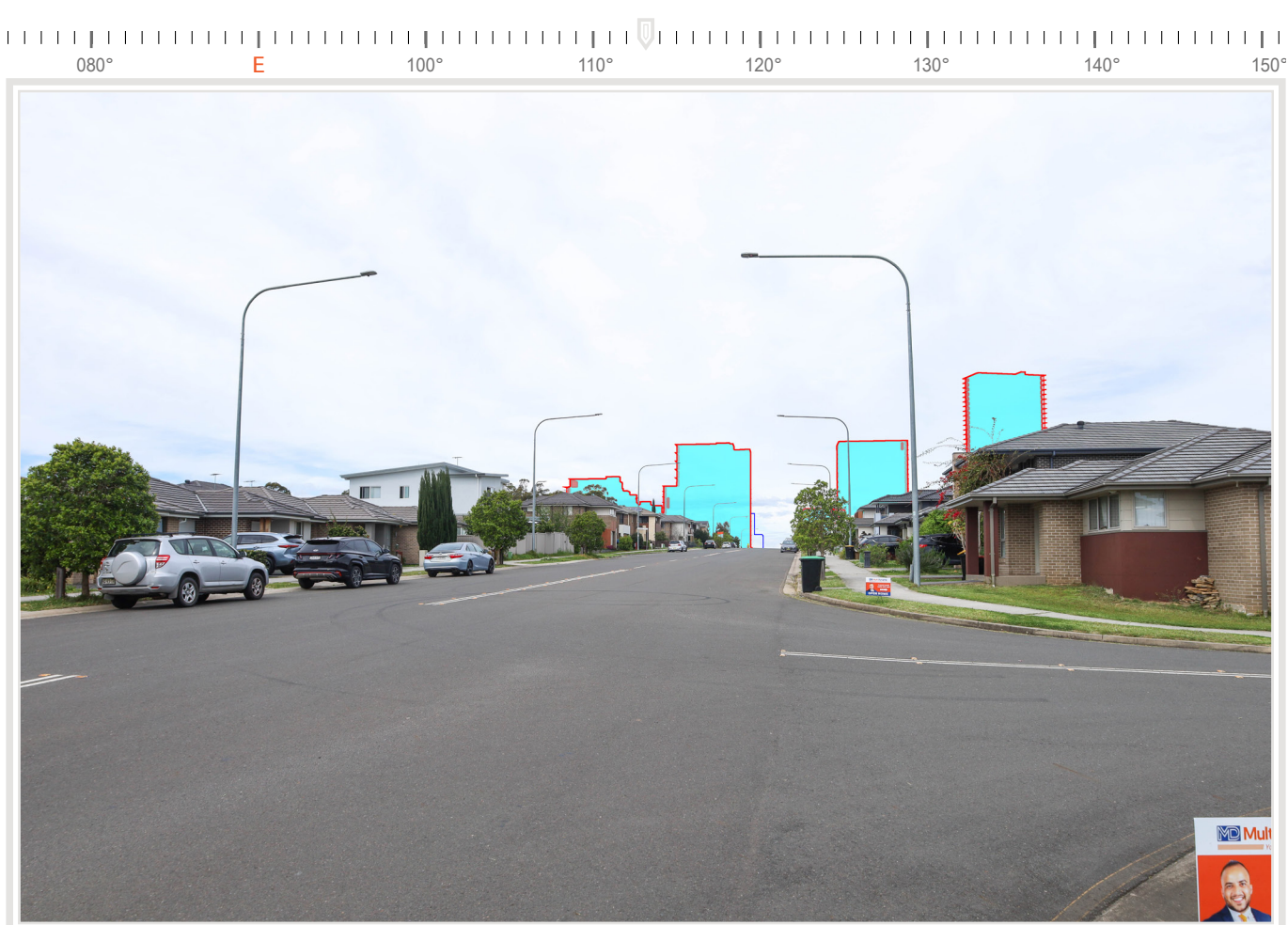
Existing site photo - Holliday Avenue

From standing position facing east  
RL + 65.11m - Distance to boundary 309.74m - Bearing direction 113.29 °

Camera - Canon RP  
Lens - 24mm



Photomontage of Proposal and Concept Plan Mod 5 buildings in transparent envelope



Visual impact in cyan with red outline, Concept Plan Mod 5 in blue outline

**Visual Impact Assessment:**

- Visual impact – Amount of new development visible in view - 41%
- Visual impact ratio - view loss (including buildings) : sky view loss: 0% : 100%
- Existing Visual Assessment Scale no: 5 /15 & Visual Impact Assessment Scale no: 8 /15

This is a static, public viewpoint, taken from the western pavement of Holiday Avenue, facing east towards the subject site. The foreground of the scene is characterised by the intersection of Buchan Avenue and Holliday Avenue. Buchan Avenue continues to the east, which sloping slightly uphill to a distant ridgeline. The corner of the intersection is accentuated by pavements and grass verges. Buchan Avenue is bordered by newly constructed single and double-storey detached residential properties. Notably, on the southern side, the dwelling, located at no.79, Buchan Avenue is seen, while on the northeastern side, the homes are positioned slightly set back from the roadway. The street and the areas between the residences feature an arrangement of random trees and shrubs. The ground level of the subject site cannot be seen beyond the ridge of the road in the distance.

The visual impact from this vantage point can be assessed as Moderate. The new proposal will primarily influence the sky view, as the towers in the proposed design will be prominently positioned. The lower section of the new proposal remains obscured by existing residential buildings and vegetation

**Rose Bay Marina Pty Limited v Woollahra Municipal Council Assessment Summary:**

- Value of view: Low-to-Medium.
- View location: Public viewpoint - pavement.
- Extent of impact: Moderate.

Reasonableness of proposal: This viewpoint already contains significant man-made elements with minimal landscaping. As a result, and within the context of the development's proposed height limit, this can be deemed acceptable.

## VIEWPOINT 18



Existing site photo - McAree Road

From standing position facing southeast

RL + 66.81m - Distance to boundary 165.69m - Bearing direction 139.46 °

Camera - Canon RP

Lens - 24mm



Photomontage of Proposal and Concept Plan Mod 5 buildings in transparent envelope



Visual impact in cyan with red outline, Concept Plan Mod 5 in blue outline

### Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 28%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 0% : 100%*
- *Existing Visual Assessment Scale no: 4 /15 & Visual Impact Assessment Scale no: 8 /15*

This is a static, public viewpoint from the southern pavement, at McAree Rd, facing in a east-southeasterly direction, towards the subject site. McAree Road extends from the foreground towards nits intersection with Guillemont Road. A detached residential property at no.13, McAree Rd is seen in the centre of the view, with wooden paling fencing delineating the front boundary of at no.15 from the pavement. In the background, a partially visible two-storey residential property seen at no.9, beyond the adjoining empty site. There is a mix of semi-mature landscaping and trees within the boundaries of the houses. The landform rises to the east, obscuring the ground and lower levels of the subject site.

The visual impact from this perspective can be assessed as Moderate, the new proposal will only impact the skyline, as the lower levels will be obscured by existing buildings.

### Rose Bay Marina Pty Limited v Woollahra Municipal Council Assessment Summary:

- *Value of view: Low.*
- *View location: Public viewpoint - pavement.*
- *Extent of impact: Moderate.*

Reasonableness of proposal: This viewpoint already contains significant man-made elements with minimal landscaping. Within the context of the development's proposed height limit, together with the projected increase in the height and density of the surrounding area, this can therefore be deemed acceptable, with no view loss of high-value.

## VIEWPOINT 19



Existing site photo - McAree Road

From standing position facing east  
RL + 69.61m - Distance to boundary 159.98m - Bearing direction 92.10 °

Camera - Canon RP  
Lens - 24mm



Photomontage of Proposal and Concept Plan Mod 5 buildings in transparent envelope



Visual impact in cyan with red outline, Concept Plan Mod 5 in blue outline

### Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 14%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 3% : 97%*
- *Existing Visual Assessment Scale no: 5 /15 & Visual Impact Assessment Scale no: 9 /15*

This is a static, public viewpoint from the western pavement of McAree Road, facing east towards the subject site. In the immediate foreground, is the detached two-storey property on the corner of McAree Road and Buchan Avenue, which rises towards the east. Adjacent to this residence is a smaller, single-storey dwelling situated at no.3 McAree Rd. The area is planted with several street trees and shrubs along the grass verges. The subject site can be seen in the distance above trees and the roofs of the intervening houses.

The visual impact from this perspective can be assessed as Moderate, the towers will only impact the skyline, as the lower levels will be obscured by existing buildings and vegetation.

### Rose Bay Marina Pty Limited v Woollahra Municipal Council Assessment Summary:

- *Value of view: Low-to-Medium.*
- *View location: Public viewpoint - pavement.*
- *Extent of impact: Moderate.*

Reasonableness of proposal: This viewpoint already contains significant man-made elements with minimal landscaping. As a result, and within the context of the development's proposed height limit, together with the projected increase in the height and density of the surrounding area, this can be deemed acceptable, with no view loss of high-value.

**VIEWPOINT 20**



Existing site photo - Mustard Court

From standing position on a sidewalk on Mustard Ct  
RL + 51.93m - Distance to boundary 1218.5m - Bearing direction 137.79 °

Camera - Canon RP  
Lens - 24mm



Photomontage of Proposal and Concept Plan Mod 5 buildings in transparent envelope



Visual impact in cyan with red outline, Concept Plan Mod 5 in blue outline

**Visual Impact Assessment:**

- *Visual impact – Amount of new development visible in view - 7%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 0% : 100%*
- *Existing Visual Assessment Scale no: 5 /15 & Visual Impact Assessment Scale no: 1 /15*

This is a static, public viewpoint from the northern pavement of Mustard Court. In the foreground, there is the intersection of Talana Hill Drive and Mustard Court. The midground of the view consists of detached, two-storey, residential properties and associated landscaped areas. Similar houses continue along Talana Hill Drive, to the south. On the opposite side of the road, is a small, tiered retaining wall, surmounted by a horizontal timber fence. Behind this timber fence, at no.53, Talana Hill Drive, is a dense boundary hedge. In the far background, a continuous and dense line of tall, mature trees provides a visual barrier to the subject site, with small glimpses to its upper levels.

The visual impact from this location can be assessed as Negligible, due to the density and maturity of the surrounding foliage, the proposed structure will be largely obscured, thereby minimising its overall visual prominence.

**Rose Bay Marina Pty Limited v Woollahra Municipal Council Assessment Summary:**

- *Value of view: Low-to-Medium.*
- *View location: Public viewpoint - pavement.*
- *Extent of impact: Negligible.*

Reasonableness of proposal: The visual impact from this location is significantly screened by existing landscape. This can be deemed acceptable, since there is no observable increase in the overall skyline profile.

## VIEWPOINT 21



Existing site photo - Springmead Drive

From standing position facing in a northeastern direction  
RL + 113.24m - Distance to boundary 1190.48m - Bearing direction 94.45 °

Camera - Canon RP  
Lens - 24mm



Photomontage of Proposal and Concept Plan Mod 5 buildings in transparent envelope



Visual impact in cyan with red outline, Concept Plan Mod 5 in blue outline

### Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 63%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 11% : 89%*
- *Existing Visual Assessment Scale no: 11 /15 & Visual Impact Assessment Scale no: 3 /15*

This is a static, public viewpoint taken from Springmead Drive, looking east towards the subject site. The immediate foreground is characterised by dense, mature landscape of large trees and bushes. Small areas of the large, detached, residential properties are observed in the gaps between the trees. In the midground, the road continues its gradual curve towards the north, descending further in elevation. Heavily wooded landscapes populated by tall trees continue to flank both sides of the road. Beyond the road curve, a scenic expanse of rolling hills and lower terrain can be observed. In the distant centre of the distant views, through gaps in the trees, a few buildings are discernible.

The visual impact from this perspective can be assessed as Negligible. The new proposal's towers are only visible at their summits, which impacts the view of the sky and contributes to a redefined skyline.

### Rose Bay Marina Pty Limited v Woollahra Municipal Council Assessment Summary:

- *Value of view: High.*
- *View location: Public viewpoint - road verge.*
- *Extent of impact: Negligible.*

Reasonableness of proposal: The visual impact from this location is significantly screened by existing landscape. Within the context of the development's proposed height limit, together with the projected increase in the height and density of the surrounding area, this can be deemed acceptable, with no view loss of high-value.

## VIEWPOINT 22



Existing site photo - Cubitt Drive

From standing position facing eastward

RL + 66.68m - Distance to boundary 2387.5m - Bearing direction 66.02 °

Camera - Canon RP

Lens - 24mm



Photomontage of Proposal and Concept Plan Mod 5 buildings in transparent envelope



Visual impact in cyan with red outline, Concept Plan Mod 5 in blue outline

### Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 41%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 7% : 93%*
- *Existing Visual Assessment Scale no: 9 /15 & Visual Impact Assessment Scale no: 4 /15*

This is a static, public viewpoint taken from Cubitt Drive, looking east towards the subject site. The foreground presents a considerable expanse of unmarked, asphalt roadway, with lawns on both sides. In the midground, a prominent two-storey residence at no.6, Cubitt Dr is positioned in the southeast. The property is set back from the roadway, bordered by the expansive lawn and winding paved driveway. To the north, across the roadway, the midground reveals an extended stretch of undeveloped grass land, with a line of sporadically placed trees and shrubs that partially conceal additional residential structures situated further back along Cubitt Drive. The backdrop is predominantly characterised by a substantial expanse of mixed deciduous and evergreen trees, creating a dense landscape boundary to further views to the east..

The visual impact from this location can be assessed as Negligible, the new proposal's towers are only visible at their summits, which impacts the view of the sky and contributes to a redefined skyline.

### Rose Bay Marina Pty Limited v Woollahra Municipal Council Assessment Summary:

- *Value of view: Medium.*
- *View location: Public viewpoint - road verge*
- *Extent of impact: Negligible.*

Reasonableness of proposal: The visual impact from this location is significantly screened by existing landscape at the lower levels. Within the context of the development's proposed height limit, together with the projected increase in the height and density of the surrounding area, this can be deemed acceptable, with no view loss of high-value.

## VIEWPOINT 23



Existing site photo - Eyre Avenue

From standing position facing eastward

RL + 78.59m - Distance to boundary 691.23m - Bearing direction 65.14 °

Camera - Canon RP

Lens - 24mm



Photomontage of Proposal and Concept Plan Mod 5 buildings in transparent envelope



Visual impact in cyan with red outline, Concept Plan Mod 5 in blue outline

### Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 37%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 4% : 96%*
- *Existing Visual Assessment Scale no: 8 /15 & Visual Impact Assessment Scale no: 9 /15*

This is a static, public viewpoint taken from Eyre Avenue, facing east, towards the subject site. In the immediate foreground, is an asphalt road flanked by narrow gravel shoulder and patches of native grass. The boundary of the vegetation along the boundary of Vanguard Regional Park begins just beyond the fence on the edge of the road. Behind this fence lies a slightly elevated area predominantly featuring tall, dry grass, interspersed with small shrubs and young trees. Further into the background, a collection of more mature trees forms a random treeline that stretches across the landscape. The backdrop presents an expanse of open natural terrain, with no visible buildings from this location. The ground and lower levels of the site are not discernible.

The visual impact from this location, is to be assessed as Moderate, as the forthcoming development will primarily affect the skyline, as the three towers proposed will be prominently visible. The lower portion of the new proposal remains completely obscured by thick foliage.

### Rose Bay Marina Pty Limited v Woollahra Municipal Council Assessment Summary:

- *Value of view: Medium.*
- *View location: Public viewpoint - pavement.*
- *Extent of impact: Moderate.*

Reasonableness of proposal: Only the upper tower levels are visible. Therefore, within the context of the development's proposed height limit, together with the projected increase in the height and density of the surrounding area, this can be deemed acceptable, with no view loss of high-value.

## VIEWPOINT 24



Existing site photo - Mont St Quentin Oval

From standing position on south border of Mont St Quentin Oval  
RL + 76.21m - Distance to boundary 1017.51m - Bearing direction 8.12 °

Camera - Canon RP  
Lens - 24mm



Photomontage of Proposal and Concept Plan Mod 5 buildings in transparent envelope



Visual impact in cyan with red outline, Concept Plan Mod 5 in blue outline

### Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 36%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 3% : 97%*
- *Existing Visual Assessment Scale no: 10 /15 & Visual Impact Assessment Scale no: 7 /15*

This is a static, public viewpoint from Mont St Quentin Oval, facing north-northeast, towards the subject site. The Oval is encircled by trees and minimal infrastructure, bordered by Campbelltown Road and Vevi Street to the northeast. Goal-posts are positioned at the centre of the field in the direction of the site. The oval perimeter is delineated by a row of established, mature trees, with the contours of Remembrance Drive discernible alongside the roofing structures of the Ingleburn Military Heritage Precinct to the north.

The visual impact from this perspective can be assessed as Moderate, the towers will only impact the skyline, the proposed development will be surrounded by existing vegetation, this will further diminish the differentiation between the urban and natural environments, resulting in a more cohesive aesthetic.

### Rose Bay Marina Pty Limited v Woollahra Municipal Council Assessment Summary:

- *Value of view: High.*
- *View location: Upper roof terrace - secondary, outdoor living space.*
- *Extent of impact: Moderate.*

Reasonableness of proposal: The visual impact from this location is significantly screened by existing landscape. Within the context of the development's proposed height limit, together with the projected increase in the height and density of the surrounding area, this can be deemed acceptable, with no view loss of high-value.

**VIEWPOINT 25**



Existing site photo - Oxley Street

From standing position on the sidewalk oriented northward along Carnegie St  
RL + 68.70m - Distance to boundary 655.98m - Bearing direction 335.97 °

Camera - Canon RP  
Lens - 24mm



Photomontage of Proposal and Concept Plan Mod 5 buildings in transparent envelope



Visual impact in cyan with red outline, Concept Plan Mod 5 in blue outline

**Visual Impact Assessment:**

- *Visual impact – Amount of new development visible in view - 41%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 0% : 100%*
- *Existing Visual Assessment Scale no: 4 /15 & Visual Impact Assessment Scale no: 9 /15*

This is a static, public viewpoint taken from the eastern pavement of Carnegie Street, looking north-northwest towards the junction with Oxley Street and Farrell Street beyond. Prominently positioned in the foreground is the angled parking area. The pavements are delineated by low garden beds featuring small plantings and young trees. Several modest front courtyards and metal fences are also seen along the northeastern side of the street. The roadway extends towards a slightly elevated area, offering in the distance, a view of Ed Square Shopping Centre, and a more expansive view of the surrounding neighbourhood. The subject site is beyond this, concealed at its ground floor and lower levels.

The visual impact from this perspective can be assessed as Moderate, as the new proposal will integrate seamlessly with the surrounding environment and significantly improve the overall aesthetic of the area, while minimally obstructing the view of the sky.

**Rose Bay Marina Pty Limited v Woollahra Municipal Council Assessment Summary:**

- *Value of view: Low.*
- *View location: Public viewpoint - pavement.*
- *Extent of impact: Moderate.*

Reasonableness of proposal: This viewpoint already contains significant man-made elements with minimal landscaping. As a result, and within the context of the development's proposed height limit, together with the projected increase in the height and density of the surrounding area, this can be deemed acceptable, with no view loss of high-value.

**VIEWPOINT 26**



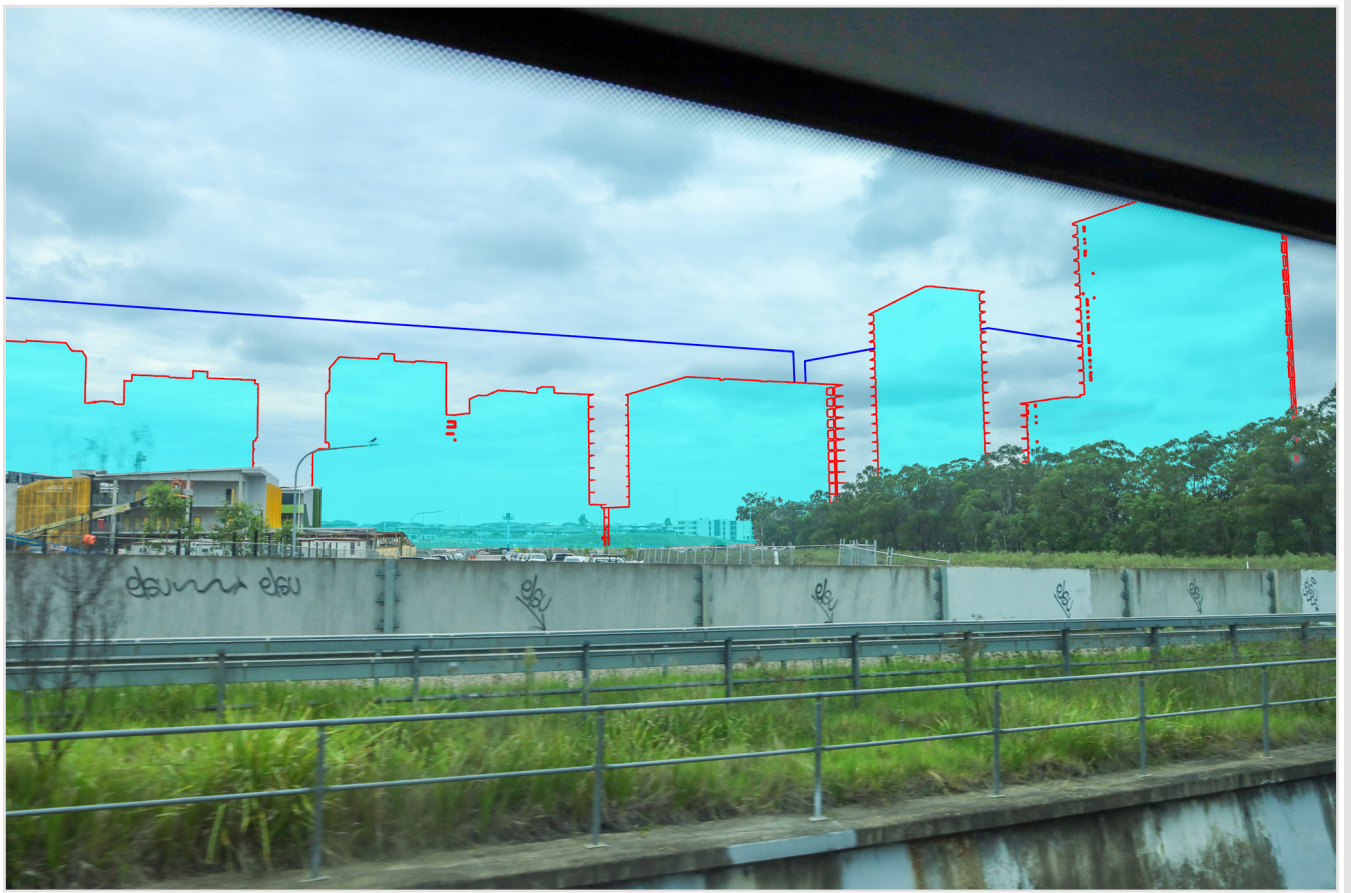
Existing site photo - Oxley Street

From standing position on the sidewalk oriented northward along Carnegie St  
RL + 69.94m - Distance to boundary 141.89m - Bearing direction 56.22 °

Camera - Canon RP  
Lens - 24mm



Photomontage of Proposal and Concept Plan Mod 5 buildings in transparent envelope



Visual impact in cyan with red outline, Concept Plan Mod 5 in blue outline

**Visual Impact Assessment:**

- Visual impact – Amount of new development visible in view - 81%
- Visual impact ratio - view loss (including buildings) : sky view loss: 11% : 89%
- Existing Visual Assessment Scale no: 4 /15 & Visual Impact Assessment Scale no: 8 /15

This is a static, public viewpoint taken from the railway corridor of Edmondson Park, oriented northeast. The foreground is defined by railway corridor infrastructure, including a concrete edge and metal safety railings running parallel to the rail alignment. Immediately beyond this, a strip of unmanaged grass and low vegetation extends along the corridor. The midground consists of recently developed and emerging built form associated with the Edmondson Park precinct. The background is defined by a continuous band of mature tree canopy extending across the northeast horizon. This vegetated area provides a natural backdrop to the developing urban precinct.

The visual impact from this perspective can be assessed as Moderate, as the new proposal will introduce vertical architectural features that will partially diminish the visible expanse of the sky. The existing vegetation to the east will aid in visually blending the lower sections of the development by offering partial concealment. Consequently, the proposal will enhance the urban character and visual complexity of the built environment.

**Rose Bay Marina Pty Limited v Woollahra Municipal Council Assessment Summary:**

- Value of view: Low.
- View location: Public viewpoint - train interior.
- Extent of impact: Moderate.

Reasonableness of proposal: This viewpoint already contains significant man-made elements with minimal landscaping. As a result, and within the context of the development’s proposed height limit, together with the projected increase in the height and density of the surrounding area, this can be deemed acceptable, with no view loss of high-value.

## VIEWPOINT 27



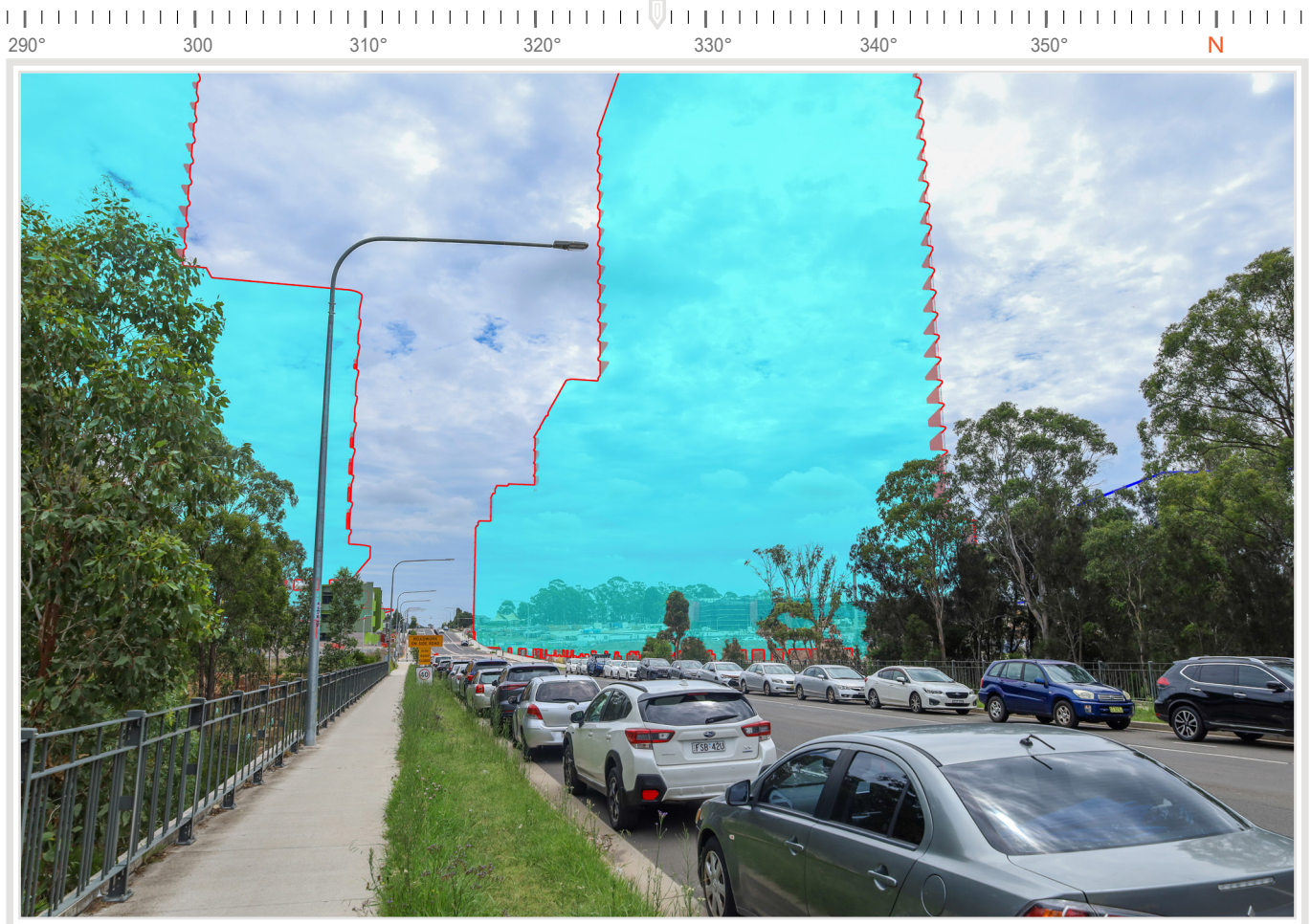
Existing site photo - Buchan Avenue

From standing position on the sidewalk oriented southeast along Buchan Avenue  
RL + 59.34m - Distance to boundary 48.47m - Bearing direction 317.36 °

Camera - Canon RP  
Lens - 24mm



Photomontage of Proposal and Concept Plan Mod 5 buildings in transparent envelope



Visual impact in cyan with red outline, Concept Plan Mod 5 in blue outline

### Visual Impact Assessment:

- *Visual impact – Amount of new development visible in view - 39%*
- *Visual impact ratio - view loss (including buildings) : sky view loss: 9% : 91%*
- *Existing Visual Assessment Scale no: 4 /15 & Visual Impact Assessment Scale no: 9 /15*

This is a static, public viewpoint taken from the pedestrian footpath along Buchan Avenue facing southeast. The foreground features a concrete pedestrian footpath with grass verge adjacent to it. This walkway is bordered by a metal safety railing, behind which is a thick growth of vegetation leading down to a lower elevation. To the southwest, a narrow strip of grass separates the footpath from the roadway. In the midground, Buchan Avenue continues its ascent towards the southeast. The roadway is accompanied on the northeast by mature vegetation, which creates a continuous green corridor, while the southwest side provides less densely vegetated areas. In the far background, the view concludes with a landscape that is partially cleared and developed, showcasing exposed earthworks and preliminary built structures.

The visual impact from this perspective can be assessed as Moderate, as the proposed tower elements will reduce portions of the visible sky and result in a more pronounced built form presence, contributing to a more developed visual environment

### Rose Bay Marina Pty Limited v Woollahra Municipal Council Assessment Summary:

- *Value of view: Low.*
- *View location: Public viewpoint - pavement.*
- *Extent of impact: Moderate.*

Reasonableness of proposal: This viewpoint already contains significant man-made elements with minimal landscaping. As a result, and within the context of the development's proposed height limit, together with the projected increase in the height and density of the surrounding area, this can be deemed acceptable, with no view loss of high-value.

## 4. SUMMARY ASSESSMENT

This Visual Impact Assessment from Urbaine Design seeks to provide an objective approach to the likely visual impact on the surrounding areas from the development proposal at Lots 4-8, Buchan Avenue.

The land is situated within the Edmondson Park Town Centre South Precinct, an area identified for substantial change and intensification through high-density, mixed-use development. While several nearby parcels remain undeveloped, these sites are anticipated to come forward over time, resulting in increased residential density and corresponding demand for infrastructure and services across the precinct.

The proposal strongly supports the objectives of the National Housing Accord by facilitating the delivery of approximately 1,805 new homes within the Edmondson Park Town Centre, with 15% of the total floor area allocated to affordable housing. The site's proximity to Edmondson Park railway station, public schools, retail facilities, and key community infrastructure reinforces alignment with the Accord's emphasis on well-located and accessible housing.

Adjoining the site is the new Edmondson Park Public High School, currently under construction and scheduled to open in Term 1, 2027. The site is also close to Edmondson Park Public Primary School and St Francis Catholic College. Collectively, these educational facilities, together with surrounding residential and mixed-use developments, will contribute to cumulative effects on traffic movement, access arrangements, and public domain usage. There several nearby developments under construction, including Frasers' Ed Square Residential Precincts 2 and 3, as well as the adjoining UPG sites (Sites 1 and 2) which are currently under construction. These factors will inform analysis of traffic, infrastructure capacity, overshadowing, amenity impacts, and integration with the surrounding public realm to achieve a coordinated precinct outcome.

This proposal seeks to amend the Precincts SEPP to allow construction of fourteen residential towers (ranging in height between 6 to 40 storeys) over five podiums (ranging in height between 2-5 storeys).. The scheme includes a commitment to dedicate 15% of residential GFA to affordable housing for a period of 15 years, activate podium levels with ground-floor retail uses, and deliver meaningful public domain enhancements, including a new civic plaza and pedestrian through-site connections. Overall, this option represents an efficient and strategic use of the site, delivering housing, employment opportunities, and community benefits consistent with state and local planning objectives. It reinforces Edmondson Park's role as a key centre within the Western Parkland City and contributes to broader housing supply and infrastructure delivery goals.

The 3 sites are surrounded by low rise, medium density residential development, with a mix of mature and recent landscaping. The current proposals redefine the scale of development in the area and, since they are the first, the scale offers as significant contrast to the previous planning outcomes. Over time, higher density projects will continue to be approved and the associated landscaping will further assist in softening the impact at lower levels. As the viewer moves from the sites, so the heights of the towers diminish to levels that sit below the majority of the treelines. This increased density will provide a context within which the visual impact of the proposal will be more aligned with the overall urban fabric.

Based on our 3D analysis, photography, and site visit it would be my recommendation that the Development Application be approved on the grounds of an acceptable amount of visual impact and view loss, when assessed against the context of the development's proposed height limit, together with the projected increase in the height and density of the surrounding area, this can be deemed acceptable, with no view loss of high-value.



John Aspinall, Director,

**urbaine design group pty ltd**

## 5. APPENDICES

**APPENDIX A:** Assessment Images - panoramic (additional PDF)

**APPENDIX B:** Aspinall CV

- *LEC Guidelines for Photomontages*
- *Visual Impact Assessment Methodology*

**APPENDIX C:** Survey and camera positions

**APPENDIX D:** Wireframe/alignment images

## 5.1. APPENDIX B: Methodology, CV and LEC Guidelines

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## **JOHN ASPINALL. director: urbaine design group**

**UK Qualified Architect RIBA BA(Hons) BArch(Hons) Liverpool University, UK.**

24 years' architectural experience in London and Sydney.

Halpin Stow Partnership, London, SW1

John Andrews International, Sydney

Cox and Partners, Sydney

Seidler and associates

NBRS Architects, Milsons Point

Urbaine Pty Ltd (current)

### **Design Competitions:**

UK 1990 – Final 6. RIBA 'housing in a hostile environment'. Exhibited at the Royal Academy, London

UK Design Council – innovation development scheme finalist – various products, 1990.

Winner: International Design Competition: Sydney Town Hall, 2000

Finalist: Boy Charlton Swimming pool Competition, Sydney, 2001

Finalist: Coney Island Redevelopment Competition, NY 2003

### **Design Tutor: UTS, Sydney, 1997 – 2002**

This role involved tutoring students within years 1 to 3 of the BA Architecture course. Specifically, I developed programs and tasks to break down the conventional problem-solving thinking, instilled through the secondary education system. Weekly briefs would seek to challenge their preconceived ideas and encourage a return to design thinking, based on First Principles.

### **Design Tutor: UNSW, Sydney 2002 – 2005**

This role involved tutoring students within years 4 to 6 of the BArch course. Major design projects would be undertaken during this time, lasting between 6 and 8 weeks. I was focused on encouraging rationality of design decision-making, rather than post-rationalisation, which is an ongoing difficulty in design justification.

### **Current Position: URBaine GROUP Pty Ltd**

Currently, Principal Architect of Urbaine - architectural design development and visualisation consultancy: 24 staff, with offices in: Sydney, Shanghai, Doha and Sarajevo.

Urbaine specialises in design development via interactive 3d modelling.

Urbaine's scale of work varies from city master planning to furniture and product design, while our client base consists of architects, Government bodies, developers, interior designers, planners, advertising agencies and video producers.

URBAINE encourages all clients to bring the 3D visualisation facility into the design process sufficiently early to allow far more effective design development in a short time frame. This process is utilised extensively by many local and international companies, including Lend Lease, Multiplex, Hassell, PTW, Foster and Partners, City of Sydney, Landcom and several other Governmental bodies. URBAINE involves all members of the design team in assessing the impact of design decisions from the earliest stages of concept design. Because much of URBAINE's work is International, the 3D CAD model projects are rotated between the various offices, effectively allowing a 24hr cycle of operation during the design development process, for clients in any location.

An ever-increasing proportion of URBAINE'S work is related to public consultation visualisations and assessments. As a result, there has also been an increase in the Land And Environment Court representations. Extensive experience in creating and validating photomontaged views of building and environmental proposals. Experience with 3D photomontages began in 1990 and has included work for many of the world's leading architectural practices and legal firms.

**Co-Founder Quicksmart Homes Pty Ltd. , 2007 - 2009**

Responsible for the design and construction of 360 student accommodation building at ANU Canberra, utilising standard shipping containers as the base modules.

**Design Principal and co-owner of Excalibur Modular Systems Pty Ltd: 2009 to present.**

High specification prefabricated building solutions, designed in Sydney and being produced in China.

Excalibur has developed a number of modular designs for instant delivery and deployment around the world. Currently working with the Cameroon Government providing social infrastructure for this rapidly developing country.

The modular accommodation represents a very low carbon footprint solution

**Expert Legal Witness, 2005 to present**

In Australia and the UK, for the Land and Environment Court. Expert witness for visual impact studies of new developments.

Currently consulting with many NSW Councils and large developers and planners, including City of Sydney, Lend Lease, Mirvac, Foster + Partners, Linklaters.

Author of several articles in 'Planning Australia' and 'Architecture Australia' relating to design development and to the assessment of visual impacts, specifically related to the accuracy of photomontaging.

Currently preparing a set of revised recommendations for the Land and Environment Court relating to the preparation and verification of photomontaged views for the purposes of assessing visual impact

**VISUAL IMPACT ASSESSMENTS: A REALITY CHECK.**  
**BY JOHN ASPINALL.**

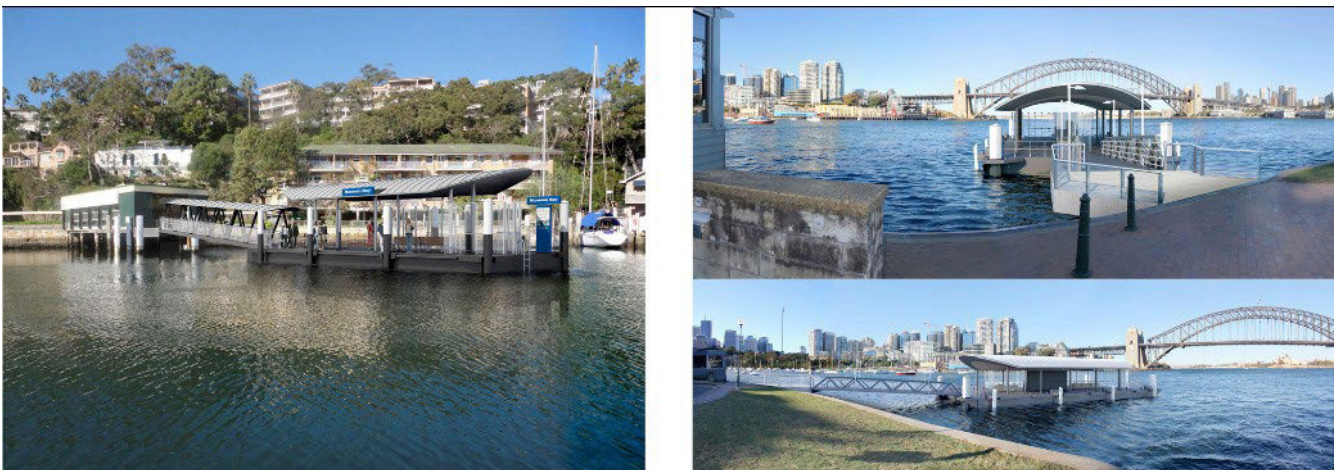


Photomontaged views of new apartment building at Pyrmont: Urbaine

Australia's rapid construction growth over the past 10 years has coincided with significant advances in the technology behind the delivery of built projects. In particular, BIM (Building Information Modelling), Virtual Reality and ever-faster methods of preparing CAD construction documentation.

Alongside these advances, sits a number of potential problems that need to be considered by all of those involved in the process of building procurement. Specifically, the ease with which CAD software creates the appearance of very credible drawn information, often without the thoroughness and deliberation afforded by architects, and others, in years past.

Nowhere is this more apparent than in the area of visual impact assessments, where a very accurate representation of a building project in context is the starting point for discussion on a project's suitability for a site. The consequences of any inaccuracies in this imagery are significant and far-reaching, with little opportunity to redress any errors once a development is approved.



Photomontaged views of new Sydney Harbour wharves: Urbaine

Urbaine Architecture has been involved in the preparation of visual impact studies over a 20 year period, in Australia and Internationally. Urbaine's Director, John Aspinall, has been at the forefront of developing methods of verifying the accuracy of visualisations, particularly in his role as an expert witness in Land and Environment Court cases.

In Urbaine's experience, a significant majority of visualisation material presented to court is inaccurate to the point of being invalid for any legal planning decisions. Equally concerning is the amount of time spent, by other consultants, analysing and responding to this base material, which again can be redundant in light of the frequent inaccuracies. The cost of planning consultant reports and legal advice far exceeds that of generating the imagery around which all the decisions are being made.

Over the last 10 years, advances in 3d modelling and digital photography have allowed many practitioners to claim levels of expertise that are based more on the performance of software than on a rigorous understanding of geometry, architecture and visual perspective. From a traditional architect's training, prior to the introduction of CAD and 3d modelling, a good understanding of the principles of perspective, light, shadow and building articulation, were taught

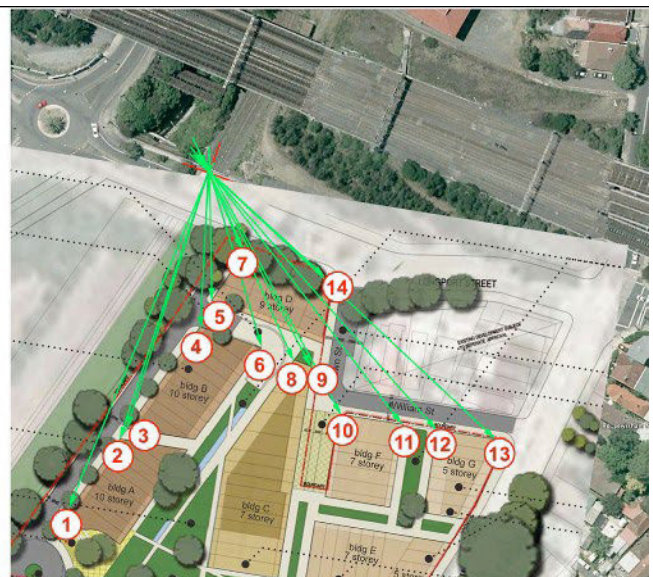
throughout the training of architects.

Statutory Authorities, and in particular the Land and Environment Court, have attempted to introduce a degree of compliance, but, as yet, this is more quantitative, than qualitative and is resulting in an outward appearance of accuracy verification, without any actual explanation being requested behind the creation of the work.

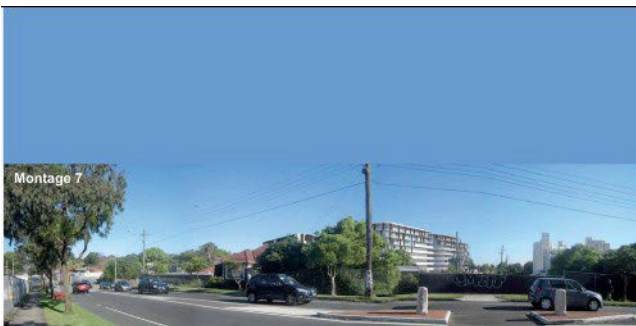
Currently, the Land and Environment Court specifies that any photomontages, relied on as part of expert evidence in Class 1 appeals, must show the existing surveyed elements, corresponding with the same elements in the photograph. Often, any surveyed elements can form such a small portion of a photograph that, even by overlaying the surveyed elements as a 3d model, any degree of accuracy is almost impossible to verify. For sites where there are no existing structures, which is frequent, this presents a far more challenging exercise. Below is one such example, highlighted in the Sydney Morning Herald, as an example of extreme inaccuracy of a visual impact assessment. Urbaine was engaged to assess the degree to which the images were incorrect – determined to be by a factor of almost 75%.



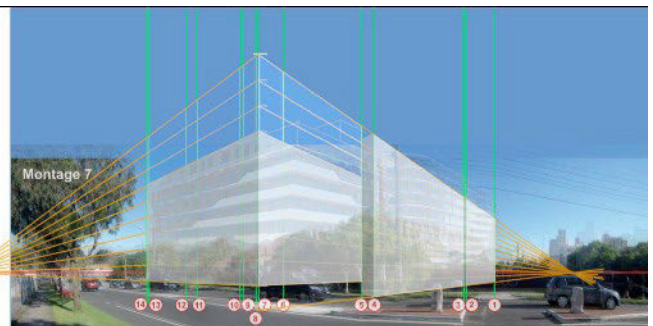
SMH article re inaccurate visualisations



Key visual location points on site: Urbaine



Photomontage submitted by developer



Assessment of inaccuracy by Urbaine

Urbaine has developed a number of methods for adding verification data to the 3d model of proposed buildings and hence to the final photomontages. These include the use of physical site poles, located at known positions and heights around a site, together with drones for accurate height and location verification and the use of landscaped elements within the 3d model to further add known points of references. Elements observed in a photograph can be used to align with the corresponding elements of the new building in plan. If 4 or more known positions can be aligned, as a minimum, there is a good opportunity to create a verifiable alignment.

Every site presents different opportunities for verification and, often, Urbaine is required to assess montages from photographs taken by a third party. In these cases, a combination of assessing aerial photography, alongside a survey will allow reference points to be placed into the relevant 3d model prior to overlaying onto the photos for checking.

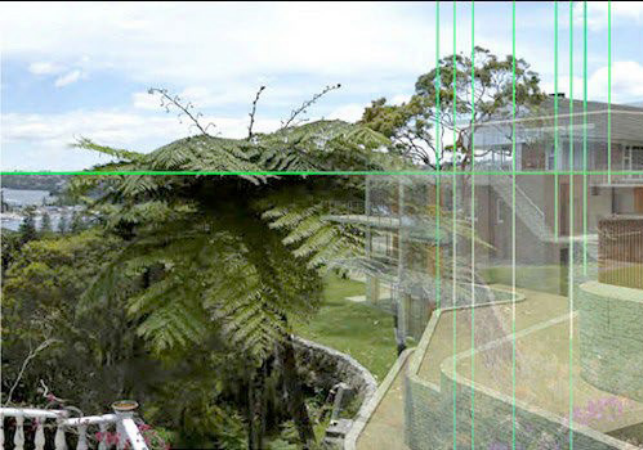
The following example clearly demonstrates this – a house montaged into a view, by others, using very few points of reference for verification. By analysing the existing photo alongside the survey, the existing site was able to be recreated with a series of reference elements built into the model. A fully rendered version of all the elements was then placed over the photo and the final model applied to this. As can be seen, the original montage and the final verified version are dramatically different and, in this case, to the disadvantage of the complainant.



Photomontage submitted by developer



Key visual location points on site: Urbaine



Key points and 3d model overlaid onto existing photo



Final accurate photomontage: Urbaine

Often, Urbaine's work is on very open sites, where contentious proposals for development will be relying on minimising the visual impact through mounding and landscaping. In these cases, accuracy is critical, particularly in relation to the heights above existing ground levels. In the following example, a business park was proposed on very large open site, adjoining several residential properties, with views through to the Blue Mountains, to the West of Sydney. Urbaine spent a day preparing the site, by placing a number of site poles, all of 3m in height. These were located on junctions of the various land lots, as observed in the survey information. These 3d poles were then replicated in the 3d CAD model in the same height and position as on the actual site. This permitted the buildings and the landscaping to be very accurately positioned into the photographs and, subsequently, for accurate sections to be taken through the 3d model to assess the actual percentage view loss of close and distant views.



Physical 3000mm site poles placed at lot corners



3d poles located in the 3d model and positioned on photo



Proposed buildings and landscape mounding applied

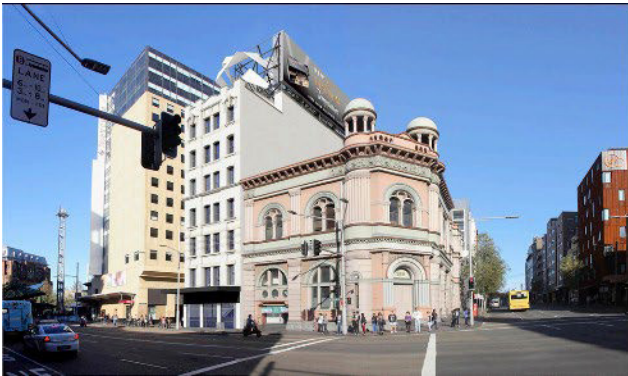


Proposed landscape applied – shown as semi-mature

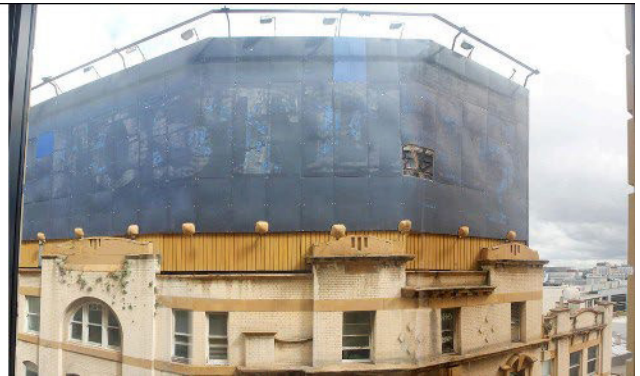


Final verified photomontage by Urbaine

Further examples, below, show similar methods being used to give an actual percentage figure to view loss, shown in red, in these images. This was for a digital advertising hoarding, adjoining a hotel. As can be seen, the view gain, in addition to being based around a far more visually engaging sculpture. In terms of being used as a factual tool for legal representation and negotiation, these images are proving to be very useful and are accompanied by a series of diagrams explaining the methodology of their compilation and, hence verifying their accuracy.



Photomontage of proposed building for digital billboard



Existing situation – view from adjoining hotel

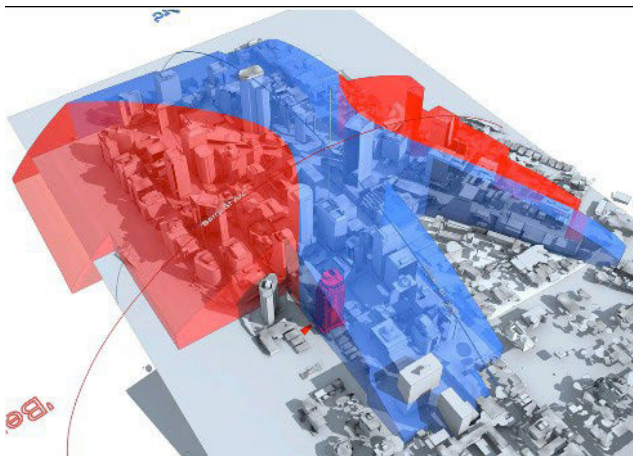


Photomontage of view from hotel

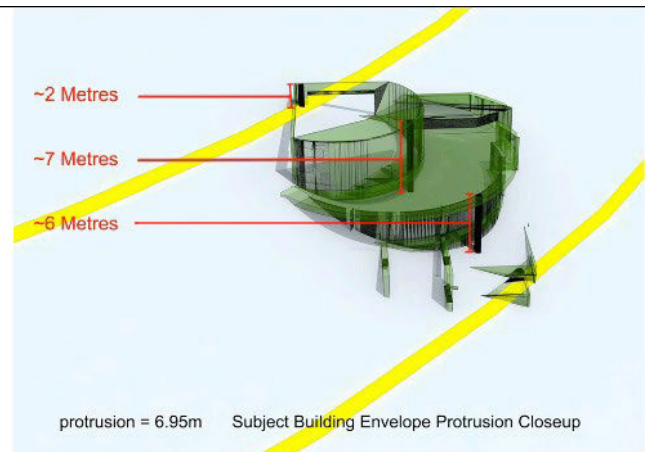


View loss – green = view gain / red = view loss

There are also several areas of assessment that can be used to resolve potential planning approval issues in the early stages of design. In the case below, the permissible building envelope in North Sydney CBD was modelled in 3d to determine if a building proposal would exceed the permitted height limit. Information relating to the amount of encroachment beyond the envelope allowed the architect to re-design the plant room profiles accordingly to avoid any breach.



3d model of planning height zones



Extent of protrusion of proposed design prior to re- design

Urbaine’s experience in this field has place the company in a strong position to advise on the verification of imagery and also to assist in developing more robust methods of analysis of such imagery. As a minimum, Urbaine would suggest that anyone engaging the services of

visualisation companies should request the following information, as a minimum requirement:

1. Height and plan location of camera to be verified and clearly shown on an aerial photo, along with the sun position at time of photography.
2. A minimum of 4 surveyed points identified in plan, at ground level relating to elements on the photograph and hence to the location of the superimposed building.
3. A minimum of 4 surveyed height points to locate the imposed building in the vertical plane.
4. A series of images to be prepared to explain each photomontaged view, in line with the above stages.

This is an absolute minimum from which a client can determine the verifiability of a photomontaged image. From this point the images can be assessed by other consultants and used to prepare a legal case for planning approval.



# Policy: Use of Photomontages and Visualisation Tools

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## Commencement

1. This policy commences on 17 May 2024 and replaces the policy published 21 August 2013.

## Purpose of the policy

2. This policy is to guide the preparation of photomontages, still images, video images, and other visualisation tools to depict the development in an appeal under the *Environmental Planning and Assessment Act 1979*, to ensure that the data they present is represented and interpreted accurately, and that their use would assist the Court in determining the appeal.

## Application

3. The policy applies to appeals under the EPA Act, where photomontages or other visual tools are to be submitted as part of expert evidence.

## Definitions

4. In this Policy:

**Appeal** means an appeal to the Court under the EPA Act.

**CGI** means Computer Generated Image.

**Commissioner** means a Commissioner or Acting Commissioner of the Court.

**Court** means the Land and Environment Court of New South Wales.

**Development** means the development for which consent is sought in the development application that is the subject of the appeal.

**EPA Act** means the *Environmental Planning and Assessment Act 1979*.



**Existing Image** means an unchanged or unaltered image of the location, viewing angle and approximate conditions on which the proposed development will be overlaid, to convey the issues in dispute.

**Judge** means a Judge of the Court.

**Photomontages** means, for the purpose of this policy, any visual tool or aid, whether still image, video, computer generated image, two dimensional (2D) or three dimensional (3D) or other visual means to depict development plans.

**Registrar** means a Registrar of the Court.

**RL** Reduced Level or Relative Level as defined in Australian Standard® AS1100 Technical Drawings.

## General principles

5. A photomontage submitted in an appeal should provide to the Judge, Commissioner or Registrar the most accurate visual images of the development in its real-world location, so as to specifically convey the issues in dispute.
6. A photomontage must include:
  - 6.1 the existing image;
  - 6.2 a 2D plan and/or elevation showing the location of the camera, target point/viewing angle, and lighting source that corresponds to the location from where the existing image was taken; and
  - 6.3 the proposed built envelope and key features of the development overlaid on the existing image in the form of a wire frame and/or 'block massing' model to demonstrate the development.
7. Where a photorealistic CGI of the development is used:
  - 7.1 the metadata from the existing image to create an identical 3D computer generated camera should be provided;
  - 7.2 the environmental conditions of the CGI should be set to the same parameters as the existing image;
  - 7.3 colour matching in the CGI is to correspond with the existing image; and



- 7.4 the details of the software used in creating the CGI should be stated as part of the submission of the photomontage.
8. A detailed summary of the methodology used to create the photomontage should be provided, including:
- 8.1 survey data that is used to create the photomontages, including the name and qualifications of the surveyor who prepared the survey information from which the underlying data for the wire frame was obtained;
  - 8.2 site specific topographical data used to create the photomontages, including the source and references utilised for the topographical data (for example paper, or survey inputs from file types such as from 'DWG' or 'DXF');
  - 8.3 the camera type, lens, focal length or field of view, and sensor used for the purpose of the photograph from which the existing image has been derived;
  - 8.4 accurate location, alignment and direction of the camera (whether fixed on tripod or drone) and RL of the camera for the existing image;
  - 8.5 data that was used to prepare the photomontages, such as:
    - 8.5.1 use of relevant plans and data for the depiction of existing buildings or existing elements as shown in the wire frame, block massing model or photorealistic CGI;
    - 8.5.2 the means by which terrain has been generated (such as surveyed spot levels and/or contours or by some form of point cloud, or Ground Control Point survey method);
    - 8.5.3 any variables applied to the images such as, time of day, lighting and weather conditions;
    - 8.5.4 consistency in application of scale and interpretation of the relevant data;
    - 8.5.5 rationale for selecting a particular view, use of camera lens or conditions in creating the image. For example, in circumstances where a development is best depicted with an expanded field of view or panoramic view, the type of panorama head and equipment must be stated, in addition to the data above.



- 8.6 where a photomontage has used more than one baseline image to represent the existing context (that is where multiple images are 'stitched together'), this must be stated, and the requirements above should be adapted to convey the key data required to verify its accuracy; and
- 8.7 whether any editing software or other visual manipulation has been used in the preparation of the final image, for example an adjustment in contrast, saturation, tilt shift or the like.

### Visualisation Tools

9. As technology emerges, the principles outlined above are to be applied. What is important is that the Court has an unaltered and real life baseline, summary of metadata so the veracity of imagery presented can be verified, and application of relevant overlays of the proposed development that assists in the Court's consideration of the real issues in dispute.
10. All effort is to be made and the 'best practices' are to be applied when utilising technology for the purposes of visualisation of the development to ensure accuracy and avoid bias of information interpretation.

### Paperless Hearings

11. Parties should be prepared to display the photomontage electronically if it is to be relied upon, or be the subject of an examination of an expert witness.
12. It will be the responsibility of the party whose expert is being examined, to provide a device compatible with courtroom technology which can display the photomontage electronically. This will allow the presiding officer, the experts, lawyers and all other people to be able to see in real time and on a common image, the subject of the examination.

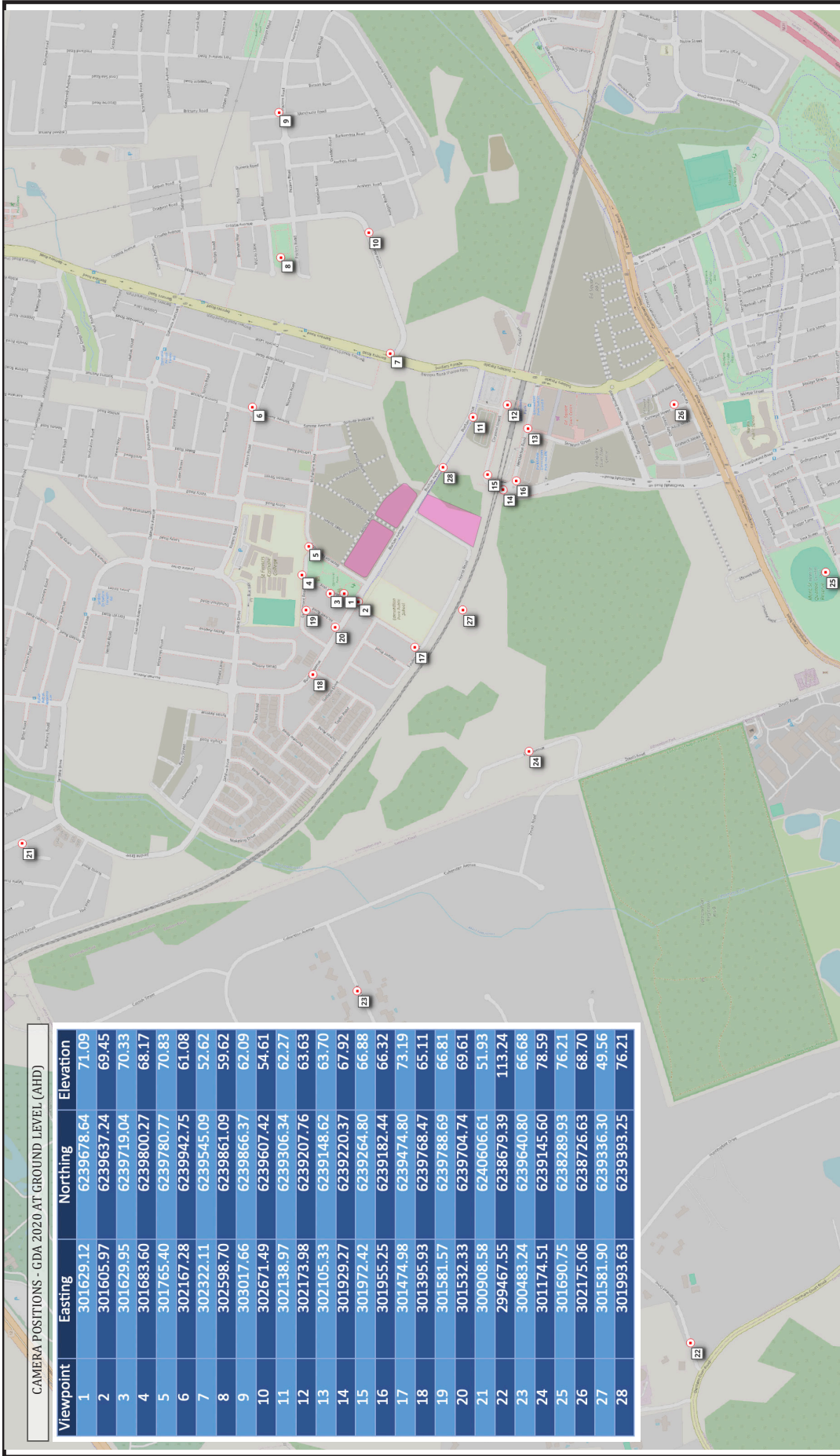
**Issued by:**

***The Honourable Justice Brian J Preston  
Chief Judge – Land and Environment Court of NSW  
Date: 17 May 2024***

## 5.2. APPENDIX C: Survey and camera positions

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NOTE:  
 BUILDING POSITIONS ARE INDICATIVE FOR PRESENTATION PURPOSES.  
 DATA WAS CAPTURED USING GNSS RTK ROVER  
 CAMERA POSITIONS ARE FROM GNSS WITH NTRIP CORRECTIONS OBSERVATIONS WITHIN +/- 0.01M  
 LEVELS ARE BASED ON AUSTRALIAN HEIGHT DATUM (AHD)

JOB NO: 742 UBN_EDPark	IGA: LIVERPOOL CITY COUNCIL
DATE: 22.09.2025	DATUM: AHD
DRAWN: DK	SCALE: N/A
CHECK: JA	SHEET: 1:1

SKETCH PLAN SHOWING  
 INDICATIVE CAMERA POSITIONS FOR -  
 4, 5, 6, 7, 8 BUCHAN AVENUE EDMONDSON PARK 2174

### 5.3. APPENDIX D: Wireframe images

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Viewpoint 01



Viewpoint 02



Viewpoint 03



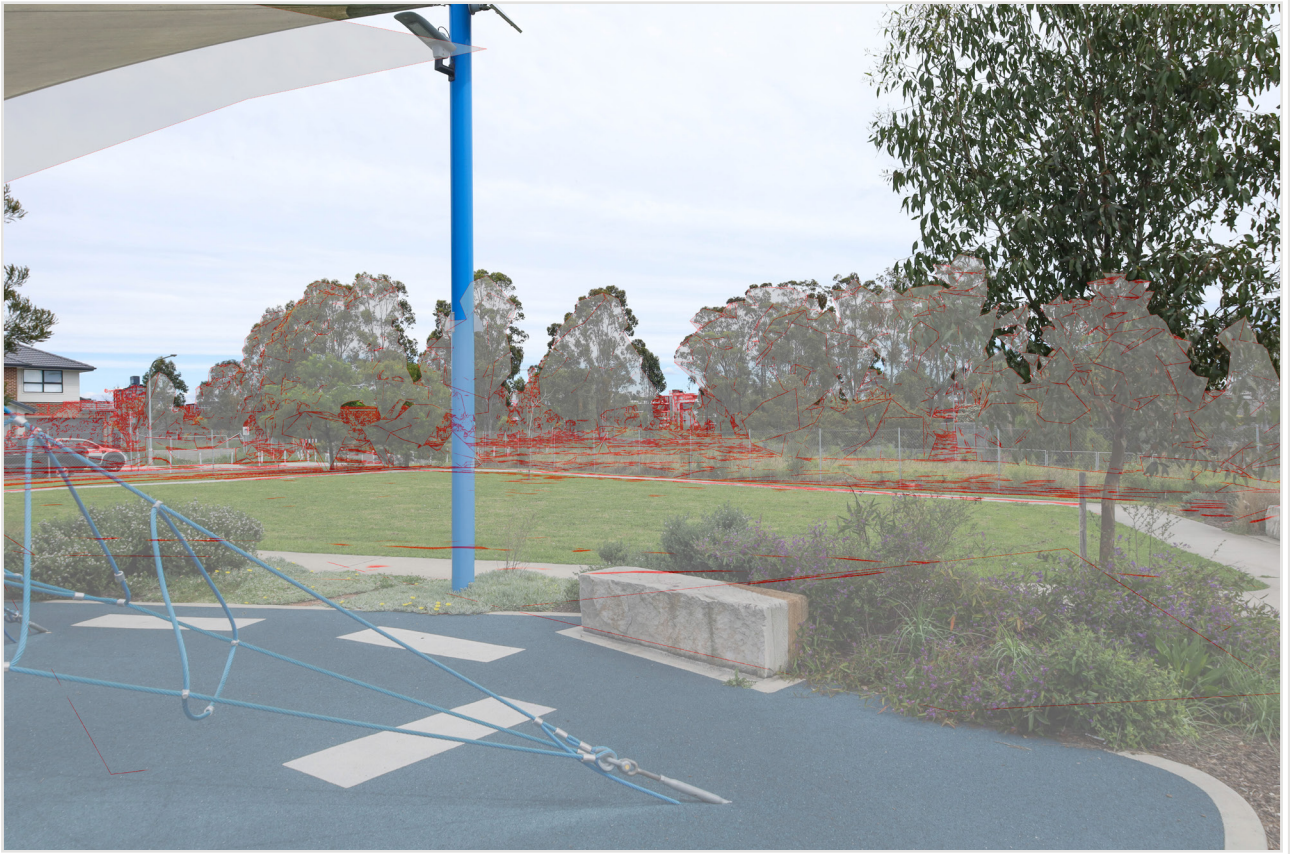
Viewpoint 04



Viewpoint 05



Viewpoint 06



Viewpoint 07



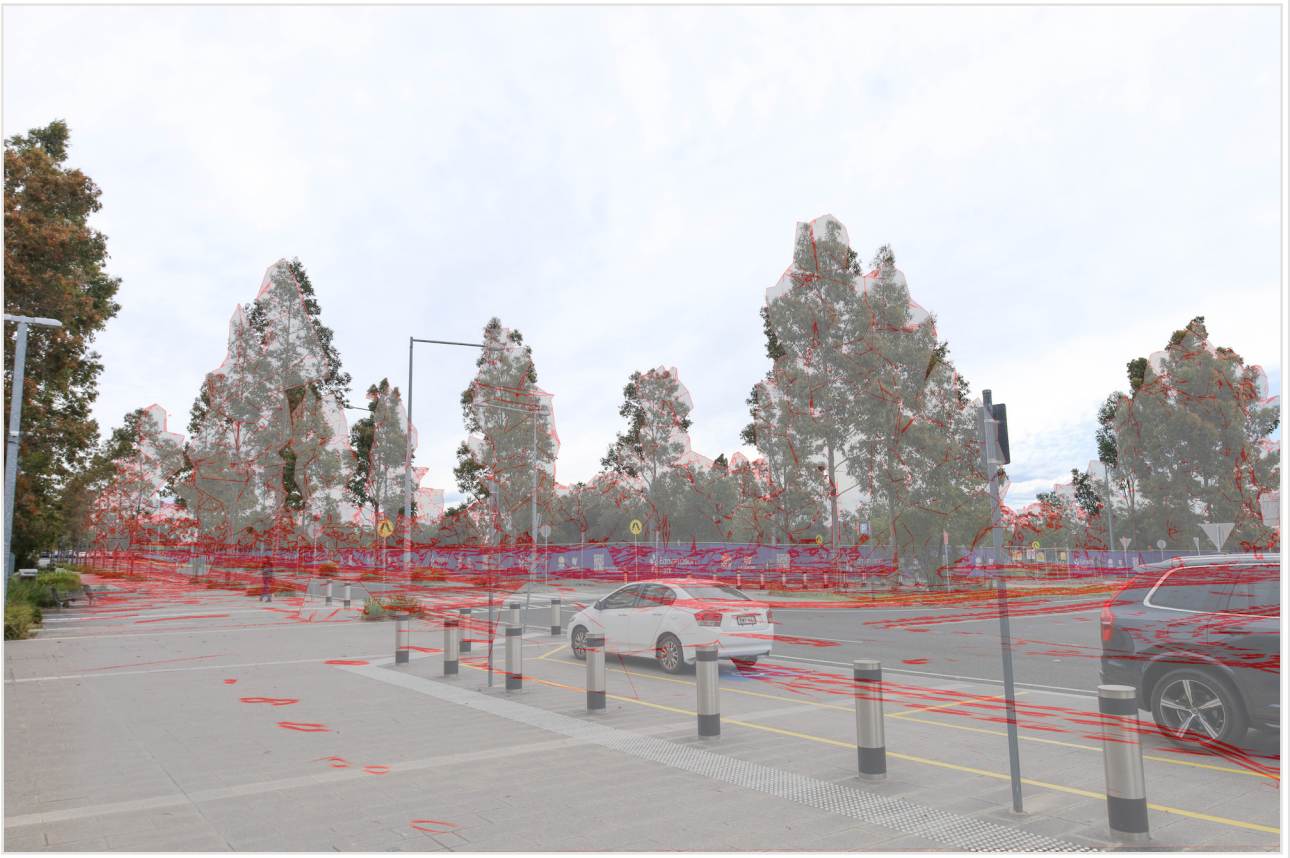
Viewpoint 08



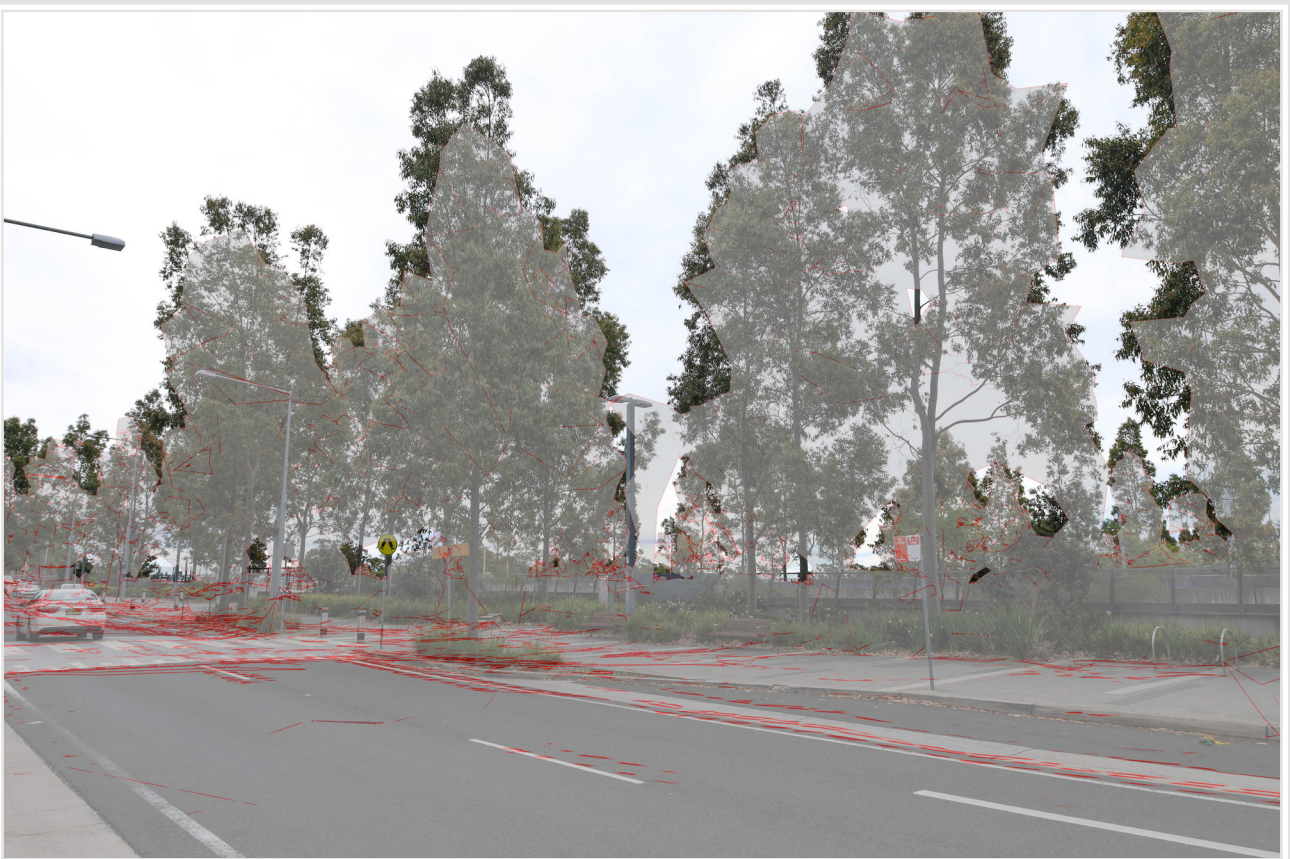
Viewpoint 09



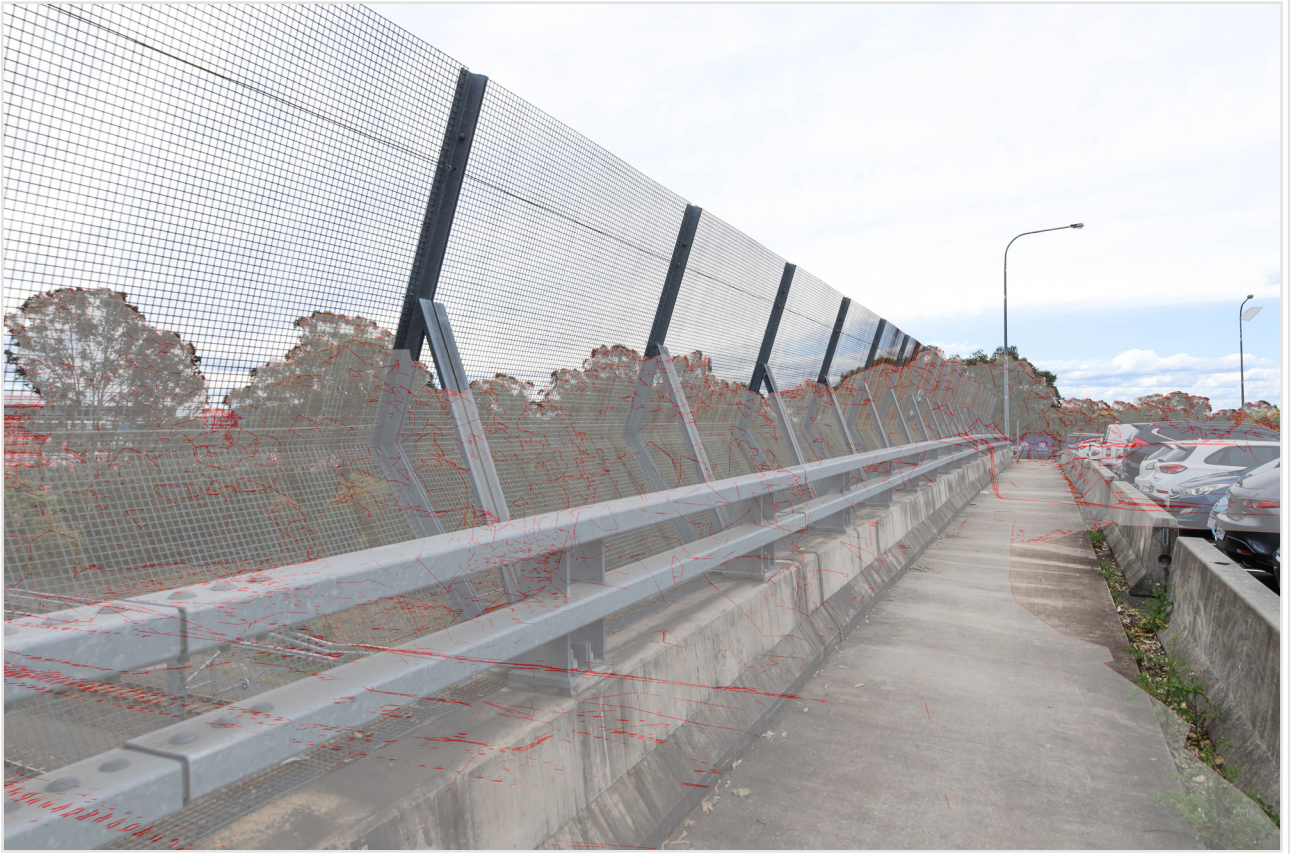
Viewpoint 10



Viewpoint 11



Viewpoint 12



Viewpoint 13



Viewpoint 14



Viewpoint 15



Viewpoint 16



Viewpoint 17



Viewpoint 18



Viewpoint 19



Viewpoint 20



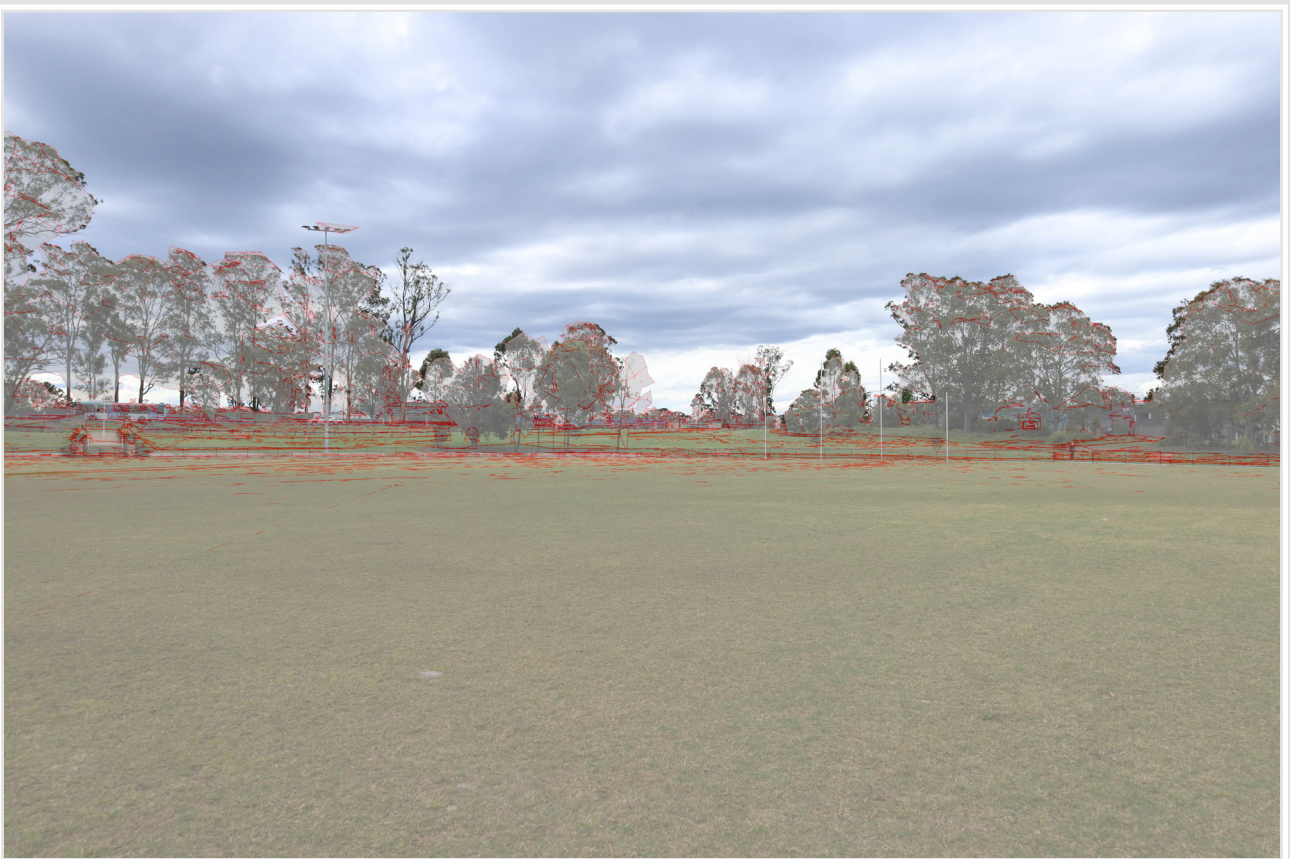
Viewpoint 21



Viewpoint 22



Viewpoint 23



Viewpoint 24



Viewpoint 25



Viewpoint 26



Viewpoint 27