



# Contents

1.0	Introduction	4
1.1	The Site	5
1.2	Overview of the Amended Concept Proposal	6
1.3	Report Structure	11
2.0	Methodology	12
2.1	Visual Analysis	12
2.2	View Analysis	14
3.0	Planning Context and Relevant Planning Instruments	16
3.1	Darling Harbour Development Plan No.1	16
3.2	Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005	16
3.3	Infrastructure NSW SICEEP Urban Design and Public Realm Guidelines	18
3.4	Darling Harbour Strategic Framework	19
3.5	Sydney Development Control Plan 2012	20
3.6	Draft Central Sydney Planning Strategy and Associated Consequential Proposed Draft Amendments to Sydney LEP 2012 and Sydney DCP 2012	21
3.7	Draft Pyrmont Place Strategy	24
4.0	Visual Analysis	26
4.1	Barangaroo Foreshore	26
4.2	King Street Wharf	28
4.3	Market Street	29
4.4	Pyrmont Bridge	30
4.5	Cockle Bay	32
4.6	Tumbalong Park	34
4.7	Darling Drive	35
4.8	Bunn Street	36
4.9	Pyrmont Bay Park	36
5.0	View Impact Assessment	38
5.1	Novotel Sydney Darling Harbour	39
5.2	Ibis Hotel Darling Harbour	43
5.3	One Darling Harbour (50 Murray Street)	46
5.4	ICC Sydney Hotel (Sofitel)	75
5.5	What is the reasonableness of the proposal?	78
6.0	Summary and Conclusion	82

# Contents

## Figures

Figure 1	Aerial View of the subject site	5
Figure 2	Illustrative render of an indicative design for the Amended Concept Proposal	7
Figure 3	Original submitted Concept Proposal	9
Figure 4	First Amended Concept Proposal	9
Figure 5	Second Amended Concept Proposal	9
Figure 6	Further amended concept proposal (October 2020)	10
Figure 7	Visual Analysis (Public Domain Views, View Corridors and Vantage Points)	13
Figure 8	Key Buildings (Private Views)	15
Figure 9	Council aspirations to expand the Central Sydney boundary	22
Figure 10	Proposed Sydney LEP 2012 new public domain view protection corridors (site marked with a star)	23
Figure 11	Draft Pyrmont Place Strategy – Key Sites Capable of Strategic change	24
Figure 12	Cockle Bay foreshore comparison between existing situation and proposed	33
Figure 13	Novotel View Locations Assessed	40
Figure 14	Illustrative high-level view of the amended concept proposal	41
Figure 15	Ibis View Locations Assessed	44
Figure 16	50 Murray Street View Locations Assessed	47
Figure 17	Eastern Elevation of 50 Murray Street	48
Figure 18	Summary of View Impacts to 50 Murray Street	72
Figure 19	50 Murray Street – worst affected apartments	74
Figure 20	Existing and unaffected communal rooftop view to the north and east	75
Figure 21	Sofitel View Locations Assessed	76
Figure 22	Extent of typical views available from ICC Hotel	78
Figure 23	Transformation of Darling Harbour	79
Figure 24	Proposed Guardian Square	80

## Tables

Table 1	Barangaroo Foreshore visual assessment	28
Table 2	King Street Wharf visual assessment	29
Table 3	Market Street visual assessment	30
Table 4	Pyrmont Bridge visual assessment	31
Table 5	Cockle Bay visual assessment	33
Table 6	Tumbalong Park visual assessment	34
Table 7	Darling Drive visual assessment	35
Table 8	Bunn Street visual assessment	36
Table 9	Pyrmont Bay Park visual assessment	37
Table 10	Novotel Summary View Impact Assessment	42
Table 11	Ibis Hotel Summary View Impact Assessment	45
Table 12	50 Murray Street Summary View Impact Assessment	50
Table 13	Sofitel Hotel Summary View Impact Assessment	77

# Contents

Table 14	Summary of Public Domain Visual Impacts from Amended Concept Proposal	83
----------	---	----

## Appendices

- A** Public View Photomontage Report  
*Virtual Ideas*
- B** Private View Photomontage and 3D Report  
*Virtual Ideas*

## 1.0 Introduction

This report provides an updated Visual and View Impact Analysis (VVIA) to support the Amended Concept Proposal in relation to the State Significant Development (SSD) Development Application (DA) submitted by Mirvac Projects Pty Ltd (Mircac) for the redevelopment of the Harbourside Shopping Centre (Harbourside) (SSD 7874).

Harbourside remains one of the last remaining key foreshore sites in Darling Harbour that is in desperate need of renewal, more so than ever in light of the devastating impacts COVID-19 has had on the tourism and entertainment industry.

Harbourside over the years has served an important function and role within Darling Harbour, providing for the day to day retail, convenience and entertainment needs of visitors and tourists to the area. Mirvac's planned redevelopment of Harbourside will carry forward this essential offering (bringing it up to modern day standards) along with supporting employment generating commercial floor space - whilst supporting a slim residential tower that responds to the site's Central Sydney location along with significant improvements to the public domain and pedestrian connections.

This report provides a focussed updated Visual and View Impact Analysis to respond to the further amendments that have been made to SSDA 7874 in response to submissions made during the second exhibition of the proposal in April 2020 by the general public and agencies.

For consistency and comparison purposes, the same public domain views that were submitted previously have been reproduced. In terms of private views, the focus of this report is on the adjacent key primary buildings, where previous views along with additional views have been produced.

The Secretary's Environmental Assessment Requirements (SEARs) dated 30 August 2016 for the Harbourside redevelopment project require that the following be addressed with respect to views and visual impacts:

- *“Relevant statutory provisions.... Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005; and Darling Harbour Development Plan No1...*
- *Relevant planning provisions, goals and strategic planning objectives... Infrastructure NSW SICEEP Urban Design and Public Realm Guidelines; Sydney Development Control Plan 2012;*
- *Consider the impact of the proposal when viewed from the public domain and key vantage points surrounding the site, including Pyrmont, Darling Harbour, Pyrmont Bridge and adjacent buildings;*
- *Address view loss and view sharing.... including neighbouring properties and the public domain;*
- *Include visual and view impact analysis and photomontages”*

This report considers the visual and view impacts in relation to the amended Harbourside Redevelopment Concept Proposal. It is based on an assessment of the proposed maximum building envelope, with regard provided to the indicative building form that has been presented for information purposes only. The detailed design of the final building within the proposed maximum envelope will be the subject of a separate planning approval and competitive design process. Any future detailed Stage 2 SSDA will also be accompanied by a subsequent Visual and View Impact Analysis that considers impacts associated with the actual final form of the development.

The VVIA has been prepared with reference to the following:

- Public View Photomontage Report (Virtual Ideas, dated September 2020), submitted as **Appendix A**; and
- Private View Photomontage and 3D Report (Virtual Ideas, dated September 2020), submitted as **Appendix B**.

In reading this revised Visual and View Impact Analysis, regard should be had to the analysis undertaken in the previous February 2020 (First Amended Concept Proposal) and October 2016 (original Concept Proposal), especially in understanding the changes in impacts between the original and now proposed amended Concept Proposal.

### 1.1 The Site

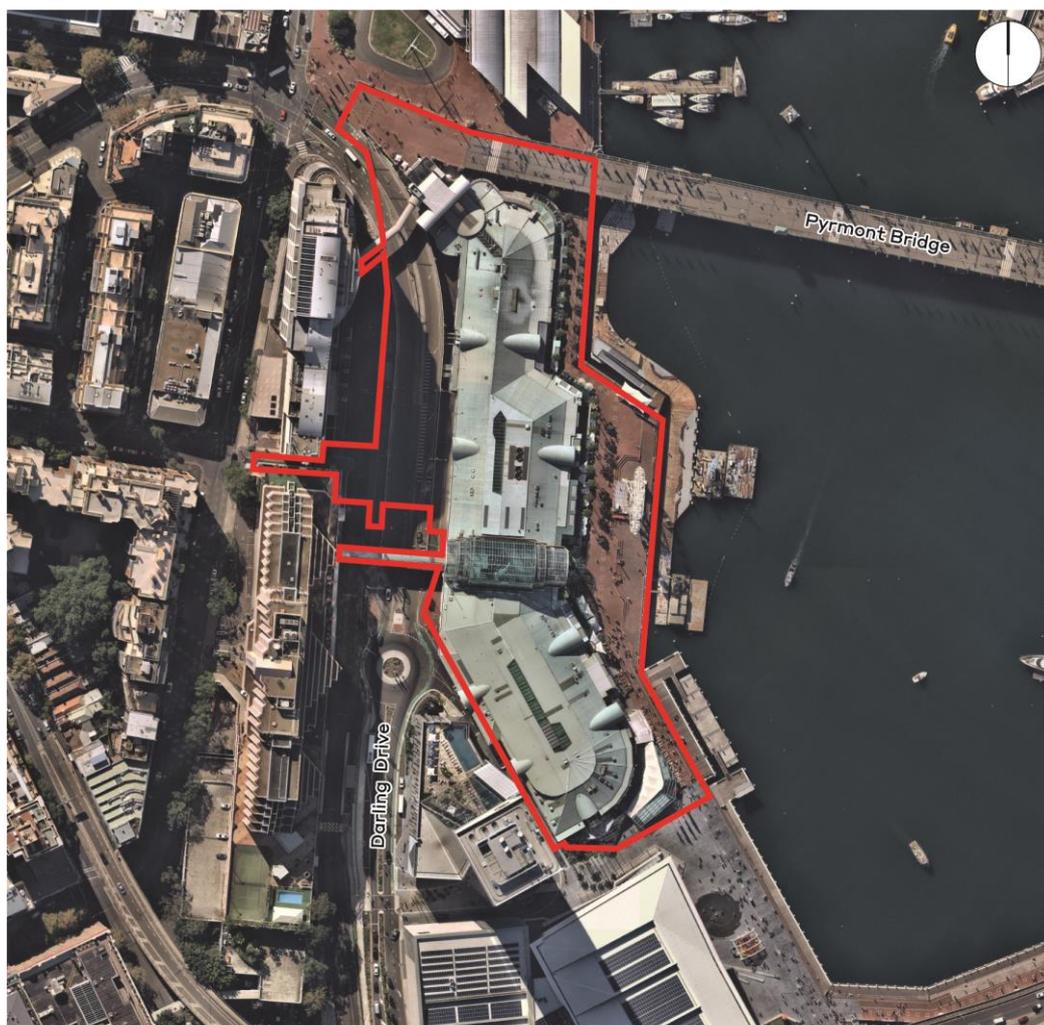
The Harbourside Site is located within the Darling Harbour Precinct in the City of Sydney Local Government Area (LGA). Darling Harbour is a 60 hectare waterfront precinct on the south-western edge of the Sydney CBD, and to the east of the Pyrmont Peninsula.

The Darling Harbour precinct is unique in terms of its function, location, land ownership and physical characteristics, and accommodates a wide range of land uses. These land uses predominantly relate to recreation, tourism, entertainment, retail, residential apartments and business.

The Darling Harbour precinct has and is undergoing significant redevelopment as part of the Sydney Internal Convention Exhibition and Entertainment Precinct/SICEEP (ICC Sydney), Darling Square, IMAX renewal, and Cockle Bay projects. These projects support the realisation of the NSW State Government’s vision for an expanded ‘cultural ribbon’ spanning from Barangaroo, around to Darling Harbour and Pyrmont.

The Site is in a highly urbanised Global CBD environment and represents a major waterfront urban renewal site.

The Site more specially occupies an area of approximately 2.05 hectares within the north western portion of the Darling Harbour precinct. The Site is generally bound by Pyrmont Bridge (heritage listed) to the north, the SICEEP site to the south, Darling Drive and the alignment of the light rail to the west and Cockle Bay to the east. The location of the Harbourside Site is shown in **Figure 1** below.



 Indicative Site Boundary

**Figure 1 Aerial View of the subject site**

Source: Nearmap and Ethos Urban

## 1.2 Overview of the Amended Concept Proposal

The proposal relates to a staged SSDA and seeks to establish amended concept proposal details for the renewal and re-imagining of the Harbourside Shopping Centre. The amended Concept Proposal establishes the vision, planning and development framework which will be the basis for the consent authority to assess future detailed development proposals.

The final Concept Proposal seeks approval for the following key components and development parameters:

- A network of open space areas and links generally as shown within the Public Domain Concept Proposal, to facilitate re-integration of the site into the wider urban context;
- Building envelopes;
- Land uses across the site, non-residential and residential uses;
- A maximum total Gross Floor Area (GFA) across the Harbourside site of 87,000sqm for mixed use development (45,000sqm non-residential and 42,000sqm residential development);
- Basement car parking;
- Car parking rates to be utilised in subsequent detailed (Stage 2) Development Applications);
- Urban Design and Public Realm Guidelines to guide future development and the public domain; and
- Strategies for utilities and services provision, drainage and flooding, and ecological sustainable development.

The Stage 1 Early Works comprises:

- Demolition of the existing site improvements, including the Harbourside Shopping Centre, obsolete monorail infrastructure, and associated tree removal.

The amended Concept Proposal includes amendments made by Mirvac pursuant to Clause 55 of the *Environmental Planning & Assessment Regulation*, in the main to address matters raised in the agency and public submissions and deliver an overall significantly improved outcome on the site and for the broader Darling Harbour precinct.

Fundamentally, the key drivers for amending the Concept Proposal for a second time include:

- Aligning with the strategic plans for the Pyrmont Peninsula, where the Harbourside site is identified as a key site capable of accommodating strategic change;
- Improving the relationship and setting to the state heritage listed Pyrmont Bridge;
- Providing a more genuine and significantly improved public open space offering through the creation of a new ~1,500sqm public plaza adjoining Pyrmont Bridge
- Supporting further improved view sharing from 50 Murray Street.

**Figure 2** below provides an aerial view of an artist's impression of what the potential development outcome on the site may look like. *[Note: this image is used for illustrative purposes and not relied upon for the purposes of this VVIA]*



**Figure 2** Illustrative render of an indicative design for the Amended Concept Proposal

Source: *Virtual Ideas*

The key amendments that have been made to the proposal since its April 2020 public exhibition are further described below:

### **Increase in Height of the Tower**

The height of the tower has been increased to be consistent with the height originally proposed (from RL 153.75 to RL 166.95). The tower height has been increased in order to better align with the place outcomes identified within the Draft Pyrmont Place Strategy for Harbourside. This opportunity for additional height is supported with the provision of additional public benefit through the creation of a new significant public accessible area of open space on the northern podium rooftop.

### **Reduction in Height of the Northern Podium**

A portion of the podium height at its northern extent has been further reduced from RL 25 to part RL 17.6 and part 13.75. The reduction in height provides for an improved relationship to the state heritage listed Pyrmont Bridge, further improve view sharing from 50 Murray Street, along with providing an opportunity to create a new publicly accessible open space area.

## Gross Floor Area / Land Use Mix

The amended proposal retains the same overall 87,000sqm of GFA, however there is a minor adjustment in the split between non-residential and residential. The final proposal now includes:

- Non-residential uses floor space – 45,000sqm; and
- Residential uses floor space – 42,000sqm

In response to market demand and the focus of local and regional strategic planning policies, it is proposed for the podium to now include predominantly commercial land uses along with supporting retail. Indicatively, comprising ~28,000sqm net lettable area of commercial office and ~8,500sqm gross lettable area of retail.

The podium enables large campus sized commercial floor plates that are favoured by large multinational tech, media, finance and professional services companies.

## Apartment numbers

No change is proposed to the indicative number of apartments (357), with the minor increase in the tower height resulting in a review of the mix and sizing of apartments. Note, this yield is on the 'Indicative Design' only and will be subject to future design development and a Stage 2 DA. This Stage 1 DA only seeks approval for land uses and the building envelope comprising a total of 87,000sqm GFA.

## Car Parking

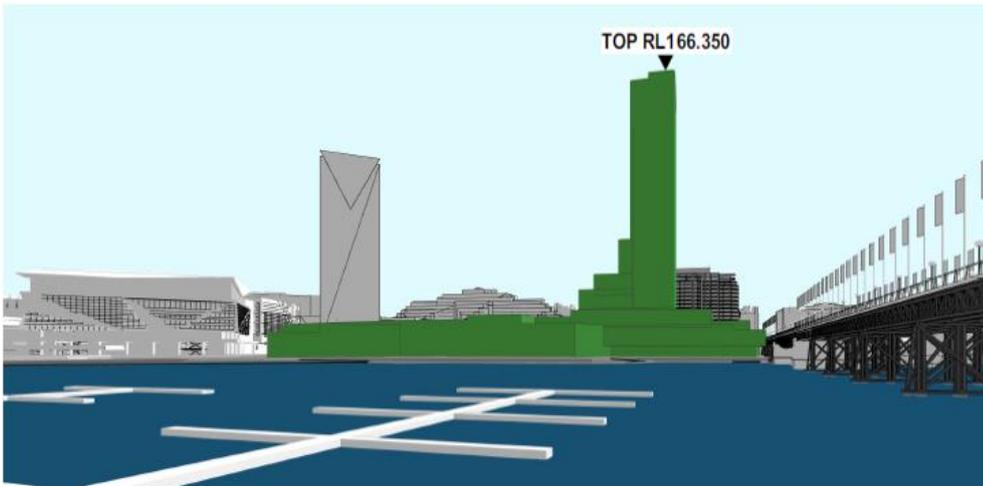
The overall footprint of the basement has been reduced, but there is proposed to be an additional basement level of parking (increase from 3 levels to 4 levels). There is no change to proposed indicative parking spaces, remaining at 306 spaces. As above, this is based on the 'Indicative Design' only.

## Landscaped Open Space and Public Domain

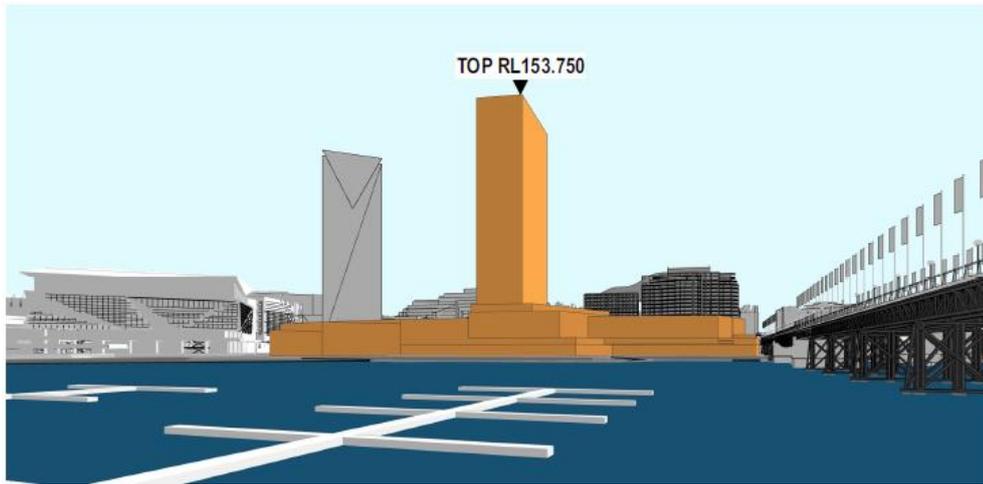
The key concepts and public benefits as originally proposed are retained under the amended Concept Proposal, with the addition of a new significant area of publicly accessible open space created on the rooftop of the lowered northern podium (referred to as "Guardian Square").

A more detailed and comprehensive description of the amended proposal is contained in the Response to Submissions and Amended Concept Proposal prepared by Ethos Urban.

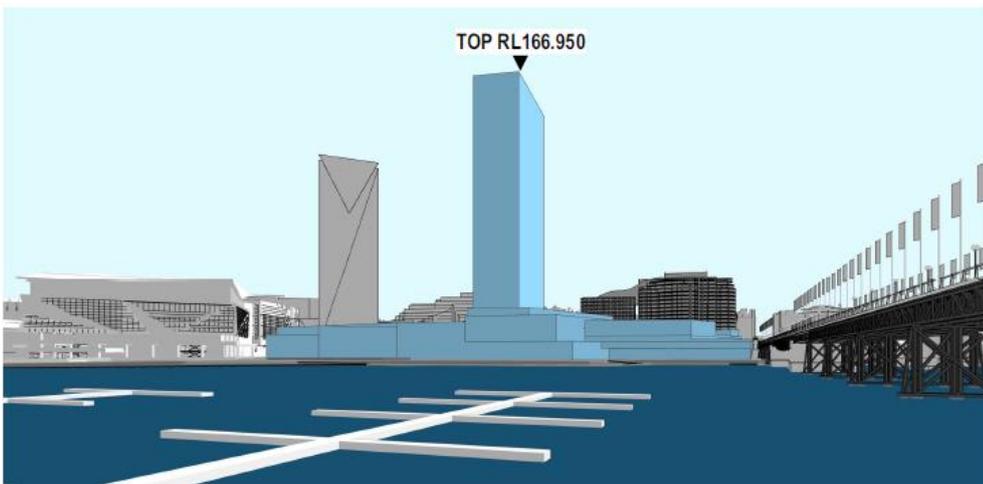
**Figures 3, 4, and 5** below provide an elevational view from the east side of Cockle Bay comparing the originally submitted proposal, the first Amended Concept Proposal and now the second Amended Concept Proposal for which development consent is now sought. While **Figure 6** illustrates the key moves made between the last amended concept proposal and the further amended concept proposal the subject of this RTS.



**Figure 3** Original submitted Concept Proposal  
Source: fjmt



**Figure 4** First Amended Concept Proposal  
Source: fjmt

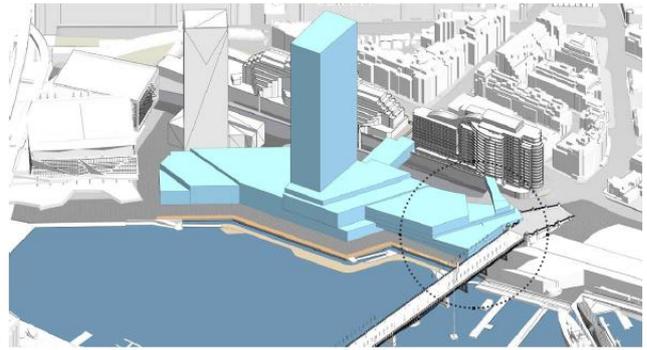


**Figure 5** Second Amended Concept Proposal  
Source: fjmt

**Amended Concept Proposal (April 2020)**



**Further Amended Concept Proposal (October 2020)**



*Envelope reduced to form  
"Guardian Square"  
(level with Pyrmont Bridge)*

**Figure 6** Further amended concept proposal (October 2020)

### 1.3 Report Structure

This report is structured as follows:

**Section 2** provides an overview of the methodology adopted for this visual and view impact analysis.

**Section 3** identifies the various relevant and pre-existing planning principles with respect to views, view sharing and outlook including those contained within the Sydney Regional Environmental Plan 2005; the Infrastructure NSW SICEEP Urban Design and Public Realm Guidelines; and the City of Sydney Council Development Control Plan 2012.

**Section 4** provides a visual impact analysis for the amended Concept Proposal maximum envelope in relation to the public views, view corridors and vantage points in and around the site.

**Section 5** provides a view impact analysis for the amended Concept Proposal in relation to the private views for key primary adjacent buildings.

**Section 6** provides a conclusion.

## 2.0 Methodology

### 2.1 Visual Analysis

The public domain views analysed in this updated Visual and View Impact Analysis are a reproduction of the 18 views prepared in the February 2020 Visual and View Impact Analysis prepared in support of the first Amended Concept Proposal. These views and locations were determined in consultation with the Department of Planning, Industry and Environment and reflect key public domain views, view corridors and public vantage points within and surrounding the site

The selection of vantage points has also had regard to the location of existing heritage items within and in the vicinity of the site that are visible from the public domain including Darling Harbour Rail Corridor, Darling Harbour Water Feature, and Pyrmont Bridge.

The locations of the photomontage images and direction of view are shown on **Figure 7**, with **Appendix A** including all images. Given the volume of images assessed, they have not been reproduced within this report. Reference therefore should be made to **Appendix A** when reading the assessment and conclusions reached.

The photomontage images for each of the identified public domain views have been taken at ground level (pedestrian eye level) to indicate what a pedestrian will see when travelling through or within the general vicinity of the Harbourside Site. The photomontage images have been produced using both a 24mm and 50mm lens size. Each photo position has been surveyed by a registered surveyor (Rygate).

To provide future context where relevant, the photomontages include the buildings (envelopes) that are approved but not yet constructed, including the Cockle Bay Wharf Redevelopment.

Also, given the date of the original image taken, the photomontages have been altered to include buildings that have been approved and since been built, such as the Ribbon, ICC Sydney, Sofitel Hotel (ICC Sydney Hotel), and Darling Square.



**Figure 7 Visual Analysis (Public Domain Views, View Corridors and Vantage Points)**

Source: *Virtual Ideas*

## 2.2 View Analysis

11 key buildings in the vicinity of the Harbourside Site were identified within the original Visual and View Impact Analysis as being impacted or potentially impacted on by the Harbourside Project in terms of private views. These buildings were broadly grouped into primary and secondary buildings:

### Primary Buildings

- Novotel Sydney Darling Harbour
- Oaks Goldsbrough Apartments
- Ibis Hotel Darling Harbour
- One Darling Harbour (50 Murray Street)
- Gateway Apartments (1 Murray Street)
- ICC Sydney Hotel (Sofitel)

*Primary buildings* represent those key buildings located with elevations that have a direct line of sight with the Harbourside redevelopment site, and therefore are more likely to have a greater level of impact and require a greater level of analysis.

### Secondary Buildings

- Renaissance Apartments (73 Union Street)
- Arena Apartments (32-34 Bunn Street)
- The Phoenix Apartments (117 – 129 Murray Street)
- Harbour's Edge Apartments (1 – 5 Harwood Street)
- 16 – 30 Bunn Street (apartments)

*Secondary buildings* are those that are located further away from the site and therefore are only likely to be potentially impacted at upper/rooftop levels.

The key buildings (highlighted on **Figure 8** below) were selected based on the sensitivity of land use (i.e hotel and / or residential and serviced apartments were selected rather than commercial premises), and on the basis of both proximity to the Site and the extent to which existing views, vistas and outlook are likely to be affected by the Harbourside Project.

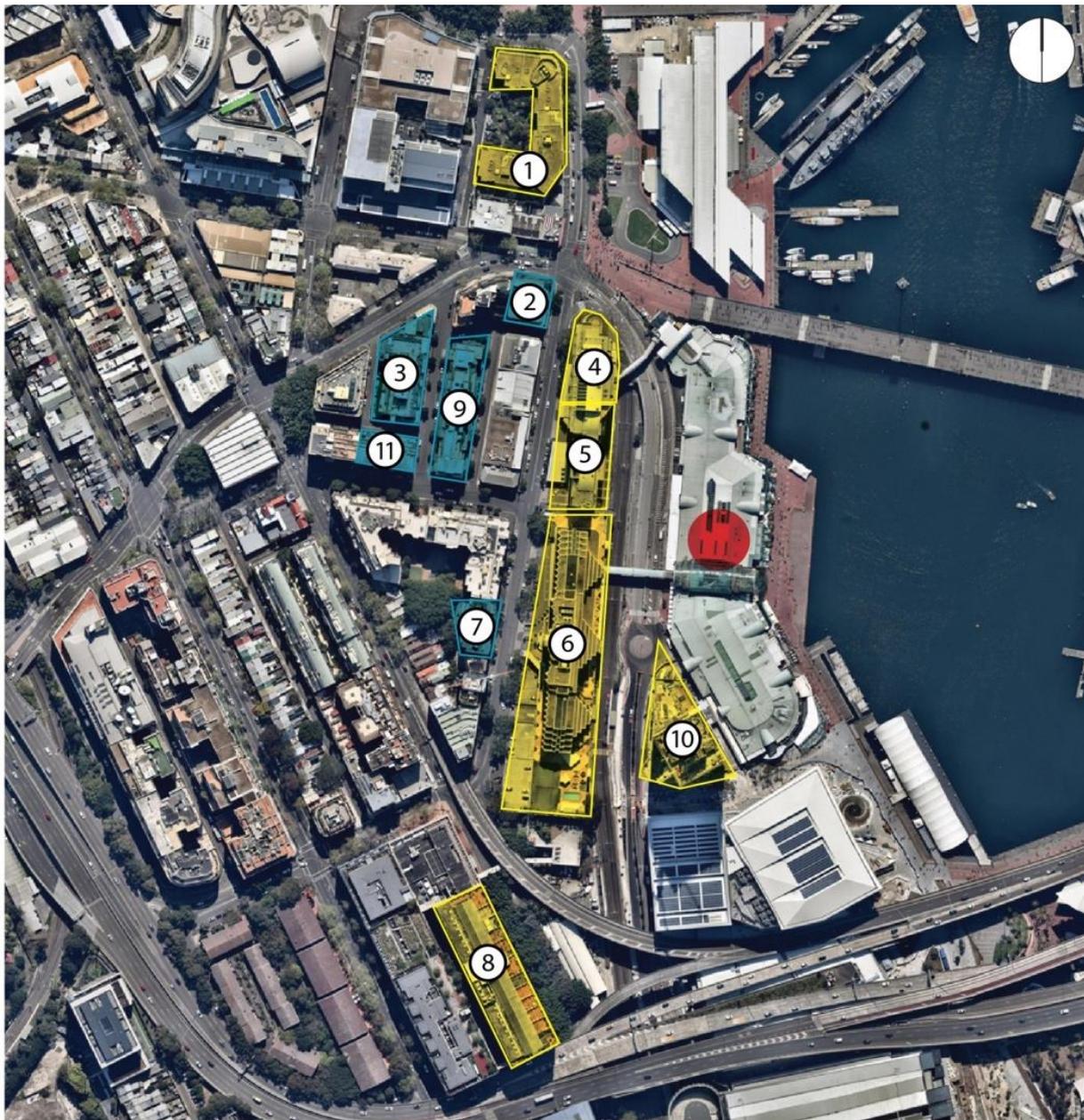
The VVIA prepared in support of the first Amended Concept Proposal also assessed impacts to all 11 key buildings surrounding the site.

In light of the nature of the proposed additional amendments only a focussed view impact assessment is considered necessary for a select number of key primary buildings adjacent to the site. Accordingly, this VVIA focusses on:

- Novotel Sydney Darling Harbour;
- Ibis Hotel Darling Harbour;
- One Darling Harbour (50 Murray Street); and
- ICC Sydney Hotel (Sofitel).

A combination of both 3D model images and photomontage images have been prepared for these adjacent key primary buildings. In response to submissions made during the second exhibition of the Concept Proposal, additional views have been assessed in relation to the Novotel, 50 Murray Street and Sofitel. With COVID-19 imposing restrictions on the ability to safely access these buildings, the additional views have been generated through 3D modelling.

The 3D model and photograph views use a camera with a 24mm lens, with a 50mm lens frame added to the images in order to allow for a narrower field of view analysis. Given the volume of images assessed, they have not been reproduced within this report. Reference therefore should be made to **Appendix B** when reading the assessment and conclusions reached.



- The Site
- Key Primary Building
- Secondary Building

- |   |  |
|---|--|
| <ol style="list-style-type: none"> <li>1. Gateway Apartments, 1 Murray St, Pyrmont</li> <li>2. Renaissance Apartments, 73 Union St, Pyrmont</li> <li>3. Harbour's Edge Apartments, 1-5 Harwood St, Pyrmont</li> <li>4. One Darling Harbour, 50 Murray St, Pyrmont</li> <li>5. Ibis Hotel</li> </ol> | <ol style="list-style-type: none"> <li>6. Novotel Sydney Darling Harbour</li> <li>7. The Phoenix, 117-129 Murray St.</li> <li>8. Oaks Goldsborough Apartments</li> <li>9. Arena Apartments, 32-34 Bunn Street</li> <li>10. ICC Hotel</li> <li>11. Apartments, 16 - 30 Bunn Street</li> </ol> |
|---|--|

**Figure 8 Key Buildings (Private Views)**

Source: Nearmap and Ethos Urban

### 3.0 Planning Context and Relevant Planning Instruments

The environmental planning instruments (EPs), policies or guidelines of particular relevance to the consideration of visual and view impacts are Infrastructure NSW SICEEP Urban Design and Public Realm Guidelines, Darling Harbour Development Plan No.1; Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 – now a deemed SEPP, and its accompanying DCP; the Sydney Development Control Plan 2012, the draft Central Sydney Planning Strategy, the Darling Harbour Strategic Framework, and the Draft Pyrmont Place Strategy. These documents are addressed in detail below.

With respect to potential impact on views and vistas to existing heritage items, all relevant heritage listings including those contained within the Darling Harbour Development Plan and the Sydney LEP 2012 have been considered.

#### 3.1 Darling Harbour Development Plan No.1

The Darling Harbour Development Plan No.1 is the environmental planning instrument which provides land use controls for land within the Darling Harbour precinct, including the entirety of the Harbourside Site.

The Development Plan does not set any maximum height controls or building envelope controls or provisions, and does not contain any specific provisions with respect to the consideration of visual or view impacts. Any expectation that the height of the existing building on the site should be retained in any redevelopment scheme is unfounded.

A key objective of the Development Plan is to encourage the development of a variety of tourist, educational, recreational, entertainment, cultural and commercial facilities within the land to which it applies. Residential development is also nominated under the Development Plan as a permitted and expected form of development, as evidenced by existing buildings (e.g. Goldsbrough, The Peak Apartments, 50 Murray Street, Harbour Garden Towers) and more recently completed residential apartment buildings at Darling Square.

#### 3.2 Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (Sydney Harbour REP) adopts the following principles for the purpose of achieving its aims for the Foreshores and Waterways Area:

- “(a) Sydney Harbour is to be recognised as a public resource, owned by the public, to be protected for the public good,
- (b) The public good has precedence over the private good whenever and whatever change is proposed for Sydney Harbour or its foreshores,**
- (c) Protection of the natural assets of Sydney Harbour has precedence over all other interests.” (our emphasis)

The Harbourside Site sits within the Foreshores and Waterways Area as identified in Sydney Harbour REP. The specific clauses relevant to consideration of visual analysis or view impacts follow:

##### **Clause 2(2)(b) – Aims of plan – the principle of precedence of public good over private good.**

With respect to views, the Sydney Harbour REP articulates that the public good has precedence over the private good whenever and whatever change is proposed for Sydney Harbour or its foreshores. This provision supports the principle that, in the context of the proposed development, the improvements to the public domain, including public views, should be given precedence over private view loss.

Whilst the genesis of this principle is largely rooted in ensuring continuous and unobstructed foreshore access to the public, the principle of view corridors tied to access to the foreshore is primary as compared to the secondary issues of private views. Impacts on private views (being those that may not or do not align with existing or proposed public view corridors over streets) will require further consideration when detailed building designs are resolved.

#### **Clause 14(d) – Foreshores and Waterways Area.**

This sub-clause seeks to ensure “*development along the foreshore and waterways should maintain, protect and emphasise the unique visual qualities of Sydney Harbour and its islands and foreshores*”.

The amended Concept Proposal will allow future development that will allow for greater enjoyment of the Darling Harbour Waterfront. Refer to the accompanying Response to Submissions and Amended Proposal for further details regarding the significant benefits to be delivered through the Amended Proposal with respect to foreshore access improvements, public domain improvements and overall improvements to the visual quality and backdrop of Darling Harbour. Most notably, the amended proposal now includes a significant new public plaza at the same level as the Pyrmont Bridge that will enable members of the public with a new vantage point to sit, experience and appreciate the unique qualities of Sydney Harbour.

#### **Division 2 – Matters for Consideration for development - Clause 25 – Foreshores and waterways scenic quality**

This clause states:

*“The matters to be taken into consideration in relation to the maintenance, protection and enhancement of the scenic quality of foreshores and waterways are as follows:*

*(a) the scale, form, design and siting of any building should be based on an analysis of:*

*(i) the land on which it is to be erected, and*

*(ii) the adjoining land, and*

*(iii) the likely future character of the locality,*

*(b) development should maintain, protect and enhance the unique visual qualities of Sydney Harbour and its islands, foreshores and tributaries...”*

The impact of the proposal on the scenic qualities of the Harbour and its foreshores must be seen in the balanced context of the site’s CBD location, the recent and planned development in Darling Harbour and Barangaroo which is having a transformative impact on the locality, along with the plans for the Pyrmont Peninsula identified within the Draft Pyrmont Place Strategy.

#### **Division 2 – Matters for Consideration for development - Clause 26 – Maintenance, protection and enhancement of views**

This clause states:

*“The matters to be taken into consideration in relation to the maintenance, protection and enhancement of views are as follows:*

*(a) development should maintain, protect and enhance views (including night views) to and from Sydney Harbour,*

*(b) development should minimise any adverse impacts on views and vistas to and from public places, landmarks and heritage items,*

*(c) the cumulative impact of development on views should be minimised.”*

Each of these matters have been considered and are addressed in this report.

#### **Clause 59 – Development in vicinity of heritage items**

Clause 59 states:

*(1) Before granting development consent to development in the vicinity of a heritage item, the consent authority must assess the impact of the proposed development on the heritage significance of the heritage item.*

*(2) This clause extends to development:*

*(a) that may have an impact on the setting of a heritage item, for example, by affecting a significant view to or from the item or by overshadowing, or*

*(b) that may undermine or otherwise cause physical damage to a heritage item, or*

*(c) that will otherwise have any adverse impact on the heritage significance of a heritage item.*

(3) *The consent authority may refuse to grant development consent unless it has considered a heritage impact statement that will help it assess the impact of the proposed development on the heritage significance, visual curtilage and setting of the heritage item.*

(4) *The heritage impact statement should include details of the size, shape and scale of, setbacks for, and the materials to be used in, any proposed buildings or works and details of any modification that would reduce the impact of the proposed development on the heritage significance of the heritage item.*

The further amendments to the Concept Proposal include providing for an improved relationship and setting to the state heritage listed Pyrmont Bridge. The proposal, including the new public plaza on the northern podium rooftop also provides additional opportunities to view and experience the heritage qualities of Pyrmont Bridge.

### 3.3 Infrastructure NSW SICEEP Urban Design and Public Realm Guidelines

While not specifically applicable to the Harbourside Site, the Infrastructure NSW SICEEP Urban Design and Public Realm Guidelines outline Infrastructure NSW's aspirations and expectations for the redevelopment of Darling Harbour. In that regard, they are helpful to understand the development context of the broader Darling Harbour development area. The key provisions of the Infrastructure NSW SICEEP Urban Design and Public Realm Guidelines that are of relevance to the consideration of visual and view impacts are set out below.

#### Project Vision

The urban design of the Sydney International Convention, Exhibition and Entertainment Precinct (SICEEP) must achieve the project vision to:

- *Reaffirm Darling Harbour as Australia's premier gathering place by creating an exciting, connected, active and vibrant precinct that brings delight to visitors and Sydney-siders alike.*
- *Context and design excellence*
- *Design facilities and the public realm in a manner that integrates with and enriches the local urban context by:*
  - *Preserving significant view corridors;*
  - *Protecting and reinforcing views of significant heritage buildings and structures within the public realm;*
  - *Preventing loss of privacy by overlooking of adjacent properties.*

#### Place making

Create a place that:

- *Enriches the existing public realm, recognising existing landscape, topography, open space networks, movement patterns and heritage of the CBD, Chinatown, Pyrmont, Darling Harbour and the Educational Precinct of UTS and Ultimo TAFE.*

#### Public Realm

The design of the public realm should:

- *Minimise visual, acoustic and amenity impacts on adjacent public spaces;*
- *Ensure that important views (to public buildings, along major streets and to the Harbour) are not obscured; and*
- *Maintain lines of movement and sight.*

#### Urban Design Objectives

- *Re-launch the Precinct and redefine its place in the City of Sydney and in the international convention, exhibition and entertainment markets.*
- *Create a new 'place to be' in Sydney defined by its own unique character.*
- *A Precinct outcome that delivers a balanced solution for the city.*
- *Multi-functionality of the Precinct amenities; with a focus on flexibility and adaptability.*

- *Bring a new vibe and spirit to this quarter of the city.*
- *Provide a seamless transition between the facilities, the Precinct and the greater urban fabric.*
- *A quality design that provides a unique experience for the global visitor and is embraced and integrated into the lives of the people in Sydney.*
- *Provide the visitor with an opportunity to experience a variety of places within the Precinct with a richness in texture and activities.*

The Infrastructure NSW SICEEP Urban Design and Public Realm Guidelines do not apply to the site. Nonetheless, future development in line with the amended Concept Proposal is unlikely to undermine the achievement of these objectives and can in fact contribute to their achievement.

### **3.4 Darling Harbour Strategic Framework**

To assist Place Management NSW in deciding whether to grant Land Owner's Consent (LOC) for development applications in Darling Harbour (within the context of its legislative responsibility under the Place Management Act) it developed a strategic framework in January 2018. The Framework details 4 principles and a set of criteria under each principle that a development proposal would be assessed against in order to determine whether LOC would be granted.

Whilst not a formal matter for consideration, the principles and criteria do provide the most current policy position for the NSW Government in the context of balancing the need to protect and enhance the natural, cultural heritage and recreational offerings of Darling Harbour, including the landscape and public domain, while enabling orderly and economic development of the land within the precinct.

There is considered to be high level alignment between the aspirations of the Framework and the Sydney Harbour REP.

The key principles and criteria of the framework that are of relevance to the consideration of visual and view impacts are set out below.

#### **Natural + Cultural Heritage**

Protect, enhance and interpret darling harbour's natural and cultural heritage.

1. *identify, protect and enhance european and aboriginal heritage including the working harbour, past industrial land use and aboriginal heritage*
2. *safely enhance and improve harbour interaction and leverage the unique setting on cockle bay*
3. *protect the generous and open character of the foreshore and public spaces in and around darling harbour*
4. *promote a coordinated foreshore experience to darling harbour and beyond*

#### **Orderly + Economic Development**

Unlock opportunities to intensify activity and renew ageing infrastructure and underutilised sites with a balanced approach that protects the legacy of darling harbour for future generations

1. *renew ageing assets and develop land to its potential, while expanding and enhancing the public domain and publicly accessible space*
2. *balance the scale of development with the benefits it brings to the people of new south wales*
3. *provide facilities to service and support the international convention and exhibition centre and darling harbour's international competitiveness as a preferred destination for conferences and events*
4. *create a comfortable, distinctive urban precinct with engaging edges, interfaces and places to dwell and occupy*
5. *increase pedestrian and visual permeability through the precinct*
6. *create improved access and visibility to the precinct to draw attraction from surrounding districts and the cbd*
7. *promote high quality design for buildings, infrastructure and the public domain*
8. *promote sustainable building design and placemaking outcomes*

## Public Domain + Urban Structure

Create a compelling, comfortable and distinctive public realm that is integrated with the surrounding urban areas and maximises the function, attractiveness and utilisation of the waterfront and public space in the precinct.

1. *create a spectacular and inviting place for leisure and celebration*
2. *provide a secure, smart, safe and universally accessible place*
3. *increase the amount of green, publicly accessible public domain*
4. *provide contemporary, high quality public domain, and an improved waters edge experience*
5. *provide a diversity of public domain experiences including sanctuary spaces, that encourage people to linger and dwell*
6. *provide a green, shady experience that offers respite from summer heat*
7. *improve the quality, capacity and convenience of public domain connections to the surrounding urban areas, and reduce the isolating effect of infrastructure around darling harbour*

The Concept Proposal has been determined by Place Management to overall be consistent with the strategic framework for Darling Harbour, with LOC issued, subject to detailed design related conditions.

### 3.5 Sydney Development Control Plan 2012

Sydney Development Control Plan 2012 does not apply to the Harbourside site. Similar to the SICEPP Urban Design and Public Realm Guidelines above, the DCP nonetheless provides a planning context with respect to the consideration of views and the visual impact of proposed development within the broader City of Sydney. It applies to all of the land surrounding the site, and to the buildings and public domain spaces in the vicinity of the site that are or are potentially impacted upon by the proposed development.

It has been a long standing strategic position of the City of Sydney Council that views, and view sharing, is a matter of specific and particular importance with respect to the potential impact of development on key views and vistas that are available at the street level and generally from or within the public domain rather than private views.

Section 3.2.1.2 of the Sydney Development Control Plan 2012 (DCP 2012) acknowledges that:

- *Buildings are not to impede views from the public domain to highly utilised public places, parks, Sydney Harbour, Alexandra Canal, Heritage Buildings and monuments including public statues, sculptures and art;*
- *Development is to improve public views to parks, Sydney Harbour, Alexandra Canal, heritage buildings, and monuments by using buildings to frame views. Low level views of the sky along streets and from locations in parks are to be considered.*

The DCP objectives and provisions identify significant views in the Sydney CBD that are to be protected from encroachment and / or enhanced by building design. The provisions of the DCP also encourage the siting and design of new buildings that maintain and open up significant views from the public domain to Sydney Harbour, parklands and significant objects as well as protecting silhouettes of the tops of major heritage buildings as seen against the sky. The current planning objectives, strategies, principles and development controls for the Sydney CBD have also long recognised that 'outlook', as distinct from 'views' is the appropriate measure of residential amenity within a global CBD context.

Section 4.2.3.10 of DCP 2012 clearly articulates the following with respect to outlook and views in relation to the impact of development on existing and future residential amenity:

*"(1) Provide a pleasant outlook, as distinct from views from all apartments. (2) Views and outlooks from existing residential development should be considered in the design of the form of the new development"*

*Note: Outlook is a short range prospect, such as building to building, while views are more extensive or long range to particular objects or geographical features."*

### 3.6 Draft Central Sydney Planning Strategy and Associated Consequential Proposed Draft Amendments to Sydney LEP 2012 and Sydney DCP 2012

The emphasis on protecting public domain views and removing the relevance/ importance of private views from within Central Sydney and surrounds is also reflected in the proposed amendments to Sydney LEP 2012 and Sydney DCP 2012 released with the Draft Central Sydney Planning Strategy.

Refer to relevant extracts below:

*“Central Sydney contains private and public lands. The majority of public lands consist of streets, squares and parks, without being substantially built upon. Some public lands are occupied by public buildings.*

*The majority of private land is occupied by buildings that almost fill their sites, though some includes open spaces including gardens, courtyards and setback areas.*

*The combination of built and unbuilt land allows for views from private and public buildings across private and public open spaces. Due to the varying heights of buildings and their setbacks, views are also available across and around buildings.*

*As old buildings are replaced with new ones, views are subject to change. Given the constantly changing built environment of Central Sydney, regulating for maintenance of private views is overly restrictive and complex. Maintaining existing private views inhibits change and would render Central Sydney uncharacteristically static.*

*Central Sydney has a privileged position on a peninsula in a harbour surrounded by water and parklands, containing a large number of highly significant structures and buildings of a height that vastly exceeds its surroundings. This means that the large majority of available views are considered “iconic”.*

*This sets Central Sydney apart from other places; standard principles around views and the sharing of them are not applicable.*

*New development must be designed to make a positive contribution to the characteristics and composition of designated public views. These public views should be preserved and have priority over private views.”*

The City of Sydney have aspirations to expand the Central Sydney boundary to incorporate Darling Harbour (refer **Figure 9** below). In this regard, the concept that within Central Sydney, ‘new development must be designed to make a positive contribution to the characteristics and composition of designated public views’ and ‘the standard principles around views and the sharing of them are not applicable’ is a valid consideration for the following assessment at Sections 4.0 and 5.0.

#### Proposed Amendments to Sydney LEP 2012

Relevant extract from Council's Planning Proposal:

*In Central Sydney’s dynamic and dense development environment, certainty for the protection of internal amenity such as sunlight and views cannot be guaranteed. The maintenance of private views should not unduly restrict the economic performance and economic growth of Central Sydney, where proposed development has demonstrated compliance with the LEP, in relation to height and FSR, and development control plan provisions. This is especially the case for proposed employment related developments that impact on existing residential and serviced apartment developments.*

Proposed amendment to Clause 4.3:

*“(c) To promote the sharing of views (outside of Central Sydney).*

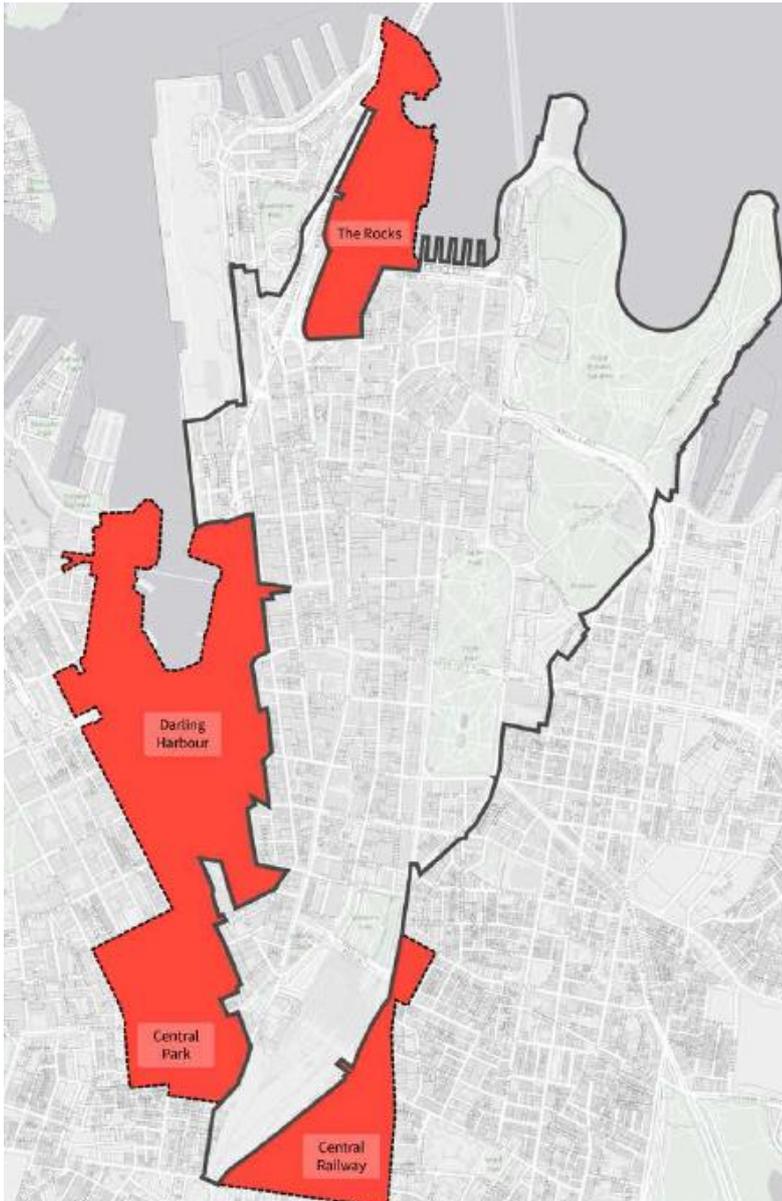
New Clause to be added:

*"Protection of public views*

*The objectives of this new clause are to ensure:*

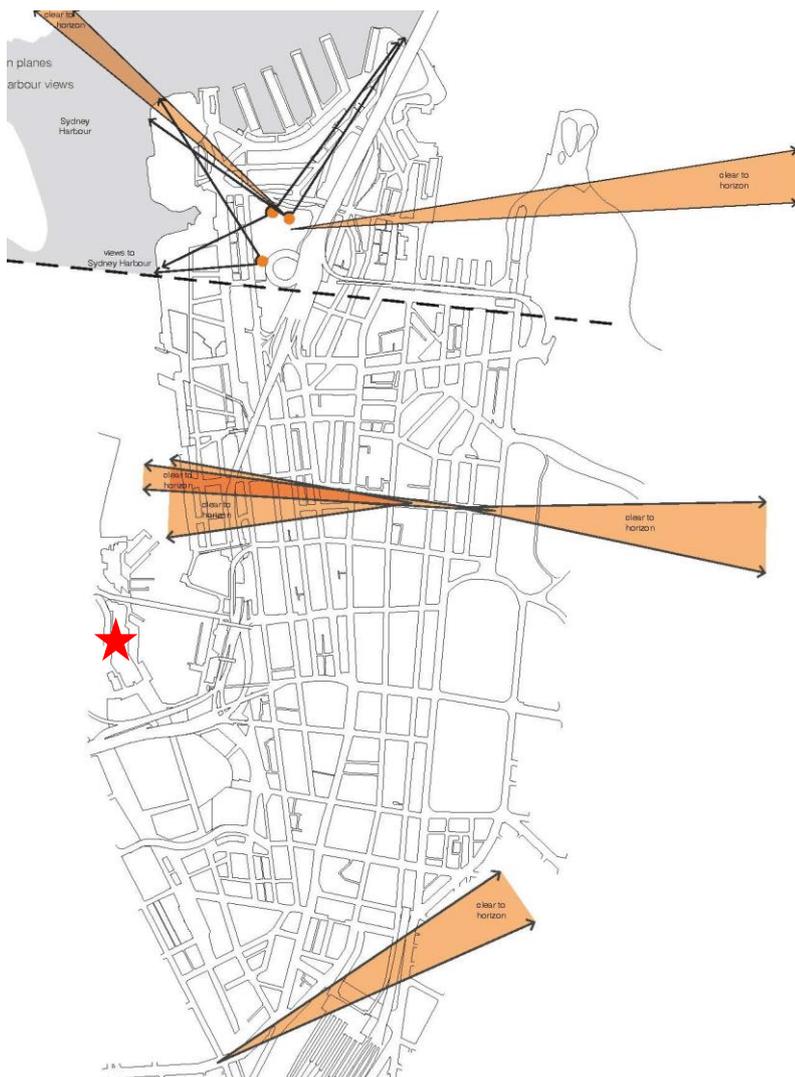
- (a) preservation of significant views from public places;*
- (b) development does not encroach above public view protection planes; and*
- (c) views from Observatory Hill to Sydney harbour*

As shown in **Figure 10** the location of the amended Concept Proposal will not have any impact on any of the proposed public view corridors identified within the Draft LEP.



**Figure 9 Council aspirations to expand the Central Sydney boundary**

Source: City of Sydney Council



**Figure 10 Proposed Sydney LEP 2012 new public domain view protection corridors (site marked with a star)**  
 Source: City of Sydney Council

**Proposed Amendments to Sydney DCP 2012**

New Clause to be added:

*“5.1.2 Development outlook and demonstrating amenity compliance*

*Value Statement*

*Sydney LEP 2012 and Sydney DCP 2012 purposefully seek to protect and enhance public amenity such as daylight and sunlight to Public Places and public views that are of benefit to the whole community. In Central Sydney’s dynamic and dense development environment certainty for the protection of private amenities such as sunlight and views cannot be guaranteed. The maintenance of sunlight access and private views to existing development should not unduly restrict the economic performance and economic growth of Central Sydney....  
 Development outlook: All developments should provide for adequate setbacks within their developments sites so as to guarantee their own minimum outlook, as opposed to a view.”*

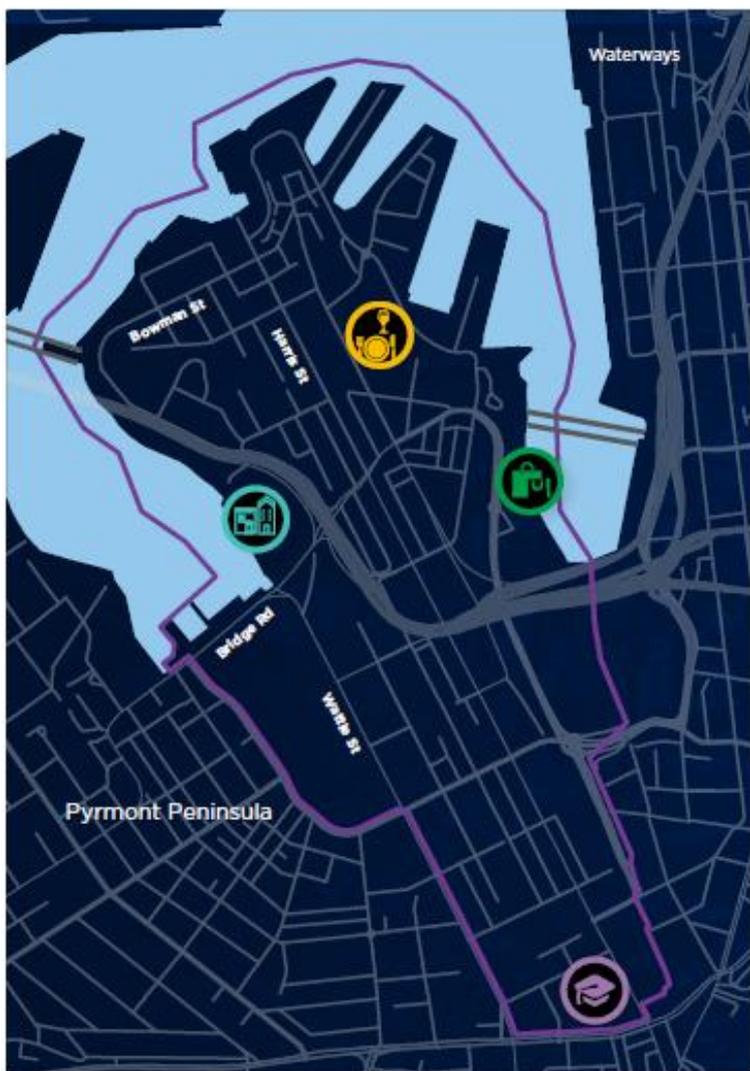
The proposed amendments to the DCP clearly articulate that the maintenance of private views should not unduly restrict the economic performance and growth of Central Sydney. This is a valid consideration for the assessment at Section 5.0.

### 3.7 Draft Pyrmont Place Strategy

The NSW Government has released its bold 20-year vision for the Pyrmont Peninsula, the boundary of which includes the Harbourside site.

The vision, captured within a new Place Strategy, responds to the NSW Government’s aspirations for Pyrmont and the Western Harbour precinct to be transformed into the next jobs and economic driver of Sydney.

The Place Strategy, which is founded on a strong evidence base, includes (amongst other things) the identification of four (4) key opportunities sites, one of which is Harbourside (refer to **Figure 11**). Of particular note is the support for a new tower with a height of up to RL170 (noting that the proposal amended Concept Proposal has a tower envelope height of RL166.95).



- |   |                        |   |                                    |
|---|------------------------|---|------------------------------------|
|  | <b>The Star</b>        |  | <b>Harbourside Shopping Centre</b> |
|  | <b>Blackwattle Bay</b> |  | <b>UTS Ultimo/ Haymarket</b>       |

Figure 11 Draft Pyrmont Place Strategy – Key Sites Capable of Strategic change

With the recognition of Harbourside as a key site capable of accommodating strategic change, there is now even stronger strategic merit to support the proposed renewal and redevelopment of Harbourside.

Extract from the Draft Place Strategy:

*Some of these sites last underwent significant redevelopment 30-40 years ago, which means they now represent a significant opportunity to unlock the next wave of jobs and investment in a way that recognises Pyrmont's character and place while also delivering public benefits to improve and enhance the peninsula.*

The strategy in unlocking development potential on the Harbourside site clearly places a priority on the public good and public benefits (e.g. new publicly accessible open spaces, improved east-west connections, appropriate built form outcome to Pyrmont Bridge, protecting solar access to the foreshore etc) over private interests (e.g. views).

The other key sites identified also provide clarity on the future built form character of the Peninsula, which will include strategically located towers of similar/taller height interspersed by heritage and low-medium scale development.

## 4.0 Visual Analysis

The location of the photomontage images for each of the 18 identified key ground level public domain views, view corridors and vantage points that are considered to be of relevance to the proposal are shown on **Figure 7**.

The public domain views have been grouped together based on the following locations:

- Barangaroo Foreshore (view 1);
- King Street Wharf (view 2);
- Market Street (view 3);
- Pyrmont Bridge (view 5, 13 and 14);
- Cockle Bay (view 4, 6, 8, 9, 16, 17 and 18);
- Tumbalong Park (view 7);
- Darling Drive (view 10 and 12);
- Bunn Street (view 11); and
- Pyrmont Bay Park (view 15).

The following analysis has been undertaken with regard to the principles established by the Court in *Rose Bay Marina Pty Limited v Woollahra Municipal Council and anor [2013] NSWLEC 1046*. The analysis includes an overall final categorisation assessment of the visual impact provided under the following categories:

Low impact	Minor loss or alteration to the character of the view obtained prior to development, or introduction of new visual elements that are not uncharacteristic with the existing visual features of the landscape.
Medium Impact	Partial loss or alteration to the character of the view obtained prior to development, or introduction of new visual elements that are prominent but not necessarily uncharacteristic with the existing visual features of the landscape.
High Impact	Total loss or alteration to the character of the view obtained prior to development, or introduction of new visual elements which are uncharacteristic of the existing visual features of the landscape.

### 4.1 Barangaroo Foreshore

A photomontage image of the Amended Harbourside Concept Proposal viewed from Barangaroo foreshore is included at **Appendix A** (view point 1).

Existing public domain views from the Barangaroo foreshore toward Darling Harbour look over the Harbour and frame a semi-circle of existing built form around the foreshore (including Sydney Wharf to the west, Maritime Museum and 50 Murray Street to the south-west, and ICC Sydney and ICC Hotel to the south) and beyond through to the southern CBD skyline terminated by Darling Square and the UTS tower/Central Park. Pyrmont Bridge is not readily visible from this location given the maritime related structures and vessels located in the water.

The existing public domain views are expansive. The rejuvenation of Barangaroo completes a highly urbanised precinct surrounding Darling Harbour/Cockle Bay and is highly utilised by pedestrians. It is characterised by predominately low scale development interspersed with taller buildings/towers in the foreground (such as the ICC Hotel, and the Imax Redevelopment under construction) with taller development including UTS Tower, Darling Square, and The Peak Apartments forming a CBD skyline backdrop behind.

Views to and across the water are available along the entire length of the Barangaroo waterfront, with low scale built form set back to form a wide pedestrian promenade.

Views are also partially obstructed by maritime related structures and moored watercraft, including obstructing views of Pyrmont Bridge. The existing southern CBD skyline established by Darling Square, UTS Tower, and The Peak Apartments together with the taller foreground buildings of the ICC Hotel and the future Imax Redevelopment do not encroach into any of the significant elements of existing public domain views – the existing buildings do not encroach into views to or from the water, or across the Darling Harbour public domain and its adjoining street network. They do, however, form part of the highly urbanised context of Darling Harbour which is framed by significant built form elements to the east, west and south.

The Harbourside Concept Proposal will permanently change the scale and height of the south western backdrop urban form of the Darling Harbour precinct. Most notably, the proposed tower element of the proposal will be seen in front of the ICC Hotel.

The Darling Harbour precinct has and continues to undergo significant urban renewal and change through projects such as SICEEP, the Imax theatre redevelopment, Darling Quarter, Four Points Sheraton, and Cockle Bay Wharf redevelopment.

The existing low scale, low rise buildings on the fringe of the city are progressively being replaced with taller, denser and more dramatic new building forms on the water's edge. As part of this process the existing low scale 'valley' form of Darling Harbour has been fundamentally changed in both character, density and urban form. A similar transformation is occurring elsewhere on waterfront land in the vicinity where the existing low scale transition of development down from the western fringe of the CBD to the harbour is being transformed by projects such as Barangaroo.

The proposed development, when considered in the context of ICC Sydney and Hotel, the existing western CBD edge, the redevelopment of the Imax Theatre site and Barangaroo will continue to draw Darling Harbour into the wider CBD.

The proposed tower element will be a highly visible and distinct building that will frame and enclose the Darling Harbour waterway setting in a way similar to the ICC Hotel. It aligns with an emerging new character and condition on the harbour's edge and broader Pyrmont and Haymarket locale. It will define and activate the western foreshore edge of Darling Harbour and deliver a building of scale and form in keeping with the principle of transforming the western fringe of the CBD.

It will provide a clear point of reference in the Darling Harbour precinct for pedestrians, reinforcing a northern focal point of towers for the transformed SICEEP Precinct and identifying a northern gateway for the re-designed and re-invigorated waterfront precinct.

The form of the tower seeks to respect the existing city skyline and its design has been carefully considered from a range of vantage points. The tower is consistent in height with the urban topography of the CBD and that of a growing number of towers within the western fringe of the CBD. Whilst its height and form create a focal point in the northern entrance to the precinct, it does not dominate the skyline.

**Table 1 Barangaroo Foreshore visual assessment**

Element	Category	Comment	Level of Effect
Category of View	Public, foreshore	N/A	N/A
View composition type	Unrestricted	Proposal is fully visible by virtue of its location adjacent the southern end of Cockle Bay.	High
Relative view level (from site ground level)	Level with the site	The elevation of the viewpoint is approximately level with the site	Low
Viewing period	High (> 5 minutes)	Pedestrians walking along the expansive and long foreshore.	High
Viewing distance (to centre of site)	Medium range	The view point is located over 800m from the site.	Medium
Intensity of View	High (>5,000 people)	A highly utilised pedestrian area used by tourists, visitors, local residents and workers.	High
View loss or blocking	Nil	Nil	Low
<b>Overall Visual Impact: Low – Medium</b>			

## 4.2 King Street Wharf

A photomontage image of the Amended Concept Proposal viewed King Street Wharf is included at **Appendix A** (view point 2).

Existing public domain views from the King Street Wharf precinct toward Darling Harbour look out across the harbour towards Maritime Museum and Pyrmont Bridge, with 50 Murray Street, Ibis Hotel, Novotel, ICC Sydney and ICC Hotel key dominant features in the skyline.

Again, the existing views from this location as for the Barangaroo foreshore are expansive and the location is highly utilised by pedestrians.

Views to and across the water are available along the entire length of the Harbour waterfront on both sides of the harbour, with low scale built form set back to form a wide pedestrian promenade.

The Concept Proposal will not interfere with or restrict views towards Pyrmont Bridge. A substantial distance and space between the proposed tower and ICC Sydney Hotel and 50 Murray Street is clearly apparent – ensuring a wall of towers adjacent to the foreshore is avoided. This is achieved through the design response for the majority of the site forming a low scale 4-5 storey podium building.

The illustrated view is not entirely representative of the actual view in that it does not provide the immediate context of the site to the Sydney CBD.

The tower form and height in relation to the ICC Sydney supports a gradual stepping/increase and accords with the similar premise at Barangaroo in terms of taller towers increasing in height northwards.

From this vantage point, and as detailed in Section 4.1, the proposed tower element of the Concept Proposal will be highly visible, and will continue the transformation occurring on the western side of Darling Harbour by bringing significant new building height close to the water's edge.

The proposed development will not interrupt or encroach into any existing views of the water and will have a positive visual impact in terms of its visual relationship to the public domain and foreshore. The podium form creates a human scale to the public domain and the siting of the proposed tower element provides appropriate distance separation to the ICC Sydney Hotel and 50 Murray Street allowing for clear sightlines through and across the public domain. The proposed tower form is also located within the centre of the site, which is the widest portion of the site and enables the greatest setback of the tower to the water (over 30m).

Consistent with the planning context and applicable planning instruments that are of relevance to the consideration of visual and view impacts, the proposed development will maintain and protect public views to and from the harbour, and will not impact on any significant views and vistas to and from public places, landmarks and heritage items when viewed from King Street Wharf.

**Table 2 King Street Wharf visual assessment**

Element	Category	Comment	Level of Effect
Category of View	Public, foreshore	N/A	N/A
View composition type	Majority Unrestricted	Proposal is except for low levels of the podium visible by virtue of its location adjacent the southern end of Cockle Bay.	High
Relative view level (from site ground level)	Level with the site	The elevation of the viewpoint is approximately level with the site	Low
Viewing period	High (> 5 minutes)	Pedestrians walking along the expansive and long foreshore.	High
Viewing distance (to centre of site)	Medium range	The view point is located over 500m from the site.	Medium
Intensity of View	High (>5,000 people)	A highly utilised pedestrian area used by tourists, visitors, local residents and workers.	High
View loss or blocking	Nil	Nil	Low
<b>Overall Visual Impact: Low-Medium</b>			

### 4.3 Market Street

A photomontage image of the Amended Concept Proposal viewed from Market Street looking west towards Darling Harbour is included at **Appendix A** (view 3).

The existing view along Market Street (framed by CBD towers north and south) towards the site is interrupted by street trees and the existing pedestrian road bridge linking to Pyrmont Bridge. The view is towards the tops of low and medium scale buildings (Novotel, Ibis, and 50 Murray Street) in Pyrmont. Water views are not available from this location.

The tower element of the Concept Proposal will be partially visible as a new slender tower structure in the western skyline (refer to detailed discussion at Section 4.1 above). It does not however interrupt any significant views or vistas along Market Street, and does not result in any loss of visual quality to Darling Harbour when viewed from this approach. The addition of the tower provides for a natural and logical connection and relationship between the Sydney CBD and the western fringe of Pyrmont, continuing the line of tall towers on the southern side of Market Street.

Market Street has significant footfall given its CBD context, and is a main thoroughfare for workers travelling to and from Pyrmont from the CBD (e.g. catching the train to/from Town Hall Station) and for visitors/tourists accessing Darling Harbour and surrounds from Pyrmont Bridge.

When walking west along Market street, the tower element will form a slender landmark building that provides a visual focal /reference point in the otherwise existing low and medium scale backdrop of the western side of Darling Harbour.

**Table 3 Market Street visual assessment**

Element	Category	Comment	Level of Effect
Category of View	Public, footpath	N/A	N/A
View composition type	Restricted	Podium is not visible due to foreground and tower form is only half visible due to existing building form.	Low - Medium
Relative view level (from site ground level)	Above the site	The elevation of the viewpoint is higher than the site	Low
Viewing period	Low (< 1 minute)	Only visible for a short section of Market Street given the proposal's location on the southern edge of the street alignment.	Low
Viewing distance (to centre of site)	Medium range	The view point is located over 640m from the site.	Medium
Intensity of View	High (>5,000 people)	A highly utilised pedestrian thoroughfare used by tourists, visitors, local residents and workers.	High
View loss or blocking	Nil	Nil	Low
<b>Overall Visual Impact: Low</b>			

#### 4.4 Pyrmont Bridge

Photomontage images of the Amended Concept Proposal viewed from the elevated and heritage listed Pyrmont Bridge are included at **Appendix A** (viewpoints 5, 13 and 14). These images capture views from the ends and middle of the Bridge.

Existing public domain views from the eastern end of Pyrmont Bridge look down the length of the bridge and offer a 'busy' corridor with high levels of pedestrian movements and punctuations with bunting/flags, street furniture, lighting etc. In the background to the Bridge itself is the ICC Sydney Convention Centre and ICC Hotel, with the existing Harbourside Shopping Centre, Novotel, Ibis and 50 Murray Street buildings framing the western edge of Darling Harbour. No water views are available from this location. Existing buildings are, with the exception of the ICC Sydney Hotel, of a low-medium scale form.

The Amended Concept Proposal will change the scale and height of the development along the western side of the Darling Harbour waterfront creating a visually interesting built form. The tower element at this view angle is its most slender, which not only assists with supporting view sharing from adjacent private developments, but also improves its relationship with and appreciation of Pyrmont Bridge.

The podium element provides for a human scale and responds to the predominantly low-medium scale surrounding development fronting Cockle Bay, whilst the tower element is located at a substantial distance away from Pyrmont Bridge (135m+) and also supports a considerable separation to the ICC Sydney Hotel. This relationship enables a less dominating skyline.

The existing view of the site from the centre of Pyrmont Bridge looking west reveals a highly urbanised foreshore with built form that gradually steps up from the water's edge. Water views of Cockle Bay are available. The backdrop view to Cockle Bay, excluding ICC Sydney and ICC Hotel, is of generally tired looking and relatively uninspiring built form – with Harbourside Shopping Centre itself representing one of the main detractors.

The skyline adjacent and beyond Cockle Bay to the south-west, south and south-east has and is undergoing significant transformation, led by the SICEEP project and the Imax redevelopment. The Concept Proposal will effectively complete the renewal of the ring of foreshore land fronting Cockle Bay. A clear appreciation of low scale massing adjacent to the foreshore is available as a result of the Concept Proposal, with the tower element adding visual interest and complementing the ICC Hotel. Expansive western sky views from Pyrmont Bridge also remain.

The view from the western end of Pyrmont Bridge includes the long ramped pedestrian approach to the Bridge with low scale buildings and structures (Harbourside Shopping Centre, Monorail Station, pedestrian bridge over Darling Drive) in the foreground and adjoining Pyrmont Bridge to the south and the Sydney CBD beyond in the background.

The Amended Concept Proposal podium element has an improved built form relationship to Pyrmont Bridge compared to the existing development. The tower element, whilst visible, is setback such a significant distance away (135m) that it has a limited association and relationship with the eastern end of the bridge. Pedestrians approaching Pyrmont Bridge from the west currently have a clear sense of arrival into the CBD. The positioning and height/scale of both the podium and the tower will reinforce this feeling.

Overall, in the context of the existing easterly view corridor of Pyrmont Bridge being within the backdrop of large CBD towers, the placement of a new slider tower a significant distance away from the bridge’s western approach, along with stepping the podium envelope down to align with the level of Pyrmont Bridge will not detract from the actual reading of the bridge in its harbour setting when viewed from key public spaces in and around the harbour. There are also improvements that will be delivered as part of the proposal in terms of the appreciation of Pyrmont Bridge, with the new public square on the northern podium rooftop providing new opportunities to experience and appreciate the Bridge.

**Table 4 Pyrmont Bridge visual assessment**

Element	Category	Comment	Level of Effect
Category of View	Public, bridge	N/A	N/A
View composition type	Generally unrestricted	Proposal is largely visible given the elevated view from the Bridge and the site's location beyond the waterfront.	High
Relative view level (from site ground level)	Above the site	The elevation of the viewpoint is higher than the site	Low
Viewing period	Medium (1 – 5 minutes)	Dependant on the purpose of the pedestrian accessing the bridge (i.e. as a tourist admiring the bridge and Darling Harbour or a worker using the bridge).	Medium
Viewing distance (to centre of site)	Medium range	The view points are located between 180m to 340m from the site.	Medium
Intensity of View	High (>5,000 people)	A highly utilised pedestrian thoroughfare used by tourists, visitors, local residents and workers.	High
View loss or blocking	Nil	Nil	Low
<b>Overall Visual Impact: Low</b>			

## 4.5 Cockle Bay

The site is arguably most visible from the foreshore surrounding Cockle Bay. A series of photomontage images of the Amended Concept Proposal viewed from a range of vantage points around Cockle Bay have accordingly been prepared and included at **Appendix A** (viewpoints 4, 6, 8, 9, 16, 17, and 18).

Existing public domain views from Cockle Bay looking west towards the site are to a mix of new and older buildings, along with Pyrmont Bridge and watercraft/floating structures dominating the views. The older built form fabric of this highly urban precinct is that of the Novotel Hotel, Ibis, Harbourside Shopping Centre itself, 50 Murray Street, and Maritime Museum – with the overall character being of low-medium scale.

A new wave of modern buildings and a rejuvenated public domain and foreshore to Cockle Bay has been completed or is underway to the south of the site, as evident in the photomontages. These buildings and spaces have been delivered as part of the SICEEP Project and have transformed the Darling Harbour Precinct into a world class tourist and entertainment destination – befitting Sydney's status as Australia's only Global city. These new buildings are considerably larger in scale than the historic building stock in the area (e.g. ICC Hotel).

Views to and across the water are available along the entire length of the Cockle Bay waterfront on both sides of the harbour, with built form set back to form a wide pedestrian promenade to accommodate the large crowds that come to the precinct day to day and during the large special events held at Cockle Bay (e.g. fireworks, Australia Day celebrations, Vivid, Dragon Boat Races etc).

The Concept Proposal will change the scale and height of the development along the western side of the Cockle Bay waterfront creating a responsive and visually interesting built form. It will complete the missing link in the rejuvenation of the precinct. The tower element is at this view angle it's most slender, which not only assists with supporting view sharing from adjacent private developments but also in terms of preserving skyviews and creating a positive symmetry with the ICC Hotel.

The podium element, which has been massaged and refined to maximise private view sharing to adjoining buildings, while marginally larger than the existing Shopping Centre building continues to provide for a human scale and responds to the predominant low-medium scale surrounding development (including the ICC, Sofitel hotel podium and the Maritime Museum). The location of the tower over 135m away from Pyrmont Bridge and a considerable distance (over 77m) from the ICC Hotel supports a positive urban form outcome. The proposal ensures that views from the western side of Cockle Bay towards Pyrmont Bridge remain generally unaffected.

With the demolition of the existing Harbourside Shopping Centre, the Concept Proposal provides new opportunities to view key public domain features such as Cockle Bay, Pyrmont Bridge, Centrepoint Tower, the Sydney CBD skyline etc.

The expansive public domain to be delivered and increased setback of the proposed future building envelope from the waterfront will improve visual connectivity to the north and east-west, whilst enabling for a greater capacity of visitors to enter and move around this world class tourist and entertainment precinct. As illustrated in **Figure 12**, the Concept Proposal supports over 470sqm of additional public domain area along the Cockle Bay foreshore, providing a significant public good with improved accessibility and ability to appreciate the foreshore and harbour consistent with the aims of the Sydney Harbour REP.

As noted in Section 4.1, the proposed tower element will be highly visible, distinct, potentially iconic, and enclose the Cockle Bay waterway setting, in a way similar to the ICC Sydney Hotel. It aligns with an emerging new character and condition on the harbour's edge and broader Pyrmont and Haymarket locale. It will define and activate the western foreshore edge of Darling Harbour and deliver a building of scale and form in keeping with the principle of transforming the western fringe of the CBD.



**Figure 12** Cockle Bay foreshore comparison between existing situation and proposed

Source: Aspect & Virtual Ideas

**Table 5** Cockle Bay visual assessment

Element	Category	Comment	Level of Effect
Category of View	Public, foreshore	N/A	N/A
View composition type	Generally unrestricted	Proposal is largely visible given the view locations are from a position on the foreshore.	High
Relative view level (from site ground level)	Level with the site	The elevation of the viewpoint is level with the site	Low
Viewing period	High (> 5 minutes)	Cockle Bay is a large and expansive area which enables pedestrians long experiences to view the site.	High
Viewing distance (to centre of site)	Medium range	The view points are located between 120m to 320m from the site.	Medium
Intensity of View	High (>5,000 people)	A highly utilised pedestrian thoroughfare used by tourists, visitors, local residents and workers.	High
View loss or blocking	Nil	Nil	Low-Medium
<b>Overall Visual Impact: Medium - High</b>			

## 4.6 Tumbalong Park

A photomontage image of the Harbourside Concept Proposal viewed from Tumbalong Park is included at **Appendix A** (viewpoint 7).

Due to its central location and circular configuration existing public domain views are available in a 360 degree cone from Tumbalong Park to the north, east, west and south. The key view from Tumbalong Park provided in the photomontage is looking north, north-west. Views are available from both a standing and a seated position in all directions providing for a high degree of visual connectivity across the Darling Harbour Precinct. Tumbalong Park is a public domain space that is intensely used for both passive recreation and in terms of pedestrian movement from the western edge of the CBD through the Darling Harbour Precinct.

As a key area of public open space sitting within a broader public domain area, the nature and extent of views available from Tumbalong Park are both expansive and open in character, with the space framed by landscaping and existing relatively low scale development that provides a sense of enclosure. The existing eastern CBD and emerging southern CBD skyline (Darling Square) surrounding the park is a dominant feature. The skyline to the north is encroached into by Darling Quarter, Western Distributor, the Cross City Tunnel Stack, and ICC Sydney (Exhibition Halls, Convention Centre) and ICC Hotel.

Within this context the proposed Concept Proposal will read as a slender new built form element in the northern backdrop to Tumbalong Park. It will represent the fourth tall feature within this northern view from Tumbalong Park, noting that expansive sky views are maintained through the large separation distance achieved between the towers (and avoids an overbearing northern wall to the park). It is well separated from the park by the large expanse of public domain, and the intervening freeway structures. The dominant public domain character of an expansive open space framed by development and landscaping, with a high degree of openness to the sky will be retained by the proposed visible tower element. The proposed development will not encroach upon the public domain views through or to the park and will not significantly detract from the important elements in the view or reduce the visual connectivity across the Darling Harbour Precinct established by the parkway.

It is noted that existing public domain views and vistas to the Chinese Garden of Friendship on Day and Pier Streets and to Pumping Station No.1, both of which are identified heritage items are not affected by the proposed development.

Consistent with the planning context and relevant planning instruments that are of relevance to the consideration of visual and view impacts, the proposed development will not impact on any significant views and vistas to and from Tumbalong Park.

**Table 6 Tumbalong Park visual assessment**

Element	Category	Comment	Level of Effect
Category of View	Public, park	N/A	N/A
View composition type	Partially restricted	Only the upper portion of the tower element is visible, with lower level structures and vegetation in the foreground blocking views.	Medium
Relative view level (from site ground level)	Level with the site	The elevation of the viewpoint is level with the site	Low
Viewing period	High (> 5 minutes)	As experienced from someone sitting and enjoying the park.	High
Viewing distance (to centre of site)	Medium range	The view point is located 540m from the site.	Medium
Intensity of View	High (>5,000 people)	Based on expected maximum intensity associated with a large festival or event.	High
View loss or blocking	Nil	Nil	Low
<b>Overall Visual Impact: Low-Medium</b>			

## 4.7 Darling Drive

Two (2) photomontage images of the Amended Concept Proposal viewed from key vantage points along Darling Drive are included at **Appendix A** (viewpoints 10 and 12). These include vantage points at ground level.

Darling Drive is not a key pedestrian thoroughfare. It has relatively low pedestrian use. Vehicles travelling along Darling Drive are predominantly using the street to access the rear of development at Darling Harbour. The existing views and vistas along Darling Drive are not significant in terms of aesthetics or quality. They are characterised by relatively low scale development. The vistas along the streets do not provide views to buildings or public domain spaces that are of interest or visual importance, and the elements of the existing vista do not contribute in any material way to the overall quality or aesthetics of the wider Darling Harbour public domain.

The existing public domain views along and within the vicinity of Darling Drive are predominantly to the rear of the existing Harbourside Shopping Centre, car parking, the light rail corridor and the ICC Sydney and ICC Hotel. Comprising predominantly back of house facilities, the public domain views are unattractive and visual connectivity is generally poor. In places the CBD skyline including Centrepont tower is visible beyond the Harbourside Shopping Centre when looking to the east.

The new built form proposed by the Concept Proposal, integrating with the ICC Sydney and ICC Hotel buildings, present a much improved urban form and architectural design in terms of presentation to Darling Drive. Given its height and configuration, the proposal will alter the views to the distant CBD skyline in places.

The proposed enhanced pedestrian bridge over Darling Drive (Bunn Street) is at a higher RL above the roadway than the existing bridge and therefore provides for improved sightlines and connectivity whilst travelling along Darling Drive.

The predominant experience of a driver and pedestrian travelling along Darling Drive will remain of a low-medium scale built form character, interspersed with tall towers.

**Table 7 Darling Drive visual assessment**

Element	Category		Comment	Level of Effect
Category of View	Public, footpath/roadway	N/A	N/A	N/A
View composition type	Unrestricted	As Darling Drive is located along the western boundary of the site, the proposal is fully visible.	High	
Relative view level (from site ground level)	Level with the site	The elevation of the viewpoint is level with the site	Low	
Viewing period	Low (< 1 minute)	As experienced from driving or walking past the site.	Low	
Viewing distance (to centre of site)	Low/close range	The view points are located between 80m – 160m from the site.	Low	
Intensity of View	Medium (1,000 - 5,000 people)	Based on function of Darling Drive.	Medium	
View loss or blocking	Nil	Nil	Low	
<b>Overall Visual Impact: Low</b>				

## 4.8 Bunn Street

A photomontage image of the Concept Proposal viewed from Bunn Street is included at **Appendix A** (viewpoint 11).

Bunn Street is an east-west view that terminates into north-south running Murray Street. By virtue of the break in buildings (Ibis and Novotel) and the low scale form of the existing Harbourside Shopping Centre, a narrow but clear view corridor is available beyond to the western edge of the Sydney CBD. No water views are available. East-west pedestrian connections between Pyrmont and Sydney CBD have historically been poor, with a key feature of the SICEEP project to improve these connections and open up new and improved public view corridor and vantage points.

The Harbourside Concept Proposal retains an existing low scale built form outcome at central and southern end of the site, a key premise in terms of ensuing an appropriate scale to the foreshore and providing an opportunity for improved visual and physical connections through the site. This is principally achieved through the proposed concept for a new Bunn Street pedestrian bridge, which will draw people into the site and broader precinct.

It has the effect of bringing the CBD closer to Pyrmont and providing greater opportunities and a marker for pedestrians to enter the precinct.

**Table 8 Bunn Street visual assessment**

Element	Category	Comment	Level of Effect
Category of View	Public, footpath	N/A	N/A
View composition type	Generally unrestricted	The gap between the Ibis and Novotel Hotels enables generally unrestricted views of the tower, with no views of the podium.	Medium
Relative view level (from site ground level)	Located above the site	The elevation of the viewpoint is above the site.	Low
Viewing period	Low (< 1 minute)	As experienced from driving or walking along Bunn Street.	Low
Viewing distance (to centre of site)	Medium range	The view point is located over 170m from the site.	Low
Intensity of View	High (>5,000 people)	Based on projected future use of the Bunn Street bridge that will provide greater accessibility towards Darling Drive and the CBD beyond.	High
View loss or blocking	Nil	Nil	Low
<b>Overall Visual Impact: Low</b>			

## 4.9 Pyrmont Bay Park

A photomontage image of the Harbourside Concept Proposal viewed from Pyrmont Bay Park is included at **Appendix A** (viewpoint 15).

The Park is heavily planted with trees along most of its boundary, except along its interface with the Harbour. The key and most valued views from this public open space that is again intensively used for both passive recreation and temporary events (such as markets) is towards the Sydney CBD to the east and north-east, Sydney Harbour Bridge to the north and water views across to North Sydney (lower north shore). Existing views of surrounding development from the Park is predominately characterised as being low scale, although it is noted the Star casino has plans that could change the scale of development.

The view from Pyrmont Bay Park provided in the photomontage is looking south-east towards Darling Harbour, with the rear of the Maritime Museum visible above the treetops and the western edge of the Sydney CBD (including Centrepoint Tower and the planned Cockle Bay Wharf redevelopment) visible beyond in the background.

Within this context the Concept Proposal will read as a tall slender new built form element in the southern backdrop to Pyrmont Bay Park. It is well separated from the park by the large expanse of public domain, and the intervening freeway structures. The dominant public domain character of an expansive open space framed by development and landscaping, with a high degree of openness to the sky will be retained by the proposed development. The proposed development will not encroach upon the public domain views through or to the park and will not significantly detract from the important elements in the view or reduce the visual connectivity across to the Sydney CBD and harbour established by the park.

This new view is not inconsistent with the existing character and experience of users to the park of tall towers being seen in the backdrop of the green open space.

Consistent with the planning context and relevant planning instruments that are of relevance to the consideration of visual and view impacts, the proposed development will not impact on any significant views and vistas to and from Pyrmont Bay Park.

**Table 9 Pyrmont Bay Park visual assessment**

Element	Category	Comment	Level of Effect
Category of View	Public, park	N/A	N/A
View composition type	Restricted	Only the upper portion of the tower element is visible, with lower and mid level structures and vegetation in the foreground blocking views.	Low
Relative view level (from site ground level)	Level with the site	The elevation of the viewpoint is level with the site	Low
Viewing period	High (> 5 minutes)	As experienced from someone sitting and enjoying the park.	High
Viewing distance (to centre of site)	Medium range	The view point is located 430m from the site.	Medium
Intensity of View	High (>5,000 people)	Based on expected maximum intensity associated with a large festival, event, markets etc.	High
View loss or blocking	Nil	Nil	Low
<b>Overall Visual Impact: Low-Medium</b>			

## 5.0 View Impact Assessment

The locations of the adjacent key primary buildings that are impacted or potentially impacted by the amended Concept Proposal in terms of private views are:

- Novotel Sydney Darling Harbour
- Ibis Hotel Darling Harbour
- One Darling Harbour (50 Murray Street)
- ICC Sydney Hotel (Sofitel)

With this selection of Primary buildings, it is noted that there is a difference between buildings, with some relating to permanent residential buildings and others relating to more transient tourist and visitor accommodation (hotels) buildings.

The following section provides a view impact analysis from the above key buildings in relation to the proposed amended Concept Proposal for Harbourside. The following analysis has been undertaken with regard to the view sharing principles established by the NSW Land and Environment Court in *Tenacity v Warringah Council* [2004] NSWLEC 140 (Tenacity).

The steps/principles adopted in Tenacity are:

1. Identification of the views to be affected, including the nature of the views (urban, district, water, iconic etc.) and the extent of the view available;
2. Consideration of where the relevant views are obtained from within affected properties;
3. Understanding the extent of potential impacts arising from development in qualitative manner; and
4. Determining the reasonableness of the proposal which has given rise to any potential view impacts.

The terminology used to describe the degree of impact as part of the following assessment, being negligible, minor, moderate, severe or devastating, is in accordance with the established planning principles of Tenacity.

While Tenacity has been applied in this assessment, its relevance and applicability has been validly questioned previously for other development proposals across Darling Harbour, most notably by the Planning Assessment Commission (now the Independent Planning Commission) in its assessment of the IMAX redevelopment (SSD 5397):

*'...However, the Commission notes that the Tenacity view loss planning principle is not readily applicable to the IMAX site and the CBD context. It is not always possible to preserve all existing views to the water from residential units located in the CBD, some distance from the water. Further, it is difficult to test the 'reasonableness' of the proposed building given the absence of height and other built form controls. The Commission also notes that while the proposed building would result in the loss of some existing views to the water, it is broadly consistent with the notion of view sharing in that not all existing views to the water available from the affected residential towers would be lost.'*

In summary, whilst to some degree different in terms of context given the proposal's closer relationship to residential units located closer to the water, it is equally relevant in terms of the difficulty in applying the 'reasonableness' test of Tenacity in the absence of height and built form controls. The same conclusion is also able to be reached in terms of 'view sharing' for the Amended Concept Proposal, where whilst the amended concept proposal will result in loss of some existing views to water (as well in this instance to the CBD skyline, Pyrmont Bridge, and Centre Point Tower) not all existing views to the water (and other features) available from affected buildings would be lost.

The more recent decision of the Independent Planning Commission (IPC) with respect to the Cockle Bay Wharf redevelopment (SSD 7684) also reaffirms the balancing of impacts that needs to be undertaken for development within Darling Harbour:

*'the commission notes that the applicant acknowledges the application will impact on existing views from apartments at high, mid and upper low rise levels within the Astoria Tower. In paragraphs 77 and 78, the applicant has justified the loss of these views based on the Application's improvements to the areas urban realm and public domain, consistent with the SREP....the commission finds that view loss...on the Astoria Tower is reasonable and acceptable....'*

Providing further but equally important context to the consideration and assessment of private view impacts is the Planning Minister's approval for the ICC Hotel, with the decision based on the Department's assessment report that found:

*'The department acknowledges that view losses as a result of the development would range from minor to significant. However, the department notes that the views currently enjoyed by Novotel Hotel, 18-20 Allen Street and the Goldsbrough Mort building are a result of the uncharacteristic low rise nature of the existing site given its CBD edge location. Further, the key aspects of the views (such as Darling Harbour water views and Centrepont Tower) are situated at mid/distant locations from affected properties and there is a lower expectation of view retention for development located a distance away from the water's edge. The department considers that given the site's city fringe location, the interruption of existing views that are currently unimpeded by any development is inevitable and reasonable in this context. The department notes that most affected properties retain partial views including city skyline views.'*

## 5.1 Novotel Sydney Darling Harbour

The Novotel Sydney Darling Harbour (Novotel) is located immediately to the west of the Harbourside Shopping Centre on the western side of Darling Drive (some 40m away at its closest point). It adjoins the northern end of the SICEEP site and is in close proximity to the ICC Sydney Hotel. Refer to **Figure 8**.

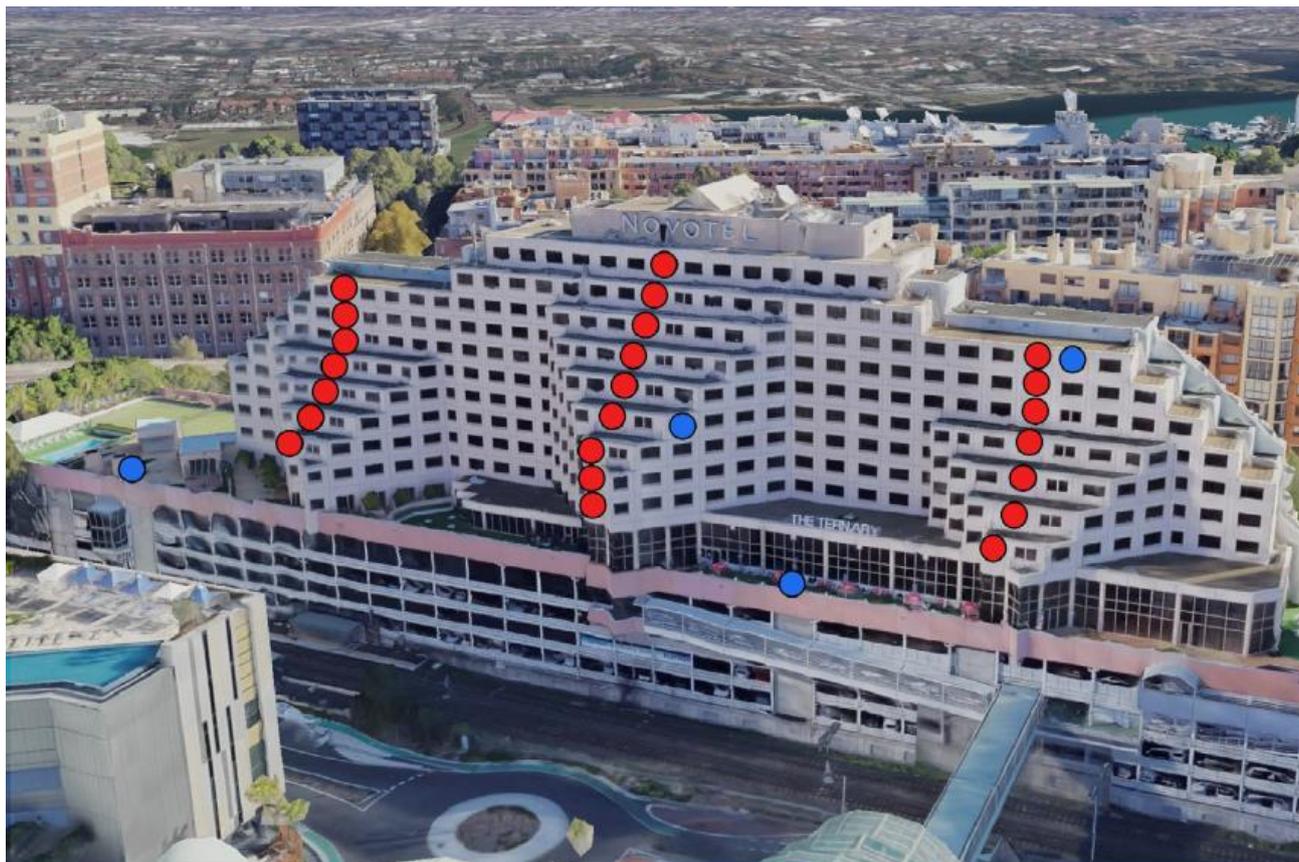
The 2D and 3D modelling views and photomontage images showing existing and future views from the Novotel in relation to the proposed Harbourside Concept Proposal are included at **Appendix B**.

Existing views from the Novotel can be generally categorised as those occurring at the low-rise levels of the building (generally RL 28.0 and below), mid-rise levels (RL 28.00 to RL 40.00) and high-rise levels (generally RL 40.00 and above).

A comprehensive set of view locations have been identified and analysed. This consists of:

- 21 x 3D model images at low-rise, mid-rise and high-rise levels at the southern, central and northern end of the building; and
- 2 x photomontage images at low rise level from Hotel reception deck and pool deck;
- 1 x photomontage image from mid-rise hotel room 633 (centre of building); and
- 1 x photomontage image from high-rise hotel room 915 (northern end of building).

The location of the selected photomontage views and camera positions are shown in **Figure 13** and also at **Appendix B**.



**Figure 13** Novotel View Locations Assessed

### 5.1.1 Existing Views

Existing views from the Novotel are generally across the Darling Harbour waterway to the western edge of the Sydney CBD skyline including Centrepont tower, and north towards Sydney Harbour. Given the zig-zag configuration of the building the angle of view to the water and CBD changes depending on the level of the building and the key direction of outlook from the windows. As the individual hotel rooms do not have balcony or outdoor deck spaces, existing views are constrained to the orientation of the window.

Given the low scale nature of the existing Harbourside Shopping Centre located to the immediate east of the Novotel between it and the Darling Harbour waterway, existing views and outlook from the Novotel to the east (north of ICC Sydney and ICC Sydney Hotel) are largely unobstructed.

The ICC Sydney and ICC Hotel reduce direct easterly views from lower and upper levels at the southern end of the building. This said, north, and north-easterly views are still available.

In general terms all rooms of the hotel enjoy a combination of existing water and/or CBD skyline views that would be available from both standing and sitting positions within the building. Those facing east, and north east have the most expansive existing water views, including in a northerly direction to Cockle Bay Wharf and the North Sydney CBD skyline in the distance.

Those at the southern end facing east and south east have views of the ICC Sydney and ICC Hotel.

There is an existing outdoor deck area located on the eastern and southern elevation of the Novotel building at the low-rise level (Murray Street ground level). This deck on the east serves the reception level (with associated coffee shop) with the south deck serving the pool and outdoor gym. Views are available from this deck space to the east, north and south.

### 5.1.2 Proposed Views

The proposed Concept Proposal will encroach into existing Pyrmont Bridge, Darling Harbour water views and CBD skyline views from hotel rooms and outdoor deck spaces analysed. This change in view results from the replacement of the existing Harbourside Shopping Centre with a new and marginally taller podium building envelope and new tower envelope.

The relocation of the tower from what was originally proposed was undertaken to address a significant number of submissions made during the public exhibition of the Concept Proposal, where the views from residents (especially those within 50 Murray Street) was that it was more appropriate to locate the tower in front of a commercial building (such as the Novotel Hotel which has a more transient population) than in front of a residential building.

The positioning of the proposed tower element at the central portion of the site allows a large gap/separation distance between it and ICC Hotel (over 70m – refer to **Figure 14**). This separation supports view sharing for the Novotel Hotel. Expansive north-eastern views towards Sydney Harbour, Barangaroo and North Sydney will also be retained.



**Figure 14** Illustrative high-level view of the amended concept proposal

Source: fjmt

The change in view from the pool deck is negligible, as the existing ICC Sydney already restricts north easterly, easterly and south-easterly views from this position. Other CBD towers that are presently visible to the north-east will be replaced with the proposed new tower element.

The reception deck views will have a moderate change in view (reduced extent of the CBD skyline being visible and Centrepoint Tower obscured). Easterly and north-easterly views of the CBD skyline will be preserved.

The replacement of the existing 30 year old+ Harbourside shopping centre, which is largely an unattractive building with large expanses of roof visible, with a high quality centre that will be of design excellence and include a more appealing roofscape in the form of planting/greenery is considered to be a positive visual impact. The redevelopment will also provide improved amenities and access to the waterfront for hotel guests.

The impact of the development on the views and outlook from the Novotel is not considered to be significant, especially given the classification of the building as a place for commercial short-term accommodation. Expansive north, north-easterly and easterly views from the Novotel will remain, including of valued features such as the harbour, Centrepoint Tower, Pyrmont Bridge and the CBD Skyline. The principle of view sharing is considered to be upheld and the nature of retained views considered to be a high quality and a continued feature that will attract occupants to the hotel.

**Table 10** below provides a more detailed assessment of the view impact from typical hotel rooms analysed at **Appendix B**. Only those elements of the view that have changed are described and noted in the extent of impact.

**Table 10 Novotel Summary View Impact Assessment**

Building location	Building level	Nature of views to be affected	Extent of Impact
Northern	Low-rise RL27.66	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive and Harbourside Shopping Centre.</li> <li>• Restricted/partial middle-distance views of Pyrmont Bridge and water views of Darling Harbour (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Pyrmont Bridge obscured.</li> <li>• Water views obscured (including land-water interface)</li> <li>• Partial reduction in CBD skyline views (including obscuring Centrepoint tower)</li> </ul> <p>The visual impact is summarised as <b>severe</b>.</p>
Central	Low-rise RL27.66	<ul style="list-style-type: none"> <li>• Foreground views of Sofitel and Harbourside Shopping Centre.</li> <li>• Restricted/partial middle-distance views of Pyrmont Bridge and water views of Darling Harbour (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Pyrmont Bridge obscured.</li> <li>• Water views obscured (including land-water interface)</li> <li>• Reduction in CBD skyline views (including obscuring Centrepoint tower)</li> </ul> <p>The visual impact is summarised as <b>severe</b>.</p>
Southern	Low-rise RL27.66	<ul style="list-style-type: none"> <li>• Foreground views of Sofitel and Harbourside Shopping Centre.</li> <li>• Highly restricted middle-distance views/glimpse of Pyrmont Bridge and water views of Darling Harbour.</li> <li>• Restricted views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Pyrmont Bridge obscured.</li> <li>• Water views obscured</li> <li>• Reduction in CBD skyline views</li> </ul> <p>The visual impact is summarised as <b>moderate</b>.</p>
Northern	Mid-rise RL36.44	<ul style="list-style-type: none"> <li>• Foreground views of Sofitel and Harbourside Shopping Centre.</li> <li>• Expansive middle-distance views of Pyrmont Bridge and water views of Darling Harbour (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Pyrmont Bridge obscured.</li> <li>• Water views reduced (including extent of land-water interface)</li> <li>• Reduction in CBD skyline views</li> </ul> <p>The visual impact is summarised as <b>moderate</b>.</p>
Central	Mid-rise RL36.44	<ul style="list-style-type: none"> <li>• Foreground views of Sofitel and Harbourside Shopping Centre.</li> </ul>	<ul style="list-style-type: none"> <li>• Pyrmont Bridge obscured.</li> <li>• Water views reduced (including extent of land-water interface)</li> </ul>

Building location	Building level	Nature of views to be affected	Extent of Impact
		<ul style="list-style-type: none"> <li>Expansive middle-distance views of Pyrmont Bridge and water views of Darling Harbour (including land-water interface).</li> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in CBD skyline views</li> </ul> <p>The visual impact is summarised as <b>moderate</b>.</p>
Southern	Mid-rise RL36.44	<ul style="list-style-type: none"> <li>Foreground views of Sofitel and Harbourside Shopping Centre.</li> <li>Restricted/partial middle-distance views of Pyrmont Bridge and water views of Darling Harbour (including land-water interface).</li> <li>Expansive views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>Pyrmont Bridge views reduced.</li> <li>Water views reduced (including extent of land-water interface)</li> <li>Reduction in CBD skyline views</li> </ul> <p>The visual impact is summarised as <b>moderate</b>.</p>
Northern	High-rise RL45.10	<ul style="list-style-type: none"> <li>Foreground views of Darling Drive and Harbourside Shopping Centre.</li> <li>Expansive middle-distance views of Pyrmont Bridge and water views of Darling Harbour (including land-water interface).</li> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>Pyrmont Bridge views reduced.</li> <li>Water views reduced (including extent of land-water interface)</li> <li>Reduction in CBD skyline views</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
Central	High-rise RL45.10	<ul style="list-style-type: none"> <li>Foreground views of Novotel, Harbourside Shopping Centre and Sofitel.</li> <li>Expansive middle-distance views of Pyrmont Bridge and water views of Darling Harbour (including land-water interface).</li> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>Pyrmont Bridge views obscured.</li> <li>Water views reduced (including extent of land-water interface)</li> <li>Reduction in CBD skyline views</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
Southern	High-rise RL45.10	<ul style="list-style-type: none"> <li>Foreground views of Novotel, Harbourside Shopping Centre and Sofitel.</li> <li>Expansive middle-distance views of Pyrmont Bridge and water views of Darling Harbour (including land-water interface).</li> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>Pyrmont Bridge views reduced.</li> <li>Water views reduced (including extent of land-water interface)</li> <li>Reduction in CBD skyline views</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>

## 5.2 Ibis Hotel Darling Harbour

The Ibis Hotel is located immediately to the west of the Harbourside Shopping Centre on the western side of Darling Drive (some 40m away at the closest point). It is physically connected to One Darling Harbour (50 Murray Street) at lower and upper levels. Refer to **Figure 8**.

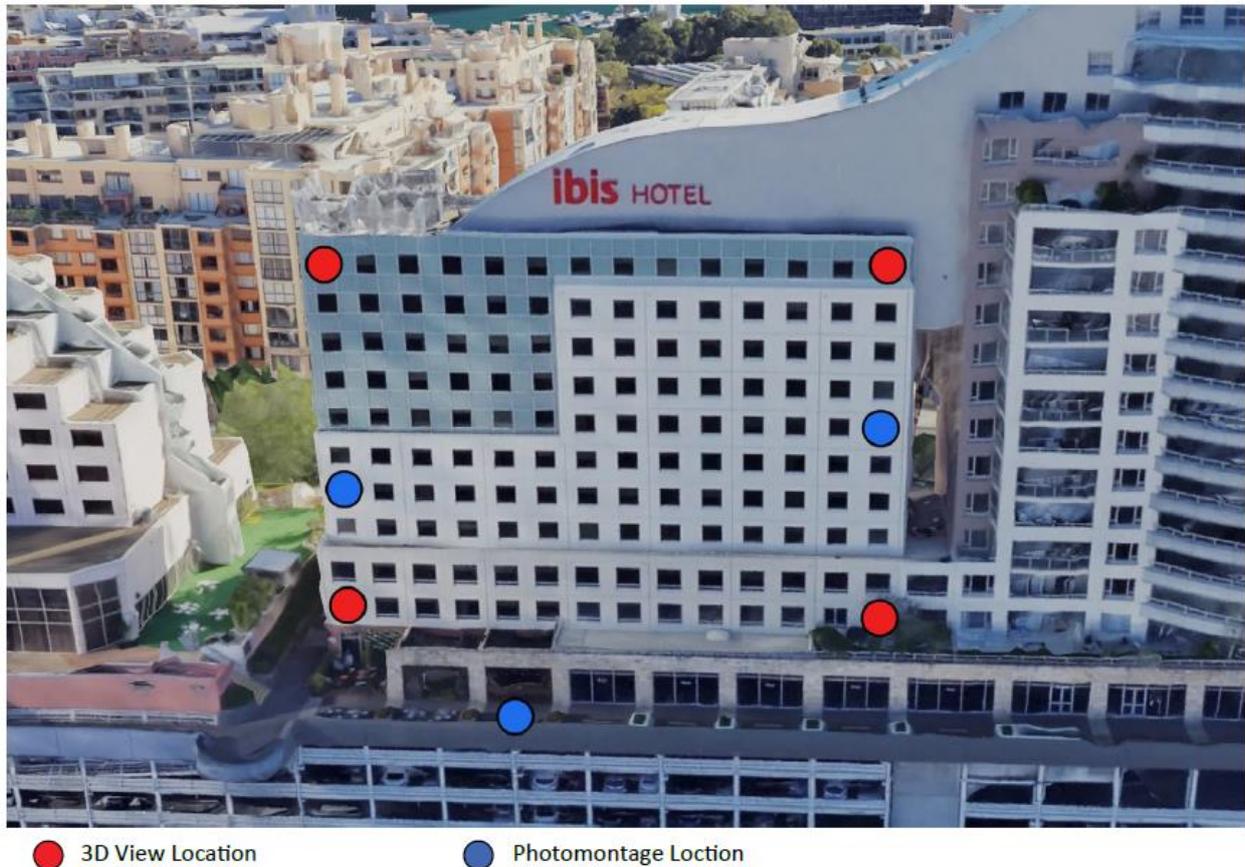
The 2D and 3D modelling views and photomontage images showing existing and future views from the Ibis Hotel in relation to the proposed Harbourside Concept Proposal are included at **Appendix B**.

Existing views from the Ibis Hotel are available from the eastern elevation of the building and can be generally categorised as those occurring at the low-rise levels of the building (generally RL 25.0 and below), mid-rise levels (RL 25.00 to RL 40.00) and high-rise levels (generally RL 40.00 and above).

Seven (7) key view locations have been identified analysed. These consist of:

- 2 x 3D model images at upper levels of the building (north and south ends of the building);
- 2 x photomontage images at mid levels of the building (north and south ends of the building); and
- 1 x photomontage image and 2 x 3D model images at low rise levels (central and north and south ends).

The location of the selected photomontage views and camera positions are shown in **Figure 15** and also at **Appendix B**.



**Figure 15 Ibis View Locations Assessed**

### 5.2.1 Existing Views

Existing views from hotel rooms at upper levels on the eastern elevation are almost uninterrupted in a 180 degree field of view. Existing views at these levels are of the CBD Skyline (north, central and southern CBD), Centrepoint Tower, Pyrmont Bridge, and water views of Sydney/Darling Harbour.

The extent of water views reduces for mid and low rise hotel rooms, to the point where they are no longer visible (due to existing foreground buildings, namely the existing Harbourside Shopping Centre). Expansive views beyond of the CBD skyline, Centrepoint Tower and Pyrmont Bridge etc are generally retained across all levels.

The Ibis Hotel does not have external balcony or terrace spaces and therefore existing views and outlook from each room are constrained by the size and orientation of the window. Whilst views are available from a combination of sitting and standing positions in the rooms, views are more expansive when standing.

## 5.2.2 Proposed Views

The proposed Harbourside Concept Proposal will encroach into the existing Darling Harbour water views, CBD skyline views (including Centrepoint Tower) and Pyrmont Bridge views from the analysed hotel rooms and outdoor deck space. This change in view results from the replacement of the existing Harbourside Shopping Centre with a new and taller building envelope (podium and tower).

With the lower levels already restricted in terms of views, there will in particular be reduced views of valued features at the mid-rise levels compared with upper levels.

The replacement of the existing Harbourside shopping centre, which is largely an unattractive building with large expanses of roof visible, with a high quality centre that will be of design excellence and include a more appealing roofscape in the form of planting/greenery is considered to be a positive visual impact.

The positioning of the proposed tower element in the central portion of the site allows for retention of easterly and north-easterly water, CBD Skyline (including Centrepoint Tower), and Pyrmont Bridge views, especially for mid and upper rise hotel rooms. The degree of impact also needs to consider the land use of the building, being a hotel and used by transient guests and visitors.

**Table 11** below provides a more detailed assessment of the view impact from those hotel rooms analysed at **Appendix B**. Only those elements of the view that have changed are described and noted in the extent of impact.

**Table 11 Ibis Hotel Summary View Impact Assessment**

Building location	Building level	Nature of views to be affected	Extent of Impact
Northern	Low-rise RL22.15	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive and Harbourside Shopping Centre.</li> <li>• Highly restricted middle-distance views of Pyrmont Bridge and water views of Darling Harbour (including land-water interface).</li> <li>• Expansive views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Pyrmont bridge obscured</li> <li>• Water views obscured</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
Southern	Low-rise RL22.15	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive and Harbourside Shopping Centre.</li> <li>• Highly restricted middle-distance views of Pyrmont Bridge.</li> <li>• Expansive views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Pyrmont bridge obscured</li> <li>• Reduction in CBD skyline views</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
Northern	Mid-rise RL36	<ul style="list-style-type: none"> <li>• Foreground views of Harbourside Shopping Centre.</li> <li>• Expansive middle-distance views of Pyrmont Bridge and water views of Darling Harbour (including land-water interface).</li> <li>• Expansive views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in views of Pyrmont Bridge</li> <li>• Reduction in water views (including land-water interface)</li> </ul> <p>The visual impact is summarised as <b>moderate</b>.</p>
Southern	Mid-rise RL30.30	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive and Harbourside Shopping Centre.</li> <li>• Restricted/partial middle-distance views of Pyrmont Bridge and water views of Darling Harbour (including land-water interface).</li> <li>• Expansive views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Pyrmont bridge obscured</li> <li>• Reduction in water views (including land-water interface)</li> </ul> <p>The visual impact is summarised as <b>moderate</b>.</p>
Northern	High-rise RL47.80	<ul style="list-style-type: none"> <li>• Foreground views of Harbourside Shopping Centre.</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in views of Pyrmont Bridge</li> <li>• Reduction in water views (including land-water interface)</li> </ul>

Building location	Building level	Nature of views to be affected	Extent of Impact
		<ul style="list-style-type: none"> <li>• Expansive middle-distance views of Pyrmont Bridge and water views of Darling Harbour (including land-water interface).</li> <li>• Expansive views of CBD Skyline (including Centrepoint Tower).</li> </ul>	The visual impact is summarised as <b>minor</b> .
Southern	High-rise RL47.80	<ul style="list-style-type: none"> <li>• Foreground views of Harbourside Shopping Centre.</li> <li>• Expansive middle-distance views of Pyrmont Bridge and water views of Darling Harbour (including land-water interface).</li> <li>• Expansive views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in views of Pyrmont Bridge</li> <li>• Reduction in water views (including land-water interface)</li> <li>• Reduction in CBD skyline views</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>

### 5.3 One Darling Harbour (50 Murray Street)

One Darling Harbour is located immediately to the west of the Harbourside Shopping Centre on the western side of Darling Drive (some 25m away at its closest northern point and increasing to over 40m away at its southern end). It adjoins the Ibis Hotel to the north and is in close proximity to the western end of Pyrmont Bridge. Refer to **Figure 8**.

Constructed in the early 1990's, the building has been a prominent feature on the western edge of Darling Harbour for some time, although its prominence is reducing given the broader transformation of Darling Harbour and surrounds.

The building is designed with a central north-south corridor (no access to natural light) that provides access to some 14 apartments on a typical level. The building accommodates some 213 two and three bedroom apartments in total.

Given the building has the closest relationship to the subject site, an iterative and consultative design process has been undertaken over many years with residents and representatives of One Darling Harbour in formulating the Concept Proposal. This process included making significant changes prior to originally lodging the Concept Proposal DA, making additional substantive changes following the first round of public exhibition, and further additional changes following the second round of public exhibition. At every step of the way Mirvac has listened and responded to the residents of One Darling Harbour and sought to find the right balance between promoting view sharing while also delivering a commercial feasible development that responds to the existing and desired future character of this Central Sydney location.

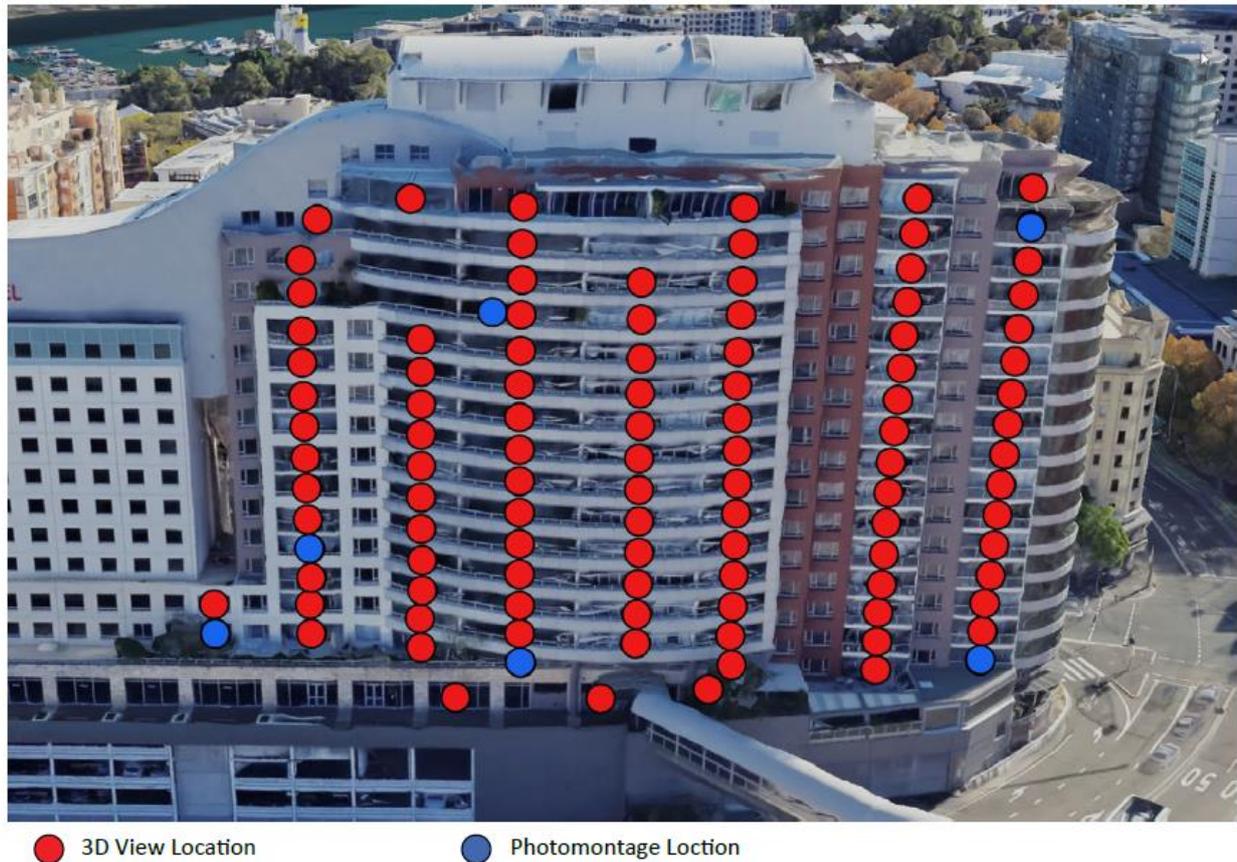
Cities by their nature evolve, the site where One Darling Harbour is located was once for example a low scale goods shed associated with the former Darling Harbour Railway Goods Yard prior to its eventual renewal and redevelopment into a large 17+ storey residential apartment building. One Darling Harbour has benefited and borrowed a significant amount of its amenity (i.e. solar access and views) from the fact that the existing Harbourside Shopping Centre is of a relatively low scale. The time has come though where the existing building has reached the end of its life and requires renewal in order to meet modern standards and respond to the wave of significant investment and renewal that has and continues to occur across Darling Harbour.

The Amended Concept Proposal has fundamentally been developed in order to be a good neighbour, with the majority of the site continuing to accommodate a low scale building envelope with the proposed tower envelope being slim in profile and located at a part of the site considered to have the least amount of visual impact on surrounding buildings.

The 2D and 3D modelling views and photomontage images showing existing and future views from One Darling Harbour in relation to the proposed Harbourside Concept Proposal are included at **Appendix B**.

Existing views from One Darling Harbour are available from the eastern, western and northern elevations of the building.

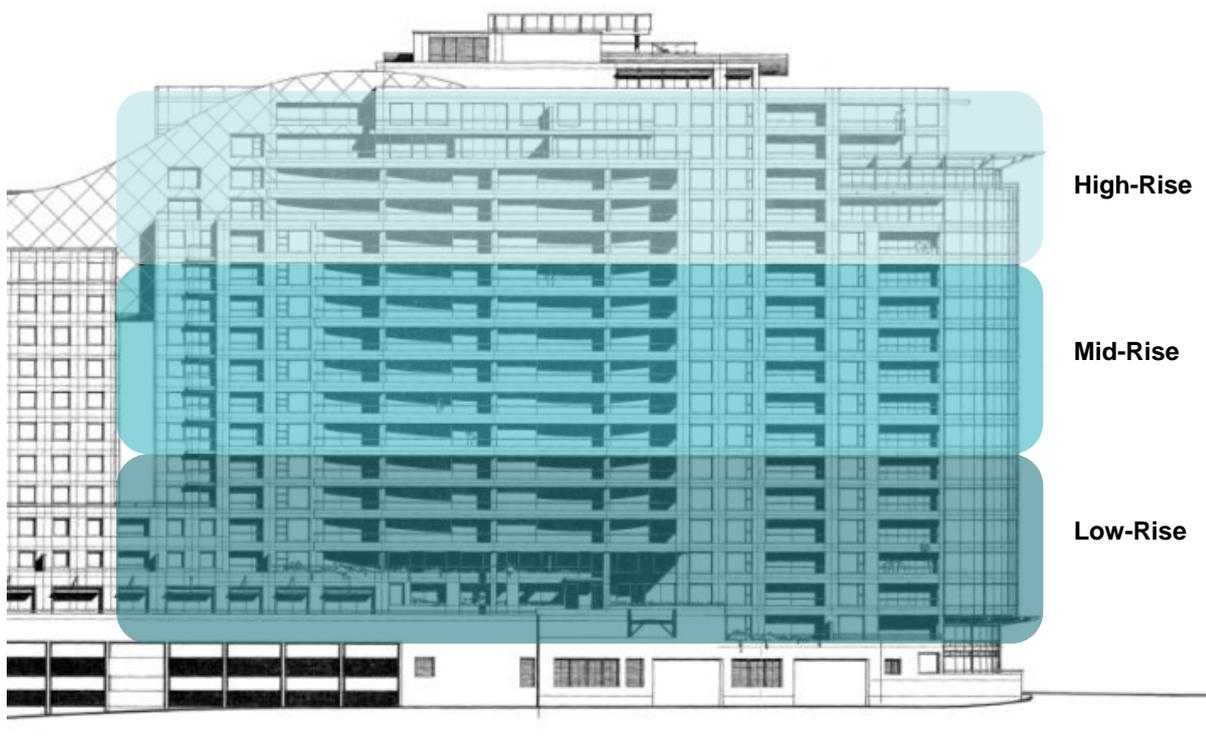
Each residential apartment with an easterly view over the subject site has been identified and analysed. This equates to a total of 104 apartments. An additional view location has also been included in relation to the communal rooftop. The location of the selected photomontage views and camera positions are shown in **Figure 16** and also at **Appendix B**.



**Figure 16 50 Murray Street View Locations Assessed**

For ease of reference, apartments have been grouped into low-rise (Level 1 – Level 6), mid-rise (Level 7 – Level 12) and high-rise (Level 13 – Level 16) – refer to **Figure 17**.

In general, the images have been taken from the balconies/terraces of the relevant apartments and therefore illustrate the maximum extent of the available view. Reference has been had to the approved plans in terms of apartment locations, configurations and numbers.



**Figure 17 Eastern Elevation of 50 Murray Street**

### 5.3.1 Existing Views

Existing views from apartments on the eastern elevation (refer to **Figure 8**) looking from the mid and high rise levels of One Darling Harbour are almost uninterrupted in a 180 degree field of view.

Existing views at these levels are of the CBD Skyline (north, central and southern CBD), Centrepoint Tower, Pyrmont Bridge, and Cockle Bay/Darling Harbour (including highly valued land-water interface views). The lowest level/s of the eastern elevation apartments have more very limited/restricted water views of Darling Harbour due to existing foreground buildings (namely the existing Harbourside Shopping Centre), with expansive views beyond of the CBD skyline, Centrepoint Tower, Pyrmont Bridge etc.

All apartments within One Darling Harbour have external balcony or terrace spaces. Whilst internal and external views are available from a combination of sitting and standing positions in the apartments, views are more expansive when standing. The closer to the eastern façade the more expansive the views also become.

### 5.3.2 Proposed Views

#### Northern portion of the building

Apartments at the northern end of One Darling Harbour are unique in that they are all dual aspect, with existing views available both due north and due east. North and north-easterly views (by virtue of the tower element being positioned to the south of these apartments) will be unaffected as a result of the Harbourside Concept Proposal.

Easterly and south-easterly views will change, however the degree of overall impact to mid-rise and upper levels is considered to be minor. In this regard there will be a reduction in the extent of water views and a replacement of part of the existing southern CBD skyline with the proposed tower element. However, existing views available of the northern, central and majority of the southern CBD skyline, Centrepoint Tower and Pyrmont Bridge will be unaffected.

At low rise levels there will be a change in view to the east and south-east associated with primarily the podium element of the proposal (being higher than the existing shopping centre). Views of the CBD Skyline, including Centrepoint Tower, will remain (albeit the extent is reduced). The overall view impact to low-rise apartments with a single easterly aspect is considered to be minor-moderate. The removal of the redundant monorail structures on the site is expected to provide some limited view benefits to low rise apartments, this is apart from the visual improvements associated with the removal of this existing clutter.

### **Central portion of the building**

Easterly and south-easterly views will change, with the overall impact to mid-rise and upper levels in this location considered to be generally minor. There will be a reduction in the extent of water views, a reduction of views to Pyrmont Bridge, and the partial replacement of southern CBD skyline views with the proposed new tower element.

The skilful placement of (in terms of its location within the centre of the site, being south of 50 Murray Street and within the widest part of the site) and slenderness of the proposed tower element significantly assists with minimising view impacts to mid-rise and upper-rise apartments and promotes view sharing.

At low rise levels there will be a change in view to the east and south-east associated with primarily the podium element of the proposal (being higher than the existing shopping centre), with very varied reduction/obscuring of water views and views of Pyrmont Bridge being impacted. Views of the CBD Skyline, including Centrepoint Tower, will remain (albeit the extent is reduced). The overall view impact to low-rise apartments is considered to be moderate-severe. This impact needs to be considered in context however, especially that any reasonable redevelopment proposal of the subject site (noting there are no planning controls that apply in terms of built form) would have a comparable level of impact to that proposed. The impact is also considered reasonable given Mirvac's key objective to rejuvenate a tiered and outdated retail centre with a modern offering that continues the transformation of Darling Harbour and significantly contributes towards the tourist and visitor economy and also the Innovation Corridor .

### **Southern portion of the building**

As above, in relation to the central portion of the building at mid-rise and high-rise levels in the southern end of the building, north-easterly, easterly and south-easterly views will change, with the overall impact considered to be generally moderate. There will be a reduction in the extent of water views, a partial reduction of views to Pyrmont Bridge, and the partial replacement of the southern CBD skyline views with the proposed tower element. Expansive water, Central (including Centrepoint Tower) and north CBD skyline and Pyrmont Bridge views will be retained

The skilful placement of (in terms of its location within the centre of the site, being south of 50 Murray Street and within the widest part of the site) and slenderness of the proposed tower element significantly assists with minimising view impacts to mid-rise and upper-rise apartments and promotes view sharing. Adopting a podium height that aligns with Pyrmont Bridge for the northern portion of the podium along with also assists with maintaining views towards the north-east.

As above for the central portion of the building, low rise levels will experience a change in view to the north-east, east and south-east associated with primarily the podium element of the proposal (being higher than the existing shopping centre), with water views and views of Pyrmont Bridge being impacted. Views of the CBD Skyline, including Centrepoint Tower, will remain (albeit the extent is reduced). The overall view impact to low-rise apartments is considered to be moderate-severe. As noted, this impact needs to be considered in context however, especially that any reasonable redevelopment proposal of the subject site (noting there are no planning controls that apply in terms of built form) would have a comparable level of impact to that proposed. The impact is also considered reasonable given Mirvac's key objective to rejuvenate a tiered and outdated retail centre with a modern offering that continues the transformation of Darling Harbour and significantly contributes towards the tourist and visitor economy.

## Summary

The Amended Concept Proposal delivers significant improvements for affected apartments at 50 Murray Street, and is considered to provide reasonable views. Given the highly urbanised location, the existing site constraints, and the functional and commercial requirements that are required to be met in relation to the design of the podium and tower, it is reasonable for the Project to result in some obscuring, interruption and reduction in some existing water, CBD skyline, and Pyrmont Bridge views to the north-east, east and south-east of adjoining development.

The impacts associated with the development, especially those lower-rise apartments, still provide for reasonable outlook that may nonetheless have a change in 'view', consistent with current planning objectives, strategies, principles and development controls for the CBD which recognise that outlook, as distinct from views, is the appropriate measure of residential amenity within a global CBD context.

Where partial water and CBD skyline views are reduced or removed by the building, it is important to acknowledge that this reduction in view is not simply a result of the height or bulk of the proposed building in itself. Given the position of the Site in relation to the One Sydney Harbour building, other redevelopment options would have a similar impact on views or would increase impacts on other buildings in the vicinity of the Site.

The Amended Proposal has been through an evolution of skilful design and extensive consultation, where the landed concept is considered to balance the reasonable preservation of views and outlook whilst also accommodating the redevelopment of the site for an appropriate and economic mixed-use retail, commercial and residential scheme.

**Table 12** below provides a more detailed assessment of the view impact from those apartments analysed at **Appendix B**. Only those elements of the view that have changed are described and noted in the extent of impact.

**Table 12 50 Murray Street Summary View Impact Assessment**

Ref	Apartment	Building Level	Building Location	Nature of views to be affected	Extent of Impact
1	101	Level 1	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive and Harbourside Shopping Centre.</li> <li>• Restricted/partial middle-distance views of Pyrmont Bridge.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Pyrmont Bridge obscured.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate</b>.</p>
2	109	Level 1	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of Maritime Museum, Pyrmont Bridge approach, redundant monorail structure and pedestrian bridge.</li> <li>• Restricted/partial middle-distance water views of Cockle Bay.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Minor improved views of Pyrmont Bridge associated with removal of redundant monorail infrastructure.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>negligible</b>.</p>
3	110	Level 1	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of Maritime Museum, Pyrmont Bridge approach, redundant monorail structure and pedestrian bridge.</li> <li>• Restricted/partial middle-distance water views of Cockle Bay.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Minor improved views of Pyrmont Bridge associated with removal of redundant monorail infrastructure.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>negligible</b>.</p>

Ref	Apartment	Building Level	Building Location	Nature of views to be affected	Extent of Impact
4	111	Level 1	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of Maritime Museum, Pyrmont Bridge approach, redundant monorail structure and pedestrian bridge.</li> <li>• Restricted distant views of CBD Skyline.</li> </ul>	<ul style="list-style-type: none"> <li>• Minor improved views of Pyrmont Bridge associated with removal of redundant monorail infrastructure.</li> </ul> <p>The visual impact is summarised as <b>negligible</b>.</p>
5	201	Level 2	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of pedestrian bridge, redundant monorail structure, Darling Drive and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and partial/restricted water views of Cockle Bay (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Pyrmont Bridge obscured.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>severe</b>.</p>
6	202	Level 2	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of pedestrian bridge, redundant monorail structure, Darling Drive and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and partial/restricted water views of Cockle Bay (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Pyrmont Bridge obscured.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>severe</b>.</p>
7	203	Level 2	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of pedestrian bridge, redundant monorail structure, Darling Drive and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and partial/restricted water views of Cockle Bay (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Pyrmont Bridge obscured.</li> <li>• Water views obscured, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>severe</b>.</p>
8	204	Level 2	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of pedestrian bridge, redundant monorail structure, Darling Drive and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and partial/restricted water views of Cockle Bay (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Pyrmont Bridge obscured.</li> <li>• Water views obscured, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>severe</b>.</p>

Ref	Apartment	Building Level	Building Location	Nature of views to be affected	Extent of Impact
9	212	Level 2	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, redundant monorail structure and pedestrian bridge.</li> <li>• Restricted/partial middle-distance water views of Cockle Bay.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Improved views of Pyrmont Bridge associated with removal of redundant monorail infrastructure.</li> <li>• Improved water reviews associated with removal of redundant monorail infrastructure.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>negligible</b>.</p>
10	213	Level 2	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, redundant monorail structure and pedestrian bridge.</li> <li>• Restricted/partial middle-distance water views of Cockle Bay.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Improved views of Pyrmont Bridge associated with removal of redundant monorail infrastructure.</li> <li>• Improved water reviews associated with removal of redundant monorail infrastructure.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>negligible</b>.</p>
11	214	Level 2	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, redundant monorail structure and pedestrian bridge.</li> <li>• Middle-distance views of Pyrmont Bridge and partial/restricted water views of Cockle Bay (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Pyrmont Bridge obscured.</li> <li>• Water views obscured, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>severe</b>.</p>
12	301	Level 3	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, Maritime Museum, pedestrian bridge, redundant monorail structure, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in views of Pyrmont Bridge.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate - severe</b>.</p>
13	302	Level 3	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, Maritime Museum, pedestrian bridge, redundant monorail structure, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in views of Pyrmont Bridge.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate - severe</b>.</p>

Ref	Apartment	Building Level	Building Location	Nature of views to be affected	Extent of Impact
14	303	Level 3	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, pedestrian bridge, redundant monorail structure, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Pyrmont Bridge obscured.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate - severe</b>.</p>
15	304	Level 3	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, pedestrian bridge, redundant monorail structure, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Pyrmont Bridge obscured.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate - severe</b>.</p>
16	305	Level 3	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, pedestrian bridge, redundant monorail structure, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Pyrmont Bridge obscured.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate - severe</b>.</p>
17	313	Level 3	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, redundant monorail structure, pedestrian bridge, and Harbourside Shopping Centre.</li> <li>• Middle-distance partial views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Improved views of Pyrmont Bridge associated with removal of redundant monorail infrastructure.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor - moderate</b>.</p>
18	314	Level 3	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, redundant monorail structure and pedestrian bridge.</li> <li>• Middle-distance partial views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> </ul>	<ul style="list-style-type: none"> <li>• Improved views of Pyrmont Bridge associated with removal of redundant monorail infrastructure.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor - moderate</b>.</p>

Ref	Apartment	Building Level	Building Location	Nature of views to be affected	Extent of Impact
				<ul style="list-style-type: none"> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	
19	315	Level 3	Low-rise	<ul style="list-style-type: none"> <li>Foreground views of Darling Drive, Maritime Museum, Pymont Bridge approach, redundant monorail structure and pedestrian bridge.</li> <li>Middle-distance partial views of Pymont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in views of Pymont Bridge.</li> <li>Reduction in water views, including land-water interface views.</li> <li>Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate - severe</b>.</p>
20	401	Level 4	Low-rise	<ul style="list-style-type: none"> <li>Foreground views of Darling Drive, Maritime Museum, Pymont Bridge approach, pedestrian bridge, redundant monorail structure, and Harbourside Shopping Centre.</li> <li>Middle-distance views of Pymont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in views of Pymont Bridge.</li> <li>Reduction in water views, including land-water interface views.</li> <li>Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate - severe</b>.</p>
21	402	Level 4	Low-rise	<ul style="list-style-type: none"> <li>Foreground views of Darling Drive, Maritime Museum, Pymont Bridge approach, pedestrian bridge, redundant monorail structure, and Harbourside Shopping Centre.</li> <li>Middle-distance views of Pymont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in views of Pymont Bridge.</li> <li>Reduction in water views, including land-water interface views.</li> <li>Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate - severe</b>.</p>
22	403	Level 4	Low-rise	<ul style="list-style-type: none"> <li>Foreground views of Darling Drive, pedestrian bridge, redundant monorail structure, and Harbourside Shopping Centre.</li> <li>Middle-distance views of Pymont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in views of Pymont Bridge.</li> <li>Reduction in water views, including land-water interface views.</li> <li>Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate - severe</b>.</p>
23	404	Level 4	Low-rise	<ul style="list-style-type: none"> <li>Foreground views of Darling Drive, pedestrian bridge, redundant monorail structure, and Harbourside Shopping Centre.</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in views of Pymont Bridge.</li> <li>Reduction in water views, including land-water interface views.</li> <li>Minor/partial enclosure of distant sky views towards south-east.</li> </ul>

Ref	Apartment	Building Level	Building Location	Nature of views to be affected	Extent of Impact
				<ul style="list-style-type: none"> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	The visual impact is summarised as <b>moderate - severe</b> .
24	412	Level 4	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, redundant monorail structure, pedestrian bridge, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Improved views of Pyrmont Bridge associated with removal of redundant monorail infrastructure.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor - moderate</b>.</p>
25	413	Level 4	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, redundant monorail structure, pedestrian bridge, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Improved views of Pyrmont Bridge associated with removal of redundant monorail infrastructure.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor - moderate</b>.</p>
26	414	Level 4	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, redundant monorail structure, pedestrian bridge, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in views of Pyrmont Bridge.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate - severe</b>.</p>
27	501	Level 5	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, pedestrian bridge, redundant monorail structure, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in views of Pyrmont Bridge.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate - severe</b>.</p>

Ref	Apartment	Building Level	Building Location	Nature of views to be affected	Extent of Impact
28	502	Level 5	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, pedestrian bridge, redundant monorail structure, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in views of Pyrmont Bridge.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate - severe</b>.</p>
29	503	Level 5	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, pedestrian bridge, redundant monorail structure, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in views of Pyrmont Bridge.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate - severe</b>.</p>
30	504	Level 5	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, pedestrian bridge, redundant monorail structure, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in views of Pyrmont Bridge.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate - severe</b>.</p>
31	512	Level 5	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, redundant monorail structure, pedestrian bridge, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> </ul> <p>Expansive distant views of CBD Skyline (including Centrepoint Tower).</p>	<ul style="list-style-type: none"> <li>• Improved views of Pyrmont Bridge associated with removal of redundant monorail infrastructure.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor - moderate</b>.</p>
32	513	Level 5	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, redundant monorail structure, pedestrian bridge, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> </ul>	<ul style="list-style-type: none"> <li>• Minor improved views of Pyrmont Bridge associated with removal of redundant monorail infrastructure.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul>

Ref	Apartment	Building Level	Building Location	Nature of views to be affected	Extent of Impact
				<ul style="list-style-type: none"> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	The visual impact is summarised as <b>minor - moderate</b> .
33	514	Level 5	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, redundant monorail structure, pedestrian bridge, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in views of Pyrmont Bridge.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate - severe</b>.</p>
34	601	Level 6	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, pedestrian bridge, redundant monorail structure, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in views of Pyrmont Bridge.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate - severe</b>.</p>
35	602	Level 6	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, pedestrian bridge, redundant monorail structure, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in views of Pyrmont Bridge.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate - severe</b>.</p>
36	603	Level 6	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, pedestrian bridge, redundant monorail structure, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in views of Pyrmont Bridge.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate - severe</b>.</p>
37	604	Level 6	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, pedestrian bridge, redundant monorail structure, and Harbourside Shopping Centre.</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in views of Pyrmont Bridge.</li> <li>• Reduction in water views, including land-water interface views.</li> </ul>

Ref	Apartment	Building Level	Building Location	Nature of views to be affected	Extent of Impact
				<ul style="list-style-type: none"> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate - severe</b>.</p>
38	612	Level 6	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, redundant monorail structure, pedestrian bridge, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Improved views of Pyrmont Bridge associated with removal of redundant monorail infrastructure.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor - moderate</b>.</p>
39	613	Level 6	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, redundant monorail structure, pedestrian bridge, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Improved views of Pyrmont Bridge associated with removal of redundant monorail infrastructure.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor - moderate</b>.</p>
40	614	Level 6	Low-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, redundant monorail structure, pedestrian bridge, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in views of Pyrmont Bridge.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate - severe</b>.</p>
41	701	Level 7	Mid-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, pedestrian bridge, redundant monorail structure, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction and improvement in views to Pyrmont Bridge.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate</b>.</p>

Ref	Apartment	Building Level	Building Location	Nature of views to be affected	Extent of Impact
42	702	Level 7	Mid-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, pedestrian bridge, redundant monorail structure, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction and improvement in views to Pyrmont Bridge.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate</b>.</p>
43	703	Level 7	Mid-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, pedestrian bridge, redundant monorail structure, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in views to Pyrmont Bridge.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate</b>.</p>
44	704	Level 7	Mid-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, pedestrian bridge, redundant monorail structure, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in views to Pyrmont Bridge.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate</b>.</p>
45	712	Level 7	Mid-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, redundant monorail structure, pedestrian bridge, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Improved views of Pyrmont Bridge associated with removal of redundant monorail infrastructure.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
46	713	Level 7	Mid-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, redundant monorail structure, pedestrian bridge, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water</li> </ul>	<ul style="list-style-type: none"> <li>• Improved views of Pyrmont Bridge associated with removal of redundant monorail infrastructure.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul>

Ref	Apartment	Building Level	Building Location	Nature of views to be affected	Extent of Impact
				views of Cockle Bay, including land-water interface views. Expansive distant views of CBD Skyline (including Centrepoint Tower).	The visual impact is summarised as <b>minor</b> .
47	714	Level 7	Mid-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, redundant monorail structure, pedestrian bridge, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Improved views of Pyrmont Bridge associated with removal of redundant monorail infrastructure.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
48	801	Level 8	Mid-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, pedestrian bridge, redundant monorail structure, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction and improvement in views to Pyrmont Bridge.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
49	802	Level 8	Mid-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, pedestrian bridge, redundant monorail structure, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction and improvement in views to Pyrmont Bridge.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
49	803	Level 8	Mid-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, pedestrian bridge, redundant monorail structure, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in views to Pyrmont Bridge.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate</b>.</p>
50	804	Level 8	Mid-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach,</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in views to Pyrmont Bridge.</li> </ul>

Ref	Apartment	Building Level	Building Location	Nature of views to be affected	Extent of Impact
				<p>pedestrian bridge, redundant monorail structure, and Harbourside Shopping Centre.</p> <ul style="list-style-type: none"> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate</b>.</p>
51	812	Level 8	Mid-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, redundant monorail structure, pedestrian bridge, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Improved views of Pyrmont Bridge associated with removal of redundant monorail infrastructure.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
52	813	Level 8	Mid-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, redundant monorail structure, pedestrian bridge, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Improved views of Pyrmont Bridge associated with removal of redundant monorail infrastructure.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
53	814	Level 8	Mid-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, redundant monorail structure, pedestrian bridge, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Improved views of Pyrmont Bridge associated with removal of redundant monorail infrastructure.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
54	901	Level 9	Mid-rise	<ul style="list-style-type: none"> <li>• Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, pedestrian bridge, redundant monorail structure, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction and improvement in views to Pyrmont Bridge.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>

Ref	Apartment	Building Level	Building Location	Nature of views to be affected	Extent of Impact
				<ul style="list-style-type: none"> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	
55	902	Level 9	Mid-rise	<ul style="list-style-type: none"> <li>Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, pedestrian bridge, redundant monorail structure, and Harbourside Shopping Centre.</li> <li>Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>Reduction and improvement in views to Pyrmont Bridge.</li> <li>Reduction in water views, including land-water interface views.</li> <li>Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
56	903	Level 9	Mid-rise	<ul style="list-style-type: none"> <li>Foreground views of Darling Drive, pedestrian bridge, redundant monorail structure, and Harbourside Shopping Centre.</li> <li>Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in views to Pyrmont Bridge.</li> <li>Reduction in water views, including land-water interface views.</li> <li>Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate</b>.</p>
57	904	Level 9	Mid-rise	<ul style="list-style-type: none"> <li>Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, pedestrian bridge, redundant monorail structure, and Harbourside Shopping Centre.</li> <li>Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in views to Pyrmont Bridge.</li> <li>Reduction in water views, including land-water interface views.</li> <li>Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate</b>.</p>
58	912	Level 9	Mid-rise	<ul style="list-style-type: none"> <li>Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, redundant monorail structure, pedestrian bridge, and Harbourside Shopping Centre.</li> <li>Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>Improved views of Pyrmont Bridge associated with removal of redundant monorail infrastructure.</li> <li>Reduction in water views, including land-water interface views.</li> <li>Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
59	913	Level 9	Mid-rise	<ul style="list-style-type: none"> <li>Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, redundant monorail structure,</li> </ul>	<ul style="list-style-type: none"> <li>Improved views of Pyrmont Bridge associated with removal of redundant monorail infrastructure.</li> </ul>

Ref	Apartment	Building Level	Building Location	Nature of views to be affected	Extent of Impact
				<ul style="list-style-type: none"> <li>pedestrian bridge, and Harbourside Shopping Centre.</li> <li>Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in water views, including land-water interface views.</li> <li>Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
60	914	Level 9	Mid-rise	<ul style="list-style-type: none"> <li>Foreground views of Darling Drive, Maritime Museum, Pyrmont Bridge approach, redundant monorail structure, pedestrian bridge, and Harbourside Shopping Centre.</li> <li>Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>Improved views of Pyrmont Bridge associated with removal of redundant monorail infrastructure.</li> <li>Reduction in water views, including land-water interface views.</li> <li>Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
61	1001	Level 10	Mid-rise	<ul style="list-style-type: none"> <li>Foreground views of Maritime Museum, Pyrmont Bridge approach, pedestrian bridge, redundant monorail structure, and Harbourside Shopping Centre.</li> <li>Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>Reduction and improvement in views to Pyrmont Bridge.</li> <li>Reduction in water views, including land-water interface views.</li> <li>Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
62	1002	Level 10	Mid-rise	<ul style="list-style-type: none"> <li>Foreground views of Maritime Museum, Pyrmont Bridge approach, pedestrian bridge, redundant monorail structure, and Harbourside Shopping Centre.</li> <li>Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>Reduction and improvement in views to Pyrmont Bridge.</li> <li>Reduction in water views, including land-water interface views.</li> <li>Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
63	1003	Level 10	Mid-rise	<ul style="list-style-type: none"> <li>Foreground views of Maritime Museum, redundant monorail structure, and Harbourside Shopping Centre.</li> <li>Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in views to Pyrmont Bridge.</li> <li>Reduction in water views, including land-water interface views.</li> <li>Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate</b>.</p>

Ref	Apartment	Building Level	Building Location	Nature of views to be affected	Extent of Impact
64	1004	Level 10	Mid-rise	<ul style="list-style-type: none"> <li>• Foreground views of Maritime Museum, redundant monorail structure, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in views to Pyrmont Bridge.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate</b>.</p>
65	1012	Level 10	Mid-rise	<ul style="list-style-type: none"> <li>• Foreground views of Maritime Museum, Pyrmont Bridge and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Improved views of Pyrmont Bridge associated with removal of redundant monorail infrastructure.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
66	1013	Level 10	Mid-rise	<ul style="list-style-type: none"> <li>• Foreground views of Maritime Museum, Pyrmont Bridge and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Improved views of Pyrmont Bridge associated with removal of redundant monorail infrastructure.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
67	1014	Level 10	Mid-rise	<ul style="list-style-type: none"> <li>• Foreground views of Maritime Museum, Pyrmont Bridge and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Improved views of Pyrmont Bridge associated with removal of redundant monorail infrastructure.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
68	1101	Level 11	Mid-rise	<ul style="list-style-type: none"> <li>• Foreground views of Maritime Museum, Pyrmont Bridge, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
69	1102	Level 11	Mid-rise	<ul style="list-style-type: none"> <li>• Foreground views of Maritime Museum, Pyrmont Bridge, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> </ul>	<ul style="list-style-type: none"> <li>• Improvement in views to Pyrmont Bridge.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul>

Ref	Apartment	Building Level	Building Location	Nature of views to be affected	Extent of Impact
				<ul style="list-style-type: none"> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	The visual impact is summarised as <b>minor</b> .
70	1103	Level 11	Mid-rise	<ul style="list-style-type: none"> <li>Foreground views of Maritime Museum, redundant monorail structure, and Harbourside Shopping Centre.</li> <li>Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in views to Pyrmont Bridge.</li> <li>Reduction in water views, including land-water interface views.</li> <li>Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate</b>.</p>
71	1104	Level 11	Mid-rise	<ul style="list-style-type: none"> <li>Foreground views of Maritime Museum, redundant monorail structure, and Harbourside Shopping Centre.</li> <li>Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in views to Pyrmont Bridge.</li> <li>Reduction in water views, including land-water interface views.</li> <li>Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate</b>.</p>
72	1112	Level 11	Mid-rise	<ul style="list-style-type: none"> <li>Foreground views of Maritime Museum, Pyrmont Bridge and Harbourside Shopping Centre.</li> <li>Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> </ul> <p>Expansive distant views of CBD Skyline (including Centrepoint Tower).</p>	<ul style="list-style-type: none"> <li>Reduction in water views, including land-water interface views.</li> <li>Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
73	1113	Level 11	Mid-rise	<ul style="list-style-type: none"> <li>Foreground views of Maritime Museum, Pyrmont Bridge and Harbourside Shopping Centre.</li> <li>Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in water views, including land-water interface views.</li> <li>Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
74	1114	Level 11	Mid-rise	<ul style="list-style-type: none"> <li>Foreground views of Maritime Museum, Pyrmont Bridge and Harbourside Shopping Centre.</li> <li>Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in water views, including land-water interface views.</li> <li>Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>

Ref	Apartment	Building Level	Building Location	Nature of views to be affected	Extent of Impact
75	1201	Level 12	Mid-rise	<ul style="list-style-type: none"> <li>• Foreground views of Maritime Museum, Pyrmont Bridge and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
76	1202	Level 12	Mid-rise	<ul style="list-style-type: none"> <li>• Foreground views of Maritime Museum, Pyrmont Bridge and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
77	1203	Level 12	Mid-rise	<ul style="list-style-type: none"> <li>• Foreground views of Maritime Museum, Pyrmont Bridge and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate</b>.</p>
78	1204	Level 12	Mid-rise	<ul style="list-style-type: none"> <li>• Foreground views of Maritime Museum, Pyrmont Bridge and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in views to Pyrmont Bridge.</li> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate</b>.</p>
79	1212	Level 12	Mid-rise	<ul style="list-style-type: none"> <li>• Foreground views of Maritime Museum, Pyrmont Bridge and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
80	1213	Level 12	Mid-rise	<ul style="list-style-type: none"> <li>• Foreground views of Maritime Museum, Pyrmont Bridge and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>

Ref	Apartment	Building Level	Building Location	Nature of views to be affected	Extent of Impact
				<ul style="list-style-type: none"> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	
81	1214	Level 12	Mid-rise	<ul style="list-style-type: none"> <li>Foreground views of Maritime Museum, Pyrmont Bridge and Harbourside Shopping Centre.</li> <li>Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in water views, including land-water interface views.</li> <li>Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
82	1301	Level 13	High-rise	<ul style="list-style-type: none"> <li>Foreground views of Maritime Museum, Pyrmont Bridge, Harbourside Shopping Centre, and water views of Cockle Bay.</li> <li>Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in water views, including land-water interface views.</li> <li>Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
83	1302	Level 13	High-rise	<ul style="list-style-type: none"> <li>Foreground views of Maritime Museum, Pyrmont Bridge, Harbourside Shopping Centre, and water views of Cockle Bay.</li> <li>Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in water views, including land-water interface views.</li> <li>Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
84	1303	Level 13	High-rise	<ul style="list-style-type: none"> <li>Foreground views of Maritime Museum, Pyrmont Bridge and Harbourside Shopping Centre.</li> <li>Middle-distance views of Pyrmont Bridge and water views of Cockle Bay (including land-water interface).</li> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in water views, including land-water interface views.</li> <li>Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate</b>.</p>
85	1311	Level 13	High-rise	<ul style="list-style-type: none"> <li>Foreground views of Maritime Museum, Pyrmont Bridge, and Harbourside Shopping Centre.</li> <li>Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in water views, including land-water interface views.</li> <li>Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>

Ref	Apartment	Building Level	Building Location	Nature of views to be affected	Extent of Impact
86	1312	Level 13	High-rise	<ul style="list-style-type: none"> <li>• Foreground views of Maritime Museum, Pyrmont Bridge, and Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
87	1313	Level 13	High-rise	<ul style="list-style-type: none"> <li>• Foreground views of Maritime Museum, Pyrmont Bridge, Harbourside Shopping Centre, and water views of Cockle Bay.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
88	1401	Level 14	High-rise	<ul style="list-style-type: none"> <li>• Foreground views of Maritime Museum, Pyrmont Bridge, Harbourside Shopping Centre, and water views of Cockle Bay.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
89	1402	Level 14	High-rise	<ul style="list-style-type: none"> <li>• Foreground views of Maritime Museum, Pyrmont Bridge, Harbourside Shopping Centre, and water views of Cockle Bay.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
90	1403	Level 14	High-rise	<ul style="list-style-type: none"> <li>• Foreground views of Maritime Museum, Pyrmont Bridge, Harbourside Shopping Centre, and water views of Cockle Bay.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate</b>.</p>

Ref	Apartment	Building Level	Building Location	Nature of views to be affected	Extent of Impact
91	1410	Level 14	High-rise	<ul style="list-style-type: none"> <li>• Foreground views of Maritime Museum, Pyrmont Bridge, Harbourside Shopping Centre, and water views of Cockle Bay.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
92	1411	Level 14	High-rise	<ul style="list-style-type: none"> <li>• Foreground views of Maritime Museum, Pyrmont Bridge, Harbourside Shopping Centre, and water views of Cockle Bay.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
93	1412	Level 14	High-rise	<ul style="list-style-type: none"> <li>• Foreground views of Maritime Museum, Pyrmont Bridge, Harbourside Shopping Centre, and water views of Cockle Bay.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
94	1501	Level 15	High-rise	<ul style="list-style-type: none"> <li>• Foreground views of Maritime Museum, Pyrmont Bridge, Harbourside Shopping Centre, and water views of Cockle Bay.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
95	1502	Level 15	High-rise	<ul style="list-style-type: none"> <li>• Foreground views of Maritime Museum, Pyrmont Bridge, Harbourside Shopping Centre, and water views of Cockle Bay.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>moderate</b>.</p>

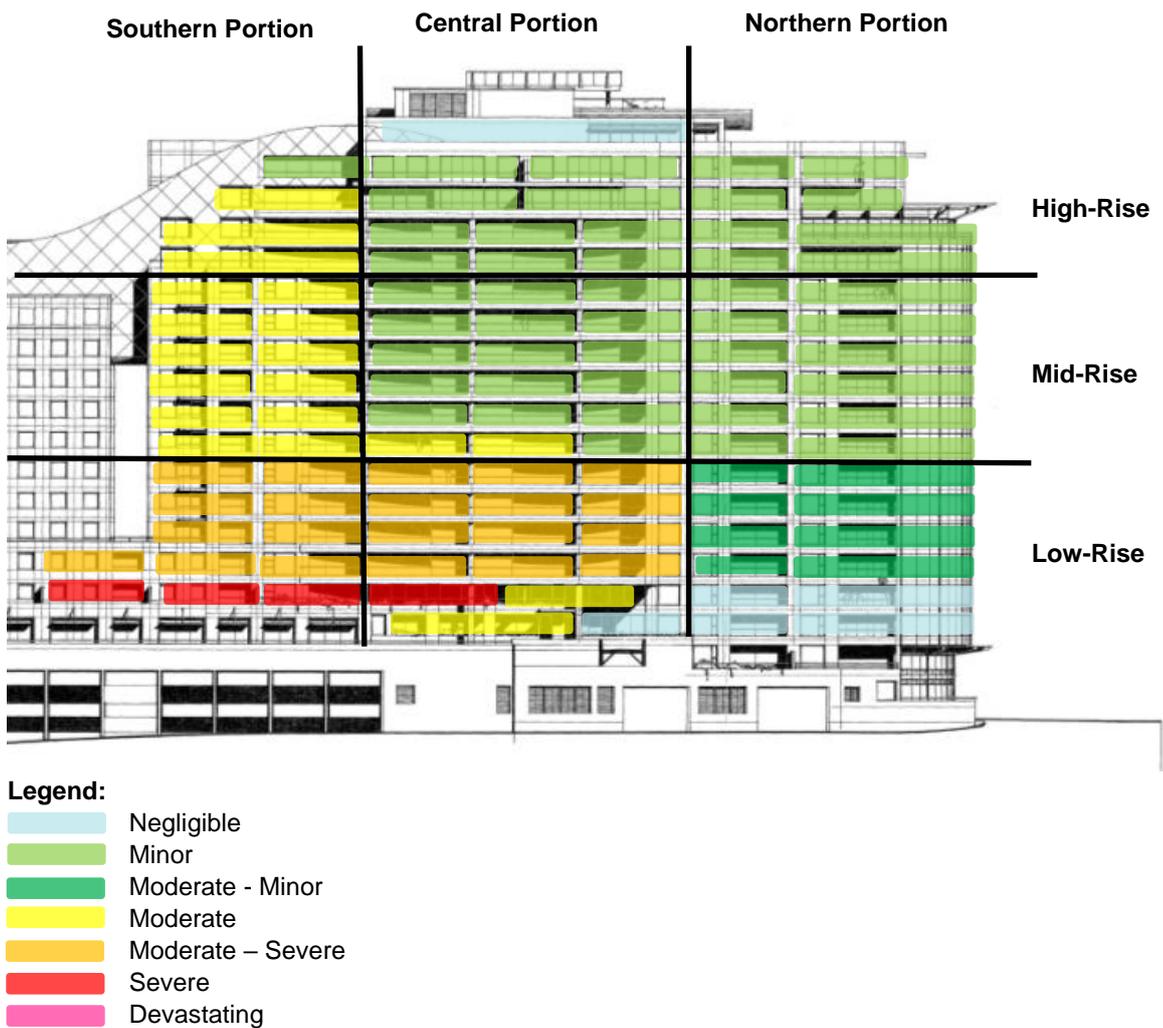
Ref	Apartment	Building Level	Building Location	Nature of views to be affected	Extent of Impact
				<ul style="list-style-type: none"> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	
96	1509	Level 15	High-rise	<ul style="list-style-type: none"> <li>Foreground views of Maritime Museum, Pyrmont Bridge, Harbourside Shopping Centre, and water views of Cockle Bay.</li> <li>Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in water views, including land-water interface views.</li> <li>Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
97	1510	Level 15	High-rise	<ul style="list-style-type: none"> <li>Foreground views of Maritime Museum, Pyrmont Bridge, Harbourside Shopping Centre, and water views of Cockle Bay.</li> <li>Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in water views, including land-water interface views.</li> <li>Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
98	1511	Level 15	High-rise	<ul style="list-style-type: none"> <li>Foreground views of Maritime Museum, Pyrmont Bridge, Harbourside Shopping Centre, and water views of Cockle Bay.</li> <li>Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in water views, including land-water interface views.</li> <li>Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
99	1601	Level 16	High-rise	<ul style="list-style-type: none"> <li>Foreground views of Maritime Museum, Pyrmont Bridge, Harbourside Shopping Centre, and water views of Cockle Bay.</li> <li>Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in water views, including land-water interface views.</li> <li>Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
101	1602	Level 16	High-rise	<ul style="list-style-type: none"> <li>Foreground views of Maritime Museum, Pyrmont Bridge, Harbourside Shopping Centre, and water views of Cockle Bay.</li> <li>Middle-distance views of Pyrmont Bridge and water</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in water views, including land-water interface views.</li> <li>Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>

Ref	Apartment	Building Level	Building Location	Nature of views to be affected	Extent of Impact
				<p>views of Cockle Bay, including land-water interface views.</p> <ul style="list-style-type: none"> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	
102	1609	Level 16	High-rise	<ul style="list-style-type: none"> <li>• Foreground views of Maritime Museum, Pyrmont Bridge, Harbourside Shopping Centre, and water views of Cockle Bay.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
103	1610	Level 16	High-rise	<ul style="list-style-type: none"> <li>• Foreground views of Maritime Museum, Pyrmont Bridge, Harbourside Shopping Centre, and water views of Cockle Bay.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
104	1611	Level 16	High-rise	<ul style="list-style-type: none"> <li>• Foreground views of Maritime Museum, Pyrmont Bridge, Harbourside Shopping Centre, and water views of Cockle Bay.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>minor</b>.</p>
	Communal Rooftop	Level 17	High-rise	<ul style="list-style-type: none"> <li>• Foreground views of Maritime Museum, Pyrmont Bridge, Harbourside Shopping Centre, and water views of Cockle Bay.</li> <li>• Middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Minor reduction in water views, including land-water interface views.</li> <li>• Minor/partial enclosure of distant sky views towards south-east.</li> </ul> <p>The visual impact is summarised as <b>negligible</b>.</p>

The results from the above assessment are graphically illustrated within **Figure 18** below, where

- In the Low-rise view impacts range from: negligible – severe
- In the mid-rise view impacts range from: minor to moderate; and
- In the high-rise view impacts range from minor to moderate.

This further detailed analysis aligns with the conclusions reached in the previous VVIA (February 2020).



**Figure 18 Summary of View Impacts to 50 Murray Street**

Of the 213 apartments within One Darling Harbour:

- 51% (109 apartments) will have no view impact;
- 0% (0 apartments) will have devastating impacts;
- 2% (4 apartments) will have severe impacts (limited to Level 2 apartments only);
- 23% (48 apartments) will have view impacts of moderate (ranging from minor – severe); and
- 24% (52 apartments) will have view impacts rated as negligible or minor.

Further integration of those apartments rated to experience 'severe' view impacts reveals a clearer picture around the reasonableness of the view Impact (refer to **Figure 19** below). In this regard:

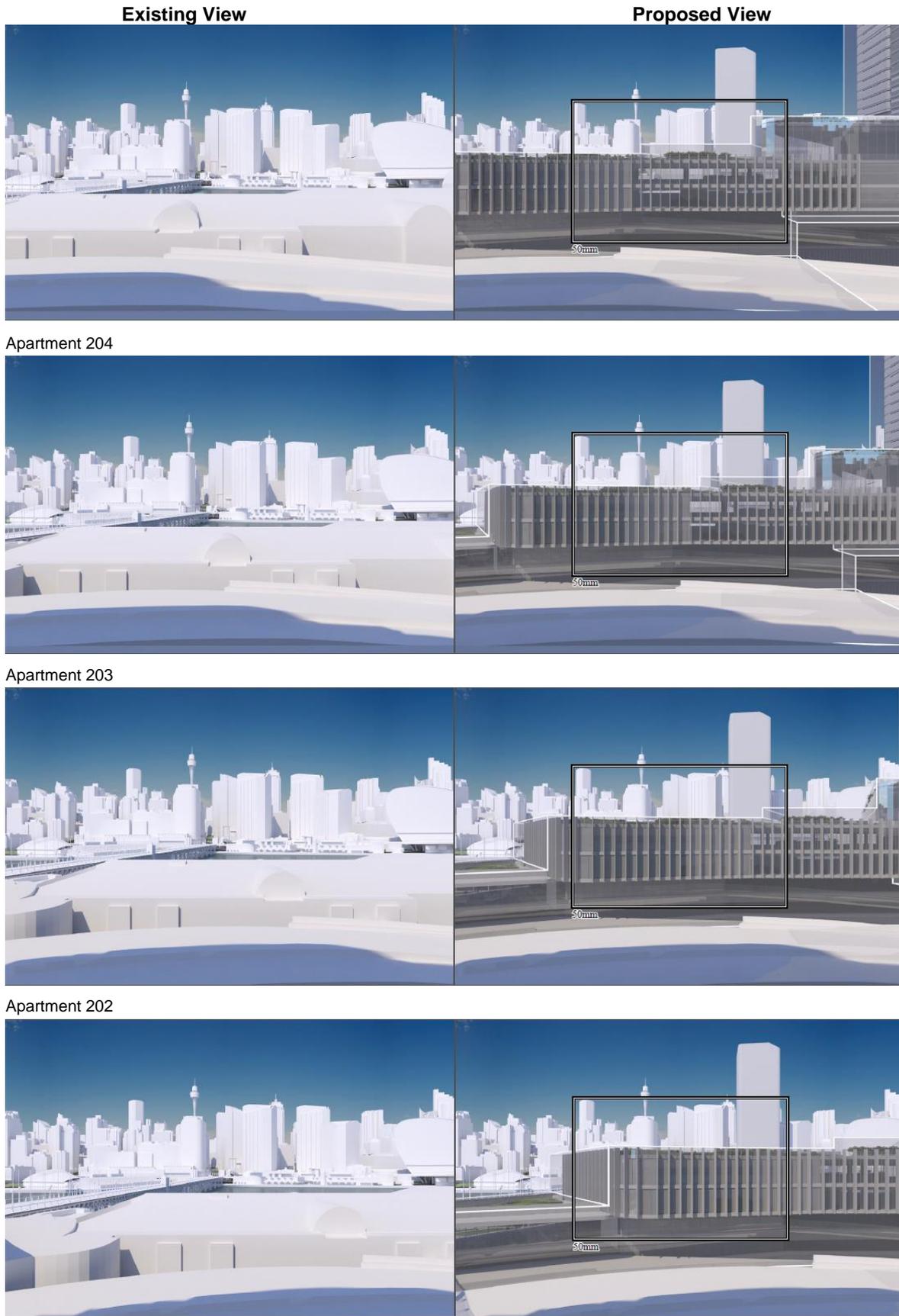
#### Existing Views

- The apartments are low in elevation, with half of the existing view composed of the Darling Drive roadway and existing Harbourside Shopping Centre and the remaining view predominantly comprising the CBD skyline (including Centrepoint Tower) and sky views.
- Only very minor glimpses and nearly imperceptible views of water and Pyrmont Bridge are currently experienced and accordingly in terms of the view composition play a more secondary element to the more expansive and dominant CBD skyline.

#### Proposed Views

- The apartments will continue to retain expansive and dominant views towards the CBD skyline (including Centrepoint Tower).
- The apartments will continue to experience excellent outlook and expansive sky views;
- The existing dominant roofscape of the tired Harbourside Shopping Centre Building will be replaced with a new building of high design quality.

In this context, although a view impact to the apartments at One Darling Harbour will arise, the impact is considered to be acceptable and appropriate for its context. View sharing principles are upheld, in so far as the One Darling Harbour development will nonetheless maintain CBD skyline outlook and a balanced retention of other valued views across the One Darling Harbour development is provided.



**Figure 19** 50 Murray Street – worst affected apartments

Further, whilst some apartments at One Darling Harbour will have a change of view on the eastern elevation, expansive almost 360 degree views will remain available for all residents (including those that do not presently benefit from any valued views, i.e. those apartments on the western elevation) from the large communal rooftop terrace (refer to **Figure 20**).



**Figure 20 Existing and unaffected communal rooftop view to the north and east**

Source: Ethos Urban

#### 5.4 ICC Sydney Hotel (Sofitel)

The ICC Sydney Hotel is located fronting Darling Drive adjacent the site to the south. The Hotel was completed in Q2 2017. Refer to **Figure 8**. The building comprises of a podium element (encompassing function/ballroom space, meeting centre, restaurant and bar, gym, and pool and pool deck) and tower (hotel rooms).

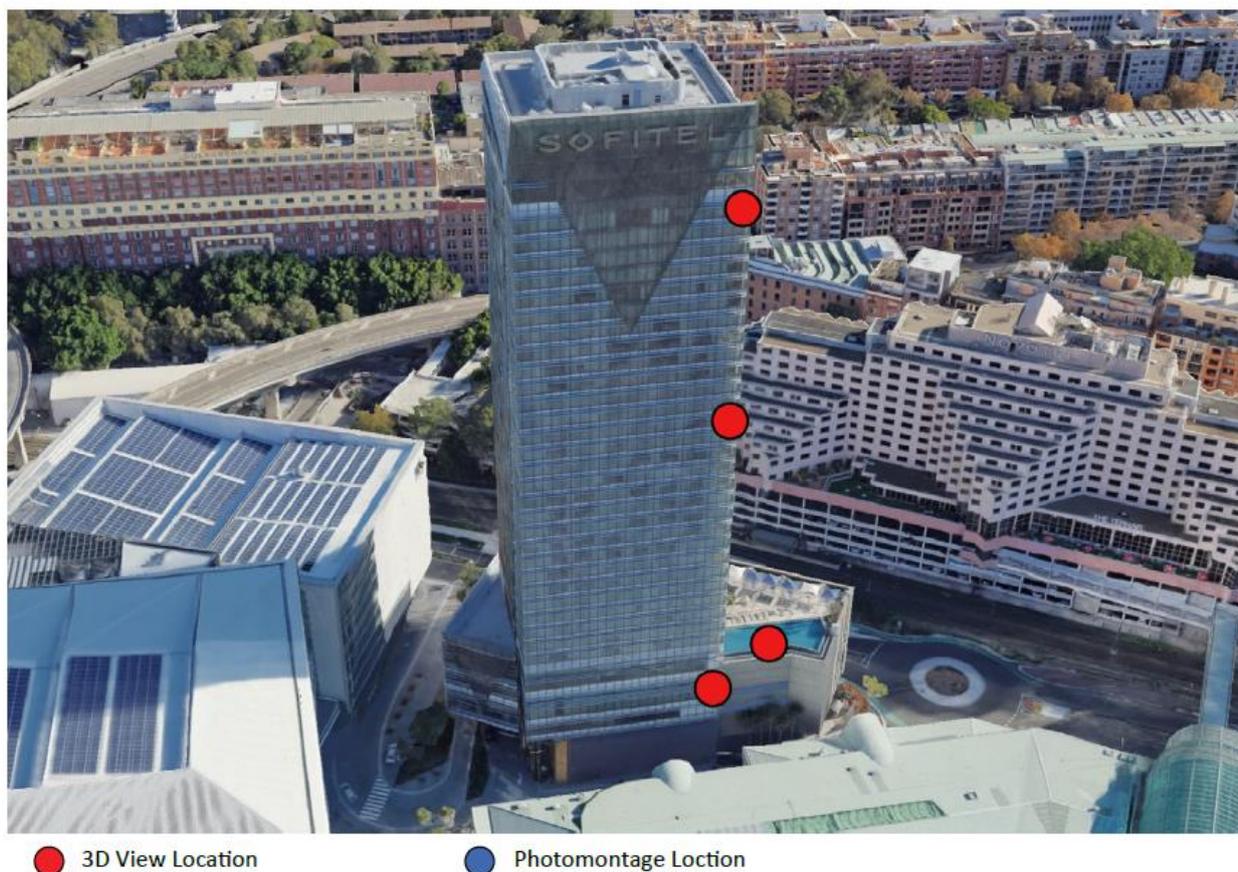
3D modelling views showing existing and future views from the ICC Sydney Hotel in relation to the proposed Amended Concept Proposal are provided. (**Appendix B**).

Existing views from the ICC Sydney Hotel of the site are available from the north/north-east eastern elevation of the building and can be generally categorised as those occurring at the low rise levels of the building (generally RL 30 and below), mid-rise rise levels (RL 30 to RL 80RL) and high rise levels (generally RL 80 and above).

Four (4) key view locations have been identified and analysed. These consist of:

- 2 x 3D model images at low levels at the north-eastern corner of the building;
- 1 x 3D model images at mid-rise levels at the north-eastern corner of the building; and
- 1 x 3D model images at high-rise levels at the north-eastern corner of the building.

The location of the selected photomontage views and camera positions are shown in **Figure 21** and also at **Appendix B**.



**Figure 21 Sofitel View Locations Assessed**

#### 5.4.1 Existing Views

Given the buildings height (and relationship to surrounding lower scale built form), location and orientation, expansive views are generally available from the top of the podium to high-rise levels on all sides. Being located to the south of the site, only those existing views north/north east have been analysed. Sydney/Darling Harbour water, Pyrmont Bridge, Central and northern CBD Skyline, and North Sydney/lower north shore views are available.

#### 5.4.2 Proposed Views

The proposed Amended Concept Proposal will have a low to moderate impact on existing views from the ICC Sydney Hotel at podium (pool deck) and above levels.

The change in view in the main relates to a partial reduction in northern Sydney Harbour water views, partial reduction in distant views of North Sydney/lower north shore, a partial reduction in the view of Pyrmont Bridge, and a partial reduction in views towards the northern CBD Skyline.

Within the podium levels of the ICC Sydney Hotel, views will more substantially change in light of the increased height of the centre/podium element. Existing partial water, Pyrmont Bridge and northern CBD skyline views will be changed to views of the proposed podium element.

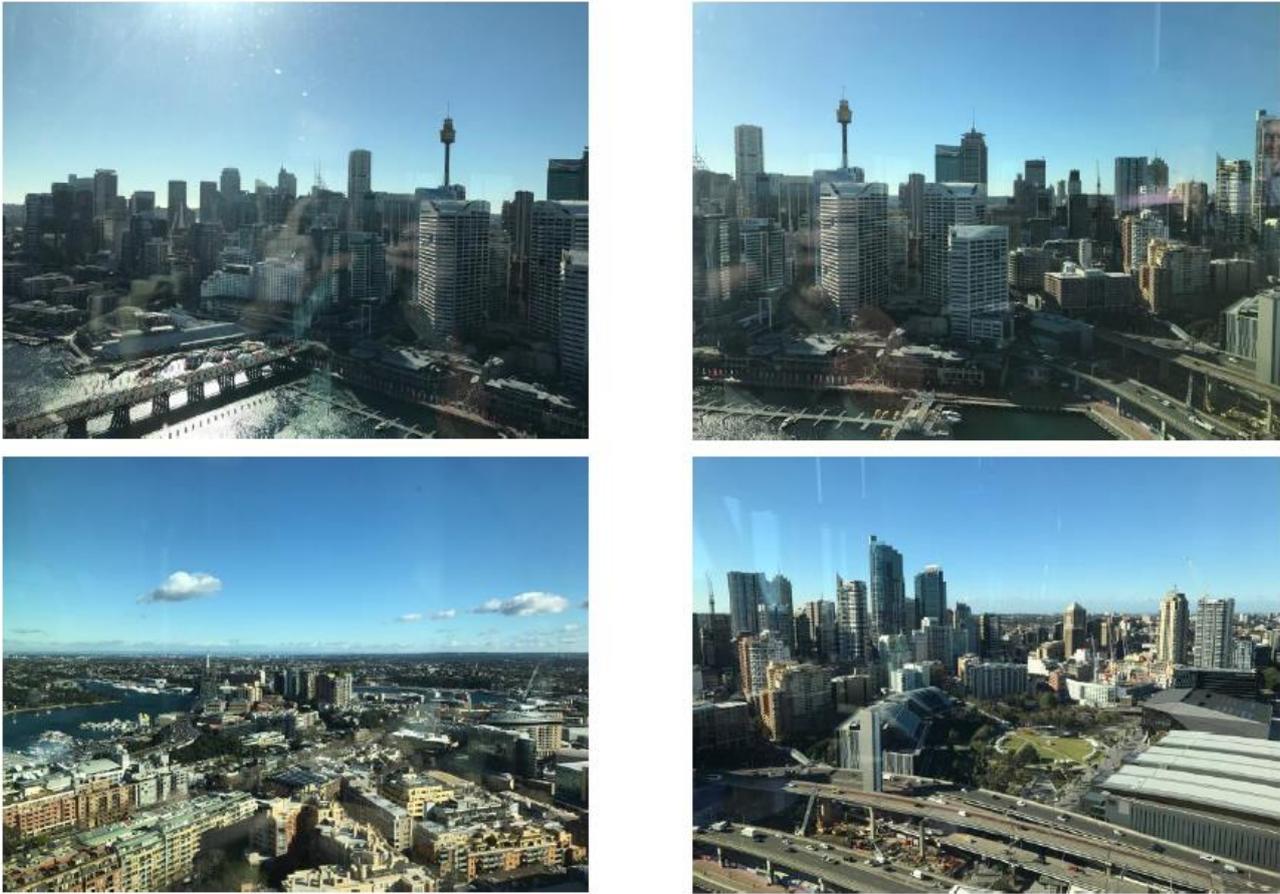
Overall, impacts on views to the ICC Sydney Hotel are considered acceptable. The lower level/podium impacts are greatest however need to be considered in the context of reasonableness, especially a site on the fringe of a global City and having regard to the broader transformation of Darling Harbour.

The degree of impact also needs to consider the land use of the building, being a hotel and used by transient guests and visitors. Further, notwithstanding impacts to some rooms at varying levels across the building, by virtue of the building's height, orientation and location set amongst predominately low-medium scale buildings, there are significant views that remain unaffected by the Amended Concept Proposal (refer to **Figure 22**).

**Table 13** below provides a more detailed assessment of the view impact from those hotel rooms analysed at **Appendix B**. Only those elements of the view that have changed are described and noted in the extent of impact.

**Table 13 Sofitel Hotel Summary View Impact Assessment**

Building location	Building level	Nature of views to be affected	Extent of Impact
North - function/food and beverage	Low-rise RL22	<ul style="list-style-type: none"> <li>• Foreground views of Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and partial water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Pyrmont Bridge obscured</li> <li>• Water views obscured (including land-water interface views).</li> <li>• Partial reduction in CBD skyline views.</li> </ul> <p>The visual impact is summarised as <b>severe</b>.</p>
North- pool deck	Low-rise RL28.80	<ul style="list-style-type: none"> <li>• Foreground views of Harbourside Shopping Centre.</li> <li>• Middle-distance views of Pyrmont Bridge and expansive water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower).</li> </ul>	<ul style="list-style-type: none"> <li>• Pyrmont Bridge views reduced</li> <li>• Water views reduced</li> <li>• Partial reduction in CBD skyline views.</li> </ul> <p>The visual impact is summarised as <b>moderate</b>.</p>
North	Mid-rise RL77.5	<ul style="list-style-type: none"> <li>• Foreground views of Harbourside Shopping Centre, Darling Drive, 50 Murray Street and water views of Darling Harbour.</li> <li>• Middle-distance views of Pyrmont Bridge and expansive water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower) and water views of Sydney Harbour.</li> </ul>	<ul style="list-style-type: none"> <li>• Pyrmont Bridge views reduced</li> <li>• Water views reduced (including land-water interface)</li> <li>• Partial reduction in CBD skyline views.</li> </ul> <p>The visual impact is summarised as <b>minor - moderate</b>.</p>
North	High-rise RL117.15	<ul style="list-style-type: none"> <li>• Foreground views of Pyrmont Bridge, 50 Murray Street, Pyrmont Bridge and water views of Darling Harbour.</li> <li>• Expansive middle-distance views of Pyrmont Bridge and water views of Cockle Bay, including land-water interface views.</li> <li>• Expansive distant views of CBD Skyline (including Centrepoint Tower) and water views of Sydney Harbour.</li> </ul>	<ul style="list-style-type: none"> <li>• Pyrmont Bridge views reduced</li> <li>• Water views reduced (including land-water interface)</li> <li>• Reduction in CBD skyline views.</li> </ul> <p>The visual impact is summarised as <b>minor - moderate</b>.</p>



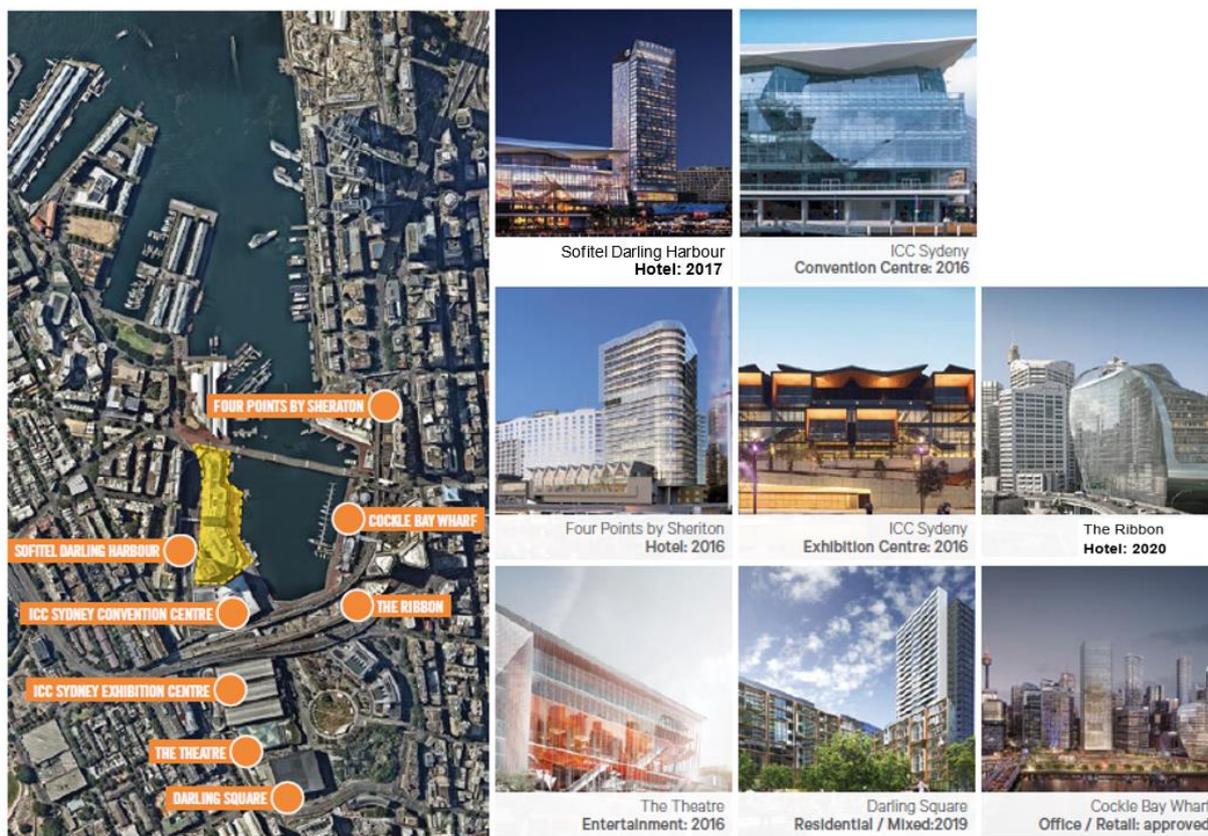
**Figure 22** Extent of typical views available from ICC Hotel

### 5.5 What is the reasonableness of the proposal?

*A development that complies with all planning controls would be considered more reasonable than one that breaches them. (from Tenacity)*

In this instance, the proposal does comply with the relevant planning controls, however noting that the existing framework does not provide height or FSR controls. Some recent guidance has been provided in terms of the Draft Pyrmont Place Strategy in terms of what an appropriate height for the site may be, which is identified at RL170. The proposal has a maximum tower envelope height of RL166.95, so aligns with the proposed strategic planning framework and vision released by the NSW Government for the subject site.

The test of reasonableness can also be informed by the precedent set by other projects across Darling Harbour approved over the past 5+ years which were assessed under the same planning framework and resulted in similar levels of view impacts but nonetheless were found by the consent authority on balance to be acceptable (refer to **Figure 23**). The proposal for the redevelopment of Harbourside will effectively represent the final piece in the transformation of Darling Harbour and consistent with the projects before it will deliver significant public benefits.



**Figure 23 Transformation of Darling Harbour**

For the purpose of this assessment, the reasonableness of the proposal has been determined on the overall assessment of apartments and hotel rooms affected and not on the basis of the conclusions for each single apartment/room. In other words, an impact may be significant for an individual apartment/hotel room, however, the proposal remains acceptable on balance when considering the totality of views affected in the building, the extent of retention of water views (i.e. view sharing rather than full view preservation), retention of generally expansive CBD skyline views and also when considering the overall impacts and merits of the proposal on environmental planning grounds which need to be considered on balance with private residential impacts.

Given the site's Central Sydney location, its strategic importance in terms of the NSW Government's vision for the Pyrmont Peninsula and broader Innovation Corridor, and the anticipated investment in new public transport with a new Metro station slated for Pyrmont, the interruption of existing views that are currently unimpeded by any development is inevitable and reasonable in this context.

Further, while there will be impacts on private views from apartments and hotel rooms, it is considered that these impacts are also reasonable on balance given the significant contribution the amended Concept Proposal will make to the improvement of the urban realm. Whilst an impact on an individual apartment/hotel room can be classified as a worst case as moderate or severe (though not all in this assessment), consideration of the building in its totality, within its Western Harbour precinct and gateway to the Sydney CBD context and within the context of the wider public benefits of the Concept DA must also be considered to determine whether a proposal is reasonable on balance. Whilst there are impacts on private views as assessed in this section those apartments/hotel rooms still capture daylight, generally retain CBD skyline views, have sky exposure as well as outlook over what will be a high quality development that will be of design excellence and include a more appealing roofscape in the form of planting/greenery. The importance of CBD Skyline views should not be undervalued, especially given the value they play at night-time for residential and hotel guests – where arguably (at least for hotel guests) that is the time when views are most appreciated given occupancy levels.

In terms of the public benefits of the proposal, they are substantial and include:

**Public Domain:**

- A new over 1,500sqm publicly accessible open space area (called ‘Guardian Square’) that is adjacent and directly accessible from Pymont Bridge (refer to **Figure 24**);
- Waterfront Promenade: Widening of the waterfront promenade and embellishments to provide much improved connectivity and waterfront experience (an increase in area of 474sqm).
- Event Steps and east-west through-site link: Generous space for people to meet and greet and enjoy the northern sun as well as providing a direct link through to the new Bunn Street bridge.
- Ribbon Stairs: providing improved and generous pedestrian access to Pymont Bridge/waterfront.
- Pymont Bridge: An upgrade of the paving at the western entry to the bridge and enlarged entry to bridge.
- Bunn Street bridge: A new pedestrian bridge providing a vital and direct link from Pymont through to the waterfront.
- 50 Murray St bridge: Retention of the existing bridge.
- Green roofs: Opportunities for Landscaping of roofs to provide attractive and embellished spaces (non-trafficable).

**Public Domain Activation:**

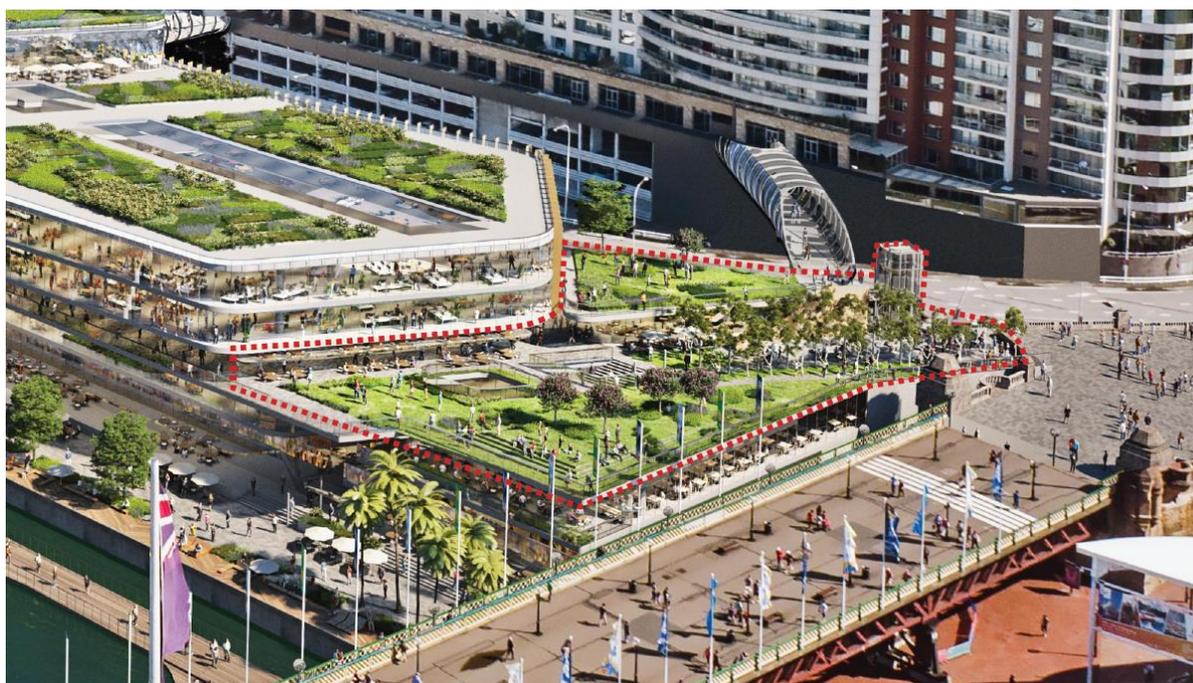
- Activation of the public realm directly around Harbourside, such as public domain works to Pymont Bridge undercroft; architectural lighting, art installations & wayfinding; furniture, WI-FI, AV & PA, lasers & CCTV etc.

**Affordable Housing:**

- Voluntary Planning Agreement to be entered into with the NSW Department of Planning, Industry, and Environment with a cash contribution of \$5.2 Million to be provided for affordable housing.

**Economic:**

- Creation of 2,100 construction jobs, 4,400 additional long term jobs and \$15 billion contribution towards Central Sydney Gross Regional Product over 20 years (EY estimates based on previous scheme).



**Figure 24 Proposed Guardian Square**

The proposed improvements to waterfront connectivity and open space to allow the broader community, city workers and tourists to enjoy the benefits of the Site's waterfront location, needs to be balanced against the retention of private views. This is consistent with the aims of the Sydney Harbour REP which articulates that the public good has precedence over the private good whenever and whatever change is proposed for Sydney Harbour or its foreshores. This provision supports the principle that, in the context of the proposed development, the improvements to the public domain, in addition to the numerous other public benefits (as outlined above and further in the RTS), should be given precedence over private view loss. The location of the proposed publicly accessible open space (i.e. Guardian Square) is a key urban design principle of the amended Concept Proposal that has been developed specifically in order to improve the function of the public domain and to better integrate the Site to Pymont Bridge and the waterfront.

While the final mix of uses is still yet to be finalised in relation to the podium, the proposed envelope provides flexibility in order to potentially deliver some 28,000sqm of commercial NLA and 8,500sqm of retail GLA. This quantum of floor space is crucial and responds to a number of key strategic drivers. The nature of the site and indicative location for the proposed office space enables large campus sized commercial floor plates that are favoured by large multinational tech, finance and professional services companies. This offering will be able to take advantage of the site's location and context within the Innovation Corridor and more broadly the core Harbour CBD. The strength of the Harbour CBD relies heavily on the concentration of financial services industries and associated knowledge intensive industries and the proposal is therefore in full alignment with strategic planning objectives to make the Harbour CBD stronger and more competitive. This proposed employment generating floorspace to be accommodated within the podium also responds to the need to increase and maximise economic activity associated with the planned new Sydney Metro West station slated for Pymont. This investment in rapid public transport will have a catalytic effect on the Pymont Peninsula and challenges any premise that strategic sites like Harbourside should remain and not evolve. The reasonableness of private view impacts resulting from the proposed podium, which while larger than the existing Harbourside building is still at a low scale, therefore also need to be considered in this context.

The level of engagement and substantial efforts and changes made by the proponent in effort to maximise view sharing is also considered to be a relevant factor that further underpins the reasonableness of the current proposal. There are few projects and proponents who have been so receptive to reducing impacts than in the current case. While acknowledging surrounding sites do not benefit from being located adjoining the waterfront and therefore are not afforded/guaranteed any permanent protection of views, the proponent has shared its strategic site advantage on the water with surrounding buildings through a considered and skilful approach.

A final factor to consider in supporting the conclusion that the change in views from surrounding buildings is reasonable is the fact that foreground views will be immeasurably improved as a result of the proposal. The existing Harbourside Shopping Centre presents as a dominant, bland, tired and unattractive building. Mirvac plan to undertake an international design competition for the project which will deliver a future building of the highest standard of architectural, urban and landscape design. Landscaping is expected to be a key feature used across the podium rooftop, providing a soft and green outlook.

## 6.0 Summary and Conclusion

In the planning for the renewal of Harbourside, design emphasis has been placed on the retention and protection of key views and vistas at the street level and generally from or within the public domain from encroachment by the new building forms, and also to the siting and design of the new building in terms of maintaining and opening up views from the public domain to Sydney Harbour. Consideration has also been given to views and outlook available from existing private residences and other adjoining private development and to ensuring view sharing principles are met.

The evolution of the Concept Proposal has adopted a range of changes that have resulted in significant improvements to visual and view impacts on both the public domain and from surrounding development.

With respect to the street level public domain:

- Existing important views from the public domain at street level to the most significant and highly utilised public domain spaces within and in close proximity to Harbourside are retained;
- Existing public domain views to key heritage buildings and places are retained, including Pyrmont Bridge; visual connectivity to other heritage items in the vicinity is not significantly affected by the proposed new built form;
- The proposed new tower element continues with the evolution and change to the low scale character of the western edge of Darling Harbour, providing a new iconic building form that seeks to draw Darling Harbour into the wider CBD by redefining the density and height of development on the western side of Darling Harbour;
- Continuous and unobstructed sightlines to the foreshore are maintained to the public, and views to, through and over the site are retained such that the public / pedestrians will continue to enjoy the visual qualities of the harbour and its foreshores;
- The key design principles adopted for the tower will create a strong identifiable form when viewed within the city skyline and at the local pedestrian level;
- The majority of the proposed development footprint is of a low scale form, with the tower carefully positioned within the centre of the site having regard to a range of constraints and opportunities;
- The final resolved land use and floor plate size and tower orientation and positioning provides for a new urban dialogue to be achieved on the western side of Darling Harbour that recognises the site's proximity to the Sydney CBD, and ensures an appropriate relationship and dialogue with the ICC Hotel and future vision for the Pyrmont Peninsula;
- The positioning of the tower within the centre and widest part of the site, and some 135m away from Pyrmont Bridge ensures that the setting and appreciation of this important heritage item is preserved;
- The tower positioning and form avoids a wall of towers fronting Sydney Harbour, and supports ample sky views and a retained sense of openness on this western CBD fringe;
- The continuation of existing streets into site (e.g. Bunn Street connection) and its connection to an open and inviting rooftop space will establish new sightlines, visual permeability and views and vistas; and
- The creation of the planned rooftop public spaces will provide significant new vantage points for people to enjoy views across Darling Harbour and the CBD beyond.

The proposal will not detract from the overall visual connectivity for pedestrians in the public domain nor result in any significant adverse impact. Generally, the affected vantage points are not key places for pedestrians to stop and view the CBD or its skyline, and the wide range of different viewing points available within the Darling Harbour precinct and its approaches will continue to provide for variety and interest in the different views, vistas and sightlines available to pedestrians approaching and moving through the precinct from the north, south, east and west.

Low, medium and high-level views of the sky along streets and from public domain places (parks etc) are retained in a variety of contexts.

A summary of the visual impacts resulting from the Amended Concept Proposal on public domain views is provided within **Table 14**.

**Table 14 Summary of Public Domain Visual Impacts from Amended Concept Proposal**

Location	Visual Impact/Level of Affect
Barangaroo Foreshore (view 1)	Low-medium
King Street Wharf (view 2)	Low-medium
Market Street (view 3)	Low
Pymont Bridge (view 5, 13 and 14)	Low
Cockle Bay (view 4, 6, 8, 9, 16, 17 and 18)	Medium – High
Tumbalong Park (view 7)	Low-Medium
Darling Drive (view 10 and 12)	Low
Bunn Street (view 11)	Low
Pymont Bay Park (view 15)	Low-Medium

With respect to private views:

- The siting and design of the proposal (in particular the tower element) has specifically sought to respond to view sharing principles and to provide for the protection of views and outlook from adjoining private development to the greatest extent practicable in a highly urbanised inner city environment.
- The amended proposal has evolved and specifically responds to significant stakeholder feedback, including from 50 Murray Street, with the chosen form of a low scale podium and single tower positioned within the central (and widest part of the site) allowing for view sharing with surrounding buildings.
- The protection and preservation of views has been prioritised for residential buildings, over more transient short-term accommodation buildings.
- For those lower level apartments with the greatest degree of impacts, the proposal (podium and tower elements) is considered to continue to provide for a reasonable 'outlook' – despite there being a change in 'view', consistent with current planning objectives, strategies, principles and development controls for the CBD which recognise that outlook, as distinct from views, is the appropriate measure of residential amenity within a global CBD context. Outlook is retained from all affected apartments with an appropriate distance separation and with space / daylight provided.
- Whilst the proposed development will result in a reduction in, or loss of, some available private views, appropriate view sharing to existing residents of identified primary and secondary buildings is nonetheless achieved.
- Since the submission of the initial concept for the redevelopment of the site, and following community consultation, significant design evolution for the envelope (podium and tower) has occurred. This skilful design evolution has adopted urban design and architectural principles that have resulted in significant improvements in view impacts to adjoining development. The positioning of the tower element within the centre of the site (noting the tower can't go any further south given legal rights offered to the ICC Hotel) and away from being directly in the foreground of views from 50 Murray Street is one such skilful design move. The dropping of the northern podium to improve views from 50 Murray Street while at the same time providing an opportunity for a new significant public open space area to be provided that is level with Pymont Bridge is another example of how skilful design has been incorporated.
- The reduction in private views and change in outlook is considered reasonable given the Site's highly urbanised location, the close proximity of the developments to each other, existing Site constraints, and the functional requirements that are required to be met in relation to the design of the new building (particularly a podium design that aligns with expected modern retail and commercial offerings).

- There will be a reduction in views available from, in particular, the lower to mid-rise levels of One Darling Drive, The Novotel Hotel, the Ibis Hotel and the ICC Sydney Hotel in certain locations and aspects. This results from the creation of a transformed new retail, commercial and residential precinct where there is only currently a low-rise building in existence. The interruption of existing private views that are currently unimpeded by any development is inevitable in the context of an urban renewal project and is not unreasonable having regard to the highly urbanised global CBD environment of Sydney within which the land is situated and the evolving future character of the Pyrmont Peninsula. Notwithstanding, the proposed development has accommodated view sharing between and above buildings, and has sought to retain a reasonable level of water, Pyrmont Bridge, and CBD skyline views by the positioning of the building footprints and configuration of the public domain spaces and connections through the site.
- The reduction in private views resulting from the proposal also needs to be balanced by the new public viewing areas within the Site that will provide a benefit to the broader population of Sydney and NSW. The new pedestrian bridge and through-site link, waterfront event stairs, and the new Guardian Square Park spaces have been designed to enable visitors to view out from the Site towards the Sydney CBD and Darling Harbour. The enlarged pedestrian foreshore space also provides substantial benefits in terms of views and pedestrian flows around the harbour.
- In terms of view sharing principles the establishment of new facilities that provide for the broader public community to enjoy the waterfront location of Darling Harbour need to be balanced against the retention of views from the private domain. This is consistent with the aims of the Sydney Harbour REP which articulates that the public good (public views) take precedence over private good (private views) where change is proposed on the harbour or within its foreshores.

It is considered that the Amended Concept Proposal for the redevelopment of Harbourside achieves an appropriate balance between the protection of private views and the protection of public domain views in the delivery of a new world class high quality retail, dining and commercial centre catering for local and tourist markets and new iconic residential tower on the foreshore of Darling Harbour.

Taking into consideration the project in its totality, the development proposed is acceptable in terms of visual and view impacts.