

**Blackwattle Bay**  
**State Significant Precinct**

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# Attachment 15:

## Visual Impact Assessment

June 2021





**CLOUSTON** associates



# **INFRASTRUCTURE NSW BLACKWATTLE BAY PRECINCT LANDSCAPE CHARACTER & VISUAL IMPACT ASSESSMENT**

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Cover page: Blackwattle Bay looking at Sydney Fish Market  
This page: Existing Sydney Fish Market



# BLACKWATTLE BAY PRECINCT LANDSCAPE CHARACTER AND VISUAL IMPACT ASSESSMENT



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Note: This document is Preliminary unless Validated.





Blackwattle Bay Park looking at Anzac Bridge



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## EXECUTIVE SUMMARY

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Blackwattle Bay presents a significant opportunity for urban renewal across predominantly government owned land located approximately 1km from the Sydney CBD. NSW Government is investigating the delivery of a Metro Station in Pyrmont and has recognised the potential to transform the Pyrmont Peninsula with a new 20-year vision and planning framework through the Pyrmont Peninsula Place Strategy.

This LCVIA report has been prepared by CLOUSTON Associates on behalf of Infrastructure NSW, to form part of the Blackwattle Bay State Significant Precinct Study (SSP Study). The SSP Study seeks a rezoning for new planning controls for the Blackwattle Bay precinct, located on the south-western side of Pyrmont.

A Landscape Character and Visual Impact Assessment (LCVIA) takes into account all effects of change and development in a visual scene that may impact visual amenity. It is concerned with how the surroundings of individuals or groups of people may be specifically affected by change in the visual scene, both quantitatively and qualitatively.

The study has identified and evaluated the existing visual environment (while acknowledging that the current visual scenes may change in the future) and key views before progressing to an assessment of quantitative and qualitative criteria using best practice methodology.

The selection of views for detailed evaluation in this assessment have been derived from a number of sources including:

- Visual assessment policy guidance in particular the NSW Land and Environment Court Planning Principles;
- Background documents;
- Desktop mapping;
- In field evaluation.

After undertaking the aforementioned process, twenty viewpoints surrounding the Study Area were selected based on their appropriateness to give representative views from a range of public locations and distances.

Of the 20 viewpoints selected and analysed the findings are as follows:

- One viewpoint with a **negligible** rating
- One viewpoint with a **low** rating
- Six viewpoints with a **moderate/low** rating
- Three viewpoints with a **moderate** rating
- Six viewpoints with a **high/moderate** rating
- Three viewpoints with a **high** rating.

After undertaking the viewpoint assessments, a number of mitigation techniques were considered, and include:

- Avoidance – where the visual impact of the precinct is deemed of a scale that cannot be mitigated by any of the approaches outlined below, this approach implies relocating the precinct elsewhere on the site with lesser visual impacts or not proceeding with the precinct on the site at all;





## EXECUTIVE SUMMARY

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- Reduction – typically this approach seeks to mitigate impacts through the reduction of some part of the proposed structure or development (ie. reduced height or omission of parts of the built structure/s);
- Alleviation – this approach entails design refinements to the precinct to mitigate visual impacts. These refinements might typically include built form articulation, choice of material and colours and/or planting design;
- Off-site Compensation – where none of the above approaches will provide adequate visual impact mitigation for off site visual receptors, this approach entails off site works on the land from which the viewpoint is experienced (eg screening close to the viewpoint).

After considering these potential mitigation techniques, 'Alleviation' was considered the most appropriate through further design refinement during the detailed design phase and is outlined in Section 10.0 - Mitigation and Conclusion.

Importantly, it should be noted that this assessment has been undertaken for the maximum building envelopes for the precinct and could therefore be considered to be the highest rating for each viewpoint based on the precinct plan. During design development, viewpoint ratings have the potential to decrease as the design develops.

On balance it is the professional opinion of the authors of this assessment that (on the basis that the proposed mitigation measures are implemented through design development) the visual impacts combined with the overall visual catchment of the precinct, and the highly urbanised location that the precinct occupies, are such that they would not constitute reasons to hinder approval on visual impact grounds.



A scenic view of a waterfront promenade. In the foreground, a paved walkway with a metal railing runs along the water. A tree with dark green leaves is on the left, partially obscuring the view. In the background, a cable-stayed bridge with white pylons and cables spans the water. Beyond the bridge, a city skyline with various buildings, including a prominent red one, is visible under a blue sky with scattered clouds. Several white boats are docked at a pier on the right.

# PART A

existing conditions







## 1.0 Introduction



*Fig trees avenue along Wentworth Park*



## 1.0 INTRODUCTION

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### BACKGROUND

Infrastructure NSW (INSW) is supporting the New South Wales (NSW) Government's ambition to drive an internationally competitive economy, through the creation of great destinations on Sydney Harbour that will transform Sydney, New South Wales and Australia.

The Blackwattle Bay Precinct has been identified as a priority destination. The immediate actions set out in the Transformation Plan: Bays Precinct Sydney dated October 2015 include initiating the development of the Blackwattle Bay Precinct by rejuvenating the Sydney Fish Market (wholesale and retail) and creating a new world class market place.

In April 2016, the NSW Minister for Planning declared the urban renewal of the Blackwattle Bay Precinct as a matter of State planning significance. INSW, in collaboration with the Department of Planning, Industry and Environment (DPIE), and the City of Sydney (CoS) is investigating the potential for renewal of the Blackwattle Bay (BWB) through the State Significant Precinct (SSP) process.

This process involves the preparation of a State Significant Precinct Study to inform and guide development of a rezoning proposal, otherwise known as the State Significant Precinct (SSP) Proposal. The SSP Proposal relates to the Blackwattle Bay Precinct investigation area.

As part of the current and previous planning processes undertaken for the Blackwattle Bay Precinct, a substantial number of background studies have been undertaken. This work is to be supplemented by a Landscape Character and Visual Impact Assessment (LCVIA) that will set the baseline condition and make recommendations for built environment controls for the BWB, ensuring that all future development retains and enhances the precinct's visual quality.





Looking at existing Sydney Fish Market from Wentworth Park entrance

## 1.0 INTRODUCTION

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### APPROACH TO VISUAL IMPACT ASSESSMENT

Landscape Character and Visual Impact Assessments (LCVIA) aim to ensure that all possible effects of change and development in the landscape, views and visual amenity are taken into account. They are concerned with how the surroundings of individuals or groups of people may be specifically affected by change in the landscape, both quantitatively and qualitatively.

Judgement as to the significance of the effects is arrived at by a process of reasoning, based upon analysis of the baseline conditions, identification of visual receptors (the viewers) and assessment of their sensitivity, as well as the magnitude and nature of the changes that may result from any development.

This assessment is an independent report and is based on a professional analysis of the Precinct at the time of writing. The current and potential future visual receptors themselves have not been consulted about their perceptions.

The analysis and conclusions are therefore based solely on a professional assessment of the anticipated impacts, based on a best practice methodology.

### RELEVANT METHODOLOGIES

In the planning context of NSW there are several methodologies documented by the NSW State Government that relate to the assessment of visual impact from varying types of development.

While none of these methodologies focus specifically on built form per se, the two methodologies of most relevance to this assessment which address both land and water based developments are:

- **EIA-N04 Environmental Impact Assessment Practice Note: Guideline for Landscape Character and Visual Impact Assessment** published by Transport for NSW, Sydney, NSW – this methodology principally relates to the impact of road development, but includes a comprehensive methodology that is also applicable to built form
- **NSW Land and Environment Cost Principles** - Importantly also, the Commissioners of the NSW Land and Environment Court have developed Planning Principles that relate to visual impact assessment derived from two key cases, namely *Tenacity Consulting v Warringah Council* and *Rose Bay Marina Pty Limited v Woollahra Municipal Council* (2013).

### CHRONOLOGY OF ASSESSMENT

For this LCVIA the sequential assessment steps employed in determining the potential visual impact of future development in the BWB are as follows:

- *Stage 1: Establishing the baseline* – drawing on background documents and site investigation to document the existing landscape character and visual environment of the study area and its visual catchment. This leads to establishing the most significant views and vistas currently enjoyed within the BWB and views towards the proposed development areas
- *Stage 2: Planning and Design Principles* - development of principles that will guide the visual qualities of future development within the BWB
- *Stage 3: Visual Impact Assessment* - assessment of the visual impacts of proposed development options for the BWB, set against the planning and design principles. This leads to determining any mitigation measures that may be required to reduce visual impacts from the preferred development option.

The methodology also includes the use of photomontages to document and assess the quantitative and qualitative visual impacts of development proposals.

A detailed methodology is provided in Appendix A and Appendix B.





Figure 2.1 - Investigation area. (source iNSW)



## 2.0 THE SITE AND PRECINCT PLAN

### THE STUDY AREA

Blackwattle Bay (BWB) is located at the western edge of Pyrmont, less than two kilometres from the Sydney CBD (see Figs 2.2 and 2.3)

The Blackwattle Bay precinct comprises primarily of government-owned land on the southern and eastern sides of Blackwattle Bay. The Study Area includes land surrounding the southern pylon of the Anzac Bridge, the existing Sydney Fish Market site and wharves at the head of Blackwattle Bay. There are also a number of privately owned properties located within the boundaries of the area.

The existing Sydney Fish Market is privately operated under a long term Head Lease. It extends over four hectares and comprises more than 18,000 square metres of gross floor area, including approximately 10,600 square metres of ground floor retail and auction floor area. Adjacent at-grade parking can accommodate approximately 470 cars.

The head of Blackwattle Bay currently includes charter boat mooring and the new Sydney Fish Market construction site (formerly Hanson Batching Plant). Various marina berths that accommodate a limited number of commercial fishing vessels and recreational boat users are also to be found in the adjacent water area.

The Sydney Secondary Campus, Wentworth Park and residential areas of Glebe and Pyrmont are immediately adjacent to the Blackwattle Bay Precinct.

Figures 2.3 and 2.4 overleaf illustrate the city context of the Study Area. Figure 2.3 also documents radial distances from the centre of the study area, which have a direct bearing on aspects of visibility of the site as described later in the report.

The Study Area consists of the following water and land ownership areas:

- State Government Land (prior to new SFM): 8.4 ha
- Land (including new SFM): 10.4 ha
- Water Area (prior to new SFM): 23 ha
- Water (including new SFM): 21 ha
- Existing SFM site: 41,863sqm / 4.2ha
- Private Landowners: 15,735sqm / 1.6ha.

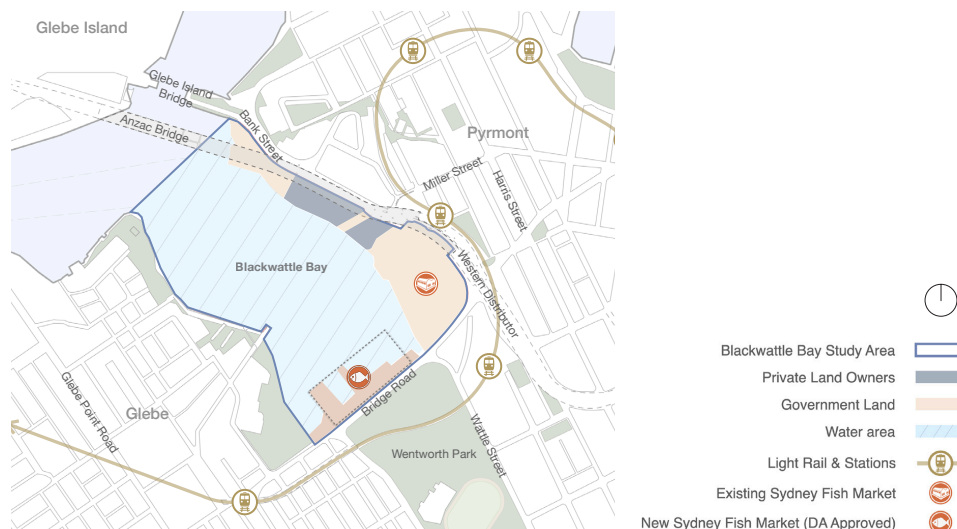


Figure 2.2 - Existing Site Ownerships. (fjmtstudio - Urban Design Statement Volume 1)



2.0 THE SITE AND PRECINCT PLAN



Figure 2.3 - City context of the study area (source NearMap)





Blackwattle Bay SSP Study Area





2.0 THE SITE AND PRECINCT PLAN



Figure 2.4 - City site context. (source aero3Dpro)

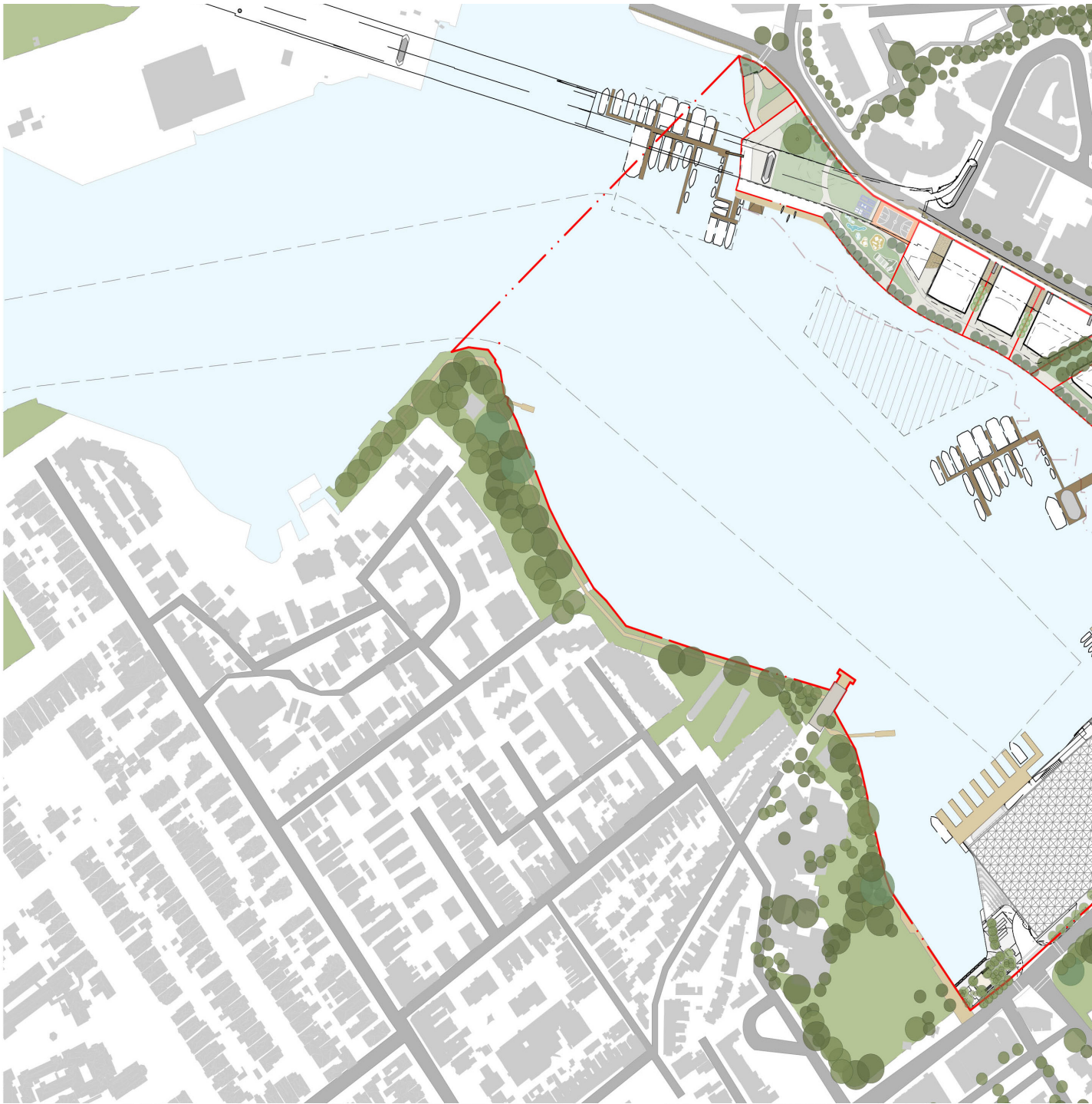




Blackwattle Bay SSP Study Area



2.0 THE SITE AND PRECINCT PLAN



**fjmt**

**Final Precinct Plan | 1:4000**

iNSW - Blackwattle Bay Masterplan

Figure 2.4 - Precinct Plan. (source fjmtstudio)





## THE PRECINCT PLAN

The Blackwattle Bay Precinct Plan (BBPP) provides a master plan to guide planning controls for the precinct and has informed this assessment. The Precinct Plan is shown in Figures 2.4 and 2.5.

The Precinct Plan provides overarching guidance about how the area should be developed based on local character and place, current and future demographics, economic and social trends, cultural and environmental considerations, and urban renewal aspirations and needs regarding land use, community recreation, transportation, housing, and jobs.

The precinct includes for new homes, jobs and services close to the CBD including:

- 5,636 jobs
- 2,795 residents.

1:4000 @ A3

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For Information

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2.0 THE SITE AND PRECINCT PLAN

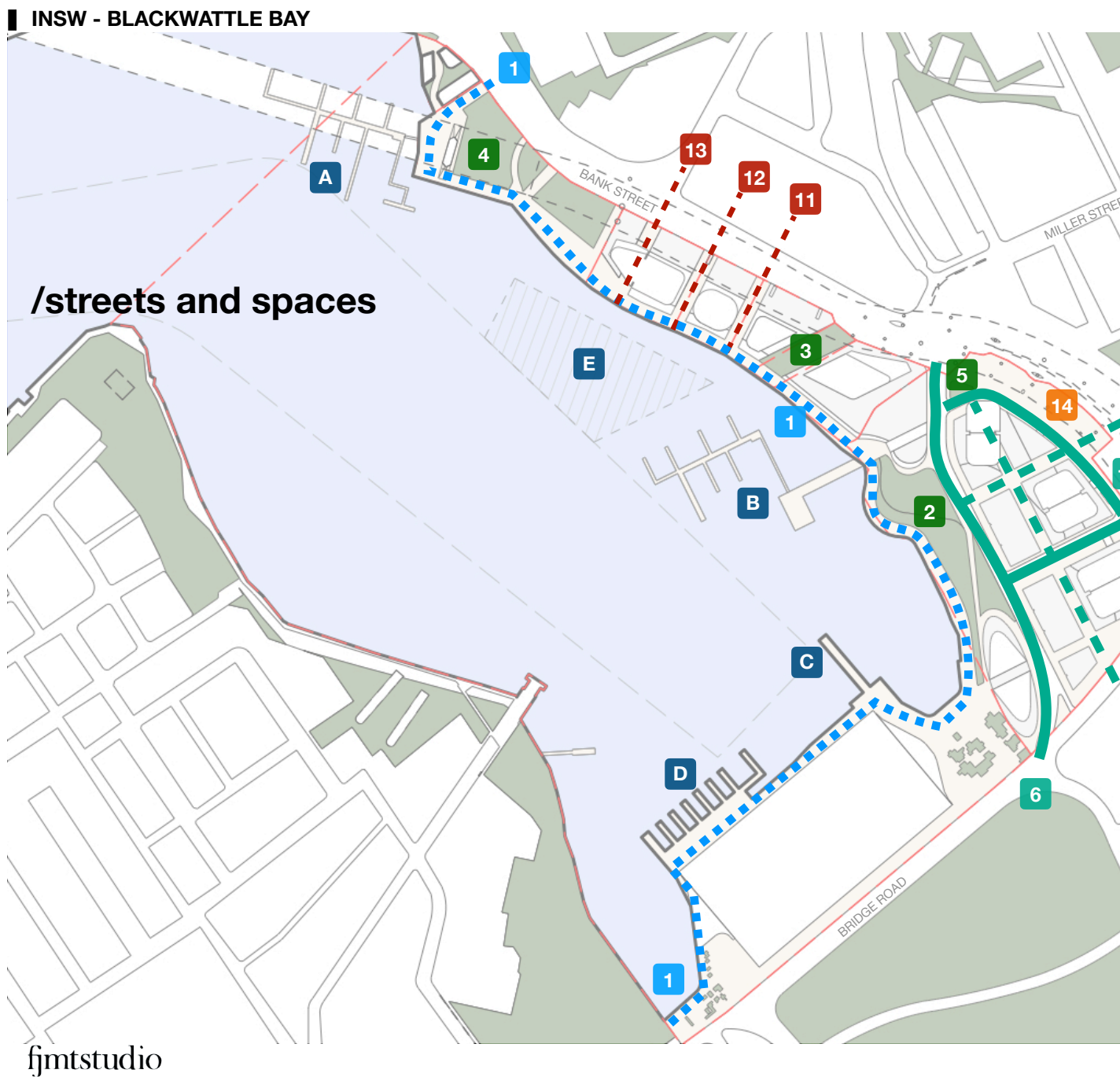
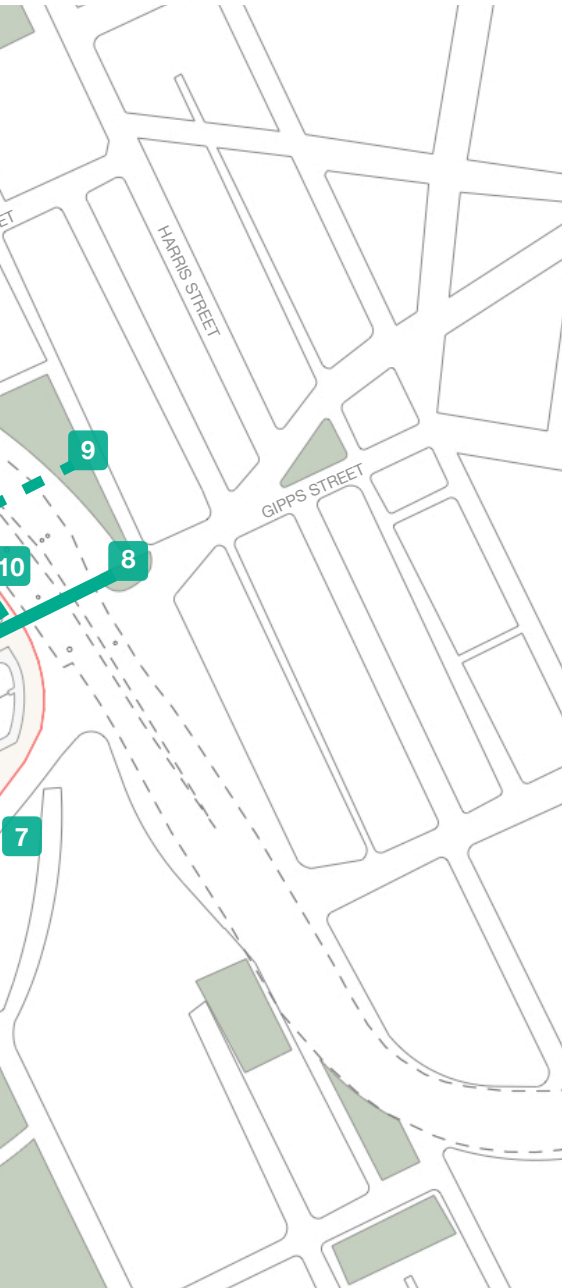


Figure 2.5 - Precinct Plan - Streets and Spaces. (source fjmtstudio)





#### WATERFRONT PROMENADE

- 1 WATERFRONT PROMENADE

#### OPEN SPACES

- 2 WATERSIDE PARK
- 3 MILLER STREET RESERVE
- 4 BANK STREET OPEN SPACE
- 5 NORTH ENTRY PLAZA

#### STREETS / LANES

- 6 PARK STREET
- 7 PARK LANE ARCADE
- 8 GIPPS STREET
- 9 GIPPS LANE
- 10 BANK LANE

#### ARCADES / PLACES

- 11 THIRD ARCADE
- 12 FOURTH ARCADE
- 13 QUARRY MASTER DR

#### UNDER WESTERN DISTRIBUTOR

- 14 EXPLORATION ZONE

#### MARINAS / WHARFS

- A DAY CHARTER MARINA
- B CORPORATE CHARTER MARINA  
POTENTIAL FERRY STOP
- C RECREATIONAL WHARF AND  
POTENTIAL FERRY STOP
- D FISHING FLEET WHARF
- E POTENTIAL FUTURE MARINA

## THE PRECINCT PLAN

Key characteristics of the Precinct Plan include:

- A continuous waterfront promenade – the missing link in an otherwise 15km walk from Woolloomooloo to Rozelle
- New connections to bring the neighbourhood closer to the harbour through new and improved pedestrian and cycling links

Improved transport options and minimised vehicle usage strategy including:

- Minimising car parking spaces, provided in basement and limited on street parking.
- Ferry wharf
- Opportunity for buses to service through site link
- Connections to the existing light rail
- Access to a future Sydney Metro West Station in Pyrmont
- New parks and green space with 50% new public domain and 30% new open space
- An authentic, and world class new Sydney Fish Market at the heart of Blackwattle Bay
- An authentic place, by building on Indigenous and industrial stories and celebrating the local character.



2.0 THE SITE AND PRECINCT PLAN



Figure 2.6 - Blackwattle Bay Precinct within local context (Source ffmtstudio and NearMap)





Blackwattle Bay  
Study Area





3.0 Planning context



Blackwattle foreshore park looking towards BWB site



## 3.0 PLANNING CONTEXT

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This section briefly outlines the principal legislative, policy and planning context for the study area.

### LEGISLATIVE POLICY AND CONTEXT

The key legislative and planning instruments that have a bearing on the visual and amenity assessment and implications of the proposed development include;

- A. Environmental Planning and Assessment Act, 1979 (NSW)
- B. Sydney Regional Environmental Plan SREP (Sydney Harbour Catchment) 2005
- C. Sydney Harbour Foreshore and Waterways Area Development Control Plan (SHFWA DCP) 2005
- D. State Environmental Planning Policy No. 71 - Coastal Protection
- E. The Land and Environment Court's Planning Principles (for assessing views)
- F. City of Sydney Local Environmental Plan 2012
- G. City of Sydney Development Control Plan 2012
- H. Sydney Regional Environmental Plan No 26 - City West.

### RELEVANT TECHNICAL REPORTS

The key technical reports that have a bearing on the visual amenity assessment and implications of the proposed development include but not limited to;

- A. Blackwattle Bay Precinct Plan - Urban Design Statement Volume 1
- B. Blackwattle Bay Precinct Plan - Urban Design Statement Volume 2



3.0 PLANNING CONTEXT

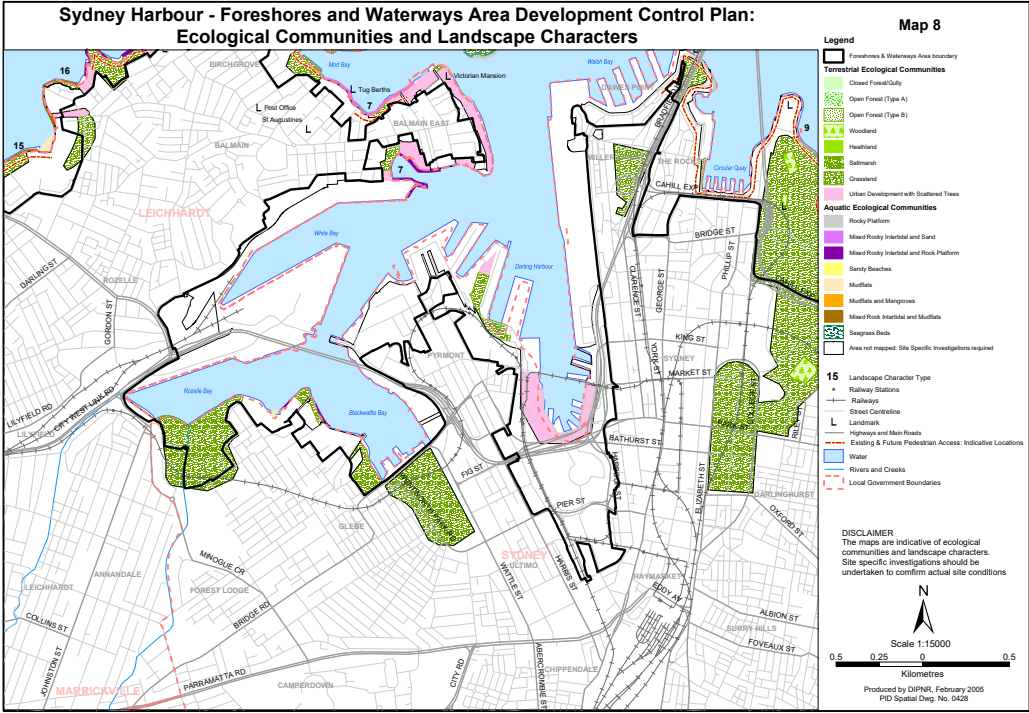


Figure 3.1 - Sydney Harbour - Foreshores and Waterways Area Development Control Plan. (source NSW legislation)

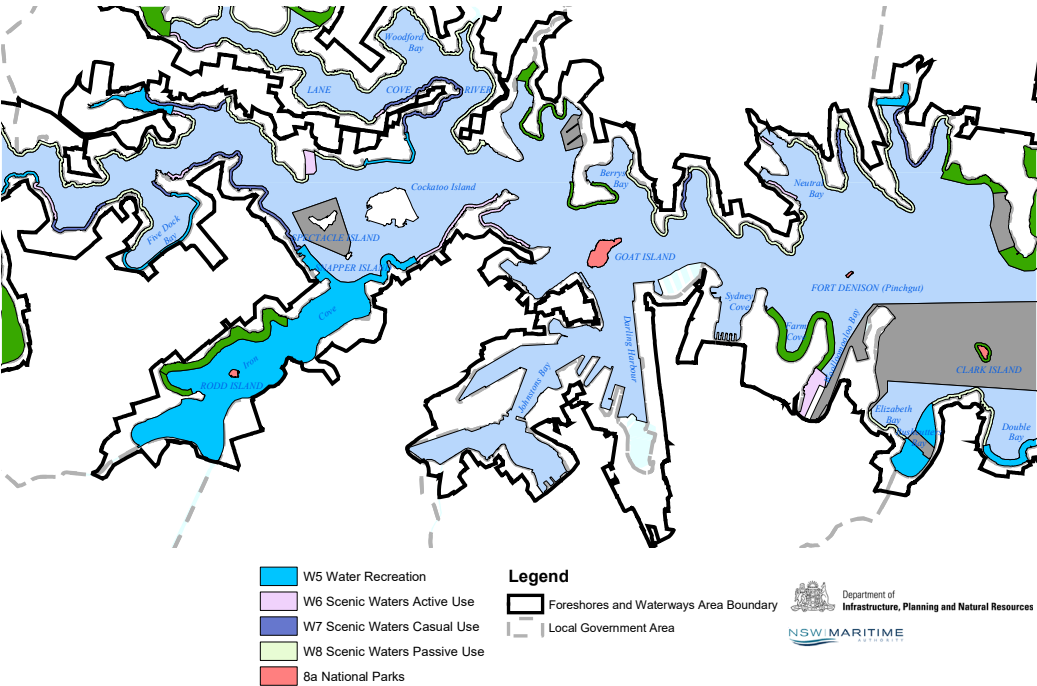


Figure 3.2 Sydney Regional Environmental Plan Zoning Map. (source NSW legislation)



## 3.0 PLANNING CONTEXT

### A. Environmental Planning and Assessment Act, 1979 (NSW)

This ACT legislates that development consent for proposed marinas is required under Part 4 and is compliant with the provisions of Sydney Harbour REP and the North Sydney LEP. The ACT requires the approval authority to consider the environmental impacts of development and to assess development according to relevant environment policies and development control plans.

### B. Sydney Regional Environmental Plan SREP (Sydney Harbour Catchment) 2005

Part 2 of the SREP presents planning principles to be considered and achieved where possible (see Fig 3.1). Blackwattle Bay is designated "W6 Scenic Waters Active Use," (see Fig 3.2) Key principles relating to visual or scenic issues include:

#### 13 Sydney Harbour Catchment

- (b) the natural assets of the catchment are to be maintained and, where feasible, restored for their scenic and cultural values and their biodiversity and geodiversity
- (f) development that is visible from the waterways or foreshores is to maintain, protect and enhance the unique visual qualities of Sydney Harbour
- (g) the number of publicly accessible vantage points for viewing Sydney Harbour should be increased.

#### 14 Foreshores and Waterways Area

- (e) development along the foreshore and waterways should maintain, protect and enhance the unique visual qualities of Sydney Harbour and its islands and foreshores.

#### 15 Heritage Conservation

- (d) the natural, scenic, environmental and cultural qualities of the Foreshores and Waterways Area should be protected.
- (e) significant fabric, settings, relics and views associated with the heritage significance of heritage items should be conserved.

#### 25 Foreshore and waterways scenic quality

- (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,
- (c) the cumulative impact of water-based development should not detract from the character of the waterways and adjoining foreshores.

#### 26 Maintenance, protection and enhancement of views

- (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.

#### 27 Boat storage facilities

- (e) boat storage facilities should be as visually unobtrusive as possible.



## 3.0 PLANNING CONTEXT

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### **C. Sydney Harbour Foreshore and Waterways Area Development Control Plan 2005**

The SHFWA DCP uses performance-based criteria and guidelines relating to visual and natural environments. The visual impact of proposed developments on the landscape is required to be considered by the consent authority. The SHFWA DCP states that the visual impact of a development will vary depending on:

- the nature of the proposal - its height, siting, scale, colour, reflectivity and function
- the landscape setting in which it is proposed
- the degree of change created - whether it will be minimal or not
- the ability of the proposal to integrate with the landscape character.

### **D. State Environmental Planning Policy No. 71 - Coastal Protection**

This policy is legislation made under the Environmental Planning and Assessment Act 1979. The aims of the policy regarding scenic or visual issues are to ensure that the visual amenity of the coast is protected and to ensure that the type, bulk scale and size of development is appropriate. Key visual matters for consideration by the consent authority include:

- the suitability of the development given its type, location and design
- any detrimental impact that the development may have on the amenity of the coastal foreshore, including any significant overshadowing of the coastal foreshore and any significant loss of views from a public place to the coastal foreshore
- the cumulative impacts of the proposed development

### **E. The Land and Environment Court Planning Principles**

The Land and Environment Court of New South Wales was established in 1980 by the Land and Environment Court Act 1979. Relevant principles have been developed in visual assessment case judgments to guide future decision-making in development appeals. These include separate but related principles for private and public domain views.

The Principles set out a process for assessing the acceptability of impact. The two most relevant cases to this site are:

- Private views - *Tenacity Consulting v Warringah Council* (2004)
- Public domain views - *Rose Bay Marina Pty Limited v Woollahra Municipal Council* (2013)

### **Planning Principle for Private views - *Tenacity Consulting v Warringah Council* (2004)**

The key points from this principle include:

#### *Assessment of views to be affected*

- Water views are valued more highly than land views.
- Iconic views (eg of the Opera House, the Harbour Bridge or North Head) are valued more highly than views without icons.



### 3.0 PLANNING CONTEXT

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- Whole views are valued more highly than partial views, e.g. a water view in which the interface between land and water is visible is more valuable than one in which it is obscured.

#### *What part of the property the views are obtained*

- The protection of views across side boundaries is more difficult than the protection of views from front and rear boundaries.
- Sitting views are more difficult to protect than standing views.

#### *Extent of the impact*

- The impact on views from living areas is more significant than from bedrooms or service areas.
- It is usually more useful to assess the view loss qualitatively as negligible, minor, moderate, severe or devastating.

#### *Reasonableness of the proposal*

- With a complying proposal, the question should be asked whether a more skilful design could provide the applicant with the same development potential and amenity and reduce the impact on the views of neighbours. If the answer to that question is no, then the view impact of a complying development would probably be considered acceptable and the view sharing reasonable.

#### **Planning Principle for Public domain views - Rose Bay Marina Pty Limited v Woollahra Municipal Council (2013)**

The assessment process from this principle includes:

#### *Identification Stage*

Identify the nature and scope of the existing views from the public domain:

- the nature and extent of any existing obstruction of the view
- relevant compositional elements of the view
- what might not be in the view - such as the absence of human structures in the outlook across a natural area
- is the change permanent or temporary.

This is followed by identifying the locations in the public domain from which the potentially interrupted view is enjoyed and the extent of obstruction at each relevant location. The intensity of use of these locations is also to be recorded. Finally, the existence of any documents that identify the importance of the view - ie. international, national, state or local heritage recognition is ascertained.

#### *Analysis of impacts*

- The analysis required of a particular development proposal's public domain view impact is both quantitative as well as qualitative.
- A quantitative evaluation of a view requires an assessment of the extent of the present view, the compositional elements within it and the extent to which the view will be obstructed by or have new elements inserted into it by the proposed development.



### 3.0 PLANNING CONTEXT

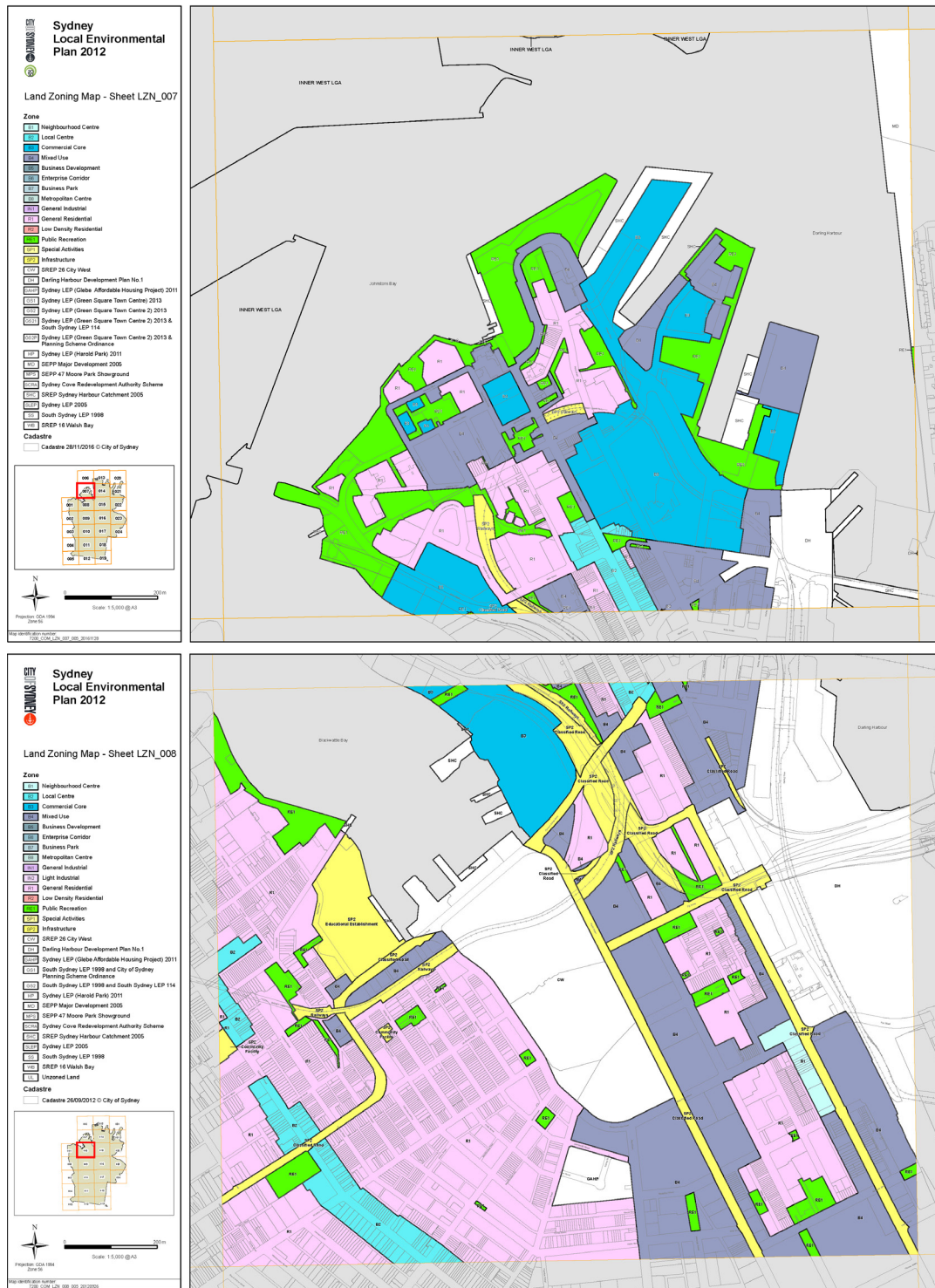


Figure 3.3 - Sydney Local Environmental Plan 2012 - Land Zoning Map. (source NSW legislation)



### 3.0 PLANNING CONTEXT

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- In the absence of any planning document objective/aim, the fundamental quantitative question is whether the view that will remain after the development (if permitted) is still sufficient to understand and appreciate the nature of and attractive or significant elements within the presently unobstructed or partially obstructed view. If the view remaining (if the development were to be approved) will be sufficient to understand and appreciate the nature of the existing view, the fundamental quantitative question is likely to be satisfied.
- The outcome of a qualitative assessment will necessarily be subjective. However, although beauty is inevitably in the eye of the beholder, the framework for how an assessment is undertaken must be clearly articulated. Any qualitative assessment must set out the factors taken into account and the weight attached to them. Whilst minds may differ on outcomes of such an assessment, there should not be issues arising concerning the rigour of the process.
- As with Tenacity, a high value is to be placed on what may be regarded as iconic views (major landmarks or physical features such as land/water interfaces).

Other factors to be considered in undertaking a qualitative assessment of a public domain view impact include:

- Is any significance attached to the view likely to be altered?
- If so, who or what organisation has attributed that significance and why have they done so?
- Is the present view regarded as desirable and would the change make it less so (and why)?
- Should any change to whether the view is a static or dynamic one be regarded as positive or negative (and why)?
- If the present view attracts the public to specific locations, why and how will that attraction be impacted?
- Is any present obstruction of the view so extensive as to render preservation of the existing view merely tokenistic?
- However, on the other hand, if the present obstruction of the view is extensive, does that which remains nonetheless warrant preservation (it may retain all or part of an iconic feature, for example)?
- If the change to the view is its alteration by the insertion of some new element(s), how does that alter the nature of the present view?

The principles established by the Court from both cases have been integrated into the approach adopted for this evaluation.



3.0 PLANNING CONTEXT

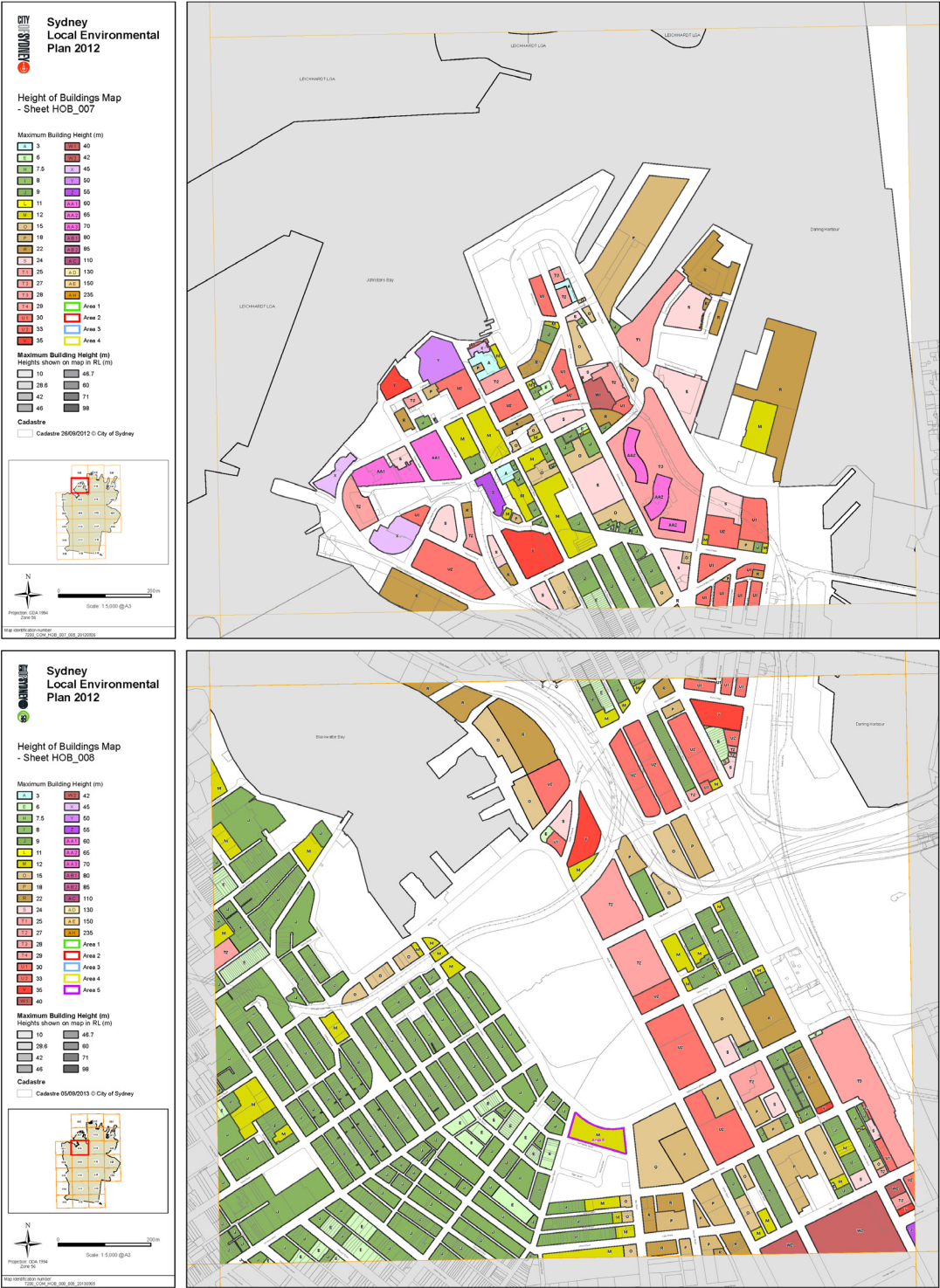


Figure 3.4 - Sydney Local Environmental Plan 2012 - Height of Buildings Map. (source NSW legislation)



## 3.0 PLANNING CONTEXT

### F. City of Sydney Local Environmental Plan 2012

The Local Environmental Plan for the City of Sydney (LEP 2012) is illustrated in Figure 3.3 and 3.4. The most significant aspects of the land use zones and height of buildings within the LEP that have a bearing on visual impact issues include:

- The extent of land zoned RE1 Public Recreation on the western side of the Bay (extensive public domain views enjoyed by large numbers of park users every day)
- The zoning CW (SREP 26 City West) for the head of the bay including the northern end of Wentworth Park (publicly accessible parkland) which falls within the immediate visual catchment of the precinct
- The extent of SP2 Classified Roads that border the eastern side of the precinct, including the elevated deck of the Anzac Bridge
- The BS3 Commercial zoning of the eastern section of the precinct land
- The Glebe Island bridge headland zoned RE1 Public Recreation with views down to the head of the bay.

These zonings demonstrate the significant areas of parkland and roadway within the public domain from which close views of the study area are – and will be – enjoyed during the week and at weekends throughout the year, by large numbers of the general public.

### G. City of Sydney Development Control Plan 2012

Section 2 of the DCP 2012 presents locality statements to be considered and achieved where possible. The following statement relates to visual or scenic issues:

- A strong physical definition of streets and public spaces by buildings is a predominant characteristic of the area and is to be maintained. New development is to align with the street, address historic buildings. A high quality public domain is encouraged with awnings and easily identifiable building entrances seen from the street.

Key principles relating to visual or scenic issues include:

- Maintain views and vistas from the public domain to the harbour, Central Sydney and surrounding areas.
- Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.
- Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

### H. Sydney Regional Environmental Plan No 26 - City West

Part 2 of the SREP (No 26 - City West) presents planning principles to be considered and achieved where possible. Key principles relating to visual or scenic issues include:

- Public access to the entire foreshore in City West is to be provided. Opportunities for waterfront and water-based recreation and tourism activities, compatible with adjoining land uses, are to be provided
- Development in City West is to enhance, complement and contribute to the development of the public domain in order to create a high-quality physical environment for access, enjoyment and recreation for residents and workers
- The items and areas of heritage significance in City West are to be conserved and enhanced. New development is to respect the character of heritage items and conservation areas. The re-use of heritage buildings through adaptation and modification is to be encouraged.



## 4.0 Landscape character and visual environment



*Sydney Fish Market looking at Blackwattle Bay Park*

## 4.0 LANDSCAPE CHARACTER AND VISUAL ENVIRONMENT

### EXISTING LANDSCAPE CHARACTER

The landscape character of the BWB Study Area and of Blackwattle Bay which it fronts varies greatly in nature, offering a spectrum of landscape experiences from open water views with a city backdrop to more intimate enclosed parkland and street spaces on the foreshore. The dominant landscape characteristics may briefly be summarised under the following headings.

#### Natural Topography

The locality's physical geography of sandstone ridges defining Blackwattle Bay (see Figure 4.2) creates an 'amphitheatre' experience for the head of the bay with built form on the ridges forming the skyline.

#### Built Form and Skyline

There is a strong distinction between the built form character on the northern and southern sides of the Bay. To the north the high rise commercial and residential buildings of Pyrmont, Ultimo and the City form the backdrop to the Bay, while the lower rise buildings and finer grain streets of Glebe (see Figure 4.1) create a less defined and more gradually revealed skyline to the south, where street trees on the ridges are often as dominant as built form.

From many viewpoints on the western shore of the Bay, looking east, the elevated skyline of the CBD is evident and hallmarked by familiar buildings such as Sydney Tower and more recently the new casino at Barangaroo.

#### Vegetation

While there is limited mature vegetation on the eastern foreshore, the extensive parklands on the western foreshore are characterised by considerable mature tree canopies. There are also significant groups of trees in views around the Bay, most notably the line of large, mature Fig trees along Bridge Road, the trees within Blackwattle Bay Park and smaller groups of trees such as in Bulwara Road softening the built-form.

#### Waterway

The character of the waterway itself is open with a mostly regular foreshore edge. The waterway forms the extensive foreground to the landscape experience, where recreational and commercial marine activities take place. The foreshore transition between Rozelle Bay and Blackwattle Bay changes in orientation, creating varied views and angles where the lapping waves wash up at different intensities depending on the edge orientation (Rozelle Bay to the southwest, Blackwattle Bay to the southeast).

#### Anzac Bridge

Anzac Bridge was designed and built between 1989 and 1995. It is a reinforced concrete cable-stayed bridge built over Jones Bay between Glebe Island and Pyrmont. Due to its scale and design, the Anzac Bridge has historical significance at the State level. It comprises an important and dominant visual element with Blackwattle Bay's visual landscape.



## 4.0 LANDSCAPE CHARACTER AND VISUAL ENVIRONMENT

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### EXISTING VISUAL ENVIRONMENT

The visual environment of the Study Area is dominated by water, extensive built form (including bridges and roads) in combination with areas of foreshore parkland. The proposed Sydney Fish Market will be of a scale and design that will form a focal termination at the head of the bay.

### Significant Views and Vistas

The Blackwattle Bay Precinct Plan identifies a range of important views in the immediate vicinity of the Study Area (see Fig 4.3). Taken in the wider context of the study area's visual catchment these views extend to the northwest and are described in more detail in Sections 6 and Section 7.

### Landmarks and Dominant and Visual Features

The most visually prominent individual elements in the landscape of the BWB's visual catchment include:

- Sydney Tower;
- CBD skyline;
- The existing Sydney Fish Market;
- Hymix Concrete Batching Plant and adjoining buildings such as Poulos Brothers Seafood and Celestino building;
- Bellevue Cottage on the Blackwattle Bay headland;
- Clusters of mature trees such as on Bridge Road.

### Water Views

The Bay waterway is the most significant visual element in the Study Area and forms a core visual focus from the foreshore.

Water users experience extensive open views to the Study Area at water level, often dominated by the Anzac Bridge to the north. From the water the more dominant elements of the views to the CBD looking east contrast with those of the parkland foreshore views to the southwest.

### Distant and Filtered Views

The topography and built form of the Study Area and immediate environs limit an extensive visual catchment beyond the Bay itself, further restricted by large structures such as the Anzac Bridge. While numerous privately owned buildings have views to the Study Area, public views beyond the Bay itself are mostly confined to long distance and filtered views such as from Birrung Park in Balmain.

## 4.0 LANDSCAPE CHARACTER AND VISUAL ENVIRONMENT

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### Visual Barriers

Figures 4.3 and 4.4 are sourced from the Blackwattle Bay Precinct Plan and identify some of the physical and visual connections that exist and/or which are proposed for the future development of the Study Area.

Figure 4.3 in particular identifies that there are significant view barriers to important geographical and social features of the area such as Blackwattle Bay and Wentworth Park. Most notably the report identifies the following visual barriers:

#### Barriers to views of Blackwattle Bay include:

- Built form barriers throughout the Bay. In particular, at the head of Blackwattle Bay along Pyrmont Bridge Rd and on the east side of the Bay at the existing Sydney Fish Markets.
- Vegetation barriers at Sydney Secondary College and at the North of Wentworth Park;
- The remnants of the Coal Loader at the Head of Blackwattle Bay. (Currently being removed)
- Fences and temporary structures at the head of Blackwattle Bay and near the greyhound racing track.
- The Western Distributor and associated on-ramps and off-ramps limit views both at eye level and at elevated levels.

#### Barriers to views to Wentworth Park include:

- The Rail Viaduct that meanders through the Park which frames views at eye level;
- The Grandstand of the Greyhound racing track which compromises views to and within Wentworth Park;
- Fences and temporary sheds at the Greyhound racing track;
- Built form around Wentworth Park which focuses views down streets;
- The proposed Sydney Fish Market building.



4.0 LANDSCAPE CHARACTER AND VISUAL ENVIRONMENT



Figure 4.1 - Existing Open Space surrounding Blackwattle Bay Precinct. (source fjmt)

## 4.0 LANDSCAPE CHARACTER AND VISUAL ENVIRONMENT



Figure 4.2 - Existing Heritage Context & Archaeology Sites. (source fjmt)



4.0 LANDSCAPE CHARACTER AND VISUAL ENVIRONMENT

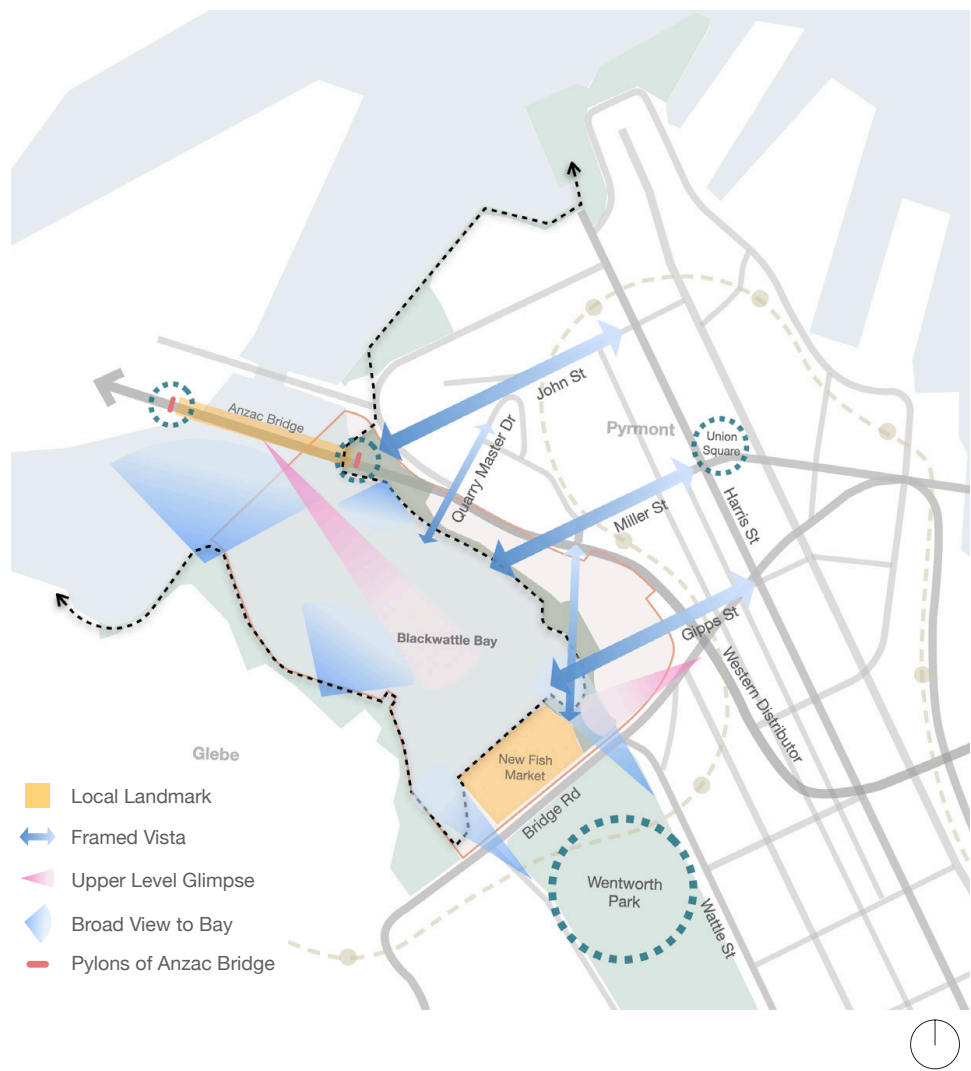


Figure 4.3 - Key Views Corridors. (source fjmt)

## 4.0 LANDSCAPE CHARACTER AND VISUAL ENVIRONMENT

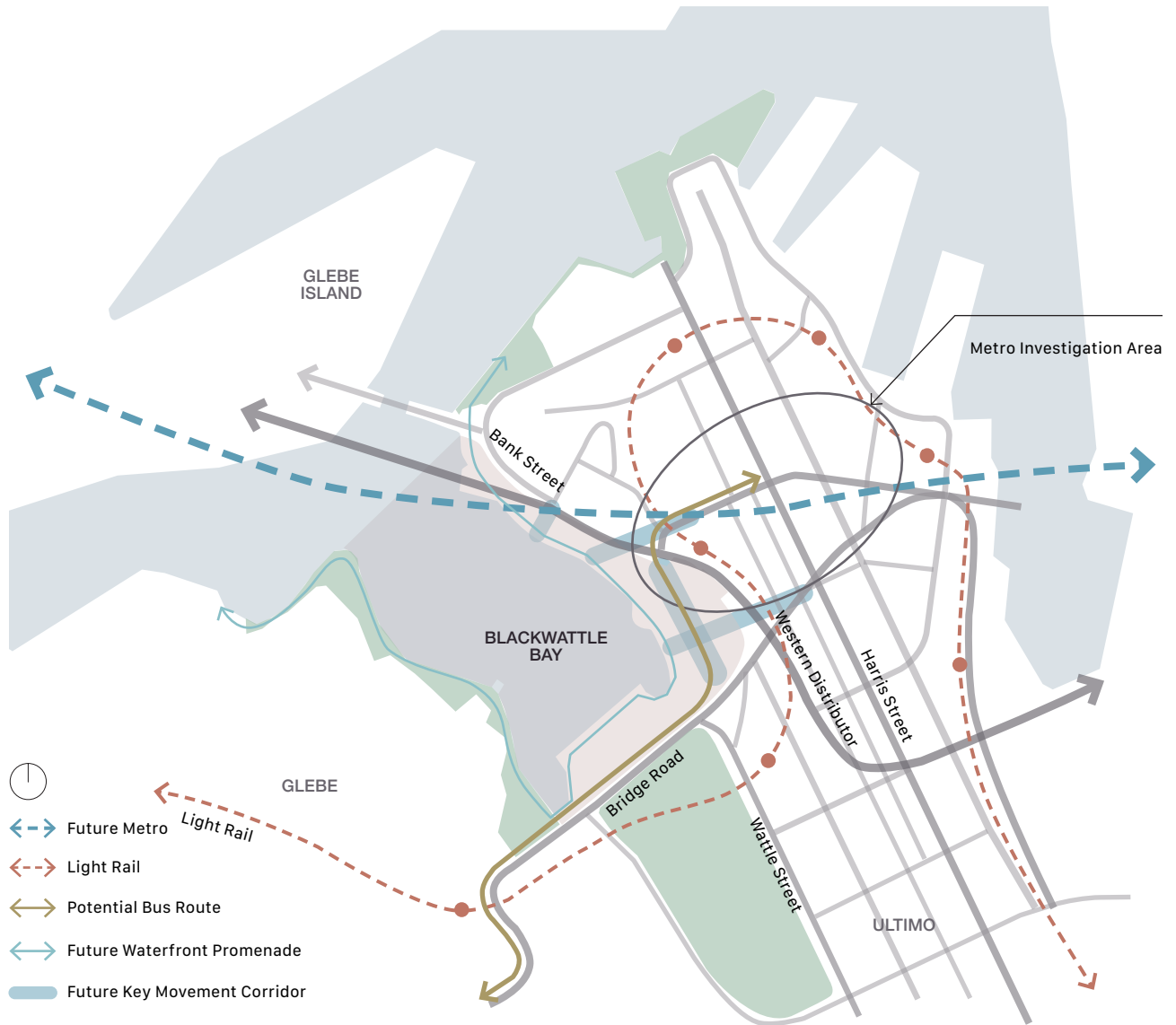


Figure 4.4 - Existing & Future Opportunities for Transport & Movement. (source fjmt)



## 4.0 LANDSCAPE CHARACTER AND VISUAL ENVIRONMENT

The following photos provide a selection of general views in the immediate vicinity of the Study Area that convey the variety in the landscape character of the area. View locations can be seen on Figure 4.6.



View A - Miller Street corner pocket park depicting the BWB overshadowed by the City West Link overpass.



View B - Sydney Fish Market wharf view looking west over BWB with ANZAC Bridge in the background.



View C - Sydney Fish Market carpark view highlighting the existing character of the built form.

^ Above photos are for reference only and are not used in assessment.



## 4.0 LANDSCAPE CHARACTER AND VISUAL ENVIRONMENT



View D - Sydney Fish Markets at the corner of Pyrmont Bridge Road and Wattle Street.



View E - Blackwattle Bay Park foreshore in front of Sydney Secondary College looking across Blackwattle Bay to the existing Sydney Fish Market.



View F - Sydney Rowing Club along Blackwattle Bay Park foreshore walk looking across Blackwattle Bay to the existing Sydney Fish Market.

<sup>^</sup> Above photos are for reference only and are not used in assessment.



## 4.0 LANDSCAPE CHARACTER AND VISUAL ENVIRONMENT



*View G - Sydney Rowing Club jetty looking across Blackwattle Bay to existing Sydney Fish Market with Sydney CBD in the background.*



*View H - Existing public open space along Glebe Foreshore walk at the end of Forsyth Street.*



*View I - Blackwattle Bay Park at the end of Leichhardt Street with heritage building in the foreground and ANZAC Bridge the focal point.*

<sup>^</sup> Above photos are for reference only and are not used in assessment.



## 4.0 LANDSCAPE CHARACTER AND VISUAL ENVIRONMENT

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View J - Open parkland between Glebe Point and Blackwattle Bay Park looking across Rozelle Bay towards ANZAC Bridge.



View K - Wentworth Park looking at the Investigation Area through mature Fig trees.



View L - Corner of City West Link Road and The Crescent with commercial marine activity in the foreground.

<sup>^</sup> Above photos are for reference only and are not used in assessment.



4.0 LANDSCAPE CHARACTER AND VISUAL ENVIRONMENT



Figure 4.6 - Blackwattle Bay within context of surrounding open space network. (source nearmap)





Legend

- Public Open Space
- BWB Study Area





## 5.0 VISUAL CATCHMENT ANALYSIS

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### EXISTING VISUAL CATCHMENT

Figures 5.1 and 5.2 establish the potential visual catchment of the BWB based on a desktop study of topography, vegetation and built form and height of buildings. Site visits of the areas are then undertaken to establish suitable viewpoints within them in order to inform viewpoint selection for the visual impact assessment of the Study Area.

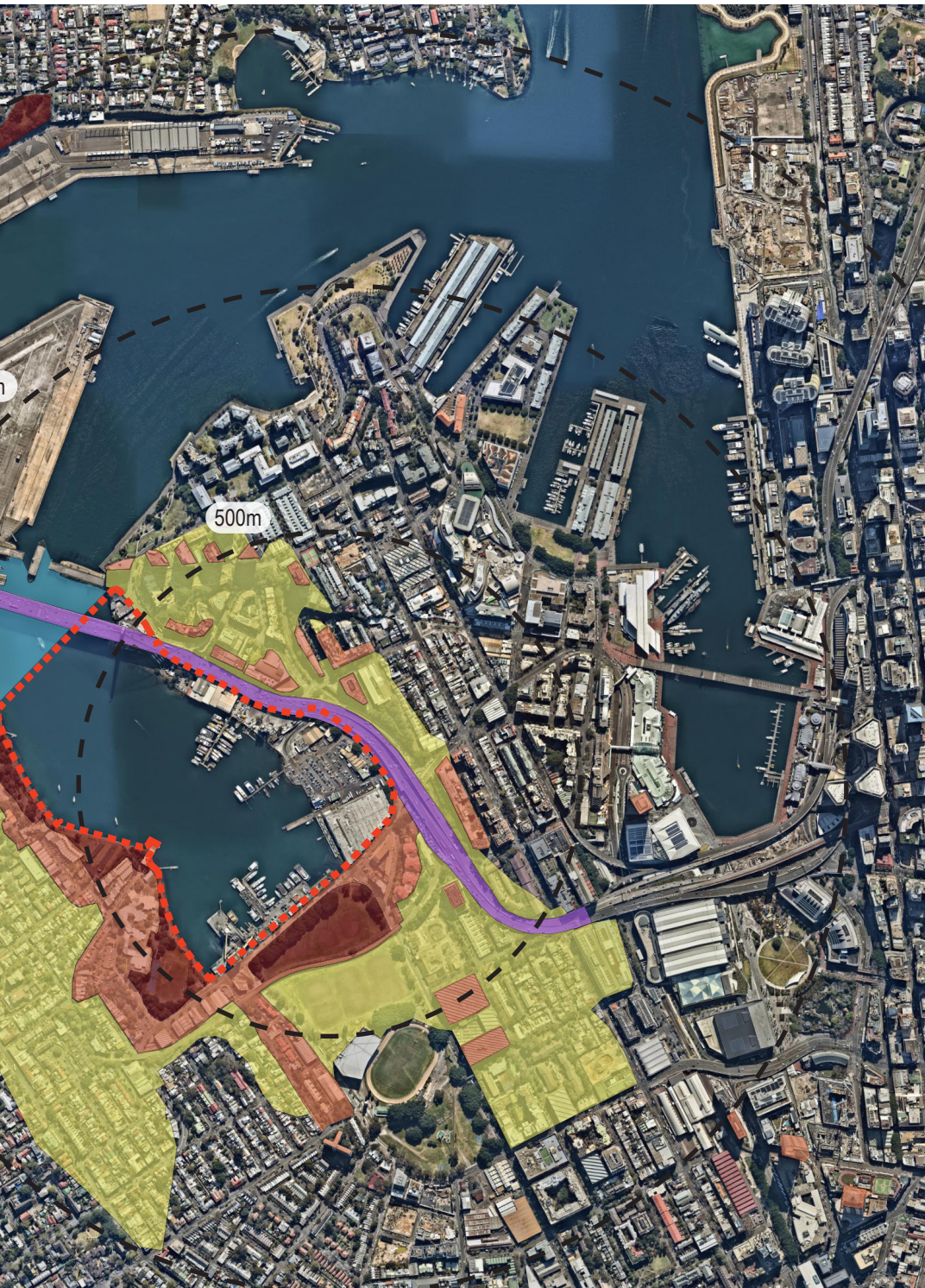


5.0 VISUAL CATCHMENT ANALYSIS



Figure 5.1 - Visual Catchment of the Investigation Area within Blackwattle Bay. (source nearmaps and Google maps)





Legend

- Land - Direct Public Views
- Land - Direct Private Views
- Land - Filtered Views
- Water - Direct views
- Bridge - Direct and Filtered views
- BWB Study Area





5.0 VISUAL CATCHMENT ANALYSIS



Figure 5.2 - Visual Catchment of the Study Area within Blackwattle Bay. (source aero3Dpro)



Legend

- Land - Direct Public Views
- Land - Direct Private Views
- Land - Filtered Views
- Water - Direct views
- Bridge - Direct and Filtered views
- BWB Investigation Area



6.0 VIEW SELECTION CRITERIA



Blackwattle Bay Park looking at Anzac Bridge

## 6.0 VIEW SELECTION CRITERIA

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### BASIS OF SELECTION

The selection of views for detailed evaluation later in this report has been based on the following sources:

- Visual assessment policy guidance in particular the NSW Land and Environment Court Planning Principles
- Background documents and in particular the Urban Design Framework
- Desktop mapping
- In-field evaluation undertaken for this report.

Based on the above, the selection criteria for the views assessed in detail in the following section include, in order of priority:

- Views from the public domain (principally streets, parks and waterways)
- Views by pedestrians and cyclists
- Close and direct views to the site
- Views from transport (private and public)
- Distant and filtered views.

The rationale for each of these criteria, drawn from the sources described above is outlined below.

#### Views from the Public Domain

The NSW Land and Environment Court Principles generally give precedence to public domain views over those from private viewing points, as the former constitute a critical part of the public realm experience (from streets, parks and the likes).

#### Views by Pedestrians and Cyclists

For the public, moving through the city at a relatively slower pace, the evolving nature of the built environment shapes the public perception of the city's design quality and aesthetic and is directly related to the variety of views from enclosed to open, close to distant.

#### Close and Direct Views

Views with the greatest potential visual importance, are those of built form and landscape seen at close quarters in the direct line of sight.

#### Views from Transport

In a dense urban environment such as this, many thousands of people will experience views to and across the Study Area from transport routes such as the ANZAC Bridge and Light Rail. These views, often experienced daily, shape the viewers perspective of the city and its relationship to the Harbour.

#### Distant and Filtered Views

While of potentially less overall impact, these views remain important to viewers in understanding the context of the site within the city landscape.





*Glebe Rowing Club.*

## 6.0 VIEW SELECTION CRITERIA

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### VIEW TYPES

In this section a series of different view types are addressed, the descriptions of which are set out below:

- *Representative point views* – a view taken from a given point that may be representative of a continuous series of views within the adjoining landscape, such as a continuous foreshore path
- *Vistas* – typically narrow, often framed corridor views towards a specific feature such as a body of water, a landmark building or a city skyline. Vistas could also include long views down the full length of the bay
- *Revealed views* – a new view that opens up from a path of travel, from which that view was not previously visible
- *Sequential views* – as for revealed views, but a sequence of views that are alternatively revealed and hidden
- *Movement views* – views that may be available while travelling on a road (ie views of the Bay from the Western Distributor and Anzac Bridge)
- *High activity area views* – views from locations that experience regularly high levels of recreational or other activity (ie rowing clubs, popular locations in parks etc).

*Identification of view type for each viewpoint is outlined in the following section.*



7.0 Identification of key views and vistas



Footbridge adjacent to Sydney boathouse looking at Study Area.

## 7.0 IDENTIFICATION OF KEY VIEWS AND VISTAS

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Based on the foregoing selection criteria this section maps and describes 20 views of the Investigation Area from a variety of close and more distant viewpoints. A photograph of each viewpoint is accompanied by a description of the view and the major visual elements within that view.

### Viewpoints

#### Public Open Space Viewpoints

- Viewpoint 1 - Foreshore path near Glebe Rowing Club
- Viewpoint 3 - Foreshore open space adjacent to Blackwattle Bay Park
- Viewpoint 4 - Foreshore path / open space near Blackwattle Bay Wharf
- Viewpoint 5 - Glebe Point foreshore path / open space
- Viewpoint 8 - The Knoll / Carmichael Park
- Viewpoint 9 - Jones Street cliff top walk
- Viewpoint 11 - Paradise Reserve near Bulwara Road
- Viewpoint 12 - Pocket park at Gipps Street near Harris Street
- Viewpoint 13 - Intersection of Bridge Road, Pyrmont Bridge Road and Wattle Street
- Viewpoint 14 - Fig Lane Park
- Viewpoint 18 - Wentworth Park North of Viaduct
- Viewpoint 20 - Birrung Park

#### Pedestrian / Road Viewpoints

- Viewpoint 2 - Ferry Road Visual Corridor
- Viewpoint 6 - Blackwattle Bay Lookout at ANZAC Bridge
- Viewpoint 7 - Pedestrian and Cycling Path - Anzac Bridge
- Viewpoint 10 - Intersection of Bank Street and Miller Street
- Viewpoint 15 - Quarry Master Drive near Carmichael Park - Visual Corridor
- Viewpoint 17 - Wattle Street near Mary Ann Street
- Viewpoint 19 - White Bay Power Station



## 7.0 IDENTIFICATION OF KEY VIEWS AND VISTAS

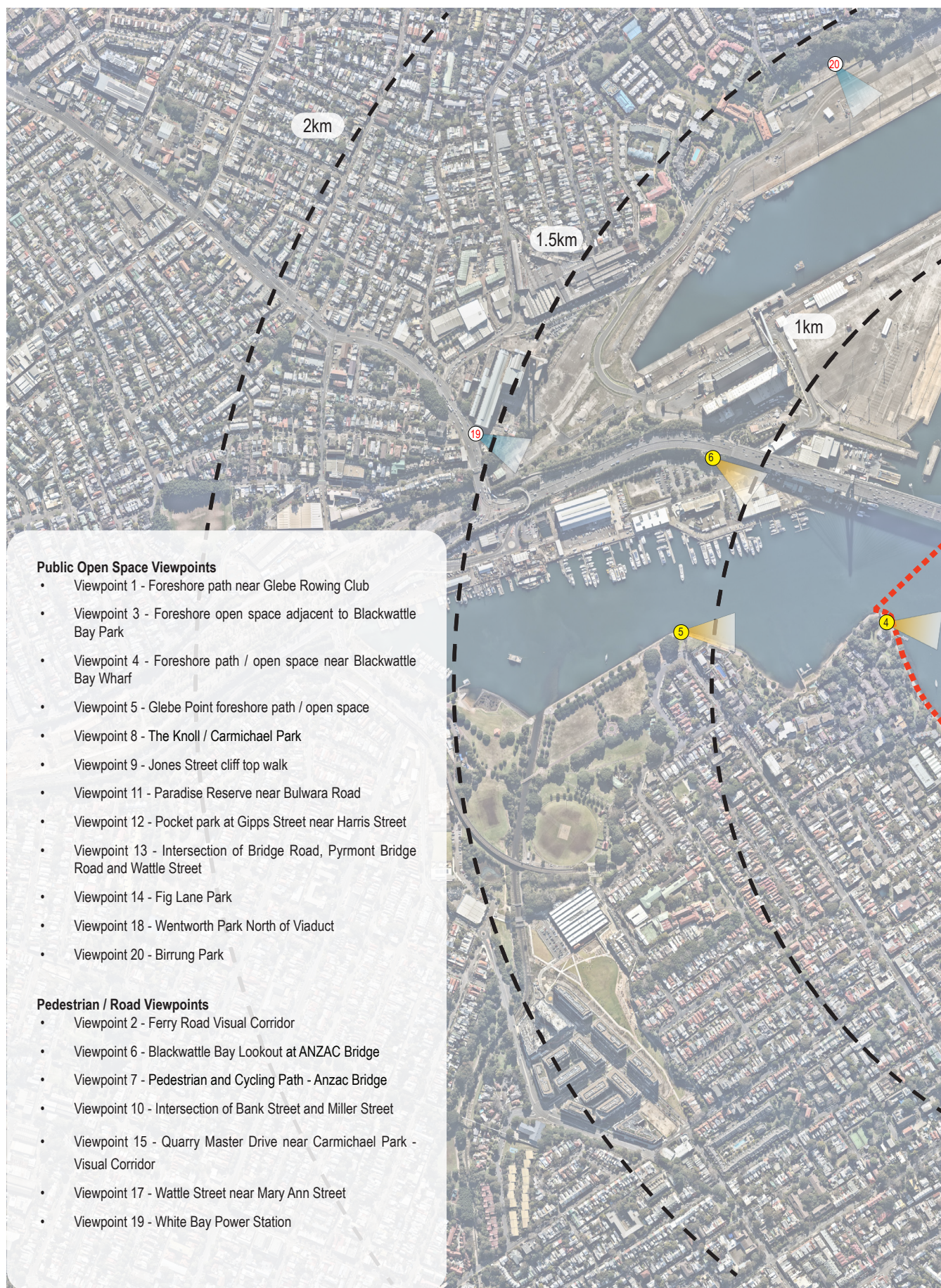





Figure 7.1 - Proposed key views. (source nearmap)





-  Blackwattle Bay Study Area
-  Proposed Viewpoint Location For Blackwattle Bay Precinct
-  Viewpoint Location Suggested by PWG



A photograph of a harbor scene. In the foreground, the dark blue water of the harbor is visible. In the middle ground, two white fishing boats with blue stripes are docked at a wooden pier. The boat on the left has the number '189221' on its side. To the left of the boats, there is a small building and some equipment on the pier. In the background, there are trees and a cloudy sky. The text 'PART B' is overlaid in large white letters, and 'visual impact assessment' is overlaid in smaller white letters below it.

# PART B

visual impact assessment



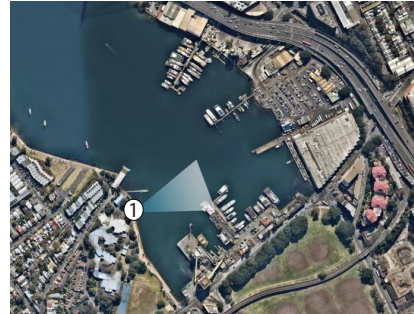




## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS

### VIEWPOINT 1

LOCATION	Foreshore path near Glebe Rowing Club.
DISTANCE	Approximately 350m.
RECEPTORS	Public - park users, local residents, pontoon users.
EXISTING VIEW	The visual scene is predominantly comprised of a foreground water view of the Blackwattle Bay foreshore. The existing fish market and concrete batching plant are visible in mid-ground. In the distance the city skyline with the Centre Point Tower and Barangaroo Crown Casino are visible.



Viewpoint Location.



#### EXPECTED VISUAL IMPACT

A large portion of the precinct will be visible which will increase the perceptible level of built form from this viewpoint. Although the precinct will be a significant built form addition to the current view, as the proposed buildings are in the mid-ground impacts to open water views of Blackwattle Bay remain unimpeded.

While view corridors within the built form allow views to the city skyline in the background the existing city skyline will be altered from this view. The New Sydney Fish Market can be seen from this viewpoint.

#### VISUAL IMPACT RATING

**HIGH**

Receptor Type	Public
Viewpoint Number	1
Qualitative - Sensitivity	
Viewer Location	HIGH
Viewer Activity	HIGH
Number of Views	HIGH
<b>Overall Qualitative Sensitivity Rating</b>	<b>HIGH</b>
Quantitative - Magnitude	
View Distance	HIGH
View Orientation	HIGH
Quantum of View	HIGH
Period of View	HIGH
Quantum of Change - Feature Skyline	HIGH
Quantum of Change - View of Sky	HIGH
Quantum of Change - Character change	MODERATE
<b>Overall Quantitative Magnitude Rating</b>	<b>HIGH</b>
<b>Overall VISUAL IMPACT RATING (Combination of sensitivity and magnitude ratings)</b>	<b>HIGH</b>

## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS



*Existing View.*



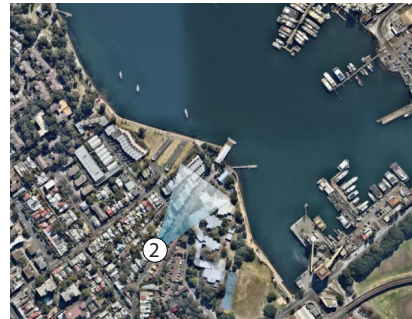
*Photomontage view of precinct.*



## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS

### VIEWPOINT 2

LOCATION	Ferry Road Visual Corridor.
DISTANCE	Approximately 530m.
RECEPTORS	Public - pedestrians, local residents, road users.
EXISTING VIEW	The view is highly framed by street tree planting and existing built forms of typical examples of inner west Sydney low density residential housing. The view is focused down Ferry Road and focuses on water views of Blackwattle Bay in the mid-ground with some high density city skylines in the background.



Viewpoint Location.



### EXPECTED VISUAL IMPACT

The precinct will form a noticeable addition to a highly framed view which when looking north down Ferry Road towards Blackwattle Bay due to the attention of built form in the skyline. As the precinct is located in the mid-ground, impacts to open water views of Blackwattle Bay remain unimpeded by the additional built form.

The perception of open sky from this location will be marginally diminished as a result of the proposed built form however, corridors within the precincts built form provide sky views to the north and northeast. Existing street trees on the eastern side of Ferry Road filter part of the proposed buildings.

### VISUAL IMPACT RATING

#### MODERATE/LOW

Receptor Type	Public
Viewpoint Number	2
Qualitative - Sensitivity	
Viewer Location	MODERATE
Viewer Activity	MODERATE
Number of Views	LOW
<b>Overall Qualitative Sensitivity Rating</b>	<b>MODERATE / LOW</b>
Quantitative - Magnitude	
View Distance	MODERATE
View Orientation	HIGH
Quantum of View	LOW
Period of View	LOW
Quantum of Change - Feature Skyline	LOW
Quantum of Change - View of Sky	LOW
Quantum of Change - Character change	LOW
<b>Overall Quantitative Magnitude Rating</b>	<b>LOW</b>
<b>Overall VISUAL IMPACT RATING (Combination of sensitivity and magnitude ratings)</b>	<b>MODERATE / LOW</b>

## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS



*Existing View.*



*Photomontage view of precinct.*



## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS

### VIEWPOINT 3

LOCATION	Foreshore open space adjacent to Blackwattle Bay Park.
DISTANCE	Approximately 400m.
RECEPTORS	Public - park users, local residents.
EXISTING VIEW	The visual scene is dominated by a foreground water view of Blackwattle Bay. The existing fish market and concrete batch plant are visible in mid-ground. In the distance the city skyline with the Centre Point Tower and the Barangaroo Towers and Crown Casino are visible.



Viewpoint Location.



#### EXPECTED VISUAL IMPACT

The level of built form visible from this location will increase as a result of the precinct. Importantly however, views of open water within Blackwattle Bay will not be obstructed, which helps to protect the amenity of the viewpoint (and the wider park area).

The existing city skyline will be altered from this view and although the precinct will be a noticeable addition to the current skyline, view corridors within the built form retain a degree of visual permeability, providing views through the precinct to elements of the existing skyline beyond. The trees proposed along the waterfront promenade will soften the ground floor plane as will appropriate design responses and design articulation during detailed design.

#### VISUAL IMPACT RATING

**HIGH**

Receptor Type	Public
Viewpoint Number	3
Qualitative - Sensitivity	
Viewer Location	HIGH
Viewer Activity	HIGH
Number of Views	HIGH
<b>Overall Qualitative Sensitivity Rating</b>	<b>HIGH</b>
Quantitative - Magnitude	
View Distance	HIGH
View Orientation	HIGH
Quantum of View	HIGH
Period of View	HIGH
Quantum of Change - Feature Skyline	HIGH
Quantum of Change - View of Sky	HIGH
Quantum of Change - Character change	MODERATE
<b>Overall Quantitative Magnitude Rating</b>	<b>HIGH</b>
<b>Overall VISUAL IMPACT RATING (Combination of sensitivity and magnitude ratings)</b>	<b>HIGH</b>

## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS

---



*Existing View.*



*Photomontage view of precinct.*



## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS

### VIEWPOINT 4

LOCATION	Foreshore path / open space near Blackwattle Bay Wharf.
DISTANCE	Approximately 500m.
RECEPTORS	Public - park users.
EXISTING VIEW	The foreground is comprised of unimpeded water views of Blackwattle Bay. The Heritage listed Anzac Bridge and existing Fish Market is visible in the mid ground with the city skyline including Centrepont Tower visible in the background.



Viewpoint Location.



#### EXPECTED VISUAL IMPACT

The precinct will add reasonable new built form to the visual scene in height and mass. Although a significant level of built-form is visible from this location presently, the majority is at a distance, which somewhat diminishes the impact. Open water views of Blackwattle Bay and the Heritage listed Anzac Bridge remain uninterrupted by the additional built form.

The existing city skyline will be altered and a portion of the sky is marginally reduced from this view. The perception of distant views of the city skyline will be impacted, but view corridors throughout the precinct do provide glimpses through to the CBD skyline.

#### VISUAL IMPACT RATING

**MODERATE/HIGH**

Receptor Type	Public
Viewpoint Number	4
<b>Qualitative - Sensitivity</b>	
Viewer Location	HIGH
Viewer Activity	HIGH
Number of Views	HIGH
<b>Overall Qualitative Sensitivity Rating</b>	<b>HIGH</b>
<b>Quantitative - Magnitude</b>	
View Distance	HIGH
View Orientation	HIGH
Quantum of View	MODERATE
Period of View	HIGH
Quantum of Change - Feature Skyline	HIGH
Quantum of Change - View of Sky	LOW
Quantum of Change - Character change	MODERATE
<b>Overall Quantitative Magnitude Rating</b>	<b>MODERATE / HIGH</b>
<b>Overall VISUAL IMPACT RATING (Combination of sensitivity and magnitude ratings)</b>	<b>MODERATE / HIGH</b>

## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS

---



*Existing View.*



*Photomontage view of precinct.*



## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS

### VIEWPOINT 5

LOCATION	Glebe Point foreshore path / open space.
DISTANCE	Approximately 900m.
RECEPTORS	Public - park users.
EXISTING VIEW	The foreground is comprised of unimpeded water views of Blackwattle Bay. The Heritage listed Anzac Bridge is a significant form in the mid-ground along with Blackwattle Bay Park. The city skyline including the Barangaroo Crown Casino and Centrepoint Tower is visible in the background.



Viewpoint Location.



#### EXPECTED VISUAL IMPACT

A significant portion of the precincts built form will be obstructed from this location as a result of the mature vegetation within Blackwattle Bay Park. Given the precincts increased height and mass, the perception of built form will be somewhat noticeable within the larger overall city skyline. Open water views of Blackwattle Bay and the Heritage listed Anzac Bridge will not be obstructed by the additional built form.

The existing city skyline will be altered and some of the existing landmark buildings will no longer be visible or be partially obscured from this view. The perception of distant views of the city skyline will be diminished, however the impacts of this is lessened by the existing vegetation in the mid ground and open water in the foreground.

#### VISUAL IMPACT RATING

**MODERATE/HIGH**

Receptor Type	Public
Viewpoint Number	5
<b>Qualitative - Sensitivity</b>	
Viewer Location	HIGH
Viewer Activity	HIGH
Number of Views	HIGH
<b>Overall Qualitative Sensitivity Rating</b>	<b>HIGH</b>
<b>Quantitative - Magnitude</b>	
View Distance	MODERATE
View Orientation	HIGH
Quantum of View	LOW
Period of View	HIGH
Quantum of Change - Feature Skyline	MODERATE
Quantum of Change - View of Sky	LOW
Quantum of Change - Character change	LOW
<b>Overall Quantitative Magnitude Rating</b>	<b>MODERATE</b>
<b>Overall VISUAL IMPACT RATING (Combination of sensitivity and magnitude ratings)</b>	<b>MODERATE / HIGH</b>

## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS

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*Existing View.*



*Photomontage view of precinct.*



## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS

### VIEWPOINT 6

LOCATION	Blackwattle Bay Lookout at ANZAC Bridge.
DISTANCE	Approximately 850m.
RECEPTORS	Public - look out users, pedestrians and cyclists.
EXISTING VIEW	The majority of the view is dominated by the Heritage listed Anzac Bridge which extends from the foreground, across Blackwattle Bay and into the mid-ground of the view. The existing Fish Market is visible in the background along with the city skyline



Viewpoint Location.



#### EXPECTED VISUAL IMPACT

As a result of the height and massing of the precinct, the existing city skyline will be altered with the addition of the new built form. Although views of some existing buildings within the city will be lost, the buildings proposed within the precinct would not be at odds with what is currently visible from this location within the visual scene (namely CBD buildings).

Current views of open water within Blackwattle Bay will not be obstructed by the precinct, with views of ANZAC Bridge also remaining unaffected by the precinct.

#### VISUAL IMPACT RATING

**MODERATE/LOW**

Receptor Type	Public
Viewpoint Number	6
Qualitative - Sensitivity	
Viewer Location	LOW
Viewer Activity	MODERATE
Number of Views	MODERATE
<b>Overall Qualitative Sensitivity Rating</b>	<b>MODERATE / LOW</b>
Quantitative - Magnitude	
View Distance	MODERATE
View Orientation	MODERATE
Quantum of View	LOW
Period of View	MODERATE
Quantum of Change - Feature Skyline	MODERATE
Quantum of Change - View of Sky	LOW
Quantum of Change - Character change	LOW
<b>Overall Quantitative Magnitude Rating</b>	<b>MODERATE / LOW</b>
<b>Overall VISUAL IMPACT RATING (Combination of sensitivity and magnitude ratings)</b>	<b>MODERATE / LOW</b>

## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS



*Existing View.*



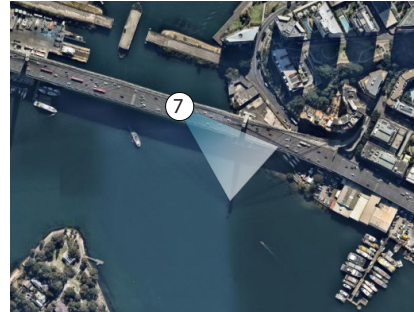
*Photomontage view of precinct.*



## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS

### VIEWPOINT 7

LOCATION	Pedestrian and Cycling Path - Anzac Bridge
DISTANCE	Approximately 150m.
RECEPTORS	Public - pedestrian and cyclists crossing Anzac Bridge.
EXISTING VIEW	The view is largely comprised of elements of the ANZAC Bridge in the foreground, with the shared path visible to the far left of the view and Western Distributor occupying the centre and right portion of the view. The suspension cables and pylons of the bridge form dominant features of the view, with the city skyline visible in the distance beyond.



Viewpoint Location.



#### EXPECTED VISUAL IMPACT

The upper levels of the precinct will be visible to the centre right of the view through the suspension cables of the ANZAC Bridge. As a result of the proximity of the precinct to the viewpoint in contrast to the more distant city skyline, the precinct will increase the perceived height of the skyline as well as obstructing views of a small portion of the existing skyline.

Although adding a noticeable new addition to the skyline from this location, the additional built form would not be at odds with its surroundings, both in the foreground (elements of ANZAC Bridge) and the more distant views of the CBD

#### VISUAL IMPACT RATING

##### MODERATE

Receptor Type	Public
Viewpoint Number	7
Qualitative - Sensitivity	
Viewer Location	LOW
Viewer Activity	MODERATE
Number of Views	HIGH
<b>Overall Qualitative Sensitivity Rating</b>	<b>MODERATE</b>
Quantitative - Magnitude	
View Distance	HIGH
View Orientation	LOW
Quantum of View	MODERATE
Period of View	LOW
Quantum of Change - Feature Skyline	LOW
Quantum of Change - View of Sky	LOW
Quantum of Change - Character change	LOW
<b>Overall Quantitative Magnitude Rating</b>	<b>MODERATE</b>
<b>Overall VISUAL IMPACT RATING (Combination of sensitivity and magnitude ratings)</b>	<b>MODERATE</b>

## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS



*Existing View.*



*Photomontage View of Precinct.*



## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS

### VIEWPOINT 8

LOCATION	The Knoll / Carmichael Park.
DISTANCE	Approximately 220m.
RECEPTORS	Public - park users and local residents.
EXISTING VIEW	The foreground and mid-ground of the view comprises medium density residential housing with the city skyline in the background.



Viewpoint Location.



#### EXPECTED VISUAL IMPACT

The lower levels of the precinct will not be visible as a result of the residential buildings in the mid-ground of the view. Above this the upper podium and towers of the precinct will be clearly visible.

As a result of the increased height and massing compared to the existing view, some buildings behind the precinct will be either fully or partially obscured. The existing south east city skyline will be altered and sky views will be lost, especially to the right of the existing view frame. Elements of the precinct will form a noticeable new feature of the existing skyline.

#### VISUAL IMPACT RATING

**MODERATE/HIGH**

Receptor Type	Public
Viewpoint Number	8
Qualitative - Sensitivity	
Viewer Location	HIGH
Viewer Activity	HIGH
Number of Views	MODERATE
<b>Overall Qualitative Sensitivity Rating</b>	<b>MODERATE / HIGH</b>
Quantitative - Magnitude	
View Distance	HIGH
View Orientation	HIGH
Quantum of View	MODERATE
Period of View	HIGH
Quantum of Change - Feature Skyline	LOW
Quantum of Change - View of Sky	MODERATE
Quantum of Change - Character change	MODERATE
<b>Overall Quantitative Magnitude Rating</b>	<b>MODERATE / HIGH</b>
<b>Overall VISUAL IMPACT RATING (Combination of sensitivity and magnitude ratings)</b>	<b>MODERATE / HIGH</b>

## 8.0 THE PRECINCT& VISUAL IMPACT ANALYSIS



*Existing View.*



*Photomontage view of precinct.*



## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS

### VIEWPOINT 9

LOCATION	Jones Street cliff-top walk.
DISTANCE	Approximately 250m
RECEPTORS	Public - local residents, pedestrians.
EXISTING VIEW	Vegetation in the low foreground screen medium density residential building in the mid-ground. Panoramic long distance views over a mix of building and mature vegetation is visible to the southwest.



Viewpoint Location.



#### EXPECTED VISUAL IMPACT

The lower levels of the precinct will be obscured as a result of the residential buildings in the mid-ground of the view. Above the foreground residential buildings, the towers of the precinct will be clearly visible. As a result of the increase in height and massing compared to the existing view, the district view to the south east will be partially obscured.

The visibility of open sky from this location will be diminished as a result of the proposed built form, however corridors within the precinct provide views to the southeast. The majority of the existing Glebe skyline will be obscured or filtered by the proposed buildings. As a result of the height and massing of the precinct, it will form a noticeable new feature of the skyline.

#### VISUAL IMPACT RATING

**HIGH**

Receptor Type	Public
Viewpoint Number	9
<b>Qualitative - Sensitivity</b>	
Viewer Location	HIGH
Viewer Activity	HIGH
Number of Views	MODERATE
<b>Overall Qualitative Sensitivity Rating</b>	<b>MODERATE / HIGH</b>
<b>Quantitative - Magnitude</b>	
View Distance	HIGH
View Orientation	HIGH
Quantum of View	HIGH
Period of View	MODERATE
Quantum of Change - Feature Skyline	MODERATE
Quantum of Change - View of Sky	HIGH
Quantum of Change - Character change	HIGH
<b>Overall Quantitative Magnitude Rating</b>	<b>HIGH</b>
<b>Overall VISUAL IMPACT RATING (Combination of sensitivity and magnitude ratings)</b>	<b>HIGH</b>

## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS



*Existing View.*



*Photomontage view of precinct.*



## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS

### VIEWPOINT 10

LOCATION	Intersection of Miller Street and Jones Street.
DISTANCE	Approximately 100m.
RECEPTORS	Public - road users and pedestrians.
EXISTING VIEW	The view is comprised of a mixture of built elements including road infrastructure and concrete manufacturing with mature vegetation in the foreground and mid-ground obscuring long distance background views.



Viewpoint Location.



#### EXPECTED VISUAL IMPACT

Upper levels of a number of towers proposed within the precinct will be visible from this location. The Western Distributor and existing mature vegetation will largely obstruct the lower levels of these towers. As a result of the additional built form within the scene compared to the existing scale of the Study Area, the visual accessibility of open sky views will be diminished.

An open view corridor looking westwards along Miller Street under the Western Distributor will allow for visual access of Blackwattle Bay for both motorists and pedestrians when travelling westwards.

#### VISUAL IMPACT RATING

##### MODERATE

Receptor Type	Public
Viewpoint Number	10
Qualitative - Sensitivity	
Viewer Location	LOW
Viewer Activity	LOW
Number of Views	MODERATE
<b>Overall Qualitative Sensitivity Rating</b>	<b>MODERATE / LOW</b>
Quantitative - Magnitude	
View Distance	HIGH
View Orientation	HIGH
Quantum of View	HIGH
Period of View	MODERATE
Quantum of Change - Feature Skyline	LOW
Quantum of Change - View of Sky	HIGH
Quantum of Change - Character change	MODERATE
<b>Overall Quantitative Magnitude Rating</b>	<b>MODERATE / HIGH</b>
<b>Overall VISUAL IMPACT RATING (Combination of sensitivity and magnitude ratings)</b>	<b>MODERATE</b>

## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS



*Existing View.*



*Photomontage view of precinct.*



## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS

### VIEWPOINT 11

LOCATION	Paradise Reserve near Bulwara Road.
DISTANCE	Approximately 80m.
RECEPTORS	Public - local residents and park users.
EXISTING VIEW	The majority of the view is dominated by the mature vegetation of Paradise Reserve. The built form in the mid-ground is screened by mature street trees and vegetation. The Heritage listed Anzac Bridge is visible in the background.



Viewpoint Location.



#### EXPECTED VISUAL IMPACT

The majority of the precinct will be obstructed from view as a result of significant mature vegetation within Paradise Reserve. A portion of upper levels of proposed buildings within the northern part of the precinct will be visible on an oblique angle which will alter the skyline in this location by adding additional built form above the green band of vegetation from Paradise Reserve running along the public walkway surrounding the Fish Market Station Light Rail entrance.

No views of open water within Blackwattle Bay are possible from this location as a result of the Western Distributor and mature vegetation, and the precinct will not alter this. The current view of ANZAC Bridge remains uninterrupted from this location.

#### VISUAL IMPACT RATING

##### MODERATE/LOW

Receptor Type	Public
Viewpoint Number	11
Qualitative - Sensitivity	
Viewer Location	HIGH
Viewer Activity	MODERATE
Number of Views	LOW
<b>Overall Qualitative Sensitivity Rating</b>	<b>MODERATE</b>
Quantitative - Magnitude	
View Distance	HIGH
View Orientation	LOW
Quantum of View	LOW
Period of View	MODERATE
Quantum of Change - Feature Skyline	LOW
Quantum of Change - View of Sky	LOW
Quantum of Change - Character change	MODERATE
<b>Overall Quantitative Magnitude Rating</b>	<b>MODERATE / LOW</b>
<b>Overall VISUAL IMPACT RATING (Combination of sensitivity and magnitude ratings)</b>	<b>MODERATE / LOW</b>



## 8.0 THE PRECINCT& VISUAL IMPACT ANALYSIS



*Existing View.*



*Photomontage view of the precinct.*



## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS

### VIEWPOINT 12

LOCATION	Pocket park at Gipps Street near Harris Street. (Existing city grid layout)
DISTANCE	Approximately 200m.
RECEPTORS	Public - local residents, road users and pedestrians.
EXISTING VIEW	A range of architectural styles frame the view towards the precinct and Blackwattle Bay. Views of the water are obscured by road bridge infrastructure.



Viewpoint Location.



#### EXPECTED VISUAL IMPACT

The precinct will add a noteworthy new level of built form to the visual scene. As a result of the existing street trees and existing built form to either side of Harris Street, framing the view and drawing the visual receptors view along the path, the precinct will form a significant new element from the corner of the pocket park. However, corridors within the built form of the precinct maintain views of the sky.

#### VISUAL IMPACT RATING

**MODERATE/HIGH**

Receptor Type	Public
Viewpoint Number	12
Qualitative - Sensitivity	
Viewer Location	LOW
Viewer Activity	MODERATE
Number of Views	HIGH
<b>Overall Qualitative Sensitivity Rating</b>	<b>MODERATE</b>
Quantitative - Magnitude	
View Distance	HIGH
View Orientation	HIGH
Quantum of View	HIGH
Period of View	MODERATE
Quantum of Change - Feature Skyline	NEGLIGIBLE
Quantum of Change - View of Sky	HIGH
Quantum of Change - Character change	MODERATE
<b>Overall Quantitative Magnitude Rating</b>	<b>MODERATE / HIGH</b>
<b>Overall VISUAL IMPACT RATING (Combination of sensitivity and magnitude ratings)</b>	<b>MODERATE / HIGH</b>

## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS



*Existing View.*



*Photomontage view of the precinct.*



## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS

### VIEWPOINT 13

LOCATION	Intersection of Bridge Road, Pyrmont Bridge Road and Wattle Street. (North south existing city grid, visual corridor/ connection to water)
DISTANCE	Approximately 50m.
RECEPTORS	Public - local residents, road users, pedestrians.
EXISTING VIEW	The view looks north towards Blackwattle Bay. The trees filter the foreground which is comprised of pedestrian footpaths and a major arterial road. The existing Fish Market is in the mid-ground to the right of the view, with the Heritage listed Anzac Bridge and Blackwattle Bay visible in the background.



Viewpoint Location.



### EXPECTED VISUAL IMPACT

A clear view of the precinct will be visible from this location replacing the existing Sydney Fish Market building currently visible to the right of the view. Some components of the open views of the sky to the right of the existing building will be replaced as a result of the precincts increase in scale, with the perception of built-form increased from this location, as a result.

Proposed tree planting at street level will provide screening of the podium levels. While buildings within the precinct largely do not obstruct views of the Anzac Bridge and Blackwattle Bay, proposed landscaping will filter or obstruct the view to the Anzac Bridge.

### VISUAL IMPACT RATING

#### MODERATE/HIGH

Receptor Type	Public
Viewpoint Number	13
Qualitative - Sensitivity	
Viewer Location	LOW
Viewer Activity	MODERATE
Number of Views	HIGH
<b>Overall Qualitative Sensitivity Rating</b>	<b>MODERATE</b>
Quantitative - Magnitude	
View Distance	HIGH
View Orientation	MODERATE
Quantum of View	HIGH
Period of View	MODERATE
Quantum of Change - Feature Skyline	HIGH
Quantum of Change - View of Sky	LOW
Quantum of Change - Character change	HIGH
<b>Overall Quantitative Magnitude Rating</b>	<b>MODERATE / HIGH</b>
<b>Overall VISUAL IMPACT RATING (Combination of sensitivity and magnitude ratings)</b>	<b>MODERATE / HIGH</b>

## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS



Existing View.



Photomontage view of the precinct.



## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS

### VIEWPOINT 14

LOCATION	Fig Lane Park.
DISTANCE	Approximately 350m.
RECEPTORS	Public - park users and local residents.
EXISTING VIEW	The view looks to the north-west towards Blackwattle Bay. A raised terrace in the in the park is oriented toward views of Blackwattle Bay, however vegetation in the mid-ground has obscured the water views. The Heritage listed Anzac Bridge is visible in the background



Viewpoint Location.



#### EXPECTED VISUAL IMPACT

The majority of the view to the precinct will remain highly obstructed from this location as a result of residential housing on Jones Street and mature vegetation. Due to the height of the towers within the precinct, the upper levels of a number of these will be visible above the residential housing and vegetation, obstructing a small portion of sky views. It will not be possible to get a clear view of the precinct until moving further out of the park and down Jones Street. Views of Anzac Bridge remain largely intact, with only a small portion of some suspension cables being obstructed, with would be nearly imperceptible from this location in the wider visual scene.

#### VISUAL IMPACT RATING

##### MODERATE

Receptor Type	Public
Viewpoint Number	14
Qualitative - Sensitivity	
Viewer Location	HIGH
Viewer Activity	HIGH
Number of Views	LOW
<b>Overall Qualitative Sensitivity Rating</b>	<b>MODERATE / HIGH</b>
Quantitative - Magnitude	
View Distance	HIGH
View Orientation	LOW
Quantum of View	LOW
Period of View	HIGH
Quantum of Change - Feature Skyline	LOW
Quantum of Change - View of Sky	LOW
Quantum of Change - Character change	MODERATE
<b>Overall Quantitative Magnitude Rating</b>	<b>MODERATE / LOW</b>
<b>Overall VISUAL IMPACT RATING (Combination of sensitivity and magnitude ratings)</b>	<b>MODERATE</b>

## 8.0 THE PRECINCT& VISUAL IMPACT ANALYSIS



*Existing View.*



*Photomontage view of the precinct.*



## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS

### VIEWPOINT 15

LOCATION	Quarry Master Drive near Carmichael Park - Visual Corridor
DISTANCE	Approximately 180m.
RECEPTORS	Public - local residents, road users, pedestrian.
EXISTING VIEW	The view towards the direction of the precinct is highly framed and filtered by medium density residential buildings and mature street trees. The view is directed by Quarry Master Drive and frames distant water glimpses of Blackwattle Bay. The view allows for only a very limited view of open sky and is almost completely dominated by built form elements.



Viewpoint Location.



#### EXPECTED VISUAL IMPACT

The precinct will be partially visible in the distance as a result of the existing street trees and built forms to either side of Quarry Master Drive, framing the view and drawing the visual receptors view southwards along the Drive.

As a result, the upper level of one of the precincts towers will form a central new element within the opening of the tree canopy along the Drive. Corridors within the precincts podium level are aligned with existing water views and provide an unimpeded connection to the water and Blackwattle Bay.

#### VISUAL IMPACT RATING

**MODERATE/LOW**

Receptor Type	Public
Viewpoint Number	15
Qualitative - Sensitivity	
Viewer Location	MODERATE
Viewer Activity	LOW
Number of Views	LOW
<b>Overall Qualitative Sensitivity Rating</b>	<b>MODERATE / LOW</b>
Quantitative - Magnitude	
View Distance	HIGH
View Orientation	HIGH
Quantum of View	LOW
Period of View	MODERATE
Quantum of Change - Feature Skyline	NEGLIGIBLE
Quantum of Change - View of Sky	MODERATE
Quantum of Change - Character change	LOW
<b>Overall Quantitative Magnitude Rating</b>	<b>MODERATE / LOW</b>
<b>Overall VISUAL IMPACT RATING (Combination of sensitivity and magnitude ratings)</b>	<b>MODERATE / LOW</b>



## 8.0 THE PRECINCT& VISUAL IMPACT ANALYSIS



*Existing View.*



*Photomontage view of the precinct.*



## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS

### VIEWPOINT 16

LOCATION	Union Street - Miller Street Plaza
DISTANCE	Approximately 340m.
RECEPTORS	Public - local residents, road users, pedestrians.
EXISTING VIEW	A mixture of architectural styles and building materials flank either side of Miller Street. Small retail stores and terrace housing are the predominate feature of the ground level, in addition to intermittent street tree planting.



Viewpoint Location.



#### EXPECTED VISUAL IMPACT

The majority of the precinct will remain highly obstructed from this location as a result of the existing built-form in the foreground and mid-ground, as well as mature vegetation to the left of the view and receding into the distance along Miller Street. However, given the increased scale of the precinct, the visibility of built-form through the vegetation will be noticeable (particularly in winter), with views of open sky above existing buildings being replaced by a small portion of built-form.

The new precinct will become a noticeable new feature of the skyline. However, corridors within the built form will break up the mass and retain significant views. The majority of the open sky views remain visible.

#### VISUAL IMPACT RATING

##### MODERATE/LOW

Receptor Type	Public
Viewpoint Number	16
<b>Qualitative - Sensitivity</b>	
Viewer Location	LOW
Viewer Activity	MODERATE
Number of Views	MODERATE
<b>Overall Qualitative Sensitivity Rating</b>	<b>MODERATE / LOW</b>
<b>Quantitative - Magnitude</b>	
View Distance	HIGH
View Orientation	HIGH
Quantum of View	LOW
Period of View	MODERATE
Quantum of Change - Feature Skyline	NEGLIGIBLE
Quantum of Change - View of Sky	LOW
Quantum of Change - Character change	MODERATE
<b>Overall Quantitative Magnitude Rating</b>	<b>MODERATE / LOW</b>
<b>Overall VISUAL IMPACT RATING (Combination of sensitivity and magnitude ratings)</b>	<b>MODERATE / LOW</b>

## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS



*Existing View.*



*Photomontage view of the precinct.*



## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS

### VIEWPOINT 17

LOCATION	Wattle Street near Mary Ann Street
DISTANCE	Approximately 1,030m.
RECEPTORS	Public - local residents, road users, pedestrian.
EXISTING VIEW	A mixture of architectural styles and building materials flank either side of Wattle Street. Small commercial shopfronts, terraces and apartments are the predominate feature of the ground level, as well as intermittent medium sized street tree planting.



Viewpoint Location.



#### EXPECTED VISUAL IMPACT

The majority of the precinct will remain highly obstructed from this location as a result of existing built form and mature existing vegetation. This, in combination with the viewpoints distance, result in the precinct having a virtually imperceptible impact on the skyline.

#### VISUAL IMPACT RATING

**NEGLIGIBLE**

Receptor Type	Public
Viewpoint Number	17
Qualitative - Sensitivity	
Viewer Location	LOW
Viewer Activity	LOW
Number of Views	MODERATE
<b>Overall Qualitative Sensitivity Rating</b>	<b>MODERATE / LOW</b>
Quantitative - Magnitude	
View Distance	LOW
View Orientation	NEGLIGIBLE
Quantum of View	NEGLIGIBLE
Period of View	MODERATE
Quantum of Change - Feature Skyline	NEGLIGIBLE
Quantum of Change - View of Sky	NEGLIGIBLE
Quantum of Change - Character change	NEGLIGIBLE
<b>Overall Quantitative Magnitude Rating</b>	<b>NEGLIGIBLE</b>
<b>Overall VISUAL IMPACT RATING (Combination of sensitivity and magnitude ratings)</b>	<b>NEGLIGIBLE</b>

## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS



*Existing View.*



*Photomontage view of the precinct.*



## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS

### VIEWPOINT 18

LOCATION	Wentworth Park North of Viaduct
DISTANCE	Approximately 160m.
RECEPTORS	Public - local residents, park users, road users, pedestrian.
EXISTING VIEW	The view towards Blackwattle Bay is framed by existing mature fig trees running along the edge of the park. The existing Fish Market is in the mid-ground and the Heritage listed Anzac Bridge is seen in the background.



Viewpoint Location.



### EXPECTED VISUAL IMPACT

The precinct will add notable new built-form to the visual scene in terms of both massing and height. Although the majority of the precinct will remain highly obstructed as a result of mature existing vegetation bordering Wentworth Park, the scale of towers within the precinct are such that the upper levels of a number of towers will be visible above the canopy line.

Proposed tree planting at street level will provide screening of podium levels, and corridors within the built form will break up the mass. Proposed landscaping in the form of trees along the waterfront promenade and at the entry plaza will partially obstruct views of the Anzac Bridge which is currently available, however the upper portion of the eastern pylon will remain visible.

### VISUAL IMPACT RATING

**MODERATE/HIGH**

Receptor Type	Public
Viewpoint Number	18
<b>Qualitative - Sensitivity</b>	
Viewer Location	HIGH
Viewer Activity	MODERATE
Number of Views	MODERATE
<b>Overall Qualitative Sensitivity Rating</b>	<b>MODERATE / HIGH</b>
<b>Quantitative - Magnitude</b>	
View Distance	HIGH
View Orientation	MODERATE
Quantum of View	MODERATE
Period of View	HIGH
Quantum of Change - Feature Skyline	MODERATE
Quantum of Change - View of Sky	LOW
Quantum of Change - Character change	MODERATE
<b>Overall Quantitative Magnitude Rating</b>	<b>MODERATE</b>
<b>Overall VISUAL IMPACT RATING (Combination of sensitivity and magnitude ratings)</b>	<b>MODERATE / HIGH</b>

## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS

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*Existing View.*



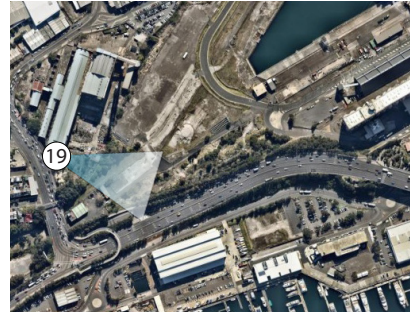
*Photomontage view of the precinct.*



## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS

### VIEWPOINT 19

LOCATION	White Bay Power Station
DISTANCE	Approximately 1,300m.
RECEPTORS	Public - local residents, road users, pedestrian.
EXISTING VIEW	Blackwattle Bay Power Station is located in the foreground to the left hand side of the view. Significant road infrastructure is visible in the mid-ground along with the Heritage listed Anzac Bridge. Water views of Blackwattle Bay and the city skyline is visible in the distance.



Viewpoint Location.



### EXPECTED VISUAL IMPACT

The precinct will add a noticeable new built-form addition to the city skyline visible in the distance. Although elements of the precinct will replace existing built-form, this will only fractionally increase the perception of built-form as a result of a slightly higher building level relative to the existing towers and a slight increase in the density of buildings. This, combined with the distance of the viewpoint to the precinct, means that the overall change to the city skyline will be minimal.

Views of the foreground and mid-ground will remain the same, as will the current view of the Anzac Bridge.

### VISUAL IMPACT RATING

**LOW**

Receptor Type	Public
Viewpoint Number	19
Qualitative - Sensitivity	
Viewer Location	LOW
Viewer Activity	LOW
Number of Views	LOW
<b>Overall Qualitative Sensitivity Rating</b>	<b>LOW</b>
Quantitative - Magnitude	
View Distance	LOW
View Orientation	MODERATE
Quantum of View	LOW
Period of View	LOW
Quantum of Change - Feature Skyline	MODERATE
Quantum of Change - View of Sky	LOW
Quantum of Change - Character change	LOW
<b>Overall Quantitative Magnitude Rating</b>	<b>MODERATE / LOW</b>
<b>Overall VISUAL IMPACT RATING (Combination of sensitivity and magnitude ratings)</b>	<b>LOW</b>

## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS



*Existing View.*



*Photomontage view of the precinct.*



## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS

### VIEWPOINT 20

LOCATION	Birrung Park
DISTANCE	Approximately 1,300m.
RECEPTORS	Public - local residents, park users, road users, pedestrian.
EXISTING VIEW	The view is looking across White Bay the towards the Heritage listed Anzac Bridge and Pyrmont. The expansive concrete platform of the White Bay Cruise Terminal dominates the immediate foreground with Pyrmont, the Anzac Bridge and Glebe Island in the mid-ground and background.



Viewpoint Location.



### EXPECTED VISUAL IMPACT

The upper levels of a number of towers within the precinct will be partly visible rising above the landform of Pyrmont, however the majority of the built-form of these towers and the lower levels of the precinct will be obstructed by the high density residential buildings in the mid-ground. Although elements of the precinct will be visible, these will form a relatively minor intervention in the visual scene through an increase in density to the centre of the view. This, combined with the unbroken chain of built-form from the left to centre of the view helps to limit the impact of the precinct on the visual scene.

### VISUAL IMPACT RATING

**MODERATE/LOW**

Receptor Type	Public
Viewpoint Number	20
Qualitative - Sensitivity	
Viewer Location	HIGH
Viewer Activity	MODERATE
Number of Views	LOW
<b>Overall Qualitative Sensitivity Rating</b>	<b>MODERATE</b>
Quantitative - Magnitude	
View Distance	LOW
View Orientation	LOW
Quantum of View	LOW
Period of View	HIGH
Quantum of Change - Feature Skyline	LOW
Quantum of Change - View of Sky	LOW
Quantum of Change - Character change	LOW
<b>Overall Quantitative Magnitude Rating</b>	<b>MODERATE / LOW</b>
<b>Overall VISUAL IMPACT RATING (Combination of sensitivity and magnitude ratings)</b>	<b>MODERATE / LOW</b>

## 8.0 THE PRECINCT & VISUAL IMPACT ANALYSIS



*Existing View.*



*Photomontage view of the precinct.*



## 9.0 VISUAL IMPACT SUMMARY

		OPERATIONAL PHASE								
		MAGNITUDE								
	Receptor Identification (viewpoint no.)	Viewer Location	Viewer Activity	Number of Views	View Distance	View Orientation	Quantum of View	Period of View	Feature Skyline	View of Sky
Foreshore path near Glebe Rowing Club	1	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH
Ferry Road Visual Corridor	2	MODERATE	MODERATE	LOW	MODERATE	HIGH	LOW	LOW	LOW	LOW
Foreshore open space adjacent to Blackwattle Bay Park	3	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH
Foreshore path / open space near Blackwattle Bay Wharf	4	HIGH	HIGH	HIGH	HIGH	HIGH	MODERATE	HIGH	HIGH	LOW
Glebe Point foreshore path / open space	5	HIGH	HIGH	HIGH	MODERATE	HIGH	LOW	HIGH	MODERATE	LOW
Blackwattle Bay Lookout at ANZAC Bridge	6	LOW	MODERATE	MODERATE	MODERATE	MODERATE	LOW	MODERATE	MODERATE	LOW
Pedestrian and Cycling Path - Anzac Bridge	7	LOW	MODERATE	HIGH	HIGH	LOW	MODERATE	LOW	LOW	LOW
The Knoll / Carmichael Park	8	HIGH	HIGH	MODERATE	HIGH	HIGH	MODERATE	HIGH	LOW	MODERATE
Jones Street cliff top walk	9	HIGH	HIGH	MODERATE	HIGH	HIGH	HIGH	MODERATE	MODERATE	HIGH
Intersection of Bank Street and Miller Street	10	LOW	LOW	MODERATE	HIGH	HIGH	HIGH	MODERATE	LOW	HIGH
Paradise Reserve near Bulwara Road	11	HIGH	MODERATE	LOW	HIGH	LOW	LOW	MODERATE	LOW	LOW
Pocket park at Gipps Street near Harris Street. (Existing city grid layout)	12	LOW	MODERATE	HIGH	HIGH	HIGH	HIGH	MODERATE	NEGLECTIBLE	HIGH

Figure 9.1 - Summary of visual impacts of the precinct across the study area

## 9.0 VISUAL IMPACT SUMMARY

	Character Change	Impact Rating
	MODERATE	HIGH
	LOW	MODERATE / LOW
	MODERATE	HIGH
	MODERATE	MODERATE / HIGH
	LOW	MODERATE / HIGH
	LOW	MODERATE / LOW
	LOW	MODERATE
TE	MODERATE	MODERATE / HIGH
	HIGH	HIGH
	MODERATE	MODERATE
	MODERATE	MODERATE / LOW
	MODERATE	MODERATE / HIGH



## 9.0 VISUAL IMPACT SUMMARY

		OPERATIONAL PHASE								
		MAGNITUDE								
	Receptor Identification (viewpoint no.)	Viewer Location	Viewer Activity	Number of Views	View Distance	View Orientation	Quantum of View	Period of View	Feature Skyline	View of Sky
Intersection of Bridge Road, Pyrmont Bridge Road and Wattle Street. (North south existing city grid, visual corridor/ connection to water)	13	LOW	MODERATE	HIGH	HIGH	MODERATE	HIGH	MODERATE	HIGH	LOW
Fig Lane Park	14	HIGH	HIGH	LOW	HIGH	LOW	LOW	HIGH	LOW	LOW
Quarry Master Drive near Carmichael Park - Visual Corridor	15	MODERATE	LOW	LOW	HIGH	HIGH	LOW	MODERATE	NEGLIGIBLE	MODERATE
Union Street - Miller Street Plaza	16	LOW	MODERATE	MODERATE	HIGH	HIGH	LOW	MODERATE	NEGLIGIBLE	LOW
Wattle Street near Mary Ann Street	17	LOW	LOW	MODERATE	LOW	NEGLIGIBLE	NEGLIGIBLE	MODERATE	NEGLIGIBLE	NEGLIGIBLE
Wentworth Park North of Viaduct	18	HIGH	MODERATE	MODERATE	HIGH	MODERATE	MODERATE	HIGH	MODERATE	LOW
White Bay Power Station	19	LOW	LOW	LOW	LOW	MODERATE	LOW	LOW	MODERATE	LOW
Birrung Park	20	HIGH	MODERATE	LOW	LOW	LOW	LOW	HIGH	LOW	LOW

Figure 9.1 (Continued) - Summary of visual impacts of the Project across the Study Area.

## 9.0 VISUAL IMPACT SUMMARY

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	Character Change	Impact Rating
	HIGH	MODERATE / HIGH
	MODERATE	MODERATE
TE	LOW	MODERATE / LOW
	MODERATE	MODERATE / LOW
LE	NEGLIGIBLE	NEGLIGIBLE
	MODERATE	MODERATE / HIGH
	LOW	LOW
	LOW	MODERATE / LOW

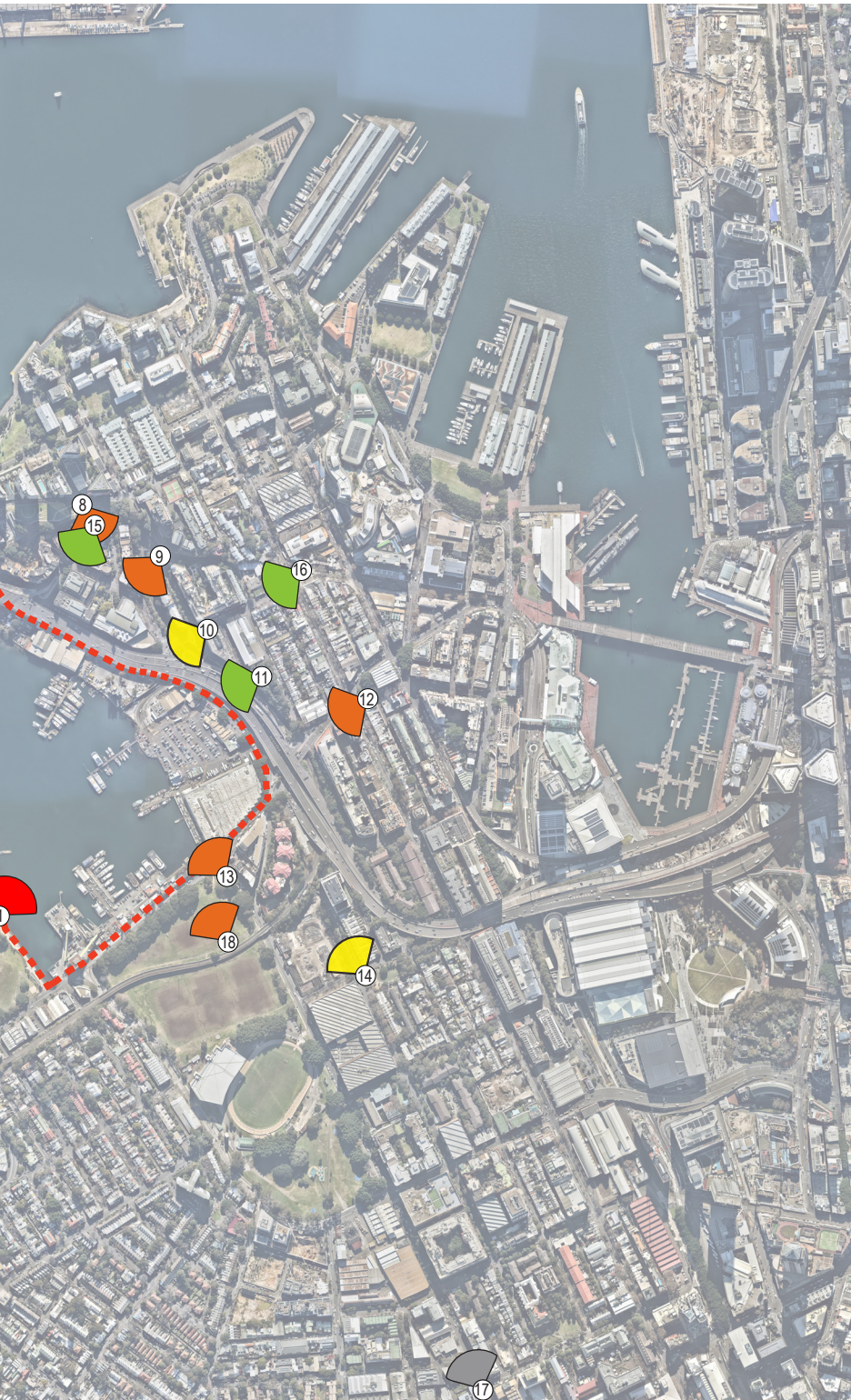


9.0 VISUAL IMPACT SUMMARY










Figure 9.2 - Summary of visual impacts and view locations.





Viewpoint Impact Rating

-  High
-  Moderate / High
-  Moderate
-  Moderate / Low
-  Low
-  Negligible

 Blackwattle Bay Study Area





10.0 Mitigation and Conclusion

ANZAC Bridge as viewed from pedestrian bridge over Western Distributor at Balmain



## 10.0 MITIGATION AND CONCLUSION

### APPROACHES TO MITIGATION

There are typically four broad approaches to mitigating the visual impacts of any change to a scene that entails built-form development. These are through:

- Avoidance – where the visual impact of the precinct is deemed of a scale that cannot be mitigated by any of the approaches outlined below, this approach implies relocating the precinct elsewhere on the site with lesser visual impacts or not proceeding with the precinct on the site at all
- Reduction – typically this approach seeks to mitigate impacts through the reduction of some part of the proposed structure or development (ie. reduced height or omission of parts of the built structure/s)
- Alleviation – this approach entails design refinements to the precinct to mitigate visual impacts. These refinements might typically include built form articulation, choice of material and colours and/or planting design
- Off-site Compensation – where none of the above approaches will provide adequate visual impact mitigation for off site visual receptors, this approach entails off site works on the land from which the viewpoint is experienced (eg screening close to the viewpoint).

Set out below are the relevant responses to these approaches with respect to the Proposal.

### MITIGATION RESPONSES

#### Avoidance

The NSW Government is planning for the renewal of Blackwattle Bay to deliver an authentic, vibrant and sustainable place connected to Sydney's iconic harbour. The Precinct Plan aligns with the 16 Principles developed with the community through consultation and interactive workshops in 2017. The Precinct represents a 'once in a lifetime' opportunity to revitalise the foreshore and not only create the missing link in the otherwise continuous 15 kilometre waterfront promenade from Woolloomooloo to Rozelle Bay and associated high quality foreshore promenade and open space, but also to support the Pyrmont Peninsula Place Strategy (PPPS) vision for creating opportunities for further diverse employment and housing options within the Peninsula.

NSW Governments contiguous ownership of a considerable proportion of the precinct, provides the opportunity to realise the renewal potential within a reasonable timescale, with a high quality and cohesive public domain outcome.

Future renewal of Blackwattle Bay is underpinned by The Bays Precinct Sydney Transformation Plan, Greater Sydney Region Plan and the Eastern City District Plan. It is consistent with the ten directions recently released by the NSW Department of Planning, Industry and Environment to shape the PPPS and will form an extension to the innovation corridor.

As a result of these factors, 'Avoidance' in the form of locating the Precinct elsewhere is not considered an appropriate form of mitigation.

#### Reduction

The Greater Sydney Commission has identified that by 2036, the Eastern City District will need 157,500 new homes and the Harbour CBD and its fringe areas need to provide up to 235,100 jobs. Blackwattle Bay provides a rare precinct scale opportunity for new homes and employment, spanning approximately 8.4 hectares of harbourfront land, less than 1km from the western edge of the Sydney CBD.

After careful consideration, and a foundation of evidence based technical studies and key requirements, we have concluded that Blackwattle Bay could accommodate up to approximately 250,000m<sup>2</sup> of Gross Floor Area which would support between 1000 to 1700 homes and 4000 to 7000 jobs. We envisage the site could accommodate a range of building heights from low scale 3 to 45 storeys high.



## 10.0 MITIGATION AND CONCLUSION

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This, combined with a need for diverse employment and housing opportunities in the future would indicate that 'Reduction' is not the most appropriate form of mitigation.

### **Alleviation**

The most appropriate form of alleviation would be via built-form articulation and materials selection during detailed design. This would contribute towards the precinct integrating as sympathetically as possible with the surrounding landscape, and potentially contribute to the surrounding built environment in a positive manner through well considered design.

Building reflectivity and specialist lighting should be further considered during detailed design to ensure that these elements are minimised as much as possible for surrounding sensitive receptors.

Importantly, it is noted that this assessment has been undertaken against the maximum building envelopes for the precinct and could therefore be considered to be the highest ratings for each viewpoint based on the concept master plan. As ongoing design refinement as outlined above is expected to be undertaken, viewpoint ratings have the potential to decrease as the design develops.

Development of the public realm during the detailed design phase has the potential to have a contributory effect on the precinct through the creation of world-class public space which matches its location as one of Sydney's premier central Bays. Articulation of the public realm design during the detailed design phase would ensure that landscape elements (such as trees) would not obstruct valued sight lines (such as water views). This could be particularly beneficial for any viewpoints in close proximity that may be impacted by vegetation (such as from within Wentworth Park).

### **Off-site compensation**

Given the size of the Precinct the ability to provide off-site compensation through the use of strategic planting in order to screen or filter views of the Precinct is limited and would generally only be effective at a significant distance, at which stage the Precinct as a whole would most likely be seen as a single component of the larger built-form skyline of the CBD.

### **CONCLUSION**

A comprehensive LCVIA assessment of the Precinct on the surrounding area has been conducted and employs a rigorous, best practice methodology to identify levels of visual impacts based on a professional evaluation.

The study has identified and evaluated the existing visual environment (while acknowledging that the current visual scenes are anticipated to change in the future) and key views before progressing to an assessment of quantitative and qualitative criteria using best practice methodology.

The appropriateness of a number mitigation measures have been considered to reduce visual impacts of the precinct to the surrounding area while balancing the identified

## 10.0 MITIGATION AND CONCLUSION

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objectives and desired outcomes for the future of the area. Whilst it is acknowledged that the perceived visual impact of the precinct will vary from viewer to viewer, the methodology used to evaluate visual impact in this instance is informed by internationally accredited approaches and the author's 20 years of experience in the field of visual impact.

### SUMMARY OF FINDINGS

Overall, the following conclusions can be drawn on the precincts impacts to visual amenity within the study area:

- the majority of the visual impacts fall within the negligible to moderate scale (eleven viewpoints), with nine viewpoints registering a moderate/high to high rating;
- the most significant public spaces that will be effected by the precinct are those that are in close proximity with largely unobstructed views such as the foreshore walk of Blackwattle Bay Park;
- given the height and mass of elements within the precinct, it is visible from a range of varied locations, however it's visual impact ratings begin to decrease relatively quickly over a small distance as a result of existing elements within the landscape obstructing or filtering views;
- where long distance views of the precinct are possible, it generally forms a component of a wider urban skyline comprised of varying architectural styles and scales, and does not appear at odds with the wider skyline which helps to mitigate the scale of the precinct;
- views of the Anzac Bridge are left largely unobstructed, with the exception being viewpoint 13 as a result of proposed landscaping, which could arguably be said to be adding a contributory greening element to a highly busy urban road and increasing user amenity.

Of the 20 viewpoints selected and analysed the findings are as follows:

- One viewpoint with a **negligible** rating
- One viewpoint with a **low** rating
- Six viewpoints with a **moderate/low** rating
- Three viewpoints with a **moderate** rating
- Six viewpoints with a **high/moderate** rating
- Three viewpoints with a **high** rating.

On balance it is the professional opinion of the authors of this assessment that (on the basis that the proposed mitigation measures are implemented through the detailed design stage) the visual impacts combined with the overall visual catchment of the precinct, and the highly urbanised location that the precinct would occupy, are such that they would not constitute reasons to hinder approval on visual impact grounds.





# appendices



## APPENDIX A - DETAILED METHODOLOGY

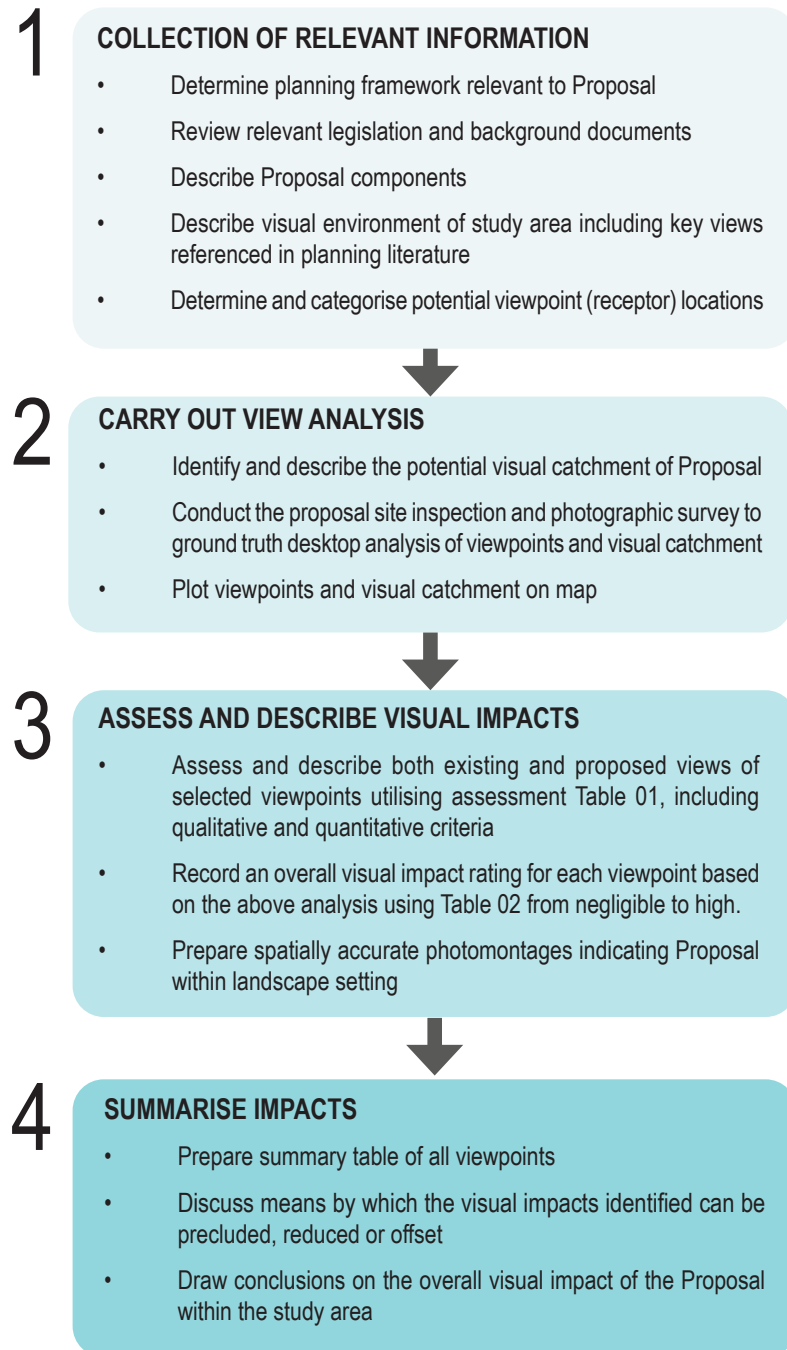


Figure 1 - Summary of CLOUSTON methodology.



## APPENDIX A - DETAILED METHODOLOGY

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### METHODOLOGY

Landscape Character and Visual Impact Assessment aims to ensure that all possible effects of change and development in the landscape, views and visual amenity are taken into account. It is concerned with how the surroundings of individuals or groups of people may be specifically affected by change in the landscape, both quantitatively and qualitatively.

The Commission of the NSW Land and Environment Court have developed Planning Principles that relate to visual impact assessment and have developed assessment steps to be followed:

Step 1: Identify the nature and scope of the existing views from the public domain. This identification should encompass (but is not limited to):

- the nature and extent of any existing obstruction of the view
- relevant compositional elements of the view (such as is it static or dynamic and, if dynamic, the nature and frequency of changes to the view)
- what might not be in the view – such as the absence of human structures in the outlook across a natural area
- is the change permanent or temporary
- what might be the curtilages of important elements within the view

Step 2: Identify the locations in the public domain from which the potentially interrupted view is enjoyed. (Note that the Planning Principles give primacy of views from the public domain over views from private land).

Step 3: Identify the extent of the obstruction at each relevant location.

Step 4: Identify the intensity of public use of those locations where that enjoyment will be obscured, in whole or in part, by the proposed development.

Step 5: Identify whether or not there is any document that identifies the importance of the view to be assessed. The absence of such provisions does not exclude a broad public interest consideration of impacts on public domain views. Heritage items (such as Aboriginal and environmental) should also be considered, as should direct impacts on the local community.

### QUANTITATIVE AND QUALITATIVE VALUES

The visual experience of the area and its landscape setting varies depending on the viewer's standpoint within and outside the precinct site and indeed from the viewer's personal perceptions of what they may appreciate in any given setting.

This requires an assessment to address both the quantitative characteristics of the landscape views (what elements form the scene? What features dominate? What breadth of view is offered – narrow vista or wide panorama?) and the qualitative assessment of the values ascribed to those scenes.

## APPENDIX A - DETAILED METHODOLOGY

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The quantitative-based strategies are less debatable (can that view still be seen when the new built form is introduced? How much of that view will we lose?) than is establishing the qualitative strategies (which view is more important to retain?); the latter could be perceived differently by every viewer that sees that scene. Such variation of perception is particularly acute around the built form.

### FIELD OF VIEW

The choice of lens, camera format and final presentation has a significant bearing on the understanding of the precinct site photos. There is a balance to be struck in seeking to replicate the human eye with respect to focal length, looking straight ahead and the experience of the view with its wider context, so that a proposal's appearance and its place within its environment can be recognised and understood.

In recognising that no photographic image can exactly replicate the view of the human eye, extensive literature has been published on the nearest equivalent combination of focal length and field of view of a camera that best emulates human vision.

Much of this literature is contradictory with a further complication to this process being the differing sensor formats of digital cameras which affect the apparent focal length and field of view.

It is important to note that the process of assigning visual impact ratings to viewpoints is undertaken during a site visit and is calculated from a human vision perspective on site. Photographic images should be considered to be representative only.

Viewpoint photos have been taken with a camera with the following specification:

- Camera used: NIKON D810
- Camera lens: TAMRON SP 24-70mm F/2.8Di VC USD G2 A032N
- Focal length in 35mm Film 24mm

Refer to Appendix B, Visual Impact Photomontage and Methodology Report by Virtual Ideas for more details.

### ASSESSMENT METHODOLOGY

CLOUSTON Associates has developed a best practice methodology based on internationally accredited approaches and 20 years of experience in the field of visual assessment. There are several critical dimensions demonstrated through this assessment and evaluation:

- Ensuring all receptors (viewers) have been adequately identified, even at distance, with emphasis on public domain views
- Comprehensive evaluation of context to determine visual catchment of the precinct site from these areas
- Being clear on and separately defining quantitative impacts (distance, magnitude, duration etc) as against qualitative impacts (viewer type and context of view)



## APPENDIX A - DETAILED METHODOLOGY

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- Providing a clear rationale for how impacts are compared and contrasted
- Ensuring photomontages include views from the highest potential impact locations, identified from analysis above
- Being clear on the differing forms of mitigation options, namely avoidance, amelioration (eg design), mitigation (eg screening) and compensation (on or offsite)

### ASSESSMENT PROCESS

The initial step involves the collection of relevant information regarding the Proposal, and its compatibility with the surrounding landscape. Desktop analysis is undertaken to determine the visual catchment of the precinct and potential visual receivers through the use of mapping and topography analysis. Site visits are then undertaken to confirm the visual catchment and visual receivers.

The next step is to carry out a view analysis that identifies the potential visual catchment and areas from which the Precinct Site may be viewed. Viewpoints are analysed and defined into different categories and sensitivities in terms of their land use context and spatial relationship to the Precinct Site and the landscape in which they are located. A photographic inventory from identified key viewpoints is suggested, plotting the viewpoints on a map.

An evaluation matrix is then completed that summarises the full range of viewer situations identified, assessing the indicative contribution to potential visual impact of key factors for each selected viewpoint. The scores for these key factors are then averaged to determine a High, Moderate, Low or Negligible impact rating.

### View Selection Criteria

The selection of views for detailed evaluation for the Study Areal are based on the following sources:

- visual assessment policy guidance in particular the NSW Land and Environment Court Planning Principles;
- desktop mapping;
- in-field evaluation;
- SSP Study Requirements.

Informed by the above considerations, the selection criteria for views to be assessed in detail will include potentially impacted views from:

- the public domain (principally streets, parks and waterways)
- pedestrians and cyclists
- views and vistas identified within local planning documents
- close and direct views
- transport (private and public)
- distant and filtered views
- any impacted heritage areas or items.

## APPENDIX A - DETAILED METHODOLOGY

### CHRONOLOGY OF ASSESSMENT

For this LCVA the sequential assessment steps employed in determining the potential visual impact of the Precinct Site are as follows:

#### Stage 1:

Establishing the baseline – drawing on background documents and site investigation to document the existing landscape character and visual environment of the study area and its visual catchment. This leads to establishing the most significant views and vistas within and surrounding the Precinct Site.

#### Stage 2:

Visual Impact Assessment - assessment of the visual impacts of the Precinct Site set against the planning and design principles. This leads to determining any mitigation measures that may be required to reduce visual impacts from the preferred development option.

### RATING SYSTEM

The overall visual impact rating of a project on any given viewpoint/visual receptor is based on themes of magnitude and sensitivity, recorded using a four band scoring system from negligible to high.

- Sensitivity: each visual receptor type has an inherent and varied sensitivity to change in the visual scene based on the personal context in which their view is being experienced (ie. At home, on the street, in a park etc). This sensitivity has a direct bearing on the perception of visual impact experienced by the receptor and qualifies the quantitative impacts
- Magnitude: a measure of the magnitude of the visual effects of the development within the landscape. A series of quantitative assessments are studied, including distance from development, quantum of view, period of view and scale of change
- Overall Impact Rating: The severity of these impacts is calculated using matrix Table 1 – based on a combination of magnitude and sensitivity.

	HIGH MAGNITUDE	MODERATE MAGNITUDE	LOW MAGNITUDE	NEGLIGIBLE MAGNITUDE
HIGH SENSITIVITY	HIGH	HIGH - MODERATE	MODERATE	NEGLIGIBLE
MODERATE SENSITIVITY	HIGH - MODERATE	MODERATE	MODERATE/ LOW	NEGLIGIBLE
LOW SENSITIVITY	MODERATE	MODERATE/LOW	LOW	NEGLIGIBLE
NEGLIGIBLE	NEGLIGIBLE	NEGLIGIBLE	NEGLIGIBLE	NEGLIGIBLE

Table 1: Visual Impact Rating as a combination of Sensitivity and Magnitude. Source: Environmental Impact Assessment Practice Note: Guideline for Landscape Character and Visual Impact Assessment (EIA-N04). Roads and Maritime Services.



## APPENDIX A - DETAILED METHODOLOGY

		FACTOR		NEGLECTIBLE	LOW IMPACT	MODERATE IMPACT	HIGH IMPACT
QUALITATIVE	Viewer Sensitivity	Viewer Location	Following L and E Court Principles on public viewpoint priority over private viewpoints	Viewer locations and land uses where views are of limited focus most of the time (eg. factories, warehouses)	Major arterial roads and rail viewpoints that are not highly scenic by nature or designation	Residential living areas, Office break out areas inside and out	Parks and off-road walking trails, On water recreation Scenic drives or walks
		Viewer Activity	The nature of the activity on which the viewer is principally focused, relative to the view	Highly focused activity in which the view is of limited focus	Activity where the landscape context may be important but the activity not view focused (eg. sport)	Activity where the view is part of the experience but not the principal focus (eg. jogging, rowing etc)	Activity where the view is central to the experience (eg. walking for physical/mental wellbeing or sitting)
		Number of Views	While not a statistical assessment, a general overview of how many see the view day to day	A remote or secluded location with a very small user catchment and/or day to day use	Relatively limited viewer numbers (eg. at a small park, on a local street)	Significant number of day-to-day viewers (ie. inner city streets)	High viewer numbers every day and all day (major park, walkway, light rail or train)
QUANTITATIVE	Nature of View	View Distance	The distance of the viewer from the subject has a direct bearing on the scale of impact	Over 3,000m from viewer to the subject	1,000-3,000m from viewer to the subject	500-1000m from viewer to the subject	0-500m from viewer to the subject
		View Orientation	The directness of the view to the subject from the viewer's location and orientation changes the visual impact	The subject is generally on the outer margins of the view or at the edge of the viewers peripheral vision	The subject is not in the centre of the view and/or is one part of a broader panoramic scene	The subject occupies centre of the view or close to the centre	The subject occupies the centre of the view and in a wide band

Table 2: Sensitivity and Magnitude Rating Criteria.

## APPENDIX A - DETAILED METHODOLOGY

		FACTOR		NEGLIGIBLE	LOW IMPACT	MODERATE IMPACT	HIGH IMPACT
QUANTITATIVE	Nature of View	Quantum of View	This criterion addresses the scale of view change relative to the overall view cone	Little or no discernible quantum of change	Minor quantum of change	Moderate quantum of change	Major quantum of change
		Period of View	The time over which the viewer experiences the view has some bearing on its visual impact	A very brief glimpse (ie. from a car, bus or train)	1-10 second view (ie. from a car, bus or train where the brief view persists or unfolds)	1-5 minutes (ie. when walking or cycling along a path within a park)	Hours/part of day (ie. where the viewer is having a picnic or is at a playground)
	Quantum of Change	Feature Skyline	Where a skyline or landmark is significant in the view the subject may or may not impact on the view of that feature	Little or no discernible change to the skyline	Some minor loss of skyline in the view	Moderate loss of skyline view	Major loss of skyline view
		View of Sky	Views of the sky are critical to our sense of space and weather. This assesses the loss of overall sky	Very limited if any loss of sky	Some loss of sky	Moderate loss of sky	High loss of sky
		Character Change	This assesses the extent to which the subject changes the overall character of the view	Very little or no discernible change in character	Some discernible but minor change in character	Noticeable change in character of the view	Major change in character of the view

Table 2 (Cont.): Sensitivity and Magnitude Rating Criteria.



## APPENDIX A - DETAILED METHODOLOGY

LOCATION		• Viewpoint location
DISTANCE		• Distance to Project site boundary
RECEPTORS		• Description of viewers
EXISTING VIEW		• Description of current view

EXPECTED VISUAL IMPACT	
	<ul style="list-style-type: none"><li>• Description of expected view</li></ul>

Receptor Type	Public
Viewpoint Number	20
Qualitative - Sensitivity	
Viewer Location	HIGH
Viewer Activity	MODERATE
Number of Views	LOW
Overall Qualitative Sensitivity Rating	MODERATE
Quantitative - Magnitude	
View Distance	LOW
View Orientation	LOW
Quantum of View	LOW
Period of View	HIGH
Quantum of Change - Feature Skyline	LOW
Quantum of Change - View of Sky	LOW
Quantum of Change - Character change	LOW
Overall Quantitative Magnitude Rating	MODERATE / LOW
Overall VISUAL IMPACT RATING (Combination of sensitivity and magnitude ratings)	MODERATE / LOW

Assessment matrix table

Overall visual impact rating

Table 3: Example of Assessment Format Before Mitigation Measures.

### PHOTOMONTAGES

Virtual Ideas have produced spatially accurate photomontages in line with the NSW Land and Environment Court guidelines. See Appendix B - Photomontage and Methodology Report.