



Transport for NSW

Visual Impact Assessment

Central Precinct State Significant Precinct

July 2022 | Version: 1

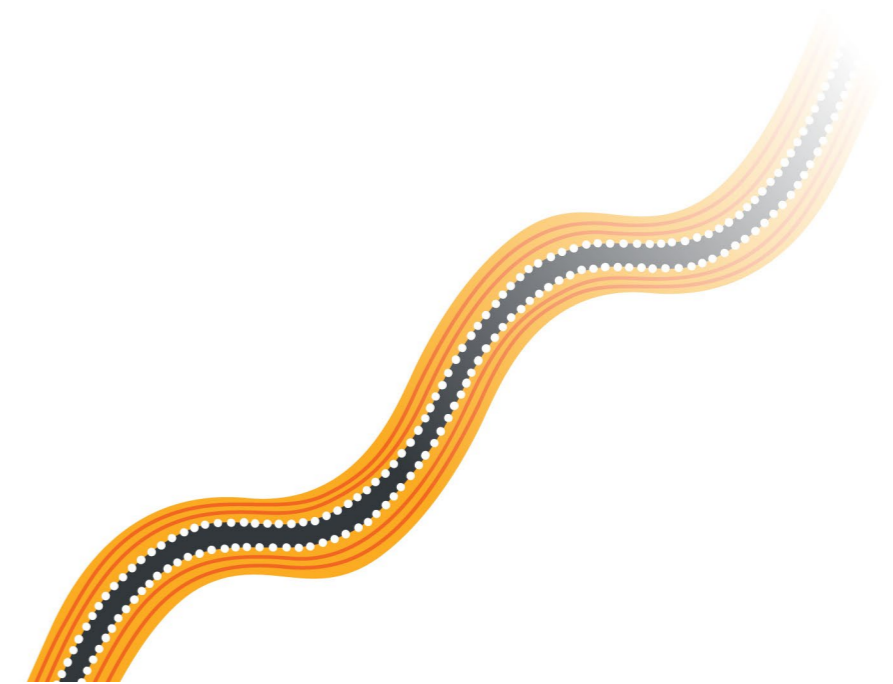
Acknowledgement of Country

Transport for NSW acknowledges the traditional custodians of the land on which we work and live.

We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation's First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples' cultural and spiritual connections to the land, waters and seas and their rich contribution to society.



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Executive Summary

Transport for New South Wales (TfNSW) (the proponent) is proposing to renew the Central Precinct State Significant Precinct (Central Precinct) as a new technology and innovation precinct.

In accordance with the study requirements, a visual impact assessment (VIA) has been prepared to consider the potential visual impact of the proposal on the public domain appropriate to a rezoning and make recommendations for the new planning framework.

To ensure adequate representation of potential visual impact, 41 viewpoints in the public domain were selected for assessment.

This included views identified as being of importance by the City of Sydney, in particular the view from Broadway to the Central Station Clock Tower (the clock tower) as well as views from open spaces such as Prince Alfred Park, Belmore Park and Railway Square.

In accordance with best practice, photomontages were prepared showing the existing and potential future visual conditions from each of these viewpoints.

Of the viewpoints selected, the findings were as follows:

- the proposal is likely to have a negligible significance of visual impact on 11 viewpoints (27% approx.)
- the proposal is likely to have a low significance of visual impact on 20 viewpoints (49% approx.)
- the proposal is likely to have a moderate significance of visual impact on 9 viewpoints (22% approx.)
- the proposal is likely to have a high significance of visual impact on 1 viewpoint (2% approx.)
- the proposal is not likely to have a major significance of visual impact on any viewpoint.

The new planning framework proposes to include a number of measures to mitigate visual impact. These include setting new development back from important heritage items such as the clock tower and Mortuary Station, separating new towers from the rezoned Western Gateway sub-precinct and limiting the height of new buildings.

In addition, this VIA recommends that the new planning framework also includes additional measures to address visual impact. This includes maintaining the existing clear sightline from Broadway to the clock tower and new development in important locations demonstrating design excellence, including through design competitions.

Subject to the incorporation of the recommended mitigation measures, it is concluded that the proposal has an acceptable visual impact considering its location within an evolving Central Sydney location, in particular its proximity to the City's southern tower cluster, its consistency with the type of growth in this evolving Central Sydney location, the endorsed strategic planning intent for the precinct and the considerable change to existing visual character due to the approved Western Gateway rezoning.

Glossary

Abbreviations

Term	Meaning
CoS	City of Sydney
CSPS	Central Sydney Planning Strategy
DA	Development application
DCP	Development control plan
DPE	NSW Department of Planning and Environment
EP&A Act	Environmental Planning and Assessment Act 1979
GFA	Gross floor area
GLVIA3	Guidelines for Landscape and Visual Impact Assessment (third edition)
GCC	Greater Cities Commission
LCA	Landscape character area
LEC	NSW Land and Environment Court
LEP	Local environmental plan
RL	Reduced level
Rose Bay	Rose Bay Marina Pty Limited v Woollahra Municipal Council and anor [2013] NSWLEC 1046
SDCP2012	Sydney Development Control Plan 2012
SDRP	State design review panel
SLEP2012	Sydney Local Environmental Plan 2012
VIA	Visual impact assessment

Key term

Term	Meaning
Characteristics	means elements, or combinations of elements, which make a contribution to distinctive landscape character
Element	means individual parts which make up the landscape, such as, for example, trees, hedges and buildings

Term	Meaning
Feature	means particularly prominent or eye-catching elements in the landscape, such as tree clumps, church towers or wooded skylines or a particular aspect of the project proposal
Impact on views overall	means balanced consideration of all views. In some cases, weighting may be considered. For example, while impact on most views may be considered acceptable, a significant, unacceptable visual impact on a particularly important view may be grounds for refusal. However, it is expected that this will occur very rarely.
Landscape	means an area, as perceived by people, the character of which is the result of the action and interaction of natural and/or human factors
Landscape character	means a distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another, rather than better or worse
Landscape character area	means a single unique area which is the discrete geographical areas of a particular landscape type
Landscape character type	means distinct types of landscape that are relatively homogeneous in character. They are generic in nature in that they may occur in different areas in different parts of the country, but wherever they occur they share broadly similar combinations of geology, topography, drainage patterns, vegetation and historical land use and settlement pattern, and perceptual and aesthetic attributes
Magnitude	means a term that combines judgements about the size and scale of the effect, the extent of the area over which it occurs, whether it is reversible or irreversible and whether it is short or long term in duration
Sensitivity	means a term applied to specific receptors, combining judgements of the susceptibility of the receptor to the specific type of change or development proposed and the value related to that receptor
Significant	means at least a considerable magnitude of change occurring to an at least high sensitivity view
Silhouette effect	means where the outline of an element or feature is seen against only the sky
Townscape	means the character and composition of the built environment including the buildings and the relationships between them, the different types of urban open space, including green spaces, and the relationship between buildings and open spaces

Term	Meaning
Unacceptable	<p>means an outcome that satisfies all three of the following conditions:</p> <ul style="list-style-type: none"> • inconsistent with the intent of a planning provision, considering aims, objective or similar qualitative statement of a desired outcome • where there is insufficient environmental planning ground to justify that inconsistency, having regard to relevant matters such as the public interest, environmental outcomes, social outcomes and economic outcomes • where reasonable and relevant conditions of consent are unlikely to satisfactorily mitigate this impact
Visual amenity	<p>means the overall pleasantness of the views people enjoy of their surroundings, which provides an attractive visual setting or backdrop for the enjoyment of activities of the people living, working, recreating, visiting or travelling through an area</p>
Visual impact	<p>means impact on specific views and on the general visual amenity experienced by people</p>
Visual receptors	<p>means individuals and/or defined groups of people who have the potential to be affected by a proposal</p>

Section A – Introduction and Background

1 Introduction

Located within the heart of Eastern Harbour City, Central Precinct is Australia’s busiest transport interchange. The precinct currently holds latent potential with all its inherent advantages of location and transport connections to revitalise Central Sydney. Capitalising on Central Precinct’s prime location within Tech Central, a NSW Government commitment to create the biggest technology hub of its kind in Australia, Central Precinct presents the ultimate transformative opportunity to deliver a connected destination for living, creativity and jobs. The renewal of Central Precinct will provide a world-class transport interchange experience, important space for jobs of the future, improved connections with surrounding areas, new and improved public spaces and social infrastructure to support the community.

1.1 Tech Central

1.1.1 Overview

The NSW Government is committed to working with the local community to develop the biggest innovation district of its kind in Australia. Bringing together six neighbourhoods near the Sydney CBD (Haymarket, Ultimo, Surry Hills, Camperdown, Darlington North Eveleigh and South Eveleigh), Tech Central is a thriving innovation ecosystem that includes world-class universities, a world-leading research hospital, 100 + research institutions, investors and a wide range of tech and innovation companies. The vision for Tech Central is for it to be a place where universities, startups, scaleups, high-tech giants and the community collaborate to solve problems, socialise and spark ideas that change our world. It is also for it to be place where centring First Nations voices, low carbon living, green spaces, places for all people and easy transport and digital connections support resilience, amenity, inclusivity, vitality and growth.

Tech Central is an essential component of the Greater Sydney Region Plan’s Eastern Harbour City Innovation Corridor. It aims to leverage the existing rich heritage, culture, activity, innovation and technology, education and health institutions within the precinct as well as the excellent transport links provided by the Central and Redfern Station transport interchanges.

The Central Precinct is located within the Haymarket neighbourhood of Tech Central. Planned to become the CBD for Sydney’s 21st century, this neighbourhood is already home to The Quantum Terminal (affordable coworking space in the iconic Central Station Sydney Terminal Building) the Scaleup Hub (affordable and flexible workspace for high-growth technology scaleups) and is soon to be the home of Atlassian’s headquarters. It is also in close proximity to a number of important education and research institutions.

The planned urban renewal of the Central Precinct has been identified as a key project to achieving the vision for Tech Central.

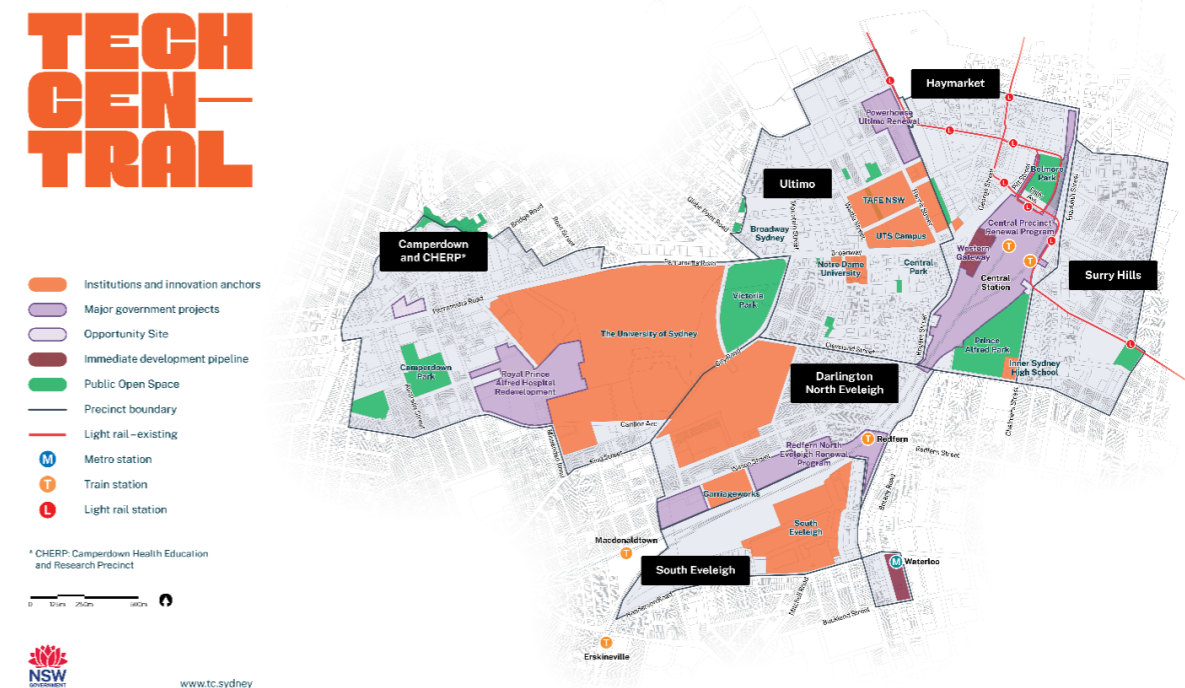
1.1.2 Background & Context

In August 2018, the NSW Government established the Sydney Innovation and Technology Precinct Panel (the Panel) comprising representatives from various industry, health, education, government agencies and key community members. In December 2018 ‘The Sydney Innovation and Technology Precinct Panel Report’ was produced, setting out the Panel’s recommendations for a pathway to delivering a successful innovation and technology district at Tech Central. In February 2019, the NSW Government adopted the Panel’s report and committed to delivering the following:

- 25,000 additional innovation jobs
- 25,000 new STEM and life sciences students
- 200,000 m² for technology companies, and
- 50,000 m² of affordable space for startups and scaleups

In February 2019, the Greater Sydney Commission released a Place Strategy for the area that is now known as Tech Central (Camperdown-Ultimo Collaboration Area Place Strategy, GSC). The Place Strategy, developed collaboratively by a range of stakeholders involved in planning for Tech Central’s future, was prepared to inform public and private policy and investment decisions by identifying and recognising the complex, place-specific issues inhibiting growth and change. The strategy identifies shared objectives for the place and sets out priorities and actions to realise the vision for the area under the key themes of Connectivity, Liveability, Productivity, Sustainability and Governance.

Both the Panel Report and Place Strategy recognise the importance of the Central Precinct to Tech Central’s future.



In July 2019, Central Precinct was declared a nominated State Significant Precinct (SSP) in recognition of its potential to boost investment and deliver new jobs. The SSP planning

process for Central Precinct will identify a new statutory planning framework for Central Precinct. This involves two key stages:

- **Stage 1:** Development of a draft Strategic Vision which has since evolved into the Central Precinct Strategic Framework
- **Stage 2:** Preparation of an SSP study with associated technical analysis and community and stakeholder consultation.

In March 2021, the [Central Precinct Strategic Framework](#) was adopted representing the completion of Stage 1 of the planning process to develop a new planning framework for Central Precinct. The Strategic Framework outlines the vision, planning priorities, design principles, and the proposed future character of sub-precincts within Central Precinct.

This is intended to inform and guide further detailed planning and design investigations as part of this SSP Study (Stage 2 of the SSP planning process).

This SSP Study intends to amend the planning controls applicable to Central Precinct under the SSP SEPP 2005 to reflect the vision and planning priorities set for the precinct under the Strategic Framework. Study Requirements were issued in December 2020 to guide the investigations and the proposed new planning controls.

1.2 Central Precinct vision

Central Precinct will be a vibrant and exciting place that unites a world-class transport interchange with innovative and diverse businesses and high-quality public spaces. It will embrace design, sustainability and connectivity, celebrate its unique built form and social and cultural heritage and become a centre for the jobs of the future and economic growth.

1.3 Case for change

Over the coming years, Central Station will come under increasing pressure as technological innovations progress, investment in transport infrastructure increases and daily passenger movements increase. Sydney Metro, Australia's biggest public transport project, will result in the delivery of a new generation of world-class, fast, safe, and reliable trains enabling faster services across Sydney's rail network. In 2024, Sydney Metro's Central Station will open with daily passenger movements forecast to increase from 270,000 persons to 450,000 persons over the next 30 years.

In its current state, Central Station is underperforming as Australia's major transport interchange – it's currently a hole in the heart of Sydney's CBD, lacking connectivity, activation and quality public spaces.

The renewal of Central Precinct will expand and revitalise Central Station, and transform this underutilised part of Sydney from a place that people simply move through to one where they want to visit, work, relax, connect and socialise. Its renewal also presents the potential to deliver on the strategic intent and key policies of regional, district and local strategic plans, providing for a city-shaping opportunity that can deliver economic, social and environmental benefit. Specifically, it will:

- make a substantial direct and indirect contribution to achieving the Premier's Priorities by facilitating upgrades to Sydney's largest and most significant public transport interchange, improving the level of service for users and visitors, and supporting the creation of new jobs and housing

- implement the recommendations of the NSW State Infrastructure Strategy 2018-2038, in particular the upgrading of the major transport interchange at Central to meet future customer growth
- contribute to key 'Directions' of the Greater Sydney Region Plan, to deliver 'a city supported by infrastructure', help create 'a city of great places', support 'a well connected city', deliver new 'jobs and skills for the city' and create 'an efficient city'
- implement the outcomes envisaged within the Eastern City District Plan including reinforcing the Harbour CBD's role as the national economic powerhouse of Australia and supporting its continued growth as a Global International City
- deliver on the shared objectives and priorities for Tech Central, the future focal point of Sydney's innovation and technology community, which aims to boost innovation, economic development and knowledge intensive jobs while creating an environment that foster collaboration and the exchanging of ideas.

1.4 About this report

The purpose of the VIA is to address the study requirements (including considerations and other matters) issued by the Department of Planning and Environment (DPE) in October 2021 relating to visual impact. The following table shows where the study requirements have been addressed in the VIA.

Table 1 Summary of assessment against study requirements

Ref	Study requirement	Summary	Section
3.4	Prepare a view and visual assessment	This study fulfils this study requirement. A selection of 41 views have been assessed to provide a comprehensive and robust understanding of likely visual impact to help inform DPE's assessment and decision making process.	The entire study
3.4	Assesses visual impact as a result of the proposal	While visual impact on viewpoints is variable, when assessed against the significance of visual impact and relevant parts of the planning framework, overall the proposal's visual impact is considered acceptable in the context of a changing Central Sydney visual environment.	Section 8
3.4	Review and identify important views to be protected in the context of the changing CBD environment	In the context of a changing Central Sydney environment, protection of the view from the intersection of Broadway, George Street, Harris Street and Regent Street to the clock tower silhouetted against the eastern sky is considered to be critically important due to its exceptional historic and aesthetic significance. In addition, it is also considered important to protect views to the clock tower from location to the north, east and west, and in particular from streets aligned with the clock tower. While views to the clock tower from the south in the public domain in the long range will be blocked, the opening of new views from Central Green and Central Avenue will mitigate this outcome.	Section 9
3.4	Analysis of views in relation to relevant parts of the Central Precinct Strategic Framework, the Draft Central Sydney Planning Strategy and the Government's aspirations for the Sydney Innovation and Technology corridor	Views have been analysed in relation to all relevant parts of the planning framework, including the Central Precinct Strategic Framework, the Central Sydney Planning Strategy and the NSW government's aspirations for the Sydney Innovation and Technology corridor (ie, Tech Central). Government aspirations for Tech Central, which seek to create a considerable intensity of innovation and technology uses, together with the Central Precinct Strategic Framework which seeks considerable scale of development, form a critical lens through which to consider acceptability of visual impact. In particular, they support in-principle change to the existing visual environment, integrating Central Precinct into southern Central Sydney.	Section 9

Ref	Study requirement	Summary	Section
		More specific matters such as impact on views, heritage, character and visual amenity have also been addressed and found to be acceptable.	
3.4	Describe and assess visual impact of the proposal	Key visual impacts include: <ul style="list-style-type: none"> • Development of considerable scale within central precinct • protection of the critically important Central Station clock tower view plane • protection of important views obtained from the public domain in locations from the north, east and west • extension and consolidation of the southern tower cluster seen behind Sydney Terminus and its clock tower in views from the north • creation of a new, well-defined, urban edge for south-east Sydney • improvement of overall visual amenity • creation of an overall character that is generally consistent with that of other major, recent Central Sydney renewal precincts and southern Central Sydney • from viewpoints in the long range, extension and integration with the prevailing north-south urban form of Central Sydney. 	Section 8
3.4	Clear and consistent methodology adopted from best practice national or international methodology	The methodology used by this VIA is derived from the international standard 'Guidelines for Landscape and Visual Impact Assessment' version 3 (GLVIA3), the NSW Land and Environment Court (LEC) planning principle for 'impact on public domain views' established in <i>Rose Bay Marina Pty Limited v Woollahra Municipal Council and anor [2013] NSWLEC 1046 (Rose Bay)</i> and for 'Views - general principles' established in <i>Tenacity Consulting v Waringah [2004] NSWLEC 140</i> .	Section 5
3.4	Determine the level of visual impact against criteria such as sensitivity and magnitude	While particular viewpoints have high levels of sensitivity, due to the presence of development of the type proposed and in particular the approved Western Gateway sub-precinct, the overall level of sensitivity is low – medium. While variable, the overall magnitude of change is high. On this basis, while resulting in significant impact to certain viewpoints, in particular to Prince Alfred Park, the overall significance of visual impact is considered acceptable	Section 8
3.4	Assessment against the principles of visual amenity should be undertaken	Assessment has shown that the proposal will result in overall improved visual amenity for Central Precinct and its surrounding, in particular for the key public spaces of Western Forecourt and Railway Square. Subject to consistency with the design guide, Central Precinct itself will have a high level	Section 9.5

Ref	Study requirement	Summary	Section
		of visual amenity. The VIA recommends that further consideration be given to better integrating Central Precinct across Eddy Avenue to Belmore Park to provide further visual amenity improvements	
3.4	Recommend mitigation measures to reduce visual impact, where appropriate	Recommended mitigation measures comprise provisions in the design guide and considerations as part of the subsequent design excellence and development application process, including variation in massing and design between buildings when seen from Prince Alfred Park	Section 10
3.4	Visualisations relied upon by the VIA must meet Land and Environment Court policy or other relevant quality assurance requirements	Visualisations meet the Land and Environment Court photomontage policy	Section 8
3.4	Visual impact development standards to be applied to subsequent development stages	Development standards, comprising objectives, controls and a map in the design guide, have been recommended to protect significant views, provide new views and mitigate visual impact on development seen behind Sydney Terminus from viewpoints to the north such as Belmore Park and Eddy Avenue	Section 10
Study considerations			
3.4	Consider employing a methodology consistent with that set out in the Draft Central Sydney Planning Strategy and associated Draft DCP documentation	The VIA has considered the Central Sydney planning framework, which includes the endorsed Central Sydney Planning Strategy and consequent amendments to the SDCP2012. This has included all views identified as being significant public views from public places	Section 9
3.4	Consider conserving significant views including but not limited to the Clock Tower and Parcel Post building from surrounding streets and from within the site (including visual connection between significant heritage items)	<p>Critically, the view protection plane enabling an unobstructed view for pedestrians in the public domain at the intersection of Broadway, George Street, Harris Street and Regent Street to the clock tower silhouetted against the eastern sky is retained by the proposal.</p> <p>The proposal does not block views to the Parcel Post building obtained from the adjoining public domain, in particular Central Square and the Western Forecourt.</p> <p>The proposal does not block views to the clock tower from locations in the north identified as being historically important in the CSPA and SDCP2012.</p> <p>The proposal does not block views to the clock tower from locations in west and east the views to the clock tower identified as being important in the Heritage Framework</p>	Section 9

Ref	Study requirement	Summary	Section
3.4	Consider how the proposal impacts on the wider visual setting of the site including on the adjacent heritage conservation areas and heritage items	The proposal will extend and consolidate the southern tower cluster, which includes the approved Western Gateway. The proposal will also create a new well-defined, urban edge to south-east Central Sydney when seen from Prince Alfred Park. Through this, Central Precinct will be integrated with southern Central Sydney. Largely due to distance, the proposal is not assessed as having a significant, unacceptable visual impact on heritage items or heritage conservation areas outside Central Precinct.	Section 9
Consultation			
3.4	<p>The Studies are to be informed by consultation with:</p> <ul style="list-style-type: none"> The City of Sydney; particularly in relation to establishing and agreeing on a methodology for wind, view and solar access analysis DPIE (in particular the Public Spaces team, Government Architect Green and Resilient Public Places team where relevant) NSW Environment Protection Authority (where relevant). <p>Advice should be sought from the Central Precinct Design Review Panel throughout the process, particularly in relation to the outcomes of amenity studies as they relate to and inform the urban design of the precinct.</p> <p>Advice should be sought from the Central Precinct Design Review Panel throughout the process, particularly in relation to the outcomes of amenity studies as they relate to and inform the urban design of the precinct</p>	<p>Consultation has occurred with the City of Sydney and DPE in the selection of viewpoints. Engagement on matters relevant to visual impact, including public domain, built form and heritage, has occurred with the City of Sydney, DPE, GANSW and GSC through the DRP, SDRP and PWG processes. It is not considered material to visual impact to consult with the DPE Green and Resilient Public Places team or the NSW Environment Protection Authority</p>	Section 9

Ref	Study requirement	Summary	Section
Author			
3.4	The view and visual assessment is to be prepared by a suitably qualified professional(s) with the necessary experience and expertise to undertake the required works	This VIA has been prepared by appropriately qualified and experienced experts, including surveyors, photographers, software specialists, architects, urban designers and urban planners	This entire study
Guidance documents			
3.4	<p>The following documents provide guidance for this Study:</p> <ul style="list-style-type: none"> State Environmental Planning Policy (Infrastructure) 2007 (DPIE, 2007) City of Sydney Open Space, Sports and Recreational Needs Study (CoS, 2016) Assessing Vibration: A Technical Guideline (DEC, 2006) Development Near Rail Corridors and Busy Roads – Interim Guideline City of Sydney Public Design Manual and Public Domain Design; Guidelines from NSW Govt Architect and City of Sydney Competitive Design Policy Guidelines for Landscape and Visual Impact Assessment (LI & IEMA 2013) NSW Land and Environment Court photomontage policy NSW Green Cover Technical Guidelines NSW Greener Spaces District and Regional Plan strategies and actions Greater Sydney Green Grid Spatial Framework Sydney Development Control Plan 2012 	<p>The following guidance documents have been considered as part of this VIA:</p> <ul style="list-style-type: none"> Guidelines for Landscape and Visual Impact Assessment (LI & IEMA 2013) NSW Land and Environment Court photomontage policy District and Regional Plan strategies and actions (ie, the Greater Sydney Region Plan and the Eastern City District Plan) Sydney Development Control Plan 2012 Draft Central Sydney Planning Strategy and draft DCP (now the endorsed Central Sydney Planning Strategy and associated Central Sydney Planning Framework) 	Section 9

Ref	Study requirement	Summary	Section
	<ul style="list-style-type: none"> City of Sydney public domain codes including: Streets Code and Technical Specifications, Legible Sydney Wayfinding Strategy & Design Manual, Street Tree Masterplan, Urban Forest Strategy & any other relevant Sydney Code Draft Central Sydney Planning Strategy and draft DCP 		

1.5 Study Area

Central Precinct is located at the south-east edge of Central Sydney (refer to **Figure 1**). Central Precinct is surrounded by a number of suburbs including, Haymarket to the north, Chippendale to the south and Surry Hills to the south-east. It is located within the City of Sydney local government area (LGA) with an approximate gross site area of 24 hectares of Government owned land. The precinct comprises land bounded by Pitt Street and Regent Street to the west, Cleveland Street to the south, Eddy Avenue, Hay Street and Goulburn Street to the north and Elizabeth Street and Chalmer Street to the east.

Central Precinct has been an important site for transport operations for over 150 years. Today, Central Station is Australia's busiest transport interchanges and is the anchor of New South Wales's (NSW) rail network. It provides 24 platforms for suburban and Intercity and Regional train connections as well as a direct link to Sydney Airport. The broader transport interchange also caters for light rail, bus, coach and point to point connections such as taxis. The transport interchange will also form part of the Sydney Metro network, with new underground platforms to be provided for Sydney Metro services under Platform 13, 15 and 16 at Central Station. Sydney Metro services will begin in 2024. The precinct also comprises several significant heritage items including the state heritage listed Sydney Terminal Building and the Clock Tower.



Figure 1 Location plan of Central Precinct

As part of the Strategic Framework, eight sub-precincts have been defined that reflect and positively respond to the varying character of the surrounding areas. These sub-precincts are:

- Central Station
- Northern Over Station Development

- Western Gateway
- Regent Street Sidings
- Southern Over Station Development
- Prince Alfred Sidings
- Eastern Gateway
- Goulburn Street.

The location of these sub-precincts and relevant boundaries is illustrated in **Figure 2**.

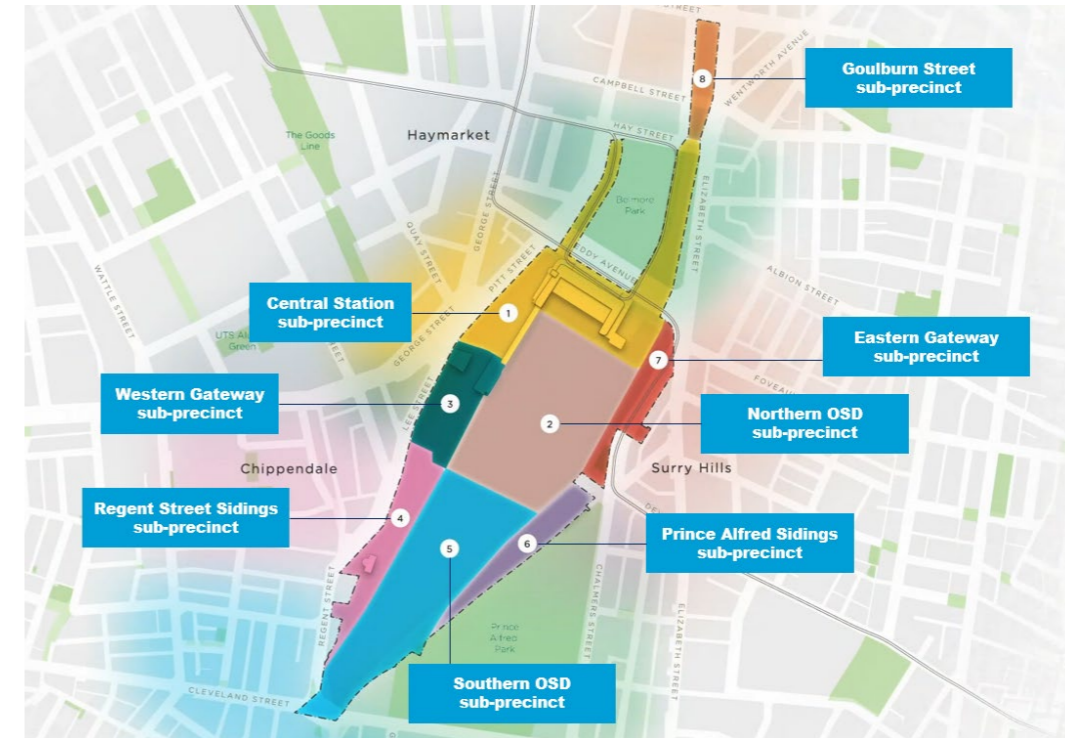


Figure 2 Central Precinct and sub-precincts

1.5.1 Planning Properties

To help realise the vision of Central Precinct and the desired local character of the subprecincts, the following planning priorities have been developed and are grouped into five key themes as outlined in Table 2 below.

Table 2 Summary of assessment against study requirements

Theme	Planning properties
Place and destination	<ul style="list-style-type: none"> • Unite the city by reconnecting with the surrounding suburbs • Shape a great place that is vibrant, diverse, active, inclusive and has a high level of amenity • Deliver a precinct which responds to its urban context and embeds design excellence Improve existing and providing additional connected public space in the precinct of high environmental amenity and comfort • Protect and celebrate the Precinct’s heritage values • Create a people focussed precinct through a focus on public transport, cycling and walkability • Facilitate the precinct’s focus on transport and economic diversity in tourism and across commercial sectors including office, business and retail.
People and community	<ul style="list-style-type: none"> • Design public spaces that promote health, equality and well-being • Promote social cohesion by providing spaces for gathering, connection, exchange, opportunity and cultural expression • Honour and celebrate the cultural heritage and identity of the Precinct’s past and present Aboriginal community • Create a safe and intuitive precinct that promotes social access and inclusion • Support programs and initiatives that benefit communities and people • Create a precinct that responds to the current and future needs of transport customers, workers, residents and visitors, including those of the broader local community.
Mobility and access	<ul style="list-style-type: none"> • Provide a world class, integrated and seamless transport interchange • Maintain the precinct’s role as NSW’s main transport interchange • Improve the transport customer experience, including wayfinding, pedestrian flows and interchange between different transport modes • Facilitate and enhancing connections within and towards key locations in southern Central Sydney • Deliver a people focussed precinct that is walkable, well connected, safe and puts people first • Design infrastructure that will adapt to future changes in transport and mobility.
Economy and innovation	<ul style="list-style-type: none"> • Advance Sydney’s status as a global city • Support the creation of jobs and economic growth including new and emerging industries such as innovation and technology and explore the provision of space for cultural and creative uses and start-ups • Provide an active and diverse commercial hub with a rich network of complementary uses that nurture and support business • Support both the day and night economies of the precinct through diverse complementary uses, promoting liveability and productivity • Foster collaboration between major institutions in the precinct including transport, education, health and business

Theme	Planning properties
	<ul style="list-style-type: none"> • Create a smart precinct that incorporates digital infrastructure to support research and innovation.

1.5.2 Reference Master Plan

Architectus and Tyrrell Studio have prepared a Place Strategy, Urban Design Framework and a Public Domain Strategy which establishes the Reference Master Plan for Central Precinct. The Urban Design Framework and Public Domain Strategy provides a comprehensive urban design vision and strategy to guide future development of Central Precinct and has informed the proposed planning framework of the SSP Study.

The Reference Master Plan includes:

- Approximately 20,700 sqm of publicly accessible open space comprising:
 - Central Green – a 5,600 square metre publicly accessible park located in immediately south of the Sydney Terminal building
 - Central Square – 6,275 square metre publicly accessible square located at the George Street and Pitt Street junction
 - Mortuary Station Gardens – a 4,700 square metre publicly accessible park (excluding Mortuary Station building) located at Mortuary Station
 - Henry Deane Plaza – a publicly accessible plaza located in the Western Gateway sub-precinct
 - Eddy Avenue Plaza – a 1,700 square metre publicly accessible plaza located in the north-eastern portion of the Sydney Terminal building
 - Western Terminal Extension Building Rooftop - a 970sqm publicly accessible space above the Western Terminal Extension Building Rooftop.
- Approximately 269,550 square metres of office gross floor area (GFA)
- Approximately 22,450 square metres of retail GFA
- Approximately 50,900 square metres of hotel GFA
- Approximately 84,900 square metres of residential accommodation GFA, providing for approximately 850 dwellings (assuming 1 dwelling per 100sqm GFA) - including a minimum 5-10% for the purposes of affordable housing.
- Approximately 47,250 square metres of education/tech space GFA
- Approximately 22,500 square metres of student accommodation GFA
- Approximately 17,350 square metres of community/cultural space GFA.

The key features of the Indicative Reference Master Plan, include:

- A network of new and enhanced open spaces linked by green connections. This will include:
 - A Central Green (Dune Gardens) at the north of Central Precinct that will create a new civic public realm extension of the Sydney Terminal building and a new vantage point for Central Sydney

- A new Central Square which will deliver on the vision for a new public square at Central Station, as one of three major public spaces within Central Sydney connected by a people-friendly spine along George Street
- Mortuary Station Park at Mortuary Station that will be a key public domain interface between Chippendale and the over-station development. that will draw on the story of Rookwood Cemetery and the Victorian Garden context with the established rail heritage of the Goods Line and the rail lines
- Henry Deane Plaza which will prioritise the pedestrian experience, improving connectivity and pedestrian legibility within the Western Gateway sub-precinct and provide clear direct links to and from the State heritage listed Central Station and its surrounds
- Eddy Avenue Plaza – will transform into a high-amenity environment with significant greening and an enhanced interface with the Sydney Terminal building.

A new network of circulation that will establish a clear layer of legibility and public use of the place. This will include:

- A 15 - 24 metre wide Central Avenue that is laid out in the spirit of other street layouts within Central Sydney and which responds to the position of the Central clocktower, providing new key landmark views to the clocktower. Central Avenue will be a place for people to dwell and to move through quickly. It brings together the threads of character from the wider city and wraps them
- Three over-rail connections to enhance access and circulation through Central Precinct, as well as provide pedestrian and bicycle cross connections through the precinct
- The extension of public access along the Goods Line from Mortuary Station Gardens, offering a new connection to Darling Harbour
- New vertical transportation locations throughout the precinct allowing for seamless vertical connections.
- An active recreation system supports health and well-being through its running and cycling loops, fitness stations, distributed play elements, informal sports provision, and additional formal recreation courts.
- a network of fine grain laneways that are open to the sky

The proposed land allocation for Central Precinct is described in **Table 3** below.

Table 3 Breakdown of allocation of land within Central Precinct (note: below figures, except for total Central SSP area, excludes WGP)

Land allocation	Proposed
Open-air rail corridor	101,372 sqm
Developable area	136,607 sqm
Public open space	20,710 sqm / 15.2 % of Developable area
Other publicly accessible open space	45,650 sqm / 33.4 % of Developable area
(Including movement zones, streets and links)	70,247 sqm / 51.4 % of Developable area
Building area	23.8 ha

The Indicative Reference Master Plan for Central Precinct is illustrated in **Figure 3** below.

Sub-precinct	Total GFA per sub-precinct (sqm)*
⑤ Station (terminal building)	15,800
Ⓐ OSD Block A	165,400
A1	66,900
A2	48,900
A3	39,400
A4	4,100
A5	3,000
A6	3,100
Ⓑ OSD Block B	88,900
B1	42,700
B2	37,200
B3	4,000
B4	5,000
Ⓒ OSD Block C	109,700
C1	32,700
C2	28,500
C3	42,800
C4	3,400
C5	2,300
Ⓓ Regent Street Sidings Block D	65,000
D1	33,300
D2	31,700
Ⓔ Prince Alfred Sidings Block E	20,900
Ⓕ Goulburn St Car Park	49,200
Total GFA (excluding Western Gateway)	514,900
Ⓖ Western Gateway	275,000





Figure 3 Reference Master Plan

Source: Architectus and Tyrrell Studio

2 Central Precinct

Central Precinct is located at the south-east edge of southern Central Sydney (refer below figure).



Figure 4 Location of Central Precinct

Source: Nearmap and Ethos Urban

Due to this location as well as its large area and length, it has the potential for a high level of visual exposure to the public domain.

While varied and shifting based on viewpoint, Central SSP can be considered to express the following overall visual characteristics:

- contributing to the complexity of the southern Central Sydney visual environment
- disruption in the intense, highly urban fabric, in particular through the open nature of the yards Landscape Character Areas (LCA)
- juxtaposition between two different LCAs in the form of Central Sydney, including Broadway, and the adjoining inner city suburbs of Surry Hills, Redfern and Chippendale
- large scale, including monumentality of scale in the Main Station Building LCA
- visual dominance of Central Station, most notably Sydney Terminal and its clocktower (refer **Figure 4**) but also including railway infrastructure (refer **Figure 5**)
- while having a generally level landform, the elevation of Sydney Terminus and its clock tower above the adjoining parts of Pitt Street and Eddy Avenue.
- varied composition, with formality dominating in the Main Station Building LCA

- varied expression of heritage elements, with some afforded prominence such as the Main Station Building and others being less visible such as Mortuary Station and the Former Railways Institute Building
- a general absence of significant trees and vegetation.



Figure 5: The Sydney Terminal clock tower

Source: Sydney Living Museums



Figure 6: Central Precinct showing part of the Bradfield Flying Junctions and the SYAB

Source: Sydney Morning Herald

3 The planning framework

Parts of the planning framework relevant to consideration of visual impact at the rezoning stage include Eastern City District Plan, Central Sydney Planning Strategy and the Central Strategic Framework.

While detailed consideration of heritage impact is excluded from the scope of this VIA, high level consideration has been given to heritage matters under the Heritage Framework

Similarly, despite being a strategic planning process, a level of consideration is also given to environmental planning instruments such as the Sydney Local Environmental Plan 2012

Key matters for consideration raised by the planning framework include impact on key views from the public domain, urban form and townscape, streetscape, bulk and scale and visual amenity. In particular, the Central Sydney Planning Strategy seeks to protect the historically important view of the Sydney Terminus clock tower against the silhouette of the eastern sky when seen from the intersection of Broadway, George Street, Harris Street and Regent Street (refer **Figure 6**).



The Precinct

1 – Central Station Clock Tower view protection plane

NOT TO SCALE

Figure 7: Central Station clock tower view protection plane

The Central Sydney Planning Strategy also seeks to protect views of the clock tower from a number of other locations in the public domain.

4 Methodology

The purpose of VIA is to identify whether the proposal results in a significant, unacceptable visual impact, considering impact on views overall.

Consideration of visual impact is inherently subjective, and involves professional value judgements. As noted by the Land and Environment Court of New South Wales (the LEC) in *Rose Bay Marina Pty Limited v Woollahra Municipal Council and anor* [2013] NSWLEC 1046 (Rose Bay), the key to addressing this challenge is to adopt a rigorous methodology.

The methodology used by this VIA is derived from the international standard ‘Guidelines for Landscape and Visual Impact Assessment’ version 3 (GLVIA3), the NSW Land and Environment Court (LEC) planning principle for ‘impact on public domain views’ established in *Rose Bay Marina Pty Limited v Woollahra Municipal Council and anor* [2013] NSWLEC 1046 (Rose Bay) and for ‘Views - general principles’ established in *Tenacity Consulting v Waringah* [2004] NSWLEC 140.

The methodology provides consideration of the Central Sydney planning framework, which includes the CSPS, SLEP2012 and SDCP2012. This has included all views identified as being significant public views from public places. Selection of views has been informed by consultation with DPE and the City of Sydney.

Under this methodology, VIA is undertaken in three (3) main stages:

- preparation of the evidence base
- analysis of the evidence base.

Preparation of the evidence base

The evidence base is undertaken in accordance with the LEC photomontage policy. This involves surveying, photography and software based modelling.

Consistent with this policy, the evidence base comprises:

- a photograph of the existing view from the viewpoint
- a photomontage illustrating the potential future view from the viewpoint should the proposal be approved, which may include any appropriate reference points such as an approved planning envelope.

Analysis of the evidence base

The evidence base is analysed against three main considerations:

- **sensitivity:** of the view to the nature of change proposed
- **magnitude:** of the nature of change proposed
- **significance:** of the nature of change proposed factoring in sensitivity and magnitude.

Sensitivity and magnitude comprise a number of factors as follows:

Factors of sensitivity

- Number and type of visual receptors
- Social and cultural value
- Visual characteristics

Factors of magnitude

- Size and scale
- Geographic extent
- Duration and / or reversibility.

4.1 Assumptions, limitations and exclusions

The following assumptions apply to this VIA:

- parameters relating to siting (eg, setbacks), yield (eg, GFA) and scale (eg, RLs) provided by Architectus and include in their Urban Design Study are accurate
- subsequent DAs will be prepared by proponents and submitted for assessment to consent authorities, which will involve DPE and / or the City of Sydney. This process enables the further, more detailed consideration of visual impact and the setting of appropriate conditions to mitigate any impact.

The following limitations apply to this VIA:

- consistent with the intent of a State-led rezoning, the scope and nature of this VIA has focussed on matters of strategic and site specific merit and not on compliance with pre-existing, numeric controls
- the selected viewpoints that form the evidence base for this VIA are representative of general conditions in the visual environment. It is neither feasible nor appropriate to capture views from every location in the public domain. On this basis, the findings and conclusions are general in nature
- matters considered under VIA are also highly relevant for other topics. In this regard, reference should also be made to other parts of the SSP Study, and in particular the Urban Design Study prepared by Architectus and Tyrrell Studio (eg, scale, character and streetscape) and the Heritage Study prepared by TZG and Artefact and submitted as part of the SSP Study
- while photomontages provide an indication of the likely future visual environment, they can only provide an approximation of the rich visual experience enabled by the human eye. As they are based on photographs, the same limitations that apply to photography, including optical distortion, apply.
- For some photomontages, a wider frame of view has been used to provide a “panorama”, ensuring the capture of important city context. In such instances a greater level of distortion will occur for upper parts of elements

The following exclusions apply to this VIA:

- consideration of night-time impact (including lighting) is excluded. Refer to the Lighting Study prepared by ARUP for address of this matter
- consideration of Aboriginal cultural heritage impact (including Connecting with Country) is excluded. This is only appropriately undertaken by a member or qualified representative of the Aboriginal community. Refer to the connecting with Country Study prepared by Balarinji for address of this matter
- while addressed at a high level, detailed consideration of heritage impact is excluded. Refer to the Heritage Study prepared by TZG and Artefact for address of this matter.

5 Visual catchment

Due to its scale, the area in which the proposal may theoretically be seen (ZTV) is considerable.

However, occluding elements and features between the proposal and viewer will work to significantly reduce this ZTV to create the visual catchment. This is where the proposal is most likely to be seen as a noticeable element in the landscape.

The visual catchment can generously be regarded to extend to 1.5km from Central Precinct, and is defined to the north by Central Sydney, the east by the Crown Street and Riley Street ridge in Surry Hills, around Lachlan Street, Waterloo in the south and a line roughly from Sydney University to the Pyrmont Peninsula in the west.

Overall, the visual catchment is perceived as a highly urban area, including what may be regarded as the southern Central Sydney and inner urban Sydney LCAs. These visual characteristics of these LCAs are varied and complex. This means that the attributes of viewpoints can change considerably despite proximity to one another.

Landform

As can be seen in **Figure 7**, landform within the visual catchment is generally gently undulating. This means that elements in the landscape located between the viewpoint and SSP will have a high blocking effect, likely screening the lower parts of buildings from view and resulting in an appearance of truncated height. The exception to this is the upper parts of the western side of the Riley and Crown Street ridge in Surry Hills, where a steeper slope provides opportunities for views across such elements to the proposal.

Public domain

Figure 7 shows streets, public parks and reserves in the visual catchment.

Consistent with built form, this shows a general delineation between Central Sydney to the north and west and inner suburbs to the south and east.

Within Central Sydney, blocks are typically larger, while to the south and east blocks are typically smaller. Street spacing is noticeably tight, and resulting blocks shorter, in Surry Hills and Chippendale.

Common characteristics include:

- streets are typically a modified grid, with greater regularity in Central Sydney north of Hay Street and in Redfern
- streets are short, and either straight or include a single change in alignment
- few streets are directly aligned with the SSP.

The SSP is adjoined by the relatively large public parks of Belmore Park and Prince Alfred Park.

Apart from these parks, there are few other public parks in the primary visual catchment. Of note, these include Redfern Park at its southern periphery and Victoria Park at its western periphery.

Built form

Figure 7 shows a figure ground map of visual catchment.

This shows a general delineation in built form between a Central Sydney built form to the north and west, and an inner suburban form to the south and east.

Common characteristics include:

- dense built form
- high site cover
- zero street setbacks.

Key variations are;

- to the north and west, varied heights but generally higher rise
- to the south and east, varied heights but generally lower rise
- to the north and west, setbacks and separation distances to side and rear boundaries
- to the south and west, little to no setbacks or separation distances to side boundaries, but some setbacks to rear boundaries.

Vegetation

Figure 7 shows key areas of public domain vegetation in the visual catchment. Belmore Park is heavily treed, while Prince Alfred Park is largely open and mainly grassed (except for its edges).

Street tree plantings are variable. Overall, street trees are typically regularly spaced, established and have spreading canopies to the south, east and west, while are more sporadic to the north and west.

Plantings in the private domain are generally minimal due to the high proportion of built site coverage.



Topography

Grey lines represent contours
The darker the green, the lower the elevation



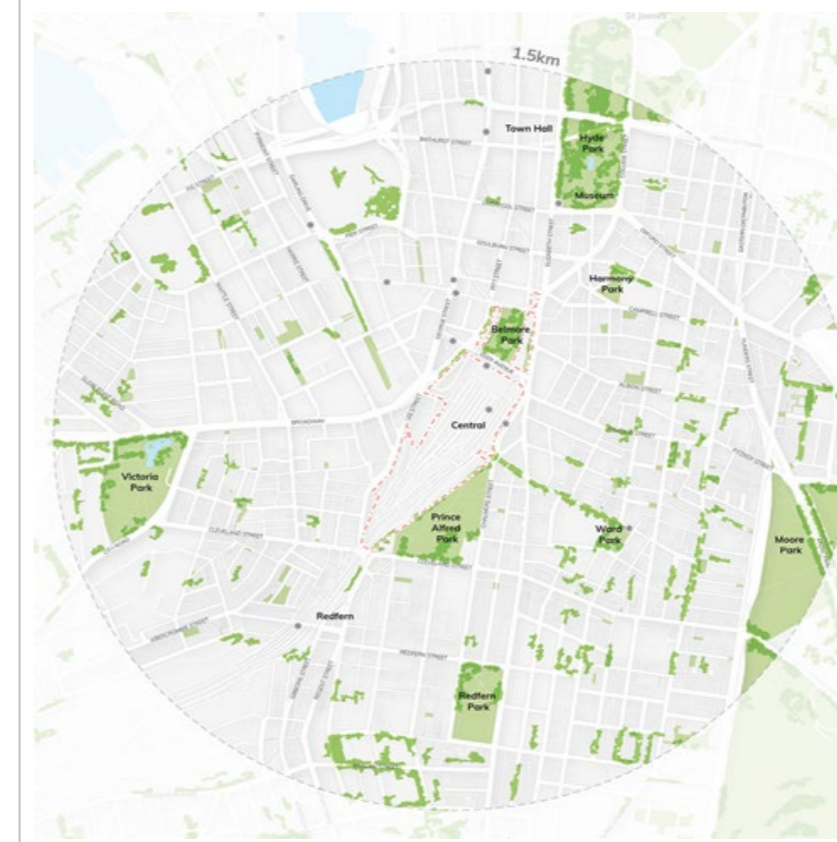
Built form

Black represents buildings



Public domain

Pink represents streets
Darker pink represents streets with a closer relationship with Central Precinct
Arrows represent an available direction of view towards Central Precinct



Vegetation

Light green represents parkland
Dark green represents consolidated areas of planting

Figure 8: Factors that influence the visual catchment

Within the visual catchment, modelling of a theoretical maximum planning envelope has indicated that a large number of areas in the public domain are 'in the shadow' of adjoining and nearby buildings, and therefore people are unable to see the proposal from these locations despite their relative proximity (refer **Figure 8**).



Figure 9: Areas in the public domain within the visual catchment where the proposal may be seen
Note: pink shows visibility, blue shows non-visibility

Within the visual catchment, public domain and built form (and to a lesser degree vegetation) interacts to create an area of greatest visual exposure.

This is typically areas in the close range, and in particular where the foreground and midground have no or minimal occluding elements. This includes Railway Square, the Western Forecourt, Prince Alfred Park, Eddy Avenue and Chalmers Street. While noting their ephemeral nature, the presence of large, spreading trees reduces visibility from Belmore Park.

Number and type of people

Being located in Central Sydney and including Central Station, Central Precinct will be seen by a large number of people.

City of Sydney walking counts show the largest number of people within the vicinity of the site are in Railway Square (average of 38,362 persons during weekdays between 2013 – 21), reducing to the east (14,830 at Devonshire Street and Chalmers Street) and Foveaux and Chalmers (14,604) and again to the south (2,536 at Prince Alfred Park).

The main types of people exposed to views from within the public domain to the proposal will be workers, residents and people passing through on the way to another place (eg, commuters). Some locations such as Prince Alfred Park will also be used by people engaged in passive or active outdoor recreation.

While a large number of people are ordinarily present in the public domain on a regular basis, the level of interest or attention of these people is like low due to the nature of activities they are engaged in such as travelling associated with work (eg, walking between meetings, travelling to transport).

While people typically have a high level of interest or attention in views from parkland settings, there are few such public places in the visual catchment. The notable exceptions are Prince Alfred Park and Belmore Park. While significant public places, Railway Square and the Western Forecourt do not ordinarily lend themselves to passive recreation activities. Furthermore, the natural slope of green open space in the Western Forecourt orients most views to the west, and trees screen views to Sydney Terminus and the clock tower.

Social and cultural value

Central Precinct has considerable social and cultural value. In particular, this includes being Sydney's pre-eminent transport hub and main railway station, as well as its heritage value. In particular, views to the Sydney Terminus clock tower from the intersection of Broadway, George Street, Harris Street and Regent Street are of particular importance due to its association with marking the gateway to Central Sydney from its traditional main entrance from the west (Great Western Highway) and south (Princes Highway).

The visual catchment includes a large number of heritage items and HCAs which are considered to have a higher social and cultural value (refer **Figure 9**).



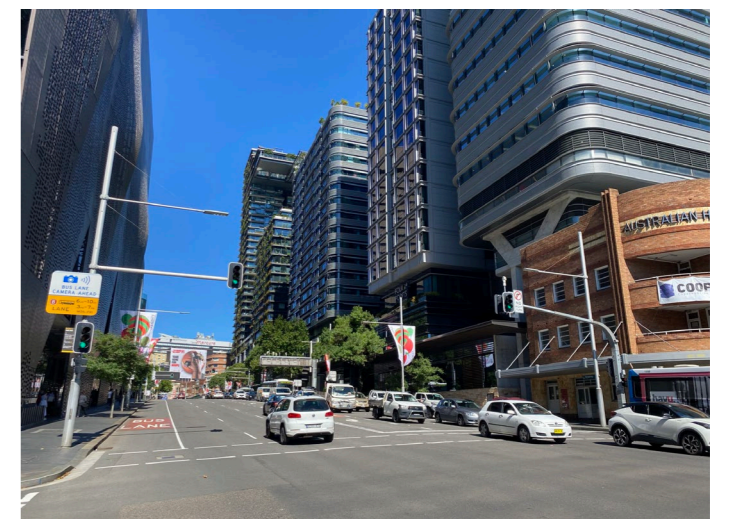
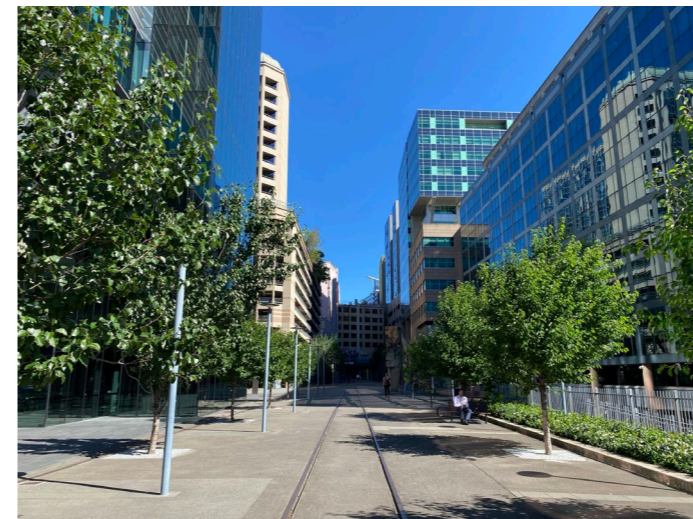
Figure 10: Heritage items and heritage conservation areas in the visual catchment

Pattern of viewing

The prevailing pattern of viewing in the visual catchment comprises various combinations of:

- direction: north, east, south, and west
- distance: local and district
- LCA: southern Central Sydney and inner urban Sydney.

While views from these types will inherently be varied, it is likely that they will share many of the same key characteristics.





6 Viewpoints

41 viewpoints have been selected to form the basis of this VIA. These include all significant views from public places and represent the pattern of viewing.

These viewpoints comprise key views and supporting views from all directions and across the local and district ranges. Key views are considered to be important to understand the nature of visual impact, and include the historically and aesthetically important view plane connecting the intersection of Broadway, George Street, Harris Street and Regent Street to the clock tower silhouetted against the eastern sky.

The viewpoints comprises key views and supporting views:

- key views: significant or otherwise important views
- supporting views: views of lesser importance but which help to further outline likely visual impact.

These viewpoints are identified in **Appendix A** and shown in **Figure 10**.

5.1 Key visual impact issues

Based on consideration of the study requirements, the planning framework and engagement with stakeholders and the community, these are:

- impact on significant views obtained from the public domain
- impact on important places in the public domain
- impact on heritage items and conservation areas
- impact on visual amenity
- impact on streetscape
- impact on character
- impact on townscape and urban form.

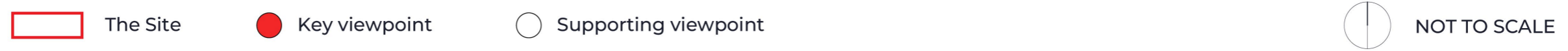


Figure 11: Key and supporting viewpoints in the local range

LEGEND

①	Liverpool Street and Pitt Street, Sydney	⑱	Elizabeth Street and Hay Street, Surry Hills
②	Wentworth Avenue, Goulburn Street and Commonwealth Street, Surry Hills	⑲	Elizabeth Street and Eddy Avenue, Surry Hills
③	Pitt Street and Hay Street, Haymarket	⑳	Elizabeth Street and Kippax Street, Surry Hills
④	Belmore Park, Haymarket	㉑	Elizabeth Street and Devonshire Street, Surry Hills
⑤	Rawson Street and Pitt Street, Haymarket	㉒	Chalmers Street and Bedford Street, Surry Hills
⑥	Chalmers Street, Elizabeth Street and Foveaux Street, Surry Hills	㉓	Albion Street between Elizabeth Street and Mary Street, Surry Hills
⑦	Pitt Street and Cleveland Street, Redfern	㉔	Foveaux Street and Bellevue Street, Surry Hills
⑧	Prince Alfred Park (the native meadow), Surry Hills	㉕	Prince Alfred Park (north), Surry Hills
⑨	Regent Street and Cleveland Street, Redfern	㉖	Prince Alfred Park (east), Surry Hills
⑩	Broadway, George Street, Harris Street and Lee Street, Chippendale	㉗	George Street and Cleveland Street, Redfern
⑪	Railway Square, Haymarket	㉘	The Greek Orthodox Church, Surry Hills
⑫	George Street at Christ Church St Laurence, Haymarket	㉙	Lawson Street, Redfern
⑬	George Street and Rawson Place, Haymarket	㉚	Western Forecourt, Haymarket
⑭	Pitt Street and Campbell Street, Haymarket	㉛	Valentine Street, Haymarket
⑮	Wentworth Avenue, Liverpool Street, College Street and Oxford Street, Surry Hills	㉜	Lee Street and Little Regent Street, Chippendale
⑯	Wentworth Avenue, Elizabeth Street and Campbell Street, Surry Hills	㉝	Regent Street between Wellington Street and Queen Street, Chippendale
⑰	Eddy Avenue outside Sydney Terminus, Haymarket	㉞	The Goods Line, Haymarket
		㉟	Quay Street, Haymarket
		㊱	Harris Street, Haymarket
		㊲	Broadway and City Road, Chippendale

Figure 12: Key and supporting viewpoints in the local range (Legend)

Section B – Visual Impact

7 Visual Impact Assessment

7.1 Viewpoint 1: Liverpool Street and Pitt Street, Sydney

Standard images



Existing view



Proposed view

Legend
 Proposed massing (Central Precinct Renewal)
 Approved massing (Western Gateway Development)

The view may be broadly described as a narrow view with strong focal attributes of a typical Central Sydney streetscape leading the eye to a point in background, with the clock tower partially visible.

This viewpoint is designed as a significant view in the City of Sydney DCP 2021.

Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	High
Social and cultural value	Medium
Visual characteristics	Low
Overall sensitivity	Medium
Factors of magnitude	
Size and scale	Moderate
Geographic extent	Restricted
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude	Noticeable
Overall significance of visual impact	Low

7.2 Viewpoint 2: Wentworth Avenue, Goulburn Street and Commonwealth Street, Surry Hills

Standard images



Existing view



Proposed view

This is a narrow view to the south-west obtained from a viewpoint located within the Wentworth Avenue roadway (western footpath) at the juncture of a Central Sydney and inner suburban (Surry Hills) context. The viewpoint is designated as a significant view in the City of Sydney DCP 2012.

Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	High
Social and cultural value	Medium
Visual characteristics	Medium
Overall sensitivity	Medium
Factors of magnitude	
Size and scale	Minor
Geographic extent	Restricted
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Perceptible
Overall significance of visual impact:	Low

7.3 Viewpoint 3: Pitt Street and Hay Street, Haymarket

Standard images



Existing view



Proposed view

This is a view to the south obtained from a viewpoint located within the Pitt Street roadway (eastern footpath) in a Central Sydney context. The viewpoint is designated in the Heritage Framework.

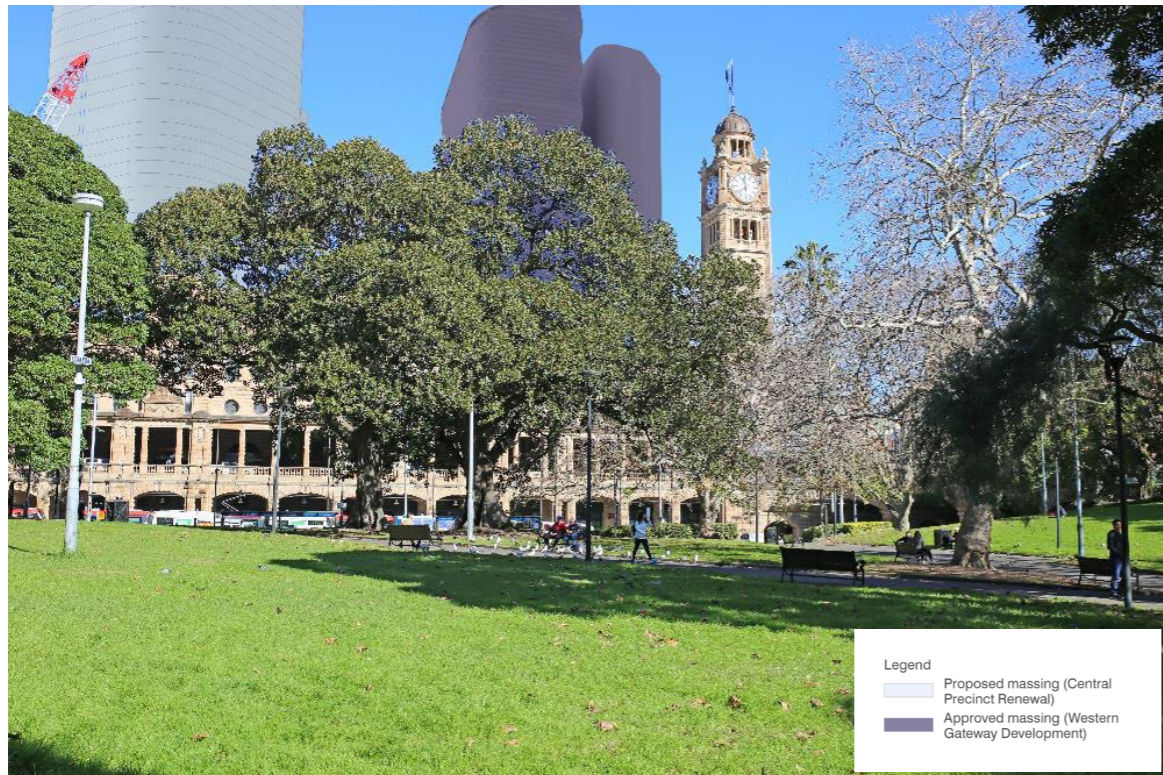
Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	High
Social and cultural value	Medium
Visual characteristics	Medium
Overall sensitivity	Medium
Factors of magnitude	
Size and scale	Major
Geographic extent	Restricted
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Considerable
Overall significance of visual impact:	Moderate

7.4 Viewpoint 4: Belmore Park, Haymarket

Standard images



Existing view



Proposed view

Supporting panorama images





This is a vista (ie, high amenity view) to the south-west obtained from a viewpoint located within Belmore Park in an urban parkland context. The viewpoint is designated in the Heritage Framework.

Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	High
Social and cultural value	High
Visual characteristics	Medium
Overall sensitivity	Medium – high
Factors of magnitude	
Size and scale	Major
Geographic extent	Restricted
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude	Considerable
Overall significance of visual impact:	Moderate – high

7.5 Viewpoint 5: Rawson Street and Pitt Street, Haymarket

Standard images



Existing view



Proposed view

This is a panoramic view to the south-east obtained from a viewpoint located within the Pitt Street roadway (western footpath) in a Central Sydney context. The viewpoint is designated in the Heritage Framework.

Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	High
Social and cultural value	Medium
Visual characteristics	Medium
Overall sensitivity	Medium
Factors of magnitude	
Size and scale	Major
Geographic extent	Restricted
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Considerable
Overall significance of visual impact:	Moderate

7.6 Viewpoint 6: Chalmers Street, Elizabeth Street and Foveaux Street, Surry Hills

Standard images



Existing view



Proposed view

Supporting panorama images





This is a wide view to the north-west obtained from a viewpoint located within the Foveaux Street roadway (northern footpath) at its intersection with Elizabeth Street in an inner suburban (Surry Hills) context. The viewpoint designated in the Heritage Framework.

Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	High
Social and cultural value	Low
Visual characteristics	Low
Overall sensitivity	Low
Factors of magnitude	
Size and scale	Insignificant
Geographic extent	Restricted
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Perceptible
Overall significance of visual impact:	Negligible

7.7 Viewpoint 7: Pitt Street and Cleveland Street, Redfern

Standard images



Existing view



Proposed view

This is a view to the north obtained from a viewpoint located within the Pitt Street roadway (eastern footpath) near its intersection with Cleveland Street in an inner suburban (Redfern) context. The viewpoint is designated as a significant view in the City of Sydney DCP 2012.

Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	Low
Social and cultural value	Medium
Visual characteristics	Medium
Overall sensitivity	Medium
Factors of magnitude	
Size and scale	Imperceptible
Geographic extent	Imperceptible
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Imperceptible
Overall significance of visual impact:	Negligible

7.8 Viewpoint 8: Prince Alfred Park (the native meadow), Surry Hills

Standard images



Existing view



Proposed view

Supporting panorama images





This is a wide vista (ie, high amenity view) to the north obtained from a viewpoint located within Prince Alfred Park in an urban parkland context. The general vicinity of the viewpoint is designated in the Heritage Framework

Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	Low
Social and cultural value	Medium
Visual characteristics	Medium
Overall sensitivity	Medium
Factors of magnitude	
Size and scale	Major
Geographic extent	Wide
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Considerable
Overall significance of visual impact:	Moderate

7.9 Viewpoint 9: Regent Street and Cleveland Street, Redfern

Standard images



Existing view



Proposed view

This is a wide view to the north-east obtained from a viewpoint located within the Cleveland Street roadway (southern footpath) in an inner suburban (Darlington) context. The viewpoint is designated as a significant view in the City of Sydney DCP 2012.

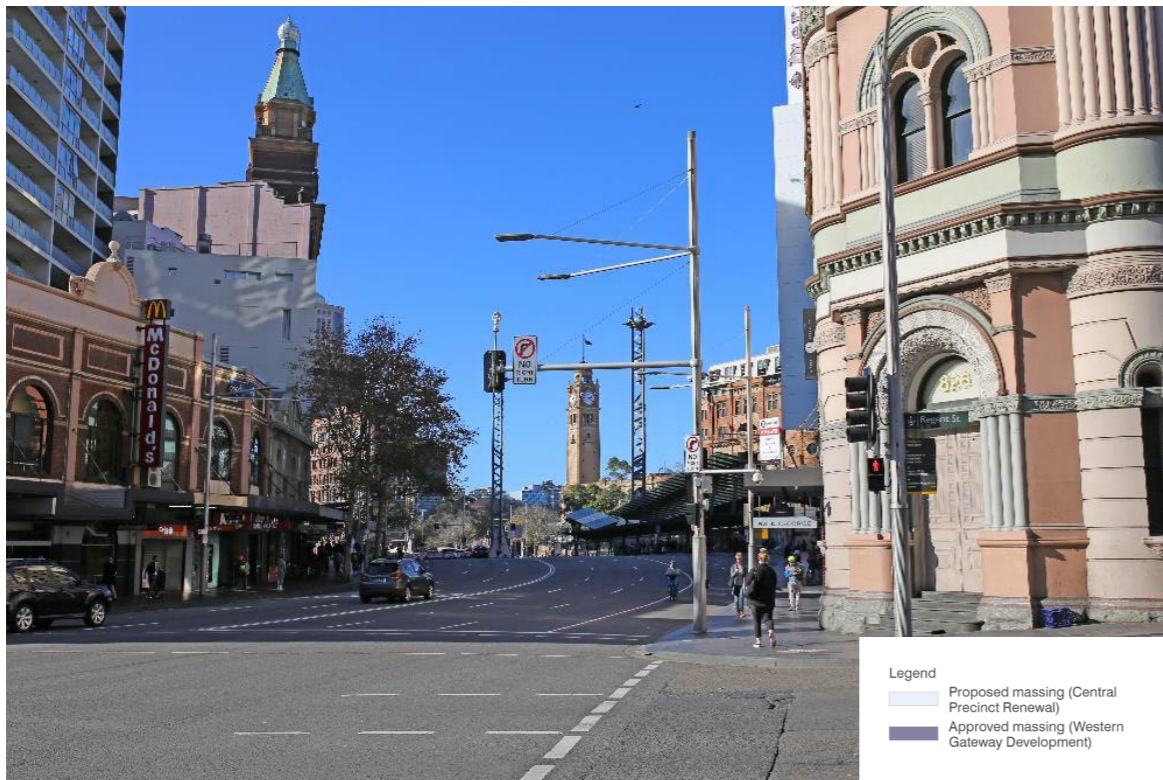
Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	Low
Social and cultural value	Low – medium
Visual characteristics	Low
Overall sensitivity	Low
Factors of magnitude	
Size and scale	Major
Geographic extent	Restricted
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Considerable
Overall significance of visual impact:	Low

7.10 Viewpoint 10: Broadway, George Street, Harris Street and Lee Street, Chippendale

Standard images



Existing view



Proposed view

This is a narrow view to the north-east obtained from a viewpoint located within the Broadway roadway (southern footpath) in an inner suburban context. The viewpoint is designated as a significant view in the City of Sydney LEP and subject to a view plane, and is also designated as a significant view in the City of Sydney DCP 2012. The general vicinity is designated in the Heritage Framework. This is considered to be the most significant view of the selection.

Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	High
Social and cultural value	High
Visual characteristics	High
Overall sensitivity	High
Factors of magnitude	
Size and scale	Imperceptible
Geographic extent	Imperceptible
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Imperceptible
Overall significance of visual impact:	Negligible

7.11 Viewpoint 11: Railway Square, Haymarket

Standard images



Existing view



Proposed view

Supporting panorama images





This is a narrow view to the north-east obtained from a viewpoint located within the George Street roadway (western footpath) in a Central Sydney (Haymarket) context. The general vicinity of the viewpoint is designated in the Heritage Framework.

Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	High
Social and cultural value	Medium
Visual characteristics	High
Overall sensitivity	Medium – high
Factors of magnitude	
Size and scale	Imperceptible
Geographic extent	Imperceptible
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Imperceptible
Overall significance of visual impact:	Negligible

7.12 Viewpoint 12: George Street at Christ Church St Laurence, Haymarket

Standard images



Existing view



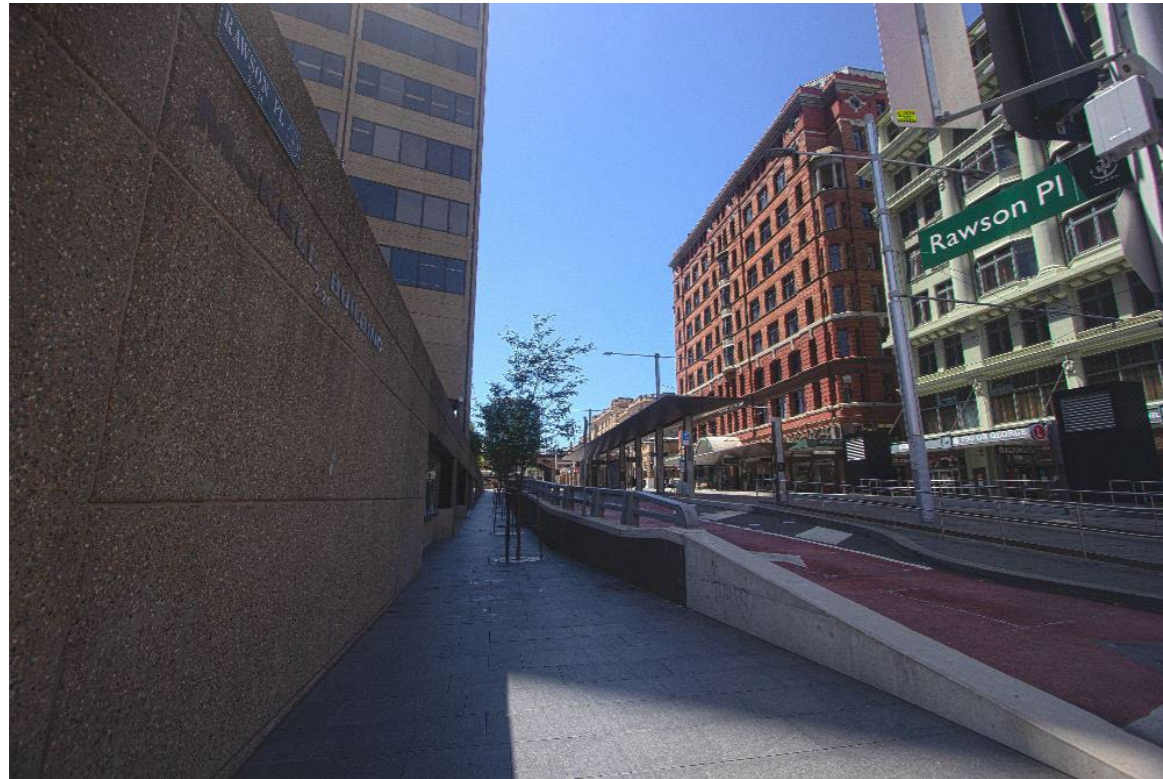
Proposed view

This is a view to the east obtained from a viewpoint located within the George Street roadway (western footpath) in a Central Sydney (Haymarket) context. The viewpoint is designated in the Heritage Framework.

Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	High
Social and cultural value	High
Visual characteristics	High
Overall sensitivity	High
Factors of magnitude	
Size and scale	Imperceptible
Geographic extent	Imperceptible
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Imperceptible
Overall significance of visual impact:	Negligible

7.13 Viewpoint 13: George Street and Rawson Place, Haymarket

Wider images



Existing view



Proposed view

Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	High
Social and cultural value	Low – medium
Visual characteristics	Low
Overall sensitivity	Low – medium
Factors of magnitude	
Size and scale	Imperceptible
Geographic extent	Imperceptible
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude	Imperceptible
Overall significance of visual impact:	Negligible

7.14 Viewpoint 14: Pitt Street and Campbell Street, Haymarket

Wider images



Existing view



Proposed view

Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	High
Social and cultural value	Low – medium
Visual characteristics	Medium
Overall sensitivity	Medium
Factors of magnitude	
Size and scale	Moderate
Geographic extent	Restricted
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude	Noticeable
Overall significance of visual impact:	Low

7.15 Viewpoint 15: Wentworth Avenue, Liverpool Street, College Street and Oxford Street, Surry Hills

Wider images



Existing view



Proposed view

Legend
 [Light Blue Box] Proposed massing (Central Precinct Renewal)
 [Dark Blue Box] Approved massing (Western Gateway Development)

Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	High
Social and cultural value	Low
Visual characteristics	Low
Overall sensitivity	Low
Factors of magnitude	
Size and scale	Minor
Geographic extent	Restricted
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Perceptible
Overall significance of visual impact:	Negligible

7.16 Viewpoint 16: Wentworth Avenue, Elizabeth Street and Campbell Street, Surry Hills

Wider images



Existing view



Proposed view

Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	High
Social and cultural value	Medium
Visual characteristics	Low
Overall sensitivity	Medium
Factors of magnitude	
Size and scale	Moderate
Geographic extent	Restricted
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Noticeable
Overall significance of visual impact:	Low

7.17 Viewpoint 17: Eddy Avenue outside Sydney Terminus, Haymarket

Wider images



Existing view



Proposed view

Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	High
Social and cultural value	Medium
Visual characteristics	Medium
Overall sensitivity	Medium
Factors of magnitude	
Size and scale	Major
Geographic extent	Restricted
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Considerable
Overall significance of visual impact:	Moderate

7.18 Viewpoint 18: Elizabeth Street and Hay Street, Surry Hills

Wider images



Existing view



Proposed view

Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	High
Social and cultural value	Medium
Visual characteristics	Low
Overall sensitivity	Medium
Factors of magnitude	
Size and scale	Moderate
Geographic extent	Restricted
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Noticeable
Overall significance of visual impact:	Low

7.19 Viewpoint 19: Elizabeth Street and Eddy Avenue, Surry Hills

Wider images



Existing view



Proposed view

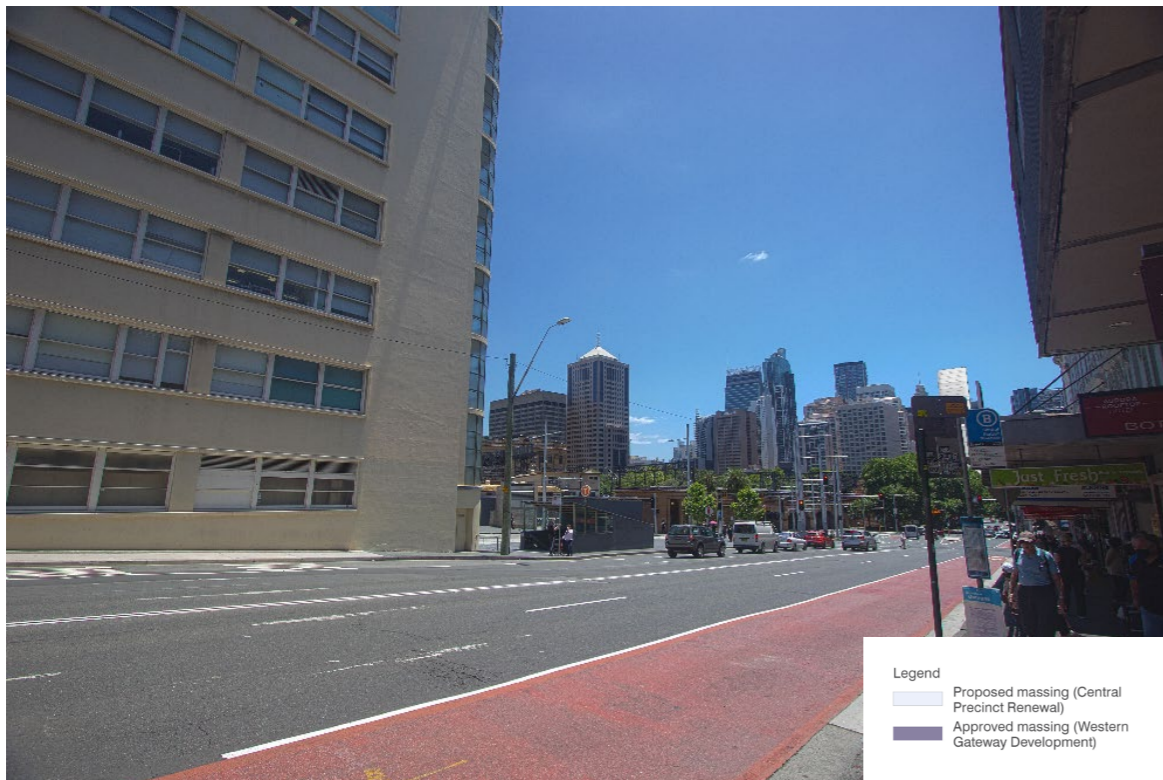
Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	High
Social and cultural value	Medium
Visual characteristics	Low
Overall sensitivity	Medium
Factors of magnitude	
Size and scale	Major
Geographic extent	Wide
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Considerable
Overall significance of visual impact:	Moderate

7.20 Viewpoint 20: Elizabeth Street and Kippax Street, Surry Hills

Wider images



Existing view



Proposed view

Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	High
Social and cultural value	Low
Visual characteristics	Low
Overall sensitivity	Low
Factors of magnitude	
Size and scale	Minor
Geographic extent	Restricted
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Perceptible
Overall significance of visual impact:	Negligible

7.21 Viewpoint 21: Elizabeth Street and Devonshire Street, Surry Hills

Wider images



Existing view



Proposed view

Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	High
Social and cultural value	Low
Visual characteristics	Low – medium
Overall sensitivity	Low – medium
Factors of magnitude	
Size and scale	Moderate
Geographic extent	Restricted
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Noticeable
Overall significance of visual impact:	Low

7.22 Viewpoint 22: Chalmers Street and Bedford Street, Surry Hills

Wider images



Existing view



Proposed view

Supporting panorama images





Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	High
Social and cultural value	Low
Visual characteristics	Low
Overall sensitivity	Low
Factors of magnitude	
Size and scale	Major
Geographic extent	Wide
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Considerable
Overall significance of visual impact:	Low

7.23 Viewpoint 23: Albion Street between Elizabeth Street and Mary Street, Surry Hills

Wider images



Existing view



Proposed view

Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	Medium
Social and cultural value	Low – medium
Visual characteristics	Low – medium
Overall sensitivity	Low – medium
Factors of magnitude	
Size and scale	Imperceptible
Geographic extent	Imperceptible
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Imperceptible
Overall significance of visual impact:	Negligible

7.24 Viewpoint 24: Foveaux Street and Bellevue Street, Surry Hills

Wider images



Existing view



Proposed view

Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	High
Social and cultural value	Low – medium
Visual characteristics	Low – medium
Overall sensitivity	Low – medium
Factors of magnitude	
Size and scale	Imperceptible
Geographic extent	Imperceptible
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Imperceptible
Overall significance of visual impact:	Negligible

7.25 Viewpoint 25: Prince Alfred Park (north), Surry Hills

Wider images



Existing view



Proposed view

Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	High
Social and cultural value	Medium
Visual characteristics	Medium
Overall sensitivity	Medium
Factors of magnitude	
Size and scale	Major
Geographic extent	Wide
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Considerable
Overall significance of visual impact:	Moderate

7.26 Viewpoint 26: Prince Alfred Park (east), Surry Hills

Wider images



Existing view



Proposed view

Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	Medium
Social and cultural value	Medium
Visual characteristics	Medium
Overall sensitivity	Medium
Factors of magnitude	
Size and scale	Major
Geographic extent	Wide
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Considerable
Overall significance of visual impact:	Moderate

7.27 Viewpoint 27: George Street and Cleveland Street, Redfern

Wider images



Existing view



Proposed view

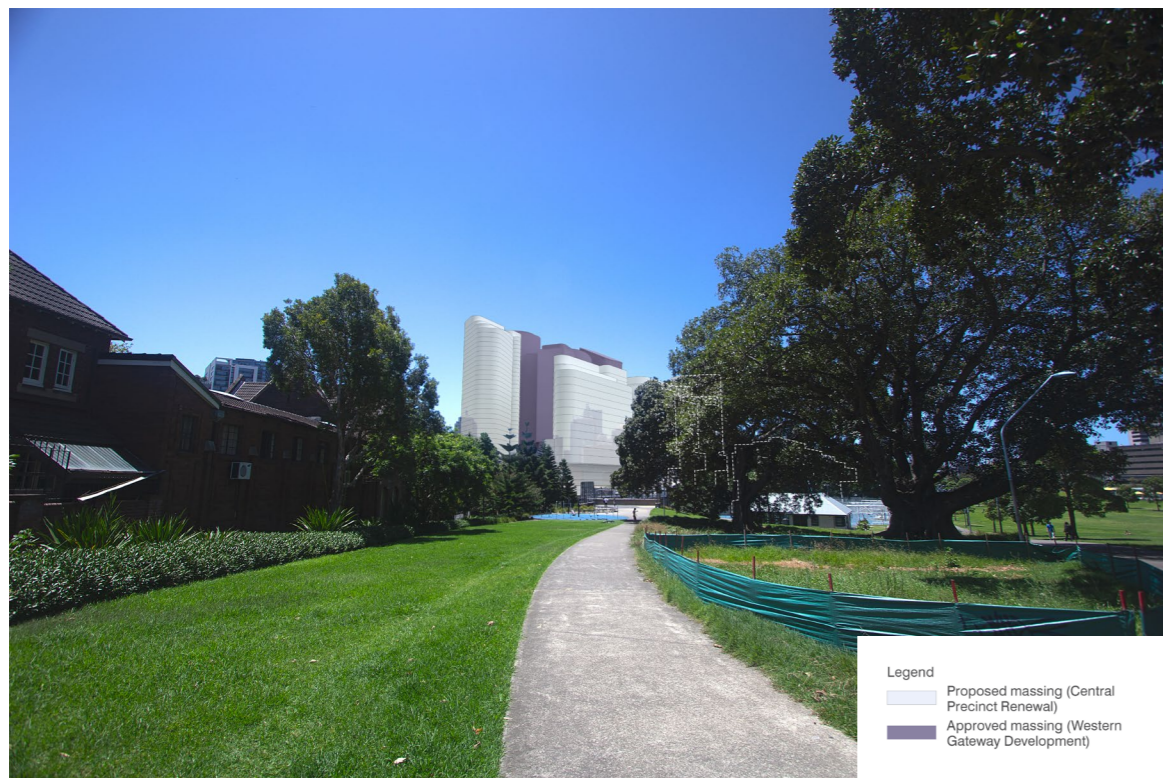
Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	Low
Social and cultural value	Medium
Visual characteristics	Medium
Overall sensitivity	Medium
Factors of magnitude	
Size and scale	Moderate
Geographic extent	Restricted
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Noticeable
Overall significance of visual impact:	Low

7.28 Viewpoint 28: The Greek Orthodox Church, Surry Hills

Wider images



Existing view



Proposed view

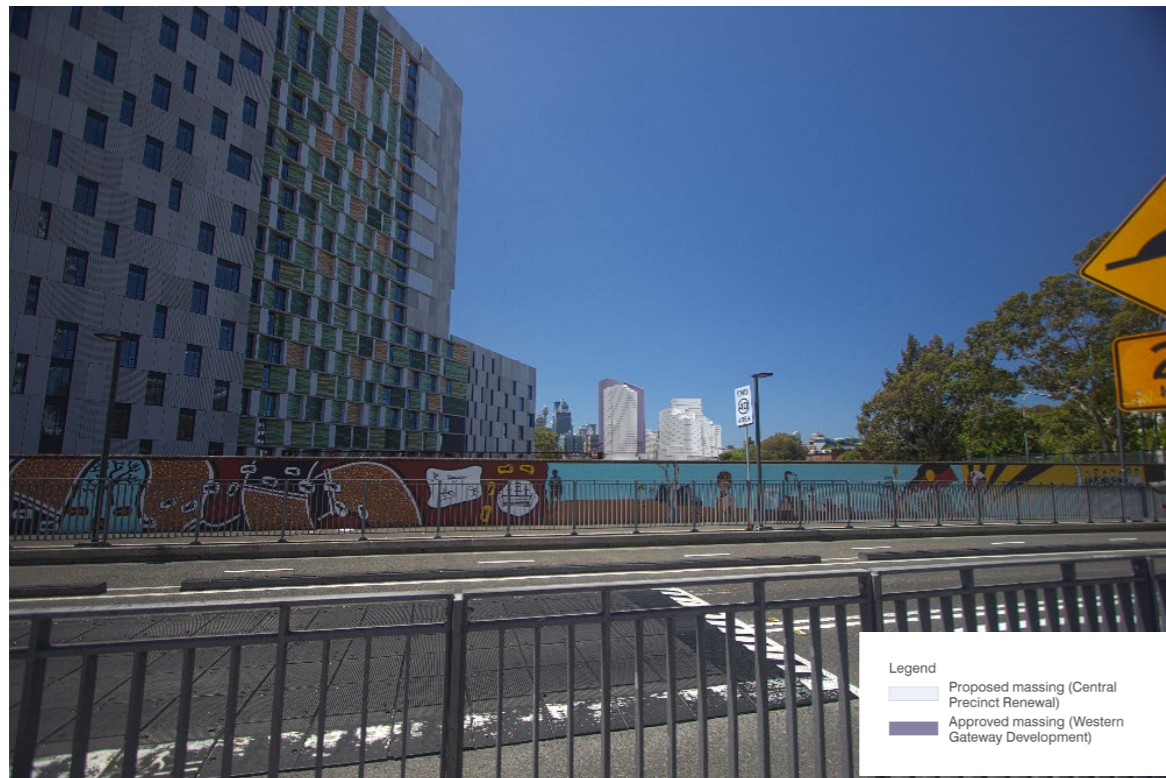
Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	Low
Social and cultural value	Medium
Visual characteristics	Medium
Overall sensitivity	Medium
Factors of magnitude	
Size and scale	Moderate
Geographic extent	Restricted
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Noticeable
Overall significance of visual impact:	Low

7.29 Viewpoint 29: Lawson Street, Redfern

Wider images



Existing view



Proposed view

Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	Medium
Social and cultural value	Low
Visual characteristics	Low
Overall sensitivity	Low
Factors of magnitude	
Size and scale	Moderate
Geographic extent	Restricted
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Noticeable
Overall significance of visual impact:	Low

7.30 Viewpoint 30: Western Forecourt, Haymarket

Wider images



Existing view



Proposed view

Supporting panorama images





Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	High
Social and cultural value	High
Visual characteristics	Medium - high
Overall sensitivity	High
Factors of magnitude	
Size and scale	Moderate
Geographic extent	Restricted
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Noticeable
Overall significance of visual impact:	Moderate

7.31 Viewpoint 31: Valentine Street, Haymarket

Wider, images



Existing view



Proposed view

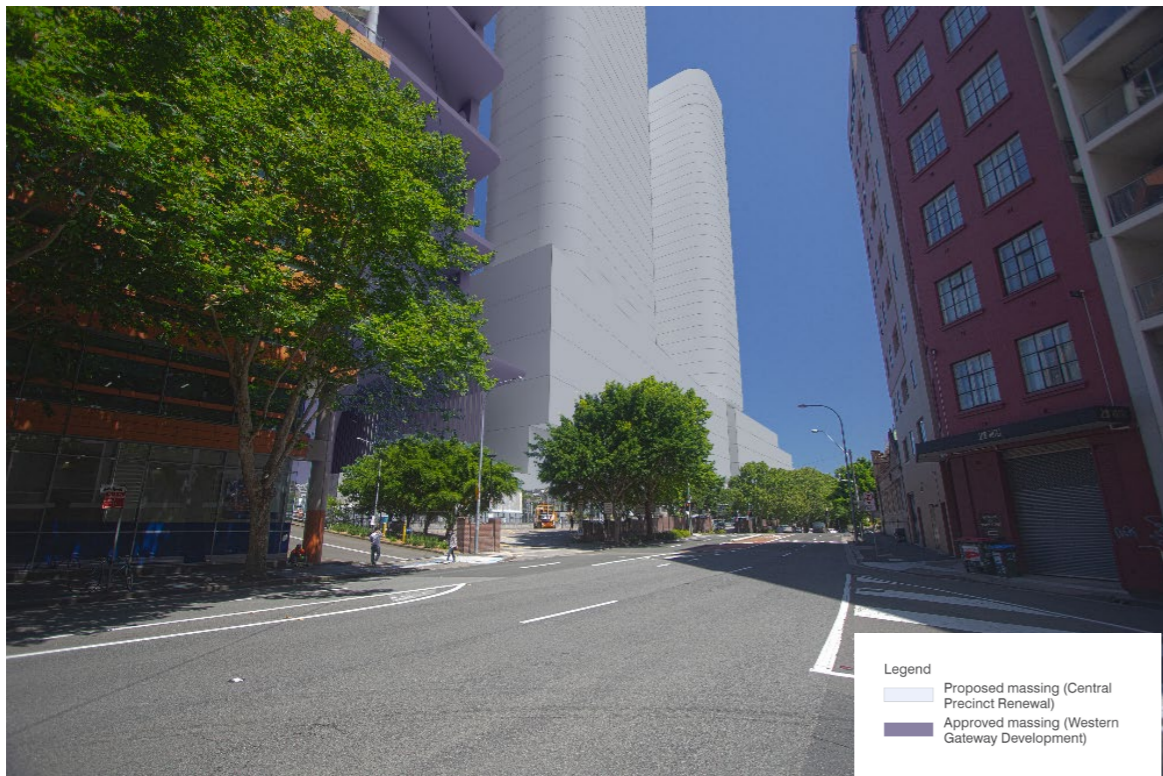
Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	High
Social and cultural value	Medium
Visual characteristics	Medium
Overall sensitivity	Medium
Factors of magnitude	
Size and scale	Imperceptible
Geographic extent	Imperceptible
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Imperceptible
Overall significance of visual impact:	Negligible

7.32 Viewpoint 32: Lee Street and Little Regent Street, Chippendale

Wider images



Existing view



Proposed view

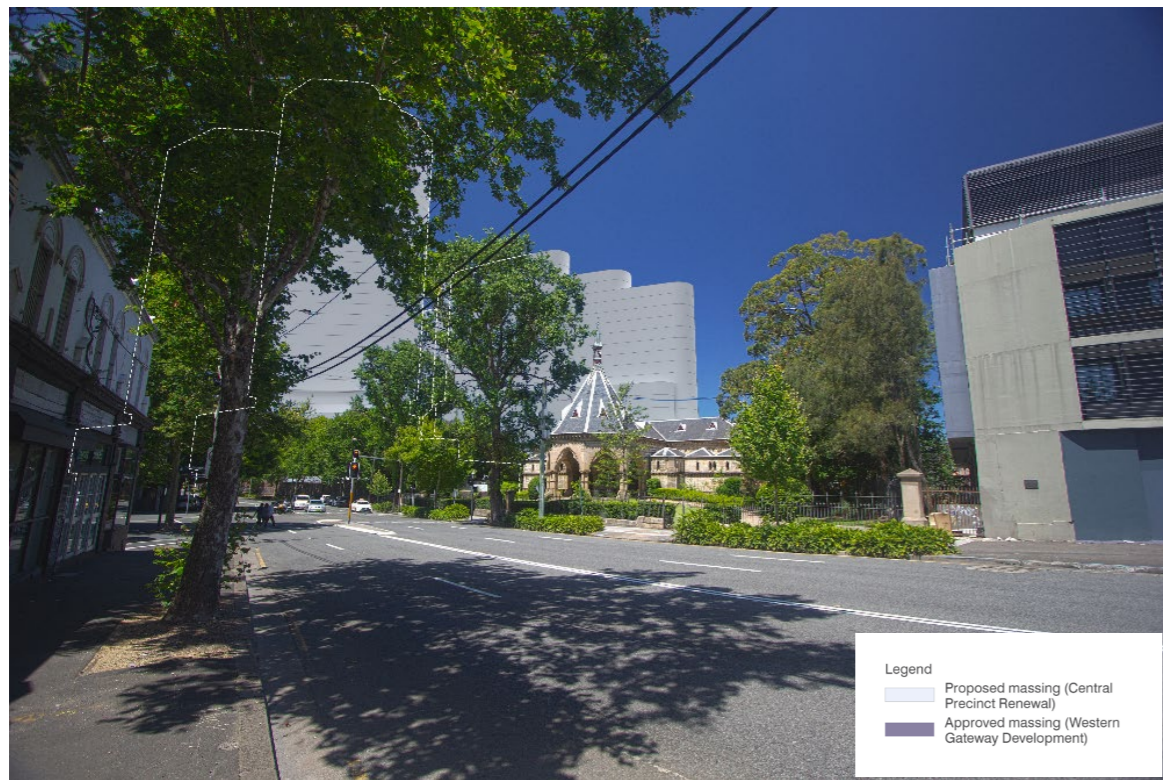
Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	Medium
Social and cultural value	Low
Visual characteristics	Low
Overall sensitivity	Low
Factors of magnitude	
Size and scale	Major
Geographic extent	Wide
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Considerable
Overall significance of visual impact:	Low

7.33 Viewpoint 33: Regent Street between Wellington Street and Queen Street, Chippendale

Wider images



Existing view



Proposed view

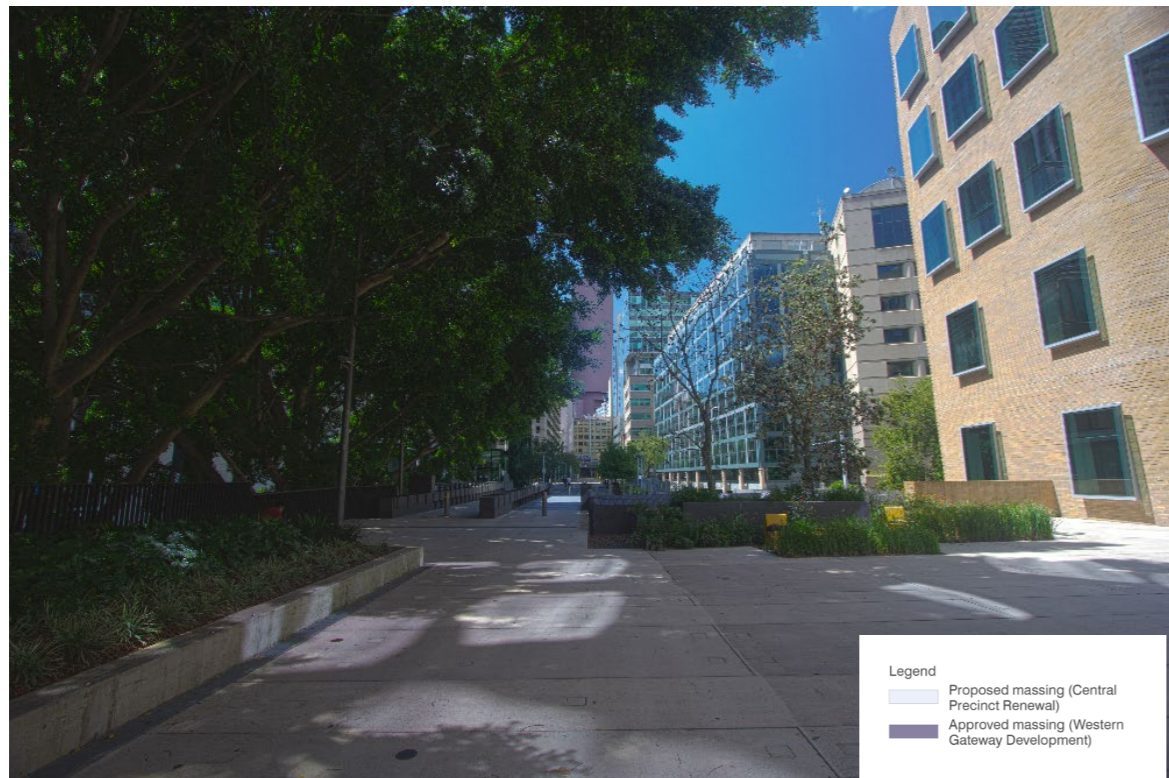
Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	Medium
Social and cultural value	High
Visual characteristics	High
Overall sensitivity	Medium – high
Factors of magnitude	
Size and scale	Major
Geographic extent	Wide
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Considerable
Overall significance of visual impact:	High

7.34 Viewpoint 34: The Goods Line, Haymarket

Wider images



Existing view



Proposed view

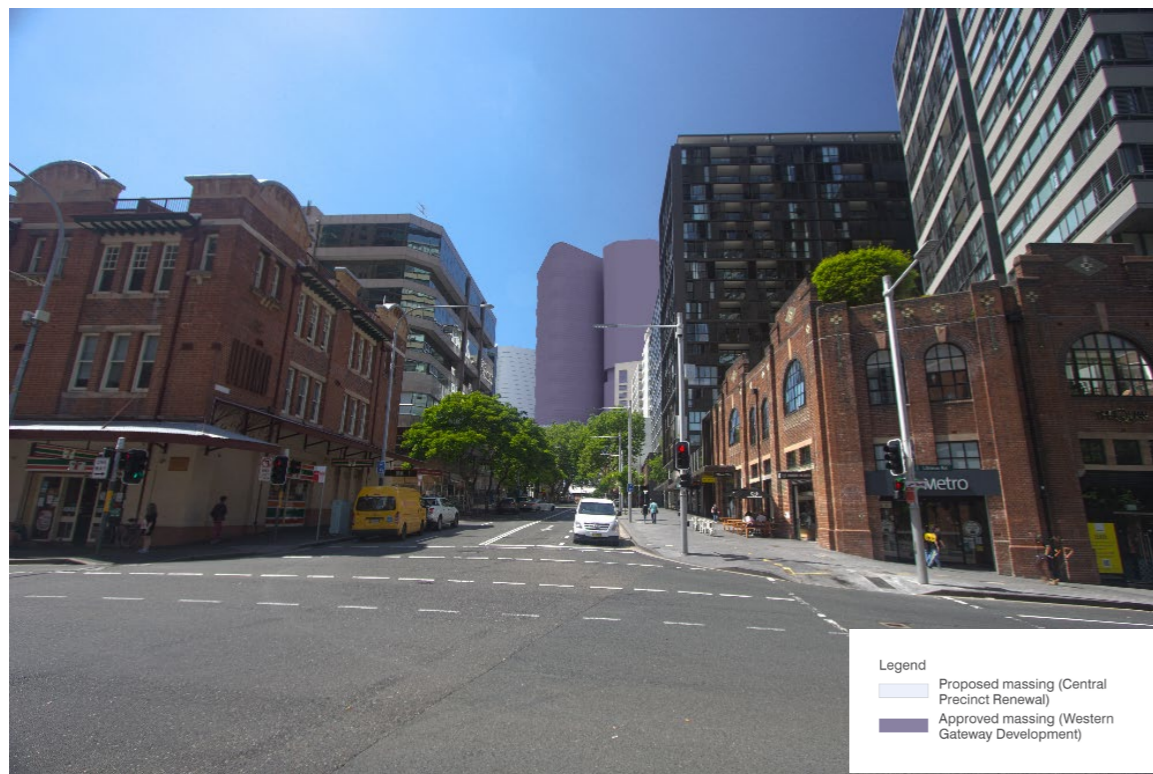
Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	Medium
Social and cultural value	Medium
Visual characteristics	Medium
Overall sensitivity	Medium
Factors of magnitude	
Size and scale	Minor
Geographic extent	Restricted
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Perceptible
Overall significance of visual impact:	Low

7.35 Viewpoint 35: Quay Street, Haymarket

Wider images



Existing view



Proposed view

Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	Medium
Social and cultural value	Low
Visual characteristics	Low
Overall sensitivity	Low
Factors of magnitude	
Size and scale	Moderate
Geographic extent	Restricted
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Noticeable
Overall significance of visual impact:	Low

7.36 Viewpoint 36: Harris Street, Haymarket

Standard images



Existing view



Proposed view

Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	Medium
Social and cultural value	Low
Visual characteristics	Low
Overall sensitivity	Low
Factors of magnitude	
Size and scale	Moderate
Geographic extent	Restricted
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Noticeable
Overall significance of visual impact:	Low

7.37 Viewpoint 37: Broadway and City Road, Chippendale

Standard images



Existing view



Proposed view

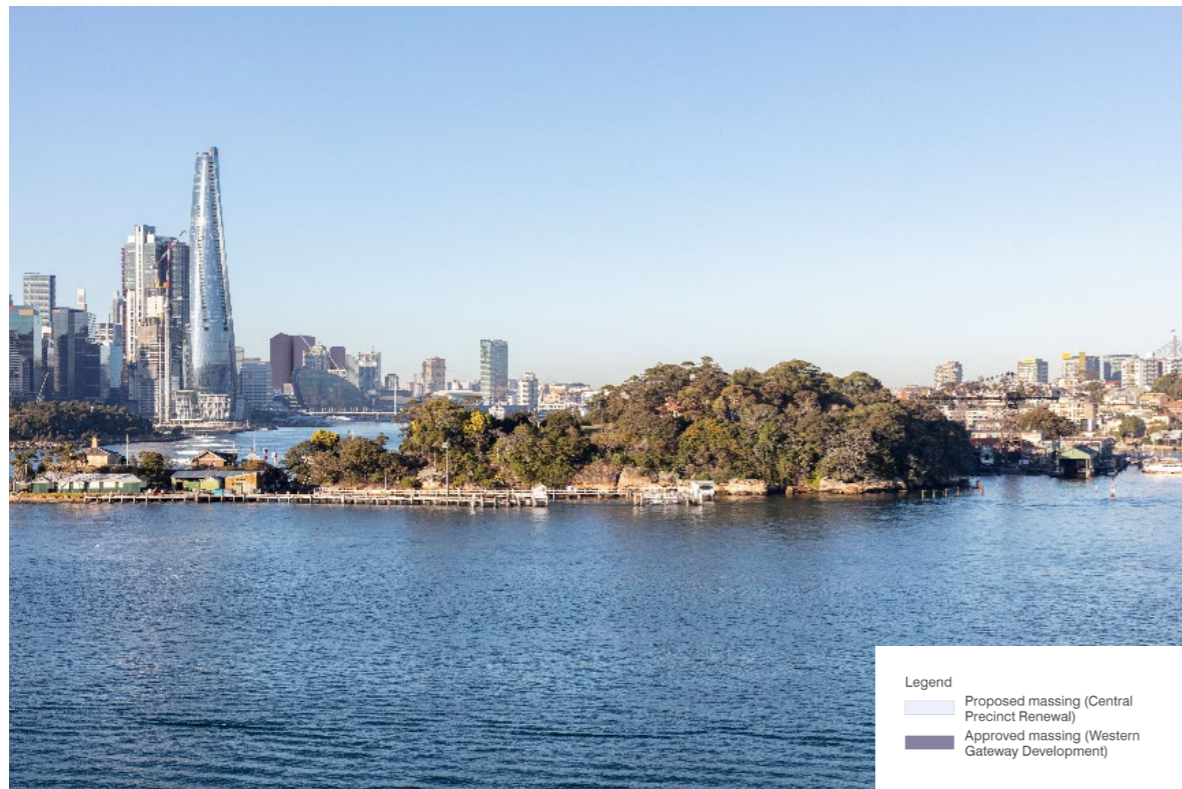
Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	High
Social and cultural value	Low
Visual characteristics	Low – medium
Overall sensitivity	Low – medium
Factors of magnitude	
Size and scale	Moderate
Geographic extent	Restricted
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	c
Overall significance of visual impact:	Low

7.38 Viewpoint 38: Balls Head, Waverton

Standard images



Existing view



Proposed view

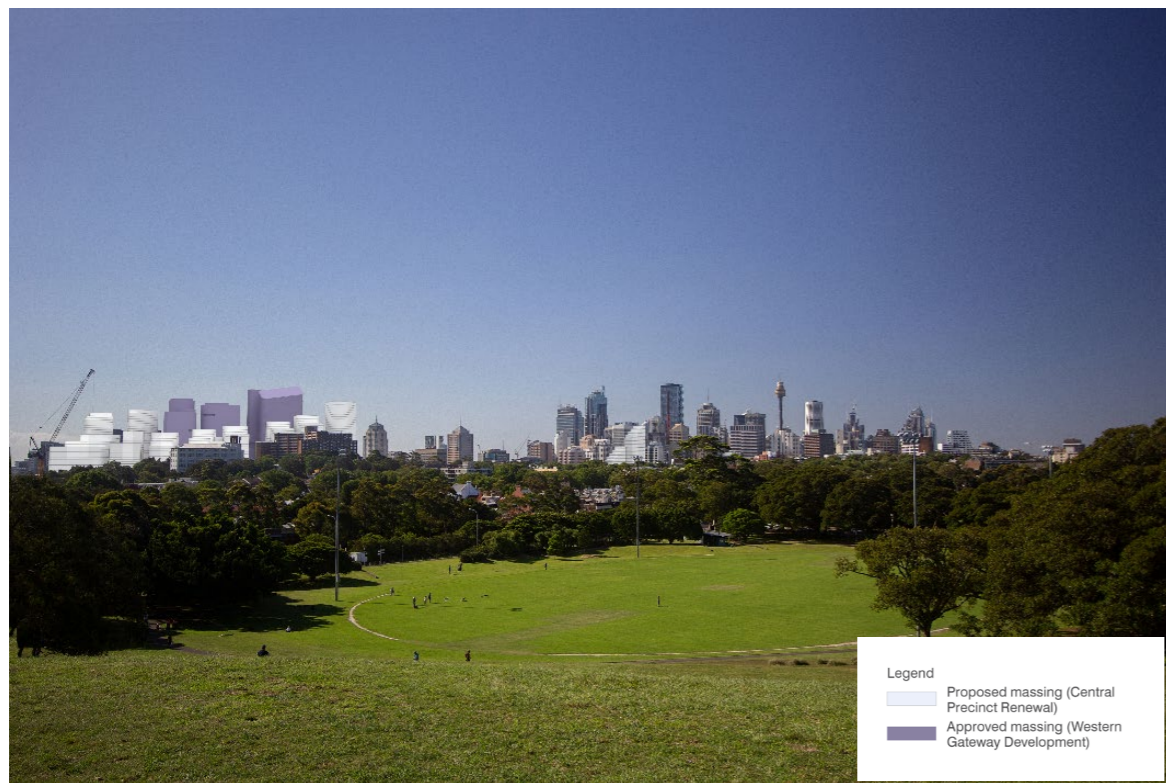
Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	Low
Social and cultural value	Medium
Visual characteristics	High
Overall sensitivity	Medium
Factors of magnitude	
Size and scale	Minor
Geographic extent	Restricted
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Perceptible
Overall significance of visual impact:	Low

7.39 Viewpoint 39: Mt Steele, Moore Park

Wider images



Existing view



Proposed view

Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	Medium
Social and cultural value	Medium
Visual characteristics	High
Overall sensitivity	Medium
Factors of magnitude	
Size and scale	Moderate
Geographic extent	Restricted
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Noticeable
Overall significance of visual impact:	Low

7.40 Viewpoint 40: Sydney Park, Alexandria

Wider images



Existing view



Proposed view

Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	Medium
Social and cultural value	Medium
Visual characteristics	High
Overall sensitivity	Medium
Factors of magnitude	
Size and scale	Moderate
Geographic extent	Restricted
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Perceptible
Overall significance of visual impact:	Low

7.41 Viewpoint 41: Anzac Bridge, Rozelle

Wider images



Existing view



Proposed view

Factor	Ranking
Factors of sensitivity	
Number and type of visual receptors	High
Social and cultural value	Low
Visual characteristics	Low
Overall sensitivity	Low
Factors of magnitude	
Size and scale	Moderate
Geographic extent	Restricted
Duration and / or reversibility	Ongoing capable of being reversed
Overall magnitude:	Noticeable
Overall significance of visual impact:	Low

7.42 Summary of findings

The following tables summarise the findings of the VIA.

Table 4: Key viewpoints

Viewpoint	Sensitivity	Magnitude	Significance
Views from locations generally to the north			
Viewpoint 1: Liverpool Street and Pitt Street, Sydney	Medium	Noticeable	Low
Viewpoint 2: Wentworth Avenue, Goulburn Street and Commonwealth Street, Surry Hills	Medium	Perceptible	Low
Viewpoint 3: Pitt Street and Hay Street, Haymarket	Medium	Considerable	Moderate
Viewpoint 4: Belmore Park, Haymarket	Medium – high	Considerable	Moderate – high
Viewpoint 5: Rawson Street and Pitt Street, Haymarket	Medium	Considerable	Moderate
Views from locations generally to the east			
Viewpoint 6: Chalmers Street, Elizabeth Street and Foveaux Street, Surry Hills	Low	Perceptible	Negligible
Views from locations generally to the east			
Viewpoint 7: Pitt Street and Cleveland Street, Redfern	Medium	Imperceptible	Negligible
Viewpoint 8: Prince Alfred Park (the native meadow), Surry Hills	Medium	Considerable	Moderate
Viewpoint 9: Regent Steet and Cleveland Street, Darlington	Low	Considerable	Low
Views from locations generally to the west			
Viewpoint 10: Broadway, George Street, Harris Street and Lee Street, Chippendale	High	Imperceptible	Negligible
Viewpoint 11: Railway Square, Haymarket	Medium – high	Imperceptible	Negligible
Viewpoint 12: George Street at Christ Church St Laurence, Haymarket	High	Imperceptible	Negligible

Table 5: Supporting viewpoints – local

Viewpoint	Sensitivity	Magnitude	Significance
Views from locations generally to the north			
Viewpoint 13: George Street and Rawson Place, Haymarket	Low-medium	Imperceptible	Negligible
Viewpoint 14: Pitt Street and Campbell Street, Haymarket	Medium	Noticeable	Low
Viewpoint 15: Wentworth Avenue, Liverpool Street, College Street and Oxford Street, Surry Hills	Low	Perceptible	Negligible
Viewpoint 16: Wentworth Avenue, Elizabeth Street and Campbell Street, Surry Hills	Medium	Noticeable	Low
Viewpoint 17: Eddy Avenue outside Sydney Terminus, Haymarket	Medium	Considerable	Moderate
Views from locations generally to the east			
Viewpoint 18: Elizabeth Street and Hay Street, Surry Hills	Medium	Noticeable	Low
Viewpoint 19: Elizabeth Street and Eddy Avenue, Surry Hills	Medium	Considerable	Moderate
Viewpoint 20: Elizabeth Street and Kippax Street, Surry Hills	Low	Perceptible	Negligible
Viewpoint 21: Elizabeth Street and Devonshire Street, Surry Hills	Low – medium	Noticeable	Low
Viewpoint 22: Chalmers Street and Bedford Street, Surry Hills	Low	Considerable	Low
Viewpoint 23: Albion Street between Elizabeth Street and Mary Street, Surry Hills	Low – medium	Imperceptible	Negligible
Viewpoint 24: Foveaux Street and Bellevue Street, Surry Hills	Low – medium	Imperceptible	Negligible
Viewpoint 25: Prince Alfred Park (north), Surry Hills	Medium	Considerable	Moderate
Viewpoint 26: Prince Alfred Park (east), Surry Hills	Medium	Considerable	Moderate

Viewpoint	Sensitivity	Magnitude	Significance
Views from locations generally to the south			
Viewpoint 27: George Street and Cleveland Street, Redfern	Medium	Noticeable	Low
Viewpoint 28: The Greek Orthodox Church, Surry Hills	Medium	Noticeable	Low
Viewpoint 29: Lawson Street, Redfern	Low	Noticeable	Low
Views from locations generally to the west			
Viewpoint 30: Western Forecourt, Haymarket	High	Noticeable	Moderate
Viewpoint 31: Valentine Street, Haymarket	Medium	Imperceptible	Negligible
Viewpoint 32: Lee Street and Little Regent Street, Chippendale	Low	Considerable	Low
Viewpoint 33: Regent Street between Wellington Street and Queen Street, Chippendale	Medium - high	Considerable	High
Viewpoint 34: The Goods Line, Haymarket	Medium	Perceptible	Low
Viewpoint 35: Quay Street, Haymarket	Low	Noticeable	Low
Viewpoint 36: Harris Street, Haymarket	Low	Noticeable	Low
Viewpoint 37: Broadway and City Road, Chippendale	Low - medium	Perceptible	Low

Table 6: Supporting viewpoints – district

Viewpoint	Sensitivity	Magnitude	Significance
Views from locations generally to the north			
Viewpoint 38: Balls Head, Waverton	Medium	Perceptible	Low
Viewpoint 39: Mt Steele, Moore Park	Medium	Noticeable	Low
Viewpoint 40: Sydney Park, Alexandria	Medium	Perceptible	Low
Viewpoint 41: Anzac Bridge, Rozelle	Low	Noticeable	Low

7.43 Discussion of findings

Assessment has shown that due to the complexity of the visual catchment, in particular the nature and relationship between the public domain, built form and to a lesser extent vegetation, significance of visual impact is variable.

In many views, the irregular nature of Central Sydney and inner urban Sydney streets, precludes direct views to Central Precinct. Where direct views are available, occluding elements such as buildings and distracting elements such as signs located between the viewer and Central Precinct reduce its visibility.

Sensitivity of visual impact is generally greatest in urban parkland settings. However, it will be evident to the viewer that Central Precinct exists in a highly urban visual context. It is noted that the approved Western Gateway sub-precinct fundamentally changes the characteristics of views, and therefore their sensitivity. In particular, when seen from Belmore Park, the sub-precinct enables development of scale behind Sydney Terminus and its clock tower. Sequences of views seen along linear corridors such as Wentworth Avenue and Pitt Street are also affected in a similar way.

Magnitude is generally greatest where there is a clear foreground and relatively clear midground. In this regard, magnitude of visual impact is greatest from viewpoints to the east with roads or urban parkland in the foreground and relatively clear midground. Views from Prince Alfred Park experience the greatest magnitude of impact, followed by viewpoints along Chalmers Street, including from its intersection with Foveaux Street and Elizabeth Street looking south.

Due to new development of scale removing the silhouette effect, the viewpoint from Regent Street looking north to Mortuary Station experiences the greatest significance of impact. However, it is noted that this view is oblique, and there are other viewpoints in which to see Mortuary Station. In particular, new built form of scale will not be seen in the background of the view from the intersection of Wellington Street and Kensington Street, which provides the critical and only 'flush' angle view to the station. As can be seen from the Lee Street and Little Regent Street viewpoint, new built form of scale will not be seen in views from the north, which is notable as this is key direction of travel along Regent Street.

In views to the north, the proposal will generally be seen behind Sydney Terminus and to the left (east) of the clock tower. The exception to this is views from a more north-west angle such as the intersection of Pitt Street and Rawson Place, where the proposal will be visible behind and to the right (south) of the clock tower.

The proposal will not block any significant views from public places identified in the SDCP2012.

As has been noted, due to factors such as viewing angle, views from the east will be exposed to the greatest geographic extent of the proposal. However, this effect is largely concentrated south of the intersection of Chalmers Street with Eddy Avenue and Elizabeth Street to the intersection of Chalmers Street and Belvoir Street. As can be seen from the Foveaux Street and Bellevue Street intersection, despite its elevation, views are blocked by buildings and to a lesser extent vegetation.

From the south, views from Prince Alfred Park will be most affected. The proposal will block visibility of the clock tower from the native meadow area of the park. This view approximates impact on the view from Pitt Street and Cleveland Street to the clock tower, which is identified under the SDCP2012 as a significant view from a public place. The approved Western Gateway sub-precinct will block views from the Cleveland Street and Regent Street viewpoints, which is also identified in the SDCP2012 as a significant view from a public place. South of Cleveland Street, most views are likely to be substantially

occluded by built form, and mitigated by distance. From the south, built form layering, building separation and skyline articulation will be visible. This will reduce the appearance of building bulk.

Due to the separation of built form of scale from the Sydney Terminus building and its clock tower and the screening effect of the approved Western Gateway, assessment of views from locations generally to the west shows generally a low impact. Critically, the proposal will not be visible in the historically and aesthetically view plane connecting the intersection of Broadway, George Street, Harris Street and Regent Street to the clock tower. The proposal will also have a lower level impact on views from Railway Square and the Western Forecourt, in particular considering the impact of the approved Western Gateway sub-precinct.

As the assessment of visual impact on supporting district views shows, due to its prevailing form, the proposal will have a greater impact when seen from the east and west and opposed to the north. In addition, most views from the north in the district range will likely be screened from view by the remainder of Central Sydney.

For the east and west, the proposal will be seen to consolidate the southern tower cluster established by the approved Western Gateway sub-precinct. This tower cluster is likely to be further strengthened by development around Quay Street and Thomas Street in the future, which will likely be most visible from locations to the north. As can be seen from the photomontages prepared for Mt Steele in Moore Park, while the proposal will not represent a contiguous extension, it is nonetheless considered to be sufficiently proximate and also of a similar scale to be highly compatible with Central Sydney. In district views further away such as at Queens Park, the proposal will also be seen in the context of tower clusters at Redfern, Waterloo and Green Square. As such, from an urban form perspective it will consolidate this spine of taller buildings.

While views from true south have not been captured, it is likely that due to the non-flush viewing angle (ie, the OSD sub-precincts are aligned in a general north-east to south-west direction and the absence of the screening effect of Central Sydney, as with views from the east and west views are likely to be noticeable. This will particularly be the case from certain locations in Redfern and Waterloo. However, it is noted that the complex nature of the public domain, built form and vegetation in these suburbs and the general absence of elevated locations in the public domain will significantly reduce visibility.

8 Consideration of key visual impact issues

8.1 Strategic context

The State and local strategic planning framework is clear and unambiguous about development of scale occurring in Central Precinct. This is a critically important lens through which to consider visual impact. Rather than considering the strategic merits of the proposal, the emphases is rightly placed on more detailed measures such as layout, bulk and scale and consequent impact on key matters.

In addition, the CSPS establishes the southern tower cluster. The approved Western Gateway sub-precinct, which enables development of up to 275,000 square metres of GFA in buildings up to RL 211.9 metres in height together with the approved planning proposal for 187 Thomas Street which enables development achieving an FSR of up to 20:1 and a height of up to RL 226.8 metres, is consistent with the strategic intent and will dramatically reshape the visual characteristics of southern Central Sydney. The proposal will visually extent and strengthen this cluster, aligning with the desired urban form of Central Sydney that comprises discrete tower clusters. By doing so, Central Precinct will no longer sit at the edge, but will be visually integrated into Central Sydney consistent with the broader planning and design intent to create a new heart for southern Central Sydney.

Based on this, there is a reasonable expectation of considerable built form bulk and scale in Central Precinct.

The proposal's layout mitigates the visual impact of this bulk and scale on relevant matters, including heritage items. In addition, the proposed planning framework includes measures to secure certainty for particular key outcomes.

Key measures include:

- tapering of building height upwards generally from the south to the north and from east to west
- layering of building height from east to west, comprising the Prince Alfred Siding, OSD and the Western Gateway
- separation between tall buildings in Central Precinct and tall buildings in the approved Western Gateway sub-precinct
- separation between tall buildings in Central Precinct and the Grand Concourse
- separation between tall buildings in Central Precinct and southern edge of the main Sydney Terminus wing
- separation between tall buildings in Central Precinct and the Sydney Terminus clock tower
- incorporation in the design guide of measures generally consistent with that of the CSPS and the SDCP2012 relating to minimum tower separation and maximum floorplate, and requirements for the address of detailed design measures such as form, materiality and colours when new buildings of scale are seen behind Sydney Terminus
- incorporation of extensive urban canopy in surrounding public spaces, helping to occlude views of new built form of scale.

8.2 Impact on significant views obtained from the public domain

By not intruding within the 'Central Station Clock Tower view protection plane' identified in the CSPS and the SLEP2012, the proposal will retain the significance of the historically and aesthetically important Broadway – clock tower view, in particular its significant, intangible value to the character of Central Sydney's traditional road gateway from the west and south.

By not blocking views to Sydney Terminus and its clock tower from views obtained in the public domain from the north identified as being of significance in the CSPS and SDCP2012, the proposal will maintain the important visual relationship between Central Sydney and Central Station, and in particular the clock tower. This outcome will also be achieved by not blocking views from radial streets such as Valentine Street and Foveaux Street identified as being of importance in the Heritage Framework.

While the proposal establishes built form of considerable scale behind Sydney Terminus when seen from most viewpoints to the north, this will be seen in the context of the approved Western gateway sub-precinct. The approval of this sub-precinct, including the SSDA for Atlassian Central, is a tangible step in delivering the southern tower cluster under the CSPS. The proposal will extend and integrate with this tower cluster. This will have the overall result of integrating Central Station with southern Central Sydney and Central Sydney more broadly, consistent with the long established strategic intent for the precinct. It is noted that from most viewpoints to the north, by being located to the east of the clock tower the proposal will not appear behind the clock tower.

While blocking views to Sydney Terminus and its clock tower from viewpoints to the south identified as being of importance in the CSPS, the relative significance of these views is considered to have already been compromised by the presence of Central Sydney in the backdrop, considerably reducing the visual prominence of Sydney Terminus and its clock tower. It is further noted that views from the intersection of Regent Street and Cleveland Street are further compromised by the low visual amenity of the viewpoint. The corresponding arrangement of public domain and buildings on the deck provides multiple opportunities for close and mid-range views, including filtered glimpses, to Sydney Terminus and its clock tower from public spaces in the close and mid-range. Subject to final design, this will likely include panoramic views from parts of Central Green, and a sequence of new views to the south along Central Avenue. This outcome is considered to enhance the ability to see and appreciate Sydney Terminus and its clock tower, and mitigate for the loss of other views from the south.

Subject to future renewal of the George Street / Broadway, the spatial relationship between central green, central square and these spaces has the potential to redefine the nature and quality of the public domain in the area, creating a green, higher visual quality corridor as a southern and western entry to Central Sydney

8.3 Impact on important places in the public domain

Prince Alfred Park

While having a significant visual impact on views obtained from Prince Alfred Park, the nature of impact creates a new, well-defined and highly urban south-east edge to southern Central Sydney similar to other parkland edges in Central Sydney such as the southern and western edges to Hyde Park and the north-east edge to The Domain and Royal Botanic Gardens. In addition, impact is mitigated by:

- establishment of a long, low rise built form typology in the southern part of the Prince Alfred Sidings sub-precinct which will be seen in the midground, screening views of the deck
- establishment of a gradated, layered stepping up of building height generally from south to north and east and west away from Prince Alfred Park as a result of this typology together with the response to the built form massing response to Prince Alfred Park
- breaking up built form massing by east-west oriented laneways and requirements for building separation, as well encouraging buildings to be primarily aligned in an east-west layout
- requiring design excellence, with variation in individual buildings within an overall cohesive whole
- inclusion of devices that add visual interest in various view ranges, including the southern over-rail bridge and the different height and form of the northern signature building.

Belmore Park

Only the proposed signature tower in Block A will be visible from Belmore Park. Nonetheless, this represents the addition of considerable scale behind Sydney Terminus when seen from Belmore Park.

While appearing well separated, this will be seen in the context of the approved Western Gateway sub-precinct. This extends and strengthens the emerging CSPS southern tower cluster.

In addition, due to its layout and the considerable presence of large, spreading canopy trees, most views from Belmore Park to Sydney Terminus and its clock tower when seen from Belmore Park are heavily occluded. Large trees obscure the interface between Sydney Terminus and new built form. The visual dominance of extensive natural elements in the foreground and midground of views also significantly mitigates visual impact occurring in the background.

It is noted that when seen from Belmore Park, the proposal is seen well separated from the clock tower.

Railway Square

The proposal appears well separated from the clock tower in views from Railway Square. Due to the approved Western Gateway sub-precinct, most of the proposal is obscured from view from the square.

The Western Forecourt

The proposal will be visible to the south of the clock tower and behind the western edge of Central Station. However, due to greater viewing distance, visual impact will be lesser than that of the approved Western Gateway sub-precinct.

8.4 Impact on heritage items and conservation areas

Sydney Terminus and its clock tower

While altering the characteristics of views to Sydney Terminus from locations in the close range to the north in Belmore Park and Eddy Avenue, the ability to see and appreciate Sydney Terminus is retained by:

- its distinct, monumental scale and horizontal emphasis seen in the midground in front of new development from these viewpoints
- separation between Sydney Terminus and new development \
- separation between the Western Gateway and Northern OSD and Southern OSD sub-precincts \
- the relatively small horizontal footprint and north-south orientation of the leading edge of new development.

Mortuary Station

Due to new development of scale removing the silhouette effect, the viewpoint from Regent Street looking north to Mortuary Station experiences the greatest significance of impact. However, it is noted that this view is oblique, and there are other viewpoints in which to see Mortuary Station. In particular, new built form of scale will not be seen in the background of the view from the intersection of Wellington Street and Kensington Street, which provides the critical and only 'flush' angle view to the station. As can be seen from the Lee Street and Little Regent Street viewpoint, new built form of scale will not be seen in views from the north, which is notable as this is key direction of travel along Regent Street.

The Electric Sub Station and the Railway Institute

Development of scale is not proposed to occur in proximity to either the Electric Sub Station and the Railway Institute. In particular, new built form of scale in the Prince Alfred Sidings sub-precinct is limited to south of the Prince Alfred Park rail-bridge. This bridge will visually delineate these parts of the sub-precinct. Subject to appropriate detailed design at the design excellence and DA stage, the proposed adaptive re-use has the potential to expose more people to views of the sub-station and improve its overall visual amenity without losing its fundamental visual characteristics.

It is recommended that careful consideration be given to the location and design of the proposed eastern landing of Devonshire Link rail-bridge to ensure acceptable visual impact on the Railway Institute.

Railway lines and yards

The proposal will be located above the intercity and regional railways yards, changing their existing visual character and the experience of arriving in Sydney by train. It is however noted that the arrival experience is already heavily shaped by the presence of extensive overhead rail infrastructure, which also occluded views to Sydney Terminus and its clock tower. Furthermore, the extent of views obtained from trains is not as expansive as that obtained from unenclosed forms of movement such as walking.

The Bradfield flying junctions will be retained with the deck and new development setback. Increased opportunities for the public to see and appreciate the junctions will be provided by the Central Avenue and Prince Alfred Park over-rail bridges.

Goods Line

The proposal will open up the Goods Line to public access, and will result in its activation and significantly enhanced visual amenity.

Parcel Post Office

Relative to what may be developed on Block C under the approved Western Gateway sub-precinct, the proposal will have minimal visual impact.

Other heritage items

In the context of a changing Central Sydney visual environment, the proposal is not considered to have a significant adverse impact on other heritage items external to Central Precinct. Of note, the unique and distinct juxtaposition of the Christ Church St Laurence spire and the clock tower when seen from Valentine Street will not be impacted by the proposal.

Heritage conservation areas

There will be no significant unacceptable visual impact on existing views from nearby heritage conservation areas. In most instances, this is due to distance and occluding elements in the landscape. As can be seen from the Regent Street viewpoints, the proposal is well separated from the northern edge of Mortuary Station. The proposal also provides opportunities to improve the visibility of Mortuary Station when seen from Regent Street, including through the removal of detracting elements such as signs, poles and other similar street furniture.

8.5 Impact on visual amenity

Despite the presence of heritage items, the overall visual amenity of Central Station is poor.

Through visually evident adaptive re-use of Sydney Terminal and changes to the public domain such as the Railway Square and Eddy Avenue, the proposal will result in considerable improvement to this visual amenity.

In addition, the proposal itself is considered to create a new, high visual amenity precinct for southern Central Sydney. Key factors shaping this outcome include the integrated network of publicly accessible open spaces, and the requirement for new development to exhibit design excellence.

8.6 Impact on streetscape

New built form only interfaces with the existing streetscape at Regent Street.

In this location, the existing Regent Street streets is not considered to be of particularly high visual amenity.

While of considerable scale, from the north development will be seen from a context that already includes (eg, Mercure Hotel) and is approved for (eg, Western Gateway sub-precinct) for such development.

The replacement of the existing open to the sky bus layover with new built form having an active frontage to the street will improve visual amenity. There is further opportunity to require quality outcomes for layout, materiality and other measures through the design excellence and DA process.

While from the south the proposal will introduce new built form of scale behind Mortuary Station, there are also significant opportunities to improve the station's curtilage to the street. Furthermore, from the key Wellington Street, Kensington Street and Regent Street intersection which present a flush view to the station, new built form of scale will not be evident.

8.7 Impact on character

The proposal will create an internal visual character that is generally consistent with that of recent major Central Sydney renewal precincts, and southern Central Sydney more broadly.

In particular, the nature of laneways, including their width and active frontages, provides for intimately scaled and vibrant spaces consistent with Central Sydney's laneways network.

8.8 Impact on townscape and urban form

By integrating with the emerging southern Central Sydney tower cluster focussed around Thomas Street and Quay Street, the proposal will strengthen this important urban form element. It will also integrate more broadly with the prevailing urban form of broader Central Sydney.

9 Mitigation measures

There are three (3) broad types of mitigation measures:

- avoid
- minimise
- offset.

This is generally consistent with the principles for the management of environmental impacts in the GLVIA3.

Under the GLVIA3 there are a number of stages in the development process when mitigation measures should be considered. Of relevance to the proposal are the following:

- **Primary measures:** considered as part of design development and refinement
- **Secondary measures:** considered as part of conditioning a development consent.

As has been outlined in the SSP Study, the proposal has been subject to a rigorous technical and engagement process that has included consideration of visual impact. This has resulted in the incorporation of a number of primary measures appropriate to this stage in the planning process (eg, siting such as setback from the clock tower) that avoid and minimise any potential significant adverse visual impacts.

These primary measures have been given appropriate certainty in the proposed planning framework in a number of ways. This includes:

- the statutory plan including provisions for heritage (including the revised Conservation Management Plan and submission of a Heritage Impact Statement), design excellence and the design guide
- the design guide including provisions for the spatial arrangement of public domain, built form and public domain interface, including minimum separation distances between Sydney Terminus and its clock tower and new built form of scale and minimum widths for key streets and lanes.

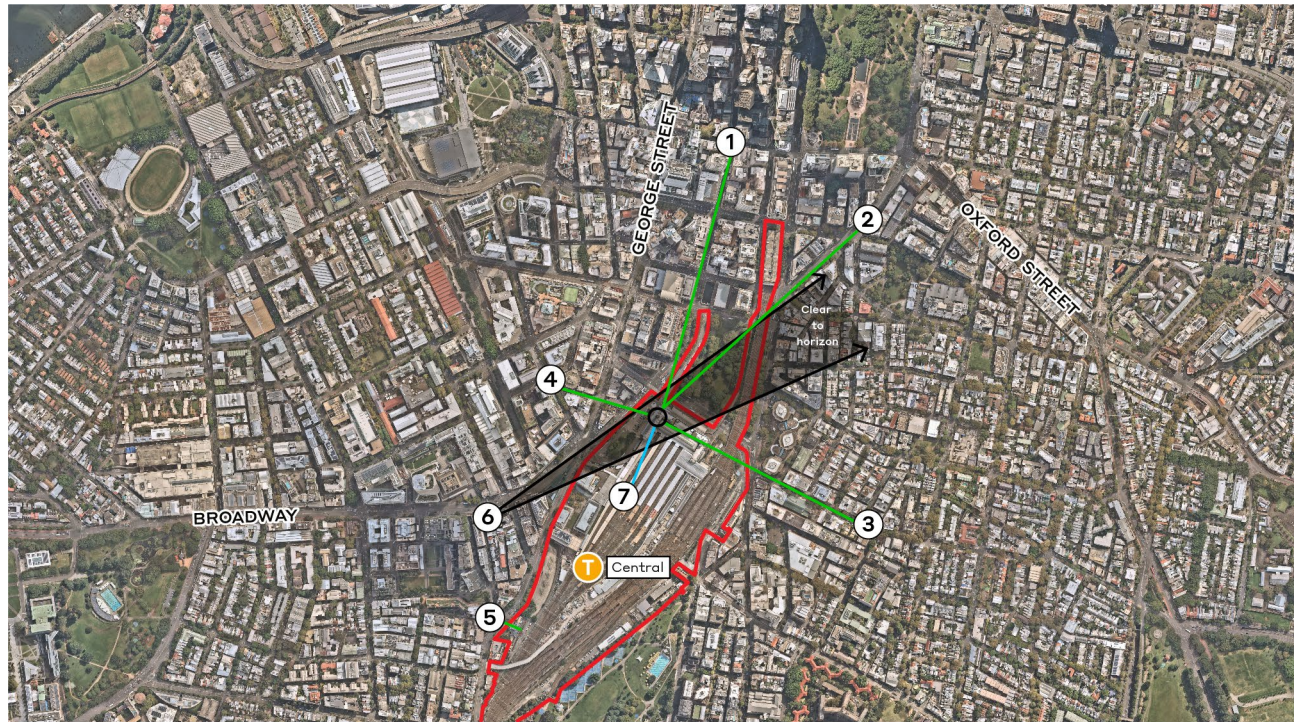
The incorporation of these primary measures have been critical to the determination of acceptable visual impact. On this basis, it is not considered necessary to make further fundamental or otherwise large-scale amendments to the proposal in its current form to satisfactorily manage visual impact.

Nonetheless, it is recommended that Transport for NSW give consideration to a small number of additional provisions in the design guide specific to visual impact. These provisions include objectives, controls and a map for protection of significant views (refer **Figure 11**) obtained from the public domain and providing opportunities for new views in the public domain.

As part of the subsequent design excellence and development application process, it is further recommended that particular regard be given to:

- when seen from Prince Alfred Park, appropriate variation in massing and design between buildings
- where new built form of scale is seen behind Sydney Terminus from locations to the north, in particular Belmore Park, encouraging a simple form and detailing, preferably with its long elevation oriented north-south perpendicular to the Sydney Terminus, and careful consideration of detail such as shape, line, colour and texture
- minimising externally visible changes to the fabric of Sydney Terminus in accordance with advice from Transport for NSW's heritage advisor
- continuing to explore opportunities to better integrate the surrounding key public open spaces of Railway Square, Belmore Park and Prince Alfred Park into Central Precinct
- considering the treatment of the deck and under-deck levels as they present to the railway corridor and viewpoints to the east.

Combined with the NSW Government's continued ownership and ongoing involvement in the subsequent development process, it is considered that these mitigation measures provide an appropriate balance between providing for certainty for key visual outcomes and flexibility to enable innovative, context responsive design to emerge as part of further, more detailed consideration.



The Precinct

⊕ NOT TO SCALE

Existing significant views to the Central Station Clock Tower

- 1 – Pitt Street 2 – Wentworth Avenue 3 – Foveaux Street 4 – Valentine Street 5 – Wellington Street
 6 – Central Station Clock Tower view protection plane

Potential new significant views to the Central Station Clock Tower

- 7 – Central Avenue

Figure 13: Significant views

10 Conclusion

Based on the findings and the discussion against key matters and subject to the recommended mitigation measures, it is the conclusion of this VIA that the proposal does not result in significant, unacceptable visual impact that cannot be justified on environmental planning grounds or adequately mitigated through the new planning framework and development assessment process, including the design excellence process and any conditions of development consent.

Appendix A: Viewpoints

Key viewpoints

Viewpoint	Reason
Views from locations generally to the north	
Viewpoint 1: Liverpool Street and Pitt Street, Sydney	Draft Central Sydney Planning Strategy (Public Views Protection Map 2)
Viewpoint 2: Wentworth Avenue, Goulburn Street and Commonwealth Street, Surry Hills	Draft Central Sydney Planning Strategy (Public Views Protection Map 2) & Central Precinct Heritage Framework
Viewpoint 3: Pitt Street and Hay Street, Haymarket	City of Sydney request
Viewpoint 4: Belmore Park, Haymarket	Central Precinct Heritage Framework (Sydney Terminus)
Viewpoint 5: Rawson Street and Pitt Street, Haymarket	Central Precinct Heritage Framework (Sydney Terminus)
Views from locations generally to the east	
Viewpoint 6: Chalmers Street, Elizabeth Street and Foveaux Street, Surry Hills	Central Precinct Heritage Framework (Sydney Terminus)
Views from locations generally to the east	
Viewpoint 7: Pitt Street and Cleveland Street, Redfern	Draft Central Sydney Planning Strategy (Public Views Protection Map 2)
Viewpoint 8: Prince Alfred Park (the native meadow), Surry Hills	Central Precinct Heritage Framework as adjusted south by Ethos Urban to supplement Pitt Street and Cleveland Street, Redfern due to blocking by trees (Sydney Terminus)
Viewpoint 9: Regent Steet and Cleveland Street, Darlington	Draft Central Sydney Planning Strategy (Public Views Protection Map 2)
Views from locations generally to the west	
Viewpoint 10: Broadway, George Street, Harris Street and Lee Street, Chippendale	Draft Central Sydney Planning Strategy (Public Views Protection Maps 1 and 2)
Viewpoint 11: Railway Square, Haymarket	Central Precinct Heritage Framework (Sydney Terminus and City of Sydney request)
Viewpoint 12: George Street at Christ Church St Laurence, Haymarket	Central Precinct Heritage Framework (Christ Church St Laurence & Sydney Terminus)

Supporting viewpoints – local

Viewpoint	Reason
Views from locations generally to the north	
Viewpoint 13: George Street and Rawson Place, Haymarket	City of Sydney request
Viewpoint 14: Pitt Street and Campbell Street, Haymarket	City of Sydney request
Viewpoint 15: Wentworth Avenue, Liverpool Street, College Street and Oxford Street, Surry Hills	City of Sydney request
Viewpoint 16: Wentworth Avenue, Elizabeth Street and Campbell Street, Surry Hills	City of Sydney request
Viewpoint 17: Eddy Avenue outside Sydney Terminus, Haymarket	City of Sydney request
Views from locations generally to the east	
Viewpoint 18: Elizabeth Street and Hay Street, Surry Hills	City of Sydney request
Viewpoint 19: Elizabeth Street and Eddy Avenue, Surry Hills	City of Sydney request
Viewpoint 20: Elizabeth Street and Kippax Street, Surry Hills	City of Sydney request
Viewpoint 21: Elizabeth Street and Devonshire Street, Surry Hills	Central Precinct Heritage Framework (Railway Institute Building)
Viewpoint 22: Chalmers Street and Bedford Street, Surry Hills	Central Precinct Heritage Framework (Railway Institute Building)
Viewpoint 23: Albion Street between Elizabeth Street and Mary Street, Surry Hills	City of Sydney request
Viewpoint 24: Foveaux Street and Bellevue Street, Surry Hills	City of Sydney request
Viewpoint 25: Prince Alfred Park (north), Surry Hills	Central Precinct Heritage Framework (Sydney Terminus)
Viewpoint 26: Prince Alfred Park (east), Surry Hills	Central Precinct Heritage Framework (Mortuary Station)
Views from locations generally to the south	
Viewpoint 27: George Street and Cleveland Street, Redfern	Central Precinct Heritage Framework (Sydney Terminus)
Viewpoint 28: The Greek Orthodox Church, Surry Hills	Central Precinct Heritage Framework (Mortuary Station)
Viewpoint 29: Lawson Street, Redfern	City of Sydney request

Viewpoint	Reason
Views from locations generally to the west	
Viewpoint 30: Western Forecourt, Haymarket	City of Sydney request
Viewpoint 31: Valentine Street, Haymarket	Central Precinct Heritage Framework (Christ Church St Laurence)
Viewpoint 32: Lee Street and Little Regent Street, Chippendale	Central Precinct Heritage Framework (Mortuary Station)
Viewpoint 33: Regent Street between Wellington Street and Queen Street, Chippendale	Central Precinct Heritage Framework (Mortuary Station)
Viewpoint 34: The Goods Line, Haymarket	Well used location in the public domain
Viewpoint 35: Quay Street, Haymarket	Well used location in the public domain
Viewpoint 36: Harris Street, Haymarket	Well used location in the public domain
Viewpoint 37: Broadway and City Road, Chippendale	Well used location in the public domain

Supporting viewpoints – district

Viewpoint	Reason
Views from locations generally to the north	
Viewpoint 38: Balls Head, Waverton	Designated, well used or location in the public domain
Viewpoint 39: Mt Steele, Moore Park	Designated, well used or location in the public domain
Viewpoint 40: Sydney Park, Alexandria	Designated, well used or location in the public domain
Viewpoint 41: Anzac Bridge, Rozelle	Designated, well used or location in the public domain

