URBIS

EXPLORER STREET, SOUTH EVELEIGH PRECINCT PLANNING PROPOSAL

VISUAL IMPACT ASSESSMENT

PREPARED FOR

NSW DEPARTMENT OF PLANNING AND ENVIRONMENT

AUGUST 2023
FINAL

URBIS STAFF RESPONSIBLE FOR THIS REPORT:

Director: Jane Maze-Riley

Project Team: Nicholas Sisam
Ashley Poon

Project Code: P0046341

Reference: Explorer Street VIA

Version: A

Report Status: Final

© Urbis 2023

This publication is subject to copyright. Except as permitted under the Copyright Act 1968, no part of it may in any form or by any means (electronic, mechanical, photocopying, recording or otherwise) be reproduced, stored in a retrieval system or transmitted without prior written permission. Enquiries should be addressed to the publishers.

URBIS.COM.AU

CONTENTS

EXECUTIVE SUMMARY 3

1.0 INTRODUCTION 4

2.0 VIA METHODOLOGY 8

3.0 BASELINE VISUAL ANALYSIS 12

4.0 VISUAL EFFECTS ANALYSIS 14

5.0 VISUAL IMPACT ASSESSMENT 36

6.0 CONCLUSION 38

7.0 APPENDIX 39

APPENDIX 1 - ANALYSIS OF VISUAL EFFECTS

APPENDIX 2 - ANALYSIS OF VISUAL IMPACTS

APPENDIX 3 - VISUAL ASSESSMENT PHOTOMONTAGE METHODOLOGY

EXECUTIVE SUMMARY

- This Visual Impact Assessment has been prepared by Urbis to accompany a Planning Proposal for the rezoning and redevelopment of a site at Explorer Street, South Eveleigh Precinct to deliver new social and affordable housing, along with upgraded parks, streets and amenities.
- The proposal involves the construction of three buildings, Blocks A, B and C.
- The proposal is located within a highly urbanised area, including being adjacent to a major transport corridor and west of the South Eveleigh Precinct which has buildings of comparable height and scale.
- Visibility of the proposal from surrounding public open recreation space is either not possible or has low visibility.
- Due to the limited extent of visibility of the proposal, built form will not change the intrinsic character or view compositions from public open recreation spaces.
- The extent and significance of the potential view impacts on the public domain has been assessed using accurate and certifiable photomontages that satisfy the requirements of the photomontage policy established by the Land and Environment Court of NSW.
- The level of potential visual change has been assessed using well established and accepted visual impact assessment methodology.
- 10 views from representative public viewpoints were selected for modelling and further analysis to consider the extent of visual change, the effects of those changes on the existing visual environment and the importance of those changes, being the final rating of visual impacts.
- Of the 10 views analysed, all had low to medium-low visual impact ratings and it was found that:
  - Views to surrounding heritage items are not blocked by the proposal from the assessed viewpoints.
- On balance when all relevant matters are considered, the visual effects and view impacts caused by the proposed development are considered to be reasonable and acceptable and as such the proposal can be supported on visual impact grounds.

SECTION 1:
INTRODUCTION

1.1 PURPOSE OF THE REPORT

Urbis Pty Ltd (Urbis) has been engaged by the NSW Department of Planning and Environment to prepare a Visual Impact Assessment (VIA) to accompany a Planning Proposal for the redevelopment of the Explorer Street precinct. The VIA follows an objective, logical process to determine the importance of the extent of the visual change in relation to the local and wider visual context.

This VIA includes a certification statement regarding the preparation method and accuracy of photomontages. The photomontages prepared by Urbis included in this report have informed the analysis of visual effects and impacts.

1.2 PROPOSED DEVELOPMENT

The proposed development will provide approximately 32,000m² GFA of new residential floorspace which will provide approximately 360- 400 dwellings including up to 10% affordable housing and 30% social housing. The project will also maintain the extent and location of the existing South Sydney Rotary Park as well as Explorer Street and the surrounding road network with potential modification to Aurora Place.

The proposal consists of 3 buildings (Block A, B & C) which vary in height between 4 and 13 stories. The east building (Block C) has a 'U' shaped floorplate and steps in height to range from nine to 13 storeys with two levels of basement parking.

There are two buildings with 'L' shaped floorplates to the centre (Block B) and west (Block A) of the site. The central block (Block B) includes forms of different height from part four storeys to part seven storeys.

The western block (Block A) is part four to part 9 stories with two levels of basement parking linking the two buildings. The building separation between Blocks B & C creates a large view line to the north between the two along Aurora Place, with a smaller, angled view between Blocks A & B.



Figure 1 Site location and surrounding context.



Figure 2 Illustrative landscape masterplan (Urbis July 2023).

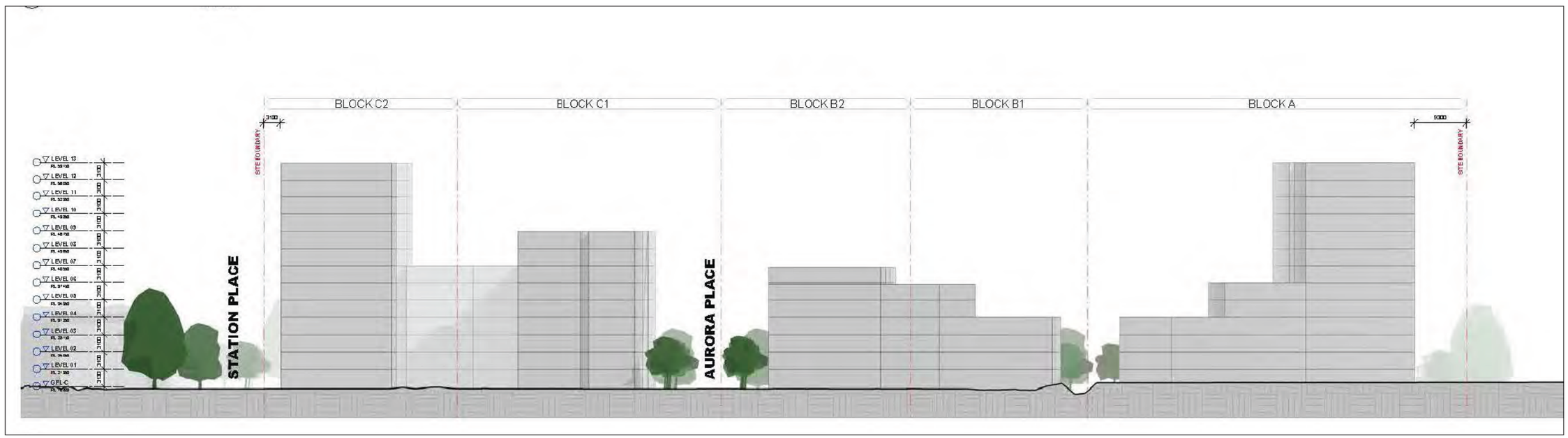


Figure 3 Southern elevation (WMK 2023).

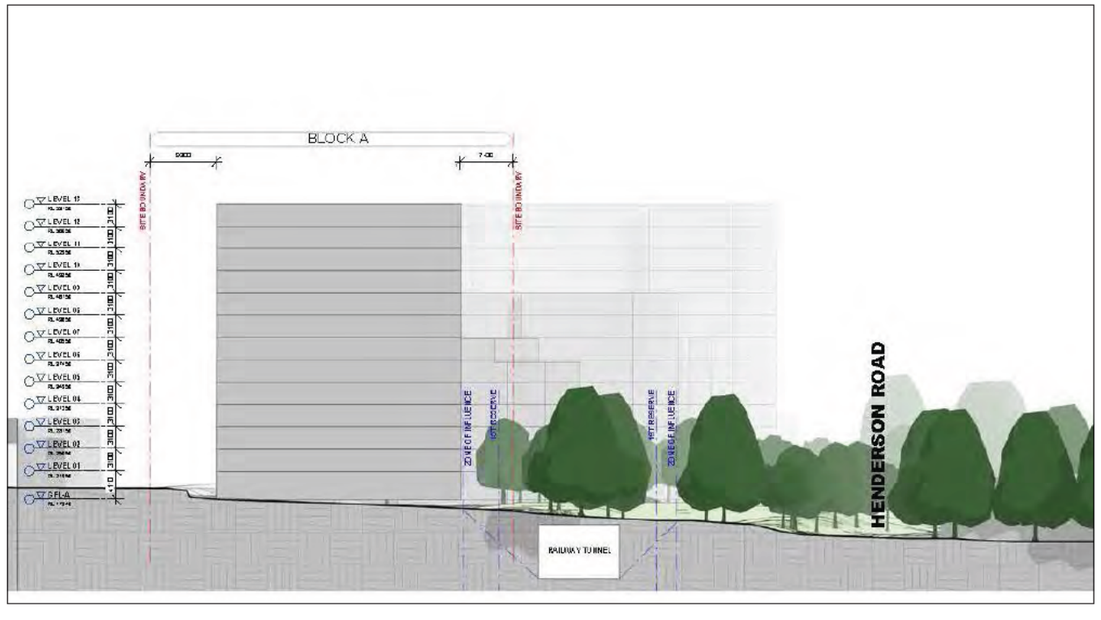


Figure 4 Eastern elevation (WMK 2023).

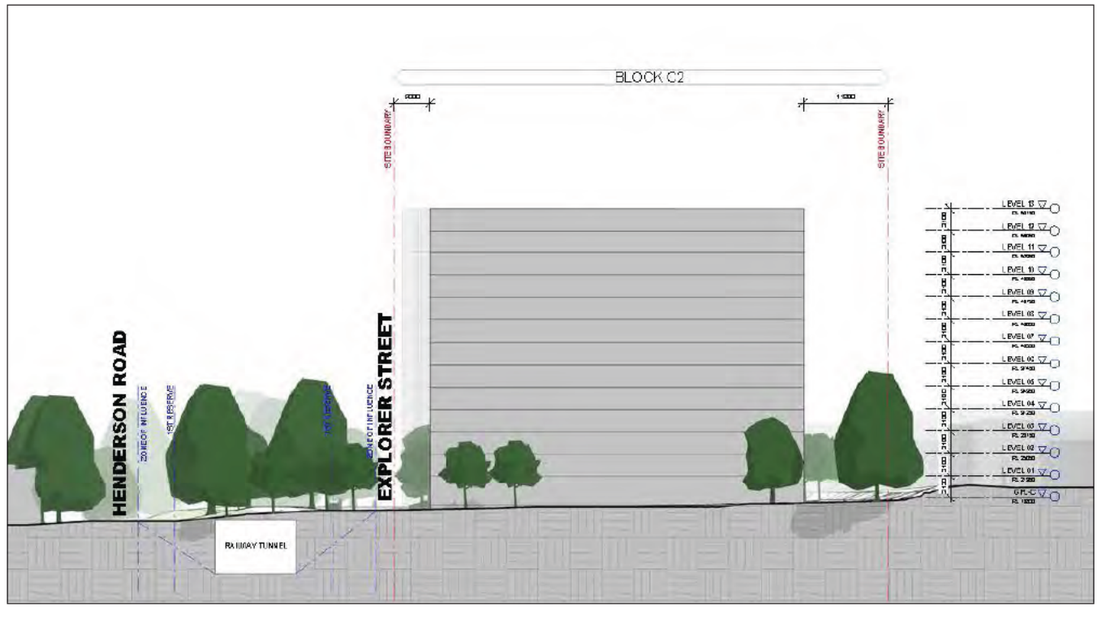


Figure 5 Western elevation (WMK 2023).

SECTION 2:
VIA METHODOLOGY

2.1 URBIS METHODOLOGY

The methodology employed by Urbis is based on a combination of established methods used in NSW. It includes concepts and terminology included in the Guidelines for landscape character and visual impact assessment, Environmental Impact Assessment practice note EIA -N04 prepared by the Roads and Maritime Services December 2018 (RMS LCIA), and other more bespoke approaches developed over the last 30 years by industry leaders and academics at Sydney University.

The Urbis methodology identifies objective information about the existing visual environment, analyses the extent of visual effects on those baseline characteristics and unlike other methods, considers the importance of additional relevant factors including view place sensitivity, compatibility with existing and desired future character and visual absorption capacity etc. Separating objective facts from subjective opinion provides a robust and comprehensive matrix for analysis and final assessment of visual impacts.

The sequence of steps and logic flow is shown graphically below in our method flow chart.

2.2 CERTIFICATION OF PHOTOMONTAGES

The method of preparation is outlined in Appendix 3 of this report.

The accuracy of the locations of the 3D model of the proposed development inserted into digital photographs has been checked by Urbis in multiple ways:

1. The model was checked for alignment and height with respect to the 3D survey and adjacent surveyed reference markers which are visible in the images.
2. The location of the camera in relation to the model was established using the survey model and the survey locations, including map locations and RLs. Focal lengths and camera bearings in the meta data of the electronic files of the photographs are known.
3. Reference points from the survey were used for cross-checking accuracy in all images.
4. No significant discrepancies were detected between the known camera locations and those predicted by the computer software. Minor inconsistencies due to the natural distortion created by the camera lens, were reviewed by Urbis and were considered to be within reasonable limits.

Urbis is satisfied that the photomontages have been prepared in accordance with the Land and Environment Court of New South Wales practice direction.

Urbis certifies, based on the methods used and taking all relevant information into account, that the photomontages are as accurate as is possible in the circumstances and can be relied upon by the Court for assessment.

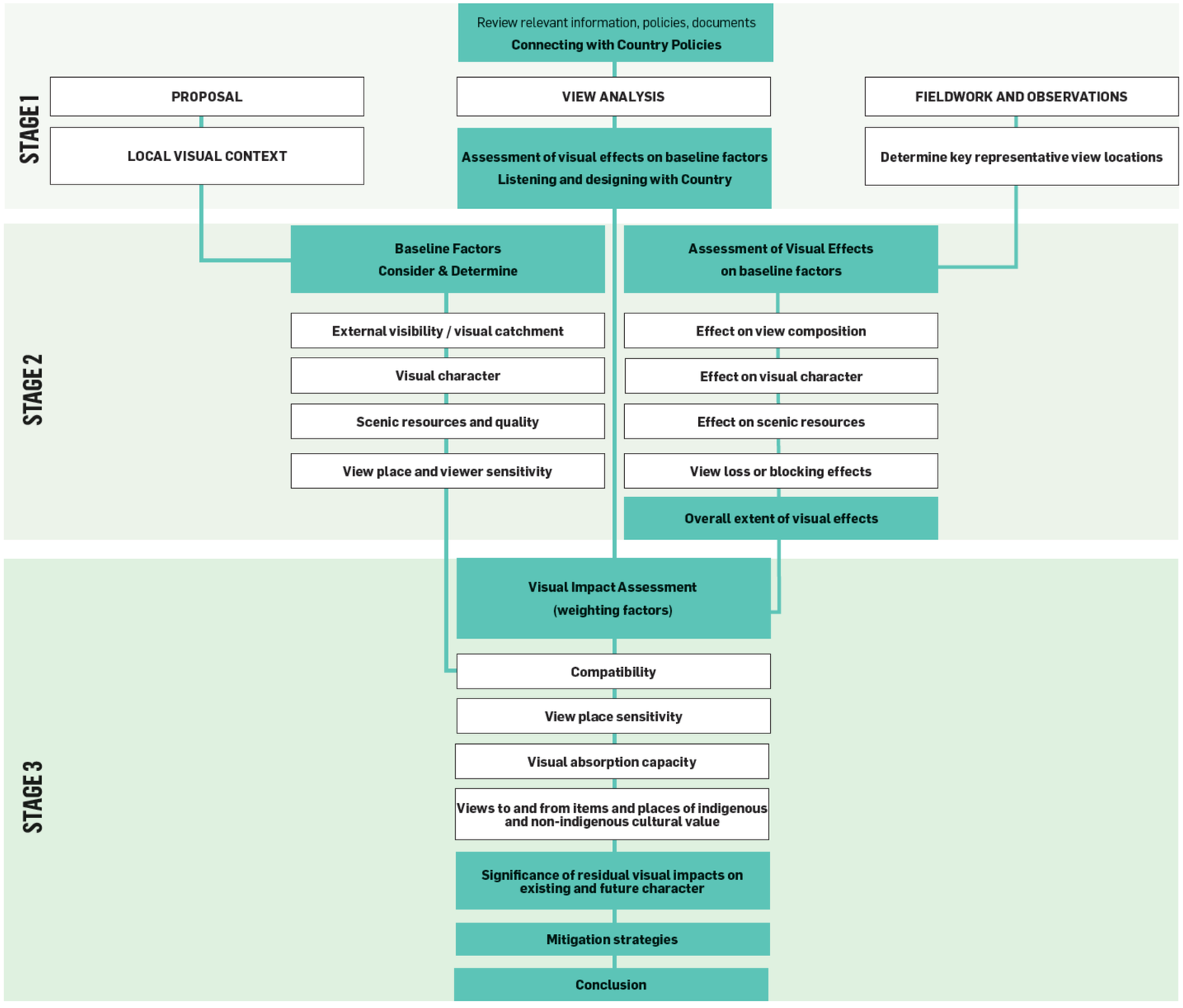


Figure 6 Methodology flowchart.

2.3 VISUAL CONTEXT

NORTH

Immediately north, north-west and north-east of the site is characterised by a wide expanse of rail infrastructure known as the Eveleigh Railway Workshops. Approximately 30m north of the site boundary is a collection of buildings including the Millennium Shed, Oscar Maintenance Centre and attached smaller buildings which visually appear as a large industrial facility with an irregular floorplate and 'M' shaped roof to the main facility, with the smaller attached buildings having rectangular floorplates with flat roofs. Beyond is an expanse of rail tracks with overhead pylons, cables and small buildings and sheds, as well as the Macdonaldtown Train Station to the north-east. The corridor has been extensively modified through its historical and current use as a train commissioning, stabling and maintenance facility which is evident in the varied industrial and built elements within the corridor.

Further north is the Redfern North Eveleigh Precinct which includes the Clothing Store Sub-Precinct, the Carriageworks Sub-Precinct and the Paint Shop Sub-Precinct across approximately 10 hectares. The precinct is a former industrial area and includes built form of varied height, form and architectural styles and ages but with many sharing similar industrial heritage characteristics. The largest building on site is the State heritage listed 'Carriageworks' building which is 180m in length with a large rectangular floorplate that is separated in to 10 bays, each with arched windows and doors and pitched corrugated iron roofs. Other heritage buildings within the precinct include the Paintshop and Paintshop Extension, the Scientific Services Building, Chief Mechanical Engineers Office and Blacksmiths Shop.

EAST

Immediately east of the site is a small section of residential development. A large complex between Rowley Street and Henderson Street includes three separate buildings ranging from three to five stories in height separated by an open central area with courtyards and upper-level terraces facing inwards to it. The taller RFBs are located along Rowley Street and Alexander Street, with the lower height terraces fronting Henderson Road sitting below the top of the tree canopy within the Henderson Road setback to the south of the property.

Further east of the site is the South Eveleigh Precinct, an area comprising historic brick industrial buildings alongside modern concrete and glass commercial buildings of up to approximately 11 storeys. The buildings form part of the Australian Technology Park as well as small pockets of grassed public open space and the tree lined Innovation Plaza.

SOUTH

South of the site is comprised of residential development and open recreation spaces located within the Erskineville Oval Heritage Conservation Area (HCA). The area is characterised by low scale development between two and three stories of mixed architectural styles including Victorian and Federation buildings in terrace and cottage rows as well as contemporary terraces interspersed throughout. The building materiality throughout is largely consistent due to the age of the terraces and is generally either red or painted brick, with corrugated iron or tiled roofs and narrow setbacks.

The streets are characterised by mature vegetation which together with the nil or narrow setback and building arrangement constrain views to road corridors.

WEST

To western visual context includes rail infrastructure including the western extent of the Eveleigh Rail Precinct as well as further rail support buildings including the Operational Technology Centre and Wireless & Systems Centre which include several low height brick buildings with square and rectangular floorplates amongst areas of hardstand.

Further west of the rail corridor is the suburb of Erskineville, which is characterised by a mixture of building types and uses and includes the Erskineville Train Station, mixed-use use retail and commercial buildings with upper-level apartments, and a mixture of residential dwelling types including cottages, terraces, detached dwellings and RFBs that range in height from single storey up to three stories.

2.4 DOCUMENTED VIEWS

The site is located within a documented view corridor from within Sydney Park in the Sydney Development Control Plan (DCP) 2012. The view is identified for protection in Section 5 Specific Areas, 5.5 Ashmore Neighbourhood and the provision states:

(1) New development is to protect the views (refer to Figure 5.130 View Corridors from Sydney Park) to the following locations:

(a) the eastern and western knoll in Sydney Park to the City skyline;

(b) the King Street ridgeline;

(c) the saw tooth roofline of the Eveleigh Rail Sheds towards the railway clock at Central Station; and

(d) district views towards the eastern suburbs.

In our opinion, after fieldwork observations from this location, the proposal would not adversely impact the above identified items or visual composition given the proposed heights and locations of the proposed tower forms (see Photo 1).



Photo 2. View west along Henderson Road.



Photo 1. View north-east to Sydney CBD skyline from Sydney Park.

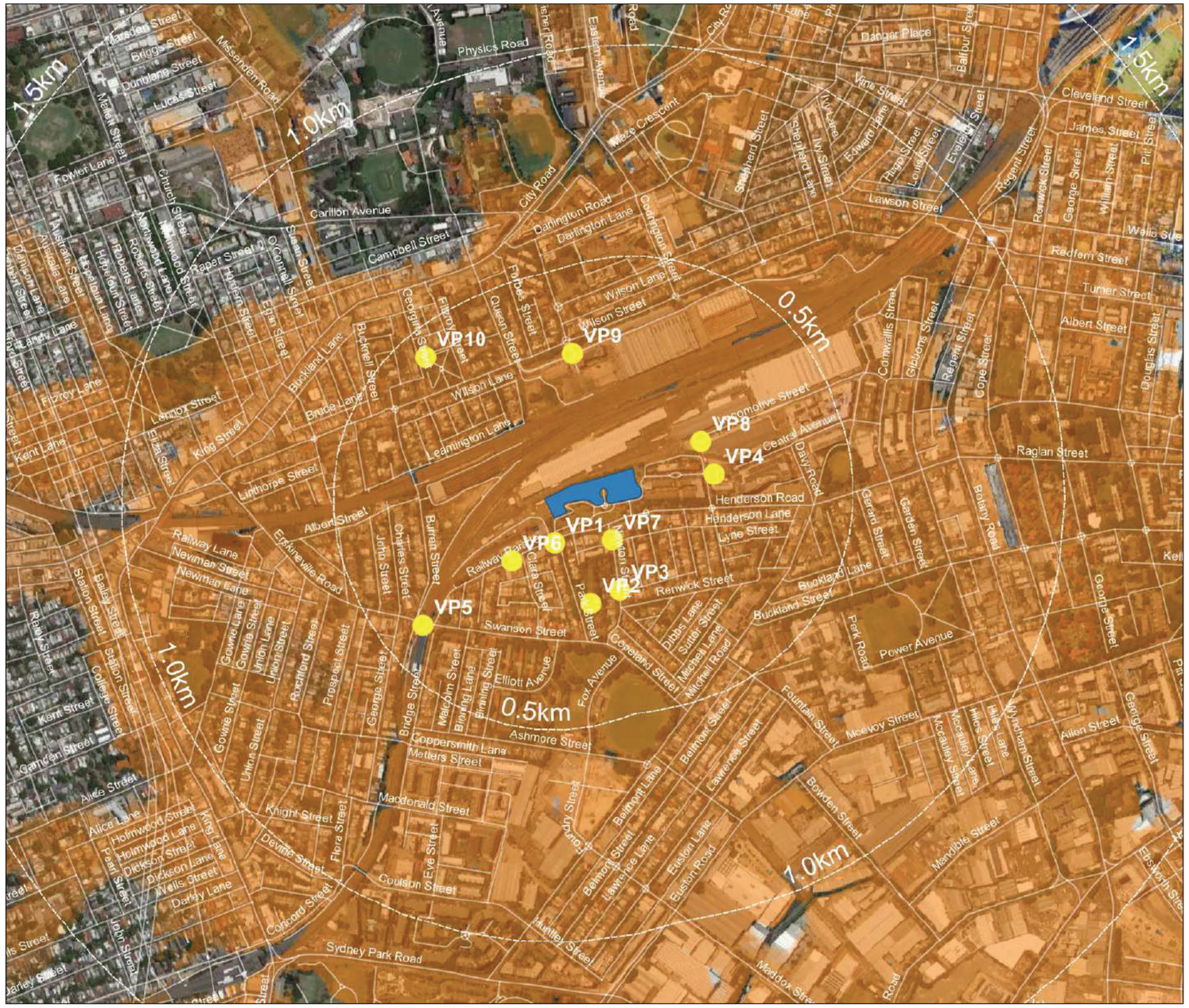


Figure 7 Potential viewshed.

2.5 VISUAL CATCHMENT

The potential visual catchment is the theoretical area within which the proposal may be visible and, in this regard, the visual catchment is larger than the area within which there would be discernible visual effects of the proposal. The visibility of any proposed development varies depending on constraints such as the blocking effects of intervening built form, vegetation or topography.

Visibility refers to the extent to which the proposal would be physically visible and identifiable. For example it could be identifiable as a new, novel, contrasting or alternatively as a recognisable but compatible feature.

The potential visual catchment of the proposed development was initially determined via a desktop review of the site using 3D aerial imagery, maps and client supplied information. Fieldwork observations and LiDar data across the potential visual catchment have been used to determine the extent of external visibility of the existing and proposed built forms on the site from a range of distance classes (close, medium and distant views).

Due to the relatively flat and level underlying topography, the presence of vegetation within the surrounding streetscapes and intervening built form b, the visual catchment of proposed works is highly constrained and small.

PUBLIC DOMAIN VISIBILITY

To the south, pedestrians, cyclists and motorists may experience moving, oblique views traveling east to west along Henderson Road. Views to the existing dwellings in the north of the site are liekly to be limited due to the embankment along the southern boundary of the South Sydney Rotary Park and trees within the embankment and the road reserve.

View corridors to the north are present along Park Street, Monks Lane, Newton Street and Boundary Street and allow for partial views to parts of the site, however mature street trees in each of the northern views, as well as within the South Sydney Rotary Park largely block views of the existing built form on site.

Potential views of the proposal from public open spaces are likely possible from Solander Park to the south through a narrow, north facing view corridor amongst mature tree canopy to either side of the park.

From the east the public domain catchment is limited to a small, grassed reserve immediately bordering the site, as well as from Station Place and in limited views west along Rowley Street, however built form and vegetation to both sides of the street limits the visibility of the site.

PRIVATE DOMAIN VISIBILITY

Views from the private domain are largely restricted to areas immediately adjacent to the site, including along Henderson Road to the south where views of South Sydney Rotary Park and existing dwellings in the northern part of the site beyond are possible. Limited potential views may possible from terraces and windows from dwellings to the west edge of the residential development along Station Place.

Views from 'The Platform Apartments' building north of the site within the North Eveleigh Precinct will be possible from mid and upper-level dwellings from internal rooms as well as external terraces.

SECTION 3:
BASELINE VISUAL ANALYSIS

3.1 VISUAL CHARACTER OF THE SITE

The subject site is located approximately 2km south of Central Sydney and within the City of Sydney Local Government Area. The site is located within the Central to Eveleigh (C2E) corridor, an urban activation project for 80ha of large NSW Government land holdings and covers an area of approximately 2.4ha consisting of 46 townhouses constructed in the late 1980s and the South Sydney Rotary Park.

The northern section of the site consists of two rows of terraces fronting Explorer Street, Aurora Place and Station Place. The entrances to access roads leading to the 'two rows' of houses are brick paved for pedestrian and vehicular use.

Each of the townhouses feature a paved courtyard and carport at the front and a courtyard garden at the rear of the dwellings. The built form is a mix of single-storey and two-storey terraces/townhouses in light red and blond brickwork with corrugated iron roofs of varied colours and 'A' frame shaped for the majority of the dwellings. The primary frontage of the townhouses includes simple square and rectangular aluminium framed windows and a corrugated curved awning above the front door. Low height brick and iron picket fences mark the front boundaries of each townhouse, with taller, corrugated back fences.

Vegetation within the site is typically located in front and rear gardens, as well as side setbacks fronting surrounding streetscapes. Planting includes a wide variety of small to large tree species, and low height ornamental shrubs.

Part of South Sydney Rotary Park where it fronts Henderson Road occupies the southern section of the site. It is characterised by open spaces and peripheral planting and limited built form. It includes a children's play area, fitness equipment and an art installation along a low wall.

3.2 SCENIC QUALITY

Scenic quality relates to the likely expectations of viewers regarding scenic beauty, attractiveness, or preference. Scenic preferences typically relates to the variety of features that are present, and the uniqueness or combination of those features. Scenic quality of the visual setting of the subject site is a baseline factor against which to measure visual effects. Criteria and ratings for preferences of scenic quality and cultural values of aesthetic landscapes are based on empirical research undertaken in Australia and internationally.

Therefore, analysis of the existing scenic quality of a site or its visual context and understanding the likely expectations and perception of viewers is an important consideration when assessing visual effects and impacts.

Comment:

The site appears as two visually distinct parts which are the northern residential development area and southern open recreation space. The northern residential section is of low scenic quality due to the predominance of built form, lack of open space or unique scenic features.

South Sydney Rotary Park forms a moderately scenic corridor for pedestrians and vehicles using Henderson Road.

As such there would be an expectation to maintain a minimum level of visibility and prominence of these features through appropriate curtilages and spatial separations between future built forms. Viewers are likely to have a moderate expectation of maintaining the intrinsic character of the southern section of the site and its interface with Henderson Road and the HCA.

3.3 VIEW PLACE SENSITIVITY

This factor relates to the likely level of public interest in a view of the proposed development. The level of public interest includes assumptions made about its exposure in terms of distance and number of potential viewers. For example, close and middle-distance views from public places such as surrounding roads and intersections that are subject to large numbers of viewers, would be considered as being sensitive view places. However, the level of sensitivity depends on the nature of the view and whether it is gained from either a moving viewing situation and the duration of exposure to the view for example for short periods of time or for sustained periods.

Comment:

The highest number of viewers within the public domain are likely to be using Henderson Road and will involve pedestrians and vehicles. As a result, views would often be transitory, lasting for periods of short duration.

Longer period views are available from within the site itself given the southern section of the site is public recreation space. While sensitivity typically relates to views of the site rather than within it, for the purposes of this assessment the primary part of the proposal is considered to be within the northern section of the site where the proposed buildings are located.

As such, while it is acknowledged that redevelopment of the park is also included in the proposal, it is likely that the overall character and corresponding value attached to public open space and view place sensitivity would be high to moderate from within the park.

3.4 VIEWER SENSITIVITY

Viewer sensitivity is a judgement as to the likely level of private interest in the views that include the proposed development and the potential for private domain viewers to perceive the visual effects of the proposal. The spatial relationship (distance), the length of exposure and the viewing place within a dwelling are factors which affect the overall rating of the sensitivity to visual effects.

Comment:

Potential views of the proposed development may be possible from dwellings in Henderson Road immediately south of the site. Views of the site are currently filtered by intervening vegetation located on both the northern and southern side of the road, with views of the parks southern embankment partially visible beyond. Partial views of the existing dwellings to the north on the site care available, but form a minor part of the view.

A small number of dwellings to the east of the site along Station Place and Rowley Street will also have side views of the site from dwellings located at the western edge of RFBs located at 49 Henderson Road and 1-5 Rowley Street. Views from these locations are from external terraces orientated to the north and south and small windows on the western elevations of the buildings.

SECTION 4:
VISUAL EFFECTS ANALYSIS

4.1 USE OF PHOTOMONTAGES

Prior to undertaking fieldwork, Urbis undertook a desktop review of all relevant statutory and non-statutory documents, an analysis of aerial imagery and topography and lidar data to establish the potential visual catchment to inform fieldwork inspections. Following fieldwork Urbis selected and recommended 10 public view locations for further analysis.

View No.	VIEWPOINT LOCATION
View 01	Intersection of Railway Parade and Park Street, view north-east.
View 02	Solander Park, view north.
View 03	Newton Street and Allen Ave intersection, view north.
View 04	Central Ave, view west.
View 05	Erskineville Station entrance, view north-east.
View 06	Railway Parade, view north-east.
View 07	Northern end of Newton Street, view north.
View 08	View west from Locomotive Street.
View 09	Carriageworks Way, view south-east along Stores Street.
View 10	North-west corner of Hollis Park, view south-east.



Figure 8 Viewpoint location map.

VIEW 01

INTERSECTION OF RAILWAY PARADE AND PARK STREET, VIEW NORTH-EAST

DISTANCE CLASS

- Close
- 20m

EXISTING COMPOSITION OF THE VIEW

The foreground of the composition includes the Henderson Road carriageway with raised and planted traffic islands and associated signage. Tree canopy is visible in the foreground and mid-ground from a variety trees within South Sydney Rotary Park and Henderson Road. Long distance views and views of existing built form surrounding Explorer Street are blocked from view by the intervening vegetation.

VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

Part of the mid and upper levels of Blocks A, B and C are visible above and between tree canopy. The proposed development introduces new built form to the existing composition where none was previously visible. The park within the southern section of the site maintains the intrinsic character of the foreground composition through the retention of areas of open space and tree planting throughout.

The visible section of the proposal blocks open sky beyond and does not block access to any scenic or highly valued features or heritage items.

Visual effects of proposed development	
Visual Character	medium
Scenic Quality	low
View Composition	low
Viewing Period	low
Viewing Distance	high
View Loss & View Blocking Effects	low
Overall rating of effects on baseline factors	**Low**
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	high (up-weight)
Physical Absorption Capacity	medium (neutral)
Compatibility with Urban Context and Visual Character	medium (neutral)
Overall rating of significance of visual impact	**Medium**



Figure 9 Viewpoint location.



Figure 10 Viewpoint 01 existing view.



Figure 11 Viewpoint 01 photomontage.

VIEW 02
SOLANDER PARK, VIEW NORTH

DISTANCE CLASS
- Medium
- 175m

EXISTING COMPOSITION OF THE VIEW

The foreground and mid-ground composition are characterised by a manicured lawn and vegetation and roof forms of dwellings located along Henderson Lane.

VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

The proposal introduces a small extent of the new, contemporary built form of Block B visible above residential roof forms north of the park which blocks views of sky beyond. Tree canopy cover to either side of the composition block views of Block A and B. The proposed development does not block access to any scenic or highly valued features or heritage items.

The proposal has minimal visual effects on the existing visual composition and does not change the intrinsic character of the view.

Visual effects of proposed development	
Visual Character	low
Scenic Quality	low
View Composition	low
Viewing Period	low
Viewing Distance	medium
View Loss & View Blocking Effects	low
Overall rating of effects on baseline factors	**Low**
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	high (up-weight)
Physical Absorption Capacity	high (down-weight)
Compatibility with Urban Context and Visual Character	medium (neutral)
Overall rating of significance of visual impact	**Low**



Figure 12 Viewpoint location.



Figure 13 Viewpoint 02 existing view.



Figure 14 Viewpoint 02 photomontage.

VIEW 03

NEWTON STREET AND ALLEN AVE INTERSECTION, VIEW NORTH

DISTANCE CLASS

- Medium
- 160m

EXISTING COMPOSITION OF THE VIEW

The foreground of the composition includes a view corridor to the north along the Newton Road carriageway, with a minor extent of the Sydney South Rotary Park and existing built form around Explorer Street visible.

To either side of the street are trees which block, or highly visibility of low height residential dwellings on either side of the street.

VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

A section of Block C's southern elevation is visible above tree canopy and introduces a small amount of new, contemporary built form to the composition. Tree canopy and residential dwellings to either side of the street block any further visibility of the proposal.

The spatial separation between Block B & C maintains the existing view corridor along Newton Street into the park including to vegetation and open areas of sky.

The visible section of the proposal blocks open sky beyond and does not block access to any scenic or highly valued features or heritage items.

Visual effects of proposed development	
Visual Character	low
Scenic Quality	low
View Composition	low
Viewing Period	low
Viewing Distance	high
View Loss & View Blocking Effects	low
Overall rating of effects on baseline factors	**Low**
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	high (up-weight)
Physical Absorption Capacity	high (down-weight)
Compatibility with Urban Context and Visual Character	medium (neutral)
Overall rating of significance of visual impact	**Low**



Figure 15 Viewpoint location.



Figure 16 Viewpoint 03 existing view.



Figure 17 Viewpoint 03 photomontage.

VIEW 04
CENTRAL AVE, VIEW WEST

DISTANCE CLASS
- Medium
- 175m

EXISTING COMPOSITION OF THE VIEW

The foreground and mid-ground composition includes a narrow view corridor west along Rowley Street with trees and residential flat building (RFB) complexes of between 4 - 5 storeys with small setbacks from the street on either side.

Long distance views are blocked by built form and vegetation, with only open sky visible beyond Rowley Street.

VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

The eastern facade of Block C is partially visible above tree canopy and existing RFBs, with the rest of the proposal blocked from view. The proposal's effect on the existing composition is lessened by appearing as a comparable built form in terms of height and scale to existing residential flat buildings.

The visible section of the proposal blocks open sky beyond and does not block access to any scenic or highly valued features or heritage items.

Visual effects of proposed development	
Visual Character	low
Scenic Quality	low
View Composition	low
Viewing Period	high
Viewing Distance	medium
View Loss & View Blocking Effects	low
Overall rating of effects on baseline factors	**Low**
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	medium (neutral)
Physical Absorption Capacity	high (down-weight)
Compatibility with Urban Context and Visual Character	high (down-weight)
Overall rating of significance of visual impact	**Low**



Figure 18 Viewpoint location.



Figure 19 Viewpoint 04 existing view.



Figure 20 Viewpoint 04 photomontage.

VIEW 05
ERSKINEVILLE STATION ENTRANCE, VIEW NORTH-EAST

DISTANCE CLASS
- Medium
- 360m

EXISTING COMPOSITION OF THE VIEW

The composition includes the Swanson Street overbridge and Railway Parade intersection. At the north-eastern corner of the intersection is the Swanson Street Reserve which has a number of large trees with canopies which block medium and long distance views beyond. A minor extent of residential built form within Equity Lane is visible in the middle of the composition, as is the upper canopies of trees. To the left of the composition a section of railway corridor is visible below the overbridge, with overhead gantries, wiring, signalling equipment and a work depot visible. A small section of the Sydney CBD skyline is visible in the distance, including the Sydney Tower Eye.

VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

A small extent of the mid and upper levels of the eastern tower form of Block A is visible above residential dwellings within Equity Lane, as is a partial view of Block C through tree canopy. The visible built form adds a minor level of additional built form to the existing visual composition and maintains the intrinsic character of the existing view.

Block A and C block open sky beyond and does not block access to any scenic or highly valued features or heritage items.

Visual effects of proposed development	
Visual Character	low
Scenic Quality	low
View Composition	low
Viewing Period	low
Viewing Distance	medium
View Loss & View Blocking Effects	low
Overall rating of effects on baseline factors	**Low**
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	high (up-weight)
Physical Absorption Capacity	high (down-weight)
Compatibility with Urban Context and Visual Character	high (down-weight)
Overall rating of significance of visual impact	**Low**



Figure 21 Viewpoint location.



Figure 22 Viewpoint 05 existing view.



Figure 23 Viewpoint 05 photomontage.

VIEW 06
RAILWAY PARADE, VIEW NORTH-EAST.

DISTANCE CLASS
- Close
- 100m

EXISTING COMPOSITION OF THE VIEW

The composition includes a view corridor to the north-east along Railway Parade with large, established street trees which highly filter views of built form to either side of the carriageway. A minor extent of the southern part of the site (South Sydney Rotary Park) is visible, with the northern part of the site and built form blocked from view.

VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

Partial views of Block A are visible to the left of the composition above tree canopy and buildings within the railway depot and Railway Parade. A small section of Block C is visible in the centre of the composition. Block B is not visible.

The visible elements of the proposal are of a greater height and scale to existing buildings in the visual composition.

Block A and B block sections of open sky and do not block any scenic or highly valued features or heritage items.

Visual effects of proposed development	
Visual Character	low
Scenic Quality	low
View Composition	low
Viewing Period	low
Viewing Distance	high
View Loss & View Blocking Effects	low
Overall rating of effects on baseline factors	**Low**
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	medium (neutral)
Physical Absorption Capacity	medium (neutral)
Compatibility with Urban Context and Visual Character	medium (neutral)
Overall rating of significance of visual impact	**Medium-low**



Figure 24 Viewpoint location.



Figure 25 Viewpoint 06 existing view.



Figure 26 Viewpoint 06 photomontage.

VIEW 07
NORTHERN END OF NEWTON STREET, VIEW NORTH

DISTANCE CLASS
- Close
- 50m

EXISTING COMPOSITION OF THE VIEW

The view includes Newton Street in the foreground with trees to either side and partial views of residential buildings.

The mid-ground composition includes a view of part of the southern section of the site (South Sydney Rotary Park) with partial views of existing low height residential dwellings in Explorer Street visible beyond.

VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

Partial views of the southern and eastern elevations of Block B are visible to the left of the view above tree canopy cover. An oblique view of the western elevation and partial view of the southern elevation of Block C is visible to the right of the view. Block B and C are of a greater height and scale compared to existing buildings in the composition. Block A is not visible.

The spatial separation between Blocks B & C maintains the existing view corridor from within the HCA along Newton Street into the park and views of tree canopy and open sky.

Block B and C block sections of open sky and do not block any scenic or highly valued features or heritage items.

Visual effects of proposed development	
Visual Character	low
Scenic Quality	low
View Composition	low
Viewing Period	low
Viewing Distance	high
View Loss & View Blocking Effects	low
Overall rating of effects on baseline factors	**Low**
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	high (up-weight)
Physical Absorption Capacity	medium (neutral)
Compatibility with Urban Context and Visual Character	medium (neutral)
Overall rating of significance of visual impact	**Medium-low**



Figure 27 Viewpoint location.



Figure 28 Viewpoint 07 existing view.



Figure 29 Viewpoint 07 photomontage.

VIEW 08
VIEW WEST FROM LOCOMOTIVE STREET

DISTANCE CLASS
- Medium
- 170m

EXISTING COMPOSITION OF THE VIEW

The foreground composition includes Locomotive Street turning head and access point to the rail corridor and works depot, with the rear elevations of residential dwellings along Rowley Street partially visible through tree canopy.

VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

Partial views of the mid and upper levels of Block C's eastern elevation can be seen, with a small section of Block B and eastern elevation of Block A also visible beyond. The proposed development introduces contemporary built forms that are of a greater height and scale to that currently visible in the composition.

The proposal blocks areas of open sky and does not block any scenic or highly valued features or heritage items.

Visual effects of proposed development	
Visual Character	low
Scenic Quality	low
View Composition	low
Viewing Period	low
Viewing Distance	medium
View Loss & View Blocking Effects	low
Overall rating of effects on baseline factors	**Low**
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	low (down-weight)
Physical Absorption Capacity	low (up-weight)
Compatibility with Urban Context and Visual Character	medium (neutral)
Overall rating of significance of visual impact	**Low**



Figure 30 Viewpoint location.



Figure 31 Viewpoint 08 existing view.



Figure 32 Viewpoint 08 photomontage.

VIEW 09

CARRIAGEWORKS WAY, VIEW SOUTH-EAST ALONG STORES STREET

DISTANCE CLASS

- Medium
- 300m

EXISTING COMPOSITION OF THE VIEW

The viewpoint is within the Redfern North Eveleigh Precinct which includes several heritage listed buildings. A south-eastern view corridor exists between a contemporary six storey RFB 'The Platform Apartments' to the left of the view, and the 1913, 2 storey brick 'Clothing Store' building to the right.

The mid-ground composition includes the at grade carpark at the end of Stores Street, with partial views of above track wiring and gantries within the railway corridor, and a minor extent of the roof form of the Millennium Shed visible in the distance.

VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

Partial views of the mid and upper levels of the northern elevations of Blocks B & C are visible in the distance. Views of both buildings are through intervening infrastructure elements within the railway corridor which filter views of both buildings.

The proposal is viewed amongst existing urban elements including the contemporary RFB and transport corridor, and as increases the proposals visual compatibility with its surrounding.

The proposal blocks sections of open sky beyond and does not block any scenic or highly valued features or heritage items.

Visual effects of proposed development	
Visual Character	low
Scenic Quality	low
View Composition	low
Viewing Period	low
Viewing Distance	medium
View Loss & View Blocking Effects	low
Overall rating of effects on baseline factors	**Low**
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	medium (neutral)
Physical Absorption Capacity	medium (up-weight)
Compatibility with Urban Context and Visual Character	high (down-weight)
Overall rating of significance of visual impact	**Low**



Figure 33 Viewpoint location.



Figure 34 Viewpoint 09 existing view.



Figure 35 Viewpoint 09 photomontage.

VIEW 10

NORTH-WEST CORNER OF HOLLIS PARK, VIEW SOUTH-EAST

DISTANCE CLASS

- Medium
- 450m

EXISTING COMPOSITION OF THE VIEW

The composition includes open, maintained grass areas, paved pedestrian walkways, and a children's play area. The park includes a high extent of large, mature trees located around the edges of the park, with specimen examples also throughout the park.

VISUAL EFFECTS OF THE PROPOSED DEVELOPMENT ON THE COMPOSITION AS MODELLED

The proposal is located to the south-east and is blocked from view by vegetation within the park and as such does not create any visual effects or impacts on the view.

Visual effects of proposed development	
Visual Character	nil
Scenic Quality	nil
View Composition	nil
Viewing Period	nil
Viewing Distance	nil
View Loss & View Blocking Effects	nil
Overall rating of effects on baseline factors	**Nil**
Rating of visual effects on variable weighting factors	
Public Domain View Place Sensitivity	nil
Physical Absorption Capacity	nil
Compatibility with Urban Context and Visual Character	nil
Overall rating of significance of visual impact	**Nil**



Figure 36 Viewpoint location.



Figure 37 Viewpoint 10 existing view.



Figure 38 Viewpoint 10 photomontage.

SECTION 5:
VISUAL IMPACT ASSESSMENT

VIEW REFERENCE	LOCATION	RATING OF VISUAL EFFECTS ON VARIABLE WEIGHTING FACTORS AS LOW, MEDIUM OR HIGH			OVERALL RATING OF SIGNIFICANCE OF VISUAL IMPACT
		Public Domain View Place Sensitivity	Physical Absorption Capacity	Compatibility with Urban Context and Visual Character	
VP1	Intersection of Railway Parade an Park Street, view north-east.	High	Medium	Medium	Medium-low
VP2	Solander Park, view north.	High	High	Medium	Low
VP3	Newton Street and Allen Ave intersection, view north.	High	High	Medium	Low
VP4	Central Ave, view west.	Medium	High	High	Low
VP5	Erskineville Station entrance, view north-east.	High	High	High	Low
VP6	Railway Parade, view north-east.	Medium	Medium	Medium	Medium-low
VP7	Northern end of Newton Street, view north.	High	Medium	Medium	Medium-low
VP8	View west from Locomotive Street.	Low	Low	Medium	Low
VP9	Carriageworks Way, view south-east along Stores Street.	Medium	Medium	High	Low
VP10	North-west corner of Hollis Park, view south-east.	Nil	Nil	Nil	Nil

Table 1 Summary of ratings of visual effects on weighting factors.

Having determined the extent of the visual change based on the 10 representative modelled views (photomontages) Urbis have applied relevant weighting factors to determine the overall level of visual impacts or importance of the visual effects. The factors have been considered in relation to the visual effects to provide up-weight or down-weights and to determine a final impact rating.

The weighting factors include sensitivity, visual absorption capacity and compatibility with urban features.

5.1 SENSITIVITY

The overall rating for view place sensitivity was weighted according to the influence of variable factors such distance, the location of items of heritage significance or public spaces of high amenity and high user numbers.

The visibility of the proposal from sensitive viewing locations is limited and restricted to areas within a small visual catchment surrounding the site, including the Kingsclear Road HCA to the south, with views to the site visible from a small section of roads aligned with northern views to the site, and a section of residential dwellings along Henderson Road opposite Sydney South Roatary Park. Views from surrounding public open recreation spaces where representative viewpoints have been assessed show that views are either blocked or highly filtered by vegetation and built form, and that the intrinsic character of the views from these locations is not impacted by the proposal.

5.2 PHYSICAL ABSORPTION CAPACITY

Physical Absorption Capacity (PAC) means the extent to which the existing visual environment can reduce or eliminate the perception of the visibility of the proposed redevelopment.

PAC includes the ability of existing elements of the landscape to physically hide, screen or disguise the proposal. It also includes the extent to which the colours, material and finishes of buildings and in the case of buildings, the scale and character of these allows them to blend with or reduce contrast with others of the same or closely similar kinds to the extent that they cannot easily be distinguished as new features of the environment.

Prominence is also an attribute with relevance to PAC. It is assumed in this assessment that higher PAC can only occur where there is low to moderate prominence of the proposal in the scene.

- Low to moderate prominence means:
  - Low: The proposal has either no visual effect on the landscape or the proposal is evident but is subordinate to other elements in the scene by virtue of its small scale, screening by intervening elements, difficulty of being identified or compatibility with existing elements.
  - Moderate: The proposal is either evident or identifiable in the scene, but is less prominent, makes a smaller contribution to the overall scene, or does not contrast substantially with other elements or is a substantial element, but is equivalent in prominence to other elements and landscape alterations in the scene.

The existing visual environment has an moderate capacity to absorb the visual changes as shown in the modelled views. Given the highly urbanised nature of the surrounding area, expansive views of the proposal are limited, with the clearest locations being from the north within the Redfern North Eveleigh Precinct as a result of the rail corridor being devoid of built forms which would block views or create compositions where the proposal is viewed amongst, or against a backdrop, of similar existing forms.

Sections of proposed buildings are visible in all but one of the assessed views, however intervening vegetation and buildings block the visibility of the full proposal, with only sections of the Blocks visible, and results in low to moderate additional built form being added to the existing visual compositions.

5.3 VISUAL COMPATIBILITY

Visual Compatibility is not a measure of whether the proposal can be seen or distinguished from its surroundings. The relevant parameters for visual compatibility are whether the proposal can be constructed and utilised without the intrinsic scenic character of the locality being unacceptably changed. It assumes that there is a moderate to high visibility of the project to some viewing places. It further assumes that novel elements which presently do not exist in the immediate context can be perceived as visually compatible with that context provided that they do not result in the loss of or excessive modification of the visual character of the locality.

A comparative analysis of the compatibility of similar items to the proposal with other locations in the area which have similar visual character and scenic quality or likely changed future character can give a guide to the likely future compatibility of the proposal in its setting.

The proposed development has a moderate visual compatibility with the surrounding visual character given the level of building type diversity in the visual catchment which is characterised by a mixture of building types and sizes, with low height residential dwellings with small floorplates located to the south (within the HCA), low height buildings with large floorplates to the north including the Millennium Shed in the rail corridor, and Carriageworks within the Redfern North Eveleigh Precinct.

The proposal has high visual compatibility with the contemporary buildings to the east within the South Eveleigh Precinct which includes buildings with large floorplates and comparable building heights to that proposed, including the 11 storey building at 6-8 Central Avenue.

5.4 VIEWING PERIOD

Viewing period in this assessment refers to the influence of time available to a viewer to experience the view to the site and the visual effects of the proposed development. Longer viewing periods, experienced either from fixed or moving viewing places such as dwellings, roads or waterways, provide for greater potential for the viewer to perceive the visual effects.

Visual effects resulting from the proposal with regard to viewing periods are low. The majority of viewers will be pedestrians and vehicles using Henderson Road, who will have oblique views which would be brief and transitory in nature, as would views form streets to the south which align with the site including Park & Newton Streets and Monks Lane.

5.5 VIEWING DISTANCE

Viewing distance can influence on the perception of the visual effects of the proposal which is caused by the distance between the viewer and the development proposed.

It is assumed that the viewing distance is inversely proportional to the perception of visual effects: the greater the potential viewing distance, experienced either from fixed or moving viewing places, the lower the potential for a viewer to perceive and respond to the visual effects of the proposal.

The proposal is visible in close views within the immediate visual catchment, however the visibility of the proposal decreases in the medium and wider visual catchment due to the underlying topography, presence of intervening buildings and vegetation and as such, the visibility and perceptibility of the proposal as a whole is reduced with increased distance.

5.6 SIGNIFICANCE OF RESIDUAL VISUAL IMPACTS

The final question to be answered after the mitigation factors are assessed, is whether there are any residual visual impacts and whether they are acceptable in the circumstances. These residual impacts are predominantly related to the extent of permanent visual change to the immediate setting.

In terms of the urban component of the development, residual impacts relate to individuals' preferences for the nature and extent of change which cannot be mitigated by means such as colours, materials and the articulation of building surfaces. These personal preferences are to, or resilience towards change to the existing arrangement of views. Individuals or groups may express strong preferences for either the existing, approved or proposed form of urban development.

In our opinion permanent visual impacts are minimal due to the limited visibility of the proposal. Further, the level of visual change is considered acceptable due to the architectural form, scale and character of surrounding buildings and overall level of built form variation in the surrounding visual catchment.

5.7 APPLYING THE 'WEIGHTING' FACTORS

To arrive at a final level of significance of visual impact, the weighting factors are applied to the overall level of visual effects.

The proposed development has been assessed against the weighting factors and was found to have a moderate compatibility with buildings immediately surrounding it, particularly those located to the east in the South Eveleigh Precinct.

Further, given the limited visual catchment of the proposal from the southern HCA, where visibility of the proposal is limited to partial views of sections of buildings, combined with the often transitory nature of many of the viewers (particularly pedestrians and vehicles using Henderson Road and Newton Street), has a down weight on the visual effects.

5.8 OVERALL VISUAL IMPACTS

Taking into consideration the existing visual context and baseline factors against which to measure change, the level of visual effects of the proposed development and in the context of additional weighting factors, the visual impacts of the proposed development were found to be acceptable.

SECTION 6:
CONCLUSION

- In our opinion the proposed development creates a low level of visual effects in view compositions and on baseline visual factors such as visual character, scenic quality and view place sensitivity from public domain view locations.
- Intervening buildings and vegetation block the majority of views to the proposal from medium and long distance public domain locations and restricts visibility to close view locations.
- Views to the proposal from mid and upper levels of surrounding tower forms would be possible due to their elevated position, however the proposal would likely form part of a wider visual composition in the context of development of similar height, bulk and scale.
- The proposal is located within a highly urbanised area, including being adjacent to a major transport corridor and west of the South Eveleigh Precinct which has buildings of comparable height and scale.
- Of the 10 public domain views analysed, all were rated as having a low to medium-low visual impact.
- Excluding Sydney South Rotary Park which forms part of the site, the proposal is either not visible or forms a minor visual addition when viewed from surrounding public recreation spaces, including Solander and Hollis Parks.
- Views to surrounding heritage items are not blocked by the proposal from the assessed viewpoints.
- Potential visual impacts of the development on the adjacent HCA are limited and reduced by the spatial separation between the northern part of the site where the built form is located, and the retention of public open space in the southern part of the site. These factors combine to create a spatial separation in relation to the HCA and as such allow it to remain visually distinct and separate from the proposal.
- Considering the visual effects of the proposal and view impacts on both the public and private domain, the proposal is considered reasonable and acceptable and can be supported on visual impact grounds.

SECTION 7:
APPENDIX

APPENDIX 1

ANALYSIS OF VISUAL EFFECTS

Published on the NSW Department of Planning, Industry and Environment website via major projects tab (NSW DPIE). This information has been developed by RLA and is acknowledged as being a comprehensive summary of typical descriptions regarding visual effects. The descriptions below have been used as a guide to make subjective judgements in relation to the effects and impacts of the proposed development on each modelled view.

Factors	Low Effect	Medium Effect	High Effect
Scenic quality	The proposal does not have negative effects on features which are associated with high scenic quality, such as the quality of panoramic views, proportion of or dominance of structures, and the appearance of interfaces.	The proposal has the effect of reducing some or all of the extent of panoramic views, without significantly decreasing their presence in the view or the contribution that the combination of these features make to overall scenic quality	The proposal significantly decreases or eliminates the perception of the integrity of any of panoramic views or important focal views. The result is a significant decrease in perception of the contribution that the combinations of these features make to scenic quality
Visual character	The proposal does not decrease the presence of or conflict with the existing visual character elements such as the built form, building scale and urban fabric	The proposal contrasts with or changes the relationship between existing visual character elements in some individual views by adding new or distinctive features but does not affect the overall visual character of the precinct's setting.	The proposal introduces new or contrasting features which conflict with, reduce or eliminate existing visual character features. The proposal causes a loss of or unacceptable change to the overall visual character of individual items or the locality.
View place sensitivity	Public domain viewing places providing distant views, and/or with small number of users for small periods of viewing time (Glimpses-as explained in viewing period).	Medium distance range views from roads and public domain areas with medium number of viewers for a medium time (a few minutes or up to half day-as explained in viewing period).	Close distance range views from nearby roads and public domain areas with medium to high numbers of users for most the day (as explained in viewing period).
Viewer sensitivity	Residences providing distant views (>1000m).	Residences located at medium range from site (100-1000m) with views of the development available from bedrooms and utility areas.	Residences located at close or middle distance (<100m as explained in viewing distance) with views of the development available from living spaces and private open spaces.
View composition	Panoramic views unaffected, overall view composition retained, or existing views restricted in visibility of the proposal by the screening or blocking effect of structures or buildings.	Expansive or restricted views where the restrictions created by new work do not significantly reduce the visibility of the proposal or important features of the existing visual environment.	Feature or focal views significantly and detrimentally changed.
Viewing period	Glimpse (e.g. moving vehicles).	Few minutes to up to half day (e.g. walking along the road, recreation in adjoining open space).	Majority of the day (e.g. adjoining residence or workplace).
Viewing distance	Distant Views (>1000m).	Medium Range Views (100- 1000m).	Close Views (<100m).
View loss or blocking effect	No view loss or blocking.	Partial or marginal view loss compared to the expanse/extent of views retained. No loss of views of scenic icons.	Loss of majority of available views including loss of views of scenic icons.

Table 2 Description of visual effects.

APPENDIX 2

ANALYSIS OF VISUAL IMPACTS

In order to establish an objective assessment of the extent and significance of the likely visual changes in each view, Urbis have used the following descriptions of visual impacts on baseline factors sourced from Richard Lamb and Associates (RLA).

Factors	Low Impact	Medium Impact	High Impact
Physical absorption capacity	Existing elements of the landscape physically hide, screen or disguise the proposal. The presence of buildings and associated structures in the existing landscape context reduce visibility. Low contrast and high blending within the existing elements of the surrounding setting and built form.	The proposal is of moderate visibility but is not prominent because its components, texture, scale and building form partially blend into the existing scene.	The proposal is of high visibility and it is prominent in some views. The project location is high contrast and low blending within the existing elements of the surrounding setting and built form.
Compatibility with urban/natural features	High compatibility with the character, scale, form, colours, materials and spatial arrangement of the existing urban and natural features in the immediate context. Low contrast with existing elements of the built environment.	Moderate compatibility with the character, scale, form and spatial arrangement of the existing urban and natural features in the immediate context. The proposal introduces new urban features, but these features are compatible with the scenic character and qualities of facilities in similar settings.	The character, scale, form and spatial arrangement of the proposal has low compatibility with the existing urban features in the immediate context which could reasonably be expected to be new additions to it when compared to other examples in similar settings.

Table 3 Indicative Ratings Table of Visual Impact Factors.

URBIS

EXPLORER STREET, EVELEIGH

VISUAL ASSESSMENT | PHOTOMONTAGES

PREPARED FOR
NSW DEPARTMENT OF PLANNING AND ENVIRONMENT
AUGUST 2023

PHOTOMONTAGES PREPARED BY:

Urbis, Level 10, 477 Collins Street, MELBOURNE 3000.

DATE PREPARED :

21 August 2023

VISUALISATION ARTIST :

Ashley Poon, Urbis – Lead Visual Technologies Consultant
Bachelor of Planning and Design (Architecture) with over 20 years' experience in 3D visualisation

Enisa Muranovic, Urbis – Visual Technologies Consultant
Bachelor of Design (Landscape Architecture)

Piyangi Mallawarachchi, Urbis – Visual Technologies Consultant
Masters of Architecture

LOCATION PHOTOGRAPHER :

Nick Sisam, Urbis - Associate Director, National Design
under direction from Jane Maze-Riley, Urbis - Director, National Design

CAMERA :

Canon EOS 6D Mark II - 26 Megapixel digital SLR camera (Full-frame sensor)

CAMERA LENS AND TYPE :

Canon EF 24-105mm f/4L IS USM

SOFTWARE USED :

- 3DSMax 2023 with Arnold 5.0 (3D Modelling and Render Engine)
- AutoCAD 2022 (2D CAD Editing)
- Globalmapper 23 (GIS Data Mapping / Processing)
- Photoshop CC 2022 (Photo Editing)

DATA SOURCES :

- Point cloud and Digital Elevation Models from NSW Government Spatial Services datasets - Sydney 2020-05
- Aerial photography from Nearmap - 2023-05-01
- Proposed architectural drawings received from Architect - 2023-07-07
- Proposed 3D model received from Architect - 2023-07-07

METHODOLOGY :

Photomontages provided on the following pages have been produced with a high degree of accuracy to comply with the requirements as set out in the practice direction for the use of visual aids in the Land and Environment Court of New South Wales.

The process for producing these photomontages are outlined below:

- Photographs have been taken on site using a full-frame digital camera coupled with a quality lens in order to obtain high resolution photos whilst minimising image distortion. Photos are taken handheld at a standing height of 1.65m above natural ground level. Photos have generally been taken at 35mm, a slightly wider standard focal length to show a wider context. A photo taken using the 50mm focal length on a full-frame camera (equivalent to 40° horizontal field-of-view / 46.8° diagonal field-of-view) is an accepted photographic standard to approximate human vision.
- Using available geo-spatial data for the site, including independent site surveys, aerial photography, digital elevation models and LiDAR point-clouds, the relevant datasets are validated and combined to form a geo-referenced base 3D model from which additional information, such as proposed architecture, landscape and photographic viewpoints can be inserted.
- Layers of the proposed development are obtained from the designers as digital 3D models and 2D plans. All drawings/models are verified and registered to their correct geo-location before being inserted into the base 3D model.
- For each photo being used for the photomontage, the photo's GPS location, camera, lens, focal length, time/date and exposure information is extracted, checked and replicated within the 3D base model as a 3D camera. A camera match is created by aligning the 3D camera with the 3D base model against the original photo, matching the original photographic location and orientation.
- From each viewpoint, a reference 3D model camera match is generated to verify an accurate match between the base 3D model (existing ground survey/vegetation etc) and original photo. A 3D wireframe image of the 3D base model is rendered in the 3D modelling software and composited over the original photo using the photo-editing software.
- From each viewpoint, the final photomontage is then produced by compositing 3D rendered images of the proposed development into the original photo with editing performed to sit the render at the correct view depth. Photographic elements are cross-checked against the 3D model to ensure elements such as foreground trees and buildings that may occlude views to the proposed development are retained. Conversely, where trees/buildings may be removed as part of the proposal, these are also removed in the photomontage.



URBIS

EXPLORER STREET - VISUAL ASSESSMENT

PHOTOMONTAGES - VIEW LOCATION MAP

DATE: 2023-08-21
JOB NO: P0046341
DWG NO: VP_MAP
REV: -

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

EXPLORER STREET - VISUAL ASSESSMENT

VP1 (PHOTO 6414) : LOOKING NE FROM PARK ST | EXISTING CONDITIONS 2023-05-19 13:04 AEST

DATE: 2023-08-21
JOB NO: P0046341
DWG NO: VP_1A
REV: -

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

EXPLORER STREET - VISUAL ASSESSMENT

VP1 (PHOTO 6414) : LOOKING NE FROM PARK ST | CAMERA MATCH 3D MODEL TO PHOTO

DATE: 2023-08-21
JOB NO: P0046341
DWG NO: VP_1B
REV: -



DISTANCE TO PROJECT - 130M
ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

EXPLORER STREET - VISUAL ASSESSMENT

VP1 (PHOTO 6414) : LOOKING NE FROM PARK ST | PHOTOMONTAGE - PROPOSED DEVELOPMENT

DATE: 2023-08-21
JOB NO: P0046341
DWG NO: VP_1C
REV: -

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

EXPLORER STREET - VISUAL ASSESSMENT

VP2 (PHOTO 6401) : LOOKING NORTH FROM SOLANDER PARK | EXISTING CONDITIONS 2023-05-19 11:07 AEST

DATE: 2023-08-21
JOB NO: P0046341
DWG NO: VP_2A
REV: -

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

EXPLORER STREET - VISUAL ASSESSMENT

VP2 (PHOTO 6401) : LOOKING NORTH FROM SOLANDER PARK | CAMERA MATCH 3D MODEL TO PHOTO

DATE: 2023-08-21
JOB NO: P0046341
DWG NO: VP_2B
REV: -



URBIS

EXPLORER STREET - VISUAL ASSESSMENT

VP2 (PHOTO 6401) : LOOKING NORTH FROM SOLANDER PARK | PHOTOMONTAGE - PROPOSED DEVELOPMENT

DATE: 2023-08-21
JOB NO: P0046341
DWG NO: VP_2C
REV: -

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

EXPLORER STREET - VISUAL ASSESSMENT

VP3 (PHOTO 6492) : LOOKING NORTH FROM NEWTON ST | EXISTING CONDITIONS 2023-05-19 11:58 AEST

DATE: 2023-08-21
JOB NO: P0046341
DWG NO: VP_3A
REV: -

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

EXPLORER STREET - VISUAL ASSESSMENT

VP3 (PHOTO 6492) : LOOKING NORTH FROM NEWTON ST | CAMERA MATCH 3D MODEL TO PHOTO

DATE: 2023-08-21
JOB NO: P0046341
DWG NO: VP_3B
REV: -



URBIS

EXPLORER STREET - VISUAL ASSESSMENT

VP3 (PHOTO 6492) : LOOKING NORTH FROM NEWTON ST | PHOTOMONTAGE - PROPOSED DEVELOPMENT

DATE: 2023-08-21
JOB NO: P0046341
DWG NO: VP_3C
REV: -



URBIS

EXPLORER STREET - VISUAL ASSESSMENT

VP4 (PHOTO 6444) : LOOKING WEST FROM CENTRAL AVENUE | EXISTING CONDITIONS 2023-05-19 11:39 AEST

DATE: 2023-08-21
JOB NO: P0046341
DWG NO: VP_4A
REV: -

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

EXPLORER STREET - VISUAL ASSESSMENT

VP4 (PHOTO 6444) : LOOKING WEST FROM CENTRAL AVENUE | CAMERA MATCH 3D MODEL TO PHOTO

DATE: 2023-08-21
JOB NO: P0046341
DWG NO: VP_4B
REV: -



URBIS

EXPLORER STREET - VISUAL ASSESSMENT

VP4 (PHOTO 6444) : LOOKING WEST FROM CENTRAL AVENUE | PHOTOMONTAGE - PROPOSED DEVELOPMENT

DATE: 2023-08-21
JOB NO: P0046341
DWG NO: VP_4C
REV: -



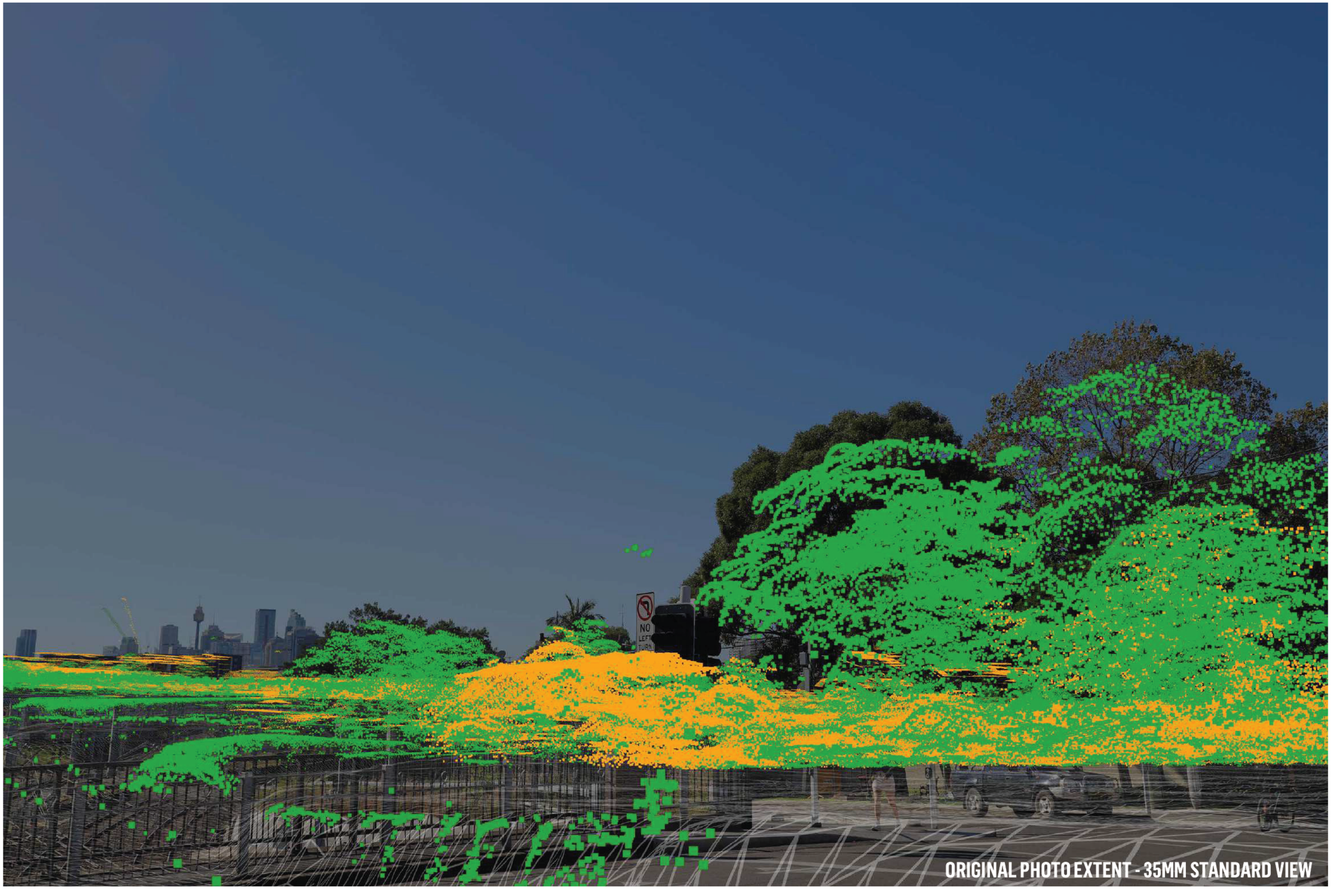
ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

EXPLORER STREET - VISUAL ASSESSMENT

VP5 (PHOTO 6505) : LOOKING NE FROM SWANSON ST | EXISTING CONDITIONS 2023-05-19 12:11 AEST

DATE: 2023-08-21
JOB NO: P0046341
DWG NO: VP_5A
REV: -



URBIS

EXPLORER STREET - VISUAL ASSESSMENT

VP5 (PHOTO 6505) : LOOKING NE FROM SWANSON ST | CAMERA MATCH 3D MODEL TO PHOTO

DATE: 2023-08-21
JOB NO: P0046341
DWG NO: VP_5B
REV: -



URBIS

EXPLORER STREET - VISUAL ASSESSMENT

VP5 (PHOTO 6505) : LOOKING NE FROM SWANSON ST | PHOTOMONTAGE - PROPOSED DEVELOPMENT

DATE: 2023-08-21
JOB NO: P0046341
DWG NO: VP_5C
REV: -



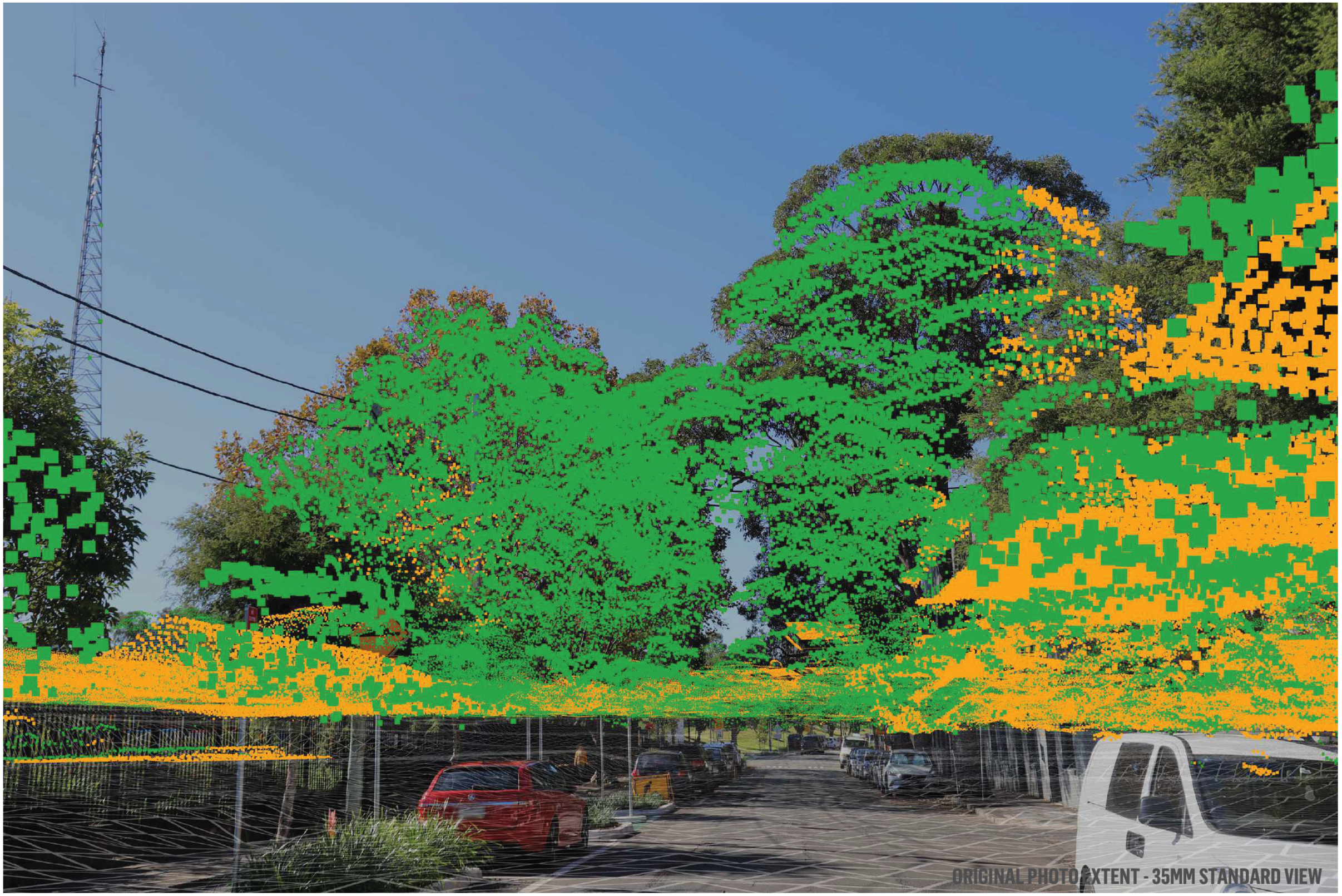
ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

EXPLORER STREET - VISUAL ASSESSMENT

VP6 (PHOTO 6495) : LOOKING NE FROM RAILWAY PDE | EXISTING CONDITIONS 2023-05-19 12:05 AEST

DATE: 2023-08-21
JOB NO: P0046341
DWG NO: VP_6A
REV: -



URBIS

EXPLORER STREET - VISUAL ASSESSMENT

VP6 (PHOTO 6495) : LOOKING NE FROM RAILWAY PDE | CAMERA MATCH 3D MODEL TO PHOTO

DATE: 2023-08-21
JOB NO: P0046341
DWG NO: VP_6B
REV: -



URBIS

EXPLORER STREET - VISUAL ASSESSMENT

VP6 (PHOTO 6495) : LOOKING NE FROM RAILWAY PDE | PHOTOMONTAGE - PROPOSED DEVELOPMENT

DATE: 2023-08-21
JOB NO: P0046341
DWG NO: VP_6C
REV: -



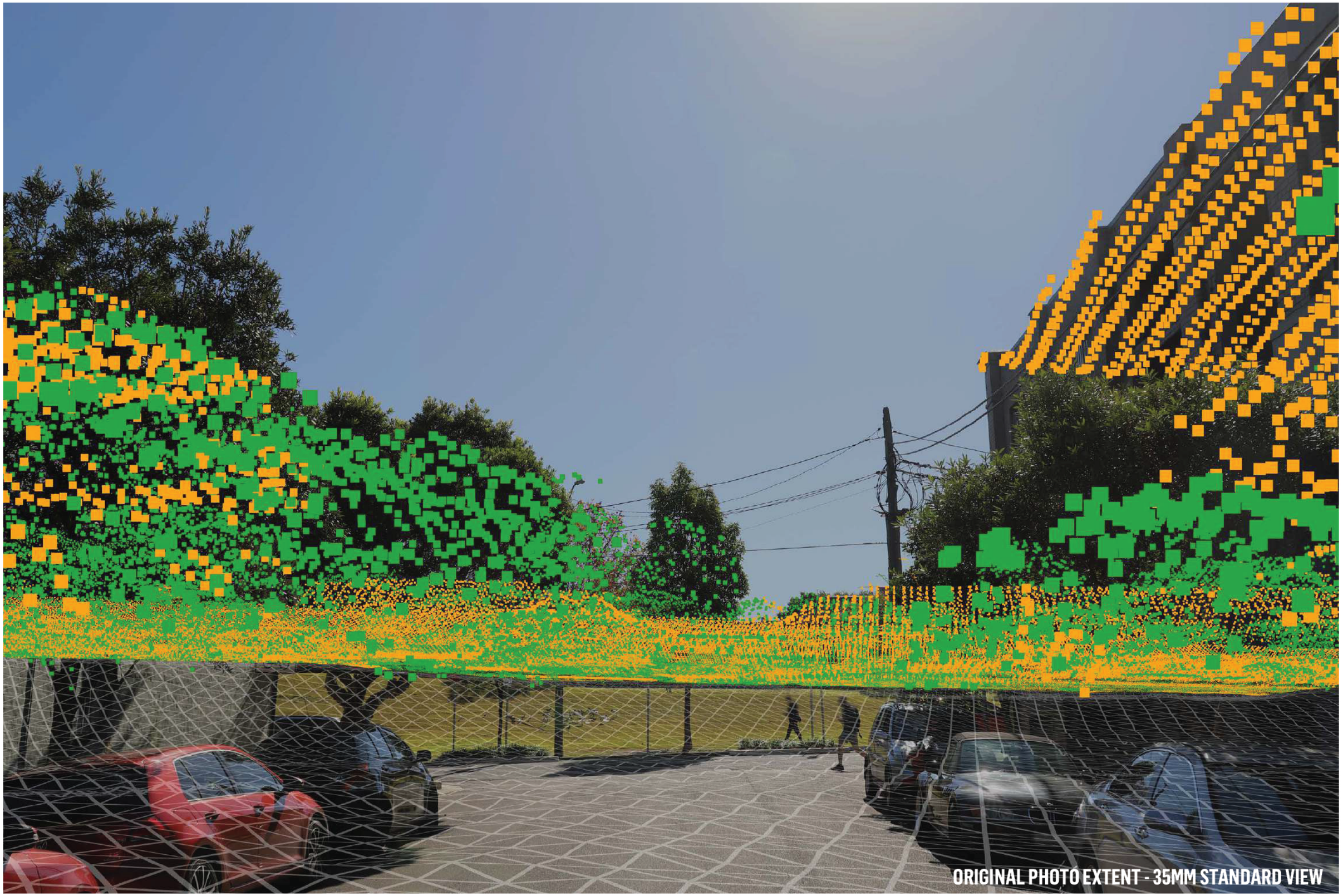
ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

EXPLORER STREET - VISUAL ASSESSMENT

VP7 (PHOTO 6491) : LOOKING NORTH FROM NEWTON ST | EXISTING CONDITIONS 2023-05-19 11:56 AEST

DATE: 2023-08-21
JOB NO: P0046341
DWG NO: VP_7A
REV: -



URBIS

EXPLORER STREET - VISUAL ASSESSMENT

VP7 (PHOTO 6491) : LOOKING NORTH FROM NEWTON ST | CAMERA MATCH 3D MODEL TO PHOTO

DATE: 2023-08-21
JOB NO: P0046341
DWG NO: VP_7B
REV: -



URBIS

EXPLORER STREET - VISUAL ASSESSMENT

VP7 (PHOTO 6491) : LOOKING NORTH FROM NEWTON ST | PHOTOMONTAGE - PROPOSED DEVELOPMENT

DATE: 2023-08-21
JOB NO: P0046341
DWG NO: VP_7C
REV: -

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

EXPLORER STREET - VISUAL ASSESSMENT

VP8 (PHOTO 6450) : LOOKING WSW FROM LOCOMOTIVE ST | EXISTING CONDITIONS 2023-05-19 11:41 AEST

DATE: 2023-08-21
JOB NO: P0046341
DWG NO: VP_8A
REV: -

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

EXPLORER STREET - VISUAL ASSESSMENT

VP8 (PHOTO 6450) : LOOKING WSW FROM LOCOMOTIVE ST | CAMERA MATCH 3D MODEL TO PHOTO

DATE: 2023-08-21
JOB NO: P0046341
DWG NO: VP_8B
REV: -



URBIS

EXPLORER STREET - VISUAL ASSESSMENT

VP8 (PHOTO 6450) : LOOKING WSW FROM LOCOMOTIVE ST | PHOTOMONTAGE - PROPOSED DEVELOPMENT

DATE: 2023-08-21
JOB NO: P0046341
DWG NO: VP_8C
REV: -



ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

EXPLORER STREET - VISUAL ASSESSMENT

VP9 (PHOTO 6537) : LOOKING SSE FROM CARRIAGEWORKS WAY | EXISTING CONDITIONS 2023-05-19 12:40 AEST

DATE: 2023-08-21
JOB NO: P0046341
DWG NO: VP_9A
REV: -

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

EXPLORER STREET - VISUAL ASSESSMENT

VP9 (PHOTO 6537) : LOOKING SSE FROM CARRIAGEWORKS WAY | CAMERA MATCH 3D MODEL TO PHOTO

DATE: 2023-08-21
JOB NO: P0046341
DWG NO: VP_9B
REV: -



URBIS

EXPLORER STREET - VISUAL ASSESSMENT

VP9 (PHOTO 6537) : LOOKING SSE FROM CARRIAGEWORKS WAY | PHOTOMONTAGE - PROPOSED DEVELOPMENT

DATE: 2023-08-21
JOB NO: P0046341
DWG NO: VP_9C
REV: -

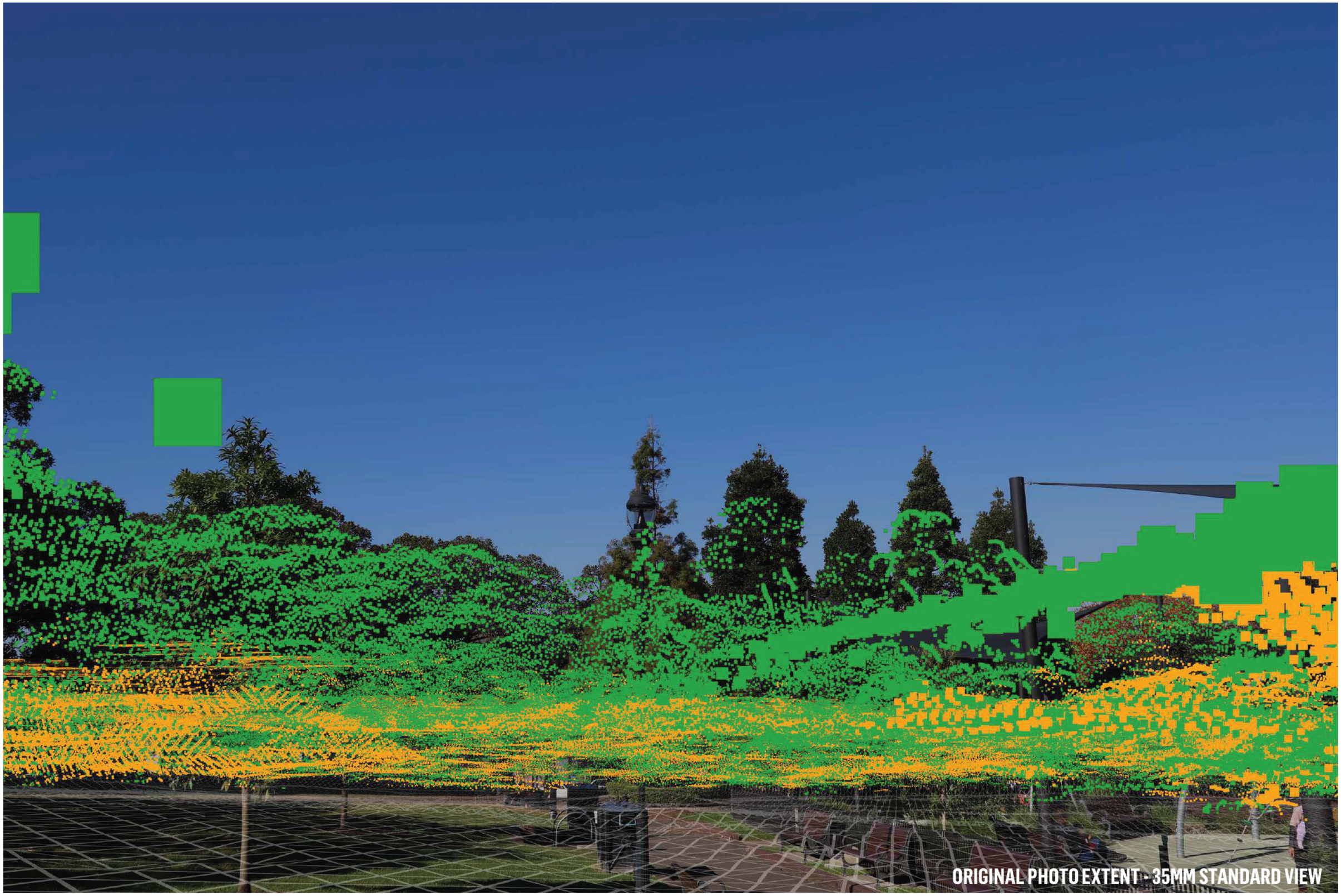
ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

EXPLORER STREET - VISUAL ASSESSMENT

VP10 (PHOTO 6511) : LOOKING ESE FROM HOLLIS PARK | EXISTING CONDITIONS 2023-05-19 12:24 AEST

DATE: 2023-08-21
JOB NO: P0046341
DWG NO: VP_10A
REV: -



URBIS

EXPLORER STREET - VISUAL ASSESSMENT

VP10 (PHOTO 6511) : LOOKING ESE FROM HOLLIS PARK | CAMERA MATCH 3D MODEL TO PHOTO

DATE: 2023-08-21
JOB NO: P0046341
DWG NO: VP_10B
REV: -

PROPOSED DEVELOPMENT

BLOCK C

BLOCK B

BLOCK A

DISTANCE TO PROJECT - 440M

ORIGINAL PHOTO EXTENT - 35MM STANDARD VIEW

URBIS

EXPLORER STREET - VISUAL ASSESSMENT

VP10 (PHOTO 6511) : LOOKING ESE FROM HOLLIS PARK | PHOTOMONTAGE - PROPOSED DEVELOPMENT

DATE: 2023-08-21
JOB NO: P0046341
DWG NO: VP_10C
REV: -