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Chris Bain 13 September 2021

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Executive summary

Located to the immediate west of the Sydney Central Business District across Darling Harbour, the Pyrmont Peninsula is a vibrant, diverse community that is home to a range of residential, business and tourism uses. Originally established post-European contact as a maritime and industrial locality, starting in the early 1990s under the Commonwealth Government's Building Better Cities program the Peninsula was comprehensively renewed for higher density residential and tourism uses. This included development of substantial scale on larger, consolidated sites. With much of this renewal now approaching 30 years of age and the continued growth and evolution of Sydney as a global city, the peninsula is under increasing pressure for the next generation of renewal.

In response to this, in December 2020 the NSW Department of Planning, Industry and Environment (DPIE) published the Pyrmont Peninsula Place Strategy (the PPS). The PPS provides a 20-year framework that identifies areas that can accommodate future growth in Darling Island, Blackwattle Bay, Tumbalong Park and Ultimo sub-precincts, while enabling more gradual growth in the Pirrama, Pyrmont Village and Wentworth Park sub-precincts. Key to accommodating future growth are identified key sites. DPIE requires the preparation of a key site master plan for each of these key sites. The Star Sydney located at 20-80 Pyrmont Street and 37-69 Union Street, Pyrmont (the site) has been identified as a key site.

To give effect to the PPS, The Star Entertainment Group (The Star) has prepared a key site master plan (the proposal) to inform amendment to the planning framework for The Star Sydney located at 20-80 Pyrmont Street and 37-69 Union Street, Pyrmont (the precinct) to enable its renewal for mixed use development, and in particular retail and hotel uses.

Given its nature, this visual impact assessment (VIA) has been prepared to identify, describe and assess the potential visual impact of the proposal on the public domain.

The key question to be addressed by the VIA is whether the proposal, and in particular the scale of new built form, gives rise to significant, unacceptable visual impact on the public domain that cannot be appropriately mitigated through the planning framework or conditions of development consent.

To answer this question, the methodology used for this VIA has been derived from the industry standard 'Guidelines for Landscape and Visual Impact Assessment (third edition)' (the GLVIA3), with reference to the Land and Environment Court (LEC) planning principle for impact on public domain views established under *Rose Bay Marina Pty Limited v Woollahra Municipal Council and anor* [2013] NSWLEC 1046. To form the evidence base for this VIA, photomontages were prepared in accordance with the LEC photomontage policy for a number of viewpoints in the nearby and broader public domain. These viewpoints were previously identified as being of relevance to VIA for the site under earlier government assessment processes.

Significance of visual impact is determined through analysis of photomontages considering the factors of sensitivity and magnitude. This analysis found that:

- due to the relationship between natural and built factors, including Darling Harbour, topography, the public domain and built form, in the longer range the proposal would be most visible from viewpoints located to the east of the site including the eastern foreshore of Darling Harbour at locations such as Barangaroo and the Pyrmont Bridge
- due to the arrangement of the public domain and built form, in particular the narrowness of streets, their north-south alignment and the scale and density of buildings, opportunities to see the proposal within the Pyrmont Peninsula would be limited
- the proposal would be visible by a range and large number of people in the public domain, in particular those using the eastern Darling Harbour promenade for outdoor recreation
- a number of viewpoints were selected to represent the potential visual impact of the proposal on the PVC. These viewpoints were selected from the considerable VIA body of work already existing for The Star Sydney
- as the views are of inner urban visual settings that includes buildings of a similar type and scale of the proposal, most of these viewpoints have a moderate level of sensitivity to the nature of change proposed. Some are of high value based on their visual characteristics, in particular due to the presence of an 'iconic' element in the form of Sydney Harbour
- the proposal will be visible as a new element in the background of most views
- while the nature of visual impact varied with each view depending on factors such as distance, angle and relative elevation, a common visual impact is alteration of the predominantly horizontal composition of the Pyrmont Peninsula skyline by the introduction of two new more vertically aligned element in the form of the North Tower and the South Tower
- while in the selected close range view the North Tower will be prominent, the effect of this will be reduced by the existing presence of buildings of considerable scale (eg, The Star Grand) in precinct
- the proposal will not block any significant views identified by planning instruments currently obtained from the public domain
- the magnitude of the nature of change proposed ranges from noticeable to considerable.

The combination of a moderate – high sensitivity to the nature of change proposed and a noticeable to considerable magnitude of change results in a moderate to high significance of visual impact. This is considered to satisfy the threshold for significant visual impact.

A finding of significant visual impact is not determinative of acceptability. Rather, acceptability is determined with reference to the planning framework. The PPPS is now an endorsed statement of State government strategic planning intent and will be used to

inform amendment to City of Sydney planning framework and introduce a new design guide. On this basis, it is appropriate to undertake assessment against its provisions. It is noted that the PPPS represents a significant change to the strategic planning intent for the Pyrmont Peninsula. In particular, it enables significant renewal including greater heights in a corridor of land that includes the precinct along the Peninsula's foreshore with Darling Harbour. On this basis, the planning framework has fundamentally changed since 2019. Assessment found that the proposal is consistent with the strategic intent of the PPPS. In addition, the PPPS includes guidance for the future renewal of the Darling Island sub precinct in which the precinct is located, including place priorities that outline a desired future character. It also establishes clear guidance for the precinct itself in the form of special considerations for master planning. This includes numeric height controls. Assessment has found that the proposal is both consistent with the place priorities and the special considerations for master planning, including the numeric height controls.

Given this consistency with the PPPS, the VIA has concluded that while it gives rise to significant visual impact, this impact is acceptable.

The proposal would be read as a logical and integrated extension of the existing line of taller buildings at the southern end of Darling Harbour and Broadway. This is due to:

- substantial reduction in height and simplification of form of the North Tower
- establishment of the South Tower as a 'stepping stone' of similar height and form
- the PPPS enabling of the extension and consolidation of development of scale northwards.

While the visual impact is assessed as being acceptable, it is nonetheless recommended that further investigation be undertaken and mitigation measures be considered as part of subsequent planning processes. These include:

- investigation of the proposal's potential impact on views currently obtained from the nearby private domain
- inclusion of appropriate visual impact provisions in the Design Guide
- undertaking of a design excellence process
- careful attention to form, line, materiality and colour as part of any DA process for proposal, including as part of design development or as a condition of development consent.

It is the key finding of this VIA that the proposal does not give rise to significant, unacceptable visual impact on the public domain that cannot be appropriately mitigated through the planning framework or conditions of development consent. On the balance of relevant considerations. On this basis, the conclusion of this VIA is that the proposal can be supported on the grounds of visual impact on the public domain appropriate to this stage of the planning process.

Key terms and abbreviations

Key term or abbreviation	Meaning	Source
Characteristics	Elements, or combinations of elements, which make a contribution to distinctive landscape character	GLVIA3
CoS	City of Sydney Council	N/a
DA	Development application	EP&A Act
DPIE	NSW Department of Planning and Environment	N/a
Elements	Individual parts which make up the landscape, such as, for example, trees, hedges and buildings	GLVIA3
Feature	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	GLVIA3
LCA	Landscape character areas	GLVIA3
Landscape character area	These are single unique areas which are the discrete geographical areas of a particular landscape type	GLVIA3
LEC	Land and Environment Court	
LGA	Local government area	
Magnitude	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	GLVIA3
PPPS	Pymont Peninsula Place Strategy	
PVC	Primary visual catchment	Ethos Urban
Rose Bay	Rose Bay Marina Pty Limited v Woollahra Municipal Council and anor [2013] NSWLEC 1046	
Sensitivity	A term applied to specific receptors, combining judgements of the susceptibility of the receptor	GLVIA3

Key term or abbreviation	Meaning	Source
	to the specific type of change or development proposed and the value related to that receptor	
Significance	A measure of the importance or gravity of the environmental effect, defined by significance criteria specific to the environmental topic	GLVIA3
SDCP2012	Sydney Development Control Plan 2012	
SLEP2012	Sydney Local Environmental Plan 2012	
Star, the	The Star Entertainment Group	
Tenacity	Tenacity Consulting v Waringah [2004] NSWLEC 140	
VIA	Visual impact assessment	
Visual impacts	Effects on specific views and on the general visual amenity experienced by people	GLVIA3
Visual receptor	Individuals and / or defined groups of people who have the potential to be affected by a proposal	GLVIA3
ZTV	Zone of theoretical visibility	GLVIA3

1.0 Introduction

The Star Entertainment Group (The Star) has prepared a key site master plan (the proposal) to inform amendment to the planning framework for The Star Sydney located at 20-80 Pyrmont Street and 37-69 Union Street, Pyrmont (the precinct) to enable its renewal for mixed use development, and in particular retail and hotel uses.

This report is a visual impact assessment (VIA). Its purpose is to identify, describe and assess the potential visual impact of the proposal on the public domain. In particular, it is to determine whether the proposal, and in particular the scale of new built form, gives rise to significant, unacceptable visual impact on the public domain that cannot be appropriately mitigated through the planning framework or conditions of development consent.

The structure of the report is as follows:

- **Part 1 – Introduction:** identifies the purpose and structure of this VIA
- **Part 2 – Methodology:** outlines the methodology used as the basis for this VIA
- **Part 3 – The precinct and its context:** provides an overview of the precinct and surrounding land
- **Part 4 – Background:** summarises relevant background, including the evolution of planning for the precinct and surrounds
- **Part 5 – The proposal:** describes the proposal, including its key visual characteristics
- **Part 6 – The planning framework:** identifies relevant parts of the applicable framework against which the acceptability of visual impact is to be assessed
- **Part 7 – The visual catchment:** identifies and describes the area from which the proposal is likely to be seen
- **Part 8 – Viewpoints:** identifies the viewpoints that form the basis of this VIA
- **Part 9 – Visual impact:** identifies the key visual impacts of the proposal through the use of photomontages
- **Part 10 – Visual impact assessment:** undertakes an assessment of visual impact against the factors of sensitivity to the nature of change proposed and the magnitude of the change proposed to identify significant visual impacts
- **Part 11 – Assessment against the planning framework:** undertakes an assessment of visual impact against relevant parts of the applicable framework to determine its acceptability
- **Part 12 – Mitigation measures:** recommends any mitigation measures to
- **Part 13 – Conclusion:** identifies whether the proposal can be supported on visual impact grounds.

2.0 Methodology

The methodology used by this VIA is derived from the international standard ‘Guidelines for Landscape and Visual Impact Assessment’ version 3 (GLVIA3) and the 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).

Consideration has also been given where relevant to other VIA documents, including:

- Guideline for Landscape Character and Visual Impact Assessment (TFNSW, 2020)
- Guidance Note for Landscape and Visual Assessment (AILA, 2018)
- PIMS (Planisphere, 2009)
- Topic Paper 6 – Techniques and Criteria for Judging Capacity and Sensitivity (The Countryside Agency and Scottish Natural Heritage, undated)
- Visual Landscape Planning in Western Australia (Western Australia Planning Commission and the Department of Planning and Infrastructure, 2007).

A summary outline of this methodology is provided in **Figure 1**.

The evidence base for the VIA, which is surveying, photography and software based modelling, was undertaken in accordance with the LEC photomontage policy.

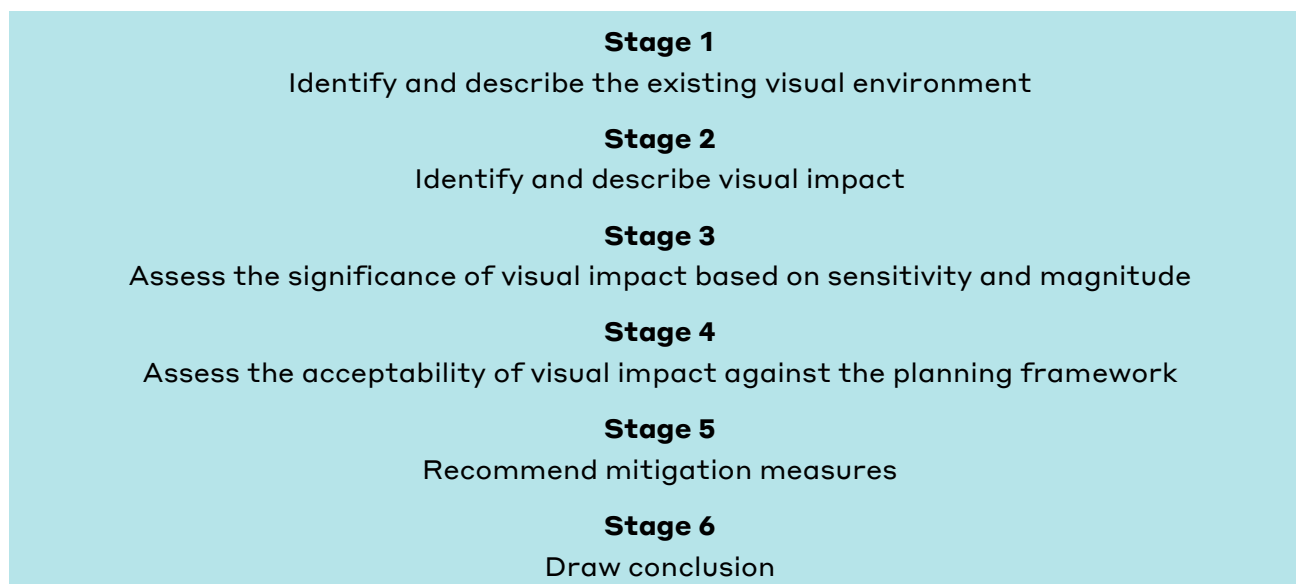


Figure 1 Summary outline of methodology

2.1 Assumptions, limitations and exclusions

The following assumptions apply to the VIA:

- this report has been prepared with reference to the General Requirements for Preparing Key Site Master Plans under the Pyrmont Peninsula Place Strategy and the alignment review prepared by the Department of Planning, Industry and Environment (DPIE) dated 26 April 2021.

The limitations and exclusions apply to the VIA:

- while photomontages provide an indication of 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
- assessment of potential impact on views obtained from the private in accordance with *Tenacity Consulting v Waringah* [2004] NSWLEC 140 (*Tenacity*) has not been undertaken. This will occur as part of subsequent stages in the planning and design process
- consideration of night-time impact, including lighting, is excluded
- consideration of impact on Aboriginal cultural heritage values associations is excluded. This is only appropriately undertaken by a member or member or qualified representative of the Aboriginal community.

3.0 The precinct and its context

Refer to the associated SEE for full details on the precinct and its context.

3.1 The precinct

The precinct comprises three sites:

1. **The Star Sydney site:** located at 20-80 Pyrmont Street, Pyrmont
2. **The service road:** located at Lot 1 in DP867854 and Lot 201 in DP867855, Pyrmont
3. **The Union Street site:** located at 37-69 Union Street, Pyrmont.

The precinct is wholly contained in the City of Sydney Local Government Area (LGA).

An aerial photograph of the precinct is provided at **Figure 2**.



Figure 2 The precinct

Source: Nearmap and Ethos Urban

The Star Sydney site

The Star Sydney site has an area 39,206sqm and is bound by Pirrama Road to the north-east, Jones Bay Road to the north-west, Pyrmont Road to the south-west, Union Street to the south and Edward Street to the south-east.

The site comprises a number of separate but contiguous lots that together form a large 'island' site surrounded by and separated from adjoining land by roads.

The site is generally rectilinear in shape, with a substantially longer axis running in a general north-west to south-east direction for approximately 285m at its longest and its shorter axis running in a general north-east to south-west direction for approximately 145m at its longest.

Landform rises gently upwards from east to west.

There is minimal vegetation of scale within the site.

The site is currently occupied by The Star Sydney. The Star Sydney is Sydney's leading entertainment, dining and tourism destination. More than 11 million people, including locals, domestic visitors and international tourists visit The Star annually, facilitated by a workforce of approximately 4,500 people (pre-COVID). As Sydney's only integrated resort,

The Star Sydney focuses on the development of tourism and entertainment products across four key segments – accommodation, F&B, gaming and entertainment.

Built form occupies almost all of the site. In general, this built form comprises two distinct visual elements:

1. the lower rise podium
2. taller elements, including towers.

The podium largely presents as a largely continuous, medium rise (around 5 storeys) street wall to the adjoining public domain.

There are a number of taller elements within the site. These comprise the multi-deck carpark, the Lyric Theatre and three hotels towers of the Darling, the Star Grand and the Star Grand Residences.

The hotel towers have long, slender floorplates.

The Darling is located parallel to Union Street and the Star Grand is located generally parallel to Pyrmont Street. The Star Grand Residences are located at an approximately 45 degree angle to Pyrmont Street. While the Darling has a conventional rectangular floorplate, the Star Grand and the Star Grand Residences have a curved floorplate.

Collectively, the hotels present a near solid wall of built form to the west. This built form is punctuated by narrow gaps between the buildings, and softened to a degree by their different orientation and the curvilinear form of the Star Grand and the Star Grand Residences.

Overall, these elements combine to create two different patterns of scale within the site. The eastern side of the site having frontage to Pirrama Road primarily comprises a podium scale, albeit punctuated by the access to the Lyric Theatre and having visibility to the towers. The western side of the site, including its full frontage to Pyrmont Street and Union Street and part of its frontage to Jones Bay Road, primarily comprises a tower scale.

The Star's address to Pirrama Road is of visual note. This comprises a long, continuous, curvilinear, glass, 5 storey street wall. This creates a distinct and bold visual expression to Pirrama Road. The corner of Pirrama Road with Edward Street is demarcated by the multi-storey glass 'tower' entry to the Lyric Theatre, and its corner with Jones Bay Wharf Road is demarcated with by a curved element built to the street alignment.

While The Star presents in different ways to the public domain depending on location, overall it can be considered to present a complex, varied and highly urban form of considerable scale. It's bold treatment of certain street corners is of note. Professor Webber states that although the tallest built elements on the site, the Star Grand Hotel and Residences, rise to achieve a height of 10 – 12 storeys above their podium, "they are

relatively unobtrusive from ground level viewpoints because of their setbacks, building forms and restrained palette of external materials and colours”.

The Union Street site

The Union Street site has an area of 2,573sqm and is bound by Union Street to the north, Edward Street to the east and Pyrmont Bridge Road to the south-east.

The site comprises a mix of retail and commercial uses.

The service road site

The service road site comprises a small service road located to the north of The Star Sydney site running in a north-south direction.

3.2 The precinct context

The site is located in the north-east part of the suburb of Pyrmont, approximately 160m to the north-west of the Darling Harbour Precinct, 475m to west of the Sydney Central Business District (CBD), 550m to the south-west of the Barangaroo Precinct and 310m to the north-east of the Blackwattle Bay Precinct of the broader Bays Precinct.

Pyrmont forms a peninsula separating Blackwattle Bay to the west from Darling Harbour to the east. Johnstons Bay, White Bay and Tumbalong Bay separate Pyrmont from Rozelle and Balmain to the north. The suburb of Ultimo adjoins Pyrmont to the south.

Due to its nature as a peninsula combined with a topography that rises to a consistent ridgeline of an elevation higher than its surrounds, Pyrmont is a noticeable geographic element in the surrounding landscape.

A number of recent planning documents have identified and described the character of the precinct’s immediate and broader context

Adjoining land – The Star site

DPIE has previously provided a clear and comprehensive description of adjoining land. DPIE notes that ‘buildings and spaces immediately surrounding the site also vary in their use, lot size, architectural design, height and form’. DPIE broadly describes land adjoining The Star site as follows:

- ‘to the north of the site is an office complex within the 6-storey former Royal Edward Victualling Yard (REVV), a 4-storey mixed use building, an 8-storey residential building and a row of 2-storey terrace houses fronting Pyrmont Street
- to the west is St. Bede’s Catholic Church and terrace buildings, an office complex in a 6-storey converted warehouse, 4 to 5-storey modern commercial buildings and 2-storey terrace houses and corner shops. Further west is Union Square, a triangular shaped urban plaza bound by Harris and Union Streets and framed by shops, a pub and terrace houses

- to the south, on Union Street, is a 2-storey mid-20th century warehouse building, two 2-storey terrace houses and a pub. On Edward Street is a 3-storey medical practice, 9-storey mixed use commercial building (including a supermarket) and 5-storey office building
- to the east is Pyrmont Bay Park, Pyrmont Bay / Darling Harbour foreshore, a 5-storey commercial / retail building and Metcalf Park'.

Adjoining land – the Union Street site

Land adjoining the Union Street can be broadly described as follows:

- to the north of the site at the corner of Union Street and Edward Street is a small, three storey 19th century corner pub now occupied by a pharmacy at the ground floor and a contemporary commercial building of similar height extending along the remainder of the northern side of Union Street
- to the west is a mix of low to medium rise commercial and residential premises, including a small, two storey 19th century pub on the corner of Union Street and Edward Street and a 6 storey residential building on the corner of Union Street and Pyrmont Bridge Road
- to the south is a predominantly mid-rise (5 – 6 storeys) residential buildings
- due to its triangular shape, the site does not have an eastern edge. However, built form to the east is typically taller than other, adjoining development. The Pyrmont Bridge and the CBD skyline in the background is visible as a features of views to the east.

Darling Island

The PPPS described the surrounding Darling Island sub-precinct as follows:

- 'Darling Island caters to jobs in the entertainment, tourism and innovation industries. It attracts international businesses and tourists with an active waterfront and views to the Harbour Bridge. It offers easy pedestrian and bike access to the CBD over Pyrmont Bridge, both light rail and ferry connections, and good access for private cars and freight trips.
- Low and medium-rise buildings nestle into the area's sloping topography from Harris Street to the waterfront, where finger wharfs have been transformed into offices, restaurants, homes, many of which face onto Metcalfe, Ballaarat and Pyrmont Bay parks.
- Darling Island hosts a mix of nationally significant innovation, creativity, ad-tech and media businesses, including Google. The Star, Lyric Theatre, Australian National Maritime Museum, in addition to shops, cafes, bars and restaurants which attract visitors and tourists during day and night.
- Links to its history as a working waterfront and can be found in the finger wharfs and along the waterfront where remnants of this heritage are preserved as public art.

The PPPS states that 'characteristics today include:

- active waterfront and green open spaces.
- heritage buildings and links to Sydney's maritime history.
- low-medium rise buildings that suit the area's topography.
- The Star, Google HQ, Australian National Maritime Museum, mix of homes, shops and entertainment'.

Pymont Point and Pymont localities

The City of Sydney Development Control Plan 2012 (the SDCP2012) includes The Star site in the Pymont Point locality and the Union Street site in the Pymont locality. The SDCP2012 notes the following elements of relevance to VIA in the Pymont Point locality:

- mixed use character, functioning as a combined living and working precinct
- protecting historic buildings and topography
- striking cliff faces form exposed landmarks visible from within the area and from the Harbour
- views of Central Sydney and surrounding suburbs from the public domain
- active ground floor uses such as shops and cafés and restaurants.

The SDCP2012 notes the following elements of relevance to VIA in the Pymont locality:

- strong physical definition of streets and public spaces by buildings is a predominant characteristic of the area and is to be maintained
- this is expressed in buildings aligning with and addressing the street.

Pymont Peninsula

DPIE has also previously provided a comprehensive description of the broader surrounding area, noting that it has a 'mixed urban character, derived largely from its former use as a mixed-use industrial, inner-city and harbour-side suburb, together with more recent urban regeneration. Consequently, the Pymont Peninsula contains a mixture of large scale former industrial buildings, many of which have been redeveloped for high density mixed-uses, converted wharf buildings and fine grain late 19th and early 20th century residential terraces and shops. With the exception of Jackson Landing, the Ibis / Novotel hotels and The Star, the buildings on the Pymont Peninsula have a maximum height of approximately 10 storeys'.

In the PPS, the character of the Peninsula is described as follows:

- 'Over the past 30 years, the Peninsula transformed from a place characterised by industrial and working harbour activities to a genuine mixed-use precinct of historic buildings and places, social housing, creative industries and destinations attracting international visitors.

- This mix means different things to different people. People enjoy its authentic sense of place, sense of community, attractive landscape and waterfront setting, and benefit from the economic foundation and energy of local jobs and connections to the Harbour CBD.
- The area cascades, with areas of low and medium rise buildings transitioning towards taller buildings on the fringes in Darling Harbour and to the south in Ultimo, creating a sense of change and diversity. People enjoy direct connections to the water and can easily walk to the CBD. Advertising, technology and media businesses form part of the Innovation Corridor on the CBD's western edge now buzzing with the energy of start-ups, media and entertainment industries and new tech industries. Popular attractions in the Pyrmont Peninsula bring visitors from across Sydney and the world'.

Figure 3 provide an indication of the pattern of surrounding building height and **Figure 4** provides an indication of the pattern of surrounding building bulk.

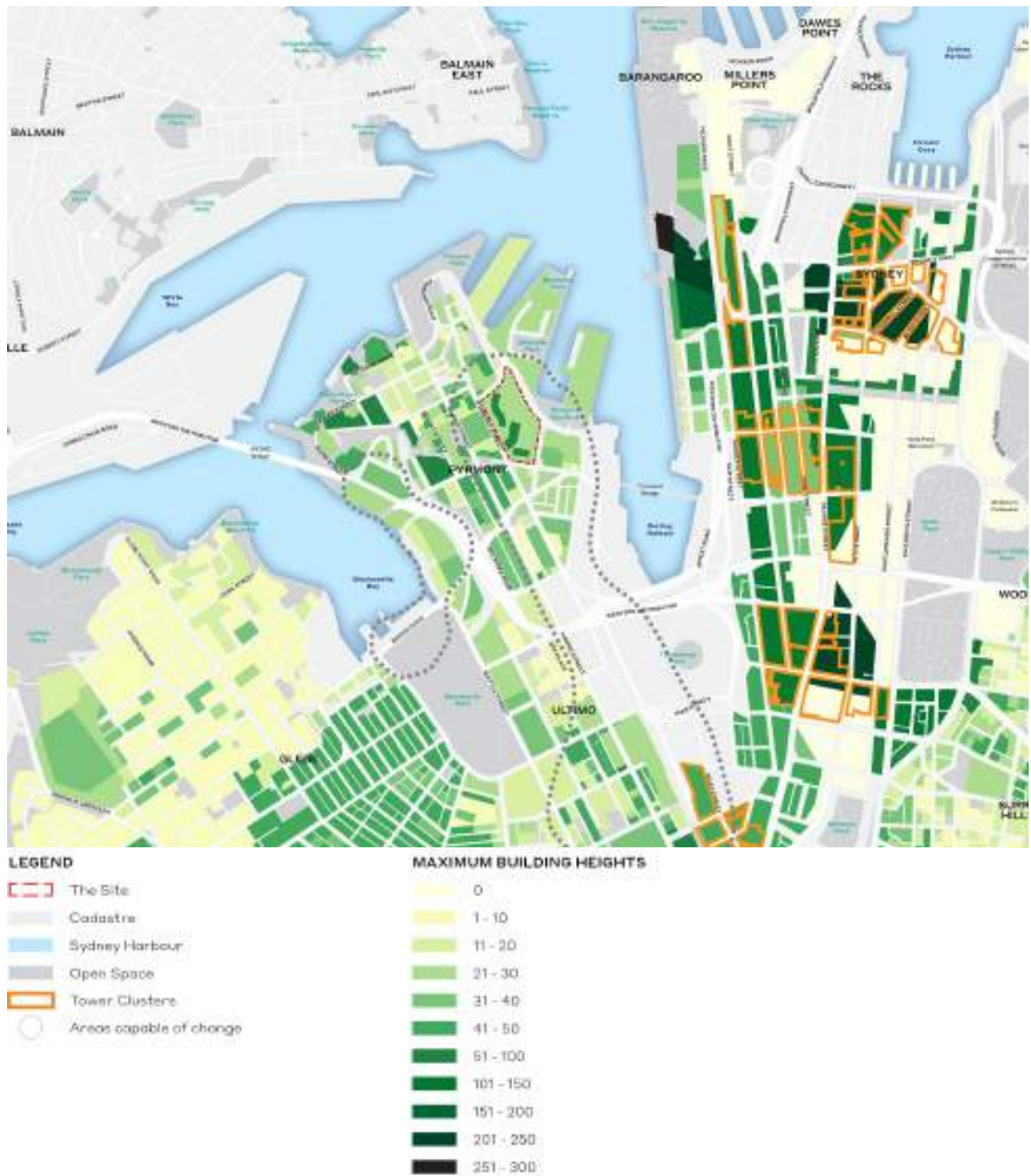


Figure 3 Surrounding height

Source: City of Sydney and Ethos Urban

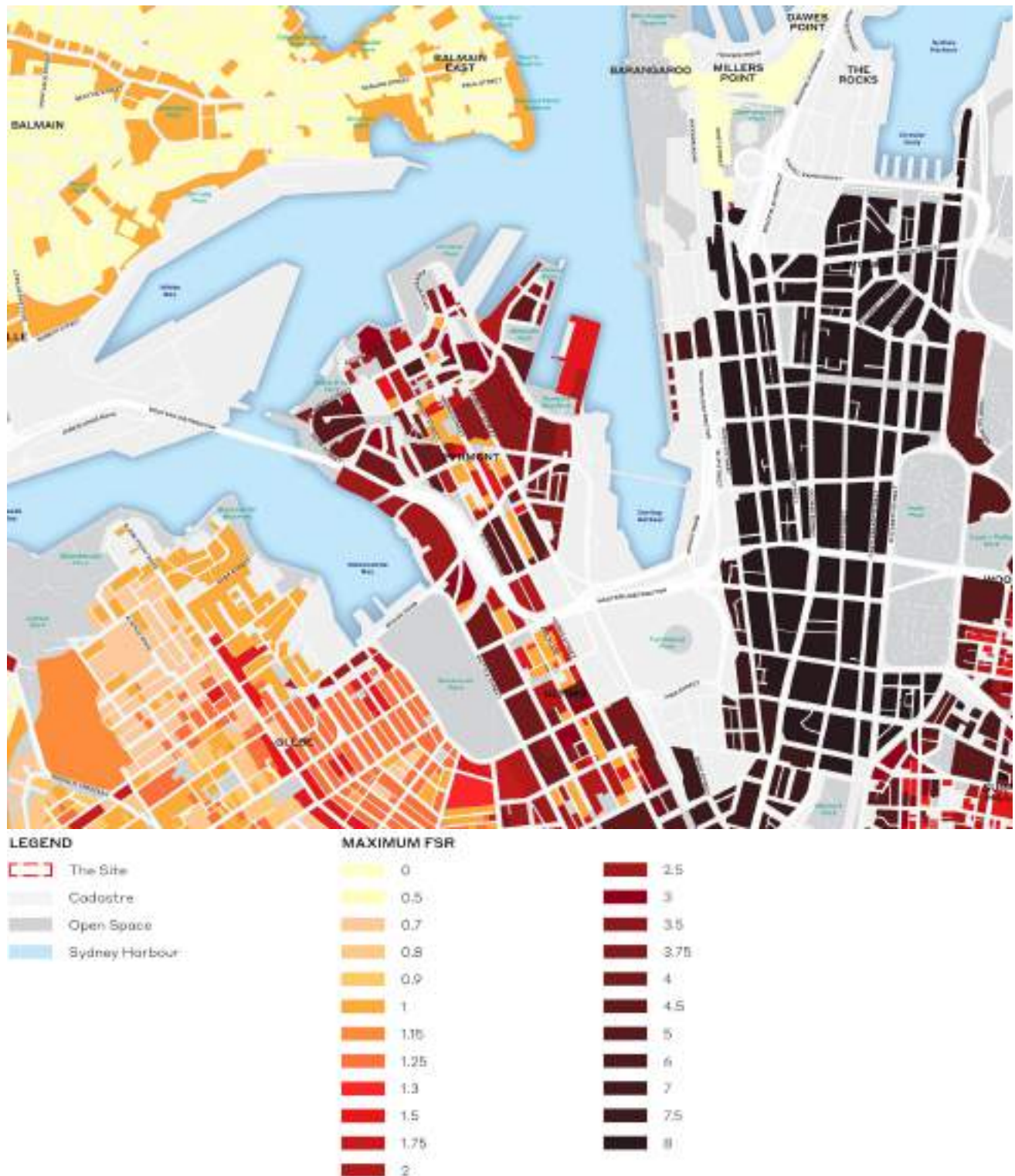


Figure 4 Surrounding bulk (FSR)

Source: City of Sydney and Ethos Urban

4.0 The proposal

Refer to the associated SEE for full details on the precinct and its context

To give effect to the PPS, The Star has prepared a key site master plan (the proposal) to inform amendment to the planning framework for the precinct to enable its renewal for mixed use development, and in particular retail and hotel uses.

Amendment to the planning framework will be in the form of changes to the Sydney Local Environmental Plan 2012 (Sydney LEP 2012) and the introduction of a Design Guide.

Once the planning framework is amended, The Star will progress with detailed planning and design, including progressing a design competition and submission of a development application (DA) in accordance with the Environmental Planning & Assessment Act 1979 (EP&A Act) for the winning design.

The key development outcomes sought to be achieved for the site from the proposed Master Plan include:

Northern Site (20-80 Pyrmont Street) (the Star Sydney site)

- A new 27 storey six star hotel (capped at RL 110) on Pirrama Road (North Tower) comprising;
 - 6 storey podium that retains the existing ground level setback on The Star site
 - 21 storey tower with 1.5m street setback from podium and increased minimum 7m street setback to the north in line with wind advice and view sharing principles
 - Total gross floor area of 26,000m² (excluding through-site link)
 - New porte-cochere drop off servicing hotel
- Additional built form to Level 5 rooftop of the main Star site comprising:
 - A collection of indoor and outdoor spaces with complementary functions such as indoor/outdoor dining opportunities, recreational spaces, wellness spaces and hotel amenities, including an existing hotel pool
 - Total of approximately 3,000m² (additional to existing)
- Opening up of Pirrama Road frontage to reveal light rail and to provide improved connectivity to public realm and waterfront including:
 - Active uses such as retail, food and beverage and wellness uses at street level; and
 - Total GFA of approximately 200m² (additional to existing).
- New through-site link connecting Jones Bay Road and Pirrama Road
- Re-configured and expanded entry to the Lyric Theatre
- Façade upgrades to existing Astral Towers

Southern Site (37-69 Union Street) (the Union Street site)

- A new 37 storey mixed use building (capped at RL 140) on Union Street (South Tower) comprising:
 - 5 storey podium mixed use podium with a 3m ground level setback along the Pyrmont Bridge Road boundary to increase footpath width, comprising uses such as retail, residential and hotel amenities and/or dedicated hotel levels
 - 32 storey tower generally setback 5-7m from the podium, comprising uses such as retail, residential and hotel amenities and/or dedicated hotel levels and 2 plant levels
 - Total GFA of approximately 32,000m²

Public Realm

- Upgrades to corner of Edward Street and Union Street
- Upgrades to corner of Union Street and Pyrmont Street
- Improvements to public domain along Edward Street
- Improvements to public domain along Pirrama Road
- Upgrades to Union Street with potential for shared zone, including upgrades to walkway and cycleway

Once new planning controls are adopted, The Star will progress with the detailed design and planning of the future development on the site, including progressing with a design competition and securing development approval for the winning design.

Figure 5 provides an indication of the proposal seen from the east and **Figure 6** provides an indication of the proposal seen from the west.



Figure 5 The proposal seen from the east

Source: FJMT



Figure 6 The proposal seen from the west

Source: FJMT

5.0 Background

The evolution of the Pyrmont Peninsula

As is recognised by the PPS, the Pyrmont Peninsula is a complex and layered community that has been subject to considerable change since it was first established in the 1800s post-European contact as a maritime and industrial locality. In particular, starting in the early 1990s under the Commonwealth Government's Building Better Cities program, the Peninsula was comprehensively renewed for higher density residential and tourism uses. This included development of substantial scale on larger, consolidated sites. A key example of the nature of scale allowed is the Jackson's Landing development at the Peninsula's northern waterfront (refer **Figure 7**)

With much of this renewal now approaching 30 years of age and the continued growth and evolution of Sydney as a global city, the peninsula is under increasing pressure for the next generation of renewal.



Figure 7 Jacksons Landing

Source: Brighton Australia

Redevelopment of the precinct

Similar to the Peninsula, the precinct also has a lengthy and complex planning history relevant to VIA.

Since the early 20th century, a large part of the site was occupied by the Pyrmont Power Station. Due to its location close to the foreshore and its large scale and distinct form relative to its surrounds (in particular the four 106.4 metre high chimneys of its second stage of development) the Pyrmont Power Station was visually prominent within Pyrmont and from the CBD across Darling Harbour.

Nearly 30 years ago on 9 December 1994 the Minister for Planning granted approval (DA 33/94) for the demolition of the Pyrmont Power Station and development of the original The Star.

On 27 January 2009 the Minister for Planning granted approval (MP 08_0098) for alterations and additions which includes a 10 storey hotel and a new built edge to the Pirrama Road frontage.

14 modifications to MP 08_0098 have been sought by the SEG. The majority of these modifications were for relatively minor matters (eg, reconfiguration of entry stairs, partial enclosure of outdoor terrace).

MOD13

Recognising a deficiency of high quality hotel accommodation in Central Sydney, The Star commenced planning and design work for a new hotel on the site. A design competition brief was prepared to guide this work. This brief required a design that constituted a visually slender, landmark exemplar building that makes a positive contribution to the city.

Subsequent to this process, on 13 August 2018 The Star lodged an EAR for MOD13 with DPIE seeking approval for mixed use development comprising a hotel, apartments and neighbourhood centre.

MOD13 was refused by the IPC, including on the grounds that it would appear isolated and overly prominent. The Star has given considerable attention to this background, and in particular DPIE's recommended grounds for refusal. As is shown in this report, the current proposal will enable a significantly and materially different scale and nature of development. In addition, due to the recency of the DPIE recommendation and the IPC determination, these matters are considered relevant for this VIA and are discussed in this report.

The continued evolution of the Pyrmont Peninsula and the western harbour waterfront

A number of significant changes have occurred to the background strategic context for the precinct since 2019. These are material to the consideration of the proposal's visual impact. This includes the:

- Sydney Metro West and the Metro Investigation Area
- Harbourside Shopping Centre Redevelopment
- The Blackwattle Bay Precinct

- Bays Precinct State Significant Precinct.

Sydney Metro West and the Metro Investigation Area

In March 2021 the Minister for Planning and Public Spaces granted approval for the Sydney Metro West - Concept and Stage 1. This included a new metro station at Pyrmont. Under the PPPS, a 'Metro Investigation Area' is identified that covers the southern part of The Star site and the entirety of the Union Street site as a 'potential strategic station location currently being investigated' (refer **Figure 8**).

The integration of land use and transport is a key, overarching aim of the NSW planning system. Proposals to amend the planning framework must demonstrate consistency with the terms of Ministerial Direction 3.4 Integrating Land Use and Transport.



Figure 8 Metro Investigation Area

Source: DPIE

Harbourside Shopping Centre Redevelopment

On 25 June 2021 the Independent Planning Commission granted approval for the Harbourside Shopping Centre Redevelopment (SSD 7874) allowing for development of residential and commercial uses with a maximum GFA of 87,000sqm including a single tower having a maximum height of RL166.95m (approximately 42 storeys) (refer **Figure 9**).

This brings development of considerable scale, in particular height, closer to the site.



Figure 9 Harbourside Shopping Centre Redevelopment and the Sofitel

Source: DPIE

The Blackwattle Bay Precinct and its VIA

During 2 July – 20 August 2021, DPIE publicly exhibited a proposal to amend the planning framework for the Blackwattle Bay Precinct on the western foreshore of the Peninsula. If approved, the proposal would enable approximately 261,000sqm of residential, commercial, retail and community facilities uses GFA in 12 building envelopes allowing for towers of up to 45 storeys (RL 156 metres) (refer **Figure 10**).

A VIA was prepared to support the proposal. Noting the scale of the proposal and its location further removed for the significant visual features that is the Sydney CBD, its key conclusions included:

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

The VIA noted that alleviation of visual impacts could be achieved by built-form articulation and materials selection during detailed design. This would contribute towards the proposal integrating as sympathetically as possible with the surrounding landscape, and potentially contribute to the surrounding built environment in a positive manner through well considered design.



Figure 10 3D Model of proposed Blackwattle Bay massing

Source: FJMT and DPIE

Bays Precinct State Significant Precinct

The Blackwattle Bay Precinct is part of the broader Bays Precinct State Significant Precinct.

DPIE publicly exhibited the Bays West Place Strategy between 22 March 2021 until 29 April 2021.

The Place Strategy identified a number of proposed taller building clusters (refer **Figure 11**). While height is not specified, the strategy describes this as follows:

- The development scale and intensity is responsive to existing site characteristics, calibrated to consider amenity impacts to adjacent neighbourhoods and preserve key views, while embedding a layer of flexibility to facilitate the evolving needs of the local community and wider Sydney region.

Bays West Structure Plan 2040 and beyond

LEGEND

- Bays West Site Boundary
- Light Rail Station
- Light Rail Route
- Future 'The Bays' Metro Station
- Future 'The Bays' Metro Station Box
- Proposed Active Transport Connection
- Potential Future Active Transport Connection
- Proposed Bus Stops/Interchange
- Key Heritage Landmarks
- Proposed Key Public Domain
- Key Landform
- Coastline Promenade
- Proposed Promenade Linking Development
- Discretion of Promenade Promenade Access (non-ship class)
- Existing Footpath Promenade
- Proposed Zone of Development
- Proposed Taller Building Cluster
- Integrated Development/ Parks & Working Harbour
- Public Domain Integrated into projects
- Integrated Ports Facility with Elevated Public Domain
- Ports & Working Harbour Zone
- Leisure Berthing Zone



Figure 11 The Bays Precinct Structure Plan

Source: DPIE

6.0 The Pyrmont Peninsula Place Strategy

In December 2020 the NSW Department of Planning, Industry and Environment (DPIE) published the Pyrmont Peninsula Place Strategy (the PPPS).

This was in response to a number of key drivers articulated in the PPPS:

- **the Peninsula has significant value:** 'Pyrmont Peninsula is varied and vibrant place: a cultural and entertainment destination; a centre for innovation and jobs for the future; and a place many people are proud to call home'
- **however, there is considerable pressure for change:** 'there is a strong demand for further investment in the Pyrmont Peninsula which needs to be managed in a way which unlocks jobs, new opportunities and vibrant 24-hour culture, while also considering the area's heritage, amenity and local character.'
- **change should be facilitated, in a way that considers this value:** 'some of these sites last underwent significant redevelopment 30-40 years ago, which means they now present a generational opportunity to unlock the next wave of jobs, investment and public benefits in a way that responds to and enhances Pyrmont's character. This forms an important consideration (amongst others) for any new development in the Peninsula'.

Under the PPPS, the vision for the future of the Peninsula is as follows:

- 'In 2041, the Pyrmont Peninsula will be an innovative, creative and cultural precinct and an engine room of the Eastern Harbour CBD. It will connect to the Innovation Corridor and other innovation and job precincts via Sydney Metro and complement the Sydney CBD'.

The key directions for Pyrmont are:

1. Jobs and industries of the future
2. Development that complements or enhances that area
3. Centres for residents, workers and visitors
4. A unified planning framework
5. A tapestry of greener public spaces and experiences
6. Creativity, culture and heritage
7. Making it easier to move around
8. Building now for a sustainable future
9. Great homes that can suit the needs of more people
10. A collaborative voice.

The 'big moves' are:

1. Build and link a world class foreshore
2. Enhance the opportunity to provide a vibrant 24-hour cultural and entertainment destination, with small bars, performance spaces, museums and other entertainment
3. Realise the benefits of a new Metro station by making Pyrmont a destination, rather than the point where journeys start
4. Create a low carbon and high-performance precinct, maintaining the shift to a place where people walk and use public transport to connect to other places
5. More, better and activated public spaces across the Peninsula.

To give effect to this vision, the PPPS provides a 20-year framework that identifies areas that can accommodate growth in Darling Island, Blackwattle Bay, Tumbalong Park and Ultimo sub-precincts, while enabling more growth in the Pyrmont Village and Wentworth Park sub-precincts. This is shown in **Figure 12**. The PPPS is implemented in the statutory planning system by a Ministerial Direction that requires all land use and planning proposals to be consistent with the Place Strategy.

The first phase in implementing the PPPS is the preparation of master plans for each of the seven sub-precincts that make up the Peninsula (refer **Figure 13**). As a 'Key Site' located in

the Darling Island sub-precinct, The Star has been identified to progress its own Master Plan for its 'Key Site' alongside the broader Precinct-wide master planning being undertaken by the Department, in consultation with the City of Sydney.



Figure 12 The Pyrmont Place Strategy Structure Plan

Source: DPIE



Figure 13 The Pyrmont Place Strategy Sub-precincts

Source: DPIE

7.0 The visual catchment

7.1 The zone of theoretical visibility and primary visual catchment

The area in which a proposal may be seen is called the “Zone of Theoretical Visibility” (ZTV). Due to its scale, in particular height, the proposal is likely to have a large ZTV.

However, this does not mean that it will be a prominent feature within the ZTV. Rather, an interplay of factors, including natural factors, built factors and other factors such as distance, shape visibility.

This interplay creates a smaller area within the ZTV called the primary visual catchment (PVC). The PVC is the area from which the proposal is likely to be most visible. The following factors are considered to have the most influence on shaping the extent of the PVC:

- **The Sydney CBD:** the Sydney CBD comprises a large, linear concentration of tall buildings approximately 500m to the east of the site. This effectively precludes visibility to the proposal from most locations in the public domain east of the CBD
- **Topography:** as is shown in **Figure 14**, the site is located below and to the east of the major north-south ridgeline that runs down Harris Street, and below and to the east of the Peninsula’s two high points that run in an east-west direction. This contributes to occluding views to the site from locations west of the ridgeline. In a similar manner, the Darling Street ridgeline will occlude views to the proposal from locations in Balmain to its north
- **Sydney Harbour:** as is shown in **Figure 15**, the Peninsula is surrounded to the west, north and east by Sydney Harbour. While located relatively distant to water on to the west and north, the site is located close to the Darling Harbour to the east. The eastern edge of Darling Harbour features a continuous pedestrian promenade. From a number of locations free of boat moorings and other visual obstructions along this promenade, unobstructed views across water to the Peninsula can be obtained
- **Streets and blocks:** largely reflecting its former maritime and industrial use, the street and block pattern of this part of the Peninsula north of Union Street is coarse. This relatively fewer public streets than typical inner Sydney residential area creates large blocks. In addition, most streets are oriented in a north-south direction away from the site. No major streets have their axis terminated by the Star Sydney site
- **Public open space:** apart from Pyrmont Bay Park and Union Square, the site is not located adjacent to public open space. This reduces visual exposure to the site. In addition, it would reasonably be expected that people using public open space along the foreshore such as Pyrmont Bay Park would have their interest or attention more focussed on views to the water and opposed to land
- **Built form:** as is shown in **Figure 16**, consistent with much of inner Sydney, the prevailing built form in the area has a high site coverage with minimal to no setbacks to its street, side or rear boundaries. This tends to create a solid street wall along both sides of streets, reducing ability to see outside of the street unless at their termination points

Based on these factors, it is considered that the PVC for the precinct comprises an area bound to the north by Darling Street, Balmain, east by the leading built edge of the Sydney CBD, south by the southern edge of Darling Harbour and the elevated Western Distributor roadway and west by the Harris Street ridgeline. This area is shown in **Figure 17**.

It is noted that even within a PVC, the more granular interplay of natural factors, built factors and other factors further combine to occlude or reduce visibility of a proposal.



Figure 14 Topography

Source: Ethos Urban



Figure 15 Sydney Harbour

Source: Ethos Urban



Figure 16 Built form

Source: Ethos Urban

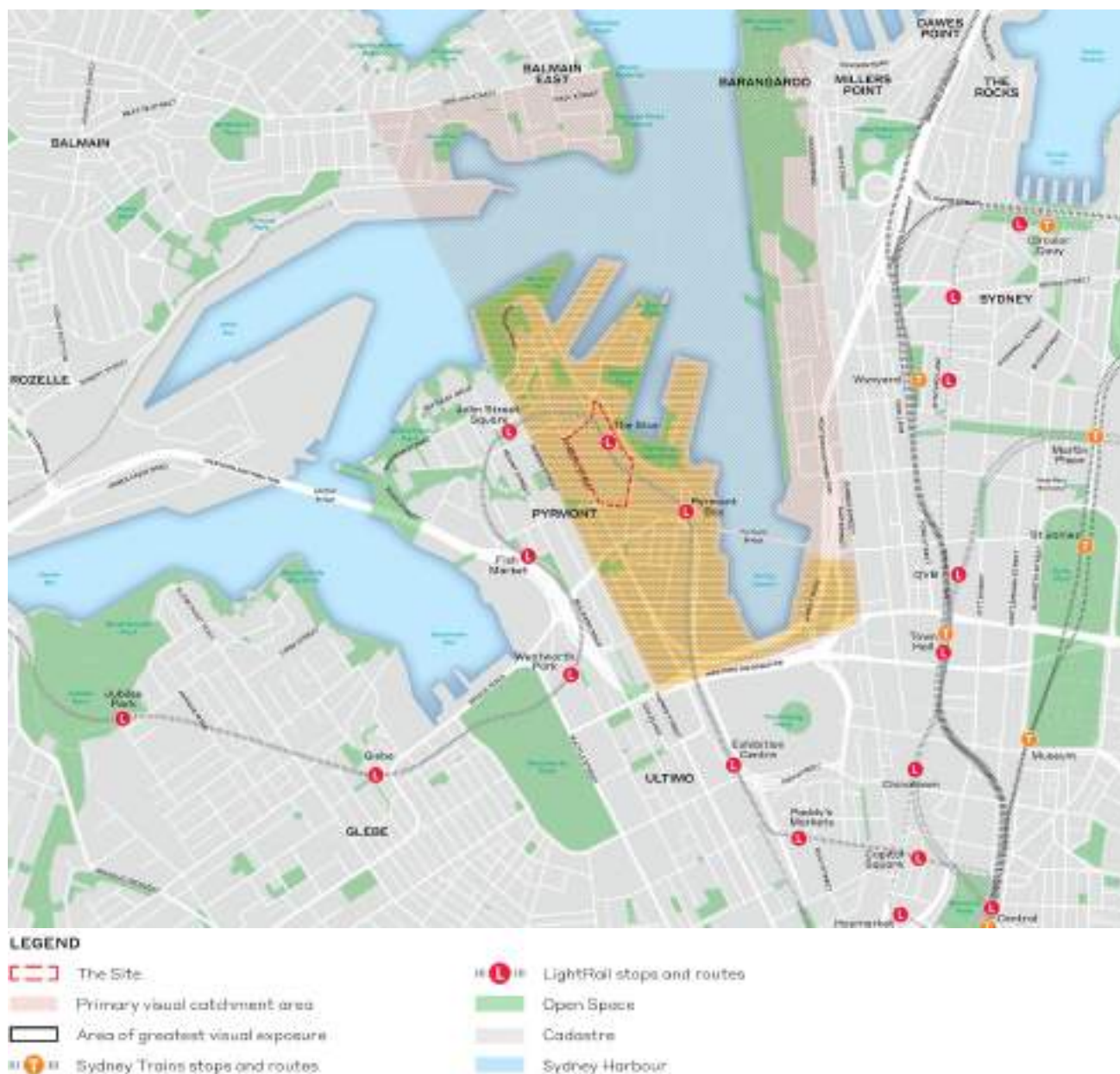


Figure 17 Primary visual catchment

Source: Ethos Urban

7.2 Visual receptors

People within the visual catchment who will be affected by the changes in views and visual amenity are referred to as “visual receptors”.

Under the GLVIA3, visual receptors may include people living in the area (residents), people who work there (workers), people passing through on road, rail or other forms of transport, people visiting promoted landscapes or attractions, and people engaged in recreation of different types (recreation). In some area, a mix of visual receptors may be present.

Figure 18 shows the main type of visual receptor in the surrounding area.

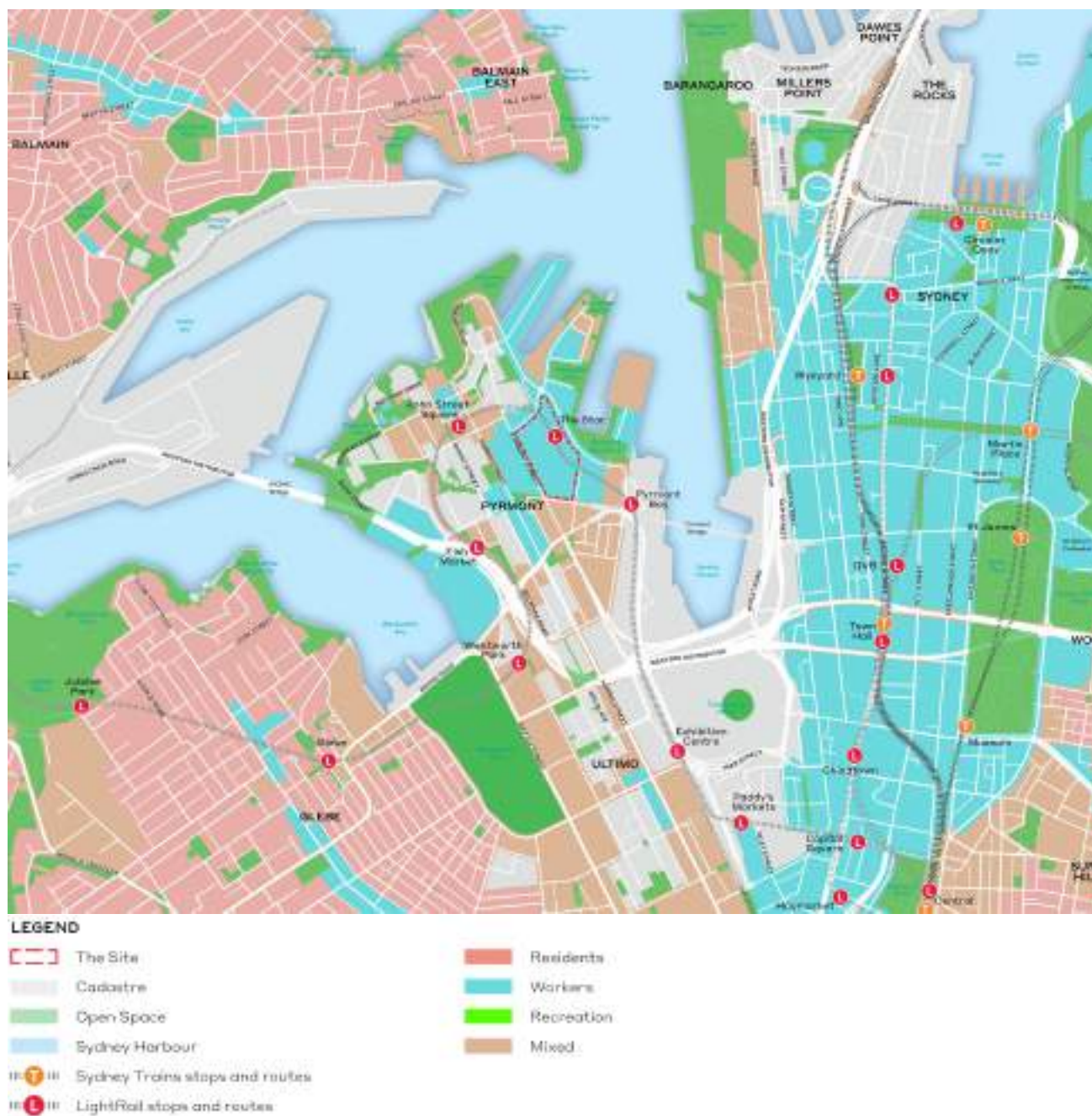


Figure 18 Main type of visual receptor in the surrounding area

Source: Ethos Urban

7.2.1 Number of people

Consideration of visual impact should always seek to be made from a selection of viewpoints in the public domain that are well used by people.

Figure 19 shows the relative number of people in the surrounding area.

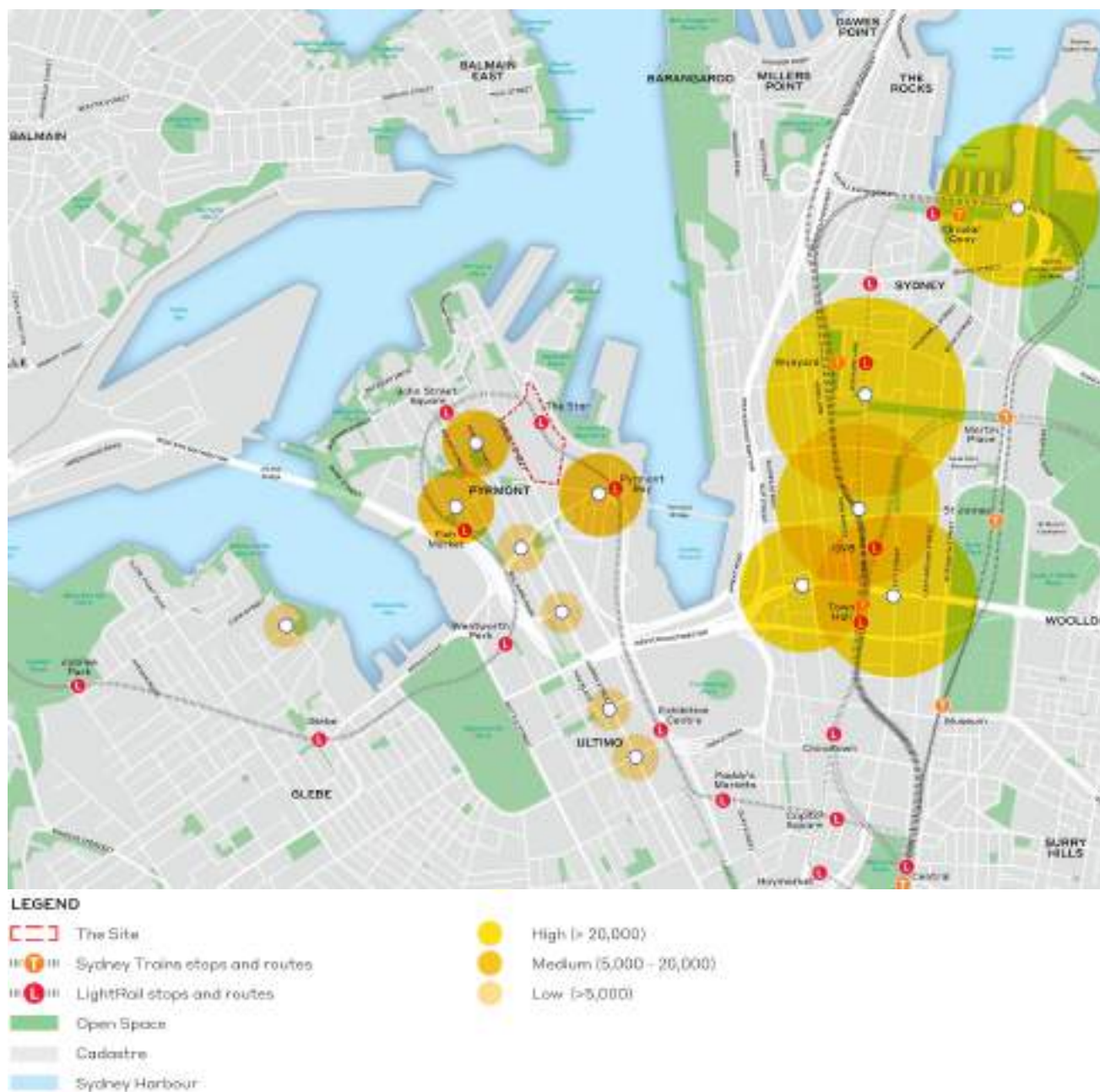


Figure 19 Relative number of people in the surrounding area

Source: City of Sydney

7.2.2 Social and cultural value

In general, the higher the social and cultural value of a viewpoint, the more sensitive it is to change. Social and cultural value is in reference to the views of the broader community, and not individuals or small groups.

Figure 20 shows social and cultural value in the surrounding area. Areas shown as having high social and cultural value include heritage items under State and local government planning instruments, areas having a medium social and cultural value include heritage

conservation areas under local government planning instruments and areas of low social and cultural value include all other areas.

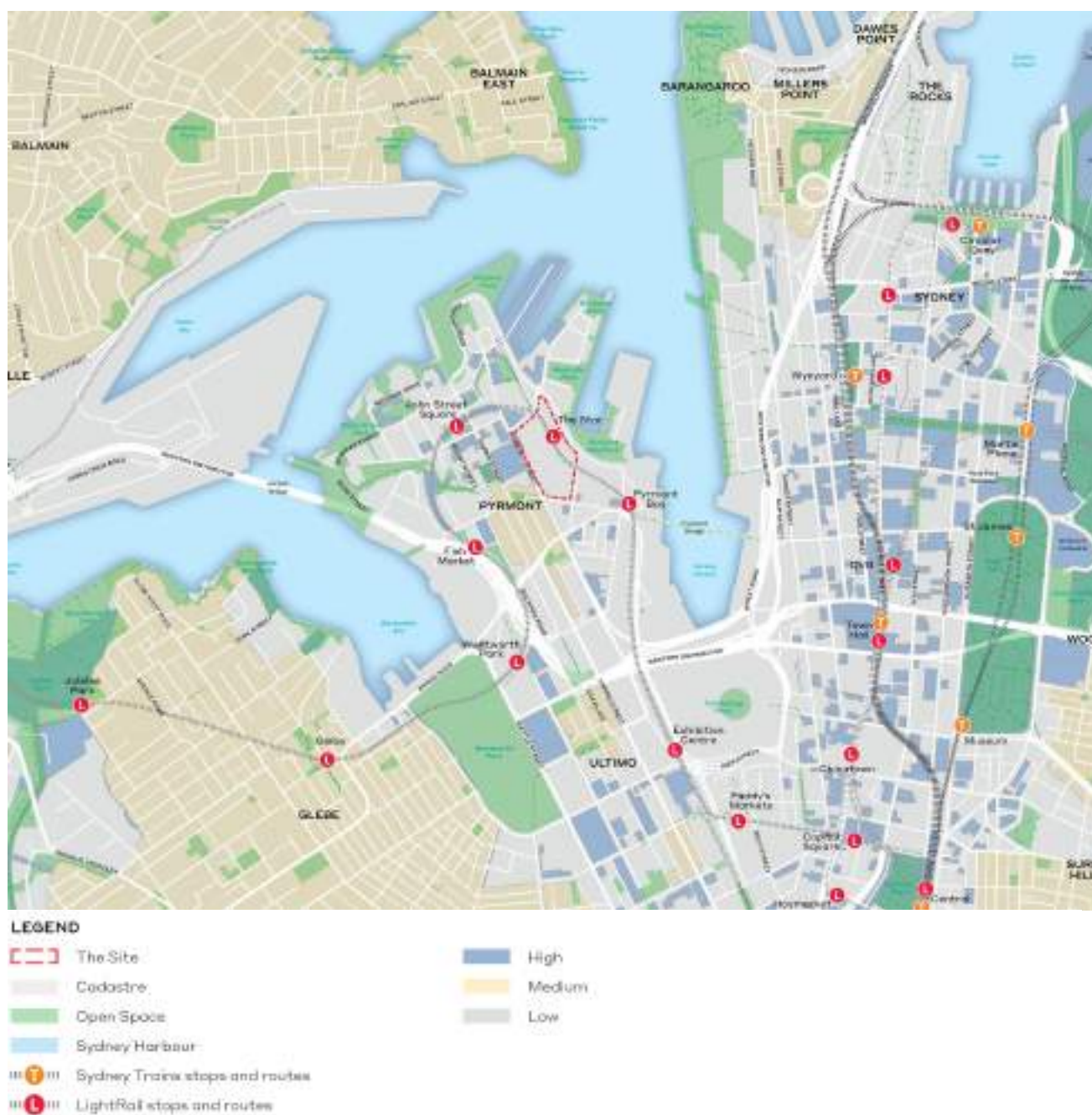


Figure 20 Relative social and cultural value of the surrounding area

Source: Ethos Urban

7.3 Pattern of viewing

Considering the ZTV, PVC and relevant place and people factors, views of the proposal can be grouped into four (4) broad types:

1. from the Pyrmont foreshore

2. from within Pyrmont
3. from the eastern Darling Harbour and Sydney CBD foreshore
4. from the Sydney Harbour foreshore.

This constitutes the 'pattern of viewing' for the proposal.

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

8.0 Viewpoints

Given that the proposal is seeking to inform amendment to the planning framework, consistent with DPIE guidance the intent of a VIA at this stage is to demonstrate that the proposal has strategic merit to proceed to subsequent, further more detailed assessment. To this effect, a number of priority viewpoints representative of the pattern of viewing and drawn from the substantial body of knowledge already in existence were selected for assessment. The location of these viewpoints are shown in **Figure 21** and **Figure 22** and are as follows:

Close and medium range

- From the Pyrmont foreshore
 - **Viewpoint 1:** Pyrmont Bay Park
- From within Pyrmont
 - **Viewpoint 2:** Pirrama Road / Jones Bay Road / Darling Island Road
 - **Viewpoint 3:** Union Square
- From the Eastern Darling Harbour and Sydney CBD foreshore
 - **Viewpoint 4:** Barangaroo
 - **Viewpoint 5:** King Street Wharf
 - **Viewpoint 6:** Pyrmont Bridge

Long range

- From the Sydney Harbour foreshore
 - **Viewpoint 7:** Balls Head Reserve.

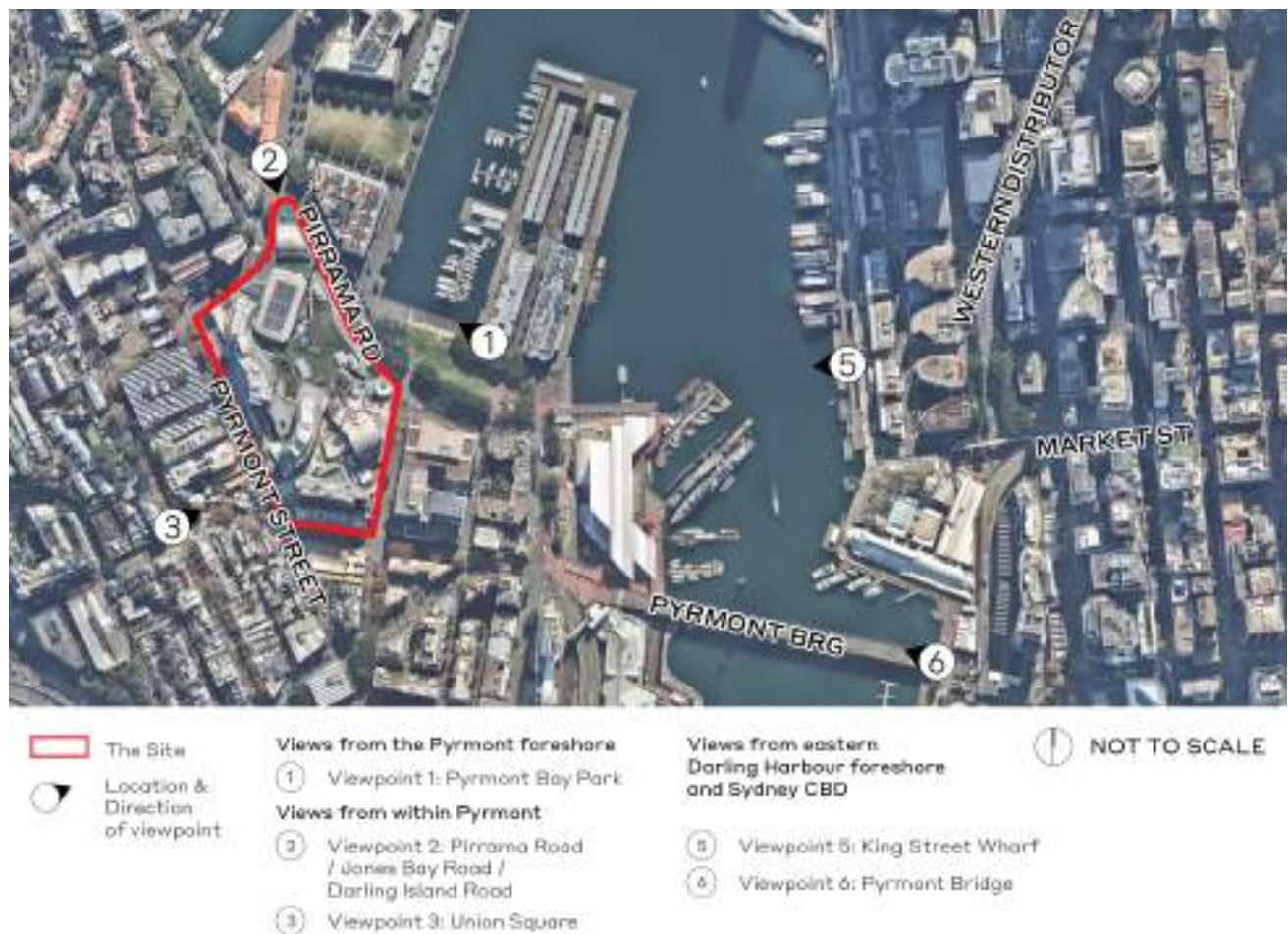


Figure 21 Viewpoints – close and medium range

Source: Nearmap and Ethos Urban



Figure 22 Viewpoints – long range

Source: Nearmap and Ethos Urban

9.0 Visual impact assessment

Visual impact assessment was undertaken in two stages:

1. preparation of the evidence base
2. analysis of the evidence base.

Preparation of the evidence base

Consistent with the LEC photomontage 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.

In addition, another set of photomontages were prepared showing theoretical future surrounding development modelled by FJMT that could also be enabled by the PPPS.

Analysis of the evidence base

The photograph of the existing view and the photomontage illustrating the potential future view were analysed according to the methodology adopted by this VIA (refer **section 1**).

With reference to the intent of this VIA, the focus of this analysis is on analysis of the potential future view against the factors of sensitivity and magnitude to determine the significance of visual impact. This process is summarised in **Figure 23** with a selection of relevant factors identified in **Table 1**.

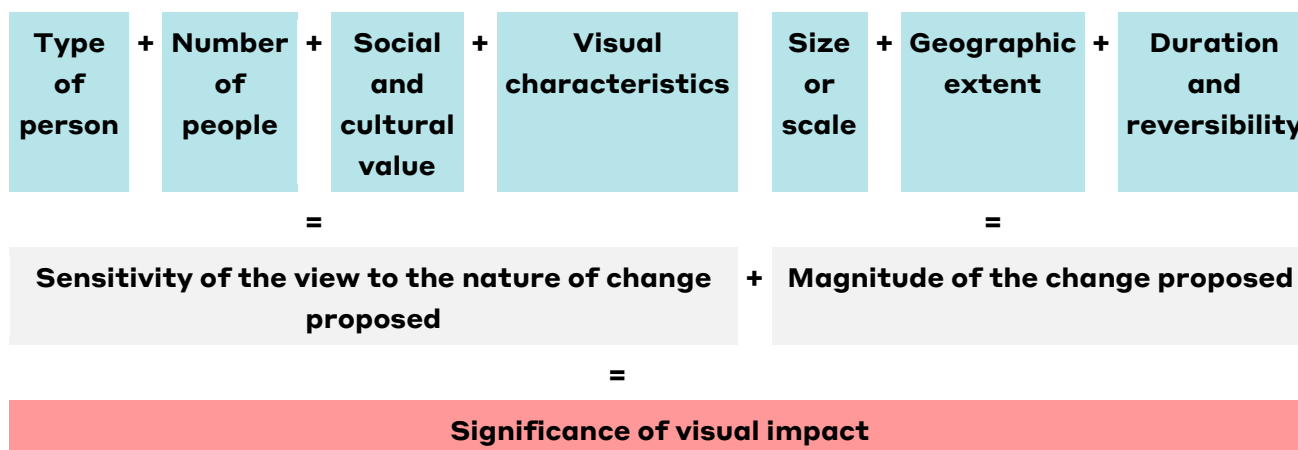


Figure 23 Outline of analysis process

Table 1 Factors considered

Assessment category	Factors considered
Type of person	Resident, worker, recreation, mixed
Number of people	Low, medium high
Social and cultural values	Heritage item, heritage conservation area, 'icon'
Visual characteristics	Elements, features, composition, formal aesthetic factors where relevant, perceptual factors where relevant
Size or scale	Full, partial or glimpse of proposal, view loss or blocking, addition of a new element or feature, change in composition, contrast or integration
Geographic extent	Wide, restricted
Duration and reversibility	Ongoing and irreversible, ongoing (greater than 10 years and reversible), limited (5 – 10 years), limited (less than 5 years)

While many type of person, number of people and social and cultural value can be more objectively assessed, visual characteristics, size or scale, geographic extent, duration and reversibility is more subjective and warrants further explanation.

Visual characteristics

Visual characteristics comprise elements and features seen in composition (ie, foreground, midground, background and backdrop), having regard to a standard human field of view.

In addition to social and cultural value, visual characteristics can give rise to additional value. However, this is a complex concept. A variety of theories such as “prospect-refuge” inform a number of different approaches. These approaches range on a spectrum from those that say value is to be determined by the trained experts (the objectivist school) to those that suggest value can only be determined by an individual’s perceptions. It is suggested that a balance between these two ends of the spectrum is most appropriate. In particular, due to the mechanics and limitations of planning policy, a bias is to be made to more objective, measurable and approaches that involve informed generalisations.

Under this approach, value is often influenced by components and composition when considered against aesthetic principles (eg, features, edges or contrasts and composition) (Planisphere, 2016) and other aspects such as rarity, representativeness and condition (LI and IEMA, 2013) and iconic status (Planisphere, 2016) (NSW Land and Environment Court).

In terms of general human preferences, the following principles have been consistently found in scenic preference studies and community consultation (AILA, 2018):

- water and natural elements are preferred over urban scenes
- mountains and hills are preferred over flat land
- views are preferred which include both mid-ground elements (with some detail discernible) and a background
- views with skyline features and views which include focal points are preferred.

The GLVIA3 states that value should be informed by consideration of:

- recognition of the value attached to particular views, for example in relation to heritage assets, or through planning designations
- indicators of the value attached to views by visitors, for example through appearances in guidebooks or on tourist maps, provision of facilities for their enjoyment (such as parking places, sign boards and interpretive material) and references to them in literature or art.

In Tenacity, Roseth SC made specific reference to relative value, stating that in general:

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

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

Visual amenity is also a relevant consideration. Under the GLVIA3, visual amenity is defined as “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”. This is supported by the NSW Government, which states that “amenity is the pleasantness, attractiveness, desirability or utility of a place, facility, building or feature”.

Based on this, in addition to social and cultural value, it is considered that views that have one or more of the following parameters are capable of being considered to have a higher value:

- recognised and important viewpoints or from recognised scenic routes
- full views to iconic landscape elements such as Sydney Harbour and the Sydney Opera House
- other specific designation in an environmental planning instrument.

Size or scale

Size or scale involves consideration of:

- the scale of the change in the view with respect to the loss or addition of features in the view and changes in its composition, including the proportion of the view occupied by the proposed development
- the degree of contrast or integration of any new features or changes in the landscape with the existing or remaining landscape elements and characteristics in terms of form, scale and mass, line, height, colour and texture
- the nature of the view of the proposed development, in terms of the relative amount of time over which it will be experienced and whether views will be full, partial or glimpses.

In general, large-scale changes which introduce new, non-characteristic or discordant or intrusive elements into the view are more likely to be placed in the major category.

Geographical extent of the area influenced

Geographical extent of the area influenced is either restricted or wide, and involves consideration of:

- the angle of view in relation to the main activity of the receptor
- the distance of the viewpoint from the proposed development
- the extent of the area over which the changes would be visible.

Duration and reversibility

Duration and reversibility involve consideration of whether the proposal is:

- ongoing and irreversible
- ongoing and capable of being reversed
- limited life (5 – 10 years)
- limited life (< 5 years).

It is important to note that whether a proposal can be considered to be ongoing and irreversible or ongoing capable of being reversed is relative. While there is generally not development proposal that is fully, development of an apartment building that is intended to be strata titled can be considered ongoing and irreversible due to the challenges associated with its consequent removal, and certainly the return of the land to its previous state.

9.1 Viewpoint 1: Pyrmont Bay Park

9.1.1 Existing view



Figure 24 Viewpoint 1 –Pyrmont Bay Park: existing view

Source: Virtual Ideas

The dominant feature in this view is the Sydney Harbour foreshore pedestrian promenade. It occupies a large part of the foreground and midground, and directs the eye deep into the view to the background. This directing of the eye is accentuated by the rows of street lights to its left and bollard to its right. The promenades boardwalk nature, being constricted of timber planks, is of note and has the perceptual effect of softening the view.

To the left of the promenade is Pyrmont Bay Park. In this view, the park presents as a row of established, spreading trees.

In the foreground to the right is part of the Sydney Wharf Apartments

Part of Pyrmont Bay is visible in the right mid-ground. While water is not prominent, boats and their moorings are visible.

The Star is partly visible in the centre background of the view. The more prominent element in the background is Google Workplace Six just to the right of the centre of the view. This presents as a linear, mid rise building. Part of Jones Bay Wharf is visible in the right background.

The sky occupies a large part of the backdrop of the view.

The following table provides an assessment of the sensitivity of this view to the nature of change proposed.

Table 2 Viewpoint 1 –Pyrmont Bay Park: sensitivity to the nature of change proposed

Factor	Assessment	Level
Type of people	Recreation	Medium
Number of people	Medium	Medium
Social and cultural value of the view	Other (public parkland)	Medium
Visual characteristics	Built form of scale is visible in the view. However, it is horizontal in nature	Medium
Sensitivity		Medium

9.1.2 Proposed view



Figure 25 Viewpoint 1 –Pyrmont Bay Park: proposed view

Source: Virtual Ideas

The North Tower will be visible as a new feature in the background centre of the view. Compared to the prevailing horizontal built form of the existing view, the main change is the introduction of a vertical built element.

The horizontality of the podium as well as that of the visually prominent Google Workplace 6 which is juxtaposed with the tower will mitigate its verticality.

Overall, the visual impact is considered to constitute a major change (due to its verticality) over a restricted area (due to its location in the background) that is ongoing but capable of being reversed.

The following table assesses the magnitude of the change proposed.

Table 3 Viewpoint 1 – Pyrmont Bay Park: magnitude of visual impact

		Duration and / or reversibility			
		Ongoing and irreversible	Ongoing capable of being reversed	Limited life (5 – 10 years)	Limited life (< 5 years)
Scale of change and geographical extent of the area influenced	Major change over wide area	Dominant	Considerable	Considerable	Noticeable
	Major change over restricted area or Moderate change over wide area	Considerable	Considerable	Noticeable	Noticeable
	Moderate change over restricted area or Minor change over a wide area	Considerable	Noticeable	Noticeable	Perceptible
	Minor change over a restricted area or Insignificant change	Perceptible	Perceptible	Perceptible	Imperceptible
	Imperceptible change	Imperceptible	Imperceptible	Imperceptible	Imperceptible

Based on the sensitivity of the view to the nature of change proposed and the magnitude of change proposed, as can be seen in the following table the proposal is considered to have a moderate significance of visual impact.

Table 4 Viewpoint 1 – Pyrmont Bay Park: significance of visual impact

		Magnitude				
		Dominant	Considerable	Noticeable	Perceptible	Imperceptible
Sensitivity	High	Major	High	Moderate	Low	Negligible
	Medium	High	Moderate	Low	Low	Negligible
	Low	Moderate	Low	Low	Negligible	Negligible
	Negligible	Low	Low	Negligible	Negligible	Negligible

9.2 Viewpoint 2: Pirrama Road, Jones Bay Road and Darling Island Road intersection**9.2.1 Existing view****Figure 26 Viewpoint 2 – Pirrama Road, Jones Bay Road and Darling Island Road intersection: existing view**

Source: Virtual Ideas

The intersection of Jones Bay Road, Darling Island Road and Pirrama Road including its roundabout occupies the foreground of this view.

The northern edge of The Star Sydney is dominant in the centre midground of the view. It strongly demarcates the corner, presenting a continuous, curved three storey element built to the street alignment. In the view, it joins with built form presenting to Pirrama Road and Jones Bay Road to create the appearance of continuity along these roads.

The 2SM radio building is visible in the right hand side of the mid ground, and shares many of the same attributes as that of The Star Sydney.

Taller built form is visible in the background in the form of The Star Sydney and the Pyrmont Jones Bay Apartments.

The sky occupies a large part of the backdrop of the view.

Of note, landform is evident in this view. The intersection itself is sloped, and Jones Bay Road curved upwards at the right of the view and Pirrama Road curves downwards in the left of the view.

Vegetation in the form of established, dense street trees are also an element of this view.

The following table provides an assessment of the sensitivity of this view to the nature of change proposed.

Table 5 Viewpoint 2 – Pirrama Road, Jones Bay Road and Darling Island Road intersection: sensitivity to the nature of change proposed

Factor	Assessment	Level
Type of people	Travellers on road	Low
Number of people	Low	Low
Social and cultural value of the view	Nil	Low
Visual characteristics	Built form of scale, including verticality, is visible in the view.	Low
Sensitivity		Low

9.2.2 Proposed view



Figure 27 Viewpoint 2 – Pirrama Road, Jones Bay Road and Darling Island Road intersection: proposed view

Source: Virtual Ideas

9.2.3 Proposed view with hypothetical future context



Figure 28 Viewpoint 2 – Pirrama Road, Jones Bay Road and Darling Island Road intersection: hypothetical future view

Source: Virtual Ideas

The North Tower will be visible as a new feature in the midground centre of the view.

While people would be aware of the scale of the proposal when seen from this location, the nature of the prevailing use in this part of the public domain does not make it a particularly sensitive viewpoint to the nature of change being proposed. In addition, as people do not typically raise their heads when walking in contexts such as this, the majority of new built form would not ordinarily be visible. Furthermore as is shown, this corner represents the edge of the two LCAs. Subject to the implementation of the PPS, in the future the site and areas to the south will form part of an emerging tower cluster while areas to the north remaining in their existing LCA that has a prevailing mid rise, street wall.

The following table provides an assessment of the magnitude of the nature of change proposed.

Table 6 Viewpoint 2 – Pirrama Road, Jones Bay Road and Darling Island Road intersection: magnitude of visual impact

		Duration and / or reversibility			
		Ongoing and irreversible	Ongoing capable of being reversed	Limited life (5 – 10 years)	Limited life (< 5 years)
Scale of change and geographical extent of the area influenced	Major change over wide area	Dominant	Considerable	Considerable	Noticeable
	Major change over restricted area or Moderate change over wide area	Considerable	Considerable	Noticeable	Noticeable
	Moderate change over restricted area or Minor change over a wide area	Considerable	Noticeable	Noticeable	Perceptible
	Minor change over a restricted area or Insignificant change	Perceptible	Perceptible	Perceptible	Imperceptible
	Imperceptible change	Imperceptible	Imperceptible	Imperceptible	Imperceptible

The following table provides an assessment of the significance of visual impact.

Table 7 Viewpoint 2 – Pirrama Road, Jones Bay Road and Darling Island Road intersection: significance of visual impact

		Magnitude				
		Dominant	Considerable	Noticeable	Perceptible	Imperceptible
Sensitivity	High	Major	High	Moderate	Low	Negligible
	Medium	High	Moderate	Low	Low	Negligible
	Low	Moderate	Low	Low	Negligible	Negligible
	Negligible	Low	Low	Negligible	Negligible	Negligible

9.3 Viewpoint 3: Union Square

9.3.1 Existing view

**Figure 29 Viewpoint 3 –Union Square: existing view**

Source: Virtual Ideas

Harris Street runs left to right across the entirety of the foreground of this view. As one of the main north-south roads through the Peninsula, it ordinarily carries a relatively large volume of through traffic.

Union Square is located in the midground of this view. As it is one of the few public open spaces in the Peninsula, it provides important visual relief from the prevailing street wall typology in this part of Pyrmont, and is of high value to the local community. Union Square is a triangular shape, hard paved space that includes street furniture and trees. It is surrounded by one and two storey buildings dating from the 19th century that have a variety and richness of human scale detail, including windows and other openings. These building combine to create a relatively fine grain streetscape.

The three hotel buildings of the Star Sydney are visible as separate buildings of scale in the background. Importantly, in this view the viewer can appreciate clear separation between the buildings.

Union Street guides the eye downwards and to the right in the background of the view.

The following table provides an assessment of the sensitivity of this view to the nature of change proposed.

Table 8 Viewpoint 3 – Union Square: sensitivity to the nature of change proposed

Factor	Assessment	Level
Type of people	Recreation	Medium
Number of people	Medium	Medium
Social and cultural value of the view	High	High
Visual characteristics	Built form of scale, including verticality, is visible in the view	Low
Sensitivity		Medium

9.3.2 Proposed view



Figure 30 Viewpoint 3 –Union Square: proposed view

Source: Virtual Ideas

9.3.3 Proposed view with hypothetical future context



Figure 31 Viewpoint 3 –Union Square: hypothetical future view

Source: Virtual Ideas

The proposal will appear as new elements in the background of the view.

Additions to the Star Grand and the Star Grand Residences will be visible in this view. Due to these additions being integrated with the footprint and form of the existing buildings, while the additional height will be visible, it is unlikely to be highly noticeable.

The very upper part of the North Tower will be visible above and behind The Star Grand.

The largest change is due to the South Tower. The tower will appear as a taller, more slender element.

Importantly, the proposal will not directly impact on the key visual values of Union Square, which comprise its open space nature and its fine grain built edges.

The following table provides an assessment of the magnitude of the nature of change proposed.

Table 9 Viewpoint 3 – Union Square: magnitude of visual impact

		Duration and / or reversibility			
		Ongoing and irreversible	Ongoing capable of being reversed	Limited life (5 – 10 years)	Limited life (< 5 years)
Scale of change and geographical extent of the area influenced	Major change over wide area	Dominant	Considerable	Considerable	Noticeable
	Major change over restricted area or Moderate change over wide area	Considerable	Considerable	Noticeable	Noticeable
	Moderate change over restricted area or Minor change over a wide area	Considerable	Noticeable	Noticeable	Perceptible
	Minor change over a restricted area or Insignificant change	Perceptible	Perceptible	Perceptible	Imperceptible
	Imperceptible change	Imperceptible	Imperceptible	Imperceptible	Imperceptible

The following table provides an assessment of the significance of visual impact.

Table 10 Viewpoint 3 – Union Square: significance of visual impact

		Magnitude				
		Dominant	Considerable	Noticeable	Perceptible	Imperceptible
Sensitivity	High	Major	High	Moderate	Low	Negligible
	Medium	High	Moderate	Low	Low	Negligible
	Low	Moderate	Low	Low	Negligible	Negligible
	Negligible	Low	Low	Negligible	Negligible	Negligible

9.4 Viewpoint 4: Barangaroo

9.4.1 Existing view

**Figure 32 Viewpoint 4 – Barangaroo: existing view**

Source: Virtual Ideas

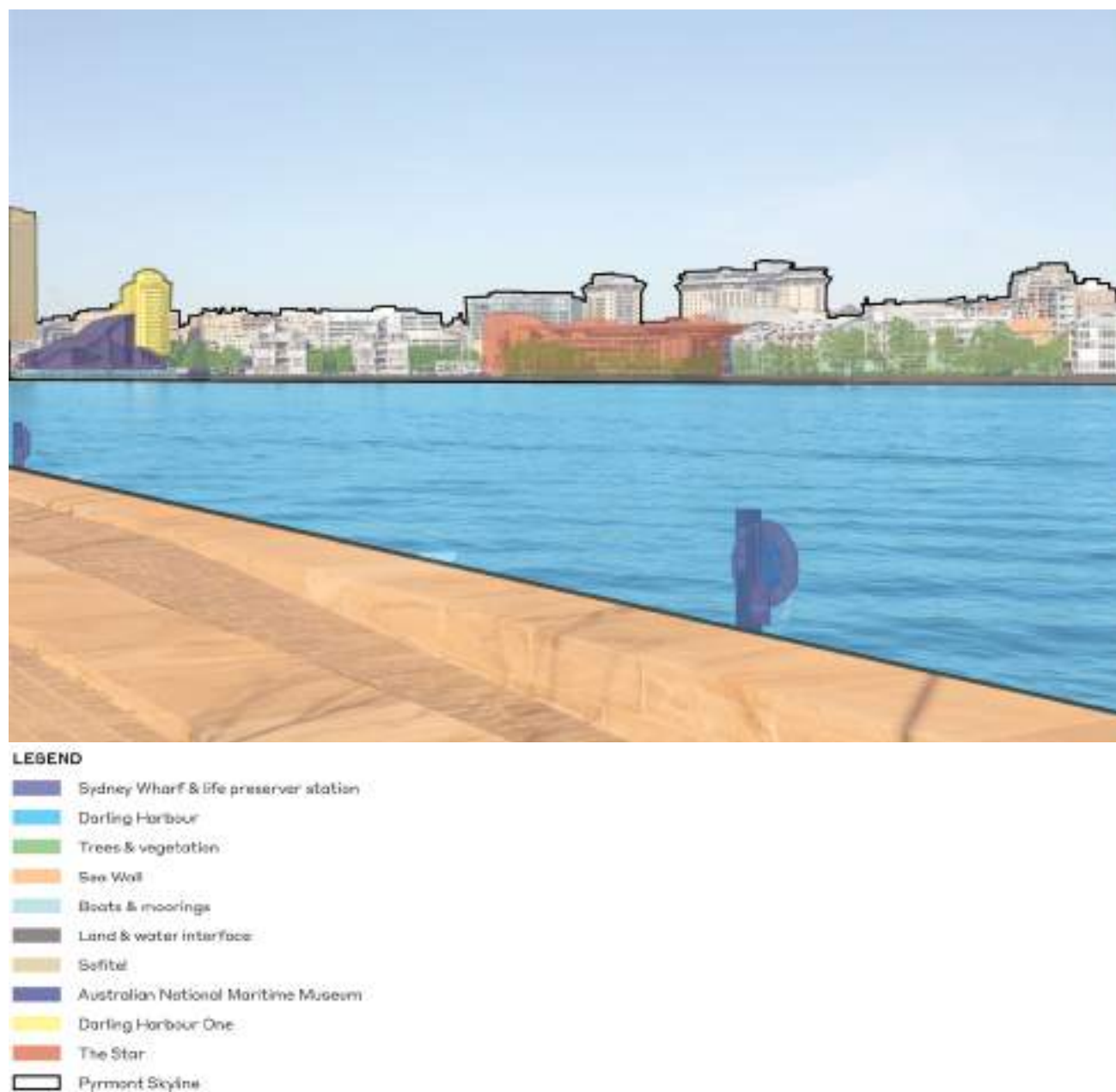


Figure 33 Viewpoint 4 – Barangaroo: existing view – elements and features



Figure 34 Viewpoint 4 – Barangaroo: existing view – composition

This is a view across Darling Harbour from the Barangaroo foreshore to the Peninsula foreshore and its skyline behind. It has both strong maritime characteristics, and is associated with the iconic nature of Sydney Harbour. Significant value can be attributed to the ability to see the land and water interface in the background.

As can be seen in Figure 1 and Figure 1, the foreground is occupied in part by the Barangaroo sea wall and its adjoining promenade. The sandstone materiality of the seawall and promenade is visually distinctive.

The midground comprises the flat expanse of Darling Harbour. This provides for an unobstructed and panoramic views south-west to Pyrmont in the background. As can be seen in Figure 1, the complexity and layering that is a defining visual characteristic of Pyrmont is evident in this view.

The land and water interface, comprising the sea wall, boats and moorings are visible at the base of the background. The built form of the Peninsula is visible behind this, and appears to rise up from the water. This built form is complex, and includes a number of distinct elements. This includes Sydney Wharf and Jones Bay Wharf, the Australian National

Maritime Museum with its distinctive, curved roof and The Star itself. In this location, most major elements of The Star are visible.

When seen together in composition, built form creates a largely horizontally emphasised skyline. Variation to this pattern is most evident in verticality of The Sofitel in the left of the background. The long length of The Star Grand is a notable element in the middle of the background. While horizontally emphasised, the considerable scale of built form is evident, and is associated with a typical mixed use, inner urban LCA.

The following table provides an assessment of the sensitivity of this view to the nature of change proposed.

Table 11 Viewpoint 4 – Barangaroo: sensitivity to the nature of change proposed

Factor	Assessment	Level
Type of people	Recreation	Medium
Number of people	Medium	Medium
Social and cultural value of the view	High	High
Visual characteristics	Built form of scale, including verticality, is visible in the view.	Low
Sensitivity		Medium

9.4.2 Proposed view



Figure 35 Viewpoint 4 – Barangaroo: proposed view

Source: Virtual Ideas

9.4.3 Proposed view with hypothetical future context



Figure 36 Viewpoint 4 – Barangaroo: hypothetical future view

Source: Virtual Ideas

This view is perhaps the most clearly illustrative of the nature of change enabled for Pyrmont under the proposal and the PPPS.

Both the North Tower and the South Tower will be visible in the background of the view. There are already vertically emphasised elements present in the view, in particular in the form of The Sofitel, and approved in the form of Harbourside. However, these are clustered in the left background of the view. The proposal will extend the general height datum line established by these buildings and in a similar form north across the background of the view. As such, the North Tower and the South Tower will be visible as prominent elements in the background of the view.

The proposal will not effect the foreground, midground or the important land and water interface in the background.

As can be seen, over time the PPPS will enable the strengthening of this form, eventually resulting in most of the South Tower being screened from view. This will add another layer of visual depth to this view.

Overall, the visual impact is considered to constitute a major change (due to its verticality) over a wide area that is ongoing but capable of being reversed.

The following table provides an assessment of the magnitude of the nature of change proposed.

Table 12 Viewpoint 4 – magnitude of visual impact

		Duration and / or reversibility			
		Ongoing and irreversible	Ongoing capable of being reversed	Limited life (5 – 10 years)	Limited life (< 5 years)
Scale of change and geographical extent of the area influenced	Major change over wide area	Dominant	Considerable	Considerable	Noticeable
	Major change over restricted area or Moderate change over wide area	Considerable	Considerable	Noticeable	Noticeable
	Moderate change over restricted area or Minor change over a wide area	Considerable	Noticeable	Noticeable	Perceptible
	Minor change over a restricted area or Insignificant change	Perceptible	Perceptible	Perceptible	Imperceptible
	Imperceptible change	Imperceptible	Imperceptible	Imperceptible	Imperceptible

The following table provides an assessment of the significance of visual impact.

Table 13 Viewpoint 4 – Barangaroo: significance of visual impact

		Magnitude				
		Dominant	Considerable	Noticeable	Perceptible	Imperceptible
Sensitivity	High	Major	High	Moderate	Low	Negligible
	Medium	High	Moderate	Low	Low	Negligible
	Low	Moderate	Low	Low	Negligible	Negligible
	Negligible	Low	Low	Negligible	Negligible	Negligible

9.5 Viewpoint 5: King Street Wharf

9.5.1 Existing view



Figure 37 Viewpoint 5 – King Street Wharf: existing view

Source: Virtual Ideas

This view has strong maritime characteristics.

Boat mooring and access, as well as associated elements such as life buoy stations, occupy the entire foreground.

The midground is occupied by Darling Harbour.

The western edge of Darling Harbour is prominent in the background. The land and water interface, as well as boat moorings are evident. The HMB Endeavour Replica and the Tall Ship James Craig are unique and distinct elements of this edge.

The Australian National Maritime is prominent in the left background. In addition to its scale, this is largely due to its distinct, curved, unrelieved and white roof form. The Star is visible as a feature in the centre background of the view. Due to the angle of the view relative to the Star Sydney, The Star Grand Residences and The Star Grand combine to form a long, unbroken wall of built form of scale. Sydney Wharf is visible in the right background.

The sky occupies a large part of the backdrop of the view.

The following table provides an assessment of the sensitivity of this view to the nature of change proposed.

Table 14 Viewpoint 5 – King Street Wharf: sensitivity to the nature of change proposed

Factor	Assessment	Level
Type of people	Recreation	Medium
Number of people	Medium	Medium
Social and cultural value of the view	High	High
Visual characteristics	Built form of scale, including verticality, is visible in the view.	Low
Sensitivity		Medium

9.5.2 Proposed view



Figure 38 Viewpoint 5 – King Street Wharf: proposed view

Source: Virtual Ideas

9.5.3 Proposed view showing hypothetical future context



Figure 39 Viewpoint 5 – King Street Wharf: hypothetical future view

Source: Virtual Ideas

The South Tower and the North Tower will be visible as new, vertical elements of scale in the background of this view.

The foreground and midground will not be directly affected by the proposal.

As with view 4, over time the PPPS will enable the extension northwards and consolidation of the tower forms created by The Sofitel, Harbourside and The Star to create a genuine tower cluster at the eastern edge of the southern and central part of the Pyrmont Peninsula.

Overall, the visual impact is considered to constitute a major change (due to its verticality) over a wide area that is ongoing but capable of being reversed.

The following table provides an assessment of the magnitude of the nature of change proposed.

Table 15 Viewpoint 5 – King Street Wharf: magnitude of visual impact

		Duration and / or reversibility			
		Ongoing and irreversible	Ongoing capable of being reversed	Limited life (5 – 10 years)	Limited life (< 5 years)
Scale of change and geographical extent of the area influenced	Major change over wide area	Dominant	Considerable	Considerable	Noticeable
	Major change over restricted area or Moderate change over wide area	Considerable	Considerable	Noticeable	Noticeable
	Moderate change over restricted area or Minor change over a wide area	Considerable	Noticeable	Noticeable	Perceptible
	Minor change over a restricted area or Insignificant change	Perceptible	Perceptible	Perceptible	Imperceptible
	Imperceptible change	Imperceptible	Imperceptible	Imperceptible	Imperceptible

The following table provides an assessment of the significance of visual impact.

Table 16 Viewpoint 5 – King Street Wharf: significance of visual impact

		Magnitude				
		Dominant	Considerable	Noticeable	Perceptible	Imperceptible
Sensitivity	High	Major	High	Moderate	Low	Negligible
	Medium	High	Moderate	Low	Low	Negligible
	Low	Moderate	Low	Low	Negligible	Negligible
	Negligible	Low	Low	Negligible	Negligible	Negligible

9.6 Viewpoint 6: Pymont Bridge

9.6.1 Existing view

**Figure 40 Viewpoint 6 –Pymont Bridge: existing view**

Source: Virtual Ideas

Pymont Bridge is the dominant feature of this view.

The bridge occupies the entirety of the foreground and much of the background. Due to its strong, linear form, the bridge directs the eye to the background.

The linearity of the bridge is further accentuated by the two rows of railings and flagpoles on both of its sides, as well as the two rows of rubbish bins, seating and lighting.

This creates the perception of an ordered, relatively formal and almost regimented composition.

A small part of Darling Harbour, including moored boats, is visible in the right side midground.

The Pyrmont skyline is visible in the background. The Australian National Maritime Museum is visible in the right side background.

Part of the One Darling, Ibis and Novotel complex is visible in the left side background. With its considerable scale and near singularity of form, this complex creates a wall of built form as a dominant feature of the eastern Darling Harbour waterfront.

The following table provides an assessment of the sensitivity of this view to the nature of change proposed.

Table 17 Viewpoint 5 – King Street Wharf: sensitivity to the nature of change proposed

Factor	Assessment	Level
Type of people	Recreation	Medium
Number of people	Medium	Medium
Social and cultural value of the view	High	High
Visual characteristics	Built form of scale, including verticality, is visible in the view.	Low
Sensitivity		Medium

9.6.2 Proposed view



Figure 41 Viewpoint 6 –Pyrmont Bridge: proposed view

Source: Virtual Ideas

9.6.3 Proposed view showing hypothetical future context



Figure 42 Viewpoint 6 –Pyrmont Bridge: hypothetical future view

Source: Virtual Ideas

The North Tower and South Tower are visible as new, vertical and slender elements in the background of the view.

The lower part of the North Tower is screened by the Australian National Maritime Museum.

The base of the South Tower, and half of its lower part is screened by One Darling and Overall, the visual impact is considered to constitute a major change (due to its verticality) over a wide area that is ongoing but capable of being reversed.

The following table provides an assessment of the magnitude of the nature of change proposed.

Table 18 Viewpoint 6 – Pyrmont Bridge: magnitude of visual impact

		Duration and / or reversibility			
		Ongoing and irreversible	Ongoing capable of being reversed	Limited life (5 – 10 years)	Limited life (< 5 years)
Scale of change and geographical extent of the area influenced	Major change over wide area	Dominant	Considerable	Considerable	Noticeable
	Major change over restricted area or Moderate change over wide area	Considerable	Considerable	Noticeable	Noticeable
	Moderate change over restricted area or Minor change over a wide area	Considerable	Noticeable	Noticeable	Perceptible
	Minor change over a restricted area or Insignificant change	Perceptible	Perceptible	Perceptible	Imperceptible
	Imperceptible change	Imperceptible	Imperceptible	Imperceptible	Imperceptible

The following table provides an assessment of the significance of visual impact.

Table 19 Viewpoint 6 – Pyrmont Bridge: significance of visual impact

		Magnitude				
		Dominant	Considerable	Noticeable	Perceptible	Imperceptible
Sensitivity	High	Major	High	Moderate	Low	Negligible
	Medium	High	Moderate	Low	Low	Negligible
	Low	Moderate	Low	Low	Negligible	Negligible
	Negligible	Low	Low	Negligible	Negligible	Negligible

9.7 Viewpoint 7: Balls Head Reserve

9.7.1 Existing view

**Figure 43 Viewpoint 7 –Balls Head Reserve: existing view**

Source: Virtual Ideas

This is a panoramic view across Sydney Harbour in the foreground to Goat Island in the midground and the Sydney CBD, Darling Harbour and Pyrmont skyline in the background.

Sydney Harbour comprises the entirety of the foreground.

Goat Island comprises the entirety of the midground. In this view, the northern, thickly vegetated edge of the elevated central part is dominant. Glimpses of detached buildings in this area are visible through the trees. The land and water interface, and in particular maritime and associated facilities, also form a key part of midground.

The Sydney CBD dominates the left side background. The height of Crown Sydney compared to other buildings combined with its distinct, slender and tapered form and glass materiality make it a landmark in this part of the view.

The Darling Harbour and nearby skyline is a feature of the middle part of the background. Moving from left to right, or east to west, this comprises a series of six distinct buildings, being Darling Park, the Ribbon, the two Darling Park towers, the UTS tower and The Sofitel. With the exception of the Ribbon, these buildings all appear as tall, slender buildings. They are well separated from each other, providing an ability to appreciate their individual form. The Ribbon is a distinct, unconventional form in front the Darling Square towers.

The Balmain Peninsula with a glimpse of the Jacksons Landing towers and the Anzac Bridge is visible in the right side of the background.

The following table provides an assessment of the sensitivity of this view to the nature of change proposed.

Table 20 Viewpoint 5 – King Street Wharf: sensitivity to the nature of change proposed

Factor	Assessment	Level
Type of people	Recreation	Medium
Number of people	Medium	Medium
Social and cultural value of the view	High	High
Visual characteristics	Built form of scale, including verticality, is visible in the view.	Low
Sensitivity		Medium

9.7.2 Proposed view



Figure 44 Viewpoint 7 –Balls Head Reserve: proposed view

Source: Virtual Ideas

9.7.3 Proposed view showing hypothetical future context



Figure 45 Viewpoint 7 –Balls Head Reserve: hypothetical future view

Source: Virtual Ideas

The North Tower and South Tower are visible as new elements in the centre background of the view.

While the North Tower appears slightly taller than the adjacent Sofitel, both towers continue the same overall pattern of height and form established by the existing row of towers in Darling Harbour and surrounds.

As can be seen in Figure 1, the approved Harbourside redevelopment will further strengthen this pattern, and will appear slightly taller than the South Tower. Over time, the PPPS will enable the creation of a tower cluster visible in this view between the North Tower and Harbourside. This will create an even stronger visual integration of the two towers with their surroundings.

The following table provides an assessment of the magnitude of the nature of change proposed.

Table 21 Viewpoint 6 – Balls Head Reserve: magnitude of visual impact

		Duration and / or reversibility			
		Ongoing and irreversible	Ongoing capable of being reversed	Limited life (5 – 10 years)	Limited life (< 5 years)
Scale of change and geographical extent of the area influenced	Major change over wide area	Dominant	Considerable	Considerable	Noticeable
	Major change over restricted area or Moderate change over wide area	Considerable	Considerable	Noticeable	Noticeable
	Moderate change over restricted area or Minor change over a wide area	Considerable	Noticeable	Noticeable	Perceptible
	Minor change over a restricted area or Insignificant change	Perceptible	Perceptible	Perceptible	Imperceptible
	Imperceptible change	Imperceptible	Imperceptible	Imperceptible	Imperceptible

The following table provides an assessment of the significance of visual impact.

Table 22 Viewpoint 6 – Balls Head Reserve: significance of visual impact

		Magnitude				
		Dominant	Considerable	Noticeable	Perceptible	Imperceptible
Sensitivity	High	Major	High	Moderate	Low	Negligible
	Medium	High	Moderate	Low	Low	Negligible
	Low	Moderate	Low	Low	Negligible	Negligible
	Negligible	Low	Low	Negligible	Negligible	Negligible

9.8 Summary

The following table provides a summary of the magnitude of visual impact.

Table 23 Sensitivity assessment

Ref	Viewpoint	Type of people	Number of people	Social and cultural value	Visual characteristics	Sensitivity
1.	Pymont Bay Park	Outdoor recreation	Medium	Medium	High	Medium
2.	Pirrama Road / Jones Bay Road / Darling Island Road	Travellers on road	Low	Low	Low	Low
3.	Union Square	Outdoor recreation, in particular local residents	Medium	Medium	High	Medium
4.	Barangaroo	Outdoor recreation	High	Medium	High	Medium
5.	King Street Wharf	Outdoor recreation	High	Medium	High	Medium
6.	Pymont Bridge	Outdoor recreation	High	Medium	High	Medium

Ref	Viewpoint	Type of people	Number of people	Social and cultural value	Visual characteristics	Sensitivity
7.	Balls Head Reserve	Outdoor recreation	Low	Medium	High	Medium

The following table provides a summary of the magnitude of visual impact.

Table 24 Magnitude assessment

Ref	Viewpoint	Size and scale	Geographic extent	Duration and reversibility	Magnitude
1.	Pymont Bay Park	Major change	Restricted area	Ongoing capable of being reversed	Considerable
2.	Pirrama Road / Jones Bay Road / Darling Island Road	Major change	Restricted area	Ongoing capable of being reversed	Considerable
3.	Union Square	Moderate change	Wide area	Ongoing capable of being reversed	Considerable
4.	Barangaroo	Major change	Wide area	Ongoing capable of being reversed	Considerable
5.	King Street Wharf	Major change	Wide area	Ongoing capable of being reversed	Considerable
6.	Pymont Bridge	Major change	Restricted area	Ongoing capable of being reversed	Considerable
7.	Balls Head Reserve	Moderate change	Restricted area	Ongoing capable of being reversed	Noticeable

The following table provides an assessment of the significance of visual impact.

Table 25 Significance assessment

Ref	Viewpoint	Sensitivity	Magnitude	Significance
1.	Pymont Bay Park	Medium	Considerable	Moderate
2.	Pirrama Road / Jones Bay Road / Darling Island Road	Low	Considerable	Low
3.	Union Square	Medium	Considerable	Moderate
4.	Barangaroo	Medium	Considerable	Moderate
5.	King Street Wharf	Medium	Considerable	Moderate
6.	Pymont Bridge	Medium	Considerable	Moderate
7.	Balls Head Reserve	Medium	Noticeable	Low

10.0 Assessment against the Pymont Place Strategy

The PPPS has been endorsed by DPIE, and clearly identifies an intent to enable renewal of the precinct and surrounding area to the south.

While the provisions applying to the entire Peninsula such as the vision, directions and big moves are relevant, the place priorities for the Darling Island sub-precinct and the framework for The Star key site is of most relevance to articulating desired future character.

Under the PPPS 'Darling Island is set to evolve over the next 20 years. Tourism, visitor and innovation businesses will attract, invest and reinvent their offerings within a globally-focused entertainment destination'.

There are 18 place priorities for the Darling Island sub-precinct.

Table 26 provides an assessment of the proposal against these place priorities. While some are not of direct relevance to VIA, consistent with Tenacity, they nonetheless are of indirect relevance by helping to establish reasonable expectations for the future of the sub-precinct.

Table 27 provides an assessment of the proposal against the framework for The Star key site. The finding of this assessment is that the scale and massing of the proposal is consistent with this framework. In addition, there is further opportunity through the subsequent development of the Design Guide, the design excellence process and the DA

process to further refine key aspects relevant to visual impact such as form, line, colour, texture and materiality.

Table 26 Assessment against the Darling Island sub-precinct place priorities

Ref	Provision	Assessment	Relevance to VIA	Consistency
1.	Plan for new jobs in tourism, entertainment, culture, creativity and innovation within walking distance of the Pyrmont Metro station	The proposal is for tourism, entertainment, culture uses within walking distance (400m) of the Metro Investigation Area	Indirect	Yes
2.	Providing residential development, including affordable housing without compromising the attractiveness of Darling Island for tourism, visitor and 24-hour economy uses, cultural, creative, entertainment and commercial uses	The proposal does not include residential development, and strengthens the attractiveness of Darling Island as a tourism destination by including a new, six star hotel	Indirect	Yes
3.	Create new or adapt space in older buildings for new workplaces and look to diversify Darling Island's tourism and visitor offerings	The proposal will create new workplaces, and will diversify Darling Island's tourism and visitor offerings	Indirect	Yes
4.	Protect views to and from the harbour and from higher points such as Harris Street and Distillery Hill, including from public areas	As can be seen from the photomontages, the proposal will not block significant views obtained from locations in the public domain on the harbour foreshore to elements in the landscape of natural or cultural significance. It certainly will not block such views explicitly	Yes	Yes

Ref	Provision	Assessment	Relevance to VIA	Consistency
		<p>identified and protected in planning instruments.</p> <p>Views from the Harris Street public domain west to the precinct and Sydney CBD skyline are largely not available due to:</p> <ul style="list-style-type: none"> the north-south orientation of the street dense built form bordering its eastern side apart from John Street, an absence of east-west streets that terminate at the precinct intersecting with the street. <p>This is further accentuated by street tree plantings. Views to the precinct and the Sydney CBD skyline cannot be obtained along John Street.</p> <p>A photomontage has been prepared for Union Square, which is the key location where Union Street opens up to provide such views. The conclusion of this VIA was that the impact of the proposal on this location was acceptable.</p> <p>Views obtained from the public domain in Distillery</p>		

Ref	Provision	Assessment	Relevance to VIA	Consistency
		<p>Hill are largely occluded by tall built form in Jackson's Landing. However, views may be obtained in a south-east direction towards the precinct to the Sydney CBD skyline. While a photomontage has not been prepared for this location, it is considered unlikely that the proposal would have a high magnitude of visual impact on this location due to distance.</p> <p>Assessment of the impact on the proposal on views obtained from the Distillery Hill private domain will be undertaken as part of subsequent stages of the planning process.</p>		
5.	Create a continuous harbour foreshore walk, including the section around Jones Bay Wharf, and include clear wayfinding	N/a	No	N/a
6.	Investigate an interpretative heritage walk between Pyrmont and Glebe Island bridges (aligned with Union Street) to celebrate heritage and the history of industry and enterprise	N/a	No	N/a

Ref	Provision	Assessment	Relevance to VIA	Consistency
7.	Create attractive, safe and connected streets for walking and cycling, particularly in back-of-house areas, with activity spurred on by shops, cafes, outdoor dining, public art, and community spaces	N/a	No	N/a
8.	Upgrade open space areas including	N/a	No	N/a
9.	<ul style="list-style-type: none"> a new play space with climbing elements, sensory gardens, playful public art and a safe pavement treatment to encourage jumping and play. 	N/a	No	N/a
10.	<ul style="list-style-type: none"> an outdoor fitness station in Pymont Bay Park or Metcalfe Park. 	N/a	No	N/a
11.	Create space for public indoor sports and recreation on rooftops or in space within podiums as sites are redeveloped, similar to the rooftop courts at Ultimo Community Centre	N/a	No	N/a
12.	Establish planning controls for renewal sites to encourage design excellence and 'open up' connections through large buildings and sites, better walking and	Planning controls are proposed for the precinct under the supporting Design Guide. The guide will seek to maintain the integrity of the master plan design aspiration,	Yes	Yes

Ref	Provision	Assessment	Relevance to VIA	Consistency
	cycling connections, reinstated harbour views, protected heritage items, green space, and precinct-wide infrastructure	which includes increased precinct permeability, require design excellence and address the other elements listed in this place priority.		
13.	Transition building heights from Union Street (and higher land around Harris Street) to the harbour so taller buildings are located to respect privacy, open space such as Union Square, views to and from the northern end of the Peninsula from the harbour, heritage items and existing buildings	The proposal respects the pattern of height transitions referenced in this place priority. In particular, the proposed height of the North Tower is substantially less than that of the South Tower.	Yes	Yes
14.	Address potential impacts of 24-hour economy activities on amenity including noise, safety, traffic and transport, amongst others	N/a	No	N/a
15.	Promote activities under the 24 Hour Economy Strategy in a way that recognises and addresses potential impacts to residential amenity, including noise, safety, traffic and transport in planning and other regulatory processes	N/a	No	N/a
16.	Upgrade walking and cycling access,	N/a	No	N/a

Ref	Provision	Assessment	Relevance to VIA	Consistency
	particularly to the Pymont Metro station, and investigate a multimodal transport hub			
17.	Improve walking and cycling connections, permeability, and wayfinding throughout the Peninsula and to public spaces, including between Point and Pymont streets and Pirrama Road, and to/from light rail stops	N/a	No	N/a
18.	Make it easier for people to traverse steep areas from the harbour to the ridgeline, such as at John Street (for example, add a walkway, stairs or lift) and facilitate an active transit loop around the Peninsula	N/a	No	N/a

Table 27 Consistency with the special considerations for master planning in the Pymont Place Strategy

Provision	Assessment	Relevance to VIA	Consistency
Special considerations for master planning			
Sun access plane not breached in order to protect sunlight to public and open spaces	N/a	No	N/a
Adjust the maximum height of development on the “northern” end of the star’s key site up to a maximum	The North Tower is proposed to accommodate a six-star hotel, and will have a maximum height of	Yes	Yes

Provision	Assessment	Relevance to VIA	Consistency
of RL 110 specifically for the purpose of facilitating a six-star hotel	equal to or less than RL110		
If development other than a six-star hotel is contemplated, a maximum RL 60 would apply to development at this location. Residential accommodation is not supported on this key site. Reflecting the balance between public and economic benefit from the proposal and its location in a highly visible location, a tower of slender proportions exhibiting design excellence is required	As in the PPPS this is an indented section and linked to a residential uses, it is unclear if it applies to a six star hotel use. Nonetheless, as can be seen from the photomontages, the proposal is of a slender form comparable to that of other nearby towers. As has been already stated, the Design Guide will require a design excellence process, and The Star has committed to such a process	Not clear in the PPPS	Yes
Reduce the maximum height of development on the “southern” part of the key site to RL 140 to balance development on this part of the site with greater height now contemplated on the “northern” part of the site	The South Tower will have a maximum height of equal to or less than RL140	Yes	Yes
Any tower must be subject to a design excellence process	The Design Guide will require a design excellence process, and The Star has stated its commitment to this outcome	Yes	Yes
Reduce the size and bulk of the buildings on the site when viewed from the street through an improved interface between the built form and the surrounding area at the ground plane	As can be seen the figures after this table, the proposal incorporates a number of initiatives that reduce the visual impact of built scale when viewed from the public domain.	Yes	Yes

Provision	Assessment	Relevance to VIA	Consistency
	<p>In particular, the proposed street activation and streetscape key moves provide finer grain complexity and visual interest, mitigating the apparent scale of built form, and the proposed permeability key moves break up the massing of the proposal.</p> <p>The South Tower is planned to incorporate a number of measures to reduce visual impact on the adjoining ground plane. These include:</p> <ul style="list-style-type: none"> • having a podium and tower form, with the tower being elevated from and recessed behind the street wall by approximately 5m • as can be seen in Figure 48, having a podium height (25m) that references that of adjacent buildings • due to a horizontal recess, the tower is broken down into two smaller elements. The recess itself creates a form of tapering to the top of the building • including a vertical recess or architectural device to break up the eastern elevation (Refer Figure 49) 		

Provision	Assessment	Relevance to VIA	Consistency
	<ul style="list-style-type: none"> having chamfered edges. <p>The proposal works with adjoining development to create a cohesive streetscape as shown in Figure 50.</p> <p>The North Tower is planned to incorporate a number of measures to reduce visual impact on the adjoining ground plane. These include:</p> <ul style="list-style-type: none"> having a podium and tower form, with the tower being elevated from and recessed behind the street wall by a distance ranging from 1.5m to 15m presenting its narrow elevation to the Jones Bay, Darling Island Road and Pirrama Road intersection having a podium height that references that of the existing Pirrama Road elevation of the main Star Sydney building and that of the adjacent Google Workplace 6 and is compatible with that of the other building at the Jones Bay, Darling Island Road and Pirrama Road intersection (refer Figure 51) 		

Provision	Assessment	Relevance to VIA	Consistency
	<ul style="list-style-type: none"> having an indented (6 to 7m), full height level delineating the podium and tower (refer Figure 52) having a curvilinear form, with in particular the podium broken into a series of curved elements at the ground place (refer Figure 53) including awnings and other elements between the ground level and others to create a finer grain and more human scale to the ground plane. <p>It is not considered that proposed alterations and additions to other parts of The Star Sydney give rise to material considerations for the ground plane.</p>		
Improved and widened public domain on surrounding streets through the removal of bus and coach parking from streets and provision of an on-site parking solution	As can be seen in the supporting design documentation, the proposal incorporates a number of key moves that seek to achieve this outcome. In particular, this includes the renewal of Pirrama Road between The Star Sydney and the western end of Pyrmont Bay Park. The resulting visual effect of these key moves is to reduce the current perception of the	Yes	Yes

Provision	Assessment	Relevance to VIA	Consistency
	precinct as an 'island' by better integrating with the surrounding public domain, a visually improved public domain address and complementary reduction in visual 'clutter'.		
Building separation to maintain generous view corridors between buildings and minimise visual impacts from the water and surrounding public domain	<p>The North Tower and South Tower are well separated from each other, allowing for a visual appreciation of them as distinct forms.</p> <p>The proposal includes a full height through block link between the North Tower and adjoining, existing parts of The Star Sydney. As has been already noted, the North Tower is setback approximately 15m from this existing development. As can be seen in the photomontage from the foreshore Pyrmont Bay Park and viewpoints on the eastern side of Darling Harbour, this provides for visual separation between built elements.</p>	Yes	Yes
Enhancing 24-hour public connections through The Star precinct that are ideally open to the air and accessible to the public to enable a greater level of public permeability through the current site.	As has been already noted and shown in Figure 1, the proposal includes a number of key moves to increase permeability through the precinct. This visual effect of this is to	Yes	Yes

Provision	Assessment	Relevance to VIA	Consistency
	break up the appearance of building scale and bulk.		
No increase to overshadowing of surrounding public spaces	N/a	No	N/a
Minimise impact on local character through effective control of built form, scale and material use	<p>A key visual characteristic of the Peninsula is its varied and complex pattern of built form, including differences in scale, height, bulk, relationship to streets and the public domain, style and materiality.</p> <p>Despite this diversity, the PPS identifies a general height pattern that involves a transition from low and medium rise buildings to taller buildings in Darling Harbour and further south in Ultimo.</p> <p>By its inclusion in 'an area capable of change', the PPPS identifies a clear renewal intent. The PPP also articulates the basis of the desired future character for these areas. For example, the PPPS includes the following statements:</p> <p>Vision</p> <ul style="list-style-type: none"> Embracing a sensible approach to growth will see more change, including taller buildings in Blackwattle Bay, Ultimo and the southern part of Darling Island and 	Yes	Yes

Provision	Assessment	Relevance to VIA	Consistency
	<p>parts of Tumbalong Park, where opportunities exist to harness new investment connecting to public benefits such as foreshore walks, innovation or stronger arts and cultural results. Most growth will occur in Ultimo, where the Peninsula connects with current and planned future taller buildings in Haymarket and Central Station, Tech Central and Camperdown–Ultimo innovation precincts and Sydney's busiest transport interchange, Central Station.</p> <ul style="list-style-type: none"> A variety of building typologies will deliver high quality design, from a range of taller buildings complementing the character and heritage of the area <p>Directions</p> <ul style="list-style-type: none"> Direction 1 Jobs and industries of the future: Delivery of new major floor space capacity on larger sites around the harbour and park edge, within the Blackwattle Bay, Tumbalong Park and 		

Provision	Assessment	Relevance to VIA	Consistency
	<p>Darling Island sub-precincts through a range of building typologies including expansion of the lower scale campus style floorplate that supports small to medium size businesses alongside taller office towers, where appropriate.</p> <p>Darling Harbour Place Priorities</p> <ul style="list-style-type: none"> Transition building heights from Union Street (and higher land around Harris Street) to the harbour so taller buildings are located to respect privacy, open space such as Union Square, views to and from the northern end of the Peninsula from the harbour, heritage items and existing buildings. <p>Overall and when read together, the PPS facilitates the extension of the existing line of taller buildings that extends east from the Sydney CBD and currently terminates at the Sofitel (and will in the near future at Harbourside) further north into the Peninsula along the western</p>		

Provision	Assessment	Relevance to VIA	Consistency
	<p>foreshore of Darling Harbour. Consistent with this is the identification of appropriate new height controls. Critically, the PPPS identifies new height controls of RL140 for the South Tower and RL110 for the North Tower. The proposal complies with these controls.</p> <p>Massing is also an important measure to address the visual aspects of local character. As can be seen in the photomontages and the supporting design documentation, proposed massing has been distributed to create substantial separation between the North Tower and South Tower, and considerable separation between the North Tower and the existing Star Sydney to reduce visual impact. While for the North Tower this does involve massing clustered towards the Jones Bay Road, Darling Harbour Road and Pirrama Road intersection, this is considered to be a superior outcome compared to an alternative of locating scale closely to the highly</p>		

Provision	Assessment	Relevance to VIA	Consistency
	<p>visible eastern elevation of the existing Star Sydney.</p> <p>The podium and tower form, as well as curvilinear form of the North Tower and the indentation of the upper levels of the South Tower further contributes to mitigating the visual aspects of impact on local character.</p> <p>As the proposal will be subject to a design competition, these measures will be subject to further refinement, including identification of appropriate materiality to respond to local character.</p> <p>It is acknowledged that heritage items and heritage conservation areas forms a key part of the character of the Peninsula. DPIE has previously assessed proposals for this location as follows:</p> <ul style="list-style-type: none"> • ‘the tower is located a sufficient distance from the conservation area (note: the Pymont Conservation Area) so as not to directly impact its setting or preclude the appreciation of proximate heritage items’. 		

Provision	Assessment	Relevance to VIA	Consistency
An improved public benefit offer, including a description of the public benefits to be offered for development on The Star's key site in addition to those specified in the final Place Strategy	N/a	No	N/a



Figure 46 Street activation and streetscape – key moves

Source: FJMT



Figure 47 Precinct permeability – key moves

Source: FJMT

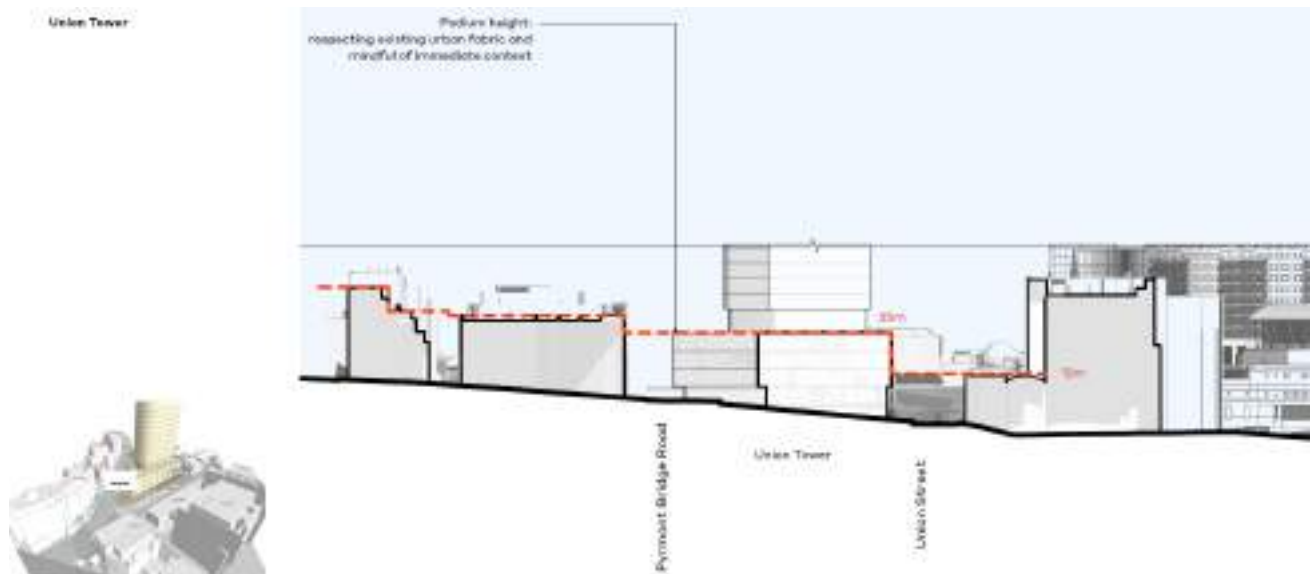


Figure 48 South Tower podium datum line

Source: FJMT

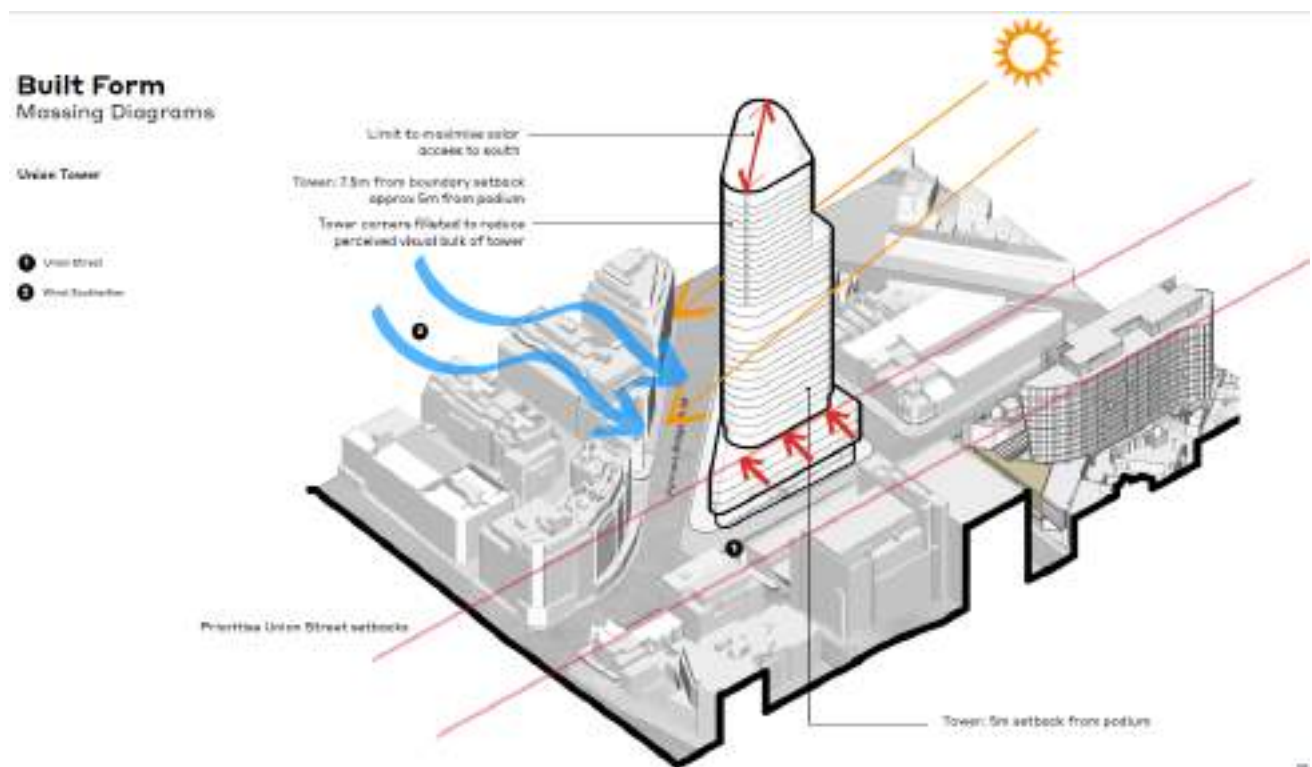


Figure 49 South Tower massing

Source: FJMT



Figure 50 South Tower – simulated streetscape view

Source: FJMT

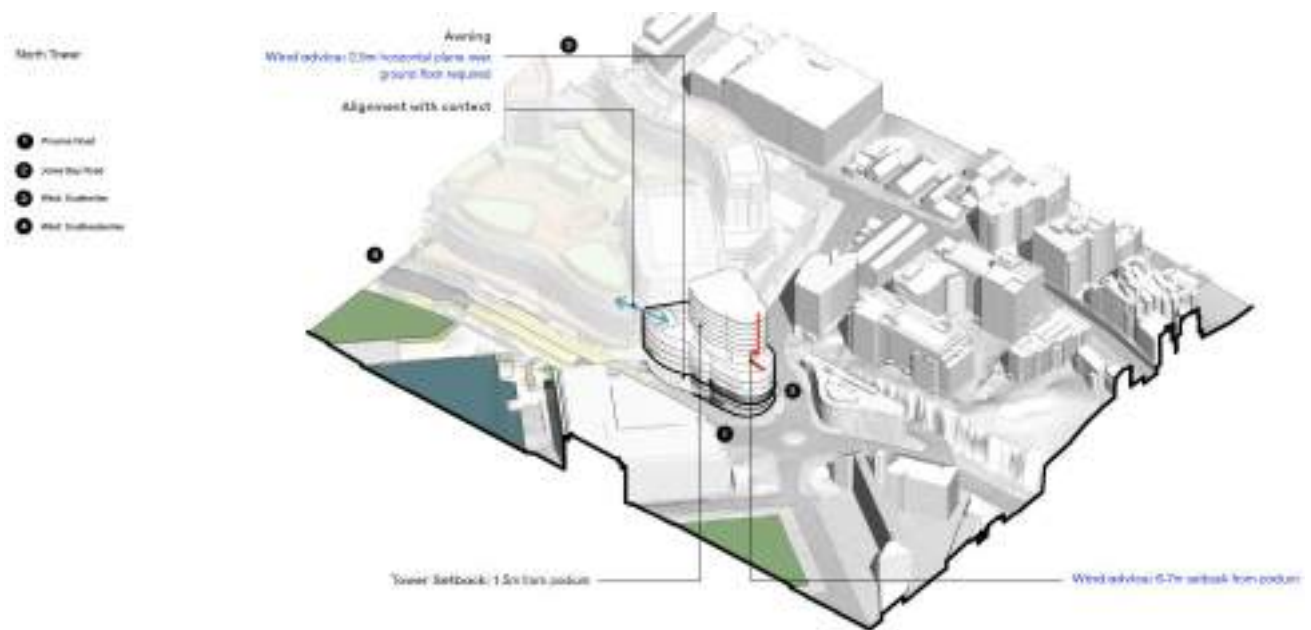


Figure 51 North Tower podium and lower levels

Source: FJMT

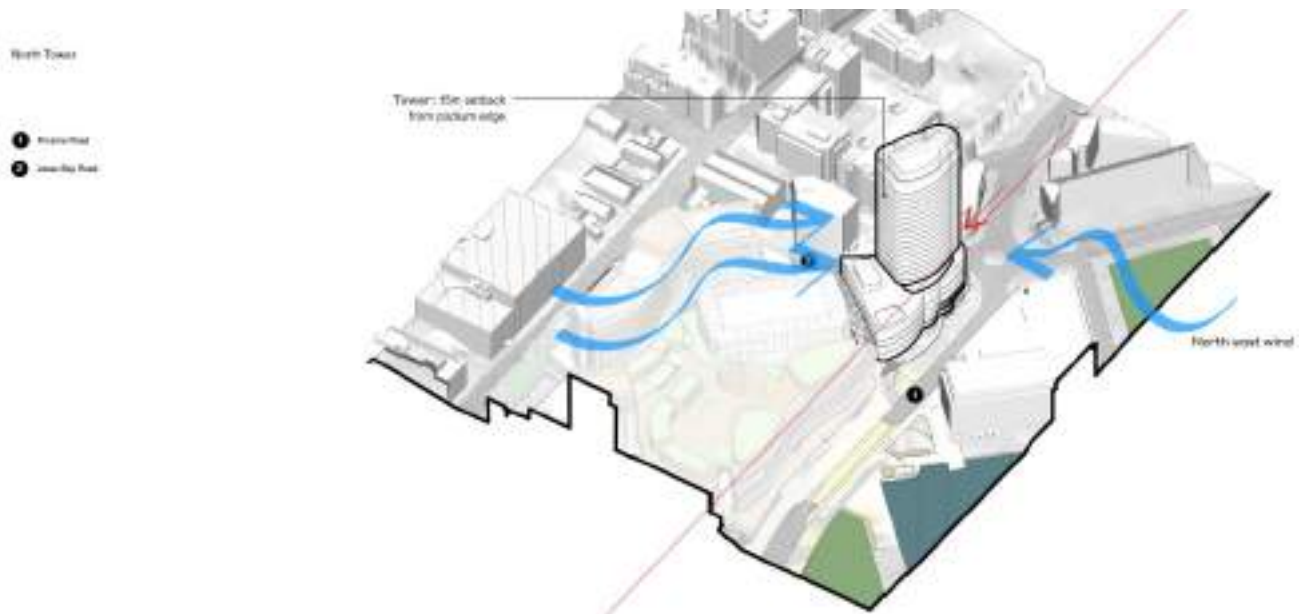


Figure 52 North Tower massing

Source: FJMT



Figure 53 North Tower podium

Source: FJMT

11.0 Discussion of key issues

11.1 View loss from the public domain

As can be seen from the photomontages, the proposal will not block significant views obtained from the public domain to elements in the landscape of natural or cultural significance. It certainly will not block such views explicitly identified and protected in planning instruments.

It is acknowledged that the proposal will block views to parts of the sky. However, as the below figure illustrates, the proposal blocks only a small amount of sky relative to that which is present in most views.



Figure 54 The proposal as seen from Balls Head

Source: Virtual Ideas

11.2 Consistency with desired future character

The PPPS has been endorsed by DPIE, and clearly identifies an intent to enable renewal of the precinct and surrounding area to the south. As has been shown, the PPPS also articulates the key aspects of desired future character. This is a clear difference in the background planning intent for Pyrmont since 2019. The proposal is now correctly considered against the PPPS.

Matters of built form scale are critical components of local character. In *Veloshin v Randwick Council* [2007] NSWLEC 428 (Veloshin), the LEC established a planning principle for the assessment of height, bulk and scale.

A key question identified in *Veloshin* is:

- ‘Where the planning controls are aimed at creating a new character, the existing character is of less relevance. The controls then indicate the nature of the new character desired. The question to be asked is ‘is the proposal consistent with the bulk and character intended by the planning controls?’

Under the PPPS ‘Darling Island is set to evolve over the next 20 years. Tourism, visitor and innovation businesses will attract, invest and reinvent their offerings within a globally-focused entertainment destination’.

There are 18 place priorities for the Darling Island sub-precinct.

Table 26 provided an assessment of the proposal against these place priorities. The finding of this assessment was that the proposal is consistent with the place priorities for the Darling Island sub-precinct.

Table 27 provided an assessment against the framework for The Star key site. The finding of this assessment is that the scale and massing of the proposal is consistent with this framework. In addition, there is further opportunity through the subsequent development of the Design Guide, the design excellence process and the DA process to further refine key aspects relevant to visual impact such as form, line, colour, texture and materiality.

11.3 Isolation

While not formally defined in the assessment, for the purposes of VIA an element in the landscape can be considered visually isolated where it appears to be located at distance from other elements of the same or similar type, and in particular in urban contexts, of similar scale and form.

The North Tower has a similar height and form to the existing Sofitel, the approved Harbourside redevelopment and built form proposed at Blackwattle Bay that is currently on public exhibition. Critically, the proposed South Tower provides a ‘stepping stone’ of height and form from the Sofitel to the North Tower.

Being located in the area identified as being capable of change along Pyrmont’s eastern foreshore, which extends further to the north and east of the site, will consolidate and strengthen this cluster of more significant development.

This has the potential to extend and be consistent with the key characteristics (eg, generous separation) of the existing line of tall buildings at Darling Harbour and Broadway into this part of the Peninsula (refer **Figure 55**). This will create as strong, new and

integrated urban edge to Pyrmont. At a city form level, this better visually connects this part of the Peninsula to the Sydney CBD.

On this basis, the proposal cannot be considered to isolated.



Figure 55 Simulated view of the proposal when viewed from above Barangaroo Headland

Source: FJMT

11.4 Prominence

While not formally defined in the assessment, for the purposes of VIA an element in the landscape can be considered visually prominent where it draws the eye due to substantial departure from the pattern of its surrounding landscape. While this is largely achieved vertical difference (ie, height) between a proposal and the prevailing height in the surrounding area and the nearest tall building, it may also be due to its bulk, form, colour or materiality.

While prominent when viewed against its immediate context, this is not the nature of most views. Rather, most views, in particular from the PVC, will enable the viewer to see the North Tower in a broader context that includes the South Tower and extends south to the Sofitel and future Harbourside. In some views, such as that from Balls Head, the line of tall buildings along the southern foreshore of Darling Harbour and that in Broadway will also be visible. The photomontages are supported by additional simulated views at **Figure 56**, **Figure 57** and **Figure 58**. Critically, the North Tower shares very similar height, bulk and form to that of the South Tower and this broader context.

Additionally, **Figure 58** shows that with the future realisation of the intent of the PPPS for the eastern Peninsula foreshore under the area capable of change concept, the proposal would appear as a new cluster of taller buildings in the background. Should the INSW proposal for Blackwattle Bay currently on public exhibition be approved, this would be joined by another cluster to its right side.

As is shown in views from the west, as well as that from Balls Head to the north, the proposal and this cluster would be seen in a visual context that includes the Sydney CBD as a prominent feature. It is of note that the proposal and associated cluster would appear as substantially smaller in height and footprint than the CBD. In this way, when seen from this direction they cannot be considered overly prominent.

Noting its smaller scale, the cluster appears compatible with the visual nature of the CBD. Furthermore, this urban form pattern is consistent with the common urban form typology of much of inner Sydney and increasingly more suburban parts of Sydney that comprises dense clusters of tall buildings widely separated by lower scale development.

It is acknowledged that in views from the east in the PVC such as Barangaroo, Kings Wharf and Pyrmont Bridge, the proposal would generally be prominent.

However, due to its general consistency of height and form with that of nearby towers in Darling Harbour and those that are enabled under the PPPS, that proposal is not considered to be overly prominent to the detriment of local and wider views from public vantage points.

Views from Barangaroo Central and Barangaroo Reserve are of particular note. When viewed from these locations, the immense scale and distinct form is visible (refer **Figure 59**). This serves as a visual marker against which the scale of other elements in the landscape is judged. On this basis, from these locations, the perception of the proposal's scale would appear less than would otherwise be the case.

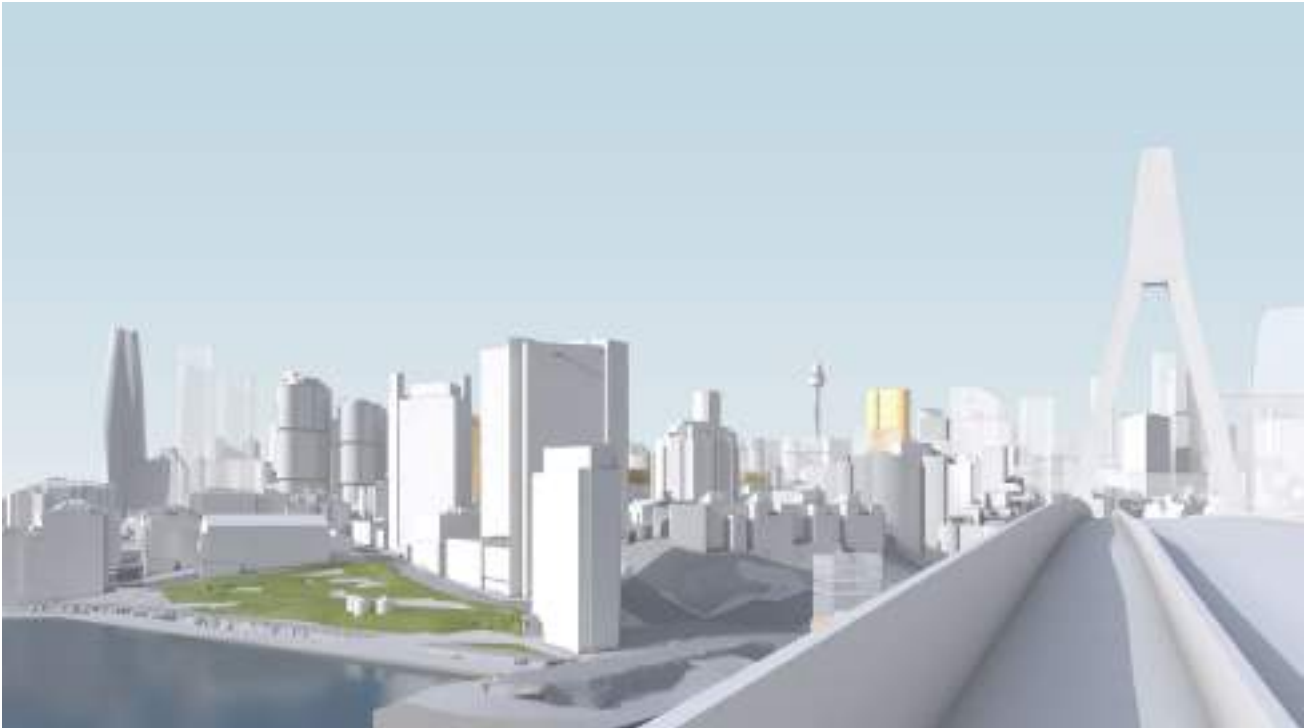


Figure 56 The proposal when seen from the Anzac Bridge pedestrian footpath

Source: FJMT



Figure 57 The proposal looking towards Jones Bay

Source: FJMT

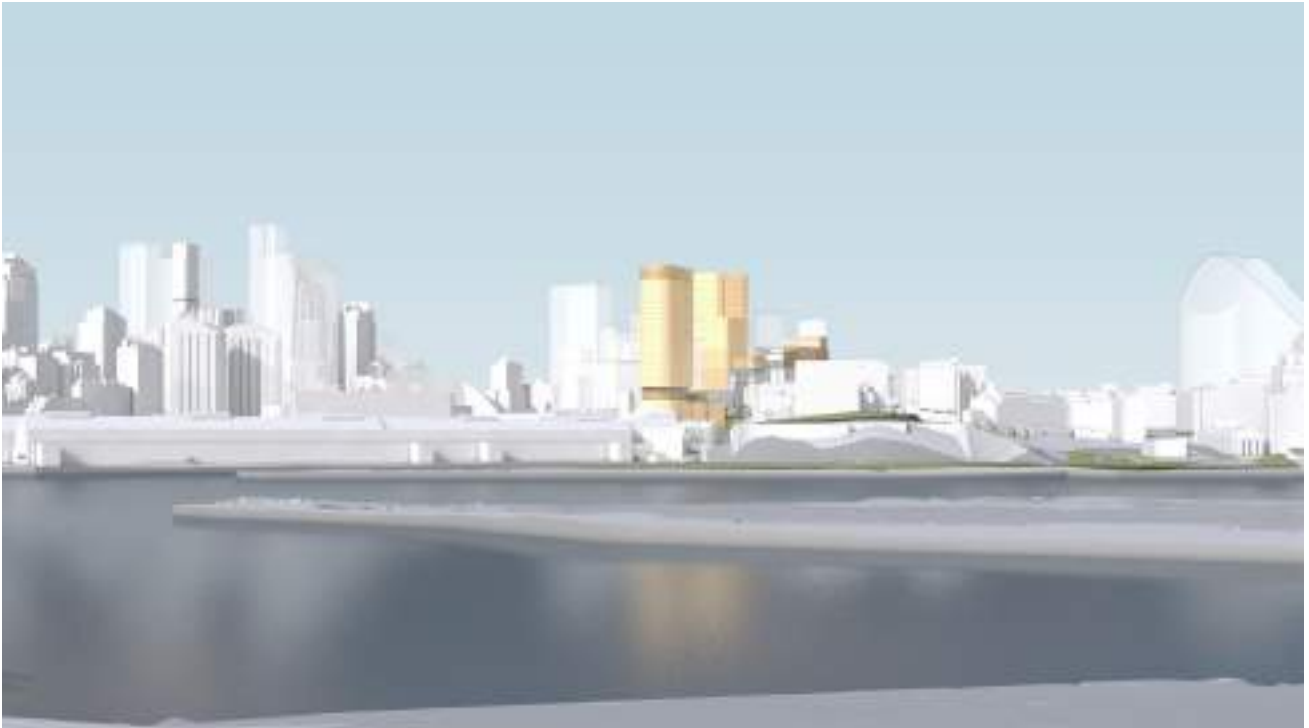


Figure 58 The proposal when seen from the Anzac Bridge pedestrian footpath

Source: FJMT



Figure 59 The proposal when seen in the broader context of Barangaroo

Source: FJMT

11.5 Impact on the Sydney Harbour foreshore

The proposal does not have a direct visual impact on the Sydney Harbour foreshore.

However, it will be seen from a range of views together with Sydney Harbour. As has been noted in the earlier discussion on isolation, the proposal and development enabled under the PPPS has the potential to extend and be consistent with the key characteristics (eg, generous separation) of the existing line of tall buildings at Darling Harbour and Broadway into this part of the Peninsula. This will create a strong, new and integrated urban edge to Pyrmont. At a city form level, this better visually connects this part of the Peninsula to the Sydney CBD.

Critically, this new urban form will clearly mark the location of Darling Harbour. As opposed to being an edge or dividing line, in this way Darling Harbour is reconceived as a focal point of the surrounding area.

11.6 Private domain

Appropriate to the strategic merit nature of this stage in the planning process, this VIA has focussed on the assessment of the proposal's impact. As part of the subsequent evolution of the planning process, it will be necessary to consider impact on views obtained from the nearby private domain in accordance with Tenacity.

As has been noted, the adoption of the PPPS as the endorsed strategic planning intent since fundamentally alters the lens through which reasonableness of impact on views obtained from the nearby private domain should be considered.

It is also noted that DPIE's assessment of previous proposals found that when viewed in their own right and independent of scale, impact on private views was generally acceptable.

However, clearly as part of subsequent planning process, a new VIA should be prepared that considers the impact of the South Tower on views obtained from the nearby private domain. Consideration should be based on detailed assessment placing new form in views as is shown in **Figure 60**.

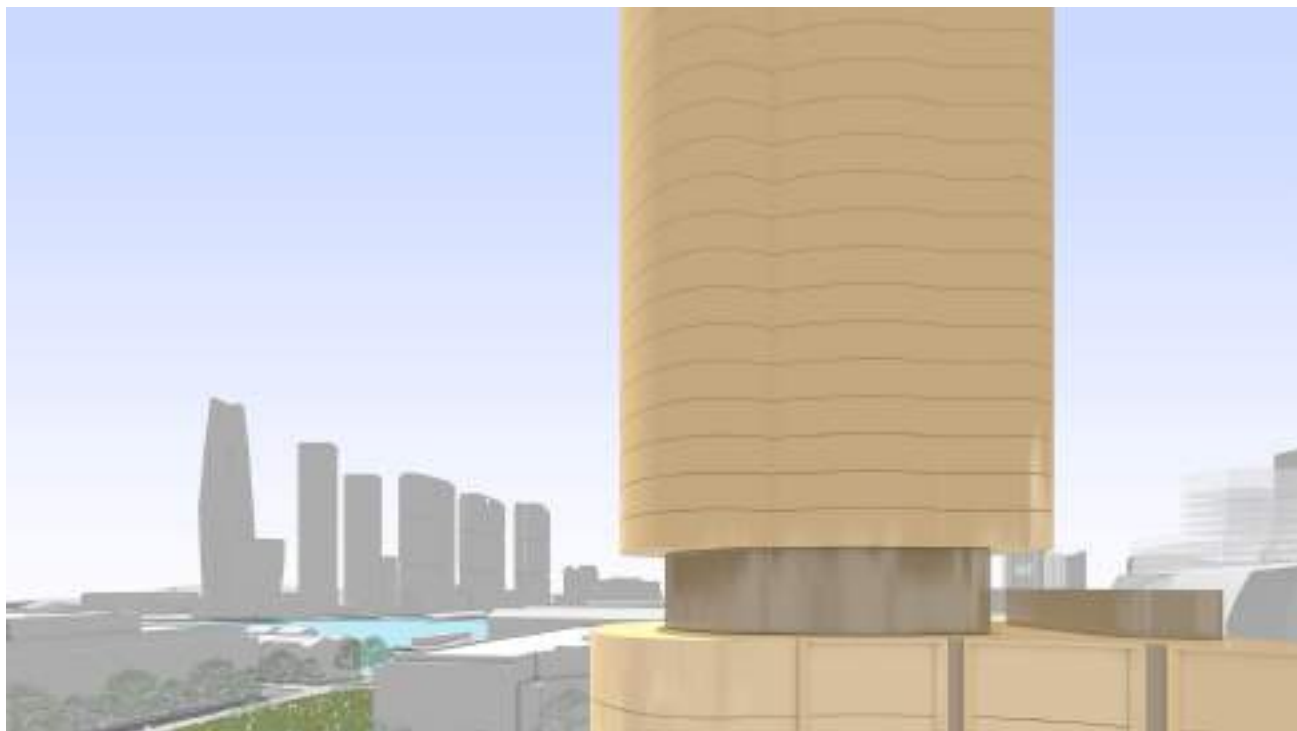


Figure 60 View of the North Tower from nearby private residences

Source: Ethos Urban

12.0 Mitigation measures

There are three broad types of mitigation measures:

1. avoid
1. minimise
2. offset.

This is generally consistent with the principles for the management of environmental impacts in the GLVIA3 (part 3.37).

Under the GLVIA3 (part 4.21), there are a number of stages in the development process when mitigation measures should be considered. Of relevance to this 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 design documentation, the proposal has been the subject of a rigorous technical and engagement process that has include consideration of visual impact matters and involved engagement with the State Design Review Panel. This has resulted in the incorporation of a number of primary measures appropriate to this stage in the

planning process (eg, siting and massing / form measures) that seek to avoid and minimise any potential significant adverse visual impacts.

As has been determined by this VIA, the incorporation of these mitigation 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 further investigation be undertaken and secondary measures be considered as part of subsequent planning processes. These include:

- investigation of the proposals potential impact on views currently obtained from the nearby private domain
- inclusion of appropriate visual impact objectives in the Design Guide
- undertaking of a design excellence process
- careful attention to form, line, materiality and colour as part of any DA process for proposal, including as part of design development or as a condition of development consent.

13.0 Conclusion

The key question to be addressed by this VIA was whether the proposal, and in particular the scale of new built form, gives rise to significant, unacceptable visual impact on the public domain that cannot be appropriately mitigated through the planning framework or conditions of development consent.

Consideration of significance found that:

- due to the relationship between natural and built factors, including Darling Harbour, topography, the public domain and built form, in the longer range the proposal would be most visible from viewpoints located to the east of the site including the eastern foreshore of Darling Harbour at locations such as Barangaroo and the Pyrmont Bridge
- due to the arrangement of the public domain and built form, in particular the narrowness of streets, their north-south alignment and the scale and density of buildings, opportunities to see the proposal within the Pyrmont Peninsula would be limited
- the proposal would be visible by a range and large number of people in the public domain, in particular those using the eastern Darling Harbour promenade for outdoor recreation
- a number of viewpoints were selected to represent the potential visual impact of the proposal on the PVC. These viewpoints were selected from the considerable VIA body of work already existing for The Star Sydney
- as the views are of inner urban visual settings that includes buildings of a similar type and scale of the proposal, most of these viewpoints have a medium level of sensitivity to

the nature of change proposed. Some are of higher value based on their visual characteristics, in particular due to the presence of an 'iconic' element in the form of Sydney Harbour

- the proposal will be visible as a new element in the background of most views
- while the nature of visual impact varied with each view depending on factors such as distance, angle and relative elevation, a common visual impact is alteration of the predominantly horizontal composition of the Pyrmont Peninsula skyline by the introduction of two new more vertically aligned element in the form of the North Tower and the South Tower
- while in the selected close range view the North Tower will be prominent, the effect of this will be reduced by the existing presence of buildings of considerable scale (eg, The Star Grand) in precinct
- the proposal will not block any significant views identified by planning instruments currently obtained from the public domain
- the magnitude of the nature of change proposed ranges from noticeable to considerable.

The combination of a moderate – high sensitivity to the nature of change proposed and a noticeable to considerable magnitude of change results in a moderate to high significance of visual impact. This is considered to satisfy the threshold for significant visual impact.

Consideration of acceptability was made against the PPPS as the endorsed statement of State government strategic planning intent for the Pyrmont Peninsula. Assessment found that the proposal is consistent with the strategic intent of the PPPS, in particular the enabling of significant renewal including greater heights in a corridor of land that includes the precinct along the Peninsula's foreshore with Darling Harbour. Assessment also found that the proposal is both consistent with the place priorities and the special considerations for master planning, including the numeric height controls.

Given this consistency with the PPPS, the VIA has concluded that while it gives rise to significant visual impact, this impact is acceptable.

The proposal would be read as a logical and integrated extension of the existing line of taller buildings at the southern end of Darling Harbour and Broadway. This is due to:

- compatible height and form of the North Tower with that of existing towers to the south
- establishment of the South Tower as a 'stepping stone' of similar height and form
- the PPPS enabling of the extension and consolidation of development of scale northwards.

While the visual impact is assessed as being acceptable, it is nonetheless recommended that further investigation be undertaken and mitigation measures be considered as part of subsequent planning processes. These include:

- investigation of the proposal's potential impact on views currently obtained from the nearby private domain
- inclusion of appropriate visual impact provisions in the Design Guide
- undertaking of a design excellence process
- careful attention to form, line, materiality and colour as part of any DA process for proposal, including as part of design development or as a condition of development consent.

It is the key finding of this VIA that the proposal does not give rise to significant, unacceptable visual impact on the public domain that cannot be appropriately mitigated through the planning framework or conditions of development consent. on the balance of relevant considerations. On this basis, the conclusion of this VIA is that the proposal can be supported on the grounds of visual impact on the public domain appropriate to this stage of the planning process.

Appendix A. Visual impact evidence (Virtual Ideas)

The Star, Pyrmont

Visual impact photomontage and methodology report

July 2021

VIRTUAL IDEAS

1. INTRODUCTION

This document was prepared by Virtual Ideas to demonstrate the visual impact of the proposed developments of The Star with respect to the existing built form and existing site conditions.

2. OUR EXPERTISE

Virtual Ideas is an architectural visualisation company that has over 15 years experience in preparing visual impact assessment content and reports on projects of major significance that meet the requirements for relevant local and state planning authorities.

Our reports have been submitted as evidence in proceedings in both the Land and Environment Court and the Supreme Court of NSW. Our director, Grant Kolln, has been an expert witness in the field of visual impact assessment in the Supreme Court of NSW.

Virtual Ideas' methodologies and outcomes have been inspected by various court appointed experts in relation to previous visual impact assessment submissions, and have always been found to be accurate and acceptable.

3. PHOTOMONTAGE METHODOLOGY

The following describes the process that we undertake to create the photomontage renderings that form the basis of this report.

3.1 DIGITAL 3D SCENE CREATION

The first step in our process is the creation of an accurate, real world scale digital 3D scene that is positioned at a common reference point using MGA-56 (GDA 94) coordinates system.

We use a variety of data from various sources to create the 3D scene, most commonly survey data from registered surveyors, 3D photogrammetric models of cities and building 3D models supplied by Architects. See Appendix B for overview of 3D model received.

All data is imported into the 3D scene at real world scale and positioned to a common reference point. This common reference point is established by using the MGA-56 (GDA 94) coordinates system. When we receive data sources that are not positioned to MGA-56 (GDA 94) coordinates we use common points in the data sources that can be aligned to points in other data sources that are positioned at MGA-56 (GDA 94). This can be data such as site boundaries and building outlines. Descriptions of how we have aligned each data source can also be found in Section 3.4.

Once the various data sources have been imported and positioned with reference to each other, we then create digital 3D cameras in the 3D scene. The camera locations selected for the 7 photomontage locations in this report, have been recommended by Ethos Urban, taking into consideration the topology of the site, the future built form, residential properties adjacent to the site and existing vegetation. These positions have been approved by our client and the planner.

3.2 SITE PHOTOGRAPHY

Using the 3D scene digital camera locations as our reference, we then capture site photography from locations as close as possible to the digital camera locations. In some cases we may need to modify the location due to site conditions that were not visible prior to conducting the photo shoot.

Camera lenses for each photograph are selected taking a variety of factors into consideration including the distance from the site, the size of the proposed development with respect to existing built form and landscape and any specific planning authority requirements.

In some cases a specific lens requirement set by planning authorities may not produce a photomontage that is effective for visual impact assessment. In the cases where we are required to satisfy a specific lens stipulation, and we consider that this is not effective for assessment of visual impact, we will either outline the extent of the longer lens.

Full meta data of the photographs are recorded during the site photography. The critical data we extract is data, time, and lens width or field of view.

3.3 SITE AND PHOTOGRAPHY LOCATION SURVEY

To correctly adjust the digital cameras in our 3D scenes to match the positions of the site photography, we engage a registered surveyor to survey all camera locations and reference this survey to MGA 56 (GDA 94) coordinates.

In addition to the camera locations we also instruct the surveyor to survey selected features that are visible in the photographs from each individual location. This might include building corners, kerb lines, posts etc.

This survey data can be found in Appendix C.

3.4 ALIGNMENT OF 3D SCENE TO PHOTOGRAPHY

To align the 3D scene to the photograph we first import the site and photography location survey data into the 3D scene. We then load the photograph into the background of the corresponding 3D scene camera view, ensuring that the aspect ratio and lens setting match. The 3D scene camera is moved to the surveyed position and rotated so that the surveyed feature locations match the same features in the photograph. Additional surveyed data can be used to assist alignment such as existing site surveys and photogrammetric 3D models.

3.5 RENDERING AND PHOTOMONTAGE CREATION

After the camera alignment we add lighting to the 3D scene.

A digital sunlight system is added in the 3D scene to match the lighting direction of the sun in the photograph. This is done using the software sunlight system that matches the sun angle using location data and time and date information. This data is extracted from the metadata of the site photographs.

Images are then rendered from the software and layered over the photograph.

4. MAP OF PHOTOGRAPHY LOCATIONS



Cam 01 - View south from Balls Head Reserve

Cam 07 - View southwest from Barangaroo foreshore



Cam 02 - View west from King Street Wharf

Cam 03 - View south from Pirrama Road and Jones Bay Road roundabout

Cam 04 - View north/west on the waterfront walk Pyrmont Bay Park

Cam 05 - View north/east near Union Square

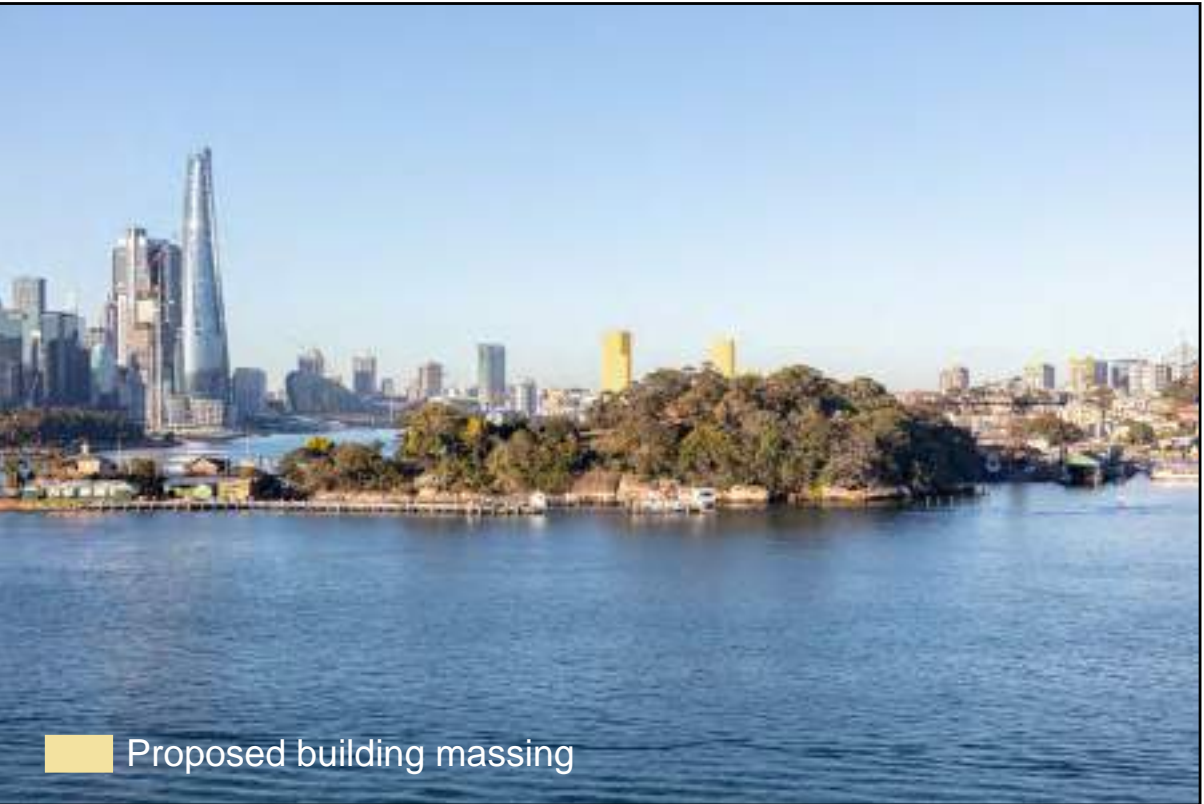
Cam 06 - View north/west from Pyrmont Bridge

5.1 CAMERA POSITION 1

ORIGINAL PHOTOGRAPH



PHOTOMONTAGE INCLUDING PROPOSED BUILDING MASSING



PHOTOGRAPH DETAILS

Photo Date: 13th July 2021
Camera used: Canon EOS 5DS R
Camera lens: 24-105mm f/0
Focal length in 35mm film: 50mm

PHOTOMONTAGE INCLUDING PROPOSED SURROUNDING BUILDING MASSING



ORIGINAL PHOTOGRAPH INCLUDING SURVEYED ALIGNMENT DATA



5.1 CAMERA POSITION 1

ORIGINAL PHOTOGRAPH



5.1 CAMERA POSITION 1

PHOTOMONTAGE INCLUDING PROPOSED BUILDING MASSING



5.1 CAMERA POSITION 1

PHOTOMONTAGE INCLUDING PROPOSED SURROUNDING BUILDING MASSING



5.1 CAMERA POSITION 1

ORIGINAL PHOTOGRAPH INCLUDING SURVEYED ALIGNMENT DATA

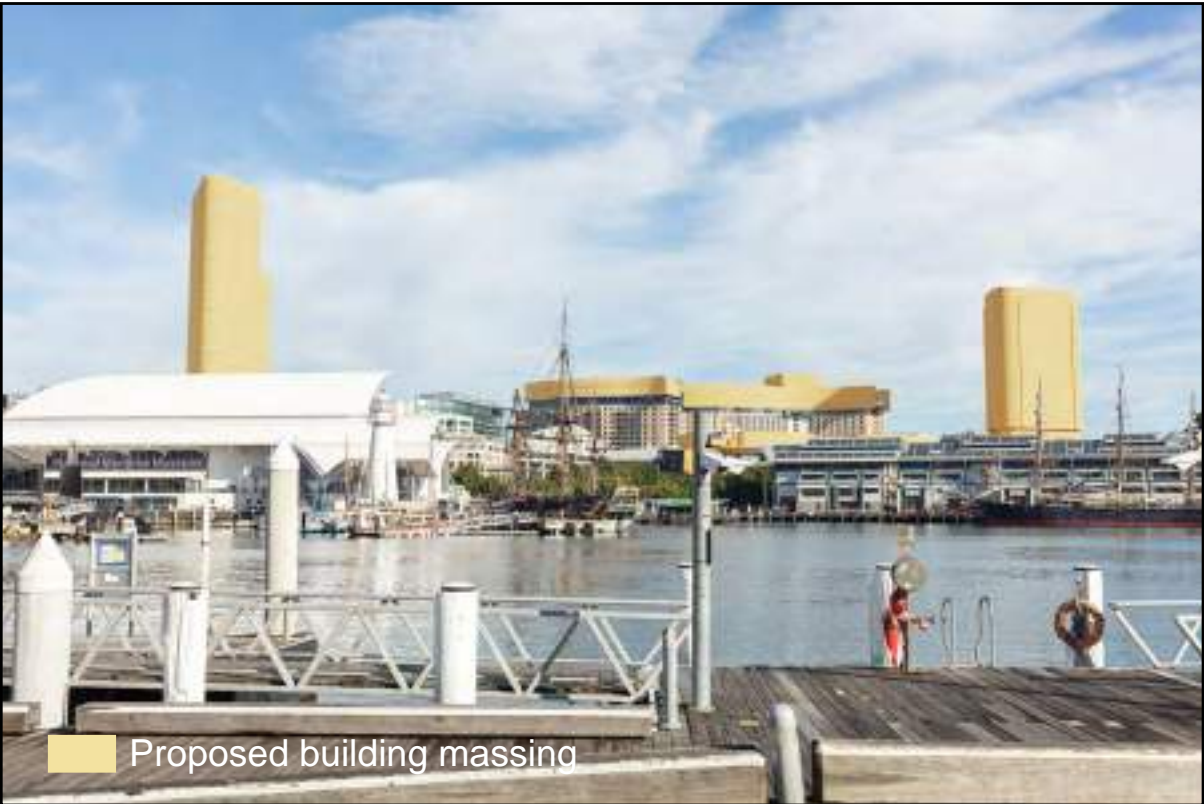


5.2 CAMERA POSITION 2

ORIGINAL PHOTOGRAPH



PHOTOMONTAGE INCLUDING PROPOSED BUILDING MASSING



PHOTOGRAPH DETAILS
Photo Date: 12th July 2021
Camera used: Canon EOS 5DS R
Camera lens: EF 16-35 f/4L IS USM
Focal length in 35mm film: 35mm

PHOTOMONTAGE INCLUDING PROPOSED SURROUNDING BUILDING MASSING



ORIGINAL PHOTOGRAPH INCLUDING SURVEYED ALIGNMENT DATA



5.2 CAMERA POSITION 2

ORIGINAL PHOTOGRAPH



5.2 CAMERA POSITION 2

PHOTOMONTAGE INCLUDING PROPOSED BUILDING MASSING



5.2 CAMERA POSITION 2

PHOTOMONTAGE INCLUDING PROPOSED SURROUNDING BUILDING MASSING



5.2 CAMERA POSITION 2

ORIGINAL PHOTOGRAPH INCLUDING SURVEYED ALIGNMENT DATA



5.3 CAMERA POSITION 3

ORIGINAL PHOTOGRAPH



PHOTOMONTAGE INCLUDING PROPOSED BUILDING MASSING



PHOTOGRAPH DETAILS
Photo Date: 12th July 2021
Camera used: Canon EOS 5DS R
Camera lens: EF 16-35 f/4L IS USM
Focal length in 35mm film: 24mm

PHOTOMONTAGE INCLUDING PROPOSED SURROUNDING BUILDING MASSING



ORIGINAL PHOTOGRAPH INCLUDING SURVEYED ALIGNMENT DATA



5.3 CAMERA POSITION 3

ORIGINAL PHOTOGRAPH



5.3 CAMERA POSITION 3

PHOTOMONTAGE INCLUDING PROPOSED BUILDING MASSING



5.3 CAMERA POSITION 3

PHOTOMONTAGE INCLUDING PROPOSED SURROUNDING BUILDING MASSING



5.3 CAMERA POSITION 3

ORIGINAL PHOTOGRAPH INCLUDING SURVEYED ALIGNMENT DATA

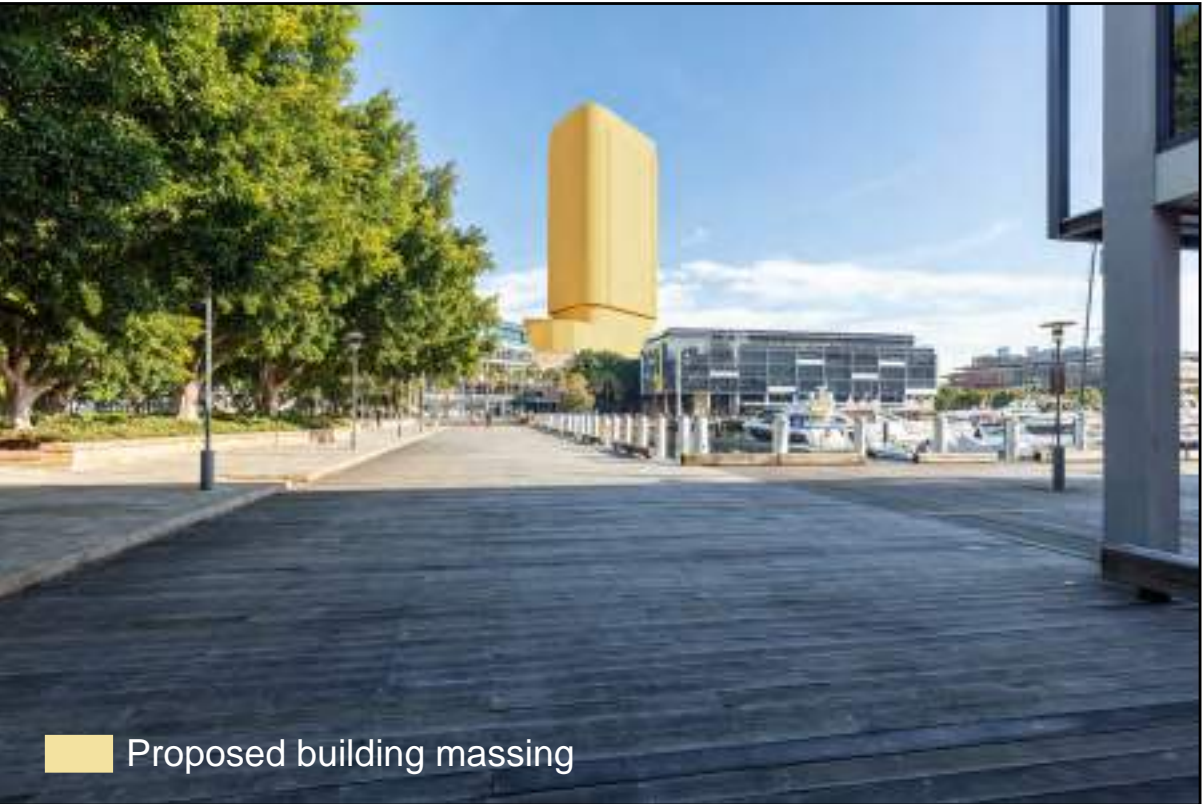


5.4 CAMERA POSITION 4

ORIGINAL PHOTOGRAPH



PHOTOMONTAGE INCLUDING PROPOSED BUILDING MASSING



PHOTOGRAPH DETAILS
Photo Date: 12th July 2021
Camera used: Canon EOS 5DS R
Camera lens: EF 16-35 f/4L IS USM
Focal length in 35mm film: 20mm

PHOTOMONTAGE INCLUDING PROPOSED SURROUNDING BUILDING MASSING



ORIGINAL PHOTOGRAPH INCLUDING SURVEYED ALIGNMENT DATA



5.4 CAMERA POSITION 4

ORIGINAL PHOTOGRAPH



5.4 CAMERA POSITION 4

PHOTOMONTAGE INCLUDING PROPOSED BUILDING MASSING



5.4 CAMERA POSITION 4

PHOTOMONTAGE INCLUDING PROPOSED SURROUNDING BUILDING MASSING



5.4 CAMERA POSITION 4

ORIGINAL PHOTOGRAPH INCLUDING SURVEYED ALIGNMENT DATA

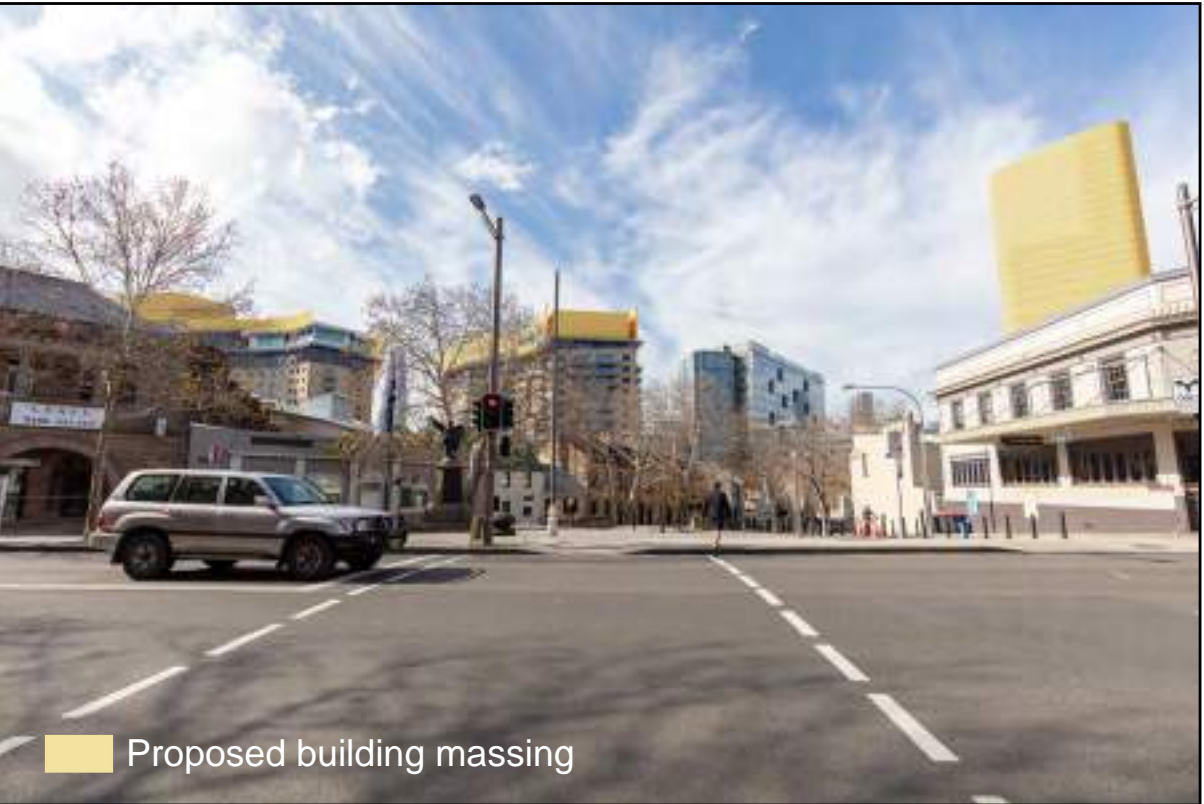


5.5 CAMERA POSITION 5

ORIGINAL PHOTOGRAPH



PHOTOMONTAGE INCLUDING PROPOSED BUILDING MASSING



PHOTOGRAPH DETAILS
Photo Date: 12th July 2021
Camera used: Canon EOS 5DS R
Camera lens: EF 16-35 f/4L IS USM
Focal length in 35mm film: 16mm

PHOTOMONTAGE INCLUDING PROPOSED SURROUNDING BUILDING MASSING



ORIGINAL PHOTOGRAPH INCLUDING SURVEYED ALIGNMENT DATA



5.5 CAMERA POSITION 5

ORIGINAL PHOTOGRAPH



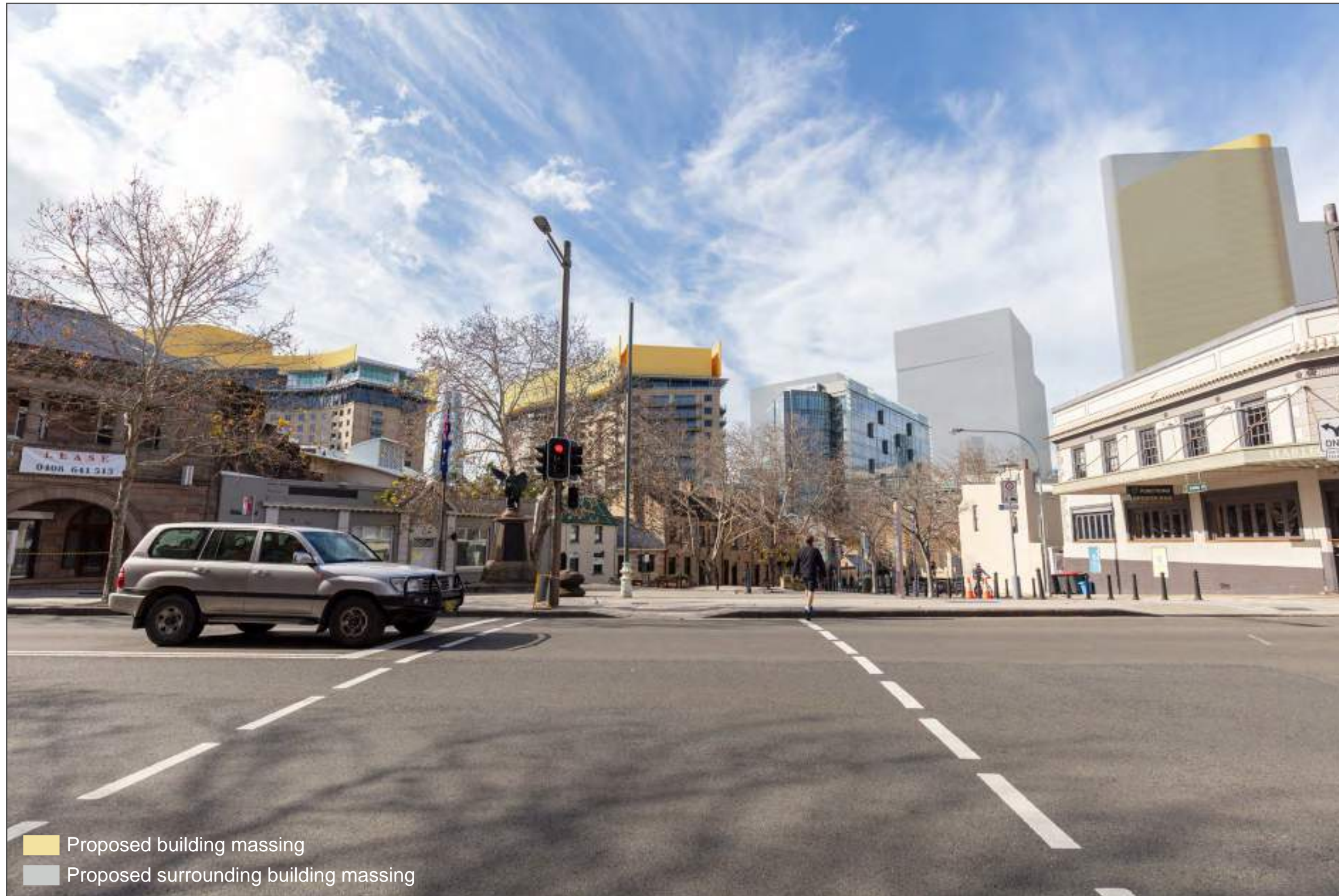
5.5 CAMERA POSITION 5

PHOTOMONTAGE INCLUDING PROPOSED BUILDING MASSING



5.5 CAMERA POSITION 5

PHOTOMONTAGE INCLUDING PROPOSED SURROUNDING BUILDING MASSING



5.5 CAMERA POSITION 5

ORIGINAL PHOTOGRAPH INCLUDING SURVEYED ALIGNMENT DATA

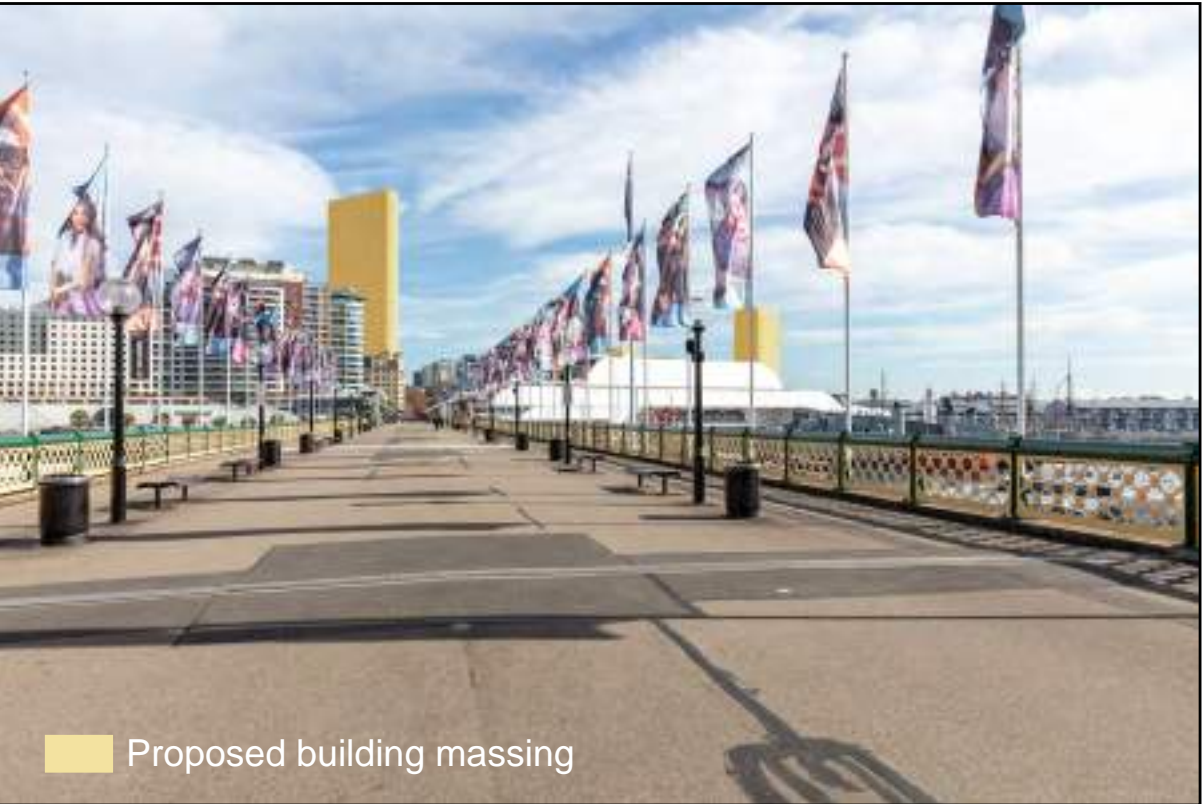


5.6 CAMERA POSITION 6

ORIGINAL PHOTOGRAPH

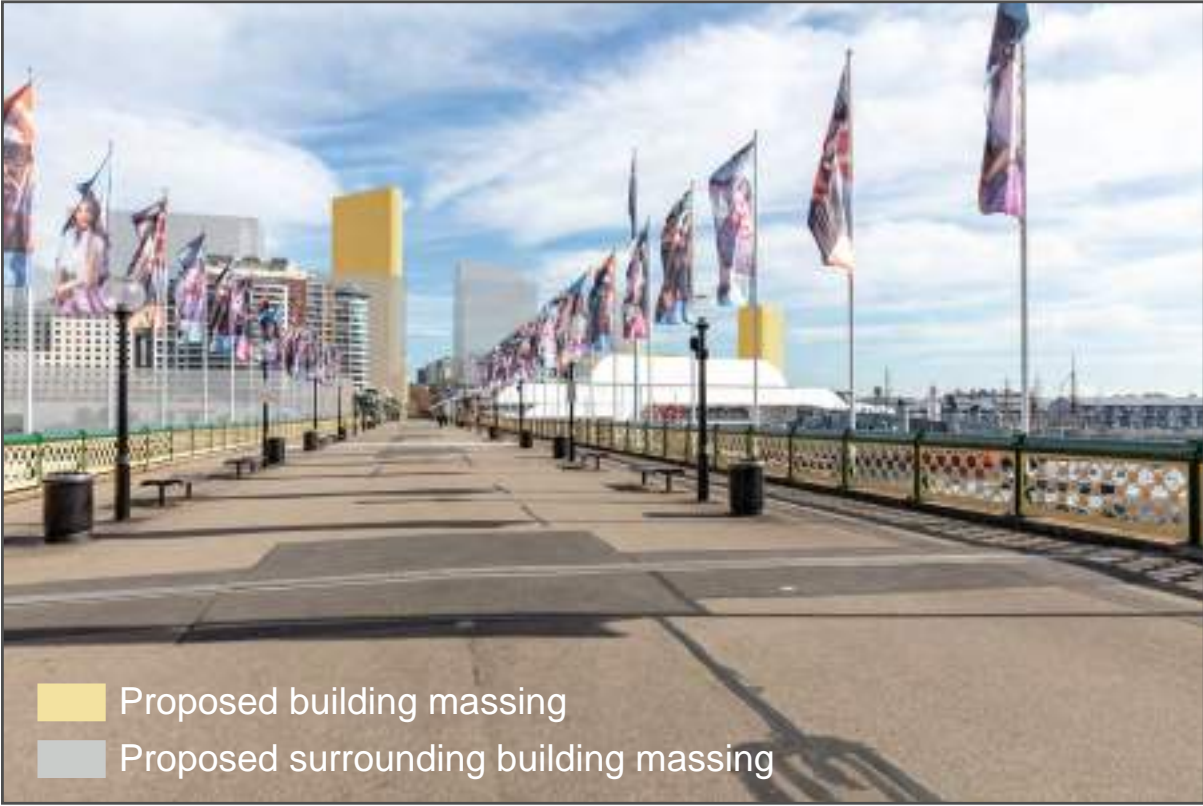


PHOTOMONTAGE INCLUDING PROPOSED BUILDING MASSING



PHOTOGRAPH DETAILS
Photo Date: 12th July 2021
Camera used: Canon EOS 5DS R
Camera lens: EF 16-35 f/4L IS USM
Focal length in 35mm film: 24mm

PHOTOMONTAGE INCLUDING PROPOSED SURROUNDING BUILDING MASSING

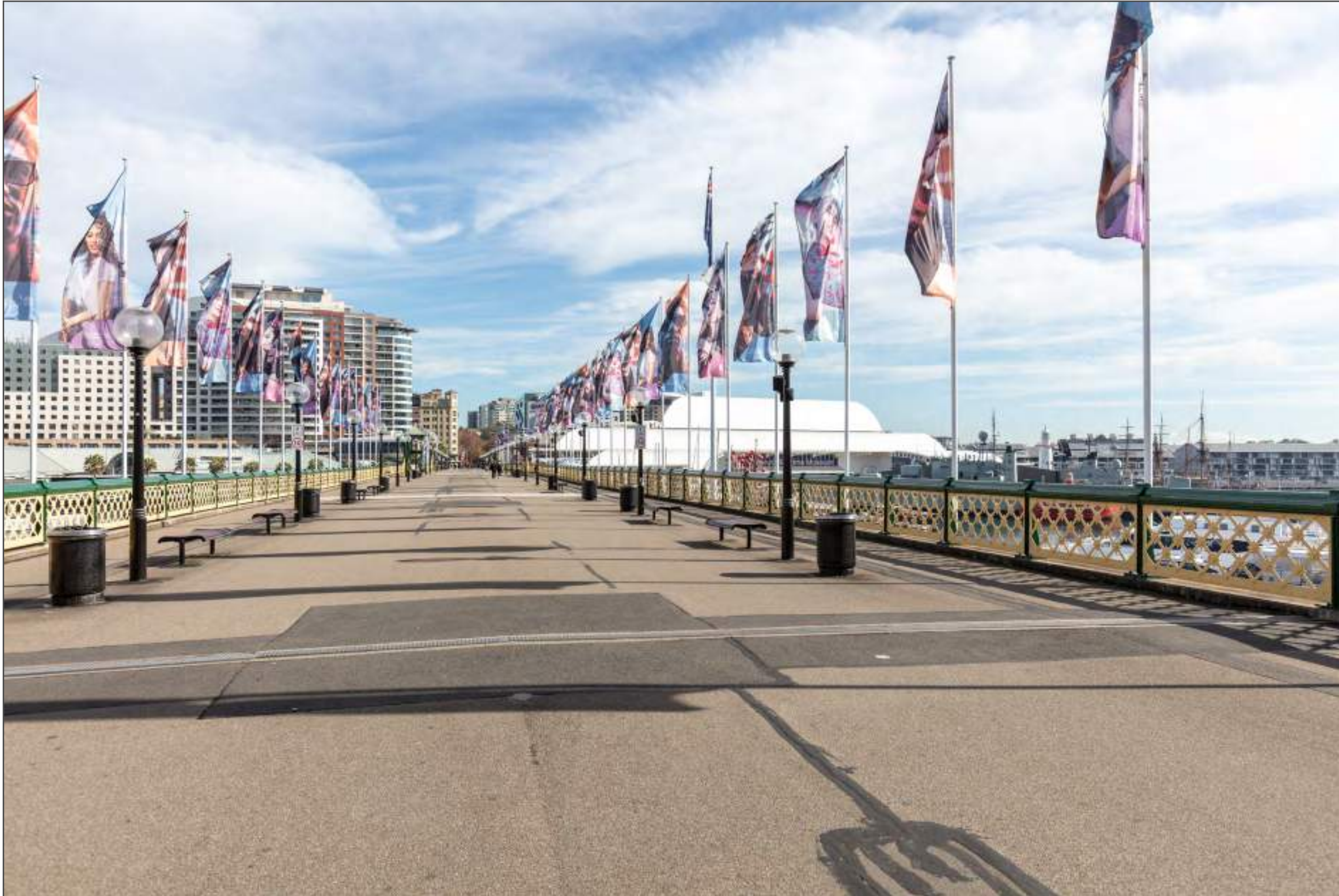


ORIGINAL PHOTOGRAPH INCLUDING SURVEYED ALIGNMENT DATA



5.6 CAMERA POSITION 6

ORIGINAL PHOTOGRAPH



5.6 CAMERA POSITION 6

PHOTOMONTAGE INCLUDING PROPOSED BUILDING MASSING



5.6 CAMERA POSITION 6

PHOTOMONTAGE INCLUDING PROPOSED SURROUNDING BUILDING MASSING



5.6 CAMERA POSITION 6

ORIGINAL PHOTOGRAPH INCLUDING SURVEYED ALIGNMENT DATA



5.7 CAMERA POSITION 7

ORIGINAL PHOTOGRAPH



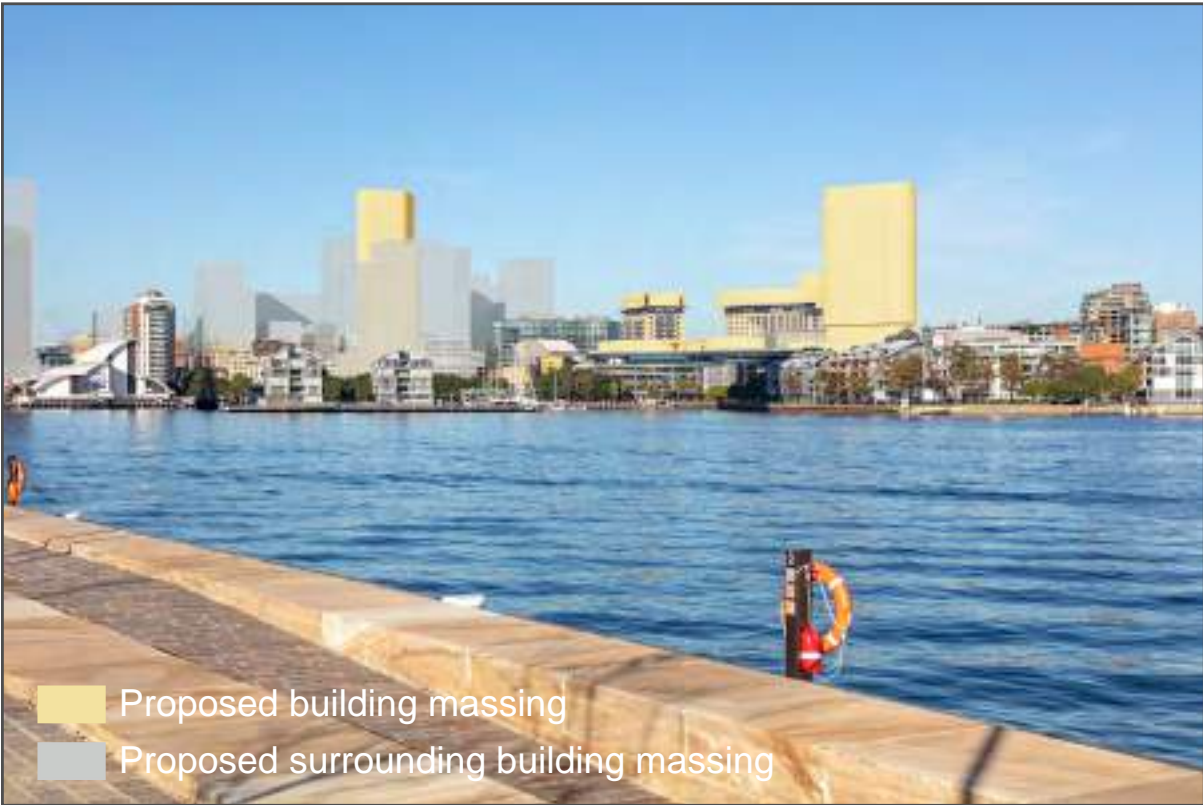
PHOTOMONTAGE INCLUDING PROPOSED BUILDING MASSING



PHOTOGRAPH DETAILS

Photo Date: 13th July 2021
Camera used: Canon EOS 5DS R
Camera lens: 24-105mm f/0
Focal length in 35mm film: 50mm

PHOTOMONTAGE INCLUDING PROPOSED SURROUNDING BUILDING MASSING



ORIGINAL PHOTOGRAPH INCLUDING SURVEYED ALIGNMENT DATA



5.7 CAMERA POSITION 7

ORIGINAL PHOTOGRAPH



5.7 CAMERA POSITION 7

PHOTOMONTAGE INCLUDING PROPOSED BUILDING MASSING



5.7 CAMERA POSITION 7

PHOTOMONTAGE INCLUDING PROPOSED SURROUNDING BUILDING MASSING



5.7 CAMERA POSITION 7

ORIGINAL PHOTOGRAPH INCLUDING SURVEYED ALIGNMENT DATA



APPENDIX A: 3D SCENE DATA SOURCES

A.1 - 3D Model of proposed building envelope (Appendix B)

Author: FJMT
Format: Din3D
Alignment: Site boundary positioned to MGA 56

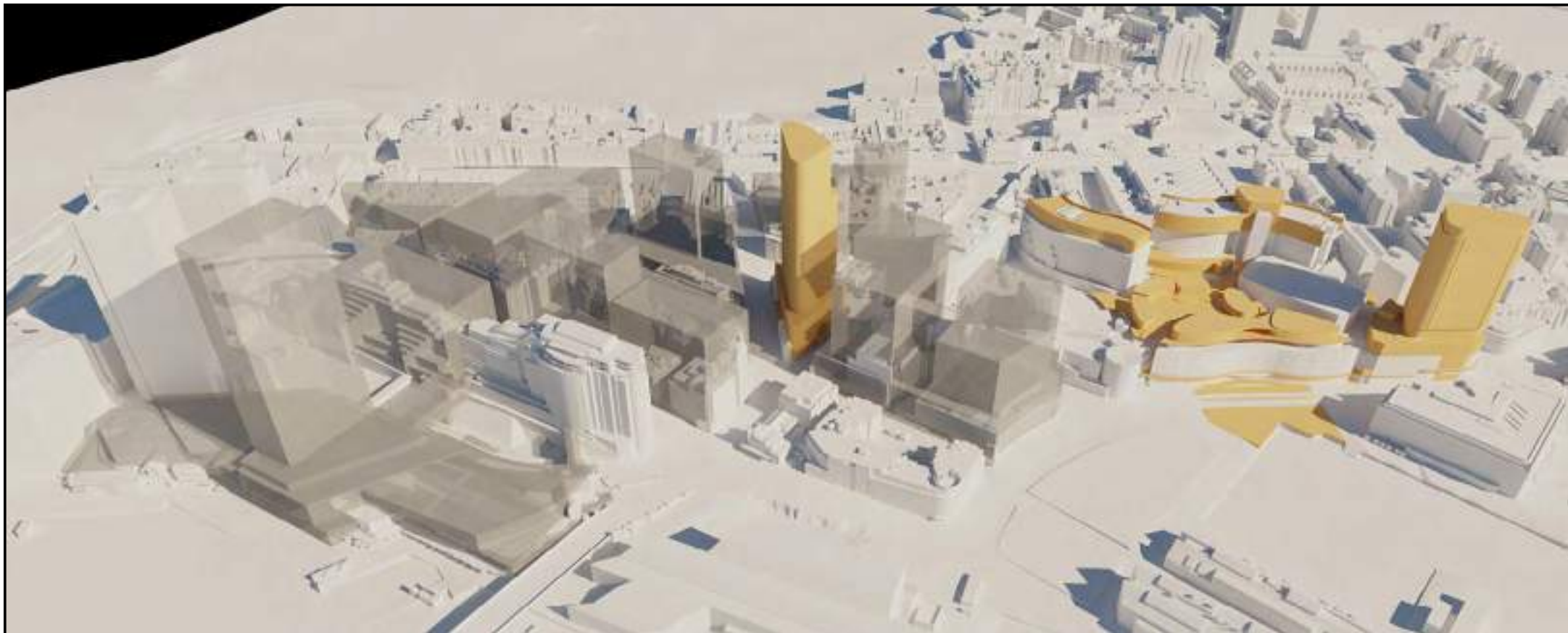
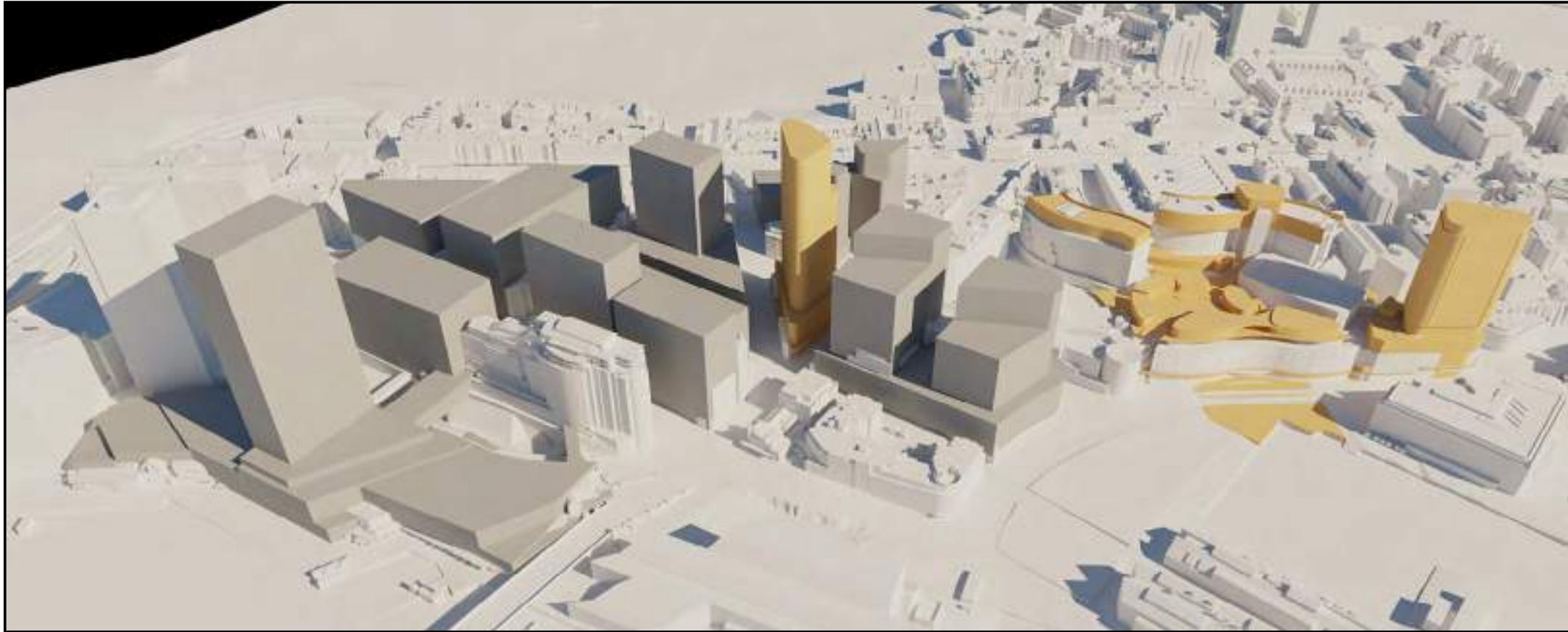
A.2 - Location Survey data (Appendix C)

Author: CMS
Format: AutoCAD
Alignment: Supplied referenced to MGA 56

A.3 - Surveyed Sydney city model (Appendix D)


Author: AAM
Format: AutoCAD
Alignment: Supplied referenced to MGA 56

APPENDIX B: OVERVIEW OF 3D MODELS OF PROPOSED BUILDING MASSING AND FUTURE BUILDING MASSINGS




APPENDIX C: CMS SURVEY OF CAMERA LOCATIONS AND ALIGNMENT POSITIONS

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CMS Surveyors Pty Limited
A.B.N. 79 096 240 201
LAND SURVEYING, PLANNING & DEVELOPMENT CONSULTANTS



CMS
SURVEYORS

Date: 14-07-2021
Our Ref: 20525 Photo Locations

Studio 71/61 Marlborough Street
Surry Hills
NSW 2010

Dear Rick Mansfield,

RE: PHOTO LOCATIONS – The Star Casino, PYRMONT


As requested, we have attended site and measured the Co-ordinates and Elevation of the photo locations for The Star Casino, Pyrmont.

Co-ordinates are MGA 56 (GDA 94) and elevation to Australian Height datum (AHD).

Measurements were taken using theodolite measurement and GNSS measurements.

DWG of locations has also been supplied.


Point Number	Easting	Northing	Reduced Level (RL)	Photo Point
1	333204.566	6253329.163	Ground RL 22.47	PHOTO 1
2	333638.876	6251014.293	Ground RL 2.30	PHOTO 2
3	333036.496	6251209.659	Ground RL 5.98	PHOTO 3
4	333261.784	6251028.194	Ground RL 1.97	PHOTO 4
5	332937.663	6250827.459	Ground RL 17.29	PHOTO 5
6	333658.930	6250720.017	Ground RL 11.66	PHOTO 6
7	333537.010	6251860.269	Ground RL 3.25	PHOTO 7
103	333341.308	6252878.789	15.63	CHIMNEY
104	333340.822	6252878.771	15.63	CHIMNEY
105	333220.181	6252930.746	5.31	ROOF RIDGE
106	333124.406	6252903.894	1.75	PIER
107	333104.680	6252882.014	1.78	PIER
108	333182.003	6252911.530	4.09	TOP OF GUTTER
109	333384.739	6251257.795	18.61	TOP OF GUTTER
110	333328.110	6251273.577	18.59	TOP OF GUTTER
111	333194.634	6251502.026	21.89	ROOF RIDGE
112	333529.902	6251848.600	3.63	PIER
113	333532.812	6251822.423	3.64	PIER
114	333625.947	6251005.668	3.56	PIER
115	333616.647	6251004.569	5.27	PIER



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Point Number	Easting	Northing	Reduced Level (RL)	Photo Point
116	333441.002	6250946.568	24.85	PIER
117	333440.983	6250946.564	25.60	PIER
118	333620.261	6251019.053	2.99	PIER
119	333324.955	6251015.653	15.98	ROOF
120	333398.667	6250951.241	16.90	ROOF
121	332957.770	6250821.162	27.15	LIGHT POLE
122	332969.251	6250830.738	24.37	LIGHT POLE
123	332949.166	6250838.092	26.87	LIGHT POLE
124	332962.135	6250823.790	18.13	BOLLARD
125	332945.474	6250862.710	19.83	WINDOW
126	332943.808	6250848.449	17.37	TREE
127	333016.279	6251067.614	65.04	PARAPET
128	333049.434	6251167.571	21.15	WINDOW
129	333063.157	6251169.430	20.30	LIGHT POLE
130	333031.134	6251178.347	10.02	SIGN
131	333025.837	6251183.223	6.86	SIGN
132	333128.641	6251118.725	25.42	BUILDING
133	333236.827	6251031.168	5.85	LIGHT POLE
134	333257.572	6251036.387	5.60	UNDERSIDE BEAM
135	333247.232	6251041.994	2.32	SEAT
136	333243.130	6251023.783	2.80	TOP OF WALL
137	333082.285	6251099.785	29.94	BUILDING
138	333333.302	6250750.511	64.42	BUILDING
139	333644.570	6250718.292	14.64	LIGHT POLE
140	333646.297	6250727.518	14.66	LIGHT POLE
141	333634.174	6250729.607	13.63	SIGN
142	333653.173	6250729.851	12.92	TOP OF FENCE

Note: R.L. shown on the report for photo locations are ground levels. Camera height should be added to the supplied RL of each corresponding photo location.

Yours faithfully,
CMS Surveyors Pty Limited

Damon Roach



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APPENDIX C: CMS SURVEY OF CAMERA LOCATIONS AND ALIGNMENT POSITIONS



APPENDIX D: DETAILS OF AAM MODEL USED FOR ALIGNMENT

Geocirrus 3D Model

Accuracy, Reference Frames and Origin of Model Data

City of Sydney Ultimo Area

Untextured Wireframe model (2018),

Level of Detail – LOD3

AAM Project Number: PRJ35737

Accuracy details: please refer to table A: 2018 untextured wireframe model

Crows Nest Area 3D Data

Textured Wireframe model (2017),

Level of Detail – LOD3

AAM Project Number: PRJ33958

Accuracy details: please refer to table B: 2017 textured wireframe model

City of Sydney Update 3 square km

AAM Project Number: PRJ33453

Accuracy details: please refer to table A (2018 untextured wireframe model) for Sydney CBD and Central Sydney area, and please refer to table B (2017 textured wireframe model) for North Sydney and Harbour Bridge area.



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Table A: 2018 untextured wireframe model	Table B: 2017 textured wireframe model
Level of Detail: LOD3	Level of Detail: LOD3
Capture Date: March 2018	Capture Date: 20/12/2016 and 13/01/2017
Capture resolution: 0.095m	Capture resolution: 0.125m
Accuracy: +/- 0.2m RMS vertically and horizontally	Accuracy: +/- 0.5 m

REFERENCE SYSTEMS:	
Horizontal:	Vertical:
Datum: GDA94	Datum: Australian Height Datum (AHD)
Projection: MGA zone 56	Projection: N/A
Geoid Model: N/A	Geoid Model: Ausgeoid98
Reference Point: 336305.14 E 6252061.22N	Reference Point: 2.36 RL

Wireframe Models (untextured):

The wireframe model was digitized using photogrammetric methods from aerial imagery captured on 25-28 February 2009, updated from aerial imagery captured on 7th March 2013, again in August 2015, with the latest update in March 2018.

Visible features within the aerial imagery were captured as coplanar shapes with no overlap, gaps or slivers between abutting features. Demolished buildings were removed, and new buildings were added. These features were draped to a 0m ground surface around the building footprint and to other features within this footprint. Building within the CBD area are aligned to the land property base to form a single hollow shell. Models outside the CBD area have not been segregated into individual buildings. Ground control used was 72 topographic features surveyed with rapid static GPS

Wireframe Models (textured):

Digitised from nadir and oblique imagery captured Dec 2017-Jan 2018

Textured from the same imagery

Geometry at LOD3 level includes awnings and roof furniture

File: 3D Model details.docSydney

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