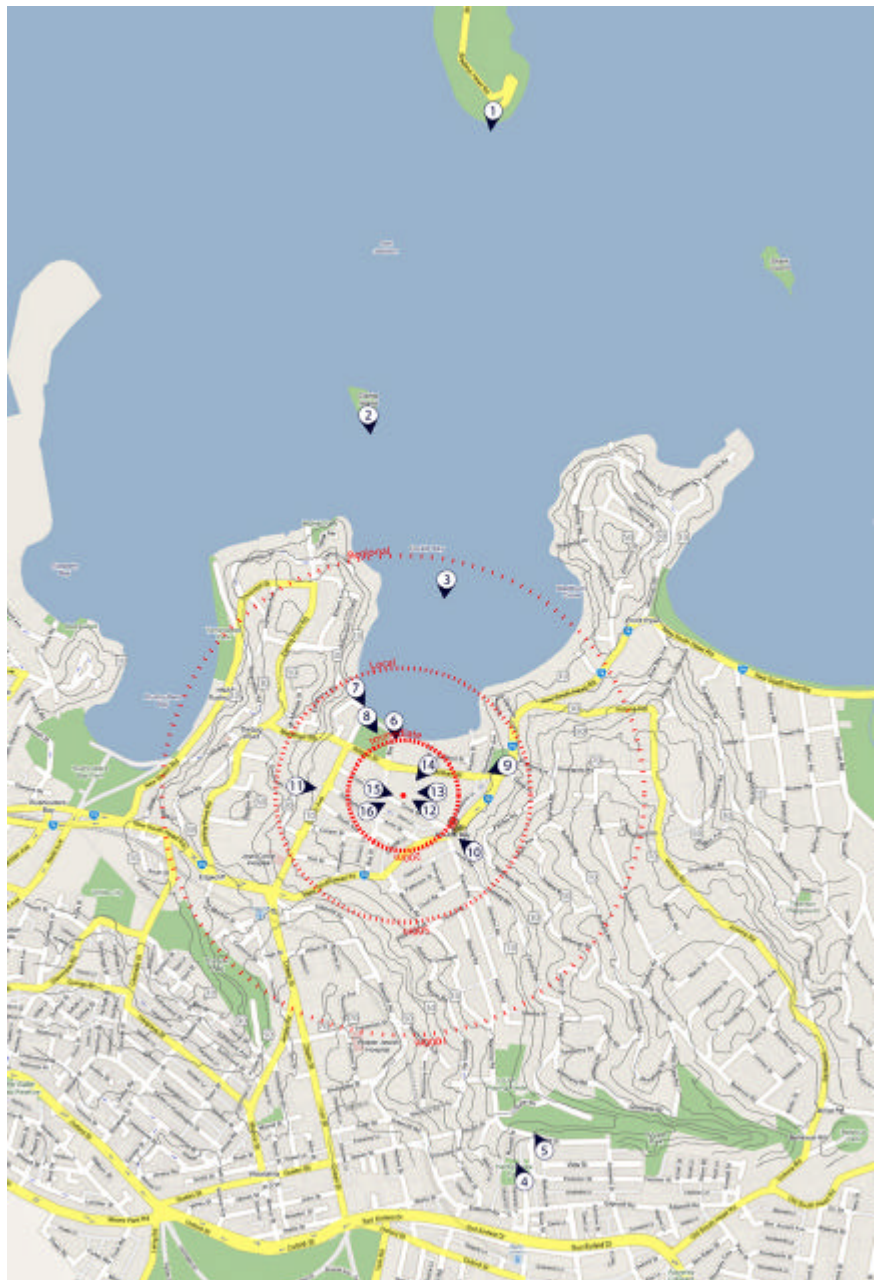


## 6 Visual impact assessment

**Section 3** of this report described the existing visual catchment in terms of views from the following locations:

- Regional views (>500m)
- Local views (200m-500m)
- Immediate vicinity (<200m)

**Figure 33** illustrates all selected viewing points and viewing zones. This section of the report assesses the visual impact of the proposed development on the selected views described in **Section 3** against the criteria described in **Section 5**.



**Figure 33** Location of views and viewing zones

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## 6.1 Visual impact on regional views

This section assesses the potential visual impact of the proposed development at Double Bay from the regional area. This area generally covers Sydney Harbour and its foreshore as well as from elevated locations to the south.

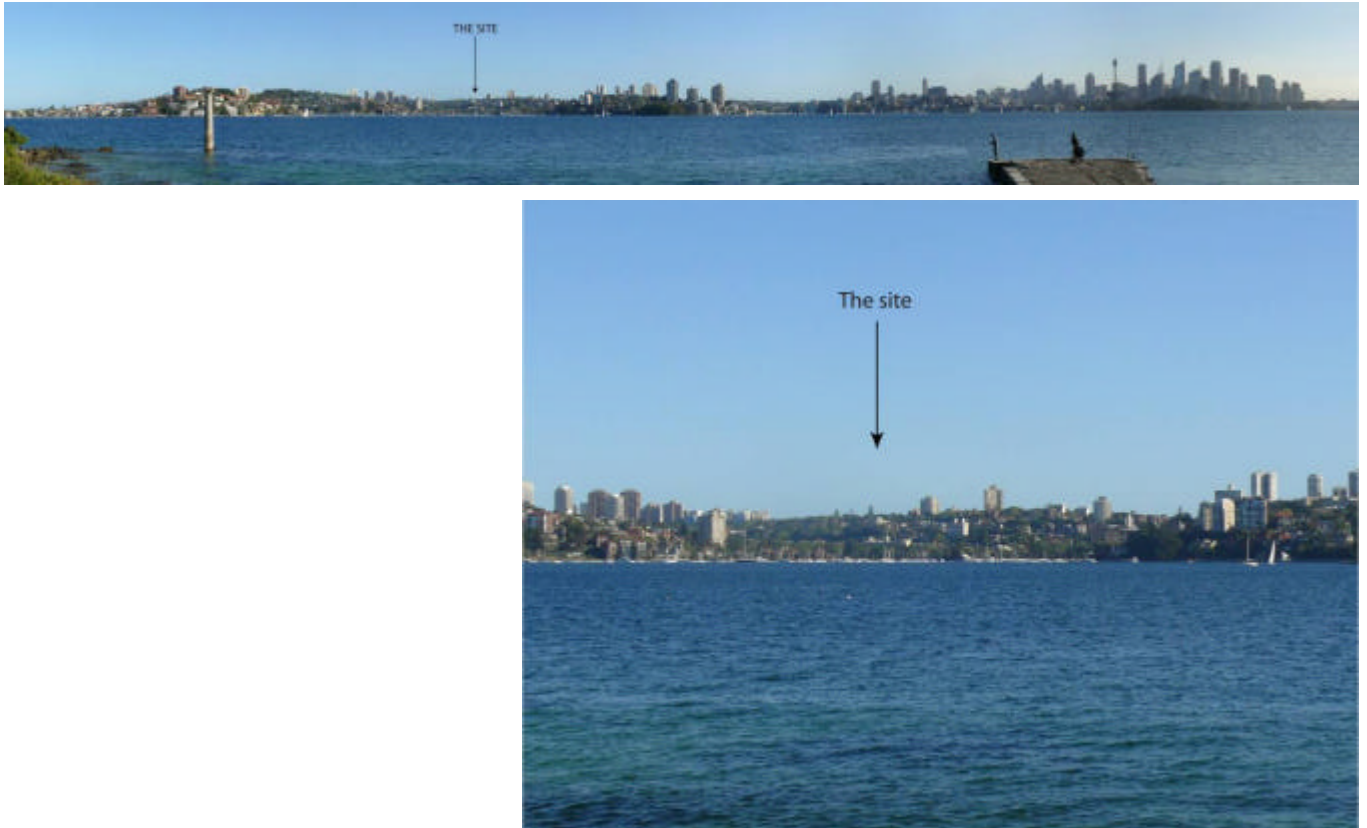
Double Bay and the town centre are visible from a number of points across Sydney Harbour. The Double Bay town centre is visible from Bradleys Head, Clarke Island and the waters of Double Bay. For this reason, these views have been selected as the regional viewing points. The location of these points is illustrated in **Figure 9**.

The view of the proposed development within the town centre will be seen within the backdrops of taller buildings, dense built form and the ridgelines above the town centre. This will reduce the overall visual impact of the proposed development on Sydney Harbour and its foreshore. The landscape and existing building form visually absorb the tower elements of the proposal from these long distance views. The buildings are generally below the ridgelines that surround Double Bay.

The visual impact on regional views has been assessed in the order below by presenting the existing view followed by a photomontage including the proposed development in the existing view. A table detailing each view is included which evaluates the visual impact of the nominated view and provides an assessment and commentary of the impacts. The views include:

- View 1 – Bradleys Head, Mosman;
- View 2 – Clarke Island, Sydney Harbour;
- View 3 – Double Bay, Sydney Harbour;
- View 4 – Harkness Street, Woollahra; and
- View 5 – Bathurst Lane off View Street, Woollahra.

**View 1 – Bradleys Head, Mosman**



**Figure 34 Existing views from Bradleys Head, Mosman**



**Figure 35 Proposed views from Bradleys Head, Mosman**

**View 1 – Bradleys Head, Mosman**

This section provides an evaluation of the visual impact of the proposed development from Bradleys Head, Mosman. The panoramic and single frame existing and proposed views are illustrated in **Figure 34** and **Figure 35** respectively.

Viewing situation	View from Bradleys Head looking south across Sydney Harbour.
Category of viewer	Visitors to Sydney Harbour National Park. Double Bay is seen as a Bay between two headlands.
Context of viewer	Limited to length of visit of National Park.
Likely period of view	Moderate – long term
Relative number of viewers	Low – relative few people visit this location given it is isolated.
Distance of view	Approximately 2.5 kilometres
Visual absorption capacity	High – ridgeline behind Double Bay with tower buildings will absorb development to approximately 18 storeys in height.
Visibility	Moderate – the proposal is moderately visible in the context of taller buildings behind Double Bay, to the south.
Visual impact rating	<b>Low</b>
Comment	<p>This view is a long distance from the site, with most visitors being those to the Sydney Harbour National Park for views of the city skyline, Sydney’s iconic structures and Sydney Harbour. There is generally a low number of visitors to the park at most periods. The period of view is likely to be for a moderate period of time as visitors tend to stay for picnics or to fish. Visitors may also be people walking through the National Park or to view Harbour celebrations.</p> <p>The proposed development will be seen with a backdrop of taller buildings on the ridge line above the Double Bay town centre and the rise of the topography from the town centre towards to the ridge line. This creates the high level of visual absorption of the proposed development into the surrounding area.</p>

View 2 – Clarke Island, Sydney Harbour



Figure 36 Existing views from Clarke Island



Figure 37 Proposed views from Clarke Island

**View 2 – Clarke Island, Sydney Harbour**

This section provides an evaluation of the visual impact of the proposed development on Clarke Island, Sydney Harbour. The existing views are illustrated in **Figure 36** and the proposed views in **Figure 37**.

Viewing situation	View from Clarke Island looking south across Sydney Harbour and Double Bay.
Category of viewer	Visitors to Sydney Harbour National Park/Clarke Island.
Context of viewer	Limited to length of visit of Clarke Island.
Likely period of view	Moderate-long term – people tend to use Clarke Island as a destination for picnics and to view harbour celebrations.
Relative number of viewers	Low
Distance of view	1.4 kilometres
Visual absorption capacity	High – taller buildings and ridge behind visually absorb the development.
Visibility	Moderate
Visual impact rating	<b>Low-moderate</b>
Comment	<p>This view is from a considerable distance from the subject site. As Clarke Island is a National Park with no direct or frequent transport connections, use of the island is limited, however the island hosts many events and can be hired for private functions such as weddings and parties. Most visitors to the park would be part of an organised visit. The period of viewing is likely to be for a moderate-long period of time.</p> <p>The proposed development will have moderate visibility, a result of the backdrop of the topography surrounding Double Bay and the taller buildings and dense development along the ridge line in Bondi Junction behind. This results in a high visual absorption capacity and a Moderate visual impact rating.</p>

**View 3 – Double Bay, Sydney Harbour**



**Figure 38 Existing views from Double Bay, Sydney Harbour**



**Figure 39 Proposed views from Double Bay, Sydney Harbour**



**View 3 – Double Bay, Sydney Harbour**

This section provides an assessment of the visual impact of the proposed development on the waterways of Double Bay. The existing view and view of the proposed development are illustrated in **Figure 38** and **Figure 39** respectively.

Viewing situation	View from Double Bay waterway looking south into Double Bay.
Category of viewer	Recreational boaters, visitors and commuter ferry patrons.
Context of viewer	Ferry commuters leaving or en-route to Double Bay, recreational boaters and visitors to Double Bay or passing Double Bay for other destinations.
Likely period of view	Moderate term
Relative number of viewers	Low-moderate
Distance of view	800 metres
Visual absorption capacity	High – Ridge line with taller buildings behind.
Visibility	Moderate
Visual impact rating	<b>Low-Moderate</b>
Comment	<p>This view is from a considerable distance from the subject site. This point represents a passing view as it will be visible to recreational boaters, visitors and ferry commuters travelling to, from or past Double Bay. The number of viewers will vary from time to time, depending on peak commuter periods, or the summer/spring season when more recreational boaters, tourists and visitors use the harbour for recreational purposes.</p> <p>The proposed development will have reduced visibility, a result of the backdrop of the topography surrounding Double Bay and the taller buildings and dense development along the ridge line. This results in a high visual absorption capacity and a low visual impact rating.</p>

View 4 – Harkness Street, Woollahra



Figure 40 Existing view from Harkness Street, Woollahra



Figure 41 Proposed view from Harkness Street, Woollahra

**View 4 – Harkness Street, Woollahra**

This section describes the visual impact of the proposed development from Harkness Street, Woollahra. The existing and proposed views from this point are illustrated in **Figure 40** and **Figure 41** respectively.

Viewing situation	View from the end of Harkness Street looking north west towards Double Bay.
Category of viewer	Pedestrians and motorists.
Context of viewer	Pedestrians walking along Harkness Street or viewing Double Bay from end of the street. Some motorists may take in the view. View is not available down along Harkness Street and Edgecliff Road.
Likely period of view	Short term
Relative number of viewers	Low
Distance of view	1.4 kilometres
Visual absorption capacity	High
Visibility	Moderate
Visual impact rating	<b>Low</b>
Comment	<p>This view looks north east towards Double Bay. Currently the view looks out to Sydney Harbour, the North Shore and Darling Point. The existing building is barely visible from this point.</p> <p>The proposed development will have reduced visibility, a result of the backdrop of the topography surrounding Double Bay and the taller buildings and dense development along the ridge line. Darling Point is visible as a backdrop to Double Bay including the development. The ridgeline of the North Shore is visible behind. This results in a moderate visual absorption capacity and a moderate visual impact rating. The view of Sydney Harbour and Clarke Island is not adversely affected.</p>

View 5 – Bathurst Lane, Woollahra



Figure 42 Existing view from Bathurst Lane, Woollahra



Figure 43 Proposed view from Bathurst Lane, Woollahra

**View 5 – Bathurst Lane, Woollahra**

This section describes the visual impact of the proposed development from Harkness Street, Woollahra. The existing and proposed views from this point are illustrated in **Figure 40** and **Figure 41**.

Viewing situation	View from the end of Bathurst Lane looking.
Category of viewer	Pedestrians .
Context of viewer	Pedestrians walking north along Bathurst Lane into small laneway connecting Bathurst Lane to Edward Street. This view is not visible to motorists travelling along Bathurst Lane or View Street.
Likely period of view	Short term
Relative number of viewers	Low
Distance of view	1.4 kilometres
Visual absorption capacity	High
Visibility	Low-moderate
Visual impact rating	<b>Low</b>
Comment	<p>This view looks north west into the Double Bay town centre with views also to Sydney Harbour, Darling Point and in the background is a view of several high rise buildings in an around Central Sydney.</p> <p>The proposed development will not break above the North Shore ridgeline in the distance. Taller buildings at Darling Point are visible and increase the visual absorption capacity from this viewing point. The proposed development does not impact views of Sydney Harbour or Central Sydney.</p>

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## 6.2 Visual impact on local views

This section assesses the potential visual impact of the proposed development on the local area (views between 200 metres to 500 metres from the subject site). The area generally includes the edge of the Double Bay town centre, the Sydney Harbour Foreshore and local open space areas on the edge of the town centre.

The Double Bay town centre is generally a visually constrained environment as illustrated in **Figure 7**. The topography of the local area reduces the overall visibility of the centre, particularly from areas beyond the ridgelines to the south, east and west from elevated areas above RL 20. Visibility from this area is also reduced due to the dense built form and vegetation. The town centre is most visible from the Sydney Harbour Foreshore and areas to the east and west of the subject site. The prominent viewing points, as well as those with significant pedestrian or vehicular traffic, have been selected for visual impact evaluation in the local area. The location of these viewing points is illustrated in **Figure 18**.

The visual impact of the proposed development varies from the various points across the local area. Generally, dense built form and vegetation somewhat obscures and lessens the overall visual impact. The visual impact is generally greater when viewing towards the site from the north. Elevated areas along the north, north west and north east facing slopes which form a landscaped amphitheatre accommodated a dense mix of houses and apartment buildings. Glimpses between buildings and street trees are occasionally available in the local area however there are few public spaces in the vicinity where there are boundless, uninterrupted views of the Double Bay town centre including the subject site.

The visual impact on the local area has been assessed in the order below by presenting the existing view followed by a 3D photomontage view including the proposed development. A table detailing each view is included which evaluates the visual impact of the nominated view and provides an assessment and commentary of the impacts. The views include:

- View 4 – Double Bay Wharf, Double Bay;
- View 5 – Marine Parade, foreshore park;
- View 6 – Steyne Park, Double Bay;
- View 7 – Corner of William Street and New South Head Road, Double Bay;
- View 8 – Bellevue Road, Double Bay; and
- View 9 – Greenoaks Avenue, Darling Point.

In selecting these views the author searched for elevated locations throughout the visual catchment (above RL 20). There were limited locations where the site was clearly visible.

View 4 – Double Bay Wharf



Figure 44 Existing view from Double Bay Wharf



Figure 45 Proposed view from Double Bay Wharf



**View 4 – Double Bay Wharf**

This section provides an assessment of the visual impact of the proposed development on the Double Bay Wharf. The existing view is illustrated in **Figure 44** and a photomontage including the proposed development is illustrated in **Figure 45** respectively.

Viewing situation	View from Double Bay Wharf looking south into the Double Bay town centre.
Category of viewer	Ferry commuters .
Context of viewer	Ferry commuters boarding or alighting from ferry services at Double Bay Wharf.
Likely period of view	Medium term
Relative number of viewers	Moderate
Distance of view	300 metres
Visual absorption capacity	Moderate
Visibility	Moderate
Visual impact rating	<b>Moderate</b>
Comment	<p>The view is located north of the subject site. The area between this viewing point and the subject site is generally low rise dwelling houses fronting the Double Bay foreshore with some significant and mature foreshore vegetation. Most viewers from this point would be those boarding or alighting ferry services and walking to the Double Bay town centre or the surrounding residential area.</p> <p>The proposed development will be somewhat screened by foreshore tree canopy vegetation located between the wharf and the subject site however the upper levels of the development will rise above the top of the foreshore tree canopy vegetation, creating a local landmark development. The town centre is not readily discernable from this point and point of connection to other harbourside locations. Overall, the proposed development will have a moderate visual impact on the Double Bay Wharf.</p> <p>Double Bay requires a development of landmark quality which defines the location when viewed from points of connection and arrival of the town centre. The scale of buildings will be visible from the wharf. The buildings define the town centre marking the location of local commercial activity, as a destination place within the Eastern Suburbs. The landmark quality of the development provides a visually attractive development of high architectural quality.</p>

**View 6 – Steyne Park, Double Bay**



**Figure 46 Existing view from Steyne Park**



**Figure 47 Proposed view from Steyne Park**

**View 6 – Steyne Park, Double Bay**

This section provides an assessment of the visual impact of the proposed development on Steyne Park. The existing view is illustrated in **Figure 46** and a photomontage of the view including the proposed development is illustrated in **Figure 47**.

Viewing situation	View from Steyne Park looking south west towards Double Bay town centre and the subject site.	
Category of viewer	Park.	
Context of viewer	Limited to park users. Park is more frequently used on weekends and early morning or evenings during the week, mainly for recreation and sport.	
Likely period of view	Moderate term	
Relative number of view	Low to moderate	
Distance of view	320 metres	
Visual absorption capacity	Low	
Visibility	High	
Visual impact rating		<b>High</b>
Comment	<p>Steyne Park is situated on the edge of the Double Bay town centre. The park is used for both passive and recreational uses, and can therefore be used for varying time periods from people passing through to prolonged periods on the weekends for summer and winter sports.</p> <p>Most of the park is generally flat with established trees mainly growing around the perimeter of the park. There is also only generally low-rise development between the park and the subject site. Together, this has resulted in a low visual absorption capacity of the surrounding area to minimise the visual impact of the proposed development.</p> <p>The number of viewers will vary at different periods of time. It is likely that the park will have a greater number of users on the weekend, with increased active recreational activities, compared with during the week, where viewers are likely to be those walking through the park. Weekend evenings may also be busier due to active recreational activities.</p> <p>The podium (4-5 storeys) of the proposal is below the height of the existing building. The two tower forms are visible. The location of the site tower elements means that the towers appear as one tower form.</p> <p>Accordingly, given the above assessment, the visual impact rating of the proposed development on Steyne Park is likely to be high.</p>	

**View 7 – Corner of William Street and New South Head Road, Double Bay**



**Figure 48 Existing view from the corner of William Street and New South Head Road**



**Figure 49 Proposed view from the corner of William Street and New South Head Road**

**View 7 – Corner of William Street and New South Head Road, Double Bay**

This section provides an assessment of the visual impact of the proposed development from the Corner of William Street and New South Head Road. The existing view and a photomontage illustrating the proposed development are included in **Figure 48** and **Figure 49**.

Viewing situation	View from the corner of William Street and New South Head Road, looking south west towards the Double Bay town centre.
Category of viewer	Motorists and pedestrians.
Context of viewer	Motorists travelling westbound (towards the city) along New South Head Road or travelling west into the Double Bay town centre via William Street.
Likely period of view	Short term
Relative number of view	High
Distance of view	Approximately 300 metres
Visual absorption capacity	Moderate
Visibility	Moderate
Visual impact rating	<b>Moderate</b>
Comment	<p>The topography of the Double Bay town centre and surrounding area means that the subject site is lower than this viewing point. Together with significant and dense vegetation between this viewing point and the subject site and the residential tower building visible in the background, the overall visual absorption capacity is moderate. This view is available for short distance of approximately 100 metres along New South Head Road as the motorist/pedestrian approaches the New South Head Road/William Street intersection travelling west (city bound). After the intersection existing buildings and vegetation impede the development until the Cross Street intersection with New South Head Road.</p> <p>The number of viewers is likely to be high from this point, particularly motorists travelling city-bound during the morning peak period. There are also pedestrians using New South Head Road at this point. Given the nature of viewers from this point, it is unlikely that the proposed development, or the town centre, will be viewed from this point for long periods of time. The proposed taller elements will be visible for a short period of time by a high number of viewers. The towers will be visible above the existing vegetation and mark the town centre location. This results in a moderate visibility of the proposed development from this point.</p> <p>Overall, given the moderate absorption capacity of the surrounding area and the moderate visibility of the proposed development, the visual impact rating is considered moderate.</p>

View 8 – Bellevue Road, Double Bay



Figure 50 Existing view from Bellevue Road



Figure 51 Proposed view from Bellevue Road

**View 8 – Bellevue Road, Double Bay**

This section evaluates the visual impact of the proposed development from Bellevue Road. The existing view and a photomontage illustrating the proposed development are included in **Figure 50** and **Figure 51** respectively.

Viewing situation	View from Bellevue Road looking north west towards Double Bay town centre and the subject site.
Category of viewer	Motorists and pedestrians.
Context of viewer	Motorists travelling north west along Bellevue Road, or pedestrians walking north west towards the Double Bay town centre.
Likely period of view	Short term
Relative number of view	Moderate
Distance of view	Approximately 200 metres
Visual absorption capacity	Moderate
Visibility	High
Visual impact rating	<b>High</b>
Comment	<p>Bellevue Road connects Old South Head Road and Victoria Street, Woollahra, to New South Head Road, Double Bay. Due to the extensive street trees in Bellevue Road, views of the subject site are only visible within 100-150 metres south of the intersection of Bellevue Road and New South Head Road. Generally, most buildings between this view point and the subject site are low rise (three storeys) and vegetation is generally along streets, resulting in a low visual absorption capacity. Vegetation adjoining the Cross Street car park is visible behind the 'FOODCO' building, which partially obscures the views of the existing Stamford Plaza Hotel. Residential towers on Darling point are visible in the background. The two tower forms are visible as a single tower from this vantage point.</p> <p>Most viewers from this point are likely to be motorists and passing pedestrians. As such, it is likely that viewing from this point will be generally short term. Moderate traffic volume and pedestrians together with the relatively short term of viewing results in high visibility.</p> <p>The proximity of the site from this viewing point and the high visibility results in a high overall visual impact.</p>

View 9 – Greenoaks Avenue, Double Bay



Figure 52 Existing view from Greenoaks Avenue



Figure 53 Proposed view from Greenoaks Avenue



**View 9 – Greenoaks Avenue, Double Bay**

This section provides an assessment of the visual impact of the proposed development from Greenoaks Avenue. The existing view and a photomontage illustrating the proposed development are included in **Figure 52** and **Figure 53**.

Viewing situation	View from Greenoaks Avenue, looking east towards the subject site and the Double Bay town centre.
Category of viewer	Pedestrians and motorists.
Context of viewer	Generally local pedestrians and residents. To some extent, motorists may get a glimpse of this view when travelling along Greenoaks Avenue.
Likely period of view	Short term
Relative number of viewers	Low
Distance of view	445 metres
Visual absorption capacity	Moderate
Visibility	Moderate
Visual impact rating	<b>Moderate</b>
Comment	<p>This viewing point is located topographically higher than the Double Bay town centre at approximately RL 30, thus looking down into the town centre and the site at RL 3.5. The view also looks directly east towards the ridgeline of Bellevue Hill, forming the eastern ridge of the Double Bay town centre. This creates a backdrop behind the Double Bay town centre of dense built form with cover vegetation.</p> <p>From this view, the proposed development rises in the foreground, providing some visual contrast with the backdrop of the Bellevue Hill ridgeline, however given that the height of the building does not rise above the ridgeline, the visual contrast is somewhat lessened. Accordingly, the visual absorption capacity is considered moderate.</p> <p>This view is considered to have moderate visibility. Greenoaks Avenue is a residential street and has relatively low vehicle traffic and pedestrian volumes. Views from the street towards the town centre are likely to be by-passing views of walkers and motorists, resulting in a likely short term viewing period with a low number of viewers. This view is taken at the top of the steps linking Greenoaks Avenue to Ocean Avenue. The two taller elements appear as one taller element from this vantage point.</p> <p>There are limited vantage points from the public domain from Darling Point. Views from Darling Point Road are generally obscured by taller buildings and vegetation. Overall, given the above assessment, the visual impact rating from Greenoaks Avenue is considered moderate.</p>

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### 6.3 Visual impact in views within the immediate vicinity

This section of the report assesses the potential visual impact of the proposed development on views within the immediate vicinity of the subject site (within 200 metres of the site). Much of this area forms the Double Bay town centre and some residential areas immediately surrounding the town centre.

Generally the area is flat, low lying and at the bottom of the valley between Point Piper and Darling Point. The built form in the town centre is generally dense mixed use development with high site coverage. There is little open space within 200 metres of the site. Some significant vegetation also exists within this area, which reduces the visibility and overall visual impact of the site from some parts of the town centre including large established street trees in front of the site. Views from prominent public places across the town centre have been selected for visual impact evaluation. These points selected have local significance, are a key gathering point or experience high levels of pedestrian or street level activity or define an important intersection of the town centre street network.

The visual impact on the local area has been assessed in the order below by presenting the existing view followed by a photomontage including the proposed development in the existing view. A table detailing each view is included which provides an evaluation of the visual impact of the proposed development from the nominated view and provides an assessment and commentary of the impacts. The views within the immediate vicinity include:

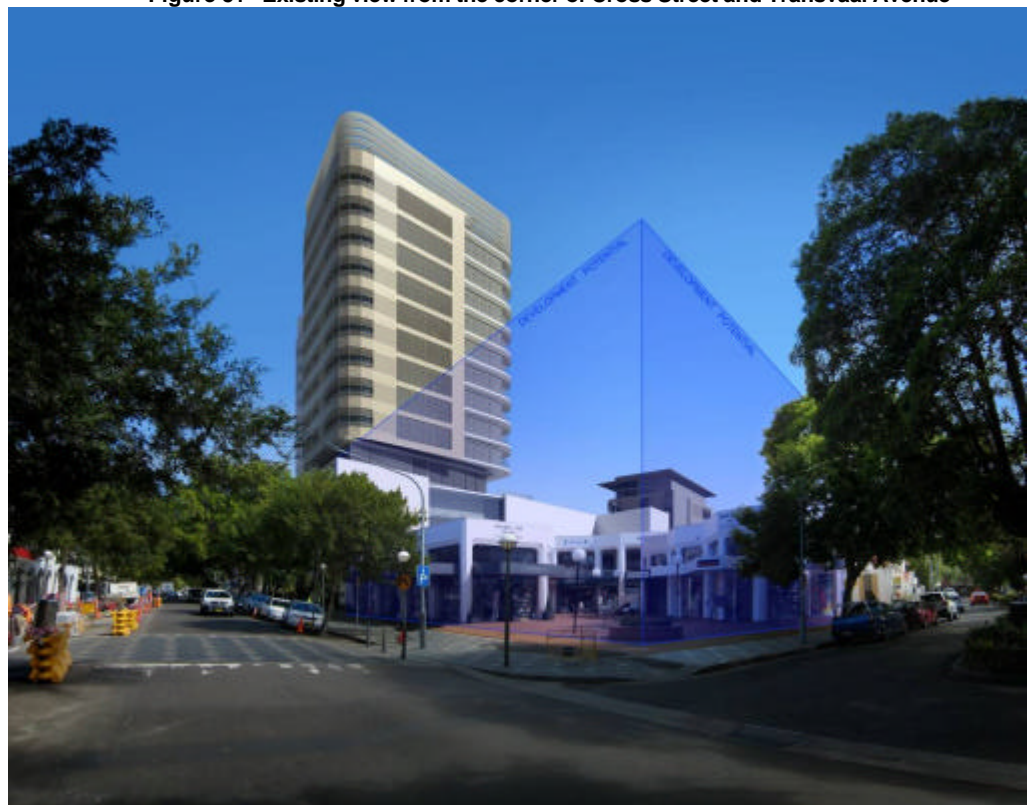
- View 10 – Corner of Cross Street and Transvaal Avenue, Double Bay;
- View 11 – Transvaal Avenue, Double Bay;
- View 12 – Galbraith Walkway at William Street, Double Bay;
- View 13 – Corner of Cross Street and Bay Street, Double Bay; and
- View 14 – Guilfoyle Park, Double Bay.

The location of each of these views is illustrated in **Figure 27**.

**View 10 – Corner of Cross Street and Transvaal Avenue, Double Bay**



**Figure 54 Existing view from the corner of Cross Street and Transvaal Avenue**



**Figure 55 Proposed view from the corner of Cross Street and Transvaal Avenue**  
The development potential of the adjoining building to the east is shown outlined in blue.

**View 10 – Corner of Cross Street and Transvaal Avenue**

This section provides an assessment of the visual impact of the proposed development from the corner of Cross Street and Transvaal Avenue. The existing view and a photomontage illustrating the proposed development are included in **Figure 54** and **Figure 55** respectively.

Viewing situation	View from the corner of Cross Street and Transvaal Avenue looking directly at the subject site and its frontage to Cross Street.
Category of viewer	Pedestrians, shoppers and motorists.
Context of viewer	Pedestrians walking west along Cross Street or from Cross Street into Transvaal Avenue, and motorists travelling along Cross Street or into Transvaal Avenue. May also be viewed by shoppers and diners at cafés and restaurants close to this viewing point.
Likely period of view	Short-Moderate
Relative number of viewers	Moderate
Distance of view	Approximately 70 metres
Visual absorption capacity	Low
Visibility	High
Visual impact rating	<b>High</b>
Comment	<p>This point provides a direct view towards the subject site and proposed development. Dense street vegetation provides screening to the Cross Street frontage. The low rise retail/commercial development on the Corner of Cross Street and Transvaal Avenue allows for increased visibility of the proposed development. This corner site is likely to be developed in the future. The existing site presents poorly to the east with an unarticulated blank wall of six (6) storeys (28.5 metres in height). Development to the corner site to the DCP height limit (4-5 storeys) would cover this poor quality façade. The proposed podium height of four (4) to five (5) storeys is less height than the existing parapet line of the hotel building. The proposal has greater articulation and interest through the introduction of a step in the building form and through a variety of materials such as zinc, terracotta, glazing and white concrete.</p> <p>A moderate number of viewers are likely to pass this point, passing-by, shopping or dining nearby. Overall this results in a moderate visibility of the site.</p> <p>Given the immediate proximity of this point from the proposed development and the low rise building and lack of significant vegetation between the subject site and this point, the visual absorption capacity is low, resulting in a clear contrast between the surrounding environment and the proposed development.</p> <p>Overall, these factors result in a high visual impact rating from this point.</p>

View 11 – Transvaal Avenue, Double Bay



Figure 56 Existing view from Transvaal Avenue , Double Bay



Figure 57 Proposed view from Transvaal Avenue , Double Bay

**View 11 – Transvaal Avenue, Double Bay**

This section provides an assessment of the visual impact of the proposed development from Transvaal Avenue. The existing view and a photomontage illustrating the proposed development are included in **Figure 56** and **Figure 57** respectively.

Viewing situation	View looking south west directly at subject site.
Category of viewer	Motorists, pedestrians, shoppers.
Context of viewer	Motorists travelling south along Transvaal Street and pedestrians and shoppers walking along Transvaal Street.
Likely period of view	Medium term
Relative number of view	Moderate
Distance of view	70 metres
Visual absorption capacity	Low to moderate.
Visibility	High
Visual impact rating	<b>High</b>
Comment	<p>Transvaal Avenue is a low scale retail shopping strip with historical Queen Anne period cottages. Council have recognised the significance of the streetscape as a conservative area in the Woollahra Local Environmental Plan 1995. The existing hotel building presents as a monolithic form with a bland eastern elevation of six storeys. The north eastern corner of the building will be lower than the parapet of the existing building. The tower forms at 14 storeys are located towards the Cross Street frontage and furthest from the conservation area boundary. Street trees partially obscure the view of the existing and proposed development.</p> <p>Transvaal Avenue has low-moderate vehicular traffic and moderate pedestrian traffic to the various boutique stores and cafés along the street frontage. Customers to cafés as well as other shoppers and diners are likely to spend a moderate period of time at or around this viewing point, and are less likely to be quick by-passing travellers. This results in a moderate visibility of the proposed development.</p> <p>Clause 27 ('Development in the vicinity of heritage items, heritage item group, heritage conservation areas, archaeological sites or potential archaeological sites') of Woollahra LEP 1995 requires Council to take into consideration the likely effect of the proposed development on the heritage significance of the conservation area and its setting.</p> <p>Although the proposed development will have a high visual impact from this vantage point, it is not considered that the proposal will have a negative impact on the significance of the conservation area. The existing building provides a blank concrete backdrop to the conservation area from this view, detracting from the heritage significance of the townscape of Transvaal Avenue. The proposed development will provide a more interesting and contemporary architectural design that will not detract from the heritage significance of the conservation area.</p> <p>The proposed development is consistent with the objectives of the Double Bay Centre DCP with regards to the Transvaal Avenue Heritage Conservation Area. The proposal will result in the replacement of the existing building, considered to detract from the townscape character of Transvaal Avenue. The proposed development, through the use of high quality architectural materials and finishes will not attempt to mimic or replicate the architectural style of the cottages along Transvaal Avenue.</p> <p>A detailed assessment of the impact of the proposed development on the Transvaal Avenue Heritage Conservation Area is provided in <b>Section 6.1</b> of the Environmental Assessment.</p> <p>Accordingly, the proposal will have a high visual impact from Transvaal Avenue.</p>

View 12 – Galbraith Walkway at William Street, Double Bay



Figure 58 Existing view from Galbraith Walkway at William Street



Figure 59 Proposed view from Galbraith Walkway at William Street



**View 12 – Galbraith Walkway at William Street, Double Bay**

This section provides an evaluation of the visual impact of the proposed development from the Galbraith Walkway at William Street. The existing view and a photomontage illustrating the proposed development are included in **Figure 58** and **Figure 59** respectively.

Viewing situation	View looking south from the end of Galbraith Walkway at William Street towards the subject site.	
Category of viewer	Pedestrians and limited motorists.	
Context of viewer	Pedestrians walking along the Galbraith Walkway. Motorists travelling along William Street may see a brief glimpse up the Walkway towards the development.	
Likely period of view	Low	
Relative number of view	Low-moderate	
Distance of view	Approximately 50 metres	
Visual absorption capacity	Moderate	
Visibility	Moderate	
Visual impact rating	<b>Moderate</b>	
Comment	<p>Despite the walkway being directly linked to the subject site, the existing development is screened by vegetation along the walkway. The layout and positioning of the higher built form elements being located towards Cross Street reduces the overall visual impact of the development from Galbraith Walkway. These factors result in a moderate visual absorption capacity and moderate visibility.</p> <p>The tower forms have a 14 metre separation with sky visible between the two towers when viewed from this northern vantage point. The building form at the northern side of the site, closest to this vantage point is lower at four (4) – five (5) storeys, than the existing building (six storeys).</p> <p>A moderate number of pedestrians are likely to walk through the walkway, and a number of motorists travelling on William Street who may gain a glimpse through the walkway. Pedestrians are likely to spend less than 1 minute walking through the walkway. This results in a moderate visibility of the proposed development.</p> <p>It is likely that the proposed development will have a moderate visual impact from Galbraith Walkway and William Street.</p>	

**View 13 – Corner of Cross Street and Bay Street**



**Figure 60 Existing view from corner of Cross Street and Bay Street**



**Figure 61 Proposed view from corner of Cross Street and Bay Street**

**View 13 – Corner of Cross Street and Bay Street, Double Bay**

This section provides an assessment of the visual impact of the proposed development from the corner of Cross Street and Bay Street. The existing view and a photomontage illustrating the proposed development are included in **Figure 60** and **Figure 61** respectively.

Viewing situation	View from corner of Cross Street and Bay Street looking east towards the site and its frontage to Cross Street.
Category of viewer	Pedestrians, shoppers and motorists.
Context of viewer	Pedestrians walking along Cross Street or Bay Street at this intersection or shoppers of surrounding shops and motorists passing through or turning at this intersection will be capable of seeing this view.
Likely period of view	Short term
Relative number of viewers	Moderate
Distance of view	100 metres
Visual absorption capacity	Moderate
Visibility	High
Visual impact rating	<b>High</b>
Comment	<p>This intersection is not a key gathering point in the town centre but rather a streetscape view of Cross Street. Pedestrians or motorists at this point are most likely to be passing through or crossing at the intersection, and therefore the period of view is likely to be relatively low. A moderate number of viewers may pass through this intersection, both pedestrians and motorists. The moderate number of viewers and short term period of view results in a generally low visibility of the proposed development.</p> <p>The visual absorption capacity is considered moderate. At street level, the view of the proposed development is screened by dense street trees, however clear visual contrast can be made to the upper levels of the proposed development given the moderate height of development between the intersection and the subject site.</p> <p>The tower forms are visible as two forms with a gap between. The offset siting of the towers in this view mean the towers read as two separate forms in the streetscape: the tower closest to the Cross Street boundary and the second tower is slightly setback (8 metres) from Cross Street.</p> <p>Accordingly, the proposed development will have a high visual impact from the corner of Cross Street and Bay Street.</p>

View 14 – Guilfoyle Park



Figure 62 Existing view from Guilfoyle Park



Figure 63 Proposed view from Guilfoyle Park

**View 14 – Guilfoyle Park, Double Bay**

This section evaluates the potential visual impact of the proposed development from Guilfoyle Park on the western edge of the Double Bay town centre. The existing view and a photomontage illustrating the proposed development are included in **Figure 62** and **Figure 63** respectively.

Viewing situation	View from Guilfoyle Park looking north east towards subject site.	
Category of viewer	Visitors to park, pedestrians and motorists.	
Context of viewer	Guilfoyle Park is a small local pocket park on the western edge of the Double Bay town centre. Viewers are most likely to be users of the park, pedestrians and motorists. The park tends to be used most frequently during lunch time hours by employees.	
Likely period of view	Moderate term	
Relative number of viewers	Moderate	
Distance of view	130 metres	
Visual absorption capacity	Low to moderate	
Visibility	Moderate	
Visual impact rating		<b>Moderate – high</b>
Comment	<p>This pocket park is frequented by visitors to the Double Bay town centre at various times during the day but particularly during lunch time hours . Visitors to the park use the park seating or walk through the park whilst walking along Guilfoyle Street or Bay Street. Both the number of visitors and the time spent at this point are likely to be moderate, resulting in a moderate visibility of the proposed development. The gap between the two towers forms provides a sky view.</p> <p>Parts of the proposed development will be screened by existing street vegetation. Currently rooftop plant of the existing building rises above the tree canopy. Several upper levels of the proposed development will be visible from this point. It is considered that the surrounding environment results in a low to moderate visual absorption capacity.</p> <p>It is considered that the proposed development will have a moderate-high visual impact from Guilfoyle Park given the above assessment.</p>	

## 7 Summary of visual assessment and conclusion

Overall, the proposed development is likely to have a moderate to high visual impact, as demonstrated above. From a regional perspective, which includes views and visual impact on Sydney Harbour and its foreshore, the visual impact rating will be generally low. The proposed development will have a high visual impact mainly from the local area and within the Double Bay town centre. The proposed development will generally not block important views of Sydney Harbour or the Central Sydney skyline from public vantage points. In summary, the visual impact rating from the following viewing points is as follows:

- Bradleys Head, Mosman – Low
- Clarke Island, Sydney Harbour – Low-Moderate
- Double Bay, Sydney Harbour – Low-Moderate
- Harkness Street, Woollahra – Low
- Bathurst Lane, Woollahra – Low
- Double Bay Wharf, Double Bay – Moderate
- Steyne Park, Double Bay – High
- Corner of William Street and New South Head Road, Double Bay – Moderate
- Bellevue Road, Double Bay – High
- Greenoaks Avenue, Darling Point – Moderate
- Corner of Cross Street and Transvaal Avenue, Double Bay – High
- Transvaal Avenue, Double Bay – High
- Galbraith Walkway, Double Bay – Moderate
- Corner of Cross Street and Bay Street, Double Bay – High
- Guilfoyle Park, Double Bay – Moderate–High.

The high quality design, materials and finishes proposed will result in a visually pleasing tower that will create a landmark development for the Double Bay town centre. The tower forms will allow for identification of the Double Bay town centre, particularly on approach from Sydney Harbour and the surrounding suburbs.

In summary, the proposed development will have a low visual impact on regional viewing points, however a moderate to high visual impact on local viewing points and those within the immediate vicinity of the site. Notwithstanding this, the proposed development will be of landmark quality and make a positive contribution to the identification of the Double Bay town centre.