

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 43 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**.

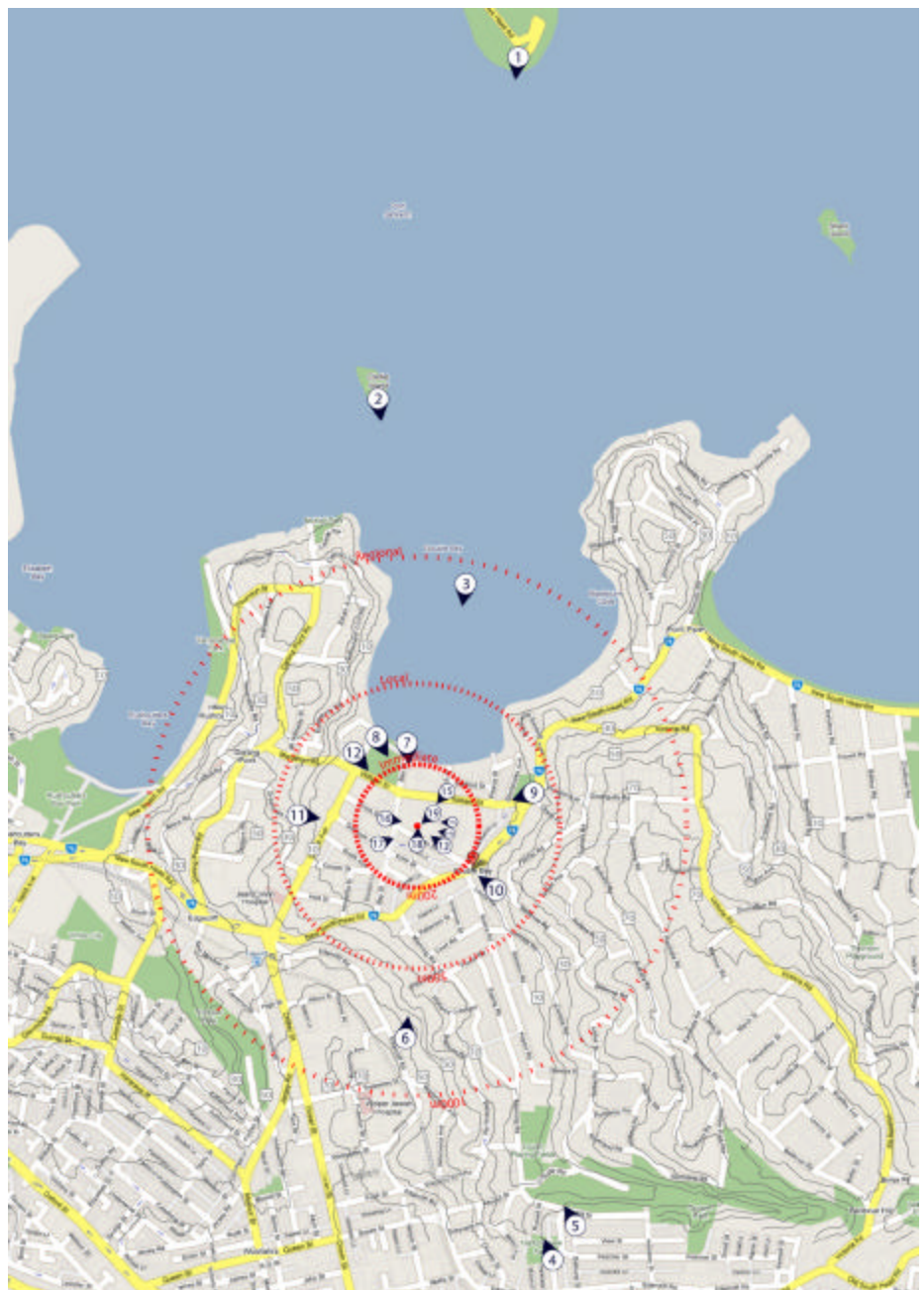


Figure 43 Location of views and viewing zones

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 13**.

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, provides an assessment and commentary of the impacts and compares the Preferred Project scheme with the previous Environmental Assessment scheme. The views include:

Public views

- 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.

Private views

- View 6 – 327A Edgecliff Road, Woollahra.

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View 1 – Bradleys Head, Mosman



Figure 44 Existing views from Bradleys Head, Mosman



Figure 45 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 44** and **Figure 45** 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 – relatively few people visit this location given it is isolation.
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 and also given the distance of this point from the site.
Visual impact rating	Low
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>
Comparison to Environmental Assessment scheme	Given the distance of the proposed development from this site, the changes to the Environmental Assessment scheme this Preferred Project Scheme will not significantly alter the visual impact of the proposal from this point. The reduction in height of the eastern (left) tower will make a minimal difference from such a long distance.

View 2 – Clarke Island, Sydney Harbour



Figure 46 Existing views from Clarke Island



Figure 47 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 46** and the proposed views in **Figure 47**.

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	Low- moderate
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. The towers are seen within the context of taller buildings at Darling Point in Double Bay (New South Head Road) and the backdrop of Bondi Junction.</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. The building appears to be a part of a grouping of taller buildings. This results in a high visual absorption capacity and a Moderate visual impact rating.</p>
Comparison to Environmental Assessment scheme	<p>The Environmental Assessment scheme provided a higher eastern (left) tower. With this tower being reduced in height by three storeys, the viewer will not be able to see a taller building located in the back drop. This provides an improvement to the visual absorption capacity of this view.</p> <p>The reduction in height also reduces the visual intrusiveness on the Harbour, providing variety in the built form and creating an interesting skyline.</p> <p>The Preferred Project scheme provides a significant improvement in the visual impact from this view, in response to concerns regarding visual impact on Sydney Harbour.</p>

View 3 – Double Bay, Sydney Harbour



Figure 48 Existing views from Double Bay, Sydney Harbour



Figure 49 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 48** and **Figure 49** respectively.

Viewing situation	View from Double Bay waterway looking south towards Double Bay town centre.
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	Low-Moderate
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. The visibility of the development is not as low as other points in Sydney Harbour (Views 1 and 2) given this viewing point's proximity to the town centre. This results in a high visual absorption capacity and a low to moderate visual impact rating.</p>
Comparison to Environmental Assessment Scheme	<p>The modification of the Environmental Assessment scheme is much more evident in this regional view compared to other points in Sydney Harbour (View 1 and 2) given the proximity of this view to the town centre. The reduction of the eastern (left) tower now provides variation in the skyline and also provides continuation with the topographic land form which shows the background height of the ridge sloping down from west to east.</p> <p>From this point, the buildings also add a landmark, or signature element to the Double Bay town centre skyline, creating a high quality identifying element on approach from Sydney Harbour.</p>

View 4 – Harkness Street, Woollahra



Figure 50 Existing view from Harkness Street, Woollahra



Figure 51 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 50** and **Figure 51** 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 briefly take in this view. View of the town centre 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	Low
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. The view overlooking the town centre includes areas of dense built form and vegetation, particularly looking towards Darling 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, dense development and dense vegetation along the ridge line. Darling Point is visible as a backdrop to Double Bay. This significantly adds to the visual absorption capacity of the view. 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>
Comparison with Environmental Assessment scheme	The Preferred Project report has a reduced bulk from this view. With the reduction of the eastern (front) tower as well as the setting back of the eastern tower from Cross Street, the two taller elements no longer appear as one building mass. This significantly reduces the visual impact of the proposed development from this view.

View 5 – Bathurst Lane, Woollahra



Figure 52 Existing view from Bathurst Lane, Woollahra



Figure 53 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 50** and **Figure 51**.

Viewing situation	View from the end of Bathurst Lane looking north west towards Double Bay and Darling Point.
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, given the dense built form and vegetation.
Visibility	Low-moderate
Visual impact rating	Low
Comment	<p>This view looks north west into the Double Bay town centre with views also to Sydney Harbour and Darling Point. In the background is also views of several high rise buildings in an around Central Sydney. The North Shore ridgeline is also visible. A small area of water views is also available.</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 view mainly looks out over dense built form and vegetation, increasing the visual absorption capacity. The proposed development does not impact views of Sydney Harbour or Central Sydney, and water views are maintained.</p>
Comparison with Environmental Assessment scheme	<p>In reducing the height and setting back the eastern (front) tower from Cross Street the two tower elements appear as two distinct elements, rather than a single building mass. The reduction in height also provides variation in built form, and also appears to 'step-down' from other taller buildings in Darling Point on the ridgeline and the taller building in the foreground that fronts onto New South Head Road on the edge of the commercial centre, which is taller in height than the proposed development.</p> <p>The visual impact of the proposed development from this view is considered considerably improved under the Preferred Project scheme.</p>

View 6 – 327A Edgecliff Road, Woollahra



Figure 54 Existing view from 327A Edgecliff Road



Figure 55 Proposed view from 327A Edgecliff Road

View 6 – 327A Edgecliff Road, Woollahra

This section describes the visual impact of the proposed development from 327A Edgecliff Road, Woollahra. The existing and proposed views from this property are illustrated in **Figure 54** and **Figure 55**.

This view was not included in the Environmental Assessment Visual Impact Assessment. There is therefore no comparison to the previous scheme.

Viewing situation	View from private property looking north west towards Double Bay town centre.
Category of viewer	Residents.
Context of viewer	Residents of private property.
Likely period of view	Short to long term.
Relative number of viewers	Low
Distance of view	1.4 kilometres
Visual absorption capacity	Moderate
Visibility	Moderate to high.
Visual impact rating	Moderate to high
Comment	<p>This view looks north west into the Double Bay town centre from a private residence backyard. Views from this property also take in Darling Point, the North Shore and the Sydney Harbour waterways.</p> <p>The proposed development will result in the open Sydney Harbour view and the view of Bradleys Head being partially obstructed. The two tower elements appear as clearly distinct buildings, and the variation in height creates a less intrusive built form in comparison to the previous Environmental Assessment scheme of two towers of equal height.</p> <p>Although the building will obstruct existing views, the proposed views are not considered out of context as the taller buildings at Darling Point and in the foreground that front New South Head Road are visible.</p> <p>Overall, it is considered that the proposed development will have a moderate to high visual impact on this property. This view is likely to be representative of views from a number of private properties along the escapement that have Edgecliff Road addresses. Views to the view are not available from Edgecliff Road public domain.</p> <p>The development is sense within the wide panoramic view between Darling Point and Point Piper. The towers are seen below the ridgeline in the far distance on the North Shore of Sydney Harbour.</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 11**. 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 24**.

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:

Public views

- View 7 – Double Bay Wharf, Double Bay;
- View 8 – Steyne Park, Double Bay;
- View 9 – Corner of William Street and New South Head Road, Double Bay;
- View 10 – Bellevue Road, Double Bay; and
- View 11 – Greenoaks Avenue, Darling Point.

Private view

- View 12 – 87 Ocean Avenue, Double Bay

In selecting these views the author searched for elevated locations throughout the visual catchment (above RL 20).

View 7 – Double Bay Wharf



Figure 56 Existing view from Double Bay Wharf



Figure 57 Proposed view from Double Bay Wharf

View 7 – 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 56** and a photomontage including the proposed development is illustrated in **Figure 57** 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 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	Moderate
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, with the upper levels of the western (right) tower visible above the canopy and only a small upper section of the eastern (left) tower visible, with this shorter tower almost entirely screened by vegetation. The tower element rising above the canopy creates a local landmark/signature development. The town centre is not readily discernable from this point, which is a key 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, such as the wharf. The scale of the western (right) tower 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>
Comparison with Environmental Assessment Scheme	<p>The former Environmental Assessment scheme provided a taller eastern tower. The upper levels of this tower were clearly visible above the tree canopy from this viewing point. The previous scheme presented the towers as two, closely aligned, tall building elements.</p> <p>The vegetation cover now almost completely screens the eastern tower. The western tower is still visible however the overall visual dominance from this viewing point is significantly reduced.</p>

View 8 – Steyne Park, Double Bay



Figure 58 Existing view from Steyne Park



Figure 59 Proposed view from Steyne Park

View 8 – 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 58** and a photomontage of the view including the proposed development is illustrated in **Figure 59**.

Viewing situation	View from Steyne Park looking south east 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	High
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, as the park is located on the fringe of the town centre. These factors result 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, however the western (front) tower dominates the view, with the eastern (rear) tower appearing as a small projecting element of the taller tower.</p> <p>Accordingly, given the above assessment, the visual impact rating of the proposed development on Steyne Park is likely to be high.</p>
Comparison with Environmental Assessment Scheme	<p>With the eastern tower previously proposed as being the same height as the western tower, the two tower forms from this viewing point appeared as a single building mass.</p> <p>The Preferred Project scheme significantly reduces this perceived single tower bulk. The eastern tower now appears as a smaller projection of the western tower. The bulk and scale of the development appears much less intrusive when compared to the Environmental Assessment scheme. The roof design of the buildings with the removal of the rings has effectively reduced the bulk of the tops of the buildings</p> <p>The Preferred Project scheme is considered to have a reduced visual impact when compared to the previous scheme.</p>

View 9 – Corner of William Street and New South Head Road, Double Bay



Figure 60 Existing view from the corner of William Street and New South Head Road



Figure 61 Proposed view from the corner of William Street and New South Head Road

View 9 – 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 60** and **Figure 61**.

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	Moderate
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. The appearance of the eastern tower (left) aligns with the height of the building in the foreground. 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>
Comparison with Environmental Assessment Scheme	<p>It is considered that the Preferred Project scheme provides a reduction in the visual impact compared to the Environmental Assessment Scheme.</p> <p>Although the visual impact remains moderate, with the reduction in the height of the eastern tower, the perceived bulk of the building is significantly reduced. Under the current scheme, the eastern tower is more absorbed within the existing environment, with the height roughly aligning with the building in the foreground.</p> <p>This also significantly reduces the visual intrusiveness of the proposed development and results in a much more favourable visual outcome.</p>

View 10 – Bellevue Road, Double Bay



Figure 62 Existing view from Bellevue Road



Figure 63 Proposed view from Bellevue Road

View 10 – 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 62** and **Figure 63** 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	High
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. The podium mass of the existing building is significantly reduced by the proposed development. 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>
Comparison with Environmental Assessment scheme	<p>This view looks directly at the building on approach to the Double Bay town centre. Despite the modifications in height of the eastern tower and the alterations to the Environmental Assessment scheme, the buildings still appear as one tower element. This is a result of the taller western tower aligning directly behind the eastern tower. The articulation of the roof forms and the deletion of the rings assist in reducing the bulk of these elements.</p> <p>Notwithstanding this, the articulation of the towers is enhanced given the height variation.</p>

View 11 – Greenoaks Avenue, Double Bay



Figure 64 Existing view from Greenoaks Avenue



Figure 65 Proposed view from Greenoaks Avenue

View 11 – 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 64** and **Figure 65**.

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	Moderate
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 two separate buildings, providing visual articulation and creating an interesting skyline. The taller western (left) building aligns with the height of the apartment building to the east (right) of the development.</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>
Comparison with Environmental Assessment Scheme	<p>Under the Environmental Assessment scheme, the two tower elements appeared as one bulky tower from this view. In reducing the height of the eastern (right) tower, the two high rise elements now appear as two separate buildings.</p> <p>The variation in height also improves the visual impact of the development by creating an interesting town centre skyline and creating built form and height variety in the context of the building, which is visible in the back drop which is higher than the proposed development..</p> <p>The Preferred Project scheme is considered a favourable option in regards to visual impact from this viewing point.</p>

View 12 – 87 Ocean Avenue, Double Bay



Figure 66 Existing view from front of 87 Ocean Avenue, Double Bay



Figure 67 Proposed view from 87 Ocean Avenue, Double Bay

View 12 – 87 Ocean Avenue, Double Bay

This section provides an assessment of the visual impact of the proposed development from the front of 87 Ocean Avenue Double Bay. This view was not included as part of the Environmental Assessment. It has been included in the Preferred Project Report in order to understand the visual impact from private properties along Ocean Avenue, located north west of the subject site. The proposed and existing views are illustrated in **Figure 66** and **Figure 67**.

Viewing situation	View from 87 Ocean Avenue, Double Bay looking south east over Steyne Park towards the Double Bay town centre.
Category of viewer	Residents and pedestrians.
Context of viewer	Residents of Ocean Avenue and pedestrians walking along Ocean Avenue.
Likely period of view	Short to long term
Relative number of viewers	Moderate
Distance of view	350 metres.
Visual absorption capacity	Low
Visibility	High
Visual impact rating	High
Comment	<p>This image is taken from the front of a private residential property located at 87 Ocean Avenue, Double Bay. Viewing from this point overlooks Steyne Park and will mainly be viewed by residents along Ocean Avenue and pedestrians walking along Ocean Avenue adjacent to these properties.</p> <p>There is therefore very little screening of the proposed development. One taller building appears from this viewing point (the fronts onto New South Head Road). Generally, only the western taller tower is visible from this point. Some projecting elements of the eastern tower are visible, however, they do not significantly add to the bulk of the development.</p> <p>The low visual absorption capacity and high visibility of the development from this point result in a high visual impact rating.</p> <p>Although the building has a high visual impact rating, it presents as a town centre landmark or signature building. The high architectural quality and choice of materials, colours and finishes results in a visually interesting development from this view. The deletion of the roof top rings from the Environmental Assessment scheme has reduced the bulk at the top of the development.</p>

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