

Columbia Precinct - Mixed Use Development
Major Project Application MP10_0413

2-20 Parramatta Road and 11-13 Columbia Lane, Homebush



Visual Impacts Assessment

Report prepared for Mayoh Architects

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Executive Summary

Introduction

1. Richard Lamb and Associates undertook an independent assessment of the potential visual impacts of the proposal. The Report addresses the relevant Director General's Requirements (DGRs) for the Application specifically 2 Built Form, 5 Environmental and Residential Amenity and Plans and Documents (View Analysis).

Methodology

2. The assessment began by analysing the existing visual character and resources of the site and the surrounding context to identify the visual opportunities and constraints for the potential development of the site. These are;
 - i. The presence of rail land, rail buildings, rail lines, electricity substation, major road, motorway and industrial buildings provides a unique opportunity for a mixed use development.
 - ii. The presence of high density residential and mixed use development in the context also provides an opportunity for the site for a development of the height and density proposed.
 - iii. The presence of the Creek provides an opportunity for provision of open space/landscaped area adjacent to it. This could be connected to the Reserve on the northern side of Parramatta Road with the help of an over-bridge.
 - iv. The context of the Bakehouse Quarter development provides an opportunity for the site to have a development with a high level of street activities and pedestrian linkages.
 - v. Developments proposed in the interiors and in the southern sector of the subject site will not be visible from Parramatta Road with a three storey street wall height closer to it.
 - vi. The northern and western edges of the site are more critical being adjacent to a busy road and residential context, respectively.
 - vii. There is scope on the site for a development of the nature proposed subject to appropriate treatment of the various interfaces with the adjacent land uses, setbacks, appropriate podium heights (street wall heights), well considered building height distribution and pedestrian linkages.
 - viii. Columbia Lane and Railway Lane provide two important vistas into and out of the subject site, which should be retained and enhanced.
 - ix. The overall scenic quality of the visual context of the subject site at present is considered to be low.
3. The proposed development responds to the visual resources, opportunities and constraints with regard to streetscape presentation, heights, landscaping, and residential amenity with the neighbours and pedestrian amenity. The proposal ranges in height from one storey to



up to 21 storeys. Recreation space is proposed on the part of the site west of the storm water canal.

4. The general principle of building height distribution is up to three levels of podium heights (including one level of commercial/retail and two levels of residential) and residential towers above them with significant setbacks from the edges. Taller buildings are proposed in the southern part of the subject site at a distance from Parramatta Road.
5. The buildings fronting Parramatta Road from east to west are four industrial storeys (Kennards existing building), eight storeys (Building G), 7 storeys and 6 storeys (parts of Building B), including the podium. Buildings further south are a mix of 1, 3, 8, 12, 16 and 21 storeys including podium.
6. The visual exposure of the site and the proposed development was documented by visiting a number of viewing locations. The visual exposure from the private domain was determined by making observations from the streets. This has been discussed in detail at Section 3.1 of the report.
7. Representative viewing locations were nominated for the preparation of block model photomontages of the development seen from strategic locations. POD Group has prepared the montages under our supervision. It was determined that the proposal will be well within the emerging character of the locality. The proposed heights are compatible with adjacent and future developments both approved and in application form. The Architects have also prepared a set of artistic impressions which further substantiate this assessment.

Findings and assessment

8. The potential visual effects of the proposal were analysed and it was found that the proposal will have a moderate-high and a positive effect on the character of the site and the surroundings.
9. Visual privacy between neighbours within the proposed development as well as with adjacent existing and approved residential development will be maintained by commitment to appropriate setbacks, building orientations and separations, locations of doors, windows and balconies, and landscaping.
10. The buildings fronting Parramatta Road and the street wall height adjacent to it will significantly screen the proposed built form in the central part and in the southern part of the site when seen from Parramatta Road. In middle distance and distant views only the upper levels of the buildings in the interior of the site will be visible from the north and northeast.
11. The building forms, scale, heights, articulation, modulation and materials and colours will be in keeping with the existing and the emerging character of the locality and will be subject to fine grain design at the DA stages. In this regard, the surrounding context provides high physical absorption capacity for the proposed development on the subject site.
12. The proposed development has moderate to high compatibility with the character of the site. It is responsive to the storm water canal easement and proposed reserve on its west and does not require any significant land form alteration. It proposes increased and improved visual and pedestrian linkages to and from the subject site, additional view corridors and



internal significant open spaces. The proposed development will result in a positive change to the existing built form character of the site.

13. The visual compatibility of the proposed development with regard to the existing and emerging character of the site was judged to be moderate-high as;
- i. The proposed development is of a similar nature with regard to views from the external domain to the Strathfield Triangle, Raw Square residential development and the apartments located on the eastern side of Station Street. The residential component is the only part of the development that will be of any significant visibility to external viewing places.
 - ii. The proposed development is responsive to the character of the various edges/interfaces of the subject site with its surroundings, to the existing and potential future adjacent development on Parramatta Road and to the future George Street character with regard to street wall heights, overall building heights, setbacks and footprints.
 - iii. The proposed development is in line with the emerging character for similarly located land, both in the immediate vicinity and also in Strathfield, North Strathfield and Homebush.

Conclusion

With regard to the potential visual impacts, the proposed development is reasonable and does not result in any significant negative visual effects or impacts on its visual catchment. It will result in a positive change to the visual character of the site and will be compatible with the existing and emerging character of the surrounding context. It will not have any significant residential amenity impacts.



1.0 Introduction

1.1 Purpose of this report

I have been appointed by Mayoh Architects on behalf of the Applicants, to undertake an independent assessment of the potential visual impacts of the proposed Major Project Application (MP10_0143) for a mixed use development comprising retail, commercial and residential uses at 2-20 Parramatta Road and 11-13 Columbia Lane, Homebush.

This report is based on my field documentation and assessment undertaken on 24 January and 4 February 2011. The Report also addresses the relevant Director General's Requirements (DGRs) for the Application, specifically:

2. *Built Form*

- *View analysis to and from the site from key vantage points; and*
- *Analysis of architectural form and character i.e. assess the design against the existing general industrial building form and character of the site and locality including the Bakehouse Quarter, Railway triangle and Arnotts Rail Bridge.*

5. *Environmental and Residential Amenity*

The EA must address privacy, view loss and achieve a high level of environmental and residential amenity.

Plans and Documents to accompany the Application

- *View Analysis - Visual aids such as a photomontage must be used to demonstrate visual impacts of the proposed building envelopes in particular having regard to the siting, bulk and scale relationships from key areas;*
- *Architectural form and character analysis - indication of the architectural character of the existing site and adjacent sites in the precinct including the Bakehouse Quarter, Railway triangle, Arnotts rail bridge, and assess how the proposed architecture supports and contributes to this character.*

Parts of the above DGRs have been addressed in liaison with the Architects, Town Planner and Urban Design Consultant and the montage artist (POD Group). The Report also addresses the relevant Planning Instruments with regard to potential visual impacts.

I have previously provided specialist advice to Mayoh Architects based on my own independent initial assessments of the visual character and the visual opportunities and constraints to inform the layout and building height distribution of the proposed development for the subject site. I support the design which is the subject of the Major Project Application and the Environmental Assessment on visual and related amenity impacts grounds.



1.2 Documents consulted

I have perused the following documents in the preparation of this report:

1. Preliminary Environmental Assessment Report for the Major Project, prepared by Colston Budd Hunt & Kafes Pty Ltd with Mayoh Architects, dated July 2010
2. Application Drawings, prepared by Mayoh Architects:
 - A.002, Issue P3, Site Plan, dated 3 June 2011.
 - A.103 to A.108, Issue P3, Floor Plans including Ground Floor Plan, Levels 1, 2 and 3, Typical Mid-Level Level 4-7 Plan, Typical High-Level Plan, dated 20 May 2011.
 - A.100, A.101 and A.102, Basement Plans, Issue P2, dated 25 May 2011
 - (Draft) A.160 and A.161 Issue P1 Site Sections, A.150 Issue P1 Site Elevations, dated 3 June 2011.
3. Landscape Concept Plan, Landscape Master Plan – Ground Level, Level 1, Level 2, Level 3, prepared by Site Image Landscape Architects, dated 3 June 2011.
4. Survey Plan, Drawing No A.001, prepared by Hill and Blume Pty Ltd, dated 10 January 2011.
5. Photomontages, prepared by POD 3D+Graphics
6. Director General's Requirements for the Major Project Application, issued 11 November 2010.
7. Strathfield Development Control Plan 20 – Parramatta Road Corridor Area.
8. Strathfield Planning Scheme Ordinance 1969.

1.3 Visual impact assessment methodology

The methodology for this assessment consists of three main steps as described below.

The first part is the visual character and resources analysis which describes the existing and desired future character of the site and the surrounding context and identifies the existing and potential visual resources of the development site. It then describes the features of the proposed development and how it responds to the identified visual resources of the development site.

The second part of the method consists of an objective analysis of the visual effects of the proposal. The analytical section of the report is intended to identify and document the objective visual effects which will occur as a result of construction of the proposed development and also the relative size or magnitude of those effects (what effects and how much).

It starts with an analysis of the area in which the proposal would be visible (its visual catchment) and the factors which condition its visibility. An analysis is then made of the extent of visual change that would occur in the catchment as a result of the construction of the development. Change is considered in relation firstly to the existing, emerging and desired future character of the site itself and secondly to the existing, emerging and desired future character of the surrounding context. Finally, an analysis of the factors which either increase or decrease a viewer's sensitivity to the potential change to the site and locality is made.



Specific visual effects are also considered to include potential view loss effects, interruption of predominant view lines including those to and from heritage items and in general terms the likely effects on visual privacy and visual amenity of the existing and future residents.

The third main component of the method comprises the visual impact assessment. It considers the appropriateness and impacts on scenic quality, landscape character and on specific views and items of significance by assessing factors such as the physical absorption capacity and the compatibility of the proposal with the existing and desired future character of the development site and the surroundings.

The assessment proceeds to address the relevant planning instruments with regard to visual issues.

A six point qualitative scale is used throughout the report with regard to explaining the relative visual effects or potential impacts of the proposal. The scale values range from negligible, through low, low-moderate, moderate, moderate-high to high, ie, moderate is the mid-range value where there is a measurable effect. The ratings in the visual impact factors (ie, the Physical Absorption Capacity and Compatibility) work in the reverse order compared to visual effects rating. For example, a High level of Physical Absorption Capacity means Low level of visual impact.

The report has the following components:

1. Visual character and resource analysis (Chapter 2 of the Report). This comprises:
 - a) Description of the existing character of the development site. (Section 2.1 of the Report)
 - b) Description of the existing character of the surrounding context. (Section 2.2 of the Report)
 - c) Identification of the existing and potential visual resources of the development site. (Section 2.3 of the Report)
 - d) Description of the proposal and its response to the above identified visual resources. (Section 2.4 of the Report)
2. Visual effects analysis. (Chapter 3 of the Report) This comprises:
 - a) Analysis of specific visual exposure of the site and the proposal, including the identification and indication of the viewing places and direction of existing views into the site. The viewing locations include roads, recreation areas, waterways and residences and commercial and industrial developments. Specific consideration is given to the visual exposure to heritage items. (Section 3.1 of the Report)
 - b) Analysis of the change in the intrinsic character of the site and relevant locality due to the proposed development. (Sections 3.2 and 3.3 of the Report)
 - c) Analysis of visual sensitivity in terms of nature and significance of viewing locations, including heritage items and the likely expectation of the existing and future character of the views of the development site from those viewing locations. (Section 3.4 of the Report)
 - d) Analysis of specific visual effects such as visual privacy, view loss and interruption of existing important views, including views to and from the heritage items. (Section 3.5 of the Report)
 - e) Evaluation of the overall visual effects of the proposal based on the above analysis (Section 3.6 of the Report)



3. Visual impacts assessment (Chapter 4 of the Report), which considers:
 - a) Physical absorption capacity. (Section 4.1 of the Report)
 - b) Compatibility with the character of the site. (Section 4.2.1 of the Report)
 - c) Compatibility with the character of the surroundings including heritage items. (Section 4.2.2 of the Report)
 - d) Address to relevant Planning Instruments (Section 4.3 of the Report).
 - e) Summary of strategies and commitments for improved address to surrounding context and residential amenity. (Section 4.4 of the Report)
 - f) Evaluation of the overall visual impacts of the proposal based on the above assessment. (Section 4.5 of the Report)
4. Conclusions. (Chapter 5 of the Report)



2.0 Visual Character and Visual Resources Analysis

2.1 Visual character of the site

The subject site is located on the southern side of Parramatta Road in the vicinity of the northern rail line, the western rail line, Station Street, George Street and the M4 Western Motorway. It is irregular in shape, of about 3 hectares in area and bounded by rail land and associated buildings to the east and southeast. Sydney Water's Powells Creek water canal runs north-south in the western sector of the subject site and wraps around part of the southern boundary of it. The Creek flows to the north of Parramatta Road. An electricity substation and rail buildings are located adjacent to the Creek to the south and south-southwest and around to the east. .

The subject site has a slight fall toward the Powells Creek canal toward the south west and west, is almost flat and does not show any significant topographic variation. It is occupied by commercial and industrial and warehouse buildings under three separate ownerships. There is one car showroom located adjacent to Parramatta Road, to the west of the Creek. The site is otherwise used for a variety of purposes in addition to self-storage, including archive storage, automotive mechanical and smash repairs, car storage, warehousing, car sales yard and vacant floor space. Some of the buildings are unoccupied at present.

The built form on the subject site at present consists of warehouse style buildings with large footprints, of one to three industrial storeys tall and boxy form lacking any significant articulation or modulation. Kennards Self Storage occupies approximately one third of the subject site and is located in the northeast sector. There is no significant vegetation on the subject site at present.

The present access to the subject site is either directly off Parramatta Road or through Columbia Lane which also provides access to the railway land and the substation. The lane runs north-south. Railway Lane runs east-west on the subject site, off Columbia Lane. These roads and the Creek land are not under the Applicants' ownership.

Viewed from Parramatta Road and locations to the north, northeast and northwest which are level with the subject site, the buildings fronting Parramatta Road block the views of the interiors of the subject site and the buildings located inside.

The subject site is partly zoned Mixed Use 10 under the Strathfield Planning Scheme Ordinance (SPSO). The Mixed Use 10 zone and Proposed Local Road 9(a) zone apply to the land on the eastern side of Powells Creek while the land on the western side of the Creek is zoned Proposed Open Space 6(d). Powells Creek is zoned Special Uses 5(a) "Drainage".

2.2 Visual character of surrounding context and streetscapes

The immediate context of the subject site is that of railway land/infrastructure buildings, electricity substation, sections of two major railway lines and Homebush Station. It is also located in the context of industrial, commercial, mixed use and residential developments on Parramatta Road, commercial and retail developments in the existing Bakehouse Quarter development, tall mixed use and residential apartment buildings on Station Street and Strathfield Triangle and the M4 Western Motorway. Powells Creek Reserve is located to the west of Sydney Water's Powells Creek on the



northern side of Parramatta Road. The subject site and its immediate context, including Parramatta Road is located lower, relative to the section of M4 Motorway in its proximity.

The street wall height of developments on Parramatta Road in the vicinity is very variable but typically in the range of two to four residential storeys in height, but with some mixed buildings of up to eight storeys with zero setbacks. The upper levels of developments of all kinds on Parramatta Road are generally set back, either above a street wall height of two to four storeys or at the upper level of taller residential or mixed buildings. No. 52-58 Parramatta Road has two commercial levels and five residential levels above it.

The existing Bakehouse Quarter development located on George Street is a good example of a mixed retail and commercial development with a high level of pedestrian activity and permeability, lower street wall heights, engaging streetscapes and narrow cross streets flanked by developments. It retains many of the underlying structures of the original buildings. The function of George Street however as a through link is problematic to the shared character of the public domain. George Street is a main road between North Strathfield and Homebush.

There is a proposal for a Bakehouse Quarter extension under a Major Project Application. It is an intensive development which proposes buildings of up to thirteen storeys with large footprints and a number of two to three storey and five storey buildings. The site for the Bakehouse Quarter extension is presently occupied by a carpark, a car wash and other retail developments and sporting activity development. The development would be between the existing Bakehouse Quarter and the subject site.

The sites for both the existing Bakehouse Quarter development and its proposed extension are zoned Commercial Core B3 under the Canada Bay Local Environmental Plan 2008.

Residential developments on Station Street are located adjacent to part of the western boundary of the subject site. There are five tall apartment buildings on land zoned Residential 2(b). These buildings are up to twelve storeys high and the apartments in them appear to have been located to have various orientations, including some that are towards the subject site. Part of the land on the eastern side of Station Street and closer to Parramatta Road is zoned Mixed Use 10, similarly to the subject site.

Homebush Station is located southwest of the subject site, near the southern terminus of Station Street. There are views of part of the southern edge of the subject site from the Station. The remainder of the subject site is screened by tall buildings on Station Street.

Strathfield Triangle, to the south east of the site, is a high density residential development area and is generally bounded by Leicester Avenue to the east, the northern rail line to the west and south and Parramatta Road to the north. There are residential apartment buildings in the Triangle of up to ten storeys in height and more in the pipeline.

The wider visual context of the subject site is mainly confined to that to the east, southeast, south and southwest with the exception of some limited visibility from the northeast, along Queen Street and a section of George Street to the north. It includes the developments located on The Crescent, Homebush, including predominantly two storey retail with residential on top developments, some 1960s residential apartment buildings and some tall residential apartment buildings of about twelve storeys at the terminus of The Crescent and in the vicinity of Beresford Road.

Further southeast of the subject site within the wider context is the Strathfield Square development near the corner of Albert Street and Raw Square. The apartment buildings are up to sixteen storeys high.



While the visual context of the subject site falls under two LGAs (Canada Bay Council and Strathfield Council), the emerging character appears to be evidently that of medium to high density mixed use development with internalised high quality public domain open spaces and active street fronts.

2.3 Visual resources of the site and its context

Based on the analysis of the visual character of the site and the surroundings, the following visual resources are indentified, which pose opportunities and constraints to any potential future development:

1. The overall scenic quality of the visual context of the subject site is considered to be low. This is due to the presence of rail land, rail buildings, rail lines, an electricity substation, major roads, a motorway and commercial and industrial buildings. The presence of the Creek and part residential context gives a slight up-weight to the overall low scenic quality.
2. The presence of rail land, rail buildings, rail lines, electricity substation, major road, motorway and industrial buildings provides an opportunity for a mixed use development of high architectural standards, of the nature proposed.
3. The presence of high density residential and mixed use development in the context also provides an opportunity for the subject site for a development of the nature proposed. Despite its zoning, the site currently has no mixed use buildings.
4. The presence of the Creek provides an opportunity for provision of open space/landscaped area adjacent to it. This could be connected to the Reserve on the northern side of Parramatta Road with the help of an over-bridge.
5. The context of the Bakehouse Quarter development provides an opportunity for the subject site to have a development with a high level of street activities and pedestrian linkages (both internal and external).
6. Developments proposed in the interiors and in the southern sector of the subject site will not be visible from Parramatta Road with a three storey street wall height closer to it.
7. The northern and western edges of the subject site are more critical being adjacent to a busy road and residential context, respectively.
8. There is scope on the subject site for a development of the nature proposed subject to appropriate treatment of the various interfaces with the adjacent land uses, setbacks, appropriate podium heights (street wall heights), well considered building height distribution and pedestrian linkages.
9. Columbia Lane and Railway Lane provide two important vistas into and out of the subject site, which should be retained and enhanced.





Plate A

Looking south along Columbia Lane from Parramatta Road.



Plate D

Standing on Columbia Lane looking north-northwest along the at the future alignment of the George Street extension (the centre of the photograph is the alignment of the future extension)



Plate B

From approximately the southern tip of the subject site looking south.



Plate E

View west from Columbia Lane along the alignment of Railway Lane & the proposed internal street.



Plate C

From the southern terminus of Columbia Lane looking southeast in the alignment of the canal



Plate F

View looking east towards Columbia Lane as seen from the western end of Railway Lane and the proposed internal street.



Plate G

From near western edge of the subject site looking east at the general location of the proposed open space.



Plate J

From the south side of Parramatta Road in the alignment of George Street looking north-northeast.



Plate H

From south side of Parramatta Road near Powells Creek looking southeast.



Plate K

Part of the location of the proposed Bakehouse Quarter Extension between Parramatta Road and the M4. Part of the subject site is also seen in this view.



Plate I

Looking west at the Parramatta Road streetscape from standing on the south side of the road near Powells Creek.



Plate L

Looking east towards Gate 4 of the existing Bakehouse Quarter development from George Street.



Plate M

Residential buildings on Station Street that are located adjacent to the west & southwest edge of the subject site.



Plate P

Residential precinct (Strathfield Triangle) east of the subject site.



Plate N

Looking south along Station Street from the north side of Parramatta Road.



Plate Q

Parramatta Road streetscape (view of Strathfield Triangle development) as seen from Queen Street.



Plate O

Looking east-northeast from the southern end of Station Street.



Plate R

Tall buildings on Beresford Road in Homebush.



Plate S

Building at the eastern terminus of The Crescent (12 storeys including basement)



Plate T

From Cooper Street looking southeast toward the development on Strathfield Square/Raw Square.



2.4 The proposal and its response to visual resources

The proposal

The proposal is for a mixed use development comprising residential, commercial, retail and community uses with up to two to three levels of basement car parking.

The existing Kennards Self Storage facility is proposed to be retained in the northeast sector of the subject site. A southward extension of George Street is proposed across Parramatta Road and the subject site that will run approximately north-south. The Columbia Lane and Railway Lane land will be retained. The internal street pattern essentially divides the site into five sectors; three fronting Parramatta Road (one on each side of the proposed George Street extension and one on the eastern side of Columbia Lane), the southeast sector between the George Street extension and the eastern boundary and the southwest sector between the George Street extension and the western boundary.

The general principle of the building height distribution is that of up to three levels of podium heights (including one level of commercial/retail and up to two levels of residential) and residential towers above them with significant setbacks from the edges. Taller buildings are proposed in the southern part of the subject site at a distance from Parramatta Road.

The buildings fronting Parramatta Road from east to west are four industrial storeys (Kennards existing building), eight storeys (Building G), 7 storeys and 6 storeys (parts of Building B), including the podium. Buildings further south are a mix of 8, 12, 16 and 21 storeys including podium.

The tower elements have appropriate setbacks above the podiums, from the external and internal streets (including the proposed George Street extension), from the internal communal open spaces/ courtyards and from the site edges. This results in improved residential amenity and quality street activation and pedestrian permeability. There are arcades and ground level pedestrian linkages connecting some of the existing external pedestrian linkages into the site (such as from Station Street). The ground floors of respective buildings and/or groups of buildings in individual sectors also have residential central open space/courtyards. The existing and proposed streets will provide views into the site.

Vehicular entrance to the subject site will be through Columbia Lane for traffic travelling west on Parramatta Road only and through George Street for traffic travelling both east and west on Parramatta Road. Car parking is predominantly in the basement with the exception of that for Kennards Self Storage building and the building to its south (in the southeast sector of the subject site) which have car parks at ground floor and Level 1.

Recreation space is proposed on the part of the site west of the stormwater canal and also to its east in the southern part of the site. Hence the proposed buildings are located at a significant distance from the western boundary and from the residences located on the eastern side of Station Street. This recreation space has the potential to be connected to Powells Creek Reserve located on the northern side of Parramatta Road by an overpass bridge or the like.

The recreation space will be turfed and its peripheries will be planted with trees. There will be avenue planting of trees along the internal road including along the proposed George Street extension. Some tree plantings are also proposed along Parramatta Road. A small open space proposed in front of Building O, adjacent to the proposed extension of George Street, will consist of informal benched recreational spaces and palm tree plantings.



Response of the proposal to the identified visual resources

The proposed general building height distribution is overall appropriate and responsive to the character and visual opportunities and constraints of the site and its context.

The taller buildings in the southern sector of the subject site will have very restricted visual exposure from the public domain. Their visual exposure to a small number of residential buildings at substantial distances is not a significant constraint.

The proposed recreation space, west of the canal, is an appropriate treatment of the western edge and the western part of the subject site given its interface with the residential context on Station Street.

The overall heights proposed along Parramatta Road are appropriate and in line with the recently constructed apartment buildings and mixed use buildings fronting the street. The proposed heights along Parramatta Road are also appropriate in relation to any future development of the Bakehouse Quarter extension site.

The general setbacks and pedestrian areas proposed are appropriate. These are also adequately proposed along Parramatta Road. The existing and potential pedestrian links add merit to the proposed development and assist in improving the permeability in to the subject site. The existing and proposed streets will provide views into the site from the public domain.



3.0 Visual Effects Analysis

3.1 Visual exposure of the site and the proposal

As part of the field assessment, the visual exposure of the site and the proposed development was documented by visiting a number of viewing locations and making observations. The visual exposure from the private domain was determined by making observations from the streets. Appendix A contains photographic plates representing the visual exposure and the viewing locations assessed are shown on Map 2.

This existing visual exposure of the subject site and that of the proposed development may further decrease subject to the approval of the proposed Part 3A Application for the Bakehouse Quarter extension from viewing locations to the north, northeast and northwest of the subject site.

The buildings fronting Parramatta Road screen views to the interiors of the subject site from viewing locations to the north, north-northeast and north-northwest. This will also be true for the proposed development as the taller buildings proposed in the interiors of the subject site will not be visible from Parramatta Road as a result of the narrow road and the height of proposed podiums to the buildings.

The buildings located on the eastern side of Station Street will also provide screening to the views of parts of the proposed development in views from the west and southwest.

In general, the public domain visual catchment of the proposed development is small.

3.1.1 Visual exposure from Roads

Parts of the proposed development will be visible from the following roads:

- i. A section of Parramatta Road between Cooper Street to the east and Knight Street to the west (Viewing locations 4 to 12 on Map 2 and Plates 4 to 12 at Appendix A),
- ii. A section of George Street (Viewing locations 1 to 3 on Map 2 and Plates 1 to 3 at Appendix A),
- iii. Columbia Lane (Viewing locations 10 and 11 on Map 2 and Plates 10 and 11 at Appendix A),
- iv. Railway Street (Viewing location 17 on Map 2 and Plate 17 at Appendix A) and Railway Lane (Plates E and F on Page 14),
- v. Parts of Station Street across side setbacks between buildings and from its southern terminus (Viewing locations 13 and 14 on Map 2 and Plates 13 and 14 at Appendix A),
- vi. A section of Loftus Crescent (Viewing location 16 on Map 2 and Plate 16 at Appendix A),
- vii. Parts of The Crescent between its eastern terminus and the roundabout west of Rochester Street (Viewing locations 19 and 20 on Map 2 and Plates 19 and 20 at Appendix A).
- viii. Parts of Queen Street between Nelson Street and Cooper Street (Viewing location 18 on Map 2 and Plate 18 at Appendix A),
- ix. From a small section of the M4 Western Motorway (Viewing locations 22 and 23 on Map 2 and Plates 22 and 23 at Appendix A).
- x. From parts of Cooper Street, Clarence Street and Chapman Street (Viewing location 21 on Map 2 and Plate 21 at Appendix A)





The taller parts of the proposed 21 storey building may be visible from Homebush Railway Station (Viewing location 15 on Map 2 and Plate 15 at Appendix A). Parts of the proposed development will be visible to train commuters from a short section of the two rail lines and from the Arnotts Bridge on the northern rail line.

Part of the subject site and similarly part of the proposed development will be seen in a focal view from the majority of George Street. It is from the section of George Street in the vicinity of the M4 Motorway and Parramatta Road that the expanse of the subject site on Parramatta Road can be visually perceived and the expanse of the proposed development will be perceivable.

There will not be any significant visibility of the proposed development from Leicester Avenue, Concord Road or other residential streets in North Strathfield. There will not be any significant visibility from Beresford Road, Homebush Road, Albert Street, Raw Square or other streets in Strathfield.

3.1.2 Reserves and recreation areas

Parts of the proposed development will be visible from Powells Creek Reserve to the west of the stormwater canal on the northern side of Parramatta Road and from an area immediately southwest of the subject site.

3.1.3 Residences, industrial and commercial areas, public school

Parts of the proposed development will be visible from the rail buildings and the electricity substation, adjacent to the subject site.

Parts will be visible from the commercial and industrial developments on Parramatta Road between Cooper Street and Knight Street. It will be visible from the residential buildings located on the eastern side of Station Street and from developments on George Street in the Bakehouse Quarter.

Parts will be visible from developments on The Crescent between its eastern terminus and the roundabout west of Rochester Street. It will be visible from some developments on the northern side of Loftus Crescent. It will also be visible from some residences on Queen Street.

Parts of the development will be visible from residences in the Strathfield Triangle on Parramatta Road, Cooper Street, Chapman Street, Clarence Street and Hills Road. The upper parts of the proposed taller buildings will also be visible from taller buildings in Homebush (on Beresford Road) and Strathfield (on Raw Square and Albert Street) adjacent to the two railway lines.

The visual amenity of the subject site as seen from these residences will be improved compared to the existing environment that is seen from these developments.

3.1.4 Photomontages

POD Group has prepared block model montages of the proposed Concept Plan for seven representative viewing locations. I nominated the viewing locations based on the findings of my field assessment. The viewing locations were selected to represent the kind of views available from the whole visual catchment and the range of locations from which they are available. The representative viewing locations are the following:



1. Looking south from the first roundabout on George Street, travelling north.
2. From Parramatta Road near its intersection with George Street, looking east.
3. From Parramatta Road near its intersection with George Street intersection, looking southwest.
4. From the northern side of Parramatta Road, opposite a bus stand on the southern side, near 52-58 Parramatta Road, looking east.
5. From the northern side of Parramatta Road looking southeast along the alignment of the western edge of the subject site.
6. Looking west from the southern side of Parramatta Road (in the vicinity of Cooper Street).
7. Looking northeast from in front of No 17 The Crescent.

The viewing locations are shown on Map 3 and the montages are at Appendix B.

The montages were created with my supervision and advice. A 3-dimensional computer model of the development was created from the architectural plans for the proposed development. The model became the base layer later to be inserted into the photographs, using the Adobe Photoshop program.

The photographs were taken as single shots with a digital SLR Camera and the focal length was kept standardized at 18mm. Compared to a film camera of 35mm format, this equates to a focal length of 28mm, which is a conventional figure for outdoor urban photography.

The photomontages represent the visual exposure of the proposed building envelopes and their siting with regard to the topography and the surrounding built and natural character.

The present application is only for the concept, massing and overall building footprints of the buildings and therefore the detailing of the individual buildings is not part of the present application. The individual buildings will be of contemporary style and detailing, providing visual interest, articulation and modulation of the facades. These potential contemporary forms and their high architectural standards will be compatible with both the existing residential and the emerging and desired future character of the locality.

Table 3.1 discusses the assessment of the montage views in terms of the existing visual context of the views and the potential impact of the proposed development on those views.

The Architects have also prepared a set of artistic impressions which further represent the proposed character of the site and its acceptability on visual impacts grounds.



Table 3.1: View Analysis (Refer to Map 3 and Appendix B)

Description of Viewing Location (Refer to Map 3 and Appendix B)	Existing context	Potential impacts of the proposed development on the existing context
1. Looking south from the first roundabout on George Street, travelling north	There is a focal view of the site from a section of George Street. The full expanse of the site comes into view from a section of the street in the vicinity of the M4 Motorway and Parramatta Road. Three to four storey commercial/industrial buildings are seen on the site in the context of major transport routes, and commercial and retail developments up to two storeys street wall height along George Street, in this view. The buildings fronting Parramatta Road on the site significantly screen the buildings located in the interior. The buildings on the site are of poor architectural standard.	The visual character of the site will be transformed and a number of mixed use and residential buildings will be visible in the focal view. The buildings will be taller compared to the existing industrial buildings on the site, however they will be of high architectural standard with up to four residential storeys street wall heights. The podium fronting Parramatta Road will screen the lower parts of the buildings located in the interiors in this view. Once approved, as is or in amended form as per DoP's requirements, the proposed Bakehouse Quarter Extension will occupy part of the foreground of the view and parts of it will be of similar or greater heights than the proposed development. The proposed development will change the middleground and background of this view; however the change is considered to be positive and will not result in any significant negative visual impacts.
2. From Parramatta Road near its intersection with George Street, looking east	Part of the site and the industrial/commercial buildings are seen in this view in the context of major transport corridors and residential apartment buildings in Strathfield Triangle. Part of the site for the proposed Bakehouse Quarter Extension is also visible.	The Kennards building will be retained with a new penthouse level added to it which will be set back from the edges. A new building with a podium and a tower (Building G) will be visible in the view. There will be a small positive change in the character of the view of the site and the proposed building will be of high architectural standard compared to the existing building on the site. The podium and tower element will also exhibit a high level of vertical modulation and horizontal articulation. Overall, the proposal will not have any significant impact on this view.
3. From Parramatta Road near its intersection with George Street intersection looking southwest	Parts of the site are seen in the context of tall residential apartment buildings located on Station Street. Some industrial buildings and an open car yard are visible.	Parts of the proposed development will be visible in the view. Building G will be seen with its podium and tower elements to occupy the car show room. Part of the site further west of Building G will be vacant and occupied by a recreational reserve adjacent to the storm water canal. The podium level will exhibit significant modulation and articulation, the exteriors will be glazed and features such as glass ventilation louvres and planter boxes at upper level will provide visual interest. The proposal will result in a positive visual change to the character of the view and there will not be any significant negative visual impact on this view.

Description of Viewing Location (Refer to Map 3 and Appendix B)	Existing context	Potential impacts of the proposed development on the existing context
4. From northern side of Parramatta Road, opposite a bus stand on southern side, near 52-58 Parramatta Rd, looking east	Parts of the site are seen in the context of Parramatta Road and a mix of tall mixed use and residential apartment buildings (on Station Street and Stratfield Triangle). The site is seen to be occupied by an open car yard and commercial/industrial buildings fronting Parramatta Road.	The visual character of the site will be transformed by the presence of a number of buildings. The montage shows the proposed heights are compatible with the existing built form context of the surroundings and the street wall heights are consistent with the Parramatta Road streetscape. Only upper parts of the some of the taller buildings located within the interiors of the site would be visible in this view. The developments on Station Street screen the visibility of parts of the proposed development. The change in the character of the view will be positive and the proposal will not have any significant negative visual impact.
5. From the northern side of Parramatta Road looking southeast along the alignment of the western edge of the subject site	A vacant part of the site, some industrial buildings and an open car yard are visible in this view in the context of apartment buildings on Station Street.	Parts of the buildings adjacent to and to the east of the storm water canal will be visible in this view. The podiums of the buildings and the buildings located closer to Parramatta Road will screen parts of the lower portions of the buildings located further south. Part of the proposed recreation reserve to the east of the storm water canal will also be visible. The buildings will be seen from and across the proposed recreation reserve. The building heights as seen in the montage view appear to be compatible with the heights of the apartment buildings on Station Street, which are also adjacent to the reserve. The proposed buildings are located at a significant distance from the apartment buildings on Station Street to maintain residential amenity. Overall, there will be a significant but positive change to the character of this view and no significant negative visual impacts.
6. Looking west from the southern side of Parramatta Road (in the vicinity of Cooper Street).	Only a minor northern edge of the Kennards self storage building can be seen through the foreground tree canopy in this view. The site and the existing buildings on the site are predominantly not visible in this view.	Part of the pent-house level above the existing Kennards building will be visible in this view. There will be negligible change in the character of the view and overall no significant negative visual impact.
7. Looking northeast from in front of 17 The Crescent.	The site and the existing buildings on the site are not seen in this view. However, the buildings on the railway land can be seen in the context of Homebush Station and apartment buildings on Station Street.	Parts of the taller buildings proposed to be located in the southern part of the site (Buildings R and D) will be visible in this view. They will appear to be compatible with the residential apartment buildings seen within the context and will not affect views to any scenic features in this view. The character of the view will partly change; however, the proposal will not result in any significant visual impact.



3.2 Potential change in intrinsic character of the site

Change in the intrinsic character of the site is a description of the extent and nature of visual changes when considered in relation to the site's present character before the intended development is constructed.

It is considered that the proposed development will have a moderate to high effect on the existing character of the site on the six point evaluation scale described above in the methodology. The character of the site will change from an industrial character with many non-functional and old buildings to a high quality mixed use and residential apartment development with a high quantum and quality of the public domain, and increased accessibility to pedestrian permeability, legibility and security. The effect will be a positive one in regard to amenity. The proposed development will result in defined open spaces and increased physical and visual linkages.

A change to the visual character of a site or the immediate surroundings can be positive, neutral or negative and does not directly lead to visual impacts. The more important question to be investigated is the compatibility of the proposed development with the visual character of the site and the surroundings, the desired future character and with the underlying zone objectives and permissibility. This has been considered at Sections 4.2 and 4.3 of the Report respectively.

3.3 Potential change in intrinsic character of the surroundings

Change in the intrinsic character of the surroundings is a description of the extent and nature of visual effects when considered in relation to the surroundings of the site which would be caused by construction of the intended development.

The existing, emerging and desired future character of the locality is that of high quality mixed use and residential apartment development. In my opinion, the character change of the subject site will positively respond to the surrounding context and will be an improvement over the existing situation.

The existing, approved and proposed context of the development site is predominantly located on former industrial sites, similar to the subject site.

I consider the proposal will have a moderate effect on the visual character of its surrounding context. The effect is considered to be a positive one. It will provide a familiar character of high compatibility with the existing context. At the same time, it will also give distinctiveness, make a positive response to the underlying topography and produce a habitable, permeable, accessible public domain and high quality of the experience of its outdoor spaces. It will be in line with the existing planning controls and policies and produce a more interesting and attractive outcome.

3.4 Visual sensitivity

Sensitivity relates to the number of viewers who would be likely to see the proposed development and their likely expectations for visual quality. It is usually considered that a visual impact on a sensitive location in the public domain is considered more important than one of similar quality on a less sensitive site or seen from a private viewing place.



The visual sensitivity of the subject site for the proposed development is assessed to be low on the scale of negligible, low, low-moderate, moderate, moderate-high and high. This is for the following reasons:

- i. The subject site is located adjacent to infrastructure lands and in the vicinity of two major rail lines. These land uses are considered to be of low viewer sensitivity.
- ii. It is located in the vicinity of a major road and the M4 Motorway. Parts of the proposal will be visible from these road users from constantly moving positions. This is also considered to be low view sensitivity.
- iii. The existing context of the subject site is part commercial, industrial, mixed use and residential. This context is considered to be low viewer sensitivity.
- iv. There are no significant scenic or natural features in the vicinity of the subject site with the exception of Powells Creek and Powells Creek Reserve. The proposed development responds positively to these features and appropriately addresses them by way of proposing open space adjacent to the Creek and proposing an over bridge linkage to Powells Creek Reserve across Parramatta Road.
- v. The scenic quality of the context of the subject site is rated as low.
- vi. The public domain visual catchment of the proposed development is confined.
- vii. The proposed development is not visible from any specific scenic routes. The visibility to train commuters on short sections of two rail lines is considered to be of low visual sensitivity.
- viii. The proposed development will be seen in the context of other tall mixed use residential developments such as those located on Station Street, in Strathfield Triangle, Strathfield Square and on Beresford Road and Station Streets.

3.5 Specific Visual effects

As part of the formulation of the urban design principles at the fine grain design stage, specific measures will be taken to create a high quality residential environment. This will include appropriate building orientations and placement of doors, windows and balconies, appropriate setbacks and spatial arrangement, provision of open spaces, parks, opportunities for views outward, view corridors and access to scenic resources.

Visual privacy

There will be no visual privacy impacts of the development on residences outside the site. Visual privacy between neighbours within the proposed development as well as with adjacent existing, approved and proposed residential development will be maintained by commitments to appropriate setbacks, building separations, building orientations, locations of doors, windows and balconies, and landscaping.

These measures can be incorporated at the fine grain design stage. This level of design is not part of the current Concept Plan Application.



Interruption of views and view loss effects

It is considered that overall the high density mixed use developments on Parramatta Road, in Homebush and Strathfield are not designed or constructed to offer long term scenic views. This is because the scenic views even if they are presently available to any apartments are highly distant and are over and across lands that are zoned, and have the potential, for similar developments. Based on the zonings of the lands and the emerging and desired character of the locality, some effect on the existing sight lines from existing apartments is inevitable, although it is not considered significant or unreasonable.

Some residences on the upper levels of the apartment buildings in Station Street may have views to the northeast across the subject site towards Canada Bay, parts of the Parramatta River and district views, including some possible views towards the city and parts of the city skyline to the east. Our assessment of views from the potential visual catchment looking back toward the subject site, in which none of the adjacent tallest buildings are visible, indicates that there is unlikely to be significant exposure of adjacent apartments to existing scenic views.

These views are, in any event, already affected by existing developments and will become further affected by any future development on the Bakehouse Quarter extension site and by other potential developments within the context and view lines. The proposed development on the subject site also has the potential to affect these views. However, I do not consider this to be a significant “threshold” issue considering the zoning of the subject site, its development potential and the desired future character of the site and the locality. That is to say, there may be some view loss; however this would need to be assessed in greater detail at the individual DA stages. The primary orientations of the buildings on Station Street are east-west rather than to the north and few of the apartments would have views likely to be affected in any event. Where affected, and given the separation distances between buildings which ensure that significant areas and widths of view corridors will not be affected, the potential view loss effect is likely to be low to moderate at the worst.

Overall, it is considered that the proposal will not cause any significant blocking of views of any scenic items from its public and private domain visual catchment.

3.6 Overall visual effects

Based on the analysis presented above on each factor, it is assessed that the overall visual effects of the proposed development will be low on the six point evaluation scale.



4.0 Visual Impacts Assessment

4.1 Physical absorption capacity

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

PAC includes the ability of existing and future elements of the landscape to physically hide, screen or disguise the proposal. It also includes the extent to which the colours, material and finishes of buildings allows them to blend with or reduce contrast with others of the same or closely similar kinds to the extent that they cannot be easily distinguished as new features of the environment. High physical absorption capacity means low visual impact.

The subject site has a moderate existing level of physical absorption capacity for development on the site and a moderate to high future capacity to absorb the proposed development. The buildings fronting Parramatta Road and the street wall height adjacent to it will significantly screen the proposed built form in the central part and in the southern part of the site when seen from Parramatta Road. In middle distance and distant views only the upper levels of the buildings in the interior of the site will be visible in views from the north and northeast. Hence, only parts of the proposed development will be visible in any individual view from within the visual catchment.

The building forms, scale, heights, articulation, modulation and materials and colours will be in keeping with the existing and the desired future character of the locality and will be subject to fine grain design at the DA stages. In this regard, the surrounding context provides high physical absorption capacity for the proposed development on the subject site. The taller buildings located in the surrounding context of the site, the shape of the site, the alignment of the bounding roads and roads present within the context, all determine the visibility of parts of the site.

4.2 Compatibility of the proposed development

Compatibility is different from change. While change is objective, the measure of visual compatibility is intended to evaluate the extent to which the change conforms with or acceptably fits into the future visual context of the site and its surroundings. Compatibility also means that the development responds appropriately to the desired future character if this has been determined by strategic planning instruments or policies and guidelines. High compatibility means low visual impact. In the context of a Part 3A application, the existing instruments and policies can form a guide to compatibility, but are not the only yardstick that is appropriate.

4.2.1 Compatibility with the character of the site

Compatibility with the existing character of the site is a measure of how the proposed development responds to the natural and built features such as vegetation, topography, scenic features and existing developments within the site as well as its potential impact on the visibility of those features from external viewing locations. It is also an assessment of how the proposed development takes into consideration the future retention, management and conservation of such natural features. In assessing this, it is also taken into consideration whether the proposed development is a permissible use of the site.



The proposed development has moderate to high compatibility with the character of the site. It is responsive to the stormwater canal easement and proposed reserve on its west side. It does not require any significant landform alteration in terms of its existing topography. It proposes increased and improved visual and pedestrian linkages to and from the subject site, additional view corridors and significant internal open spaces.

The proposed development will result in a positive change to the existing built form character of the site and make use of the potential of the immediate available infrastructure that surrounds it on all sides, without creating significant impacts on the existing residential and commercial environment.

4.2.2 Compatibility with the character of the surrounding context

Visual compatibility of the proposed development with the surrounding built and natural character is an assessment considered over its total visual catchment. It is not a measure of whether the proposal can be seen or distinguished from its surroundings. The relevant parameters are whether the proposal can be constructed and utilised without the intrinsic scenic character of the locality being unacceptably changed, if that is of a substantial quality. It assumes there is a moderate to high visibility of the proposal to some viewing places. It further assumes that novel elements, which presently do not exist in the immediate context, can be perceived as visually compatible with that context provided they do not result in the loss of, or excessive modification of, the visual character of the locality. This is again in the context of whether the visual character is desirable, established or recognised as being of special significance.

From the assessment undertaken, the visual compatibility of the proposed development with regard to the existing, emerging and future character of the site is judged to be moderate-high. The reasons for this judgment are:

1. The proposed development is of a similar nature with regard to views from the external domain to the Strathfield Triangle, Raw Square residential development and the apartments located on the eastern side of Station Street. The residential component is the only part of the development that have any significant visibility to external viewing places.
2. The proposed development is responsive to the character of the various edges/ interfaces of the subject site with its surroundings. It is responsive to the existing and potential future adjacent development on Parramatta Road and the future George Street with regard to street wall heights, overall building heights, setbacks and footprints.
3. The development is responsive to the unique, strategic location of the land in the context of existing infrastructure which surrounds it to which it is immediately accessible on all sides, the expanding residential high density component in the vicinity as well as the emerging context of the mixed development of the Bakehouse Quarter immediately to the north.
4. Appropriate commitments have been embodied within the design such that the proposed development will not result in any significant potential visual or related amenity impacts, including visual privacy and that a high level of internal residential amenity and amenity with the neighbours will be maintained.
5. The proposed development maintains the existing and provides for increased pedestrian linkages.



6. The proposed development has a positive effect on the overall visual character and scenic quality of the locality.

4.3 Address to relevant Planning Instruments

Below I have addressed the Planning Instruments in so far as they are relevant to the potential visual impacts of the proposed development.

4.3.1 Strathfield Planning Scheme Ordinance 1969

As mentioned above at Section 2.1, the subject site is partly zoned Mixed Use 10 under the Strathfield Planning Scheme Ordinance (SPSO). While the SPSO is not relevant to the application under Part 3A as far as permissibility is concerned, it has some general relevance with regard to compatibility of the proposal with its context. The Mixed Use 10 zone and Proposed Local Road 9(a) zone apply to that part of the land on the eastern side of Powells Creek while the land on the western side of the Creek is zoned Proposed Open Space 6(d). Powells Creek is zoned Special Uses 5(a) "Drainage".

Clause 41F of the SPSO relates to urban design considerations in the Mixed Use zone and provides:

The Council shall not grant consent to development on land within zone No. 10 until the Council is satisfied that an assessment has been made for the extent to which the development will:

- (b) complement significant elements of the built environment in the vicinity of the land; and*
- (c) improve the appearance of the built environment in the vicinity of the land, particularly in the relationship of buildings to each other and from the perspective of motorists, pedestrians and employees; and*
- (d) complement established landscaping themes or landscaping themes that the Council considers to be desirable; and*
- (e) enable the removal of unsightly or visually intrusive structures.*

Comment: The proposed development is responsive to these criteria. The building heights and their distribution, layout and forms are responsive to the existing built form character of the locality and they complement the existing significant element of the built environment in their vicinity. The setbacks proposed at ground floor level and at upper levels will provide for high quality residential and pedestrian amenity and environment.

The proposal is responsive to the stormwater canal within the site and Powells Creek Reserve on the northern side of Parramatta Road. It proposes a reserve on the western side of the stormwater canal that has the potential to be linked to the Reserve and which will complement and enhance the existing landscape, bringing about a higher standard that is anticipated to become a desirable feature of the area.

The proposed development will result in the demolition of the large scale, boxy form industrial buildings on the site, many of which are obsolete and visually intrusive. The proposal will result



in a positive change to the existing character of the site and will also contribute positively to the streetscape of Parramatta Road and the character of the locality.

4.3.2 Strathfield Development Control Plan 20

The specific objectives of the DCP relevant to potential visual impacts are:

Streetscape

- 1 *To provide direction and certainty of outcome in relation to built form to ensure:*
 - A *A coherent street scale;*
 - B *Compatibility with the existing urban fabric*
- 2 *To enhance the character of individual streets in the Corridor Area by appropriate landscape design and coordinated built form; and*
- 3 *To re-establish the market place function near Homebush Station and along parts of Parramatta Road.*

Comment: While the DCP is not relevant to the application under Part 3A as regards the application of the controls, it is of some general guidance as to desired future character and compatibility issues. The proposed development satisfies its objectives, in so far as it is possible, with a Concept Plan Application which does not include fine grain design of the individual buildings. The description of the proposed development at Section 2.4 details its response to the existing character and the existing and potential visual resources and constraints of the development site and its context.

The street wall height proposed along Parramatta Road is consistent with the predominant built form along the road in the vicinity of the site. The towers are well set back from the street fronts which are also responsive to the recent examples of mixed use and high density residential buildings in the immediate locality and along Parramatta Road. The setbacks of the podiums are also in keeping with the character of the streetscape.

As described at Section 4.2.1 and 4.2.2, the proposal is compatible with the character of the site and the surroundings including the built form character.

The proposed setbacks along the streets assist in providing a landscaped setting for the proposal. Avenue planting along the internal streets is proposed and the recreation areas/open spaces are proposed to be appropriately landscaped.

The proposed retail, commercial and community space within the buildings will assist towards re-establishing the market place function near Homebush Station and along parts of Parramatta Road.

Building Form

- 1 *Promote a more vibrant urban form and character within the Corridor Area;*
- 2 *Promote high quality design of building form that is essential for areas of increased density;*
- 3 *Provide for a variety of building types;*



10 To improve residential amenity in the Corridor Area and integrate built form with public and provide landscaped open space

Comment: These criteria have been addressed above and in the assessment presented at Sections 2.4, 3.0 and 4.0 in the Report.

4.4 Overall visual impacts of the proposal

The potential overall visual impacts of the proposal are rated as low-moderate in the scale of negligible, low, low-moderate, moderate, moderate-high and high.



5.0 Conclusion

Based on the above assessment, I conclude that with regard to the potential visual impacts, the proposed development is acceptable and does not result in any significant negative visual effects or impacts on its visual catchment. The proposed development will cause a substantial and positive change to the existing character of the site and the surroundings. It will be compatible with the existing and emerging character of the locality and its surroundings are currently undergoing significant transformations to higher density and taller built forms.

The proposal is responsive to the visual opportunities and constraints of the subject site and its surroundings with regard to the streetscape character, built forms and natural and landscaped areas. It appropriately responds to the character adjacent to the bounding streets and adjacent land uses. The strategic value of the site is recognised by the utilization of what is currently a significant area of essentially dead space. The development proposed is compatible with the unique combination of wide setbacks from existing residential areas, existing infrastructure, and emerging mixed residential areas to its immediate north and the potential to create an identifiable, discrete and high quality urban environment.

The layout of the development is such that individual buildings will provide screening effects to other buildings in individual views. The taller buildings located in the southern part of the site will not have any significant visibility from Parramatta Road due to the narrow nature of the street and the buildings and the heights proposed adjacent to the street will screen the views of the interior of the site, as in the existing case. The subject site and the context have high potential for the proposed quantum of built form and a significant physical absorption capacity for the proposed development. The proposed development is not anticipated to significantly affect views to any important scenic features from the visual catchment.

The proposed development increases the visual and pedestrian permeability into and out of the site by maintaining the existing streets and view corridors and proposing new vehicular and pedestrian linkages. The proposed reserve west of the stormwater canal provides for high quality residential amenity and has the potential to be linked with Powells Creek Reserve on the northern side of Parramatta Road.

I support the proposed development on visual impacts grounds.

Appendix A Photographic Plates (Refer to Map 2 for viewing locations)



Plate 1

Looking south from George Street in front of NRMA office, towards the subject site.



Plate 2

Looking south towards the subject site from the first roundabout on George Street from Parramatta Road.



Plate 3

From under M4 Western Motorway on George Street looking south towards the subject site.



Plate 4

From the intersection of Parramatta Road and George Street looking east.



Plate 5

From the intersection of George Street and Parramatta Road, looking southwest.



Plate 6

From the north side of Parramatta Road looking southeast along the alignment of the western edge of the subject site.



Plate 7

From opposite the bus stand on south side, near 52-58 Parramatta Road, looking east,



Plate 8

Looking east from the intersection of Parramatta Road and Powell Street.



Plate 9

Looking east from near the intersection of Parramatta Road and Knight Street (from opposite Horse and Jockey Hotel)



Plate 10

Looking south along Columbia Lane from Parramatta Road.



Plate 11

From the southern terminus of Columbia Lane looking north down the Lane.



Plate 12

Looking west towards Arnotts Bridge and the subject site from Parramatta Road (in the vicinity of Cooper Street).



Plate 13

Looking east from Station Street across side setbacks of 2 buildings, along the proposed pedestrian connection.

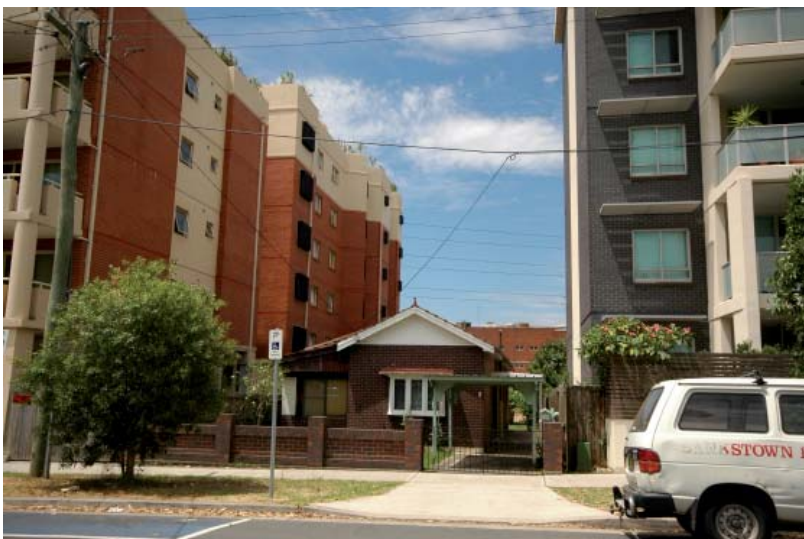


Plate 14

Looking east from opposite 6 Station Street towards the subject site.



Plate 15

From the pedestrian bridge (over platforms 5 & 6) on Homebush Station, looking east-northeast towards the subject site.



Plate 16

From opposite 5 Station Street/Loftus Crescent looking east towards the subject site.



Plate 17

From Railway Street running parallel to the northern rail line and to its west, looking southeast at the subject site.



Plate 18

From Queen Street looking west-southwest towards the subject site.



Plate 19

From the intersection of Homebush Road and The Crescent looking north-northeast towards the subject site.



Plate 20

From in front of 17 The Crescent looking northeast towards the subject site.



Plate 21

From Chapman Street (Strathfield Triangle) looking northwest towards the subject site.



Plate 22

From M4 Western Motorway looking southwest towards the subject site.



Plate 23

From M4 Western Motorway looking south towards the subject site.



Appendix B

Photomontages (Courtesy POD 3D + Graphics)



View 1 (Original)

Looking south from the first roundabout on George Street, travelling north.



View 1 (Montage)

Looking south from the first roundabout on George Street, travelling north.



View 2 (Original)

From Parramatta Road near its intersection with George Street, looking east.



View 2 (Montage)

From Parramatta Road near its intersection with George Street, looking east.



View 3 (Original)
From Parramatta Road near its intersection with George Street intersection, looking southwest.



View 3 (Montage)
From Parramatta Road near its intersection with George Street intersection, looking southwest.



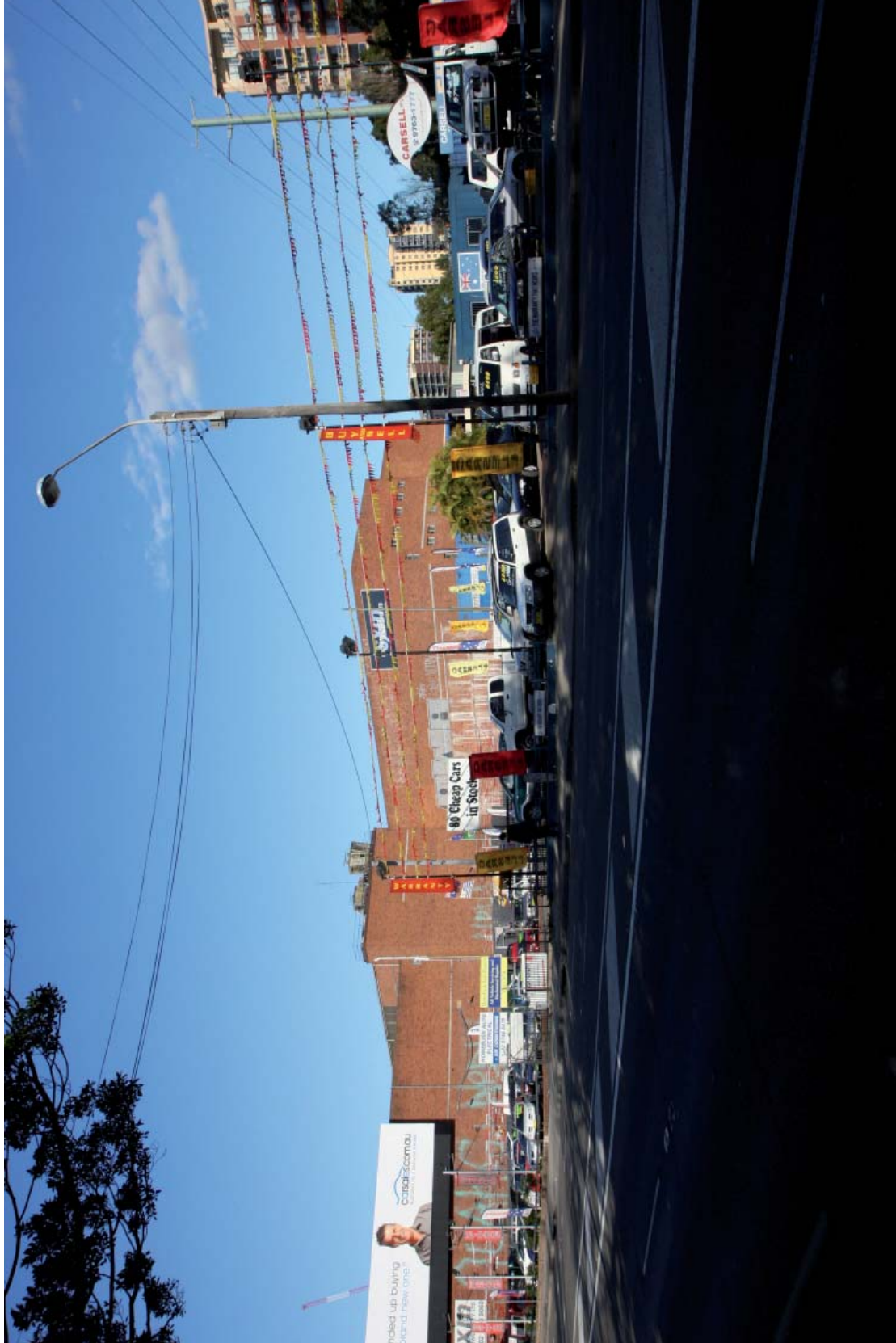
View 4 (Original)

From the northern side of Parramatta Road, opposite a bus stand on the southern side, near 52-58 Parramatta Road, looking east.



View 4 (Montage)

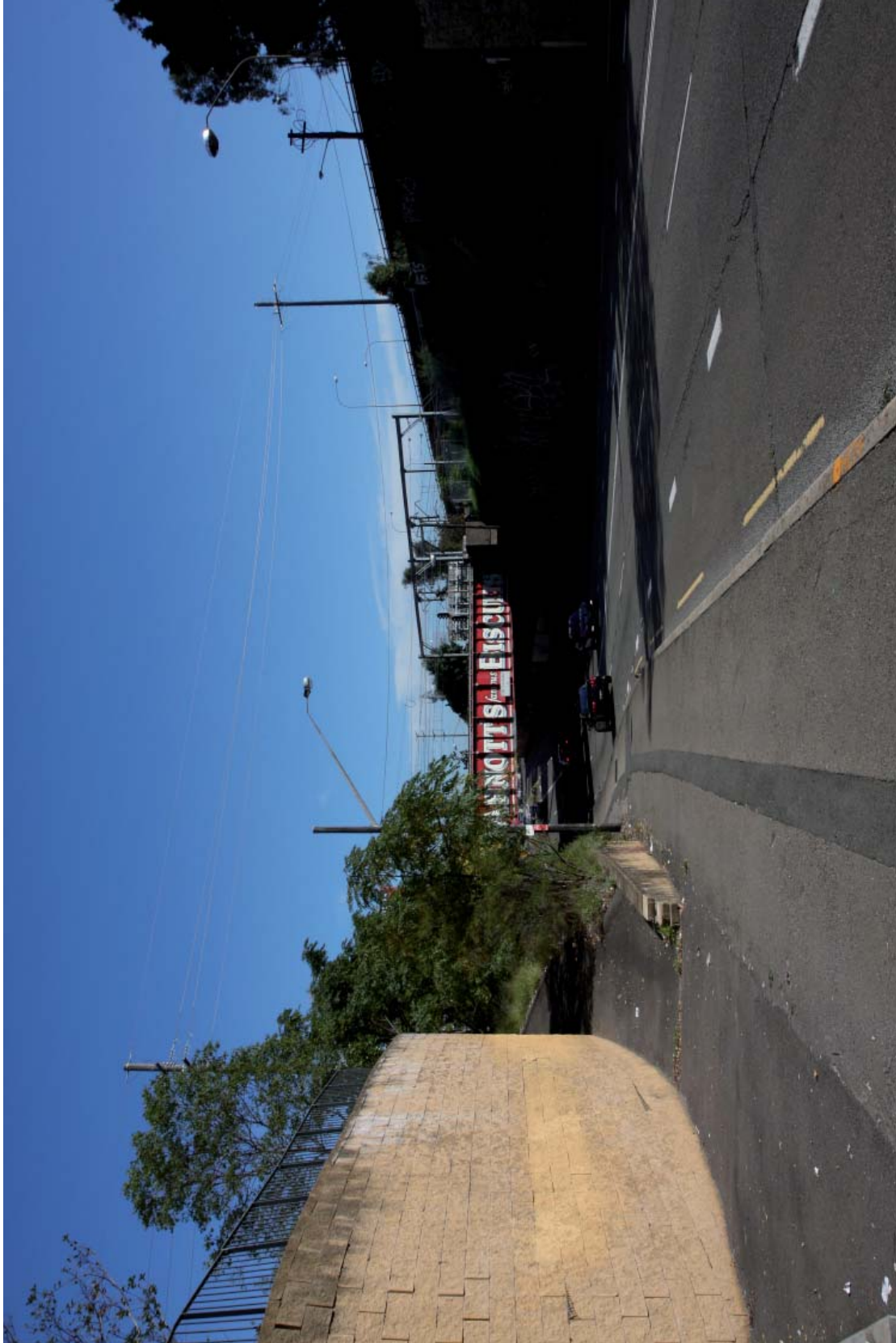
From the northern side of Parramatta Road, opposite a bus stand on the southern side, near 52-58 Parramatta Road, looking east.



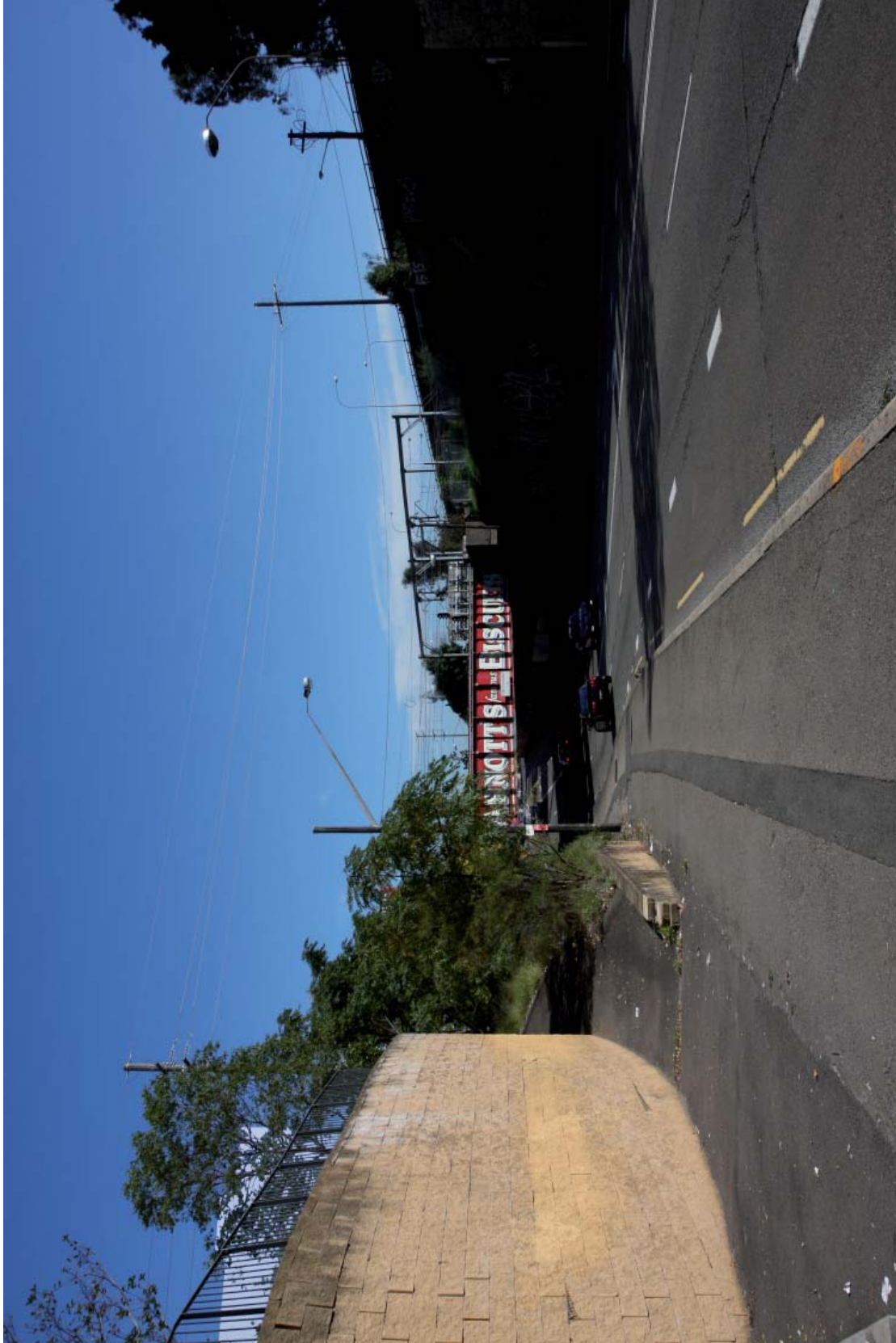
View 5 (Original)
From the northern side of Parramatta Road looking southeast along the alignment of the western edge of the subject site.



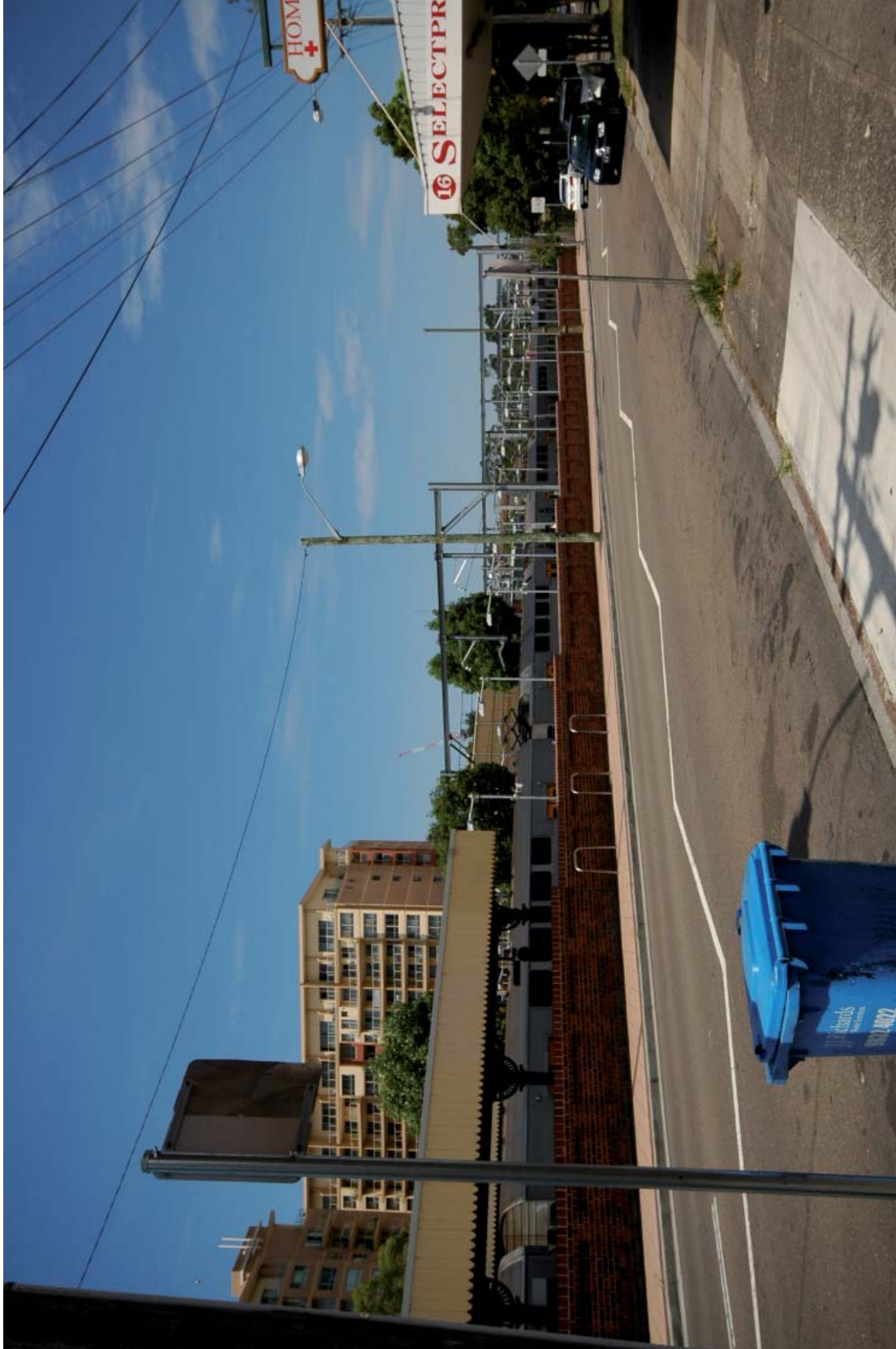
View 5 (Montage)
From the northern side of Parramatta Road looking southeast along the alignment of the western edge of the subject site.



View 6 (Original)
Looking west from the southern side of Parramatta Road (in the vicinity of Cooper Street).

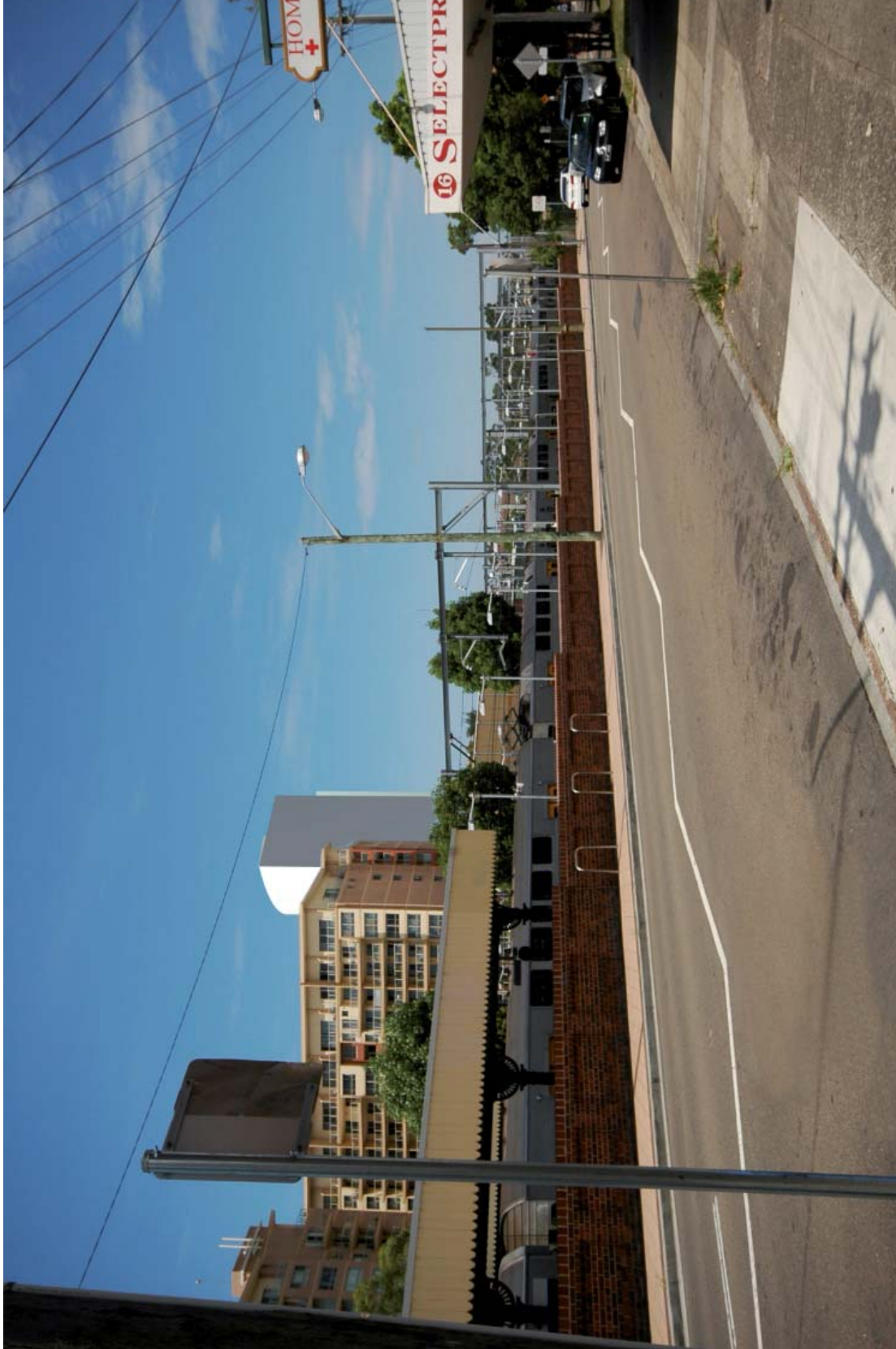


View 6 (Montage)
Looking west from the southern side of Parramatta Road (in the vicinity of Cooper Street).



View 7 (Original)

Looking northeast from in front of No 17 The Crescent.



View 7 (Montage)

Looking northeast from in front of No 17 The Crescent.



Appendix C

Curriculum Vitae: Dr Richard Lamb

Summary

I am a professional consultant specialising in visual impacts assessment and the principal of Richard Lamb and Associates (RLA). I am an honorary senior lecturer in Architecture and Heritage Conservation in the Faculty of Architecture, Design and Planning at the University of Sydney. I have taught and specialised in resource management, environmental impact assessment and visual perception studies for 30 years.

RLA is a firm that provides professional services, expert advice and landscape and aesthetic assessments in many different contexts. We carry out strategic planning studies to protect and enhance scenic quality and landscape heritage values, conduct scenic and aesthetic assessments in all contexts, from rural to urban, provide advice on view loss and view sharing and conduct landscape heritage studies. We act for various client groups on an independent basis, including local councils, government departments and private clients to whom we provide impartial advice. I provide expert advice, testimony and evidence to the Land and Environment Court of NSW in various classes of litigation. I have appeared in over 120 cases and made submissions to several Commissions of Inquiry. I have been the principal consultant for over 350 consultancies concerning the visual impacts and landscape heritage area of expertise during the last ten years.

At the University of Sydney I have the responsibility for teaching and research in my areas of expertise, which are visual perception and cognition, aesthetic assessment, landscape assessment, interpretation of heritage items and places and cultural transformations of environments. I teach both undergraduate and postgraduate students in these areas, giving specialised elective courses in visual and aesthetic assessment. I supervise postgraduate research students undertaking PhD and Masters degree academic research in the area of heritage conservation and Environment Behaviour Studies (EBS). I am a member of the EBS disciplinary group. The latter field is based around empirical research into human aspects of the built environment, in particular, in my area of expertise, aspects of visual perception, landscape preference and environmental cognition. I carry out empirical and scholarly research in these fields on a continuing basis.

I have a number of academic research publications in local and international journals that publish research in EBS and heritage conservation and I am the co-editor of the academic Journal of the Australian and New Zealand Association for Person-Environment Studies, called by the acronym PaPER (People and Physical Environment Research), which publishes papers in EBS, environmental psychology, cultural heritage management and in heritage conservation. The association has affiliations with a number of international EBS research organisations. I have had a number of research papers published in the last five years on landscape perception and preference, landscape aesthetics and heritage conservation.

I have developed my own methods for landscape assessment, based on my education, knowledge from research and practical experience. They are related to seminal research carried out in the 1970s, sometimes described at the Visual Management System approach, but are highly modified by myself in the light of contemporary knowledge of aesthetic preference and cognition and my experience in visual impacts assessment in urban environments. These methods have also been the subject of a number of professional seminars and of guest lecture courses I have conducted at the University of New South Wales.

Qualifications

Bachelor of Science - First Class Honours from the University of New England.

Doctor of Philosophy from the University of New England in 1975.



Honorary Senior lecturer in the Faculty of Architecture, Design and Planning and in Heritage Conservation, University of Sydney.

Visiting lecturer, University of New South Wales, School of The Built Environment

Principal of Richard Lamb and Associates and Director of Lambcon Associates Pty Ltd.

Since 1980 I have pursued research related to my teaching responsibilities and professional practice. My major research works are in:

Landscape heritage assessment

Visual perception

Landscape assessment and heritage impact assessment

Social and aesthetic values of the natural and built environment

Affiliations

Professional

Chartered Biologist, Institute of Biology (UK)

Editor, Journal of the Australian and New Zealand Journal for Person Environment Studies, titled "People and Physical Environment Research"

Community Organisations

Member National Trust of Australia

Chairman Landscape Conservation Committee (1995-2001)

Member Bush Management Advisory Committee (1989-2003)

Member Landscape Conservation Committee (1985-2008)

Chairman Landscape Assessment Committee (1985-1991)

Government Committees

Member, Cultural Heritage Research Advisory Committee, Department of Environment and Conservation NSW National Parks and Wildlife Service

Member, Australian Heritage Commission, NSW Natural Environment Evaluation Panel (1998-2000)

Member, South East Queensland Regional Organisation of Councils Scenic Amenity Study Program Advisory Committee (2003-2005)

International Journals for which Papers are refereed

Landscape & Urban Planning

Journal of Architectural & Planning Research

Architectural Science Review

People and Physical Environment Research (Journal of the Australian and New Zealand Association for Person Environment Studies)



Journal of Environmental Psychology
Australasian Journal of Environmental Management
Ecological Management & Restoration

Assessing Visual Impacts in Urban Areas

Assessment and Advice

- ABC Planning Pty Ltd
View sharing analysis for proposed new semi-detached dwellings, Kenneth Street, Tamarama.
Submission of Objection to Woollahra Municipal Council against potential view loss effects of a neighbouring development, Vaucluse Road, Vaucluse.
- Adjani Corporation
Visual impacts assessment of a proposed residential flat building, Spit Road, Mosman.
- Albion Design & Construction Company
Advice on strategic planning and visual amenity issues surrounding proposed demolition, Edinburgh Road, Castlecrag.
- Allchurch, H
Submission of objection to Manly Council on potential visual and view loss impacts of a proposed neighbouring development, Bower Street, Manly.
- Anoracs Nominees Pty Ltd
Pre DA advice and Statement of Environmental Effects to accompany DA, potential visual impacts of proposed mixed use redevelopment, The Entrance Road, The Entrance.
- Anthony Betros Consulting Pty Ltd
Design advice and visual impact assessment, proposed residential flat building, Beach Street, Coogee.
- ARC Architects
DA advice and advocacy with Sydney City Council, proposed additions and alterations to existing warehouse building, Riley Street, East Sydney.
- Australand Holdings Ltd
Design stage advice and visual impact assessment of proposed seniors living development, former OLSH site, Centennial Road, Bowral.
- Bankstown Council
Assessment of visual and streetscape impacts of development application for low and medium density residential development, Grandview Estate, Stacey Street, Bankstown.
- Bauer, D
Advice and advocacy concerning the impacts on views and streetscape character caused by proposed landscape scheme for former BP Site, Waverton.
- Bellato, T
Advice and advocacy concerning potential view loss and view sharing effects of the proposed modifications to the existing consent, Boyle Street, Mosman.
- Benchmark (Australia) Pty Ltd
Advice on potential streetscape, visual and related amenity effects, proposed redevelopment of Crows Nest Shopping Centre, Willoughby Road, Crows Nest.
- Bespoke Properties Pty Ltd
Advice on potential streetscape, visual and related amenity impacts, proposed mixed use development, Araluen Drive, Hardys Bay
- Blackwall Point Development Pty Ltd
Pre-DA advice and visual impact assessment, proposed residential development, Parkview Road, Chiswick.



- Blue Mountains City Council
Visual impacts, view loss and view share analysis as part of development assessment, residence at Wilson Street, Katoomba.
Visual impact assessment as part of development assessment, proposed SEPP 5 Development, San Jose Avenue, Lawson.
- Border, M
Advice and submission to Council on potential visual and related amenity effects of proposed covered outdoor space on neighbouring properties, Dalley Avenue, Vacluse.
- Bradfield + Scott
Visual Impact Assessment and advices on residential development Nott Lane, Longueville
- Burt, Dr W.
Visual Impact Assessment and Advices, Queens Avenue, Vacluse.
- Camuglia, O
Visual impact Assessment and advice whether provisions of Woollahra Development Control Plan 2003 have been properly considered in regard to consent issued for adjoining property, Tivoli Avenue, Rose Bay.
- Chase Property Investments
Advice concerning visual impact of proposed residential refurbishment, Wentworth Park Road, Glebe.
- Compass Developments Pty Ltd
DA advice on urban design, potential impacts on streetscape character and recommendations for modification of design for industrial building, Burrows Road, St Peters.
- Corkery, R W and C
Visual impact evaluation, advice and advocacy, proposed commercial development, Orange.
- Country Women Association
DA advice on potential visual impacts, view loss, and streetscape character, and recommendations for modifications to the proposed development, Greenknowe Avenues, Potts Point.
- Cowman Stoddart Pty Ltd
Visual impact and streetscape character evaluation of mixed retail and residential development, proposed. Collins Street, Kiama.
Visual impact assessment and advice for proposed amendment to proposed seniors living development, Old Bowral Road, Mittagong.
- Dale, B & E
Advice concerning visual impacts, proposed residential alterations, Hopetoun Avenue, Vacluse.
- Dascalu, S
Advice on visual impacts, additions and alterations to dwelling, Cameron Street, Edgecliff.
- Davis, L
Submission of objection to and advocacy with Lane Cove Council regarding potential view loss effects of a neighbouring development, Kellys Esplanade, Northwood.
- Day, Mrs J,
Visual Impact Assessment, view and amenity impacts, renovations and additions, Fermoy Avenue, Bayview
- Dyldam Developments Pty Ltd
Visual impact assessment and Statement of Environmental Effects, proposed Plaza West development, Church Street and Victoria Road, Parramatta.
- Edward J O'Grady Pty Ltd
Advice on potential for urban development as part of South West Urban Release Area, Oran Park 'Tidapa' Cobbitty.
- Elizabeth Bay Investments Pty Ltd
Advice concerning visual impact and view sharing issues, proposed new residential development, Onslow Avenue, Elizabeth Bay.



- Fabcot Pty Ltd
View analysis and assessment of the proposed redevelopment of the existing shopping Centre, Parke and Waratah Streets, Katoomba.
- FKP Commercial Development Pty Ltd
Potential view loss analysis for neighbouring residents, submitted to Independent Hearing and Assessment Panel, approved seniors living development, Pittwater Road, Dee Why.
- Flower and Samios Architects and Lindfield Gardens Pty Ltd
Advice concerning visual impacts of proposed development for aged accommodation, Lindfield Gardens Retirement Village, East Lindfield.
- Gabb, C
Heritage and streetscape assessment of proposed new residential development, Grosvenor Street, Wahroonga.
- Gemco Developments
Advice on visual constraints and issues related to proposed apartment development, St Pauls Street, Randwick.
- Goldberg, P
Statement of visual impacts to accompany application for proposed extension of portion of unmade road to access existing house, Birrell Street, Tamarama (2007).
Statement of visual impacts to accompany application for proposed extension of portion of unmade road and for new dwelling, Birrell Street, Tamarama (2009).
- Gosford City Council
Development assessment, proposed subdivision and new dwelling, Ascot Avenue, Avoca.
Development assessment, proposed development, Scenic Highway, Terrigal.
Development assessment, proposed development, Karalta Road, Erina.
- Hall, P
Visual impact and view share advice, advocacy and appearance in Land and Environment Court of NSW re additions to proposed adjacent dwelling, Grove Street, Birchgrove.
- Hammond, R
Advice on potential visual and view blocking effects of the proposed two semi-attached dwellings, Tilba Avenue, Balmain.
- Hancock, S
Advice and submission to Pittwater Council on potential visual and related amenity effects of proposed seniors living development on neighbouring site, Cabarita Road, Avalon.
- Harbour View Hotel
Submission to Sydney Harbour Foreshore Authority concerning view loss resulting from proposed additions to Park Hyatt Hotel.
- Humel Architects Pty Ltd
Visual impact assessment of glare off adjacent building, Linton Retirement Village, Yass.
- Henroth Pty Ltd
Pre DA advice concerning potential visual and heritage streetscape impacts, proposed mixed development, Coles site, The Corso, Manly.
- Highlight Consulting Pty Ltd
Visual Impact Assessment to form part of DA for subdivision of land, Harcourt Place, North Avoca.
- Hodgens, P
Assessment of visual impact and view sharing assessment, proposed boatshed additions and alterations, Edinburgh Road, Castlecrag.
- Hoeben, C
View loss and view sharing assessment and advice concerning proposed additions and alterations to adjacent dwelling, Plunkett Road, Balmoral.
- Hunters Hill Council
Advice, analysis, assessment and redrafting of Foreshore Building Line, Kareela Road, Hunters Hill.



- Illawarra Land Council
Pre-DA advice regarding potential building envelope scale and location for proposed residential subdivision, Windang.
- Iloski, N
Visual impact assessment of the proposed additions and alterations to the existing dwelling, Kangaroo Point Road, Kangaroo Point.
- Ingram, J.
Advice regarding obstruction of views caused by vegetation in a neighbouring property and applicability of Trees (Disputes Between Neighbours) Amendment Act 2010 No. 27, Kardinia Road, Mosman.
- John P & P
Advice and submission to Council in relation to potential visual and related amenity impacts of neighbouring development, Mitchell Street, Greenwich
- Kanowie Pty Ltd
Visual impact assessment of s96 Application to vary conditions of consent, Yarranabbe Road, Darling Point.
- Kench, T
Proposed additions and alterations- advice and advocacy to on potential view loss effect on neighbours, Silva Street, Tamarama
- Kingston Plaza Pty Ltd
Pre DA advice concerning potential visual and streetscape impacts of proposed mixed development, Landmark Charlestown development.
- Klapos, E
View loss and view sharing analysis and report in submission to IHAP of Sutherland Council, Neil Street Bundeena
- Lefmar Pty Ltd
Pre-design advice, visual impacts framework for potential visual opportunities and constraints of site and DA stage visual impact assessment , proposed medium density residential development, Shepherd and Ocean Streets, Mollymook
- Leichhardt Council
Visual impacts assessment from waterway and streetscape, proposed residential development complex, Blackwattle Studios site, Glebe Point Road, Glebe.
- Leighton Constructions Pty Ltd
Visual impact assessment and statement of environmental effects for proposed redevelopment, Kirribilli Club, Milsons Point.
- Lesiuk Architects
Visual impacts, constraints assessment and design advice, proposed mixed development, Palm Beach.
- Levett M
Pre DA advice on demolition and construction, Fernleigh Road, Caringbah.
- Lilex Pty Ltd
Visual impact advice of proposed development, Brighton Avenue, Toronto.
- Luscombe, M & K
Visual impact assessment, statement of environmental effects and advocacy with Pittwater Council on proposed alterations, Rednal Street, Mona Vale.
- Magnus, Mark
Visual Impact Assessment and Advices for residential property Oswald Street, Mosman.
- Manly Life Saving Club
Visual Impact Assessment and Advices for refurbishment and additions, Manly.
- Marina Bay Developments Pty Ltd
Visual impacts and visual amenity assessment, proposed seniors living development, Pittwater Road, Bayview.



- Marjanovic, D and D
Submission of Objection to and advocacy with Woollahra Council on potential visual and view loss impacts of a proposed neighbouring development, Kings Road, Vaucluse.
- McKenzie P,
Advice and submission to Sutherland Council for potential visual and related amenity effects of proposed development on neighbouring site, Tara Street, Sylvania.
- Meow Investments Pty Ltd
Visual, streetscape and heritage impacts assessment of the proposed residential apartments development, Nijong Drive, Pemulwuy.
- Miller, M
Visual impact assessment of proposed additions to neighbouring property, Norma Road, Palm Beach.
- Mirvac Homes Pty Ltd
Visual resources, streetscape analysis and tree significance survey, former Ormond site, Duffy Avenue, Westleigh.
Visual impact and view loss advice, building refurbishment application, Lavender Street, Lavender Bay.
- Mitchell B A
Advice and submission to Pittwater Council on potential view loss, visual and related amenity effects of DA on adjacent site, Barrenjoey Road, Palm Beach.
- Mitchell, D
Pre DA advice heritage streetscape impacts of alterations and additions, St Albans Road, Abbotsford.
- Miyashita, A
Advice on visual impact, potential view loss and advocacy with Lane Cove Council concerning adjacent development application, Amalfi Place, Longueville.
- Moran Health Care Group
View sharing analysis for proposed residential aged care facility, Sylvania Road North, Sylvania.
- Murcutt N
Visual impact and view loss assessment, proposed development, Edward Street, Bondi.
- Nanlejo Pty Ltd
Visual Impact Assessment and Advices, St Georges Crescent, Sandy Point.
- Netyard Pty Ltd
Visual impacts and visual amenity assessment, proposed residential flat building, Frazer Street Collaroy.
- Nikolaidis, N
Opinion, advice and advocacy with Pittwater Council on visual impacts of proposed alterations and additions to existing dwelling, Princes Street, Newport.
- Nifsan Pty Ltd
Advice on urban design and visual resources strategic planning for Material Change of Use application to Gold Coast Shire Council, Emerald Lakes, Carrara, Queensland.
- O'Mahoney, D
Visual assessment and streetscape assessment of visual significance of tree, Colbourne Avenue, Glebe.
- O'Shanassy, G
Visual impact and view sharing assessment proposed apartment building, Alison Road, Randwick.
- Ostor Developments
Visual impact and view sharing assessment, proposed additions and alterations to dwelling, Drumalbyn Road, Bellevue Hill.
- Owners Corporation SP 20573
Analysis of likely view impacts of proposed alterations and additions to residential apartment building, Pacific Towers, Campbell Parade, Bondi



- Patterson, Britton and Partners Pty Ltd
Visual and landscape impact assessment of the proposed redevelopment of the golf course to form part of the DA, Manly Golf Club
- Paul, Mr D
Visual impact assessment, design advice and advocacy with Sydney City Council concerning proposed alterations and additions, Walter Street, Paddington.
- Pike Pike & Fenwick
Advice on streetscape and character of conservation area for a property on Schedule 2, Parramatta Council Heritage LEP, Railway Parade, Granville.
- Planning Ingenuity Pty Ltd
Proposed additions and alterations- advice and advocacy on potential view loss effect on neighbours, Siva Street, Tamarama.
- Platino Properties Pty Ltd
Design stage advice and visual impact assessment of a proposed seniors living development, 'Neerim Park', Centennial Road, Bowral.
- Queenwood School for Girls
Visual and streetscape analysis, proposed redevelopment of Lower Queenwood School for Girls, Balmoral.
- Randwick City Council
Development assessment, visual impact and view sharing analysis, proposed dual occupancy development, Victoria Street, Malabar.
- Rapedo Pty Ltd
Analysis and assessment of view loss and visual impact issues of proposed amended plans for mixed residential development, Campbell Crescent, Terrigal (2007).
Assessment and advice concerning potential view loss for proposed additions to mixed use residential development, Campbell Parade, Terrigal (2009)
- Revelop Projects
Visual Impact Assessment and Advices, Henry Lawson Avenue, Blues Point.
- Revelop Projects
Visual Impact Assessment and Advices, Pastoral Circuit, Pemulwuy.
- Riley, Terry
Development assessment, visual impact and view sharing assessment, proposed dwelling Fernhurst Avenue, Cremorne.
- Roberts, T & A
Visual impact assessment and advocacy with Pittwater Council, proposed neighbouring development, The Pinnacle, Bilgola.
- Robertson + Marks Architects Pty Ltd
Visual impact assessment of the proposed Concept Plan for residential apartments development, Shepherds Bay, Meadowbank.
- Rodney, G
Analysis and assessment of potential visual impacts for residential development, Girilang Avenue, Vaucluse.
- Rosewarne, Stuart
Advice on visual impacts of DA for adjacent dwelling, Newtown, with submission to Council on development assessment.
- Ross, G
Advice on view loss and advocacy with Pittwater Council on behalf of client, proposed new dwelling, Riverview Road, Clareville.
- Salter, A
Assessment, advice and advocacy with Pittwater Council regarding potential loss of privacy resulting from proposed additions to neighbouring property, Fermoy Avenue, Bayview.



- Scott, C
Visual impact assessment and view loss evaluation for proposed dwelling, Redan Street, Mosman.
- SdMasterplan
Visual impact assessment and analysis of mitigation strategies, Chelmsford Road, Asquith.
- Seaforth Mac Developments
Visual impact assessment and statement of environmental effects to accompany subdivision application, Orchard Street, Warriewood.
- Smith, M & S
View loss and view sharing analysis to accompany development application, proposed new residence, Barrenjoey Road, Palm Beach.
- SPD Town Planners for Compass Developments Pty Ltd
Pre DA advice on visual impact of design, urban design and setbacks, industrial warehouse and showroom building redevelopment, Dunning Avenue, Rosebery.
- St Marys Anglican Church, Waverley
Advice regarding visual and related heritage impacts of proposed development, Waverley.
- Studdy, D
View loss and view sharing analysis, advocacy with Woollahra Council and development assessment advice, proposed development, Rose Bay.
- Susan Rothwell Architects Pty Ltd
Pre-DA advice concerning visual impacts, proposed redevelopment, Kirkoswald Avenue, Mosman.
Pre-DA advice concerning visual impacts, proposed residential redevelopment, Lauderdale Street, Fairlight.
Advice concerning visual impacts and view sharing effects, proposed additions and alterations, Iluka Road, Clifton Gardens.
Advice concerning visual impacts and view sharing, proposed additions and alterations, Ruby Street, Mosman.
- Taylor, J
Advice and advocacy with Manly Council concerning visual impacts, proposed additions to neighbouring property, Jenner Street, Seaforth.
- The Architectural Practices Partnership
Gateshead Industrial Estate Development Proposal; visual resources management plan.
- The Scots College
DA advice on visual and view loss impacts, Old Boys Pavilion, Victoria Road, Bellevue Hill.
- Thomas, G
Advice on privacy and visual impacts; submission to Wollongong City Council in relation to proposed adjacent development, Wellington Drive, Balgownie.
- Thomas, I
Advice on visual impacts, view loss and view sharing, submission to Department of Planning, neighbouring town house development, Breakfast Point, Tennyson Road, Mortlake.
- Tiffany Developments
Pre-DA advice, visual impacts assessment and contribution to statement of environmental effects, proposed seniors living development, Oxford Falls Road, Frenchs Forest.
- Total Design Concept and G Krelle
Advice on visual impacts of proposed development on foreshore building lines and views from the waterway, Kareelah Road, Hunters Hill.
- TPS Pty Ltd
Visual assessment of proposed mixed use development, Queen Street, St Marys.
- Universal Resort Living Pty Ltd
Visual assessment of proposed multi unit housing development, Beach and Arden Streets, Coogee.



- Valad Corrimal Trust
Assessment and advice with regard to the potential visual, streetscape and view blocking effects of the proposed shopping centre, The Princes Highway, Corrimal.
- Villa and Villa Architects
Visual assessment and advice for proposed shopping centre development, Argyle Street, Camden
Visual assessment, advice and advocacy with Woollahra Council, potential view loss from proposed new residential building, Victoria Street, Bellevue Hill.
- Vince, Dr & Mrs
Visual impact, view loss and view sharing assessment, proposed neighbouring development, Cecil Road, Rose Bay.
- Visitor Investment Services Pty Ltd v Hawkesbury City Council
Proposed movable dwelling, Caravan Park, Greens Road, Lower Portland.
- Watkins, John Architecture
Pre DA advice concerning potential view loss and streetscape impacts, proposed demolition and construction of new dwelling, Little Street, Mosman.
- Watson Park Pty Ltd
Design stage advice, view loss and view sharing assessment, proposed additions and alterations, Palm Beach Road, Palm Beach.
- Wattle Aged Living Pty Ltd
Advice concerning visual impacts of proposed development of aged accommodation, Georges River Road, Jannali.
- Weriton Properties Pty Ltd
Advice on potential view loss effects of potential residential development, Marine Parade, Watsons Bay.
Visual impact assessment for Compatibility Certificate for proposed seniors living development, Old Saddleback Road, Kiama.
- WT Partnership
Assessment of view loss and view sharing impacts to accompany DA, proposed extensions and alterations to Birkenhead Point Shopping Centre.

Land and Environment Court Proceedings

Abbott Properties v RTA
Valuation matter concerning resumption of land and betterment claimed for signage exposed to future M7 motorway, Power Street, Plumpton.

ABC Planning Pty Ltd v Randwick City Council
Proposed residential apartment buildings, Arden and Beach Streets, Coogee,

Abtourk Pty Ltd v Leichhardt Council
Proposed apartment building, Oxley Street, Glebe Point.

Ashfield Council

- ats Kann Finch Pty Ltd, proposed apartment buildings, Hanks Street, Ashfield.
- ats S&R Properties, proposed mixed development, Hardie Avenue, Summer Hill.
- ats Amflo Pty Ltd, proposed mixed development, Parramatta Road, Ashfield.

Baker Kavanagh v Ku ring gai Council
Proposed SEPP5 development, Burns Road, Turramurra.

Beacon Hill Retirement Pty Ltd v Warringah Council,
Seniors Living Application, Landy Penrhyn Drive, Beacon Hill.

Bernie de Witt Consulting Pty Ltd v Lake Macquarie City Council
P educational facility, Johnson Avenue, Barnsley.



- Billbergia Pty Ltd v Willoughby Council, proposed high density residential development, Mowbray Road West, Lane Cove.
- Brisbane City Council & Pike Miris McNoulty Pty Ltd ats Elizabeth Handley
Proposed low and medium density housing development, Former Milton Tennis Complex, Brisbane.
- Britten N v Pittwater Council
Proposed garage and access to new dwelling, Bynya Road, Whale Beach.
- Bronte Road Developments v Waverly Council,
Proposed mixed retail and residential development, Bronte Road, Charing Cross.
- Brooks C v Mosman Council
Proposed dwelling, Burran Avenue, Mosman.
- Burchmore Road Pty Ltd v Warringah Council
Proposed medium density housing development, Burchmore Road, Manly Vale.
- Byron City Council ats S I White
Proposed demolition of existing motel and construction of residential apartment building, Wategos Beach, Byron Bay.
- Canyork v The Minister for Planning and Wollongong City Council
Proposed demolition and construction of mixed resort and hotel development, Headlands Hotel Site, Austinmer.
- Carstens E C v Pittwater Council
Proposed new dwelling, Lentara Road, Newport.
- Castle Constructions Pty Ltd v North Sydney Council
Proposed mixed residential and commercial building, Walker Street, North Sydney
- CBD Prestige Property Holdings Pty Ltd v Warringah Council
Proposed residential subdivision, Bantry Bay Road, Frenchs Forest.
- Claude Fay and Mosman Council v Sandclue Pty Ltd
Application for medium density residential development, Parriwi Road, Mosman.
- Collex Waste Management Pty Ltd v Randwick Council
Proposed recycling plant, Bennelong Road, Matraville.
- Colonial State Properties v Ku ring gai Council
Proposed attached dual occupancy development, Kenthurst Road, St Ives.
- Conomos v Mosman Municipal Council
s34 appeal against condition of development consent, proposed new dwelling Stanley Avenue, Mosman.
- Crone Nation Pty Ltd v City of Sydney Council
Proposed new mixed retail and commercial development, Sussex Street, Sydney.
- Crown Atlantis Joint Venture v Ryde Council
Proposed mixed development, Rutledge Street, Eastwood.
- Currency Corporation v Wyong Shire Council
Proposed residential flat building, Werrina Parade, Blue Bay
- Deane Nominees v Mosman Council
s34 appeal against conditions of development consent, Pearl Bay Avenue, Mosman.
- Design Power Associates v Willoughby City Council
Proposed subdivision and construction of two new dwellings, Sugarloaf Crescent, Castlecrag.
- Easton and Anor v Lane Cove Council
Proposed two storey dual occupancy dwelling, Carlotta Street, Greenwich.
- Frank and Mary Romeo v Pittwater Council
s96 Application for additions and revisions to approved mixed use residential flat building, Pittwater Road, Church Point.



- Gemco Developments Pty Ltd v Waverley Council
Proposed medium density residential apartment building, Brighton Boulevard, Bondi.
- Gialourius v Woollahra Municipal Council
Proposed garage, garage door, driveway and kerb crossover, Suffolk Street, Paddington.
- Gosford City Council ats Baker
Proposed SEPP 5 on existing caravan park, Duffys Road, Terrigal.
- Hastings Council ats Gary Dent
Proposed residential apartment building and underground car park, cnr Short and Hayward Streets, Port Macquarie.
- Hilltop Planning v Port Stephens Council
Proposed dual occupancy dwelling, Tareebin Road, Nelson Bay.
- Jones v Sydney City Council
s34 proceedings concerning conditions of development consent, dwelling, Wigram Road, Glebe.
- Kanezawa Australia Pty Ltd v Ku-ring-gai Council
Proposed kindergarten, Boundary Street, Roseville.
- Katie Formeston v Pittwater Council
Proposed subdivision, and new dwelling, Bakers Road, Church Point.
- Kavia v Sydney City Council
Proposed residential apartment building, Macleay Street, Potts Point.
- Kirkham J & H v Gosford City Council, proposed new residence, Foreshore Drive, Pretty Beach.
- Ku ring Gai Council
- ats Axelle Pty Ltd, proposed dual occupancy dwelling, rear Catalpa Crescent, Turramurra.
 - ats Lean and Andrews Pty Ltd, proposed medium density residential development, Grosvenor Street, Wahroonga (1997).
 - ats Peter William Lean, proposed medium density residential development, Grosvenor Street Wahroonga (1998).
 - ats Pellegrini, proposed residence, Kissing Point Road, South Turramurra.
- Leal S v Botany Council
Proposed residential development, Prince Street, Malabar.
- Leichhardt Council ats MSP Architects Pty Ltd
Proposed lift shaft construction, Wharf Road, Birchgrove.
- Lesnewski v Mosman Council
Third party appeal over development consent, Hopetoun Avenue, Mosman.
- Manly Council
- ats Humphreys, Visual impact assessment of proposed works, Richmond Road, Seaforth.
 - ats Lord G, Proposed new dwelling house-supervision of photomontages and Evidence, Bower Street, Manly.
- Mathew Savage v Manly Council
Proposed carports, Bower Street, Manly.
- Maurer L v Hunters Hill Council, proposed subdivision and alterations and additions to existing dwelling, Woolwich Road, Woolwich.
- McRoss Developments Pty Ltd v Sydney Harbour Foreshore Authority
Valuation on resumption of land, Ballast Point, Sydney Harbour.
- Meriton Apartments v Ryde Council
Proposed medium density residential development, Nile Close, Marsfield.
- Nikolaidis & Anor v Pittwater Council
Proposed additions and alterations to a dwelling, Princes Street, Newport.



North Sydney Council

- ats Mayoh, proposed medium density residential development, Milray Avenue, Wollstonecraft.
- ats The Commonwealth of Australia, proposed high density residential development, former HMAS Platypus site, Neutral Bay.

Perry D and F v Greenwich Council

Appeal against condition of development consent, George Street, Greenwich.

Phillips v Byron Shire Council

Proposed demolition of existing and erection of new residence, Lighthouse Road, Byron Bay.

Pittwater Council

- ats O'Luen Australia Pty Ltd, proposed dwelling, Barrenjoey Road, Palm Beach (1995).
- ats Scott, Revay and Unn Pty Ltd, proposed dual occupancy development, Binburra Road, North Avalon.
- ats Planning Workshop, proposed subdivision and detached residential development, Wollombi Road, Bilgola Plateau (the Hamilton Estate).
- ats Healesville Holdings Pty Ltd, proposed rural residential development, Mona Vale Road, Ingleside.
- ats Lightning Investments, proposed residence, Whale Beach Road, Whale Beach.
- ats O'Luen Australia Pty Ltd, proposed car parking accommodation, Barrenjoey Road, Palm Beach (2000).

Preferred Projects Pty Ltd v Warringah Council

Proposed mixed retail and residential development, Kentwell Road, Allambie (1998).

Preferred Projects Pty Ltd v Warringah Council

Proposed mixed retail and residential development Kentwell Road, Allambie (1999).

Progress & Securities Building Pty Ltd v Burwood Council

Proposed mixed use development, Railway Parade, Burwood.

Provincial Planning Pty Ltd v Warringah Council

Proposed medium density apartment building, Federal Parade, Brookvale.

Revay and Unn Pty Ltd v North Sydney Council

Proposed refurbishment and construction of residential apartment building, Glen Street, Milsons Point.

Rockdale Council ats Huntington McGillivray

Proposed mixed development, Rocky Point Road, Ramsgate.

RSL War Veterans Homes Pty Ltd v Warringah Council

Proposed SEPP5 development, Wheeler Heights.

Sangha Holdings Pty Ltd v Kogarah Council

Proposed additions and alterations to heritage listed dwelling, subdivision and construction of residential apartments, Marie Dodd Crescent, Blakehurst.

Scott Revay and Unn v North Sydney Council

Proposed partial demolition and refurbishment as apartments of former industrial building, Glen Street, Milsons Point.

Snowlove Pty Ltd v Waverley Council

Proposed demolition of existing industrial building and construction of mixed development, Campbell Parade, Bondi Beach.

Snowmall Pty Ltd v Rockdale City Council

Proposed mixed development, Rocky Point Road, Ramsgate.

St Hilliers v Waverly Council,

Proposed demolition and construction of mixed retail and residential development , Jacques Avenue Bondi.



Stateland Group Pty Ltd v Ashfield Council

Proposed conversion of existing commercial building to residential apartment building, Liverpool Road, Ashfield.

Sutherland Council ats Lowe

Proposed private mooring facility for residents of medium density development, Carlton Parade, Kyle Bay.

Sydney Housing Company

- v Pittwater Council, proposed SEPP5 development, Ross Street, Newport.
- v Pittwater Council, proposed SEPP5 development, Myola Road, Newport.

Terrace Tower Pty Ltd v Sutherland Council,

Proposed bulky goods warehouse, Bay Street, Taren Point.

TransGrid ats Ironhill Pty Ltd

Valuation matter concerning compulsory acquisition of power line corridor land, Bonville International Golf Course, Bonville.

The Council of Trinity Grammar School v Ashfield Municipal Council

Proposed additions and alterations to Summer Hill campus.

Urban Traders Pty Ltd v Pittwater Council,

Proposed Seniors Living development, Pittwater Road, Bayview.

Victor Berk and Design 21 v Mosman Council

Proposed new dwelling, Parriwi Road, Mosman.

Winten Property Group v North Sydney Council

Proposed detached residential development, former BP site, Larkin Street, Waverton.

Winten Property Group v Woollahra Council

Proposed apartment building, Macleay Street, Potts Point.

Wollongong City Council

- ats V & F Vella, proposed dwelling, Illawarra Escarpment, Corrimal.
- ats Malsound Pty Ltd, proposed medium density and low density residential development, Orton Street, Balgownie.
- ats Weriton Finance Pty Ltd, proposed redevelopment of Headlands Hotel, Austinmer.

Zaarour v Mosman Council

Proposed additions and alterations to existing dwelling, Brierly Street, Mosman.