

APPENDIX C

FINAL VISUAL IMPACT ASSESSMENT

GROUPGSA



GLEBE ISLAND SILOS, VISUAL IMPACT ASSESSMENT

Development Application

Application for a new 10 year consent for existing static signage to the top of the Glebe Island Silos

Prepared for Eye Drive Sydney Pty Ltd | GroupGSA | 22 July 2021

We acknowledge the traditional custodians of the land, and pay our respects to their elders past present and emerging, recognising their continuing connection to land, waters and culture.

Issue	Title	Date	Prepared	Checked
A	Issue for client review	11/06/2021	AH	JH
B	Revised for review	02/07/2021	AH	JH
C	Final issue for submission	22/07/2021	AH	JH

CO N TENTS

EXECUTIVE SUMMARY	4
INTRODUCTION	5
SITE ANALYSIS	6
BAYS WEST CONTEXT	8
VISUAL CATCHMENT	14
ASSESSMENT METHODOLOGY	16
VISUAL IMPACT ASSESSMENT	18
ASSESSMENT OF NIGHT VIEWS	76
VISUAL IMPACT SUMMARY TABLES	108
CONCLUSION	110

EXECUTIVE SUMMARY

The proposal

Eye Drive Sydney Pty Ltd request the granting of a new 10-year consent for the existing static signage located to the top of the southern and western façades of the Glebe Island Silos (Silos).

The site

The Silos sit on a constructed peninsula known as Glebe Island, west of the Sydney CBD and within Sydney Harbour.

Landscape character

The immediate surrounding context is dominated by the Anzac Bridge transport corridor, marine commercial/industrial uses and Rozelle Bay, Blackwattle Bay and Jones Bay of Sydney Harbour. Beyond the bays, the context is primarily residential of varying scale and densities, generally with a publicly accessible foreshore along the harbour edge.

Visual impact assessment

The Visual Impact Assessment is based on an assessment of the visual significance of the signage to the top of the Silos. Unusually for a visual impact assessment, the proposed works are already existing on site and thus its continued presence could be deemed to have such a minimal effect so as to be non-existent.

As such, an alternate methodology has been adopted which seeks to measure the expected level of visual impact that would result from the installation of this signage if no signage currently existed on the Silos facade.

In response to concerns raised by Inner West Council in relation to previous applications, the report has also examined the visual exposure of the northern and eastern façades of the Silos which feature no signage and where the full extent of the upper 'lid' to the Silos is evident. This portion of the assessment was taken to inform the heritage impact assessment by mapping the visual catchment from which the Silos are visible in their full form.

Conclusion

The day time visual impact ratings for the views assessed vary from moderate to negligible. The following explanations were found to be key factors at a number of sites and consistently affected the magnitude ratings generated:

- Signage at least partially screened by built form or established vegetation
- Viewpoint character and context is not sensitive to the view of the signage
- Viewing distances are long and thus signage is difficult to distinguish or is viewed within a much larger overall context

The night views assessed generally returned a higher visual impact rating than the relevant day views, varying from high-moderate to low. This was due primarily to the impact of lighting against a dark backdrop and a corresponding reduction in contextual scale and setting.

Mitigation

Given that the signage has existed on site since 1992 and the assessed day time visual impact is negligible to high-moderate, it is not deemed that any specific mitigation works are required in order to extend the current consent approvals.

A previous application in 2018 included a night curfew to limit hours of operation at night as a way to reduce visual impact in the most sensitive locations, at the most sensitive time of day. No changes are requested to the current operating curfews.

INTRODUCTION

Purpose of this report

GroupGSA have been engaged by Eye Drive Sydney Pty Ltd to undertake an independent visual impact assessment in relation to the application for a new 10-year consent for the existing static signage to the southern and western façades of the Glebe Island Silos. The site is owned by Newcastle Port Corporation T/A Ports Authority New South Wales (Port Authority of NSW).

It is acknowledged that under SEPP64 there is a requirement to limit consent to a period of ten (10) years.

This report will form part of the submission to be lodged with the NSW Department of Planning, Industry and Environment, with the NSW Minister for Planning and Public Spaces as consent authority.

An assessment of the potential visual impacts of the development was undertaken on the basis of fieldwork and observations carried out in June 2021. The field assessment included documenting and assessing the potential visual exposure of the proposal, the potential effect of the proposal on the existing and emerging/desired future character of the immediate and wider context and the potential effects on existing views from the public domain including roads, infrastructure and reserves, including Glebe Foreshore Walkway, Jubilee and Federal Park and a pocket of residential streets in Annandale.

Terms used in this report

The following provides a brief description of the terms which have been used within this report

- **Landscape character:** The aggregate of built, natural and cultural aspects that make up an area and provide its unique sense of place. Landscape in this context is taken to include all aspects of a tract of land - the built, planted and natural topographical and ecological features
- **Magnitude:** The scale, form and character of a development proposal. In the case of visual assessment also how far the proposal is from the viewer. Combined with sensitivity, magnitude provides a measurement of impact
- **Sensitivity:** The sensitivity of a landscape character zone or view and its capacity to absorb change. Combined with magnitude, sensitivity provides a measurement of impact
- **View:** The sight or prospect of some landscape or scene
- **Visual catchment:** The extent of the area that the proposal will be visible from
- **Visual impact:** The impacts on the views from residences and other public places
- **Visual impact rating:** A visual impact rating is determined by cross-referencing magnitude with sensitivity and is measured in the following grades:
 - + High
 - + High to Moderate
 - + Moderate
 - + Moderate to Low
 - + Low
 - + Negligible

Further information relating to the assessment methodology and calculation of ratings is provided within the report.

SITE ANALYSIS

Visual character

The Silos are part of the working harbour history of Sydney, both historic and demonstrative of current day port operations

The Silos have been historically used for storage and bulk handling of sugar, wheat and cement. They are still used for this purpose today. The Silos form a combined structure of approximately 108m long, 22m wide and 35m high and are arranged in two rows of 15 Silos.

The southern and western façades of the Silos are decorated with large scale murals depicting classical athletes competing in various Olympic sports. The murals were created in 1992 as part of the 'Olympic Look' program during the bidding process for the 2000 Sydney Olympic Games.

The subject signage was installed in 1992 and is located above the Silos on the southern and western façades and forms a

continuous parapet to the overall Silos structure. The overall form, scale and location of the signage approximates the parapet located on the northern, unadorned facade of the Silos. The eastern facade has a much larger parapet which extends above the height of the rest of the structure and acts as the highest point in the structure.

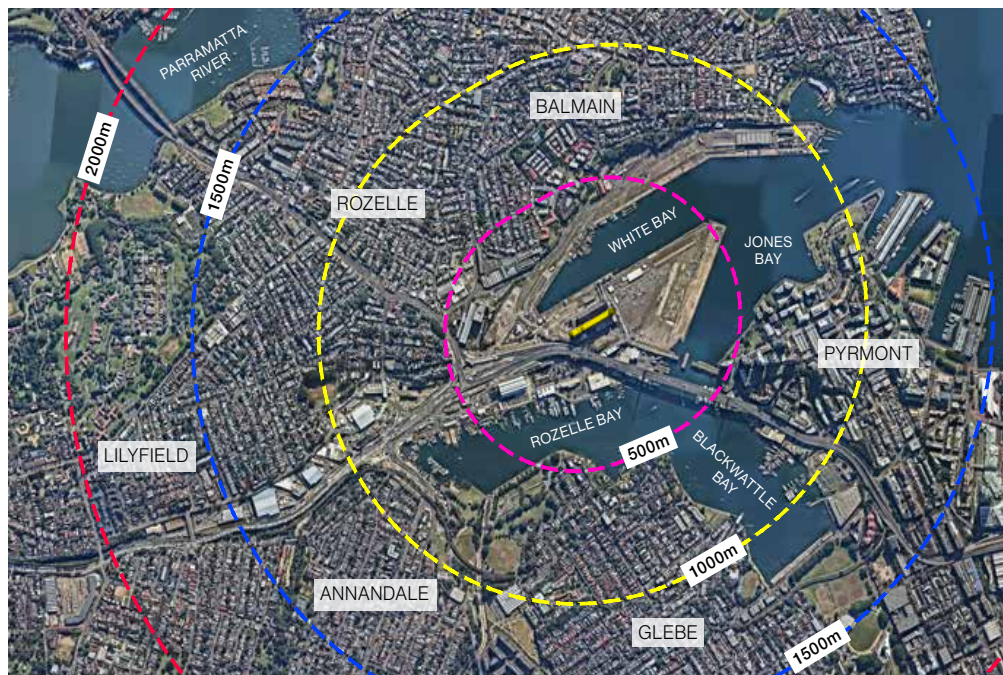
Existing context

The Silos sit within an immediate industrial context abutting Sydney Harbour, with residential land beyond.

The Glebe Island Silos sit on a constructed peninsula known as Glebe Island, west of the Sydney CBD and within Sydney Harbour. Glebe Island is a port used for deep-water wharfage, including bulk cement, sugar and gypsum loading and unloading. Glebe Island and White Bay are the only deep-water wharves west of the Sydney Harbour Bridge.

Context Plan

Base imagery sourced from Nearmap



Rozelle Bay and Blackwattle Bay are situated to the south and south-east of Glebe Island.

Glebe Island was formerly a car import terminal and the temporary home of the Sydney Exhibition Centre, which relocated back to Darling Harbour in late 2016.

Glebe Island is predominantly characterised by large scale industrial buildings and open hardstand used for car parking with supporting infrastructure and access roads. The land immediately to the east of the Silos is generally open without any large built form structures.

The Anzac Bridge runs adjacent to the Silos on the southern side and is in an elevated position as it passes the Silos. Glebe Island Bridge runs parallel to Anzac Bridge on its northern side, sitting a low level at the mouth of Blackwattle and Rozelle Bays. The bridge is heritage listed but has been disused for some years and is currently permanently open to maritime traffic.

The peninsula to the east of the Silos accommodates the suburb of Pyrmont, characterised primarily by high density residential development. A public footpath is provided along the waters edge north of the Glebe Island Bridge, but public access is limited by private landholdings along the foreshore of Blackwattle Bay.

To the south, the suburb of Glebe is dominated by a mix of attached and detached housing and low rise residential developments. A foreshore path provides public access along the harbour edge and links a number of parks.

South-west of the Silos and bounded by Johnstons Creek, Rozelle Bay and the City-West Link Road is the suburb of Annandale, dominated primarily by attached, medium density housing.

West of the Glebe Island Silos is the suburb of Rozelle, with a commercial and industrial corridor along Victoria Rd and attached, medium density housing behind. Although the Silos are visible from some parts of Rozelle, the majority of the suburb is screened from view by topography and built form.

North of the Silos is White Bay and Balmain which have views to the northern and eastern façades of the Silos. These façades have no signage and do not form part of this visual assessment.

Topography

Glebe Island is largely a constructed peninsula sitting a few metres above water level.

The Silos sit on a relatively flat, partially constructed peninsula only a few metres above water level. The adjacent Anzac Bridge and approaches are elevated significantly above ground level.

The residential suburbs of Glebe, Annandale and Lilyfield (which form the focus of this VIA) are located on portions of land which rise gently from water level to elevated positions towards their southern extents. In contrast, Pyrmont sits on what once was a sandstone headland, with historic quarrying activities creating nearly flat ground alongside the harbour with dramatic escarpments behind.

The suburbs are separated by small waterways running through concrete canals or piped underground, with low-lying land along drainage lines and at harbour inlets designated to open space. These areas provide natural boundaries between suburbs.

Future context

The Glebe Island peninsula is a working harbour site which is being utilised for infrastructure project staging in the short to medium term. Current projects include:

- Existing approval for a large shed for the storage and distribution of sand and aggregates (Multi-user facility). Construction commenced but currently paused.
- Western Harbour Tunnel (SSI8863) has been approved and includes the use of a large part of Glebe Island to support its construction program.

Part of the Bays West Precinct, Glebe Island will face a significant transformation in the longer term.

The current Bays West strategy documents have been released in draft format for consultation and a summary of its implications is included in following pages. It should be noted that although Bays West is a significant urban renewal project, Glebe Island is a strategic deep water port and the urban renewal plans must be integrated with current and future port and maritime industries in order to support the importation of critical bulk construction materials for the existing inner city market and major infrastructure projects.

BAYS WEST CONTEXT

Draft Bays West Strategy

Bays West is a 77ha precinct centered around Glebe Island and White Bay, representing the last opportunity for large-scale harbourside urban renewal in Sydney

The Bays West Precinct stretches from Balmain East and Pyrmont in the east to Lilyfield in the west, encompassing White Bay, Glebe Island, White Bay Power Station, Rozelle Rail Yards, and Rozelle Bay. A number of planning strategy documents have been prepared in draft format, with the Bays West Place Strategy publicly exhibited in March & April 2021. The analysis that follows is based on current draft documents available.

The strategy documents outline plans for the initial development of the precinct (to 2030) as well as longer term plans (2040 and beyond). At the heart of the precinct will be The Bays Station, part of Sydney Metro West.

Structure plan (to 2030)

Development over the next 10 years is proposed to be focused around the Bays West Metro Station and White Bay Power Station to the west of the Silos.

The draft Bays West strategy documents indicate that the extent of development within the Bays West precinct to 2030 is expected to be contained in the pocket between Anzac Bridge, Victoria Road and Robert St. Additional public parkland is proposed to be delivered in the Rozelle Rail Yards land to the west of Victoria Road. The precinct that contains the Glebe Island Silos does not form part of the 2030 Structure Plan.

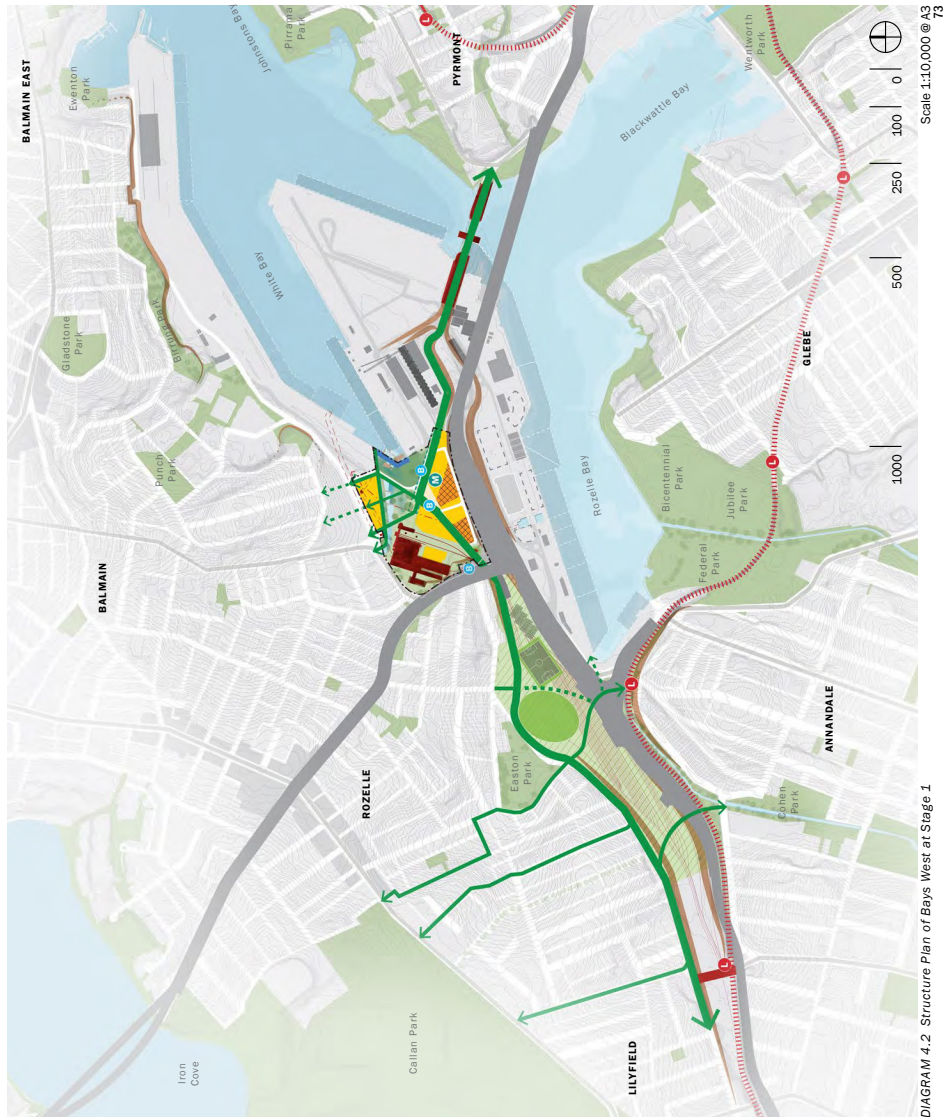
The main link into and out of the precinct runs east-west, to the south of the Silos. Whilst this link will bring additional viewers in close proximity to the Silos structure, the viewers will be at low level comparatively and have little interaction with the existing signage. The Silos themselves will retain their working functions as part of current port operations.

Glebe Island Bridge is proposed to be reopened to the public as an active transport link, providing direct and low-level connection for pedestrians and cyclists between Pyrmont and the Bays West precinct. An indicative route location has users passing the southern side of the Silos in the vicinity of the existing sandstone outcrop.

In addition to the ultimate development of the station precinct, the next 10 years will accommodate a variety of temporary changes around the Silos to enable the delivery of infrastructure across Sydney. Land to the west of the Silos has been identified for 'The Bays' Station temporary land take to facilitate construction activities. Port Authority of NSW land to the east and north-east of the Silos has been identified as an 'Indicative Western Harbour Tunnel temporary use zones.

It should also be noted that the current documents have been released in draft form only for consultation purposes and represent an aspirational end-state. These documents have not yet been approved or adopted by relevant Government Agencies and are still subject to modifications prior to their adoption.

Draft Bays West Initial Stage Structure Plan up to 2030.
 Mapping extracted from Bays West Strategic Framework Plan prepared by Terroir for DPIE.



Scale 1:10,000 @ A3
 73
 DIAGRAM 4.2 Structure Plan of Bays West at Stage 1
 MARCH 18, 2021

- LEGEND**
- Bays West Site Boundary
 - Light Rail Station
 - Light Rail Route
 - Future 'The Bays' Metro Station Box
 - Proposed Active Transport Connection
 - Potential Future Active Transport Connection
 - Proposed Bus Interchange
 - Key Heritage Landmarks
 - Proposed Key Public Domain
 - Key Landform
 - Foreshore Promenade
 - Proposed Zone of Development
 - Proposed Taller Building Cluster
 - Public Domain Integrated into projects
 - Ports & Working Harbour Zone
 - Vessel Berthing Zone
 - Existing Buildings
 - Future Development/Building
- BAYS WEST STRATEGIC PLACE FRAMEWORK
 MARCH 18, 2021

Structure plan (2040 and beyond)

Although beyond the timeline relevant to the current signage application and visual impact assessment, longer term context is outlined below.

The 2040 Structure Plan expands in scope to include the precinct around the Glebe Island Silos, Rozelle Bay and portions of the White Bay peninsula.

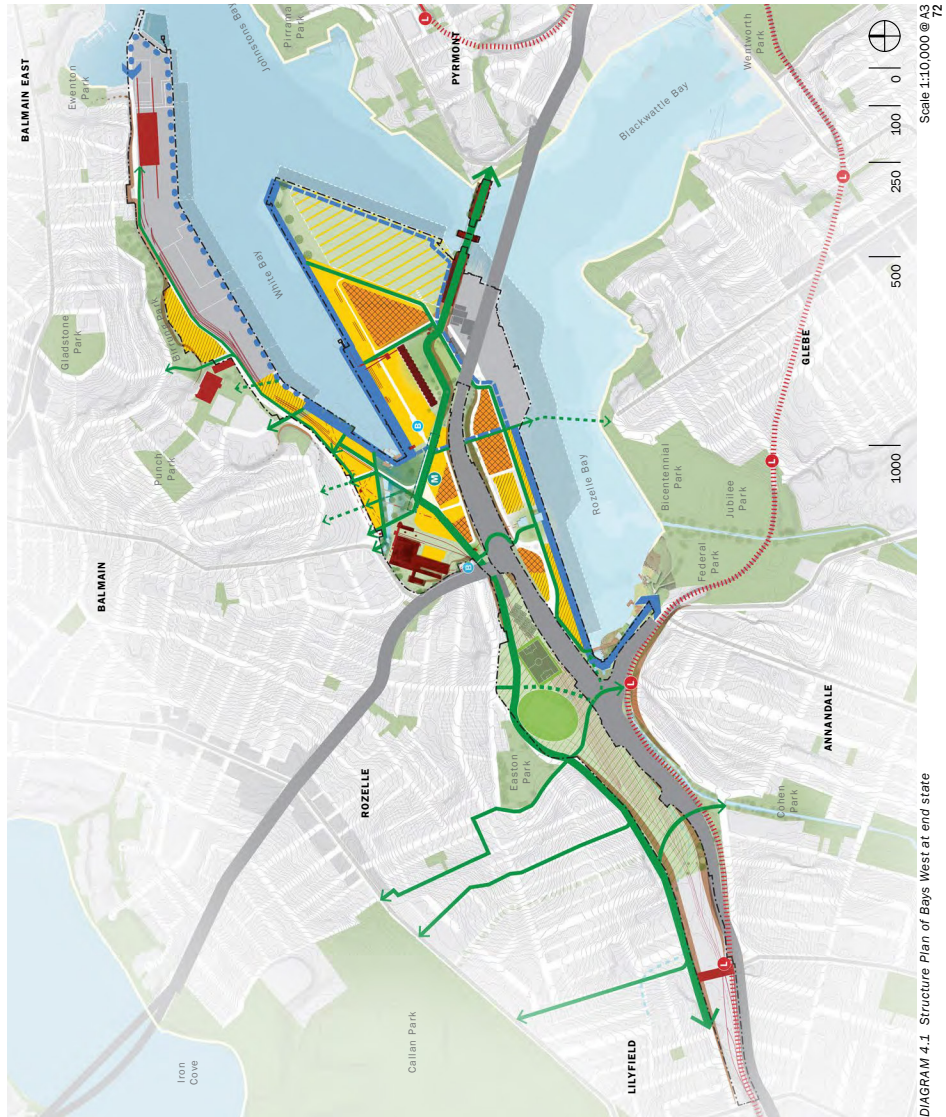
The 'Proposed taller building cluster' shown to the east of Glebe Island Silos has the potential to partially or fully obstruct views towards the Silos from the Pyrmont peninsula and the eastern tip of White Bay and the Balmain peninsula behind. This area has been proposed to accommodate the 'Highest point of built form permitted on Bays West site'. The views from Jackson's Landing in Pyrmont have been identified in the Bays West Urban Design report as significant view sheds, from which at least partial visibility of the Silos structures must be retained.

An additional taller building cluster proposed for the foreshore of Rozelle Bay to the south-west of the Silos has the potential to disrupt or partially block views from the Annandale area. Although identified in this report, these views are not identified as significant views towards the Glebe Island Silos as part of the draft Bays West strategy documents.

The structure plan identifies a potential Rozelle Bay Bridge, connecting north across Rozelle Bay from parkland near the end of Glebe Point Road towards Glebe Island, providing a direct link from Glebe Point to Glebe Island.

The future place character for the Glebe Island Silos precinct envisages an activated recreation precinct with links to the foreshore through surrounding developed areas and new built form. The active transport link across Glebe Island Bridge will connect through a new parkland located on and around the existing sandstone outcrop to the south of the Silos.

Draft Bays West Structure Plan 2040 and beyond.
 Mapping extracted from Bays West Strategic Framework Plan prepared by Terroir for DPIE.



Identified view sheds

A number of view sheds and key views are identified in the draft Bays West Urban Design Framework for the three key site features, White Bay Power Station, Glebe Island Silos and Anzac Bridge.

The identified view sheds for the Glebe Island Silos are shown on the map below and have been mapped by Terroir for DPIE to 'preserve the history and character of the place'. The views encompass key views to the Silos structure and do not discriminate between different facade views and or/different elements of the Silos structure.

The following table lists the identified views from the Bays West Urban Design Framework and their comparative view location in this report.

Bays West view	Bays West Description	Glebe Island Silos signage visibility	View number (this report)
V01	Mullens St	Partial visibility (angled view) to western sign	39
V02	Buchanan Reserve	Signage structure partially visible. Signage not visible	41
V03	Buchanan St	Signage structure partially visible. Signage not visible	40
V04	Punch Park / Robert St	Signage structure partially visible. Signage not visible	-
V05	Birrung Park	Signage structure partially visible. Signage not visible	42
V06	Jackson's Landing	Angled view to southern sign	3 & 6
V07	Glebe Island Bridge	View to southern sign	4
V08	Anzac Bridge	Filtered view to southern sign	30, 31, 32 & 33
V09	Blackwattle Bay Park	Partial view to southern sign	11 & 12
V10	City West Link	Long distance view to western sign	-
V11	Victoria Rd 'Mousehole'	Not accessible	N/A *

* Note: Victoria Road 'Mousehole' has been the subject of numerous changes due to traffic changes and infrastructure development related to West Connex works. This view is not currently accessible to the public. Detailed site planning for the Bays Metro precinct will determine whether or not this view is reinstated in the longer term.

Glebe Island Silos View sheds.
 Mapping extracted from draft Bays West Urban Design Framework prepared by Terroir for DPIE.

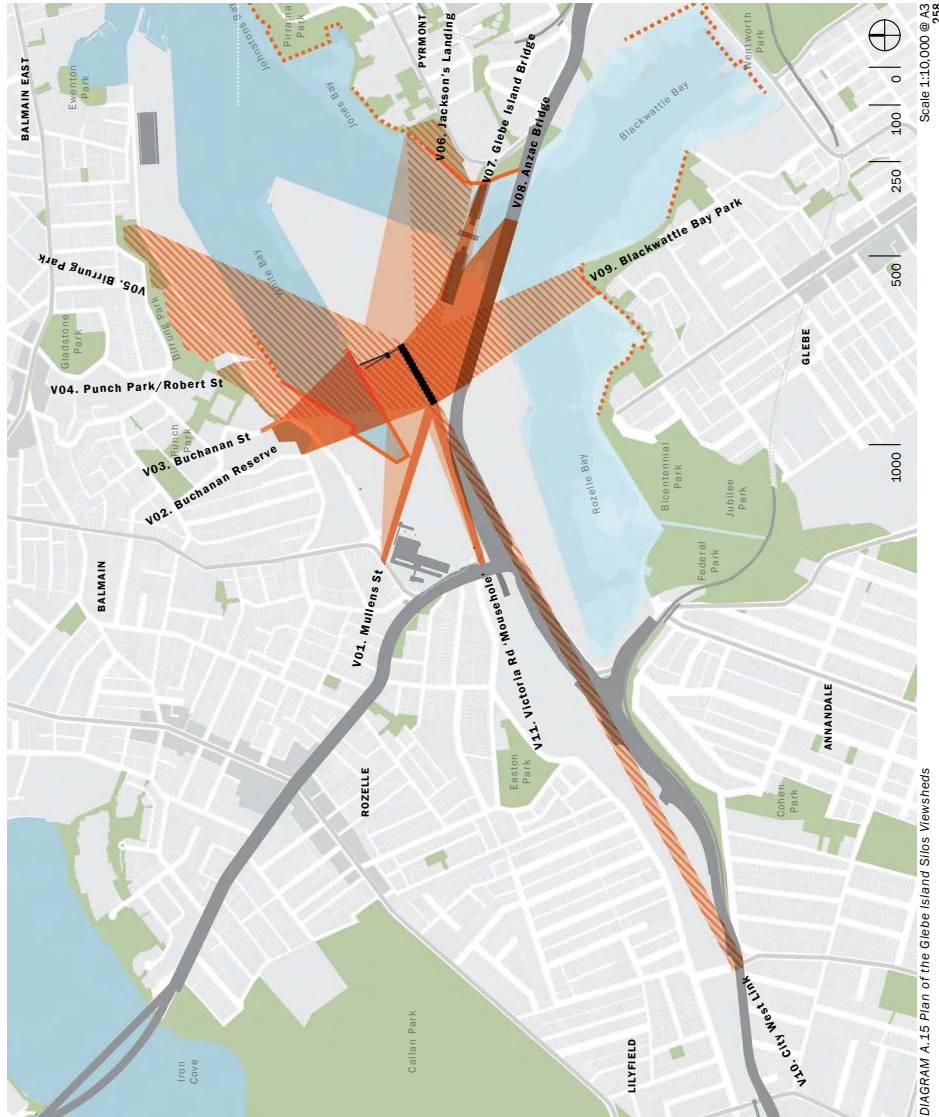


DIAGRAM A.15 Plan of the Glebe Island Silos Viewsheds
 Scale 1:10,000 @ A3
 258

A detailed assessment of the Precinct's surrounding public sites has identified areas that currently provide a view of the Glebe Island Silos. This work has expanded on the Glebe Island Silos Heritage Assessment undertaken by Urbis and concurs that the most significant visual curtilage zone for the Silos predominantly being of the local scale and significantly from the parks and foreshore areas to the north of the Anzac Bridge alignment where the longer facades of the Silos can be seen. Additional view outside this zone have been identified include:

- V09-Blackwattle Bay Park allows a view of both the Silos and the Anzac Bridge
- V10-City West Link allows the Silos to still be seen on approach to the precinct from various points along the approach to Anzac Bridge
- V11-Victoria Rd 'Moushole' allows a view of the south-western end of the Silos to be seen upon entering the precinct and along the new precinct road

Impact across all viewsheds should be considered in the future development of sub-precinct masterplans. However, unlike the White Bay Power Station, the approach to these viewsheds is more flexible and guidelines have been outlined. A balanced approach is considered suitable, with retention of partial or framed views through new built form accepted from some aspects. These more flexible parameters have been outlined in further detail for each of the views identified.

There are also a number of opportunities to consider precinct views to the Silos, particularly from key public domain zones. These include many of the major green spaces and the proposed Foreshore Promenade.

- LEGEND**
- Bays West Site Boundary
 - Significant Views for Retention
 - Other Views Desirable for Retention
 - Curtilage Associated with Viewshed
 - Full Foreshore & Water View
 - Partial Foreshore & Water View
- BAYS WEST URBAN DESIGN FRAMEWORK**
 MARCH 19, 2021

VISUAL CATCHMENT

Catchment mapping

The following visual catchment map shows in yellow the approximate extent to which the Glebe Island Silos signage is currently visible from the public domain. The public domain is defined as open space and park areas, footpaths and roadways generally accessible to the public. The catchment map does not capture elevated views from private property such as upper floors of buildings as this cannot be reliably assessed without incursion onto private property.

The catchment is primarily limited to Rozelle Bay and Blackwattle Bay and their foreshore areas, small residential pockets in Annandale, and Anzac Bridge and its approach roads.

The area on the catchment map shaded in blue shows the visual catchment area from which the full structure of the Glebe Island Silos is visible without signage. This area has been mapped in response to previous concerns raised from Inner West Council regarding the ability of the general public to appreciate the full composition of the Silos structure. This catchment demonstrates that the full structure is visible from the public domain in many locations throughout Rozelle and Balmain, in addition to a significant portion of the structure visible from the signage view shed shown in yellow.

Impacts of vegetation & built form

The visual catchment is limited significantly by existing built form and established vegetation with the screening effects often exacerbated by landform. It is for this reason that views from residential streets beyond the foreshore edge are generally blocked. The main exception to this is a group of streets near Rose St Annandale, whose axis align with the view to the Silos and allow filtered views through or between street trees.

Wentworth Park and the Glebe foreshore parks also have views limited by established rows of trees creating dense vegetative screens to park areas beyond the foreshore edge zone.

Visual catchment map.
Base imagery sourced from Nearmap.



Pg 15

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ASSESSMENT METHODOLOGY

Desktop study

A desktop study was carried out to identify the likely view sheds for the Glebe Island Silos signage and also the façades featuring no signage based on mapping, aerial photography, the draft Bays West Urban Design Framework and existing prior knowledge of the surrounding areas. These mapping exercises were used to identify locations of known or possible views to be investigated during the fieldwork phase.

Fieldwork & photography

Following the desktop study, the fieldwork component involved site inspections during which the existence and extent of views was explored in detail from surrounding areas. Site inspections were carried out on the following dates:

- Friday 4 June 2021 (day views)
- Monday 7 June 2021 (night views)

Assessment of visual impact

Unusually for a visual impact assessment, the proposed works are already existing on site and thus its continued presence could be deemed to have such a minimal effect so as to be non-existent. As such, an alternate methodology has been adopted which seeks to measure the expected level of visual impact that would result from the installation of this signage if no signage currently existing on the Silos facade.

For each view, visual sensitivity and visual magnitude have been rated as per the definitions on the opposite page. A visual impact rating has been determined by cross-referencing visual sensitivity with magnitude. Table 1 has been used to identify the visual impact rating of the views.

An explanation of each visual impact rating is explained below:

High: The visual impact on these viewers is significant and would typically require amelioration at the site planning stage.

Moderate: The visual impact on these viewers is at a localised scale and can be mitigated or already has some existing screening or an existing setback which minimises visual impact.

Low: The visual impact on these viewers is considered low and no or very little amelioration is required.

Negligible: The visual impact on these viewers is considered very low or non-existent and no amelioration is required.

Table 1: Visual impact rating table

	Magnitude						
		High	High - moderate	Moderate	Moderate - Low	Low	Negligible
Sensitivity	High	High	High	High - moderate	High - moderate	Moderate	Negligible
	High - moderate	High	High - moderate	High - moderate	Moderate	Moderate	Negligible
	Moderate	High - moderate	High - moderate	Moderate	Moderate	Moderate - Low	Negligible
	Moderate - Low	High - moderate	Moderate	Moderate	Moderate - Low	Moderate - Low	Negligible
	Low	Moderate	Moderate	Moderate - Low	Moderate - Low	Low	Negligible
	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible

Sensitivity

Sensitivity can be described by the following definition:

The sensitivity of a landscape character zone or view and its capacity to absorb change. Combined with magnitude, sensitivity provides a measurement of impact.

Sensitivity is determined by assessing the context at the view location. The following examples are provided as a guide:

- Residential context - Low capacity to absorb change due to potential impacts on day-to-day lives of local residents. High sensitivity.
- Industrial context - High capacity to absorb change due to dynamic use patterns, limited hours of high use levels and regular change within character area. Typically self-contained built form with limited views in/out. Low sensitivity.
- Commercial context - High to moderate capacity to absorb change depending on land use and built form character. May include office blocks or low-rise business parks. Moderate to low sensitivity depending on type.
- Open space context - Highly varied capacity to absorb change depending on open space typology and character. An expansive open space dominated by views to further green areas will have a low capacity to absorb change. A linear pedestrian link in an urban context may have a high capacity to absorb change if it is in a dynamic location with competing demands on users. High to Low sensitivity depending on character.
- Transport corridor - High to moderate capacity to absorb change depending on surrounding character and context. As a dynamic environment typically experienced from a moving position, transport corridors can tolerate high levels of change and are typically expected to continually change and adapt. Low sensitivity.

Magnitude

Magnitude can be described by the following definition:

The scale, form and character of a development proposal. In the case of visual assessment also how far the proposal is from the viewer. Combined with sensitivity, magnitude provides a measurement of impact.

Magnitude is assessed by determining the overall significance of the proposal each view. It can be summarised simply as the level of change proposed.

The following factors are key measurements to be taken into consideration:

- Existing screening
- Apparent size (often determined by distance between the viewer and the proposal)
- Visual context - Presence (or absence) of any items which provide context and scale to the proposal.

VISUAL IMPACT ASSESSMENT

View locations

These viewpoints have been selected to consider a variety of viewpoints from surrounding areas and reflect the extent of the visual catchment identified. Each view location is identified on the plan opposite and a written description is provided below.

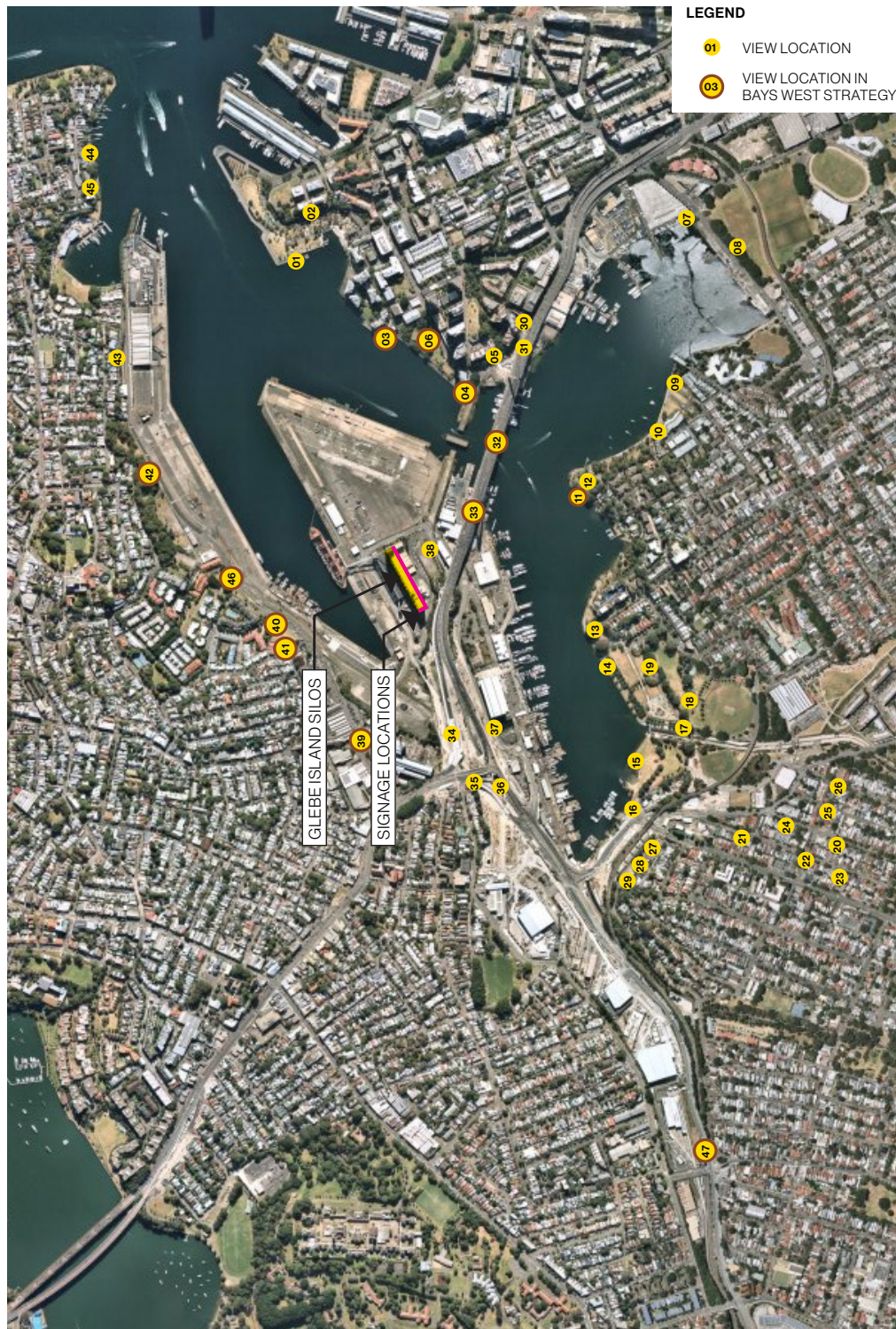
All photographs were taken with a Nikon D5100 DSLR camera with a focal length of 18mm.

An visual impact assessment of all critical view locations is included on the following pages. Several view locations were also photographed at night to assess impacts at night. These have been assessed in section 7.0.

View location descriptions

1. Pirrama Park foreshore, Pyrmont
2. Pirrama Rd, Pyrmont
3. Harbourside walkway at Cadi Wharf, near Refinery Drive, Pyrmont
4. Harbourside walkway adjacent to 2 Bowman Street Pyrmont and Glebe Island Bridge
5. Pedestrian walkway above Bank St Pyrmont (adjacent to 1 Distillery Drive building)
6. Waterfront Park, Pyrmont (off Bowman Street)
7. Sydney Fish Market access, near Bridge Road, Blackwattle Bay, Pyrmont
8. Wentworth Park, Blackwattle Bay, Glebe
9. Glebe foreshore walkway near The Boathouse on Blackwattle Bay and footpath continuation from Forsyth Street, Glebe
10. Glebe foreshore walkway near 23 Griffin Place and 33 Cook Street, Glebe
11. Glebe foreshore walkway near 55-57 Leichhardt Street, Glebe
12. Corner of balcony at Bellevue historic house at 55-57 Leichhardt Street, Glebe
13. Glebe foreshore walkway at end of Glebe Point Road, Glebe
14. Glebe foreshore walkway / Jubilee Park near Federal Road, Glebe
15. Bicentennial Park, Glebe near Federal Park picnic shelter and mangrove restoration area
16. Glebe foreshore walkway near Chapman Rd, Glebe
17. Jubilee Park, Glebe near Johnstons Creek crossing
18. Jubilee Park, Glebe near Hilda Booler Kindergarten
19. Jubilee Park, Glebe near feature circular garden bed and Northcote Road
20. Trafalgar Street outside 264 Trafalgar Street, Annandale
21. View Street outside 206 View Street, Annandale
22. Corner of View Street and Rose Street Annandale
23. View Street outside 134 View Street, Annandale
24. Trafalgar Street outside 282 Trafalgar Street, Annandale
25. Roadway at corner of Rose Street and William Street, Annandale
26. Roadway at corner of Rose Street and Nelson Street, Annandale
27. Bayview Crescent outside 9 Bayview Crescent, Annandale
28. Bayview Crescent outside 23 Bayview Crescent, Annandale
29. Walkway to side of 2-4 Pritchard Street, Annandale
30. Pedestrian & cycle ramp up to Anzac Bridge from Quarry Master Drive, Pyrmont
31. Anzac Bridge near eastern pedestrian/cycle ramp entry/exit
32. Anzac Bridge mid-point
33. Anzac Bridge near western pylon
34. Anzac Bridge Access Rd, Rozelle
35. Path at intersection of Victoria Road & Anzac Bridge, Rozelle
36. James Craig Rd, Rozelle
37. Shared path at Anzac Bridge and Victoria Rd, Rozelle
38. Sommerville Rd near entry to Ports Authority Land, Glebe Island
39. Robert Street outside 32 Robert Street, Rozelle
40. Robert Street at corner of Buchanan Street, Rozelle
41. Public Park at corner of Mansfield St and Batty St, Rozelle
42. Birrung Park, near Donnelly St, Balmain
43. Grafton Street at corner of Ewenton Street, Balmain
44. Tom Uren walkway at end of Johnston Street, Balmain
45. Pedestrian stairs at end of Union Street, Balmain
46. From Punch Park at Robert Street, Balmain
47. From corner of City West Link and Catherine St, Lilyfield

View locations map.
Base imagery sourced from Nearmap.



Pg 19

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VIEWS 1 - 6 PYRMONT

Direction and distances

The views to Glebe Island Silos from these view locations are in a west and south-westerly aspect over the harbour at Jones Bay.

The viewing distances range between 450m at view 4 to 920m at view 2.

Views 3 and 6 are from Jackson's Landing, mapped in the Bays West Urban Design Framework as an identified view shed (V06).

View 4 is from adjacent to Glebe Island Bridge, mapped in the Bays West Urban Design Framework as an identified view shed (V07). The view from the bridge itself was not able to be assessed due to it being closed to the public.

View descriptions

These viewpoints include both low level viewing locations in close proximity to the harbour as well as elevated views from public streets and parks. The dominant facade of the Silos is the east-facing facade which features no advertising. The top section of the Silos stands out for its light colour compared to lower sections of the building. From a distance, this white portion of the Silos facade is more visually prominent than the signage to the southern facade.

At low level, views 1, 3 and 4 are dominated by the harbour, with the Silos appearing as a tall built structure on the opposite shore. The Silos are dwarfed in scale by the Anzac Bridge where visible, but as a much bulkier item, the Silos still feature strongly in the views.

Views 2 and 5 are elevated and partially screened by tall fencing along the edge of significant drops to roadways or pathways below. The Silos are generally not dominant in these views due to long viewing distances, partial screening from trees and/or significant built form providing comparative scale.

View 6 is framed by the planting and built features of Waterfront Park and the Silos combine with the Anzac Bridge and Glebe Island docks to form significant built form backdrop to the working harbour.

Visual sensitivity

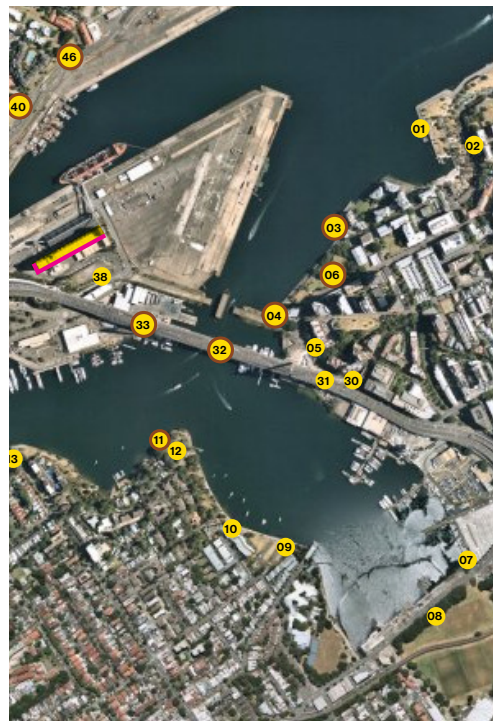
Moderate - Well-used open space edge to harbour with high density residential behind. Overall working waterfront context.

Visual magnitude

Moderate to Low - Significant distances and oblique viewing angles, with the eastern facade of the Silos as the dominant view. This facade is free of signage.

Visual impact rating

Moderate



View 1: From Pirrama Park, Pyrmont. Photography by GroupGSA



View 2: From Pirrama Road, Pyrmont. Photography by GroupGSA



View 3: From Harbourside walkway at Cadi Wharf, near Refinery Drive, Pyrmont. Photography by GroupGSA



View 4: From Harbourside walkway adjacent to 2 Bowman Street, Pyrmont. Photography by GroupGSA



View 5: Pedestrian walkway above Bank St, Pyrmont (adjacent to 1 Distillery Drive building). Photography by GroupGSA



View 6: From Waterfront Park, Pyrmont. Photography by GroupGSA



VIEWS 7 - 8 BLACKWATTLE BAY

Direction and distances

The views to Glebe Island Silos from these locations are in a north-westerly direction over Blackwattle Bay.

The viewing distance is approximately 1.2km from both locations.

View descriptions

These viewpoints both include significant visual distractions in the foreground, with view 7 dominated by the fish market outdoor area, a fleet of fishing vessels and then the Anzac Bridge behind. The Bridge carriageway almost fully screens the signage at the top of the Silos from view.

View 8 is dominated by construction hoarding running alongside Bridge Road. During 2020, a concrete batching plant, marina and heritage built form items were removed from the site and the site area pulled back from Blackwattle Bay. These works have been carried out to facilitate the construction of a new Sydney Fish Market facility in the coming years.

The hoarding forming the boundary to Bridge Road blocks views northwards for people travelling along the roadway. With a more static and slightly elevated location, users on the edge of Wentworth Park currently have open views towards Anzac Bridge and the Silos. Further into the park, the large, established Fig tree avenue blocks all views towards the Silos.

It is anticipated that the future Fish Market development will block views from Wentworth Park although it is likely to provide for new, north-facing views from its harbourside edge.

Visual sensitivity

Moderate - High volume of viewers drawn by Sydney Fish Markets. Overall working waterfront context.

Visual magnitude

Negligible - Although the Silos are visible, the signage is almost fully screened from both locations and viewers are at a significant distance from the Silos.

Visual impact rating

Negligible



View 7: From Sydney Fish Market access, near Bridge Road, Blackwattle Bay, Pyrmont. Photography by GroupGSA



View 8: From Wentworth Park, Blackwattle Bay, Glebe. Photography by GroupGSA



VIEWS 9 - 11 GLEBE

Direction and distances

The views to Glebe Island Silos from these locations are in a north-westerly direction from the western shore of Blackwattle Bay and at Blackwattle Bay Park.

The viewing distances range between 870m at view 9 to 505m at view 11.

View 11 is from Blackwattle Bay Park, mapped in the Bays West Urban Design Framework as an identified view shed (V09).

View descriptions

These viewpoints are all low level viewing locations taken from The Glebe foreshore walkway. The dominant facade of the Silos visible is the south-facing facade which features one long sign structure along the top of the facade. The view to the signage structure is only partial at all view locations, partially blocked by either the Anzac Bridge or existing vegetation.

The signage forms a very minimal part of the overall outlook from view 9 and 10 due to the expansive nature of Blackwattle Bay and the dominant structure of the Anzac Bridge drawing the eye.

View 11 is one of the closer viewpoints to the Silos but the signage is approximately 50% screened from this angle due to the Anzac Bridge structure. The view is also expansive from this location, extending west into Rozelle Bay and north-east into Jones Bay. Significant industrial-scale built form to the front of the Bridge further reduces the visual impact of the signage by providing significant bulk and visual distraction to the viewer.

Visual sensitivity

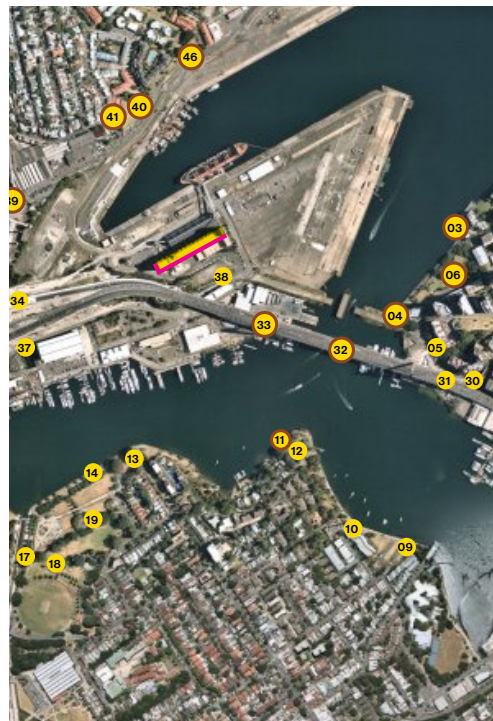
Moderate - Well-used open space edge to harbour with low to medium density residential behind. Overall working waterfront context.

Visual magnitude

Moderate to Low - The signage is significantly screened from the viewer in these views by either established vegetation or the roadway of the Anzac Bridge. The viewer is also at a significant distance.

Visual impact rating

Moderate



View 9: From Glebe foreshore walkway near The Boathouse on Blackwattle Bay & Forsyth Street, Glebe. Photography by GroupGSA



View 10: From Glebe foreshore walkway near 23 Griffin Place & 33 Cook Street, Glebe. Photography by GroupGSA



View 11: From Glebe foreshore walkway near 55-57 Leichhardt Street, Glebe



VIEW 12 GLEBE

Direction and distance

The views to Glebe Island Silos from this location is in a north-westerly direction from the historic house Bellevue at 55-57 Leichhardt Street, Glebe.

The viewing distance is approximately 530m.

View description

This viewpoint is taken from the NE corner of the Bellevue balcony, the corner of the building with the most open views to the Glebe Island Silos. The view is significantly screened by dense, established vegetation and the Anzac Bridge structure and industrial area below dominates the open section of the view. Only a small portion of the signage to the Silos is visible in a gap between tree canopy and the Anzac Bridge structure behind.

Visual sensitivity

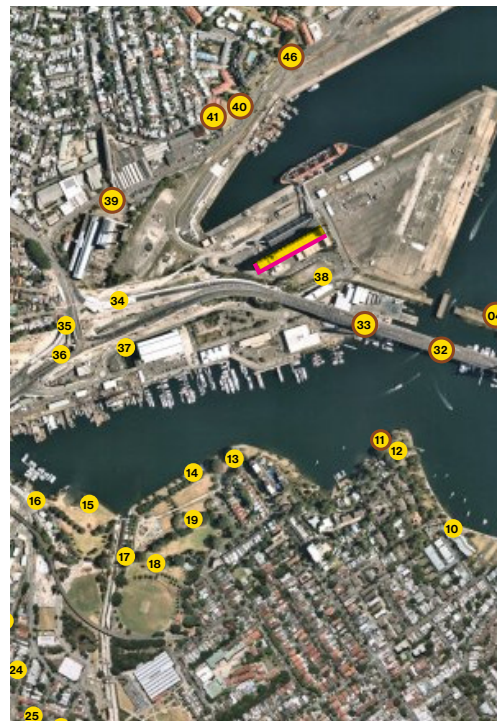
High - Historic property with publicly accessible grounds.

Visual magnitude

Negligible - The signage is almost fully screened from the viewer by established vegetation and the roadway of the Anzac Bridge.

Visual impact rating

Negligible



View 12: From corner of balcony at Bellevue historic house, 55-57 Leichhardt Street, Glebe. Photography by GroupGSA



VIEW 13 GLEBE

Direction and distance

The views to Glebe Island Silos from this location is in a northerly direction from the Glebe foreshore at the end of Glebe Point Rd.

The viewing distance is approximately 450m.

View description

Taken from the parkland at the end of Glebe Point Road, view 13 provides a comparatively close view of the Glebe Island Silos and the existing signage on the southern facade. The view is expansive to the east, providing a view over the mouth of Rozelle Bay and Blackwattle Bay under Anzac Bridge towards Pyrmont. In the direction of the Silos, the mid-ground is dominated by large boat marinas and mid-rise buildings with a dense green buffer to the Anzac Bridge approach concealed behind.

In this view, the dominant feature of the Silos structure is the painted Silos themselves. The graphic murals to the Silos create a strong visual pattern, with the signage providing a capped lid to the distinct form.

Visual sensitivity

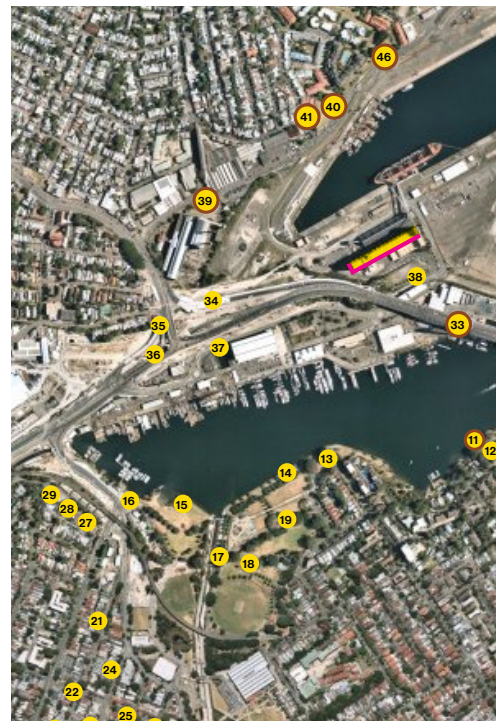
Moderate - Well-used open space park and edge to harbour with mix of low, medium and high density residential behind. Overall working waterfront context.

Visual magnitude

Moderate - The signage is still at a distance from the viewer and sits behind a busy foreshore, with significant activity along the northern edge of Rozelle Bay providing visual distraction. The signage views are partially screened from the main walkways by foreshore tree planting..

Visual impact rating

Moderate



View 13: From Glebe foreshore at end of Glebe Point Road, Glebe. Photography by GroupGSA



VIEWS 14 - 16 GLEBE

Direction and distances

The views to Glebe Island Silos from these locations are in a north and north-easterly direction from the Glebe foreshore, Jubilee park and Bicentennial Park.

The viewing distances vary between 450m at view 14 and 770m at view 16.

View descriptions

From view 14, the view is expansive to the east, providing a view over the mouth of Rozelle Bay and Blackwattle Bay under Anzac Bridge towards Pyrmont. In the direction of the Silos, the mid-ground is dominated by large boat marinas and mid-rise buildings with a dense green buffer to the Anzac Bridge approach concealed behind.

Being further away, views 15 and 16 show more context and the industrial foreshore on the northern side of Rozelle Bay provides significant scale and built form to reduce the visual dominance of the Silos. The existing signage is not visually dominant in these views.

Visual sensitivity

Moderate - Well-used open space parks and edge to harbour with mix of low, medium and high density residential behind. Overall working waterfront context.

Visual magnitude

Moderate - The signage is at a significant distance from the viewer and sits behind a busy foreshore, with significant activity along the northern edge of Rozelle Bay providing visual distraction. The signage views are partially screened from the main walkways by foreshore tree planting.

Visual impact rating

Moderate



View 14: From Glebe foreshore walkway / Jubilee Park near Federal Road, Glebe. Photography by GroupGSA



View 15: From Bicentennial Park, Glebe near Federal Park picnic shelter and mangrove restoration area, Glebe. Photography by GroupGSA



View 16: From Glebe foreshore walkway near Chapman Rd, Glebe. Photography by GroupGSA



VIEWS 17 - 19 GLEBE

Direction and distances

The views to the Glebe Island Silos are in a northerly direction from Jubilee Park and over Rozelle Bay.

The view distances range from 620m at view 19 to 750m at view 17.

View descriptions

These views are taken from open space within Jubilee Park. Within the informal open space closest to Rozelle Bay (view 17), the Glebe Island Silos and signage is visible over the top of the current construction fencing and foreshore Fig tree avenue. The Anzac Bridge structure dwarfs the Silos in size and scale, drawing the eye with its distinctive height and form.

Where foreshore trees have been established for longer periods of time and attained a greater size (such as in view 19), the trees provide a dense screen and block the view to the Silos.

Within the second area of informal open space (as per view 18), a second row of avenue trees combines with the foreshore trees to almost fully hide the Silos, with only glimpses visible through gaps in foliage.

Visual sensitivity

Moderate - High - Well-used park setting with established trees framing open space areas and path axis.

Visual magnitude

Moderate - Low - The signage is at a significant distance from the viewer and large, established trees provide significant screening from most viewpoints within the park.

Visual impact rating

Moderate



View 17: From Jubilee Park, Glebe near Johnstons Creek crossing, Glebe. Photography by GroupGSA



View 18: From Jubilee Park, Glebe near Johnstons Creek crossing, Glebe. Photography by GroupGSA



View 19: From Jubilee Park, Glebe near Johnstons Creek crossing, Glebe. Photography by GroupGSA



VIEWS 20 - 26 ANNANDALE

Direction and distances

The views to the Glebe Island Silos are in a north-easterly direction over Federal Park, Bicentennial Park, Jubilee Park and Rozelle Bay.

The view distances range from 1.04km at view 21 to 1.2km at views 22, 25 & 26, and 1.3km at view 23.

View descriptions

The views are all taken from the public domain within a medium density residential area. The area where views are possible is restricted to a few streets in a particular elevated position where the streets generally align with the view direction to the Silos.

The signage on the Glebe Island Silos is generally partially screened or obstructed by built form, established trees or infrastructure such as poles and wires. The foreground and mid-ground of each view is richly varied, with diverse streetscapes providing visual diversion from long views. Where visible, the Anzac Bridge provides a visual draw-point with its distinctive height and form.

The viewing distance to the Silos results in signage which is of low significance in the overall view.

Visual sensitivity

Moderate - Low - Medium density residential context with primarily filtered views.

Visual magnitude

Low - Views are primarily of the general skyline, partially blocked or are very filtered, with many foreground and mid-ground distractions. Viewers are also at a significant distance from the Silos.

Visual impact rating

Moderate - Low



View 20: From Trafalgar Street outside 264 Trafalgar Street, Annandale. Photography by GroupGSA



View 21: From View Street outside 206 View Street, Annandale. Photography by GroupGSA



View 22: From Corner of View Street and Rose Street Annandale. Photography by GroupGSA



View 23: From View Street outside 134 View Street, Annandale. Photography by GroupGSA



View 24: From Trafalgar Street outside 282 Trafalgar Street, Annandale. Photography by GroupGSA



View 25: From Roadway at corner of Rose Street and William Street, Annandale. Photography by GroupGSA



View 26: From Roadway at corner of Rose Street and Nelson Street, Annandale



VIEWS 27 - 29 ANNANDALE

Direction and distances

The views are taken in a north-westerly direction over adjacent medium density residential, the light rail corridor and Rozelle Bay. The bay is screened from view at street level.

Viewing distances are between 880m and 890m.

Visual impact rating

Moderate - Low

View descriptions

Views 27 and 28 are taken from street level in Bayview Crescent, overlooking a green-roofed residential development adjacent. View 29 is taken from a pedestrian access path running between Buruwan Lane and Pritchard Street which is elevated above Bayview Crescent.

East of Buruwan Lane, there are only intermittent views to the Glebe Island Silos signage from Bayview Cres. These views are screened alternately by green roof plantings, street trees in the foreground and street trees along The Crescent beyond.

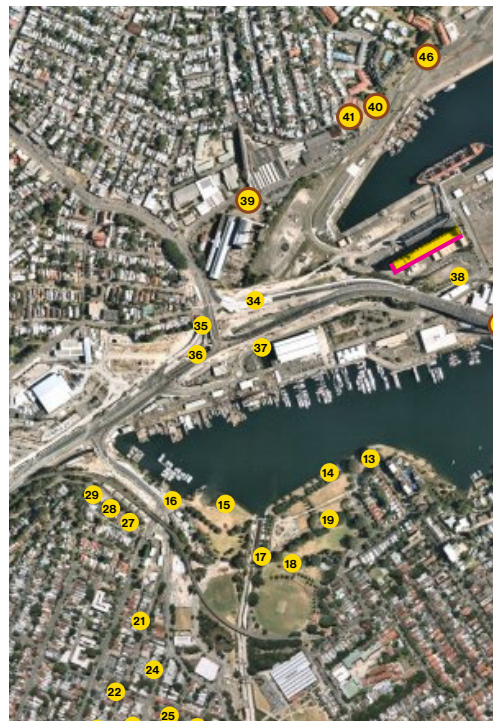
From the pedestrian pathway, a clearer view is obtained towards the Silos signage due to a break in tree cover adjacent to Rozelle Bay. This view is expansive, offering views to the city skyline, Anzac Bridge, Harbour Bridge and White Bay Power Station. The Silos structure is dwarfed in scale by the boat storage building in the mid-ground. In this context, the significance of the Glebe Island Silos signage is minimal.

Visual sensitivity

Moderate - Low - Medium density residential context with district views filtered by established trees in fore and mid-ground.

Visual magnitude

Moderate - Low - Views are primarily of the general skyline, and are very filtered to Glebe Island Silos, with many foreground and mid-ground distractions. Viewers are at a significant distance from the Silos and the views to the signage are intermittent as you move along the street.



View 27: From Bayview Crescent outside 9 Bayview Crescent, Annandale. Photography by GroupGSA



View 28: From Bayview Crescent outside 23 Bayview Crescent, Annandale. Photography by GroupGSA



View 29: From Walkway to side of 2-4 Pritchard Street, Annandale. Photography by GroupGSA



VIEW 30 ANZAC BRIDGE

Direction and distances

The views to the Glebe Island Silos from this location is in a north-westerly direction over Blackwattle Bay and Glebe Island.

The viewing distance is approximately 700m.

View descriptions

This viewpoint is taken from the eastern access ramp to the Anzac Bridge shared pathway.

The dominant facade of the Silos from this views is the south-facing facade which features one long signage structure along the top of the facade. A clear sight line to the Silos and the signage is provided in a view framed by the Anzac Bridge structure and an adjacent residential building. As a long distance view, the scale and significance of the signage in this view is low.

Visual sensitivity

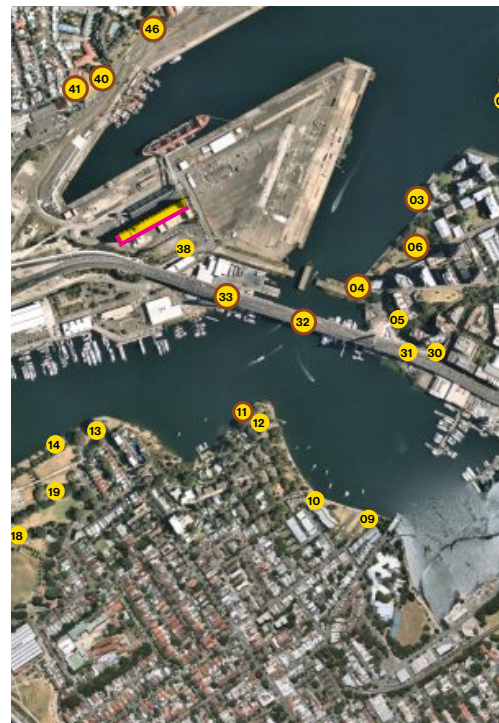
Low - Transport corridor with a high volume of viewers from both the road carriageway and pedestrian/cycle path.

Visual magnitude

Moderate - For viewers travelling by bike or on foot, the signage is not highly visible due to the mesh screen to the northern side of the Bridge. Viewers travelling by vehicle have a clearer view but are generally focussed on the roadway ahead rather than views to the side of the Bridge.

Visual impact rating

Moderate - Low



View 30: From Anzac Bridge near eastern pedestrian/cycle ramp entry/exit. Photography by GroupGSA



VIEW 31-33 ANZAC BRIDGE

Direction and distances

The views to the Glebe Island Silos from these locations is in a north-westerly direction over Blackwattle Bay and Glebe Island.

The viewing distances vary from 670m at view 31 to 240m at view 33.

Views 32 and 33 are taken from the Anzac Bridge, mapped in the Bays West Urban Design Framework as an identified view shed (V08).

View descriptions

These viewpoints are all taken from the Anzac Bridge shared pathway. For safety reasons, photographs were not taken from the roadway sections of the Bridge but it is assumed that the images taken are also representative of those visible from the road carriageway.

The dominant facade of the Silos from these views is the south-facing facade which features one long signage structure along the top of the facade. The signage is located above the level of the Anzac Bridge, behind a high mesh safety screen along the edge of the Bridge structure. From a pedestrian perspective, the mesh screen provides significant screening and reduces the visual impact of the signage. As the screening effect of the mesh dissipates at speed, viewers travelling by vehicle have a clearer view of the signage but are focussed on the roadway rather than the signage.

Visual sensitivity

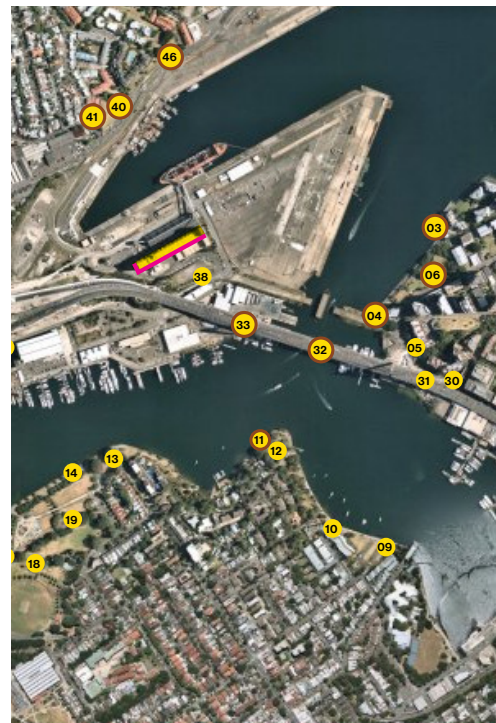
Low - Transport corridor with a high volume of viewers from both the road carriageway and pedestrian/cycle path.

Visual magnitude

Moderate - For viewers travelling by bike or on foot, the signage is not highly visible due to the mesh screen to the northern side of the Bridge. Viewers travelling by vehicle have a clearer view but are generally focussed on the roadway ahead rather than views to the side of the Bridge.

Visual impact rating

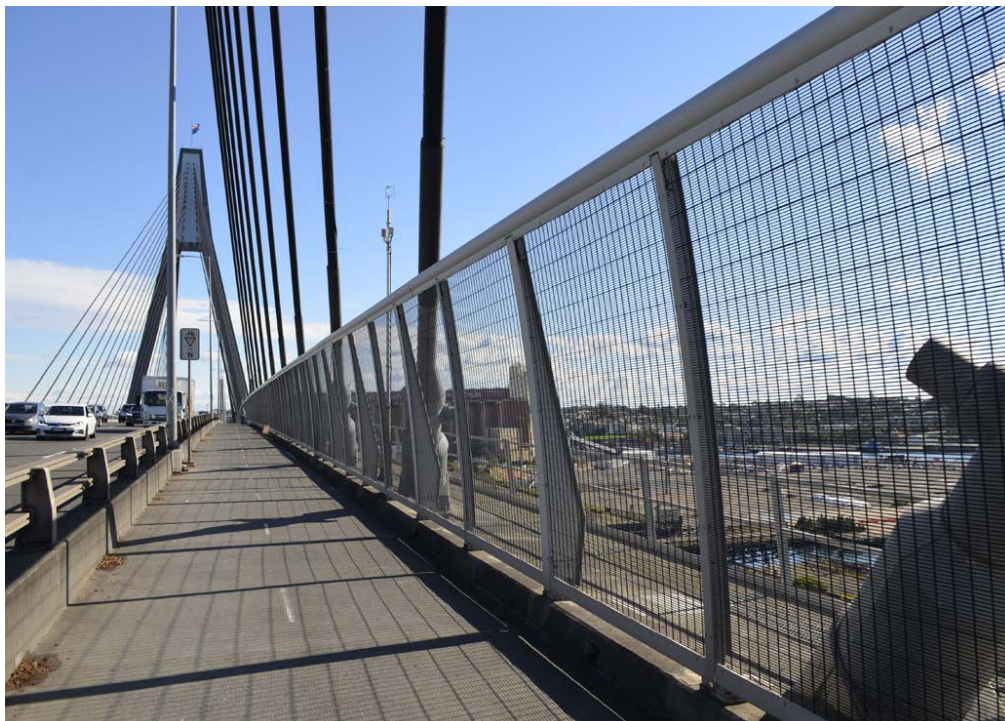
Moderate - Low



View 31: From Anzac Bridge near eastern pedestrian/cycle ramp entry/exit. Photography by GroupGSA



View 32: From Anzac Bridge midpoint. Photography by GroupGSA



View 33: From Anzac Bridge near western pylon. Photography by GroupGSA



VIEWS 34 - 36 ROZELLE

Direction and distances

The views to the Glebe Island Silos from these locations is in a north-easterly direction from the western vehicular approach to the Anzac Bridge.

The viewing distances vary from 360m at view 34 to 500m at view 36.

View descriptions

View 34 is taken from the shared path alongside the vehicular approach to the Anzac Bridge from Victoria Road. The view is open, with clear sight lines to the Silos structure. The signage forms only a small part of the Silos view, with a significant portion of the north-facing facade and associated port infrastructure visible.

View 35 is taken from a shared path adjacent to the intersection of Victoria Road and Anzac Bridge. Views to the Silos are partially obstructed by temporary road works and construction activities associated with the recent West Connex road changes. The signage covers only a small portion of the visible Silos structure.

View 36 is taken from a shared near the intersection of Victoria Road and Anzac Bridge, adjacent to the west-bound carriageway. The view towards the Silos is clear and unobstructed only by traffic signals (depending on exact view point) or passing large vehicles from this location. The signage takes up around a quarter of the visible Silos structure.

For safety reasons, photographs were not taken from the roadway sections of the Bridge but it is assumed that the images taken are also representative of those visible from the road carriageway.

Visual sensitivity

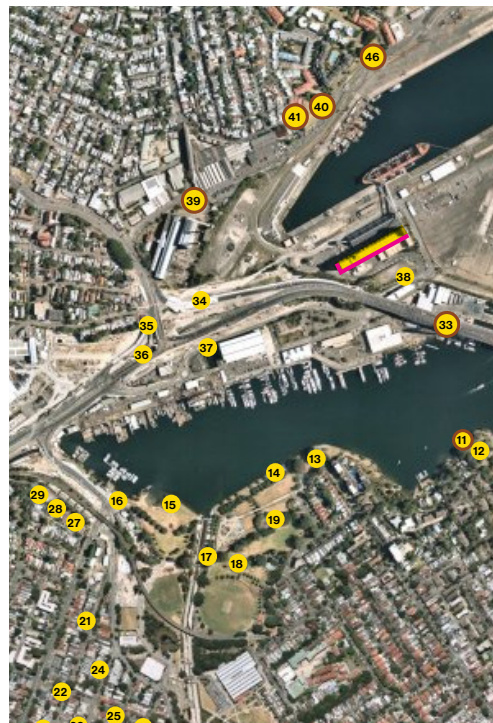
Low - Transport corridor with a high volume of viewers from both the road carriageway and pedestrian/cycle path.

Visual magnitude

High - The signage is highly visible from the roadway, and viewers travelling by vehicle are generally focussed on the roadway which incorporates the Silos structure and signage as a portion of this view. For viewers travelling eastwards by bike or on foot, the signage is highly visible but forms a small part of the overall expansive view.

Visual impact rating

Moderate



View 34: From Western approach to Anzac Bridge, Rozelle. Photography by GroupGSA



View 35: From foot bridge over western Anzac Bridge approach (near Lilyfield Rd), Rozelle. Photography by GroupGSA



Pg 53

GROUPGSA

View 36: From foot bridge over western Anzac Bridge approach (near Victoria Rd). Photography by GroupGSA



VIEW 37 ROZELLE

Direction and distances

The view to the Glebe Island Silos from this location is in a north-westerly direction from James Craig Road.

The viewing distance is approximately 380m.

View descriptions

The view is from the pedestrian footpath alongside James Craig Road which provides access to the Port Authority lands at Glebe Island. The view is dominated by construction activity in the sloped land between the roadway and Anzac Bridge. Little is provided in the way of screening in this area. To the opposite side of the road, maritime buildings and tree planting provide scale and context to the view.

The signage covers approximately one quarter of the visible Silos facade.

Visual sensitivity

Low - Transport corridor with a low volume of viewers from both the road carriageway and pedestrian/cycle path.

Visual magnitude

Low - The signage is partially screened from view and is a significant distance from the viewer.

Visual impact rating

Low



View 37: From James Craig Rd, Rozelle. Photography by GroupGSA



VIEW 38

GLEBE ISLAND

Direction and distances

The view to the signage is in a northerly direction over Ports Authority lands which are used for parking and industrial uses.

The viewing distance is approximately 95m.

View descriptions

This viewpoint is low-level, taken from Sommerville Rd at the access point to the Ports Authority land. This location can be accessed by road from James Craig Rd or via a pedestrian and cycle path from the Anzac Bridge.

The foreground is dominated by parked vehicles and items which are reflective of the industrial land uses around the base of the Silos. The signage occupies approximately one fifth of the visible facade of the Silos and is elevated at high level above the ground.

Visual sensitivity

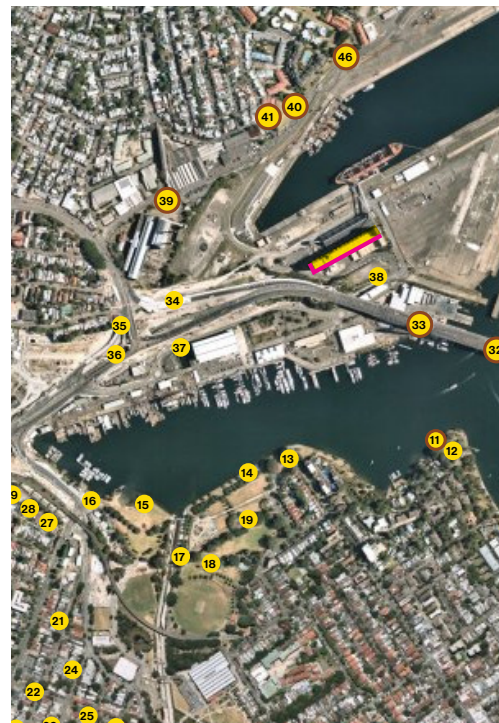
Low - Commercial and industrial context with viewers primarily focussed on water views in opposite directions from the Silos.

Visual magnitude

High - Moderate - Although close in proximity, the signage is elevated significantly above the ground level and thus beyond the view lines of most users in this area.

Visual impact rating

Moderate



View 38: From Sommerville Rd near entry to Ports Authority Land, Glebe Island. Photography by GroupGSA



VIEW 39 ROZELLE

Direction and distances

The view to the Glebe Island Silos from this location is in a south-easterly direction over White Bay and Glebe Island industrial lands.

The viewing distance is approximately 340m.

View 39 is mapped in the Bays West Urban Design Framework as an identified view shed (V01).

View descriptions

Robert Street is a commercial and industrial street with its northern side occupied by warehouse buildings and southern side bordering the Ports Authority lands around White Bay. This land is partially occupied by a cruise terminal for large boats.

The view in this location is primarily to the northern facade of the Silos which features no signage. Around half of the Silos structure is screened from view by solid fencing and screen planting behind parking and access.

The west-facing signage is partially visible but the viewing angle gives low legibility to the signage.

Visual sensitivity

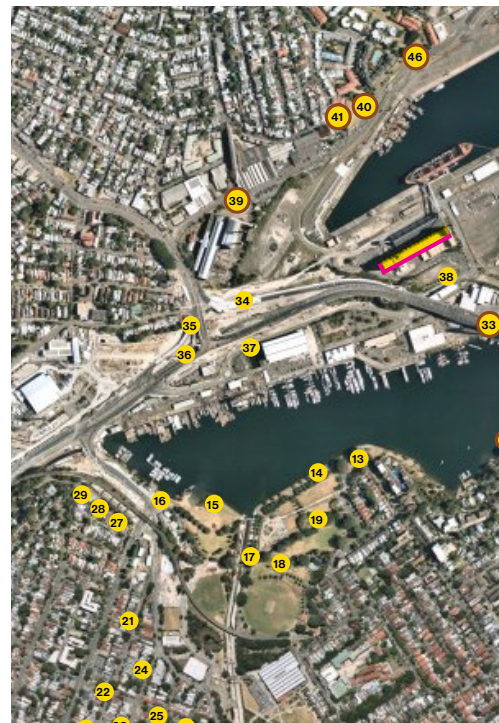
Low - Industrial and commercial context with the top of Glebe Island Silos visible over significant screen planting to the boundary of the White Bay Port Authority lands.

Visual magnitude

Low - Views are primarily to the northern facade of the Silos, with only an oblique view to the west-facing signage on the Silos.

Visual impact rating

Low



View 39: From Robert St outside 32 Robert Street, Rozelle. Photography by GroupGSA



VIEW 40 ROZELLE

Direction and distances

The view to the Glebe Island Silos from this location is in a south-easterly direction over White Bay and Glebe Island industrial lands.

The viewing distance is approximately 340m.

View 40 is mapped in the Bays West Urban Design Framework as an identified view shed (V03).

View descriptions

Robert Street is a commercial and industrial street with its northern side occupied by warehouse buildings and southern side bordering the Port Authority lands around White Bay. The entry to the Port Authority NSW site is located in close proximity to this viewpoint.

Buchanan Street is populated with commercial and residential buildings, with residential buildings set back from the interface with Robert St.

The view from this location is primarily to the northern facade of the Silos which features no signage. The foreground is dominated by industrial structures associated with the Silos operations and other maritime activities within White Bay.

The structure supporting the signage on the western facade is visible and is clearly evident as an addition to the original Silos structure. The sign itself is not visible from this view.

Visual sensitivity

Moderate - Low - Immediate industrial and commercial context with clear view to Glebe Island Silos over White Bay

Visual magnitude

Negligible - The signage is not visible from this view.

Visual impact rating

Negligible





VIEW 41 ROZELLE

Direction and distances

The views to the Glebe Island Silos from this location is in a southerly direction over Robert St, White Bay and Glebe Island.

The viewing distance is approximately 350m.

View 41 is mapped in the Bays West Urban Design Framework as an identified view shed (V02).

View descriptions

As an elevated viewpoint, the view is dominated by the industrial structures around White Bay and on Glebe Island, many of which are associated with the Silos themselves. The view is to the northern facade which is approximately 50% obscured by a lower level structure clad in dark grey metal cladding.

The top half of the structure, including the 'lid' is highly visible and provides a clear view to the structure of those elements concealed by signage on the southern and western façades.

The structures supporting the signage on the southern and western façades are visible and is clearly evident as an addition to the original Silos structure. The signs themselves are not visible from this view.

Visual sensitivity

Moderate - Elevated public open space with little visual relief in foreground. Working waterfront context.

Visual magnitude

Low - Only views to the signage are from the rear, where the structure is partially visible over the top and to the western side of the Silos.

Visual impact rating

Moderate - Low



View 41: From adjacent to the public park at the corner of Mansfield St and Batty St, Rozelle. Photography by GroupGSA



VIEW 42 BALMAIN

Direction and distances

The view to Glebe Island Silos is in a south-westerly direction over White Bay.

The viewing distance is approximately 670m.

View descriptions

This view is dominated by the industrial land use of White Bay and Glebe Island, with large structures servicing the Silos visible to the front of the Silos. The view is periodically blocked or partially obscured by ships docked at White Bay, including the passenger terminal.

The top half of the structure, including the 'lid' is highly visible and provides a clear view to the structure of those elements obscured by signage on the southern and western façades. The east-facing facade of the Silos is considerably taller than the north-facing facade and forms the most visually dominant feature of the structure from this view.

The structures supporting the signage on the southern and western façades are partially visible on the western facade and are evident as additions to the original Silos structure. The signs themselves are not visible from this view.

Visual sensitivity

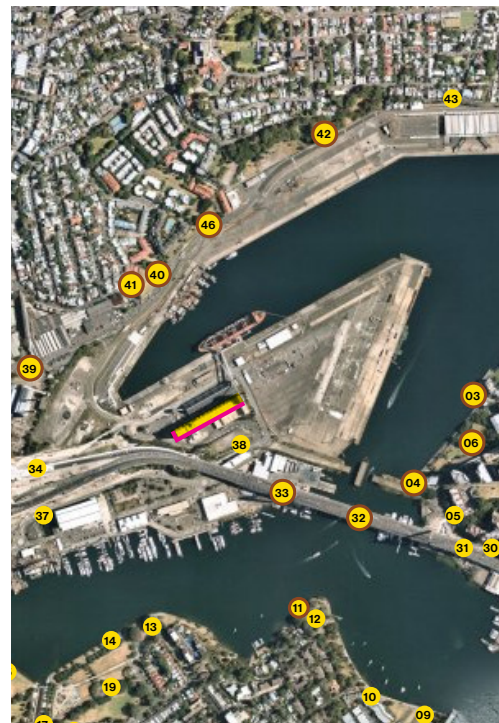
Moderate - Low - Naturalistic open space in close proximity to harbour with medium density residential behind. Working waterfront context emphasised by fencing and lack of public access.

Visual magnitude

Negligible - The only views to the signage are from the rear, where a small portion of the supporting structure is visible over the top and to the western side of the Silos.

Visual impact rating

Negligible



View 42: From Birrung Park, near Donnelly St, Balmain. Photography by GroupGSA



VIEW 43 BALMAIN

Direction and distances

The views to Glebe Island Silos from this view location is in a south-westerly aspect over the White Bay Passenger Terminal, White Bay and Glebe Island.

The viewing distance is approximately 880m.

View descriptions

This view is dominated by the industrial land use of White Bay, with the large structure of the White Bay Passenger Terminal dominating the foreground. Industrial-style fencing along the road reserve edge further enhances the separation from the harbour. The view is periodically blocked by ships docked at White Bay, including the passenger terminal.

The top half of the structure, including the 'lid' is highly visible and provides a clear view to the structure of those elements obscured by signage on the southern and western façades. The east-facing facade of the Silos is considerably taller than the north-facing facade and forms the most visually dominant feature of the structure from this view.

The structures supporting the signage on the southern and western façades are partially visible on the western facade and are evident as additions to the original Silos structure. The signs themselves are not visible from this view.

Visual sensitivity

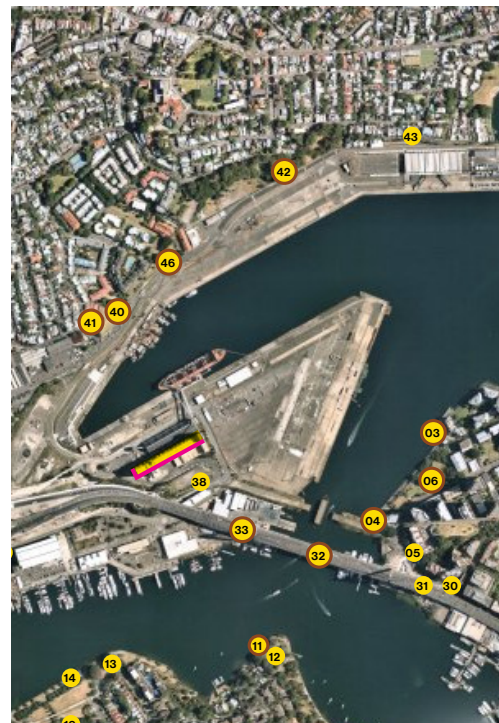
Low - Public roadway acts as a transition between residential and industrial lands along the waterfront. Working waterfront context emphasised by fencing and lack of public access.

Visual magnitude

Negligible - The only views to the signage are from the rear, where a small portion of the supporting structure is visible to the western side of the Silos.

Visual impact rating

Negligible



View 43: From Grafton Street at corner of Ewenton Street, Balmain. Photography by GroupGSA



VIEW 44 - 45 BALMAIN

Direction and distances

The views to Glebe Island Silos from these locations are in a south-westerly aspect over Johnstons Bay, the White Bay peninsula, and Glebe Island.

The viewing distances are approximately 1.25km and 1.32km.

View descriptions

These viewpoints include both a low level viewing location in close proximity to the harbour as well as a slightly elevated view from a public walkway and access stairs. The dominant facade of the Silos is the east-facing facade which features no advertising. The top section of the Silos stands out for its light colour compared to lower sections of the building.

The viewing distances reduce the overall scale and impact of the Silos in the overall view, with industrial uses of White Bay providing significant visual distraction, and high density residential developments in Pyrmont providing comparative scale and bulk.

Visual sensitivity

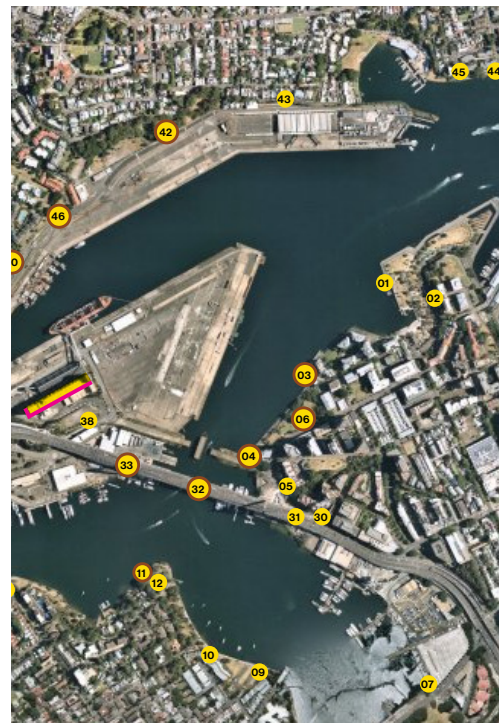
Moderate - Low level open space edge to harbour with high density residential behind. Overall working waterfront context.

Visual magnitude

Negligible - No signage or supporting structure is visible from these view locations given the view distance and oblique angle.

Visual impact rating

Negligible



View 44: From Tom Uren walkway at end of Johnston Street, Balmain. Photography by GroupGSA



View 45: From Pedestrian stairs at end of Union Street, Balmain. Photography by GroupGSA



VIEW 46 BALMAIN

Direction and distances

The views to Glebe Island Silos from this location is in a southerly direction over White Bay and Glebe Island.

The viewing distance is approximately 400m.

View 46 is mapped in the Bays West Urban Design Framework as an identified view shed (V4).

View descriptions

This viewpoint is low level viewing location at the base of Punch Park, on Robert St. The view is taken from just inside the White Bay port access road network. The dominant facade of the Silos is the north-facing facade which features no advertising. The view to the Silos structure from this angle includes the industrial structures which enable the ongoing use of the Silos as a working facility.

The scale of the Silos is comparable to the nearby Anzac Bridge and the industrial activity that is visible in the foreground, along the northern edge of the White Bay peninsula.

Visual sensitivity

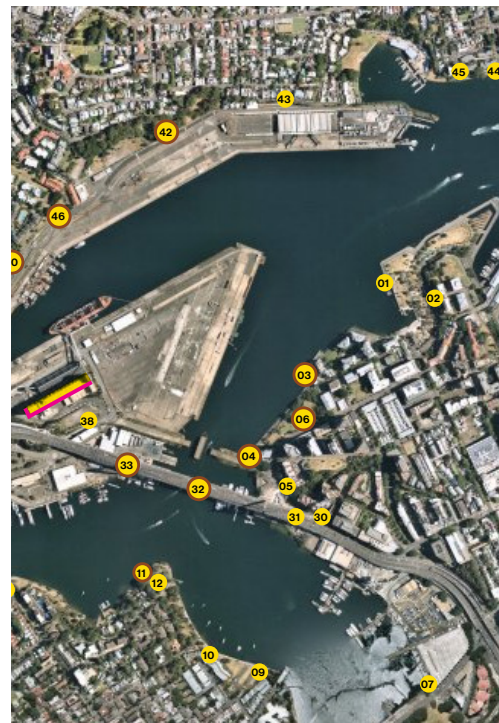
Moderate-Low - Low-level open space pocket located behind a working harbour frontage. Overall working waterfront context within view.

Visual magnitude

Negligible - No signage or supporting structure is visible from these view locations given the view angle.

Visual impact rating

Negligible



View 46: From Punch Park at Robert Street, Rozelle. Photography by GroupGSA



VIEW 47 LILYFIELD

Direction and distances

The views to Glebe Island Silos from this location is in a north-easterly direction over the light rail corridor and Rozelle Rail Yards.

The viewing distance is approximately 1.66km.

View 47 is mapped in the Bays West Urban Design Framework as an identified view shed (V10).

View descriptions

This viewpoint is located near the junction of City West Link and Catherine Street, adjacent to Lilyfield light rail station. The view identified in the Bays West Urban Design Framework document is no longer visible due to combination of:

- Landscape screening over light rail corridor;
- Digital advertising signage at edge of light rail corridor; and
- Visual barrier created by structures erected within the Rozelle Rail Yards land.

Visual sensitivity

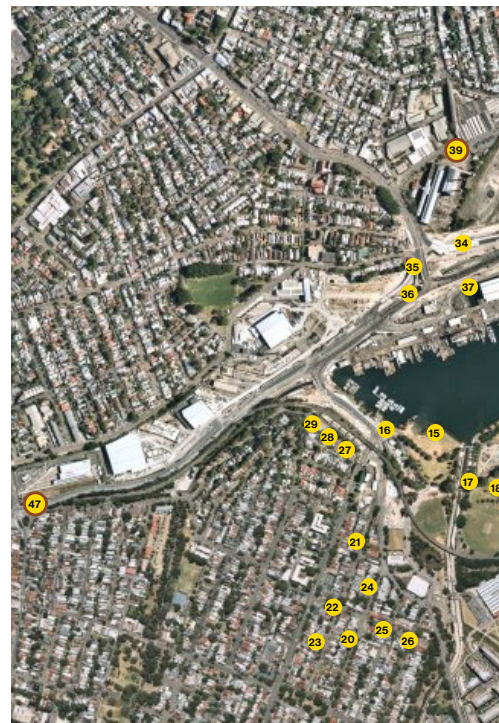
Low - Transport corridor with a high volume of viewers from both road carriageway. Nearby pedestrian footpath has minimal foot traffic.

Visual magnitude

Negligible - The Glebe Island Silos are not currently visible from this viewing location due to screening and structures erected on adjacent lands.

Visual impact rating

Negligible



View 47: From corner of City West Link and Catherine St, Lilyfield. Photography by GroupGSA



ASSESSMENT OF NIGHT VIEWS

View locations

A number of key views were reassessed at night to determine visual impact at different times of the day. These viewpoints have been selected to consider a variety of viewpoints from surrounding areas and reflect the extent of the visual catchment identified. Each view location is identified on the plan opposite and a written description is provided below.

All photographs were taken with a Nikon D5100 DSLR camera with a focal length of 18mm.

An visual impact assessment of the identified view locations is included on the following pages.

Significance

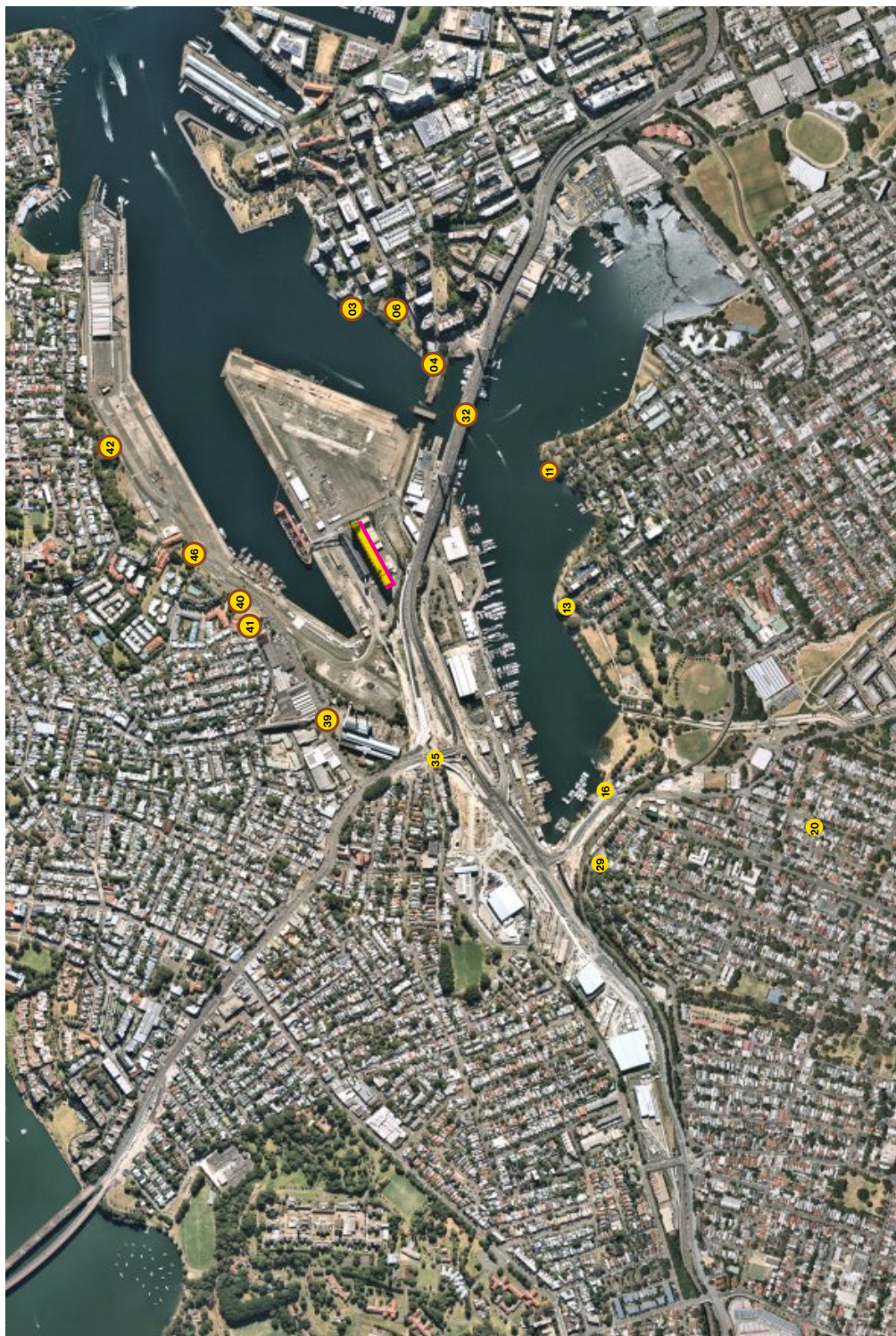
In general, the visual impact of the signage is higher at night due to the lighting applied to the signage. Within the darker context, the horizontal band of the signage stands out as an element within each view context. Many of the views also include the Anzac Bridge which is brightly lit at night, highlighting the vertical support pylons, road carriageway underside and road carriageway itself.

Lighting is also applied to the lower portion of the southern and western façades, highlighting the mural artwork to the Silos themselves. This increases overall identification and appreciation of the Silos structure themselves.

View location descriptions

3. Harbourside walkway at Cadi Wharf, near Refinery Drive, Pyrmont
4. Harbourside walkway adjacent to 2 Bowman Street Pyrmont and Glebe Island Bridge
6. Waterfront Park, Pyrmont (off Bowman Street)
11. Glebe foreshore walkway near 55-57 Leichhardt Street, Glebe
13. Glebe foreshore at end of Glebe Point Road, Glebe
20. Trafalgar Street outside 264 Trafalgar Street, Annandale
29. Walkway to side of 2-4 Pritchard Street, Annandale
32. Anzac Bridge mid-point
35. Path at intersection of Victoria Road & Anzac Bridge, Rozelle
37. Hornsey St outside 16 Hornsey Street, Rozelle
39. Robert Street outside 32 Robert Street, Rozelle
40. Robert Street at corner of Buchanan Street, Rozelle
41. Public Park at corner of Mansfield St and Batty St, Rozelle
46. From Punch Park at Robert Street, Balmain
47. From corner of City West Link and Catherine St, Lilyfield

Night view locations map.
Base imagery sourced from Nearmap.



VIEW 3 PYRMONT

Direction and distances

The view to Glebe Island Silos from this view location is in a westerly aspect over the harbour at Jones Bay.

The viewing distance is 560m.

The view is from Jackson's Landing, mapped in the Bays West Urban Design Framework as an identified view shed (V06).

View descriptions

This viewpoint is a low level view location, taken from the harbourside pedestrian walkway. The dominant facade is the southern facade featuring the full length sign which is well lit at night. The lighting also highlights the Silos form and the Olympic artworks which adorn the facade. As a whole, the Silos structure appears as two elements - a horizontal 'lid' formed by the signage and the textured Silos base below.

The context in which the view is taken from is a low-level lighting location, with minimal lighting to the public walkway. The scale of the Silos is maximised by the reflection of the structure in the harbour adjacent to the viewing location.

The view encompasses several well-lit features such as the Anzac Bridge structure, including roadway lighting, uplighting to the Bridge structure and under-lighting of the suspended road carriageway. These go some way to mitigating the visual dominance of the Silos within the overall context.

Visual sensitivity

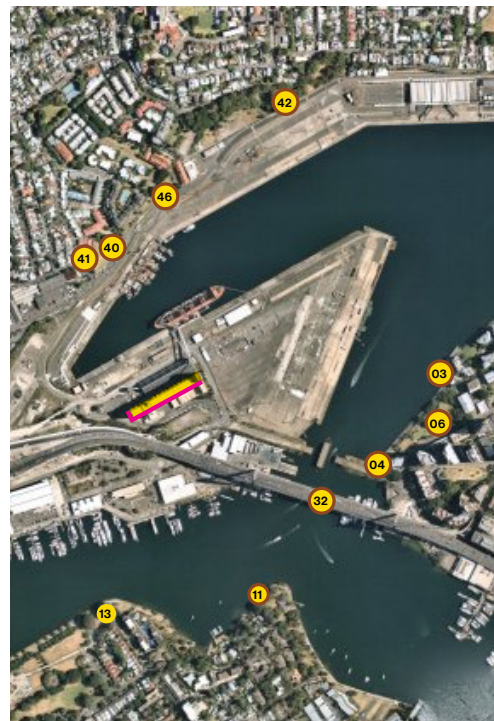
Moderate - Well-used open space edge to harbour with high density residential behind. Overall working waterfront context. Low level lighting from view location and low levels of usage at night.

Visual magnitude

High - Moderate - The Silos appear as a large item within the view, but surrounding lighting and light spill from the Anzac Bridge and industrial areas reduce the visual dominance of the Silos. Although it is well-lit, the signage component of the Silos is a small part of the visible overall built form.

Visual impact rating

High - Moderate



View 3 by night: From Harbourside walkway at Cadi Wharf, near Refinery Drive, Pyrmont. Photography by GroupGSA



VIEW 4 PYRMONT

Direction and distances

The view to Glebe Island Silos from this view location is in a westerly aspect over the harbour at Jones Bay. The viewing distance is 450m.

View descriptions

This viewpoint is a low level view locations from the harbourside pedestrian walkway. The dominant facade is the southern facade featuring the full length sign which is well lit at night. The lighting also highlights the Silos form and the Olympic artworks which adorn the facade. As a whole, the Silos structure appears as two elements - a horizontal 'lid' formed by the signage and the textured Silos base below.

The context in which the view is taken from is a low-level lighting location, with minimal lighting to the public walkway.

The view encompasses several well-lit features such as the Anzac Bridge structure, including roadway lighting, uplighting to the Bridge structure and under-lighting of the suspended road carriageway. A significant area of light also spills from the industrial area to the north-east of the Silos, reducing the visual dominance of the Silos within the overall context.

Visual sensitivity

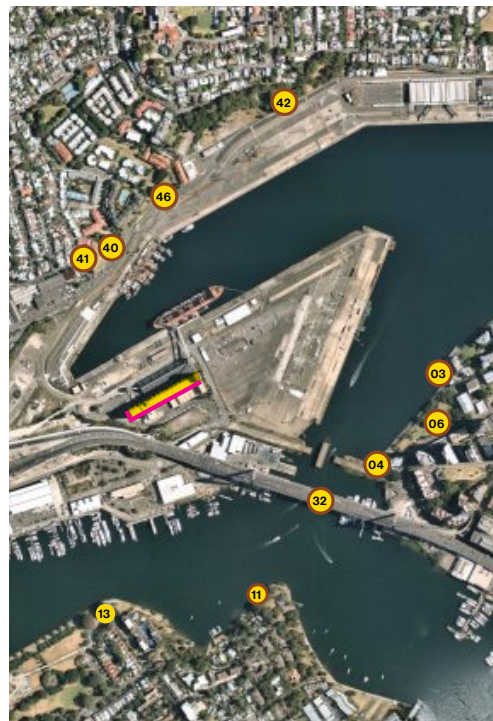
Moderate - Well-used open space edge to harbour with high density residential behind. Overall working waterfront context. Low level lighting from view location and low levels of usage at night.

Visual magnitude

High - Moderate - The Silos appear as a large item within the view, but surrounding lighting and light spill from the Anzac Bridge and industrial areas reduce the visual dominance of the Silos. Although it is well-lit, the signage component of the Silos is a small part of the visible overall built form.

Visual impact rating

High - Moderate



View 4 by night: From Harbourside walkway adjacent to 2 Bowman Street, Pyrmont. Photography by GroupGSA



VIEW 6 PYRMONT

Direction and distances

The view to Glebe Island Silos from this view location is in a westerly aspect over the harbour at Jones Bay.

The viewing distance is 570m.

The view is from Jackson's Landing, mapped in the Bays West Urban Design Framework as an identified view shed (V06).

Visual impact rating

High - Moderate

View descriptions

This viewpoint is a slightly elevated view location, taken Waterfront Park. The dominant facade is the southern facade featuring the full length sign which is well lit at night. The lighting also highlights the Silos form and the Olympic artworks which adorn the facade. As a whole, the Silos structure appears as two elements - a horizontal 'lid' formed by the signage and the textured Silos base below.

The context in which the view is taken from is a low-level lighting location, with minimal lighting to the public park.

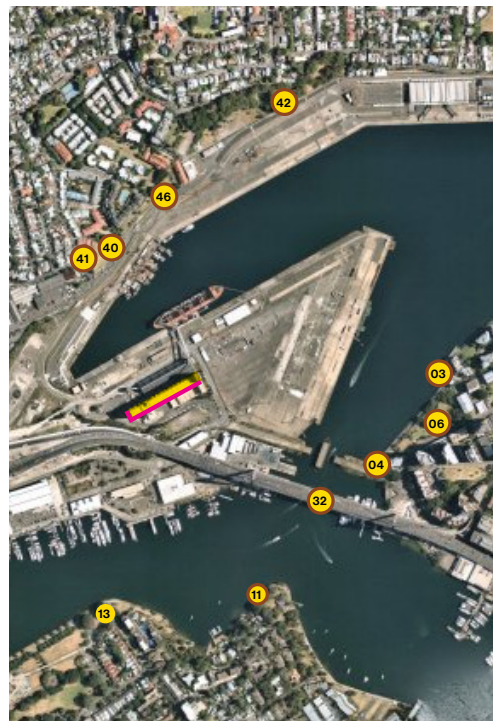
The view encompasses several well-lit features such as the Anzac Bridge structure, including roadway lighting, uplighting to the Bridge structure and under-lighting of the suspended road carriageway. These go some way to mitigating the visual dominance of the Silos within the overall context.

Visual sensitivity

Moderate - Well-used open space park with high density residential behind. Overall working waterfront context. Low level lighting from view location and very low levels of usage at night.

Visual magnitude

High - Moderate - The Silos appear as a large item within the view, but surrounding lighting and light spill from the Anzac Bridge and industrial areas reduce the visual dominance of the Silos. Although it is well-lit, the signage component of the Silos is a small part of the visible overall built form.



View 6 by night: From Waterfront Park, Pyrmont. Photography by GroupGSA



VIEW 11 GLEBE

Direction and distance

The view to Glebe Island Silos from this locations is in a north-westerly direction from Glebe Point.

The viewing distance is 505m.

View 11 is from Blackwattle Bay Park, mapped in the Bays West Urban Design Framework as an identified view shed (V09).

View description

This viewpoint is a low-level viewing location taken from the Blackwattle Bay Park. The dominant facade of the Silos visible is the south-facing facade which features one long sign structure along the top of the facade. The view to the signage structure is incomplete, partially blocked by the Anzac Bridge carriageway.

View 11 is one of the closest viewpoints to the Silos but the signage is screened by approximately one third from this angle due to the Anzac Bridge structure. The view is also expansive from this location, extending west into Rozelle Bay and north-east into Jones Bay. Significant industrial-scale built form to the front of the Bridge further reduces the visual impact of the signage by providing significant bulk and visual distraction to the viewer.

Visual sensitivity

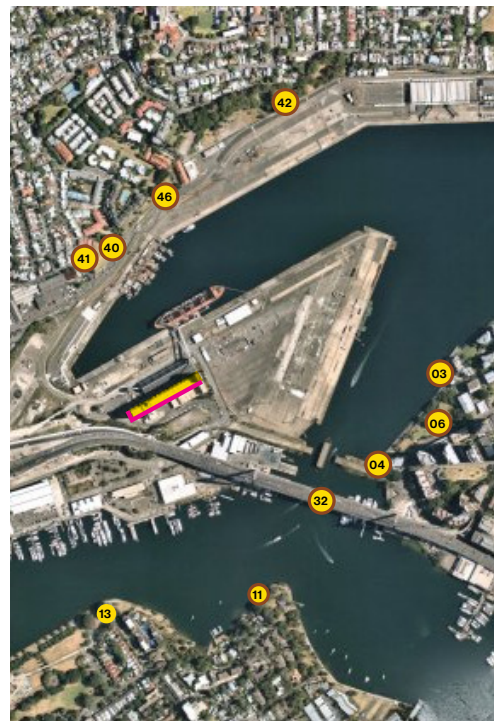
Moderate - Well-used open space edge to harbour with low to medium density residential behind. Overall working waterfront context. Low level lighting from view location and low levels of usage at night.

Visual magnitude

Moderate - The Silos appear as a large item within the view, but surrounding lighting and light spill from the Anzac Bridge and industrial areas reduce the visual dominance of the Silos. The signage is also partially screened by the Anzac Bridge carriageway, blocking out a portion of the structure. The Silos themselves contribute to the overall lighting component of the structure, increasing the impact of the signage.

Visual impact rating

Moderate



View 11 by night: From Glebe foreshore walkway near 55-57 Leichhardt Street, Glebe. Photography by GroupGSA



VIEW 13 GLEBE

Direction and distances

The views to Glebe Island Silos from this location is in a northerly direction from the Glebe foreshore at the end of Glebe Point Rd. The viewing distance is approximately 450m.

View descriptions

Taken from the parkland at the end of Glebe Point Road, view 13 provides a comparatively close view of the Glebe Island Silos and the existing signage on the southern facade. The view is expansive to the east, providing a view over the mouth of Rozelle Bay and Blackwattle Bay under Anzac Bridge towards Pyrmont. In the direction of the Silos, the mid-ground is dominated by large boat marinas and mid-rise buildings although the mitigating impacts of these are minimised at night due to low levels of lighting in this area.

In this view, the Silos structure (including signage) is dominant, although given scale and context by the well-lit Anzac Bridge structure. The graphic murals on the Silos are also brightly lit and create a strong visual pattern, with the signage providing a capped lid to the distinct form.

Visual sensitivity

High - Moderate - Well-used open space edge to harbour with low to medium density residential behind. Overall working waterfront context. The foreshore pathway is well lit and well-used in the early evening, with lower levels of usage later at night.

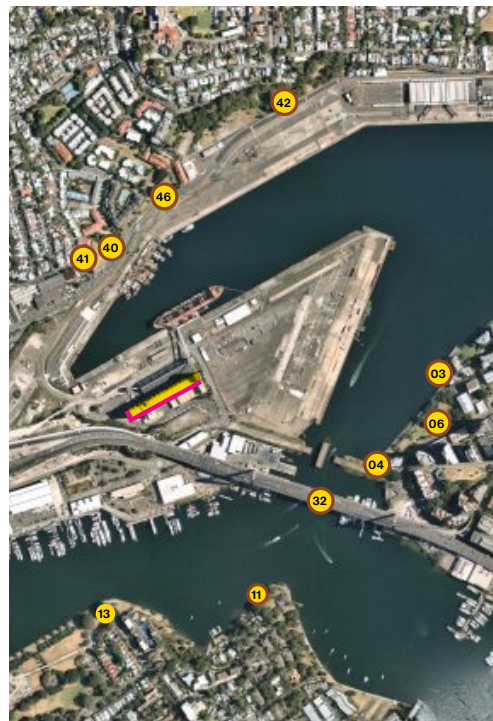
The visual sensitivity of residents living on Glebe Point Rd may be higher, with some reporting significant light spill into residences late at night. As this VIA is only able to review the visual impact from the public domain, it is difficult to fully assess these reports.

Visual magnitude

High - Moderate - The Silos appear as a large item within the view, and surrounding lighting and light spill from the Anzac Bridge and industrial areas provides some context and competing light sources. The Silos themselves contribute to the overall lighting component of the structure, increasing the impact of the signage. It is noted that the impact can vary based on the graphic design of the signage installed at any given time, with lighter colours reflecting more light.

Visual impact rating

High - Moderate



View 13 by night: From Glebe foreshore at end of Glebe Point Road, Glebe. Photography by GroupGSA



VIEW 16 GLEBE

Direction and distances

The views to Glebe Island Silos from this location is in a north-easterly direction from the foreshore walkway near Chapman Rd.

The viewing distance is approximately 770m.

View descriptions

Taken from the end of Bicentennial Park near Chapman Rd, this view shows significant context, including the industrial foreshore on the northern side of Rozelle Bay. The lighting to this foreshore and built form is intermittent at night.

The view is dominated by the Anzac Bridge and Glebe Island Silos, with the signage component forming a well-lit 'lid' to the top of the Silos structure. The lighting to the Anzac Bridge structure and roadway is also significant, alongside the city skyline view beyond.

Visual sensitivity

Moderate - Well-used open space parks and edge to harbour with mix of low, medium and high density residential behind. Overall working waterfront context. Medium level lighting from view location (light spill from roadway and key paths through park) and low levels of usage at night.

Visual magnitude

High - Moderate – The signage is at a significant distance from the viewer and sits behind a busy foreshore, with significant lighting to the Anzac Bridge providing visual distraction at a similar distance.

The marine / industrial uses in the mid-ground are not lit at night, narrowing focus towards the Silos and Anzac Bridge elements. The signage is a significant component of the visible built form and acts as an easily identifiable or iconic structure at night.

Visual impact rating

High - Moderate



View 16 by night: From Glebe foreshore walkway near Chapman Rd, Glebe. Photography by GroupGSA



VIEW 20 ANNANDALE

Direction and distances

The views to the Glebe Island Silos are in a north-easterly direction over Federal Park, Bicentennial Park and Rozelle Bay. The view distance is 1.25km.

View descriptions

View 20 is taken from the public domain within a medium density residential area. It is one of the few locations with a clear view to the Silos, being in a particular elevated position where the street aligns with the view direction to the Silos. The viewing distance is long, meaning the Silos are a small component of the overall view.

The foreground and mid-ground of the view is richly varied, with diverse streetscapes providing visual diversion from long views. The Anzac Bridge provides a visual draw point with its distinctive height and form.

Visual sensitivity

Moderate - Medium density residential context with primarily filtered views.

Visual magnitude

Moderate - The Silos signage is distant and most views are partially blocked or very filtered. By night, the signage assumes a more dominant role as a well-lit horizontal element in the context of the city skyline. The signage itself is illegible and it is reduced to a single, graphic element. Street lighting around the viewer also provides visual distraction and diversion.

Visual impact rating

Moderate



View 20 by night: From Trafalgar Street outside 264 Trafalgar Street, Annandale. Photography by GroupGSA



VIEW 29 ANNANDALE

Direction and distances

The view is taken in a north-westerly direction over adjacent medium density residential, the light rail corridor and Rozelle Bay. The bay is screened from view at street level.

The viewing distance is 890m.

View descriptions

View 29 is taken from a pedestrian access path running between Buruwan Lane and Pritchard Street which is elevated above Bayview Crescent. From the pedestrian pathway, a clear view is obtained towards the Silos signage due to a break in tree cover adjacent to Rozelle Bay.

This view is expansive, offering views to the city skyline, Anzac Bridge, Harbour Bridge and White Bay Power Station.

Visual sensitivity

Moderate Low - Medium density residential context with district views intermittently filtered by established trees.

Visual magnitude

Moderate - Views are primarily of the general skyline, with many foreground and mid-ground distractions. The city skyline provides a bright backdrop, with the Anzac Bridge and The Crescent roadways marking brightly-lit routes alongside the Silos.

Viewers are at a significant distance and the Silos signage is at an oblique angle, minimises size and scale.

Visual impact rating

Moderate



View 29 by night: From Walkway to side of 2-4 Pritchard Street, Annandale. Photography by GroupGSA



VIEW 32 ANZAC BRIDGE

Direction and distances

The view to the Glebe Island Silos from this location is in a north-westerly direction over Blackwattle Bay and Glebe Island.

The viewing distance is approximately 400m.

The view is taken from the Anzac Bridge, mapped in the Bays West Urban Design Framework as an identified view shed (V08).

View descriptions

This viewpoint is taken from the Anzac Bridge shared pathway. For safety reasons, photographs were not taken from the roadway sections of the Bridge but it is assumed that the images taken are also representative of those visible from the road carriageway.

The dominant facade of the Silos from these views is the south-facing facade which features one long signage structure along the top of the facade. The signage is located above the level of the Anzac Bridge, behind a high mesh safety screen along the edge of the Bridge structure. From a pedestrian perspective, the mesh screen provides significant screening and reduces the visual impact of the signage. As the screening effect of the mesh dissipates at speed, viewers travelling by vehicle have a clearer view of the signage but are focussed on the roadway rather than the signage.

By night, the lighting to the Anzac Bridge provides context and partially mitigates the impact of the lighting to the signage elements on the Silos.

Visual sensitivity

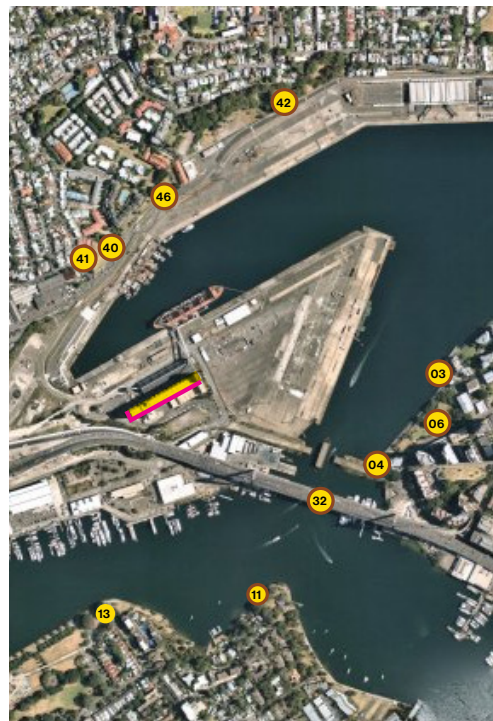
Low - Transport corridor with a high volume of viewers from both the road carriageway and pedestrian/cycle path.

Visual magnitude

High - Moderate - For viewers travelling by bike or on foot, the signage is not highly visible due to the mesh screen to the northern side of the Bridge and bright lighting to the Anzac Bridge itself. Viewers travelling by vehicle have a clearer view but are generally focussed on the roadway ahead rather than views to the side of the Bridge.

Visual impact rating

Moderate



View 32 by night: From From Anzac Bridge midpoint. Photography by GroupGSA



VIEW 35 ROZELLE

Direction and distance

The views to the Glebe Island Silos from this location is in a north-easterly direction from a shared path near the intersection of Victoria Road and Anzac Bridge.

The viewing distance is 480m.

View description

View 35 is taken from a shared path adjacent to the intersection of Victoria Road and Anzac Bridge. Views to the Silos are partially obstructed by temporary road works and construction activities associated with the recent West Connex road changes. The signage covers only a small portion of the visible Silos structure.

Traffic dominates the view, with the road infrastructure well-lit, creating a bright foreground. The Pyrmont and City skyline behind the Silos is also well-lit and provides scale to the visible built form.

Visual sensitivity

Low - Transport corridor with a high volume of viewers from both the road carriageway and pedestrian/cycle path.

Visual magnitude

High-moderate - Although distant, the signage is highly visible from nearby east-bound sections of the roadway, and viewers travelling by vehicle are generally focussed on the road corridor which incorporates the Silos structure and signage as a portion of this view. By night, the signage assumes a more dominant role as a well-lit horizontal element in the context of the city skyline. The signage itself is illegible and it is reduced to a single, graphic element. Street lighting around the viewer also provides visual distraction and diversion in the foreground.

Visual impact rating

Moderate



View 35 by night: From shared path near the intersection of Victoria Road & Anzac Bridge, Rozelle. Photography by GroupGSA



VIEW 39 ROZELLE

Direction and distances

The view to the Glebe Island Silos from this location is in a south-easterly direction over White Bay and Glebe Island industrial lands.

The viewing distance is approximately 340m.

View descriptions

Robert Street is a commercial and industrial street with its northern side occupied by warehouse buildings and southern side bordering the Ports Authority lands around White Bay. This land is partially occupied by a cruise terminal for large boats.

The view in this location is primarily to the northern facade of the Silos which features no signage and is lit only by spilled light at night.

Visual sensitivity

Low - Industrial and commercial context with the top of Glebe Island Silos visible over significant screen planting to the boundary of the White Bay Port Authority lands.

Visual magnitude

Low - Views are primarily to the northern facade of the Silos, with only an oblique view to the west-facing signage on the Silos. Light spill from the city skyline provides background lighting on cloudy nights, with the top of the Anzac Bridge pylons also visible over the Silos structure.

Visual impact rating

Low



View 39 by night: From Robert St outside 32 Robert Street, Rozelle. Photographed by GroupGSA



VIEW 40 ROZELLE

Direction and distances

The view to the Glebe Island Silos from this location is in a south-easterly direction over White Bay and Glebe Island industrial lands.

The viewing distance is approximately 340m.

View 40 is mapped in the Bays West Urban Design Framework as an identified view shed (V03).

View descriptions

Robert Street is a commercial and industrial street with its northern side occupied by warehouse buildings and southern side bordering the Ports Authority lands around White Bay. The entry to the Port Authority NSW site is located in close proximity to this viewpoint.

Buchanan Street is populated with commercial and residential buildings, with residential buildings set back from the interface with Robert St. The foreground is dominated by parking and maritime uses.

The view in this location is primarily to the northern facade of the Silos which features no signage and is lit only by spilled light at night and lights coming from internal windows. The sign and its associated lighting are not visible from this view.

Visual sensitivity

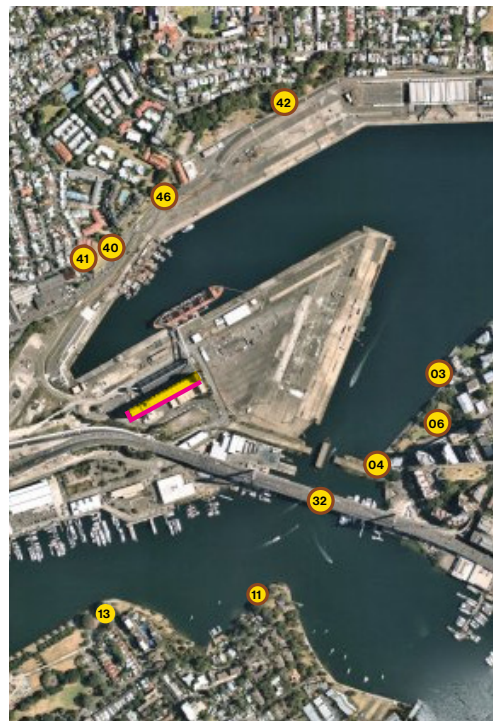
Moderate - Low - Immediate industrial and commercial context with clear view to Glebe Island Silos over White Bay

Visual magnitude

Negligible - The signage is not visible from this view at night.

Visual impact rating

Negligible



View 40 by night: From Robert Street at corner of Buchanan Street, Rozelle. Photography by GroupGSA



VIEW 41 ROZELLE

Direction and distances

The views to the Glebe Island Silos from this location is in a southerly direction over Robert St, White Bay and Glebe Island.

The viewing distance is approximately 350m.

View 41 is mapped in the Bays West Urban Design Framework as an identified view shed (V02).

View descriptions

As an elevated viewpoint, the view is dominated by the industrial structures around White Bay and on Glebe Island, many of which are associated with the Silos themselves. The view is to the northern facade which is approximately 50% obscured by a lower level structure clad in dark grey metal cladding.

The view in this location is limited to the northern facade of the Silos which features no signage and is lit by spilled light at night. The industrial and maritime lands to the north of the Silos structures are well-lit and provide a working harbour context, even in the evening.

Significant light spill is also visible from Anzac bridge and the city skyline beyond.

Visual sensitivity

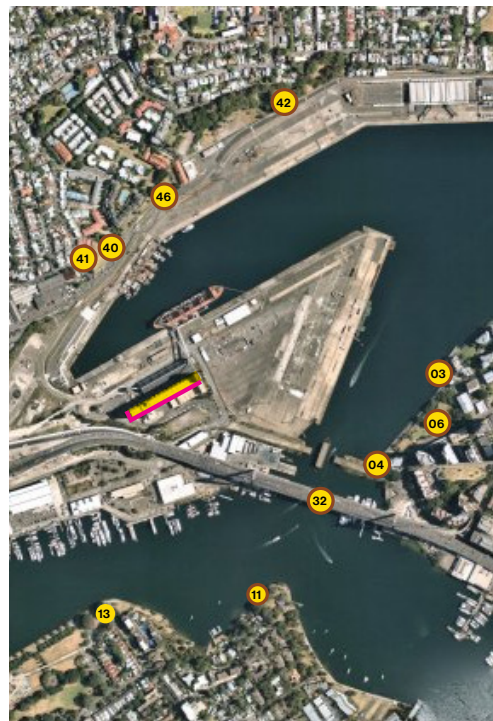
Moderate - Elevated public open space with little visual relief in foreground. Working waterfront context.

Visual magnitude

Negligible - The signage is not visible from this view at night.

Visual impact rating

Negligible



View 41 by night: From adjacent to the public park at the corner of Mansfield St and Batty St, Rozelle. Photography by GroupGSA



VIEW 42 BALMAIN

Direction and distances

The view to Glebe Island Silos is in a south-westerly direction over White Bay.

The viewing distance is approximately 670m.

View descriptions

By night, this view is dominated by the foreshore edge to White Bay and the transport infrastructure behind the Silos, including Anzac Bridge and Victoria Road.

The Silos structure is partially lit by small lights throughout, with the overall form just visible. No signage is visible from this viewpoint.

Visual sensitivity

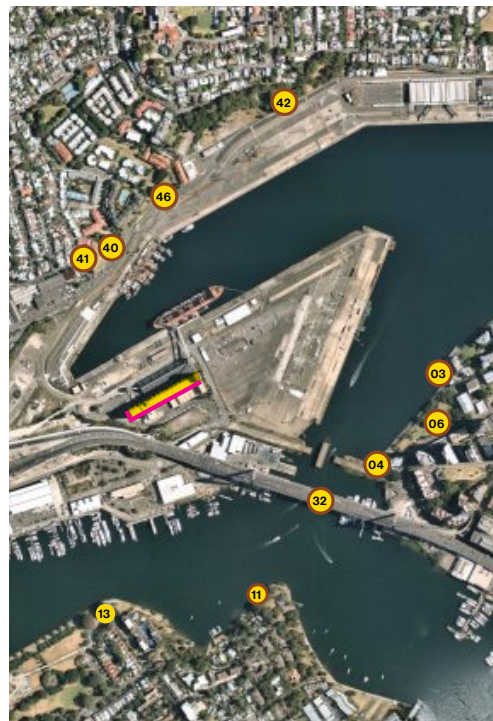
Moderate - Low - Naturalistic open space in close proximity to harbour with medium density residential behind. Working waterfront context emphasised by fencing and lack of public access.

Visual magnitude

Negligible - The signage is not visible from this viewpoint.

Visual impact rating

Negligible



View 42 by night: From Birrung Park, near Donnelly St, Balmain. Photography by GroupGSA



VIEW 46 ROZELLE

Direction and distances

The views to Glebe Island Silos from this location is in a southerly direction over White Bay and Glebe Island.

The viewing distance is approximately 400m.

View 46 is mapped in the Bays West Urban Design Framework as an identified view shed (V4).

View descriptions

This viewpoint is low level viewing location near the base of Punch Park, on Robert St. The view is taken from just outside the White Bay port access road network. The view location is slightly different from the view 46 day view due to access restrictions at night.

The dominant facade of the Silos is the north-facing facade which features no advertising. The view to the Silos structure from this angle includes the industrial structures which enable the ongoing use of the Silos as a working facility.

The scale of the Silos is comparable to the nearby Anzac Bridge and the industrial activity that is visible in the foreground along the northern edge of the White Bay peninsula.

The view in this location is primarily to the northern facade of the Silos which features no signage and is lit only by spilled light and light from internal windows at night.

Visual sensitivity

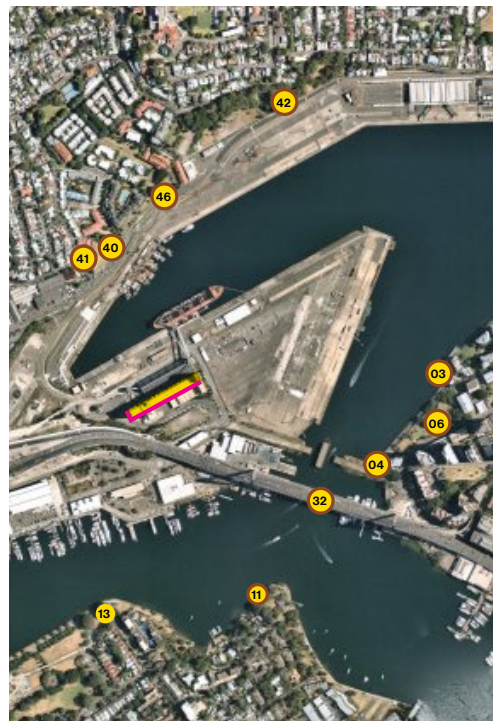
Moderate-Low - Low-level open space pocket located behind a working harbour frontage. Overall working waterfront context within view.

Visual magnitude

Negligible - No signage or supporting structure is visible from these view locations given the view angle.

Visual impact rating

Negligible



View 46 by night: From near Punch Park at Robert Street, Rozelle. Photography by GroupGSA



VISUAL IMPACT SUMMARY TABLES

Day views

VIEW NUMBER	BAYS WEST VIEW NO.	LGA	VISUAL SENSITIVITY	VISUAL MAGNITUDE	VISUAL IMPACT RATING
1	-	CoS	Moderate	Moderate - Low	Moderate
2	-	CoS	Moderate	Moderate - Low	Moderate
3	V06	CoS	Moderate	Moderate - Low	Moderate
4	V07	CoS	Moderate	Moderate - Low	Moderate
5	-	CoS	Moderate	Moderate - Low	Moderate
6	V06	CoS	Moderate	Moderate - Low	Moderate
7	-	CoS	Moderate	Negligible	Negligible
8	-	CoS	Moderate	Negligible	Negligible
9	-	CoS	Moderate	Moderate - Low	Moderate
10	-	CoS	Moderate	Moderate - Low	Moderate
11	V09	CoS	Moderate	Moderate - Low	Moderate
12	-	CoS	High	Negligible	Negligible
13	-	CoS	Moderate	Moderate	Moderate
14	-	CoS	Moderate	Moderate	Moderate
15	-	CoS	Moderate	Moderate	Moderate
16	-	CoS	Moderate	Moderate	Moderate
17	-	CoS	Moderate - High	Moderate - Low	Moderate
18	-	CoS	Moderate - High	Moderate - Low	Moderate
19	-	CoS	Moderate - High	Moderate - Low	Moderate
20	-	IWC	Moderate - Low	Low	Moderate - Low
21	-	IWC	Moderate - Low	Low	Moderate - Low
22	-	IWC	Moderate - Low	Low	Moderate - Low
23	-	IWC	Moderate - Low	Low	Moderate - Low
24	-	IWC	Moderate - Low	Low	Moderate - Low
25	-	IWC	Moderate - Low	Low	Moderate - Low
26	-	IWC	Moderate - Low	Low	Moderate - Low
27	-	IWC	Moderate - Low	Moderate - Low	Moderate - Low
28	-	IWC	Moderate - Low	Moderate - Low	Moderate - Low
29	-	IWC	Moderate - Low	Moderate - Low	Moderate - Low
30	-	CoS	Low	Moderate	Moderate - Low
31	-	CoS	Low	Moderate	Moderate - Low
32	V08	-	Low	Moderate	Moderate - Low
33	V08	IWC	Low	Moderate	Moderate - Low
34	-	IWC	Low	High	Moderate

VIEW NUMBER	BAYS WEST VIEW NO.	LGA	VISUAL SENSITIVITY	VISUAL MAGNITUDE	VISUAL IMPACT RATING
35	-	IWC	Low	High	Moderate
36	-	IWC	Low	High	Moderate
37	-	IWC	Low	Low	Low
38	-	IWC	Low	High - Moderate	Moderate
39	V01	IWC	Low	Low	Low
40	V03	IWC	Moderate - Low	Negligible	Negligible
41	V02	IWC	Moderate	Low	Moderate - Low
42	-	IWC	Moderate - Low	Negligible	Negligible
43	-	IWC	Low	Negligible	Negligible
44	-	IWC	Moderate - Low	Negligible	Negligible
45	-	IWC	Moderate - Low	Negligible	Negligible
46	V04	IWC	Moderate - Low	Negligible	Negligible
47	V10	IWC	Low	Negligible	Negligible
-	V11	IWC	Not assessed - view location no longer accessible		

Night views

View number	Bays West view number	LGA	Visual sensitivity	Visual magnitude	Visual impact rating
3	V06	CoS	Moderate	High - Moderate	High - Moderate
4	V07	CoS	Moderate	High - Moderate	High - Moderate
6	V06	CoS	Moderate	High - Moderate	High - Moderate
11	V09	CoS	Moderate	Moderate	Moderate
13	-	CoS	High - Moderate	High - Moderate	High - Moderate
16	-	CoS	Moderate	High - Moderate	High - Moderate
20	-	IWC	Moderate	Moderate	Moderate
29	-	IWC	Moderate - Low	Moderate	Moderate
32	V08	-	Low	High - Moderate	Moderate
35	-	IWC	Low	High - Moderate	Moderate
39	V01	IWC	Low	Low	Low
40	V03	IWC	Moderate - Low	Negligible	Negligible
41	V02	IWC	Moderate	Negligible	Negligible
42	-	IWC	Moderate - Low	Negligible	Negligible
46	V04	IWC	Moderate - Low	Negligible	Negligible
47	V10	IWC	Not assessed at night as no view identified during day		

CONCLUSION

Visual impacts

The visual impacts of the existing advertising signage to the Glebe Island Silos from the assessed views ranges from negligible to high-moderate. A summary of the assessed view sensitivity is provided in the tables below.

All day views

VISUAL IMPACT RATING	DAY VIEWS	
	NUMBER	PERCENTAGE
Negligible	10	21%
Low	2	4%
Moderate-Low	15	32%
Moderate	20	43%
High-Moderate	0	0%
High	0	0%
TOTAL	47	100%

Bays West identified views (day)

VISUAL IMPACT RATING	DAY VIEWS	
	NUMBER	PERCENTAGE
Negligible	3	30%
Low	1	10%
Moderate-Low	2	20%
Moderate	4	40%
High-Moderate	0	0%
High	0	0%
TOTAL	10	100%

Note: View V11 identified in the Bays West Urban Design Framework document was not assessed or included above as the view location no longer accessible.

Night views

Night view locations were selected to provide a representative sample of the key views to the Silos from a variety of viewpoints. In addition, all significant view sheds identified in the Draft Bays West Urban Design Framework were assessed at night.

No viewpoints were identified to suffer from significant (high) visual impacts as a result of the existing advertising signage to the Glebe Island Silos being retained. It was generally noted that the sites with the highest visual magnitude were generally closer to the Silos and were from less sensitive view receivers such as public roadways.

The following explanations were found to be key factors at a number of sites and consistently affected the magnitude ratings generated:

- Signage at least partially screened by built form or established vegetation
- Viewpoint character and context is not sensitive to the view of the signage
- Viewing distances are long and thus signage is difficult to distinguish or is viewed within a much larger overall context

The existing signage has been in place for many years, and it could be determined that this plays a part in further reducing the visual dominance of the signage for surrounding users.

Visual impacts at night

A number of key views were reassessed at night to determine the effects of the lighting of the signage on views from surrounding areas. It should be noted that the lighting is applied to both the signage as well as the overall Silos structure, allowing viewers to appreciate the Silos structure at night. The lighting is only applied to the sides of the structure that feature signage. There is no lighting to the northern and eastern façades.

In general, the visual impact is higher at night than during the day due to the comparative effects of the lit signage against a dark backdrop. It should be noted however that a recent Lighting Impact Assessment prepared by Electrolight Australia Pty Ltd in June 2021 has confirmed that the lighting complies with all criteria, design guidelines and standards as follows:

- Draft Bays West Place Strategy
- State Environmental Planning Policy No. 64 – Advertising & Signage SEPP 64 (Refer Appendix C)
- Transport Corridor Outdoor Advertising & Signage Guidelines 2017
- AS 4282-2019 Control of the Obtrusive Effects of Outdoor Lighting.

Based on a worse case scenario, the lighting was found to have a maximum calculated existing luminance of 58cd/m², well below the maximum permissible 350cd/m². The lighting to the Silos is currently operating with a 1am curfew.

Should residential or hotel development occur within the immediate vicinity of the Glebe Island Silos site within the White Bay Power Station Precinct (Precinct 1 of the Draft Bays West Strategy) within the 10 year consent duration, then the existing luminance of the signage can remain unchanged but the curfew of the signage would need to be brought forward to 11pm at night (from 1am) to ensure compliance with the relevant requirements of AS4282.

Mitigation

Given that the signage is existing on site and the assessed day time visual impact is negligible to high-moderate, it is not deemed that any specific mitigation works are required in order to extend the current consent approvals.

The signage exists only on two sides of the Silos and covers a relatively small portion (approximately 20%) of the overall facade on the relevant southern and western façades. The northern and eastern façades are free of signage and present significant opportunity to view the overall Silos structure, including the 'lid' which is concealed on two sides.

Given the higher impact rating of high-moderate found in three (3) of the night views, a previous application in 2018 included a night curfew to limit hours of operation at night as a way to reduce visual impact in the most sensitive locations, at the most sensitive time of day. No changes are requested to the current operating curfews.

Future changes

The existing character of the immediate surrounds of the Glebe Island Silos is predominantly industrial and maritime, with no residential land use in close proximity. Although portions of the Glebe Island site are planned to be retained for port and maritime uses in the long term, it is planned that future residential development will occur in areas closer to the Silos than currently exists.

The structure plan to 2030 limits development to the portion of Glebe Island to the west and north-west of the Silos, around the new metro station. The delivery time-frame on residential uses is not 100% clear within the current draft Bays West strategy documents but if it falls within the consent period, it is likely to be towards the end of the current application for a 10-year consent.

Consideration could be made for consent conditions which limit the operation of the signage at night prior to occupation certificates being granted for any residential development.

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