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VISUAL IMPACT ASSESSMENT

TORONTO INVESTMENTS NO 1

MIXED USE DEVELOPEMNT

Cary Street and Victory Parade

TORONTO NSW

REVISED AND UPDATED NOVEMBER 3, 2021.



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This report has been undertaken from ground level viewer impacts only and not from any elevated built form.



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I. Introduction

I.1 Purpose of this Report

This report has been prepared on behalf of the applicant, Toronto Investments No. 1, as part of a Development Application for a multi storey mixed use development at the corner of Cary St, Arnott Avenue and Victory Parade Toronto NSW.

Visual Impact Assessment (VIA) Objectives

The primary objective of the VIA is to provide a description of the impact of the proposal within the context of the development to form an assessment of how the development relates visually to the site and surroundings.

Other objectives include

- Providing a concise understanding of the visual impacts of the proposal as measured against adopted criteria such as the Lake Macquarie Scenic Management Guidelines 2013.
- Providing a concise understanding of how the proposal responds visually to the site context within the landscape setting.
- Providing comments in relation to possible measures which may be implemented to minimise any adverse visual impacts noted.

Limitations of the Visual Impact Assessment

- No assessment for night time visual impact has been considered.
- All images taken with standard 35mm camera unless indicated.
- No photo montage's. Artists impressions have been developed as accurately as possible.

I.2 Site Location and Context.

The site is located at the corner of Cary Street and Victory Parade Toronto. The site is located in a prominent gateway location on the northern entry perimeter of Toronto.

The immediate existing character is complex with a number of built form and landscape elements combining to create the context.

Briefly context can be described as

- Immediately adjacent to the west is Cary Street – a busy arterial 4 lane road.
- Beyond Cary Street to the west is retained bushland



- Immediately to the south is a Heritage rail corridor with existing vegetation and cycleway. This forms part of the existing Greenway link to Fassifern.
- To the south is Victory Parade (beyond a small parcel of publicly owned land, the former rail link land and pathway connection to the Greenway) a busy local road connecting with the Toronto Town Centre.
- Immediately to the east is Arnott Avenue Ave- a small residential street that services access to the Toronto Royal Motor Yacht Club and Public boat ramp. Dominant are rear detached garages of older style dwellings and inconsistent set backs of built form. The corner of Arnott Avenue and Bath Street form an open car park for Yacht Club patrons.
- Beyond Arnott Avenue to the east is the Yacht Club itself with direct waterfront access. Parts of the Yacht Club are listed in Council's Heritage Register.
- Immediately adjacent to the north is a MacDonald Restaurant complex occupying at last one third of the available block space defined by Cary, Bay, Arnott Avenue and Bath Streets.
- Immediately north of the MacDonalds site across from Bay Street is a Public School.
- Small grain and large grain blocks co-mingle with commercial, educational, recreational and heritage elements. The differing block sizes and zonings have allowed the past development of a visually complex landscape of differing built styles, height, bulk, scale, uses and landscape settings that have limited visual consistency.



Image 1 – Site Context Map 1 (Broad Context- up to 2 klms) showing Toronto township with site centrally located on major north /south road alignment . North is to the RH side of the image.



Image 2 – Site Context Map 2 (medium Context – up to 500m) showing site in visual setting context with MacDonalds and Toronto Public School to the north, Toronto Yacht Club and Lake Macquarie to the east, Victory Parade and bulky commercial form/ car park to the south and Cary Street /vacant land to the west. The Toronto Hotel is to the south.



Image 3 – Site Context Map 3 – (Immediate Context – up to 100m) showing mix of context with easterly Yacht Club, northerly MacDonalds, southern open recreational space and westerly green space corridor link to Fassifern.



Image 4- depicts the built form and landscape typologies within the immediate site context.



2. Assessment Methodology

2.1 Overview

The following visual assessment methodology has been used for this report:

- Review of existing planning context – review of relevant planning documents, guidelines and previous assessments relating to site. (Chapter 3 Planning Context.)
- existing visual environment – described in terms of site context and visual environment. (Chapter 4)
- the proposal assessment – review of description (Chapter 5)
- visual impact assessment – assesses visual impacts to the landscape and surrounding viewpoints, - (Chapter 6)
- Findings – (Chapter 7)
- Conclusion - (Chapter 8)

The report focuses on impacts on both permanent and transient viewpoints of the site as those within this viewing distance that have the greatest potential for impact.

More explanation on factors considered during the assessment of the existing visual environment and the potential visual impact of the proposal is provided below.

2.2 General Terminology and Definitions

It is necessary to understand the value of a particular landscape in order to assess how acceptable any proposed change to that landscape would be to those that would view such change.

Terminology for use within a Visual Impact Assessment document may differ from report to report.

For the purposes of this report the following definitions are used for assessment. The definitions are a combination adopted terms from the Guidelines and broader professionally accepted terminology to assess visual impact.

- ‘Scenic Quality’ This is a broad term used as a general guideline explained (within the Guidelines), as a value placed upon the view by the perception of the viewer and is a combination of both the inherent quality of the landscape and the importance the viewer attaches to that landscape or view. This perception is what helps distinguish the characteristics of one place as contrasted to another place and includes key features, positive and negative, of the landscape or built form. Within any given ‘Scenic Quality’ area there will be sub-sets of differing Scenic Quality levels.



- The Landscape Settings (the discrete bounded geographical location for each setting as described in the Guidelines) include a ranking of 'scenic quality' in terms of low, moderate or high. This ranking should be used as a broad guide only, as within any given Landscape Setting there can be a range of varying scenic quality.
- Landscape Value- a combination of Scenic Quality, Site Sensitivity /Visibility and Cultural Value.
- Landscape Impact – is an assessment finding and relates to the relative capacity of the landscape to accommodate changes to the physical landscape of the type and scale proposed either through the introduction of new features OR the loss of existing features.

2.3 Landscape Value – Proposal Context.

Landscape value may also be interpreted as the 'Context' in which the proposal is to be set. The value of this context is a combination of the following aspects

2.3.1 Scenic Quality.

Scenic quality measures the degree to which the visual aesthetics of a landscape are valued from a human point of view and the impact that any proposed changes may have on such values.

2.3.2 Visibility/Sensitivity.

Visibility refers to how easily a site can be seen, and can be indicated by these factors:

- visual prominence (how easily a site is seen);
- visual accessibility (how closely and often a site is seen); and
- viewer permanence (whether viewers are permanent, such as residents, or transient, such as road travellers).

Normally the sites that are most visible are those with high and/or fixed viewing populations and sites that are visually prominent and/or elevated.

TABLE A- VIEWER SENSITIVITY DEFINITIONS

SENSITIVITY	DEFINITION
High	<ol style="list-style-type: none"> 1. Occupiers of residences with long viewing periods with close proximity to the proposed development. 2. Users of outdoor recreational areas including nature reserves and nature based recreation (such as walking/cycling, horse riding trails, bird watching, hiking, water based recreation) where their attention is focussed in part on the landscape and its amenity. <ul style="list-style-type: none"> • Communities that place value upon the landscape and enjoyment of views of their landscape setting



Medium	<ul style="list-style-type: none"> • Outdoor workers who have a key focus on their work who may also intermittently view the project area. • Outdoor recreation users such as sporting activities where the focus is primarily focussed on the sporting activity being undertaken. • Occupiers of residences with long viewing periods at a distance from or visually screened from the project area
Low	<ul style="list-style-type: none"> • Road users in vehicles, trains or transport routes passing through the site context area as defined. These users will have transient or short term views. • Viewers indoors at their place of work
Negligible	<ul style="list-style-type: none"> • Viewers from locations where there is screening by vegetation or structures where only occasional screened views are available and viewing times are short. • Transient road/transport users where views into the site are partially screened and viewing times are short.

2.3.3 Cultural Value.

The cultural value of a landscape can be assessed by considering the contribution the landscape makes to the understanding of the 'sense of place ' by residents and visitors to a region. Factors such scarcity of a particular landscape, visitation by tourists and recognition in the arts, heritage both European and native and special places as designated by local groups or uses.



2.4 Assessing the Visual Impact of the proposal

The 'visual impact' of a proposal is a measure of the overall extent and type of potential visual change as a result of the proposal on the landscape and from surrounding visually sensitive viewpoints.

Visual impact on landscape value (ie how the landscape is visually affected either positively or negatively relative to a perceived value)

Visual impact on the landscape can be assessed by considering the proposed landscape change against the identified landscape value. Landscape change generally takes into account the visual contrast between the existing scenic quality/landscape character and the character of the proposal, the extent of landform change, the bulk and scale of the proposal, changes to topography and loss of vegetation.

Visual contrast (ie how the proposal contrasts with the existing landscape)

may be assessed as the difference in the visual style between the existing surrounding context and the proposal.

Visual impact to viewers (ie how the proposal will affect viewers)

Viewers can be assessed in two groups. Permanent or transient.

Visual impacts to permanent viewers (such as those from houses) need to be assessed differently to general visual impacts on the landscape. Even when houses are located within an area that has been assessed as having a low landscape significance value, the impacts on houses within close proximity can still be relatively high as a large part of their existing views can be altered. This is because visual change is directly perceived by permanent viewers in a similar way regardless of the identified landscape significance value of the location.

The potential for impact usually increases as the viewer's position becomes closer. In terms of visual change, the highest impact is usually on local or foreground views (less than 1 km away), while sub-regional or mid-ground views are moderately sensitive (1 to 5 km away), and regional or distant views (over 5 km away) are the least sensitive.

Transient views are those views which are not permanently experienced.

2.5 Landscape (Context) Impact

For the purposes of Visual Impact Assessment, the term 'landscape' encompasses the broad visual field both built and natural.

Table A below provides definitions of what constitutes determinants for the Visual Impacts assessed and the relative VIA level determined.



TABLE A – LANDSCAPE /CONTEXT IMPACT DEFINITIONS

LANDSCAPE /CONTEXT IMPACT	DEFINITION
High	<ul style="list-style-type: none"> • A substantial and obvious change due to the total loss of, or change to, elements, features or characteristics of the landscape setting where the landscape would be permanently changed and the qualities of the landscape permanently or significantly (for more than 10 years) be diminished or extinguished. • Change is likely to cause a direct adverse permanent or long term (more than 10 years) impact on the value of the receiver.
Moderate	<ul style="list-style-type: none"> • Discernible changes in the landscape due to partial loss of, or change to, the elements, features and characteristics of the landscape setting. The change would be out of scale and context of the setting in relation to local patterns, vegetation typologies and landforms. Will leave an adverse visual impact on a landscape of recognisable quality. • Change is likely to impact adversely the integrity /value of the viewers perception of visual quality. May recover visual quality within 15 years.
Low	<ul style="list-style-type: none"> • Minor loss or impact to one or more key landscape attributes, features or characteristics OR the introduction of elements that are visible but may not be uncharacteristic within the existing landscape setting. • Change is likely to impact adversely the integrity /value of the viewers perception of visual quality. May recover visual quality within 4 years
Negligible	<ul style="list-style-type: none"> • Almost imperceptible or no change to the existing view that would cause a negative visual impact. • The existing landscape quality and setting is generally maintained so as to not cause the viewer to perceive any adverse view effect.



3. Planning Context

3.1 Consent Authority

The Joint Regional Planning Panel is the consent authority for the proposed development with the DA process managed by Lake Macquarie City Council.

3.2 Lake Macquarie City Council

3.2.1 Lake Macquarie City Council LEP 2014

The subject site is located within the B2 (I) Residential Zone in the Lake Macquarie LEP 2014.

The objectives of this zone are:

To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.

- To encourage employment opportunities in accessible locations.
- To maximise public transport patronage and encourage walking and cycling.
- To create spaces that are accessible and are a central focus for the community.
- To provide for housing as part of mixed use developments.

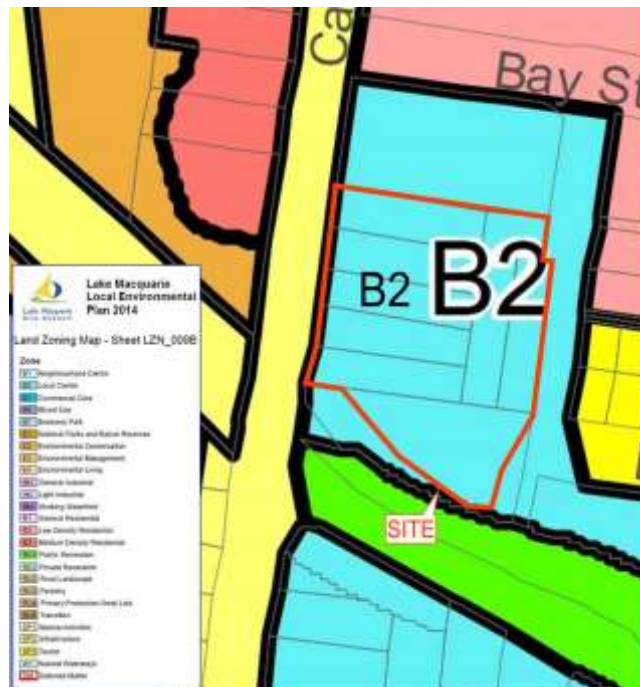


Image 5 – excerpt from LMCC Zoning Maps showing site zone as B2-Local Centre



3.2.2 Lake Macquarie City Council DCP I- REV 27, August 2021

The Objectives of the document state that the Plan (i.e. DCP I) are to implement the objectives of the Lifestyle 2030 strategy and LMLEP 2014 by facilitating ecologically sustainable development.

The objectives of this Plan support the core values of the strategy of sustainability, equity, efficiency and liability to

- Promote environmentally sustainable and quality development in the City
- Provide detailed guidance to prospective applicants of Councils requirements for building, sub-division and land development
- Elaborate on the requirements of the Lake Macquarie LEP 2004 as a key tool in the LEP's implementation
- Provide detailed criteria to assist Council in assessing Development Applications as required by the Section 79C (1) (a) of the *Environmental Planning and Assessment Act*

Additionally, the Plan provides a performance approach to development management in the City through the use of three key components

- Intent Statements
- Performance Criteria
- Acceptable solutions

This approach allows Council to consider the individual proposal on 'merit' and provides flexibility to respond to a broad range of issues and community expectations within a known set of performance criteria.

3.2.3 Toronto Town Centre Area Plan - LMCC DCP 2014-Rev 27- Adopted August 9, 2021

The Toronto Town Centre Area Plan (the Plan) has been adopted as part of the DCP 2014 REV 27 August 2021 to provide guidelines for the development of the Toronto Town Centre.

The area covered by the Plan includes the proposed development site subject to this report and appears in Figure 19 – Block Control F of the Plan.

The block controls include height limitations and site coverage.

It is also noted that the site is located at the extreme northern edge of the town centre Plan on a main road intersection at what could be described as a 'gateway' site into the Toronto Town Centre.

The Plan objectives

- a. To maintain and enhance street views from the town centre to Lake Macquarie.



- b. To maintain and enhance street views from the town centre to the Watagans.
- c. To maintain and enhance the visual prominence of the Toronto Hotel and the bluff, as viewed from the lake foreshore and from the water.
- d. To maintain the visual prominence of the spire of the Anglican Church on the corner of Cary Street and Brighton Avenue
- e. To maintain and enhance the treed slope and ridgeline to the south of the town centre, as viewed from the lake foreshore, and from the water

The Plan Controls

1. A development proposal must include a 3D electronic model of the development that can be viewed from the surrounding streets, the foreshore reserve, and from the lake, for selected development sites up to 500 metres from the foreshore. This has been provided with the architects submission.
2. The height, scale and setback of development in the area bounded by Victory Parade, Cary St and Brighton Avenue must be designed to protect the visual prominence of the Toronto Hotel and the spire of the Anglican Church, as shown in Figure 3, page 7 - Toronto Town Centre Structure Plan.

Height controls described in the Plan vary across the site. See Figure 19 below.

3. Development must maintain or contribute to a continuous tree canopy on the ridgeline along Excelsior Parade when viewed from the lake foreshore, and from the lake.

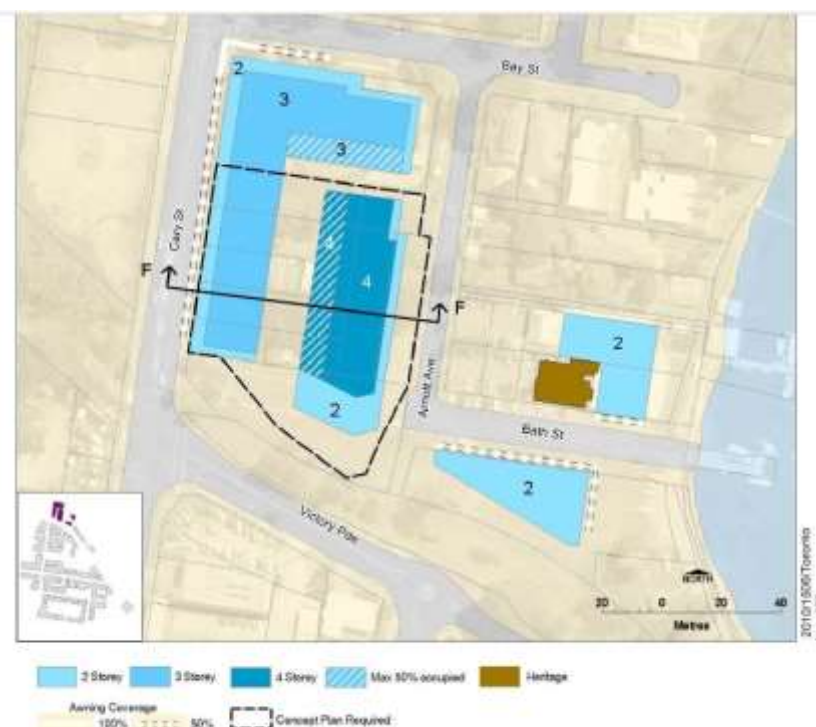




Image 6 – Excerpt from LMCC Toronto Town Centre Area Plan Rev 27, August 2021.

3.2.4 Heritage

The Toronto Town Centre Area Plan Figure 19 also shows the Royal Toronto Yacht Club as a listed Heritage item. (Heritage Item Number 173.) This Heritage item is located within 20.0m of the eastern site boundary of the proposed development.

The Toronto Hotel (Heritage Item Number 186) situated on the bluff south east of the proposed development site is also a consideration within this assessment as it is specifically noted in the Toronto Town Centre Plan as contributing to the local visual culture of Toronto within a prominent headland setting.

3.2.5 Scenic Management Guidelines 2013

The Scenic Management Guidelines (the Guidelines) places into context various Landscape Settings, Significant features and Scenic Management Zones around the Lake Macquarie LGA for the purposes of assessing impacts on scenic quality.

This document is the primary document referenced for the purposes of this report.

The guide states a number of Objectives as follows

- Objective 1 - Protect vegetated ridgelines and upper slopes;
- Objective 2 - Retain green breaks between urban areas;
- Objective 3 - Protect important natural landscape features;
- Objective 4 - Ensure the built environment does not dominate natural landscape qualities in non-urban areas;
- Objective 5 - New development to achieve a balance between the character of both the built and natural environment; and
- Objective 6 – Protect and enhance attractive views from highly visible viewpoints.

The Guidelines have assessed areas of sensitive visual access. Table 2 of the Guidelines describes areas of Visual Sensitivity.

The table does not include 'lake bays' as Visually Sensitive Landscapes per se however Table 3 of the Guidelines does describe the criteria for identifying places of potentially high or moderate visibility and visual sensitivity.

Using this criteria and noting that the site is located approximately 70.0m from the lake shore at the closest point and adjacent to public open space



and the Toronto Yacht Club it may be assessed that the site has a moderate to high visual sensitivity.

3.2.6

Prior Council Comment/ Previous assessments.

The proposal has been viewed by the LMCC SEPP 65 Design Review Panel on two occasions prior to the lodgement of the DA- initially in February 2017 and again in May 2017. Significant changes to the building design which included opening up the central communal areas of the podium and reducing the Cary Street height by one storey were made in response to comments received by the panel prior to the DA being lodged.

*“...The Panel was of the view that the consultants’ arguments in support of a building of greater height facing Cary Street had merit, and potentially offered a better urban outcome than the previously approved low-scale development proposal, which was considered to be a rather understated response, and at a scale that did not fulfil the aim stated of the Town Centre Plan for the site to be a northern gateway site to the Toronto business area. Further, the suggestion that this site could readily “bookend” the recently completed Anglican Care seniorsliving development located just under the ridge to the southern end of the township, was considered sound...”*Exerpt from Panel response.

The site has been previously approved for a 6 storey development in 2009- image below.

The Aqua Blue proposal has some similar features of the current proposal- most notably height. The image below demonstrates a similarly located proposal in an oblique aerial photo looking north west and showing the visual contrast of bulky larger scale form to the south of Victory Parade and the Town Centre 2B zone extension of the site to the North adjacent to the Royal Toronto Yacht Club.



Image 7 – Image from previously approved Aqua Blue Development showing current location of site from oblique aerial view with previous approved 6 story bulk and form noted.



This report is based on the current DA lodgement proposal from Toronto Investments No 1 dated November 2021 and the image above is included for comparison purposes only.

3.2.7 Other Assessments and Findings affecting Visual Impact.

- Heritage – Report completed for the project by John Carr, Heritage Design dated November 2021 has found that after discussion with the architect, the final colour selection of the external paintwork facing Arnott Avenue and Bay street at podium level will have no detrimental visual impact on Heritage.



4. Existing Visual Environment

4.1 Existing Visual Context and Landscape Value.

4.1.1 Existing Landscape Value

The scenic quality of any landscape is closely associated with the perception of the viewer of the landscape and the expectation of what the landscape should visually be in any given location.

Under the adopted Scenic Management Guidelines 2013 this site is

- Not located within a Significant Natural Landscape Feature area (Ref Figure 25, 96 Scenic Quality Guidelines 2013)
- is located within a Scenic Management Zone 5.
- Has a Scenic Quality rating of Moderate with a Viewing Level of 2

Scenic Management Zone 5 guidelines (Table 10 of the Guidelines) – relative to the proposed site indicates that the Existing Character of the Site

1. includes a high level of urban development
2. Located close to the foreshore
3. Limited vegetation, built form dominant
4. Existing character displays emerging increased urban development.

Additionally, noted site characteristics pertaining to existing contex/landscape value as a *positive* contribution include

- Location as a 'gateway site' and extension of the Town Centre
- Location as a potential destination/termination point of foreshore open space
- Highly visible site

Noted site characteristics pertaining to existing contex/landscape value as a *negative* contribution include

- Unkempt appearance
- Lack of Town Centre connectivity
- Lack of street presentation
- Lack of or indeterminate cultural value
- Highly visible site

4.1.2 Existing Tree Species and Landscape Character

The site comprises the remnant of past maintained garden areas associated with the past dwellings on the site. This includes concrete paths, driveways, gardens, mown grass lawn.

The site is heavily disturbed, with a number of trees, weeds and grasses.

Existing tree species within the site context include



- An existing semi - mature Oak species on site.
- Existing fig tree- noted as in declining health.
- existing street trees (heavily pruned Lophostemon confertus dominant) in surrounding streets
- mixed native and exotic trees within residential areas to the north east of the site
- commercial landscape applications within the MacDonalds site of little screening value
- natural tall canopy dense vegetation to the west of the site as part of the Greenway Link
- older style residential landscape supporting commercial and residential built form to the south.
- Signature Phoenix canariensis (Canary Date Palm) located on the corner of Cary St and Victory Parade on rail corridor land. Wayfinding element.
- Norfolk Island Pines punctuate skyline to the north of the site and add structure to the soft landscape.
- Emergent Eucalypts present in local context.
- Distant vegetated ridgelines



Location Map 12 – View towards lake at the intersection of The Boulevard and Victory Parade looking east.

The image above shows an example of the existing broader site context vegetation species mix and visual forms evident within the Toronto Town Centre Area. The strong architectural forms of the Phoenix canariensis and Norfolk Island Pine offer structural and formal contrast to the softer forms of the tall canopy Eucalypts and mid ground broad canopy Casuarina to the right of the pine. This mix makes up the broader landscape typologies of the landscape character.

The distribution patterns of both palm and pine species are shown in Photo Map 1 and 2 later in 4.2 of this document.



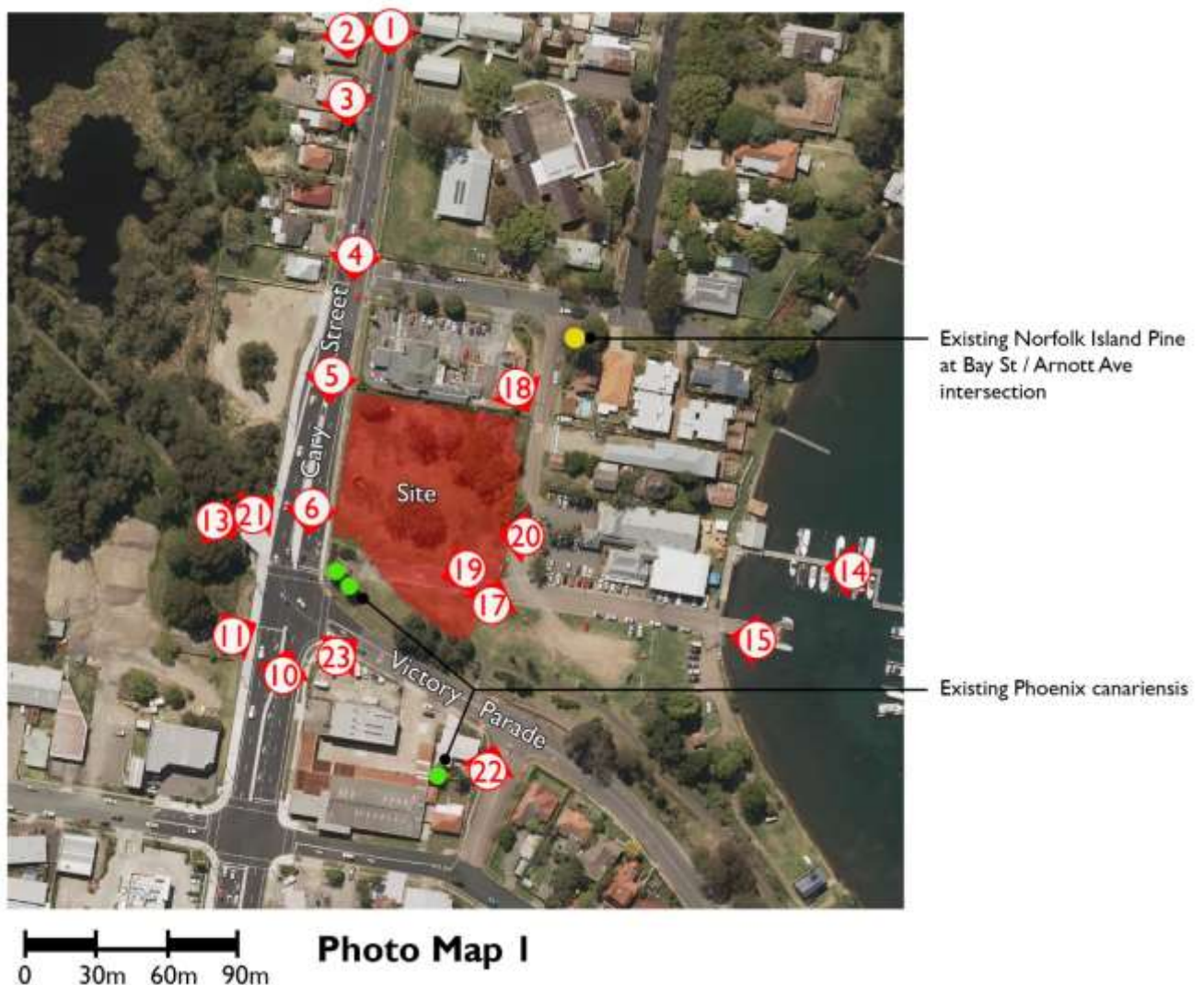
4.2 Existing Site Images.

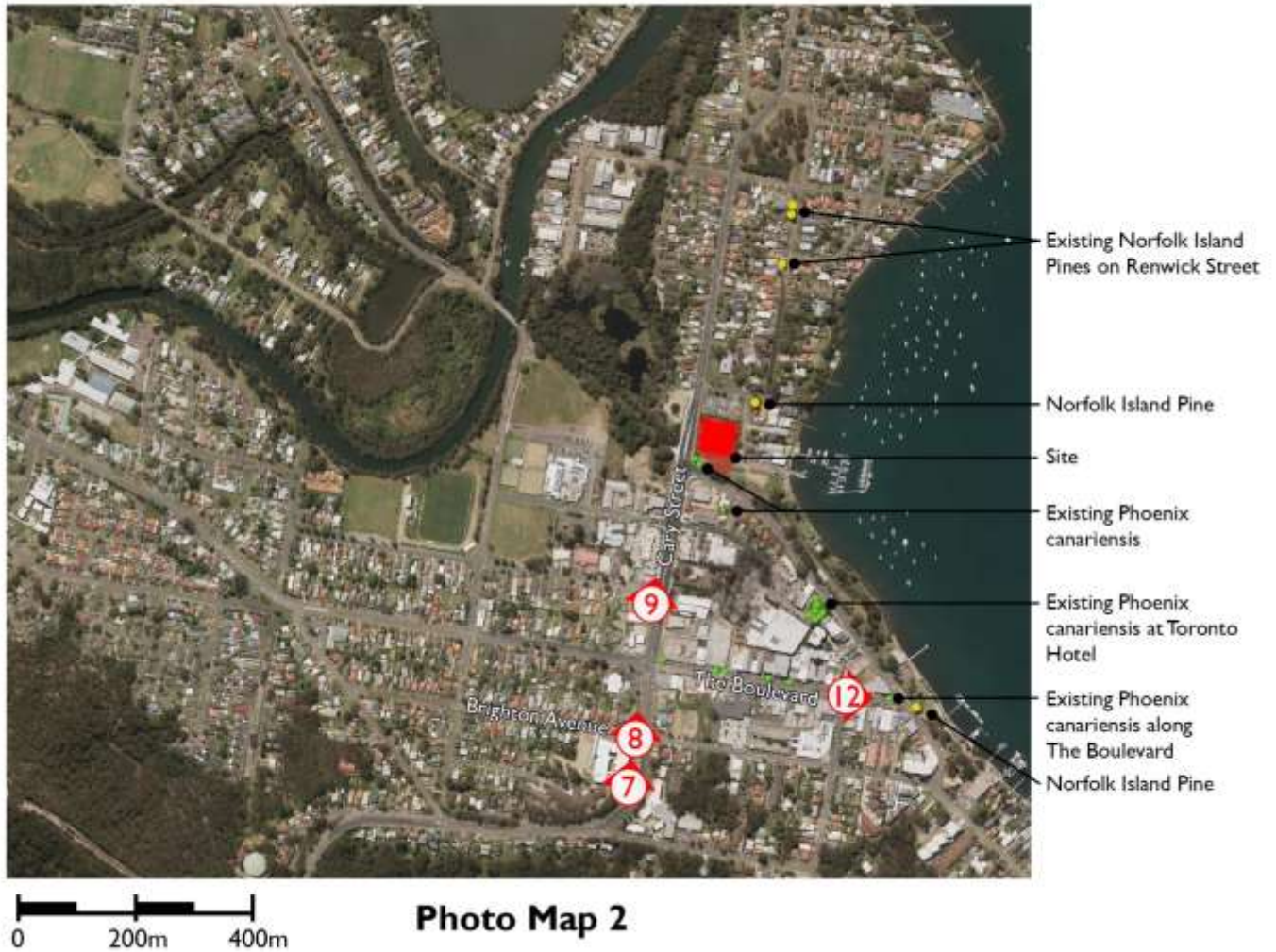
This section visually documents the site, the site context and the major visual approaches to the site.

Photo Map 1 and 2 have been designed to accompany images within this section to identify the locations from which they were taken.

Additionally, these maps show the location of all *Phoenix canariensis* and Norfolk Island Pines within the site context to illustrate the importance of those species to the establishment of a consistent landscape value and character. Eucalypts are the most common tall canopy species within the context but as these are very numerous they have not been separately identified.

The following Photo Maps show photo locations in numbers





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4.2.1 Northern approach to site.



Location 1 - Image taken from outside Toronto Public School looking south. The southern entry of Cary Street into the town centre is clearly visible in the distant centre of the image. Beside this to the right is the Uniting Care Aged Care facility showing clearly visible built form contrast in the setting. Natural lighting conditions are overcast and this mutes the colour contrast.



Location 2 - This image shows the northern entry looking south from opposite the Toronto Public School. Noted here is the visual contrast of the MacDonalds sign ,the break in vegetation along the street in the saddle of topography where the main commercial activity of the Town Centre is located and the bulk and scale of the distant Uniting Care Aged Care facility to the right of the power pole.



Location 3 - Image above taken opposite Toronto Public school on a clear day. This image clearly shows the existing mature Phoenix canariensis as a landmark landscape feature on the corner of Victory Parade and Cary Street. Toronto Private hospital roof line breaks ridgeline vegetation at this point.



Location 4 - Similar images on a sunny clear day highlight colour contrast further. This image taken from the corner of Cary Street and Bath Street



Location 5 - This image shows the northern approach to the first major intersection of town centre on the corner of Cary Street and Victory Parade. The proposed development site is on the left shown with existing chain wire fencing at the southern boundary of McDonalds. Phoenix palms help define intersection node visually.



Location 6 - This image is located close to the south west corner of the proposed development site indicated by the chainwire fencing post near the telegraph pole on the left. At this point the value of the existing mature Phoenix as a prominent local landscape feature is obvious. So is the mature vegetation to the west at the entry to the Greenway link. This creates a defined visual break in what would otherwise be an 'open' view south without a visual entry marker to the Town Centre. The central view towards the south is unimpeded at this point with a clear line of site to the ridge line, the Toronto Private Hospital and the Uniting Care Aged Care facility in the distance.



4.2.2 Southern Approach to Site



Location 7 - This Google screen shot shows the immediate view to the north as the viewer passes the Toronto Private Hospital and the Uniting Care Aged Care facility entering the main commercial section of Cary Street. Notable is the distant treed ridgeline, the church roof line, the sparse arrangement of tall canopy vegetation in the foreground and middle distance and the sense of arrival given by the larger scale buildings left and right in the image.

In the centre left of the image in the distance in the saddle of the distant ridgeline the very top of a Norfolk Island Pine can just be seen. This pine is located near the proposed site on Renwick Street at the highest topographical point on the northern side of the development site.



Location 8 - This image shows the northern approach from the corner of Brighton Ave. Noted in this image is the saddle topography commencing at the traffic lights and continuing to the distant rise north, the larger bulky scale of the commercial premises, highly visible signage.

Importantly this image shows the middle distance punctuation of the ridgeline by tall canopy Eucalypts The Eucalypt in the middle distance left is in the Toronto Public School grounds opposite the Tackle Shop on Cary Street) and Norfolk Island Pines on high ground north of the site in Renwick Street.



Location 9 - This Google snapshot shows the southern approach from the intersection of Thorne St and Cary St.

Noted in this image is highly visible commercial signage and scattered tall canopy trees.

In the middle distance to the immediate left of the BP sign is the Norfolk Island Pine located near the proposed site on the corner of Bay Street and Arnott Ave.



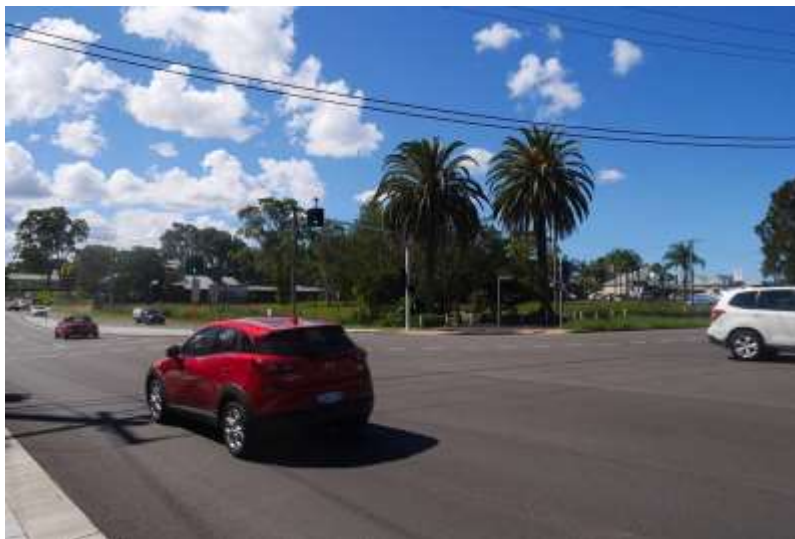
Location 10 - This Google snapshot clearly shows the existing landscape context of the site from the location just south of the Victory Parade and Cary Street intersection.

Existing tall canopy Casaurinas are evident at the right hand side of the image. These trees are in public land and are anticipated to remain.

Site vegetation includes the existing site trees shown between the existing Phoenix palm trees and the traffic light pole (RH Side of image). These trees will be removed under the proposal with the exception of the emergent Norfolk Island Pine shown (on the corner of Bay and Arnott Streets).

Just to the left of the Phoenix palms the existing tall canopy Eucalypts can be seen in the Toronto Public School grounds above the MacDonalds sign.

On Cary Street to the west is a large stand of mature vegetation that fronts the wetlands and Greenway areas behind.



Location 11 - This image shows the prominence of the existing Phoenix canariensis palm trees as visually significant way finding elements in the landscape similar to the Phoenix canariensis on the corners of The Boulevard and Cary Streets.



4.2.3 Western Approach to Site

The western approach to the site is mainly from the Greenway link by cycle or foot.

Some partial visibility of the site may be gained from the car park of the Toronto Workers Club however existing tree screening exists on the vacant land just south west of the Greenway entry point.



Location 13 - Image above is taken 10.0m inside the Greenway link looking east towards the site. The Yacht Club car park Palms can be seen on the left hand side of the image with the Phoenix canariensis palms and Casaurinas behind visible at the site intersection area. Views from the Greenway link into the site further from the west were not possible due to the landscape.



4.2.4 Eastern Approach to Site

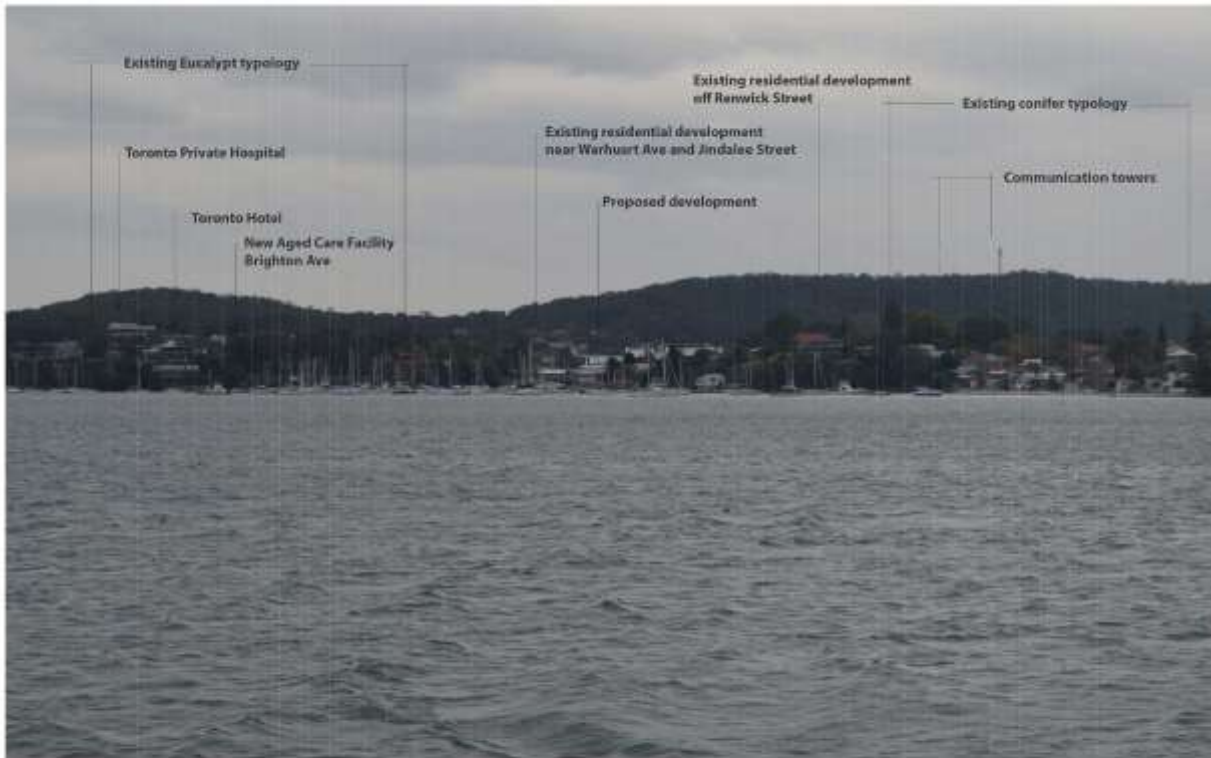
The Eastern approach to the site is mainly visually from the water or the marina area adjacent to the Yacht Club.



Location 14- View from Toronto Yacht Club Jetty. Note emergent Norfolk Island Pine at corner of Arnott and Bay Street prominent in view. The proposed site visual extent commences from the tree immediately to the left of the pine to just above the left hand extent of the Yacht Club white veranda canopy.



Location 15- The image above is taken from the jetty of the Yacht Club. This clearly shows the palms in the Club car park, the existing *Phoenix canariensis* on the intersection of Cary Street and Victory Parade at the termination of the telegraph poles. The tall canopy vegetation shown to the right of this is the Greenway link vegetation on the western side of Cary St. On the left hand side of the telegraph poles are the existing *Casaurinas* lining the shared path and a single polar species on public land. All vegetation shown in this image will remain.



VIEW 8 - VIEW FROM BOLTON POINT PARK
DEVELOPMENT APPLICATION

TORONTO MIXED USE DEVELOPMENT

Mark Lawler Architects



MANSFIELD URBAN

LOCATION: 114 CARY STREET
TORONTO
DATE: 15/11/18

Location 16- This image is taken from the DA submission set with a view point from Bolton Point Park approximately 1.6 kilometres from the Toronto foreshore opposite.

In the direct centre of this image is the Toronto Yacht Club with the proposed site directly behind. On the extreme left is the Fig Tree Point Aged Care Facility visually prominent on the foreshore. The Toronto Hotel roof can be seen directly in front of the ridgeline rise in the left centre of the image.

4.2.5 Immediate Site Context.

The following images have been taken in various locations immediately adjacent to the site.



Location 17- Looking north along Arnott Street from Bath Street intersection



Location 18 - Existing Arnott Avenue St view opposite north east site corner.



Location 19 Existing Casuarinas and Phoenix canariensis at the Southern edge of the site from Bath Street looking west. Note Phoenix canariensis on intersection.



Location 20- Looking west across the site towards Cary Street from yacht Club Car Park



Location 21- Looking obliquely north east across site toward MacDonalds boundary from entry to Greenway.



Location 22 -Google snapshot looking north into site from roundabout on Victory Parade. Toronto Yacht Club shown right hand side of photo.



Location 23 -Google Image looking north east into site from Cary Street and Victory Parade intersection.



5. Project Proposal Description

5.1.1 Outline of Proposal

The proposal comprises a 5 storey mixed use building with basement car parking located at 118 Cary St Toronto.

The building is separated into two main apartment buildings connected by a central common area. Private communal open space is provided on two roof top areas and ground floor units.

The proposal is situated in a highly visible “gateway” location on the northern fringe of the Toronto CBD area.

5.1.2 Proposed Architecture Summary (refer to Architects Plans for full submission details)

The proposal constitutes a mix of commercial and 1, 2 and 3 bedroom apartments (108 total) with two levels of basement car parking and two roof top gardens for residents use.

The commercial sector of the development (929sqm) is housed in the smaller building and fronts Cary Street at ground level.

The residential portion of the development is situated over the commercial space facing west and in a separate building that fronts Arnott Street to the east. There is an internal, partly open, communal area located at ground level between the two buildings.

The upper levels are setback from the southern boundary that sits adjacent to a Public Reserve. The proposal appears almost as a ‘building in the round’ as no other building adjoins. As such, two sides of the building present to address streetscapes with entry/exits, the southern side to the Public Reserve, with the northern orientation given over to basement access and a 6.0m landscaped buffer zone.

All apartments have balconies that either look down to internal open communal space between the two buildings or west over Cary Street and East over Arnott Street.

Both buildings are proposed to be the same final height of 20.6 m not including the lift overrun elements (3.3m)

Although the buildings are visually related, the bulk and scale of the building mass has been separated by articulated design to avoid an otherwise potentially block like appearance.

The proposed colour scheme is neutral dark greys, mid greys and off whites with balcony elements in glass and aluminium.



No reflective glass elements are proposed on any external surface.
No reflective metal elements

The overall height of the proposed building departs from the Toronto Town Centre Plan by between one and three storeys.

The buildings are presented as 5 storey with lift over runs as additional height.

There are some roof elements that will be visible but these are proposed as soft landscape elements and minimal open structures.

Setbacks to boundaries meet the current planning requirements.

Night time lighting for common areas at low levels is proposed for building entries/lobbies. Commercial space as standard commercial lighting and undercroft /ceiling lighting of the terrace areas.

No neon or affixed external lighting for the building is proposed.



Image 8- Proposed Building Footprints.

Image 8 shows in plan view certain elements of the architectural proposal. The building footprints can clearly be seen with the areas shaded green representing landscaped areas.

This residential portion represents the main bulk and scale of the building. Commercial space fronts Cary St only at ground level.



This image shows that there is significant building separation allowing good northern exposure to inner dwellings.



Image 9 – Perspective View of Proposal from Victory Parade.

This image shows the architects design separation of the two main building elements. Upper storeys are set back on the southern edge of the building fronting the open space.





Image 10 – Perspective View along Cary Street showing articulation of building setbacks to create visual separation of bulk and scale.



Image 11 – Perspective View from corner of Bay and Arnott Streets

Street trees proposed continue the existing landscape character. Mid boundary building separation reduces built form adjacent to northern boundary facing MacDonalds car park. A six metre setback along the northern boundary on deep soil allows for significant tree planting

External Colour Schedule - Mixed Use Development

<p>Colourband 1 "Neutral White" • Building Colour 1 • Column/Wall • Apartment Entry Frame • Entry Frame</p>	<p>Colourband 1 "Neutral Grey" • Building Colour 2 • Recessed Wall • Ground Level Cornerside</p>	<p>Colourband 1 "Dark Grey" • Building Colour 3 • Recessed Wall</p>
<p>Colourband 2 "Neutral White" • Recessed Wall</p>	<p>Colourband 2 "Neutral Grey" • Recessed Wall</p>	<p>Colourband 2 "Dark Grey" • Recessed Wall</p>
<p>Colourband 3 "Neutral White" • Recessed Wall</p>	<p>Colourband 3 "Neutral Grey" • Recessed Wall</p>	<p>Colourband 3 "Dark Grey" • Recessed Wall</p>
<p>Colourband 4 "Neutral White" • Recessed Wall</p>	<p>Colourband 4 "Neutral Grey" • Recessed Wall</p>	<p>Colourband 4 "Dark Grey" • Recessed Wall</p>
<p>Colourband 5 "Neutral White" • Recessed Wall</p>	<p>Colourband 5 "Neutral Grey" • Recessed Wall</p>	<p>Colourband 5 "Dark Grey" • Recessed Wall</p>

Mark Lawler Architects

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 SCARBOROUGH, ONTARIO M1H 2B9



Image 12 – Proposed Colour Scheme

The proposed colour scheme is muted with the application of the painted finishes designed to highlight built form articulation and visual interest. This design approach helps to reduce visual contrast.

5.1.3 The Proposal in Context.

The proposal, as discussed, sits within a broader visual context that provides the nominated setting (as per the Scenic Management Guidelines 2014).

As part of this assessment the visual impacts of the proposals have been considered against identified important landmarks in the Town Centre. The Toronto Hotel location and height has been mapped in relation to the proposal and the potential view corridor that may result as a consequence of this development.

Location Image 22 and 23 (page 55 and 56 in document) shows the view from the lake to the Toronto hotel and the location of the proposed development.



SITE CONTEXT SECTION LOCATIONS

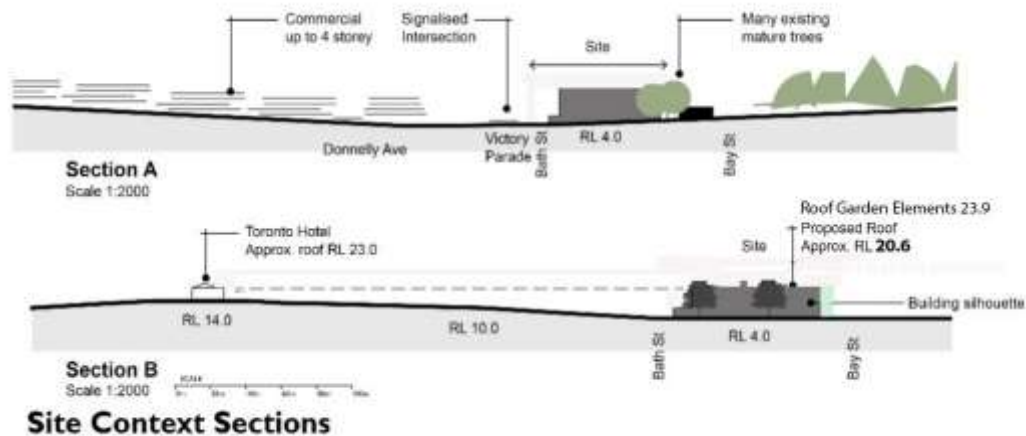


Image 13- Site Sections – text follows

Section A shows the location of the proposal relative to permissible development along Cary Street commercial precincts. This section demonstrates that the proposal's height, while marginally taller than other development along Cary Street within the immediate site/near site context, is mitigated by its location in a topographical saddle. The development as proposed reaches an RL of 23.9AHD inclusive of roof garden and lift over run

Section B shows the height relationship between the Toronto Hotel and the proposed development in a direct line between the buildings. The proposal's roof line does not exceed the overall height of the hotel however the locations of the two buildings are in separate view contexts and are separated visually. There is no direct line of sight between the buildings. The proposal will not visually impact on the Hotel from any land based view point. Image 24 shows the location of the proposal relevant to the Hotel with the visual impact considered to be negligible or low given the proposal context in relation to the Fig Tree Point development, the Toronto Yacht Club in the foreground and the continuation of the distant unbroken treed ridgeline.



5.2 Landscape Proposals

The proposal indicates that landscape consistent with existing landscape character will be included within the site and on the acquired footway section of Arnott St.



Image 14 – Landscape Master Plan

The proposal adjoins LMCC public open space to the south. Additionally, the applicant has agreed with Council for Council to acquire a portion of the easterly section of the site adjacent to Arnott Street to allow for the installation of a shared path through to the intersection of Bay Street.

The proposal also indicates a continuation of the Norfolk Island Pine landscape character along Arnott Street.

Street trees along Cary Street will be planted in line with Council's policies.

Along the northern boundary between the proposal and MacDonalds, a 6.0m buffer zone of landscape on deep soil has been provided.



Image 15 – View into site from Carey Street and Victory Parade intersection.

This view indicates the set back from Victory Parade provided by the Public Reserve and also indicates proposed new street tree planting along Cary Street. The western commercial/residential building does not dominate the intersection as there is articulation along Cary St and separation between the two buildings fronting Victory Parade.



Image 16 – Perspective from Marina

This view indicates that from the marina at the point shown the top storey of the proposed development building will be partially visible. Emergent Norfolk Island Pines will be visible along the street front behind the Yacht Club.



6. Visual Impact Assessment.

6.1 Current Landscape Value of Site

6.1.1 Scenic Quality, Visibility and Cultural Value.

The existing Scenic Quality of the site is considered low.
 The existing site visibility is considered high
 The existing cultural value of the site is considered low.

The overall existing landscape value of the site is considered low as it makes little or no positive contribution to the immediate/ broader site context nor to the prominent location adjacent to the northern entry way into Toronto Town Centre.

6.2 Scenic Quality Guidelines expectations

Desired Future Character –

1. Encourage compact high density development
 2. Active street frontage
 3. The character of buildings and the surrounding landscape should reflect the lakeside location and the popularity of these areas as social and recreational destinations.
 4. Physical and visual connections to the lake are important and should be preserved and enhanced.
- **Scenic Management Guidelines- related to visual impacts**
 1. buildings are of a scale that does not dominate views from the lake nor breach the tree-line of surrounding ridgelines;
 2. any buildings of three storeys or more to be partially screened (approximately 30 -50%) when viewed from the lake, within 5 years;
 3. for commercial and industrial buildings provide for trees in the front setback and/or footpath area.
 4. create attractive pedestrian and vehicular thoroughfares and entry points to the town centre.



6.3 Impact of Proposal on Existing Visual Context

6.3.1 General.

Generally, the overall extent and type of potential visual change the proposal will generate is considered high in the immediate vicinity of the proposal but reducing to moderate as distance is achieved from the site.

Importantly the existing Visual Impact of the site in its current form may be also considered high given that it is located in a highly visible location on the southern 'gateway', has three street frontages and is in a visual state of near neglect and abandonment.

These two aspects of the Visual assessment are discussed further below.

6.3.2 Immediate Visual Context.

For the purposes of this report the immediate visual context is taken as site context within 100m of the site or close to that approximation for the entire height of the building on one or more faces of the building.

A number of photo points have been mapped at various approaches to the site.

Approaching the site from the north visibility will not be evident until POINT A on the map

Approaching the site from the south visibility is not evident until POINT B on the map. (Map appears on following page.)

The north and south approaches are the primary approaches for vehicles/transitory viewing as these are the main trafficable routes through the township.

From the west the site is visibly apparent from POINT C on the map (intersection of The Boulevard and Cary St) while crossing the intersection.

Also from the west the site is visible from POINT D on the map which becomes immediately apparent for the viewer when exiting the Greenway at the intersection of Cary St and Victory Parade.

From the east- south/east the site is visible from POINT E on the map from open ground immediately south of the Yacht Club
POINT F on the map shows where the site becomes visible from Victory Parade travelling north west.

POINT G on the map illustrates the view from jetty
POINT H from Uniting Care at the corner of Brighton Ave Toronto.

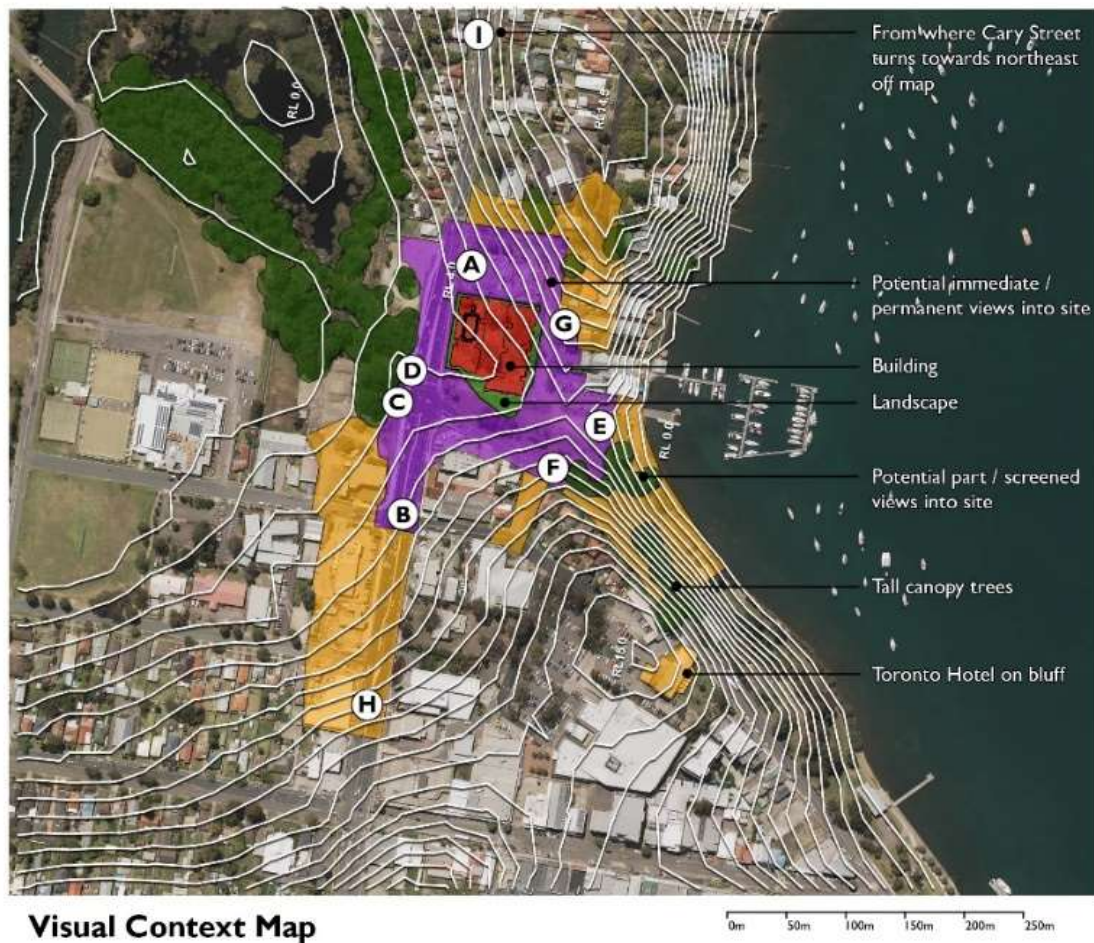


Image 17 – Visual Context Map and Contours

6.3.3 Receding Visual Context.

For the purposes of this report the receding Visual Context is illustrated as below map and is contained within the general area of the Toronto Town Centre Area (with the exception of the view back to Cary Street from the Catalina Motel on Awaba Road.)

As the site is located on the corner of a major intersection and through traffic road running north – south through the Toronto town centre it is assumed that the transient viewing level is high.

The impact to transient viewers however increases with proximity to the site and recedes as distance is achieved between the viewer and the site.

Therefore the main transient view corridor is shown on the image below as being the north south axis along Cary St with southbound traffic unable to visibly access the site from near or at the southern boundary of the Toronto Public School and north bound traffic being unable to initially



visually access the site from the top of the hill near the existing Uniting Care facility where the site is viewed in the distance, disappearing again from view when travelling north and re-appearing closer in view near the Cary St and Victory Parade intersection.



Image 18 – Receding Visual Context

6.3.4 Transitional Visual Context.

The most notable visual transition of the proposal will occur as a result of the height difference between the existing site form and the proposed built form. (See elevations page 52) Street and boundary (north) presentation to all four sides of the development will be visually changed significantly from the current vacant bloc/remnant landscape form.

The MacDonald's site to the north is a single story development with adjacent car park to the east however future higher development on this site cannot be precluded although the time frame may be at present indeterminate.

The Cary Street transition fronts a main street into the town centre and is the zone for the highest level of the development. The building here also contains a roof garden with pergola and landscape on the top level which is set back 12.0m from the building edge reducing potential visibility from the northern approach.



The transitional visual context includes some quite large buildings along Cary St to the south such as Carpet Court, the BP Service Station and the Toronto Court House among others.

The proposal follows the existing block patterning at street level with the visual departure of height being the main visual difference. The height visibility however is somewhat assisted by the difference in levels at this point in the topography with the site sitting low in the landscape unlike the comparative (bulk and scale) development of the Uniting Care Aged Care Facility on a high point above the township. (Images later in the document)

The proposal plan indicates that mitigation measures to reduce the visual impact potential of the proposal include landscaping with tall canopy trees, provision of a developer contribution landscape treatment to the current publicly owned open space immediately south of the site boundary line and streetscaping of Cary and Arnott Avenues.

6.3.5 Impact of the proposal on the Landscape Value of the Existing Site.

The existing landscape value of the site is considered low.

The existing site landscape does contain mature trees however the current landscape value of these trees is considered low as they are not visually connected to a higher landscape value in context and will not form part of the proposed landscape setting.

The proposal indicates and improvement to soft landscape areas with areas of deep soil zones and podium landscape within the proposal site area.

The impact of the proposal will increase the landscape value of the site as it will provide a positive visual contribution in both built and landscape form to the existing site landscape value comparative to the current 'vacant land' site value.

6.3.6 Impact of the proposal on the Landscape Value of the Immediate Visual Context.

The landscape value of the area takes into account the perceived quality of the landscape and its contribution to the expected mixed commercial/ residential / recreational setting.

The proposal will activate the street fronts and provide visual permeance and activity in the area.

At present there is little block/ site boundary definition. Bath Street west extension as an unused street with piece of bitumen detracts visually from the site. The lack of street continuity in the built form presents as a weak or interrupted visual aesthetic separated from the town centre with little



visual connection to the existing street pattern of development to the north and north east and none to the south.

The estimated visual context appears in the image below and has been determined from available aerial mapping, available contour mapping and the development of the existing roof heights maps. (See Page 57)



The *immediate* site context includes the Cocos palms/ car park and the Yacht Club Car, the rear entry points into residences along Arnott Avenue, the residences along Victory Parade to the south and the transient pedestrian locations along the Greenway Connection pathway plus the tall vegetation. The MacDonalds car park is also part of this immediate context.

The proposal includes an upgrade of the existing Arnott Avenue public domain with the inclusion of street trees and shared path along the site's eastern boundary of Norfolk Island Pines. This species is currently present in the existing landscape close to the site.

6.3.7 Visual Contrast

The visual contrast of this development with the immediate surrounding context is considered to be high.

The most noted visual contrast is the height of the development comparative to immediate adjacent development and bulk and scale of the immediate built form.

However, when assessing the visual contrast potential within a particular setting, other built forms within the setting may be assessed for Visual Contrast as a comparison to help assess the level of visual impact that the proposal may contribute.

The Uniting Care site on the corner of Brighton Avenue and Cary Street Toronto approximately 500m south of the proposed development site



may be considered within the viewable site catchment area as the Uniting Care development is easily seen from the Cary Street/Victory Parade intersection.

This development has a clear visual departure from the surrounding visual context in terms of architectural form, bulk and scale and contrasting colour. It would be considered to have a similar level of Visual Contrast to that of the proposal and can be seen from various viewpoints.



Image 20- The Boulevard Intersection travelling East looking South towards the existing Uniting Care Aged Care facility.



Image 21 – Taken from the entry to the Catalina Motel (Image 18 shows location) on Awaba Road approximately 700m west from the intersection in Image 20. The Uniting Care facility shows a clear Visual Contrast from the existing site context.



Image 21a- View of Uniting Care Aged Care facility from the northern corner of Brighton Avenue west



Image 22- Image taken directly east on the lake approximately 500m from the shore.

From the lake and as far as from Bolton Point and Valentine, the visual contrast is reduced by the fact that the site is located within a natural low point in the landscape so that the building height is not prominent in comparison the headland to the south, the distant ridgeline hills and the higher ground to the north of the site.

The site is located at a 'gateway location' into the southern end of the Town centre. Visual Contrast in this location may be considered expected and desirable to better define town centre entry points and way finding opportunities.

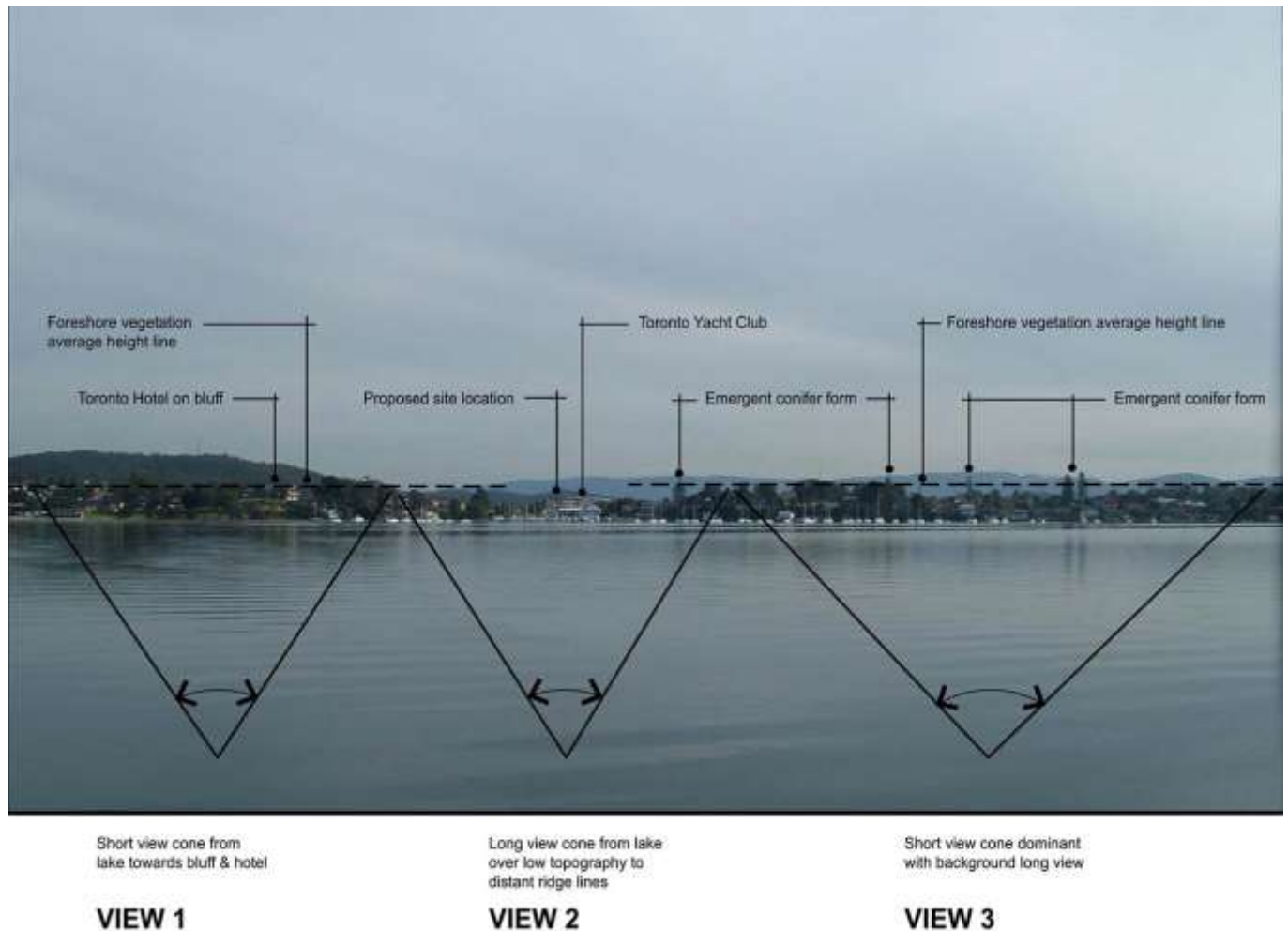


Image 23- shows the view cones into the site from the Lake.

Image 23 shows the segmentation of the views from the Lake into the site. The Visual Contrast already exists between these three visual cones. View 1 is on a bluff with a heritage building and tall canopy natives. View 2 , with or without the proposal is established as a 'saddle' view through to distant hills with foreshore built form .View 3, shows an emergent landscape form with conifers and residential development.

The visual contrast of the proposal is the added height behind the Yacht Club however the landscape setting is already evident so Visual Contrast is limited .

6.3.8 Visual Sensitivity.

Visual sensitivity refers to the level of viewing that could be expected at a given site. Where public traffic and pedestrian activity is high and the expectation of the visual quality is of a high concern to users of that space then a site may be assessed as having a high level of visual sensitivity.



This site has a high level of visual sensitivity as it is located at a prominent intersection with high levels of transient viewers. The point of highest transient sensitivity is considered to be the intersection with Cary Street and Victory Parade where traffic and pedestrian activity is at the highest.

The point of highest sensitivity for permanent views may be considered to be the residences along Victory Parade to the south east of the site however this sensitivity level is deemed moderate to low as the proposal is 200m from these residences and partially screened by vegetation and a busy local road.

6.3.9 Impact to Viewers.

The most visual impacts will be felt by persons viewing the proposal from the immediate site context as previously described.

The site is visually protected from the east and the lake somewhat due to the location behind the existing yacht Club however the proposal will have high visibility potential from the immediate site context areas.

Some visual access into the site is possible from the receding viewpoints of the most southern entry point into the Toronto township at the corner of Excelsior Parade on high ground however the visual impact from that point is considered low and well within the expected visual context of the large block like bulky forms of the service industries along Cary St which can also be viewed from that same view point.

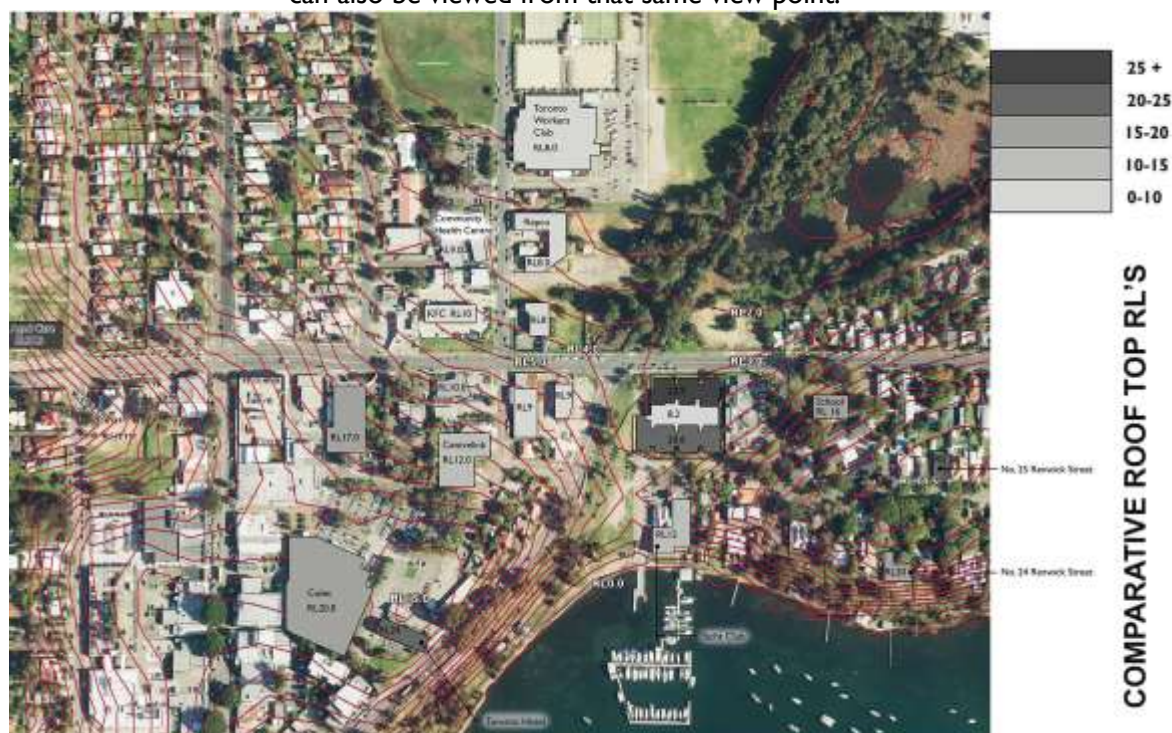


Image 24- Contours and Relative Roof RL's .



PLEASE NOTE: *This image 24 is taken from the 2018 Visual Impact Assessment and as such DOES NOT show the current proposed reduced height of the proposal at 20.6 mtrs roof level.*

Image 24 (Previous page) illustrates the existing roof heights as overall relative heights. This assists with understanding the visual impacts to viewers particularly when viewed from the lake.

On the image Coles has a roof height RL of 20.0 which is only 3.9m lower than the roof of the proposed development. Coles is situated on higher ground and is screened from the Lake by trees.

The two story Toronto Hotel has a roof height RL of 24 comparative to the proposed development roof height of 23.9m so they are of equal height in the landscape when viewed from the lake. The Hotel is viewable partially through a vegetative screen from the Lake. The proposal will be partially visible from the lake also behind existing built form and existing sparse vegetative screening to the south east along the foreshore open space.

The impact of the proposal also relates to visual style as well as height. The architectural style showing articulation of mass and form along with a muted and varied colour schemes reduces the overall impact in the setting however the proposal remains as an 'in the round' proposal within its own setting as no other built form (with the exception of the MacDonalds car par to the north) is immediately adjacent to the site.

The visual impact to viewers, both transient and permeant, created by this singular building in its own setting will be high initially however the proposal can be assessed within a future context of increased density along with increased heights and tighter block definition as per the stated future desired characteristics of Toronto (LMCC Toronto Town Centre Plan) and current Council panning for foreshore development on operational land.

Additionally the proposed upgrade of streets and landscaped public areas will not only provide the setting for the site itself but will potentially lead to increased activation of the space making it more visually attractive from a cultural point of view as a contribution to the Toronto foreshore extension area and connectivity to the Greenway.

The impact on viewers will reduce over time with the maturation of the proposed landscape and the permanence of the built form.

6.3.10 Likely Visual Outcomes.

The existing street front patterning along Cary St will be continued further to the north thus extending and re-inforcing the existing identifiable commercial town centre limits at street level.



Image 25- Illustrates the proposed development as viewed from the southern town entry near the Uniting Care facility.

The proposal will 'bookend' with the existing Uniting Care Facility to the south and provide a definitive built form for the northern town Centre entry.

The proposal indicates that landscape consistent with existing landscape character will be included within the site and on adjacent public land.

The height and style of the proposed built form will be readily identifiable in the town centre context. This is neither positive or negative but is a Visual outcome of the proposal.

The Visual Contrast of the proposal to the existing site context and setting is high. It is to be expected that the proposed building and landscape setting will have a high impact however this is to be expected in the location and zone.

No overshadowing is foreseen on the site so no visual impacts related to sunlight/shadow changes on adjacent sites are considered.

The proposed building and landscape settings are considered an improvement on the current visual site condition.



The likely immediate visual outcome will be high but positive (given the zoning) and although initially may be seen to have a high impact the expected future development outcomes will absorb the initial visual contrasts and makes a positive contribution over time.

6.3.11 Other Potential Visual Impacts.

No assessment has been made for night time visibility within this assessment however it is anticipated that a standard acceptable level of lighting will be proposed.

No estate signage or other visual elements have been assessed. Details are not available at this stage.

6.3.12 Consistency of Proposal with Planning Objectives.

The proposal is considered to be generally consistent with the planning objectives of the current Lake Macquarie City Council LEP, Lake Macquarie City Council DCP I 2014 Rev 27 August 2021 and the Scenic Management Guidelines (2013) and the Toronto Town Centre Plan , inclusive of the proposed height departure above the LEP limit. This height departure is the subject of the Clause 4.6 Variation Request forming part of the DA submission.



7. FINDINGS

7.1.1 General.

The findings relate to the potential Visual Change the proposal will generate as assessed in the following areas

7.1.2 Site Location.

The site is on the most northern extension of the Toronto Town Centre Area and forms a separate and discrete block of development land in a larger block bounded by Arnott, Bay, Cary Streets and Victory Parade. Within this larger block area only one other development has occurred and that is a MacDonalds restaurant.

MacDonalds takes just less than one third of block area while the proposed development site takes the remaining two thirds.

This block, at its south western corner, is also where the first set of traffic lights are located when entering Toronto from the north.

Therefore the block may be considered as the point in which travellers first slow down and potentially stop. This will increase visual site sensitivity and give the viewer an opportunity to better observe their surroundings.

From this point the whole of the Toronto commercial strip is viewable to the south terminating at the top of the hill where the Uniting Care Aged Care Facility is located across from the Toronto Private Hospital. These buildings are readily viewable from south west corner of the development block and provide a visual 'bookend' to the main commercial street. For this reason, the development block may be considered to be the 'gateway' location for the northern entrance to Toronto and is visually prominent.

At present, the MacDonald signage appears to be the most visually dominant element on the approach to Toronto from the north.

7.1.3 The Proposal.

It can be shown that the architects for the current proposal have responded to assessment feedback from Council and have re-designed the buildings to better separate bulky forms, continuous wall frontages and reduce perceived impacts. This has shown a desire to integrate the buildings further into the immediate site, built form and landscape context while still providing a development that is significant as a 'gateway' location within the Toronto Town Centre Area.

The proposal also includes a greater visual quality for Cary Street and Arnott Street with the inclusion of street trees and activated street frontages.

Height of the proposal at 20.6m roof top height and 23.9 for some elements of the roof top garden is approximately equal over the site and has been reduced from earlier submissions by one storey.



Elevations are shown on architectural plans and include a deep soil zone on the southern end of the site overlooking the Public Reserve. This area is sufficient to support one or two large trees (dependent on species). On the northern boundary, adjacent to MacDonalds, a six metre buffer will support large tree and screening shrubs providing visual softening of this orientation. Additionally, street trees are proposed within the public domain on both Arnott and Cary Streets. The proposal then has a landscape element on all four facades.

7.1.4 Immediate Visual Context.

The Visual Change is expected to be HIGH in the *immediate Visual Context comparative to the existing visual context*.

However, the proposal continues and extends the existing commercial context of Cary Street north into an area zoned as B2 and identified as the Toronto Town Centre. This extension of the existing landscape (built form) typology is shown in Image 4 in the report.

The existing Cary Street commercial area to the south of the proposal is consistent with larger bulky forms, mainly single to two storey buildings, inconsistent setbacks and low activity street frontages. Large scale commercial signage dominates the area and the lack of street trees or public street aesthetics is noted.

On Cary Street, the proposal will extend the existing commercial visual field with a more design appropriate response to the street and pedestrians generally providing greater activation of space and a higher level of aesthetics. The MacDonalds restaurant may be considered to be an extension of the Cary Street commercial strip and is depicted as such in Image 4 – Landscape Typologies Map. The proposal therefore could be considered an infill development within an existing commercial streetscape typology.

On Arnott Street, the impact on Visual Context will be high also however the impact has been moderated by the inclusion of a wider shared pathway, roadway upgrade, the inclusion of large scale street trees and the buffer existing of Arnott Street itself and the Yacht Club Car Park.

7.1.5 Receding Visual Context.

The visual change in the receding Visual Context is considered to be moderate to low as the viewer, once past the development travelling south, approaches bulky built form along Cary Street terminating with the Uniting Care Aged Care Facility and the Toronto Private hospital on the ridgeline at the southern end of the Town Centre area.

The view from the lake is moderate to low as the proposal is situated behind the existing yacht club in the main.

Additionally, developable land exists on the foreshore to the south east of the development which is available for future 2 storey development which, when developed, will further visually reduce visual accessibility of the proposal.



7.1.6 Transitional Visual Context

The visual change is the Transitional Visual Context is considered to be moderate to high.

Along Cary Street to the west tall canopy vegetation exists at a similar height to the proposed development. This assists in minimising visual transition on this alignment.

To the south the visual transition is moderated by the distance between existing built form over 200m away, the presence of Victory Parade, the presence of tall canopy screenings along the shared Greenway path and tall canopy Eucalypts to the south east. Additionally the proposed built form is stepped back from the existing Public Reserve and does not extend to the limit of the site boundary allowing an area of deep soils for tree planting.

To the north the transitional visual contrast is considered high as there is a notable height difference between the proposed building and the existing MacDonalds although this is moderated by the position of the MacDonalds drive thru on their northern boundary adjoining the proposed development and the proposed 6.0m deep soil allowance along the northern boundary in the current proposal. Again, this will allow the planting of tree species of 10.0m or more along this area.

The visual transition to the east is considered high as the proposal faces a flat area of ground being the Yacht Club Car Park and the lower yacht Club building itself. This visual transition has been considered in the design of the proposal with the apartment buildings on this side set back from the eastern boundary to allow Council an area of land (6.0m) to create a shared pathway and upgraded road. The inclusion of tall canopy trees within the front setbacks and massed landscape adjacent to Arnott Street will assist with transition.

7.1.7 Landscape Value of the Existing Site.

The landscape value of the existing site itself is considered to be low due to the unkempt nature of the site.

The landscape value of the *area* is described within the Scenic Management Guidelines and is described as Moderate.

The site is not 'close' to the foreshore.

7.1.8 Landscape Value of the Immediate Visual Context.

- The immediate land based site context is considered to be low.
- Views from the site to the lake are considered to be high value.
- Views from the lake into the site from the immediate context will be part screened by the existing Yacht Club and proposed landscape integration measures.
- Views from the lake at a distance are mitigated by distance, topography, location of proposal (partially) behind existing buildings and are considered low impact.
- The vegetated ridgeline directly west is not visually affected by the development as viewed from the lake.



7.1.9 Visual Impact on Heritage

- The heritage Toronto Hotel is not impacted directly by the development as direct line of site from land is not achievable between the two buildings with current vegetation in place along Victory Parade.
- The existing Yacht Club visibility, scale and bulk will be potentially diminished in contrast with the scale and bulk of the proposal however no overshadowing or other visual impact is anticipated to directly visually affect negatively the Yacht Club as it is currently perceived in the landscape. The existing palm trees in the Yacht Club Car park (if retained) and proposed Arnott Street landscape will act as a visual transition zone and buffer between the developments.
- Potentially the view to the yacht club, particularly from the southern line of site may be improved with increased site boundary definition and streetscaping of Arnott Avenue.

7.1.10 Visual Contrast

The visual contrast of the proposal is considered to be high. This contrast is due to the perceived visual difference between the existing built form on the site or immediately surrounding the site and the proposal height, bulk and scale.

7.1.11 Visual Sensitivity

The Visual Sensitivity of the site is considered to be high. This is due to the location of the site and the potential number of viewers that could view the site.

7.1.12 Impact to Viewers.

Initially high but reducing over time, particularly so for transient viewers.

7.1.13 Likely Visual Outcomes.

- Good potential to extend the Cary St commercial street front and positively 'anchor' the corner site visually.
- Opportunity to visually extend the current Toronto Foreshore area and provide a destination focal point.
- Highly visible site will provide wayfinding point at northern end of town centre.
- Does not compete visually with Toronto Hotel
- The proposal may be considered to reflect a similar scale, style, location and visibility of the southern gateway site and recent construction of the Uniting Care Aged Care facility on Brighton Avenue, effectively visually 'bookending' the Toronto CBD line of sight .

7.1.14 Other Potential Visual Impacts.

Future potential development on LMCC operational land will reduce the built form Visual Impact of the subject proposal in an urban context.



7.1.15 Consistency of Proposal with Planning Objectives.

Consistent within the current planning objectives as stated within LMCC documentation generally.

7.1.16 Positive Attributes of the Proposal.

After consideration of the visual impacts of the proposal the following positive attributes have been noted.

- The significant 'gateway' site will be activated by the built form, the commercial space it proposes and the permanent residential aspect bringing people and business opportunities to the area.
- The Cary Street alignment in particular will 'fill in' the missing gap in the commercial streetscape and present well visually to the street.
- The proposal provides a 'terminus' and a destination point for people walking /cycling along the Toronto Foreshore park area.
- The proposal meets the objectives for densification of the urban core of the Toronto Town Centre Area Plan and could be considered a forerunner of future development typology in the broader Toronto area.
- The proposal has maximised site potential and provided good transition to the public domain and useable private open space for residents.
- The commercial component will provide greater range of services and choice for existing Toronto residents.



8. SUMMARY AND CONCLUSION

Generally, the overall Visual Impact outcomes of this development in the current visual context is high but deemed to be commensurate with the expected visual outcomes of the project within the planning and visual site context.

It is noted that the site sits 'on its own' as a northern projection (Block F) of the Toronto Town Centre area, surrounded by three streets and as such its capacity to be visually connected to existing site character is compromised. The site is 'separate' from existing Cary St commercial, the town 'centre' and from the current Foreshore recreational area itself.

The development is proposed within the current planning context and supports the objectives of current policy.

While the proposed aesthetic does visually contrast considerably from the existing immediate built form, this Contrast and Difference to existing built form is acceptable in an area where the zoning and policy requires a different aesthetic response for a development typology that is permissible and of desired future character.

Development of this nature is expected in this planning context and does not negatively impact on the existing landscape and visual character of the site or the immediate context, however significant contrast is noted.

The proposal departs from the current built form in response to current planning and zoning policies relative to height limits however the impact of the additional height difference proposed is considered to be minor as part of the whole visual impact considerations. When the view from Victory Parade is assessed in section it can be noted that the trees to the west are almost as high as the building as it presents to Cary Street. This height is carried through to the building on Cary Street and beyond to Arnott Street where large trees (Norfolk Island Pines) are proposed. Arnott Street then acts as a landscape and visual buffer to the Yacht Club which, while significantly lower in height is assisted visually by the height of the palm trees in the car park area acting as a visual transition.

The proposal departs from the current height limits set for Block F of the Toronto Area Plan Rev 27 however *'This approach is considered to provide a superior urban design outcome to the reduced heights along Cary Street as envisaged by Clause 4.3 of LMLEP 2014. This view has been supported by the Urban Design Review Panel on 10 May 2017 who – in relation to the previous scheme which included increased height adjacent to Cary Street - stated that: "...The Panel was of the view that the consultants' arguments in support of a building of greater height facing Cary Street had merit, and potentially offered a better urban outcome than the previously approved low-scale development proposal, which was considered to be a rather understated response, and at a scale that did not fulfil the aim stated of the Town Centre Plan for the site to be a northern gateway site to the Toronto business area. Further, the suggestion*



that this site could readily “bookend” the recently completed Anglican Care seniors living development located just under the ridge to the southern end of the township, was considered sound...”. Therefore, the increased height, as a direct consequence of the proposed height breach, provides a positive response to the streetscape and is consistent with the desired future character for the locality.

The proposed development improves the visual presentation to Cary St, Arnott Avenue and Victory Parade, primarily through activation of the space and improved landscape settings. ‘ excerpt from REVISED CLAUSE 4.6 VARIATION BY PLANNING INGENUITY SEPTEMBER 2021.

The Scenic Quality Guidelines notes that the site is within Scenic Management Zone 5 which includes a high level of urban development, with limited vegetation, built form dominant and with expected emerging increased urban development.

The proposal is within the visual expectation of the future desired character of the Toronto Town Centre Plan in terms of densification and urban context.

The proposal improves the existing visual context of the public land to the south of the development.

Visual overlooking onto the site is improved with the removal of the existing degraded remnant built form and the development of the site commensurate with the broader context of the Toronto Town Centre areas as defined in the Plan.

Proposed landscape will take time to develop however the visual impact overtime is expected to produce a superior visual outcome for the site comparative to the existing site within the broader context and is assessed as acceptable given the land zoning, permissible use and existing street contexts.

There are no negative visual impacts on any identified Significant Features within the Scenic Management Guidelines.

The Visual Impacts of the development from the lake are reduced significantly by the location of the site behind the existing Yacht Club, the low topography of the site relative to the higher Bluff areas and residential land to the north, the proposed street trees and large trees in the Public Reserve area plus the potential development of LMCC foreshore operational land identified for future 2 storey development on the foreshore.

In the broadest terms the proposal is assessed therefore with a high visual impact commensurate with a site zoned for high density development in a highly visible location.

The visual outcome is acceptable for the intended use of the site and importantly the proposal sits as the first development of its type within a future planning context for similar permissible land use typologies.



The visual impacts will reduce over time and with future development of the foreshore area and the maturation of the proposed landscape.

It is concluded that the development will visually improve the current site condition and have minimal and expected visual impacts over time.

END OF REPORT

A handwritten signature in dark ink, consisting of a stylized 'H' and 'M' followed by a long horizontal line.

Helen Mansfield
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03/11/2021