ULLADULLA

DRAFT VISUAL IMPACT ASSESSMENT REPORT

24 MAY 2019

COX

Contents

1. Foreword 3
2. Introduction 3
3. Purpose of this Document 3

4. Methodology 4
4.1 Visual Impact Assessment Scope 4
4.2 Assessment of Impacts 5
4.3 Significance of Impact 7

5. Site and Context 8

6. Existing Character 12
6.1 Topography 12
6.2 Vegetation 13
6.3 Built Form 13

7. Visual Assessment 14
6.1 Location 1 15
6.2 Location 2 17
6.3 Location 3 19
6.4 Location 4 21

8. Mitigation of impacts 23

9. Summary 24

10. Definitions 25

11. Appendix 1 – Visual Assessment 26

1. Foreword

A visual impact assessment identifies and evaluates the visual impacts of a change in the environment. This Visual Impact Assessment (VIA) is prepared to analyse the visual impact on increase to building height limitation on the study site.

2. Introduction

The 'study site' is located in Ulladulla, as part of the Shoalhaven Shire on the south coast of New South Wales.

The city block that the study site is located in is bound by Deering St, St Vincent St, South St, and the Princess Highway. This city block is on the western side of the main arterial route, the Princess Highway. The subject site is located to the south western quadrant of the city block.

The LEP defines three separate height limits to the city block where the study site is located. The subsequent Review Of Building Heights report of 2017 by Urban Atlas analysis a study area that includes the study site that this VIA addresses; their recommendation was to increase the building height limit along the south of this city block; in turn outlining maximum height limits of 11m and 14m to the city block.

3. Purpose of this Document

This report provides a visual assessment outlining the impacts, if any, of an increase in maximum building height to the subject sites. The purpose of this report is to provide, subjectively, an evaluation on the visual character that this increase in height may have on the surrounding streetscape.

This report initially identifies the current visual character of the subject site. A visual assessment is then provided through the comparison of the current recommended building height that is defined in the *Review Of Building Heights* report, and that which is proposed. This is provided through the evaluation of specified views, as determined by the Shoalhaven Council as being important views that define the character of the subject site, and which will prove any impact on the surrounding streetscape.

A subjective, yet informed, assessment will outline the impacts that this proposed height increase could have.

4. Methodology

4.1 Visual Impact Assessment Scope

This Visual Impact Assessment (VIA) addresses the potential visual impacts associated with the Proposal on the study site, including:

- Review of existing information relevant to the study site, including existing landform, built form, land-use, and statutory requirements;
- An evaluation of the existing streetscape and visual environment;
- Discussion of the visual receptor sensitivity within the study site through the use of viewpoints at certain locations
- Assessment of the significance of impacts on landscape character and visual amenity at the locations as a direct result of the proposal, and
- Proposed mitigation strategies.

4. Methodology

4.2 Assessment of Impacts

A qualitative assessment of the built mass and visual impacts form the second component of the assessment. The significance of impacts has been evaluated using a combination of streetscape impacts and visual impact.

Streetscape Impact

Streetscape impacts refer to the relative capacity of the streetscape to accommodate changes to the physical built mass of the type and scale that could be allowable as a direct resultant of this proposal through the introduction of a revised height limit. Impacts have been assessed from photomontages prepared from locations and considered, through professional judgement, the scale of change including:

- The extent of change that alters the recommended allowable height limit
- The extent of area from which the effect is evident
- The physical state of the environment and its intactness from visual, functional and public amenity.
- The effectiveness of any proposed mitigation.

Streetscape impact	Definition
Large	A substantial change to the streetscape due to total change to the built mass, features or characteristics of the built mass. The change does not reflect or relate to the surrounding allowable built forms and would have a significantly negative impact on the streetscape. Change is likely to cause a direct adverse permanent impact on the value to the receptor (user).
Moderate	Discernible changes in the streetscape due to partial change to the built mass, features or characteristics of the built mass. The change would be at odds with the local pattern and topography and will leave an adverse impact on the streetscape of recognisable quality. Change is likely to impact adversely the value of the receptor (user).
Small	Minor loss or alteration to one or more streetscape elements, features, or characteristics. The introduction, or increase, of mass that may be visible but not uncharacteristic within the existing streetscape. Change is likely to impact the value of the receptor (user).
Negligible	Almost imperceptible or no change as there is little or no loss or change to the built mass, features or characteristics of the streetscape. The existing streetscape quality is maintained but may be slightly at odds to the scale, landform, and pattern of the surrounding streetscape

Visual Impact

Visual Impact arise from change in available views of the landscape that occur as a result of the proposal. Visual impact is determined through the subjective assessment of sensitivity of the visual receptors (ie. Residents, commercial users) and the magnitude (scale) of the change in view. Sensitivity is dependent upon receptors location, the importance of their view, there activity, expectations, available view, and the extend of screening of this view.

The factors that have been considered in assessing the response of receptors to changes in the visual amenity include:

- Interest in the visual environment and their distance /angle of view to the source of the impact
- The extent of screening, or filtering of the view including vegetation
- The extent of topographical change relative within itself and surrounding built mass.
- Magnitude of change in view
- Integration of change within the existing view
- Effectiveness of the proposed mitigation

Defining the level of sensitivity of the receptor (user) is challenging. For the purpose of this analysis, the below definitions have been used:

Sensitivity	Definition
High	Occupiers of residential properties with long viewing periods, within close proximity to the study site. Occasional users with exposed view of the study site in a prominent view. Perceived value of the local characteristic and definition of the township's identity are impacted (eg Iconic view from a tourist's perspective). Local community workers who's focus is predominantly on work but whose proximity and main view is of the study site.
Medium	Occupiers of residential properties with long viewing periods, at a distance from or screened from the study site. Occasional users with glimpses of the study site within prominent view. Perceived value of the local characteristic and definition of the township's identity may be impacted (eg Iconic view from a tourist's perspective). Local community workers who's focus is predominantly on work but have an obscure view of the study site.
Low	Occupiers of residential properties with long viewing periods, at a distance from or screened from the study site. Occasional users in vehicles that are passing the study site and therefore have short term views. Local community workers who's focus is predominantly on work but have short term obscure view of the study site.
Negligible	Viewers from locations where there is screening by vegetation or structures where only occasional screened views are available and viewing times are short. Occasional users in vehicles that are passing through adjacent corridors to the study site and therefore have short term views. Occupiers value a balanced commercial and environmental outcome. Occasional users with limited, or no view of the study site in a prominent. Perceived value of the local characteristic and definition of the township's identity is not impacted (eg Iconic view from a tourist's perspective).

4. Methodology

4.3 Comparison Analysis

The Landscape Impact and the Visual Impact will be assessed using computer generated photomontages.

The photomontages will be based on four views that have been depicted, by Shoalhaven City Council, as being key views of the study site from locations within the town. These photos will impose a building mass on the study sites that is representative of the recommend building height (as outlined in the Review Of Building Heights report). This will then be compared with second photomontage with an imposed building mass of the proposed building height.

The process for creating these photomontages is as below:

- Modelling of the topography of Ulladulla and the maximum building heights to all lots within the township using topographical data and the Shoalhaven Local Environmental Plan 2014 respectively.
- Photographer captured the view from the desired location noting the height above natural ground level and position along street edge.
- The photographer's location was mapped in Computer Aided Software and a view was taken at the eye height of the photographer. This view was cross-checked through importation of the photo.
- Once the view was reconciled in the 3D modelling software with the original photo, the model was montaged over the original image and coloured to correlate to the legend of maximum building height.

4.4 Significance of Impact

For the purposes of this assessment, predicted impacts as a direct result of the proposed maximum building height increase have been described accordingly to their significance, which is a function of the magnitude of the impact on the streetscape and the sensitivity of the user and can be detailed in the below table.

	Streetscape Impact				
		Large	Moderate	Small	Negligible
Visual sensitivity	High	Major Significance	High Significance	Moderate Significance	Minor Significance
	Medium	High Significance	Moderate Significance	Minor Significance	Not Significant
	Low	Moderate Significance	Minor Significance	Not Significant	Not Significant
	Negligible	Minor Significance	Not Significant	Not Significant	Not Significant

5. Site and Context

The study site is located in Ulladulla, along the south coast of New South Wales in the City of Shoalhaven. Ulladulla is part of a continuous residential urban development along the coastline stretching through multiple townships. Geographically, Ulladulla and is identifiable by its Harbour, a minor Port, that characterises the townships commercial fishing history, and is the identifiable landmark of arrival due to its adjacency to the Princess Highway. The Study Site is located two city blocks from Ulladulla Harbour as the topography ascends towards the ridge point of the township to the south.

The Study site is located on a city block bound by the Princess Highway and St Vincent St, and South St and Deering St. The study site includes the south western quadrant of the city block and includes Lots 1-7 and 9 of DP 21597, and Lot CP of SP42583.

This section of the report identifies the key items within planning guidelines that have informed this VIA for the Study Site.

Extract from Shoalhaven Local Environmental Plan 2014 (SLEP)

Definitions:

Building height (or height of building) means:

(a) in relation to the height of a building in metres—the vertical distance from ground level (existing) to the highest point of the building, or

(b) in relation to the RL of a building—the vertical distance from the Australian Height Datum to the highest point of the building,

including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like.

Ground level (existing) means the existing level of a site at any point.

Ground level (finished) means, for any point on a site, the ground surface after completion of any earthworks (excluding any excavation for a basement, footings or the like) for which consent has been granted or that is exempt development.

Ground level (mean) means, for any site on which a building is situated or proposed, one half of the sum of the highest and lowest levels at ground level (finished) of the outer surface of the external walls of the building.

4.3 Height of buildings

(1) The objectives of this clause are as follows:

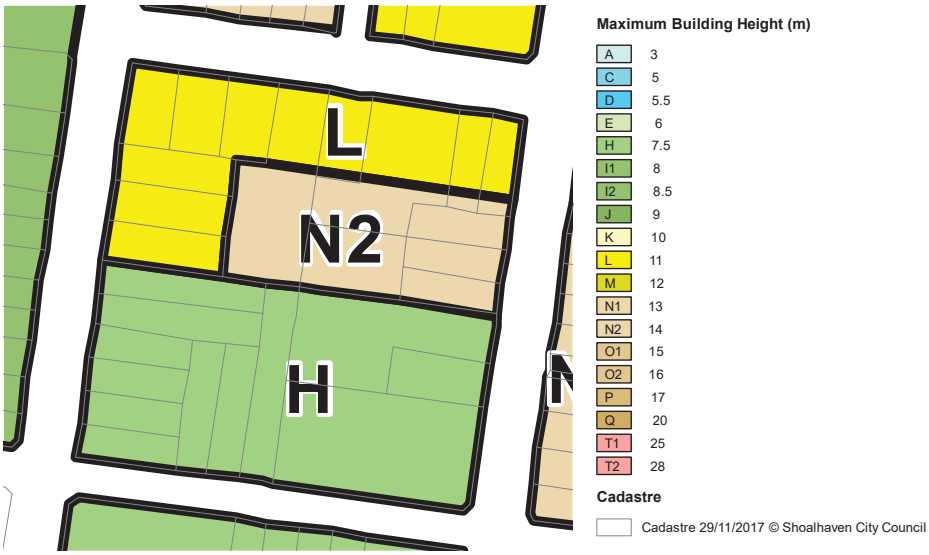
(a) to ensure that buildings are compatible with the height, bulk and scale of the existing and desired future character of a locality,

(b) to minimise visual impact, disruption of views, loss of privacy and loss of solar access to existing development,

(c) to ensure that the height of buildings on or in the vicinity of a heritage item or within a heritage conservation area respect heritage significance.

(2) The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map.

(2A) If the Height of Buildings Map does not show a maximum height for any land, the height of a building on the land is not to exceed 11 metres.



Extract from Shoalhaven Development Control Plan 2014 (SDCP)

Chapter S8: Ulladulla Town Centre
1 Purpose
The purpose of this chapter is to encourage and facilitate the vision for the Town Centre and harbour of Ulladulla as a vibrant mixed use shopping centre based on a maritime theme and focusing on its major asset – the harbour. It will have a diversity of business and quality residential and holiday apartments and convenient shopping which creates a place for people to work, live, meet, shop and enjoy life in an attractive, accessible, safe and sustainable environment.

4. Objectives

The objectives are to:
4.3 Built Form and Character
i. Establish a clear identity and maritime image for the Ulladulla Town Centre as a working port, tourist centre and service centre incorporating diverse residential activities and an enhanced public domain.
ii. Development of linkages between the town and the harbour.
iii. Establish an appropriate scale of development that is in proportion with projected growth and demand for infrastructure.
iv. Control overshadowing of public spaces.
v. Providing improvements to streetscapes.
vi. Foster the creation of a sense of place and sustainable community through the promotion of a mix of land use and activities.
vii. Foster and reinforce the town's potential competitive advantage centred on its highway and harbour context, coastal facilities and natural environment.

5.1.1 Important views and vistas

P2 Maintain important views and vistas.
P3 Development will contribute to the careful management and retention of strategic view corridors and filtered views of the coast, harbour and treed backdrop.
A3.6 Development in the working harbour shall protect existing and future visual linkages from the Civic domain to the harbour as shown on Map 2.

5.1.2 Building setbacks

Business Development Precinct 5
• Preferably setbacks should relate to the provision of visible onsite car parking on the street frontage but will be limited to a depth of 24m.
• A 5m setback to either side of Deering Street to allow or major ridge top tree planting.

Review of Building Heights Draft Report for Shoalhaven City Council dated 12th October 2017

5.2 Height Recommendation

Based on these considerations, the recommended maximum height controls are illustrated in Figure 28 below;

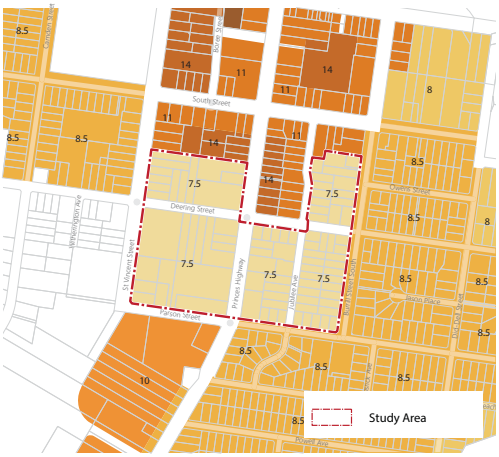


Fig. 27: Existing Height Intensity Diagram

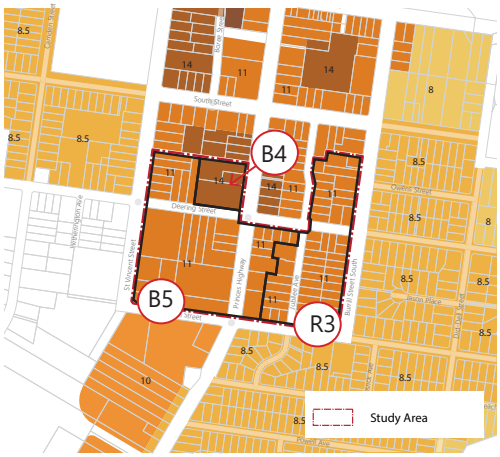


Fig. 28: Recommended Height Intensity Diagram

Overview

- SLEP provides a maximum building height standard of 7.5m within the Study Area and varying higher building heights in the surrounding areas. SLEP also establishes objectives for the building height standard and for the zones within the Study Area, which provide guidance as to what the height standard aims to address and how it may be assessed for development proposals.
- The Shoalhaven Development Control Plan 2014 provides special mention of the retention of careful management to prominent and identifiable views and view corridors of the township
- The review of Building Heights Draft Report for Shoalhaven City Council dated October 2017 outlines a recommendation for the maximum building height to increase for the study site. We have used this recommendation as the basis for our VIA

6. Existing Character

6.1 Topography

Ulladulla is defined by its steep topography stretching north and south from the Harbour. The town centre, located across this valley, ascends some 50m to the north and south of Millard's Creek and Ulladulla Harbour.

The study site is located to the high point on the southern stretch of the main arterial road, the Princess Highway. Deering Street, the southern bounding road of the study site, defines the ridgeline of the town at approximately 50m ASL.

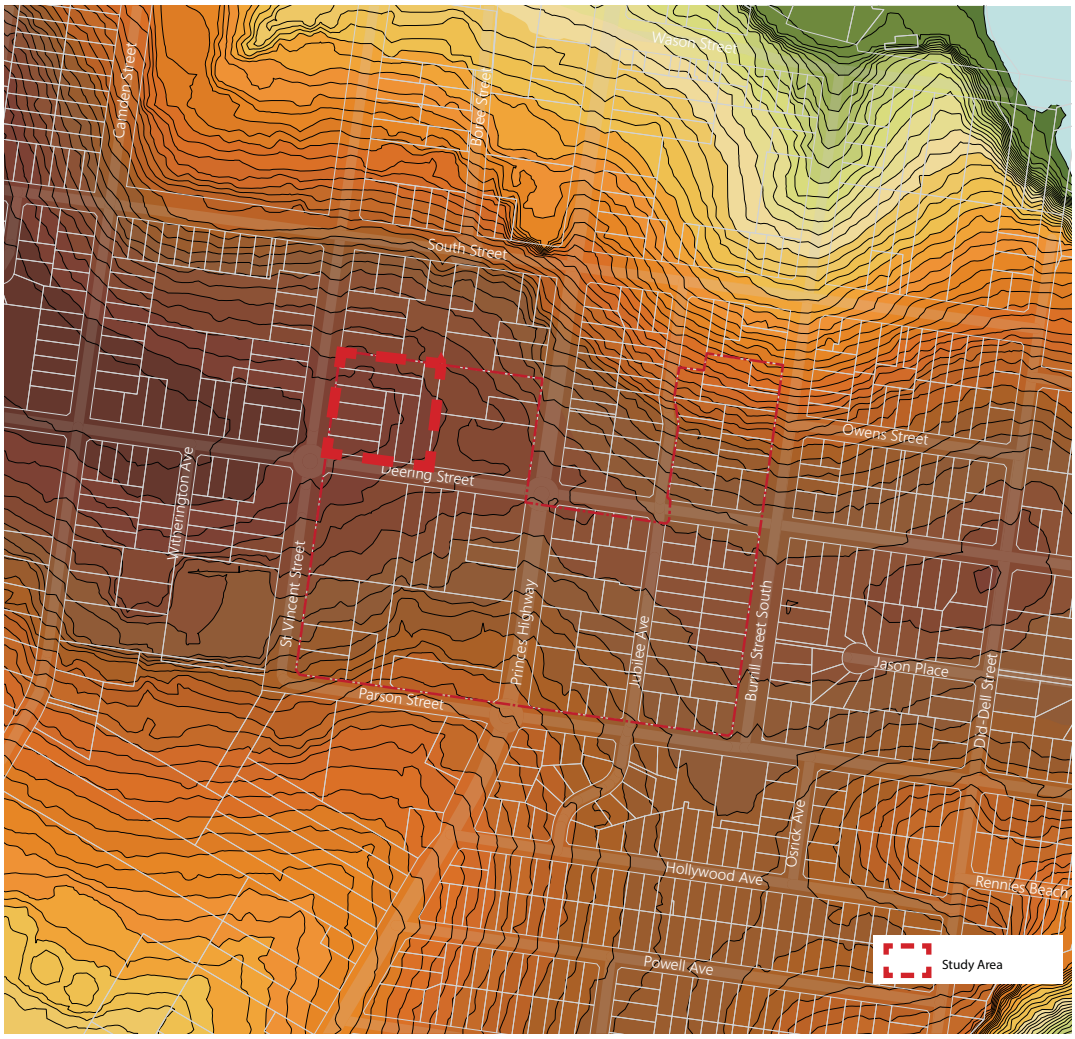


Fig. 6: Topography Map (1m contours)

0 50 100 200m

6. Existing Character

6.2 Vegetation

Generally, Ulladulla is a green landscape. However, it is noteworthy that vegetation is populated to the lower valley areas and does not form part of the formal streetscape.

There is minimal existing vegetation to the study site. There are no street streets, nor remnants of any formal approach to vegetation to the site, or indeed the streetscape. This is characteristic of adjacent sites and city blocks.

6.3 Built Form

The study site is located within the first city block from the main arterial road, the Princess Highway. Built form along the Princess highway is generally medium scale commercial and retail with a built edge along the main road.

Although the study site is located within this city block, it predominantly comprised of small scale, generally two storey, commercial developments along Deering St, the southern ridge of Ulladulla. These built forms are generally built with minimum setbacks to the front setback. As commercial tenancies they also are compromised by the provision of adequate parking and thus have had to provide parking in front or beside the built form; this has compromised providing an well-articulated streetscape with high amenity. There is only one other southern lot along this block; as a corner lot, this address the Princess highway, leaving the streetscape along Deering Street compromised with on-grade parking and blank facades.

Along the western lots to St Vincent Street, the built form is predominately characterised by single storey industrial developments. Generally, the built form within the study site is set back from the streets edge. Parking and storage forward of the façade line reduces the streetscape amenity. Adjacent lots along St Vincent Street are generally a combination of single and double story residential forms. Doe to the topographical change along this street front, the smaller lots sizes allows for a gradual stepping of built form relative to the land.

Built form opposite the study site is generally single storey residential dwellings along the west, with commercial built form opposite the study site to the south. The built form along Deering street opposite the study site is two storey and is built with minimal setback; it allows for passing traders and pedestrians along the street frontage.

7. Visual Impact Assessment

The Visual Assessment, as outlined in the methodology, will define four locations where views have been taken for the comparison of photomontages, followed by the comparison analysis. Photomontages will analyse the changes between the recommended building height as outlined in Atlas Urbans *Review of Building Heights Report* (11m) and the proposed building height (14m) to the study site. Key observations will be noted with an overall definition of the significance of impact along with a definition of the Streetscape Impact, and Visual Impact along with the Significance of overall impact for each location.

Site sections through the study site will assist in communicating indicative built forms within the building heights compared.

The four locations as shown in the below diagram have been ascertained by the Shoalhaven City Council and which may represent the following:

Location 1:
Location is on the corner of Narrawallee Street and Princes Highway
View toward the South-South West towards the study site
The identifying viewpoint from the entry (from the north) of Ulladulla township. This view from a distance shown the topographical change to the town which outlines the ability for the study site to be seen from this approach.

Location 2:
Location on the Corner of Green Street and Princess Highway.
View taken towards the South-South West towards the study site.
This view, with the Ulladulla Harbour behind, represents the main township streetscape. This view represents the typical streetscape identifiable to the town of Ulladulla. The view also defines the severity of the topography. This view shown that the study site is obstructed.

Location 3:
Location is on the corner of South Street and St Vincent Street.
View taken toward the South-South East towards the study site.
This location has the study site in its foreground and thus its most prominent view. This location is not on the main approach of the township and thus. Noting this, the topographical change is evident.

Location 4:
Location is on the corner of Parsons Street and the Princess Highway.
View taken toward the North-North West towards the study site.
The identifying viewpoint from the entry (from the south) of Ulladulla township. This view shown that the study site is obstructed.

7. Visual Impact Assessment

7.1 Location 1

Location is on the corner of Narrawallee Street and Princes Highway
View toward the South-South West towards the study site

Comparative Analysis

Existing Conditions

Recommended Building Heights

Proposed Building Heights

Existing height controls shown in grey.
Study site height controls:
11m
14m

Streetscape Impact

Small	Minor loss or alteration to one or more streetscape elements, features, or characteristics. The introduction, or increase, of mass that may be visible but not uncharacteristic within the existing streetscape. Change is likely to impact the value of the receptor (user).

Visual Impact

Medium	Occupiers of residential properties with long viewing periods, at a distance from or screened from the study site. Occasional users with glimpses of the study site within prominent view. Perceived value of the local characteristic and definition of the township's identity may be impacted (eg Iconic view from a tourist's perspective). Local community workers who's focus is predominantly on work but have an obscure view of the study site.

Significance of impact

	Streetscape Impact				
		Large	Moderate	Small	Negligible
Visual sensitivity	High	Major Significance	High Significance	Moderate Significance	Minor Significance
	Medium	High Significance	Moderate Significance	Minor Significance	Not Significant
	Low	Moderate Significance	Minor Significance	Not Significant	Not Significant
	Negligible	Minor Significance	Not Significant	Not Significant	Not Significant

Observations:

- The location of the view is prominent to the identity of Ulladulla. Due to the topographical change within the view from this location, the study site is visible form this distance.
- The difference between the recommended building height (11m) and the proposed building height (14m) is visible but not uncharacteristic of the area and thus there is a Small streetscape impact. In fact, the impact allows for a strong, consistent ridgeline to be identified; this could be interpreted as a positive impact.
- As the view from this location is significant for the identity of the township, the visual sensitivity is rated as Medium. This view is predominantly viewed over a short term by persons traveling into the township and the distance to the study site is extensive. Noting this, the prominence of the site is evident, and the proposed building height will define the height of the ridgeline of the township; thus, impacting the skyline for the receptor.
- The overall significance of the impact to this view is of Minor Significance due to the prominence of the view and impact that the proposed building height has on the ridgeline.

7. Visual Impact Assessment

7.2 Location 2

Location on the Corner of Green Street and Princess Highway.
View taken towards the South-South West towards the study site.

Comparative Analysis

Existing Conditions

Recommended Building Heights

Proposed Building Heights

Existing height controls shown in grey.
Study site height controls:
11m
14m

Streetscape Impact

Negligible	Almost imperceptible or no change as there is little or no loss or change to the built mass, features or characteristics of the streetscape. The existing streetscape quality is maintained but may be slightly at odds to the scale, landform, and pattern of the surrounding streetscape

Visual Impact

Negligible	Viewers from locations where there is screening by vegetation or structures where only occasional screened views are available and viewing times are short. Occasional users in vehicles that are passing through adjacent corridors to the study site and therefore have short term views. Occupiers value a balanced commercial and environmental outcome. Occasional users with limited, or no view of the study site in a prominent. Perceived value of the local characteristic and definition of the township's identity is not impacted (eg Iconic view from a tourist's perspective).

Significance of impact

	Streetscape Impact				
		Large	Moderate	Small	Negligible
Visual sensitivity	High	Major Significance	High Significance	Moderate Significance	Minor Significance
	Medium	High Significance	Moderate Significance	Minor Significance	Not Significant
	Low	Moderate Significance	Minor Significance	Not Significant	Not Significant
	Negligible	Minor Significance	Not Significant	Not Significant	Not Significant

Observations:

- Both the current building form and the indicative future development in the foreground of this view at this location will obscure all view to the study site. Both the recommended building height of 11m, or the proposed 14m building height will not be visible in this view.
- Although the location of the view is prominent to the identity of Ulladulla, the impact to streetscape is negligible, and the sensitivity to the user is negligible due to their being no visibility to the study site. The impact is therefore not significant.

7. Visual Impact Assessment

7.3 Location 3

Location is on the corner of South Street and St Vincent Street.
View taken toward the South-South East towards the study site

Comparative Analysis

Existing Conditions

Recommended Building Heights

Proposed Building Heights

Existing height controls shown in grey.
Study site height controls:
11m
14m

Streetscape Impact

Small	Minor loss or alteration to one or more streetscape elements, features, or characteristics. The introduction, or increase, of mass that may be visible but not uncharacteristic within the existing streetscape. Change is likely to impact the value of the receptor (user

Visual Impact

Low	Occupiers of residential properties with long viewing periods, at a distance from or screened from the study site. Occasional users in vehicles that are passing the study site and therefore have short term views. Local community workers who's focus is predominantly on work but have short term obscure view of the study site.

Significance of impact

	Streetscape Impact				
		Large	Moderate	Small	Negligible
Visual sensitivity	High	Major Significance	High Significance	Moderate Significance	Minor Significance
	Medium	High Significance	Moderate Significance	Minor Significance	Not Significant
	Low	Moderate Significance	Minor Significance	Not Significant	Not Significant
	Negligible	Minor Significance	Not Significant	Not Significant	Not Significant

Observations:

- The comparative study between the recommended building height (11m) and that which is proposed (14m) is noticeable but not uncharacteristic within the existing streetscape; thus of small impact.
- The streetscape currently does not provide a built edge to the corner in line with maximum building heights, nor minimum setback.
- The current streetscape does not formalise any vegetation zone to filter view into and from the study site.
- Due to the topographical change between the location of the view and the study site, the corner of South St and St Vincent Street is most prominent. The building height of 11m at this corner and tiering up to 14m closer to the ridge of the township provides a gradual increase in line with the topography.
- As this view is predominantly viewed over a short term the visual sensitivity is rated as low.
- The overall significance of impact is calculated as not significant as the visual and streetscape impact is consequently minor.

7. Visual Impact Assessment

7.4 Location 4

Location is on the corner of Parsons Street and the Princess Highway.
View taken toward the North-North West towards the study site.

Comparative Analysis

Existing Conditions

Recommended Building Heights

Proposed Building Heights

Existing height controls shown in grey.
Study site height controls:
11m
14m

Streetscape Impact

Negligible	Almost imperceptible or no change as there is little or no loss or change to the built mass, features or characteristics of the streetscape. The existing streetscape quality is maintained but may be slightly at odds to the scale, landform, and pattern of the surrounding streetscape

Visual Impact

Negligible	Viewers from locations where there is screening by vegetation or structures where only occasional screened views are available and viewing times are short. Occasional users in vehicles that are passing through adjacent corridors to the study site and therefore have short term views. Occupiers value a balanced commercial and environmental outcome. Occasional users with limited, or no view of the study site in a prominent. Perceived value of the local characteristic and definition of the township's identity is not impacted (eg Iconic view from a tourist's perspective).

Significance of impact

	Streetscape Impact				
		Large	Moderate	Small	Negligible
Visual sensitivity	High	Major Significance	High Significance	Moderate Significance	Minor Significance
	Medium	High Significance	Moderate Significance	Minor Significance	Not Significant
	Low	Moderate Significance	Minor Significance	Not Significant	Not Significant
	Negligible	Minor Significance	Not Significant	Not Significant	Not Significant

Observations:

- Both the indicative future development in the foreground of this view at this location will obscure all view to the study site. Both the recommended building height of 11m, and the proposed 14m building height will not be visible in this view.
- Although the location of the view is reasonable prominent to the identity of Ulladulla, the impact to streetscape is negligible, and the sensitivity to the user is negligible due to their being no visibility to the study site. The impact is therefore Not Significant.

8. Mitigation of impacts

The outcome from the Visual Impact Assessment have defined the below items to be considered to reduce the impact if Building height limits are increase form 11m to 14m to the study site:

- Defined planting strategy to be adopted to provide identity to the township and provide a formal streetscape strategy for the study site. Vegetation will assist in not only screening built form from the receptor but increase privacy for the user within the site.
- Encourage built form to be highly articulated to engage with the user and assist with reducing the risk of a monotonous streetscape. The street-facing façade should be encouraged to extend to the defined setback of the site yet provide relief at points to provide interest and articulation.
- Encourage pedestrian thoroughfares through the city block. A safe pedestrian route through the city block will assist in providing commercial opportunities throughout the block and assist with providing a more approachable streetscape. The pedestrian corridors need to extend the full depth of the city block; a masterplan could be developed to further define these routes. A generous pedestrian width should be determined to ensure a safe thoroughfare is created that prevents criminal or unsavoury behaviour.
- Further detailed study into the guidelines for the built character where the proposed maximum building steps in height along St Vincent Street. Due to the topographical change along St Vincent Street and the change in building height, the visibility of this step in height is visible from the north (Location 3). Articulating this form will have an impact on this view and thus a more detailed analysis could be beneficial.
- Encourage to maintain all other planning controls relevant to the study area.
- Encourage community consultation. Community feedback should be reviewed and incorporated where appropriate.

9. Visual impact Summary

The 'study site' has been assessed for the visual impact on an increase to the maximum building height. The 'study site' has a current recommended building height of 11m of which has been our base case for the purpose of this report. The proposed building height, as analysed in this report, of 14m would see the ridgeline of the township be extended to a common maximum building height.

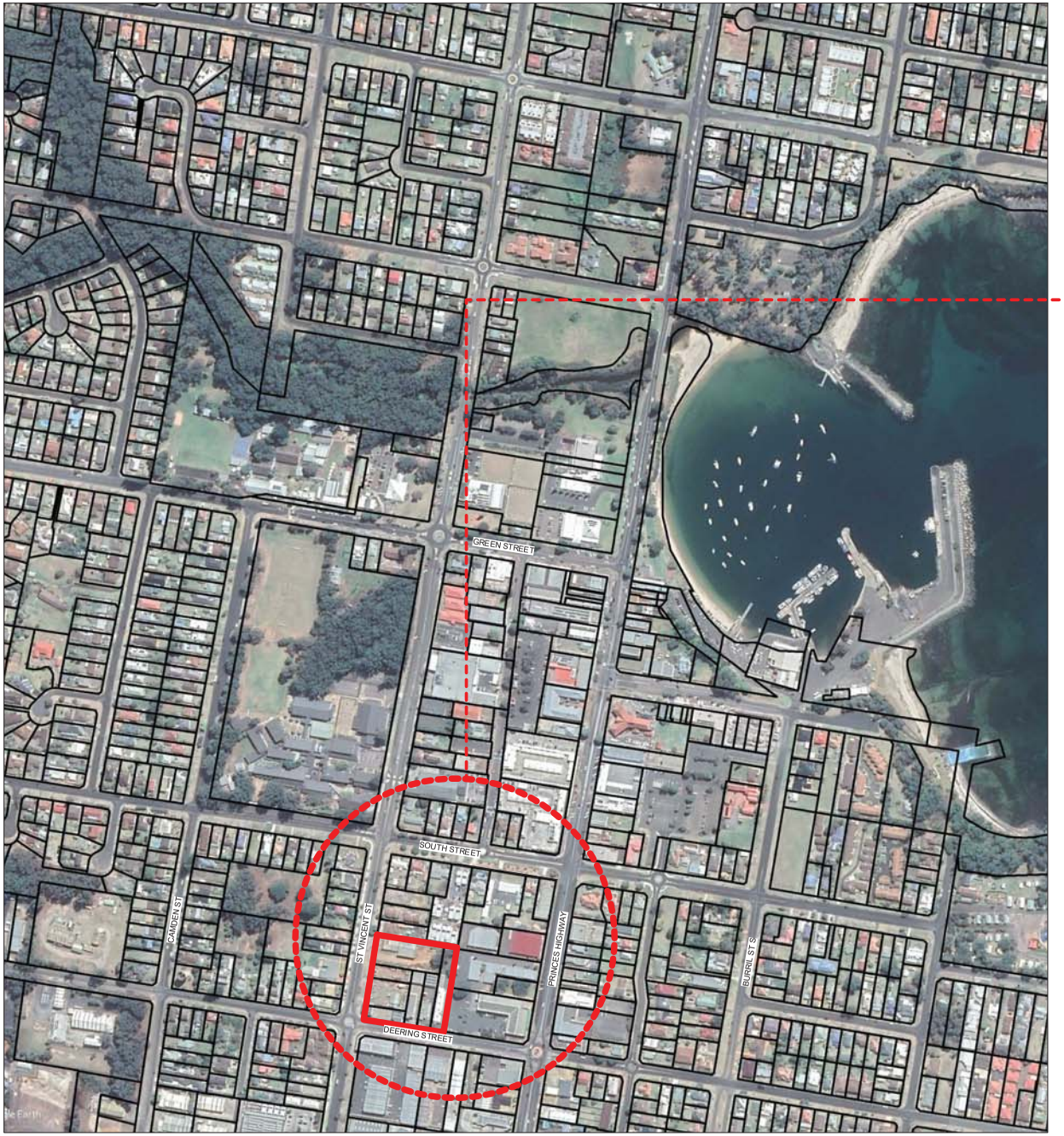
Through observation of the current conditions, analysis of the current guidelines, and a comparative study using photomontages, we have used professional judgement to analyse the impact of an increase in building height limits. Both the impact to streetscape and the sensitivity of the receptor (user) has influence the assessment. By defining each level of impact, we can articulate the type and severity of impact, thus able to determine an overall 'Significance of impact'.

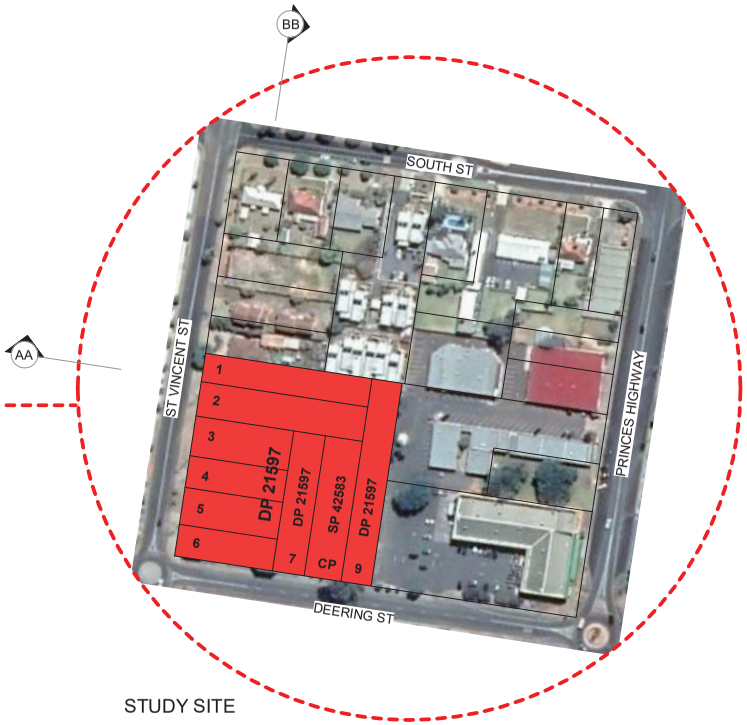
It should be noted that the current guidelines to all other planning controls should be maintained as this analysis predominantly focused on the building height limitations.

The significance of impact to all views from each location identified that the impact was either not significant, or of minor significance. Potential impacts are predominantly due to the prominence of the view, and the lack of a defined streetscape to help articulate and soften the current, and proposed building height. Through these, and other observations, we have propose items to reduce the potential of impact. These have been formed into recommendation to mitigate impact. We encourage these to be considered.

10. Definitions

Landscape value:	Areas of formally designated landscape that through national or local consensus, reflect the value placed by society on particular environments and/or their features.
SDEP:	Shoalhaven Development Control Plan (2014)
Sensitive visual Receptor:	Person and/or viewer group that will experience and impact
SLEP:	Shoalhaven Local Environmental Plan (2014)
Streetscape Impact:	Changes in the appearance in the streetscape or in the composition of the available view of the street including built form and landscape.
VIA:	Visual Impact Assessment
Visual Amenity:	The value of a particular area or view in terms of what is seen
Visual Impact:	Changes in the appearance in the landscape or in the composition of available views as a result of development, to peoples responses to these changes, and to the overall impacts in regard to visual amenity. This can be positive (ie. Beneficial or an improvement) or negative (ie. Adverse or a detraction).





STUDY SITE

VIEW LOCATIONS

VISUAL ASSESSMENT

COMPARATIVE STUDY BETWEEN 11M AND 14M BUILDING HEIGHT

Project:

116-118 ST VINCENT STREET ULLADULLA

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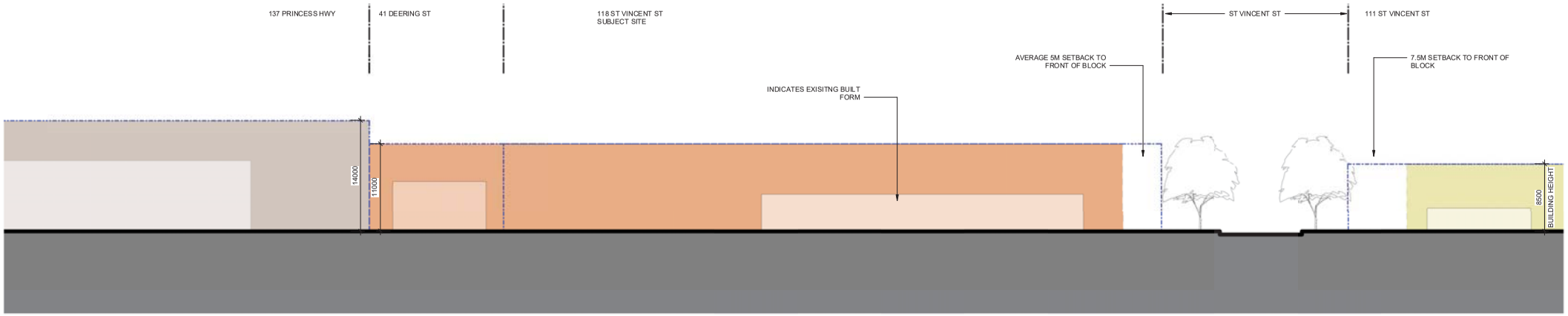
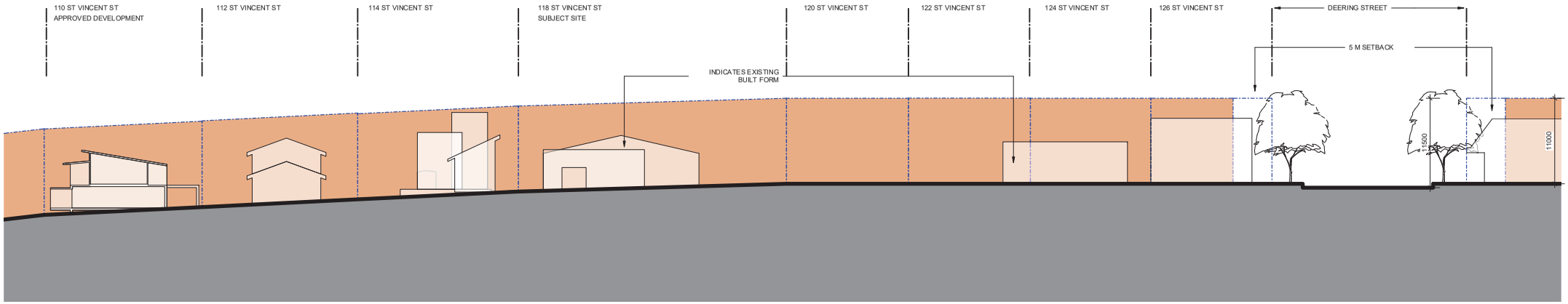


SECTION AA - 11M

SCALE 1 : 250



SECTION BB - 11M

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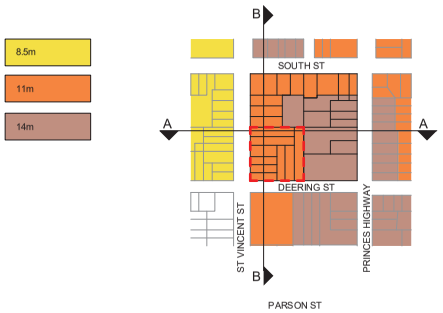

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SECTIONS - APPROVED BUILDING HEIGHT - 11M

Scale:

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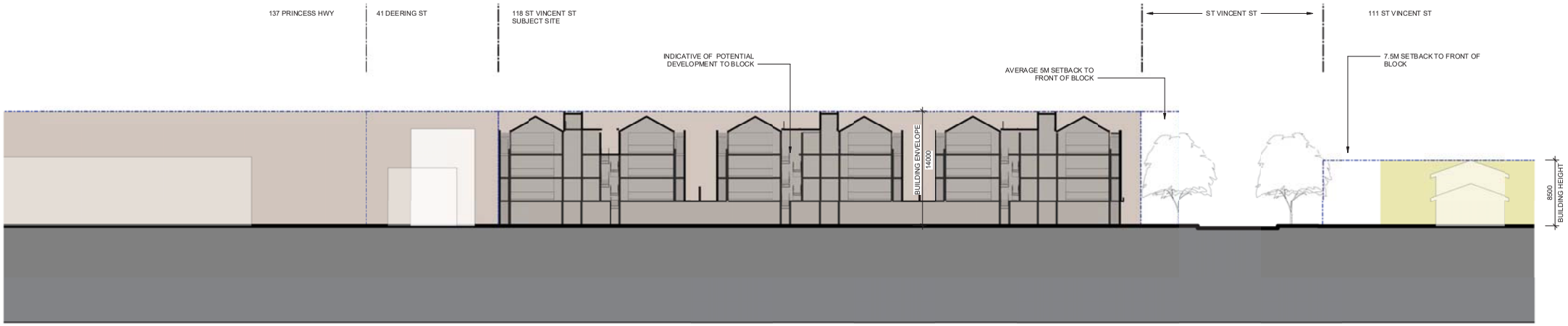

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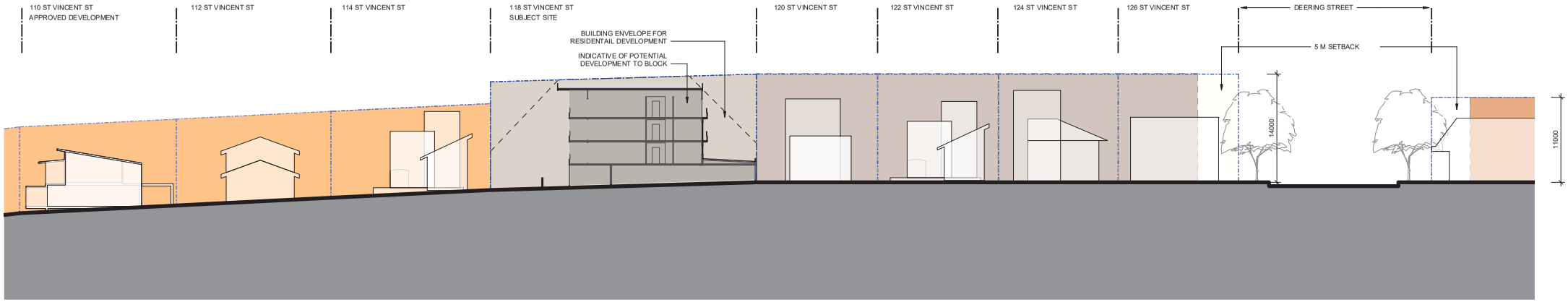

SECTION BB - 14M

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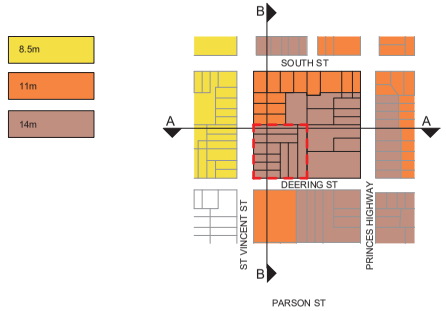

Project:

116-118 ST VINCENT STREET ULLADULLA

Drawing Title:

SECTIONS - PROPOSED BUILDING HEIGHT - 14M

Scale:

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EXISTING CONDITIONS

EXISTING HEIGHT CONTROLS SHOWN IN GREY
EXISTING HEIGHT CONTROLS TO STUDY AREA
11m HEIGHT SHOWN IN ORANGE, 14m HEIGHT SHOWN IN BROWN

14M HEIGHT LIMIT TO STUDY AREA SHOWN IN BROWN

LOCATION VIEW 1

LOCATION

INDICATIVE VIEW FROM CNR NURRAWALLEE STREET AND PRINCES HIGHWAY SSW

OBSERVATION

THE SITE IS VISABLE, ALBEIT BEHIND THE TREESCAPE FROM THIS PERSPECTIVE.

THE BUILDING ENVELOPE, AT BOTH 11M AND 14M ARE OBSTRUCTED, BUT VISIBLE FROM THIS PERSPECTIVE.

Project:

116-118 ST VINCENT STREET ULLADULLA

Drawing Title:

VIEW 1

Scale:

NTS

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EXISTING CONDITIONS

11M HEIGHT CONTROLS TO STUDY AREA SHOWN IN ORANGE

14M HEIGHT LIMIT TO STUDY AREA SHOWN IN BROWN

VIEW LOCATION

LOCATION VIEW 2

LOCATION

INDICATIVE VIEW FROM CNR GREEN STREET AND PRINCES HIGHWAY SSW

OBSERVATION

THE SITE IS NOT VISIBLE FROM THIS PERSPECTIVE.

THE BUILDING ENVELOPE, AT BOTH THE 11M AND 14M HEIGHT, ARE NOT VISIBLE FROM THIS PERSPECTIVE.

Project:

116-118 ST VINCENT STREET ULLADULLA

Drawing Title:

VIEW 2

Scale:

NTS

Date:

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EXISTING CONDITIONS

11M HEIGHT CONTROLS TO STUDY AREA SHOWN IN ORANGE

14M HEIGHT CONTROLS TO STUDY AREA SHOWN IN BROWN

LOCATION VIEW 3

LOCATION

INDICATIVE VIEW FROM CNR SOUTH STREET AND ST VINCENT STREET SSE

OBSERVATION

THE SITE IS VISIBLE FROM THIS PERSPECTIVE.

THE BUILDING ENVELOPE, AT BOTH THE 11M AND 14M HEIGHT, ARE VISIBLE FROM THIS PERSEPCTIVE.

Project:

116-118 ST VINCENT STREET ULLADULLA

Drawing Title:

VIEW 3

Scale:

NTS

Date:

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EXISTING CONDITIONS

EXISTING STUDY AREA HEIGHT CONTROLS SHOWN
11M IN ORANGE, 14M IN BROWN

14M HEIGHT LIMIT TO STUDY AREA SHOWN IN BROWN

VIEW LOCATION

LOCATION VIEW 4

LOCATION

INDICATIVE VIEW FROM CNR PARSON STREET AND PRINCES HIGHWAY NNW

OBSERVATION

THE SITE IS NOT VISIBLE FROM THIS PERSPECTIVE.

THE BUILDING ENVELOPE, AT BOTH THE 11M AND 14M HEIGHT, ARE NOT VISIBLE FROM THIS PERSPECTIVE.

Project:

116-118 ST VINCENT STREET ULLADULLA

Drawing Title:

VIEW 4

Scale:

NTS

Date:

24TH MAY 2019

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