VIEW IMPACT STUDY

Introduction

This View Impact Study is submitted as supporting documentation for a Development Application prepared by Urbis and should be read in conjunction with this and it's appendices. The Development Application seeks approval for the construction of a mixed use building comprising two towers over a podium base on behalf of Mirvac.

This study seeks to examine and assess the views impacted by the proposed development as described within the Development Application.

Background

View impacts were considered as a part of the rezoning concept plan that was presented to and endorsed by Lane Cove Council and the Department of Planning & Envrionment. The current proposed mixed use building is consistent with the approved LEP maps and associated site specific DCP; this includes orientating the proposed tower elements to provide for a view corridor across the subject site.

The Abode is a residential building located directly to the north of the subject site. As water and City views are located to the south of the Abode, this building is likely to be most impacted with regard to views. For this reason a view impact Study has been undertaken to illustrate the future view corridors that will be available to Abode residents.

Location

The proposed Development Application seeks to facilitate the redevelopment of 472 & 486 Pacific Highway St Leonards.

472 & 486 Pacific Highway St Leonards is located on the southern side of the Pacific Highway and at the south-eastern gateway to St Leonards. It is bounded by the Pacific Highway to the northeast, Friedlander Place to the northwest, Nicholson Street to the southwest, and existing commercial development to the southeast. The site contains two existing buildings; 472 Pacific Highway, Lot 1 DP628513, is a 6 storey commercial building and 486 Pacific Highway, SP73071, is a 6 storey strata titled commercial building.

Methodology

The view impact study contained within this report has been produced by Urbis and Sissons Architects using Microstation (proposed built form), SketchUp (surrounding built environment), and Google Earth (3D city model of Sydney CBD and broader metropolitan area).

The view studies contained within this report are accurate to the implied limits of the supplied base information. Urbis does not accept responsibility for the accuracy of this base information.

A comparison of view lines from the Abode made available by the proposed mixed use scheme has, for the purpose of this assessment, been made against the building envelope for a commercial building that would have been permissible on the subject site prior to gazettal at Lane Cove LEP amendment

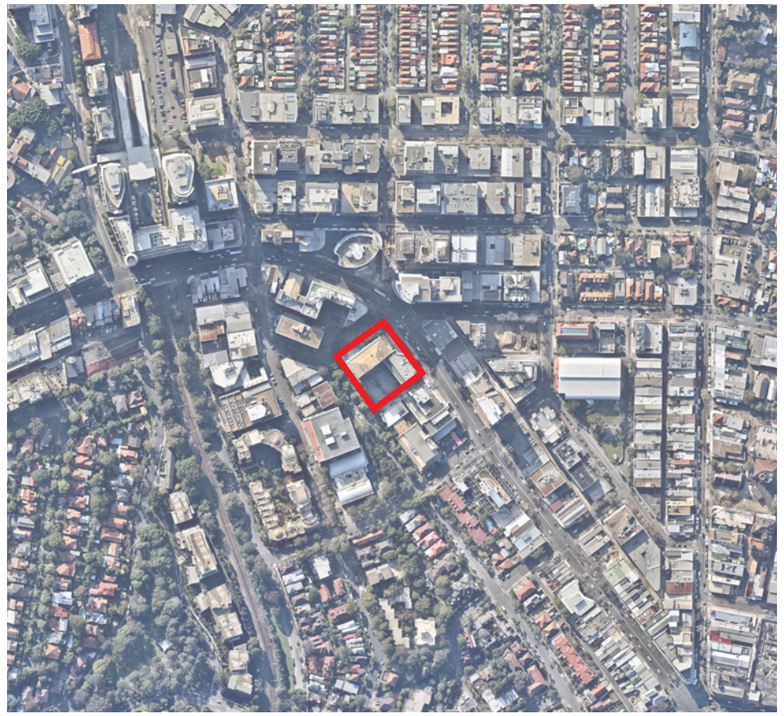


Figure 1: Subject Site Location Source: Nearmap

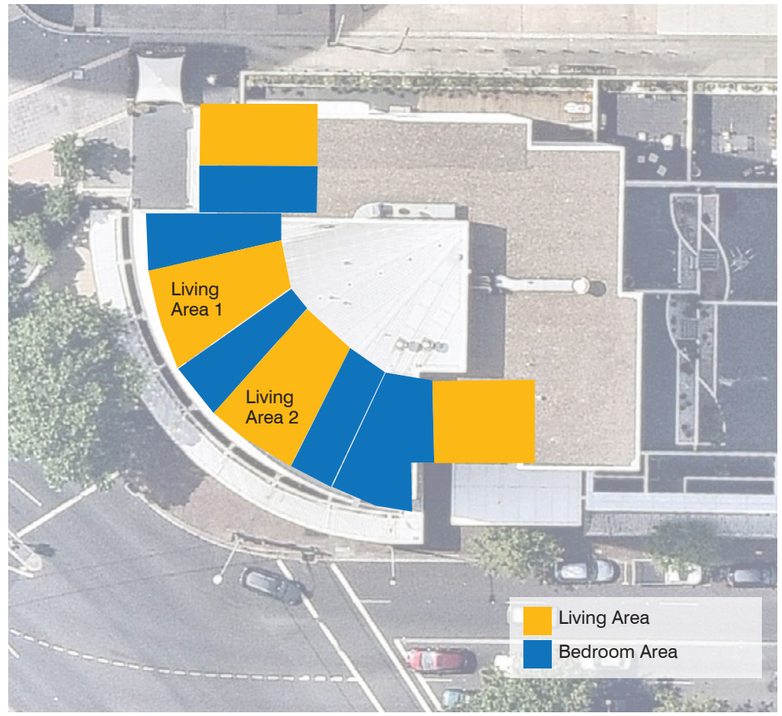


Figure 2: Approximate location of living areas and bedroom areas within The Abode

Figure 3: Indicative Precinct View to Sydney CBD and Parramatta River from approximately 60m above the subject site

no. 18 and associated DCP. It is acknowledged that the current building on 472 & 486 Pacific Highway, at approximately 36 metres in height, is significantly lower than what was previously allowable on the site and therefore has allowed nearby residents an improved access to views than what might not have been available had the site been redeveloped for commercial purposes.

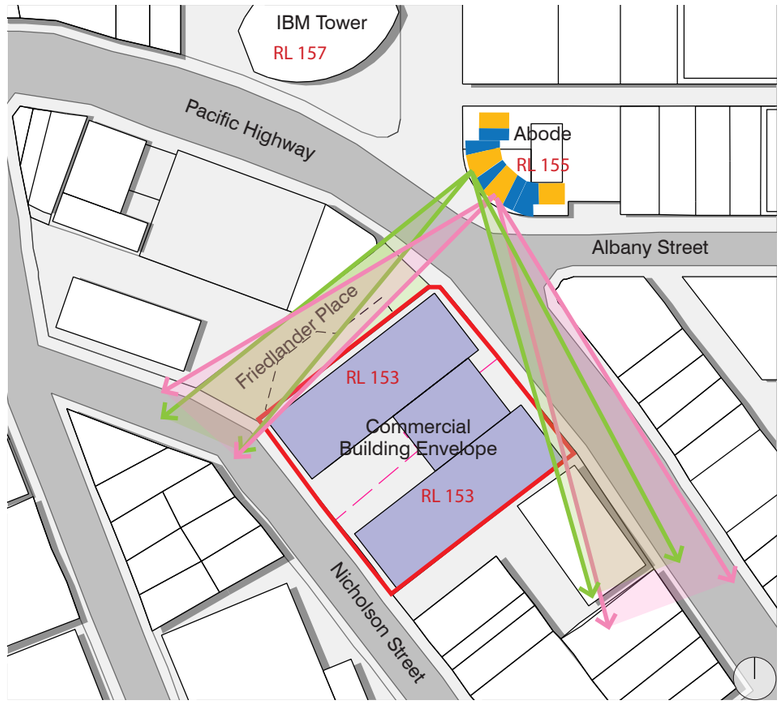
Previous Regulatory Controls

Prior to gazettal at Lane Cove LEP Amendment no.18 and DCP amendment which introduced the current height and building envelope controls for 472 & 486 Pacific Highway, the permissible building envelope for the subject site allowed for a building that could be 65 metres (RL 153) in height. The Abode building is approximately 60 metres (RL 155) in height. As can be seen in Figure 4 and Figures 10, 12, 14, 19, 21, and 23, the previous permissible building envelope would preclude any views across the subject site for most all of the levels and dwellings within the Abode building.

Current Lane Cove Council LEP, associated DCP and proposed built form

The proposed mixed use building and associated tower elements are consistent with the current Lane Cove Council LEP and DCP development regulations, which were gazetted on 15 May 2015 (Amendment 18).

The proposed mixed use building and associated tower elements provide for a better built form outcome with regard to view sharing than what was permissible under the site's previous LEP and DCP standards that controled the site's redevelopment. (Refer to Figures 5 and 9, 11, 13, 18, 20, and 22.)



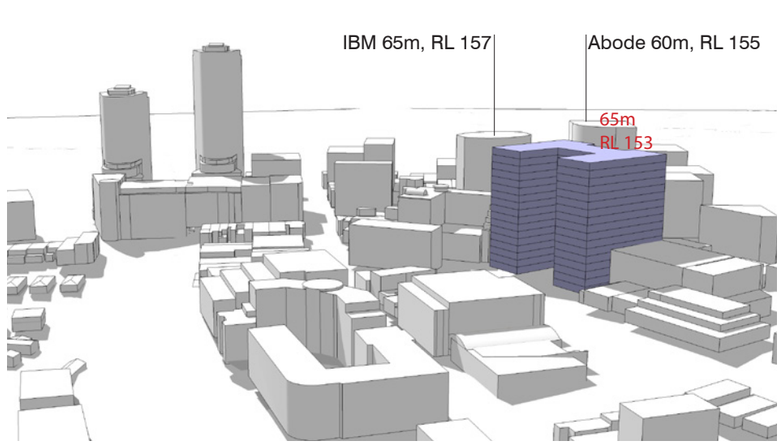
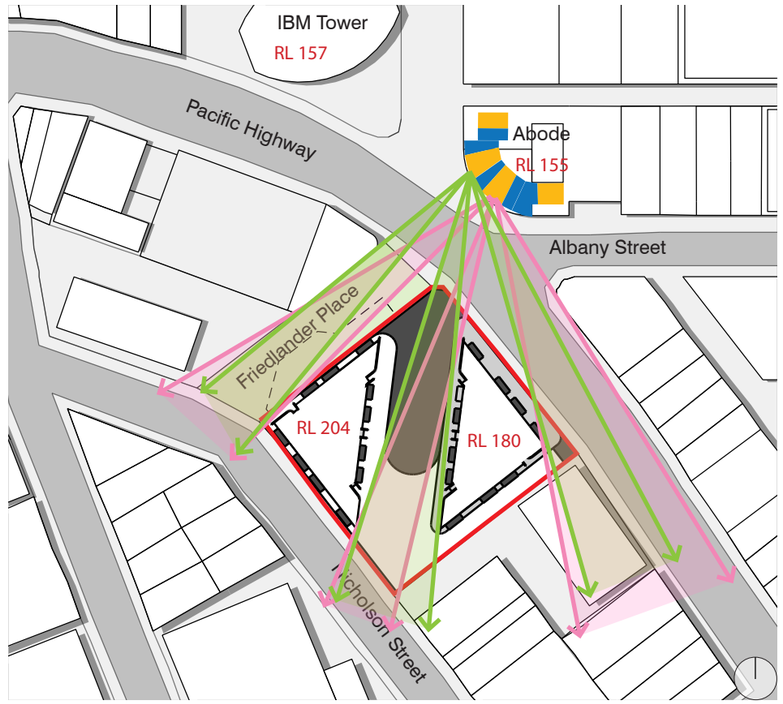


Figure 4: Permissible built form envelope (in blue) under previous LEP controls and DCP provisions



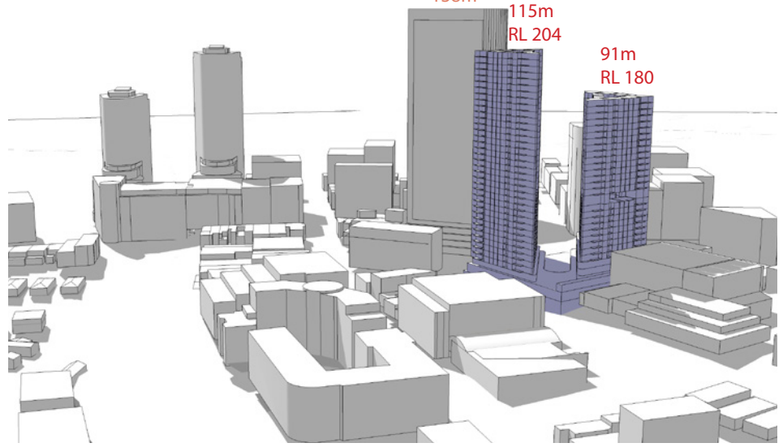
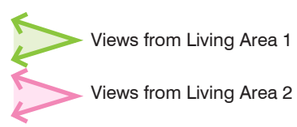


Figure 5: Proposed built form (in blue) under current LEP controls and Site Specific DCP provisions



View Impact Assessment

In order to assess the impact on views that would have been available to living areas at the Abode RFB by a complying commercial scheme under the provisions LEP and DCP provisions, view modelling has been undertaken as follows:

- Levels 9, 12 and 19 from living area 1 (on western façade of Abode)
- Levels 9, 12 and 19 from living area 2 (on southernwestern façade of Abode)

Modelling has not been under taken from the other living areas on the northern or southern side of the building.

Views from Abode: Living Area 1

The diagrams to the right illustrate indicative view corridors from the Abode: Living Area 1 across the subject site. Figure 6 illustrates the permissible building envelope under the previous LEP and DCP for the site allowed for a building, which would preclude any views across the subject site for most all of the levels and dwellings within the Abode building. Figures 7 and 8 illustrate the increased view permiability provided by the proposed built form.

The finished floor level of the top of the Abode is approximately RL 155. Indicative views were taken from three different level locations from living area 1 located on the southwestern facade of the Abode;

- RL 118 - approximately the 9th storey
- RL 128 - approximately the 12th storey
- RL 148 - approximately the 19th storey

As can be seen in Figures 9, 11, and 13, the proposed building allows for significant axial through-site views, creating a strong urban experience.

The proposed building is consistent with the gazetted LEP, DCP and concept plan that is applicable to the subject site.

Figure 6: Indicative view corridors across subject site with Permissible 65m Commercial Building Envelope under the previous LEP and DCP

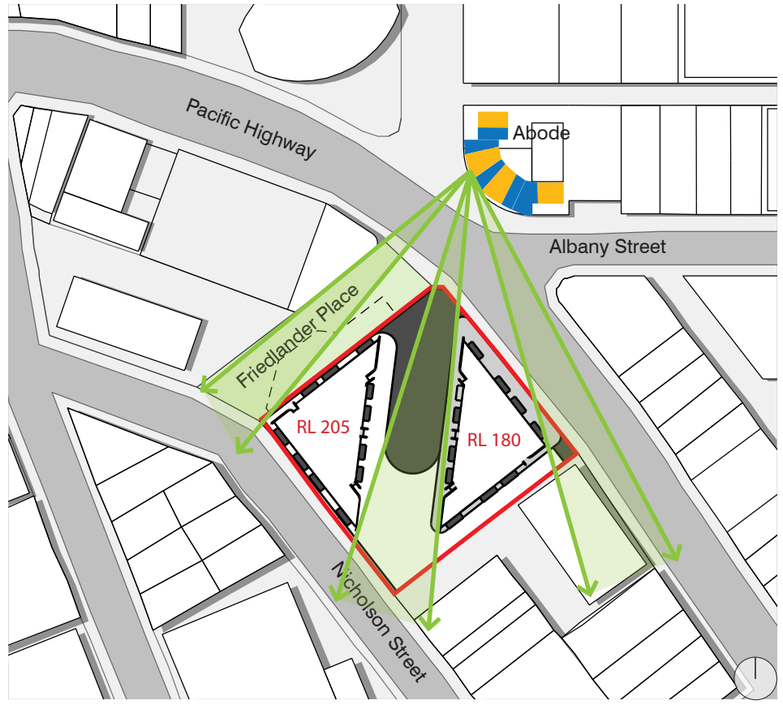


Figure 7: Indicative view corridors across subject site

Views from Living Area 1

Figure 8: Indicative view corridors across subject site.

Views from Abode Living Area 1 with Proposed Mixed Use Building

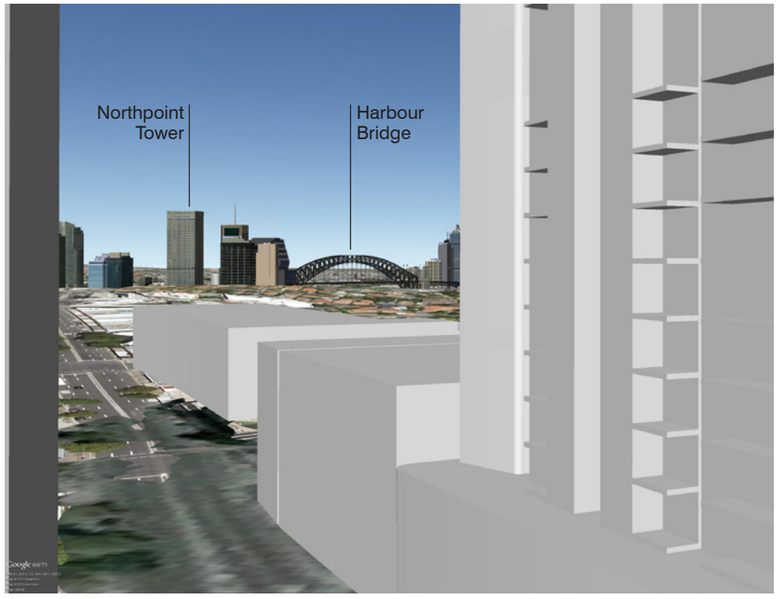
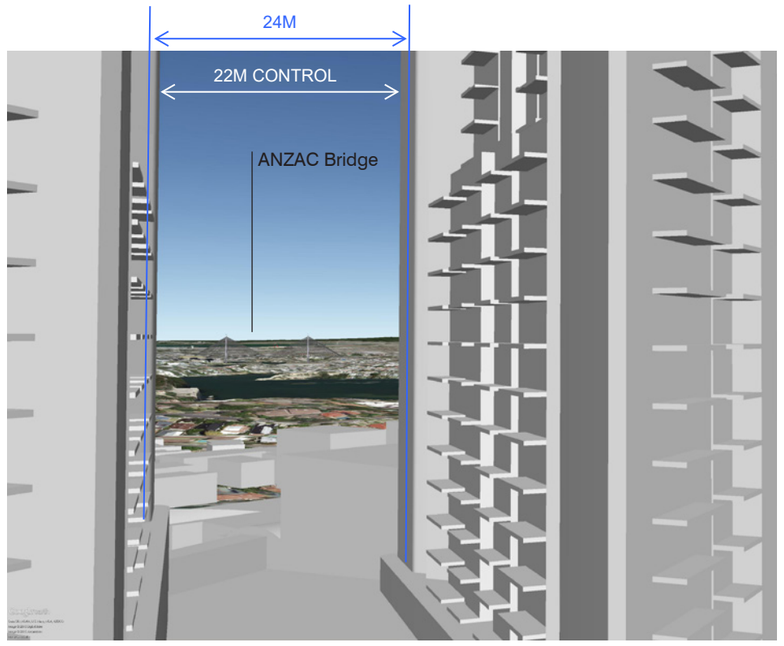


Figure 9: Views from Abode at RL 118 - approximately the 9th storey



LEVEL 03-14: 22M separation balcony to balcony;
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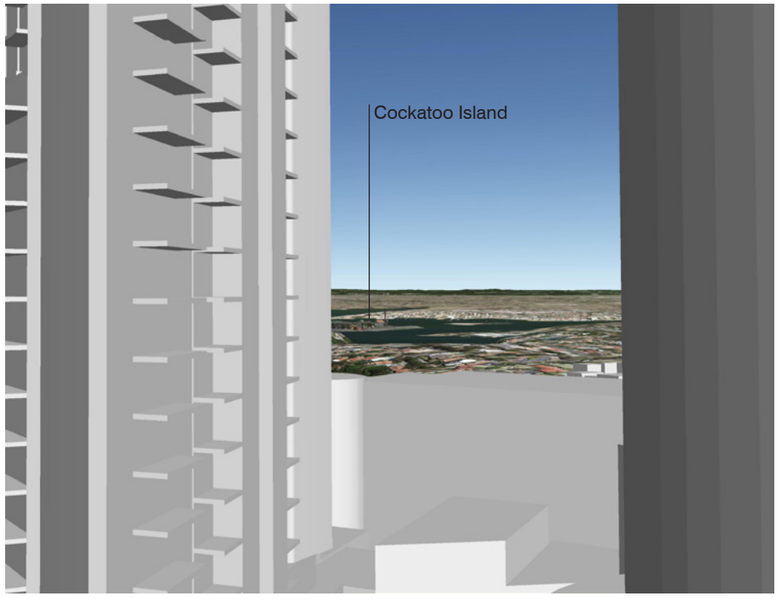


Views from Abode Living Area 1 with Permissible 65m Commercial Building Envelope under the previous LEP 2009

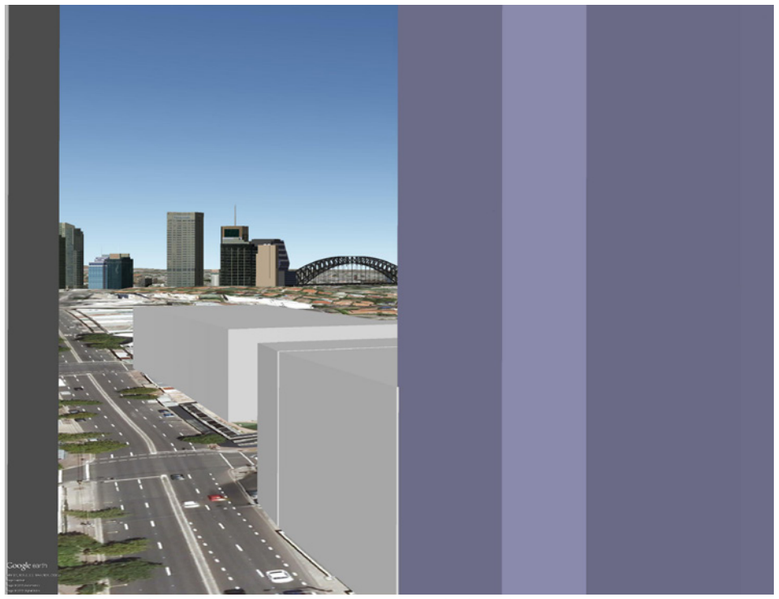
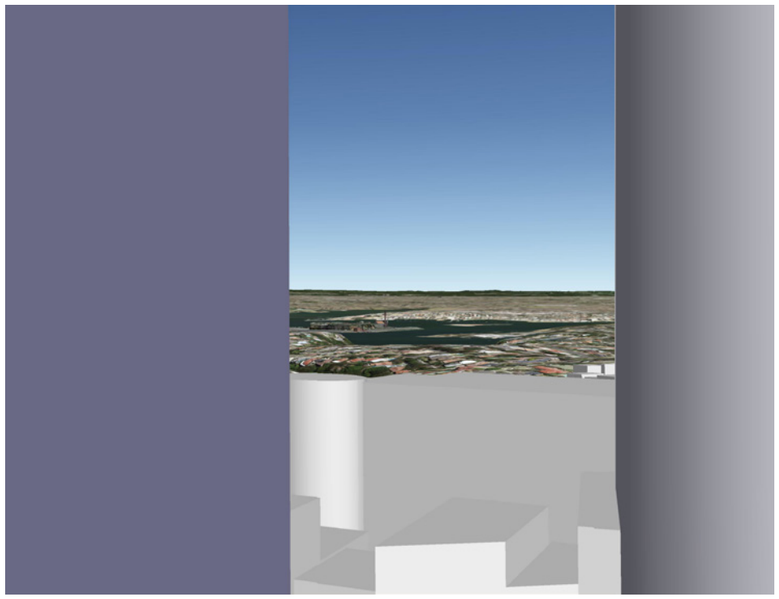


Figure 10: Views from Abode at RL 118 - approximately the 9th storey



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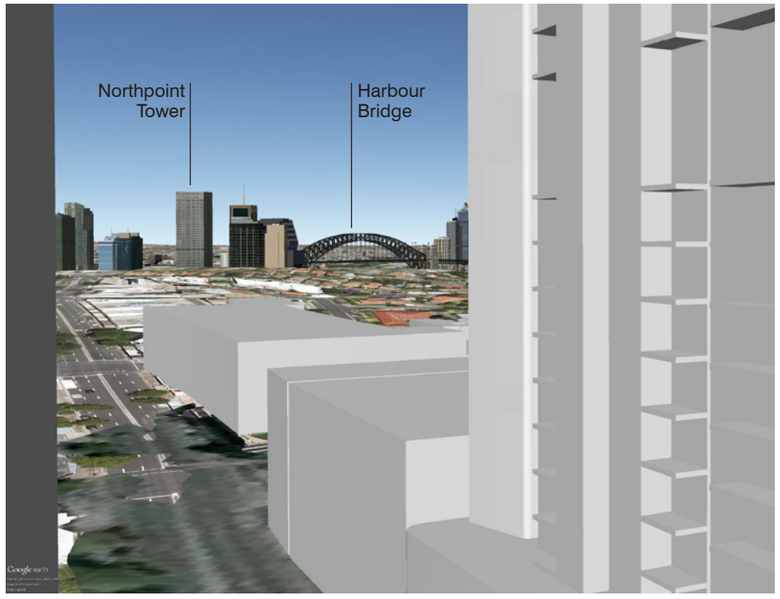
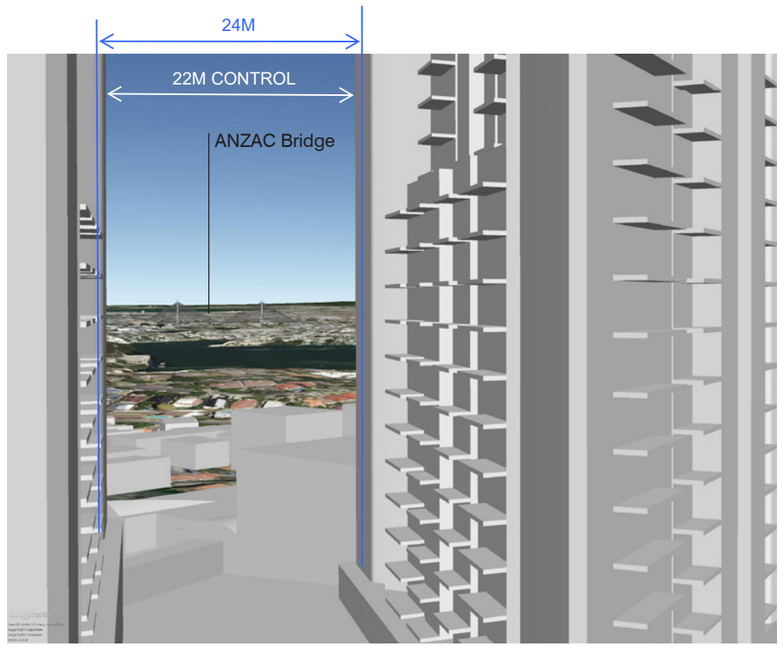


Figure 11: Views from Abode at RL 128 - approximately the 12th storey



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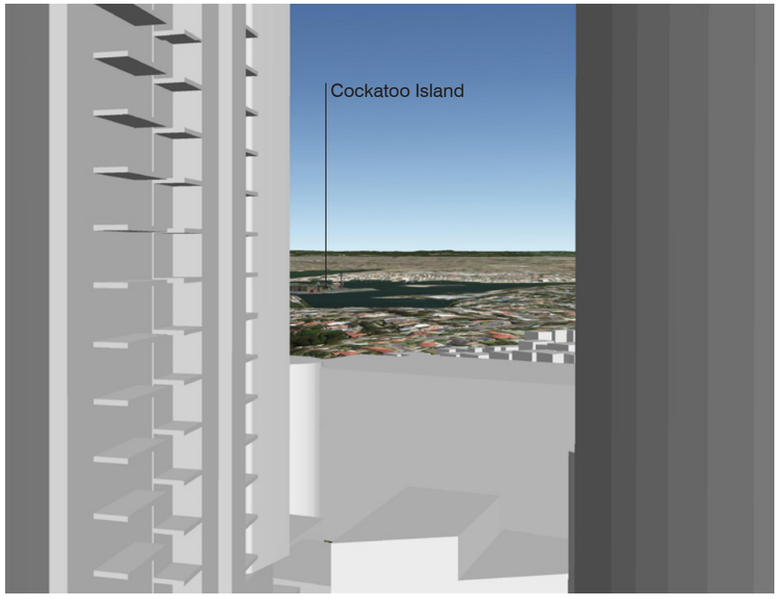


Views from Abode Living Area 1 with Permissible 65m Commercial Building Envelope under the previous LEP 2009

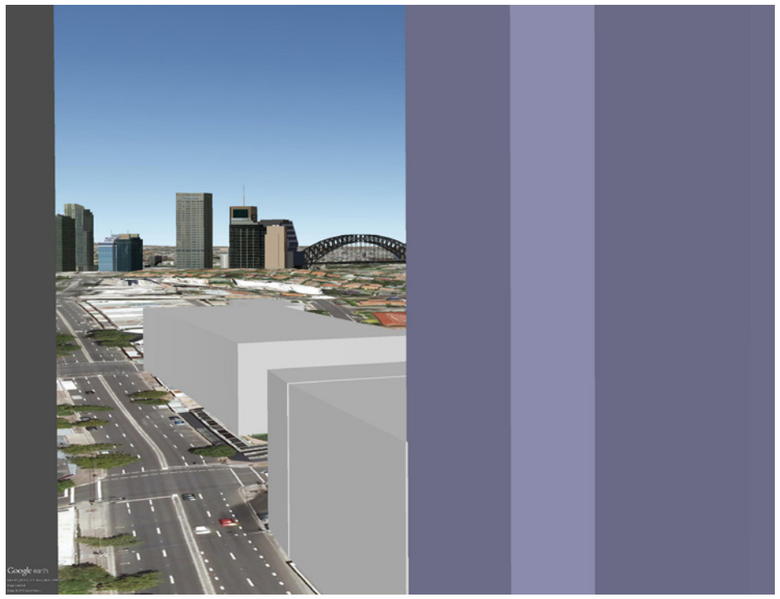
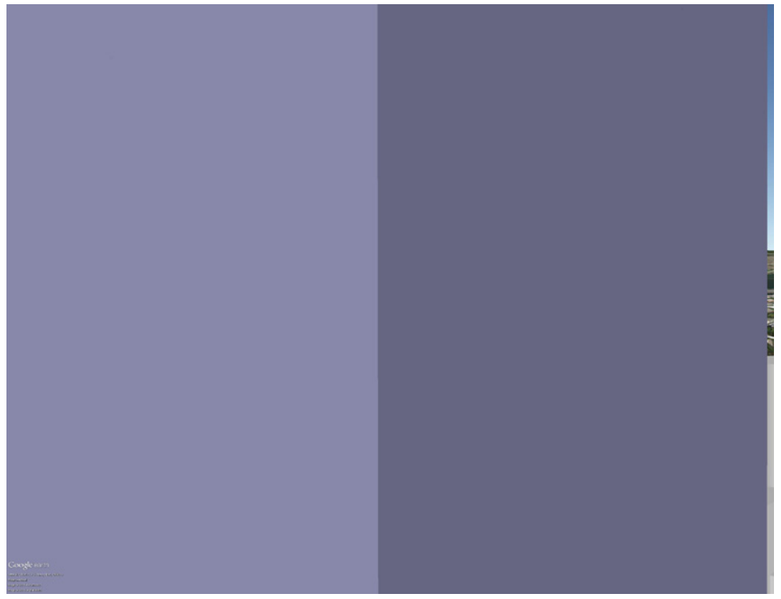
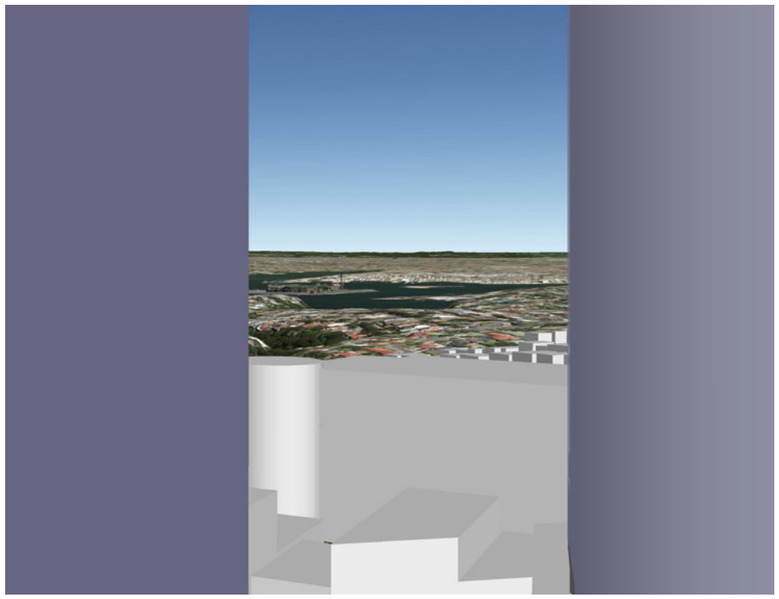


Figure 12: Views from Abode at RL 128 - approximately the 12th storey





Views from Abode Living Area 1 with Proposed Mixed Use Building

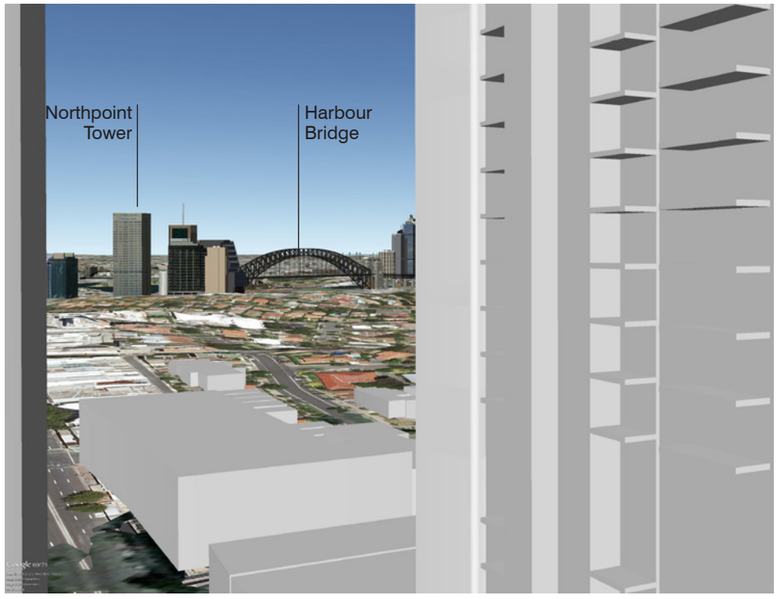
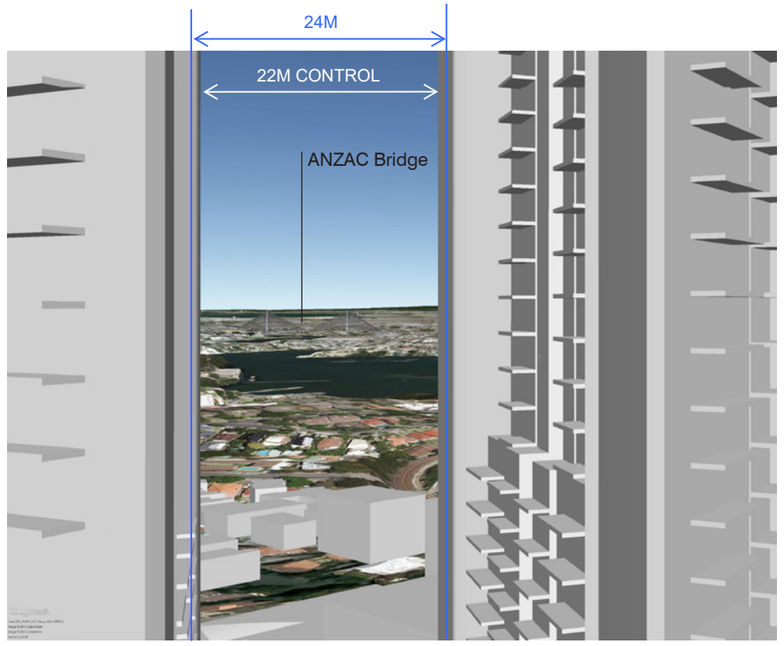


Figure 13: Views from Abode at RL 148 - approximately the 19th storey



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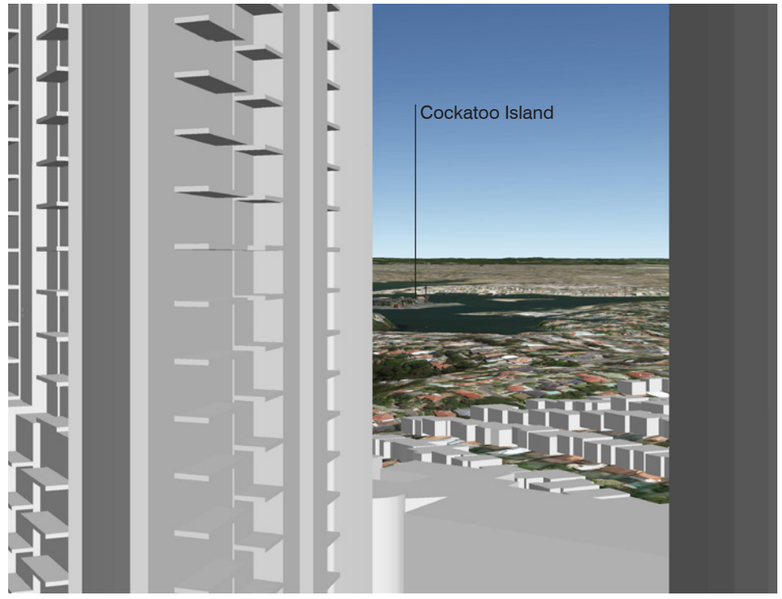


Views from Abode Living Area 1 with Permissible 65m Commercial Building Envelope under the previous LEP 2009

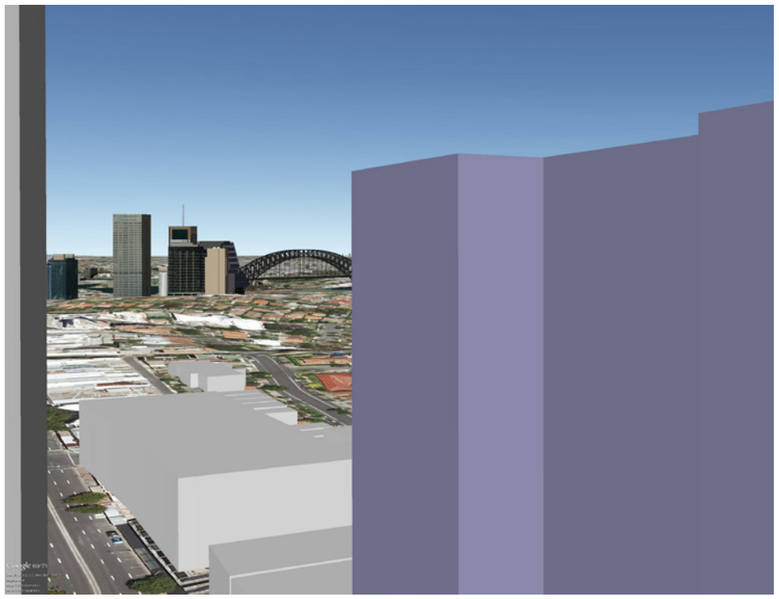
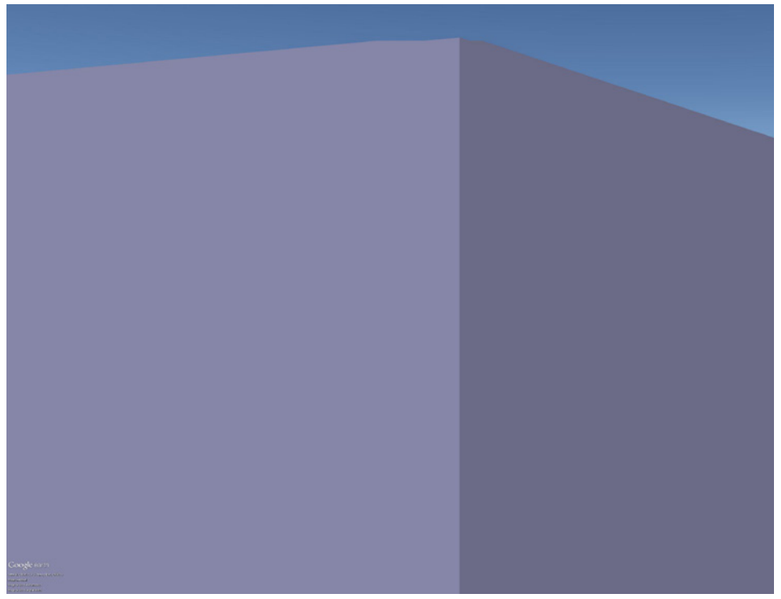
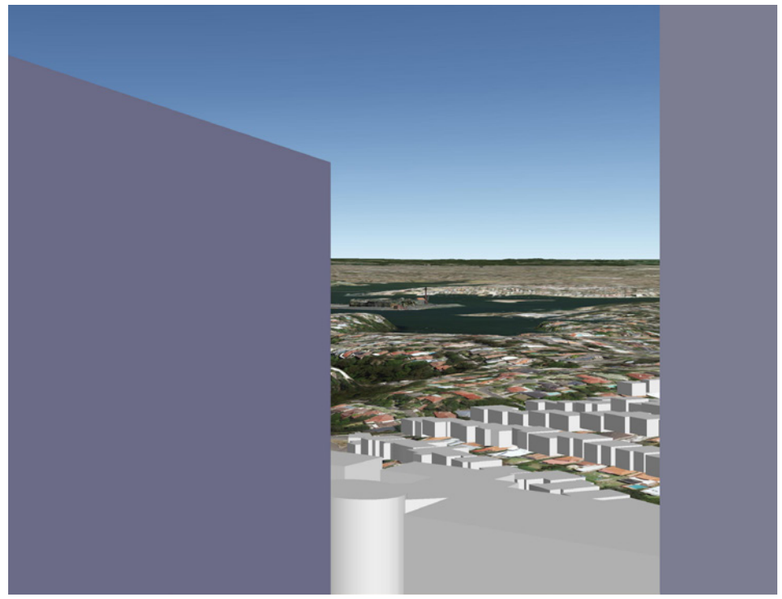


Figure 14: Views from Abode at RL 148 - approximately the 19th storey





Views from Abode: Living Area 2

The diagrams to the right illustrate indicative view corridors from the Abode: Living Area 2 across the subject site. Figure 15 illustrates the permissible building envelope under the previous LEP and DCP for the site allowed for a building, which would preclude any views across the subject site for most all of the levels and dwellings within the Abode building. Figures 16 and 17 illustrate the increased view permiability provided by the proposed built form.

The finish floor level of the top of the Abode is approximately RL 155. Indicative views were taken from three different level locations from living area 2 located on the southwestern facade of the Abode;

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As can be seen in Figures 18, 20, and 22, the proposed building allows for significant axial through-site views, creating a strong urban experience.

The proposed building is consistent with the gazetted LEP, DCP and concept plan that is applicable to the subject site.

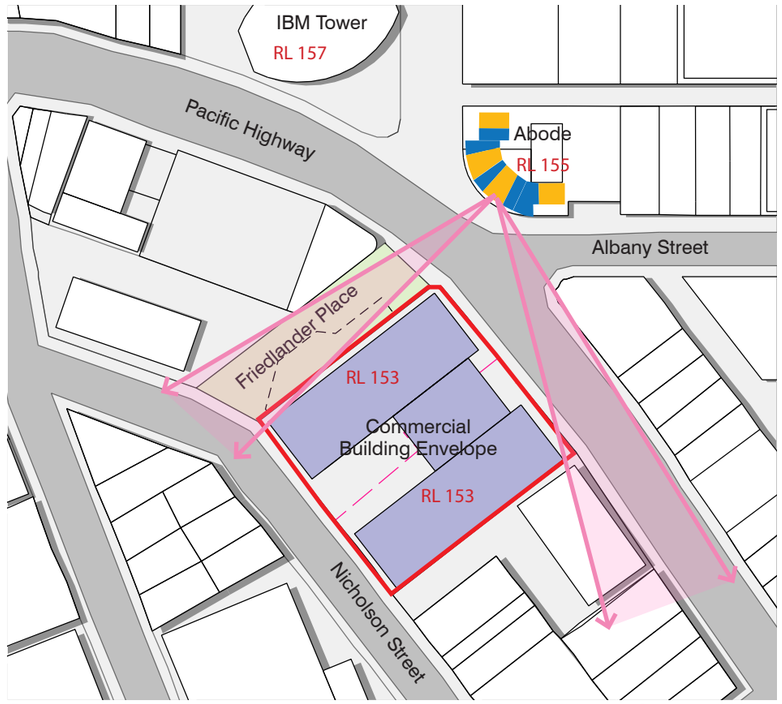


Figure 15: Indicative view corridors across subject site with Permissible 65m Commercial Building Envelope under the previous LEP and DCP

Views from Living Area 2

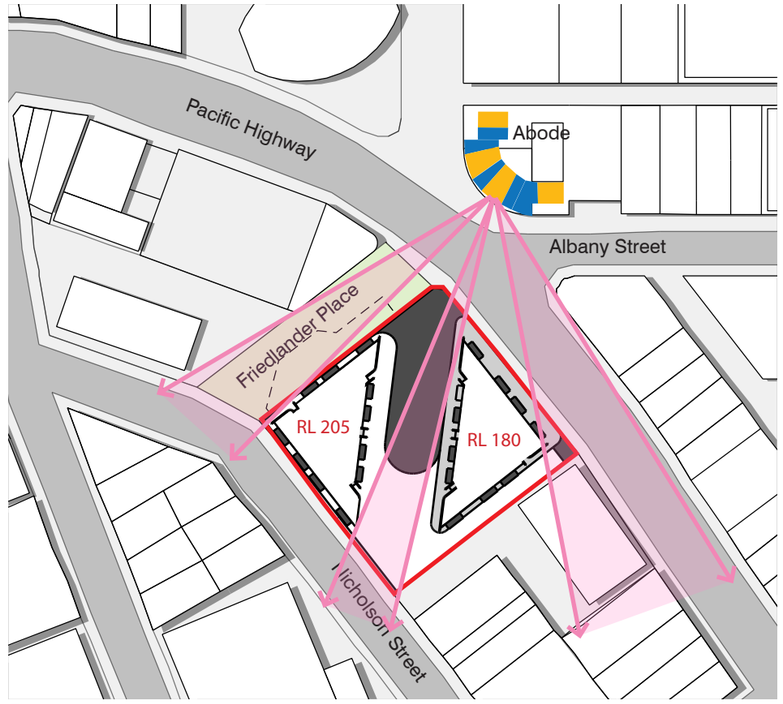


Figure 16: Indicative view corridors across subject site

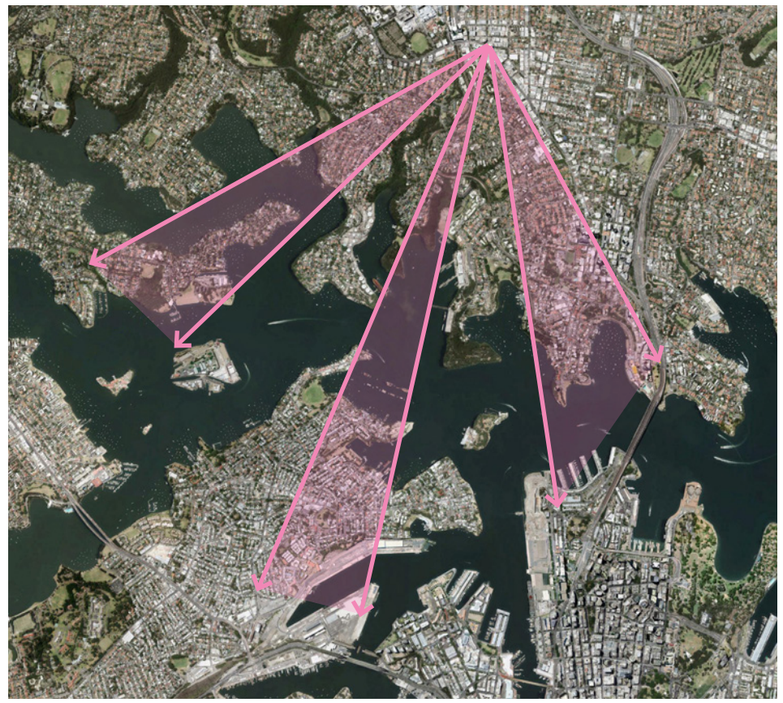


Figure 17: Indicative view corridors across subject site

Views from Abode Living Area 2 with Proposed Mixed Use Building

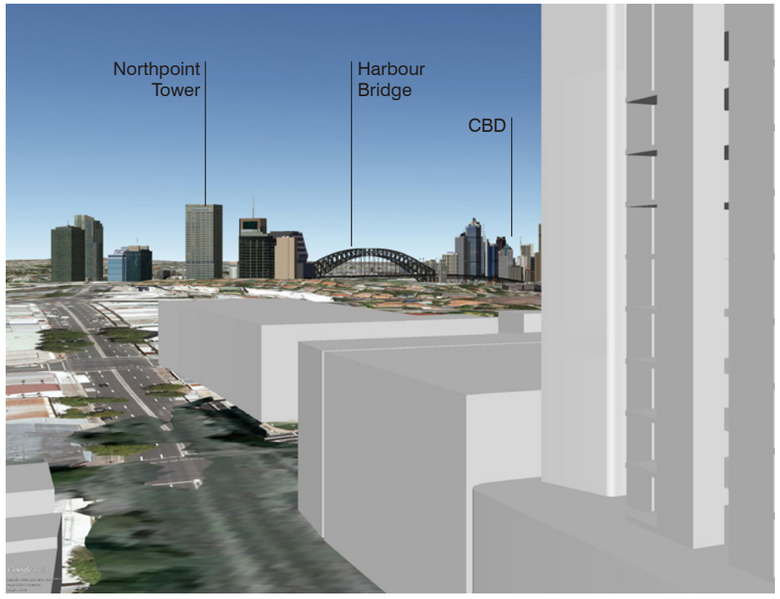
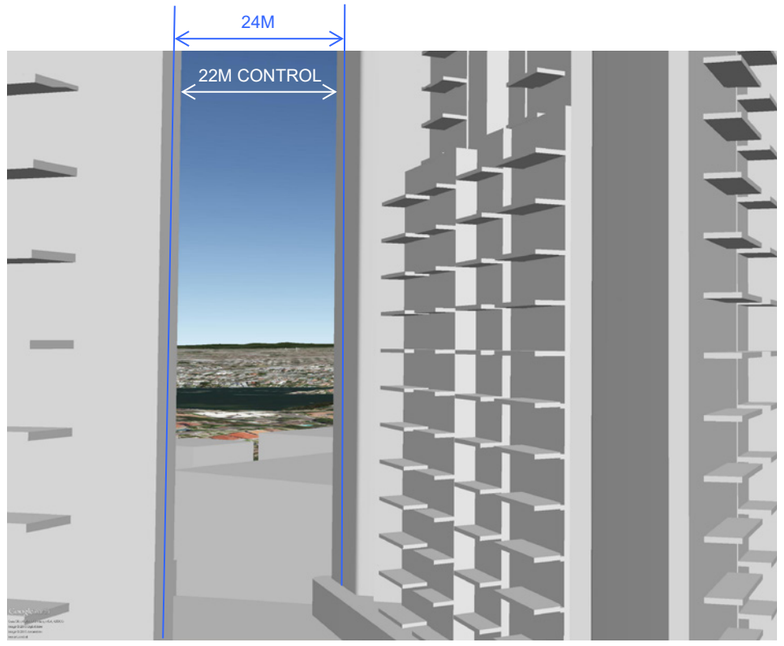


Figure 18: View from Abode at RL 118 - approximately the 9th storey



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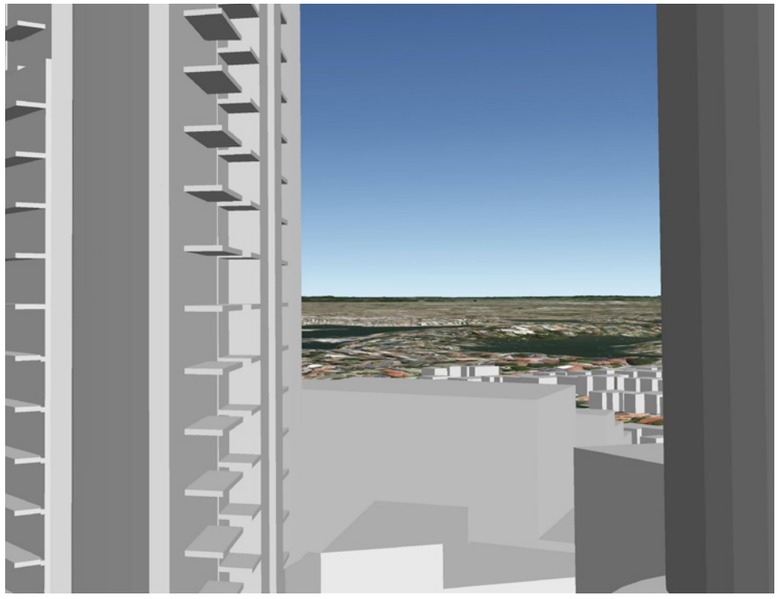


Views from Abode Living Area 2 with Permissible 65m Commercial Building Envelope under the previous LEP 2009

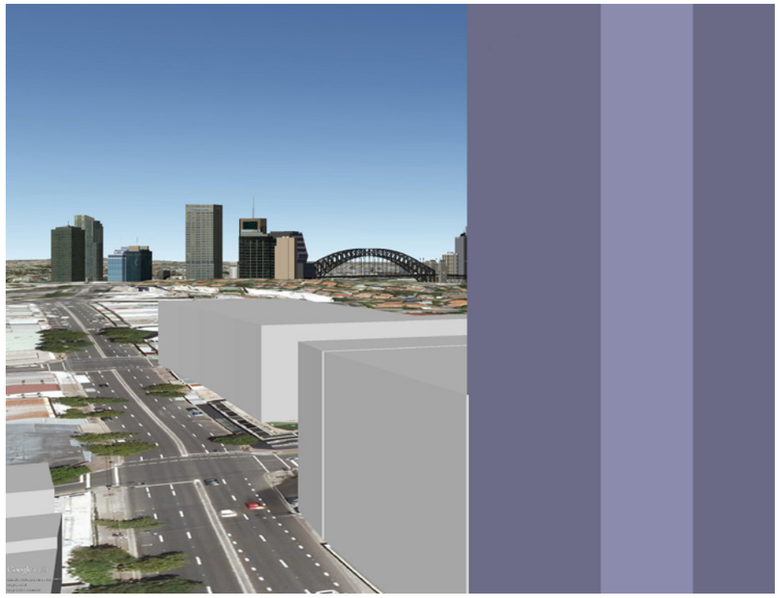
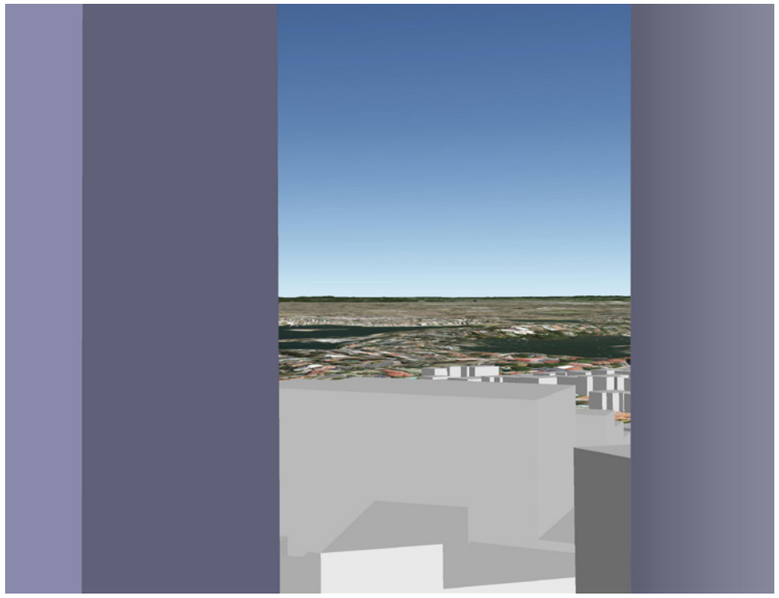


Figure 19: View from Abode at RL 118 - approximately the 9th storey



Views from Abode Living Area 2 with Proposed Mixed Use Building

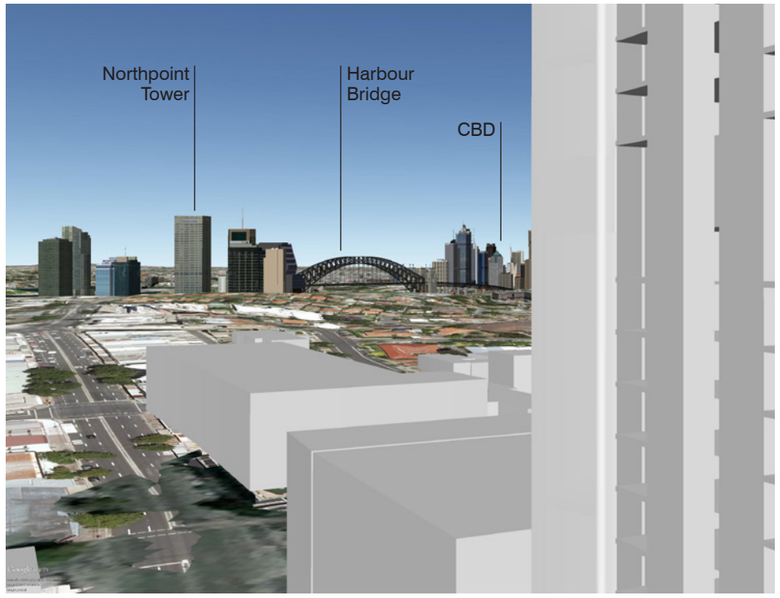
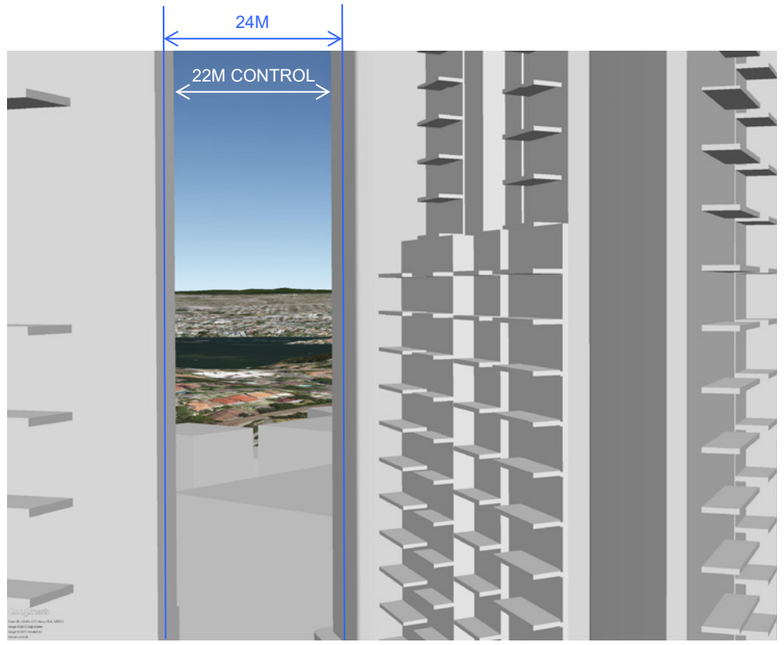


Figure 20: View from Abode at RL 128 - approximately the 12th storey



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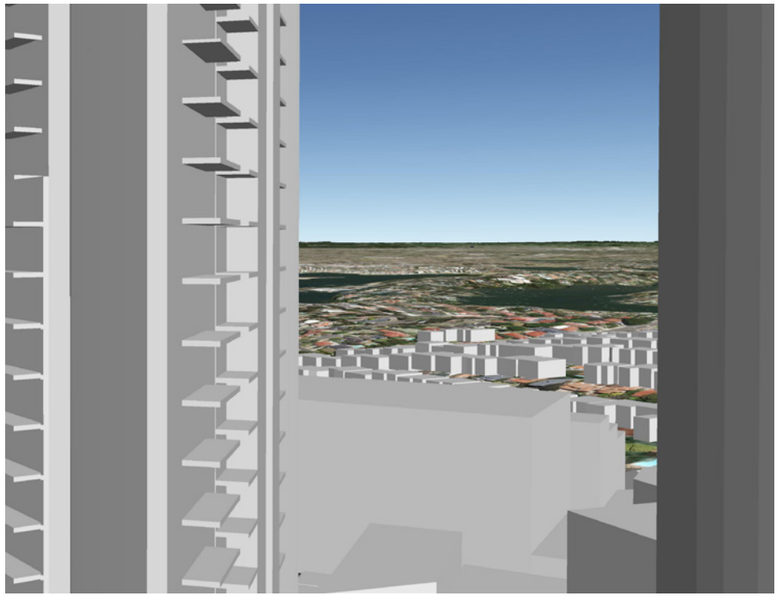


Views from Abode Living Area 2 with Permissible 65m Commercial Building Envelope under the previous LEP 2009

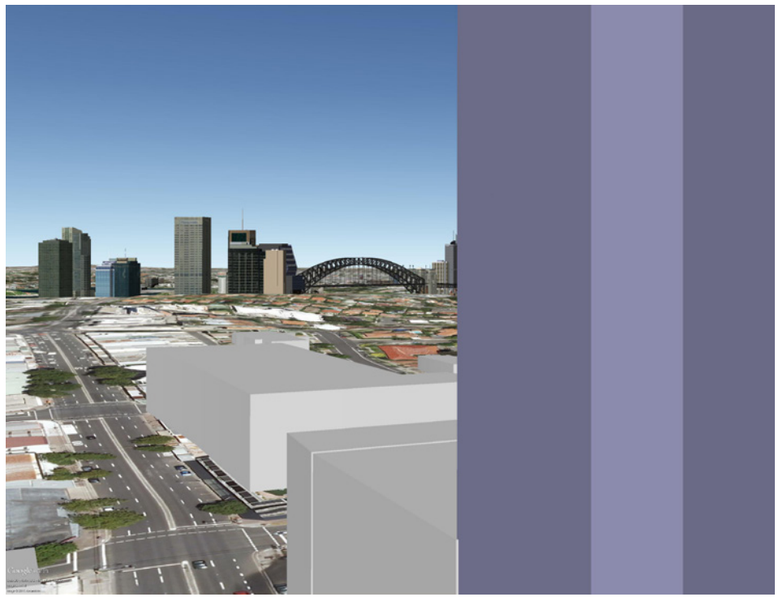
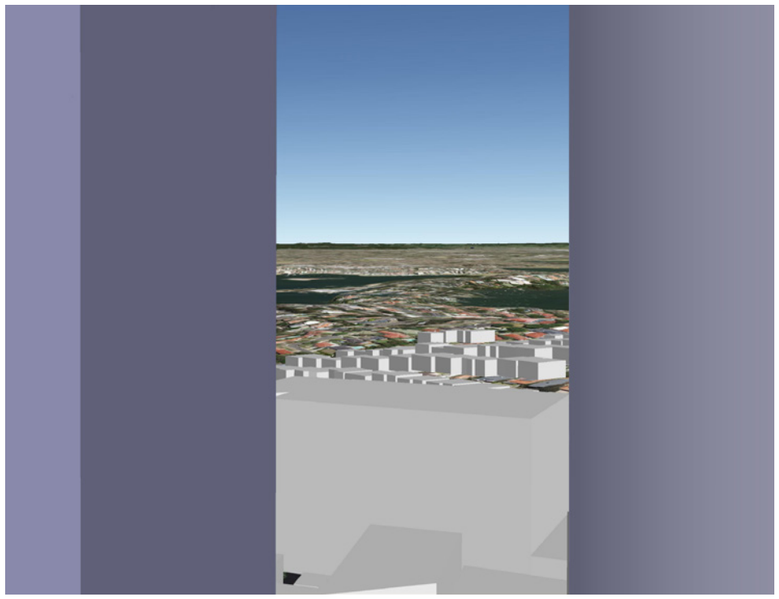


Figure 21: View from Abode at RL 128 - approximately the 12th storey



Views from Abode Living Area 2 with Proposed Mixed Use Building

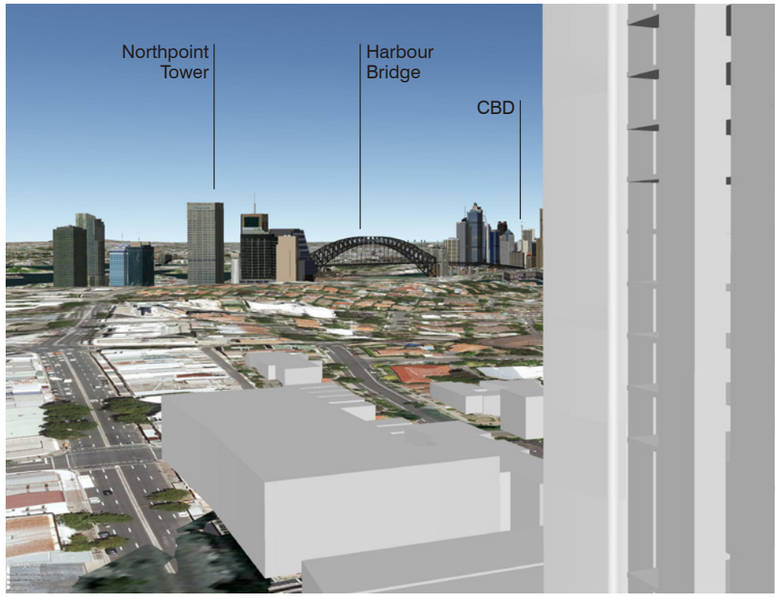
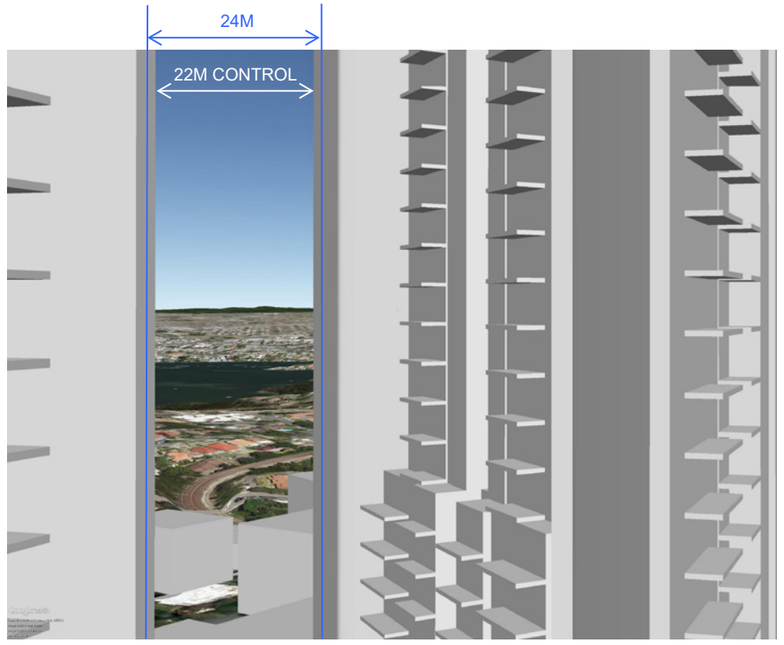


Figure 22: View from Abode at RL 148 - approximately the 19th storey



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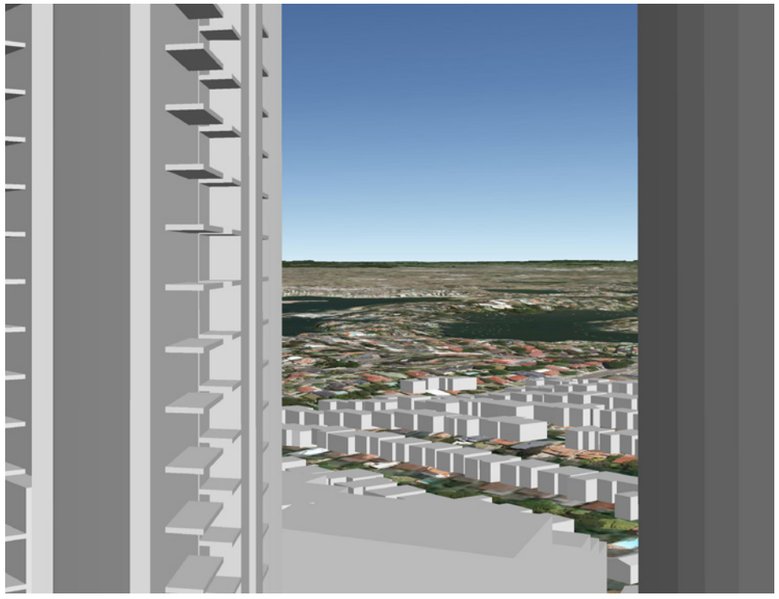


Views from Abode Living Area 2 with Permissible 65m Commercial Building Envelope under the previous LEP 2009

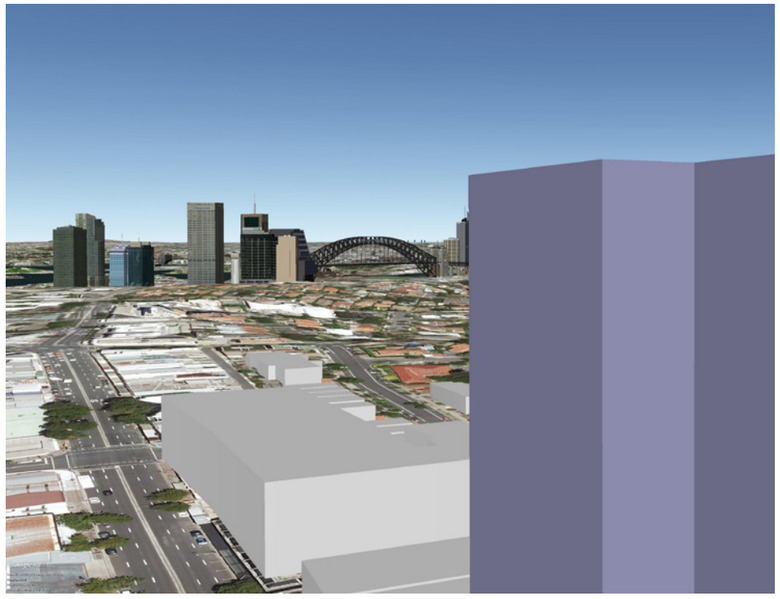
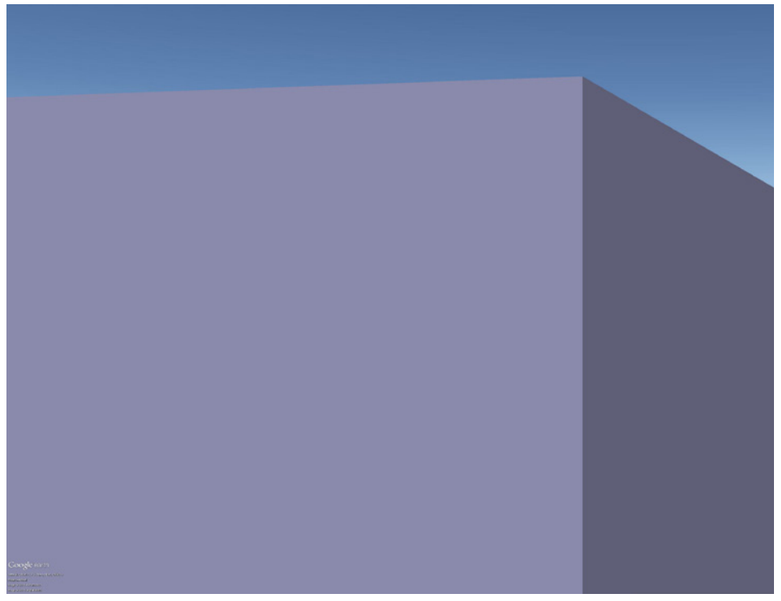
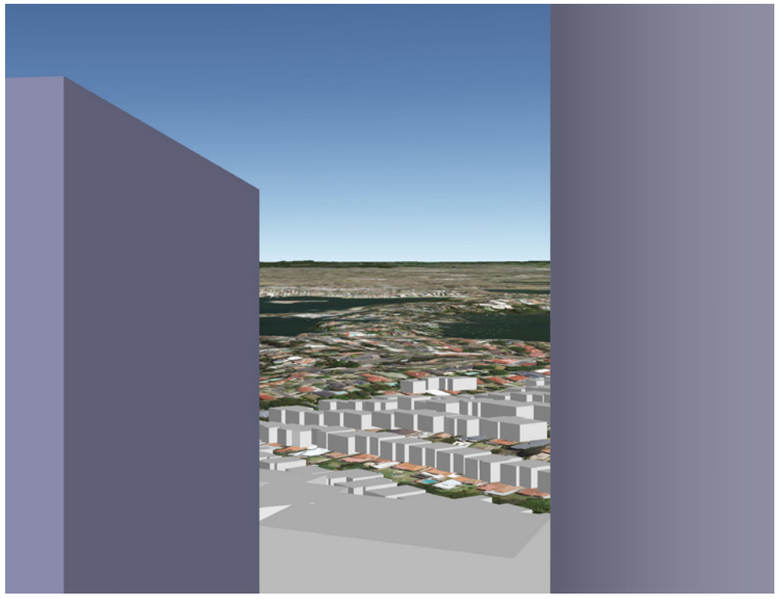


Figure 23: View from Abode at RL 148 - approximately the 19th storey





CONCLUSION

The Proposed mixed use building, which complies with the Lane Cove LEP and DCP building envelope provisions, significantly improves the view aspects attainable from living areas within the Abode, when compared to the previously allowable commercial building envelope prior to gazettal at LEP Amendment 18 view permeability through the site, afforded by the tower orientation and setbacks, allows residents of the abode views to significant landmarks such as the Anzac Bridge where otherwise they would not have been available (Living area 1). Further view lines to the Harbour Bridge are improved, ensuring a wider view axis to the landmark in some instances capturing the pylons where this was not previously able to be viewed (Living areas 1 + 2). This improves the quality of the view of this icon. City views would also be improved from these available by a complying commercial building under the previous building envelope controls (Living areas 1 + 2)