

VISUAL AND VIEW ANALYSIS

**ISSUE B
PREPARED TO ACCOMPANY A
PART 3A APPLICATION
SUBMITTED TO THE NSW DEPARTMENT OF PLANNING**

Project Site Address

**1-9 ALLENGROVE CRESCENT,
116A EPPING ROAD AND 259-263 LANE COVE ROAD, NORTH RYDE**

prepared on behalf of

EGC Custodian Services

prepared by

**CANDALEPAS
ASSOCIATES**

LEVEL 9, 219 CASTLEREAGH ST
SYDNEY NSW 2000

T: 02 9283 7755

F: 02 9283 7477

E: architects@candalepas.com.au

1. INTRODUCTION

Candalepas Associates was commissioned to complete a Visual Assessment of the Impact of a proposed multi-storey development for which a Part 3A Application has been submitted to the Department of Planning.

Following is a series of considerations that outline firstly a methodology and secondly certain findings that relate to the proposal as put.

2. RELATED DOCUMENTS

The key documents in any assessment of the visual impacts in this matter include:

- Ryde Local Environmental Plan 2010
- City of Ryde, Development Control Plan 2010
- SEPP 65- Design Quality of Residential Flat Development and the Residential Flat Design Code

The site is currently zoned Low Density Residential R2 under the Ryde Local Environmental Plan 2010. The height control is 9.5m and the FSR is 0.5:1. The land to the south and west is similarly zoned.

The land to the north and east of Epping Road is covered by Ryde Local Environmental Plan 2010. The zoning is B3 Commercial Core and B7 Business Park. The height control varies from 22-37m and the FSR varies from 1:1 to 3:1.

3. EXISTING CHARACTER

The site is known as 116a-112b Epping Road, 259-263 Lane Cove Road and 1-9 Allengrove Crescent North Ryde. It has a site area of 12,297sqm. It is located on the southern corner of Epping and Lane Cove Roads and is adjacent to the Epping Road Overpass. It also has a south western frontage to Allengrove Crescent which is a cul-de-sac accessed directly from Lane Cove Road. Immediately to the north of the site is a small public reserve with a number of large trees up to 24m high, on its western corner are two lots with a low rise detached dwelling.

The southern side of Epping Road has a single storey townhouse development abutting the south eastern boundary, further south are low rise detached houses and duplex developments. The north western side of Epping Road has a similar character with a two storey commercial building on the opposite side of Lane Cove Road. Epping Road has a 6 lane overpass directly in front of the site. On the north eastern side of Epping Road (opposite side of the Epping Road overpass) the land is primarily zoned for business and technology purposes. The buildings vary in scale and are 5 to 11 stories.

Lane Cove Road, to the south of Epping Road is characterised by low rise detached houses and duplex developments. Lane Cove Road, to the north of Epping Road is in the proximity of Macquarie Park Train Station and within the high density rail corridor zoned for business and technology purposes. The buildings located here have large floor plates and are up to 11 stories high.

The site on Allengrove Crescent is bounded by single and two storey dwellings to the south east and north west.

4. ANALYTICAL EXERCISE CONSIDERING EXISTING AND THE APPROPRIATENESS OF PROPOSED FORM

A diagrammatic exercise was developed for the purposes of an analysis of the existing urban forms, landscape and the proposed forms. The purpose of this exercise is to consider the appropriateness of form as shown in the following three images:



Figure 1: Site forms and infrastructure

Here it is noted that the site sits adjacent a harsh urban form where the type of development for housing that presently exists is not related to the size (in width) of infrastructure. It is evident from this plan that the street off which the present development gains access are not appropriately related to the urban forms present and that the more appropriate relationships between size and street infrastructure as well as setback are those that exist north of Epping Road rather than South of it. In turn, Allengrove Crescent appears to be a street width that is appropriate for the housing type that is planned on it.

The present environment is characterised by a contrast between a large expanse of roadway and small urban forms on its south whereas on roadway's north there exist large building footprints not similar to those in the south. This is considered later in figure 2. The infrastructure in this image is not in balance with the urban form in the view of the writer.

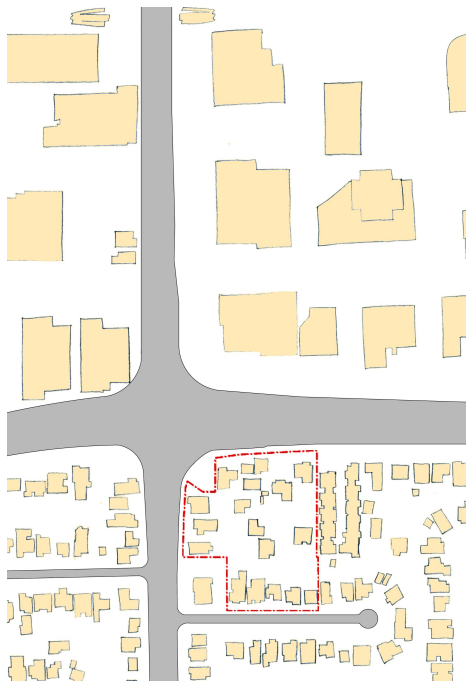


Figure 2: Figure Ground

This image indicates the size of dwellings and their general relationship as an urban mass in footprint only.

The amenity of any small form of urban development as presently exists may be questioned in this analysis as the proximity to a large roadway may be regarded as poor urban juxtaposition.

Further the subject site appears to not be the product of an orderly or linear development pattern and does not present with buildings of any uniform or consistent form. The design of the spaces between building is also not uniform; save for the spaces between buildings and the formal disposition at Allengrove Crescent where the streetform represents a more intact streetscape when seen with the southern development on that street.

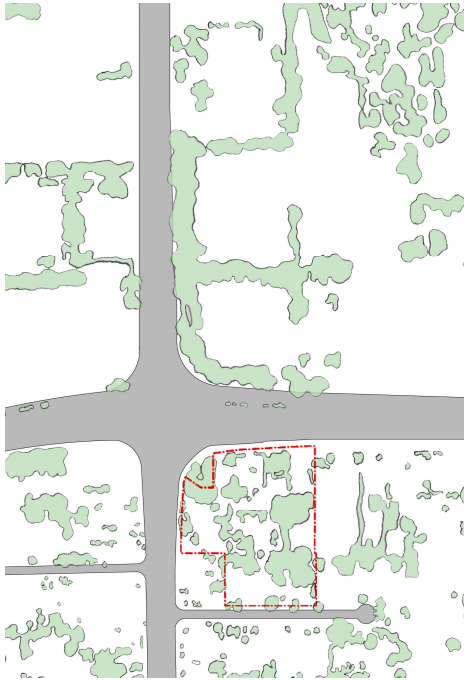


Figure 3 Landscape Mass

It is noted that the landscape character present north of the roadway is significantly different to the landscape character south of the central roadway (much the same as the difference in the figure ground plan).

This character difference relates to the built form and it can be surmised by these images and the previous ones that the built form is the significant determinant in landscape in this context rather than the landscape form being the dictate and this applies for all development in this area.

The subject site is characterised by pockets of landscape that create green areas. In turn, these green areas have no dominating horizontal or vertical direction if seen abstractly on the page as shown in the diagram here. Further, pattern or growth when considered in the abstract image here, is seen to be particularised to the urban adjacent development at the time rather than being of itself, determinative.

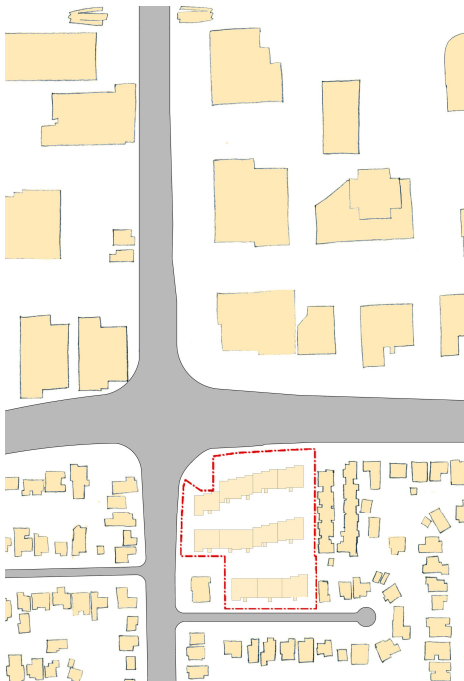


Figure 4 Proposed Figure Ground

This figure shows the following critical observations in terms of extant and future character (whereas certain elements of the extant character are maintained, a future character is also established to ameliorate issues of a poor present figure ground).

The observation relating to future character proposed in this figure ground is as follows:

- / That the proposal represents a hierarchy of mass in form between that mass which exists to the north in extant development and that mass which is present to the south in single residential housing
- / That the direction of development relates to the direction of Epping Road to form a buffering effect on the extant development to the south but provide a robust urban form to the relate to buildings in the north.

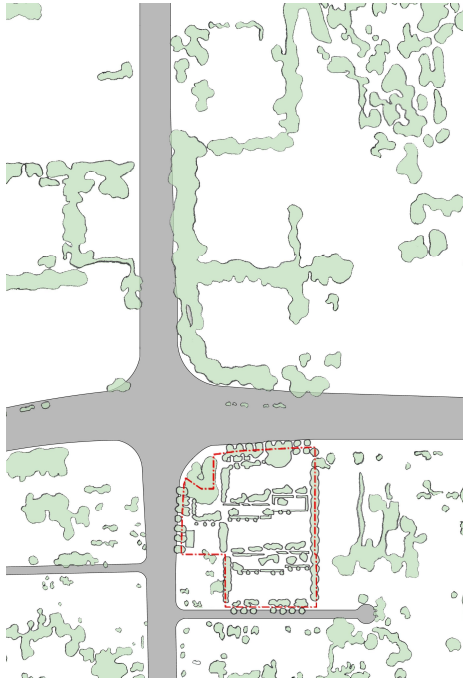


Figure 5 Proposed Landscape Mass

This figure shows that the proposed quantum of trees is comparable to that which already exists. The orientation of the forms, however, is notably different to that which presently exists and the character of the landscape refers to that orientation in a direct manner.

The presence of a landscape buffer to the streets is considerate of the extant urban environment and assists in the reduction of element for negative internal environmental factors in the proposal. Such negative environmental impacts include traffic and visual issues related to a major roadway adjacent at the east and the west.

The proposal also considers the connecting of green areas that surround the site with the site itself.

5. VISUAL IMPACTS

A ground study was undertaken by the writer where 20 points of interest or concern were taken as viewing points relevant to a concept of possible future visual impact due to a proposed bulk and size of building that related to that size and bulk that exists on the north side of Epping Road. These 20 points were located on a survey plan and a further consideration was made where a more technical approach to selecting points of concern could be made. A further field exercise was undertaken and 6 critical points were determined to be those points which most visual impact by any mass on the subject site would occur.

The set of exercises starting with 20 points and finishing with 6 points is shown diagrammatically below by highlighting all the points considered and the reasons why 6 points were distinguished from those 20.

The 6 photographs of relevant viewing points where chosen from 20 key points of interest.



Figure 6 Points of Interest

The original points of interest are noted in the diagram and relate to two on-site inspections where the writer walked on areas adjacent to the site and sought to find appropriate vantage points where the proposal on the site would be of most impact



Figure 7 Selected Points of Interest

The final 6 points of interest were determined and an explanation for each considered in this report below.

These 6 points are noted in the diagram here.

At the six points of interest, with the aid of a surveyor, points around the site were marked and a photographer and computer perspective artist were engaged to show images that represent the extant and proposed environment. It is noted that whilst the proposed buildings shown in the renderings or photo montages are indicative only, they provide a realistic expectation as to the amount of articulation and wall fenestration that ought to be provided in a competently designed residential flat building on the subject site and for the size proposed in the subject application to the Department of Planning.

The following are reasons for the choice of the final views:

View 1 was chosen because the taller buildings in the proposal submitted with this Visual Analysis are located in a relationship which directly relates to this view. The image choice here is directed toward understanding the impact of bulk in the visual experience of pedestrians at Epping Road.

View 2 was chosen because there was a consideration sought by the writer toward a view of the proposed building as it might be seen under and over the overpass highway in the foreground and as seen by a pedestrian observer from the diagonally opposite side of the street. There is a concern that the building may appear massive despite the highway and this would be an unacceptable outcome for the concept plan in the writer's opinion.

View 3 was chosen because there is a concern about the impact of bulk as apprehended from the point of view of a motorist on Epping Road. It was considered relevant to compare the existing visual environment on Epping Road as seen from the highway for at least one point of view. This view was considered to be the one which could cause most visual impact in this regard.

View 4 was chosen because of the relationship between that which is proposed to the more established pattern of single housing where that pattern might be seen in a regular manner. This view was considered important in relating the impact of the proposal's bulk to the existing low housing in the area as seen more evidently in a juxtaposition with the same.

View 5 was chosen because it relates directly to the image and streetscape at Allengrove Crescent as it would be viewed from the houses opposite the proposal. In this context, there is a consideration of the impacts of the bulk of a proposal in terms of the expression such a bulk may have on the street and how this expression might be different to that which currently exists. In turn of concern is the impact of such an expression at its worst point in terms of bulk and visual density of built form.

View 6 was chosen in order to consider the visual impact on the quieter part of Allengrove Crescent at the end of the cu-de-sac. It is noted that in this image, the development may be able to be regarded in its context of the overall streetscape and how the proposal might be seen as juxtaposed against.

Following is an exercise of consideration of the impacts onto the visual environment of the proposal from the viewing points that were chosen by the writer in the process outlined herein. These are considered as numbered below to correlate with the numbering over the survey diagram above.

Photograph at View 01- Representing the present situation



View 1; the following applies for the Photograph at View 01

- i. The viewing point is at the Viewing Point 01 as shown in Figure 7 at a height 1.6m above ground level
- ii. Respecting the present situation, the photograph is taken on the southern side of Epping Road near the pedestrian crossing at Lane Cove Road and Epping Road. The one and two storey commercial medical centre is in the foreground. The site is located beyond Lane Cove Road. The view of the site is obscured by trees and vegetation on the public reserve. To the south west corner or foreground a single storey dwelling can be seen. In the background the Epping Road overpass can be seen.

Photograph at View 01- Representing the proposed situation



View 1; the following applies for the Photomontage at View 01

- a. Regarding the proposal:
 - / The gable wall ends of the forms proposed may relate in materials and texture to the roof forms of the adjacent developments and if so, such a relationship can enhance in the reduction in scale and mass when seen in the context of this image.
 - / The forms as set in the existing landscape as well as the proposed landscape setting provides a scale that is at once related to the scale of the street as well as the scale of houses opposite Lane Cove Road (which sits at the centre of the page and is unseen in the most part here).
 - / The edge treatment of balconies acts to reduce the scale of the proposal in its context by creating horizontal detail of shade and form in the facades
 - / The setback to the north is seen to be adequate in terms of a setback required for appropriate street presentation as well as a setback as would be expected for a building of the size proposed and a building in the context of the width of Epping Road at this point.
 - / The corner park is not able to be easily recognised from this vantage point; rather, the corner park is present only by the large extant trees that characterise the corner of the present site.

Photograph at View 02- Representing the present situation



View 2; the following applies for the Photograph at View 02.

- i. The viewing point is at the Viewing Point 02 as shown in Figure 7 at a height of 1.6m above ground level
- ii. Respecting the present situation, the photograph is taken on the northern side of the intersection of Lane Cove Road and Epping Road. This view considers a view under the Epping Road overpass to the northern part of the site. The Reserve is observed at the northern corner of Lane Cove Road and Epping Road. Beyond the reserve on Lane Cove Road one detached dwelling on the site is viewed with a continuation of detached dwellings to the south of Lane Cove Road.

Photograph at View 02- Representing the proposed situation



View 2; the following applies for the Photomontage at View 02

a. Regarding the proposal

- / It is evident that there is little impact from this vantage point as the building is not able to be seen above the highway and the amount of building seen under the highway is not enough to warrant concern. The reason for this opinion is that the urban context in the roadways appears to overwhelm the visual experience that would be gleaned by this vantage point.

Photograph at View 03- Representing the present situation



View 3; the following applies for the Photograph at View 03.

- i. The viewing point is at the Viewing Point as shown in Figure 7 at a height of 1.6m above ground level
- ii. Respecting the present situation, the photograph is taken from the island on Epping Road to the south east of the site. Two vehicle lanes can be seen in the foreground with the townhouse development adjacent to the south east of the site. The site is located in the background with the trees dominating the view.

Photograph at View 03- Representing the proposed situation



View 3; the following applies for the Photomontage at View 03

a. Regarding the proposal

- / The distant view of a tall building form element is not considered inappropriate given the width of road and the juxtaposition of a road adjacent a bridge over Lane Cove Road.
- / The stepping at the edge of the site as seen to be adjacent a townhouse development appears to be appropriately scaled given the road and the presence of the buildings adjacent.

Photograph at View 04- Representing the present situation



View 4; the following applies for the Photograph at View 04.

- i. The viewing point is at the Viewing Point as shown in Figure 7 at a height 1.6m above ground level
- ii. Respecting the present situation, the photo is taken on Lane Cove Road to the south west of the site. The six lane road is in the foreground with detached single storey dwellings to the southern side of Lane Cove Road. The public reserve and Epping Road overpass can be seen in the background, along with the commercial building on the opposite side of the overpass.

Photograph at View 04- Representing the proposed situation



View 4; the following applies for the Photomontage at View 04

a. Regarding the proposal

- / The forms of buildings as proposed, whilst large, are reduced from their potential impact by:
 - a. The stepping of the buildings from a maximum height towards Epping Road with a transition down in building size towards Allengrove Crescent to better relate to the residential scale and
 - b. The proposed landscape setting which is an important design element to this proposal and
 - c. The façade articulation associated with a concept plan that steps
- / The balcony treatments act to also reduce the impact of scale at the street
- / The size of the development in terms of its height relates to the street width as seen in this image in a ratio of less than 1:1 and as such the relationship does not overwhelm the street.

Photograph at View 05- Representing the present situation



View 5; the following applies for the Photograph at View 05.

- i. The viewing point is at the Viewing Point 5 as shown in Figure 7 at a height 1.6m above ground level
- ii. Respecting the present situation, single and two storey detached dwellings are located on the northern side of Allengrove Crescent. The dwelling to the left of the photo adjoins the site. The commercial building located on the northern side of the Epping Road overpass can be seen in the background.

Photograph at View 05- Representing the proposed situation



View 5; the following applies for the Photograph at View 05

a. Regarding the proposal

- / The form of the building as set out in the concept plan creates discrete vertical forms that articulate the facades
- / The building is separated into two distinct building elements along the street to respect the scale of the residential nature of the street
- / The landscape proposed enables a buffer to exist between the street and the facades of the building and this in turn offers a greener streetscape than presently exists
- / The topography of the site enables the house to the west of it to be disengaged from the form of the development.

Photograph at View 06- Representing the present situation



View 6; the following applies for the Photomontage at View 06.

- i. The viewing point is at the Viewing Point 06 as shown in Figure 7 at a height of 1.6m above ground level
- ii. Respecting the present situation, single storey detached dwellings adjacent to the site are viewed on the northern side of Allengrove Crescent. Views of the site are limited to mostly vegetation.

Photograph at View 06- Representing the proposed situation



View 6; the following applies for the Photograph at View 06

- a. Regarding the proposal
 - / The forms step away from the existing built form in a different character to the extant form.
 - / The buildings proposed at Allengrove Crescent that sit directly adjacent to the single houses is a form that reads as three storeys and as such is not inconsistent with the scale of those houses when one includes the form and mass of their roofs.
 - / The stepping away of the larger masses of form assists in the reduction of impact of mass of the development when one considers the distant forms are the furthest forms from the extant housing.

6. NOTES ON AMENDMENTS TO THE CONCEPT PLAN AS A RESULT OF THE VIEW ANALYSIS

It is noted that the View Analysis exercise caused for the amendment of a part of the development which was seen to require improvement after some consideration. The view in question was at View 4 where the proposal as earlier mooted included a form of building at the centre of the site which was the same height as the building at the northern part of the site.

This view analysis therefore provided for a stepped building around the house which is sited at the corner of Lane Cove Road and Allengrove Crescent and such that there was stepping of the built form in areas where there was visual adjacency to extant low-forms of housing.

7. CONCLUSION

This view analysis has been limited to those views that enable a consideration of the impacts of bulk as assessed by the writer at the time of the investigation.

The site is considered to include a number of visual issues that affect the possible amenity of any future development. These issues include the urban context in which the site is set as well as the extant urban form.

Regarding the urban context, any streetscape can only be considered in the context of what exists either side of that streetscape. In this context the width of Epping Road is such that the consideration of it as a street in the traditional sense is difficult. Nonetheless, this study has examined the northern part of Epping Road in terms of a Figure Ground analysis as well as the extant and future landscape settings and has found that the proposal is able to sit reasonably within that urban and landscape setting. In fact, it may be argued that the extant urban and landscape setting at Epping Road is an inappropriate setting given the urban context of the other side of Epping Road as well as the poor urban form resultant by the site and facing Epping Road.

Moreover, it is considered a site that is not appropriately planned in its urban context with the existing regime of development; viz, single housing dwellings at the present urban context is seen to be inappropriate as a use around the intersection of two significant roadways and a bridge.

Notwithstanding the above, the bulk of a new development, if introduced onto the subject site will have significant but acceptable impacts on the visual environment of the area. The impact of the development does not outweigh its relevance in creating an appropriate built form for the roadway intersection and the removal of what, arguably, is an inappropriate residential form for the size of intersection and street.

In this context, this study undertook to examine whether there would be unacceptable adverse visual impacts by way of the current proposal upon the environments surrounding the subject site.

The more significant visual impacts exist in the six photomontages as included in the body of this report and in all cases the impacts, whilst significant, were not considered to be such that they were unacceptable. Rather, the form as produced in the concept plan may provide a better urban context for the large road intersection as it relates to the urban context of the roadway infrastructure in a positive way rather than the arguably inappropriate forms of the adjacent houses which are expected to have poor amenity due to their situation.

The proposed development is supported by the writer because:

1. Whilst it represents a significant change to the urban context, that change is one from an inappropriate form of building for its context.
2. The visual assessment herein provided six views as seen from what was considered to be the worst case and in that context the views showed a significant but acceptable outcome

3. The concept plan proposed includes stepping of built forms adjacent the extant housing such that the form of buildings that are sited adjacent extant single storey housing is responsive to the scale of that housing
4. The landscape setting has been prioritised in the concept plan proposed and this assists in the visual amenity of the buildings as they are seen in their context
5. The width of both Epping Road and Lane Cove Road remains the overwhelming urban form as the proposed building is never seen to be greater than 1:1 ratio of those street widths
6. The façade articulation of the proposal is enabled by critical moves in the concept plan as a strategy for reducing bulk and scale and this results in a heavily articulated façade treatment, in turn, reducing the impact of visual bulk to observers
7. The internal planning of the units proposed calls for balconies at the edges and this treatment aids to reduce the impact of visual bulk to observers and
8. The maintenance of the trees and large landscape components at the corner enables the site to be seen in the context of an extant landscape which of itself reduces the impact of the development at Epping Road.

It is for the above reasons and the reasons set out in this report that the writer believes that the proposed development is an acceptable urban outcome in visual terms.

APPENDIX A- PERSPECTIVE ARTIST METHODOLOGY