



Introduction

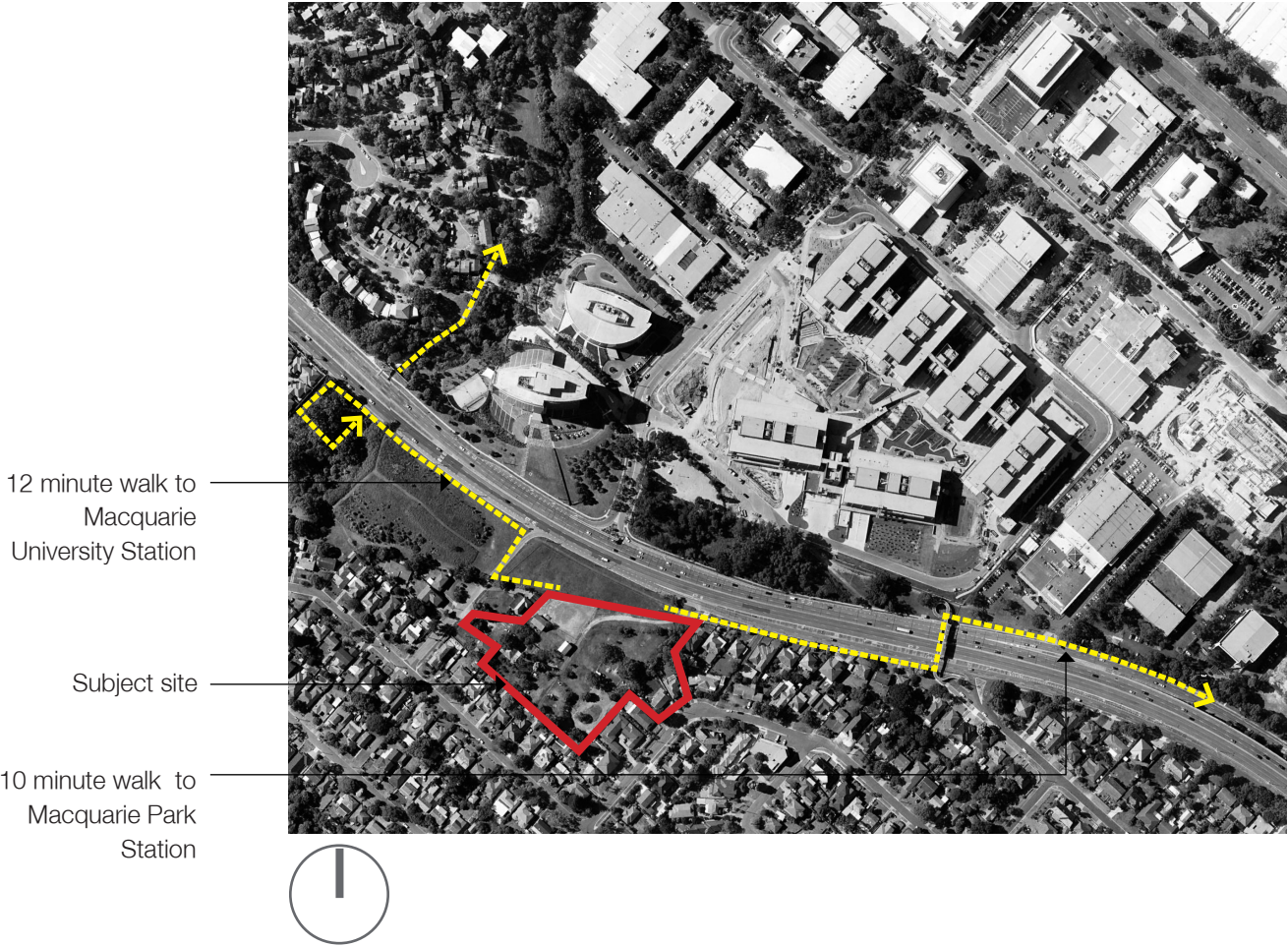
SJB have prepared a Visual and View Analysis to accompany the Part 3A Application for no.5 Whiteside Street, 14 and 16 David Avenue, North Ryde. SJB Architects have been responsible for the design of the project since its inception and have worked with related professionals and experts in respect of the matter. The following document has been prepared to demonstrate visual impacts of the proposed building envelopes. In particular, having regard to the siting, bulk and scale and relationships to key areas of the proposed development.

Related Documents

Some key documents that have guided the design and have been considered in developing the Visual and View Analysis include;

- SEPP 65 - Residential Flat Design Code, NSW Department of Planning
- Ryde Local Environmental Plan 2010
- City of Ryde Development Control Plan 2010

Investigations into the appropriateness of the proposed form



Existing Character and Urban Context

The subject site sits to the south of Epping Road and in its current form is an open paddock dotted with service buildings. The site was once a chicken farm and has more recently been used for the accommodation of horses.

Proximity to new public transport infrastructure, in the form of the Epping Rail Corridor, and Macquarie Business Park and University, requires the investigation of more appropriate land uses for the site. The scale and relationship of Epping Road necessitate a building form strategy that takes advantage of the northern aspect while minimising the impact of this significant visual, acoustic and air polluter.

The scheme proposes a number of significant built forms. These built forms house residential dwellings which take advantage of the proximity to local employment, education facilities and public transport infrastructure while ensuring that the built form responds appropriately to the scale and impacts of Epping Road.

The site is irregular in shape with a frontage to Epping Road of 123.9m, a frontage to Whiteside Street of 17m and a frontage to David Avenue of 15.2m. The site falls approximately 4.8m from the South Eastern corner to the North Western corner fronting Epping Road.

Development south of Epping Road contains predominantly one and two storey detached dwellings of varying age and condition, reflecting typical suburban development patterns. The residential areas are occasionally interspersed by other built form, including small scale local activity centres (retail/commercial) and schools. The housing stock directly adjacent to Epping Road is typically of poorer quality, reflecting the significant acoustic and environmental impact of Epping and Lane Cove Roads. Generally, the housing stock is of higher quality as it moves away from major road infrastructure. The Macquarie Park Corridor was formerly dominated by light industrial uses, but now comprises mostly commercial office buildings, medical and pharmaceutical research facilities, and some warehouses. The office buildings are typically relatively large floorplate forms, ranging in height from two to ten storeys. Similarly, the Macquarie University campus contains a diverse range of buildings, including educational, research and accommodation, with an approximate height range of 1-7 storeys. These buildings are predominantly large-scale and commercial in appearance.

Investigations into the appropriateness of the proposed form



Existing

Near the intersection of Whiteside Street, Epping Road is 8 lanes wide. The prevailing condition along this stretch of road is a juxtaposition of large box commercial to the north and 2 storey brick detached dwellings to the south.

Access to public transport is good, with the site sitting approximately 1km or 10 minutes walk from a choice of two heavy rail stations. Frequent buses to the city along Epping Road are closer still. The site is near to recreational fields at Els Hall Park, Macquarie University and Macquarie Centre shops. There is a lot of development and renewal surrounding the site however the site itself remains vacant except for a few sheds and a house, the remenants of a horse adjustment facility and prior to this, a chicken farm.

Proposed

The site is ideally located for medium density urban living given its proximity to public transport, recreational facilities and jobs. The proposed massing of the site is neither the big box commercial floor plates of Macquarie Park nor the inappropriate residential vernacular surrounding it. With busy Epping Road to the north, the site presents an opportunity to ‘buffer’ the bulk and scale of Macquarie Park down to the low density typologies on Parklands Road while reducing the visual and acoustic impact of traffic from Epping Road. The overall concept is for the majority of the development to address Epping Road with a series of smaller buildings stepping down to the existing context south.

As part of the proposal, the wedge of RTA land fronting Epping Road would be planted out with large trees, similar to others found along the Epping Road corridor.

The development seeks to address the hard edge of Epping Road, whilst appropriately responding to the domestic scale of the existing 1 and 2 story houses to the south. Where appropriate, the development adheres to the Council DCP 2010 setbacks to the rear and side boundaries of the site. This issue in terms of principal is highlighted in the Planning report prepared by Urbis.

Visual Impact



Selection of Critical View Points

A walk around the subject site was undertaken and potential locations to illustrate visual impact mapped. These were distilled down to 6 locations which, SJB Architects believe, best describe the proposal in its context. Of consideration during this process was the bulk and scale of surrounding development but also the approach by vehicles and pedestrians.

View 1.

Looking east towards the City from Epping Road. This view was selected because it describes how most people will perceive the proposed building - that is - driving along Epping Road. The 10 storey Avaya building, as shown in the photo, demonstrates the proximity of the site to the Macquarie Business Park

View 2.

Looking west from Epping Road. Similarly to View 1, this view was selected because it best describes the relationship between Epping Road and the proposed massing. This particular view was taken from an elevated position on the pedestrian footbridge, the main thoroughfare for pedestrians looking to cross Epping Road.

View 3.

Looking north-west across site from the corner of David Avenue and Parklands Road. Aside from the impact the proposed building has on Epping Road, the most important consideration in the process was the visual impact to existing residents along Parklands Road and David Avenue. This view was chosen to investigate precisely how the proposal would viewed from surrounding local streets.

View 4.

Looking west across the subject site from David Avenue shops. This particular view satisfies simultaneously the vehicular approach from David Avenue (heading west) and that of any pedestrians frequenting the local shops.

View 5.

View looking south towards the subject site showing the relationship between the proposed Building A and its relationship to the existing fabric

View 6.

This view looks at the scale of the development in relation to its existing context. In particular, this view shows the stepped-down mass of Building A to within the canopy of existing landscape and development.

View 7.

This view looking at the northern facade along Epping Rd. The intent of this view is to imagine the view from Epping rd across the RTA expansion zone, into the communal open space on the northern side of building A

View 1 - Before



This view is taken from position 1 as shown on Page 5 at a height of 1.6m above ground level. It is taken from the middle of the road to replicate the view experienced by vehicular traffic along Epping Road. To the left of frame is Macquarie Park and the 10 storey Avaya building. It is surrounded by large gum trees which line most Epping Road through North Ryde:

- this captures the scale and character of the road fronting either side of Epping Road
- indicates the contradiction of the building scale to the north and south of the road
- communicates the barrier effect that Epping Road presents

View 1 - After



With the proposed building photomontaged:

- counterpoint to avaya building
- scale of building proportionate to that of Epping Road, helping to reduce the barrier nature of the road
- continuation of the typical landscape up and down Epping Road
- articulated ends of building to create interest
- simple facade, appropriate to the traffic that passes at speed
- lower scale 3 storey development (Building B) to the south of the proposed Building A is stepped down, sitting within the canopy of existing landscape and development

View 2 - Before



Similarly to View 1, this view captures the journey along Epping Road, however from the opposite direction:

- taken from the pedestrian overpass (primary link to Macquarie Park train station)
- typical 2 storey brick vernacular fronting the 8 lane Epping Road demonstrates an inappropriate, undesirable condition.
- commercial Optus building to the right of frame

View 2 - After



With the proposed building photomontaged:

- scale of building proportionate to that of Epping Road
- continuation of the typical landscape up and down Epping Road
- articulated ends of building breaking down the scale of the form
- it is a large building that does not look out of place given it's surroundings
- lower scale 3 storey development (Building B) to the south of the proposed Building A is stepped down, sitting within the canopy of existing landscape and development

View 3 - Before



This view is from the streets surrounding the subject site:

- existing 2 storey pitched roof street scape

View 3 - After



Photomontaged proposal in the background:

- obviously visible, but not detrimental to the streetscape
- given the fall of the land and the generous setbacks applied to the southern boundary of the subject site, the visual impact of the development on surrounding local streets is reduced
- the 6 storey building A to Epping Road is somewhat visible but is 160 metres from this location
- lower scale 3 storey development (Building B) to the south of the proposed Building A is stepped down, sitting within the canopy of existing landscape and development

View 4 - Before



This view was considered because of its proximity to the local enterprise and also it is the most unobstructed vista on approach to surrounding homes.

View 4 - After



This view shows the 6 storey (Block B) development fronting Epping Road acting as a barrier to the roads acoustic, visual and air pollution:

- lower scale 3 storey development (Building B) to the south of the proposed Building A is stepped down, sitting within the canopy of existing landscape and development

View 5 - Before



View 5 - Proposed



These views show the considered mass of Building A in regard to the existing suburban fabric directly adjacent to the east of the site. It meets these edge conditions with:

- a generous 12m setback for the lower four storeys and a 19m setback for the upper two storeys
- a stepped-down massing of Building A to sit within the canopy of existing landscape and development
- areas within the mass of Building A at several heights for planting which provide further visual breaks to the mass and align the new building to the existing development

View 6 - Before



View 6 - Proposed



This view shows Building A in realtion to the existing suburban fabric directly adjacent to the east of the site. It meets these edge conditions with:

- a generous 12m setback for the lower four storeys and a 19m setback for the upper two storeys
- a stepped-down massing of Building A to sit within the canopy of existing landscape and development
- areas within the mass of Building A at several heights for planting which provide further visual breaks to the mass and align the new building to the existing development

View 7 - Before



View 7 - Proposed



This view is looking south across the communal open space to the northern facade of building A

- heavily vegetated zone along the boundary providing visual and acoustic buffer
- linear, consistant facade treatment symathetic to Epping Rd context
- large swale a response to Water Sensitive Urban Design (WSUD)

Conclusion



Epping Road is a significant barrier in the consideration of the site and its surrounding context. Its scale is such that it ceases to be a road in the traditional urban planning sense, acting more as a river of cars, collecting the east west movement, destroying that between the north & south. The scale of the road as it exists lends itself not to the small scaled development of the suburbs (as seen existing to the south) but rather to larger development which is able to achieve two significant outcomes; the first being development of a scale which gives context to the road, including it within the urban fabric rather than negating it, the second being the ability for significant development adjoining the road to effectively reduce the visual, acoustic and environmental impact of the road to development to the south.

Existing development to the south of Epping Road is inappropriate in its current form to deal in the long term with impacts of Epping Road and Macquarie Business Park to the north. Macquarie Business Park and Macquarie University provide significant opportunity for employment and education at a scale of the city rather than that of the suburb. In this respect it is important that we make best use of the opportunity of these significant sites to house our population, exploiting proximity rather than continually forcing travel. In addition the location of significant public transport infrastructure further necessitates the need to act appropriately with new building forms to ensure our civic investment is realised. These points necessitate a significant rethinking of the form of development that currently skirts the southern edge of Epping Road

The development as proposed displays a rethinking of the urban structure, leading to significant renewal and investment. Although significant in scale, the development as proposed can be supported for a number of reasons;

- It is appropriately scaled to the physical attributes of Epping Road,
- It steps down from the apex of the development along Epping Road to the smaller 1 & 2 storey suburban development to the southern edge of the site,
- The building to Epping Road is articulated along its long edge to be read at speed and at its short ends to respond to the scale and bulk of the surrounding suburban development,
- The project allows for significant landscaping to be introduced both around the site, particularly to Epping Road, and within the site to ensure that it becomes nestled within the canopy of existing development and landscape as it moves south from Epping Road
- The visual scale of the development is appropriate to the scale and investment of Macquarie Business Park and the Epping Rail Line, &
- The proposal creates an appropriate building form which responds proactively to the emerging built form and urban fabric.