

LANDSCAPE VISUAL ASSESSMENT

Proposed Apartment Development:
1 Gatacre Avenue and 5 Allison Avenue, Lane Cove



DOCUMENT HISTORY AND STATUS

Project No: 2102
Project Name: EW 1 Gatacre Avenue Lane Cove

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01 BACKGROUND

Moir Landscape Architecture (MLA) have been commissioned by Minter Ellison on behalf of Gateacre LC Ptd Ltd to prepare a Visual Impact Assessment (VIA) for the proposed development located at Lot A in DP 415448 and Lots 45 and 46 in DP 11416.

The purpose of this report is to provide a qualitative and quantitative assessment of the visibility and potential visual impacts of the proposal.

A photographic survey work was undertaken on 18th November 2021 using key viewpoints and locations with potential views towards the site. The report details the results of the field work, documents the assessment of the landscape character and visual setting, and assesses potential visual impacts associated with the proposal.

The report also provides an overview of the proposed landscape treatments which will assist in the mitigation of potential visual impacts. This information is provided to assist Lane Cove Council in understanding the likely impacts and how they may be managed to ensure that the positive character of the immediate area and surrounding visual landscape are not overly eroded or diminished.

02 STUDY METHOD

2.1 Overview of the Visual Impact Assessment

A Visual Impact Assessment (VIA) is used to identify and determine the value, significance and sensitivity of a landscape. The method applied to this study involved systematically evaluating the visual environment pertaining to the site and using value judgements based on community responses to scenery. The assessment was undertaken in stages as noted below:

The first stage of the process involves:

- Objective assessment of the relative aesthetic value of the landscape, defined as visual quality and expressed as high, medium or low. This assessment generally relates to variety, uniqueness, prominence and naturalness of the land form, vegetation and water forms within each character type.
- Determination of the landscape sensitivity and its ability to absorb different types of development on the basis of physical and environmental character.
- An assessment of viewer sensitivity to change. This includes how different groups of people view the landscape (for example, a resident as opposed to a tourist), and how many people are viewing and from how far.
- The undertaking of a viewpoint analysis to identify areas likely to be affected by development of the site and a photographic survey using a digital camera and a hand held GPS unit to record position and altitude.
- An assessment of visual impacts and the preparation of recommendations for impact mitigation. Suggestions are made for suitable development patterns that would maintain the areas visual quality.

The second stage of the assessment involves the preparation of photomontages depicting the proposal and recommended mitigation measures.

The purpose of the above methodology is reduce the amount of subjectivity entering into visual impact assessment and to provide sufficient data to allow for third party verification of results.

2.2 Overview of the Study Method

Survey work was undertaken on the 17th November 2021 using key viewpoints and locations with potential views towards the site. The report details the results of the field work, documents the assessment of the landscape character and visual setting, and assesses potential visual impacts associated with the proposal.

This methodology is based on the existing policies and framework and MLA’s experience in landscape and visual impact assessment. The following provides an overview of the study method utilised for undertaking the Visual Impact Assessment (VIA). The VIA was undertaken in the stages as noted below in Figure 1:

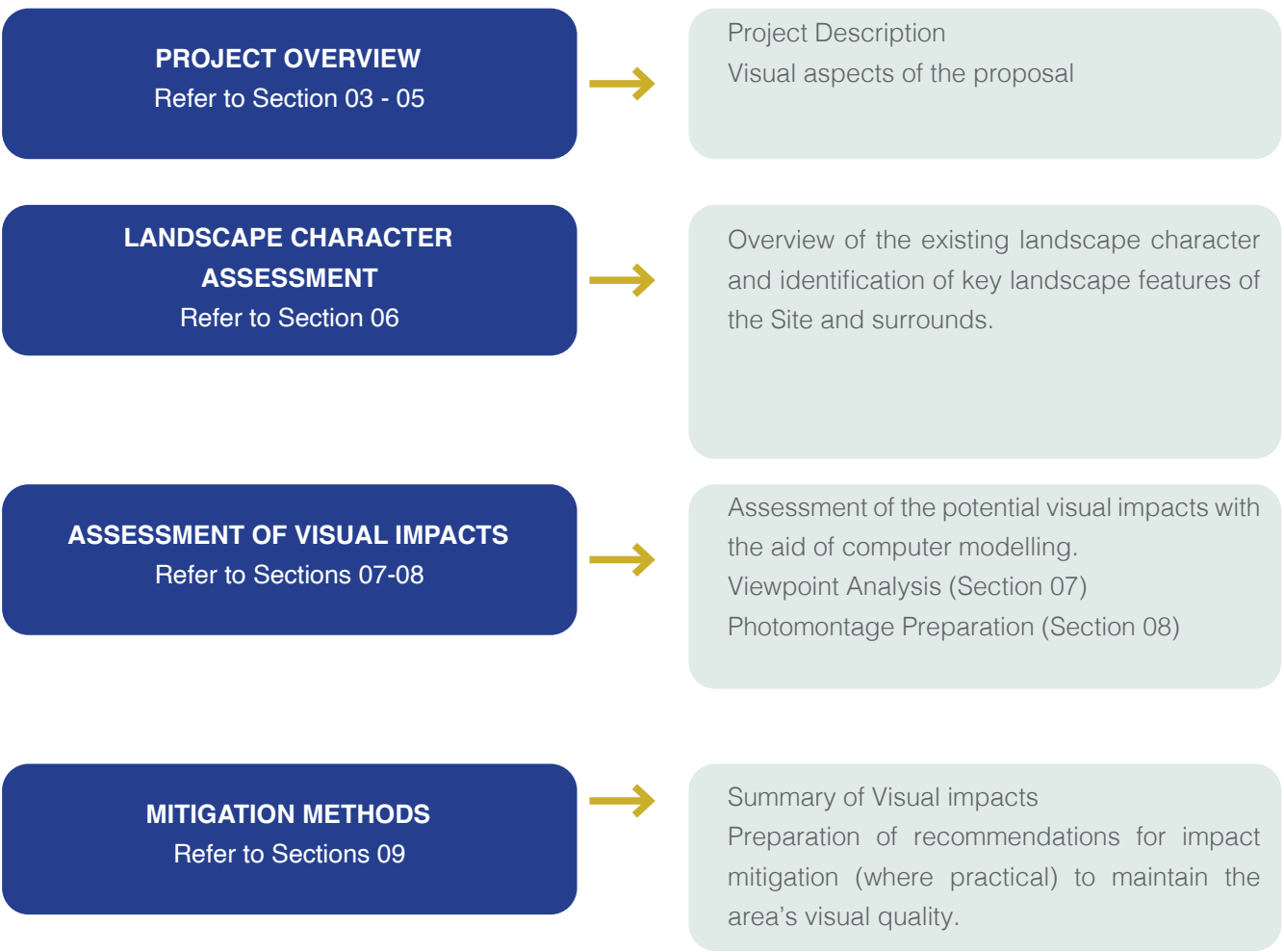


Figure 1: Study Method

2.3 Existing Character Assessment

The character of a site refers to the distinct and recognisable pattern of elements that occurs consistently in a particular type of landscape, and how this is perceived by people. It reflects how particular combinations of geology, landform, soils, vegetation, land use and human settlement create a particular sense of place for different areas within the landscape (The Landscape Institute and the institute of Environmental Management and Assessment, 2002).

The landscape character of the Study Area has been assessed at a regional, local and site scale. The Landscape Character Assessment is provided in *Section 06*.

2.4 Visual Impact Assessment

The potential visual impact of the Project is assessed based on the relationship between the visual sensitivity (refer to *Section 2.4.1*) and visual magnitude (refer to *Section 2.4.2*) see *Figure 2*:

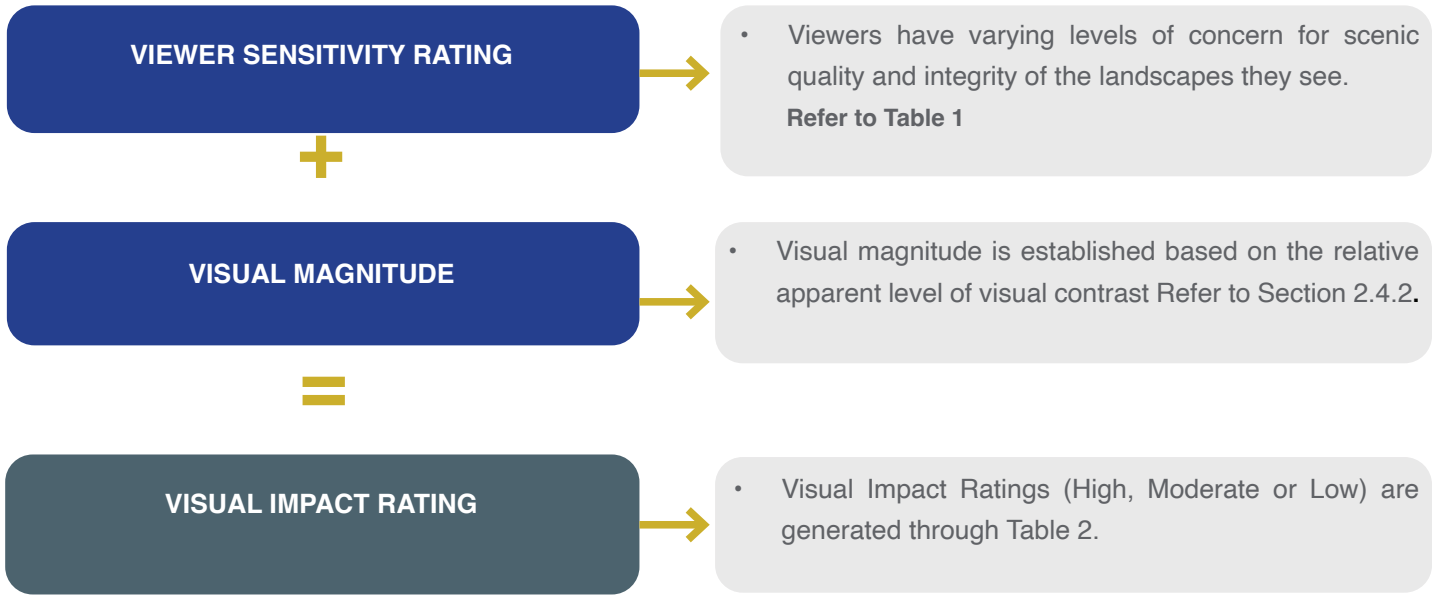


Figure 2: Visual Impact Assessment Method

2.4.1 Visual Sensitivity

Visual sensitivity is a measure of how critically a change to the existing landscape is viewed by people from different areas. The assessment is based on the number of people affected, land use, and the distance of the viewer from the proposal (EDAW, 2000).

For example, a significant change that is not frequently seen may result in a low visual sensitivity although its impact on a landscape may be high. Generally the following principles apply:

- Visual sensitivity decreases as the viewing time decreases.
- Visual sensitivity decreases as the number of potential viewers decreases.
- Visual sensitivity can also be related to viewer activity (e.g. A person viewing an affected site whilst engaged in recreational activities will be more strongly affected by change than someone passing a scene in a car travelling to a desired destination).

Sensitivity ratings are defined as high, moderate or low and are shown in the Table 1 below (adapted from *URBIS, 2009*).

VISUAL SENSITIVITY RATING					
	DISTANCE FROM SITE				
LANDUSE	0-1 km	1-2 km	2 - 4.5 km	4.5 -7 km	> 7 km
Townships	HIGH	HIGH	HIGH	MODERATE	LOW
Recreational Reserve	HIGH	HIGH	HIGH	MODERATE	LOW
Homestead	HIGH	HIGH	HIGH	MODERATE	LOW
Rural Township	HIGH	HIGH	MODERATE	LOW	NIL - LOW
Main Highway	MODERATE	MODERATE	LOW	LOW	NIL - LOW
Local Roads	MODERATE	MODERATE	LOW	LOW	NIL - LOW
Farm Road	LOW	LOW	NIL - LOW	NIL - LOW	NIL
Agricultural Land	LOW	LOW	NIL - LOW	NIL - LOW	NIL

Table 1: Visual Sensitivity Rating Table (Adapted from *Urbis, 2009*)

2.4.2 Visual Magnitude

Visual magnitude refers to the extent of change that will be experienced by receptors. Factors that are considered when assessing the magnitude of change include:

- the proportion of the view / landscape affected;
- extent of the area over which the change occurs;
- the size and scale of the change;
- the rate and duration of the change;
- the level of contrast and compatibility (*Source: AILA, 2018*)

2.4.3 Visual Impact

Visual impact refers to the change in appearance of the landscape as a result of development. (EPHC, 2010). Visual impact is the combined effect of visual sensitivity and visual magnitude. Various combinations of visual sensitivity and visual magnitude will result in high, moderate and low overall visual impacts as suggested in Table 2 below (*Transport for NSW, 2020*).

VISUAL IMPACT RATING					
		VISUAL MAGNITUDE			
		HIGH	MODERATE	LOW	NEGLIGIBLE
VISUAL SENSITIVITY	HIGH	HIGH	HIGH-MODERATE	MODERATE	NEGLIGIBLE
	MODERATE	HIGH-MODERATE	MODERATE	MODERATE-LOW	NEGLIGIBLE
	LOW	MODERATE	MODERATE-LOW	LOW	NEGLIGIBLE
	NEGLIGIBLE	NEGLIGIBLE	NEGLIGIBLE	NEGLIGIBLE	NEGLIGIBLE

Table 2: Visual Impact Rating Table (*Adapted from Transport for NSW, 2020*)

03 LOCAL CONTEXT

The site is situated in the north west of Lane Cove which is located within the Lower North Shore area of Sydney and within Lane Cove Council Government Area (*Refer Fig. 03*).

The site is located close to the intersection of a number of major roads including the Pacific Highway, Longueville Rd, Gore Hill Freeway and an entry/exit of Lane Cove Tunnel.

The Pacific Highway runs generally north south direction and forms a hard barrier between the largely industrial area of Artarmon and Lane Cove to the west.

Epping Road runs in an east west direction to the north of the site and forms the boundary between Lane Cove and Lane Cove North. Longueville Road runs north south to the west of the site and continues to join Epping Road to the north of the site.

The surrounding locality is a combination of commercial, industrial and residential land uses. Generally, a combination of high density residential (R3,R4), commercial (B2,B4,B7) and industrial (IN1,IN2) uses follow the major arterial roads whilst low density residential (R2) and recreational land (RE1) are situated within the pockets to the north of Longueville/Epping Road and west of the Pacific Highway (*Refer Fig. 04*).

The character of the immediate surrounds of the highway is dominated by a combination of commercial buildings of varying quality and an emerging high density residential character. This change has been brought about by the Lane Cove Local Environmental Plan 2009 to encourage population density particularly along Pacific Highway and Longueville Roads. Generally, the character to the west and south of the subject site is that of an established low density residential area.



Figure 03 - Eastern Creek and Surrounds

04 THE SITE

The site is located at 1 Gatacre Avenue and 5 Allison Avenue, Lane Cove, and borders commercial buildings, including an existing petrol station and an approved (but not yet constructed) 5 storey boarding house at the location currently known as ‘99 bikes’ on the land immediately to the east of the site fronting the Pacific Highway. Low density residential dwellings border the Site to the to the south and west. It is within the Lane Cove Council Government Area (LCC LGA).

The site area is legally described as Lot A in DP 415448 and Lots 45 and 46 in DP 11416. For the purposes of this visual assessment, the area subject to physical works within the aforementioned lots of the proposal will be assessed and therefore considered “the Site” (Refer Fig.05).

The Site is irregular in shape with a frontage of 38.25 metres to Gatacre Avenue, a frontage of 27.43 metres to Allison Avenue, a depth of approximately 92.11 metres along the northern boundary and a total area of 2,965.8m2.

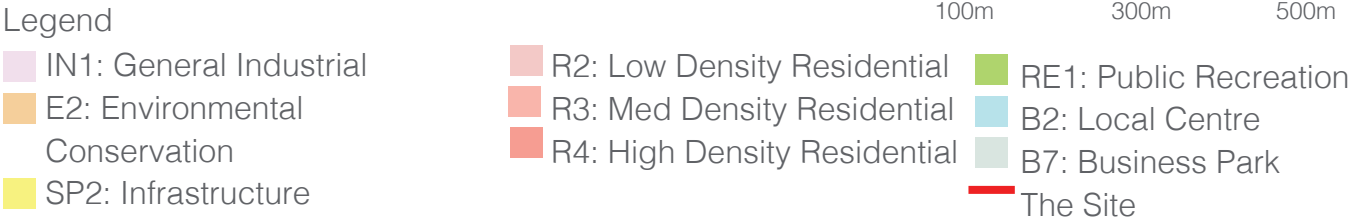
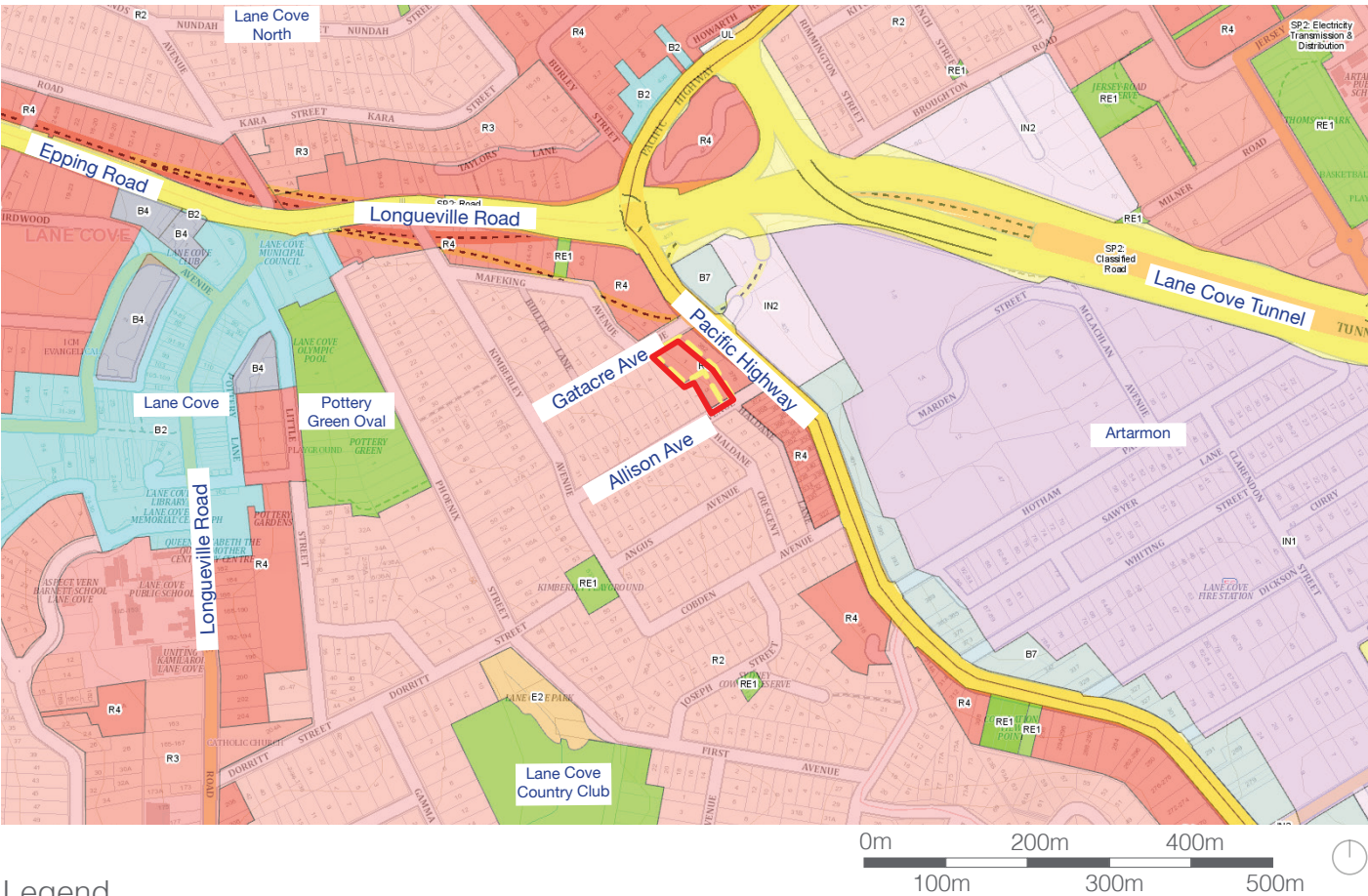


Figure 04 - Land use and character assessment Source: NSW Planning Portal 2021

The Site is zoned as R4 - High Density Development.

The Site currently contains a motel development (known as the ‘Comfort Inn’) with a frontage to, and vehicular access from, Gatacre and Allison Avenues, on the land known as 1 Gatacre Avenue, Lane Cove. The Site also contains a single detached dwelling house on the land known as 5 Allison Avenue, Lane Cove.

The existing motel is set back by approximately 2.2 metres to 7.5 metres from Gatacre Avenue (from the survey submitted and measured perpendicularly from boundary to wall of building). The southern setback of 7 metres broadly matches the residential built form setback to the balance of Gatacre Avenue. The setback to Allison Avenue varies between 3 metres for the motel in the north and approximately 6 metres to the verandah, and 7m to the wall of the existing dwelling in the southern sector (from survey submitted and measured perpendicularly from the boundary line). The latter setback matches the balance of residential setbacks for Allison Avenue.

The Site is located on a prominent ridge location. The topography of the locality includes a significant cross-fall from the high point on Pacific Highway that incorporates a cross-fall of 5.5 metres on the Gatacre Avenue frontage (North to South), 4 metres on the Allison Avenue frontage (North to South) and 6.8 metres from Gatacre Avenue to Allison Avenue (northwest to southeast). undulates across all boundaries. From Gatacre to Allison Avenue, the site falls by approximately 2m to 3m along the length of the site.



Figure 05 - The Site Source: Sixmaps 2021

05 THE PROPOSAL

The original development application (DA65/2021) was lodged to Lane Cove Council on 3 June 2021. As lodged, the DA proposed:

- Demolition of existing structures, comprising a multi-storey motel building and dwelling house;
- Lot consolidation of the land in folio identifiers 45/11416 (5 Allison Avenue), 46/11416 and A/415448 (1 Gatacre Avenue);
- Construction of a part 4/part 6 storey residential flat building with 61 apartments (3 x 1 bedroom, 20 x 2 bedroom, 18 x 3 bedroom, 9 x 4 bedroom, 1 x 5 bedroom), and two levels of basement parking with 121 parking spaces and with a two-way driveway from Allison Avenue; and
- Removal of all 13 site trees and shrub planting to the northern boundary.

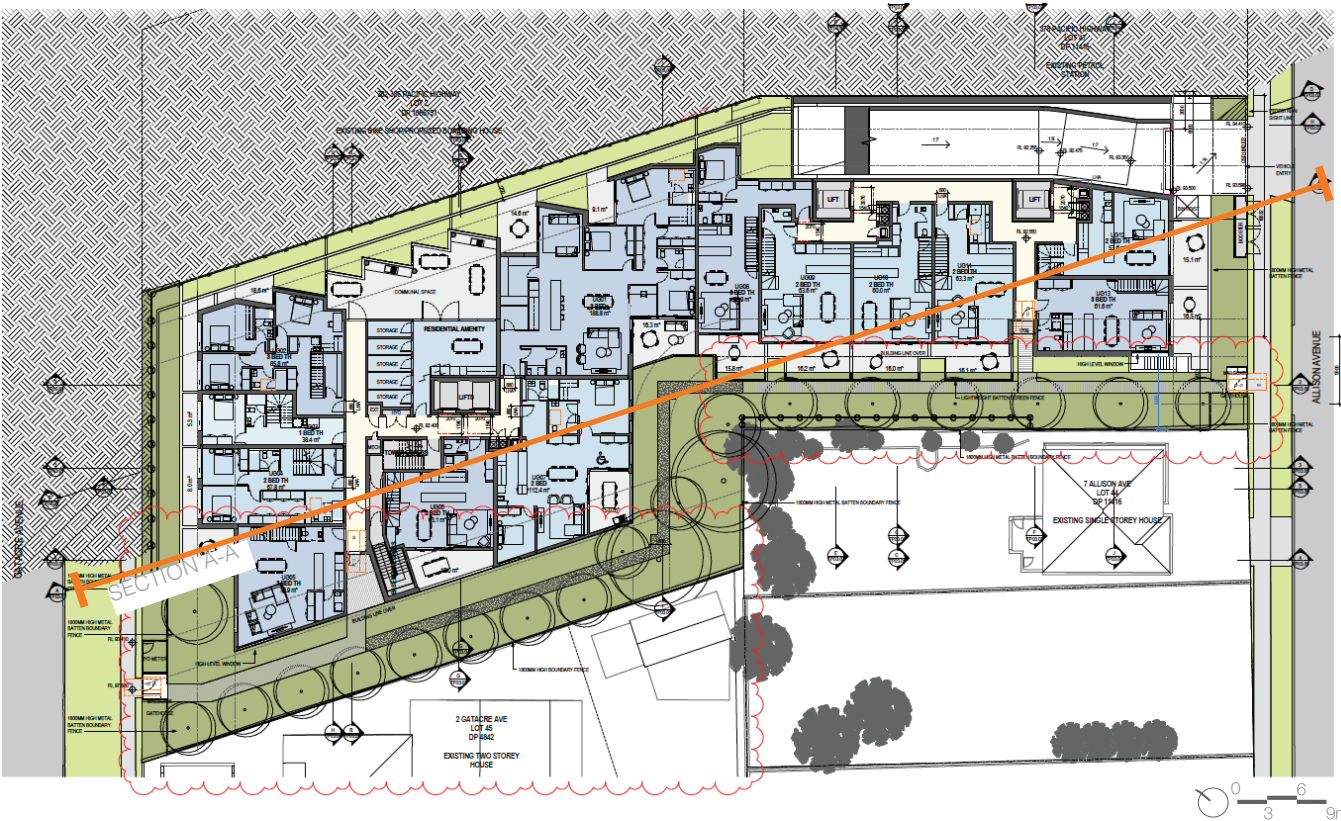


Figure 06 - Proposed Ground Floor of Proposed Development
Source: Rothe Lowman, Revision F 14.09.22

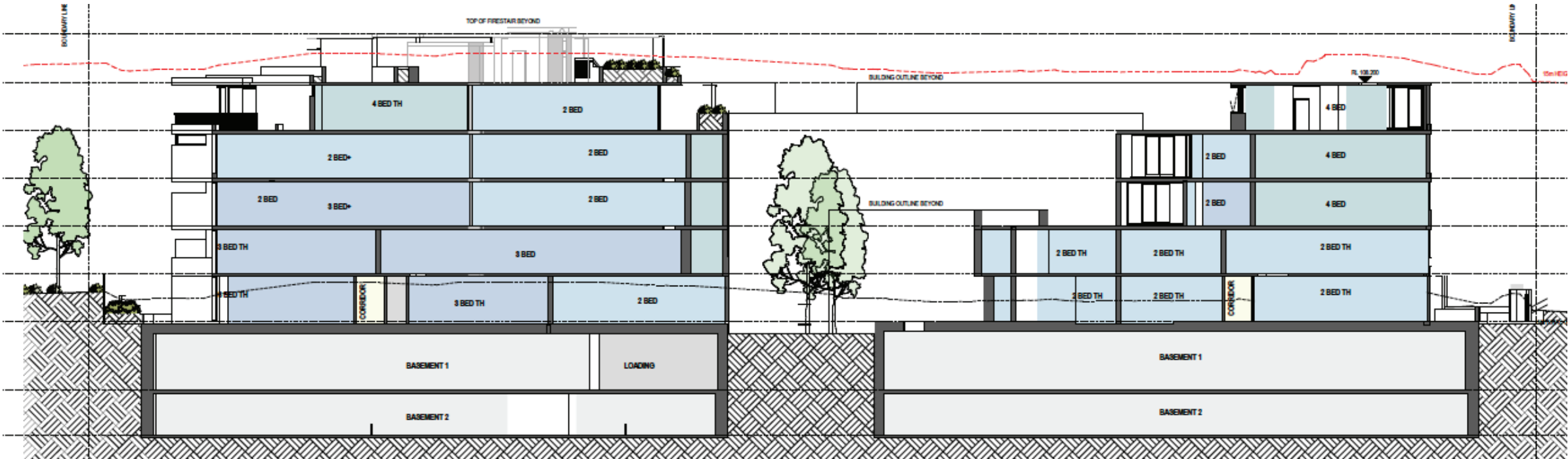


Figure 07 - Proposed Section A-A of Development
Source: Rothe Lowman, Revision F, 14.09.22

05 THE PROPOSAL

An amended development application, supported by additional information, was provided by the applicant, submitted on the planning portal and accepted by Council on 13 August 2021, that included:

- Demolition of existing buildings and structures and amalgamation of lots;
- Construction of a part five, part six storey residential flat building fronting both Gatacre and Allison Avenue with a total of 60 apartments, comprising 12 x one (1) bedroom, 22 x two (2) bedroom, 22 x three (3) bedroom and four (4) x 4 bedroom apartments. The maximum building height was reduced from 18.85 m to 17.4 m; and the FSR was reduced from 2.24:1 (6633m²) to 2.21:1 (6546.6m²);
- Vehicular access is provided via a ramp off Allison Avenue and will provide access to two levels of basement parkings; and
- Removal of total 13 existing trees and Landscape and planting areas.

Further to this, an amended proposal was prepared by Rothe Lowman (Dated 25th January 2022) This included :

- Demolition of existing buildings and structures and amalgamation of lots;
- Construction of a part five, part six storey residential flat building fronting both Gatacre and Allison Avenue;
- Vehicular access via a ramp off Allison Avenue; and
- Removal of total 13 existing trees and Landscape and planting areas as per Ground Ink Landscape Plans.

Following proceedings regarding the above proposal, further amendments have been prepared by Rothe Lowman (Dated 27th May 2022) as shown in *Figure 06 and 07*, and by Ground Ink (Dated 27th May 2022) as shown in *Figure 08*. These plans have been used to complete this visual impact assessment. This included:

- Demolition of existing buildings and structures and amalgamation of lots;
- Construction of a part five, part six storey residential flat building fronting both Gatacre and Allison Avenue;
- Vehicular access via a ramp off Allison Avenue; and
- Removal of total 13 existing trees and Landscape and planting areas as per Ground Ink Landscape Plans.

Further amendments have been prepared by Rothe Lowman (Dated 14th September 2022) as shown in *Figure 06 and 07*, and by Ground Ink (Dated 14th September 2022) as shown in *Figure 08*. These plans have been used to complete this visual impact assessment. This included:

- Demolition of existing buildings and structures and amalgamation of lots;
- Construction of a part five, part six storey residential flat building fronting both Gatacre and Allison Avenue. The extent of basement and building footprint have been reduced to allow 6m deep soil clear of retaining wall;
- Amendments to the building form, windows, screens and fences;
- Vehicular access via a ramp off Allison Avenue; and
- Removal of total 13 existing trees and Landscape and planting areas as per Ground Ink Landscape Plans.

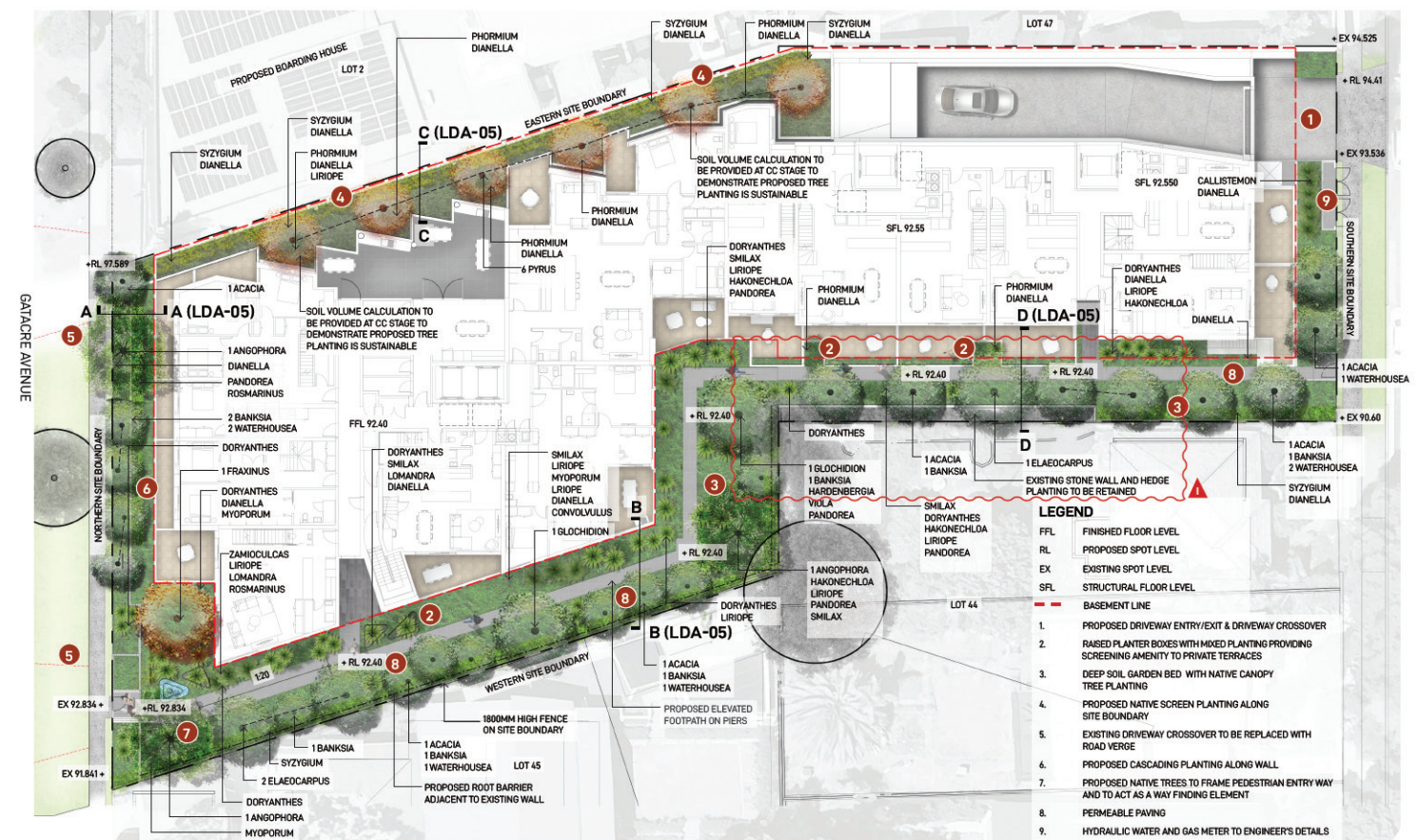


Figure 08 - Proposed Landscaping DA Documentation

Source: Ground Ink, Revision I, 14.09.22

06 EXISTING LANDSCAPE CHARACTER

Urban development within the area is high and consists of a mix of high density residential (R3,R4), commercial (B2,B4,B7)and industrial (IN1,IN2) uses that follow the major arterial roads. Low density residential (R2) and recreational land (RE1) is situated within the pockets to the north of Longueville/Epping Road and west of the Pacific Highway.

LAND USE

A combination of Business Park type commercial developments and more recently, residential apartment buildings are present along the Pacific Highway and Longueville Roads and are the dominant character element when traveling through the area. These developments provide a defined transition between the highway edge and the established low density residential area.

The site is located at the interface between R2 and R4 zoning and as such a mixture of high and low density residential define the existing character of the area. The low density residential areas to the west of the site are typically well established, with lots generally orientated north-west, south-east following the orientation of the street grid. The combination of the street grid and the steep to undulating terrain has resulted in the majority of lots 'stepping' down to respond to the gradient of the road. Views are generally orientated to the street and out toward the south west.

Due to the existing development along the highway, the low density residential is not easily visible from the Pacific Highway.

VEGETATION

As an existing and well established area, the general character of the low density residential areas is that of a 'leafy' suburb. There is extensive mature vegetation both within lots that provides an effective screen between the rear and side of adjoining lots and visual fragmentation from the street into the front of residences.

Extensive streetscape tree planting provides both shade and visual screening along residential streets.

Vegetation along the Pacific Highway is minimal.

TOPOGRAPHY

The natural topography of the area is sloping to undulating. The Pacific Highway extends generally North-South along the ridgeline with land sloping away to the East and West.

Views toward the commercial and high density development along the highway from public domain areas located to the south east, particularly from the south east of Gatacre and Allison Street are contained by a combination of existing vegetation and topography.



Figure 09 - Commercial developments as the dominant element along the Pacific Highway



Figure 10 - Interface between high and low density residential



Figure 11 - Typical existing Streetscape Planting along residential streets



Figure 12 - Views north west along south eastern section of Gatacre Ave.

07 VISUAL ANALYSIS

This part of the visual assessment considers the likely impact that development would have on the existing landscape character and visual amenity by selecting prominent public locations, otherwise referred to as viewpoints.

5.1.1 Viewpoint Selection Process

- Viewpoints are selected to illustrate a combination of the following:
- Present landscape character types.
 - Areas of high landscape or scenic value.
 - Visual composition (e.g. focused or panoramic views, simple or complex landscape pattern).
 - Range of distances.
 - Varying aspects.
 - Various elevations.
 - Various extent of development visibility (full and partial visibility).
 - Sequential along specific routes.

Viewpoints have been carefully selected to be representative of the range of views within the study area. The selection of viewpoints is informed by topographical maps, field work observations and other relevant influences such as access, landscape character and the popularity of vantage points.

A total of 21 viewpoints were taken as part of the field work process. The majority of these viewpoints were taken from publicly accessible roads surrounding the site. Of the 21 a total of 7 viewpoints have been included to represent the areas from where the development would appear most prominent, either based on the degree of exposure or the number of people likely to be affected.

It is important to note that viewpoints for this study have been taken only from accessible public land (refer to Figure 13 for locations).

5.1.2 Process of Viewpoint Analysis

Once the viewpoint had been selected, panoramic photographs were taken at eye level from the viewpoints towards The Site. Photographs were taken with a Canon EOS 5D Mark III digital SLR through a 50mm lens to best represent the human eye.

The visual impact of the viewpoint was then assessed both on site and with the topographic and aerial information to ensure accuracy. Viewpoint photographs and analysis is included the following pages. The findings of the viewpoint analysis have been quantified and are summarised in Table 3.

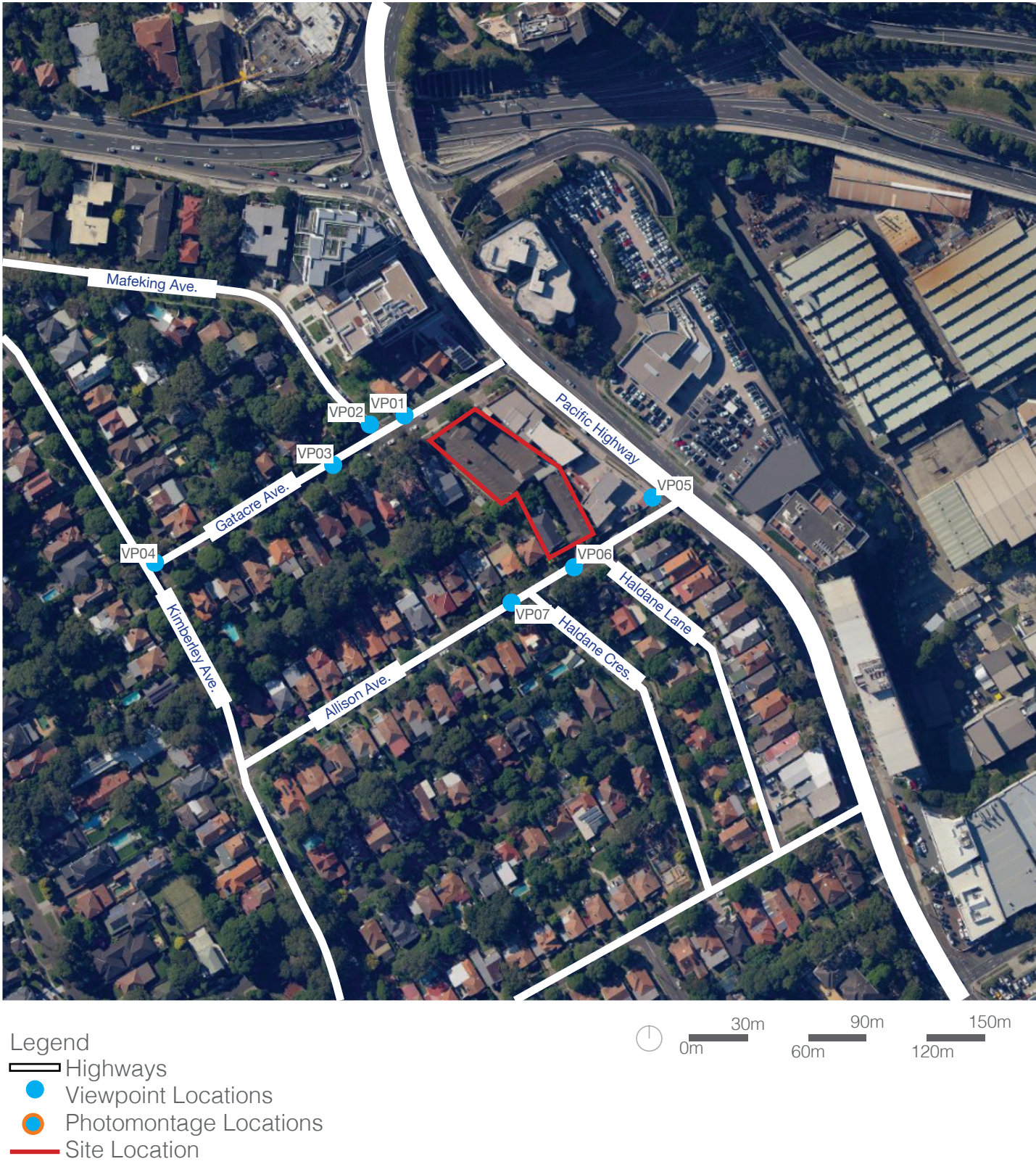


Figure 13 - Viewpoint Locations

5.2 Overview of Viewpoint Analysis

As discussed in the rationale for the viewpoint selection process, where possible, these viewpoints have been selected to represent the worst case scenario. For each viewpoint, the potential visual impact was analysed through the use of a combination of topographic maps and on site analysis.

The visual sensitivity and visual magnitude of each viewpoint have been assessed which, when combined, result in an overall visual impact for the viewpoint (*Refer to Table 3*).

Of the 7 viewpoints assessed as part of this VIA, the proposal would be visible to varying levels from a total of 7 viewpoints. Of the 7 viewpoints from which the proposal would be visible, two (2) of these have been assessed as having a low visual impact, two (2) have been rated as moderate to low, one (1) as moderate and two (2) has been rated as having a high to moderate visual impact.

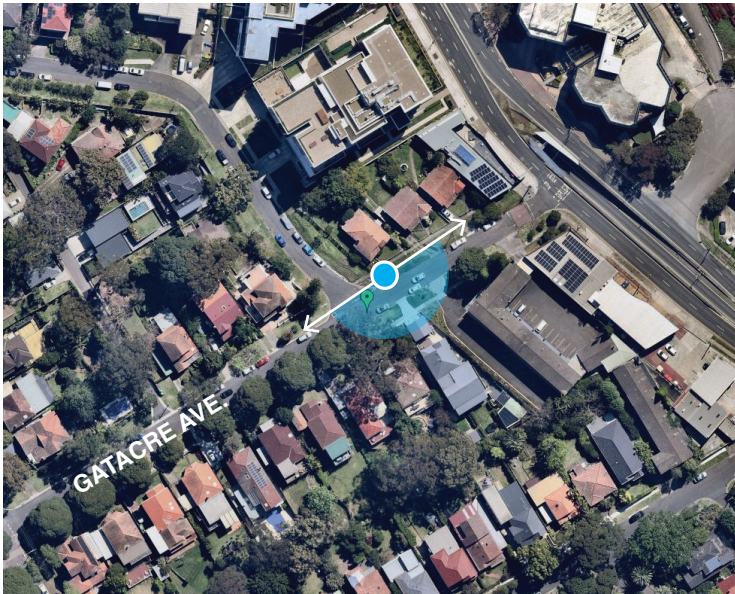
Generally, the viewpoints are rated as having a high and moderate visual impact were taken within close proximity the proposal and with limited visual screening toward the site (resulting in a high visual sensitivity). The visual magnitude (the level of visual contrast) is likely to be low or moderate for the majority of locations, however two (2) viewpoints have a high visual magnitude.

VIEWPOINT	VISUAL SENSITIVITY	VISUAL MAGNITUDE	POTENTIAL VISUAL IMPACT
VP01	MODERATE	HIGH	HIGH-MODERATE
VP02	MODERATE	LOW	MODERATE-LOW
VP03	MODERATE	MODERATE-LOW	MODERATE
VP04	MODERATE	LOW	LOW
VP05	MODERATE	LOW	LOW
VP06	MODERATE	HIGH	HIGH-MODERATE
VP07	MODERATE	LOW	MODERATE-LOW

Table 3: Viewpoint Visual Impact Summary

**Please note the Viewpoint Visibility Assessment Summary is based on the visibility assessment criteria outlined in Section 2.1 of this report.*

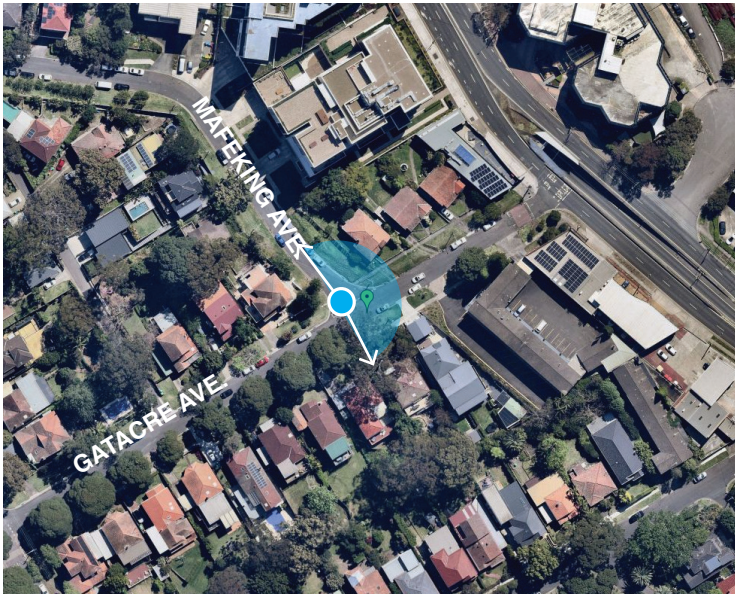
VP01 - GATACRE AVE, LANE COVE



VP01 Location

VIEWPOINT VP01			
SUMMARY OF VIEWPOINT		VIEWPOINT DESCRIPTION	POTENTIAL VISUAL IMPACT
LOCATION	Gatacre Avenue, Lane Cove	View from Gatacre Avenue looking generally south east direction towards the Site and adjoining dwelling.	From this location the proposed development has the potential to be a dominant visual element in the landscape due to its location at the interface between two land uses, the close proximity and lack of foreground vegetation. However, within the context of the existing and planned higher density character surrounding the highway, the proposed development is in keeping with the scale of the surrounding developments.
COORDINATES	33°48'49.46"S 151°10'32.45"E		
ELEVATION	95m	The character of the view is defined by the existing low density dwellings and contrasted by the adjoining commercial/high density land uses. It is noted that an approved 5 Story Boarding House is planned for the 99 Bikes site, adjoining the Site to the east of the view.	
VIEWING DIRECTION	Generally South East		
DISTANCE TO SITE	Approx. 20m	The proposed development is situated in the foreground of the view to the east of the view.	
LAND USE	Local Residential Road		
VISUAL SENSITIVITY	Moderate	The proposed development is likely to be visible in the foreground of the view from this location due to the close proximity and lack of vegetation. The planned boarding house is likely to be visible, though partially screened by vegetation to the east of the site, in the background of the view.	
VISUAL MAGNITUDE	Moderate		
VISUAL IMPACT	Moderate	The visual sensitivity of this viewpoint has been rated as Moderate due to the land use and close proximity to the Site.	The visual magnitude is likely to be High resulting in an overall visual impact as High-Moderate . Refer Photomontage 01

VP02 - GATACRE AVE, LANE COVE



VP02 Location

VIEWPOINT VP02			
SUMMARY OF VIEWPOINT		VIEWPOINT DESCRIPTION	POTENTIAL VISUAL IMPACT
LOCATION	Gatacre Avenue, Lane Cove	View from looking generally north east direction along Gatacre Avenue. The Site is visible in the middleground of the view to the east.	From this location the proposed development is likely to be a major visual element due to the close proximity and lack of foreground vegetation . However, within the context of the surrounding higher density character the proposed development is in keeping with the scale of the surrounding developments.
COORDINATES	33°48'49.55"S 151°10'31.94"E		
ELEVATION	92m		
VIEWING DIRECTION	Generally North East	The character of the view is defined by the existing low density dwellings and associated vegetation in the foreground of the view and contrasted by the existing high density building and commercial land uses in the background of the view. It is noted that an approved 5 Story Boarding House is planned for the 99 Bikes site, adjoining the Site to the north east of the view.	The proposed development will be a major element from this location however, the surrounding high density and commercial developments assist in integrating the proposed development into the surrounding landscape character, reducing the dominance of the element within the landscape.
DISTANCE TO SITE	Approx. 25m		
LAND USE	Local Residential Road	The proposed development is situated in the middleground of the view to the east.	The visual magnitude is likely to be Moderate resulting in an overall visual impact as Moderate .
VISUAL SENSITIVITY	Moderate		
VISUAL MAGNITUDE	Low	The proposed development is likely to be visible in the middleground of the view from this location due to the close proximity and lack of vegetation in the foreground of the view. The planned boarding house is likely to be visible, though partially screened by vegetation, in the background of the view.	Refer Photomontage 02
VISUAL IMPACT	Moderate		
		The visual sensitivity of this viewpoint has been rated as Moderate due to the land use and close proximity to the Site.	

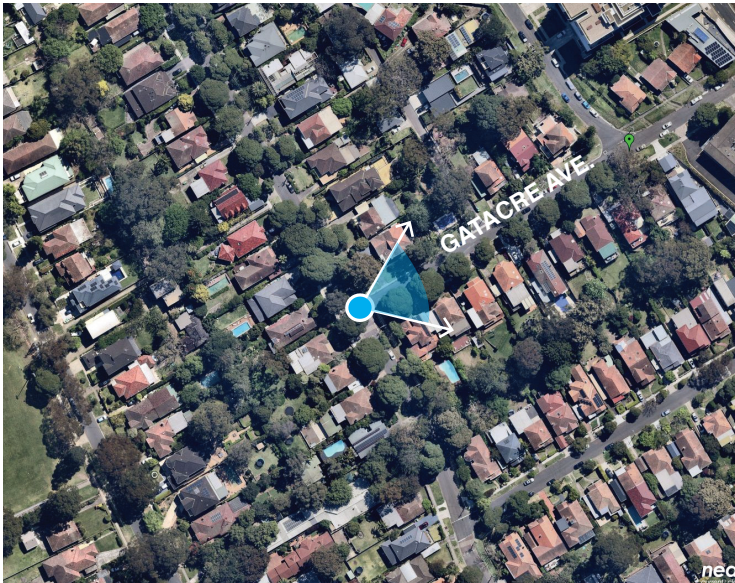
VP03 - GATACRE AVE, LANE COVE



VP03 Location

VIEWPOINT VP03			
SUMMARY OF VIEWPOINT		VIEWPOINT DESCRIPTION	POTENTIAL VISUAL IMPACT
LOCATION	Gatacre Avenue, Lane Cove	View from Gatacre Avenue looking east towards the Site and adjoining dwellings. The key character of the view is defined by the existing low density dwellings and the adjoining commercial/land uses set amongst generally sloping terrain.	From this location the proposed development has the potential to be a visible element in the landscape due to its location at the interface between two land uses, it location along a ridgeline and close proximity to the site.
COORDINATES	33°48'50.31"S 151°10'31.03"E		
ELEVATION	88m		
VIEWING DIRECTION	Generally South East	Residences follow the existing topography of the street, with each lot 'stepping down'. Those located on the north eastern side of Gateacre Avenue are generally set down lower than the street level.	However, within the context of the existing and planned higher density character surrounding the highway, the proposed development is in keeping with the character of the surrounding area.
DISTANCE TO SITE	Approx. 50m		
LAND USE	Local Residential Road		
VISUAL SENSITIVITY	Moderate	Existing established vegetation associated with lots and streetscape planting is visible in the foreground and middleground of the view. The site is visible along a ridgeline in the background of the view. It is noted that an approved 5 Story Boarding House is planned for the 99 Bikes site, directly adjoining the Site to the east of the view. Views toward the site and proposed development are likely to be visible from this location. The existing vegetation is likely to fragment views toward portions of the proposed development. The planned boarding house is likely to be visible behind the existing commercial building, though partially screened by vegetation, in the background of the view. The visual sensitivity of this viewpoint has been rated as Moderate due to the land use and proximity to the Site.	The existing vegetation in the middleground of the view and surrounding high density developments, and low density dwellings are likely to fragment views toward the proposed development and assist in integrating the proposed development into the surrounding landscape character. It is also noted that given the set down and orientation of the closest residential dwellings along Gateacre Avenue views are generally orientated towards the street and potential views to the proposed development are blocked by the adjoining residence to the east. The visual magnitude is likely to be Low-Moderate resulting in an overall visual impact as Moderate . Refer Photomontage 03
VISUAL MAGNITUDE	Low-Moderate		
VISUAL IMPACT	Moderate		

VP04 - GATACRE AVE, LANE COVE



VP04 Location

VIEWPOINT VP04			
SUMMARY OF VIEWPOINT		VIEWPOINT DESCRIPTION	POTENTIAL VISUAL IMPACT
LOCATION	Gatacre Avenue, Lane Cove	View looking generally north east direction up Gatacre Avenue. The existing low density dwellings and surrounding mature tree lined streetscape are the dominant landscape character from this location. The topography in the area is generally sloping and rises to the north east to eventually terminate at the Pacific Highway in the background of the view. The proposed development is located along the ridge close by the termination of Gatacre Avenue.	From this location views of the proposed development to the north east will be restricted to a small portion of the overall view as a result of existing residential development and vegetation in the foreground of the view.
COORDINATES	33°48'51.86"S 151°10'27.59"E		
ELEVATION	75m		
VIEWING DIRECTION	Generally North East		
DISTANCE TO SITE	Approx. 155m		
LAND USE	Local Residential Road	Views toward the site and proposed development are likely to be largely screened by to the existing streetscape vegetation and buildings. Fragmented views toward a small portion of the proposed development may be visible through vegetation to the east of the view. This is likely to make up a small portion of the view and is not likely to dominate or modify the character of the viewfrom this location.	The introduction of the proposed works is likely to integrate into the existing landscape. The proposed works are unlikely to diminish or modify the vegetated and sloping character of the view.
VISUAL SENSITIVITY	Moderate		
VISUAL MAGNITUDE	Low		
VISUAL IMPACT	Low		
		The visual sensitivity of this viewpoint has been rated as Moderate due to the land use and close proximity to the Site.	It is my opinion that the visual impact from this location due to the existing streetscapre vegetation is Low resulting in an overall visual impact as Low .

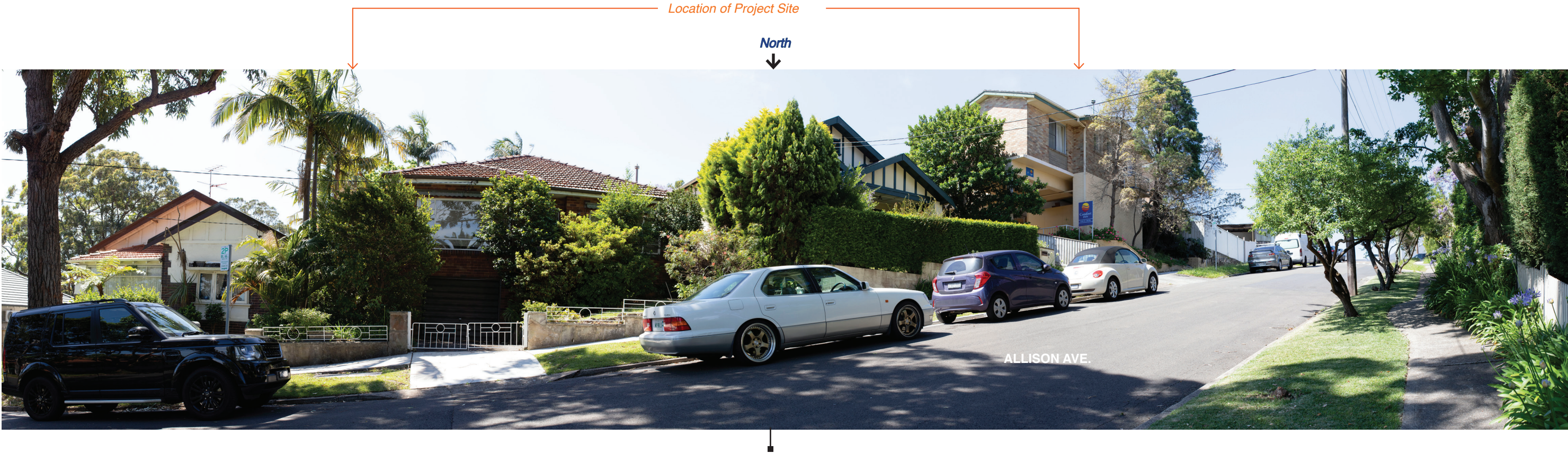
VP05 - CNR PACIFIC HIGHWAY & ALLISON ST, LANE COVE



VP05 Location

VIEWPOINT VP05			
SUMMARY OF VIEWPOINT		VIEWPOINT DESCRIPTION	POTENTIAL VISUAL IMPACT
LOCATION	Cnr Pacific Highway & Allison Ave, Lane Cove	View from the corner of the Pacific Highway and Allison Street, nearby a Petrol Station, with the Project area to the west of the view. The character of the view is defined by the commercial and high density development that borders the Pacific Highway.	From this location the introduction of the proposed works is likely to integrate into the existing landscape. The proposed works are unlikely to diminish or modify the existing character of the view. It is my opinion that the visual impact from this location due to the construction of the proposed works is Low resulting in an overall visual impact as Low . Refer Photomontage 04
COORDINATES	33°48'50.80"S 151°10'37.40"E		
ELEVATION	103m		
VIEWING DIRECTION	Generally North West	The proposed development is situated behind the Petrol Station and Bike store to the west of the view. The proposed development is likely to be visible however, it will partially screened by the existing buildings in the foreground of the view. It is noted that an approved 5 Story Boarding House is planned for the 99 Bikes site and is likely to provide additional visual screening and further integrate the proposed development into the surrounding Landscape.	
DISTANCE TO SITE	Approx. 40m		
LAND USE	Main Highway		
VISUAL SENSITIVITY	Moderate	The Pacific Highway is a busy road with a speed limit of 60km/h. The existing commercial and high density development is the distinguishable feature when travelling along this road. The proposed development will not be out of character in the context of this view.	
VISUAL MAGNITUDE	Low		
VISUAL IMPACT	Low		

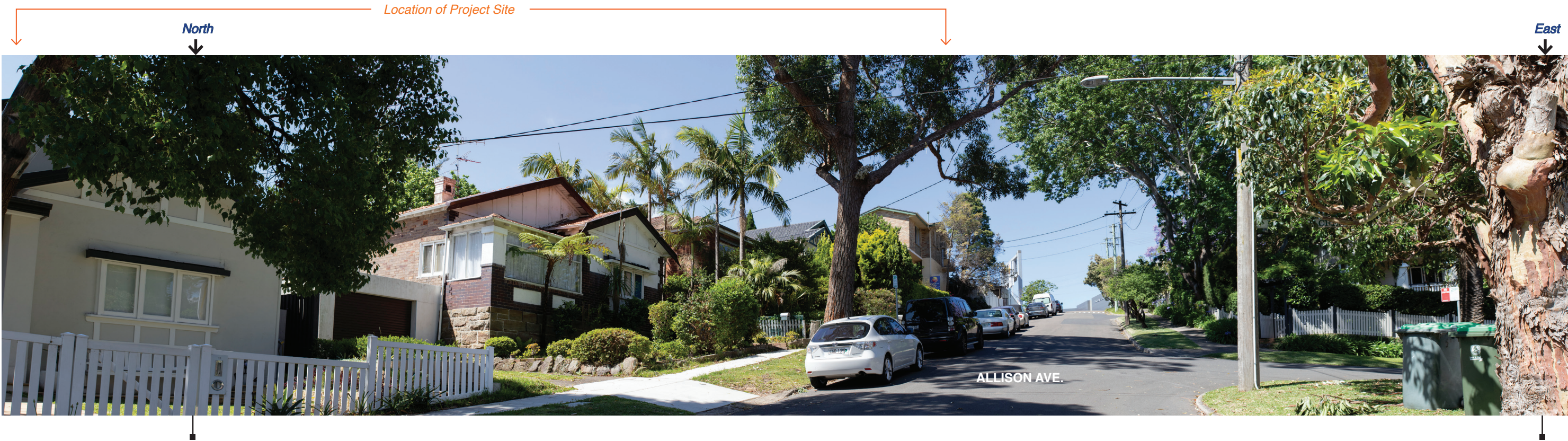
VP06 - ALLISON AVE, LANE COVE



VP06 Location

VIEWPOINT VP06			
SUMMARY OF VIEWPOINT		VIEWPOINT DESCRIPTION	POTENTIAL VISUAL IMPACT
LOCATION	Allison Avenue, Lane Cove	View from Allison Avenue looking generally north towards the Site. The proposed development is located along a ridge to the north of the viewpoint. The key character of the view is defined by the existing low density dwellings and the adjoining commercial land uses. The topography in the area is generally sloping to the south west.	From this location the proposed development has the potential to be a dominant visual element in the landscape due to its location at the interface between two land uses, the close proximity, the general low density character of the immediate surrounds and lack of foreground vegetation. The visual magnitude is likely to be High resulting in an overall visual impact as High-Moderate . Refer Photomontage 05
COORDINATES	33°48'50.31"S 151°10'31.03"E		
ELEVATION	92m		
VIEWING DIRECTION	Generally South East	Views toward the site and proposed development are likely to be highly visible from this location due to the close proximity and lack of vegetation in the foreground of the view. It is noted that the vegetation within the site boundary currently providing fragmented views toward the existing dwelling and hotel is proposed to be removed as part of the project.	
DISTANCE TO SITE	Approx. 15m		
LAND USE	Local Residential Road		
VISUAL SENSITIVITY	Moderate	The visual sensitivity of this viewpoint has been rated as Moderate due to the land use and close proximity to the Site.	
VISUAL MAGNITUDE	High		
VISUAL IMPACT	High-Moderate		

VP07 - ALLISON AVE, LANE COVE



VP07 Location

VIEWPOINT VP07			
SUMMARY OF VIEWPOINT		VIEWPOINT DESCRIPTION	POTENTIAL VISUAL IMPACT
LOCATION	Allison Avenue, Lane Cove	View from Allison Avenue looking generally north east direction towards the Site. The commercial buildings and infrastructure, including that of the existing motel on the Site, associated with the Pacific Highway are visible in the background of the view.	The proposed development is likely to be a visible element when traveling in a south western direction from this location however, the existing mature vegetation and buildings are likely to fragment views towards a large proportion of the development.
COORDINATES	33°48'52.60"S 151°10'34.58"E		
ELEVATION	89m		
VIEWING DIRECTION	Generally North East	The character of the view is defined by the existing low density dwellings and dense streetscape tree plantings in the foreground of the view and the and the commercial establishments in the background of the view.	The development will be a noticeable element in the landscape yet not cause significant modification to the character of the viewpoint due to the existing screening factors.
DISTANCE TO SITE	Approx. 45m		
LAND USE	Local Residential Road	The site is situated along the ridge in the background of the view. The proposed development is likely to be visible above the roof line of the dwellings along the northern side of Allison Avenue, however the existing buildings and vegetation are likely to fragment the view toward the proposed development.	From this location the introduction of the proposed works is likely to integrate into the existing landscape. The proposed development is unlikely to diminish or modify the existing character.
VISUAL SENSITIVITY	Moderate		
VISUAL MAGNITUDE	Low		
VISUAL IMPACT	Moderate-Low	The visual sensitivity of this viewpoint has been rated as Moderate due to the land use and close proximity to the Site.	It is my opinion that the visual magnitude is likely to be Low resulting in an overall visual impact as Moderate-Low .



Existing



Proposed (without proposed vegetation)



Proposed (shown with proposed established vegetation at 5-10 year growth)



Compliant Built Form * Note: The existing building has been kept to demonstrate context.

PHOTOMONTAGE 02 (PM02) : VP02 - GATACRE AVE, LANE COVE



Existing



Proposed (without proposed vegetation)

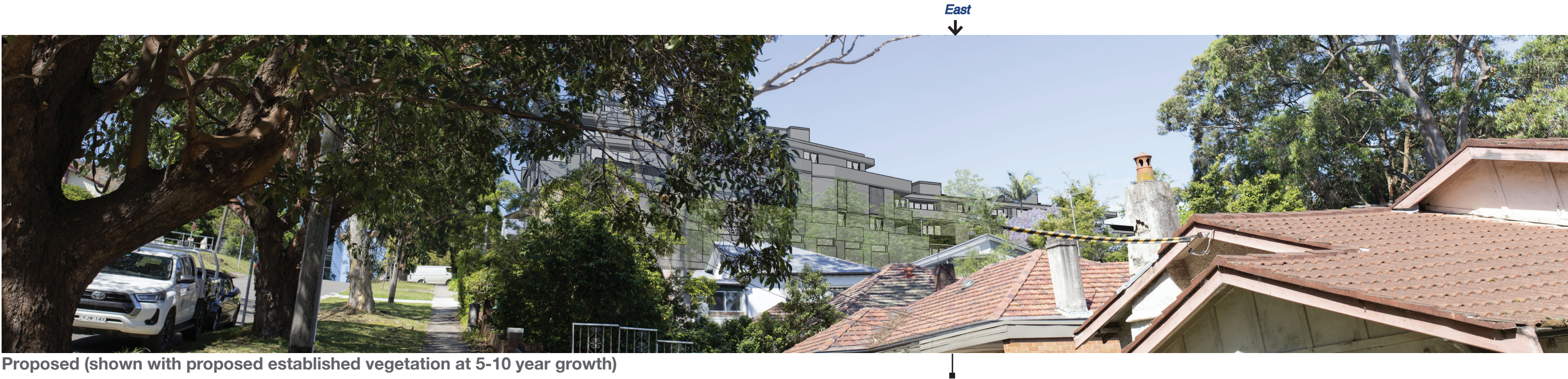


Proposed (shown with proposed established vegetation at 5-10 year growth)



Compliant Built Form * Note: The existing building has been kept to demonstrate context.





PHOTOMONTAGE 04 (PM04) : VP05 - CNR ALLISON AVENUE AND PACIFIC HIGHWAY, LANE COVE

West
↓



Existing



Proposed



Compliant Built Form





09 SUMMARY OF VISUAL IMPACTS

On review of all the viewpoints it is my opinion that the impact of the proposal in its current form is moderate. The key reasons for this conclusion are based on the three key aspects of visual assessment, which are; the scenic quality of the view, the existing character of the view and the ability of any impacts to be mitigated.

The visual quality of the views to the site from the identified viewpoints do not consist of the key elements that contribute to how we generally perceive landscapes in a positive way (naturalness, variation, rarity). For the most part the views are dominated by the existing built form of an established low density residential area contrasted by the surrounding high density and commercial developments concentrated along the Pacific Highway Corridor and the mature streetscape vegetation that provides an effective screen to the site from the southern sections of both Gatacre and Allison Avenue. The immediate area does not possess any visually sensitive features (heritage items, unique natural characteristics) that are evident to an extent that they are likely to be impacted by the proposal.

The second consideration is impact on character. It is without question that the area is undergoing a transitional period brought about by the *Lane Cove Local Environmental Plan 2009* which encourages increased height and density along the Pacific Highway and Longueville Roads. High density and commercial development are already the defining character element when travelling along the Pacific Highway and a combination of these elements contrasted by low density residential areas are the dominant character elements within the residential streets close to the Pacific Highway corridor.

The modifications to the site in the amended proposal are generally consistent with the existing bulk, scale and design vernacular of the site and the broader area to the north and west of the site. It is my opinion that, in most locations, apart from those viewpoints taken at close range to the project site, the surrounding and/or proposed higher density developments are already a defining character element of the view and this character is unlikely to be modified or diminished by the proposal. Within the southern sections of Gatacre and Allison Avenue, dense established street trees are a key characteristic. This is likely to remain unchanged or diminished as a result of the proposed development.

The final meter of visual impact assessment that a proposal should be measured against is the ability of any impacts to be mitigated through screening or modifications to the proposal. I consider that the visual impacts of the proposal are Moderate and that, in the context of the character of the area, additional screen planting is unlikely to modify the character or appearance of the proposal to a significant extent. However, the streetscape plantings along Gatacre and Allison roads are a defining character element and it is recommended that any development on the site looks to reinstate street tree planting that is consistent with this character and provides shade to the pedestrian environment.

It is noted that the amended proposal (*REV F - 25/05/22*) by Ground Ink Landscape Architects has included an increased deep soil area to the southern and western boundaries. In our opinion, this will ensure the long-term viability of the proposed trees along the boundaries and will be sufficient to support the growth of large canopy trees along the southern and western boundaries of the development. This will ensure adequate canopy to positively contribute to privacy both within the site and the adjoining residences.

It is my opinion that the visual impacts of the proposal on the broader context of the area are likely to be minimal. From publicly accessible areas within the broader context of the proposal a combination of streetscape vegetation and topography are likely to screen or significantly fragment the views toward the proposal. This is particularly true of areas where the topography slopes away from the proposal and established trees line the streetscape. In addition, it is noted that the visual impacts reduce as you move away from the proposal as it is viewed in the context of other similar developments that characterise the highway.

As part of the process of the review, five (5) selected photomontages were prepared demonstrating the existing viewpoint, the proposed development and a compliant built form massing model provided by Rothe Lowman Architects. The purpose of this exercise is to cross-compare any significant changes to the visual impact of the proposed development and that of a compliant built form.

It is my opinion that generally there is no significant changes between the proposal and the compliant built form. It is noted that the most visible change between the two photomontages is that of the northern edge of the building running parallel to the highway whereby the proposed development is set back and higher in height than the compliant built form.

The view from along the highway and that of the far northern end of Allison Avenue and Gateacre Avenue is characterised by the existing residential and commercial developments and highway infrastructure. It is not a sensitive viewing location and it would not be out of character to view similar developments to that of the proposed scale and vernacular in the context of the view.

It is my opinion that if constructed, the visual impact upon views from residences and the public domain for both the original proposal or amended scheme would be Moderate and would be acceptable within the existing surrounding landscape character.



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