

166-174 BLAXLAND ROAD, RYDE

VISUAL IMPACT ANALYSIS
166-174 BLAXLAND ROAD, RYDE
LOT 24, 25, 27 AND 28 IN DP 6046 AND LOT
A & B IN DP 390365

PREPARED FOR: SASCO PROPERTY
15 JUNE 2026
REVISION C



Department of
Planning Housing
and Infrastructure





We acknowledge Aboriginal and Torres Strait Islanders as the traditional custodians of all the lands throughout Australia. We recognise and respect the connection to their land, cultural heritage and community, and we pay respects to their Elders past, present and emerging.

Rev	Description	Initial	Date
A	First Draft	RT	07 May 2026
B	Second Draft	RT	08 June 2026
C	FINAL	RT	15 June 2026

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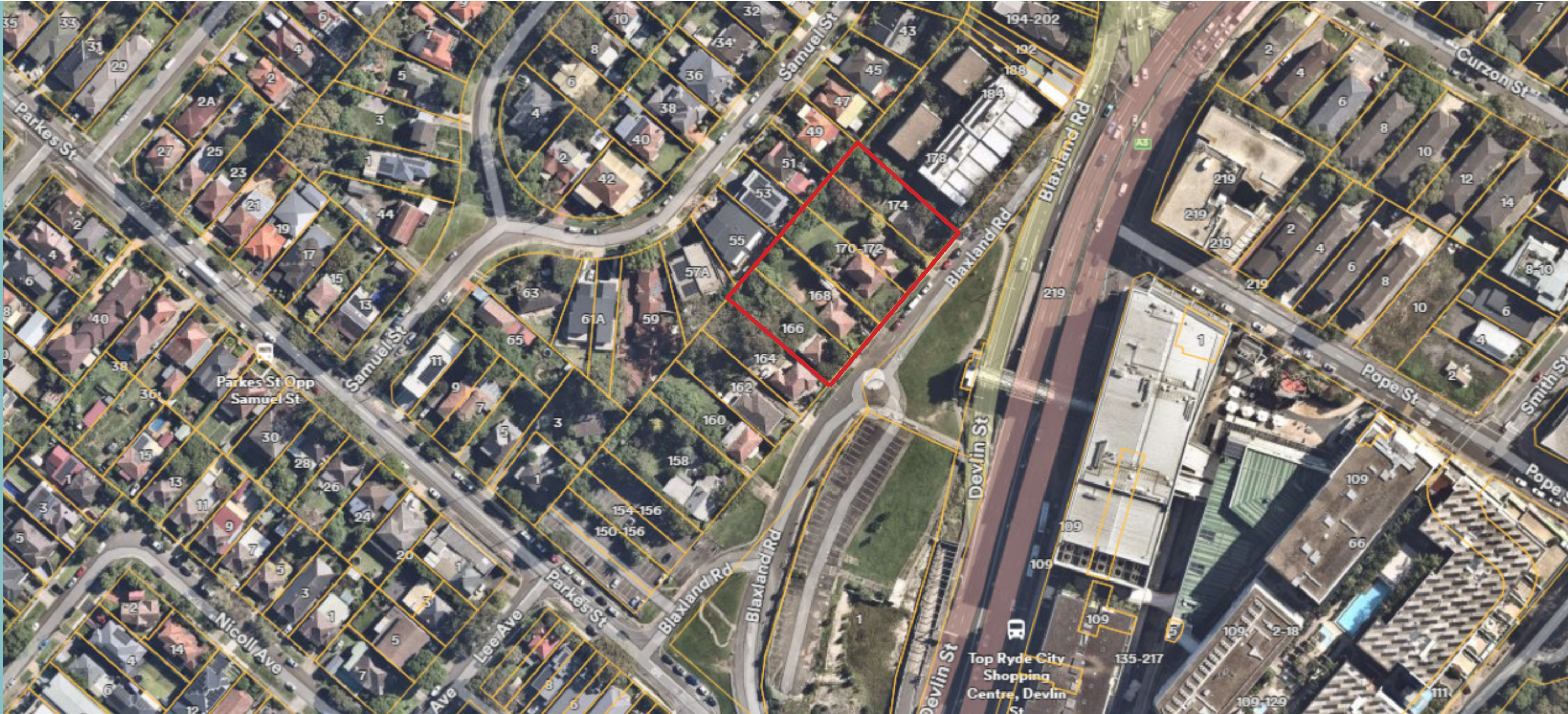


FIGURE 1: SITE LOCALITY (Source NearMaps)

This Visual Impact Analysis has been prepared to accompany a State Significant Development Application (SSDA) for a part four (4), part ten (10) storey with rooftop loft-style residential flat building comprising 114 apartments, including affordable housing, at 166-174 Blaxland Road, Ryde (SSD-95802958 – Ryde Residential Development).

The assessment has been undertaken using a recognised visual impact assessment methodology consistent with established landscape and visual assessment principles, including the Guidelines for Landscape and Visual Impact Assessment (GLVIA, Third Edition) and relevant NSW practice.

The analysis considers the existing visual environment and the proposed development within the context of the Ryde Town Centre high-density growth corridor, providing a realistic baseline for assessing visual change against the established and evolving built form of the locality. As the proposal is accompanied by a concurrent rezoning request, the assessment has been undertaken having regard to the visual impacts of a development that exceeds the existing planning controls, and addresses the extent to which those impacts are acceptable in the context of the site and surrounding locality.

The effective visual catchment of the proposal extends to a 5km radius, as determined by a viewshed analysis undertaken for the site. Within this catchment, the visual influence of the proposal is greatest at close and medium-range viewpoints, where the building's height and massing are most legible. At longer ranges, views are filtered and visually diluted by distance, intervening built form, and mature vegetation, reducing the perceived bulk of the proposal.

The site is adjacent to Ryde Town Centre and opposite the Top Ryde City Shopping Centre, within an established and evolving high-density urban corridor. Views from Blaxland Road are experienced by pedestrians, motorists and passing bus passengers. The proposal would be read as part of the emerging high-density built form character of the Ryde Town Centre locality, which is in close proximity to established Mixed Use (MU1) and High Density Residential (R4) zones, and consistent with a number of recent and approved high-density developments in the surrounding area.

Views from surrounding residential areas and street level along Blaxland Road and Samuel Street are influenced by the established urban context. The building would be visible from a number of residential viewpoints, however its form is consistent with the scale of development anticipated within this high-density growth corridor and provides an appropriate transition between the Ryde Town Centre and the adjoining lower-density residential areas.

Nine representative viewpoints were assessed across the visual catchment at distances of up to 5km from the site. The majority of viewpoints experience low to moderate levels of visual impact, reflecting the influence of viewing distance, intervening development and vegetation, and the established high-density urban context of the Ryde locality. No statutory, protected or recognised scenic views are affected by the proposal.

Overall, the assessment concludes that the proposed changes to height and floor space ratio development standards and the specific built form will have a visual impact acceptable within the broader Ryde Town Centre growth corridor context, consistent with the scale and character of development supported by the NSW Government's strategic planning framework for well-located high-density housing in this locality.

PURPOSE OF REPORT

This Visual Impact Analysis has been prepared by Planning Ingenuity on behalf of Sasco Property to support a State Significant Development Application (SSDA) for a part four (4), part ten (10) storey with rooftop loft-style residential flat building comprising 114 apartments, including affordable housing, at 166-174 Blaxland Road, Ryde (SSD-95802958 – Ryde Residential Development).

The Visual Impact Analysis examines the potential visual impacts of the proposed development on the surrounding visual environment, including the public domain, street level interfaces along Blaxland Road and Samuel Street, and nearby residential receivers, and informs the assessment of the application under Section 4.15 of the Environmental Planning and Assessment Act 1979.

This report has been prepared in response to the Planning Secretary’s Environmental Assessment Requirements (SEARs) and forms part of the Environmental Impact Statement (EIS) submitted with the SSDA. Given the proposal is accompanied by a concurrent rezoning request and exceeds the existing planning controls, this analysis addresses both tiers of the visual impact requirements set out under Issue 8 of the SEARs.

DESCRIPTION OF REQUIREMENT	SUPPORTING DOCUMENTATION
8. Visual Impact	
Provide a visual analysis of the development from key viewpoints, including photomontages or perspectives showing the proposed and likely future development.	Visual Impact Analysis
If the proposal would result in significant visual impact not anticipated by the planning controls, provide a visual impact assessment that addresses the visual impacts of the development on the existing catchment.	Visual Impact Analysis

Table 1 SEARs Compliance

METHODOLOGY

The methodology adopted for this Visual Impact Analysis is informed by established and accepted landscape and visual assessment guidance, including the Guideline for landscape character and visual impact assessment: Environmental impact assessment practice note E1A-N04 (Transport for NSW, Version 2.3, 2023), as well as the Guidelines for Landscape and Visual Impact Assessment (GLVIA3, Landscape Institute and IEMA, 2013).

These documents provide a recognised framework for identifying and assessing potential visual impacts, including consideration of the sensitivity of visual receptors, the nature and magnitude of visual change, and the overall significance of visual effects. Consistent with this guidance, the assessment focuses on the visual ‘fit’ of the proposal within its high-density urban context and the extent to which it alters views experienced from public and private vantage points.

The Visual Analysis has been undertaken using a qualitative, professional assessment approach, supported by site inspections, contextual analysis and the use of representative photomontages prepared from agreed viewpoints. The methodology has been tailored to the specific characteristics of the site and the nature of the proposed development, recognising that visual impact assessment is not a prescriptive exercise but requires the application of informed professional judgement appropriate to the circumstances of the project.

TERMINOLOGY

For the purposes of this Visual Impact Analysis, the following terminology is used:

- Proposal / Development:** The proposed development that may give rise to changes in the visual environment during construction and operation.
- Subject Site:** The land directly affected by the proposal, defined by the site boundaries at 166-174 Blaxland Road, Ryde.
- Study Area:** The subject site and the immediately surrounding land where potential visual effects may occur.
- Study Locality:** The broader visual catchment within which the proposal may be visible or perceptible. For this assessment, the study locality extends to approximately 5km from the site, as determined by the viewshed analysis undertaken. Beyond this distance, the proposal is generally not discernible due to intervening built form, vegetation and distance.

For the purposes of describing the magnitude of visual change and the resulting level of visual impact, a graduated qualitative scale has been adopted, informed by established landscape and visual assessment practice, including guidance from the Landscape Institute and IEMA:

- None** – The proposal is not discernible.
- Negligible** – The proposal is barely discernible and would have no material effect on the visual environment.
- Low** – The proposal is visible but forms a minor element of the overall view and does not materially alter visual character.
- Moderate** – The proposal is a noticeable element within the view and results in a discernible change to the visual environment.
- High** – The proposal is a prominent element within the view and results in a substantial change to visual character.

ASSESSMENT PROCESS

The Visual Impact Analysis has been undertaken in the following steps:

Step 1 – Desktop Analysis. An initial desktop study was undertaken to identify key components of interest through extensive analysis from a variety of sources, including relevant planning and environmental documents, digital aerial photography, cadastral data, vegetation mapping and terrain modelling. A viewshed analysis was undertaken to determine the extent of the visual catchment and to identify locations from which the proposed development may be visible within a 5km radius of the site.

Step 2 – Field Study. A field study was carried out by Planning Ingenuity to gather primary photographic resources and ground-truth data identified through the desktop analysis. Photographs were captured to best represent the landscape character of the area, inform the reader of the view from each viewpoint, and provide baseline visual references for the production of photomontages. Where weather or other conditions prevented the capture of required information, supplementary site visits were undertaken to ensure correct and accurate data collection.

Step 3 – Viewpoint Selection. Nine representative viewpoints were selected across the visual catchment at distances of up to 5km from the site. Viewpoint selection criteria include locations where views of the proposed development may be obtained from publicly frequented locations, including major traffic and pedestrian corridors, the Main Western Railway corridor, areas of high scenic or community value, and locations where members of the local community may be affected by the proposed development.

Step 4 – Visual Impact Assessment. The likely visual impacts of the proposal were assessed having regard to the visual access, visual quality, visual sensitivity and magnitude of change at each viewpoint. The assessment considers the sensitivity of the view and the magnitude of the proposal – being a combination of scale, size and character – having regard to the proximity of the viewer and intervening elements.

Step 5 – Photomontages. Survey-based photomontages have been prepared from selected viewpoints to illustrate the proposed development within its visual context. Photomontages have been founded upon survey data collected by a qualified surveyor, providing an accurate and verifiable representation of the proposal as seen from each viewpoint.

Step 6 – Reporting. The findings of the assessment are presented in this report, including a summary of visual impacts at each viewpoint, an overall assessment of significance, and conclusions regarding the acceptability of the proposal from a visual impact perspective.

TECHNICAL METHODOLOGY FOR PHOTOMONTAGES

The preparation of photomontages and visualisation tools has been undertaken in accordance with the Technical Guidance and Best Practice (Landscape Institute 2019) resources. When preparing these visual resources, accuracy in all areas is a key factor to ensure the validity of visual representation. Depending on the type and application of visualisation data, varying levels of verification are required.

The following visualisations included within this report have been prepared with reference to the Landscape Institute Technical Guidance Note “Visual Representation of Development Proposals: Table 2: Visualisation Types 1–4,” 17 September 2019. The following methodology has been undertaken to ensure the validity of each visually represented viewpoint:

A cylindrical, photo-stitched panorama has been prepared to establish the landscape character and context of each view-point.

Within this panorama, an approximate extent of works line has been provided to convey the extent of built form in each view-point. Note: This does not represent what is visible from each viewpoint but merely the maximum proposed extent of works in the viewed landscape.

Photomontages within this report have been produced using the following methodology:

An indicative outline of the extent of the baseline image used to develop the photomontage is included where applicable. Note: Photo-stitched imagery, whilst it considers peripheral visual experience, is not suitable for photomontage application as it is affected by distortion to field of view and focal length during photo merging and cannot be relied upon to produce an accurate representation of the focused scene of the viewpoint.

A baseline image of each viewpoint has been captured to convey the current viewed landscape. Images were taken using a Leica full frame sensor camera with a 50mm fixed lens, achieving a 39.6° horizontal field of view. Photographs were captured using a tripod set to 1.6m. Weather, lighting, camera configuration and date of collection are included on each viewpoint page.

Photomontages within this report have been produced using a GIS and GPS-based methodology. Viewpoint locations were recorded using GPS coordinates and cross-referenced against aerial imagery and cadastral data to establish accurate camera positions. This locational data was then overlaid to the georeferenced site model and used in conjunction with available ELVIS point cloud data to inform photomontage accuracy.

The configuration of each viewpoint was fine-tuned using 3D modelling software to match the camera settings employed for the baseline images. Locational accuracy has been collated using satellite imagery, GPS data and available GIS terrain data. The model was inputted into multiple software programs and fine-tuned to create an accurate representation of the view-point with the proposal.

The proposed development was then overlaid to the baseline image and produced as a massing model visualisation. Contrast, brightness, saturation and photo-editing have been applied where required to colour match the CGI to correspond with the existing image, in accordance with the LEC of NSW General Principles 7.3.

It is noted that the photomontages prepared for this assessment are indicative in nature and have not been verified by a qualified surveyor. They are intended to provide a reasonable representation of the scale, height and massing of the proposed development within its surrounding visual context and should be read alongside field observations and professional judgement in assessing the likely visual impacts of the proposal.

The subject site is located at 166-174 Blaxland Road, Ryde, on the northern side of Blaxland Road, directly opposite the Top Ryde City Shopping Centre. The site comprises six allotments, legally described as Lot 24, 25, 27 and 28 in DP 6046 and Lot A & B in DP 390365, with a total site area of approximately 3,816 m². The site is bounded by Blaxland Road to the south east, with existing residential development to the north, west and south. The site is currently occupied by four single and two storey dwelling houses (No. 166, No. 168, No. 170-172 and No. 174 Blaxland Road) and associated outbuildings. The site is currently zoned R2 Low Density Residential under the Ryde Local Environmental Plan 2014.

The State Significant Development Application (SSD-95802958 – Ryde Residential Development) seeks approval for a part four (4), part ten (10) storey with rooftop loft-style residential flat building comprising 121 apartments, including an affordable housing component.

The proposal is accompanied by a concurrent rezoning request, as the development exceeds the existing planning controls applicable to the site under the Ryde Local Environmental Plan 2014.

The proposed development will generally comprise:
Demolition of the four existing dwelling houses and associated outbuildings;

Construction of a residential flat building comprising:

121 residential apartments, including 6 apartments dedicated to affordable housing (comprising 5% of the total number of dwellings);

A total gross floor area of approximately 9,816m², at a Floor Space Ratio of 2.86:1;

Four (4) level of basement car parking providing car spaces for residents and visitors is spread out over 4 levels (B2, B1, lower ground and upper ground);

Communal open space including deep soil landscaped area at ground floor level and rooftop communal open space;

Building services, lift overruns and rooftop plant consistent with the proposed building envelope;

Landscaping works within the site.

The maximum height of the proposed development is approximately RL 95. 200m AHD, with a street wall height of approximately 30 metres fronting Blaxland Road, transitioning to 14 metres at the rear of the site toward Samuel Street. The proposal is located adjacent to the Ryde Town Centre, directly opposite the Top Ryde City Shopping Centre, in an area undergoing significant transition toward higher-density residential development.



FIGURE 2: PROPOSAL 3D MODEL (CURZON + PARTNERS)

SURROUNDING VISUAL CONTEXT

The subject site is located at 166-174 Blaxland Road, Ryde, within the City of Ryde Local Government Area. The site occupies a position on the western side of Blaxland Road, directly opposite the Top Ryde City Shopping Centre, within an established and transitioning urban corridor approximately 12km north-west of the Sydney CBD.

The surrounding visual context is characterised by a mix of residential, retail and commercial development, reflecting the site's location in close proximity to the Ryde Town Centre and the broader Blaxland Road high-density corridor. Built form within the immediate locality ranges from low-rise residential development to more recent high-rise mixed-use and residential flat buildings, particularly in proximity to the Ryde Town Centre to the east of the site.

To the north of the site, the directly adjoining land at No. 178-184 Blaxland Road has been rezoned to R4 High Density Residential and developed as a residential flat building containing 37 apartments, establishing a built form precedent for higher-density development immediately adjacent to the subject site. Further to the north, land zoned R4 High Density Residential supports additional residential flat buildings consistent with the emerging high-density character of the Blaxland Road corridor.

To the east of the site, across Blaxland Road, Council-owned land is identified for future development of a civic centre, permitted to reach a maximum height of 75 metres under the existing planning controls. Beyond this, the Top Ryde City Shopping Centre forms a dominant commercial element within the visual environment, with associated high-density residential flat buildings reaching up to part ten storeys visible to the north east.

To the west of the site, the rear of the site adjoins dwelling houses along Samuel Street, which are located at a lower level than the subject site and are characteristic of the surrounding R2 Low Density Residential zone. This interface represents a transition in built form scale and character between the established low-density residential neighbourhood and the higher-density development fronting Blaxland Road.

To the south of the site, development similarly transitions to lower-density residential uses comprising detached dwellings and dual occupancy development, with mature tree planting providing visual softening along the southern boundary.

The existing development on site comprises four single and two storey brick dwelling houses (No. 166, No. 168, No. 170-172 and No. 174 Blaxland Road) and associated outbuildings. This built form contributes limited visual interest to the streetscape and is inconsistent with the evolving high-density character of the surrounding locality..

DOCUMENTED VIEWS

A review of the applicable statutory and strategic planning framework, including the Ryde Local Environmental Plan 2014 and relevant State environmental planning instruments, did not identify any statutory, protected or formally documented views that apply to or traverse the subject site.

HERITAGE ITEMS

No items of heritage significance are located within the subject site, and no heritage items within the immediate vicinity of the site give rise to specific visual sensitivity or protected view corridors relevant to this assessment..

FIELDWORK AND INSPECTED VIEWS

Fieldwork was undertaken by Planning Ingenuity to document the existing visual environment and to identify representative public and private viewpoints from which the proposal may be visible. Inspected views included pedestrian and vehicular viewpoints along Blaxland Road and Samuel Street, and views from nearby residential streets to the north, west and south of the site.

These field observations informed the selection of nine representative viewpoints for further assessment and photo-montage analysis, and assisted in understanding the scale, visibility and context of the proposed development within the surrounding visual environment.



Streetview circa 2023. The building on the right of this image has since been demolished and will be replaced with a new building up to 75m.



FIGURE 3: SURROUNDING VISUAL CONTEXT

VISUAL CATCHMENT 1

The visual catchment refers to the theoretical area within which the subject site and the proposed development may be visible. The visual catchment is broader than the area within which the proposal would result in discernible visual effects, as visibility does not necessarily equate to visual impact.

The extent to which the proposal may be visible varies depending on a range of factors, including intervening built form, mature vegetation, road reserve widths and local topography. Visibility is therefore influenced by whether the proposal would be perceived as a new or contrasting element within a view, or as a compatible component of the existing urban environment.

Prior to undertaking fieldwork, a desktop review of relevant statutory and strategic planning documents was undertaken, together with a review of aerial imagery, local topography and a viewshed analysis extending to a 5km radius from the site, to identify potential areas of visibility. This was followed by fieldwork observations undertaken from publicly accessible locations within the surrounding area, encompassing close, medium and longer-range viewpoints.

Fieldwork confirmed that, due to the presence of surrounding development, the width of Blaxland Road reserve, some mature street tree planting along Blaxland Road, and the generally undulating urban topography of the Ryde locality, the effective visual catchment of the proposal at close and medium range is largely confined to the immediate surrounding streets and residential areas. However, given the proposed height of the part ten-storey building, the upper levels of the development are visible across a broader catchment extending to medium and long-range viewpoints within the 5km viewshed. Blaxland Road and the area immediately opposite the site are largely open and provide more direct and unfiltered views of the site at close range. The primary areas within which the proposal may be visible include:

Blaxland Road, including pedestrian and vehicular viewpoints immediately adjacent to and along the eastern frontage of the site, where views are partially filtered by mature street tree planting within the road reserve;

Surrounding residential streets to the north, west and south, where visibility is filtered by setbacks, vegetation and intervening built form; and

Medium and long-range viewpoints within the broader 5km viewshed, where the upper levels of the building may be visible above intervening development.

Beyond these locations, visibility of the proposal is increasingly filtered, with long-range views diluted by distance, vegetation and existing urban elements..

EXISTING SITE AND IMMEDIATE VISUAL SETTING

The subject site is currently occupied by four single and two storey brick dwelling houses (No. 166, No. 168, No. 170–172 and No. 174 Blaxland Road) and associated outbuildings, garages and hardstand. The site presents as a low-rise residential parcel within the urban streetscape, with limited visual presence relative to the scale of surrounding development in the broader Ryde Town Centre locality.

The site occupies a position on the western side of Blaxland Road, immediately opposite the Top Ryde City Shopping Centre and the Council-owned land identified for the future civic centre. In its current condition, the site reads as a remnant low-density residential enclave within an area undergoing significant transformation toward higher-density development.

When viewed from Blaxland Road, the existing dwellings present as modest single and two storey structures set back behind front gardens and fencing, partially screened by mature street trees within the Blaxland Road reserve. When viewed from Samuel Street to the west, the site is more visually enclosed, with the existing dwellings presenting as typical low-density residential development consistent with the surrounding R2 character. The site slopes from east to west, from Blaxland Road toward Samuel Street, which means the rear of the site sits at a lower level than the street frontage.

PUBLIC DOMAIN VISUAL CONTEXT

The primary public domain surrounding the site comprises Blaxland Road to the east, which forms the dominant street frontage of the site, together with Samuel Street to the west and surrounding local residential streets to the north and south.

Blaxland Road is a classified road that accommodates significant pedestrian movement, on-street parking and vehicular traffic including bus services. Views toward the subject site from this corridor are experienced at close range and are partially filtered by some mature street trees within the Blaxland Road reserve, which provide a degree of canopy cover and visual screening at street level. The road reserve also accommodates a pedestrian footbridge connection to the Top Ryde City Shopping Centre, which generates a degree of pedestrian activity in the immediate vicinity of the site.

Samuel Street runs along the western boundary of the site, serving the low-density residential properties to the rear. Views from Samuel Street toward the site are experienced at close range and are generally filtered by existing vegetation, fencing and the change in level between the site and the street. The street is characterised by a low-density residential streetscape of detached dwellings and associated planting.

Overall, the public domain visual context is defined by a combination of urban residential character along Samuel Street, the busy commercial and retail environment of Blaxland Road, mature street tree planting along Blaxland Road, and an emerging high-density built form environment, with views experienced by a mix of pedestrians, residents, passing vehicles and bus passengers.

RESIDENTIAL VISUAL CONTEXT

Residential development surrounding the subject site comprises a mix of densities and typologies across the surrounding locality. To the north, the directly adjoining land at No. 178–184 Blaxland Road has been developed as a residential flat building following a successful rezoning to R4 High Density Residential, providing some visual context for the scale of higher-density development anticipated in this corridor. Beyond this, further residential flat buildings zoned R4 High Density Residential are present along Blaxland Road, reinforcing the high-density character of the northern interface.

To the west and south, land is zoned R2 Low Density Residential and developed with detached dwellings and dual occupancy development along Samuel Street and surrounding streets. These dwellings are located at a lower level than the subject site and are separated from the proposed development by the site's rear setback and deep soil planting zone. This interface represents the primary low-density residential context against which the visual transition of the proposed development must be considered.

Views from residential streets toward the subject site are generally oblique and filtered, influenced by separation distances, intervening development, fencing, vegetation and the orientation of dwellings. The transition from the high-density growth corridor fronting Blaxland Road to the lower-density residential areas to the west and south is evident in both built form scale and streetscape character.

Given the site's location within a high-density growth corridor directly opposite the Ryde Town Centre, and the established pattern of R4 zoned development to the north along Blaxland Road, residential viewers in the surrounding area would reasonably expect a degree of urban intensification and high-density development within their broader visual environment. The existing R4 corridor and approved development to the north establish a clear and approved future built form context against which the visual impact of the proposed development should be considered. The residential visual context is therefore characterised by indirect and filtered views at lower density interfaces to the west and south, and an established higher-density built form context to the north, with the subject site perceived as part of a broader urban growth setting consistent with the desired future character of the locality.

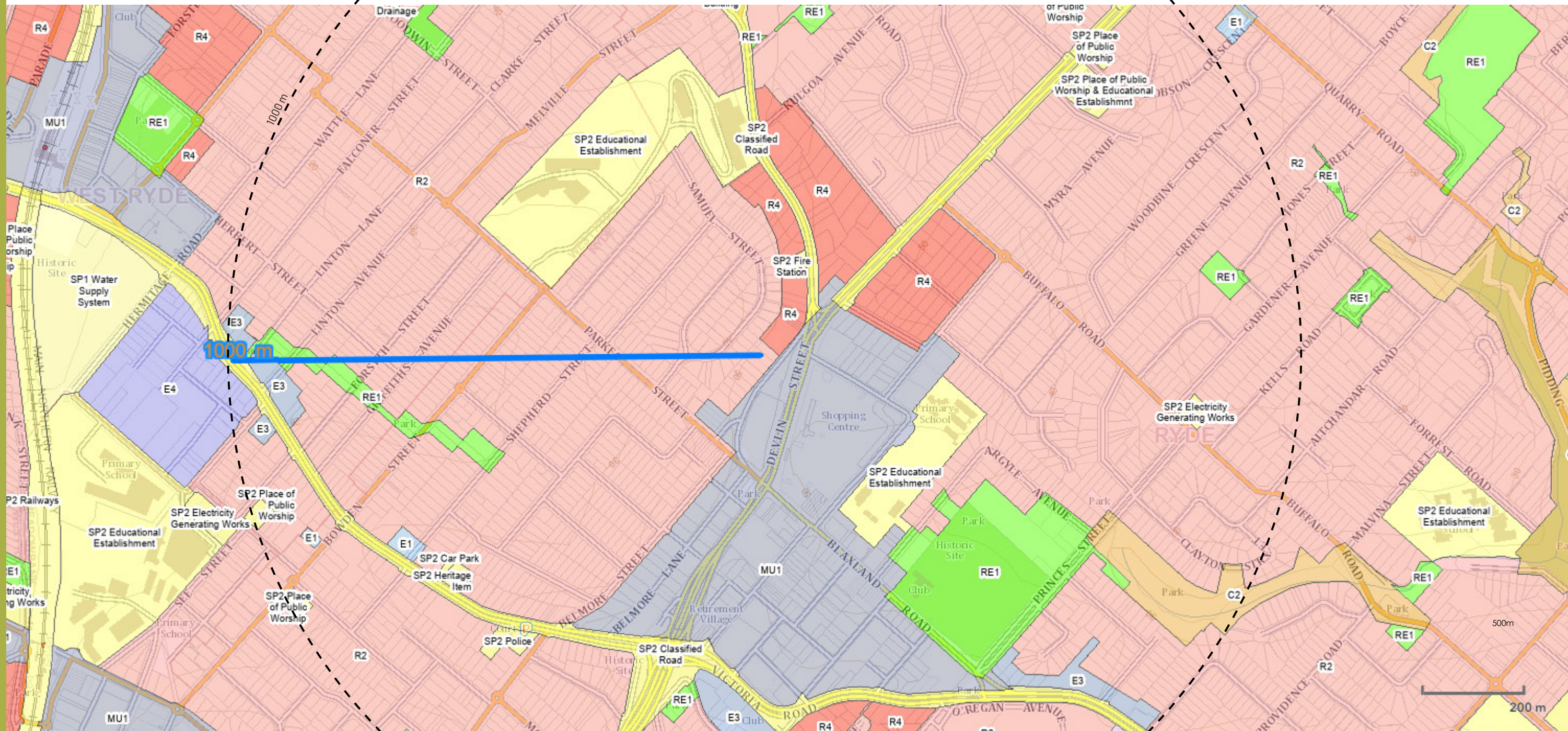


FIGURE 4: INDICATIVE LAND USE ZONES AND WALK-ABLE AREA (Source NSW Spatial Viewer)

The area surrounding 166-174 Blaxland Road, Ryde is characterised by a mix of residential, commercial and recreational land uses, reflecting the site's location in close proximity to the Ryde Town Centre within the City of Ryde Local Government Area.

To the east, across Blaxland Road, land is zoned MU1 Mixed Use and comprises the Top Ryde City Shopping Centre and associated high-density residential flat buildings, reflective of the area's established growth trajectory toward higher-density mixed use development. Immediately opposite the site, Council-owned land is identified for the future civic centre development, permitted to reach a maximum height of 75 metres under the existing planning controls, and connected to the shopping centre via a pedestrian footbridge above Devlin Street.

To the north, land is zoned R4 High Density Residential, comprising the recently developed residential flat building at No. 178-184 Blaxland Road, together with further multi-storey residential flat buildings consistent with the high-density character of the Blaxland Road corridor. This R4 corridor establishes the immediate built form context for the proposed development and represents the established trajectory for higher-density residential development in the locality.

To the west, the rear of the site adjoins land zoned R2 Low Density Residential, comprising detached dwellings and dual occupancy development along Samuel Street. These properties represent a remnant low-density residential character within an area undergoing significant transition. To the south, land is similarly zoned R2 Low Density Residential, comprising detached dwellings and associated planting.

The subject site is currently occupied by four single and two storey dwelling houses, representing a remnant low-density residential use within an area undergoing significant transformation. The site is subject to a concurrent rezoning request to facilitate the proposed development.

Overall, the surrounding land use context reflects an urban growth corridor in transition, with clear strategic support for high-density residential development in proximity to the Ryde Town Centre and the established R4 corridor along Blaxland Road.

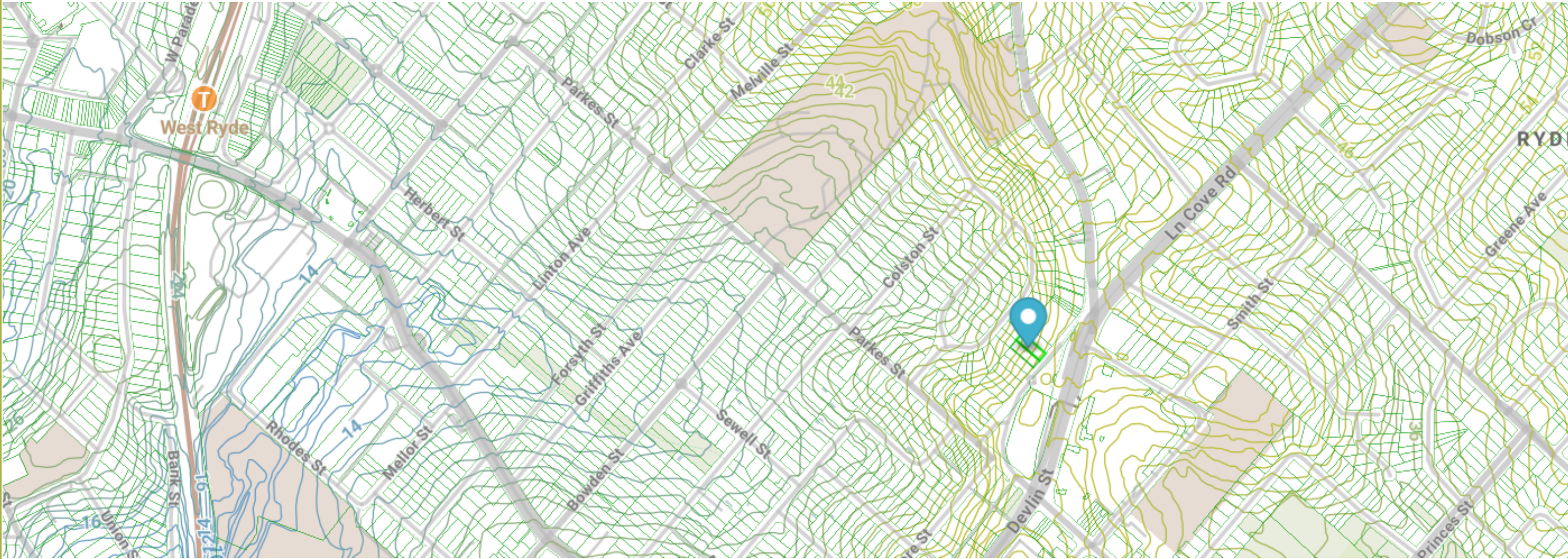
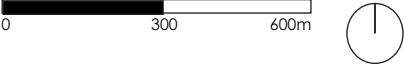


FIGURE 5: TOPOGRAPHY (Source GIS)



The topography surrounding 166–174 Blaxland Road, Ryde is notably varied, reflecting the site’s position on a sloping ridgeline within the established northern Sydney urban plain. The subject site sits at approximately 54–58 metres Australian Height Datum (AHD) at the Blaxland Road frontage, sloping downward toward the west to approximately 48–50 metres AHD at the rear of the site.

Land to the east, across Blaxland Road, sits at a broadly similar level to the site frontage. Land to the north along Blaxland Road sits at a generally consistent level with the subject site. Immediately to the west, Samuel Street sits at approximately 42–44 metres AHD, representing a drop of around 10–14 metres from the Blaxland Road frontage. The topography continues to fall further to the west, dropping to approximately 34 metres AHD where Samuel Street meets Dunbar Street, a total fall of approximately 20–24 metres from the site’s Blaxland Road frontage. This significant change in level means that residential receivers to the west are at a considerably lower elevation than the proposed development, which has been taken into account in the assessment of visual impacts from these locations.

The site’s pronounced slope from Blaxland Road toward the west means that views toward and from the site are influenced by both built form and topography. The change in level contributes to the stepped built form transition proposed between the part ten-storey street frontage and the four-storey rear portion of the development, and reduces the likely visual impact of the proposed development on residential receivers to the west relative to what might otherwise be anticipated from the building’s height alone.

In the broader context, the varying topography of the Ryde locality means that the upper levels of the proposed part ten-storey building would be visible above surrounding development across a catchment extending to medium and long-range viewpoints, with the interplay between building height and topography being a key factor in determining the extent and nature of visibility across the catchment.

VISUAL CATCHMENT 2

The visual catchment represents the area from which the proposed development at 166-174 Blaxland Road, Ryde may be visible. In practice, the effective visual catchment is constrained by surrounding built form, vegetation and urban infrastructure, though the proposed height of the part ten-storey building extends visibility beyond the immediate locality.

A desktop review of aerial imagery, mapping and a viewshed analysis extending to a 5km radius was undertaken prior to fieldwork to identify potential view corridors. Field observations confirm that close and medium-range visibility is primarily limited to the immediate surrounding streets, whilst the upper levels of the building are likely visible across a broader catchment.

Close-range views occur from Blaxland Road and nearby intersections, where the building’s full height and massing would be most legible. Views from Blaxland Road are partially filtered by mature street tree planting within the road reserve, while views from the roundabout intersection at the southern end of the site frontage are more open and direct. Medium-range views occur from surrounding residential streets to the west and south, though the pronounced topographic fall from the site toward Samuel Street and beyond means that residential receivers in these directions are at a significantly lower elevation than the proposed development, influencing the angle and nature of views. Long-range views of the building’s upper levels are possible across the broader 5km viewshed, where the proposal is visually diluted by distance, intervening built form and atmospheric haze.

VISUAL QUALITY OF THE SURROUNDING ENVIRONMENT

The subject site is located within an established urban residential and commercial locality in close proximity to the Ryde Town Centre. The visual character is urban in nature, without significant natural landscape features or scenic open space within the immediate surrounds.

To the north, the visual environment is characterised by the established R4 High Density Residential corridor along Blaxland Road, comprising residential flat buildings consistent with the emerging character of the locality. To the east, across Blaxland Road, the Top Ryde City Shopping Centre and associated high-density residential development form a dominant commercial and retail visual element, with the Council-owned civic centre land providing an open interface between the site and the shopping centre. To the west and south, the visual environment transitions to lower-density residential streets comprising detached dwellings and dual occupancy development, with mature vegetation providing some visual softening along Samuel Street and surrounding streets.

Overall, the visual quality of the area reflects an established urban environment in transition, where low-rise residential development is increasingly giving way to higher-density development consistent with the area’s strategic growth context. In this setting, the site is experienced as part of the established urban fabric rather than a natural or scenic landscape. The pronounced topographic fall from Blaxland Road toward the west contributes a degree of visual interest to the locality, with the change in level adding variety to the streetscape character.

As visual quality is inherently subjective, its assessment depends on the specific preferences and expectations of the community. This study’s visual quality rating is based on widely accepted principles from scientific research (DOP, 1988), including:

Topographic Variation: Visual quality tends to increase with greater topographic relief and ruggedness in the landscape.

Vegetation Diversity: Areas with varied vegetation patterns are often rated higher in visual quality.

Natural and Agricultural Landscapes: The presence of natural or agricultural landscapes typically contributes to higher visual quality.

Water Features: Water elements, especially when not overly common, enhance visual quality, particularly when they are clean and support related activities.

Land Use Compatibility: Visual quality is positively influenced by the harmony between the land use and its surroundings..

BLAXLAND ROAD AND DEVLIN STREET INTERFACE

The subject site is located on the western side of Blaxland Road, and intersects with Devlin Street at the roundabout immediately opposite the site’s southern frontage. Devlin Street forms part of the A3 arterial route, a major metropolitan arterial corridor connecting Mona Vale in the north to Blakehurst in the south, and one of the primary cross-Sydney connectors between the northern and southern orbital freeway networks. As a result, the section known as Devlin Street carries significant volumes of vehicular traffic, creating a highly exposed and well-trafficked public interface in the immediate vicinity of the site.

From a visual perspective, Blaxland Road establishes an open and largely unscreened foreground when viewing the site from the eastern side of the road, given the relatively modest street tree planting along the site’s frontage. This means that the proposed development would be clearly visible from Blaxland Road at close range, and would also be visible to motorists and passengers travelling along the A3 Devlin Street corridor.

The width of Blaxland Road and the associated intersection creates a degree of spatial separation between the site and the commercial and civic development on the eastern side of the road, whilst also providing an open viewing corridor from which the full height and massing of the proposed development would be most legible. The pedestrian footbridge connections to the Top Ryde City Shopping Centre further reinforce this interface as an active public domain experienced by a significant number of pedestrians, motorists and bus passengers on a daily basis.

Within this context, the proposed development would be experienced from Blaxland Road and the Devlin Street corridor as part of the urban built form edge proximate to the Ryde Town Centre, consistent with the scale of development anticipated in this high-density growth corridor. Views from passing vehicles and bus passengers are transient in nature, reducing the duration and intensity of visual exposure, while views from pedestrians using the footpath and footbridge connections are more sustained.

The relationship between the site, Blaxland Road and the A3 Devlin Street arterial corridor is a key component of the surrounding visual environment and informs the way in which the proposed development will be perceived from this primary public vantage point.

VISUAL QUALITY TABLE				
		RATING		
		LOW	MEDIUM	HIGH
	LANDFORM / RELIEF			
	CONTRAST	FLAT TERRAIN DOMINANT. RIDGE-LINES NOT OFTEN SEEN.	UNDULATING TERRAIN DOMINANT. LITTLE CONTRAST OR RUGGEDNESS RIDGELINES PROMINENT IN ONLY HALF OF LESS OF LANDSCAPE UNITS.	HIGH HILLS IN FOREGROUND AND MIDDLE GROUND. PRESENCE OF CLIFFS, ROCKS AND OTHER GEO-LOGICAL FEATURES. HIGH RELIEF (E.G. STEEP SLOPES RISING FROM WATER OR PLAIN). RIDGELINES PROMINENT IN MOST OF LANDSCAPE UNIT.
	VEGETATION			
	DIVERSITY AND CHANGING PATTERNS	ONE OR TWO VEGETATION TYPES PRESENT IN FOREGROUND. UNIFORMITY ALONG SKYLINE	PATTERNING IN ONLY ONE OR TWO AREAS. 3 OR 4 VEGETATION TYPES IN FOREGROUND FEW EMERGENT OR FEATURE TREES	HIGH DEGREE OF PATTERNING IN VEGETATION. 4 OR MORE DISTINCT VEGETATION TYPES. EMERGENT TREES PROMINENT AND DISTINCTIVE TO REGION.
	NATURALNESS			
	CORRECT BALANCE	DOMINANCE OF DEVELOPMENT WITHIN MANY PARTS OF A LAND-SCAPE	SOME EVIDENCE OF DEVELOPMENT BUT NOT DOMINANT	ABSENCE OF DEVELOPMENT OR MINIMAL DISTURBANCE WITHIN LAND-SCAPE UNIT. PRESENCE OF PARKLAND OR OTHER OPEN SPACE INCLUDING BEACH, LAKESIDE, ETC.
	WATER			
	PRESENCE, EXTENT AND CHARACTER	LITTLE OR NO VIEW OF WATER. WATER IN THE BACKGROUND WITHOUT PROMINENCE. PRESENCE OF POLLUTED WATER OR STAGNANT WATER.	MODERATE EXTENT OF WATER. PRESENCE OF CALM WATER. NO ISLANDS, CHANNELS, MEANDERING WATER. INTERMITTENT STREAMS, LAKES, RIVERS, ETC.	DOMINANCE OF WATER IN FOREGROUND AND MIDDLE GROUND. PRESENCE OF FLOWING WATER, TURBULENCE AND PERMANENT WATER.
	DEVELOPMENT			
	FORM & IDENTITY	PRESENCE OF COMMERCIAL AND INDUSTRIAL STRUCTURES. PRESENCE OF LARGE SCALE DEVELOPMENT (E.G. MINING INFRASTRUCTURE, ETC) RESIDENTIAL DEVELOPMENT	PRESENCE OF ESTABLISHED RESIDENTIAL DEVELOPMENT. SMALL SCALE, INDUSTRIAL ETC IN MIDDLE GROUND. PRESENCE OF SPORTS AND RECREATION FACILITIES.	PRESENCE OF RURAL STRUCTURES (E.G. FARM BUILDINGS, FENCES ETC.). HERITAGE BUILDINGS AND OTHER STRUCTURES APPARENT. ISOLATED DOMESTIC SCALE STRUCTURES.

Source: After Clouston & Brouwer, 1995

VISUAL SENSITIVITY

View place sensitivity refers to the significance of a particular viewing location within the public domain and the level of public interest in that view. Locations where large numbers of people may experience close or mid-distance views, such as roads, parks or reserves, are generally considered more sensitive. Sensitivity may also increase where viewers experience prolonged views, such as along walking paths or recreational areas.

Visual sensitivity reflects the extent to which viewers may be affected by a change in the visual environment. It is influenced by factors including the number of viewers, the duration of views, viewer access and location, the surrounding land use and the degree of visual change.

Generally, the following principles apply:

- Visual sensitivity decreases as the viewer distance increases.
- Visual sensitivity decreases as the viewing time decreases.
- Visual sensitivity can also be related to viewer activity (e.g., a person viewing a site while engaged in recreational activities will be more strongly affected by change than someone passing in a car travelling to a desired destination).

Visually sensitive landscapes include: main ridge lines, significant natural landscape features such as coastal headlands, prominent hills, lake channel entrances, lake islands and promontories, National Parks, State Recreation Areas and other protected conservation areas, other areas zoned for natural values (areas zoned E2 Environmental Conservation), within 100m of the lake edge, within 300m of the coastal edge, heritage conservation areas and precincts.

Within the Ryde locality, visually sensitive viewing locations primarily occur along Blaxland Road and at the Blaxland Road and Devlin Street roundabout intersection, where views may be experienced by a significant number of people including motorists, bus passengers and pedestrians travelling along the A3 arterial corridor. Views from Blaxland Road are partially filtered by mature street tree planting within the road reserve, though the open character of the roundabout intersection provides more direct and unfiltered views of the site at close range.

Views from surrounding residential streets to the west and south are generally filtered or oblique, experienced by fewer viewers and for shorter durations. The pronounced fall in topography in these directions means residential receivers to the west along Samuel Street and beyond are at a significantly lower elevation than the proposed development, which influences the angle and nature of views from these locations and contributes to a degree of visual sensitivity at the lower-lying residential interfaces.

Overall, visual sensitivity is primarily associated with public domain viewpoints along Blaxland Road and the Devlin Street arterial corridor, where the site is experienced within the broader urban setting proximate to the Ryde Town Centre, and at the lower-lying residential interfaces to the west where the topographic relationship between the site and surrounding dwellings is a relevant consideration.

VIEWER ACCESS

Viewer access relates to the types of people who may experience views of the proposed development and the locations from which those views may occur.

Within the study area, viewers are primarily located within the public domain, including pedestrians and motorists travelling along Blaxland Road, bus passengers travelling along the A3 Devlin Street arterial corridor, and pedestrians using the footbridge connections to the Top Ryde City Shopping Centre. These locations accommodate high and regular levels of public activity and represent the primary viewing environments for the site.

Viewers may also include occupants of nearby residential properties to the west and south of the site, where views toward the site are generally filtered or oblique due to the pronounced topographic fall from the site toward Samuel Street, intervening vegetation, fencing and the orientation of dwellings. At medium and long-range locations within the broader 5km viewshed, the upper levels of the building may be visible above surrounding rooftops and vegetation.

Overall, viewers are most likely to experience the proposed development from public domain locations along Blaxland Road and the Devlin Street roundabout intersection, where the proposed development would be read as part of the emerging high-density built form character of the Ryde Town Centre locality. Residential viewers to the west along Samuel Street and surrounding streets represent a secondary viewer group, with their lower elevation relative to the site reducing the directness and prominence of views toward the proposed development..

VIEWER ACCESS MATRIX												
	VIEWER DISTANCE											
	LONG/DISTANT (>3km)			MEDIUM (2-3km)			SHORT (1-2km)			VERY SHORT (<1km)		
	VIEWING DURATION											
	<10 mins	10 - 30 mins	>30 mins	<10 mins	10 - 30 mins	>30 mins	<10 mins	10 - 30 mins	>30 mins	<10 mins	10 - 30 mins	>30 mins
High (>200 PEOPLE PER DAY)	L	L	M	L	M	M	M	H	H	H	H	H
Medium (150-199 PEOPLE PER DAY)	L	L	L	L	M	M	M	M	H	M	H	H
Low (50-149 PEOPLE PER DAY)	L	L	L	L	L	M	L	M	M	L	M	H
Very Low (>49 PEOPLE PER DAY)	L	L	L	L	L	M/L	L	M	M	L	M	H

Source: Adapted from GLVIA 2013

VISUAL SENSITIVITY TABLE	
CATEGORY	DEFINITION
Very High	Typically a view to or from a heritage / protected asset. Key protected viewpoint e.g. interpretive signs. References in literature and art/or guidebooks and tourist maps. Protected view in planning policy designation [LEP, DCP etc]. Views from the main living space of residential properties, state public rights of way e.g. bush trails and state designated landscape feature with public access. Visitors to heritage assets of state importance.
High	View of clear value but may not be formally recognised e.g. framed view of high scenic value from an individual private dwelling or garden. It may also be inferred that the view is likely to have value e.g. to local residents. Local public rights of way and access land. Road and rail routes promoted in tourist guides for their scenic value.
Medium	Non-promoted view in any published sources and may be typical of the views experienced from a given receptor. People engaged in outdoor sport where an appreciation of the landscape has little or no importance or possible road users on main routes (Motorway/Freeway/Highway) and passengers on trains.
Low	View of clearly lesser value than similar views experienced from nearby visual receptors that may be more accessible. Road users on minor roads. People at their place of work or views from commercial buildings where views of the surrounding landscape may have some importance.
Very Low	A view affected by many landscape detractors and unlikely to be valued. People at their place of work or other locations where the views of the wider landscape have little or no importance.

Source: Adapted from GLVIA 2013

VISUAL MAGNITUDE OF CHANGE

Visual magnitude of change describes the degree to which the proposed development alters an existing view. It considers the scale and prominence of the development within the view and the extent to which it changes the visual composition of the surrounding environment.

Factors influencing the magnitude of change include the size, height and form of the development, its visibility within the view, the degree of contrast with surrounding built form, and the extent to which it modifies existing skyline or streetscape elements.

Within this assessment, the magnitude of change is considered across a range of levels, typically including negligible, minor, moderate and major, depending on how noticeable and visually dominant the development appears from a particular viewpoint.

The magnitude of change is then considered together with the sensitivity of the visual receptor to determine the overall visual impact rating.

CATEGORY	DEFINITION
Very High	A substantial change to the baseline, with the proposed development creating a new focus and having a defining influence on the view. Direct views at close range with changes over a wide horizontal and vertical extent
High	The proposed development will be clearly noticeable and the view would be fundamentally altered by its presence. Direct or oblique views at close range with changes over a noticeable horizontal and or/vertical extent.
Medium	The proposed development will form a new and recognisable element within the view which is likely to be recognised by the receptor. Direct or oblique views at medium range with a moderate horizontal and/or vertical extent of the view affected.
Low	The proposed development will be a minor part of the view, partially visible or at sufficient distance to be a small component. Oblique views at medium or long range with a small horizontal/vertical extent of the view affected.
Negligible	There are no views of the proposal and as such there is no impact.
Very Low	Proposed development is minimally noticeable, and the view whilst slightly altered is similar to the baseline situation. Long range views with a negligible part of the view affected

Source: Adapted from GLVIA 2013

VISUAL IMPACT

Visual impact is determined by considering the interaction between the sensitivity of visual receptors and the magnitude of change introduced by the proposed development. The combination of these factors provides an overall indication of the level of visual impact experienced from a particular viewpoint.

Visual receptor sensitivity reflects the importance of the viewing location and the expectations of viewers. In the context of this assessment, viewers may include pedestrians and motorists along Blaxland Road, bus passengers and motorists travelling along the A3 Devlin Street arterial corridor, and nearby residential receivers to the west and south of the site.

The magnitude of change relates to the degree to which the proposed development alters the existing view. This is influenced by factors such as the scale and form of the development, its visibility within the view, and the extent to which it changes the composition of the surrounding urban environment.

By combining receptor sensitivity with magnitude of change, an overall visual impact rating can be determined for each viewpoint assessed in this report. The matrix below illustrates how these two components interact to produce varying levels of visual impact.

While higher levels of impact may occur where visually sensitive viewpoints coincide with greater levels of visual change, the significance of the impact must also be considered in the context of the existing urban character of the Ryde Town Centre locality and the strategic context for high-density residential growth in this corridor.

The table below outlines the visual impact ratings applied within this assessment.

		Magnitude of Change				
	Very High	High	Medium	Low	Very Low	
Sensitivity Receptor	Very High	Substantial	Major	Major/ Moderate	Moderate	Moderate/ Minor
	High	Major	Major/ Moderate	Moderate	Moderate/ Minor	Minor
	Medium	Major/ Moderate	Moderate	Moderate/ Minor	Minor	Minor/ Negligible
	Low	Moderate	Moderate/ Minor	Minor	Minor/ Negligible	Negligible
	Very Low	Moderate/ Minor	Minor	Minor/ Negligible	Negligible	Negligible/ None

Source: Adapted from GLVIA 2013

Site photographs and field observations were undertaken from representative viewpoints surrounding the subject site to document the existing visual environment and identify locations from which the proposed development may be visible. These photographs form the basis of the visual analysis and assist in establishing the existing visual context of the site and its surroundings.

Photomontages provide a useful tool for illustrating the likely visual presence of the development when viewed from particular locations. However, it is recognised that two-dimensional photographic images cannot fully replicate the complexity of human visual perception within a three-dimensional environment. Factors such as depth perception, peripheral vision and movement through the landscape can influence how development is perceived in practice. As a result, photomontages should be considered indicative visual aids rather than exact representations of the experience of viewing a development in reality.

'it is also important to recognise that two-dimensional photographic images and photo-montages alone cannot capture or reflect the complexity underlying the visual experience and should therefore be considered an approximate of the three-dimensional visual experiences that an observer would receive in the field'

A site inspection was undertaken by Planning Ingenuity to verify the results of the desktop analysis and to evaluate the visibility of the site from surrounding locations, including Blaxland Road, the Blaxland Road and Devlin Street roundabout intersection, and surrounding residential streets to the west and south. Photographs taken at eye level from these locations provide an indication of the views available to visual receptors within the study area, noting that visibility may vary depending on factors such as intervening buildings, vegetation and changes in viewing position.

PREPARATION OF PHOTOMONTAGES

Photographs were captured at approximately human eye level from publicly accessible locations where views of the site are available. The location of each photograph was recorded using GPS coordinates, and the images were oriented toward the subject site to reflect the direction of view experienced by visual receptors.

These photomontages are intended to provide an indicative representation of the scale, height and massing of the proposed development within its surrounding urban context. Architectural detailing, materials and lighting conditions may vary from those illustrated.

The photomontages have been prepared to provide a reasonable and proportionate representation of the proposed development within the surrounding visual context for the purposes of this visual impact analysis.

VIEWSHED

Prior to undertaking fieldwork, Planning Ingenuity undertook a desktop review of relevant statutory and non-statutory planning documents, aerial imagery and mapping, together with a viewshed analysis using QGIS geographic information system software, to identify the theoretical extent of visibility of the proposed development and inform the selection of representative viewpoints within the study area.

The viewshed analysis was conducted using a Digital Elevation Model (DEM) sourced from ELVIS at a 5 metre resolution, with the proposed development modelled at its maximum height above the subject site, comprising a part four, part 10 storeys with rooftop loft-style residential flat building plus plant room. The analysis calculated the theoretical area from which the proposed development may be visible based on terrain data, the height of the proposed building and a defined observer height of 1.6 metres above ground level, consistent with standard human eye level. The analysis was undertaken across a 5km radius from the subject site, representing the extent of the study locality for this assessment.

It is noted that the viewshed analysis is based on terrain data only and does not account for the screening effect of existing buildings, vegetation or other above-ground elements. The results therefore represent a theoretical maximum extent of visibility rather than actual visibility experienced at ground level. As shown in the viewshed figure, the theoretical visibility zone extends predominantly to the west, southwest and south of the site, reflecting the site’s elevated position on the Blaxland Road ridgeline and the pronounced topographic fall toward the Lane Cove River valley to the east, which constrains visibility in that direction. Fieldwork was subsequently undertaken by Planning Ingenuity to verify the results of the desktop analysis and to assess the actual visibility of the site from surrounding public domain locations. Field observations confirmed that close and medium-range visibility is primarily influenced by surrounding buildings, vegetation and street layout, while the upper levels of the building are likely to be visible across the broader catchment given the proposed building height.

The selection of viewpoints has been informed by recognised guidance for visual impact assessment, including the Guidelines for Landscape and Visual Impact Assessment (GLVIA3), and considers factors such as viewer access, the nature of surrounding land uses, and the likelihood of views occurring from publicly accessible locations. Representative viewpoints have been selected from locations including Blaxland Road, the Devlin Street roundabout intersection and surrounding residential streets to the west and south, where the development is most likely to be experienced by pedestrians, motorists and bus passengers.

It is neither practical nor necessary to assess every potential viewing location within the study area. Instead, a representative sample of 9 viewpoints has been selected to illustrate the range of visual experiences likely to occur across the catchment, distributed across a range of distances and directions from the site. For receptors where individual viewpoint assessment is not possible, such as views from within private dwellings, representative public domain viewpoints have been used to assess the likely visual effects.

Photographs taken from the selected viewpoints have been used to prepare visual representations of the proposed development, including photomontages where appropriate, to assist in illustrating the likely appearance of the proposal within the surrounding urban environment.



FIGURE 6: QGIS VIEWSHED ANALYSIS (Subject Site in Red)



FIGURE 7: ATTEMPTED VIEWPOINT LOCATIONS (Subject Site in Blue, Attempted but not visible in red, visible in green).

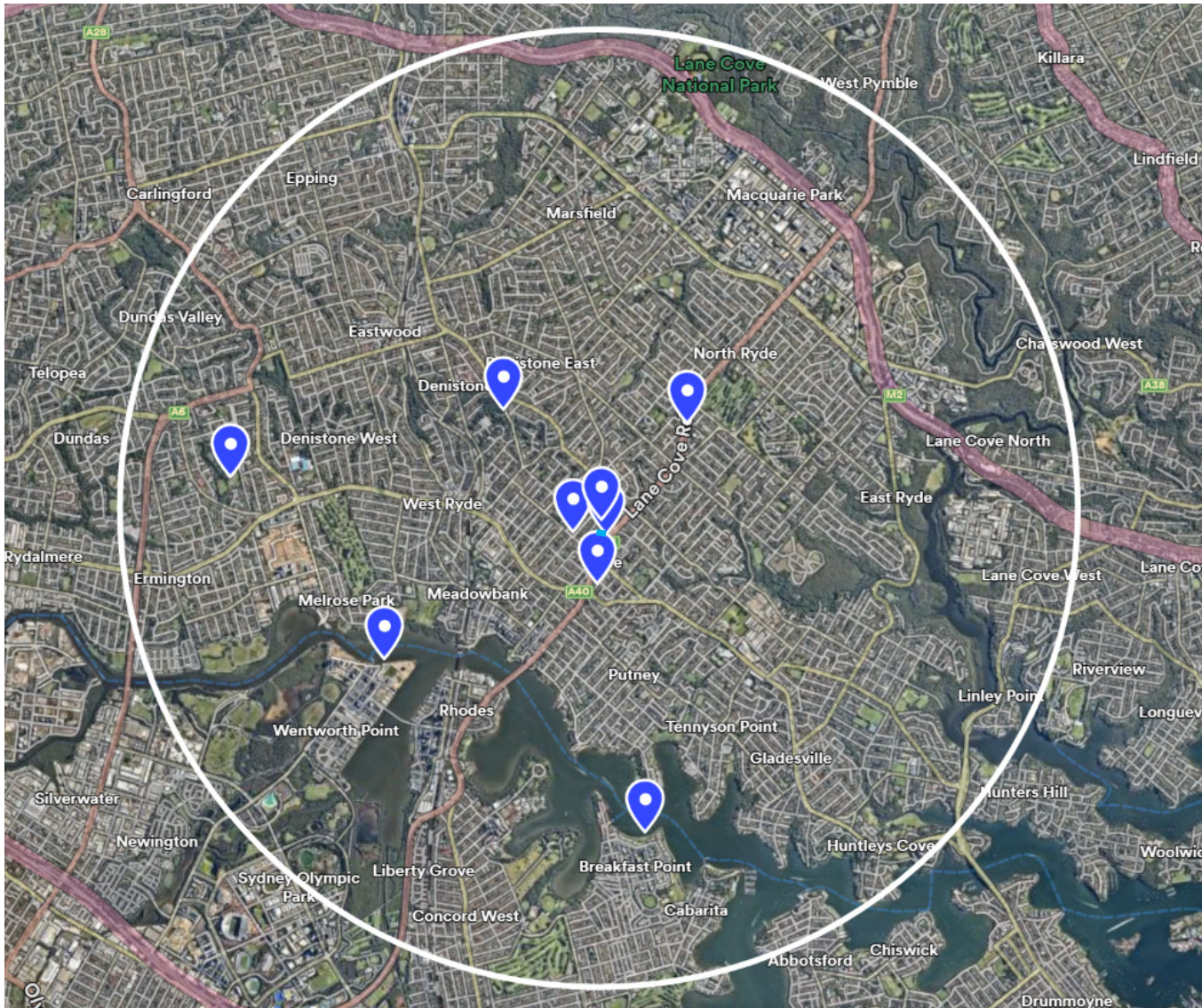


FIGURE 8: VIEWPOINT LOCATIONS DIAGRAM (Subject Site in Pale Blue)

VP	Location	Coordinates (DD)	Coordinates (DMS)	View Type
VP1	19-21 Tennyson Road, Breakfast Point NSW 2137	-33.838728, 151.109790	-33° 50' 19", 151° 6' 35"	Long range
VP2	9 Burroway Road, Wentworth Point NSW 2127	-33.822474, 151.080363	-33° 49' 21", 151° 4' 49"	Long range
VP3	Cowells Lane Reserve, Ermington NSW 2115	-33.805371, 151.062907	-33° 48' 19", 151° 3' 46"	Long range
VP4	Ryde Hospital, 48 Denistone Road, Denistone NSW 2114	-33.795147, 151.090490	-33° 47' 43", 151° 5' 26"	Medium range
VP5	44 Samuel Street, Ryde NSW 2112	-33.810744, 151.103322	-33° 48' 39", 151° 6' 12"	Close range
VP6	44 Church Street, Ryde NSW 2112	-33.815420, 151.104387	-33° 48' 56", 151° 6' 16"	Close range
VP7	9 Byron Avenue, Ryde NSW 2112	-33.800349, 151.114588	-33° 48' 1", 151° 6' 53"	Medium range
VP8	35 Samuel Street, Ryde NSW 2112	-33.809404, 151.104884	-33° 48' 34", 151° 6' 18"	Close range
VP9	176 Blaxland Road, Ryde NSW 2112	-33.810752, 151.105382	-33° 48' 39", 151° 6' 19"	Close range

DD = Decimal Degrees | DMS = Degrees, Minutes, Seconds

IDENTIFICATION OF VIEWPOINTS

Nine representative viewpoints were selected across the visual catchment following desktop analysis, viewshed modelling and field verification. The viewpoints are distributed across a range of distances and directions from the site, encompassing close, medium and long-range viewing conditions.

ZONE OF THEORETICAL VISIBILITY (ZTV)

The Zone of Theoretical Visibility (ZTV) identifies the theoretical extent of views into the site within a 5km radius, prepared in QGIS using an ELVIS 5 metre DEM with the proposed development modelled at its maximum height.

Given the proposed height of the part ten-storey building, theoretical visibility extends across a significant portion of the 5km study radius as shown by the viewshed analysis, influenced by a combination of surrounding urban built form and the site’s topographic position on the Blaxland Road ridgeline. As illustrated in the viewshed figure, the ZTV extends predominantly to the west, southwest and south of the site, reflecting the elevated position of the Blaxland Road frontage and the pronounced topographic fall toward the Lane Cove River valley to the east, which naturally constrains theoretical visibility in that direction. The most prominent views are afforded from Blaxland Road and the Devlin Street roundabout intersection at close range, and from surrounding residential streets to the west and south where views are influenced by the topographic relationship between the site and the lower-lying residential receivers.

The ZTV represents a theoretical maximum based on terrain data only and does not account for screening by existing buildings or vegetation. Actual visibility was confirmed through field verification. Visual impact at each viewpoint is discussed in the individual assessment sheets.

VIEW FROM BREAKFAST POINT

Viewpoint Details

Location: 19-21 Tennyson Road, Breakfast Point NSW 2137
Coordinates: 325101.87E, 6254118.44N (MGA2020)
Elevation: 3.6m AHD (including camera height)
Viewing Direction: NNW
Distance to Site: 3112 m
Land Use: Residential / Street Reserve

Existing Composition of the View

The viewpoint is located within the breakfast Point Reserve, approximately 3.6km south-south east of the subject site. The view is experienced from an open, gently undulating parkland setting characterised by expansive harbour views and foreshore parkland, private gardens and a dense continuous building line across the mid-ground.

Foreground:

Native foreshore vegetation and low scrubby planting at the water’s edge, with the Parramatta River/ Homebush Bay waterway in the immediate foreground, dotted with moored sailing vessels and motorboats including a prominent red-hulled vessel.

Mid-ground:

The waterway extends across the full width of the view, with a vegetated headland/peninsula visible at centre-mid-ground, and the continuous residential building line of the Breakfast Point development visible to the left of frame, together with mature tree canopy.

Background:

Several high-rise towers are clearly visible above the rooflines, these appear to be the Rhodes/Meadowbank/Ryde corridor towers. The subject site would sit within this general direction.

Given the distance involved, the intervening waterway, mature vegetation on the headland, and the established high-rise backdrop, the proposed part ten-storey building is unlikely to be individually discernible as a distinct new element within the view, and would instead be read as part of the broader high-density urban backdrop.

Visual Effects of the Proposed Development on the Composition as Modelled

At a distance of approximately 3.6km, the proposed development would be read as part of the broader north-north-westerly urban backdrop already visible from this viewpoint, where a number of existing high-rise towers are prominent above the mid-ground building line. The intervening Parramatta River waterway, vegetated headland and continuous residential building line of the Breakfast Point development provide a visually layered foreground that absorbs the proposed development within the established built form context. The building’s modest height relative to existing towers visible in the background means it would not be individually discernible as a new or contrasting element within the view. Accordingly, the visual impact of the proposed development from VP1 is assessed as Minor to Negligible. The foreshore parkland and harbour character of Breakfast Point Reserve would not be adversely affected by the proposed development.

VISUAL IMPACT EVALUATION			
	LOW	MODERATE	HIGH
VIEWER POSITION	INFERIOR	NEUTRAL	SUPERIOR
VIEWER ACCESS			
VIEWER SENSITIVITY			
VISUAL MAGNITUDE	NEGLIGIBLE		
VISUAL IMPACT	Based on above criteria overall visual impact rating is MINOR/ NEGLIGIBLE		
VISUAL QUALITY	HIGH		



FIGURE 9: VIEWPOINT 1 EXISTING VIEW



FIGURE 10: VIEWPOINT 1 PROPOSED DEVELOPMENT

VIEW FROM WENTWORTH POINT FERRY WHARF, BURROWAY ROAD

Viewpoint Details

Location: 9 Burroway Road, Wentworth Point NSW 2127
Coordinates: 322345.01E, 6255870.55N (MGA2020)
Elevation: 3.6m AHD (including camera height)
Viewing Direction: NNE
Distance to Site: 2606 m
Land Use: Public Transport Infrastructure / Waterfront

Existing Composition of the View

The viewpoint is located at the Wentworth Point ferry wharf on Burroway Road, Wentworth Point, approximately 4.9km west-south-west of the subject site. The view is experienced from an active public transport and waterfront setting, characterised by the covered ferry wharf canopy structure in the immediate foreground, expansive water views across the Parramatta River, and a cluster of high-rise residential towers under construction visible above the tree line to the north-west.

Foreground:

The immediate foreground is dominated by the covered ferry wharf structure, comprising a steel canopy roof, timber decking and glass balustrade elements. The wharf infrastructure occupies a significant portion of the foreground and frames river views and the urban backdrop.

Mid-ground:

The mid-ground comprises the open expanse of the Parramatta River waterway extending across the full width of the view. To the left of frame, a cluster of high-rise residential towers under construction is visible above the tree line to the north-west, reflecting the significant urban transformation occurring within the Rhodes and Meadowbank corridors. To the right of frame, a densely vegetated headland forms a continuous green backdrop that screens all views beyond to the north-east.

Background:

The background contains the emerging high-rise built form of the Rhodes and Meadowbank corridors, with multiple towers and cranes visible against the open sky. The subject site at 166-174 Blaxland Road lies within the broader north-north-easterly direction from this viewpoint at a distance of approximately 4.9km. The right half of the view is entirely screened by the vegetated headland.

Visual Effects of the Proposed Development on the Composition as Modelled

At a distance of approximately 4.9km, the proposed part ten-storey building would be a minor element within the broader north-north-easterly urban backdrop visible from this viewpoint, where multiple existing and emerging high-rise towers already dominate the background skyline. The wharf structure, intervening river, and vegetated headland collectively reduce the effective visual catchment of this viewpoint, and the established high-rise character of the background built form would visually absorb the proposed development within the existing composition. At this distance the building would not be individually discernible as a new or contrasting element within the view.

Accordingly, the visual impact of the proposed development from VP2 is assessed as Minor to Negligible. The active waterfront and ferry wharf character of this location would not be adversely affected by the proposed development.

VISUAL IMPACT EVALUATION			
	LOW	MODERATE	HIGH
VIEWER POSITION	INFERIOR	NEUTRAL	SUPERIOR
VIEWER ACCESS			
VIEWER SENSITIVITY			
VISUAL MAGNITUDE	NEGLIGIBLE		
VISUAL IMPACT	Based on above criteria overall visual impact rating is MINOR / NEGLIGIBLE		
VISUAL QUALITY	MEDIUM		



FIGURE 11: VIEWPOINT 2 EXISTING VIEW



FIGURE 10: VIEWPOINT 12 PROPOSED DEVELOPMENT

VIEW FROM COWELLS LANE RESERVE, ERMINGTON

Viewpoint Details

Location: COWELLS LANE RESERVE, ERMINGTON
Coordinates: 320693.59E, 6257736.97N (MGA2020)
Elevation: 52m AHD (including camera height)
Viewing Direction: ESE
Distance to Site: 3929 m
Land Use: Park / Recreation Reserve

Existing Composition of the View

The viewpoint is located within Cowells Lane Reserve, Ermington, approximately 3.9km west-north-west of the subject site. The view is experienced from an open recreational parkland setting characterised by expansive maintained lawn, outdoor fitness equipment, and a dense continuous canopy of mature eucalypts and mixed species trees forming a vegetated screen across the mid-ground.

Foreground:

The immediate foreground comprises open parkland lawn with a concrete path, park seating and outdoor gym equipment to the right of frame, typical of the recreational reserve character of Cowells Lane Reserve. Parked vehicles are visible at the left of frame adjacent to the car park area

Mid-ground:

The mid-ground is dominated by a dense belt of mature eucalypts and mixed species trees which effectively screens views beyond, forming a solid vegetated horizon line across the majority of the view. Low-rise residential development is glimpsed between tree groupings to the right

Background:

The background is entirely screened by the dense and continuous mature tree canopy across the mid-ground. No urban development associated with the Ryde locality or the subject site is discernible within the background at this distance.

Visual Effects of the Proposed Development on the Composition as Modelled

At a distance of approximately 3.9km, the proposed development is not visible from this viewpoint due to the screening provided by the dense and continuous belt of mature eucalypts and mixed species trees forming the mid-ground of the view. The existing tree canopy forms a visual barrier that prevents any sightline to the subject site from this location. Notably, the straight-line path between this viewpoint and the subject site traverses significant topographic variation, dropping to approximately 26m AHD at its lowest point before rising to approximately 56m AHD at the Blaxland Road frontage. This intervening valley topography provides an additional and substantial layer of screening beyond the mid-ground tree canopy, further constraining any theoretical sightline to the subject site. Even where gaps exist between tree groupings, the combination of viewing distance, intervening topography and vegetation render the proposed development imperceptible from this location.

Accordingly, the visual impact of the proposed development from VP3 is assessed as Negligible to None. No change to the existing composition is anticipated, and the recreational parkland character of Cowells Lane Reserve would not be affected by the proposed development.

VISUAL IMPACT EVALUATION			
	LOW	MODERATE	HIGH
VIEWER POSITION	INFERIOR	NEUTRAL	SUPERIOR
VIEWER ACCESS			
VIEWER SENSITIVITY			
VISUAL MAGNITUDE	NEGLECTIBLE		
VISUAL IMPACT	Based on above criteria overall visual impact rating is NEGLIGIBLE		
VISUAL QUALITY	MEDIUM		



FIGURE 13: VIEWPOINT 3 EXISTING VIEW



FIGURE 14: VIEWPOINT 3 PROPOSED DEVELOPMENT

PROPOSAL EXTENTS

1 1

VIEW FROM DENISTONE ROAD, RYDE HOSPITAL

Viewpoint Details

Location: RYDE HOSPITAL, 48 DENISTONE ROAD, DENISTONE NSW 2114
Coordinates: 3323226.14E, 6258918.51N (MGA2020)
Elevation: 94.6m AHD (including camera height)
Viewing Direction: SSE
Distance to Site: 2245 m
Land Use: Hospital / Residential Street Interface

Existing Composition of the View

The viewpoint is located on Denistone Road adjacent to Ryde Hospital, approximately 2.2km NNW of the subject site. The view is experienced from an elevated residential street setting at the crest of a prominent ridge, where a steep downhill slope toward the south-east reveals an expansive open view corridor encompassing the broader Ryde locality and the Sydney CBD skyline on the horizon.

Foreground:

The immediate foreground comprises the Denistone Road street intersection, with a red-clad construction hoarding associated with the Ryde Hospital redevelopment occupying the left of frame. Federation-style brick dwellings with tiled roofs are visible to the right, with associated garden planting and parked vehicles. Overhead power lines traverse the view horizontally.

Mid-ground:

The mid-ground is characterised by the steeply falling residential streetscape of Denistone Road, with mature street trees partially framing the open view corridor at centre frame. The broader Ryde and inner-western Sydney locality is visible across the mid-ground, with the continuous urban fabric extending toward the Sydney CBD on the horizon.

Background:

The background contains the expansive Sydney metropolitan skyline, with the CBD towers clearly identifiable on the horizon. The subject site at 166-174 Blaxland Road lies within this general south-south-easterly direction at a distance of approximately 1.5km, situated within the Ryde locality in the foreground of the broader metropolitan backdrop. The open view corridor provided by the falling street reserve means the upper levels of the proposed development may be visible above the existing roofline within this direction.

Visual Effects of the Proposed Development on the Composition as Modelled

At a distance of approximately 1.5km and from an elevated position at the crest of the Denistone Road ridge, the proposed part ten-storey building would sit within the broader urban backdrop visible toward the south-south-east. Given the site’s position on the Blaxland Road ridgeline at approximately 56m AHD, the proposed building would not protrude significantly above the existing roofline as seen from this elevated viewpoint, and would instead be read as part of the continuous urban fabric extending toward the Sydney CBD on the horizon. The existing metropolitan skyline and established roofline character of the Ryde locality would visually absorb the proposed development within the broader composition. Accordingly, the visual impact of the proposed development from VP4 is assessed as Minor to Negligible. The proposed development would not materially alter the existing visual composition as experienced from this location.

VISUAL IMPACT EVALUATION			
	LOW	MODERATE	HIGH
VIEWER POSITION	INFERIOR	NEUTRAL	SUPERIOR
VIEWER ACCESS			
VIEWER SENSITIVITY			
VISUAL MAGNITUDE	LOW		
VISUAL IMPACT	Based on above criteria overall visual impact rating is MINOR		
VISUAL QUALITY	HIGH		



FIGURE 15: VIEWPOINT 4 EXISTING VIEW



FIGURE 16: VIEWPOINT 4 PROPOSED DEVELOPMENT

VIEW FROM 44 SAMUEL STREET, RYDE

Viewpoint Details

Location: S44 SAMUEL STREET, RYDE NSW 2112
Coordinates:324446.11E, 6257210.79N (MGA2020)
Elevation: 44.6m AHD (including camera height)
Viewing Direction: ENE
Distance to Site: 155 m
Land Use: Park / Recreation Reserve

Existing Composition of the View

The viewpoint is located on Samuel Street, Ryde, approximately 200m west of the subject site. The view is experienced from a low-density residential streetscape, characterised by single and double storey brick and weatherboard dwellings with associated front gardens, mature street trees and overhead power lines.

Foreground:

The immediate foreground comprises the Samuel Street footpath and road reserve, with the weatherboard dwelling at No. 44 Samuel Street prominent to the left of frame. Parked vehicles and front garden planting occupy the near foreground on both sides of the street.

Mid-ground:

The mid-ground is characterised by a continuation of the low-density residential streetscape, with single and double storey dwellings visible along Samuel Street. Mature eucalypts and mixed species trees form a prominent vegetated screen across the mid-ground, partially filtering views toward the subject site. The street falls away gently toward the east, revealing glimpses of the broader Ryde locality beyond the tree canopy.

Background:

The upper levels of a multi-storey residential building are partially visible above the tree canopy at centre-left of frame, consistent with the established high-density development along the Blaxland Road corridor. The tree canopy otherwise limits views into the broader background, with open sky dominating the upper portion of the view.

Visual Effects of the Proposed Development on the Composition as Modelled

At a distance of approximately 200m, point cloud analysis confirms the upper levels of the proposed part ten-storey building would be visible above the existing tree canopy and low-rise residential roofline. The significant topographic fall between Samuel Street and Blaxland Road means the building's lower levels would be screened by intervening vegetation and the change in level. Notably, the Council-owned land directly opposite the subject site is zoned for a maximum height of 75 metres, meaning the backdrop behind the proposed development from this viewpoint could ultimately contain a significantly taller building. The proposed development would therefore be read as a transitional built form element consistent with the zoned future character of the locality.

Accordingly, the visual impact of the proposed development from VP5 is assessed as Moderate.

VISUAL IMPACT EVALUATION			
	LOW	MODERATE	HIGH
VIEWER POSITION	INFERIOR	NEUTRAL	SUPERIOR
VIEWER ACCESS			
VIEWER SENSITIVITY			
VISUAL MAGNITUDE			
VISUAL IMPACT	Based on above criteria overall visual impact rating is MODERATE		
VISUAL QUALITY	MEDIUM		



FIGURE 17: VIEWPOINT 5 EXISTING VIEW



FIGURE 18: VIEWPOINT 5 WITH PROPOSED DEVELOPMENT INDICATED BY YELLOW SHADING



FIGURE 19: VIEWPOINT 5 WITH PROPOSED DEVELOPMENT INDICATED BY YELLOW SHADING AND PROPOSED 75M HIGH BUILDING FORM OF FUTURE COUNCIL-OWNED CIVIC BUILDING INDICATED BY RED SHADING

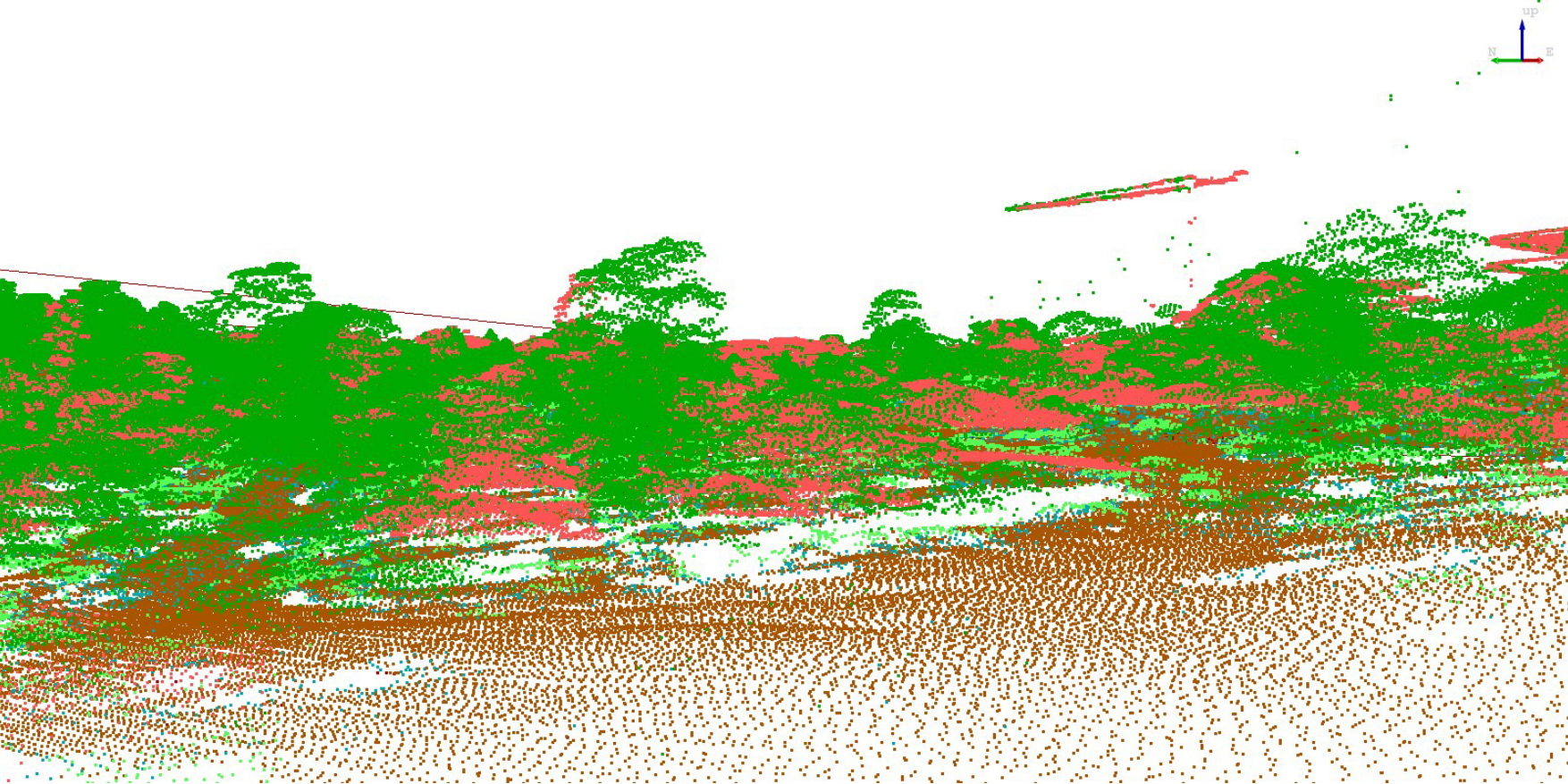


FIGURE 20: POINT CLOUD DATA

VIEW FROM CHURCH STREET, RYDE

Viewpoint Details

Location: 44 CHURCH STREET, RYDE NSW 2112
Coordinates: 324554.25E, 6256694.05N (MGA2020)
Elevation: 68m AHD (including camera height)
Viewing Direction: NNE
Distance to Site: 504 m
Land Use: Heritage Churchyard / Residential Street

Existing Composition of the View

The viewpoint is located on Church Street, Ryde, approximately 504m south-south-west of the subject site. The view is experienced from within a historic churchyard setting, characterised by a sandstone heritage church with gothic-arched windows, an associated red-tiled hall, mature camellia trees in flower, dense garden planting and sandstone grave markers. The churchyard is enclosed by mature vegetation including a large fig tree to the left of frame, contributing to an intimate and enclosed visual setting of high heritage and scenic character.

Foreground:

The immediate foreground comprises the historic churchyard with sandstone grave markers, mature flowering camellia trees and dense mixed garden planting typical of an established church precinct setting.

Mid-ground:

The mid-ground is dominated by the sandstone church and associated red-tiled hall, forming the primary visual elements of the composition. To the right of frame, a modern multi-storey residential flat building is visible above the church precinct boundary, reflecting the emerging high-density character of the Blaxland Road corridor

Background:

The background is largely screened by the church structure, mature vegetation and the enclosed character of the churchyard setting. Open blue sky is visible above the roofline. No development associated with the subject site is discernible within the background from this location.

Visual Effects of the Proposed Development on the Composition as Modelled

At a distance of approximately 504m and elevation of 68m AHD, this viewpoint sits approximately 11 metres above the subject site. The observer therefore looks down toward the site, the proposed building would appear lower in the field of view than might otherwise be anticipated, and would be effectively screened by the church structure, planting, and intervening rooftops within the mid-ground. Point cloud analysis confirms that the proposed development is not visible from this location.

Accordingly, the visual impact of the proposed development from VP6 is assessed as Negligible to None. The heritage churchyard character and primary visual elements of this location would not be affected by the proposed development.

VISUAL IMPACT EVALUATION			
	LOW	MODERATE	HIGH
VIEWER POSITION	INFERIOR	NEUTRAL	SUPERIOR
VIEWER ACCESS			
VIEWER SENSITIVITY			
VISUAL MAGNITUDE	NEGLIGIBLE		
VISUAL IMPACT	Based on above criteria overall visual impact rating is NEGLIGIBLE		
VISUAL QUALITY	HIGH		



FIGURE 21: VIEWPOINT 6 EXISTING VIEW



FIGURE 22: VIEWPOINT 6 PROPOSED DEVELOPMENT IS OBSCURED FROM VIEW BY EXISTING BUILDINGS AND TOPOGRAPHY

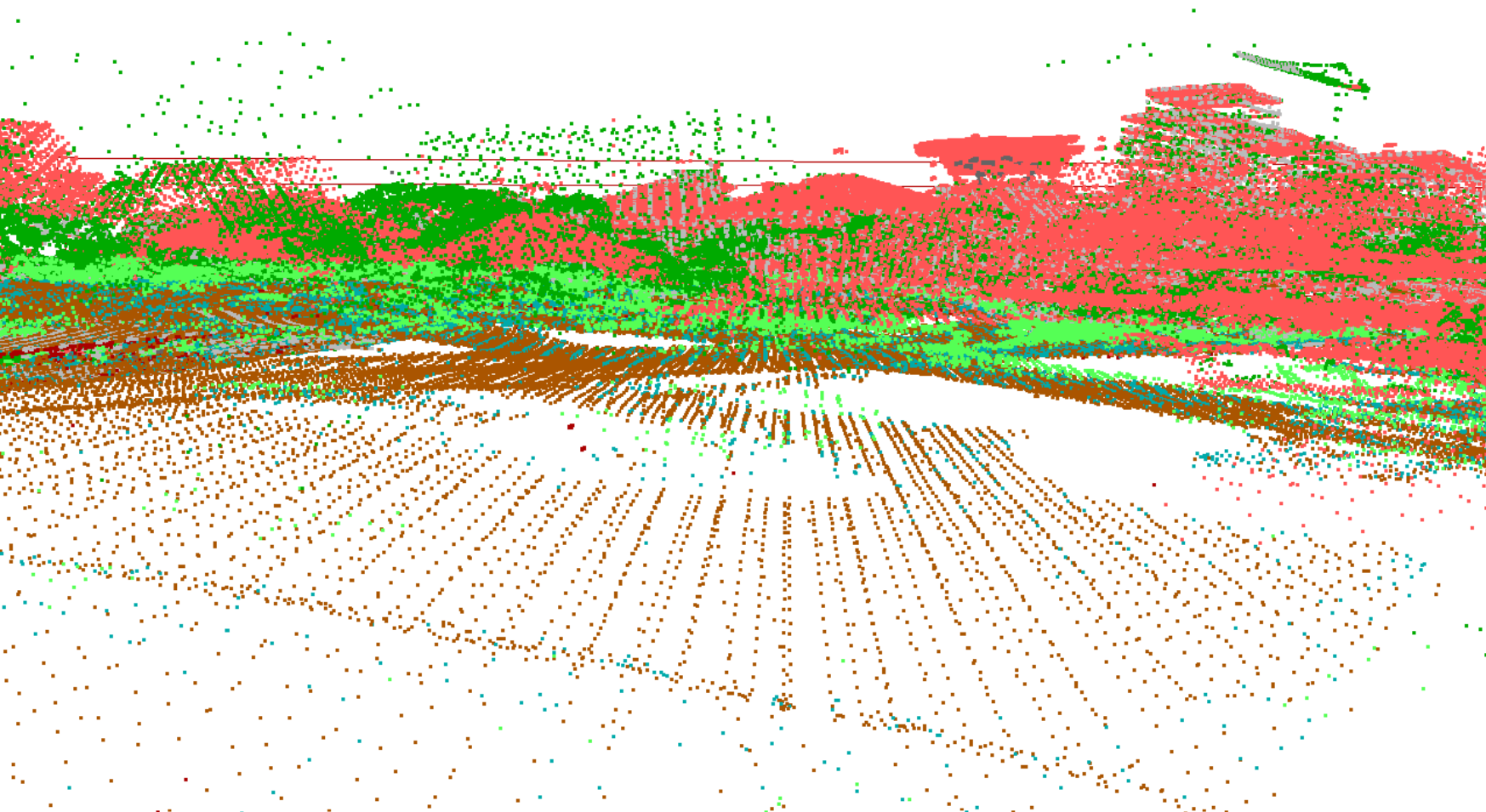


FIGURE 23: POINT CLOUD DATA

VIEW FROM BYRON AVENUE RESERVE, RYDE

Viewpoint Details

Location: 9 BYRON AVENUE, RYDE NSW 2112
Coordinates: 325467.90E, 6258382.73N (MGA2020)
Elevation: 92m AHD (including camera height)
Viewing Direction: SSW
Distance to Site: 1469 m
Land Use: Park / Recreation Reserve

Existing Composition of the View

The viewpoint is located within a public reserve on Byron Avenue, approximately 900m north-north-east of the subject site. The view is experienced from an elevated parkland setting characterised by open maintained lawn, children’s playground equipment and mature eucalypt and mixed species trees framing the view on both sides. The park occupies an elevated ridge position, revealing an expansive open view corridor toward the south-west encompassing the broader Sydney metropolitan area and the CBD skyline on the horizon.

Foreground:

The immediate foreground comprises open maintained parkland lawn with children’s playground equipment including climbing frames and a slide to the left of frame. A black steel perimeter fence marks the park boundary at the mid-foreground, with a low-rise brick dwelling visible immediately beyond.

Mid-ground:

The mid-ground is characterised by the open view corridor between the mature eucalypt trees framing both sides of the view. The landscape falls away from the park toward the south-west, revealing the broader Ryde residential locality and the subject site direction in the mid-ground. Mature eucalypts and mixed species trees partially frame and filter the view on both sides without fully screening the open centre corridor.

Background:

The background contains the expansive Sydney metropolitan skyline, with the CBD towers clearly identifiable on the horizon at centre frame. A tall structure consistent with a crane or communications tower is visible to the right of frame. The subject site at 166-174 Blaxland Road lies within this south-south-westerly direction at a distance of approximately 900m, positioned between this viewpoint and the CBD backdrop on the horizon.

Visual Effects of the Proposed Development on the Composition as Modelled

At a distance of approx. 1,469m and elevation of 92m AHD, some 35 metres above the subject site, the observer looks down toward the site at a notable angle, significantly reducing the apparent height and prominence of the proposed building within the view. The proposal would be read as a minor element within the broader Ryde residential locality in the mid-ground, set against the expansive Sydney CBD skyline on the horizon. The established metropolitan character of the view means the proposed ten-storey building would not be individually discernible as a new or contrasting element within the composition. Accordingly, the visual impact of the proposed development from VP7 is assessed as Minor to Negligible.

VISUAL IMPACT EVALUATION			
	LOW	MODERATE	HIGH
VIEWER POSITION	INFERIOR	NEUTRAL	SUPERIOR
VIEWER ACCESS			
VIEWER SENSITIVITY			
VISUAL MAGNITUDE			
VISUAL IMPACT	Based on above criteria overall visual impact rating is MINOR		
VISUAL QUALITY	LOW		



FIGURE 24: VIEWPOINT 7 EXISTING VIEW



FIGURE 25: VIEWPOINT 7 PROPOSED DEVELOPMENT IS OBSCURED FROM VIEW BY TOPOGRAPHY

VIEW FROM 31 SAMUEL STREET, RYDE

Viewpoint Details

Location: 31 SAMUEL STREET, RYDE NSW 2112
Coordinates: 324587.97E, 6257362.06N (MGA2020)
Elevation: 54m AHD (including camera height)
Viewing Direction: ENE
Distance to Site: 160 m
Land Use: Residential Street

Existing Composition of the View

The viewpoint is located on Samuel Street, Ryde, approximately 160m west-south-west of the subject site. The view is experienced from a low-density residential streetscape, established front garden planting and mature mixed species trees. A multi-storey residential flat building with a light-coloured façade is visible above the roofline to the right of frame, reflecting the established higher-density character of the Blaxland Road corridor.

Foreground:

The immediate foreground comprises the Samuel Street road reserve with front garden planting and a timber power pole to the right of frame. Overhead power lines traverse the view horizontally.

Mid-ground:

The mid-ground is characterised by a mix of single and double storey dwellings, set within mixed tree and shrub planting that substantially screens views beyond. A multi-storey residential flat building is prominently visible above the roofline to the right of frame, confirming that higher-density development is already a visible and accepted element within this residential streetscape.

Background:

The background is largely screened by intervening vegetation and dwellings. The multi-storey residential flat building visible to the right of frame provides contextual reference for the scale of higher-density development already present and accepted within this viewing environment..

Visual Effects of the Proposed Development on the Composition as Modelled

At a distance of approximately 160m and elevation of 54m AHD. At this close range, point cloud analysis confirms the upper levels of the proposed building would be visible above the existing tree canopy and low-rise residential roofline. The topographic fall along Samuel Street means the building's lower levels would be screened by intervening vegetation and change in level, reducing its overall visual footprint from street level. The existing multi-storey residential flat building visible to the right of frame establishes a precedent for higher-density development within this viewing environment, and the Council-owned land directly opposite zoned for a maximum height of 75 metres, means the backdrop behind the proposed development could ultimately contain a significantly taller building.

Accordingly, the visual impact of the proposed development from VP8 is assessed as Moderate. While the upper levels of the building would be visible at close range, the existing higher-density context, intervening vegetation and the zoned future character of the locality provide meaningful context for the scale of the proposed development as experienced from this residential street location.

VISUAL IMPACT EVALUATION			
	LOW	MODERATE	HIGH
VIEWER POSITION	INFERIOR	NEUTRAL	SUPERIOR
VIEWER ACCESS			
VIEWER SENSITIVITY			
VISUAL MAGNITUDE			
VISUAL IMPACT	Based on above criteria overall visual impact rating is MINOR		
VISUAL QUALITY	MEDIUM		



FIGURE 26: VIEWPOINT 8 EXISTING VIEW



FIGURE 27: VIEWPOINT 8 PROPOSED DEVELOPMENT INDICATED BY YELLOW SHADING



FIGURE 28: VIEWPOINT 8 PROPOSED DEVELOPMENT INDICATED BY YELLOW SHADING AND PROPOSED 75M HIGH BUILDING FORM OF FUTURE COUNCIL-OWNED CIVIC BUILDING INDICATED BY RED SHADING

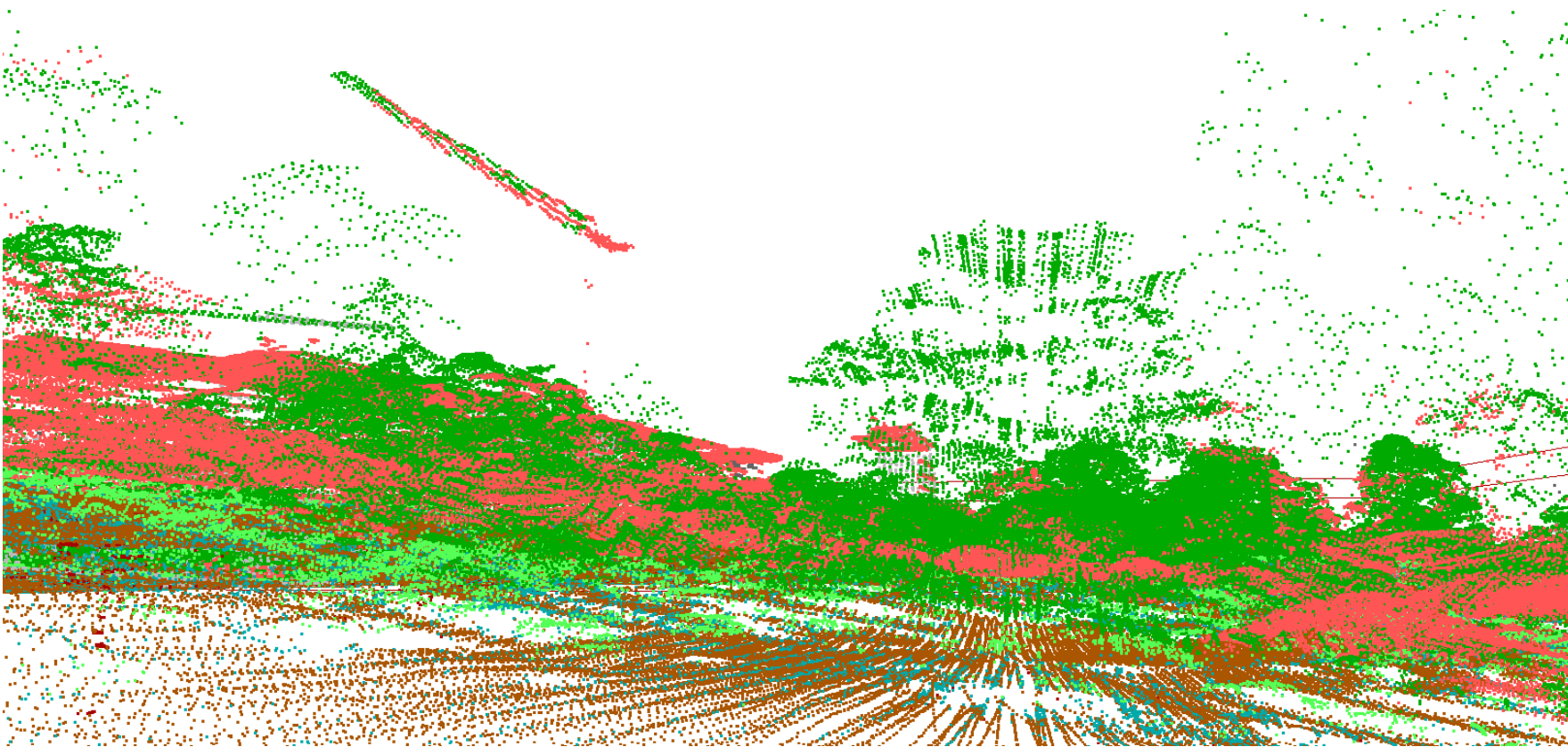


FIGURE 29: POINT CLOUD DATA

VIEW FROM BLAXLAND ROAD, RYDE

Viewpoint Details

Location: 178 BLAXLAND ROAD, RYDE NSW 2112
Coordinates: 324636.82E, 6257213.42N (MGA2020)
Elevation: 60m AHD (including camera height)
Viewing Direction: SSW
Distance to Site: 45 m
Land Use: Residential Street / Public Domain

Existing Composition of the View

The viewpoint is located on Blaxland Road, Ryde, immediately adjacent to and north of the subject site at a distance of approximately 45m. The view is experienced from the public footpath along Blaxland Road, characterised by the established higher-density residential flat building immediately to the right of frame, mature eucalypts and mixed species trees occupying the centre of the view, a street intersection and the Sydney CBD skyline faintly visible on the horizon to the south-west.

Foreground:

The immediate foreground comprises the footpath and road reserve, with signage and street lighting visible in frame. The modern multi-storey residential flat building with its terracotta and copper-toned façade is prominently visible, forming the dominant built form element of the foreground.

Mid-ground:

The mid-ground is characterised by mature eucalypts and mixed species trees occupying the centre of the view, partially screening views toward the subject site and the broader Ryde locality beyond. Existing high-rise residential flat buildings are clearly visible above the tree line to the left of frame, confirming the established high-density character of the Blaxland Road corridor.

Background:

The background contains the broader Ryde residential locality extending to the south-west, with the Sydney CBD skyline faintly discernible on the horizon between the tree canopy. The subject site is located immediately to the south of this viewpoint within the centre of the view.

Visual Effects of the Proposed Development on the Composition as Modelled

At a distance of approx. 45m and elevation of 60m AHD, this is the closest of all nine assessed viewpoints and provides the most direct and unfiltered view of the proposal. The building would be clearly visible at close range, forming a prominent element within the view. The existing residential flat building immediately adjacent already establishes a high-density built form character on this frontage, and the proposal would be read as a direct continuation of this established R4 corridor character along Blaxland Road. The existing high-rise buildings visible, further reinforce the high-density context. No statutory, protected or recognised scenic views are affected from this location.

Accordingly, the visual impact of the proposed development from VP9 is assessed as Moderate to High. While the building would be clearly prominent at this close range, the established high-density character frontage and the directly adjoining R4 development provide strong and meaningful context for the scale of the proposed development as experienced from this public domain location.

VISUAL IMPACT EVALUATION			
	LOW	MODERATE	HIGH
VIEWER POSITION	INFERIOR	NEUTRAL	SUPERIOR
VIEWER ACCESS			
VIEWER SENSITIVITY			
VISUAL MAGNITUDE			
VISUAL IMPACT	Based on above criteria overall visual impact rating is MODERATE TO HIGH		
VISUAL QUALITY	MEDIUM		



FIGURE 30: VIEWPOINT 9 EXISTING VIEW



FIGURE 31: VIEWPOINT 9 PROPOSED DEVELOPMENT



FIGURE 32: ARCHITECT MODEL OF A SIMILAR VIEWPOINT

OVERALL VISUAL IMPACT

The overall visual impact of the proposed development has been assessed by considering the combined influence of visual sensitivity, magnitude of change and the characteristics of the surrounding visual environment.

The subject site is located within an established high-density urban growth corridor in close proximity to the Ryde Town Centre, characterised by a mix of commercial, retail and residential development, with the existing R4 High Density Residential corridor along Blaxland Road establishing a clear trajectory toward higher-density built form. Existing development within the Ryde locality varies in scale, form and architectural expression, contributing to a visually diverse and transitioning urban setting.

Across the nine assessed viewpoints, the results are notably consistent. At five of the nine viewpoints: VP1, VP2, VP3, VP6 and VP7, the proposed development is assessed as Negligible to None or Minor to Negligible, with the building either entirely screened by mature vegetation, intervening built form or distance, or visually absorbed within the broader metropolitan backdrop. This reflects the significant role of the Parramatta River waterway, intervening valley topography, mature tree canopy and elevated positions of several viewpoints in filtering views across the catchment.

At VP4 (Denistone Road, Ryde Hospital, 1,469m) the proposed development is assessed as Minor, with the building sitting within the broader urban fabric and not protruding significantly above the existing roofline as seen from the elevated ridge position. At VP5 (44 Samuel Street, 200m) and VP8 (35 Samuel Street, 160m), the proposed development is assessed as Moderate, with the upper levels of the building visible above the existing tree canopy and low-rise residential roofline, though significantly contextualised by the topographic fall between Samuel Street and Blaxland Road, the existing R4 development already visible from these locations, and the 75 metre zoned height of the Council-owned land directly opposite the subject site. At VP9 (176 Blaxland Road, 45m), the closest assessed viewpoint, the proposed development is assessed as Moderate to High, where the building would be clearly visible at close range on the Blaxland Road frontage. However, the immediately adjoining residential flat building already establishes a high-density built form character on this frontage, and the proposal would be read as a direct continuation of the established R4 corridor.

The proposed development would be read as part of an evolving high-density built form corridor proximate to the Ryde Town Centre, consistent with the pattern of existing and approved development within the surrounding locality. No statutory, protected or recognised scenic views are affected by the proposal.

Having regard to the high-density urban context of the locality, screening provided by vegetation, intervening topography and distance across the catchment, the presence of existing higher-density development visible from the most sensitive viewpoints, and the strategic planning framework supporting high-density residential growth at this location, the visual impact of the development is assessed as Moderate to High at the closest Blaxland Road viewpoint, reducing to Moderate at nearby Samuel Street residential interfaces, and Negligible to None or Minor across the broader catchment.

The proposal is therefore considered acceptable from a visual impact perspective within the Ryde Town Centre growth corridor context, and would not result in unacceptable visual impacts within the surrounding landscape having regard to the existing and approved built form character of the locality.

VIEWPOINT SUMMARY

The table below summarises the results of the visual impact assessment for each of the nine viewpoints considered in this report. The assessment combines the visual sensitivity of the viewing location with the predicted magnitude of change associated with the proposed development to determine the overall level of visual impact.

The significance of visual impact has been assessed having regard to both the existing character of the surrounding urban environment and the design and scale of the proposed development within its high-density growth corridor context. Of the nine viewpoints assessed, one (1) is rated as Moderate to High, two (2) are rated as Moderate, one (1) is rated as Minor, two (2) are rated as Minor to Negligible and three (3) are rated as Negligible to None. The viewpoint experiencing Moderate to High visual impact is located at the closest distance to the site at approximately 45m on the Blaxland Road frontage, where the proposed building would be most prominent within the immediate streetscape. The two Moderate viewpoints are located on Samuel Street to the west of the site at distances of 160m and 200m, where the upper levels of the building would be visible above the existing tree canopy, though significantly contextualised by the intervening topography, existing R4 development and the zoned future character of the locality.

The majority of viewpoints within the wider visual catchment experience negligible to minor visual impact, reflecting the significant role of the Parramatta River waterway, intervening valley topography and mature vegetation in screening views across the catchment. At long-range viewpoints including Breakfast Point Reserve, Wentworth Point and Cowells Lane Reserve, the combination of distance, intervening landform and vegetation renders the proposed development imperceptible or visually absorbed within the existing metropolitan built form backdrop. At medium-range viewpoints including Ryde Hospital and Byron Avenue Reserve, the elevated position of the observer relative to the subject site further reduces the apparent height and prominence of the proposed development within the broader view.

VIEWPOINT SUMMARY				
	ACCESS	SENSITIVITY	MAGNITUDE	IMPACT
Viewpoint / Photomontage 1	Minor	Moderate	Negligible	Minor/ Negligible
Viewpoint / Photomontage 2	Moderate	Moderate	Negligible	Minor/ Negligible
Viewpoint / Photomontage 3	Minor	Minor	Negligible	Minor/ Negligible
Viewpoint / Photomontage 4	Moderate	Moderate	Minor/ Negligible	Minor
Viewpoint / Photomontage 5	Moderate	Minor	Moderate	Minor
Viewpoint / Photomontage 6	Minor	Moderate	Minor/ Negligible	Minor
Viewpoint / Photomontage 7	Moderate	Moderate	Minor/ Negligible	Minor/ Negligible
Viewpoint / Photomontage 8	Moderate	Minor	Moderate	Moderate
Viewpoint / Photomontage 9	Moderate	Moderate	High	Major/ Moderate

REASONABLENESS AND ACCEPTABILITY OF VISUAL CHANGE

The proposed development will introduce additional built form within the existing urban environment of the Ryde locality. As demonstrated in the viewpoint analysis, the extent of visual change varies depending on proximity to the site, viewing distance and the degree of screening provided by mature vegetation, intervening topography and existing development.

Within the immediate locality, at VP8 and VP9, the development will be visible as a noticeable element within the existing urban streetscape and will represent a Minor to Moderate and Moderate to High degree of visual change respectively. However, these views occur within an area already characterised by the established R4 High Density Residential corridor along Blaxland Road, the directly adjoining residential flat building, and the Council-owned land opposite the subject site zoned for a future civic centre of up to 75 metres in height. The proposed development would be experienced as part of this evolving built environment rather than as an isolated or incongruous element within the landscape. At VP5, the Samuel Street residential interface similarly experiences a Moderate degree of visual change, however the significant topographic fall between Samuel Street and Blaxland Road, together with the intervening vegetation and the established R4 context, meaningfully contextualise the scale of the proposed development as viewed from the lower-lying residential area.

At medium and longer viewing distances, the proposal is either entirely screened by mature vegetation, intervening topography and built form, or visually absorbed within the broader metropolitan backdrop, resulting in Minor to Negligible or Negligible visual impact across the majority of the assessed catchment. The pronounced topographic variation, including the significant valley between the Ermington and Ryde localities, plays a critical role in visually absorbing the development within the broader setting. At VP7 at Byron Avenue Reserve, the elevated ridge position relative to the subject site further reduces the apparent height and prominence of the proposed development within the expansive metropolitan outlook.

In the context of the existing and approved high-density built form character of the Blaxland Road corridor, and having regard to the NSW Government's strategic planning framework supporting high-density residential development at well-located sites within the Housing Delivery Authority pathway, the visual change introduced by the proposal is considered reasonable and acceptable. The development is compatible with the evolving built form character of the locality, provides an appropriate transition between the Ryde Town Centre and the adjoining lower-density residential areas, and does not result in the loss of significant scenic features or valued public views.

Accordingly, the visual impacts associated with the proposed development are considered acceptable within the planning and urban design context of the site and its surrounding environment.

DISCUSSION AND CONCLUSION

The Visual Impact Analysis has considered the potential effects of the proposed development on the surrounding visual environment through analysis of the visual catchment, viewshed modelling, field observations and a series of nine representative viewpoints within the surrounding locality extending to a 5km radius from the subject site.

The assessment demonstrates that the visibility of the proposal varies significantly depending on distance from the site, the presence of intervening vegetation and built form, topographic variation and the nature of the viewing location. Of the nine viewpoints assessed, the majority experience Minor to Negligible or Negligible visual impact, with higher levels of visual change confined to the closest viewpoints on Blaxland Road and Samuel Street. The single viewpoint experiencing Moderate to High visual impact is located at approximately 45m from the site at 176 Blaxland Road (VP9), where the proposed building would be most prominent within the immediate streetscape context.

At medium and longer viewing distances, the proposal is either entirely screened from view by the mature tree canopy, intervening valley topography and built form, or visually absorbed within the broader metropolitan backdrop. The pronounced topographic variation across the study catchment, including the significant valley between the Ermington and Ryde localities dropping to approximately 26m AHD, plays a critical role in reducing the visual prominence of the development across the majority of the assessed catchment. The elevated position of several viewpoints relative to the subject site further reduces the apparent height and prominence of the proposed development within the broader view.

The subject site is located within an established high-density urban growth corridor proximate to the Ryde Town Centre, where the existing R4 High Density Residential corridor along Blaxland Road, the directly adjoining residential flat building, and the Council-owned land opposite the subject site zoned for a future civic centre of up to 75 metres in height collectively characterise the surrounding visual environment and confirm the area’s strategic trajectory toward higher-density built form. Within this context, the proposed development would be experienced as part of the evolving urban character of the locality rather than as an isolated or incongruous element within the landscape.

At the closest viewpoints where Moderate and Moderate to High impacts are assessed, the existing higher-density development already visible within those views provides meaningful context for the scale of the proposed development. Notably, from Blaxland Road (VP9), the closest assessed viewpoint at approximately 45m, the immediately adjoining residential flat building already establishes a high-density built form character on this frontage, and the proposed development would be read as a direct continuation of this established R4 corridor. From the Samuel Street viewpoints (VP5 and VP8), the significant topographic fall between Samuel Street and Blaxland Road, together with the 75 metre zoned height of the Council-owned land opposite the subject site, provides important context for the scale of the proposed development as experienced from the lower-lying residential area.

Strategic planning policies support urban consolidation and high-density housing delivery at well-located sites within the Housing Delivery Authority pathway. The proposed development reflects this broader planning direction and represents a continuation of the planned urban evolution of the Ryde Town Centre growth corridor rather than an unexpected or incompatible form of development.

It is acknowledged that all development has the potential to introduce some degree of visual change within the surrounding environment. However, visual change does not necessarily equate to unacceptable visual impact. In this instance, the assessment demonstrates that the proposed development would be experienced largely as part of the existing and evolving high-density urban environment of the Ryde Town Centre locality, with the majority of viewpoints experiencing Minor to Negligible or Negligible visual impact. Having regard to the urban context of the site, the significant screening provided by mature vegetation and intervening topography across the broader catchment, the presence of existing higher-density development visible from the most sensitive viewpoints, and the NSW Government’s strategic planning framework supporting high-density residential growth at this location, the visual change associated with the proposal is considered reasonable and acceptable.

No statutory, protected or recognised scenic views are affected by the proposal. The proposed development is accordingly considered compatible with the existing and evolving visual character of the Ryde Town Centre growth corridor, and the visual impacts associated with the proposal are considered acceptable within the planning and urban design context of the site and its surrounding environment.

LIMITATIONS OF THE ANALYSIS

This visual impact analysis has been prepared based on a combination of site inspections, photographic analysis, mapping review, viewshed modelling and photomontage preparation undertaken to represent likely views of the proposed development from selected public viewpoints.

The viewpoints selected for analysis are intended to represent typical and worst-case public viewing locations within the surrounding visual catchment. Due to the nature of visual analysis, it is not practicable to assess every possible viewing location. Accordingly, the nine selected viewpoints provide a representative sample of views available within the public domain across a 5km radius from the subject site.

Photomontages and visual simulations are useful tools for illustrating the potential appearance of development within the landscape; however, they represent a two-dimensional approximation of a three-dimensional visual experience. Factors such as atmospheric conditions, seasonal vegetation changes and individual viewer perception may influence how the development is experienced in reality.

In addition, photographic images and digital modelling cannot fully replicate the dynamic way in which the human eye perceives a landscape through movement, peripheral vision and changing focus. As such, the images and analysis presented in this report should be understood as indicative representations intended to assist in evaluating potential visual effects, rather than exact replications of real-world viewing conditions.

Notwithstanding these limitations, the analysis has been undertaken using established landscape and visual analysis principles consistent with the Guidelines for Landscape and Visual Impact Assessment (GLVIA3) and the Transport for NSW EIA Practice Note E1A-N04, and the viewpoints and analysis are considered sufficient to reasonably evaluate the likely visual effects of the proposed development within the surrounding environment..

STATEMENT OF EXPERTISE

This Visual Impact Analysis has been prepared by Rebecca Taylor, Principal Urban Designer at Planning Ingenuity, in support of the State Significant Development Application SSD-95802958 – Ryde Residential Development at 166-174 Blaxland Road, Ryde.

Rebecca Taylor holds a Master of Urban Design and a Bachelor of Architecture (Hons) and has professional experience in urban design, planning and visual impact analysis, including the preparation of visual impact analyses for State Significant Development applications across New South Wales.

The analysis presented in this report has been undertaken using established landscape and visual analysis principles, informed by site inspections, viewshed modelling, mapping analysis, point cloud analysis and the preparation of indicative photomontages representing likely views of the proposed development from nine selected public viewpoints.

The conclusions expressed in this report represent the professional opinion of the author, based on the information available at the time of preparation and the analysis undertaken as part of this Visual Impact Analysis..

REFERENCES

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GLOSSARY OF TERMS

GLVIA - Guidelines for Landscape and Visual Impact Assessment published by the UK Landscape Institute and Institute of Environmental Management and Assessment.

LVIA - Landscape and Visual Impact Assessment.

DPHI - Department of Planning, Housing and Infrastructure (formerly Department of Planning, Industry and Environment).

LEP - Local Environmental Plan – a statutory planning instrument prepared under the Environmental Planning and Assessment Act 1979.

DCP - Development Control Plan – a planning document providing detailed planning and design guidelines for development within a local government area.

Baseline - The existing condition or character of the landscape or visual environment against which the impacts of a proposed development are assessed.

Landscape Receptor - The landscape resource or component of the landscape that may be affected by a development proposal.

Landscape Sensitivity
The susceptibility of a landscape to change arising from development, based on its value, character and ability to accommodate change.

Visual Receptor - Individuals or groups of people who may experience views of a development from a particular location, such as residents, pedestrians, motorists or recreational users.

Visual Sensitivity - The degree to which a particular view or visual receptor can accommodate change without unacceptable effects on visual amenity.

Viewing Distance - The distance between the observer and the proposed development, which influences the perceived scale and prominence of the development within a view.

Magnitude of Change - The degree of visual change introduced by a development, taking into account factors such as visibility, scale, extent of view and contrast with the existing environment.

Significance of Impact - The overall level of visual impact resulting from the interaction between the sensitivity of the visual receptor and the magnitude of change introduced by the development.

Visual Catchment - The geographic area from which a development may theoretically be visible. The effective visual catchment is often smaller than the theoretical catchment due to screening by vegetation, buildings or topography.

Visual Absorption Capacity (VAC) - The ability of the existing landscape or urban environment to accommodate or visually absorb new development without significant adverse effects. This can be influenced by factors such as existing built form, vegetation, topography and the scale and complexity of the surrounding visual environment.

Photomontage - A visual simulation that combines a photograph of an existing view with a modelled representation of a proposed development to illustrate the likely appearance of the development within the landscape. Photomontages are used as an analytical tool to assist in assessing potential visual impacts.

