

Proposed additions at 2 New England Rd, Scottsville, Pietermaritzburg

Visual Impact Assessment

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1. Purpose of the report

The purpose of the study is to analyse and assess the existing streetscape and the potential visual impact of the proposed additions to the site.

The study provides illustrations in the form of 3D images superimposed on existing images.

2. Location of the site

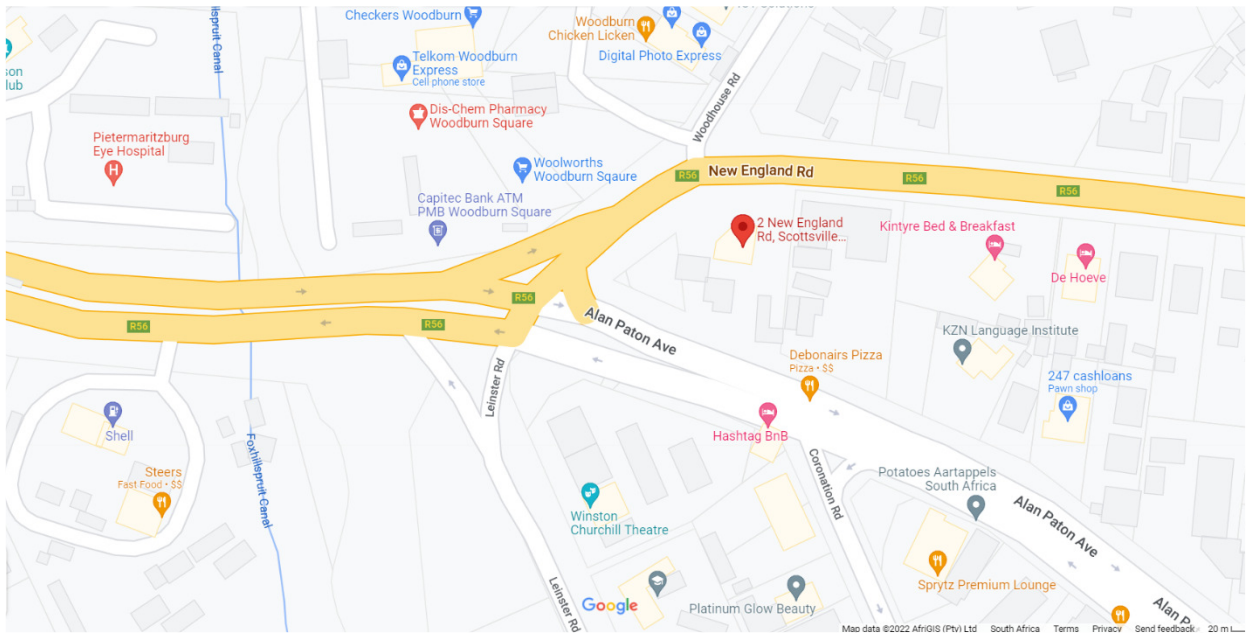


Fig. 1. GIS map



Fig. 2 Google map Satellite image

The site is located at the junction of New England Rd and Alan Paton Rd in Scottsville, Pietermaritzburg. The existing building is orientated West on the site. Entry and exit points are on New England Rd (North) and Alan Paton Rd (South).



Fig. 3 Google map Satellite image with site boundaries and site of proposed building

3. Context

The property is in a busy hub of Pietermaritzburg, where two roads converge and join Alan Paton Rd as it enters the CBD. The properties leading up to no.2 on Alan Paton Rd are mostly medium to high residential blocks and the environs are dominated by two shopping Centres, Scottsville Mall and Woodburn Square and the Shell Garage.

Properties in New England Rd are of residential character, but the immediate East neighbour is a block of flats. The property is triangular and it slopes up from the road on the North West boundary.



Fig. 4. View across New England Rd



Fig. 4. View across New England Rd to Woodburn Square



Fig. 5. New England Rd entrance



Fig. 6. View of the property from Woodburn Square



Fig. 8. View down New England Rd towards Alan Paton Rd intersection



Fig. 9. View of the property across Alan Paton Rd (Google maps)



*Fig. 10. Approaching the intersection on Alan Paton Rd (Google maps)
Property on the right.*

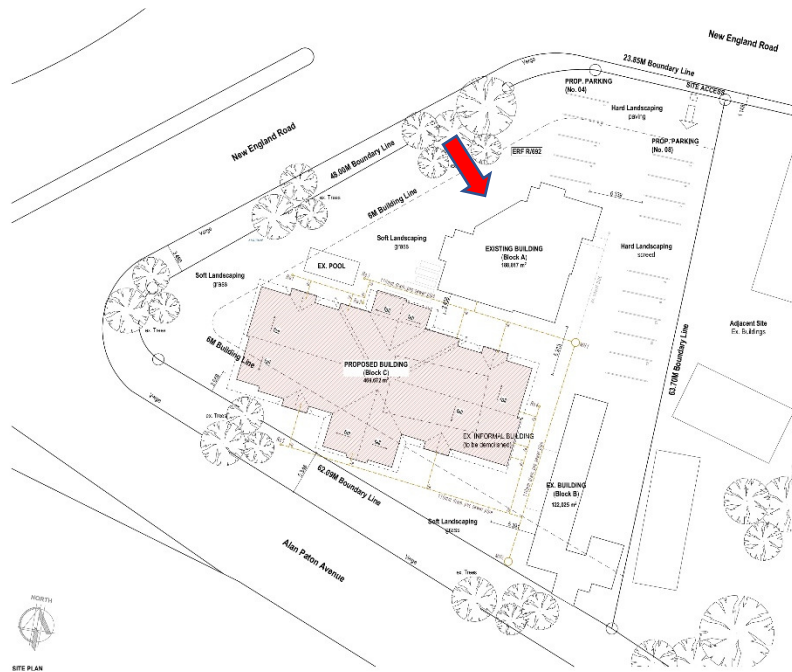


Fig. 11. Existing building “Heritage structure” over 60 years old, entrance facing New England Rd



Fig. 12. Existing building – elevation facing the pool, development site to the right

4. 2-D Drawings – Proposed streetscape with new building



5. 3D renders and proposed visual impact of the additions :



Note : images do not show the boundary wall and existing trees which will further screen the new building from the road.

6. Assessment of Visual impact :

The 2D drawing elevations (page 7) demonstrate the visual impact of the proposed building alongside the existing building.

Alan Paton Street elevation : the proposed building obscures the existing building from view, but the current views of the property from Alan Paton Rd (fig. 9 and 10) do not afford good views of the existing building.

New England Rd elevation (North) : The proposed building extends towards the edge of the property, a large existing tree (not drawn) will remain and will screen the new building from the approach around New England Rd. The roof eaves of the proposed building are level with the existing building.

New England Rd elevation (North-West) : The view of the existing building main entrance (three-arches) is not interfered with (indicated with a red arrow on plan). The proposed building is viewed obliquely from this view.

Materials and design of the existing and proposed development:

The proposed building design uses a combination of painted plaster, timber (natural finish) and red concrete roof tiles. The roof pitch matches that of the existing building.

The heritage structure has painted plastered walls, Marseille clay roof tiles, painted timber frames and doric columns. Dominant architectural features are hipped roofs (main roof and to bay windows), arched entrance porch with doric columns and timber frame windows.

7. Conclusion :

The proposal for development on the undeveloped portion of the site, as expansion to the existing residential accommodation, is seen as visually contrasting or possibly inappropriate due to its proximity to an existing building with heritage status. However it should be viewed within the greater context of the varying built forms in the surrounding neighbourhood, rather than isolating it to the character of the buildings on the site.

The original building was designed to be approached from New England Rd (North and NW views). The pedestrian gate entrance that aligns with the main entrance is no longer used due to the increased traffic at the intersection, therefore the building is primarily approached from the vehicle entrance on the North side. It is visually appreciated from the Woodburn Square robots, this view is not interrupted by the new development.

The proposed building has been designed on the South side of the site. It is designed with current architectural features and materials and does not mimic or copy the design of the heritage structure, therefore retaining clear distinction between the "Heritage Structure" and the proposed new building.

8. Visual Mitigation measures :

Visual mitigation is suggested in the context of streetscape and character, rather than in detail design.

The roofs of the structures visually dominant the old and the proposed buildings.

If mitigation measures are necessary to lessen the visual impact, then the roof design of the proposed should take design pointers from the old ie. through using hips rather than gables, or by lowering the ridge line of the roof to lessen the overall height of the new building.

Changes to size and bulk would involve major design changes and possible compromises to the clients brief.