
WALUYA PTY LTD GOSFORD TRANSPORT DEPOT

7A-11 Racecourse Road, 5-9 Faunce Street & Young Street, West Gosford

DA DESIGN REPORT

DECEMBER 2022
Project no. 4611-00



DEM (Aust) Pty Ltd
Suite 202, Level 2, Tower B, The Zenith
821 Pacific Highway Chatswood NSW 2067 Australia
PO Box 5036 West Chatswood NSW 1515 Australia
Tel: +61 2 8966 6000 www.dem.com.au

architecture • urban design • interior design • landscape architecture

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1.0 PROJECT OVERVIEW

This Design Report has been prepared by DEM (Aust) Pty Ltd on behalf of Waluya Pty Ltd in support of a Development Application submission to NSW Department of Planning and Environment DPE for the site at 7A-11 Racecourse Road, 5-9 Faunce Street & Young Street, West Gosford.

Waluya Pty Ltd is seeking to secure approval for the construction of a bus depot that will comprise of an at-grade car park, 3 storey administration building, workshop, hardstand for bus parking and associated facilities.

This report provides a Built Form and Urban Design assessment and responds to:

- State Environmental Planning Policy (Transport and Infrastructure) 2021.
- State Environmental Planning Policy (Precincts—Regional) 2021 – Gosford City Centre.
- Central Coast DCP (Chapter 2.9 Industrial Development)
- Aboriginal land council – Darkinjung

1.1. LOCATION

- The site is located approximately 1.4 km west of the Gosford CBD within the Gosford City Centre area.
- It is approximately 1.4 km north of Gosford Railway Station (18 minute walk) and the Gosford City Centre retail/commercial centre.
- The site is located in close proximity to Central Coast Highway with access from Racecourse Road.
- The site is located in a mixed use precinct consisting of residential, industrial and commercial.

1.2. OVERVIEW OF THE PROPOSED DEVELOPMENT

The proposed development is for bus depot transport facility that will comprise of the following:

- An at-grade car park with 113 car spaces including 4 disabled car spaces.
- A three storey administration building for staff and visitors which will include end of trip facilities, lunch room, offices meeting rooms and training rooms.
- External staff recreation area associated with the administration building.
- A 1.5 storey workshop for bus maintenance and repairs. The workshop will contain a mezzanine level with lunch room, offices and store areas.
- Hardstand for stacked bus parking of 96 bus bays.
- Bus wash facilities including water tanks.
- Refueling facilities and storage areas.
- Site security including electric fencing around the site.



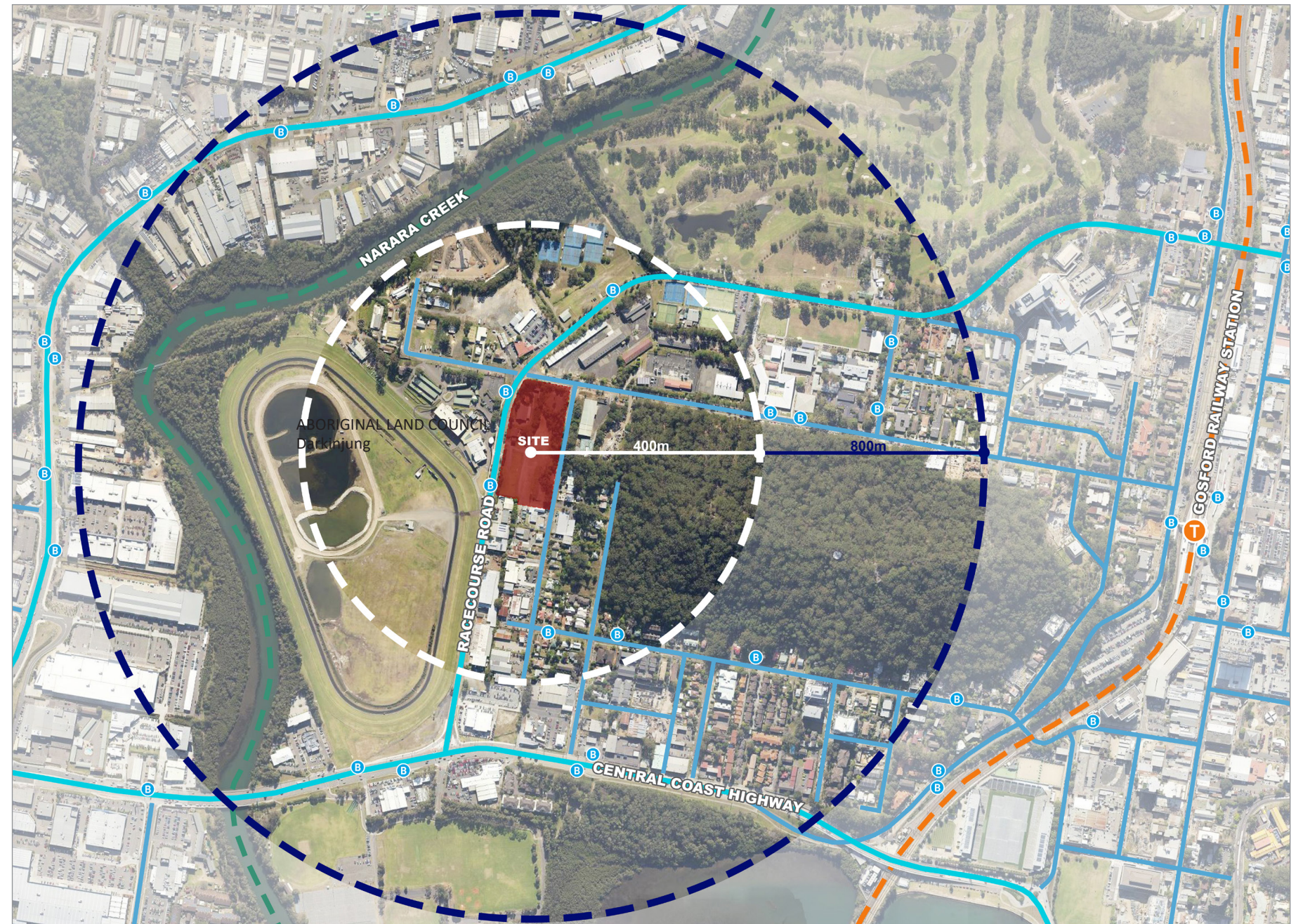
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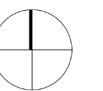
2.0 CONTEXT

- The primary frontage of the site is Racecourse Road, with secondary frontages to Faunce Street West and Young Street.
- It is located in an Enterprise Corridor with industrial, mixed commercial and residential buildings.
- Gosford Railway Station is located approximately 1.5 km north-west of the site.

- SITE BOUNDARY
- RAILWAY LINE
- NARARA CREEK
- MAIN ROAD
- SECONDARY ROAD
- T GOSFORD RAILWAY STATION
- B BUS STOP

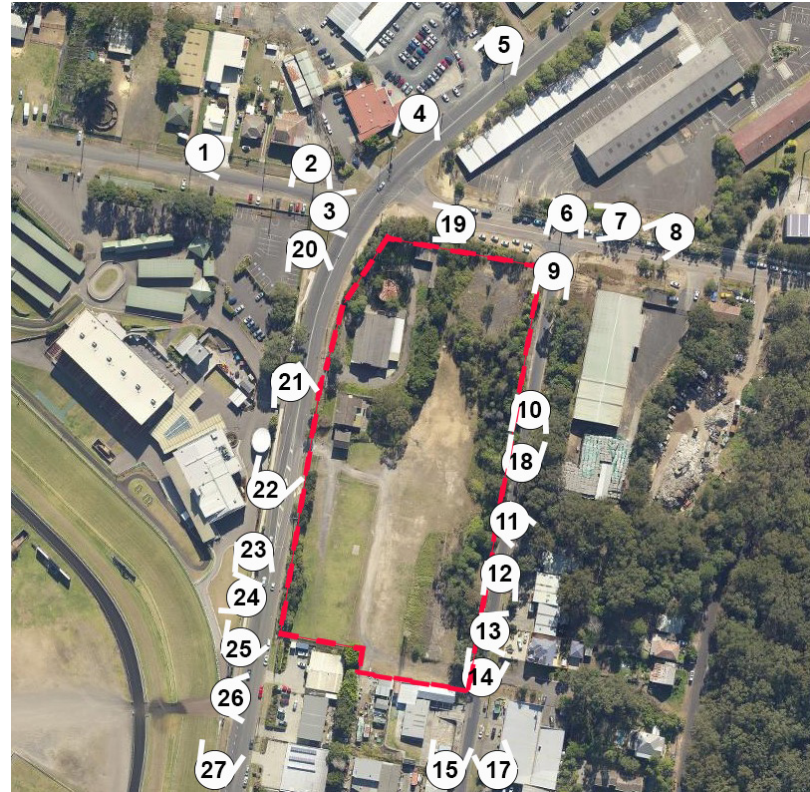


SIXMAPS



3.0 SITE PHOTOGRAPHS

3.1. SITE PHOTOGRAPHS



Base-map source - Sixmaps



1 View East along Faunce St West towards the intersection with Racecourse Road.



2 View South along Racecourse Road from the intersection of Faunce St West.



3 View East along Faunce St West from the intersection with Racecourse Road.



4 View South along the Racecourse Road towards the intersection of Faunce St West and the north west corner of the site.



5 View South along the Racecourse Road towards the intersection of Faunce St West adjacent to No 6 Racecourse Road.



6 View south along Young Street at the intersection with Faunce St West with a view of the North East corner of the site.



7 View west along Faunce St West adjacent to No 22-48 Faunce St West.

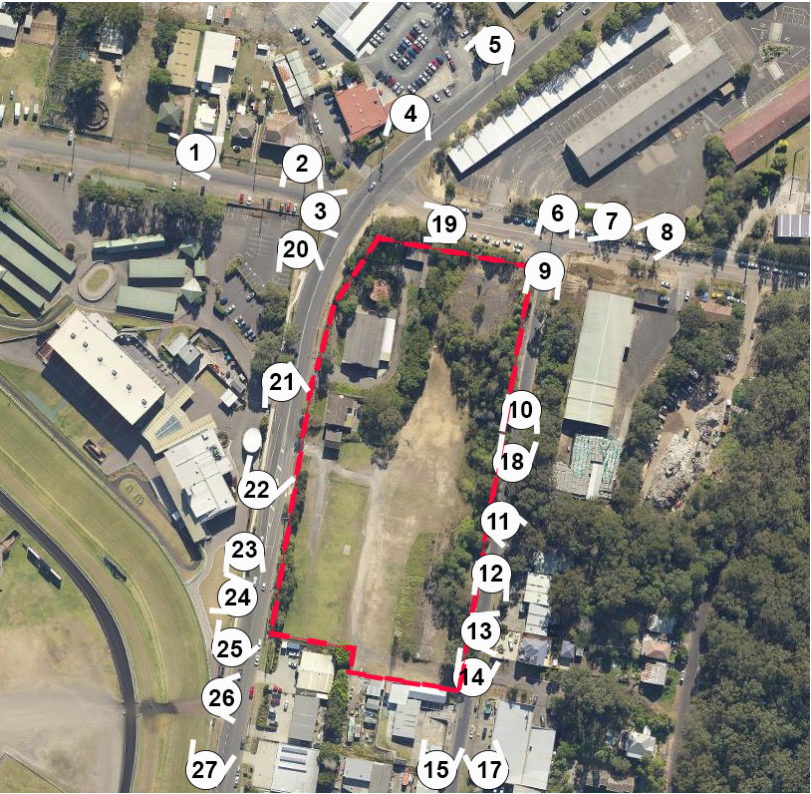


8 View west along Faunce St West towards the intersection with young Street adjacent to No 22-48 Faunce St West.



9 View south along Young Street at the intersection with Faunce St West with a view of the eastern site boundary.

SITE PHOTOGRAPHS



Base-map source - Sixmaps



Base-map source - Sixmaps



10 View south along Young Street adjacent to No 19 Faunce St West .



11 View of No 43 Young Street.



12 View south along Young Street adjacent to No 39 Young Street St West.



13 View of No 37 Young Street.



14 View north along Young Street adjacent to the south east corner of the site.



15 View north along Young Street adjacent to No 30 Young Street.



16 View north along Young Street adjacent to No 31 Young Street.



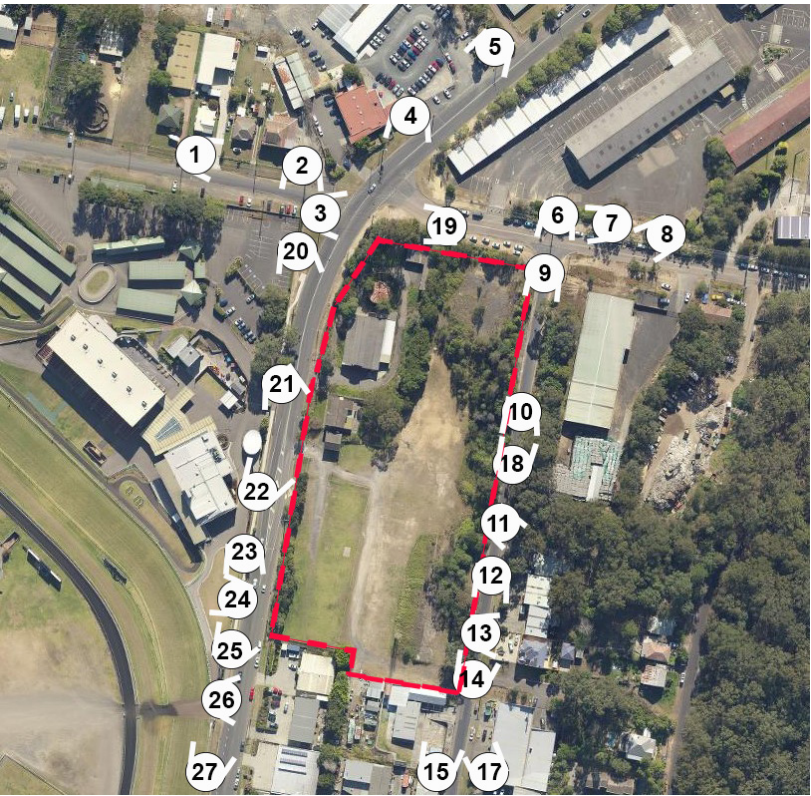
17 View north along Young Street adjacent to No 35 Young Street.



18 View north along Young Street adjacent to No 43 Young Street.



SITE PHOTOGRAPHS



Base-map source - Sixmaps



19 View west along Faunce St West towards the intersection with Racecourse Road.



20 View south along Racecourse Road and the western site boundary adjacent to the Entertainment Grounds.



21 View south along Racecourse Road and the main vehicle site entry adjacent to the Entertainment Grounds.



22 View north along Racecourse Road and the main vehicle site entry adjacent to the Entertainment Grounds.



23 View south along Racecourse Road adjacent to the Entertainment Grounds.



24 View west of the Entertainment Grounds viewed from Racecourse Road pedestrian path.



25 View north along Racecourse Road and the western site boundary adjacent to the Entertainment Grounds.



26 View north east of the south west corner of the site and No.7 Racecourse Road.



27 View north along Racecourse Road and No 5 Racecourse Road.

SITE PHOTOGRAPHS



Base-map source - Sixmaps



Base-map source - Sixmaps



28 View of No.3 Racecourse Road illustrating a reduced set back of approximately 3-4m in lieu of the DCP control of 10m.



29 View north along Racecourse Road and No 3 Racecourse Road.



30 View of 61 Central Coast Highway illustrating a 20m setback with hardstand encroaching within the setback.



31 View north east towards the site from public realm adjacent to the Central Coast Highway and Entertainment Grounds.



32 View south along the western site boundary adjacent to vehicle entry off Racecourse Road



33 View south towards southern site boundary from the center of the site.



34 View north towards northern site boundary from the center of the site.



35 View north towards northern site boundary from the center of the site.



36 View west along the boundary with No 7 Racecourse Road



SITE PHOTOGRAPHS



Base-map source - Sixmaps



37 View east along the boundary with No 32 Young Street.



38 View of unoccupied building located on No 32 Young Street.



39 View north along the eastern site boundary from the southern eastern corner of the site.



40 View north along the western site boundary adjacent to secondary vehicle entry.



41 View north towards northern boundary adjacent to exiting horse enclosure.



42 View towards the north western corner of the site adjacent to northern boundary.



43 View south along the western site boundary adjacent to existing horse enclosure.

4.0 SITE ANALYSIS

4.1. BUILT FORM

- The site currently unsealed driveways and large grassed areas with a single storey dwelling and associated buildings for enclosing horses
- Buildings surrounding the site are predominantly single and two storey , racecourse/entertainment facilities' office/ warehouses and residential dwellings including the following:

1. Central Coast Entertainment Grounds Racecourse Road.
2. 6 Racecourse Road , NSW Government Offices.
3. 22-48 Faunce Street West- Northside Medical Precinct- Development Site for a Private Hospital. Existing single storey office/warehouse structures on site.
4. No 23 Faunce Street West- Ellton Group- single storey office/ warehouse.
5. No 7 Racecourse Road -Central Coast Blinds & Shutters - single storey office/ warehouse.
6. No 5 Racecourse Road -Autoparts Gosford- single storey office/ warehouse.

- PROPOSED SITE LOCATION
- SITE BOUNDARY
- EXISTING RESIDENTIAL BUILDINGS
- EXISTING COMMERCIAL BUILDINGS
- EXISTING INDUSTRIAL BUILDINGS

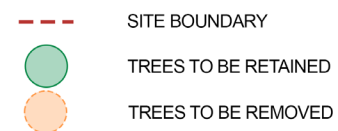


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SITE ANALYSIS

4.2. VEGETATION

- Although there is a dense vegetated buffer around the edges of the property many of the trees are of poor quality, form and structure and probably would not be viable to be retained.
- The under storey is heavily weed infested.
- Street trees on the council managed land are heavily affected by power-line maintenance.
- An arboricultural assessment has undertaken and made the following conclusions:
- 29 trees to be retained - Illustrated in green
- 113 trees to be removed - Illustrated in orange



Base-map source - Sixmaps

SITE ANALYSIS

4.3. VEHICLE & PEDESTRIAN CIRCULATION

- The primary site frontage is along Racecourse Road, with secondary frontages along Faunce Street West and Young Street.
- Two formalised vehicle access / egress crossovers are located along Racecourse Road.
- A single formalised vehicle access / egress crossovers is located along Racecourse Road.
- There is no dedicated formal pedestrian access egress point to the site, with pedestrians using the vehicle access points to gain entry to the site.
- The vehicle access point located further south along Racecourse Road provides the main entry to the site with vehicle access to existing hardstand areas, on-grade car parking.
- The vehicle access point located further north along Racecourse Road provides vehicle access to the residential dwelling and horse enclosures.
- A formalised pedestrian path is located along the western edge of Racecourse Road only with a grass verge along the site frontage .
- There are no formalised pedestrian footpaths provided along Faunce Street West or Young Street.

4.4. TRANSPORT

The site is located 1.5km (18 minute walking distance) from Gosford Railway Station.

A Bus Stop is located on the western side of Racecourse Road within 60m walking distance of the main site entry. This bus stop services the following bus routes.

- 32 - Gosford to Kariong Loop Service.
- 32/4- Mangrove Mountain to Gosford via Kariong.
- 34 - Gosford to Kariong Loop Service.
- 34/2 - Gosford to Mangrove Mountain via Kariong.

A Bus Stop is located on the eastern side of Racecourse Road adjacent to the site boundary is within 40m walking distance of the main site entry.

This bus stop services the following bus routes.

- 32 - Gosford to Kariong Loop Service.
- 34 - Gosford to Kariong Loop Service.
- 34/2 - Gosford to Mangrove Mountain via Kariong.

- SITE BOUNDARY
- FORMAL PEDESTRIAN FOOTPATH
- BUS ROUTE
- ↔ VEHICLE ACCESS
- B BUS STOP



Base-map source - Sixmaps



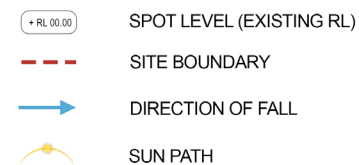
SITE ANALYSIS

4.5. TOPOGRAPHY AND DRAINAGE

- There is a moderate fall diagonally across the site from a high point of approximately RL 16.78 in the north-eastern corner of the site to a low point of RL 3.71 in the south-western corner with a change in level of approximately 13.07m.
- There is a moderate fall along the western boundary of the site from a high point of approximately RL 13.12 in the north-western corner of the site to a low point of RL 3.71 in the south-western corner with a change in level of approximately 9.4m.
- There is a moderate fall along the southern boundary of the site from a high point of approximately RL 13.78 in the south-eastern corner of the site to a low point of RL 3.71 in the south-western corner with a change in level of approximately 10m.
- There is a gentle fall along the eastern boundary of the site from a high point of approximately RL 16.78 in the north-eastern corner of the site to a low point of RL 13.78 in the south-eastern corner with a change in level of approximately 3m.
- There is a moderate fall along the northern boundary of the site from a high point of approximately RL 16.78 in the north-eastern corner of the site to a low point of RL 13.12 in the north-western corner with a change in level of approximately 3.66m.

4.6. SOLAR ORIENTATION

- Due to the open nature of the site, it will be exposed to high levels of sunlight throughout the day.



Base-map source - Sixmaps

SITE ANALYSIS

4.7. VIEWS

VIEWS TOWARDS THE SITE

- 1. Constrained view of the site from Racecourse Road.
- 2. Constrained view of the site from Racecourse Road.
- 3. Constrained view of the south-western corner of site from Racecourse Road.
- 4. Filtered view of the site from Racecourse Road.
- 5. Filtered view of the site from Young Street.

-  LANDSCAPE SCREEN
-  SITE BOUNDARY
-  FILTERED VIEW OF THE SITE (through landscape buffer)
-  CONTAINED VIEW OF SITE (from Racecourse Road)



Base-map source - Sixmaps



SITE ANALYSIS

4.8. VIEWS

VIEWS FROM THE SITE

- 1. Constrained short distance view of the Racecourse, and long distance view of the vegetated hills.
- 2. Constrained views of Racecourse facilities.
- 3. Constrained views of Racecourse facilities and on-grade car parking.
- 4. Potential elevated views of Racecourse and long distance views of the vegetated hills.
- 5. Potential elevated views of Waterview Park.
- 6. Filtered views of Racecourse.
- 7. Filtered views of residential houses along Young Street.

- LANDSCAPE SCREEN
- SITE BOUNDARY
- FILTERED VIEW OF THE SITE (through landscape buffer)
- CONTAINED VIEW OF SITE (from Racecourse Road)
- POTENTIAL ELEVATED VIEWS



Base-map source - Sixmaps



5.0 OPPORTUNITIES AND CONSTRAINTS

5.1. SITE OPPORTUNITIES

- Existing mature trees located along the northern, eastern and western boundaries of the site provide screening when viewed from the surrounding public realm.
- There is a moderate fall diagonally across the site from a high point of approximately RL 16.78 in the north-eastern corner of the site to a low point of RL 3.71 in the south-western corner with a change in level of approximately 13.07m.
- There are two existing formalised vehicle access / egress crossovers located along Racecourse Road.
- There is a single formalised vehicle access / egress crossovers located along Racecourse Road.
- The site is serviced by a public bus Stop is located on each side of Racecourse Road.
- Buildings surrounding the site are predominantly single and two storey , racecourse/ entertainment facilities' office/ warehouses on Racecourse Road and Faunce Street West.
- Elevated panoramic views southwest to northwest across the Central Coast Entertainment Grounds and distance view of hills behind West Gosford.
- Elevated views east towards Waterview Park Reserve.

-  EXISTING VEGETATION ON SITE
-  SITE BOUNDARY
-  EXISTING VEGETATION BUFFER
-  EXISTING OFFICE/WAREHOUSE BUILDINGS
-  EXISTING BUS STOP
-  EXISTING BUS ROUTE
-  SITE ENTRANCE
-  FILTERED BUS VIEWS OF CROSSOVER



Base-map source - Sixmaps



OPPORTUNITIES AND CONSTRAINTS

5.2. SITE CONSTRAINTS

- Existing mature trees located along the northern, eastern and western boundaries of the site provide screening when viewed from the surrounding public realm.
- There is a moderate fall diagonally across the site from a high point of approximately RL 16.78 in the north-eastern corner of the site to a low point of RL 3.71 in the south-western corner with a change in level of approximately 13.07m.
- There are two existing formalised vehicle access / egress crossovers located along Racecourse Road.
- There is a single formalised vehicle access / egress crossovers located along Racecourse Road.
- The site is serviced by a public bus Stop is located on each side of Racecourse Road.
- Buildings surrounding the site are predominantly single and two storey , racecourse/ entertainment facilities' office/ warehouses on Racecourse Road and Faunce Street West'
- Residential dwellings and office/ warehouses located along Young Street

-  EXISTING VEGETATION ON SITE
-  SITE BOUNDARY
-  EXISTING VEGETATION BUFFER
-  EXISTING OFFICE/WAREHOUSE BUILDINGS
-  EXISTING RESIDENTIAL BUILDINGS
-  EXISTING BUS STOP
-  EXISTING BUS ROUTE

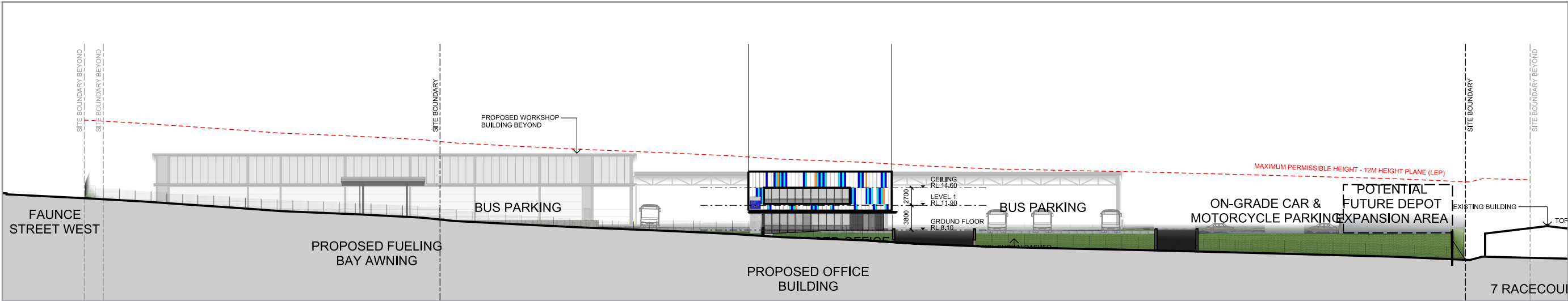


Base-map source - Sixmaps

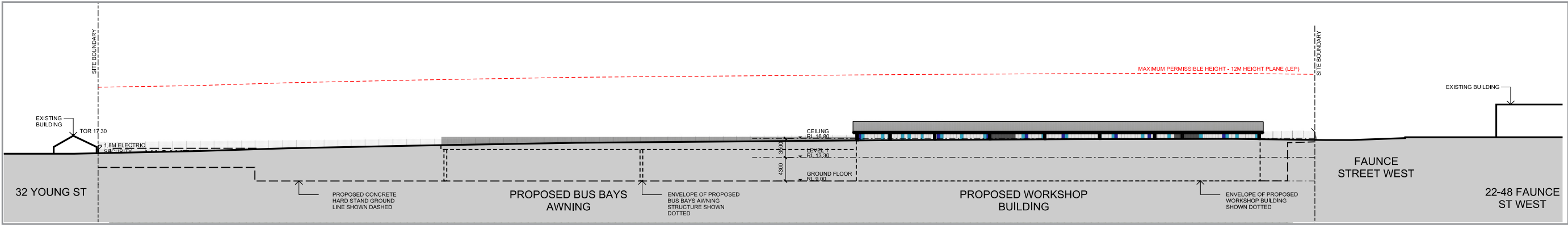


THE PROPOSAL

6.2. SITE ELEVATIONS



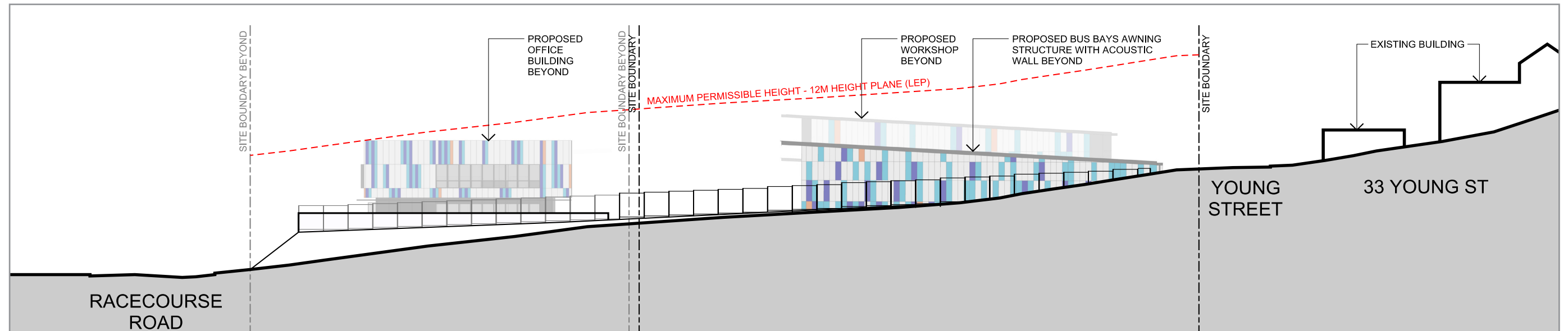
WEST ELEVATION - Along Racecourse Road (Not to scale)



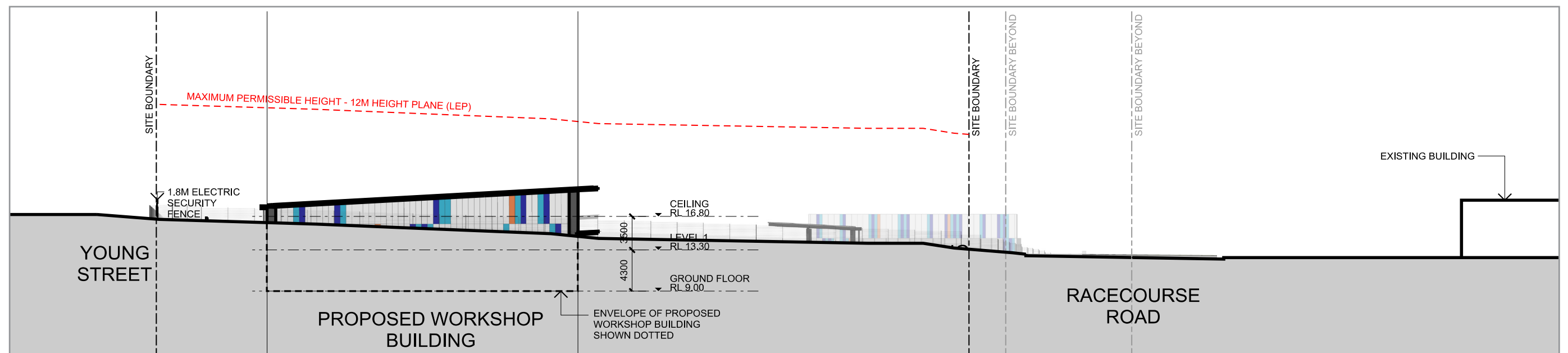
EAST ELEVATION - Along Young Street (Not to scale)

THE PROPOSAL

SITE ELEVATIONS



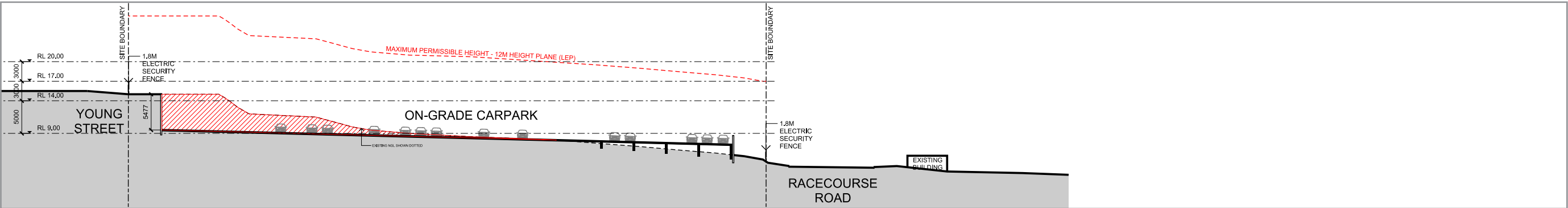
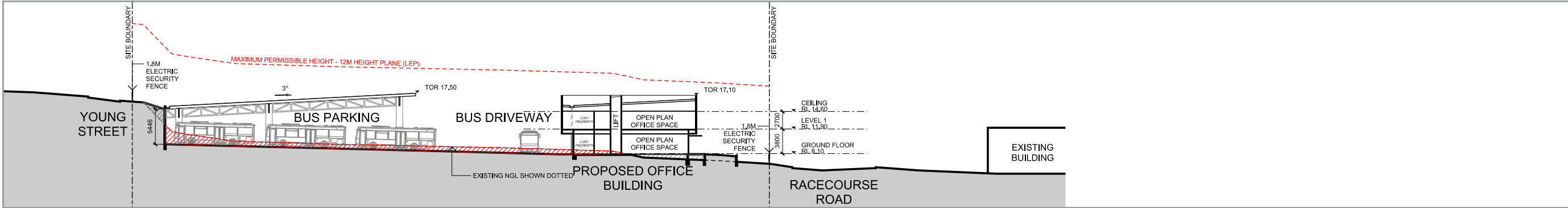
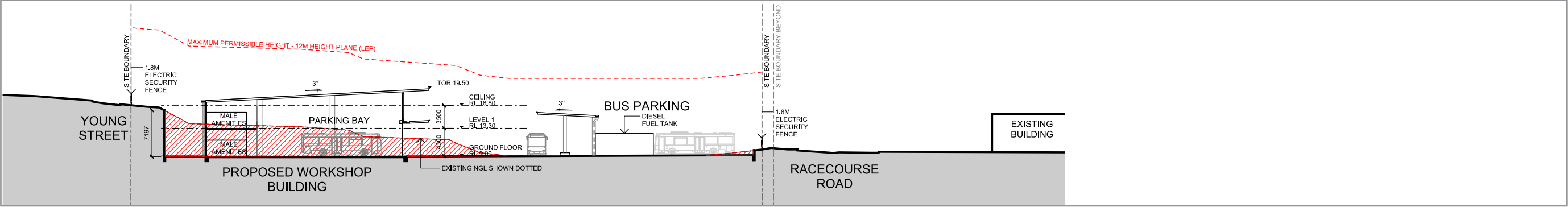
SOUTH ELEVATION - (Not to scale)



NORTH ELEVATION - Along Faunce Street West (Not to scale)

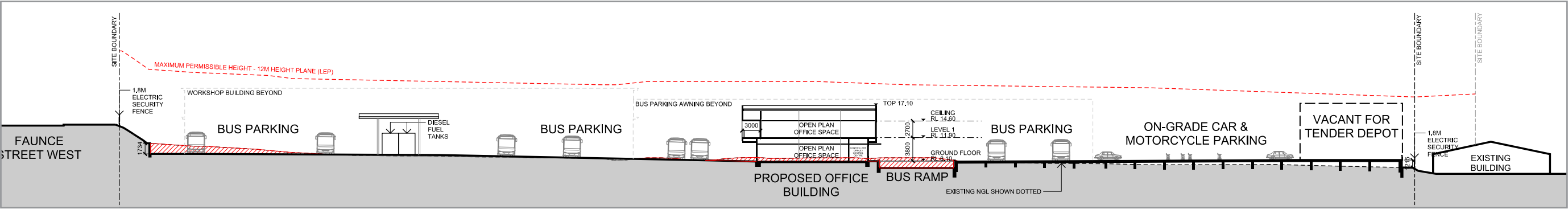
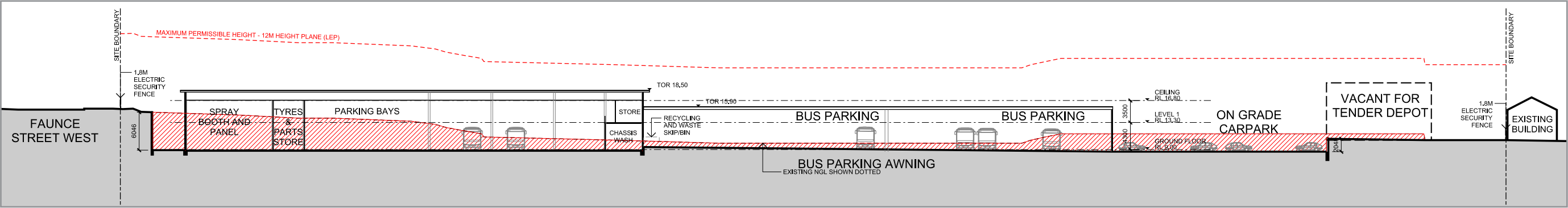
THE PROPOSAL

6.3. SITE SECTIONS



THE PROPOSAL

SITE SECTIONS



THE PROPOSAL

6.4. 3D SKETCH UP PERSPECTIVES



VIEW OF DEPOT FROM THE SOUTH

THE PROPOSAL

3D SKETCHUP PERSPECTIVES



VIEW WEST FROM PEDESTRIAN PATH ALONG RACECOURSE ROAD

THE PROPOSAL

3D SKETCHUP PERSPECTIVES



VIEW FROM THE CORNER OF RACECOURSE ROAD AND FAUNCE STREET WEST

THE PROPOSAL

STREET-SCAPE MONTAGE VIEW



MONTAGE VIEW FROM RACECOURSE ROAD OPPOSITE No. 5 RACECOURSE ROAD

THE PROPOSAL

STREET-SCAPE MONTAGE VIEW



MONTAGE VIEW WEST ALONG FAUNCE STREET WEST -Towards the intersection of Young Street

THE PROPOSAL

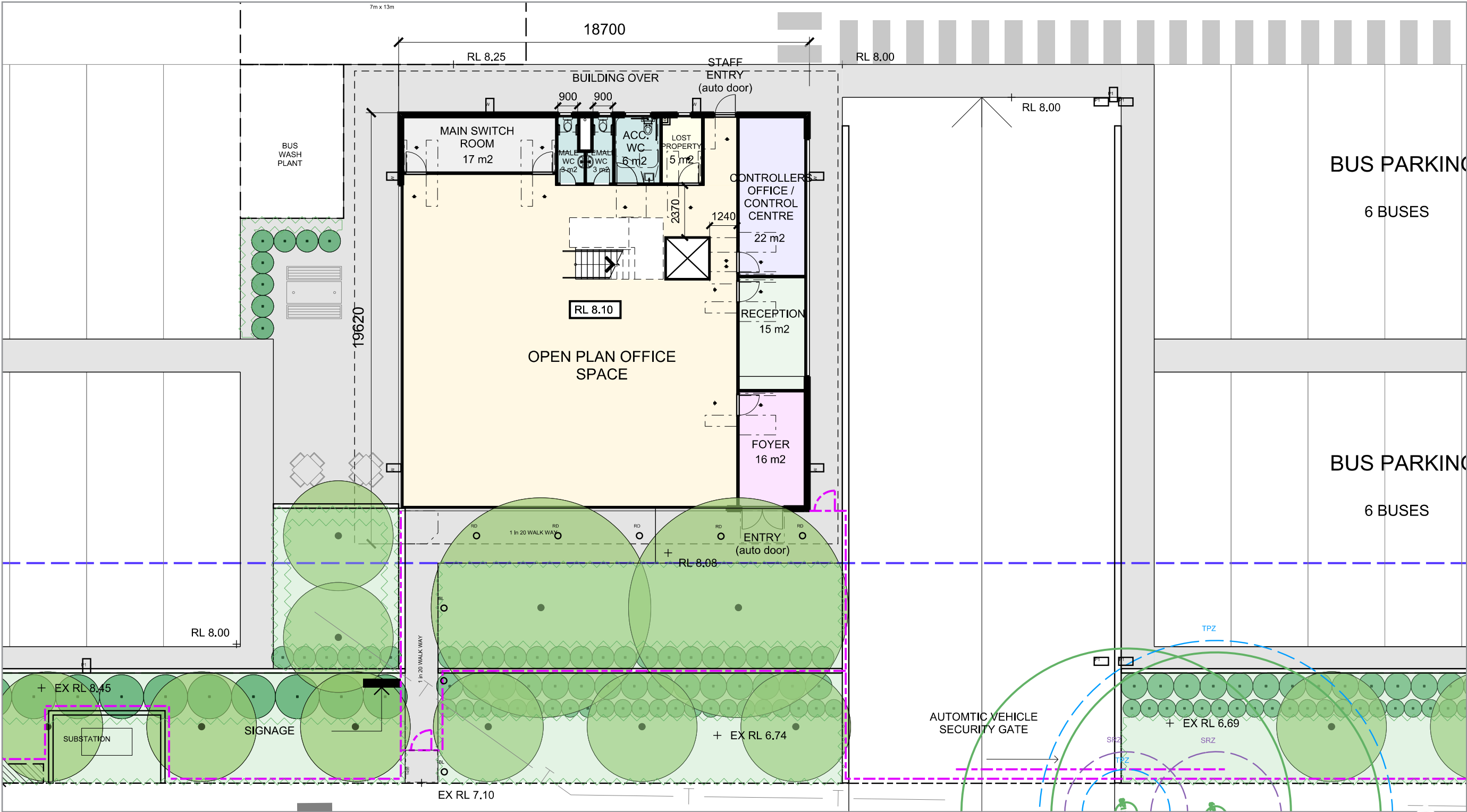
STREET-SCAPE MONTAGE VIEW



MONTAGE VIEW NORTH ALONG YOUNG STREET - Adjacent to No 31 Young Street

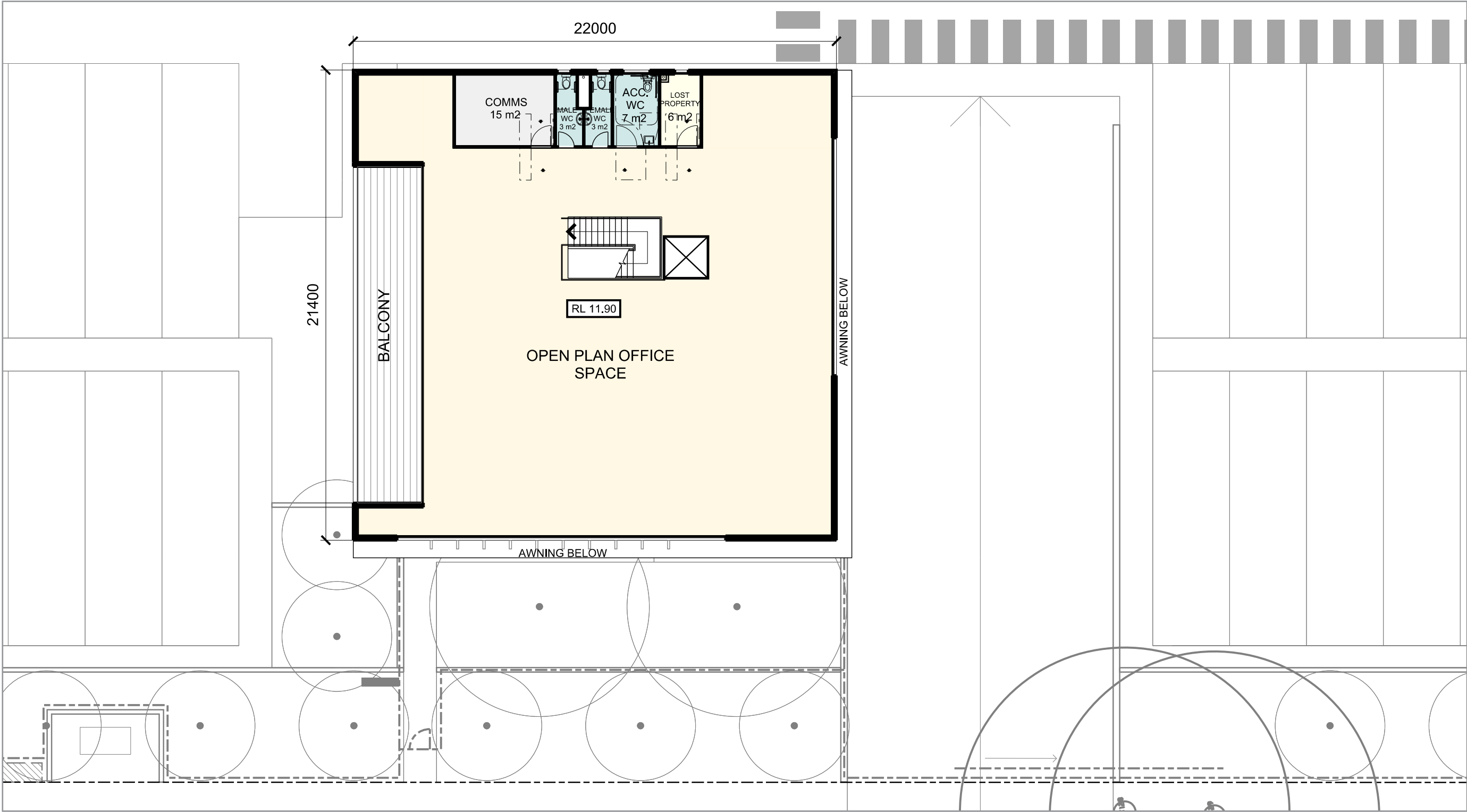
THE PROPOSAL

6.5. ADMINISTRATION BUILDING GROUND FLOOR PLAN (Not to scale)



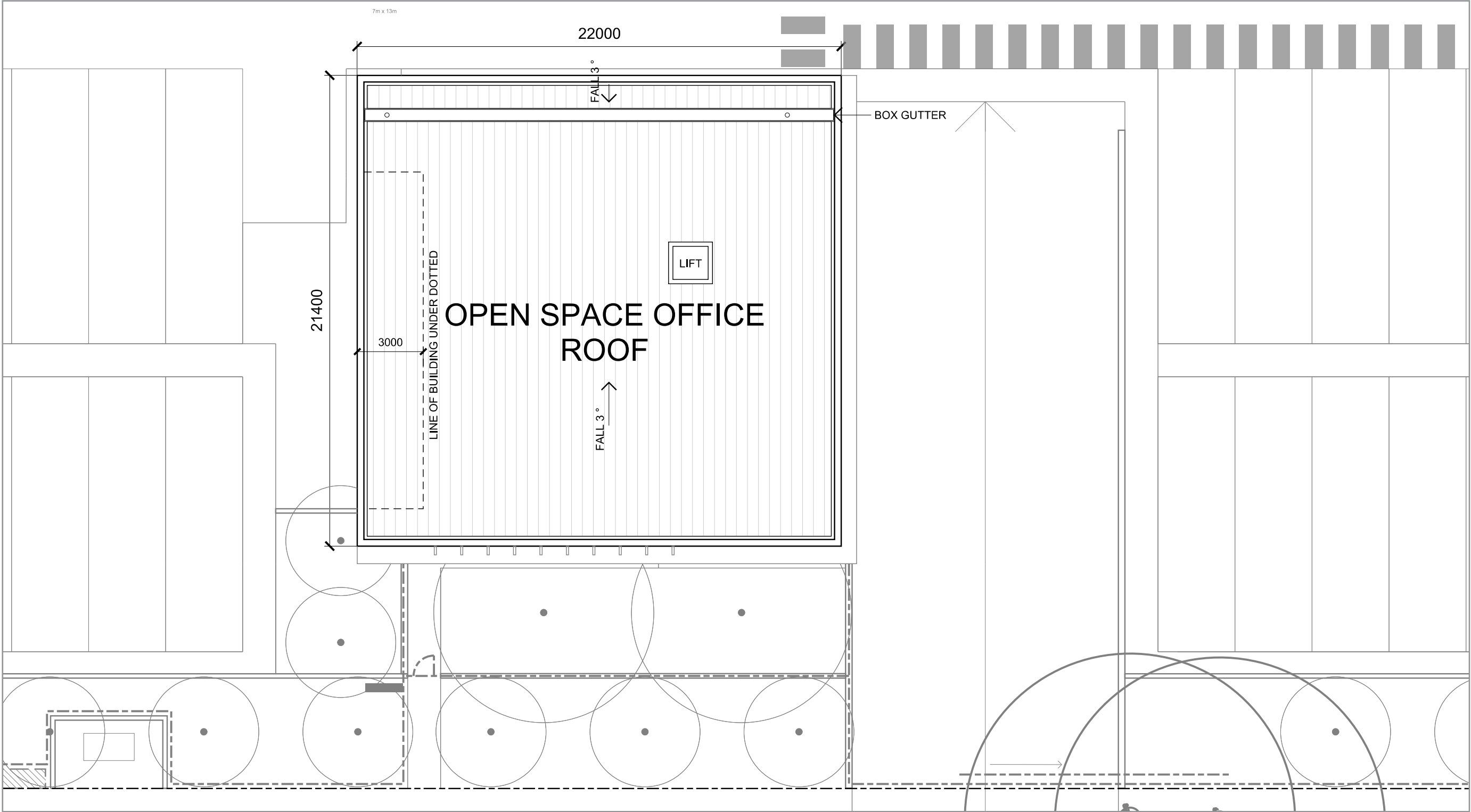
THE PROPOSAL

ADMINISTRATION BUILDING FIRST FLOOR PLAN (Not to scale)



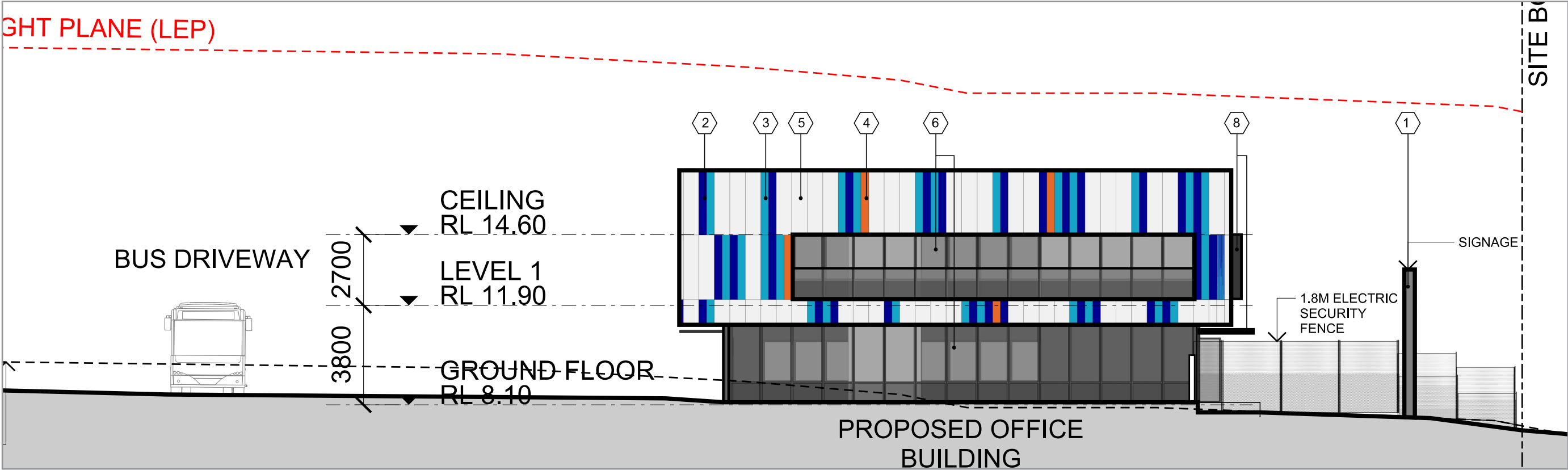
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ADMINISTRATION BUILDING ROOF PLAN (Not to scale)

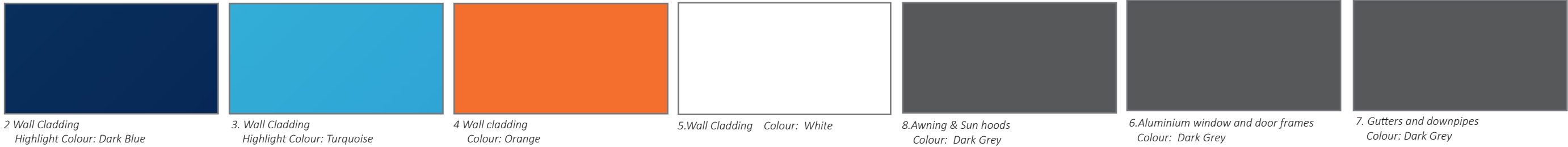


THE PROPOSAL

6.6. ADMINISTRATION BUILDING ELEVATIONS

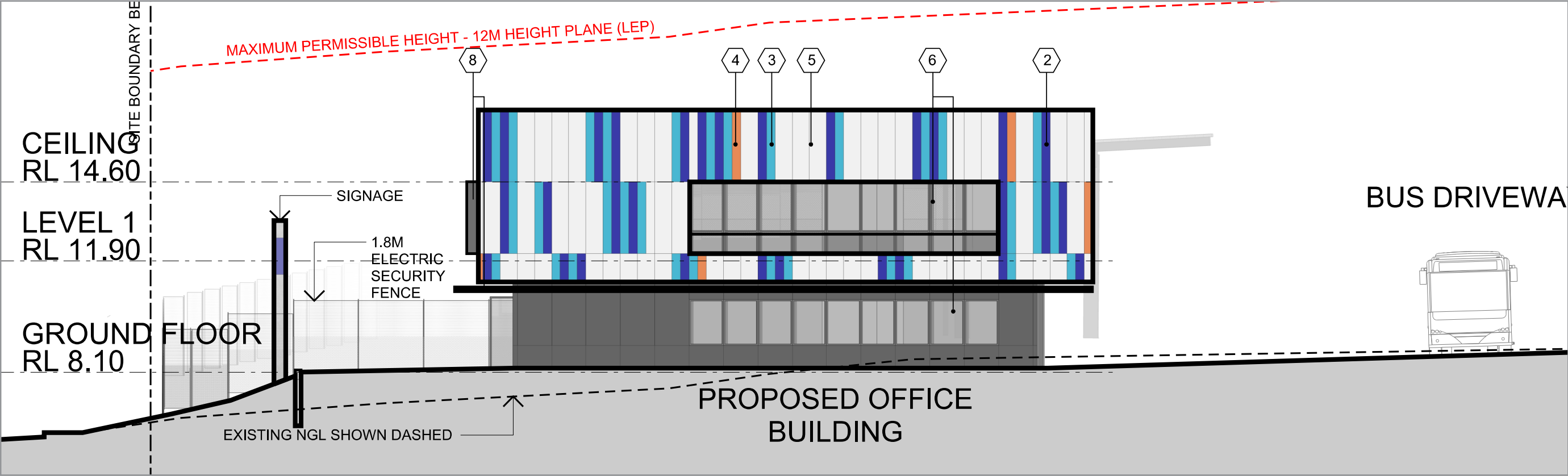


NORTH ELEVATION (Not to scale)



THE PROPOSAL

6.7. ADMINISTRATION BUILDING ELEVATIONS

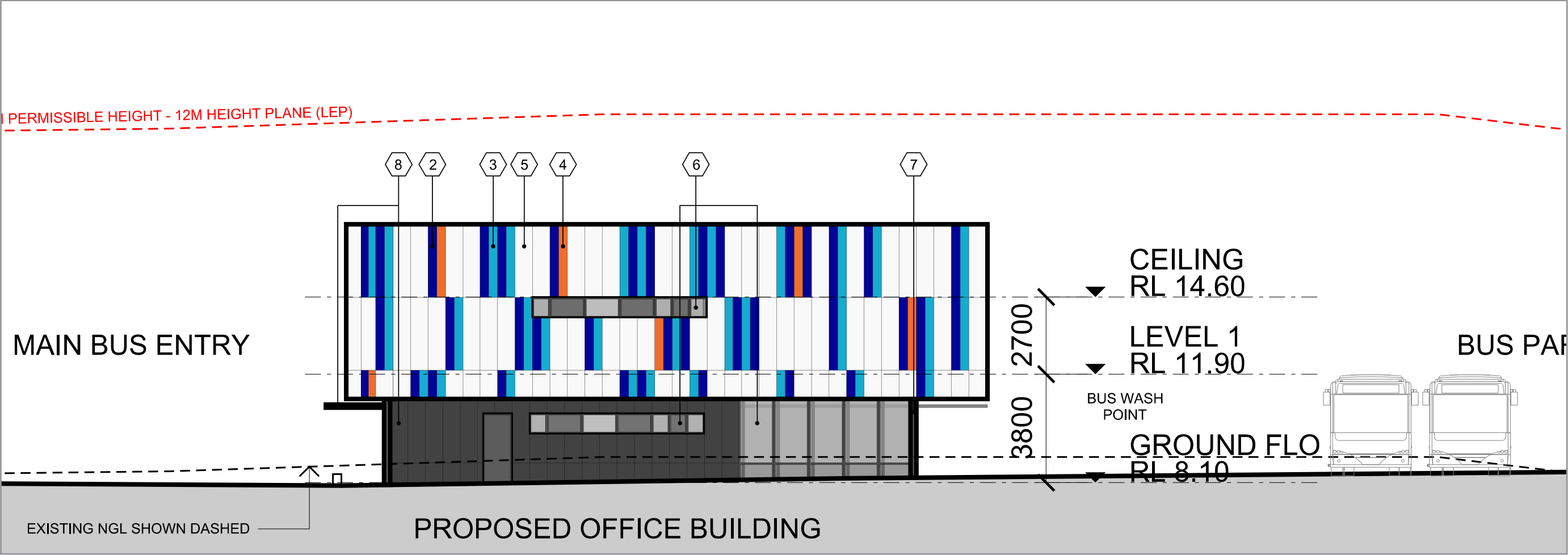


SOUTH ELEVATION (Not to scale)



THE PROPOSAL

ADMINISTRATION BUILDING & MULTI STOREY CAR PARK ELEVATIONS

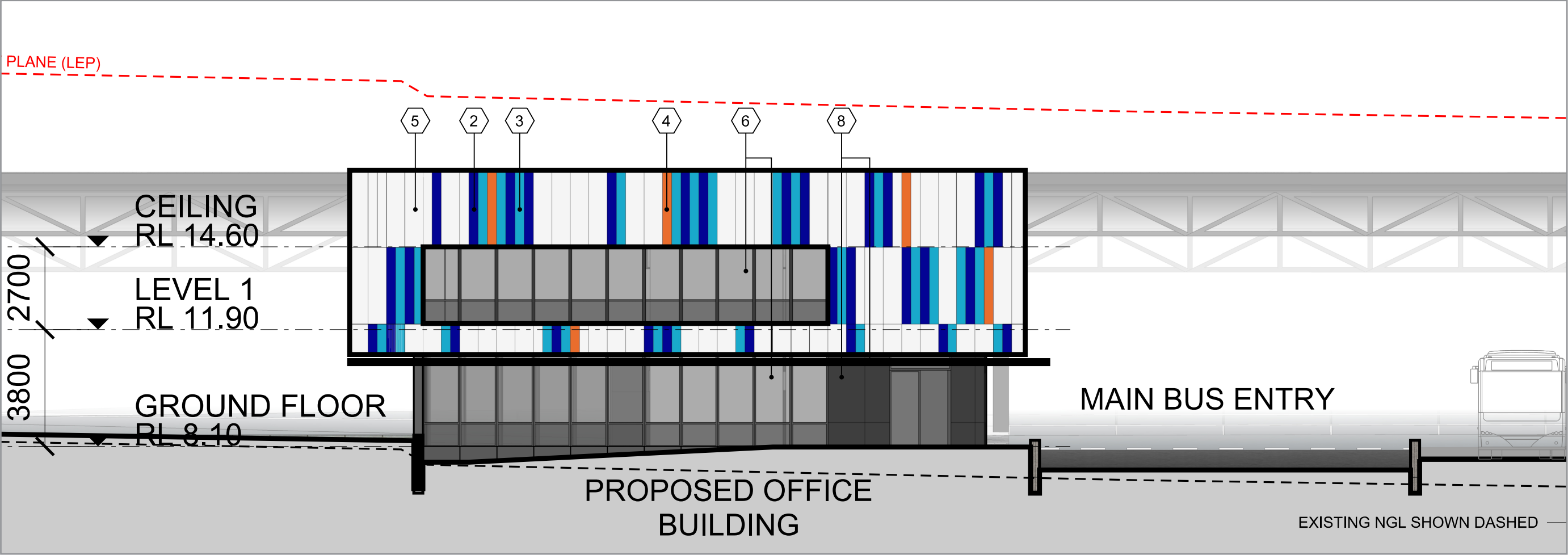


EAST ELEVATION (Not to scale)



THE PROPOSAL

ADMINISTRATION BUILDING & MULTI STOREY CAR PARK ELEVATIONS

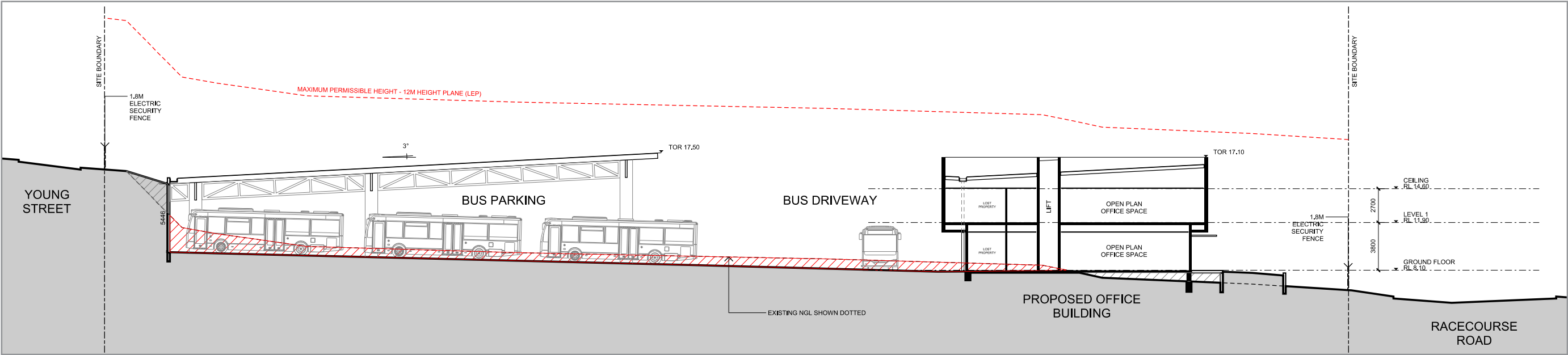


WEST ELEVATION (Not to scale)

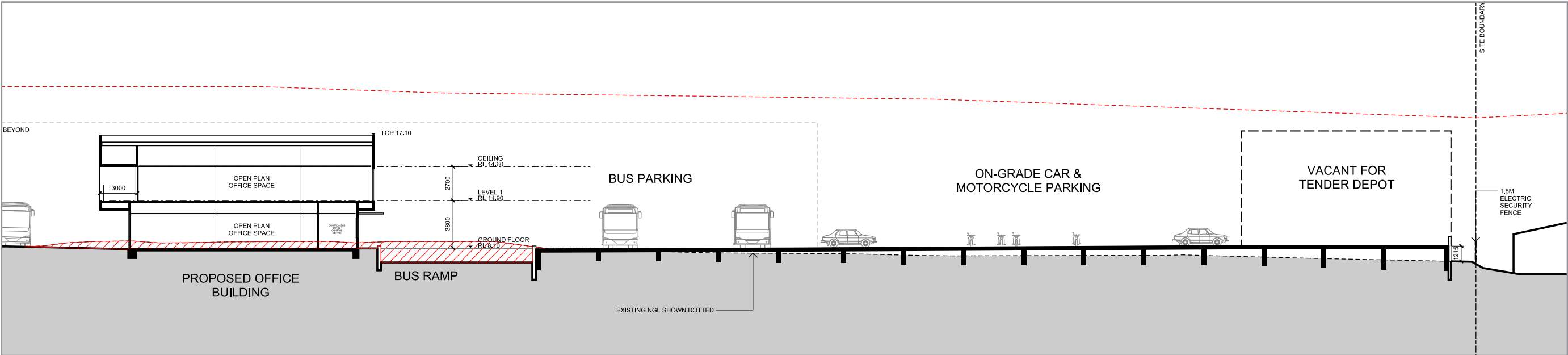


THE PROPOSAL

6.8. ADMINISTRATION BUILDING SECTIONS



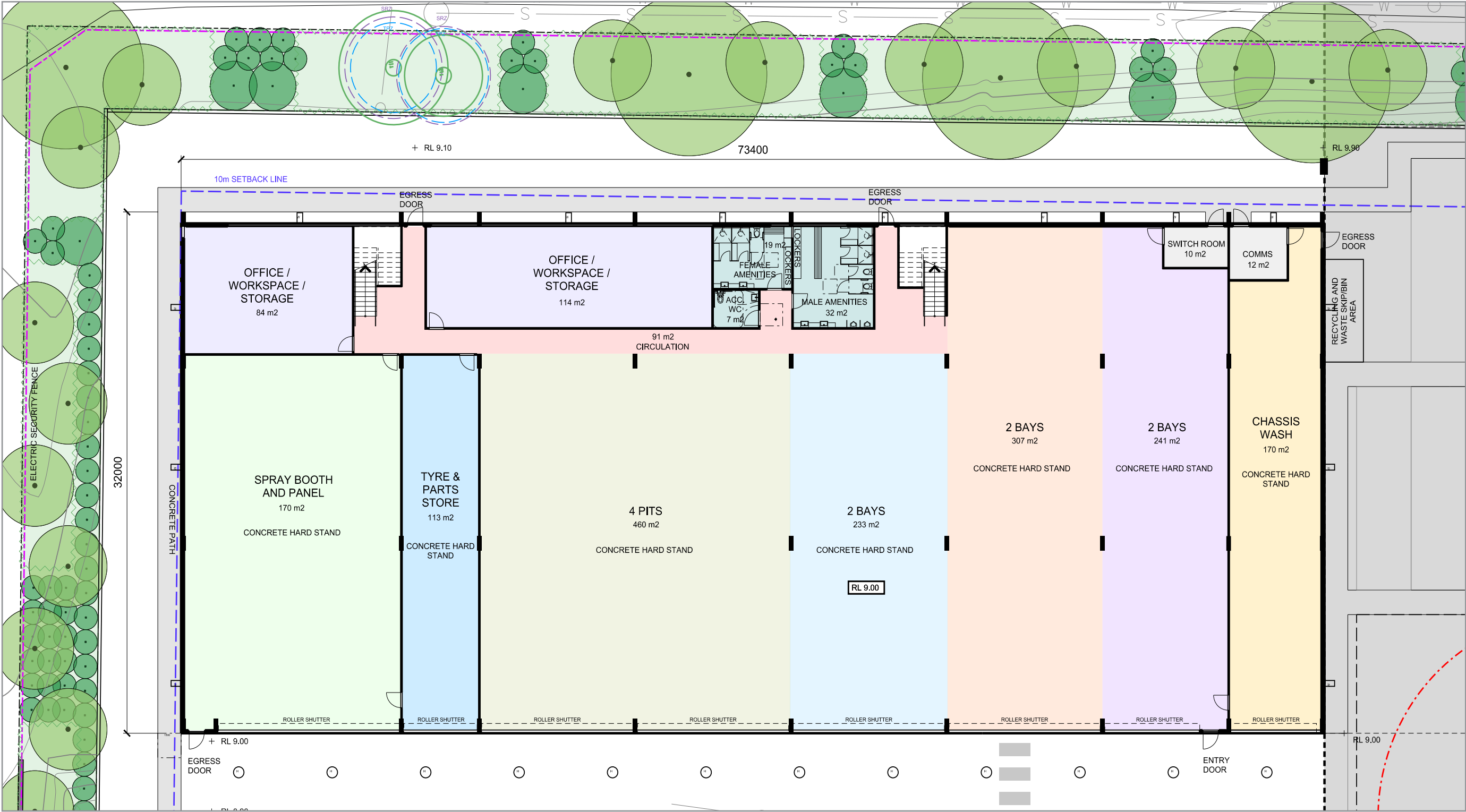
SECTION 2 - Section through administration building and hardstand. (Not to scale)



SECTION 4- Section through administration building and hardstand. (Not to scale)

THE PROPOSAL

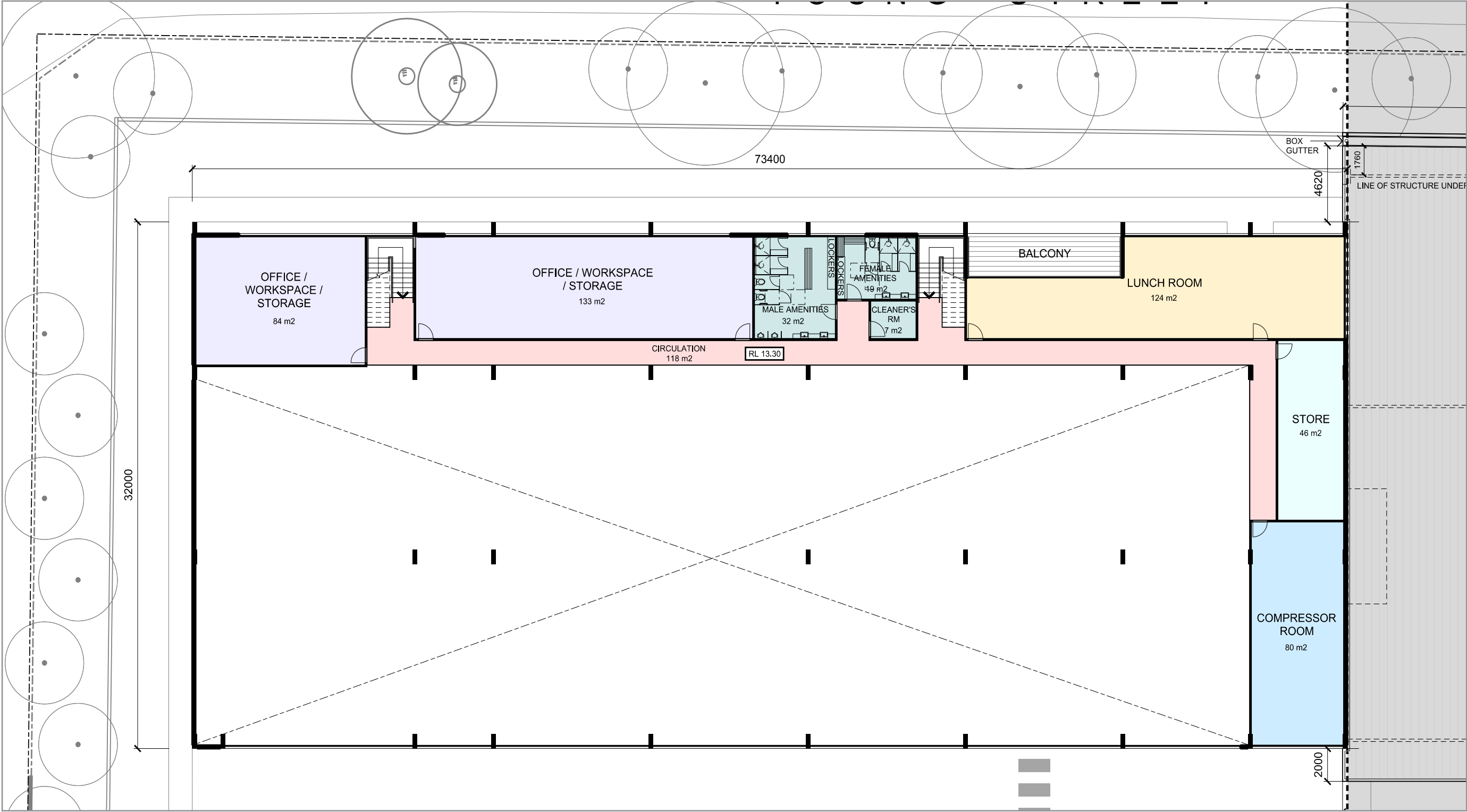
6.9. WORKSHOP GROUND FLOOR PLAN



WORKSHOP GROUND FLOOR PLAN (Not to scale)

THE PROPOSAL

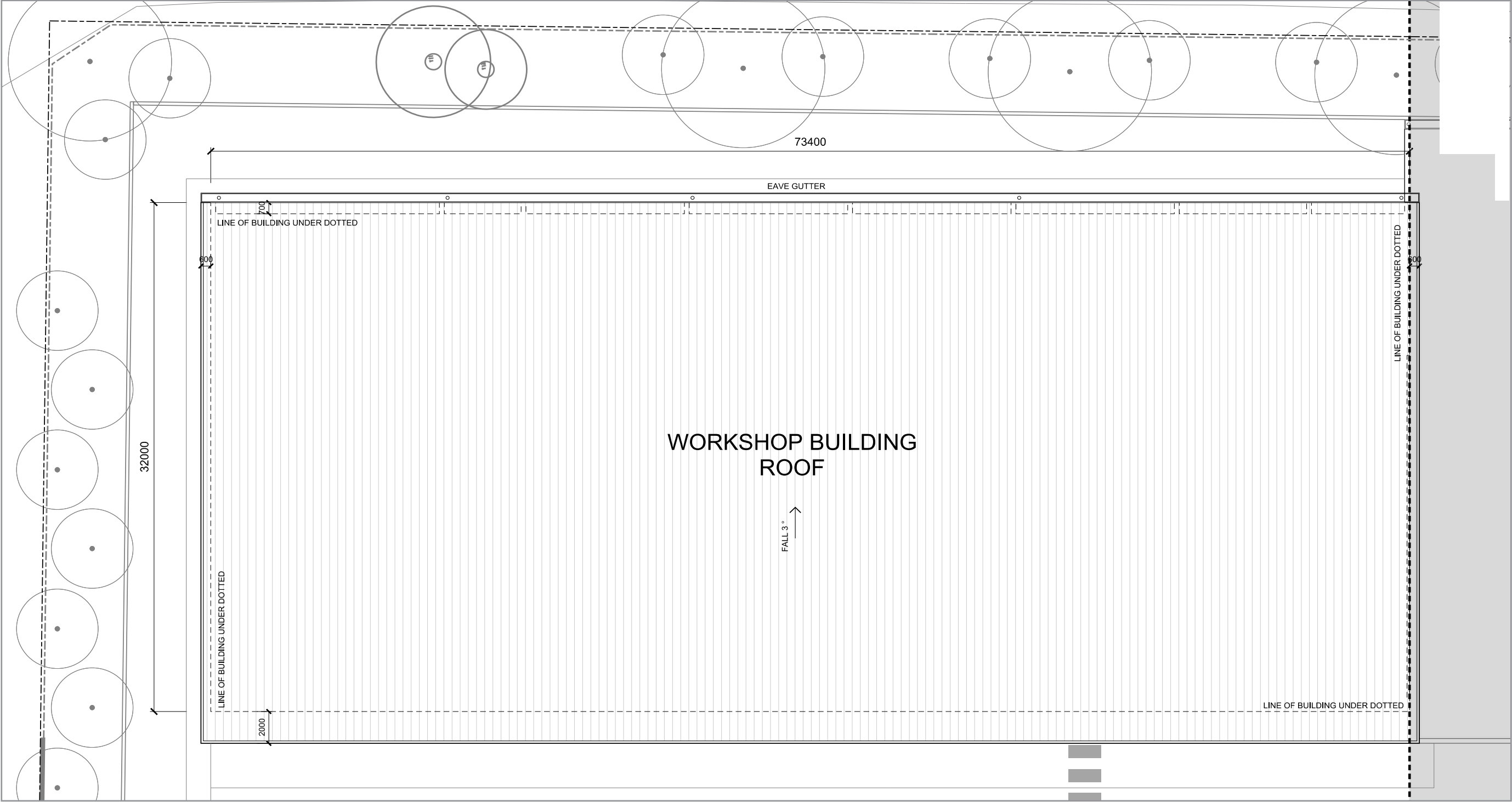
WORKSHOP MEZZANINE PLAN



WORKSHOP MEZZANINE FLOOR PLAN (Not to scale)

THE PROPOSAL

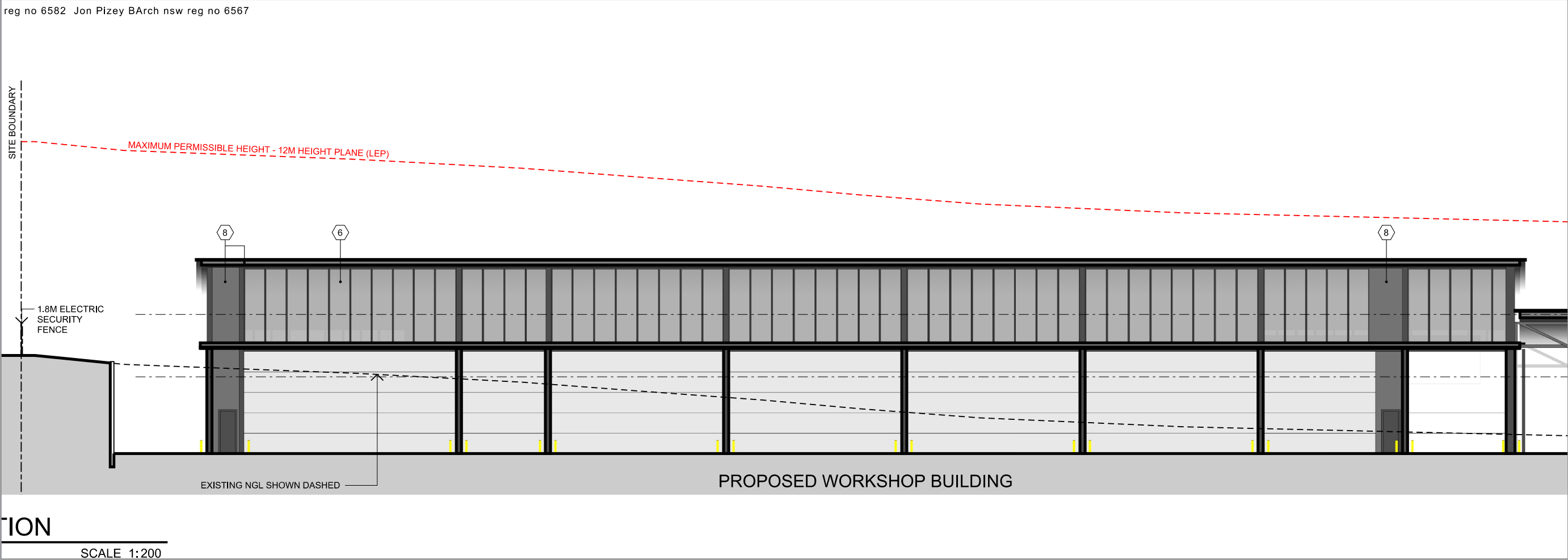
WORKSHOP ROOF PLAN



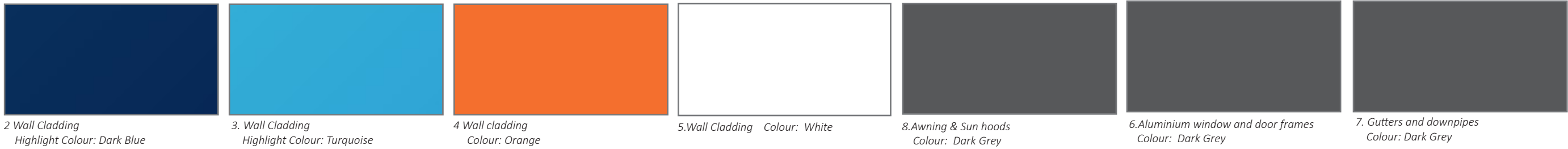
WORKSHOP ROOF PLAN (Not to scale)

THE PROPOSAL

6.10. WORKSHOP ELEVATIONS

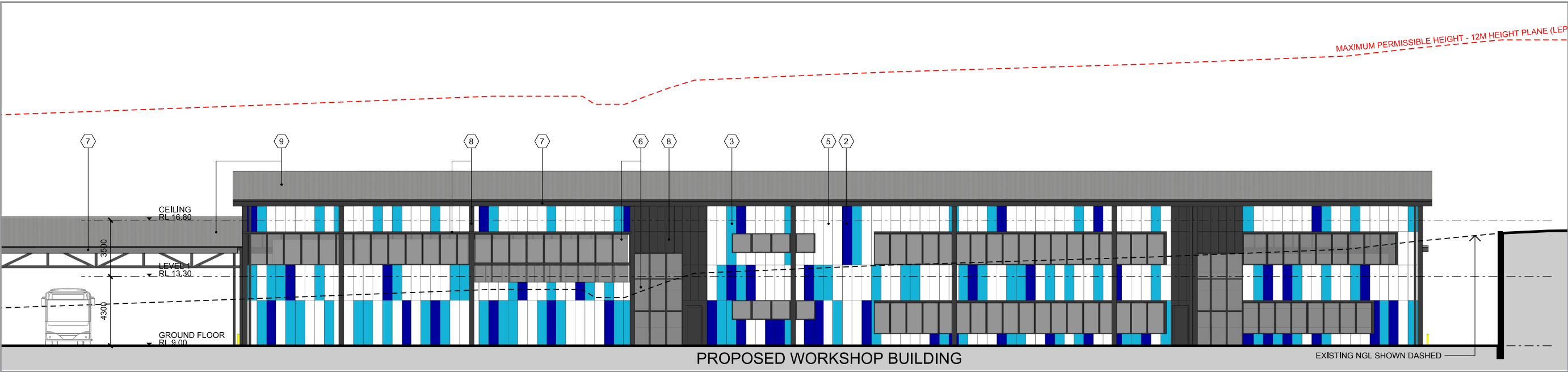


NORTH WEST ELEVATION OF WORKSHOP (Not to scale)



THE PROPOSAL

WORKSHOP ELEVATIONS

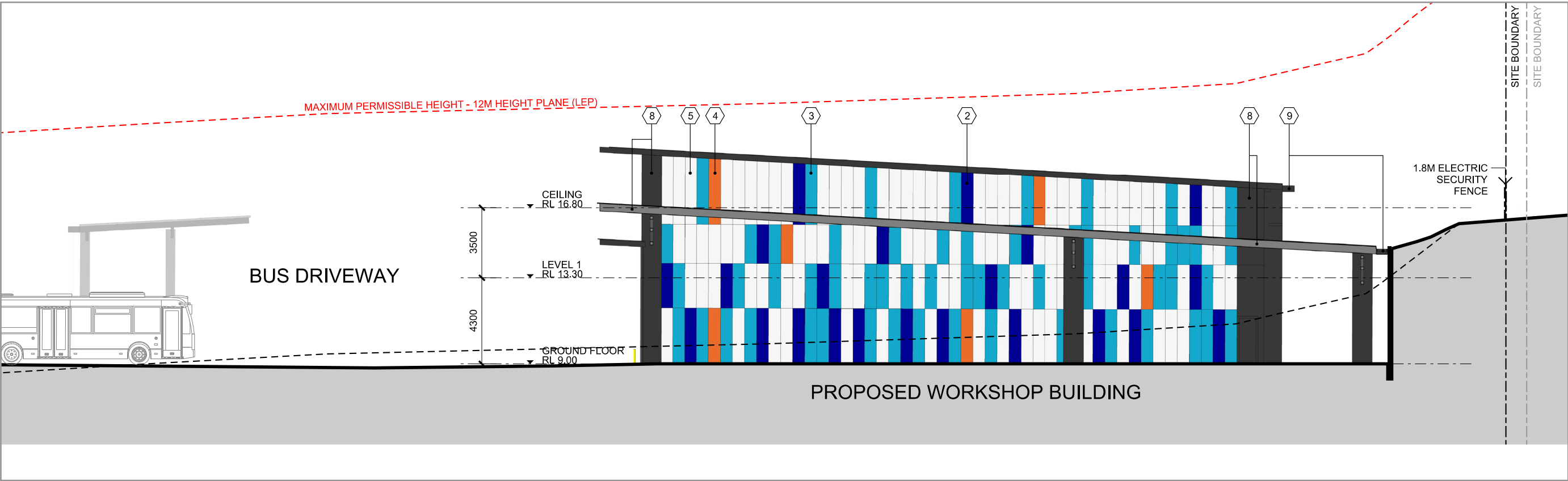


SOUTH EAST ELEVATION OF WORKSHOP (Not to scale)

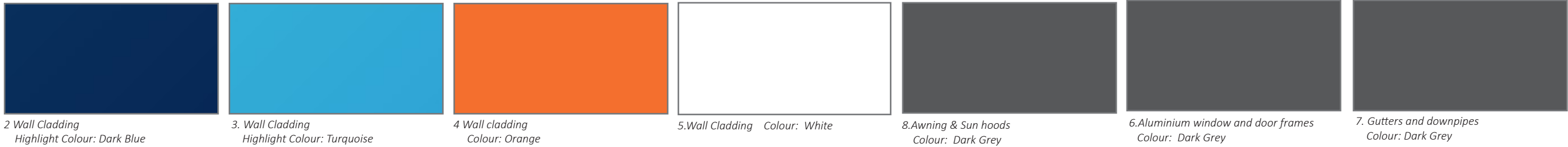


THE PROPOSAL

WORKSHOP ELEVATIONS

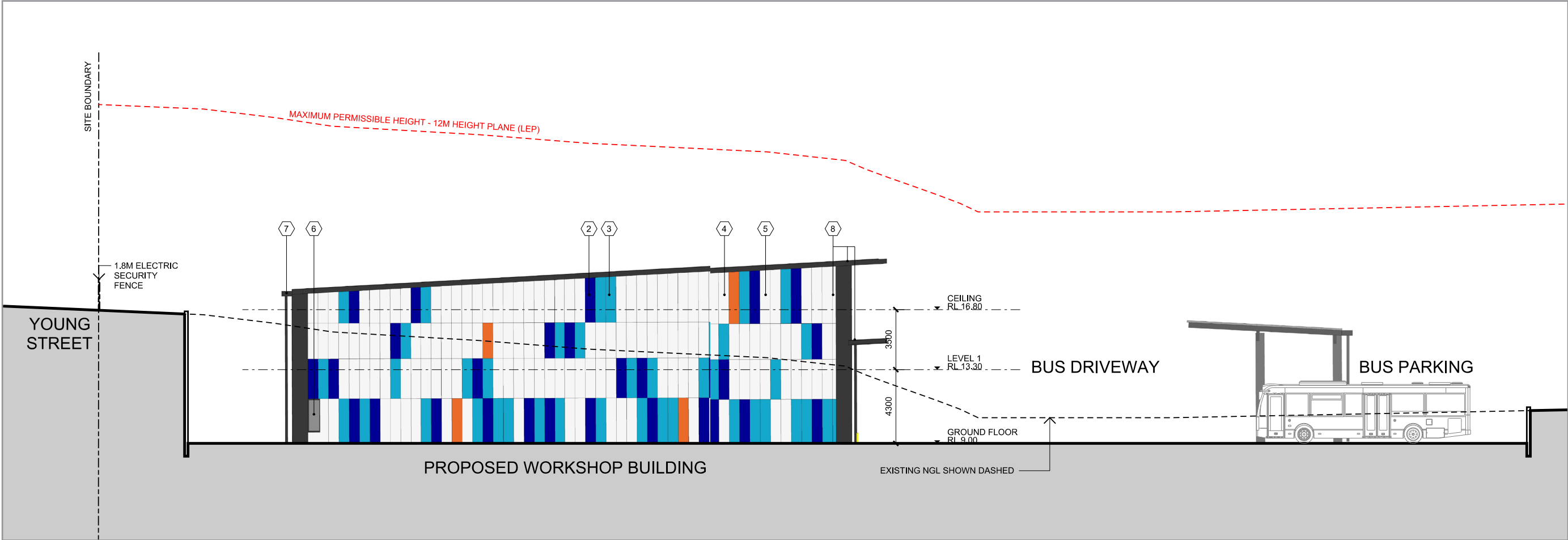


SOUTH ELEVATION OF WORKSHOP (Not to scale)



THE PROPOSAL

WORKSHOP ELEVATIONS

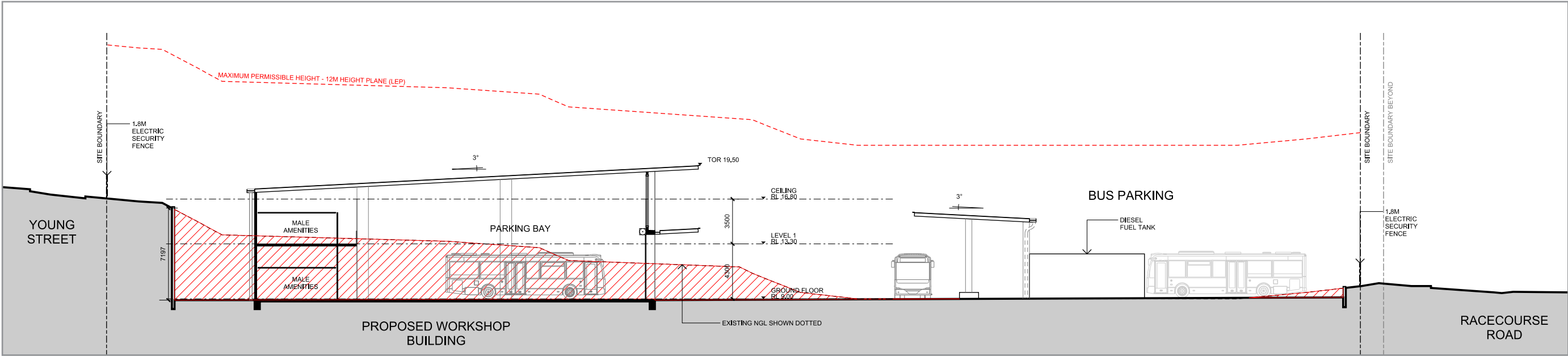


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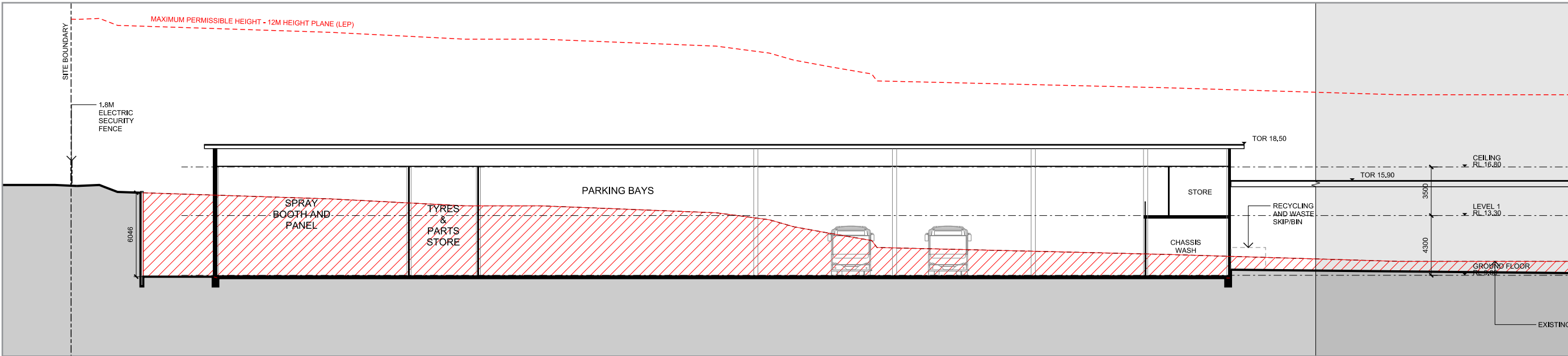


THE PROPOSAL

6.11. WORKSHOP SECTIONS



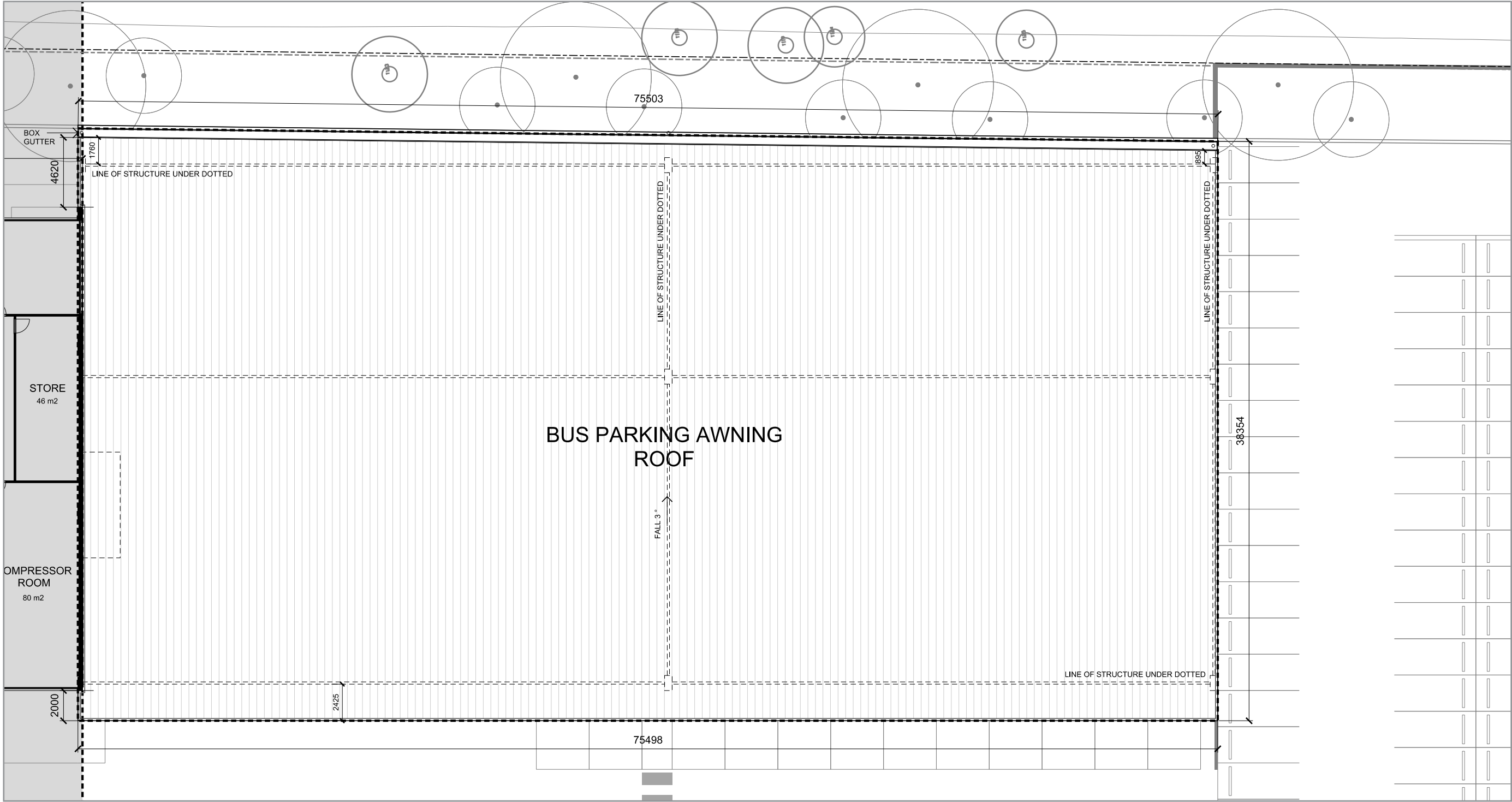
SECTION 4 - Section through workshop and hardstand. (Not to scale)



SECTION 5 - Section through workshop and hardstand. (Not to scale)

THE PROPOSAL

6.12. BUS COVERED PARKING STRUCTURE ROOF PLAN

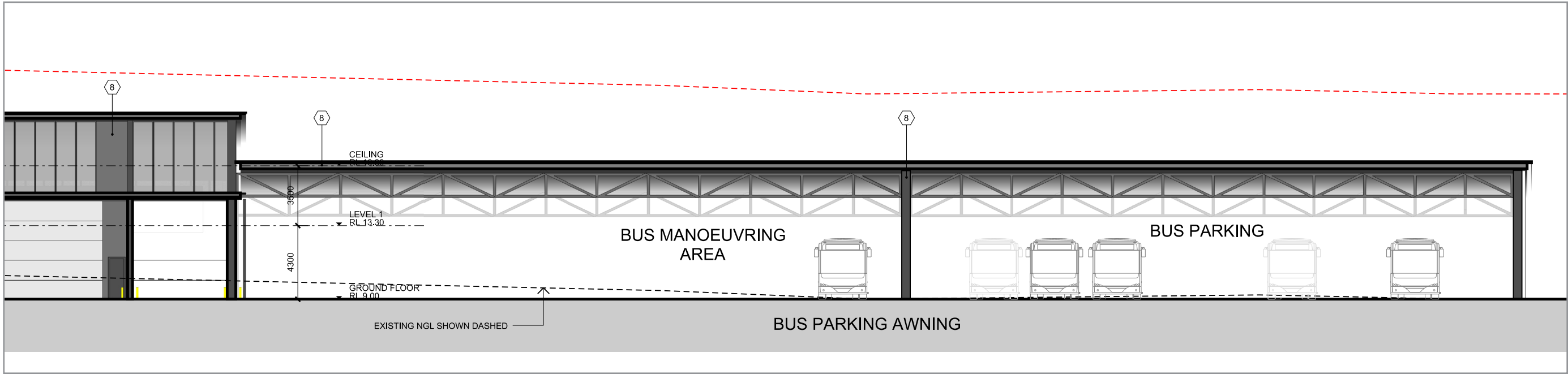


BUS COVERED PARKING STRUCTURE ROOF PLAN (Not to scale)



THE PROPOSAL

6.13. BUS COVERED PARKING STRUCTURE ELEVATIONS

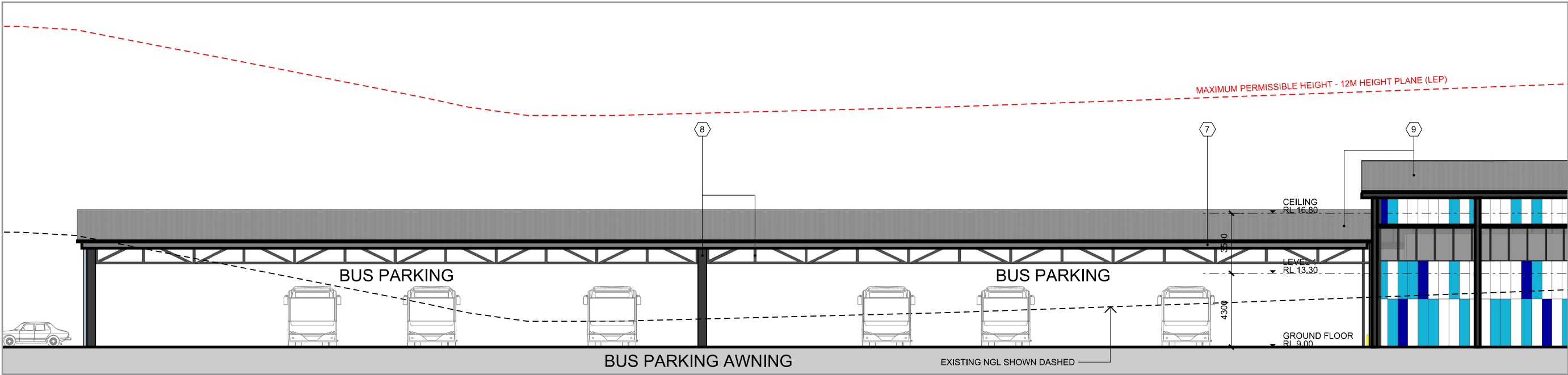


WEST ELEVATION OF BUS COVERED PARKING STRUCTURE (Not to scale)

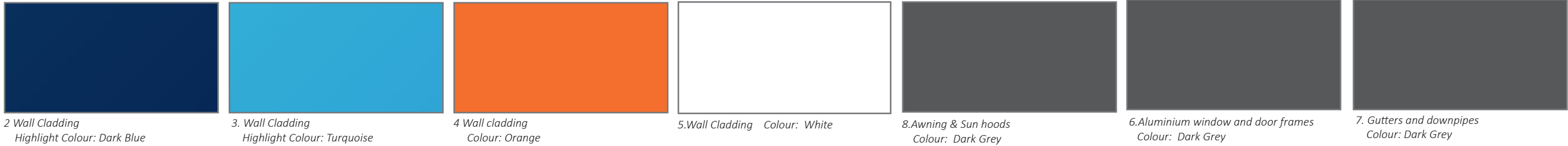


THE PROPOSAL

BUS COVERED PARKING STRUCTURE ELEVATIONS

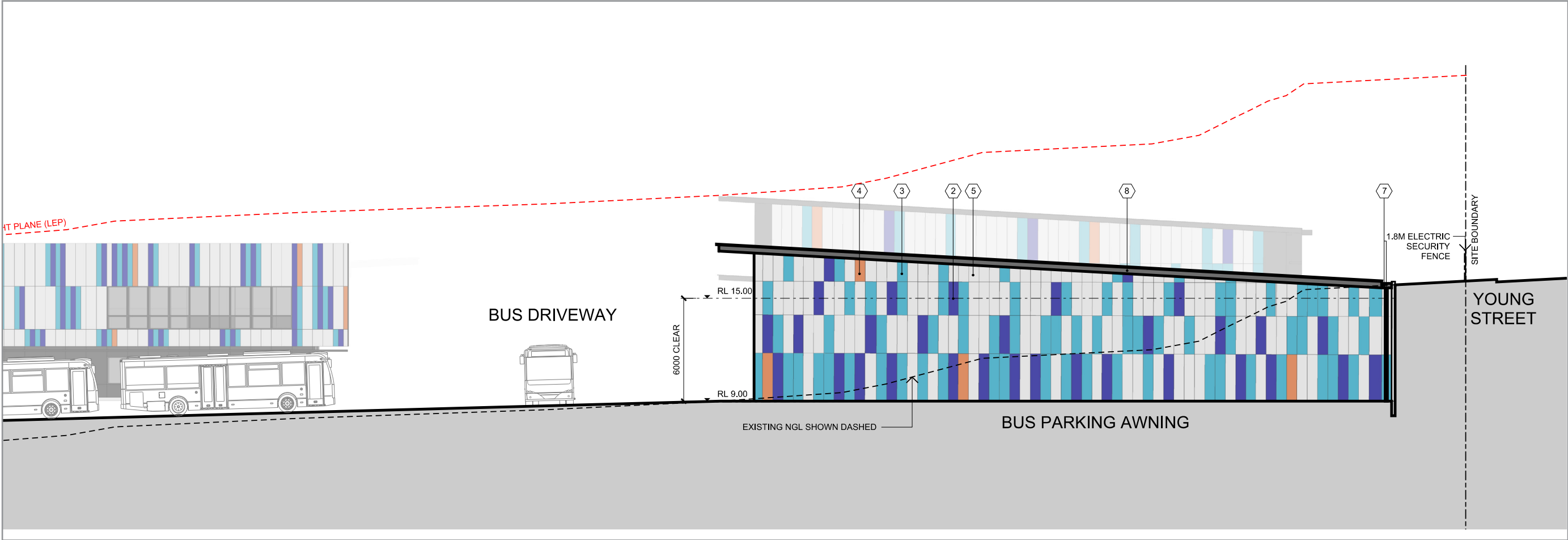


EAST ELEVATION OF BUS COVERED PARKING STRUCTURE (Not to scale)



THE PROPOSAL

BUS COVERED PARKING STRUCTURE ELEVATIONS

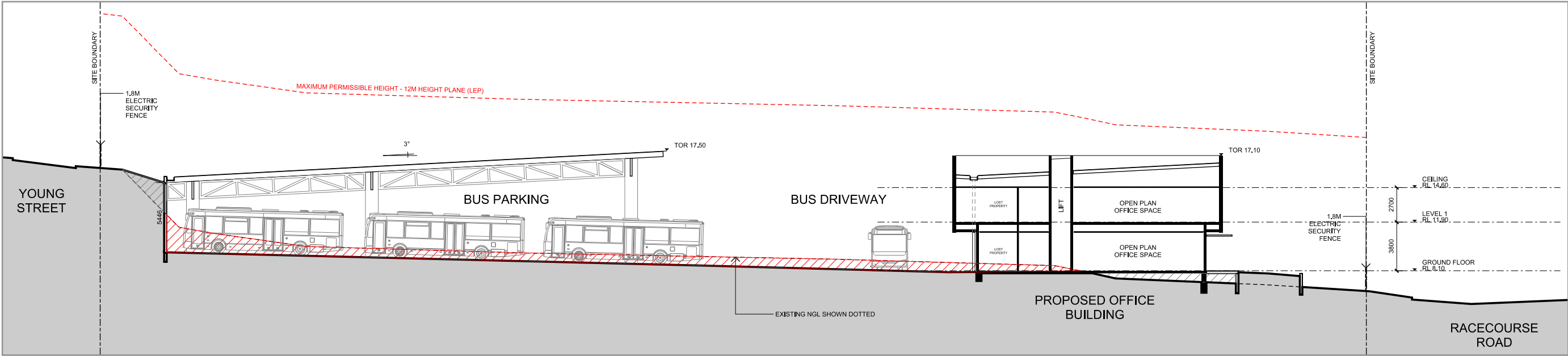


SOUTH ELEVATION OF BUS COVERED PARKING STRUCTURE (Not to scale)

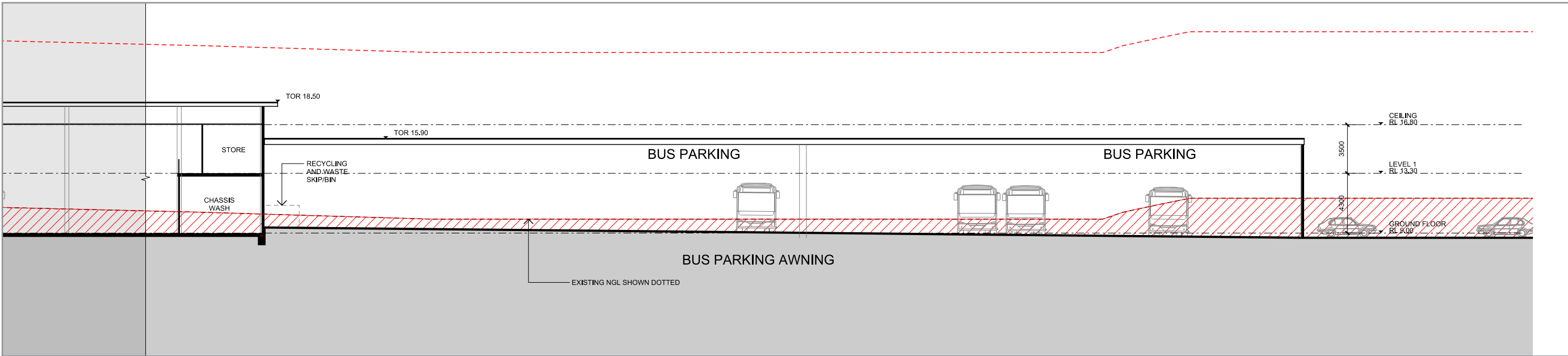
						
2 Wall Cladding Highlight Colour: Dark Blue	3. Wall Cladding Highlight Colour: Turquoise	4 Wall cladding Colour: Orange	5.Wall Cladding Colour: White	8.Awning & Sun hoods Colour: Dark Grey	6.Aluminium window and door frames Colour: Dark Grey	7. Gutters and downpipes Colour: Dark Grey

THE PROPOSAL

BUS COVERED PARKING STRUCTURE SECTIONS



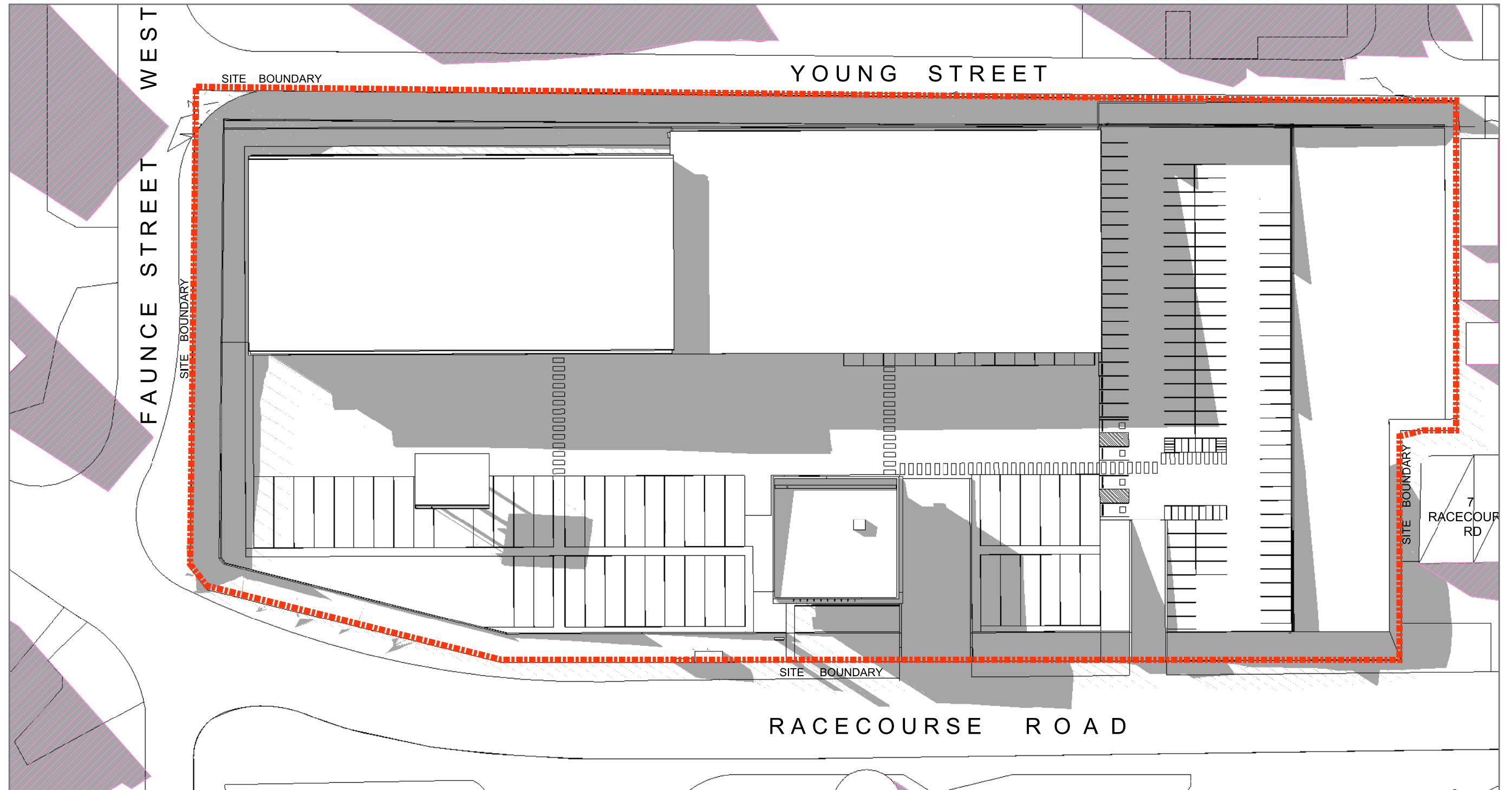
SECTION 2 - Section through Bus Covered Parking Structure. (Not to scale)



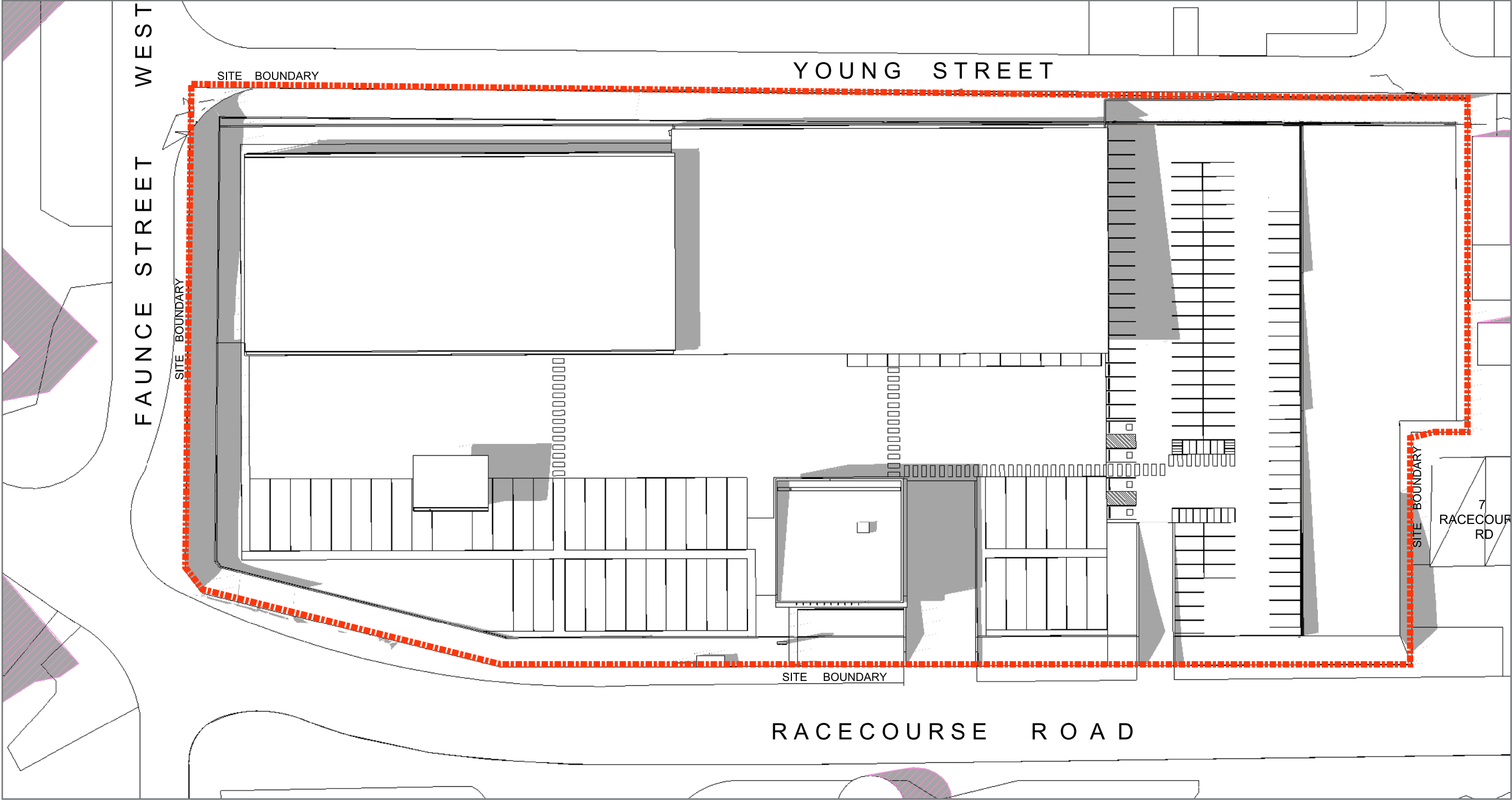
SECTION 6 - Section through Bus Covered Parking Structure. (Not to scale)

7.0 AMENITY

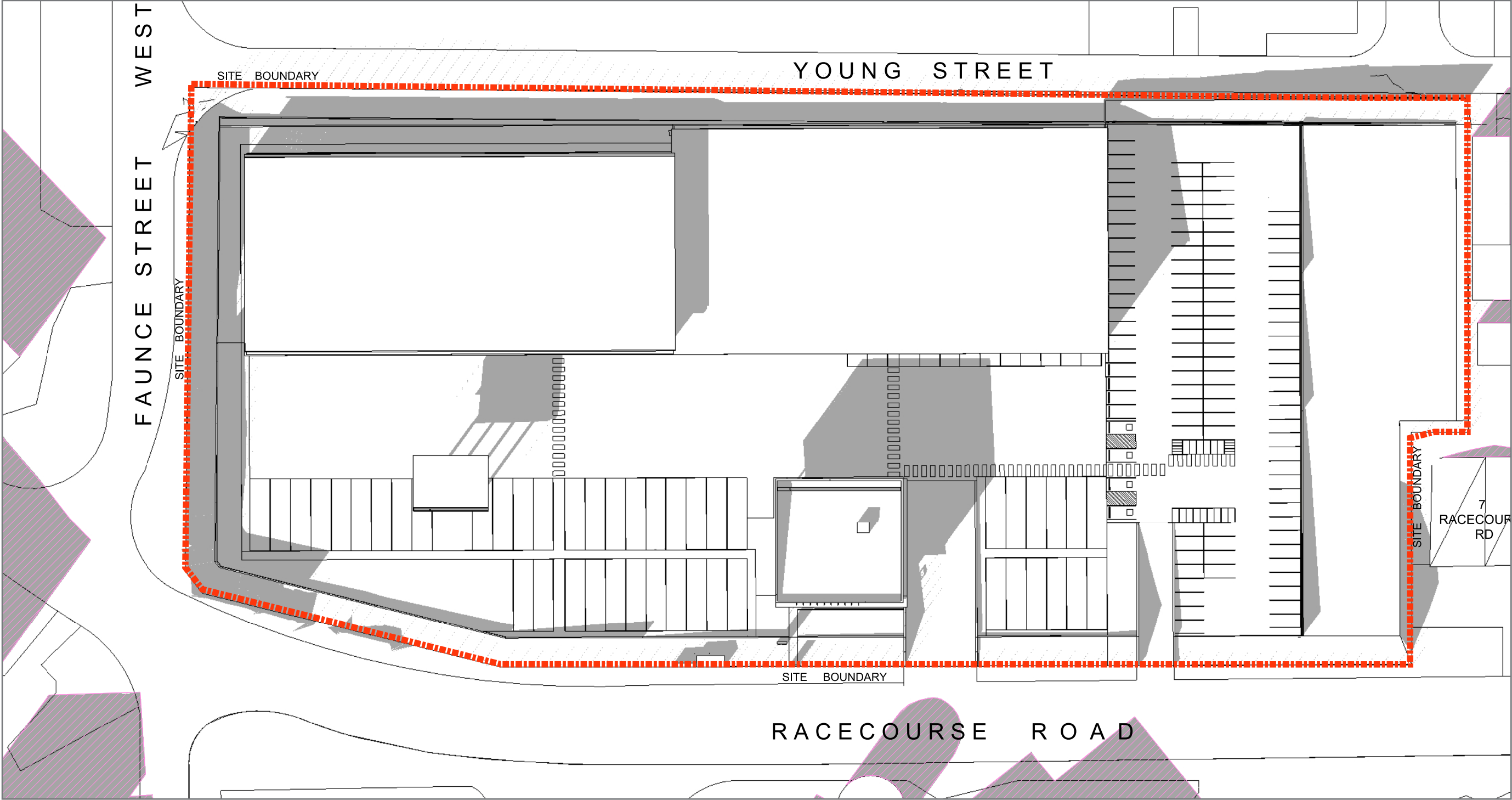
7.1. SHADOW DIAGRAMS



9.am June 21st



12 noon June 21st



3pm June 21st

AMENITY

7.2. ESD OVERVIEW

The proposed industrial / office development has been designed with a wide range of sustainable initiatives which will result in high levels of environmental performance and improvement of occupants’ health, productivity, comfort, and satisfaction.

- The principles of ecologically sustainable design have been an integral consideration throughout the design of the project.
- ESD provisions proposed for the development demonstrate a commitment to achieving a high benchmark in environmental sustainability outcomes.
- To minimise the need for resource consumption and then optimise operational efficiencies.

The following ESD initiatives are to be adopted.

- 1. Load Reduction**
 - Building has been designed to maximise natural light.
 - Water efficiency in hot water systems.
 - Material efficiency
- 2. Building services System Efficiency**
 - High Efficiency in Heating, Ventilation, and Air Conditioning
 - High efficiency LED & control.
 - High efficiency hydraulic services.
 - High efficiency appliances.
 - Water efficient taps and appliances.
- 3. Operational Efficiency**
 - Waste minimisation during operation.
 - Improved Indoor Environment Quality.
- 4. Façade and Building thermal envelope.**
 - The building’s façade system will utilise high-performance glazing system with good levels of insulation.
 - Maximising visible light transmittance (VLT) whilst reducing electromagnetic heat transfer.
- 5. Water**
 - Water efficiencies through low flow internal hydraulic piping fixtures and landscape plantselection, so that minimal water is required once established.

- 6. Waste and Materials**
 - As part of the head contractor’s engagement, minimal materials are to be used that are toxic (VOC and formaldehyde) or have impact on natural resource depletion.
 - The building has been designed with dedicated waste rooms for separate waste streams.
- 7. Energy Efficiency**
 - Internal loads will be reduced via the following
 - LED lighting throughout.
 - Smart switch occupancy control (i.e. kill all lights when occupant is out).
 - Occupancy PIR on common area lighting.
 - Mandate energy efficient appliances:
 - 1. Dishwasher 4 stars min. (energy rating).
 - Common lighting occupancy control and set back/night time
 - Limit gas use in commercial kitchen and café
 - Electric hot water system to ‘sink and basin’. I.e. all kitchen sinks, bathroom basins and where showers are provided.
- 8. Water Resources**
 - The use of low water demanding plant selection and efficient irrigation.
 - Landscaping to use endemic and native species and those known to do well in the local area which will not require irrigation after establishment.
 - 6-star WELS rated taps to bathrooms and 4.5-star WELS rated toilets.
 - Rainwater capture and re-use for irrigation.

AMENITY

7.3. CPTED

CPTED “is a proactive approach to manipulate the physical environment and bring about the desired behaviour of reduced criminal activity as well as reduced fear of crime”. The aim of this report is to identify, assess, and mitigate crime and security risks associated with the construction and operation of the proposed bus depot planned at This report will outline mitigation measures in accordance with the principles of Crime Prevention Through Environmental Design (CPTED).

Site Overview

- The site at 7A-11 Racecourse Road, 5-9 Faunce Street & Young Street, West Gosford is proposed to be developed as a bus depot including a 2 storey office building a workshop with mezzanine and hard stand area to accommodate 96 bus bays, 113 at-grade car parking spaces, 15 motorcycle spaces and 10 bicycle spaces.
- It is expected the site would be functional 24hrs seven day a week.
- The site is located approximately 1.4 km west of the Gosford CBD within the Gosford City Centre area, and within the Central Coast Council (LGA) .
- The site is located in close proximity to Central Coast Highway with access from Racecourse Road.
- The site is located in a mixed use precinct consisting of residential, industrial and commercial.
- The primary frontage of the site is Racecourse Road, with secondary frontages to Faunce Street West and Young Street.
- It is located in an Enterprise Corridor with industrial, mixed commercial and residential buildings.
- Buildings surrounding the site are predominantly single and two storey , racecourse/ entertainment facilitiesoffice/ warehouses and residential dwellings including the following:
 - Central Coast Entertainment Grounds Racecourse Road.
 - 6 Racecourse Road , NSW Government Offices.
 - 22-48 Faunce Street West- Northside Medical Precinct- Development Site for a Private Hospital. Existing single storey office/warehouse structures on site.
 - No 23 Faunce Street West- Ellton Group- single storey office/ warehouse.
 - No 7 Racecouse Road -Central Coast Blinds & Shutters - single storey office/ warehouse.
 - No 5 Racecouse Road -Autoparts Gosford- single storey office/ warehouse.

The Proposal

- The proposed development is for bus depot transport facility that will comprise of the following:
 - An at-grade car park with 113 car spaces and 4 disabled car spaces.
 - A two storey administration building for staff and visitors which will include end of trip facilities, lunch room, offices meeting rooms and training rooms.
 - External staff recreation area associated with the administration building.
 - A 1.5 storey workshop for bus maintenance and repairs.
 - The workshop will contain a mezzanine level with lunch room, offices and store areas.

- Hardstand for stacked bus parking of 97 bus bays.
- Bus wash facilities including water tanks.
- Refuelling facilities and storage areas.
- Site security including electric fencing around the site.

- Crime Prevention Through Environmental Design (CPTED) Principles
- There are four core principles that need to be used in the assessment of development applications to minimise the opportunity and the fear of crime:
 1. Surveillance
 2. Access control
 3. Territorial reinforcement
 4. Space management.

This report will identify ways to incorporate these design elements within the site to maximise crime prevention of the site, and to reduce fear of crime within the site and surrounds.

1. Surveillance

- Surveillance will be passive, organised and technical. All of these surveillance measures should work together to create the best possible outcome of crime deterrence.
- Passive Surveillance:
 - Clear sight lines to Racecourse Road public realm and pedestrian and vehicle entry points.
 - Administration building designed with windows located to allow natural observation of handstand operations.
- Organised Surveillance:
 - On site security officer conducting patrols 24hs / 7 days a week.
 - On or off-site monitoring of CCTV / Alarm activations.
- Technical Surveillance:
 - CCTV cameras and monitoring system throughout hardstand, site boundaries, workshop and administration building..
 - Desirable to have this CCTV system registered with NSW Police.
 - Alarms for office space which is not occupied after normal office hours and weekends etc / separate / individual security loops in these areas.
 - Sufficient lighting of all areas inside and outdoor Landscaped areas.
 - Landscaping throughout the site should adhere to the CPTED principles of allowing natural surveillance.
 - Trees within the site should generally have a canopy height of approximately 1.8 metres tall and above, once in a relevant state of maturity.
 - All shrubs and hedges should be maintained below approximately 1 metre in height. This is to ensure that passive surveillance is maintained.

- Consideration should be given to the areas within the site where retaining walls are located to ensure vegetation height does not impact on passive surveillance sight lines.
- Landscape should be designed to avoid areas of concealment.
- Landscape should be maintained to the design standards and not allowed to become overgrown.
- Lighting
 - Lighting across the site needs to be considered to maximise crime prevention.
 - Lighting must be bright enough to enhance natural and technical surveillance.
 - Lighting must be installed with consideration given to landscaping as trees and hedges can obscure lighting if not coordinated effectively.
 - Lighting should be installed so that all areas have sufficient lux levels for safety and to deter criminal activity.
 - Lighting should highlight specific areas such as the pedestrian site entry on Racecourse Road, pedestrian walkways or crossings and entry points to the building itself.
 - All walkways and handstand areas should be illuminated to enhance passive surveillance.
 - The walkway lighting should not be obstructed by landscaping.
 - A mixture of lighting should be used to correctly illuminate the area including path and low level lighting, and lights at a height to produce a wide spread of the light.
 - The boundary of the site should be illuminated sufficiently to deter crimes such as graffiti or malicious damage. This includes areas such as the main pedestrian and vehicle entries off Racecourse Road and along Young Street behind the workshop and roofed bus parking area.
 - Sensor activated flood lights can also be installed in areas which are infrequently used, or not intended for use outside of certain hours.
 - All exterior lighting should be connected to an ambient light sensor to allow lights to automatically turn on and off in periods of darkness. All lighting should allow the capture of high quality CCTV images.
 - All lighting considerations will comply with Australian Standards for lighting including AS 1158 – lighting for roads and public spaces, AS 1680 - Interior and workplace lighting, and AS 2890 – lighting for parking facilities.

- CCTV
 - An extensive CCTV system will be required for the site.
 - This CCTV system should be of a high quality allowing both the capture of persons, including facial features and clothing, and details of vehicles including colour, make and model, and if possible, number plates upon entry or exit of the car park facility.
 - CCTV cameras should be installed high enough so they cannot be tampered with. Dome type CCTV cameras should be fitted with a dark polycarbonate cover to protect from any vandalism and to obscure what the camera is focusing on.
 - CCTV within the at-grade car park and handstand should be positioned to cover all areas of parking by at least one camera.
 - Overlapping camera fields of view allows the possibility of capturing more detailed movements.
 - Extra consideration should be given to entry and exit points of the car park including a dedicated camera capturing licence plates at the entry / exit boom gates (ANPR may

AMENITY

also work with the access control system to the carpark and may require additional consideration) and dedicated cameras focusing on the pedestrian entry point along Racecourse Road.

- These cameras can be placed overtly to deter illegal behaviour within the space.
- CCTV within the common areas of the building should focus on entry and exit points including the front doors, lifts and fire doors.
- CCTV on the outside of the buildings should be focused on the driveway area, and areas without high natural surveillance such as boundary area behind the workshop and bus parking adjacent to Young Street.
- Areas such as the office break out area should have natural surveillance during office hours due to its intended use. Outside of business hours, these areas may not have natural surveillance by other persons so technical surveillance will still need to cover these areas.

- Security

- Formal security should be utilised when the depot is not fully operational.
- These patrols would be designed to detect or disrupt any illegal or suspicious behaviour within the site.

- Alarms

- Different alarms will need to be placed throughout the site for specific purposes.
- These alarms should be monitored through a third party who is an appropriately licenced and Accredited Alarm Monitor Provider.
- All staff should be trained on the use of these alarms.
- Alarms should be installed in the commercial space areas to identify any unauthorised access to these floors outside of regular business hours. These should be activated or deactivated within each office space by swipe / access cards or keypads. Any unauthorised access should be checked via CCTV via the external security agency and a response (i.e. Police / or mobile security patrol) can be sent if required.

- Sightlines

- Unimpaired sightliness between the site pedestrian access point on Racecourse Road and the administration building entry must be maintained at all times.

2. Access Control

- Access control is “a design concept directed primarily at decreasing crime opportunity”. The aim of these access control measures is to reduce unauthorised access to certain areas. There needs to be a balance between the increased effort to gain access to an area, and the functionality and ease of use for the space by those who are authorised to use it.
- Visitors will not have access to the hardstand area without checking in at the reception area first.
- On site parking will only be available for staff with approved access.

- Signage

- The signage totem for the site will be located within the Racecourse Road frontage and will be highly visible from the street.
- Signage will include the street number and name of the depot. This is critical for visitor and emergency services if they are called to the location.
- Signage should be illuminated at night.

- Signage should be placed in high traffic areas, both vehicular and pedestrian, to show areas such as the private car park entry, bus driveway entry, administration building entry and office spaces.
- This will encourage people to move directly to their destination and highlight persons in areas where they should not be.
- Signage also negate persons stating they were unaware they should be in restricted areas, allowing for better detection of area breaches and increased territoriality.
- Signage should be predominant on pedestrian crossings to allow organised flow of pedestrians throughout the bus hardstand and to notify vehicle users of high pedestrian areas.

- Hostile Vehicle Mitigation

- Hostile vehicle mitigation is a set of physical barriers which prevent vehicles from entering the staff parking area and bus hardstand area.
- Bollards or kerbs should be placed in areas where vehicular access boarders building or grounds access. These bollards would serve as a both a physical and visual representation of where vehicles are not allowed to access.
- Bollards should comply with Australian Standard AS/NZS 3845:1999, spaced at 1.6 metres apart centre to centre, and be at least 1 metre in height. Within the hardstand area, bollards should have a reflective panel to increase visibility. Consideration must be
- Bollards must not unfairly restrict access to any pedestrian with a disability or in a wheelchair.

- Lifts

- Within normal office hours the lift should be able to access ground and first floor.
- Outside of business hours, access via the lift to the first floors should be restricted to swipe card access only.
- This will mitigate intentional or unintentional access to the first floor and reduce opportunistic crimes such as stealing offences whilst still allowing genuine users of the space to access with ease.

- Administration lobby doors

- Administration lobby doors should be open during business hours to allow the free flow of persons in and out of the building.
- After hours access to the building should be restricted to swipe card access only.
- A ‘push button to exit’ system should be in place and clearly marked for after hours exit through the front doors. This is to lessen the risks associated with the door opening from the inside via sensor and allowing unauthorised persons access.

- Security Fencing

- All perimeter fences will comprise of a 3 metre tall electrified fence and a 1.5m high palisade fence with a 150 offset.
- All gates should be fitted with physical locks and locked at all times unless required for egress out purposes. All landscaping should be set back from these fences.

- Fire Doors / Exits

- Fire doors and fire exits should be all fitted with self-closing door arms and hinges.
- The exits and pathways to the fire exits should be clearly marked and lit to adhere to Australian Fire Safety Standards.

- Windows

- All ground floor external windows are to be constructed of toughened safety glass to minimise any accessibility through these areas by physical force.
- Unused windows need to be permanently closed and secured shut.
- All functioning windows are to be fitted with locks allowing them to be locked partially open.
- The keys must not be left in the window locks.

- Balcony

- Doors to the balcony must be fitted with adequate internal locks to prevent unauthorised access from the balconies into secure spaces.

- Construction Phase Access Control

- During construction of the site, access control measures need to be in place. The site needs to be appropriately fenced and signed as private property and a construction zone.
- All building materials, tools and equipment must be stored in a lockable area as these are often targets of break, enter and steal offences.
- All locks must be in working order and have tamper proof elements. The areas surrounding this storage area should be well lit. Security guards and or patrols should be considered at higher risk times such as at night.
- CCTV should be positioned within the site and be actively monitored.
- Any earth moving equipment should be secured as these are high risk targets for crime.

3. Territorial Reinforcement

- Territorial reinforcement is about the ownership of space. Spaces that are well used, and used in the right ways, reduce opportunities for crime, reduce fear of crime, and increase the risk of criminal behaviour being detected and prosecuted.
- Signage to the entry of the staff car park should clearly mark that the area is private property.
- Throughout the car park, there should be clear signage advising people to lock their vehicles and not leave valuables within them.
- The car park area is at high risk of steal motor vehicle and steal from motor vehicle offences and as such, the locking of vehicles removal of valuable items will minimise the risks associated.
- This can be taken a step further with the addition of a boom gate and pass system.
- Any fire door that is alarmed should be clearly signed as such, including that penalties may apply for the incorrect use of such doors.
- Any damage to the building or site will be attended to as a matter of priority.
- Spaces that have graffiti or broken elements to the building left for a longer period of time can be perceived as being soft targets for further crime, or an area which someone is less likely to be caught for committing crime.
- All external windows should be made of toughened glass to ensure it is resistant to any damage attempts.
- Landscaping should be maintained to the original plans at all times, including tree canopy height minimums, shrub height maximums and foliage cut back to ensure that natural surveillance sightlines are kept as originally planned.
- Overgrown or untidy landscaping can lead to the area and site looking unused or uncared for which could lead to an increase in crime such as graffiti or malicious damage.

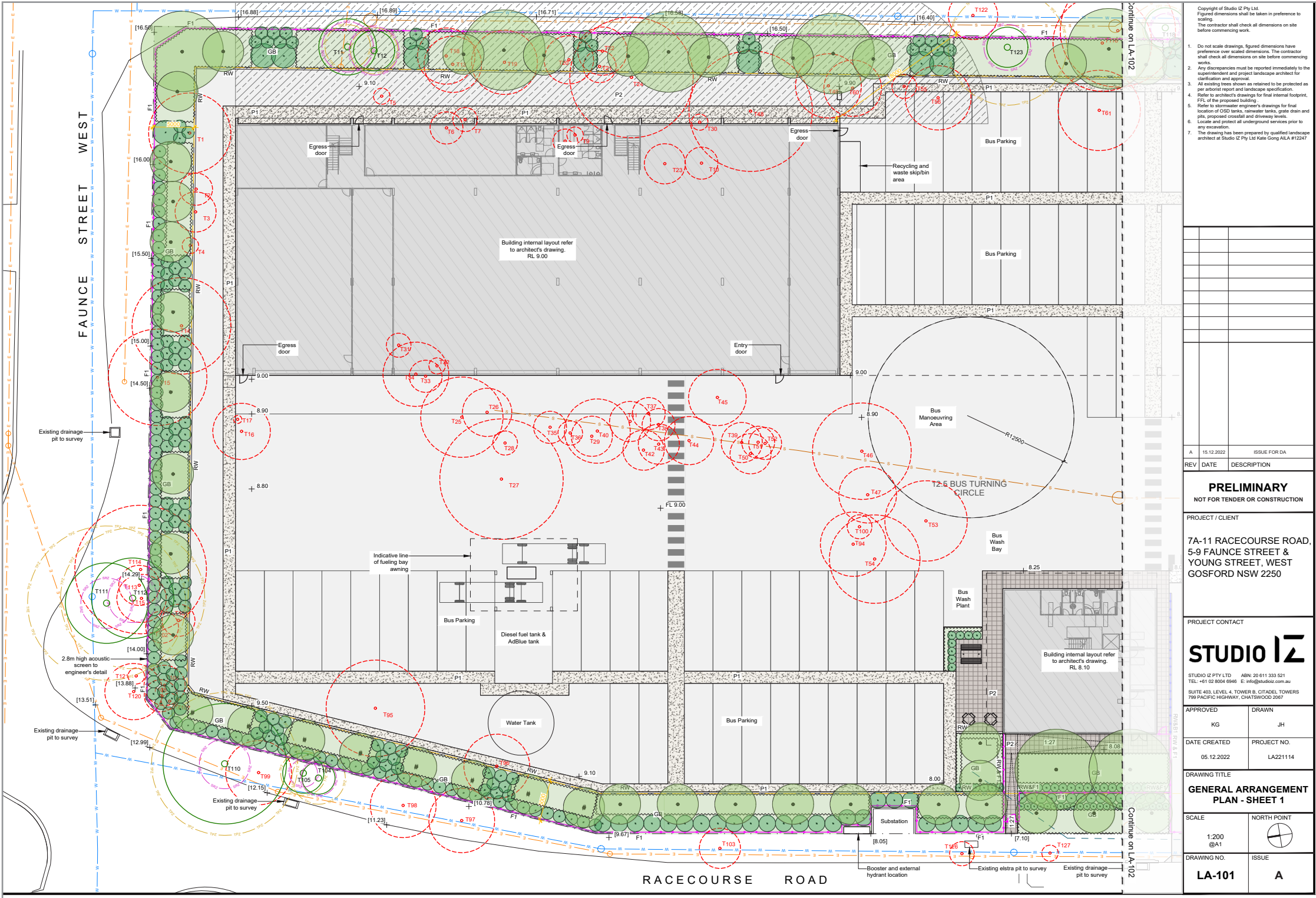
AMENITY

Conclusion

- This report has been prepared to review the design for the site at 7A-11 Racecourse Road, 5-9 Faunce Street & Young Street, West Gosford to be developed as a bus depot including a 2 storey office building a workshop with mezzanine and hard stand area to accommodate 97 bus bays, 113 at-grade car parking spaces, 15 motorcycle spaces and 10 bicycle spaces.
- By implementing the CPTED methods outlined within this report, together with a layered security framework dictated by appropriate ongoing risk assessments, the level of risk posed to the building and its users is greatly reduced. It should be acknowledged CPTED requires ongoing attention and appropriate plans, policies and schedules to achieve its maximum potential.
- It should be noted that should the plans for this building be changed a review of this report may be necessary. However minor internal changes as long as in keeping with the spirit and core principles of CPTED as outlined here, likely need no further review.

8.0 LANDSCAPE PROPOSAL

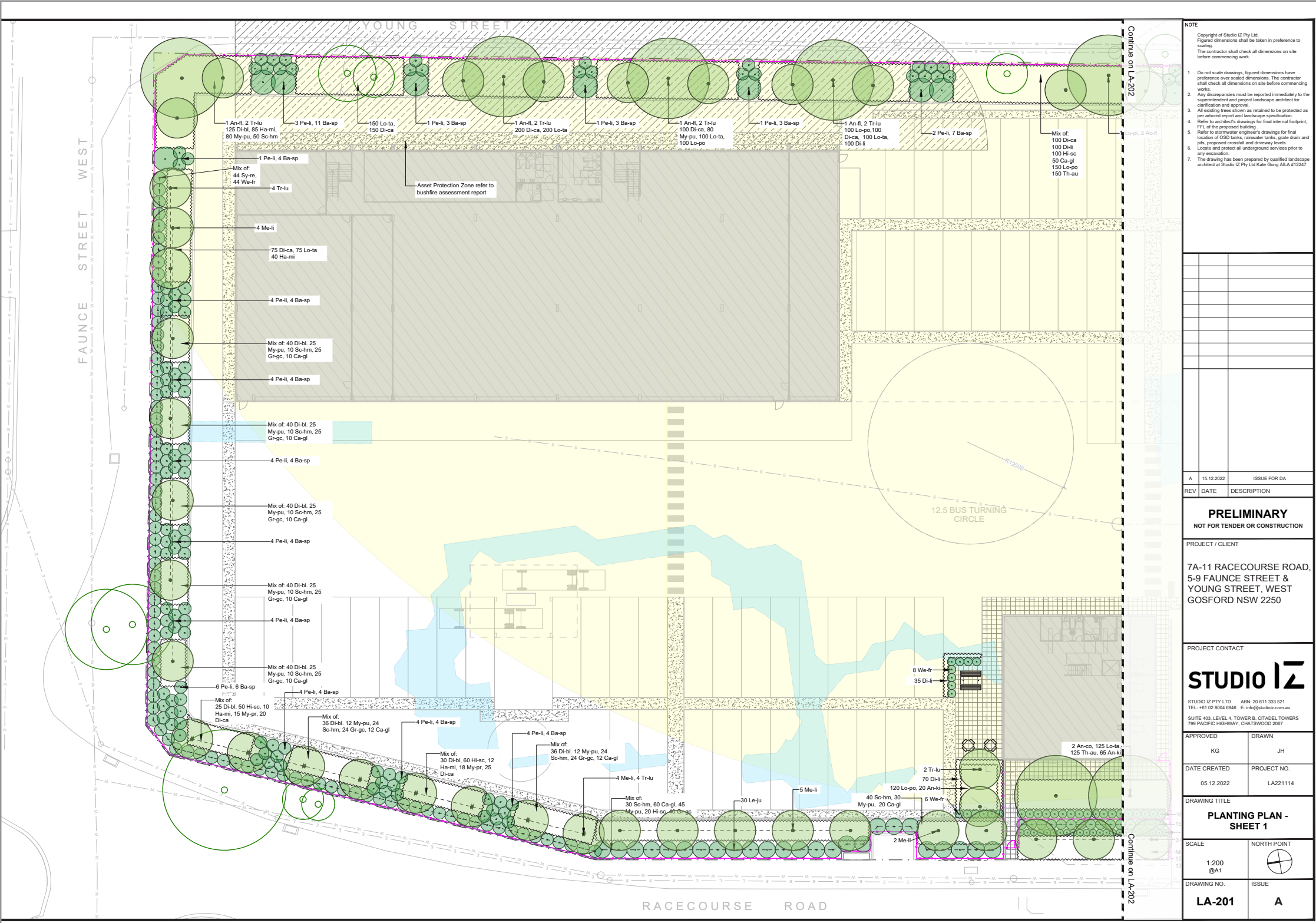
8.1. LANDSCAPE DESIGN



GENERAL ARRANGEMENT PLAN - NORTH (Not to scale)

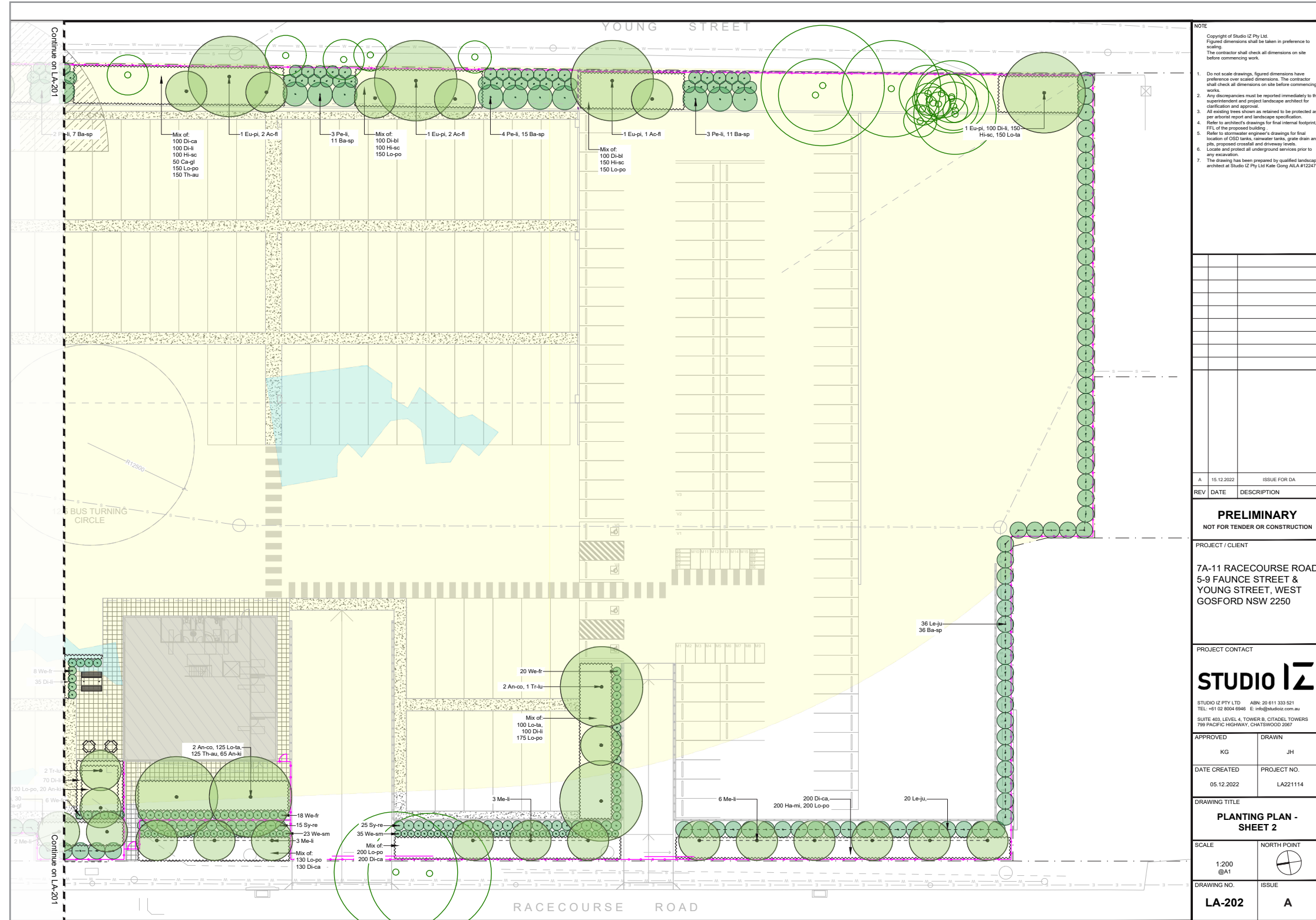
LANDSCAPE PROPOSAL

LANDSCAPE DESIGN



PLANTING PLAN SHEET 1 - NORTH (Not to scale)

LANDSCAPE DESIGN



PLANTING PLAN SHEET 2 - SOUTH (Not to scale)

LANDSCAPE DESIGN

PLANTING PALETTE (Not to scale)