
WALUYA PTY LTD GOSFORD TRANSPORT DEPOT

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

VISUAL IMPACT ASSESSMENT

July 2024
Project no. 4611-00



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1.0 INTRODUCTION

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

In July 2023 DEM prepared a Landscape and Visual Impact Study for Racecourse Road in response to the issue raised by the DPE as noted below:

The proposed finished level of the carpark in the south-western corner (above the OSD) is approx. 3m above the existing site levels and approx. 3.5m above the street level.

The Department considers this to be a significant change to the predominant streetscape character for the area. Provide a visual impact assessment (VIA) of the impact of works on the streetscape. Where the VIA recommends measures to mitigation impacts, architectural and landscaping plans should be updated as required.

This VIA has been prepared in response to concerns raised in the Statement of Facts and Contentions filed by the Minister for Planning and Public Spaces on 9 October 2023 which included the following:

Contention – B2 11.5. The Visual Impact Assessment (VIA) only addresses the southern end of the Racecourse Road frontage and does not demonstrate how design excellence is achieved with reference to Clause 5.45 of the Regional SEPP.

Information required – B2 11.9. Full consideration of the impacts of the proposed development on the streetscape and public domain.

Information required – B2 11.10. Inclusion of the required 2.8m high acoustic wall in both the VIA and the architectural plans.

Further correspondence was issued by DPE on 21 December 2023 with the following noted:

... the VIA submitted with the development application does not consider the visual impact of the development on the streetscape, nor does it consider the visual impact of the noise walls required by the NIA. Accordingly, the VIA does not provide sufficient information for the Respondent to consider:

a. whether the form and external appearance of the development will improve the quality and amenity of the public domain (as required by cl 5.45(4)(b) of the State Environmental Planning Policy (Precincts—Regional) 2021 (Regional SEPP);

and

b. how the development addresses the impact on, and any proposed improvements to, the public domain (as required by cl 5.45(4)(b) of the Regional SEPP).



FIGURE 1.1 VIEW OF DEPOT BUILDINGS AND HARDSTAND

INTRODUCTION

1.1. LOCATION

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

1.2. OVERVIEW OF THE PROPOSED DEVELOPMENT

The proposed development is for a bus depot transport facility that will incorporate the following:

- Hard-stand configured to provide 95 stacked bus parking bays.
- An at-grade private vehicle car park configured to provide 110 car spaces including 4 disabled car spaces.
- A two-storey administration building for staff with offices meeting rooms and training rooms.
- External staff recreation area associated with the administration building.
- A single storey workshop with mezzanine level for bus maintenance and repairs. The mezzanine level is to consist of lunchroom, offices and store areas.
- Bus wash facilities including water tanks.
- Refuelling facilities and storage areas.
- Site security including electric fencing around the site.
- Potential future staging of the development.

1.3. PROPOSED DESIGN DRAWINGS

- This VIA has been based on the following architectural and landscape drawings:
 - Site Plan Dwg. No. ar-0200 Rev. a07
 - Site Analysis Dwg. No. ar-0201 Rev. a01
 - Demolition Plan Dwg. No. ar-0300 Rev. a03
 - Ground floor plan part 1 Dwg. No. ar-1200 Rev. a05
 - Ground floor plan part 2 Dwg. No. ar-1201 Rev. a04
 - First floor plan part 1 Dwg. No. ar-1202 Rev. a05
 - First floor plan part 2 Dwg. No. ar-1203 Rev. a04
 - Roof plan part 1 Dwg. No. ar-1204 Rev. a05
 - Roof plan part 2 Dwg. No. ar-1205 Rev. a04
 - Sections Dwg. No. ar-2200 Rev. a05.
 - Building sections sheet 1 Dwg. No. ar-2210 Rev. a05
 - Building sections sheet 2 Dwg. No. ar-2211 Rev. a04
 - Site elevations Dwg. No. ar-2600 Rev. a02
 - Building elevations sheet 1 Dwg. No. ar-2610 Rev. a03
 - Building elevations sheet 2 Dwg. No. ar-2611 Rev. a03
 - Building elevations sheet 3 Dwg. No. ar-2612 Rev. a03
 - Shadow diagram 9am mid-winter (21 June) Dwg. No. arsk5300 Rev. 02
 - Shadow diagram 12pm mid-winter (21 June) Dwg. No. arsk5301 Rev. 02
 - Shadow diagram 3pm mid-winter (21 June) Dwg. No. arsk5302 Rev. 02
 - Legends and General Notes Dwg. No.LA-001 Rev. F
 - General arrangement plan Sheet 1 Dwg. No. LA-101 Rev. F
 - General arrangement plan Sheet 2 Dwg. No. LA-102 Rev. F
 - Planting plan Sheet 1 Dwg. No. LA-201 Rev. F
 - Planting plan Sheet 2 Dwg. No. LA-202 Rev. F
 - Specification notes Dwg. No. LA-500 Rev F



Base-map source - Sixmaps

FIGURE 1.2 LOCATION



2.0 SITE ANALYSIS

2.1. 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 incorporating light industrial, mixed commercial and residential buildings.
- Gosford Railway Station is located approximately 1.4 km east of the site.
- Northside Private Hospital is proposed north of the site on Faunce Street West.



FIGURE 2.1 CONTEXT

- PROPOSED SITE LOCATION
- SITE BOUNDARY
- NARARA CREEK
- MAIN ROADS
- SECONDARY ROADS
- TRAIN LINE
- GOSFORD RAILWAY STATION
- BUS STOPS

2.2. BUILT FORM

- The site incorporates unsealed driveways, large grassed areas and a two-storey dwelling and stables.
- Buildings surrounding the site are predominantly one and two-storey and accommodate a variety of uses including racecourse/entertainment facilities, offices/warehouses and residential dwellings. Businesses and facilities include:
 1. The 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 - Pentagon Pacific - 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.



FIGURE 2.2 BUILT FORM

- PROPOSED SITE LOCATION
- SITE BOUNDARY
- EXISTING RESIDENTIAL BUILDINGS
- ENTERTAINMENT FACILITIES
- EXISTING LIGHT INDUSTRIAL / COMMERCIAL BUILDINGS

2.3. VEHICLE AND 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. The southern vehicle access point provides the main entry to the site with vehicle access to existing hardstand areas and on-grade car park. The northern vehicle access point provides vehicle access to the residential dwelling and stables.
- 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.
- A refuge island is located on Racecourse Road, immediately south of the southern vehicle access point, for pedestrians moving between the racecourse/ Entertainment Grounds and the car parking area on the site.
- A formalised pedestrian path is located along the western side of Racecourse Road with only a grass verge along the site frontage.
- There are no formalised pedestrian footpaths provided along Faunce Street West or Young Street.

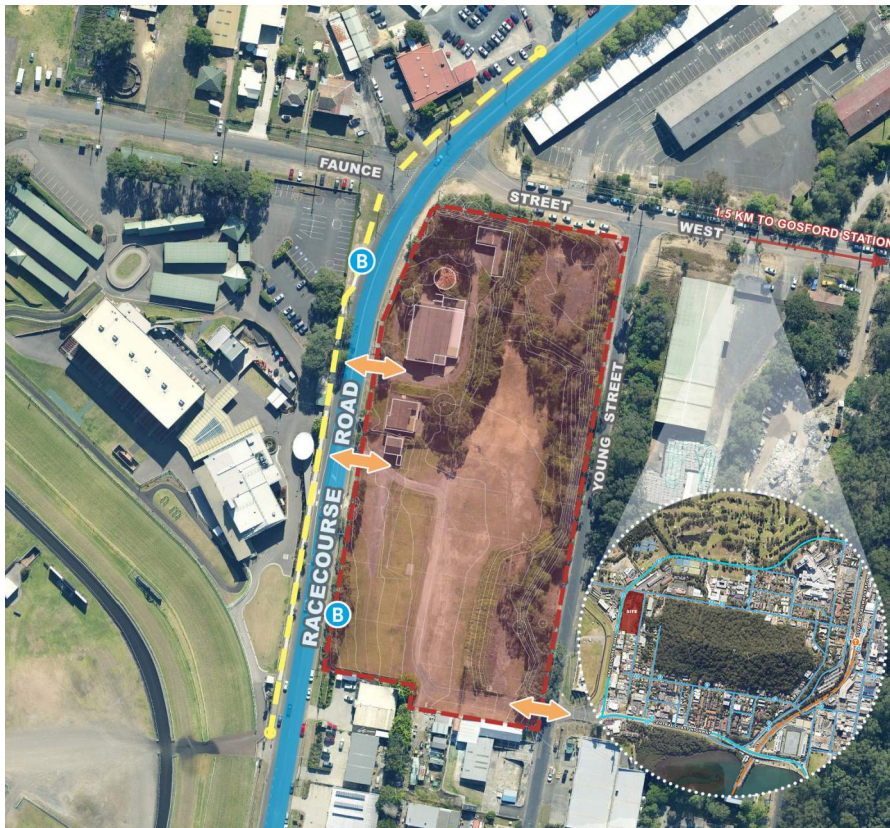


FIGURE 2.3 VEHICLE AND PEDESTRIAN CIRCULATION

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

Base-map source - Sixmaps

SITE ANALYSIS

2.4. VEGETATION

- The site has been impacted by clearing, cut and fill and weed invasion.
- There are areas of moderate condition regrowth including vegetation in the northern section of the site which is dominated by *Casuarina glauca*.
- Although there is a vegetated buffer around the northern, eastern and western edges of the site, many trees are of poor quality and have poor form and structure.
- The understorey is heavily weed infested.
- Trees on council managed land along Racecourse Road have been significantly affected by power-line maintenance.



FIGURE 2.4 VEGETATION

- EXISTING TREES WITHIN SITE
- STREET TREES

2.5. TOPOGRAPHY AND DRAINAGE

- There are generally moderate falls across the site in a south-westerly direction.
- The site falls 13.07m from a high point of approximately RL 16.78 in the north-east corner of the site to a low point of RL 3.71 in the south-west corner.
- Along Racecourse Road the site falls from approximately RL 13.12 to RL 3.71 (9.41m).
- Along Young Street the site falls from approximately RL 16.78 to RL 13.78 (3m).
- Along Faunce Street West the site falls from approximately RL 16.78 to RL 13.12 (3.66m).
- Along the southern boundary the site falls from approximately RL 13.78 to RL 3.71 (10.07m).



FIGURE 2.5 TOPOGRAPHY AND DRAINAGE

- SPOT LEVEL (EXISTING RL)
- SITE BOUNDARY
- DIRECTION OF FALL
- SUN PATH



Base-map source - Sixmaps

2.6. SOLAR ORIENTATION

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

3.0 THE PROPOSAL

3.1. PROPOSED MASTER PLAN

- The two-storey administration office building has been located to address Racecourse Road to reflect the existing light industrial / commercial streetscape character and to provide activation and passive surveillance of the public realm.
- The bus workshop and a covered bus parking area have been located adjacent to the eastern boundary to reduce their visibility from the public realm of Racecourse Road.
- The hardstand for bus manoeuvring and maintenance has been designed as a secure area towards the north of the site with dedicated access / egress via Racecourse Road for buses and delivery vehicles.
- The bus depot hardstand is to be relatively level to achieve functional requirements for bus maneuvering and maintenance, with cross site falls configured to accommodate stormwater design requirements.
- An at-grade private vehicle car park for staff is proposed to the south of the bus parking hardstand and will have dedicated access / egress via Racecourse Road.
- Secured pedestrian access is proposed via Racecourse Road adjacent to the Administration Building.
- Formalised accessible pedestrian paths are to be provided within the depot for wayfinding and safety for staff walking between the private vehicle car park and administration and workshop buildings.
- The proposed levels for the workshop facility and undercover bus parking area are to be significantly lower than the levels of the site boundaries along Faunce Street West and Young Street. These large structures would only be partially visible from these streets.
- Proposed buildings and structures have been located to facilitate the functional requirements of the depot such as bus manoeuvring and maintenance, to provide a safe and legible workplace, and to ensure landscape open space has good solar access.
- An external staff breakout area with seating for groups and individuals has been located to the north of the administration building adjacent to offices on the ground floor.
- A 1.8m high electrified security fence is to be located around the site boundary with a pedestrian access gate via Racecourse Road.

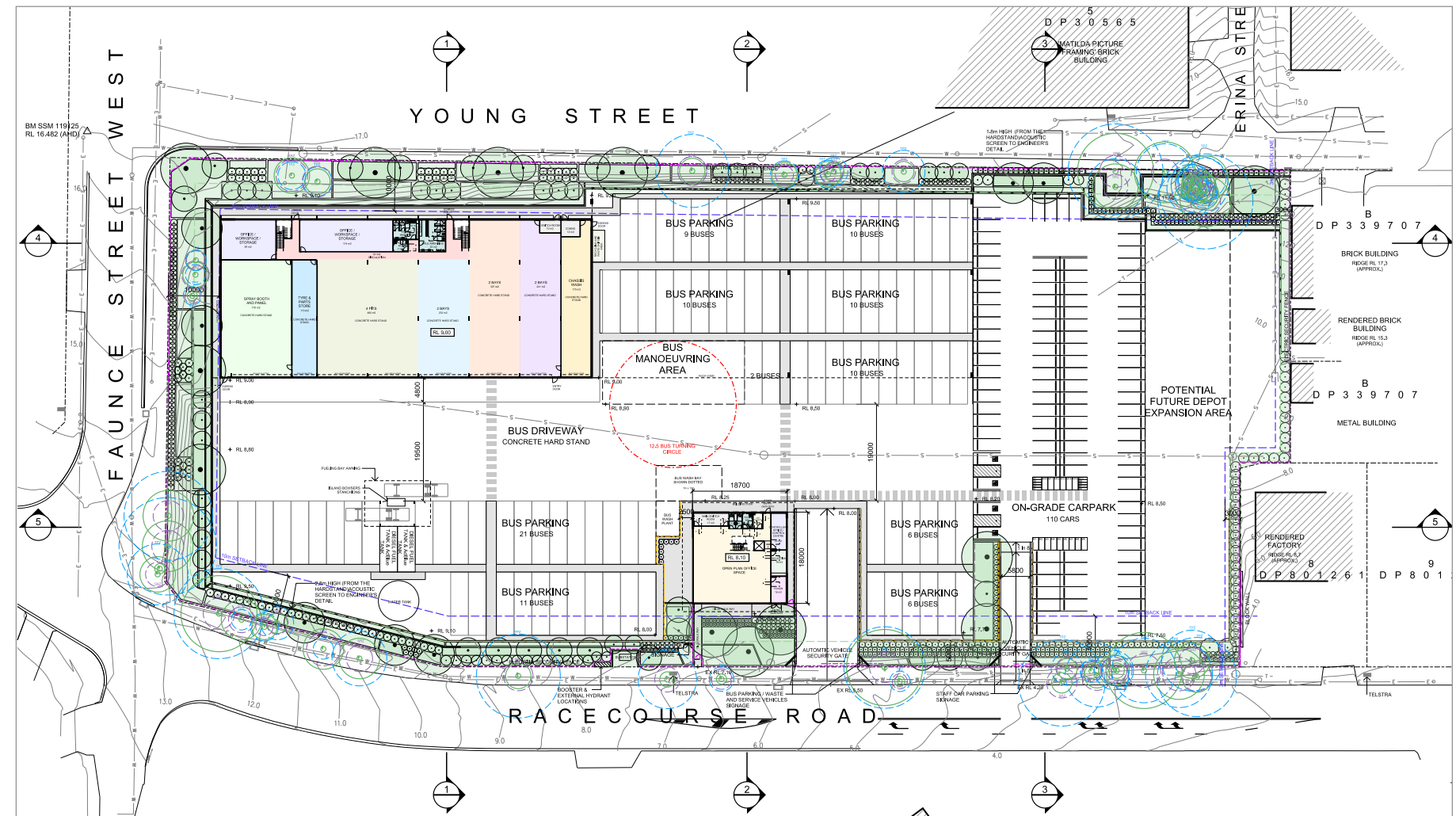
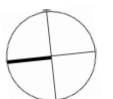


FIGURE 3.1 MASTER PLAN
(Not to scale)



4.0 LANDSCAPE AND VISUAL AMENITY ANALYSIS

A landscape and visual amenity assessment has been undertaken to evaluate changes to the physical landscape and to determine the visibility of the proposal from surrounding areas and the potential visual impact. The analysis also identifies building design and landscape mitigation measures to reduce any adverse visual impacts.

4.1. ASSESSMENT METHODOLOGY

This visual amenity assessment is based on the methodology outlined in Guidelines for Landscape and Visual Impact Assessment Third edition 2013 prepared by the Landscape Institute and Institute of Environmental Management and Assessment (UK) and the Guideline for landscape character and visual impact assessment, Environmental impact assessment practice note EIA-NO4 prepared by Urban Design Roads and Waterways, Transport for NSW, 2023.

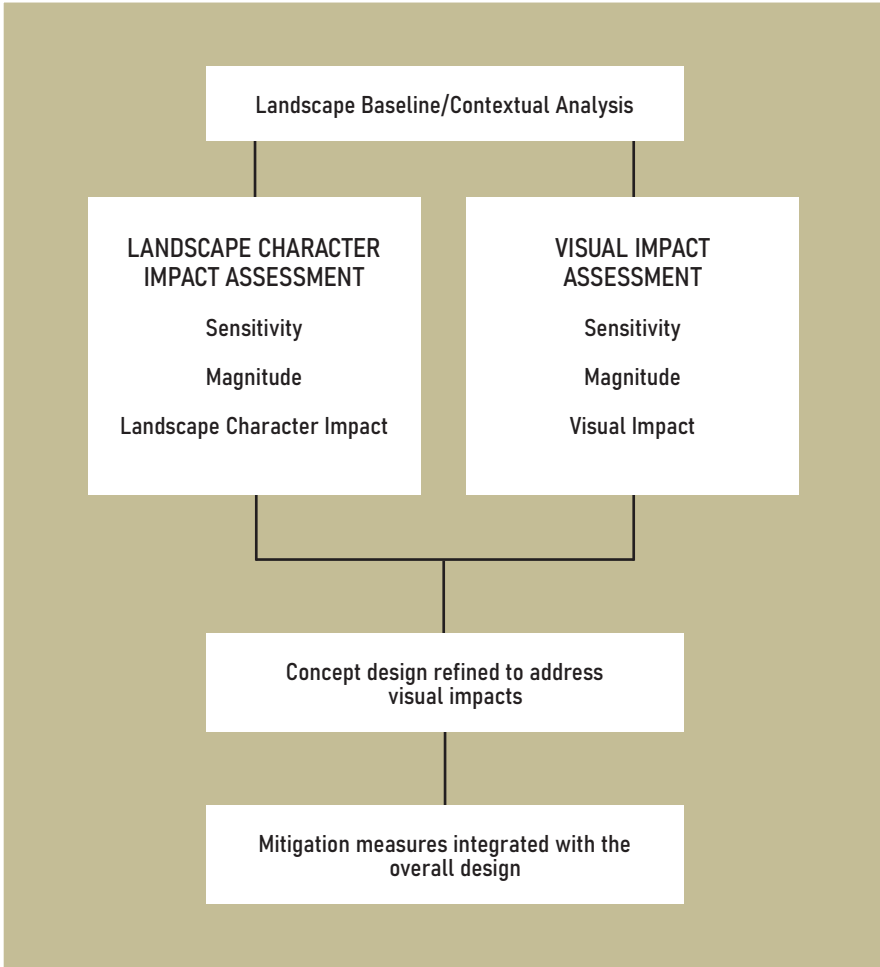
The assessment evaluates the landscape character of the site, the current visual amenity from selected viewpoints and the significance of change to the views based on the degree of change and visual sensitivity.

Photographs from the selected viewpoints were taken to establish a baseline for the visual effects assessment and to illustrate how changes in views will appear. Photography was undertaken on 22 January 2024 by DEM using a Nikon D7100 camera.

Photomontages were prepared to simulate the visual changes that are likely to occur from the key viewpoints. The photomontages were produced by preparing a 3D computer model of the proposed development and merging it with the representative photographs. A wire frame diagram is included in the report to demonstrate that the 3D model has been accurately aligned with the photographic images.

Survey data provided by Beveridge Williams surveyors was used to:

- i. depict existing buildings and elements shown in the wire frame diagrams; and
- ii. establish an accurate camera location and RL of the camera.



LANDSCAPE AND VISUAL AMENITY ANALYSIS

4.2. LANDSCAPE CHARACTER IMPACT ASSESSMENT

Landscape character refers to the built, natural and cultural aspects of an area. Evaluation of changes to the physical landscape is made through assessment of the addition or loss of elements or features in the landscape and is undertaken in accordance with the following process.

1 Establish the landscape baseline using landscape character assessment	
Landscape Baseline	Identify elements and features and the aesthetic or perceptual aspects of the landscape. Establish the overall character in the study area and any distinctive Landscape Character Types.
2 Determine the sensitivity of the landscape receptors	
Landscape Sensitivity	The degree to which the overall character or particular landscape type or area can accommodate the proposed development without detrimental effect upon the existing nature of the landscape by assessing: <ul style="list-style-type: none">- The susceptibility to change - the ability of the overall landscape quality or condition, or individual element of feature to accommodate the proposed development without negatively effecting the landscape baseline and/or achievement of landscape policies and strategies.- The value attached to the landscape. Landscapes or their components may be valued at the community, local, national or international levels. Particular features or qualities that influence value include landscape condition, scenic quality, rarity, representativeness, conservation interest, recreation value, perceptual aspects such as wildness or tranquillity, and association with people or events.
3 Determine the magnitude of landscape effects	
Magnitude of Landscape Effects	The nature and scale of changes to elements within the landscape and the consequential effect on landscape character. Determine the degree of change on landscape receptors by assessing: <ul style="list-style-type: none">- The size or scale of change in the landscape including loss or addition of features.- Whether the effect changes the key characteristics of the landscape, which are critical to its distinctive character.- Geographical extent - such as moderate loss of landscape elements over a large geographical area, or a major addition affecting a very localised area.- Duration and reversibility of the landscape effects.
4 Evaluate the significance of the landscape effects	
Landscape Impact	The significance of change based on the combined assessment of the sensitivity of the landscape receptors and the magnitude of landscape effects. Effects that have a higher level of significance include: <ul style="list-style-type: none">- Major loss over an extensive area of elements key to the character of nationally valued landscapes.- Loss of mature or diverse landscape elements.- Effects on rare or distinctive landscape character. Effects that have a lower level of significance include: <ul style="list-style-type: none">- Reversible negative effects of a short duration, over a restricted area, to elements that contribute to the character of landscape s of community value.- Loss of new or uniform landscape elements.- Effects on areas of poorer condition or of degraded character.
5 Identify measures to reduce significant or adverse landscape effects	
Mitigation Strategy	Proposals for preventing/avoiding, reducing or compensating for significant or adverse landscape effects.

LANDSCAPE AND VISUAL AMENITY ANALYSIS

4.2.1 LANDSCAPE BASELINE

NATURAL ENVIRONMENT

- Waterview Park to the east of the site and distant forested, undulating ridgelines and ranges to the north, south and west of the site contain views in the broader context and define the wider site locality.
- Remnant and regrowth vegetation provide a dense planted edge along the northern and eastern boundaries of the site and an intermittent planted edge along the eastern side of Racecourse Road.
- Frontages to light industrial/commercial properties to the south of the site along Racecourse Road incorporate at grade car parking and small areas of planting consisting predominantly of exotic shrubs and groundcovers.
- Frontages to residential dwellings east of the site incorporate scattered remnant native trees and areas of exotic and native mass planting.
- Light industrial/commercial and residential properties to the north of the site have been predominantly cleared of native vegetation. Gardens of detached dwellings consist predominantly of lawn and boundary shrub planting.
- The Entertainment Grounds/Gosford Race Club is located on the western side of Racecourse Road. The Club's race track is located opposite the site and extends along the western edge of Racecourse Road to the intersection with the Central Coast Highway.
- Hedge planting and palisade fencing define the boundary of the racecourse and Entertainment Grounds along the western side of Racecourse Road. Street tree planting is incorporated along a short section of the road verge.
- The site consists of a landscape modified for residential and equestrian activities including a grassed open space, fencing, stables and training area, and residential accommodation.
- Existing single and two storey buildings on the site are located with a generous street setback to Racecourse Road.



View across Gosford Racecourse towards the site and Waterview Park



View west towards the intersection of Faunce Street West and Young Street



View south from the intersection of Racecourse Road and Faunce Street West.



View north along Racecourse Road



View of the northern section of the site



View from the southern section of the site

LANDSCAPE AND VISUAL AMENITY ANALYSIS

BUILT FORM ENVIRONMENT

- The area surrounding the site is characterised by a variety of building types and forms.
- South of the site, single and two-storey light industrial/commercial buildings address the eastern side of Racecourse Road with street setbacks ranging from zero to approximately 10m. At grade car parking is located within the setbacks of the commercial properties.
- Single and two-storey light industrial/commercial buildings are also located east and south of the site along Young Street and to the north of the site. The area opposite the site, at the intersection of Racecourse Road and Faunce Street West, is subject to redevelopment for a private hospital.
- The Entertainment Grounds, located opposite the site, on the western side of Racecourse Road, incorporates indoor and outdoor multi-purpose facilities for functions and events as well as a grandstand, and spectator area for the race track.
- A security palisade fence provides a defined edge to the eastern side of Racecourse Road.
- Detached residential dwellings located to the north and east of the site vary from single storey weatherboard cottages to two-storey brick buildings.
- A recently completed 7-storey apartment building is located south-west of the site at 23-25 Young Street.
- Existing single and two-storey buildings on the site, including a house and stables, are located with a generous street setback to Racecourse Road. A metal fence is located along the Racecourse Road boundary in the northern section of the site.
- A formal footpath is provided along the western side of Racecourse Road adjacent to The Entertainment Grounds.



View north along Racecourse Road



The Entertainment Grounds and race track



View north along Young Street adjacent to No 30 Young Street



View south along Young Street adjacent to the south-east corner of the site



Residential dwelling located on the site viewed from Racecourse Road



Stables and brick shed located on the site viewed from Racecourse Road

LANDSCAPE AND VISUAL AMENITY ANALYSIS

4.2.2 SENSITIVITY OF THE LANDSCAPE RECEPTORS

- In the broader context, forested hills and treed ridgelines dominate the skyline and provide a natural backdrop to West Gosford which significantly contributes to the distinctiveness of the landscape and its overall quality.
- The racecourse, Waterview Park and light industrial/ commercial properties underpin the identity of the area in which the site is located.
- Waterview Park contributes to the site's landscape setting and the scenic quality enjoyed by the public and residents.
- In the area between Waterview Park and the racecourse, scenic quality has been impacted by a range of light industrial/commercial buildings which vary considerably in form, colour and materials.
- Existing vegetation provides a defined edge and interface between the site and Racecourse Road, Faunce Street West and Young Street.
- Visibility of the site is generally limited to gaps in vegetation along Racecourse Road.
- While there have been changes to the site due to cut and fill and weed invasion, it incorporates areas of vegetation and grassed open space. The proposed development of the site would impact its value as a green space.
- The grassed open space within the site is currently used for event car parking by the Race Club.

4.2.3 MAGNITUDE OF CHANGE TO THE SITE

- The development would be major change to the overall landscape character of the site through the removal of existing vegetation and grassed open space, and the addition of new buildings and built form elements including retaining walls, acoustic screens, security fencing and guard rails. Buses and cars parked on the site would also be visible.
- The proposal would also incorporate modification of site levels.
- As the buildings and built form elements would be visible from adjoining roads, the streetscape character of Racecourse Road, Faunce Street West and Young Street would be altered.
- However, the height and bulk of proposed buildings and structures would be consistent with neighbouring buildings. The administration building would reflect the bulk and scale of the two to three-storey commercial buildings south of the site on Racecourse Road. The bus workshop and covered bus parking structure would reflect the bulk and scale of other light industrial/commercial buildings located on Young Street south of the site, and Faunce Street West north of the site.
- A vegetation buffer along all boundaries of the site would provide a green interface with the adjoining public realm.

4.2.4 LANDSCAPE CHARACTER IMPACT

- The proposed development would result in loss of vegetation on the site and introduce a new use which would require changes to site levels and the construction of buildings, retaining walls and hardstand areas.
- The streetscape characters of Racecourse Road, Faunce Street West and Young Street would be impacted by the proposed changes with the removal of vegetation and introduction of built form elements.
- However, the site is located in an area that has been substantially altered for light industrial/commercial and residential uses as well as the racecourse.
- The site has also been subject to vegetation clearing, disturbances from cut and fill and weed invasion and an existing dwelling and outbuildings are currently located on the site.
- Proposed planting would provide a vegetated buffer around the site in the long term forming a green interface between the site and the public realm.

		MAGNITUDE			
SENSITIVITY		High	Moderate	Low	Negligible
	High	High	High-Moderate	Moderate	Negligible
	Moderate	High-Moderate	Moderate	Moderate-Low	Negligible
	Low	Moderate	Moderate-Low	Low	Negligible
	Negligible	Negligible	Negligible	Negligible	Negligible

LANDSCAPE CHARACTER IMPACT RATING MATRIX

4.2.5 MITIGATION STRATEGY

- The two storey administration office building has been positioned to address Racecourse Road to reflect the existing light industrial/commercial streetscape character.
- Selection of a colour palette based on a white base building colour and colour highlights which is consistent with the approach adopted by neighboring commercial properties
- Retention of existing vegetation where feasible.
- Incorporation of a planted buffer along the boundaries of the site to provide a green edge to adjoining roads.
- Removal of poor quality trees and species identified as noxious weeds and incorporation of indigenous vegetation within the planted buffer.

LANDSCAPE AND VISUAL AMENITY ANALYSIS

4.3. VISUAL IMPACT ASSESSMENT

Assessment of visual impact upon views is based on visual sensitivity and the magnitude of visual effects and is undertaken in accordance with the following process.

1 Identify areas from which the proposal is visible	
Zone of Visual Influence	The area within which the proposed development may have an effect on visual amenity. Areas from which the site is clearly visible.
Key Viewpoints	Nominated viewpoints from within the zone of visual influence representing a typical view experienced by the visual receptors.
2 Describe the existing view from each viewpoint	
Visual Amenity	The value of a particular area or view in terms of what is currently seen. The existing nature of the site and its context.
3 Determine the sensitivity of the view	
Visual Sensitivity	<p>Evaluate the susceptibility of the receptor to change of the view and the value attached to the view. The susceptibility of visual receptors to change is influenced by:</p> <ul style="list-style-type: none">- The location and context of the viewpoint.- The expectation or activity of the receptor.- The duration of the view. <p>Receptor susceptibility may be categorised as:</p> <ul style="list-style-type: none">- High - from residential properties where duration of the view is long and is experienced frequently, by people engaged in outdoor recreation whose attention/interest is focused on the landscape or particular views.- Moderate - experienced in the public realm where duration of the view is temporary e.g. pedestrians and from vehicles.- Low - from places of work, or similar, where attention is expected to be focused on an activity rather than a view, by people engaged in outdoor sport or recreation which does not involve or depend upon appreciation of views. <p>Assess the value attached to a view through consideration of factors such as heritage significance, planning designation, tourism and provision of facilities for their enjoyment.</p>
4 Determine how much the view is changing	
Magnitude of Visual Effects	<p>Evaluate the degree of change of the view established by assessing:</p> <ul style="list-style-type: none">- Scale of change of the view with respect to loss or addition of features and changes to its composition.- The degree of contrast or integration of changes in relation to such factors as form, scale and colour.- Nature of the view of the development - full, partial or glimpse.- Angle of the view and distance of the viewpoint from the proposed development which determines whether the development would be a focus or form one element in a panoramic view.
5 Evaluate the significance of the change	
Visual Impact	Determine the significance of change based on the sensitivity of the receptor and the scale or magnitude of the effect. Greater impact is generally associated with large-scale changes and locations where people are particularly sensitive to changes in views or visual amenity .
6 Identify measures to reduce visual impacts or enhance visual quality	
Mitigation Strategy	Built form design or landscape design measures to enhance visual quality or reduce, remedy or compensate for adverse visual impacts.

LANDSCAPE AND VISUAL AMENITY ANALYSIS

4.3.1 ZONE OF VISUAL INFLUENCE

The Zone of Visual Influence encompasses the areas from which the site is clearly visible and from where the proposal may have an effect on visual amenity. The proposed development will be visible from:

- A large area to the east and south-east of the site encompassing Racecourse Road, Gosford Racecourse and The Entertainment Grounds due to level terrain.
- The Central Coast Highway at the southern end of Gosford Racecourse.
- Faunce Street West and residential and light industrial/commercial properties immediately north of the road corridor to the north-east, north and north-west of the site.
- Young Street and adjoining residential and industrial/commercial properties to the east and south-east of the site.
- Industrial/commercial properties adjoining the southern boundary of the site.

The proposal may be visible from additional areas; however, the effect on visual amenity would be low due to the distance from the site, reduced visibility due to the location of existing buildings and/or vegetation screening, or the small number of visual receptors.

The Zone of Visual Influence is constrained by landform, vegetation and distance from the site.



FIGURE 4.1 ZONE OF VISUAL INFLUENCE

LANDSCAPE AND VISUAL AMENITY ANALYSIS

4.3.2 KEY VIEWPOINTS

The impact of the proposal on views from key viewpoints within the Zone of Visual Influence is described on the following pages.

Viewpoints have been selected to assess the visual impact of the development on the quality and amenity of the public domain

In the correspondence issued by DPE on 21 December 2023 it was confirmed that the selected viewpoints, as shown in Figure 4.2 Location of Key Viewpoints, would be sufficient for the purpose of preparing a revised visual impact assessment.

As part of the assessment, photomontage images have been prepared for each viewpoint to illustrate the extent of potential visual impacts. The report incorporates Year 0 and Year 15 photomontages from all viewpoints.

The visual impact rating is based on the following matrix:

SENSITIVITY	MAGNITUDE				
	High	Moderate	Low	Negligible	
	High	High	High-Moderate	Moderate	Negligible
	Moderate	High-Moderate	Moderate	Moderate-Low	Negligible
	Low	Moderate	Moderate-Low	Low	Negligible
Negligible	Negligible	Negligible	Negligible	Negligible	Negligible



FIGURE 4.2 LOCATION OF KEY VIEWPOINTS

LANDSCAPE AND VISUAL AMENITY ANALYSIS

VIEWPOINT 1

LOCATION: Western side of Racecourse Road adjacent to the existing pedestrian refuge.

CO-ORDINATES: 344567.53E 6300668.07N

RL OF CAMERA: 7.26

CAMERA TYPE: Nikon D7100

FOCAL LENGTH OF LENS: 35mm

FIELD OF VIEW OF LENS: 54.4°

DISTANCE TO SITE: Approx. 16.6m

DATE PHOTO TAKEN: 22/01/24

VISUAL AMENITY

- View south-east towards the site and along the Racecourse Road corridor.
- Vegetation along the eastern side of Racecourse Road is visually prominent and restricts views of the site and long distance views.
- Grassed open space within the site is visible in the middle distance between a gap in vegetation.
- Street trees located on the western side of Racecourse Road also feature in the view.
- Light grey industrial/commercial buildings, screened by landform and vegetation, are partially visible in the middle distance.
- Forested hills provide a partial backdrop to the view.



EXISTING PHOTOGRAPH



EXISTING PHOTOGRAPH + WIRE FRAME LINES

LANDSCAPE AND VISUAL AMENITY ANALYSIS

VIEWPOINT 1

LOCATION: Western side of Racecourse Road adjacent to the existing pedestrian refuge.

VISUAL SENSITIVITY

Receptor type: public realm

View duration: sequential/short

- The view of the proposed development from the public realm would be transitory as it would be experienced from moving vehicles or by pedestrians.
- Visual receptors would experience loss of green space and an increase in built form.
- Existing light industrial/commercial buildings are visible from this viewpoint and form a major element of the Racecourse Road streetscape south of the site.

Visual sensitivity: moderate

MAGNITUDE OF VISUAL EFFECT

Distance of viewpoint: short

- There would be a moderate change to the view with the loss of existing vegetation at the vehicle entry and grassed open space within the site, and the addition of built form elements including retaining walls, security fencing, guard rails and signage.
- Cars in the parking area would also be visible from Racecourse Road.
- Due to the proximity of the site, the retaining wall located at the edge of the parking area would be visually prominent; however, existing and proposed vegetation would provide substantial screening.
- The development would be incorporated into a landscape that currently includes light industrial/commercial buildings which are highly visible from this viewpoint.
- The proposal would occupy a small proportion of the overall view.

Magnitude of change: moderate

VISUAL IMPACT

- The view from Racecourse Road would be one of a sequence and temporary as receptors would be engaged in walking or driving.
- The proposed development would introduce new built form elements into the foreground; however, existing and proposed vegetation would provide substantial screening.
- The proposed planting adjacent to the site boundary would also provide of a green interface with the public realm.

Visual impact: moderate

MITIGATION STRATEGY

To mitigate negative impacts the proposed development includes the following:

- Large-scale buildings positioned adjacent to the eastern boundary of the site where they would be less visible from the Racecourse Road public realm.
- Planting adjacent to the western boundary, incorporating native trees, shrubs and groundcovers, to provide screening and a green edge to Racecourse Road.
- Dark grey coloured retaining walls, security fencing and guard rails to assist in reduction of the visual prominence of these built form elements.



YEAR 0 VIEW



YEAR 15 VIEW

LANDSCAPE AND VISUAL AMENITY ANALYSIS

VIEWPOINT 2

LOCATION: Western side of Racecourse Road south-east of the Entertainment Grounds grandstand.

CO-ORDINATES: 344564.71E 6300650.07N

RL OF CAMERA: 6.46

CAMERA TYPE: Nikon D7100

FOCAL LENGTH OF LENS: 35mm

FIELD OF VIEW OF LENS: 54.4°

DISTANCE TO SITE: Approx. 16.6m

DATE PHOTO TAKEN: 22/01/24

VISUAL AMENITY

- View south-east across Racecourse Road towards the site.
- Vegetation along the eastern side of Racecourse Road is visually prominent and restricts views of the site and long distance views.
- Sloping grassed open space within the site is partially visible in the middle distance.
- Light grey industrial/commercial buildings, screened by landform and vegetation, are partially visible in the middle distance.
- The upper levels of the 7 storey apartment building located at 23-25 Young Street are visible in the distance.



EXISTING PHOTOGRAPH



EXISTING PHOTOGRAPH + WIRE FRAME LINES

LANDSCAPE AND VISUAL AMENITY ANALYSIS

VIEWPOINT 2

LOCATION: Western side of Racecourse Road south-east of the Entertainment Grounds grandstand.

VISUAL SENSITIVITY

Receptor type: public realm

View duration: sequential/short

- The view of the proposed development from the public realm would be transitory as it would be experienced from moving vehicles or by pedestrians.
- Visual receptors would experience loss of green space and an increase in built form.

Visual sensitivity: moderate

MAGNITUDE OF VISUAL EFFECT

Distance of viewpoint: short

- The view would moderate change to the view with the loss of existing vegetation at the vehicle entry and grassed open space within the site, and the addition of built form elements including retaining walls, security fencing, guard rails and signage.
- Cars in the parking area would also be visible from Racecourse Road.
- Due to the proximity of the site, the retaining wall located at the edge of the parking area would be visually prominent; however, existing and proposed vegetation would provide substantial screening.
- The proposal would occupy a moderate proportion of the overall view.

Magnitude of change: moderate

VISUAL IMPACT

- The view from Racecourse Road would be one of a sequence and temporary as receptors would be engaged in walking or driving.
- The proposed development would introduce new built form elements into the foreground; however, existing and proposed vegetation would provide substantial screening.
- The proposed planting adjacent to the site boundary would also provide of a green interface with the public realm.

Visual impact: moderate

MITIGATION STRATEGY

To mitigate negative impacts the proposed development includes the following:

- Large-scale buildings positioned adjacent to the eastern boundary of the site where they would be less visible from the Racecourse Road public realm.
- Planting adjacent to the western boundary, incorporating native trees, shrubs and groundcovers, to provide screening and a green edge to Racecourse Road.
- Dark grey coloured retaining walls, security fencing and guard rails to assist in reduction of the visual prominence of these built form elements.



YEAR 0 VIEW



YEAR 15 VIEW

LANDSCAPE AND VISUAL AMENITY ANALYSIS

VIEWPOINT 3

LOCATION: Western side of Racecourse Road opposite No 5 Racecourse Road.

CO-ORDINATES: 344547.97E 6300546.27N

RL OF CAMERA: 4.15

CAMERA TYPE: Nikon D7100

FOCAL LENGTH OF LENS: 35mm

FIELD OF VIEW OF LENS: 54.4°

DISTANCE TO SITE: Approx. 39.2m

DATE PHOTO TAKEN: 22/01/24

VISUAL AMENITY

- View across Racecourse Road towards the south-west corner of the site.
- Vegetation along the eastern side of Racecourse Road is visually prominent and restricts views of the northern end of the site.
- Sloping grassed open space within the site is partially visible in the middle distance.
- The neighbouring commercial building, and elements located in front of the building including shipping containers, signage flags and hedge planting are visible in the foreground and restrict views of the southern end of the site.
- Existing vegetation located along the eastern edge of the site and in Waterview Park feature in the distance and form a backdrop to the view.



EXISTING PHOTOGRAPH



EXISTING PHOTOGRAPH + WIRE FRAME LINES

LANDSCAPE AND VISUAL AMENITY ANALYSIS

VIEWPOINT 3

LOCATION: Western side of Racecourse Road opposite No 5 Racecourse Road.

VISUAL SENSITIVITY

Receptor type: public realm

View duration: sequential/short

- The view of the proposed development from the public realm would be transitory as it would be experienced from moving vehicles or by pedestrians.
- Visual receptors would experience loss of green space and an increase in built form.
- There would be an increase in visual complexity.
- Existing built form elements located in the adjoining commercial property at 7 Racecourse Road are highly visible from this viewpoint.

Visual sensitivity: moderate

MAGNITUDE OF VISUAL EFFECT

Distance of viewpoint: short

- There would be major change to the view with the loss of grassed open space and the addition of built form elements including the bus workshop, covered bus parking area, retaining walls, security fencing and guard rails.
- Buses and cars in the parking area would also be partially visible from Racecourse Road.
- There would also be partial loss of views of vegetation in the background.
- Visibility of the development would be restricted by existing and proposed vegetation as well as structures within the adjoining property.
- The proposal would occupy a large proportion of the overall view.

Magnitude of change: high

VISUAL IMPACT

- The view from Racecourse Road would be one of a sequence and temporary as receptors would be engaged in walking or driving.
- The proposed development would introduce new built form elements into the foreground and middle distance; however, existing and proposed vegetation would provide a high level of screening.
- The proposed planting adjacent to the site boundary would also provide of a green interface with the public realm.

Visual impact: high-moderate

MITIGATION STRATEGY

To mitigate negative impacts the proposed development includes the following:

- Large-scale buildings positioned adjacent to the eastern boundary of the site where they would be less visible from the Racecourse Road public realm.
- Modulation of building facades and selection of building materials and colours to reduce visual impacts in terms of bulk and scale.
- Planting adjacent to the western and southern boundaries incorporating native trees, shrubs and groundcovers, to provide screening and a green edge to Racecourse Road.
- Dark grey coloured retaining walls, security fencing and guard rails to assist in reduction of the visual prominence of these built form elements.



YEAR 0 VIEW



YEAR 15 VIEW

LANDSCAPE AND VISUAL AMENITY ANALYSIS

VIEWPOINT 4

LOCATION: Western side of Racecourse Road adjacent to The Entertainment Grounds vehicle entry.

CO-ORDINATES: 344573.26E 6300708.31N

RL OF CAMERA: 9.50

CAMERA TYPE: Nikon D7100

FOCAL LENGTH OF LENS: 35mm

FIELD OF VIEW OF LENS: 54.4°

DISTANCE TO SITE: Approx.17.2m

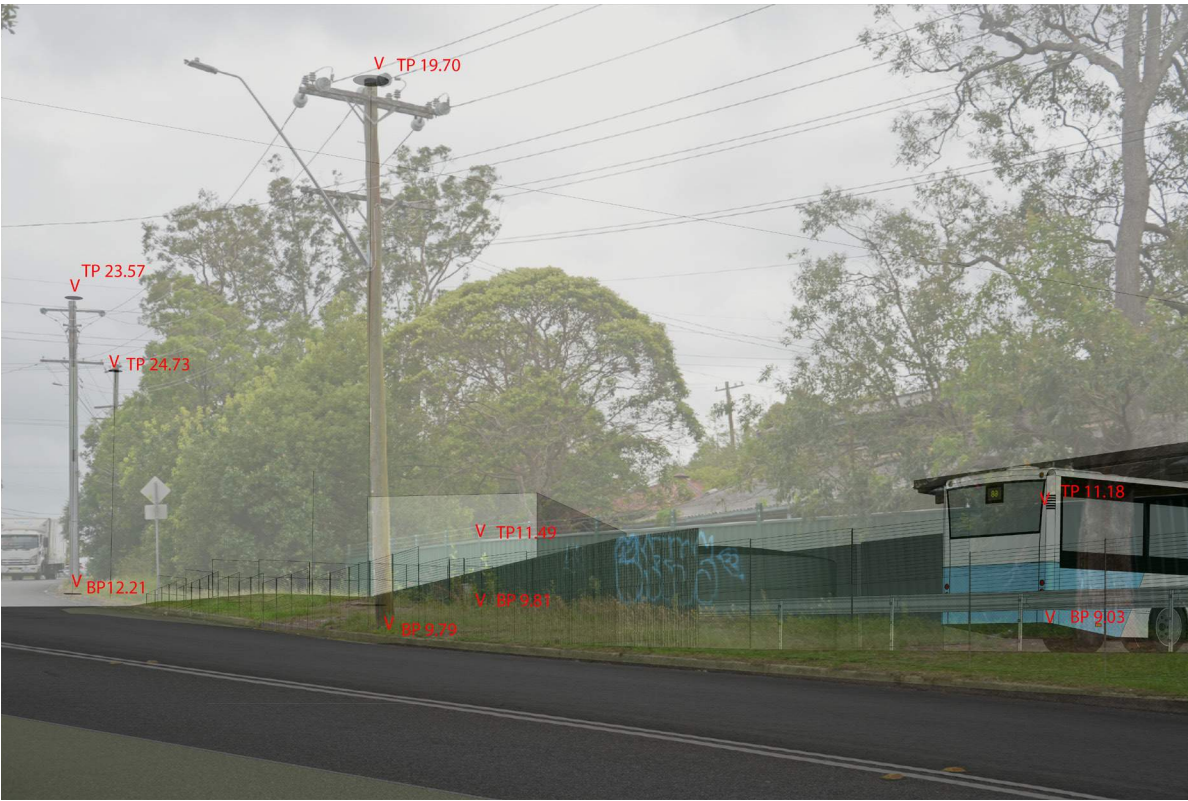
DATE PHOTO TAKEN: 22/01/24

VISUAL AMENITY

- View across Racecourse Road towards the north-west corner of the site.
- Metal panel fencing with barbed wire topper along the boundary restricts views of the site.
- Roofs of outbuildings on the site are visible above the fence in the middle distance.
- Vegetation along the eastern side of Racecourse Road and in the northern section of the site is visually prominent.
- The vegetation and sloping terrain restrict long distance views.



EXISTING PHOTOGRAPH



EXISTING PHOTOGRAPH + WIRE FRAME LINES

LANDSCAPE AND VISUAL AMENITY ANALYSIS

VIEWPOINT 4

LOCATION: Western side of Racecourse Road adjacent to The Entertainment Grounds vehicle entry.

VISUAL SENSITIVITY

Receptor type: public realm

View duration: sequential/short

- The view of the proposed development from the public realm would be transitory as it would be experienced from moving vehicles or by pedestrians.
- Visual receptors would experience partial loss of vegetation, removal of existing built form elements and introduction of new built form elements.
- Middle and long distance views are currently restricted by fencing and vegetation.

Visual sensitivity: moderate

MAGNITUDE OF VISUAL EFFECT

Distance of viewpoint: short

- There would be moderate change to the view with the loss of existing buildings, fencing and existing vegetation within the site, and the addition of built form elements including the fuel tank, acoustic screen, crash barrier, and security fencing.
- Visibility of the bus workshop would be substantially restricted from this viewpoint.
- Buses in the parking area south of the fuel tanks would also be visible from Racecourse Road. Visibility of buses north of the fuel tanks would be substantially blocked by the acoustic screen.
- Due to the proximity of the site, the built form elements would be visually prominent; however, proposed vegetation would provide substantial screening.

Magnitude of change: moderate

VISUAL IMPACT

- The view from Racecourse Road would be one of a sequence and temporary as receptors would be engaged in walking or driving.
- The proposed development would introduce new built form elements into the foreground and middle distance; however, existing and proposed vegetation would provide substantial screening.
- The proposed planting adjacent to the site boundary would also provide of a green interface with the public realm.

Visual impact: moderate

MITIGATION STRATEGY

To mitigate negative impacts the proposed development includes the following:

- Large-scale buildings positioned adjacent to the eastern boundary of the site where they would be less visible from the Racecourse Road public realm.
- Planting adjacent to the western boundary incorporating native trees, shrubs and groundcovers, to provide screening and a green edge to Racecourse Road.
- A textured and dark grey coloured acoustic screen and dark grey coloured security fencing to assist in reduction of the visual prominence of these built form elements.



YEAR 0 VIEW



YEAR 15 VIEW

LANDSCAPE AND VISUAL AMENITY ANALYSIS

VIEWPOINT 5

LOCATION: Western side of Racecourse Road north of the intersection with Faunce Street West.
CO-ORDINATES: 344646.50E 6300842.84N
RL OF CAMERA: 15.14
CAMERA TYPE: Nikon D7100
FOCAL LENGTH OF LENS: 35mm
FIELD OF VIEW OF LENS: 54.4°
DISTANCE TO SITE: Approx. 61m
DATE PHOTO TAKEN: 22/01/24

VISUAL AMENITY

- View across Racecourse Road towards the north-west corner of the site.
- Vegetation along the eastern side of Racecourse Road and in the northern section of the site is visually prominent and restricts views of the site.
- Visibility of the site is also limited by the fall across the site from north to south.
- Street trees on the western side of Racecourse Road adjacent to The Entertainment Grounds are visible in the middle distance and screen the racecourse and distant forested hills.



EXISTING PHOTOGRAPH



EXISTING PHOTOGRAPH + WIRE FRAME LINES

LANDSCAPE AND VISUAL AMENITY ANALYSIS

VIEWPOINT 5

LOCATION: Western side of Racecourse Road north of the intersection with Faunce Street West.

VISUAL SENSITIVITY

Receptor type: public realm

View duration: sequential/short

- The view of the proposed development from the public realm would be transitory as it would be experienced from moving vehicles or by pedestrians.
- Visual receptors would experience minor loss of vegetation and there would be minimal visibility of the proposed depot buildings from this viewpoint.
- Vegetation would remain a prominent element at the intersection of Racecourse Road and Faunce Street West.

Visual sensitivity: moderate

MAGNITUDE OF VISUAL EFFECT

Distance of viewpoint: short

- There would be minimal change to the view as visibility of the development would be substantially restricted by existing and proposed vegetation and the changes of level between the road and depot.

Magnitude of change: low

VISUAL IMPACT

- The view from Racecourse Road would be one of a sequence and temporary as receptors would be engaged in walking or driving.
- There would be minimal visibility of the development due to vegetation screening and changes in level between the road and proposed depot.

Visual impact: moderate-low

MITIGATION STRATEGY

To mitigate negative impacts the proposed development includes the following:

- Large-scale buildings positioned adjacent to the eastern boundary of the site where they would be less visible from the public realm.
- Planting adjacent to the northern and western boundaries incorporating native trees and shrubs to provide additional screening at the intersection of Faunce Street West and Racecourse Road.



YEAR 0 VIEW



YEAR 15 VIEW

LANDSCAPE AND VISUAL AMENITY ANALYSIS

VIEWPOINT 6

LOCATION: West of the intersection of Racecourse Road and Faunce Street West.
CO-ORDINATES: 344550.47E 6300810.95N
RL OF CAMERA: 16.30
CAMERA TYPE: Nikon D7100
FOCAL LENGTH OF LENS: 35mm
FIELD OF VIEW OF LENS: 54.4°
DISTANCE TO SITE: Approx. 70.8m
DATE PHOTO TAKEN: 22/01/24

VISUAL AMENITY

- View south-east towards the site and along the Faunce Street West corridor.
- Dense vegetation in the middle distance at the intersection of Racecourse Road and Faunce Street West restricts views of the site.
- Waterview Park/President's Hill forms a backdrop to the view.
- There are glimpses of roofs of buildings east of Young Street.
- Power lines and power poles are prominent elements along the road corridor.



EXISTING PHOTOGRAPH



EXISTING PHOTOGRAPH + WIRE FRAME LINES

LANDSCAPE AND VISUAL AMENITY ANALYSIS

VIEWPOINT 6

LOCATION: West of the intersection of Racecourse Road and Faunce Street West.

VISUAL SENSITIVITY

Receptor type: public realm

View duration: sequential/short

- The view of the proposed development from the public realm would be transitory as it would be experienced from moving vehicles or by pedestrians.
- Visual receptors would experience change to the middle distance with the loss of vegetation and the addition of built form elements.
- Vegetation would remain a prominent element at the intersection of Racecourse Road and Faunce Street West.

Visual sensitivity: moderate

MAGNITUDE OF VISUAL EFFECT

Distance of viewpoint: short

- There would be major change to the view with loss of existing vegetation and the addition of the bus workshop.
- The workshop structure would contrast with the heavily vegetated landscape seen from this viewpoint; however, visibility of the building would be restricted by existing and proposed vegetation and changes of level between the road and depot.
- The acoustic screen and buses in the parking area would not be visible from this viewpoint.
- The proposal would occupy a small proportion of the overall view.

Magnitude of change: moderate

VISUAL IMPACT

- The view from Faunce Street West would be one of a sequence and temporary as receptors would be engaged in walking or driving.
- The proposed development would introduce a new large-scale built form element into the middle distance; however, existing and proposed vegetation would provide substantial screening.
- The proposed planting adjacent to the site boundary would also provide of a green interface with the public realm.

Visual impact: moderate

MITIGATION STRATEGY

To mitigate negative impacts the proposed development includes the following:

- Large-scale buildings positioned adjacent to the eastern boundary and below Faunce Street West road levels where they would be less visible from the public realm.
- Modulation of building facades and selection of building materials and colours to reduce visual impacts in terms of bulk and scale.
- Planting adjacent to the western and northern boundaries incorporating native trees, shrubs and groundcovers, to provide screening and a green edge to Racecourse Road and Faunce Street West.



YEAR 0 VIEW



YEAR 15 VIEW

LANDSCAPE AND VISUAL AMENITY ANALYSIS

VIEWPOINT 7

LOCATION: East of the intersection of Faunce Street West and Young Street.

CO-ORDINATES: 344742.37E 6300780.54N

RL OF CAMERA: 19.60

CAMERA TYPE: Nikon D7100

FOCAL LENGTH OF LENS: 35mm

FIELD OF VIEW OF LENS: 54.4°

DISTANCE TO SITE: Approx. 41m

DATE PHOTO TAKEN: 22/01/24

VISUAL AMENITY

- View south-west towards the site and along the Faunce Street West corridor.
- Dense vegetation along the southern side of Faunce Street West and in the northern section of the site is visible in the middle distance and restricts views of the site.
- Visibility of the site is also limited by the fall across the site from north-east to south-west.
- Vegetated hillsides in the distance form a backdrop to the view.



EXISTING PHOTOGRAPH



EXISTING PHOTOGRAPH + WIRE FRAME LINES

LANDSCAPE AND VISUAL AMENITY ANALYSIS

VIEWPOINT 7

LOCATION: East of the intersection of Faunce Street West and Young Street.

VISUAL SENSITIVITY

Receptor type: public realm

View duration: sequential/short

- The view of the proposed development from the public realm would be transitory as it would be experienced from moving vehicles or by pedestrians.
- Visual receptors would experience change to the middle distance with loss of vegetation and the addition of built form elements.
- Vegetation would remain a prominent element along the northern boundary.

Visual sensitivity: moderate

MAGNITUDE OF VISUAL EFFECT

Distance of viewpoint: short

- There would be partial change to the view with the loss of existing vegetation and addition of built form elements including the bus workshop and security fencing.
- The large-scale workshop would contrast with the heavily vegetated landscape seen from this viewpoint; however, visibility of the development would be partially screened by proposed vegetation and changes of level between the road and depot.
- The density of proposed vegetation screening along the northern end of Young Street would be restricted by APZ requirements.
- The proposal would occupy a small proportion of the overall view.
- Buildings and structures within the development would not project above the distant tree line.

Magnitude of change: moderate

VISUAL IMPACT

- The view from Faunce Street West would be one of a sequence and temporary as receptors would be engaged in walking or driving.
- The proposed development would introduce new built form elements into the middle distance however proposed vegetation would provide a moderate level of screening.
- The proposed planting adjacent to the northern and eastern boundaries would also provide of a green interface with the public realm.
- Visible portions of the building would contrast with the adjoining natural landscape but would not extend above the distant tree line.

Visual impact: moderate

MITIGATION STRATEGY

To mitigate negative impacts the proposed development includes the following:

- Buildings and parking areas positioned below Faunce Street West/Young Street road levels.
- Modulation of building facades and selection of building materials and colours to reduce visual impacts in terms of bulk and scale.
- Planting adjacent to the northern and eastern boundaries, incorporating native trees, shrubs and groundcovers, to provide a green edge to Faunce Street West and Young Street whilst also adhering to APZ requirements.
- Dark grey coloured security fencing to assist in reduction of the visual prominence of this built form element.



YEAR 0 VIEW



YEAR 15 VIEW

LANDSCAPE AND VISUAL AMENITY ANALYSIS

VIEWPOINT 8

LOCATION: Eastern side of Young Street adjacent to No 41 Young Street.

CO-ORDINATES: 344681.85E 6300603.95N

RL OF CAMERA: 17.02

CAMERA TYPE: Nikon D7100

FOCAL LENGTH OF LENS: 35mm

FIELD OF VIEW OF LENS: 54.4°

DISTANCE TO SITE: Approx. 7.8m

DATE PHOTO TAKEN: 22/01/24

VISUAL AMENITY

- View north towards the site and along the Young Street corridor.
- Dense vegetation along the eastern boundary is prominent in the short to middle distance and restricts views of the site.
- Vegetation on the eastern side of Young Street is also highly visible.



EXISTING PHOTOGRAPH



EXISTING PHOTOGRAPH + WIRE FRAME LINES

LANDSCAPE AND VISUAL AMENITY ANALYSIS

VIEWPOINT 8

LOCATION: Eastern side of Young Street adjacent to No 41 Young Street.

VISUAL SENSITIVITY

Receptor type: public realm

View duration: sequential/short

- The view of the proposed development from the public realm would be transitory as it would be experienced from moving vehicles or by pedestrians.
- Visual receptors would experience change to the foreground and middle distance with loss of vegetation and the addition of built form elements.
- The removal of vegetation along the eastern boundary would substantially alter the streetscape which is characterised by dense vegetation and there would be a reduction in the degree of visual enclosure.

Visual sensitivity: moderate

MAGNITUDE OF VISUAL EFFECT

Distance of viewpoint: short

- There would be substantial change to the view with the loss of existing vegetation; however, visibility of the large scale buildings/structures within the development would be restricted by existing and proposed vegetation and changes of level between the road and depot.
- The density of proposed vegetation screening along the northern end of Young Street would be restricted by APZ requirements.
- The upper portions of the bus workshop and covered bus parking structure would be visible from this viewpoint.
- Due to the proximity of the site, the security fence would be visually prominent.

Magnitude of change: high

VISUAL IMPACT

- The view from Young Street would be one of a sequence and temporary as receptors would be engaged in walking or driving.
- The proposed development would introduce new built form elements into the foreground and middle distance.
- At Year 0, there would be major change to the natural landscaped edge which characterises the northern section of Young Street. However, proposed planting adjacent to the boundary would provide substantial screening of the development by Year 15.
- The proposed planting adjacent to the site boundary would also provide of a green interface with the public realm.

Visual impact: high-moderate

MITIGATION STRATEGY

To mitigate negative impacts the proposed development includes the following:

- Buildings and parking areas positioned below Young Street road levels.
- Modulation of building facades and selection of building materials and colours to reduce visual impacts in terms of bulk and scale.
- Planting adjacent to the eastern boundary, incorporating native trees, shrubs and groundcovers, to provide a green edge to Young Street.
- Dark grey coloured security fencing to assist in reduction of the visual prominence of this built form element.



YEAR 0 VIEW



YEAR 15 VIEW

LANDSCAPE AND VISUAL AMENITY ANALYSIS

VIEWPOINT 9

LOCATION: Eastern side of Young Street adjacent to 23-25 Young Street

CO-ORDINATES: 344659.40E 6300465.29N

RL OF CAMERA: 13.59

CAMERA TYPE: Nikon D7100

FOCAL LENGTH OF LENS: 35mm

FIELD OF VIEW OF LENS: 54.4°

DISTANCE TO SITE: Approx. 88.4m

DATE PHOTO TAKEN: 22/01/24

VISUAL AMENITY

- Views of the site are restricted by detached dwellings and vegetation in the foreground on the western side of Young Street.
- Vegetation along the eastern boundary of the site is prominent in the middle distance and screens views of the site.
- Visibility of the site is also limited by the fall across the site from east to west.



EXISTING PHOTOGRAPH



EXISTING PHOTOGRAPH + WIRE FRAME LINES

LANDSCAPE AND VISUAL AMENITY ANALYSIS

VIEWPOINT 9

LOCATION: Eastern side of Young Street adjacent to 23-25 Young Street

VISUAL SENSITIVITY

Receptor type: public realm

View duration: sequential/short

- The view of the proposed development from the public realm would be transitory as it would be experienced from moving vehicles or by pedestrians.
- Visual receptors would experience change to the middle distance with the loss of vegetation and the addition of built form elements.
- Existing residential and light industrial buildings are visible from this viewpoint and form a major element of the streetscape south of the site.

Visual sensitivity: moderate

MAGNITUDE OF VISUAL EFFECT

Distance of viewpoint: medium

- There would be minor change to the view with the partial loss of existing vegetation along Young Street and the addition of the acoustic screen and security fencing; however, visibility of the large scale buildings/structures within the development would be substantially restricted by existing buildings, existing and proposed vegetation and changes of level between the road and depot.
- Mature trees and vegetation in the south-east corner of the site would be retained.
- The proposal would occupy a minor proportion of the overall view.

Magnitude of change: low

VISUAL IMPACT

- The view from Young Street would be one of a sequence and temporary as receptors would be engaged in walking or driving.
- The development would introduce new built form elements into the middle distance; however, they would form only a minor part of the overall view and would be substantially screened by existing buildings and existing and proposed vegetation.

Visual impact: moderate-low

MITIGATION STRATEGY

To mitigate negative impacts the proposed development includes the following:

- Buildings and parking areas positioned below Young Street road levels.
- Retention of existing mature trees in the south-east corner of the site.
- Planting adjacent to the eastern boundary, incorporating native trees, shrubs and groundcovers, to provide a green edge to Young Street.
- Dark grey coloured security fencing to assist in reduction of the visual prominence of this built form element.
- A lap and cap timber acoustic screen to integrate this element with the character of existing residential properties opposite the site on Young Street.



YEAR 0 VIEW



YEAR 15 VIEW

LANDSCAPE AND VISUAL AMENITY ANALYSIS

VIEWPOINT 10

LOCATION: Footpath adjacent to the Central Coast Highway at the southern end of Gosford Racecourse.

CO-ORDINATES: 344422.88E 6300114.75N

RL OF CAMERA: 3.04

CAMERA TYPE: Nikon D7100

FOCAL LENGTH OF LENS: 35mm

FIELD OF VIEW OF LENS: 54.4°

DISTANCE TO SITE: Approx. 484.6m

DATE PHOTO TAKEN: 22/01/24

VISUAL AMENITY

- Gosford racecourse and grassed open space adjacent to the Central Coast Highway dominate the foreground of the view.
- Industrial/commercial buildings located on the eastern side of Racecourse Road and the 7-storey apartment building at 23-25 Young Street are prominent in the middle distance. These built form elements contrast in colour and form with surrounding vegetation and backdrop of forested hills.
- Barriers and fencing around the race track, and the Entertainment Grounds buildings including the racecourse grandstand are also visible in the foreground and middle distance on the western side of Racecourse Road.
- The site is partially screened by vegetation located on the eastern side of Racecourse Road.
- Grassed open space within the site is partially visible between gaps in vegetation.



EXISTING PHOTOGRAPH



EXISTING PHOTOGRAPH + WIRE FRAME LINES

LANDSCAPE AND VISUAL AMENITY ANALYSIS

VIEWPOINT 10

LOCATION: Footpath adjacent to the Central Coast Highway at the southern end of Gosford Racecourse.

VISUAL SENSITIVITY

Receptor type: public realm

View duration: sequential/short

- The view of the proposed development from the public realm would be transitory as it would be experienced from moving vehicles or by pedestrians.
- Visual receptors would experience minimal change to the view.
- Existing light industrial/commercial uses are visible from this viewpoint and form a major element along Racecourse Road.

Visual sensitivity: low

MAGNITUDE OF VISUAL EFFECT

Distance of viewpoint: long

- Due to the distance from the site there would be minimal change to the view with partial loss of vegetation within the site and the introduction of new built form elements.
- Visibility of the proposed development would be substantially restricted by existing and proposed vegetation.
- The form and colour of proposed built form elements would integrate the development with the surrounding built environment.
- The development would form only a minor part of an expansive view.

Magnitude of change: low

VISUAL IMPACT

- The view from the Central Coast Highway would be one of a sequence and temporary as receptors would be engaged in walking or driving.
- The development would introduce new built form elements into the middle distance; however, they would form only a minor part of the overall view and would be substantially screened by existing and proposed vegetation.

Visual impact: low

MITIGATION STRATEGY

To mitigate negative impacts the proposed development includes the following:

- Planting adjacent to the western and southern boundaries incorporating native trees and shrubs to provide screening.
- Incorporation of building colours that would be compatible with surrounding built forms.



YEAR 0 VIEW



YEAR 15 VIEW

5.0 CONCLUSION

The site is located in an area characterised by a mix of light industrial, commercial and residential uses, that lies between Waterview Park/Presidents Hill nature reserve to the east and Gosford Race Club racecourse and Entertainment Grounds to the west. A private hospital is proposed north of the site at the intersection of Racecourse Road and Faunce Street West. Distant forested, undulating ridgelines and ranges to the north, south and west of the site contain views in the broader context.

The site has been subject to vegetation clearing, disturbances from cut and fill and weed invasion and incorporates single and two-storey buildings, including a house and stables, in the northern portion of the site and grassed open space in the southern part of the site which is used for event car parking by Gosford Race Club.

The proposed development would result in loss of vegetation and open space, and the construction of buildings, retaining walls, hardstand areas and fencing.

Views from Racecourse Road

- The visual impact from selected key viewpoints along Racecourse Road would range from moderate-low to high-moderate.
- South of the site, single and two-storey light industrial/commercial buildings address the eastern side of Racecourse Road and incorporate at grade car parking within the setbacks of the properties.
- The proposal would provide a continuation of the light industrial/commercial uses along Racecourse Road.
- The bus workshop and covered bus parking area, which present as large scale built form elements within the development, would be located adjacent to the eastern boundary in the northern and central sections of the site to reduce their visual presence on the Racecourse Road streetscape.
- The two storey administration building would be visible from Racecourse Road as well as retaining walls located at the edge of the parking areas, the noise wall located at the northern end of the site and security fencing located along the boundary.
- The proposal incorporates mitigation measures to reduce the prominence of these built form elements including:
 - Modulation of building facades and selection of building materials and colours to reduce visual impacts in terms of bulk and scale.
 - The use of dark grey coloured retaining walls, acoustic screen, security fencing and guard rails to assist in reduction of the visual prominence of these built form elements.
 - Provision of a vegetation buffer along the street frontage to screen views and provide a green interface with the public realm.
- Existing planting within the road verge would provide a high level of screening at Year 0.

Views from Faunce Street West

- The visual impact from selected key viewpoints along Faunce Street West would be moderate.
- The single storey bus workshop is located in the north-east corner of the site; however, due to changes of level within the site, only the upper portion of the building would be visible at street level.
- Security fencing along the site boundary would also be visible from Faunce Street West.
- The proposal incorporates mitigation measures to reduce the prominence of these built form elements including:
 - Modulation of building facades and selection of building materials and colours to reduce visual impacts in terms of bulk and scale.
 - The use of dark grey coloured security fencing to assist in reduction of its visual prominence.
 - Provision of a vegetation buffer along the street frontage to screen views of the proposed built forms and provide a green interface with the public realm.
- Existing planting within the road verge would provide a high level of screening at the intersection of Faunce Street West and Racecourse Road at Year 0.

Views from Young Street

- The visual impact from selected key viewpoints along Young Street would range from moderate-low to high-moderate.
- There would be loss of trees along the eastern boundary and the introduction of built form elements.
- However, due to changes of level within the site only the upper portions of the bus workshop and covered bus parking structure would be visible at street level.
- The 1.8m high acoustic screen located adjacent to the eastern boundary would be visually prominent; however, it would be set back from the boundary to allow for incorporation of planting adjacent to the public realm.
- Security fencing along the site boundary would also be visible from Young Street.
- The proposal incorporates mitigation measures to reduce the prominence of these built form elements including:
 - Modulation of building facades and selection of building materials and colours to reduce visual impacts in terms of bulk and scale.
 - The use of dark grey coloured retaining walls and security fencing to assist in reduction of the visual prominence of these built form elements.
 - Incorporation of a lap and cap timber acoustic screen to integrate this element with the character of existing residential properties opposite the site on Young Street.
 - Retention of existing mature trees in the south-east corner of the site.
 - Provision of a vegetation buffer along the street frontage to screen views of the proposed built forms and provide a green interface with the public realm. Incorporation of planting at a density that meets APZ requirements would result in a lower level of screening at the northern end of Young Street than along other frontages.

View from Central Coast Highway

- The visual impact from the selected key viewpoint from the Central Coast Highway would be low.
- Existing light industrial/commercial buildings along Racecourse Road are prominent visual elements and contribute to the character of the area surrounding the site.
- Proposed building colours would be compatible with existing buildings along Racecourse Road.
- Due to the distance from the site and screening by existing and proposed vegetation, there would be a high level of visual absorption of the development into the landscape.