
WALUYA PTY LTD GOSFORD TRANSPORT DEPOT

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

REVISED DA DESIGN REPORT

FEBRUARY 2024
Project no. 4611-00



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architecture • urban design • interior design • landscape architecture

ISSUE REGISTER

DATE OF ISSUE	REASON FOR ISSUE	PREPARED BY	CHECKED BY	SIGNED
09/09/22	Outline / Site Analysis	GZ / JP	JP	JP
13/12/22	Preliminary Draft	GZ / JP	JP	JP
14/12/22	Draft	GZ / JP	JP	JP
15/12/22	FINAL DRAFT	GZ / JP	JP	JP
16/12/22	DA Lodgement	GZ / JP	JP	JP
09/02/2024	Draft Amended Design Report	JP	JP	JP
13/02/2024	Final Amended Design Report	JP	JP	JP

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DESIGN EXCELLENCE

1.1. CONSIDERATION OF DESIGN EXCELLENCE

5.45 Design excellence

(1) *The objective of this section is to ensure that development exhibits design excellence that contributes to the natural, cultural, visual and built character values of Gosford City Centre.*

(2) *This section applies to development involving the erection of a new building or external alterations to an existing building.*

(3) *Development consent must not be granted for development to which this section applies unless the consent authority considers that the development exhibits design excellence.*

(4) *In considering whether the development exhibits design excellence, the consent authority must have regard to the following matters—*

(a) *whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,*

- Refer to section 6.20 Facade Modulation, Materials Finishes and Colours, page 60 of the Design report.
- Refer to section 6.21 Acoustic Screens, page 61 of the Design Report.
- Refer to section 6.22 Retaining Walls, page 62 of the Design Report.
- Refer to section 6.23 Guardrails, page 63 of the Design report.

(b) *whether the form and external appearance of the development will improve the quality and amenity of the public domain,*

- Refer to section 6.3 Streetscape Character, page 21 of the Design Report
- Refer to section 6.8 The Administration Building , page 36 of the Design Report.
- Refer to section 6.13 Workshop facility, page 45 of the Design Report.
- Refer to section 6.17 Covered Bus Parking Structure, page 54 of the Design Report.

(c) *whether the development is consistent with the objectives of sections 5.52 and 5.53,*

- In response to Section 5.52 of SEPP 2021 the development will have no impact on public open space, including Kibble Park and Leagues Club Field which are both located more than 1.5km from the site.
- In response to Section 5.53 Vista and View Corridors, refer to section 6.2 Vista and View Corridors, page 21 of the Design Report.

(d) *any relevant requirements of applicable development control plans,*

- The proposal is compliant with the requirements of applicable DCPs.
- Refer to Architectural Drawings on pages 22-26, 37-44 and 46-53.

(e) *how the development addresses the following matters—*

(i) *the suitability of the land for development,*

- The land has been previously modified for a single house with equestrian facilities and is currently used for overflow car parking for the Entertainment Grounds.
- The existing landscape consists of patches of remnant native vegetation and regrowth.
- The site is considered highly suitable for the proposed development for the following reasons:
 - The site is Zoned B6 'Enterprise Corridor'.
 - The site is in a highly accessible located within Gosford City Centre and which is very well connected to the highway network. This is critical to the effective operation of the bus depot.
 - Suitable and safe vehicular access (for buses and cars) to the site from the surrounding highway network can be made readily available.

- The site is of a sufficient size to meet the operational requirements of the proposed bus depot.
- The site is located within a mixed-use area, which is characterised by light industrial and \ commercial uses. There are a limited number of sensitive uses within the immediate vicinity of the site.
- The site is of limited ecological and biodiversity significance and is not within an area of flood risk.

(ii) *existing and proposed uses and use mix,*

- The land has been previously modified for a single house with equestrian facilities and is currently used for overflow car parking for the Entertainment Grounds located opposite on Racecourse road.
- The proposal use will be compatible with existing and future commercial and light industrial developments within the surrounding neighbourhood.
- The provision of a new bus depot would enhance public transportation infrastructure, making it easier for residents and visitors to access the city centre.
- Improved connectivity fosters a vibrant urban environment that attracts social gatherings and community events, contributing to the revitalisation of the area.

(iii) *heritage issues and streetscape constraints,*

- Refer to section 6.3 Streetscape Character, page 21 of the Design Report

(iv) *the relationship of the development with other development (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form,*

- Refer to section 6.1 Masterplan Design Principles, page 20 of the design report.
- Refer to section 6.8 The Administration Building , page 36 of the Design Report.
- Refer to section 6.13 Workshop facility, page 45 of the Design Report.
- Refer to section 6.17 Covered Bus Parking Structure, page 54 of the Design Report.

(v) *bulk, massing and modulation of buildings,*

- Refer to section 6.8 The Administration Building , page 36 of the Design Report.
- Refer to section 6.13 Workshop facility, page 45 of the Design Report.
- Refer to section 6.17 Covered Bus Parking Structure, page 54 of the Design Report.

(vi) *street frontage heights,*

- Refer to section 6.8 The Administration Building , page 36 of the Design Report.
- Refer to section 6.13 Workshop facility, page 45 of the Design Report.
- Refer to section 6.17 Covered Bus Parking Structure, page 54 of the Design Report.

(vii) *environmental impacts such as sustainable design, overshadowing, wind and reflectivity,*

- Proposed buildings will not overshadow public open space or external recreational spaces within neighboring commercial properties refer to shadow diagrams in section 8.1 Shadow diagrams on pages 73-75 of the Design Report.
- Refer to section 8.2 ESD Overview , page 76 for proposed sustainability initiatives to be adopted to improve occupants health, productivity, comfort and satisfaction.

(viii) *the achievement of the principles of ecologically sustainable development,*

- Refer to section 8.2 ESD Overview, page 76 for proposed sustainability initiatives to be adopted to improve occupants health, productivity, comfort and satisfaction.

(ix) *pedestrian, cycle, vehicular and service access, circulation and requirements,*

- Refer to section 6.1 Masterplan Design Principles, page 20 of the design report.

(x) *the impact on, and any proposed improvements to, the public domain.*

- Refer to section 6.3 Streetscape Character, page 21 of the Design Report.
- 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.

Conclusion

- The Design Report has demonstrated that the proposal has the potential to be of a high quality, development for the Gosford City Centre, which demonstrates design excellence and promotes urban renewal and investment in the Gosford City Centre.
- The proposal is consistent with the principles and requirements of :
 - 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)

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 transport depot is intended to facilitate high quality public transport services for the Lower Hunter and Central Coast Region. The location of the site provides the opportunity to create an important public transport facility within the Gosford Centre and close to the broader transport network.
- The vision for the site is to create a functional bus depot facility comprising:
 - 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.

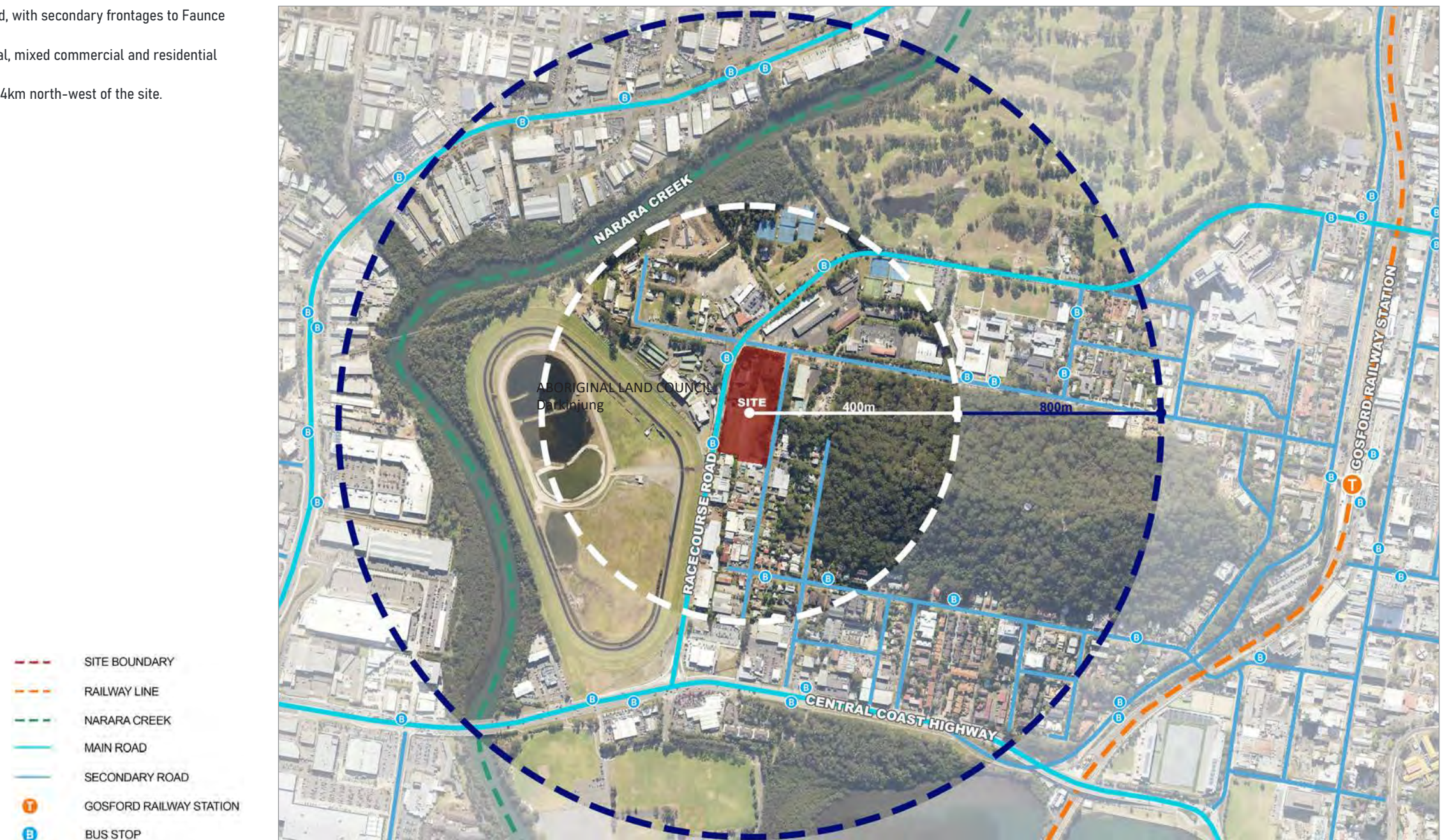


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2.0 CONTEXT

- 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 1.4km north-west of the site.

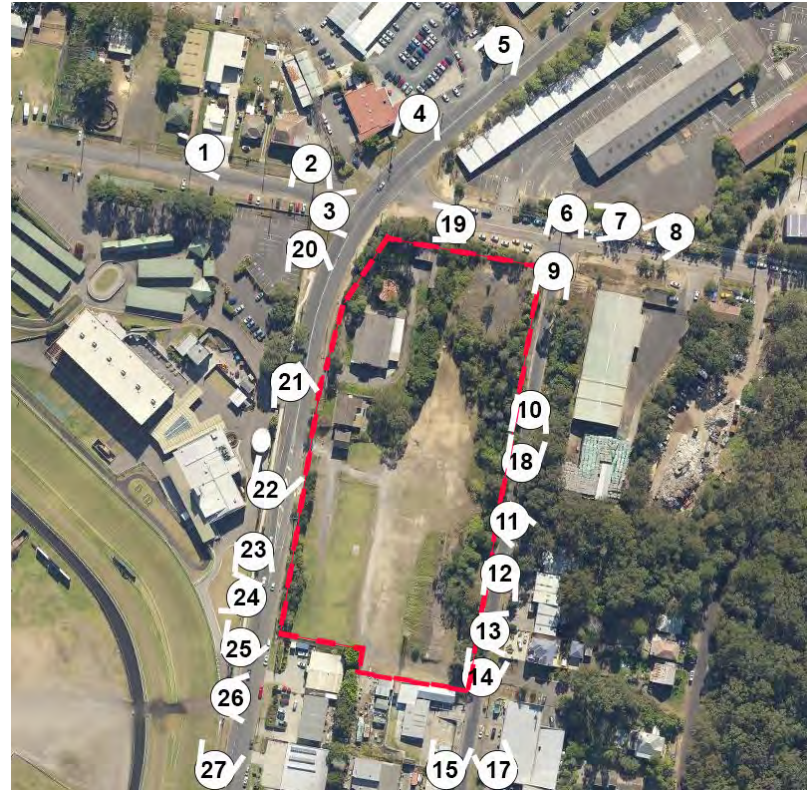


SIXMAPS



3.0 SITE PHOTOGRAPHS

3.1. SITE PHOTOGRAPHS



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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.

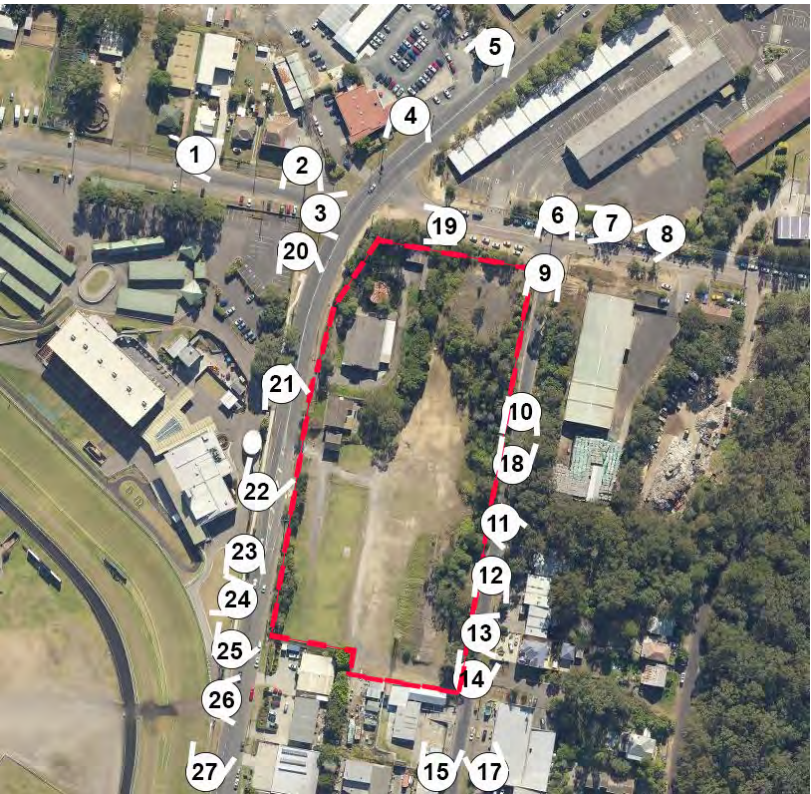


8 View west along Faunce St West towards the intersection with young Street adjacent to No 22-48 Faunce St West.



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

SITE PHOTOGRAPHS



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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.



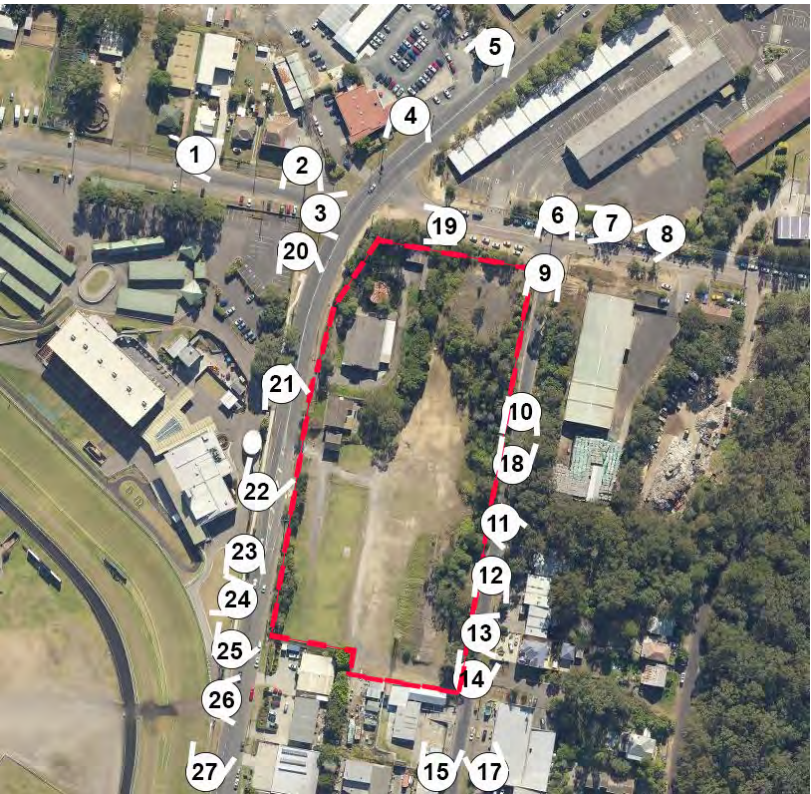
17 View north along Young Street adjacent to No 35 Young Street.



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



SITE PHOTOGRAPHS



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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



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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.



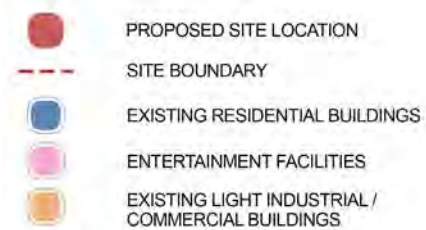
43 View south along the western site boundary adjacent to existing horse enclosure.

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 - 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.

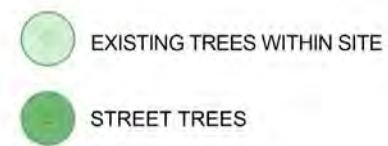


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SITE ANALYSIS

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 understorey is heavily weed infested.
- Street trees on the council managed land are heavily affected by power-line maintenance.



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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.

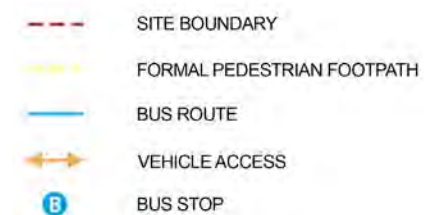
A bus stop is located on the western side of Racecourse Road within 60m walking distance of the main site entry. This bus stop services the following bus routes.

- 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.



Base-map source - Sixmaps



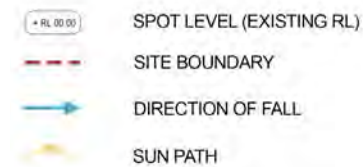
SITE ANALYSIS

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.



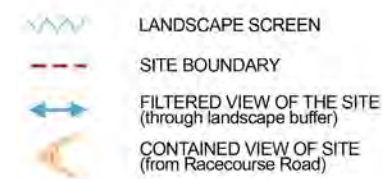
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SITE ANALYSIS

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.



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.



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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.



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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 are 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



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6.0 THE PROPOSAL

6.1. MASTER PLAN DESIGN PRINCIPLES

- The master plan has been configured to ensure that all functional requirements of the bus depot have been addressed and that the site will operate as a legible, safe and accessible work place.
- The hard-stand 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 primary site frontage will be Racecourse road with secondary frontages along Faunce Street West and Young Street.
- The bus depot hard-stand is required to be relatively flat to achieve functional requirements for bus manoeuvring and maintenance, with cross site falls configured to accommodate storm-water design requirements.
- The proposed location of the bus access /egress ramp on Racecourse Road is critical to the functionality and efficiency of the internal site layout. The proposed location of the driveway also ensures appropriate sight lines along Racecourse Road can be achieved.
- An at-grade private vehicle car park for staff is proposed to the south of the bus parking hard-stand and will have a dedicated access / egress via Racecourse Road.
- Secured pedestrian access is proposed via Racecourse Road adjacent to the Administration Building.
- The above vehicle and pedestrian entry arrangements eliminates bus and private vehicle conflicts and minimises vehicle and pedestrian conflicts.
- Formalised accessible pedestrian paths are provided for improved way-finding and safety for staff walking between the private vehicle car park and administration and workshop buildings.
- Strong visual and physical connections between the administration offices and the private car parking, workshop and outdoor recreation spaces to assist in the creation of an inclusive, welcoming workplace.
- A green buffer is proposed to be introduced around the site consisting of existing mature trees and supplementary trees, shrubs and native grasses to screen the bus and private vehicle parking areas and the workshop from the Racecourse Road, Faunce Road west and Young Street public realms.
- This generous vegetated setback from surrounding public streets will provide the opportunity for deep soil planting to enhance the visual and environmental outcome and to introduce a variety of tree, shrub and grass species to improve biodiversity on the site.
- 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 workshop facility and undercover bus parking area have been located adjacent to the eastern boundary to minimise visual impact when viewed from the public realm of Racecourse Road.
- The proposed levels for the workshop facility and undercover bus parking area are to be significantly below the levels of the site boundaries along Faunce Street West and Young Street. These large structures will only be partially visible from these streets.
- Proposed built form is located to facilitate 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.
- Proposed buildings will not overshadow public open space or external recreational spaces within neighboring commercial properties.
- Proposed built form is located to define the extent of handstand to enhance a safe working environment.
- An external staff breakout area with seating for groups and individuals is to be located to the north of the administration building with good solar access. Located adjacent to internal open plan offices on the ground floor of the administration building, the space will have easy access to ensure it will be used for meeting and social interaction as well as relaxation and contemplation.
- A 1.8m high electrified security fence is proposed to be located around the site boundary with a single pedestrian access gate via Racecourse Road to provide a safe and secure transition for pedestrians between the proposed development and the public domain.

THE PROPOSAL

6.2. KEY VIEWS & VISTAS

- The Entertainment Grounds, Waterview Park and light industrial/ commercial properties underpin the identity of the area in which the site is located.
- In the area between Waterview Park and the racecourse, scenic quality has been significantly impacted by a range of light industrial/commercial buildings which vary considerably in form, colour and materials.
- The proposed development will have minimal visual impact on views towards Waterview Park from the Central Coast Highway and from viewpoints west of Narara Creek.
- Waterview Park incorporates a forested hill that dominates the skyline of West Gosford and creates a natural backdrop to the site which significantly contributes to the distinctiveness of the landscape and its overall quality.
- The proposed development will not impact on elevated views from within Waterview Park or impact the scenic quality of this public green space.

6.3. STREETScape CHARACTER

- The proposed design for a bus depot is in keeping with the desired future character of the B6 Enterprise Corridor as a mix of commercial office and light industrial uses.
- The master plan has been configured to retain existing street trees located outside of the site to minimise visual impact on the surrounding streetscapes.
- However, one existing street tree would need to be removed to facilitate the bus access/egress to the site and three existing street trees would need to be removed to accommodate the private vehicle access/egress. A separate approval under section 138 of the Roads Act 1993 will be sought for this work.
- Information about the removal of street trees is given for assessment purposes not approvalExisting street trees will provide some screening of the development on day one which will assist in reducing the visual impact when viewed from some viewpoints within private and public realms.
- Retaining walls of heights ranging from 0.0m to 2.5m in height from ground level, with a setback from Racecourse Road ranging between 5.0m to 12m will be located along the western site boundary.
- This generous vegetated setback along Racecourse Road will provide the opportunity to screen bus and private vehicle parking areas, provide areas for deep soil planting to enhance the visual and environmental outcome and to introduce a variety of tree, shrub and grass species to improve biodiversity.
- An acoustic screen ranging in height between 1.2m - 2.7m will be located towards the northern end of the western boundary of the site. This noise barrier will have a setback of 4m from the Racecourse Road boundary whereby providing the opportunity to introduce a generous green buffer of 4m to mitigate the visual impact of the noise barrier. Acoustic screens to be constructed from patterned pre-cast concrete panels with integral colour and finish.
- Way-finding signage will be located adjacent to bus and private vehicle entries to avoid confusion for motorists entering the site for the first time. Signage to be angled to provide good sight-lines for motorists approaching the site from either the north or south. Small totem signage structures are to be located within the landscape setback along Racecourse Road.
- Existing street trees located at the corner of Racecourse Road and Faunce Street West will be retained to provide a green buffer around the north-east corner of the site reducing visual impact from the public and private realms.
- A 1.8m high electric security fence will be introduced along the site boundary which will be partially screened by the existing street trees.
- Existing street trees along the western portion of Faunce Street West will be retained and will provide some screening of the development on day one which will assist in reducing the visual impact when viewed from the Faunce Street West public realm.
- Existing mature camphor laurel trees within the north-eastern corner of the site have been removed as these trees are categorised as weeds.
- A 1.8m high noise barrier will be located towards the southern end of the eastern boundary of the site. This noise barrier will have a 1m setback from the Young Street boundary. This setback will provide the opportunity to introduce some planting along Young Street to mitigate the visual impact of the noise barrier. Acoustic screens to be constructed from patterned pre-cast concrete panels with integral colour and finish.



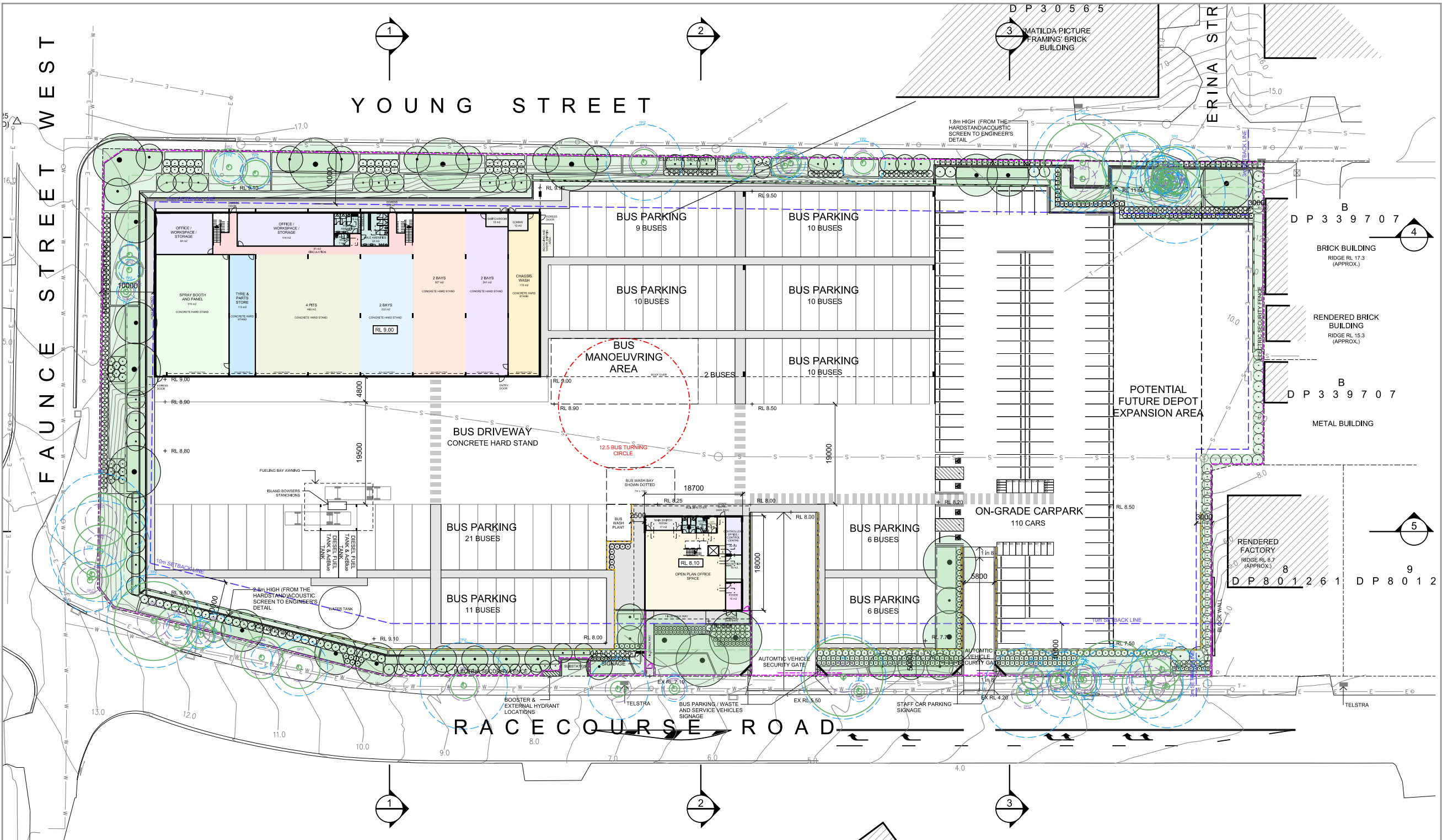
View of southwest corner of the site with 2.5 M retaining wall and existing and proposed screen planting year 15



View of northwest corner of the site at the intersection of racecourse road and faunce street west year 15

THE PROPOSAL

6.4. MASTER PLAN

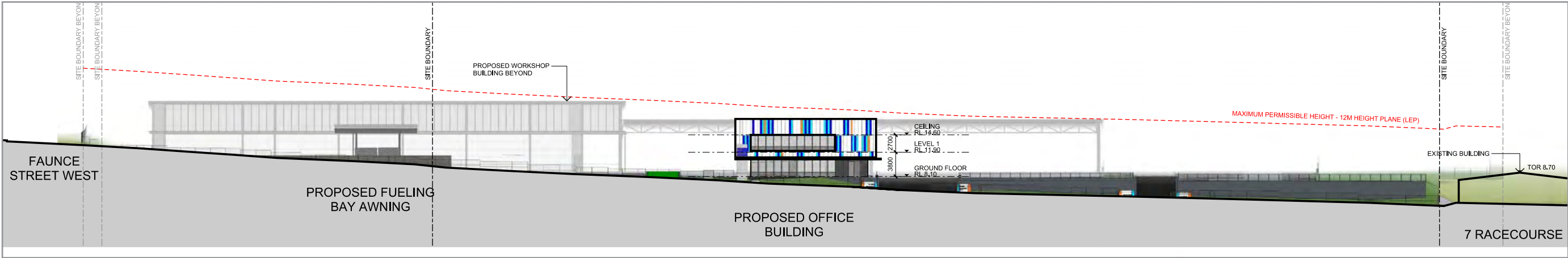


(Not to scale)

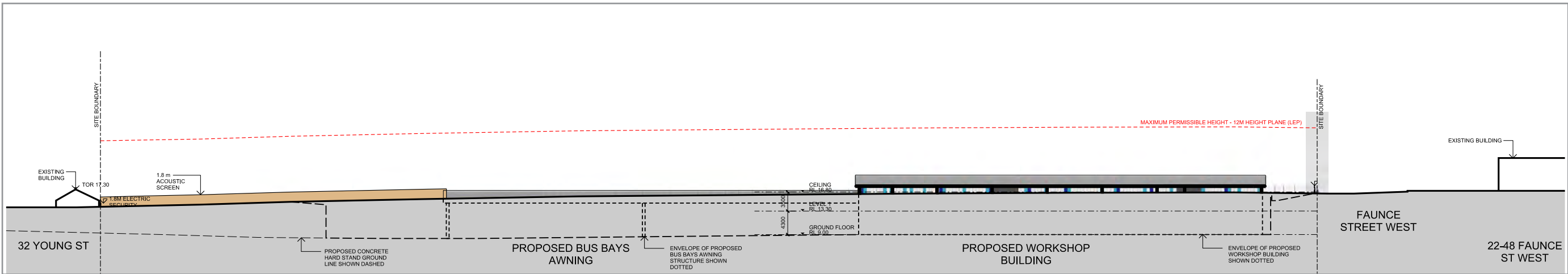
All works in the road reserve are shown for assessment purposes only and not for approval.

THE PROPOSAL

6.5. SITE ELEVATIONS



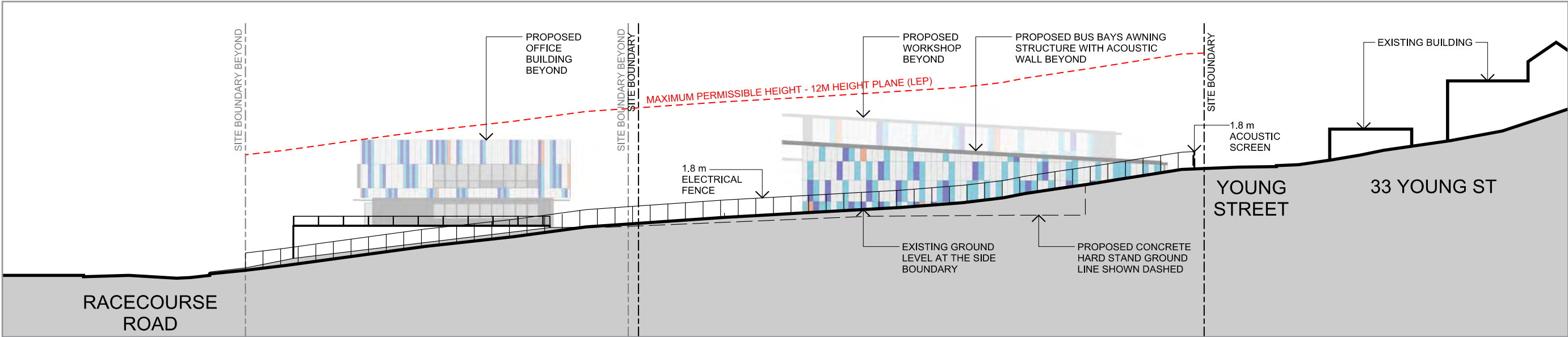
WEST ELEVATION - Along Racecourse Road (Not to scale)



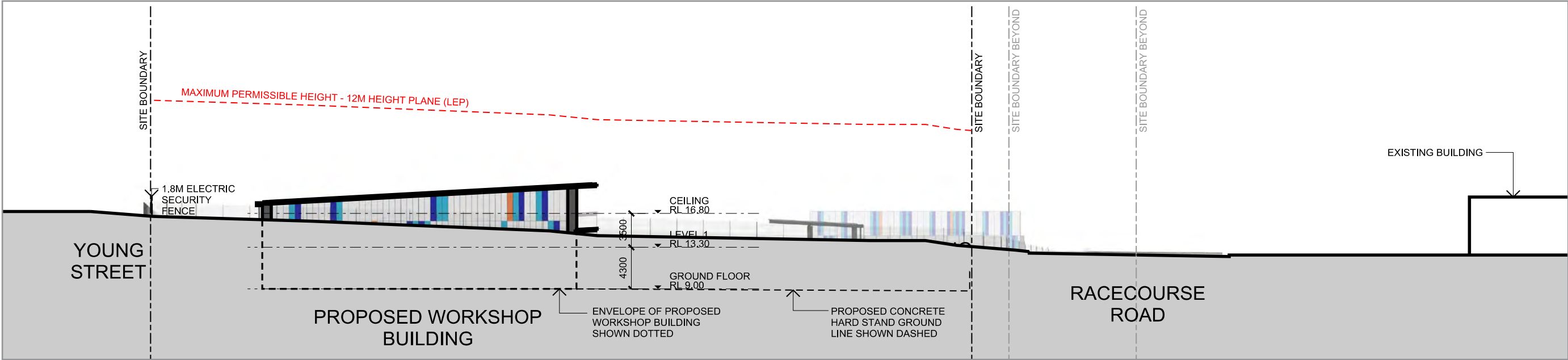
EAST ELEVATION - Along Young Street (Not to scale)

THE PROPOSAL

SITE ELEVATIONS



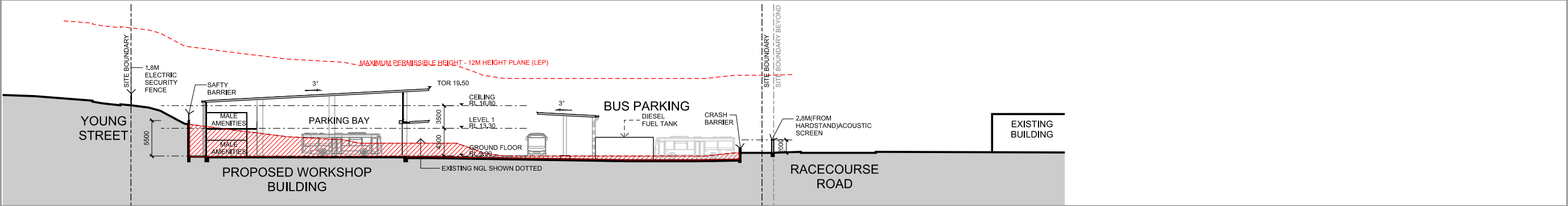
SOUTH ELEVATION - (Not to scale)



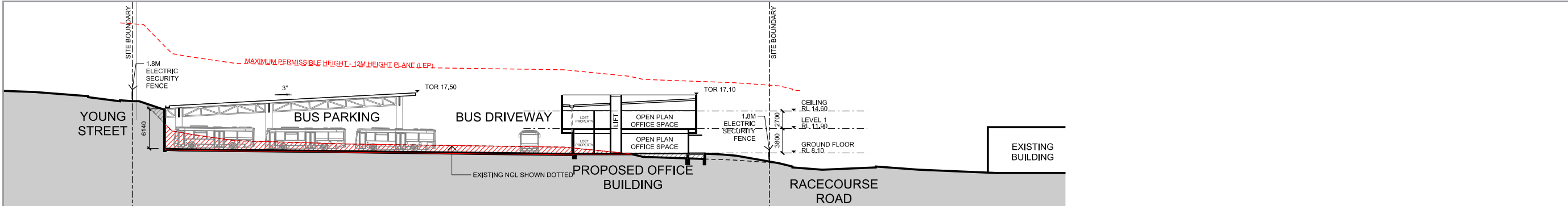
NORTH ELEVATION - Along Faunce Street West (Not to scale)

THE PROPOSAL

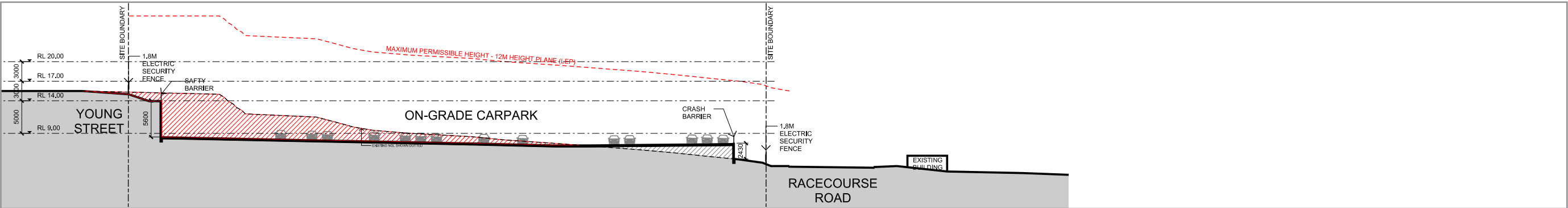
6.6. SITE SECTIONS



SECTION 1 - Through Workshop (Not to scale)



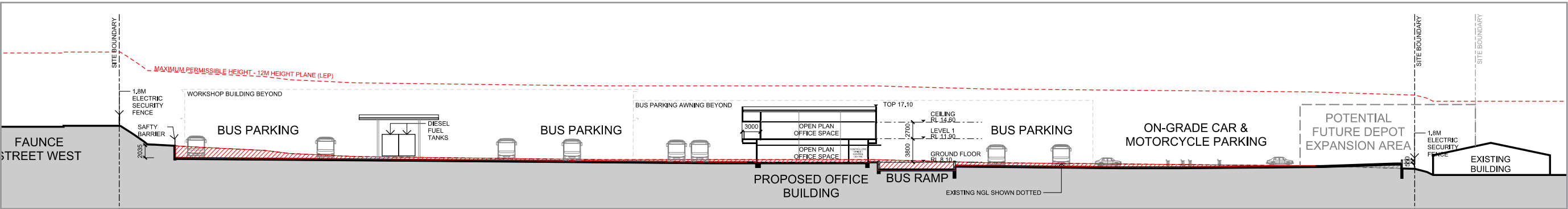
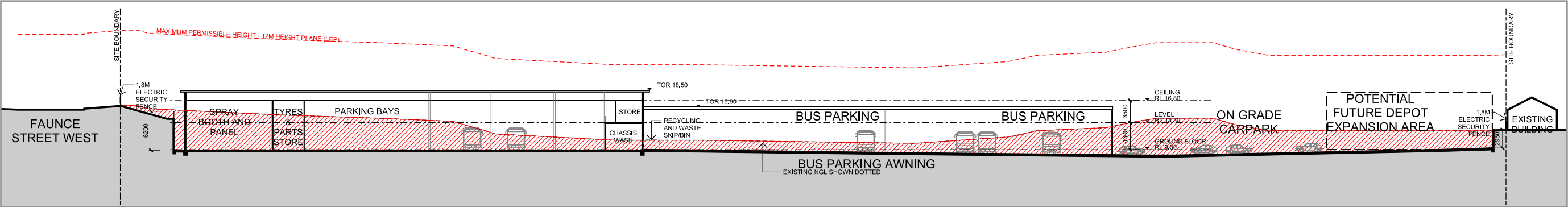
SECTION 2 - Through Administration Building (Not to scale)



SECTION 3 - Through at-grade car park (Not to scale)

THE PROPOSAL

SITE SECTIONS



THE PROPOSAL

STREETSCAPE MONTAGE VIEW 3



View 3 - view of south-west corner of the site with 2.5 M retaining wall and existing and proposed screen planting year 15



WALUYA PTY LTD TRANSPORT DEPOT
DA DESIGN REPORT

THE PROPOSAL

STREETSCAPE MONTAGE VIEW 2



View 2 - view south-east from racecourse road towards the private vehicle entry year 15



WALUYA PTY LTD TRANSPORT DEPOT
DA DESIGN REPORT

THE PROPOSAL

STREETSCAPE MONTAGE VIEW 4



View 4 - view of the north-west corner of the site from the western pedestrian path along racecourse road year 15



WALUYA PTY LTD TRANSPORT DEPOT
DA DESIGN REPORT

THE PROPOSAL

STREETSCAPE MONTAGE VIEW 5



View 5 - view of north-west corner of the site at the intersection of racecourse road and faunce street west year 15



WALUYA PTY LTD TRANSPORT DEPOT
DA DESIGN REPORT

THE PROPOSAL

STREETSCAPE MONTAGE VIEW 6



WALUYA PTY LTD TRANSPORT DEPOT
DA DESIGN REPORT

View 6 - view east along faunce street west adjacent to no.16 Faunce street west year 15

THE PROPOSAL

STREETSCAPE MONTAGE VIEW 7



WALUYA PTY LTD TRANSPORT DEPOT
DA DESIGN REPORT

View 7 - view from the intersection of young street and faunce street west of the north-eastern corner of the site year 15

THE PROPOSAL

STREETSCAPE MONTAGE VIEW 8



WALUYA PTY LTD TRANSPORT DEPOT
DA DESIGN REPORT

View 8 - view north along young street adjacent to no. 43 Young street year 15

THE PROPOSAL

STREETSCAPE MONTAGE VIEW 9



View 9 - view north along young street towards the site adjacent to 23-25 young street year 15



THE PROPOSAL

STREETSCAPE MONTAGE VIEW 10



View 10 - view from northern side of central coast highway adjacent to the entertainment grounds year 15



WALUYA PTY LTD TRANSPORT DEPOT
DA DESIGN REPORT

THE PROPOSAL

6.7. ARCHITECTURAL DESIGN APPROACH

- The architectural aesthetic adopted for built form elements reflects the desired future character of the B6 Enterprise Corridor as a mix of commercial office and light industrial uses.
- The proposal consists of a two-storey administration building, a single storey workshop and maintenance facility with a mezzanine floor, a large covered bus parking structure and ancillary equipment located within the bus parking hard-stand area. Architecture forms and aesthetic have been adopted to provide legibility of building uses and functions.
- The high quality built elements proposed for the bus depot site will set a benchmark for future commercial development along Racecourse Road assisting Council to achieve their desired future commercial / light industrial character for this streetscape.

6.8. THE ADMINISTRATION BUILDING

- The two storey administration building has been located to address Racecourse Road and comply with the permissible building setback of 10m and to align with the setback of neighbouring commercial properties to the south of the site. The building will consist of staff offices, meeting areas, internal recreation and break out spaces and amenities.
- The proposed building does not exceed the permissible height of 12m and reflects the bulk and scale of the 2 and 3 storey commercial structures on neighbouring properties along Racecourse Road to the south of the site.
- The lobby and reception area will provide a secured entry point to the depot with a direct slight line to the entry gate located on Racecourse Road providing legible, safe and accessible entry for staff and visitors.
- The proposed administration building design provides flexible commercial floor plates that will allow for a variety of uses as needs and work practices change over time.
- Open plan office areas are to be located towards the northern and western building façades to optimise natural light and to contribute to passive surveillance of Racecourse Road.
- The northern and western façades of the ground level are to incorporate a high degree of transparency to allow for a strong visual connection between internal ground level office functions and adjacent external landscape and the staff breakout area.
- A covered balcony breakout area is proposed to be located adjacent to the open plan office area on the first floor.
- Equipment and amenities are to be located along the eastern and southern façades on the ground floor and along the eastern facade of the first floor.
- A large portion of the northern, eastern and western façades will consist of windows maximising passive surveillance of the Racecourse Road public realm and the bus parking and private vehicle parking areas within the site.
- Equitable internal access between ground and first floor will be provide via a stair and lift both centrally located within the building.
- The proposed simple built form responds to the functionality of the internal and external spaces.
- The first floor plate is larger than the ground floor providing a generous 2.5m overhang for weather protection of external pedestrian paths and to provide good solar control to open plan offices.
- A 2.9m deep fully covered balcony is proposed along the first floor northern facade to provide good solar control to open plan office space and an all weather recreation and breakout space for staff.
- The western facade adopts the aesthetic of a commercial office building to reflect the existing and future desired character for buildings located along Racecourse Road.
- The proposed built form and elevations have been configured to reinforce a human scale that addresses the Racecourse Road surrounding public realm.
- Dark grey glazed spandrels are proposed to screen building services above ceiling heights and to assist in presenting a human scale to the ground floor facades.



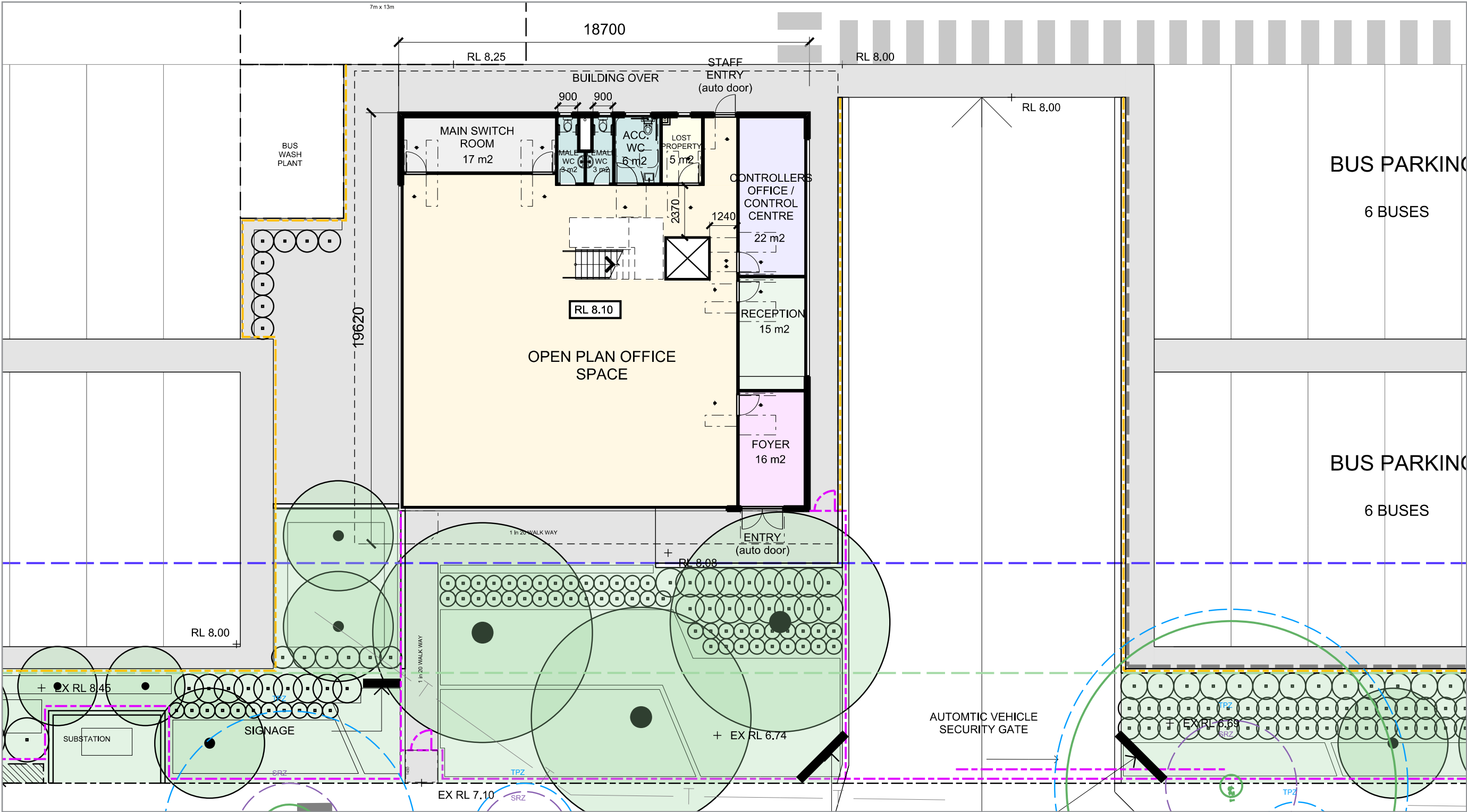
View of administration building from racecourse road



View north across hard-stand with depot buildings

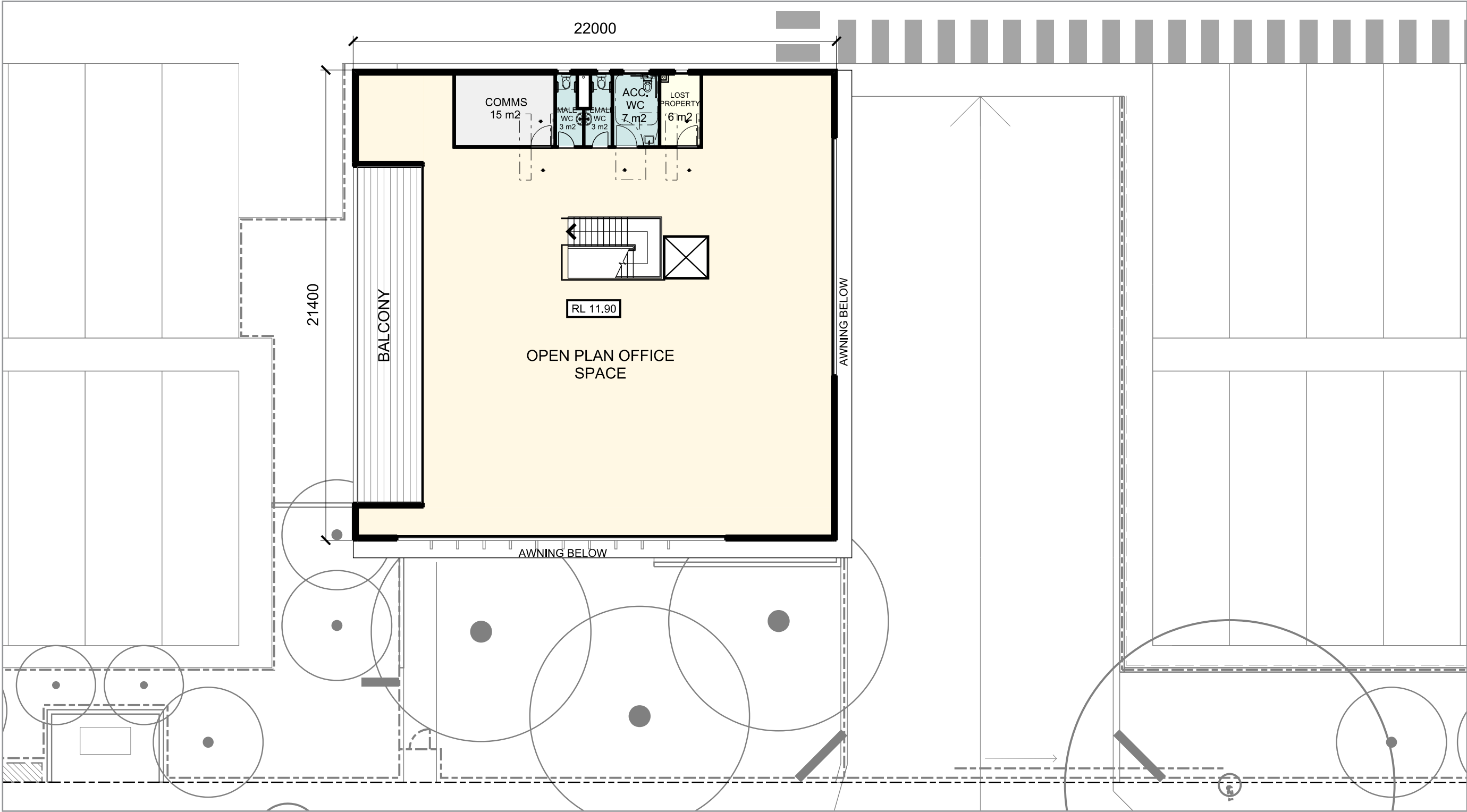
THE PROPOSAL

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

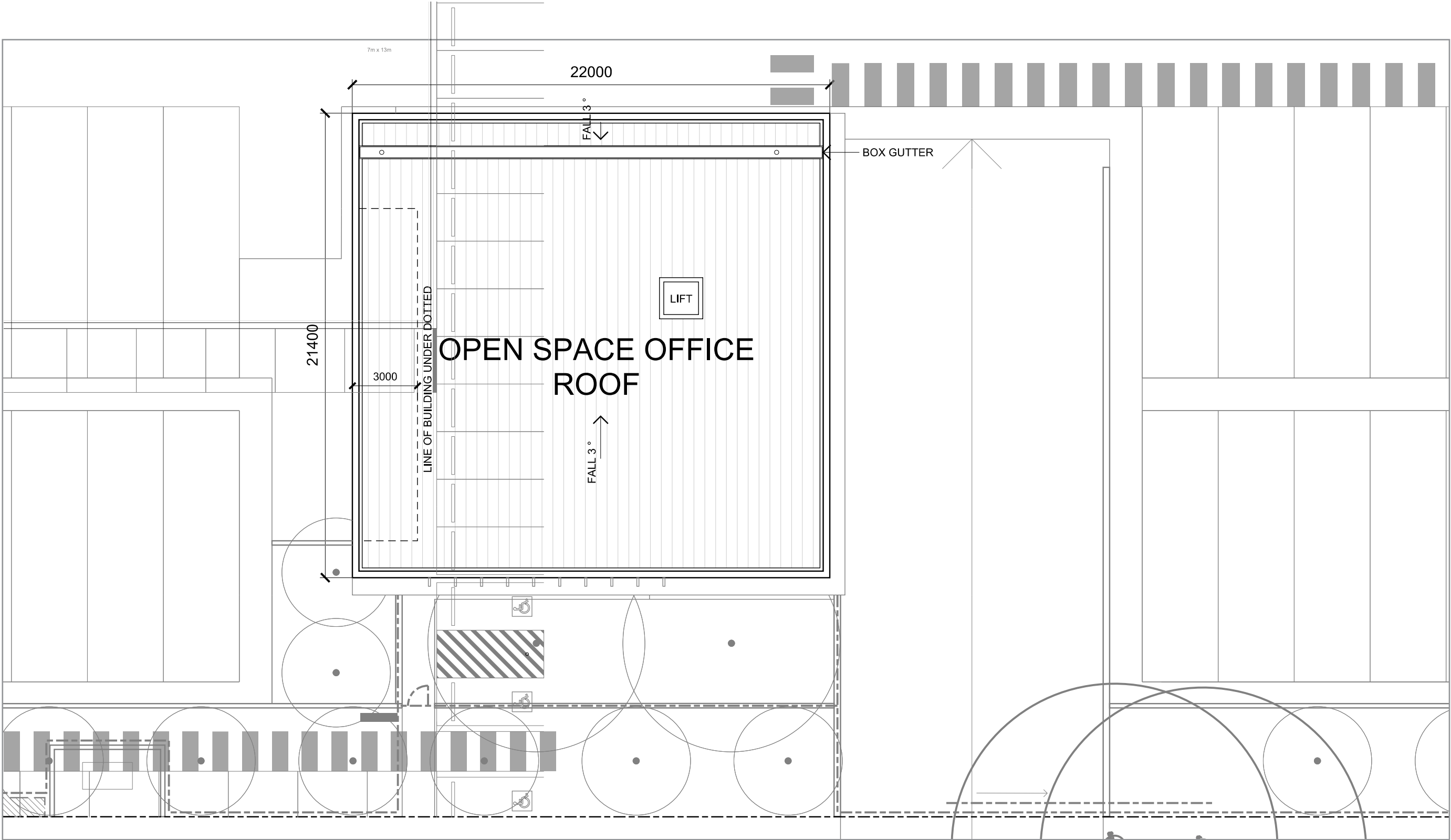


THE PROPOSAL

ADMINISTRATION BUILDING FIRST FLOOR PLAN (Not to scale)

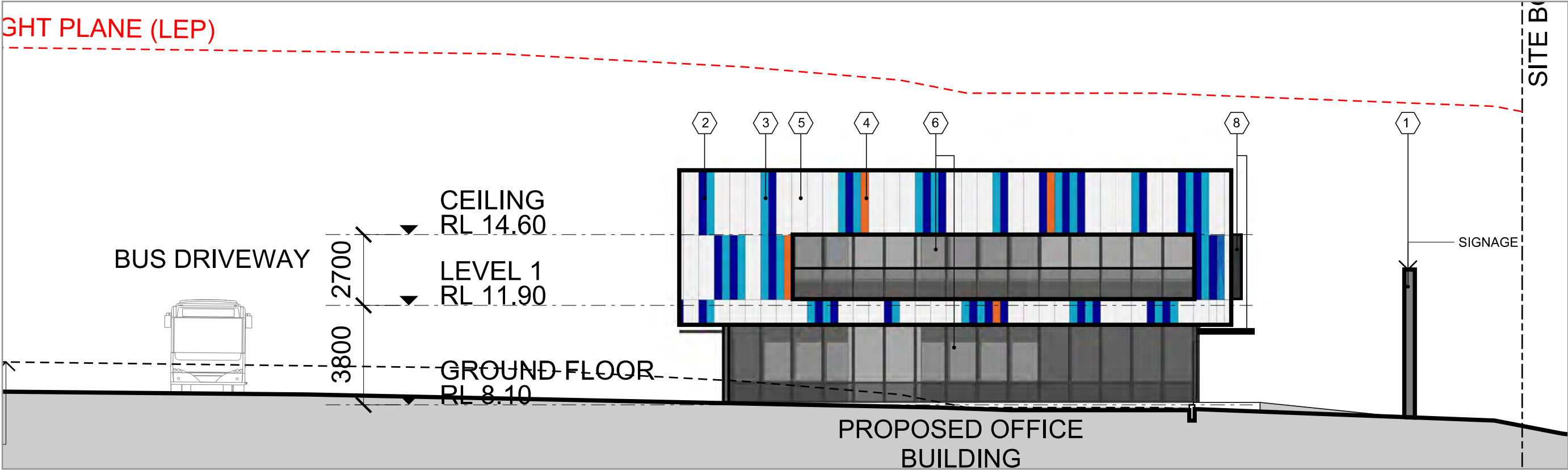


THE PROPOSAL

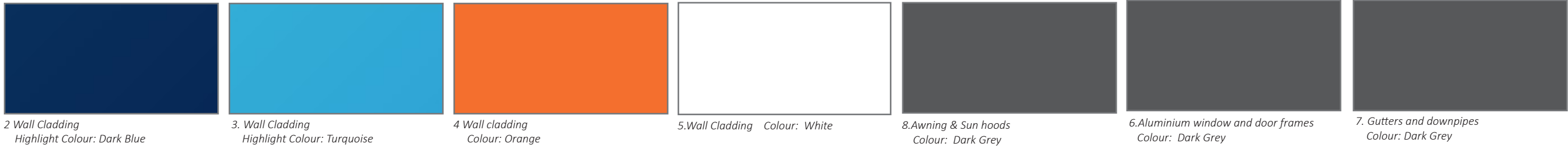


THE PROPOSAL

6.10. ADMINISTRATION BUILDING ELEVATIONS

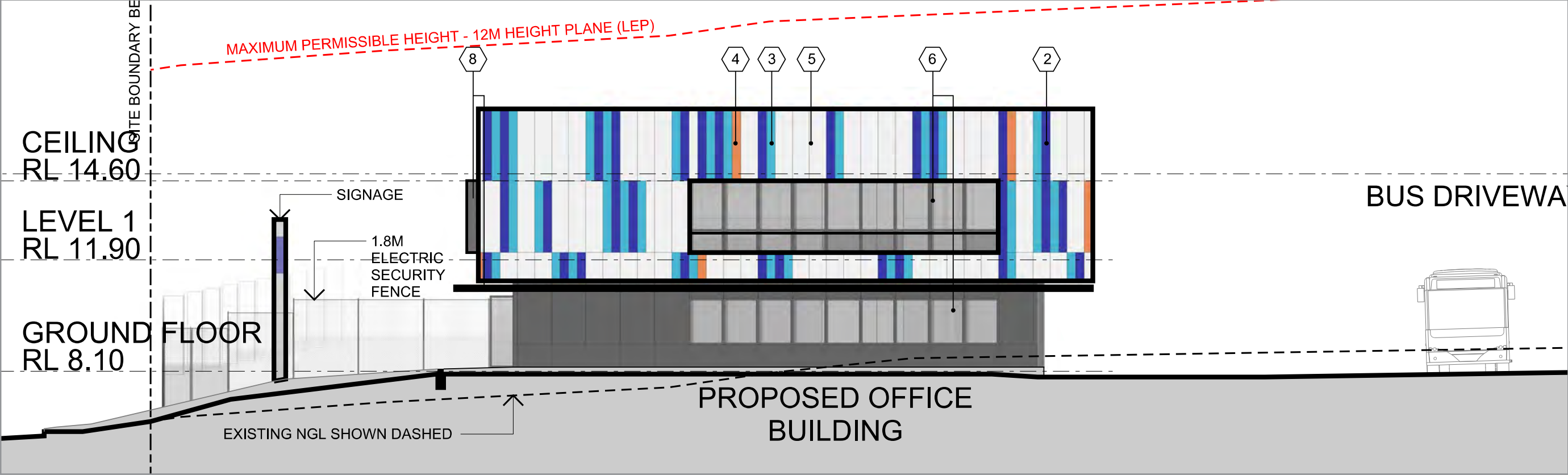


NORTH ELEVATION (Not to scale)



THE PROPOSAL

6.11. ADMINISTRATION BUILDING ELEVATIONS

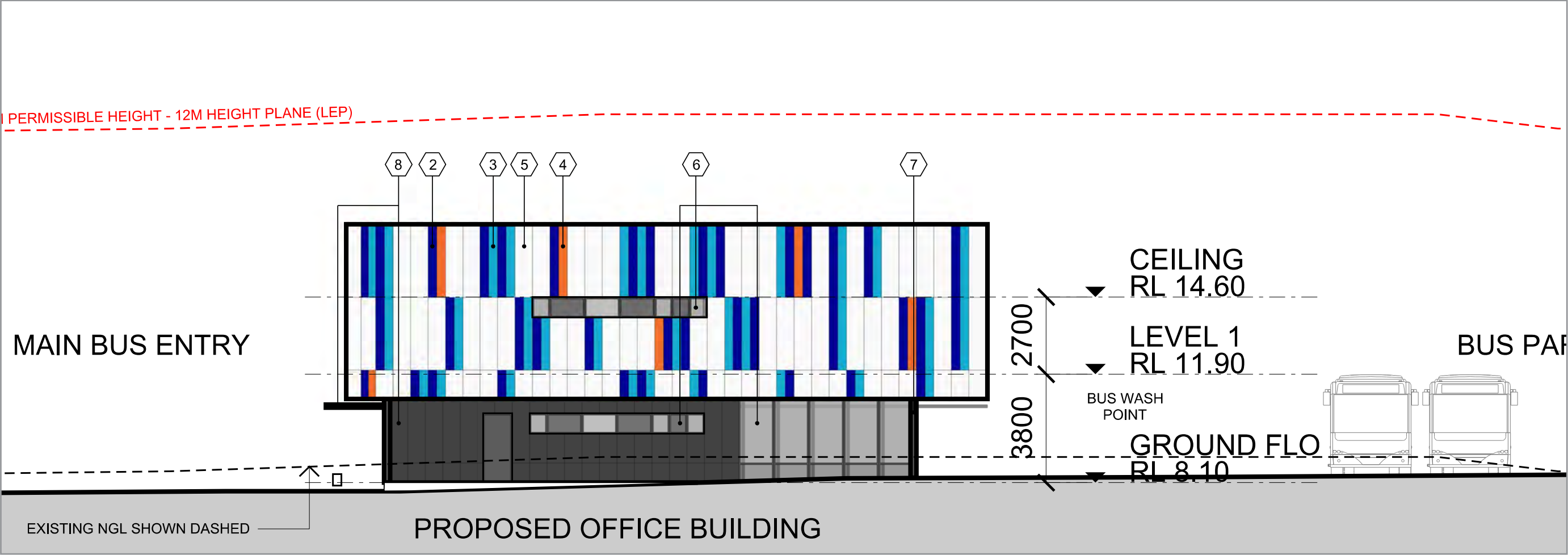


SOUTH ELEVATION (Not to scale)



THE PROPOSAL

ADMINISTRATION BUILDING & MULTI STOREY CAR PARK ELEVATIONS

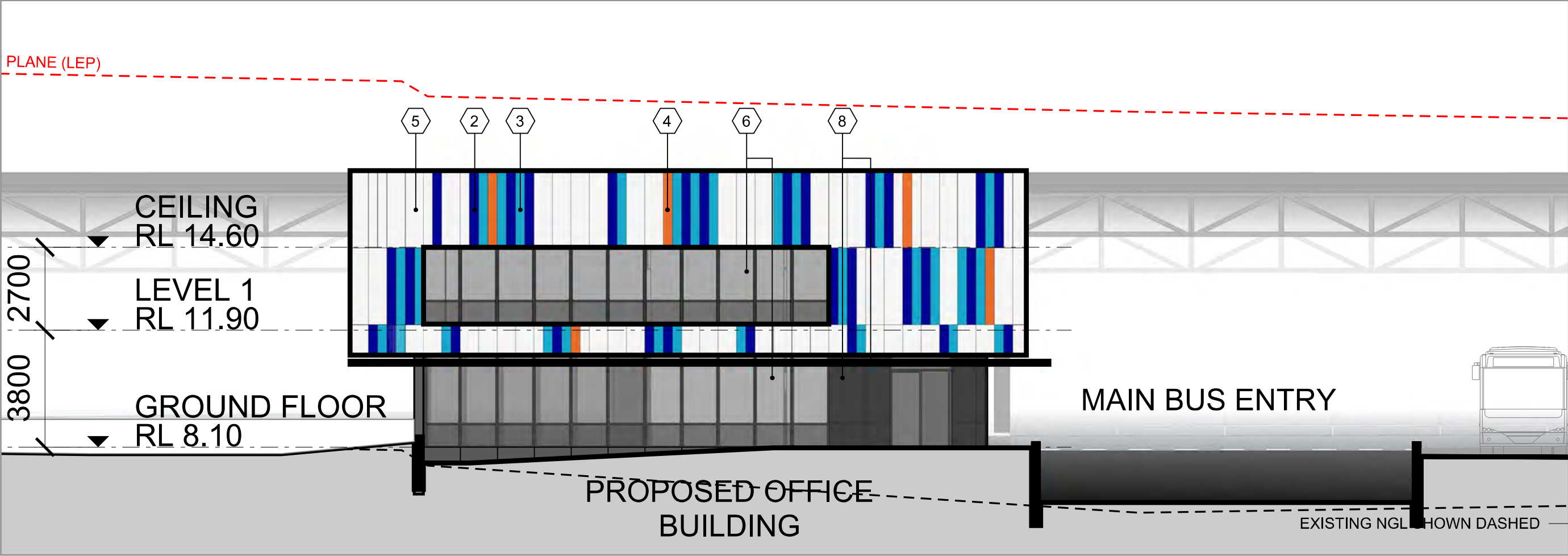


EAST ELEVATION (Not to scale)



THE PROPOSAL

ADMINISTRATION BUILDING & MULTI STOREY CAR PARK ELEVATIONS

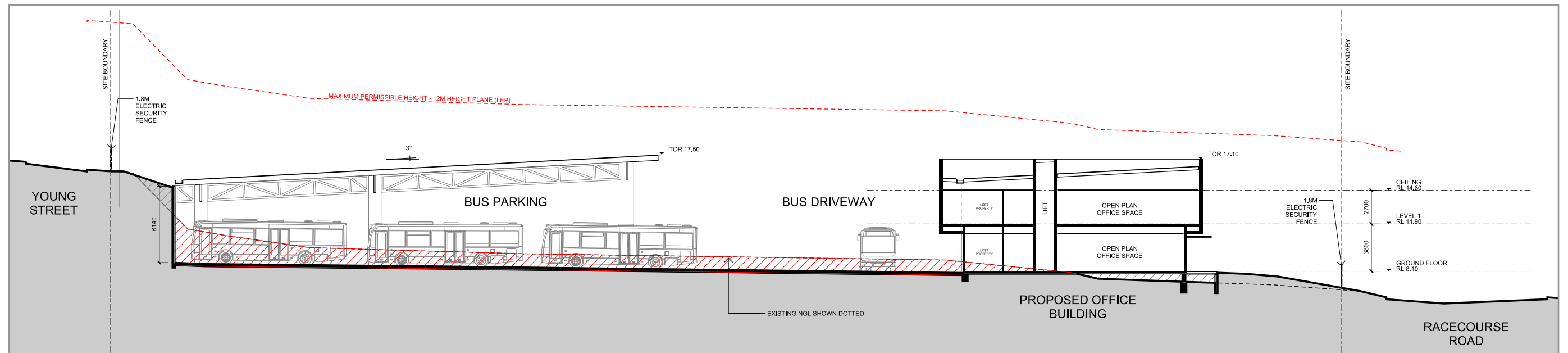


WEST ELEVATION (Not to scale)

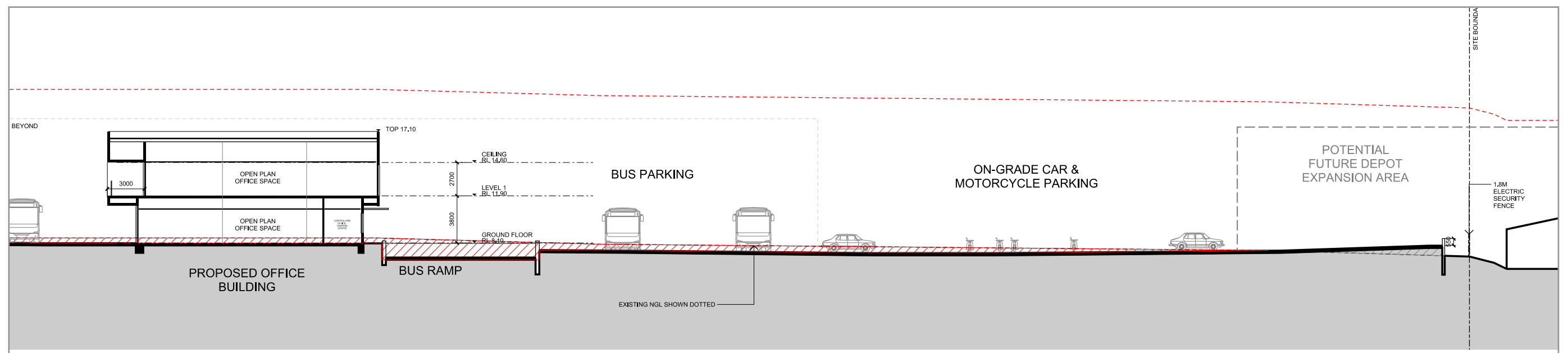


THE PROPOSAL

6.12. 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

6.13. WORKSHOP FACILITY

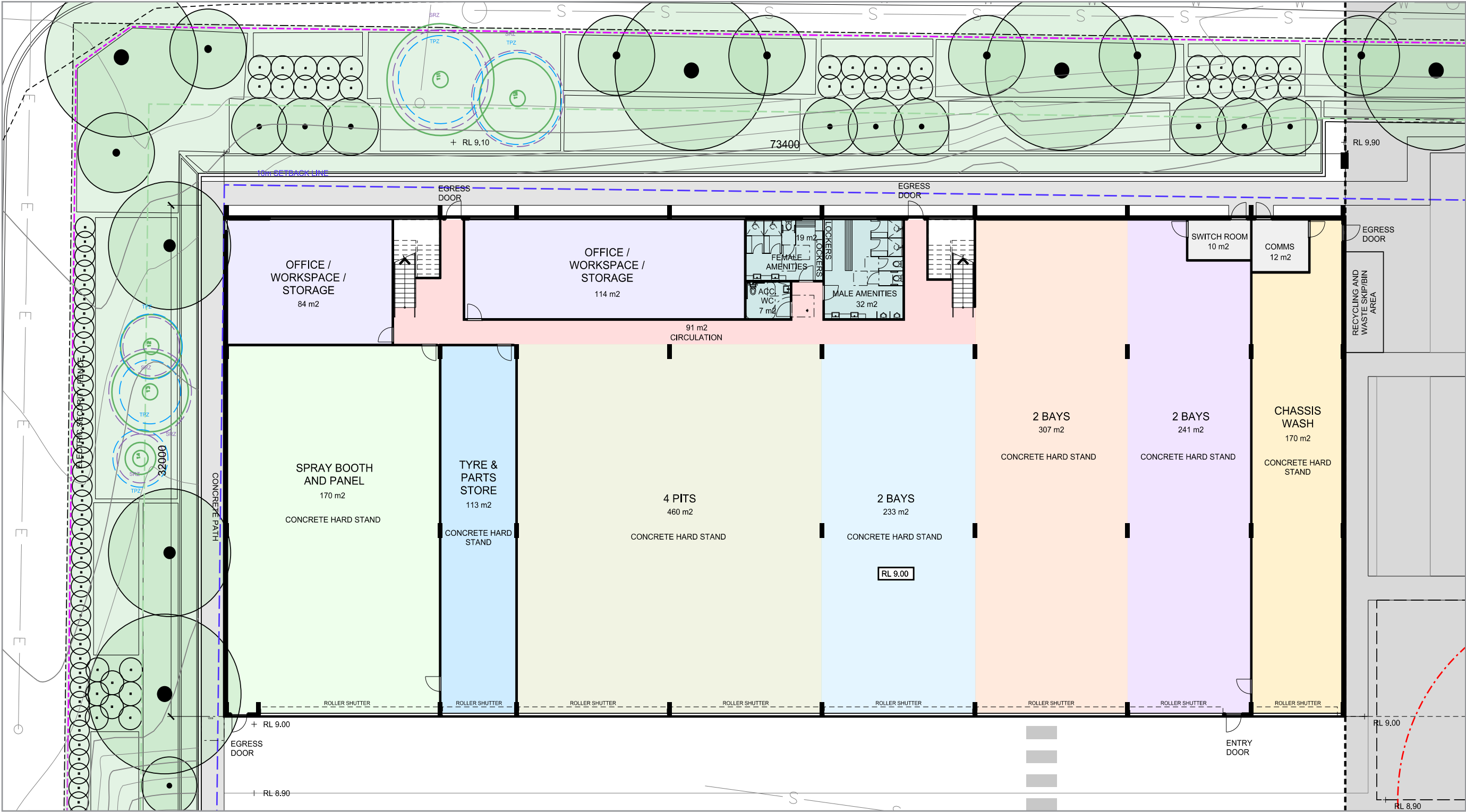
- A single level workshop and maintenance area, with mezzanine office facilities, has been located adjacent to the eastern site boundary and retaining wall.
- The building will consist of workshop and maintenance facilities, staff offices, meeting areas, storage, plant and equipment, break out spaces and amenities.
- The building will comply with the permissible building setback of 10m and to align with the setback of neighbouring commercial properties to the south of the site along Young Street.
- The proposed building does not exceed the permissible height of 12m, and due to the retaining wall ranging in height from 5.5m - 7m located at the rear of the site will be only partially visible from the public realms of Young Street and Faunce Street West.
- The workshop and maintenance building will be a secured environment with access via the designated accessible pedestrian paths and roller shutter doors along hard-stand. Main workshop and maintenance areas are located on the ground floor with office, amenities and staff breakout area located on the mezzanine level.
- The simple built form, with a single pitched roof reflects the utilitarian and functional requirements of this working environment. The building has been designed to provide column free workshop and maintenance spaces that allow for safe manoeuvring of buses accessing and egressing the structure.
- High level glazing to the western facade has been introduced for natural light when the roller shutters are closed to reduce the need for extensive artificial lighting.
- The western facade has been designed with contiguous roller shutters to provide the opportunity for workshop and maintenance spaces to effectively become an extension of the hard-stand area when open.
- The structural system will be expressed along the eastern facade which will consist mainly of solid wall with punched window elements located to reflect internal space functions.



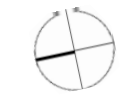
View north across hard-stand with workshop on the far right

THE PROPOSAL

6.14. WORKSHOP GROUND FLOOR PLAN

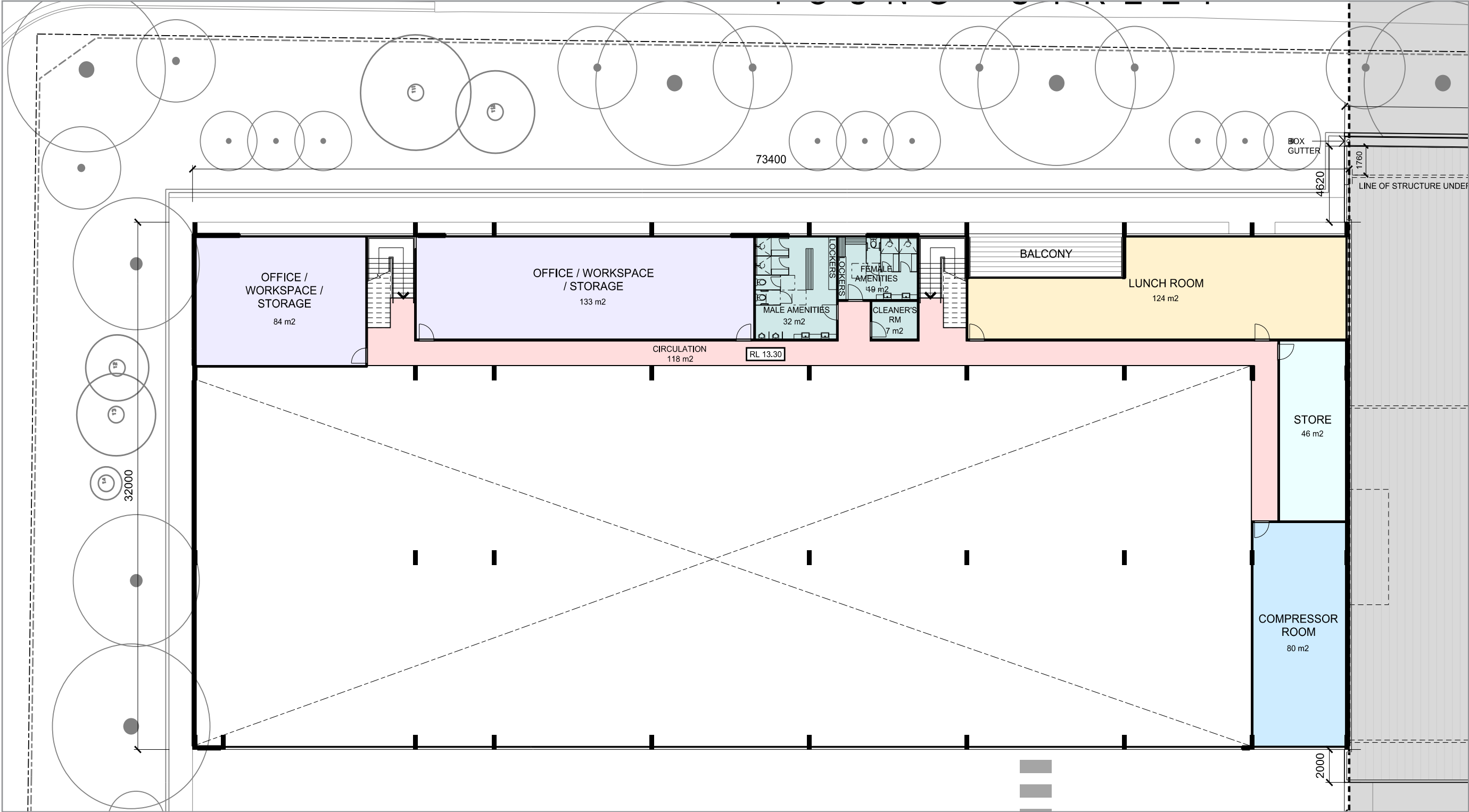


WORKSHOP GROUND FLOOR PLAN (Not to scale)

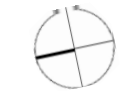


THE PROPOSAL

WORKSHOP MEZZANINE PLAN

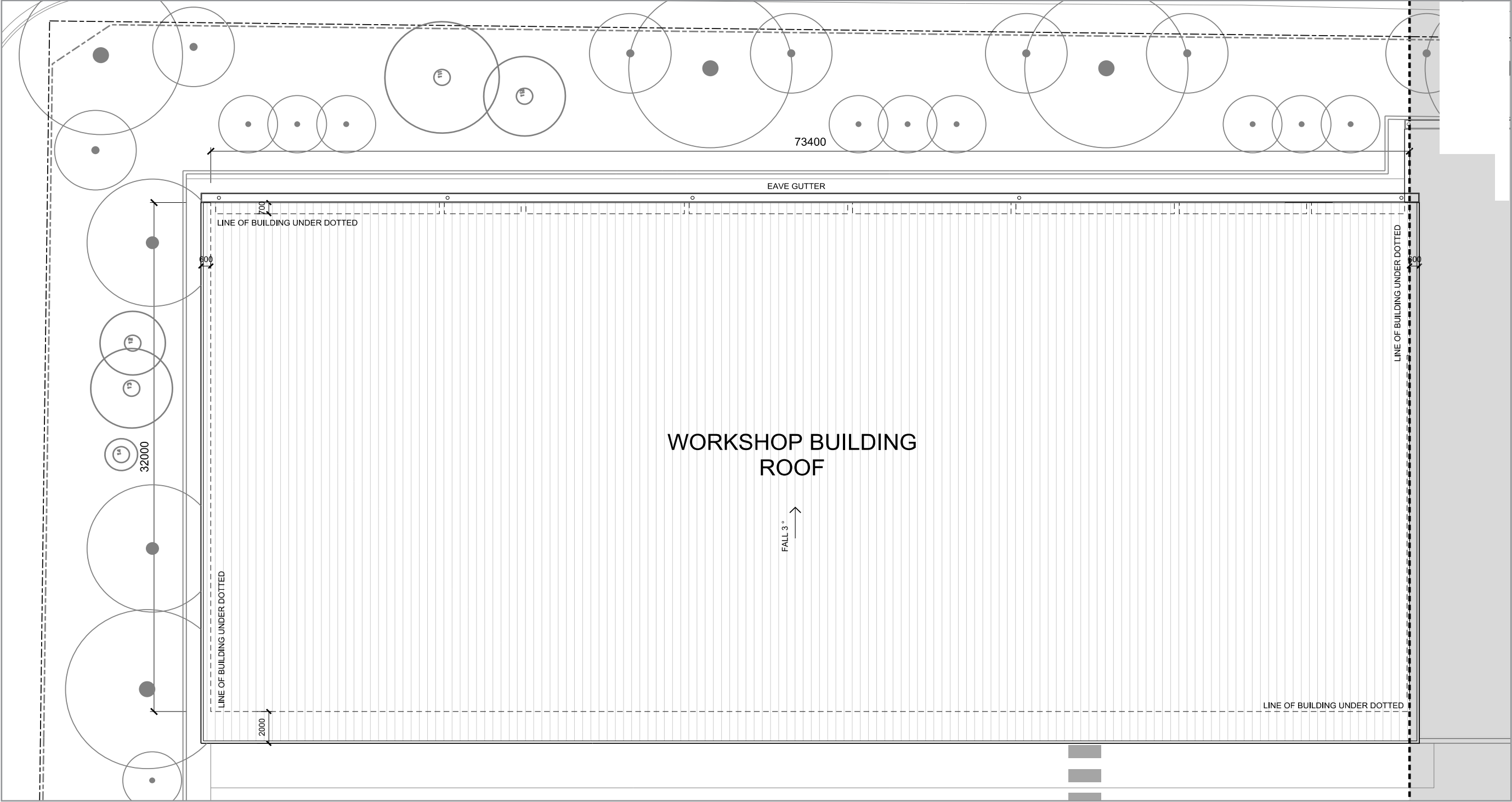


WORKSHOP MEZZANINE FLOOR PLAN (Not to scale)



THE PROPOSAL

WORKSHOP ROOF PLAN

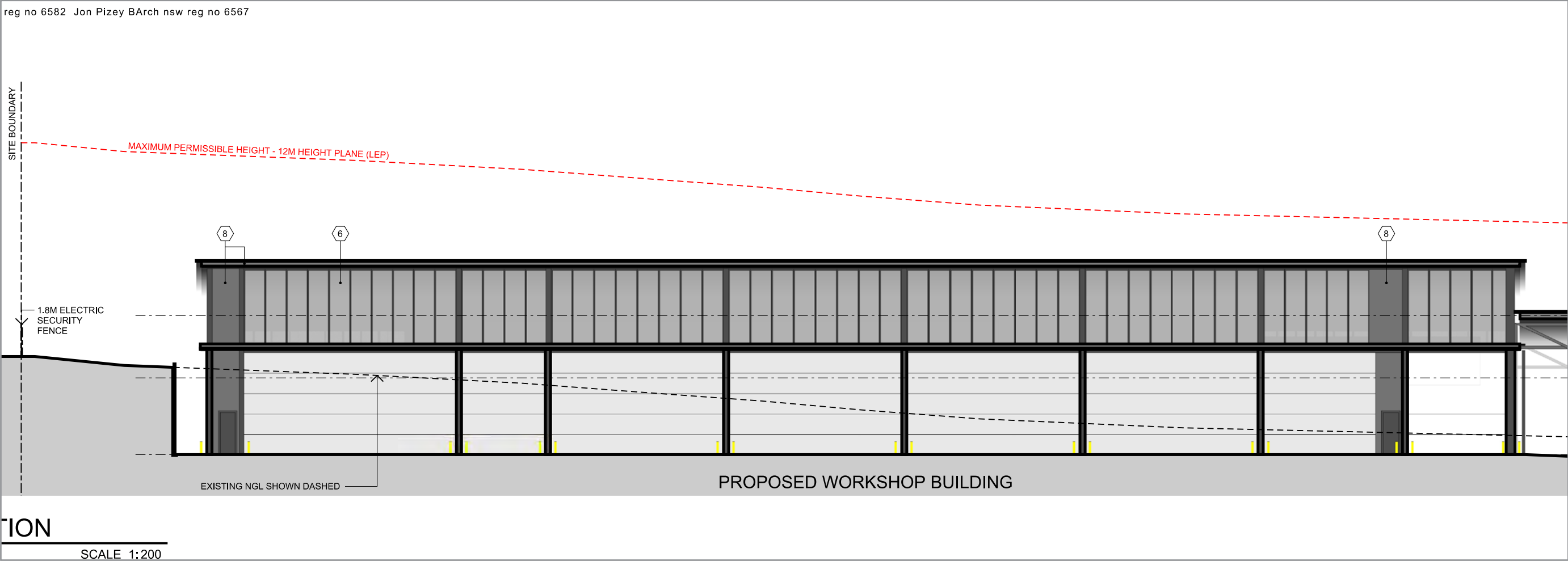


WORKSHOP ROOF PLAN (Not to scale)



THE PROPOSAL

6.15. WORKSHOP ELEVATIONS

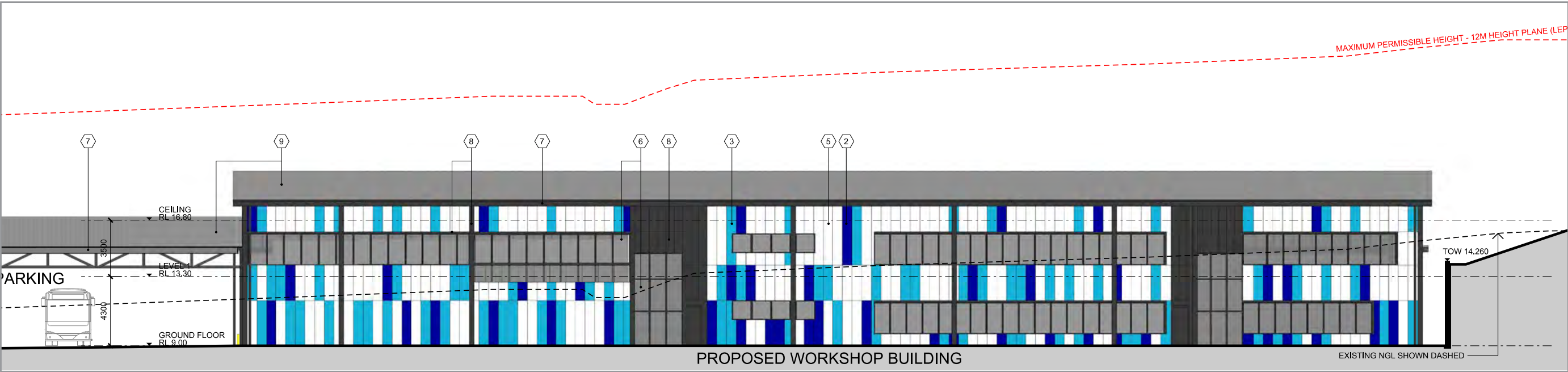


NORTH WEST ELEVATION OF WORKSHOP (Not to scale)



THE PROPOSAL

WORKSHOP ELEVATIONS

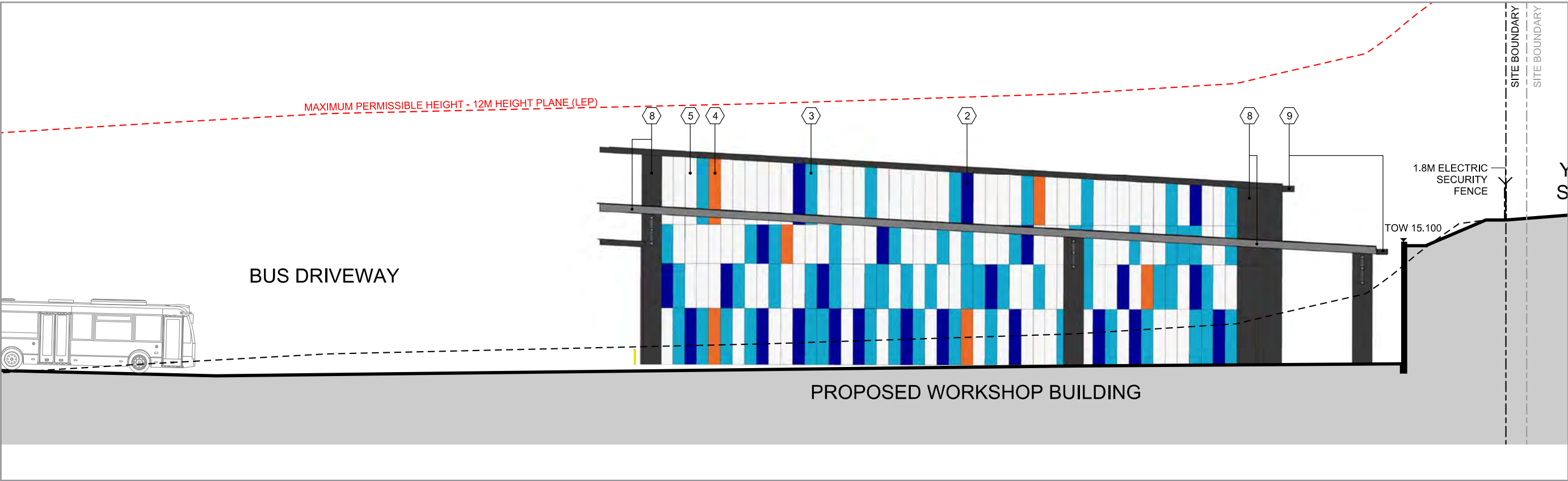


SOUTH EAST ELEVATION OF WORKSHOP (Not to scale)

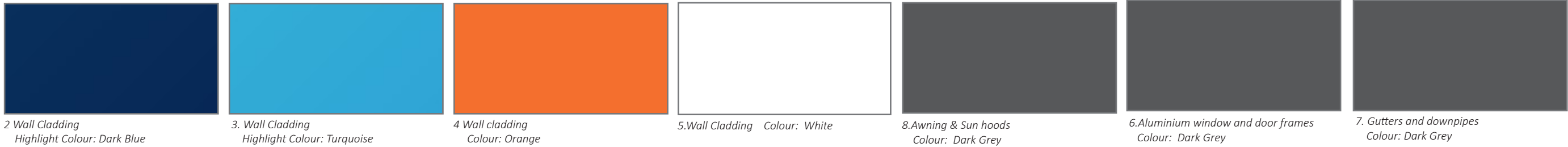


THE PROPOSAL

WORKSHOP ELEVATIONS

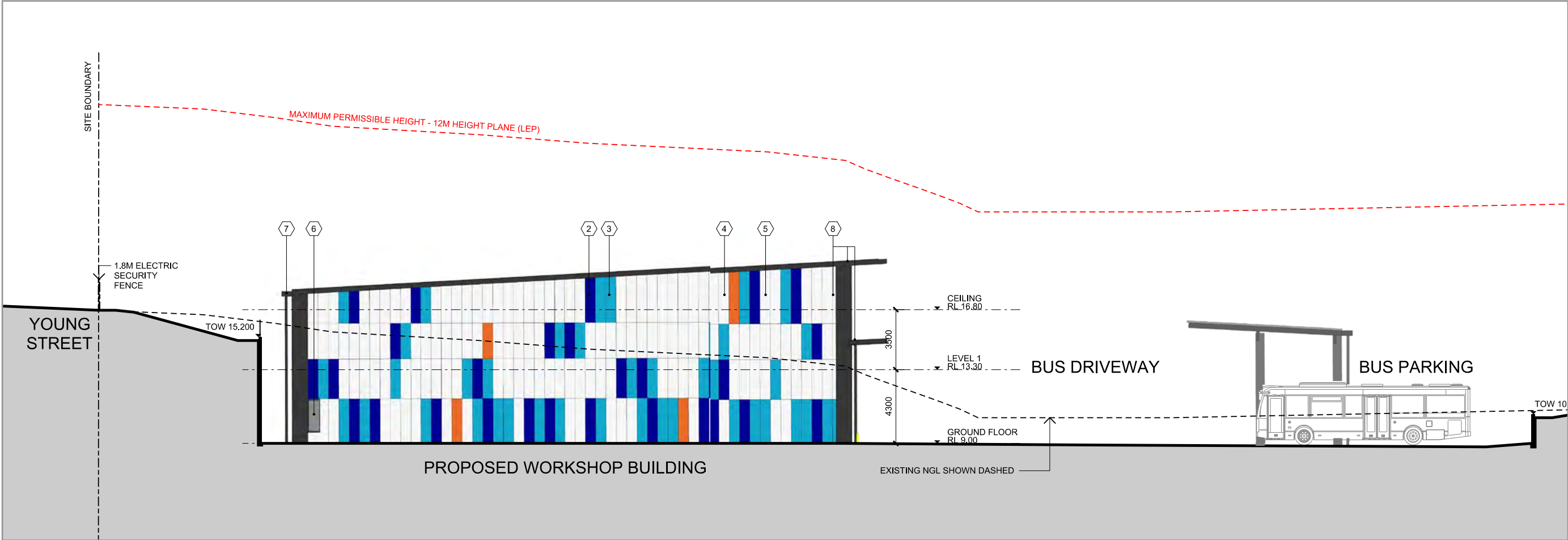


SOUTH ELEVATION OF WORKSHOP (Not to scale)

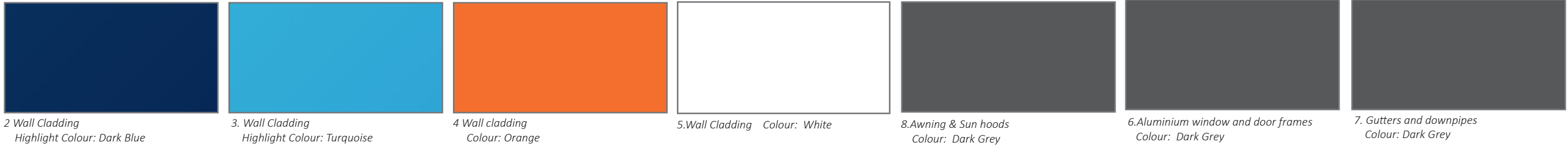


THE PROPOSAL

WORKSHOP ELEVATIONS

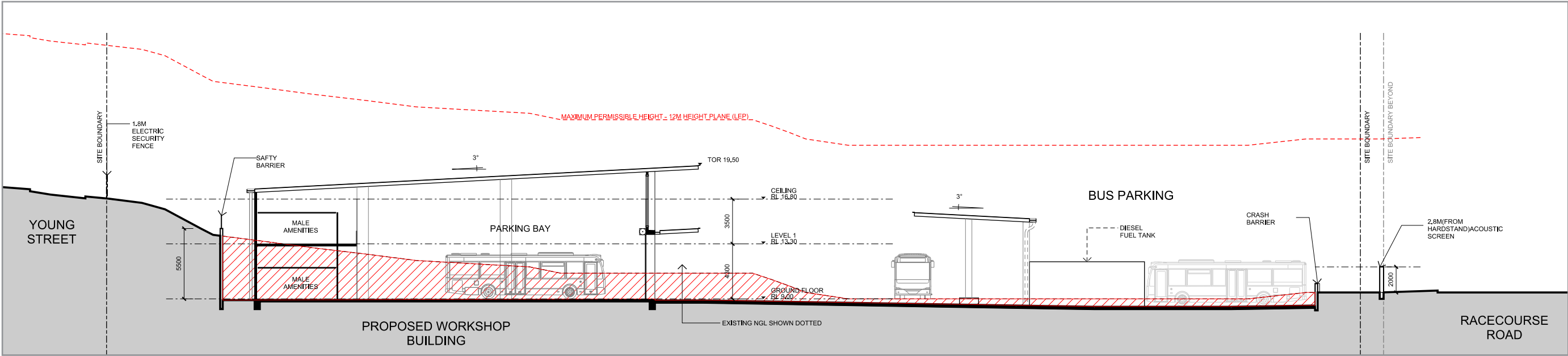


NORTH ELEVATION OF WORKSHOP (Not to scale)

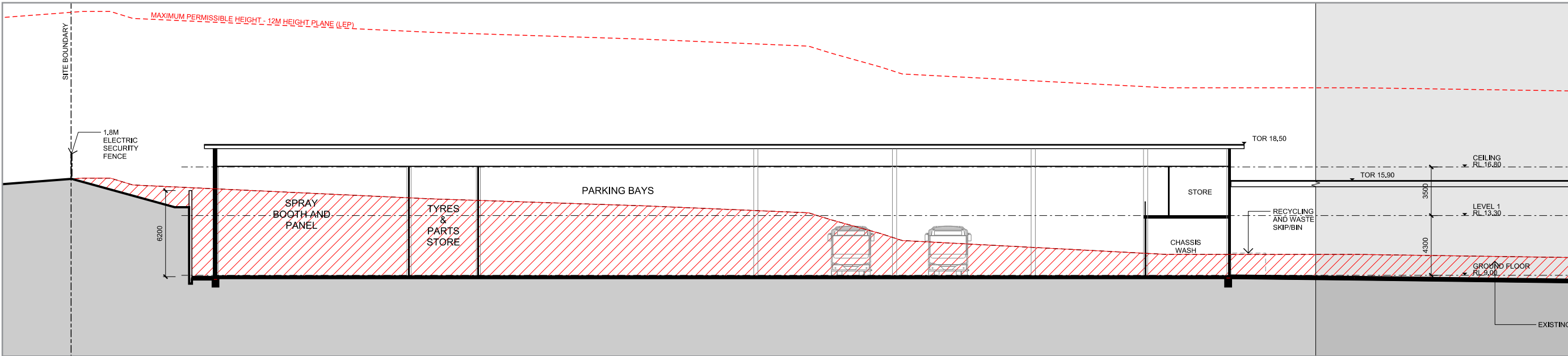


THE PROPOSAL

6.16. WORKSHOP SECTIONS



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



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

THE PROPOSAL

6.17. COVERED BUS PARKING STRUCTURE

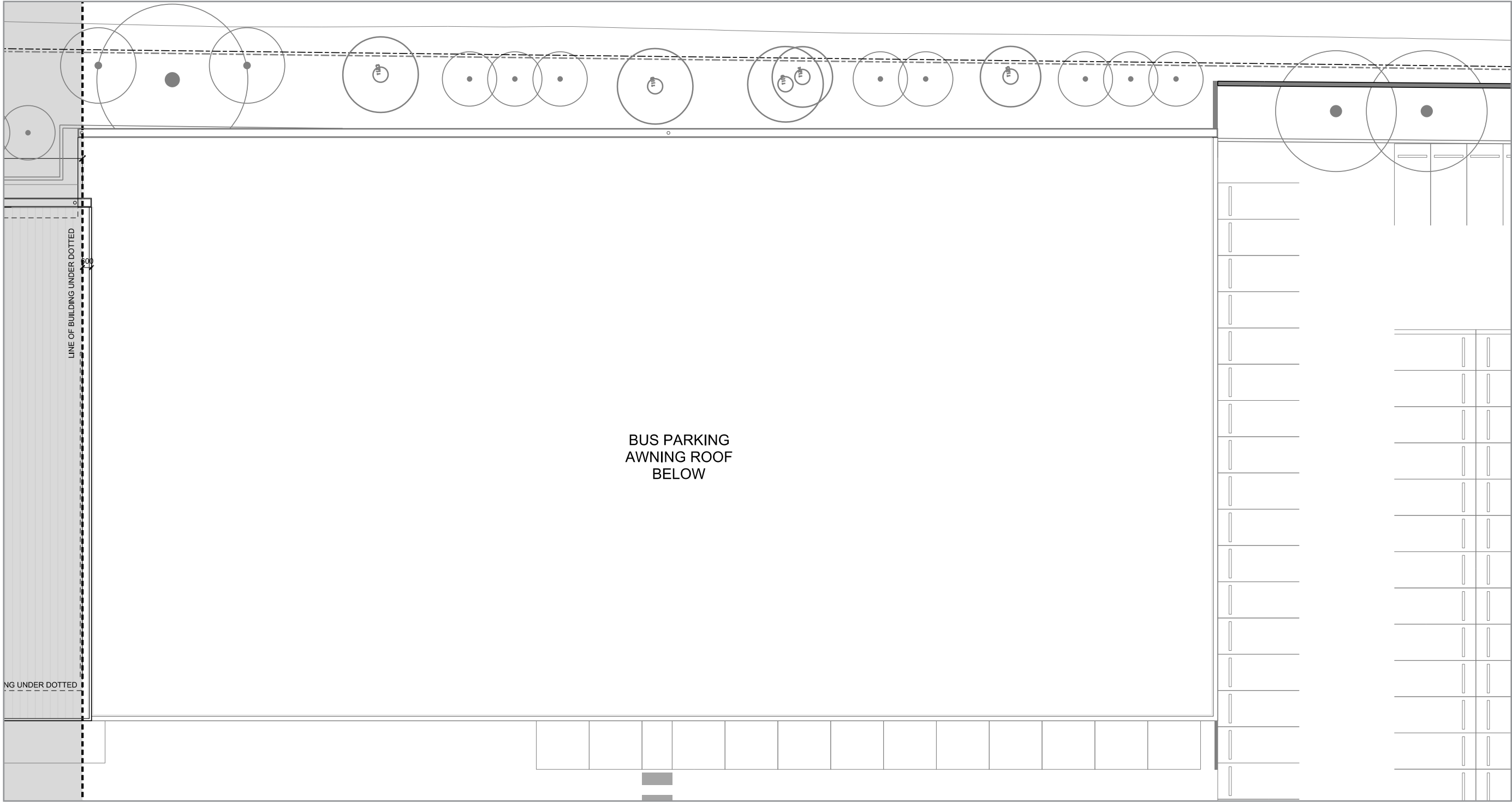
- The covered bus parking area has been located beside the administration building adjacent to the eastern site boundary, which will reduce its visibility when viewed from Racecourse Road
- This structure will provide all-weather bus parking with the roof designed to mitigate noise from impacting residential developments further south along Young Street.
- The covered bus parking structure will encroach within the permissible building setback of 10m; however, the portion of the structure that will encroach will be below natural ground level and the proposed building setback aligns with the setback of neighbouring commercial properties to the south of the site along Young Street.
- The building will accommodate column free bus parking bays allowing for the safe and easy manoeuvring of buses.
- The proposed structure does not exceed the permissible height of 12m, and due to the retaining wall ranging in height from 5.5m - 7m located at the rear of the site will only partially be visible from the public realm of Young Street.
- The covered bus parking area will be a secured environment with access via the designated accessible pedestrian paths.
- The simple built form, with a single pitched roof reflects the utilitarian and functional requirements of this working environment.
- The southern end of the covered bus parking area will be enclosed to provide acoustic mitigation. The bus parking area will be open to external hard-stand area.
- Facade modulation, material and colours are adopted to reflect the suite of other built elements including the administration building and workshop maintenance facility.



View north across hard-stand with covered bus parking area on the right

THE PROPOSAL

6.18. BUS COVERED PARKING STRUCTURE ROOF PLAN

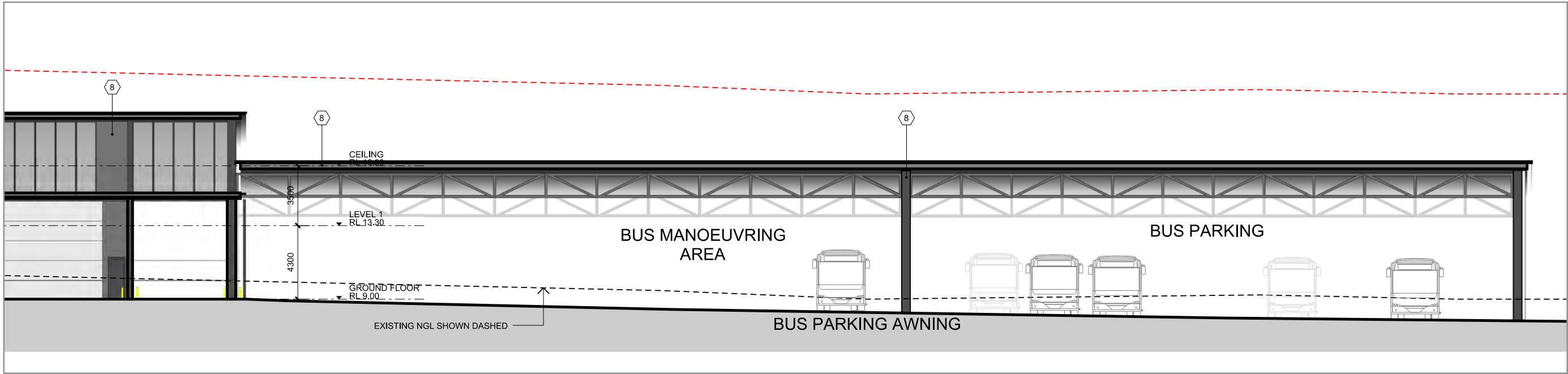


BUS COVERED PARKING STRUCTURE ROOF PLAN (Not to scale)



THE PROPOSAL

6.19. BUS COVERED PARKING STRUCTURE ELEVATIONS

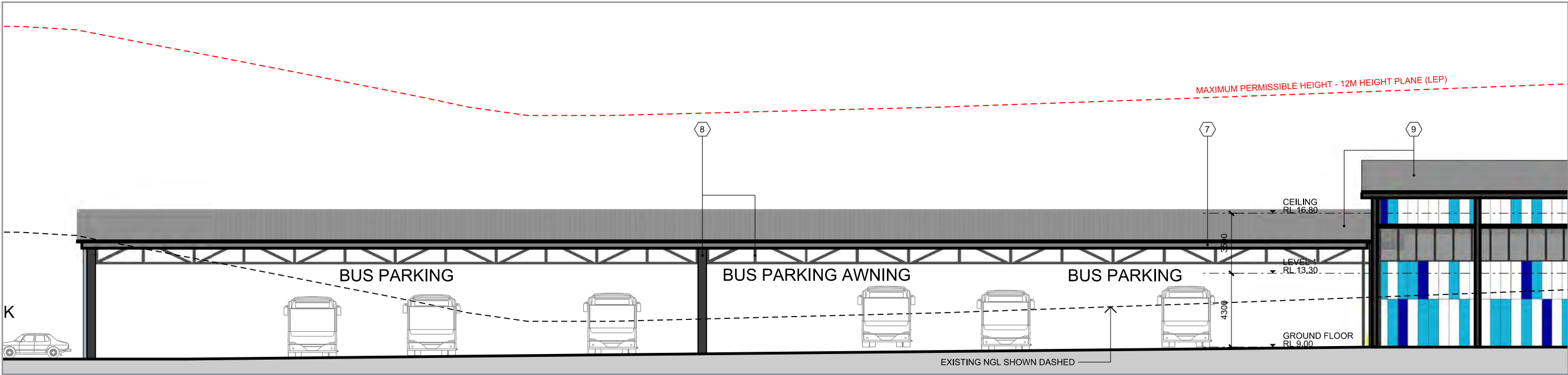


WEST ELEVATION OF BUS COVERED PARKING STRUCTURE (Not to scale)

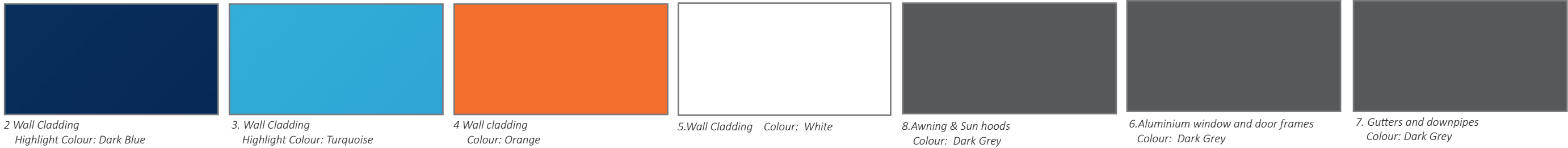


THE PROPOSAL

BUS COVERED PARKING STRUCTURE ELEVATIONS

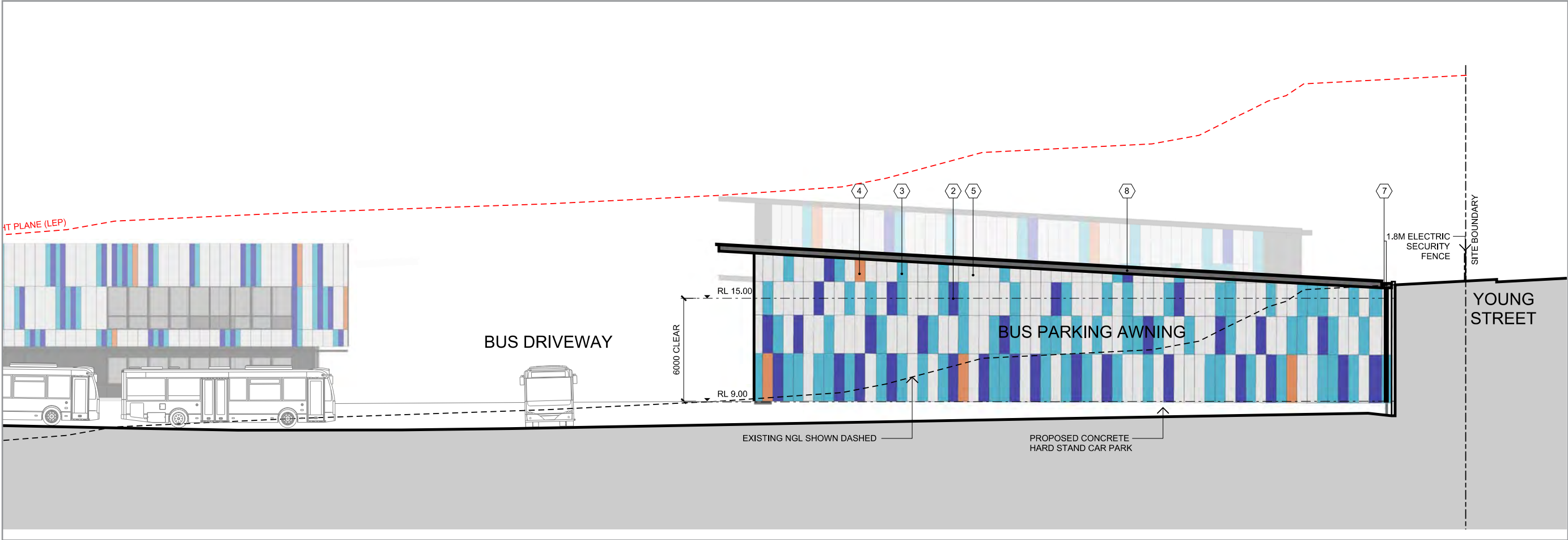


EAST ELEVATION OF BUS COVERED PARKING STRUCTURE (Not to scale)









THE PROPOSAL

BUS COVERED PARKING STRUCTURE ELEVATIONS

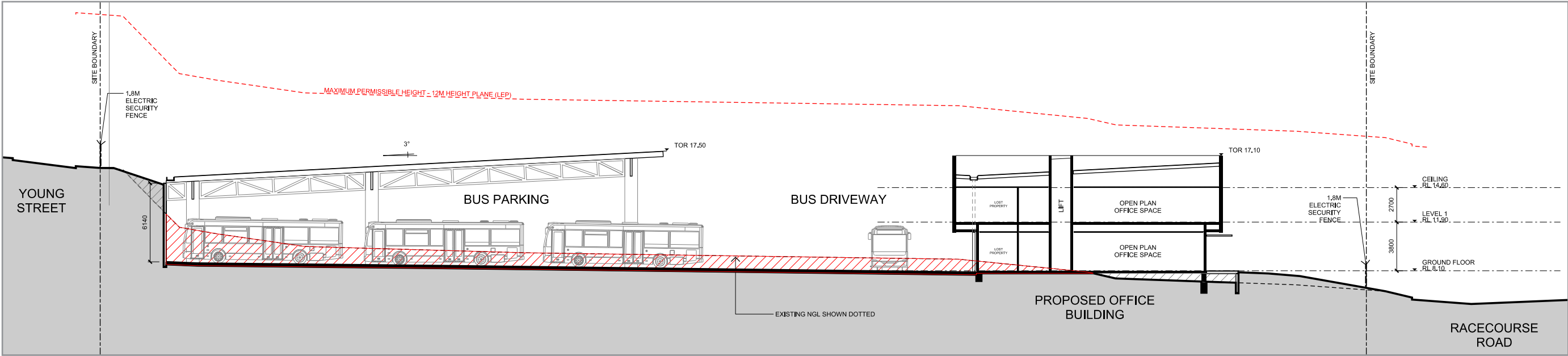


SOUTH ELEVATION OF BUS COVERED PARKING STRUCTURE (Not to scale)

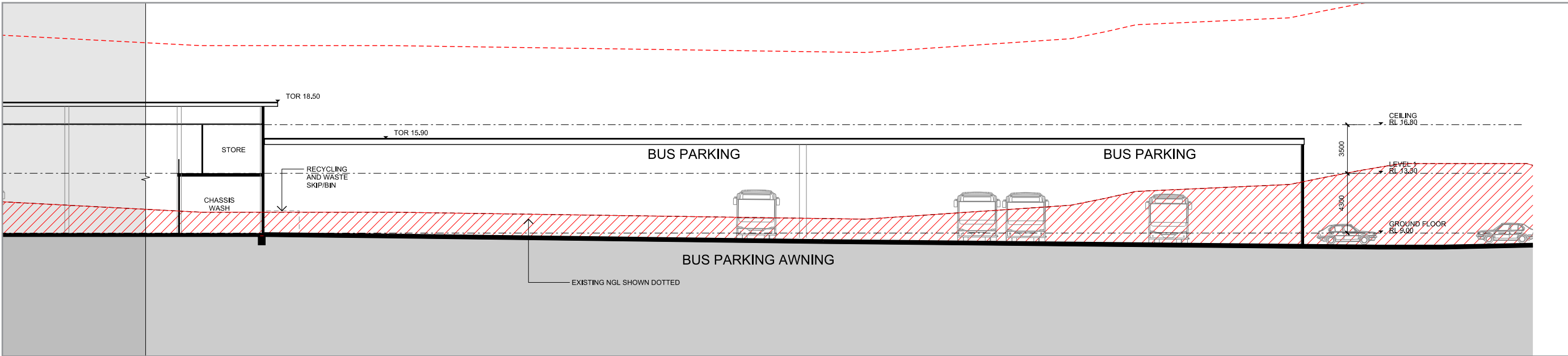
						
2 Wall Cladding Highlight Colour: Dark Blue	3. Wall Cladding Highlight Colour: Turquoise	4 Wall cladding Colour: Orange	5.Wall Cladding Colour: White	8.Awning & Sun hoods Colour: Dark Grey	6.Aluminium window and door frames Colour: Dark Grey	7. Gutters and downpipes Colour: Dark Grey

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)

THE PROPOSAL

6.20. FACADE MODULATION , MATERIALS, FINISHES AND COLOURS

- The selection of materials proposed will be of high quality, robust and timeless with integral colours and finishes for low maintenance and are fit for purpose and place.
- Materials are to have low reflectivity or gloss to minimise glare.
- Contrasting materials, colours and modulation will be used to assist in articulating human scaled building elements.
- Base building colour is to be white pre-finished wall cladding panels with dark blue, turquoise and orange colour highlights to reinforce branding and to provide a contemporary aesthetic when viewed from the public realm.
- Pre-finished wall cladding is to be modulated to create a colourful pattern that visually reduces the bulk and scale of the buildings.
- The same approach to wall panel modulation, colours and materials will be adopted for all buildings to enhance the sense that the they are part of a campus of structures whilst visually different.
- Aluminum frame windows doors and trim elements are to have a powder-coated finish and dark charcoal colour. Trim colours for window and door are to provide a darker contrast to base building colours and have a semi gloss finish.
- Dark grey glazed spandrels are to screen services above ceiling height and to facilitate facade modulation and provide a human scale.
- Materials have been selected to avoid opportunities for vandalism.



2 Wall Cladding
Highlight Colour: Dark Blue



3. Wall Cladding
Highlight Colour: Turquoise



4 Wall cladding
Colour: Orange



5.Wall Cladding Colour: White



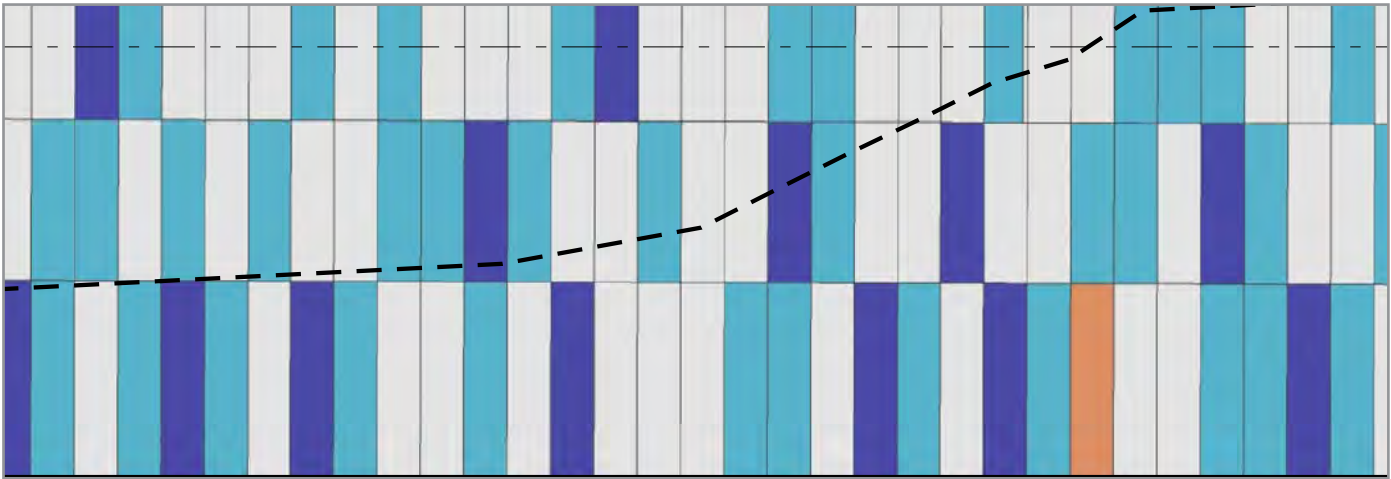
8.Awning & Sun hoods
Colour: Dark Grey



6.Aluminium window and door frames
Colour: Dark Grey



7. Gutters and downpipes
Colour: Dark Grey



THE PROPOSAL

6.21. ACOUSTIC SCREENS

- Noise control has been integrated into the overall proposed bus depot urban design.
- The proposed design and construction of acoustic screens reflects the broader existing landscape character of the site context and to ensure that acoustic screens are a part of a whole composition of design elements proposed for the site.
- The acoustic screens have been designed from the public realm ensuring that the overall form and scale, colour, texture, pattern and rhythm are primary considerations.
- The proposed design is intended to decrease the perceived scale of the wall when viewed from the public realm.
- Limiting the frequency of stepping along the top edge of the barriers has been very carefully considered to reduce visual dominance and confusion.
- Proposed acoustic screens have been located to ensure generous screen planting can be introduced in front of walls from the view of the public realm and where possible from within the depot hardstand areas.
- An acoustic screen is to be located adjacent to the northern end of the western boundary and will range from 1.2m - 2.7m in height. This acoustic barrier is required to mitigate noise to a height of 2.8m measured from the hardstand level which may effect residential properties located along Faunce Street West.



*Pre-cast Concrete Panel with similar texture to Reckli 1/317 Rustic
Colour :Dark Grey*



- A 1.8m high cap and lap timber acoustic screen is to be located along the southern end of the eastern boundary addressing Young Street. This acoustic barrier is required to mitigate noise to a height 1.8m height measured from ground level of the noise wall which may travel to residential properties located along Young Street.
- This acoustic screen is to be constructed in lap and cap timber with natural finish.
- The timber finish has been selected to visually integrate with the existing residential character of properties opposite the site along Young Street.



Acoustic Screen - lap and cap timber fence



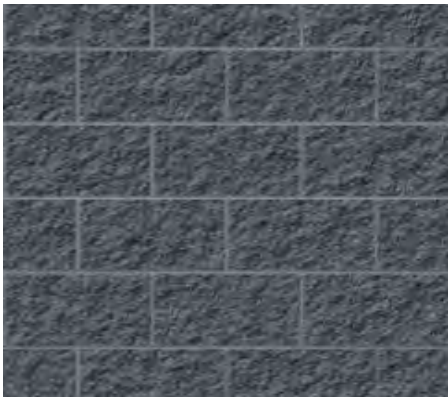
THE PROPOSAL

6.22. RETAINING WALLS

- The proposed design and construction of retaining walls reflects the broader existing landscape character of the site context and to ensure that exposed retaining walls are designed a part of a whole composition of design elements proposed for the site.

Retaining Walls addressing Racecourse Road

- Retaining walls proposed adjacent to racecourse Road are to be constructed in split faced concrete blockwork in a dark grey colour.
- The dark grey colour will complement vegetation and reduce visual prominence.



Split faced concrete blockwork Colour :Dark Grey



Retaining walls adjacent to Young Street & Faunce Street

- Retaining walls proposed adjacent to Young Street and Faunce Street west are designed to be of shoring wall construction.
- In areas where the shoring wall will be exposed and visible from the public realm such as along the south-east corner of the site behind the private vehicle parking area and future expansion zone, a pre-cast concrete panel facing will be applied to the wall.
- Pre-cast concrete panels to have an integral dark grey colour to minimise intrusiveness when viewed against the vegetated background of Young Street and Waterview Park.



Pre-cast concrete panels. Colour :Dark Grey

THE PROPOSAL

6.23. GUARDRAILS

- The proposed design and construction of guardrails are to be a part of a whole composition of design elements proposed for the site.
- Guardrails are to be located along retaining walls addressing Racecourse Road and will be a combined vehicle impact containment with pedestrian fall protection system similar to, RHINO-STOP® EliteCar Park Guardrails.
- Guardrails to be in a dark grey colour to complement vegetation within the Racecourse Road setback and to reduce their visual prominence.



*Combined vehicle and pedestrian guardrail.
Colour :Dark Grey*

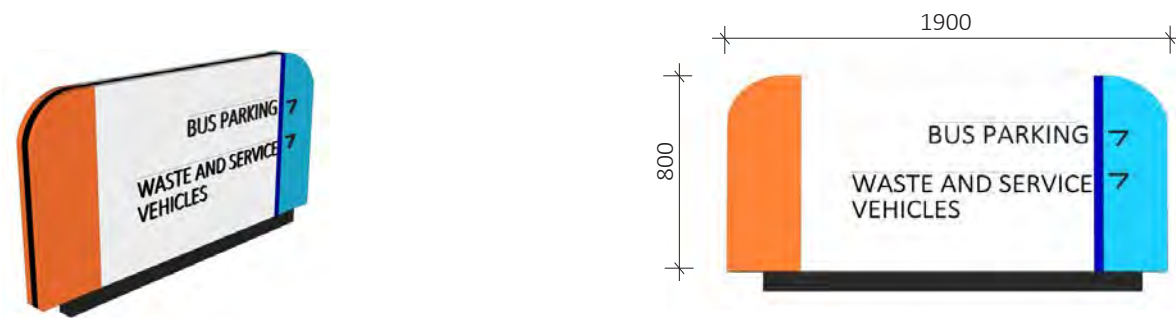


THE PROPOSAL

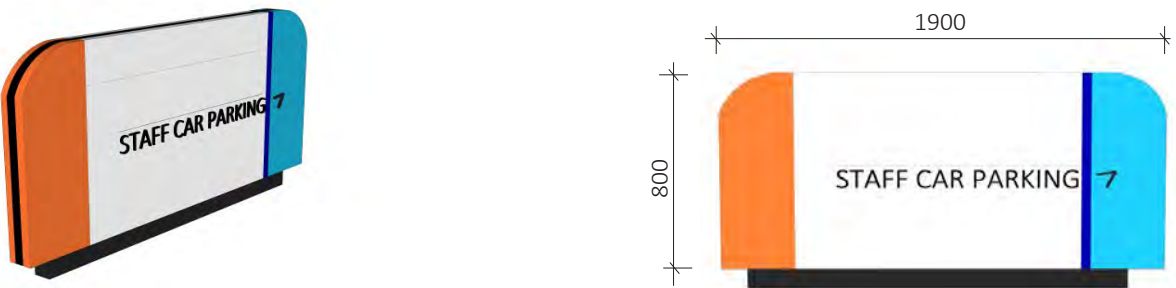
6.24. SIGNAGE PLAN

- Proposed way-finding signage is limited to points of site access and egress to avoid visual clutter and confusion when viewed from the public realm.
- Proposed signage has been limited to small totem structures located within landscape buffer areas adjacent to vehicle entries to ensure these structures do not undermine the scale and character of the area, dominate the skyline or block significant motorist and pedestrian sightlines along Racecourse Road.
- The signage structure proposed will be constructed of high quality, robust and timeless materials with integral colours and finishes for low maintenance and be fit for purpose and place.

Busways- Proposed directional signage



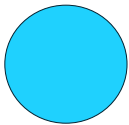
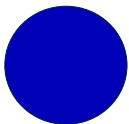
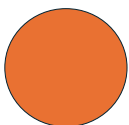
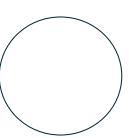
Bus parking, waste and service vehicle directional signage



Staff car parking directional signage

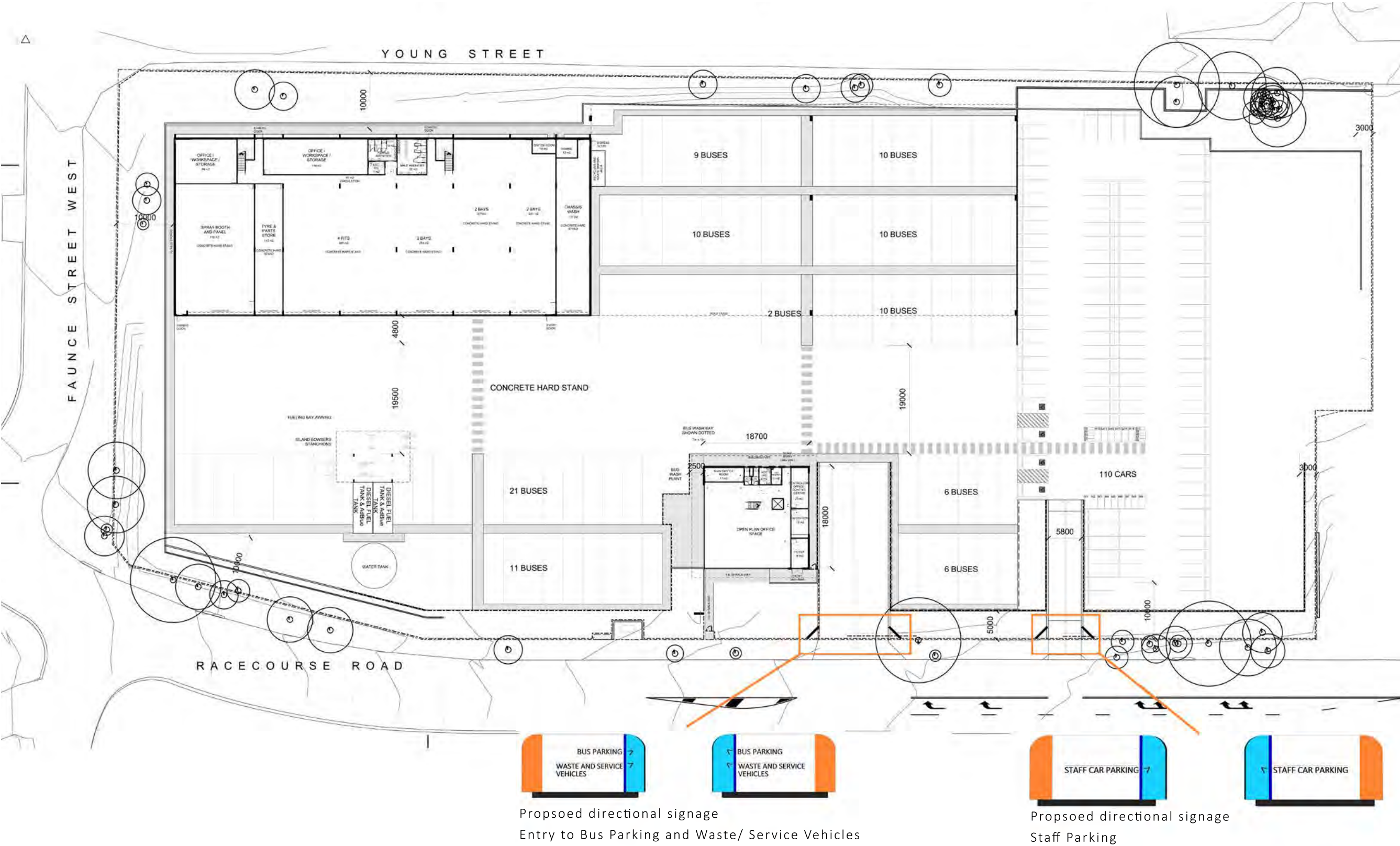
Text type finish and colour

ABCD abcd San Serif text in Calibri light

-  Solid aluminium panel painted in feature 'light blue' colour
-  Solid aluminium panel painted in feature 'dark blue' colour
-  Solid aluminium panel painted in feature 'orange' colour
-  Solid aluminium panel painted in 'white' colour

Note select colour above to comply with Busways branding and colour specification

THE PROPOSAL



SIGNAGE LOCATION PLAN (Not to scale)

All works in the road reserve are shown for assessment purposes only and not for approval.

THE PROPOSAL

6.25. LANDSCAPE

- The proposed landscape design for the new bus depot aims to create a sustainable and resilient environment that enhances the site's functionality while contributing positively to the local ecology. The overarching strategy focuses on preserving existing street trees for immediate visual buffering and prioritising the use of locally indigenous vegetation to ensure long-term climate resilience, low water use, and minimal maintenance requirements.

Key design priorities includes:

- Preservation of existing street trees to maximise immediate visual buffering.
- Utilisation of locally indigenous vegetation for climate resilience, longevity, heat resistance, low water uses and low maintenance requirements.
- Indigenous vegetation is supplemented with a range of native shrubs and groundcovers for enhanced fire retardancy and biodiversity.
- Enhancement of overall canopy coverage through a combination of tall canopy trees and small to medium evergreen trees to create a well-connected green corridor around the site periphery, contributing positively to the local streetscape and mitigating urban heat island effect.
- Integration of erosion control shrubs and groundcovers for embankment planting to minimise the height of required retaining walls, with plants selected to cascade over retaining wall edges, softening visual impact and reducing urban heat generation on vertical surfaces.
- Incorporation of sustainable drainage systems with native groundcovers and grasses in drainage swales to enhance water management, stormwater quality control, and ecological resilience.
- Strategic placement of vegetation at main pedestrian entrances and the office building to enhance pedestrian comfort with shade and cooling, while low understory shrubs and groundcovers are used to maintain clear sightlines for a safe and welcoming arrival experience.
- Organised non-continuous planting groups within the Asset Protection Zone along Young Street to mitigate bushfire risk while creating an appealing streetscape planting scheme and providing effective visual buffering.



SITE ANALYSIS

6.26.VEGETATION

- Existing trees of poor health, form and structure and weeds are proposed to be removed.
- Three existing street trees. T131, T132 and T133 would need to be removed to accommodate the private vehicle entry. A separate approval under section 138 of the Roads Act 1993 will be sought for this work. Information about the removal of street trees is given for assessment purposes not approval. All works in the road reserve are shown for assessment purposes only and not for approval

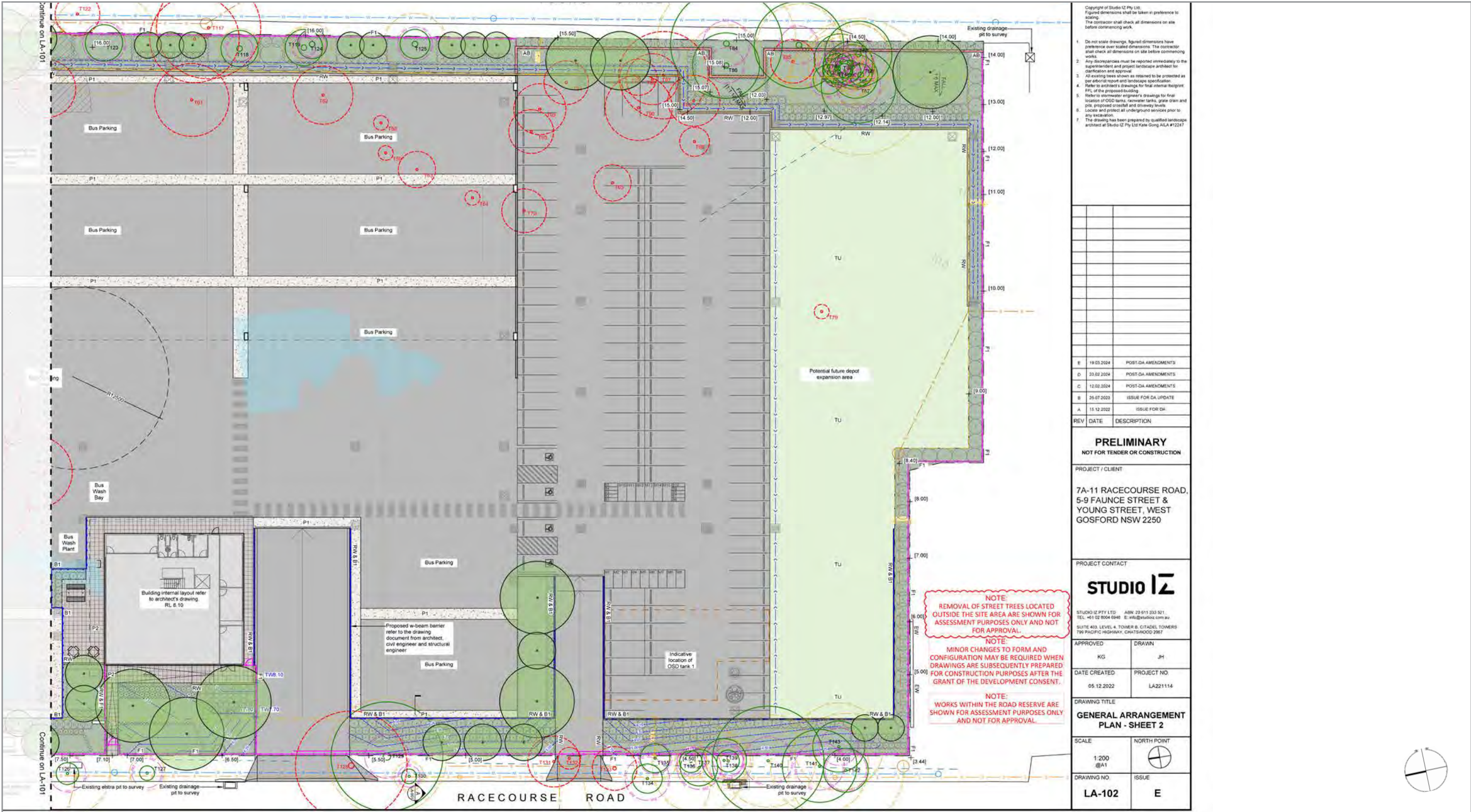
-  EXISTING STREET TREES
-  EXISTING TREES WITHIN SITE TO BE RETAINED
-  EXISTING TREES WITHIN SITE TO BE REMOVED
-  EXISTING STREET TREES TO BE REMOVED



Base-map source - Sixmaps

LANDSCAPE PROPOSAL

LANDSCAPE DESIGN

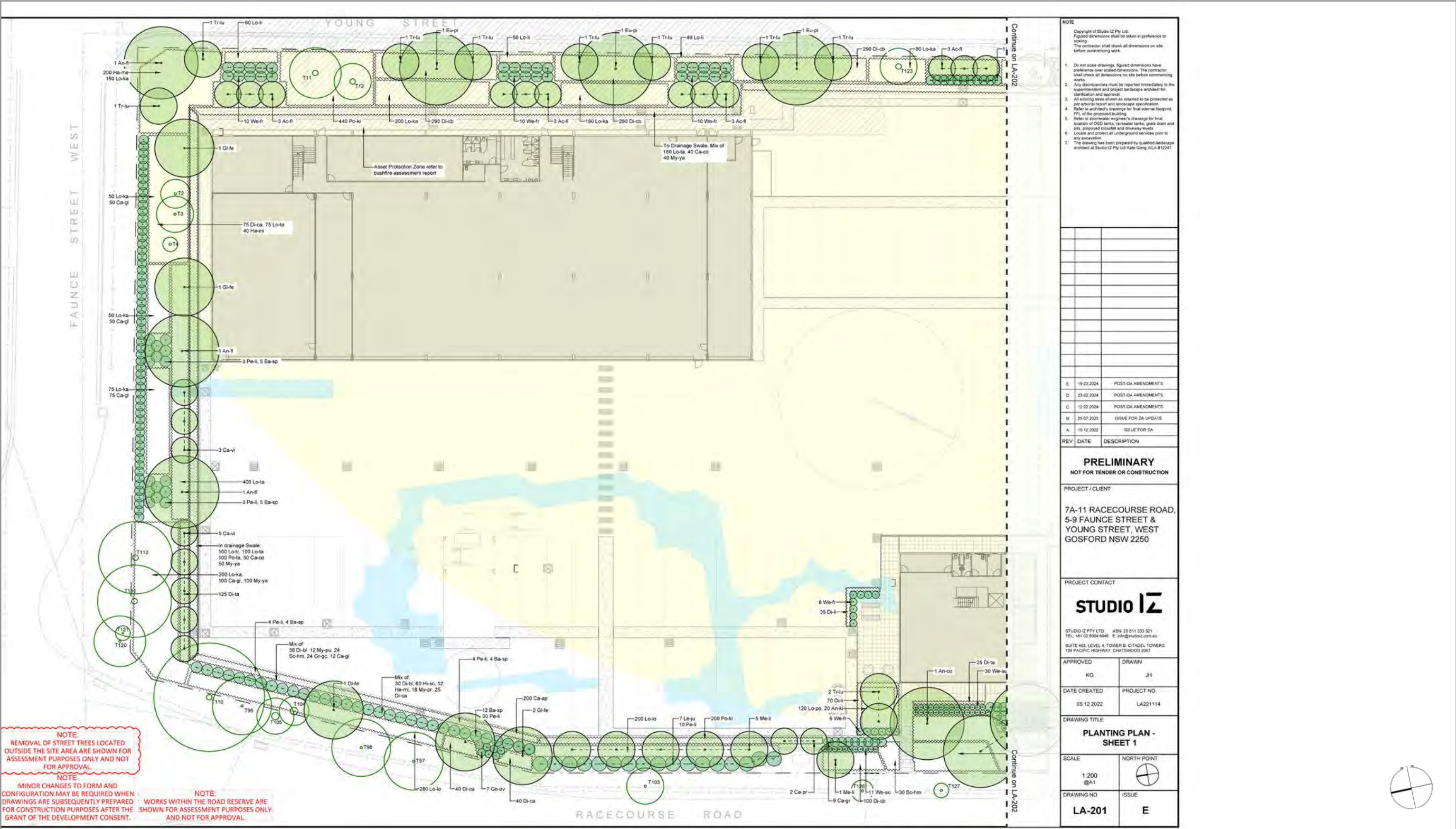


GENERAL ARRANGEMENT PLAN - SOUTH (Not to scale)

All works in the road reserve are shown for assessment purposes only and not for approval.

LANDSCAPE PROPOSAL

LANDSCAPE DESIGN



PLANTING PLAN SHEET 1 - NORTH (Not to scale)

All works in the road reserve are shown for assessment purposes only and not for approval.

LANDSCAPE DESIGN



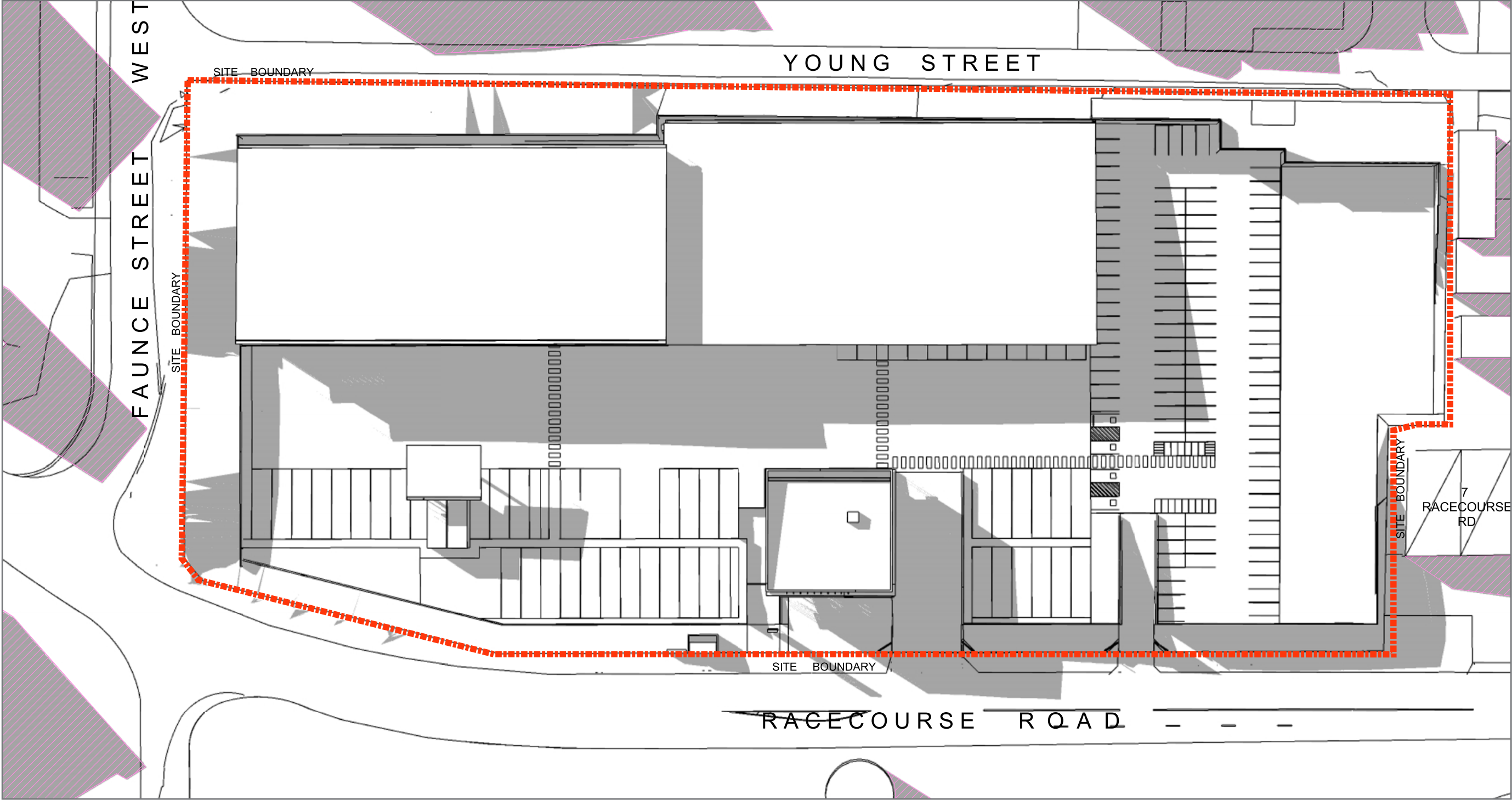
LANDSCAPE DESIGN

PLANTING PALETTE (Not to scale)

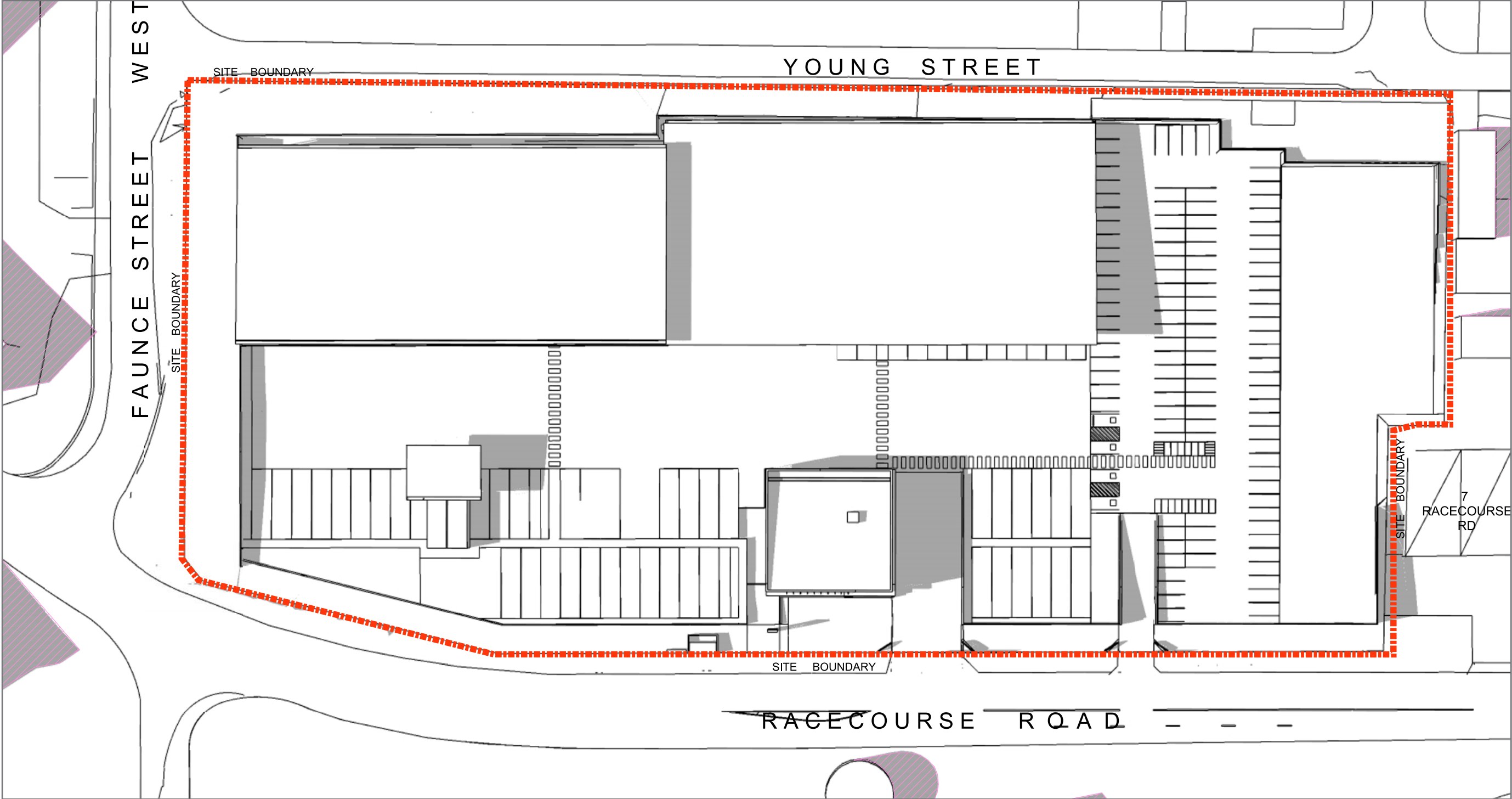
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8.0 AMENITY

8.1. SHADOW DIAGRAMS

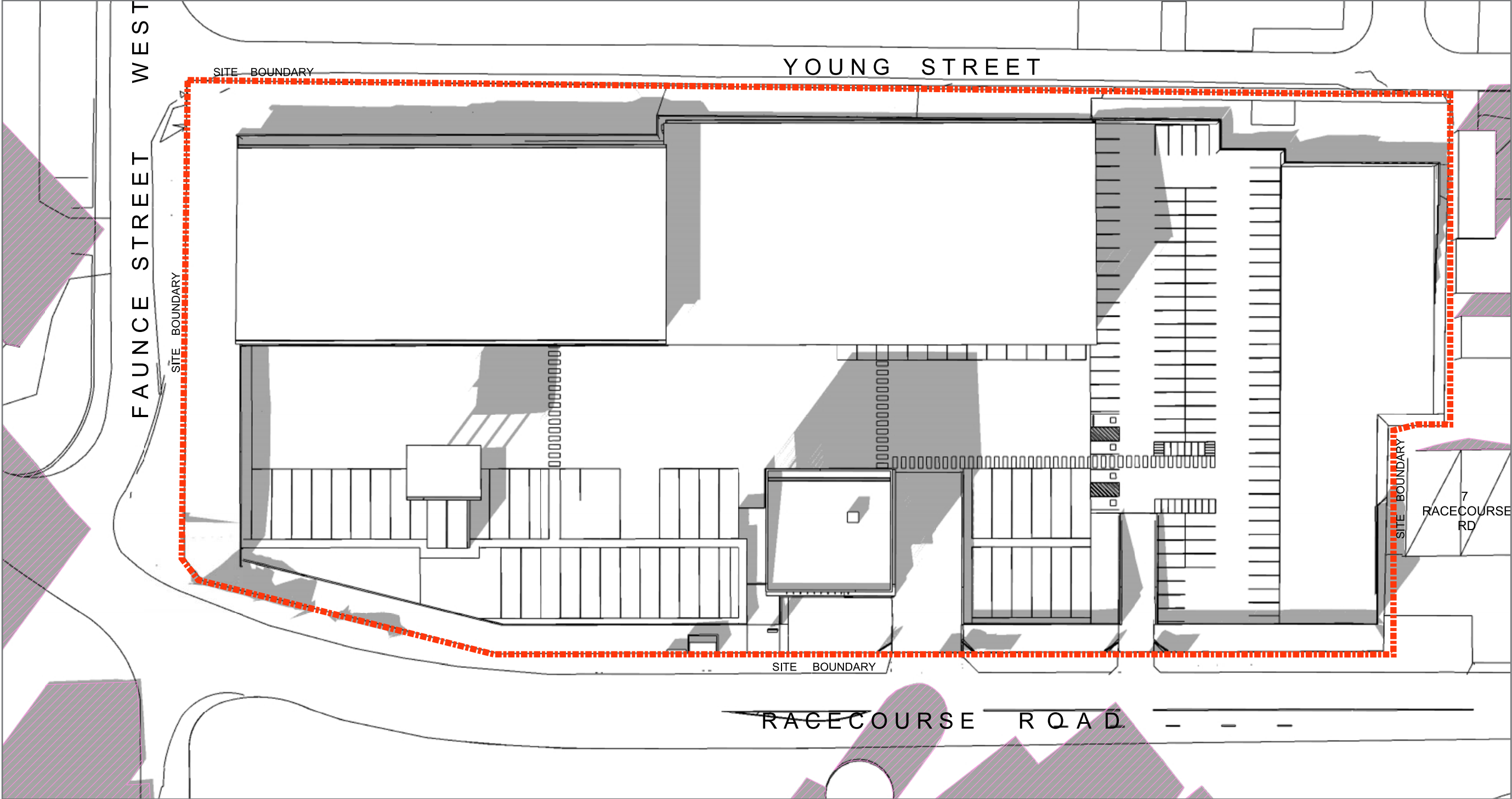


9.am June 21st



12 noon June 21st





3pm June 21st



AMENITY

8.2. 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 plant selection so that minimal water is required once established.

6. Waste and Materials

- 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.
 - Dishwasher 4 stars min. (energy rating).
 - Common lighting occupancy control and set back/night time
 - Electric hot water system to ‘sink and basin’. i.e. all kitchen sinks and bathroom basins.

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

8.3. 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. 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 95 bus bays, 110 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 facilities office/ 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- Pentagon Pacific- 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 110 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 95 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.
 - 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 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.

AMENITY

- 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 breakout 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 should 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 borders 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.
 - 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.
- ### 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 95 bus bays, 110 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

AMENITY

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.