

WEST GOSFORD

10 YOUNG STREET

URBAN DESIGN AND VISUAL IMPACT ASSESSMENT REPORT

MARCH 2021

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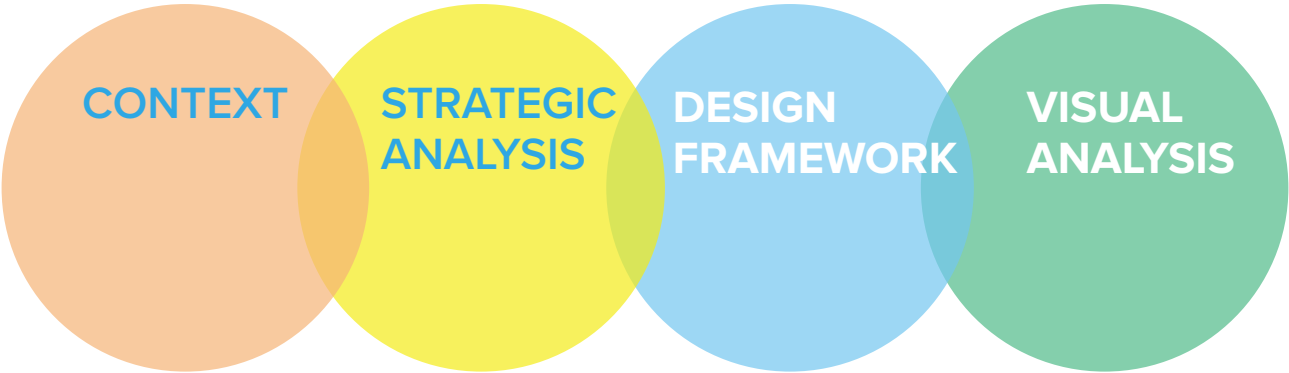
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REPORT STRUCTURE







SETTING THE SCENE

10 Young Street is strategically positioned as a gateway site influencing the arrival experience into the region. The site is a catalyst for future development within the 'Western Gateway' precinct of Gosford.

The proposal for 10 Young Street, West Gosford aims to be consistent with a variety of Government policies, including Government Architect's Urban Design Framework – The Way Forward. This document is clear in establishing Gosford as an attractive regional capital formed of a series of well-connected precincts; Civic Heart, City South and City North.

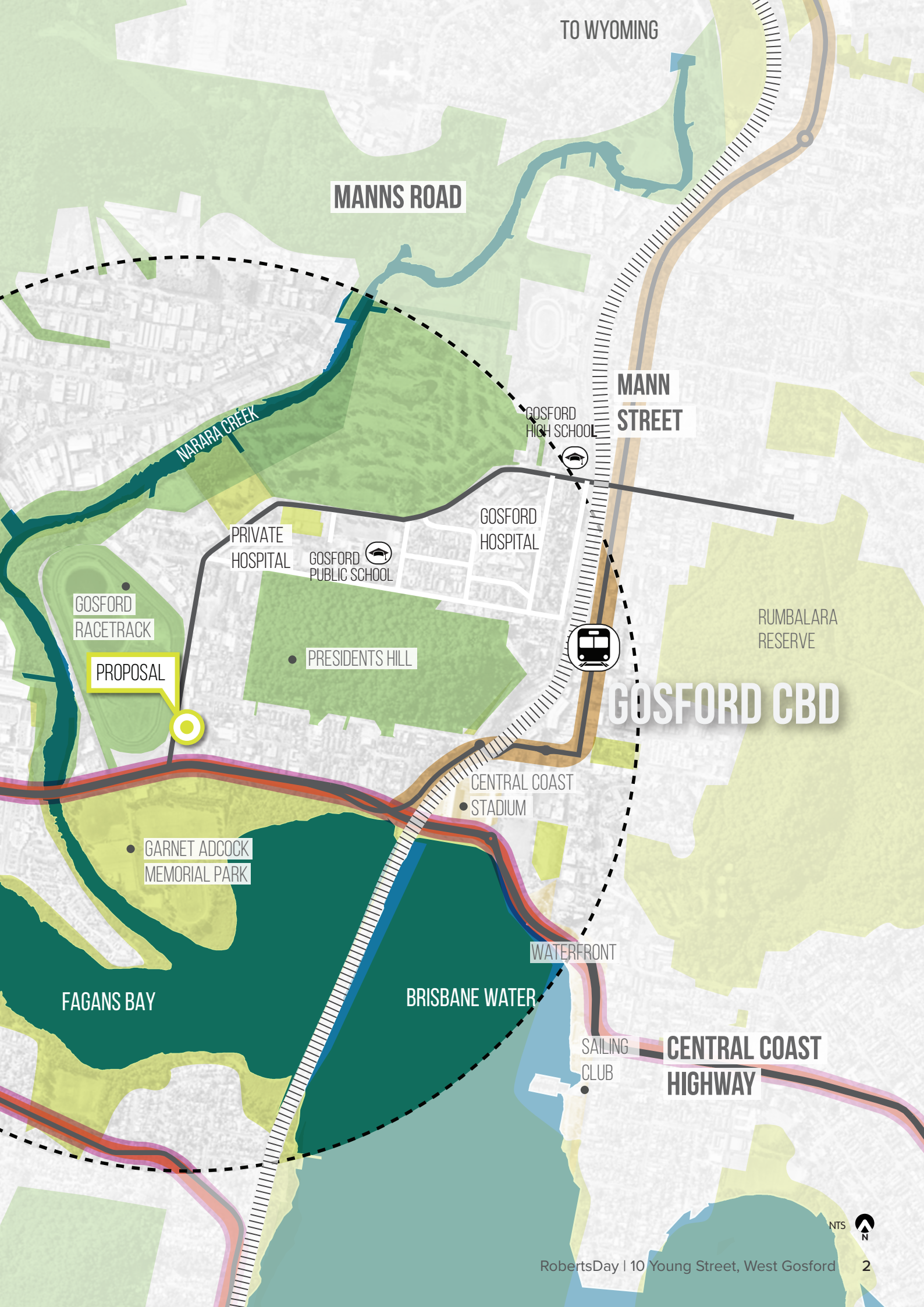
As 10 Young St sits outside the boundaries of these core precincts, the visioning of the western gateway to the region is necessary to ensure that this area of Gosford is set to support the CBD - both now and in the future.

The 'Western Gateway' has been established as a precinct that can offer residents and visitors a range of recreation and lifestyle choices, whilst also supporting the future growth of Gosford. The proposal for a mixed use development at 10 Young Street is an ideal response to these conditions.

Leveraging off existing natural assets, including proximity to Gosford Racetrack, Garnet Adock Memorial Park and Presidents Hill escarpment, the proposed design of 10 Young St is successful in establishing a gateway built form that is also sensitive to its surroundings.

At a local level, public domain is at the forefront of design. The pedestrian connectivity and experience is significantly improved through attractive footpaths with landscaping as well as provision of activate ground floor uses.





TO WYOMING

MANNS ROAD

NARARA CREEK

MANN STREET

GOSFORD HIGH SCHOOL

PRIVATE HOSPITAL

GOSFORD PUBLIC SCHOOL

GOSFORD HOSPITAL

RUMBALARA RESERVE

PRESIDENTS HILL

GOSFORD RACETRACK

PROPOSAL

GOSFORD CBD

CENTRAL COAST STADIUM

GARNET ADCOCK MEMORIAL PARK

FAGANS BAY

BRISBANE WATER

WATERFRONT

SAILING CLUB

CENTRAL COAST HIGHWAY



LOCAL CONTEXT

The proposed development at 10 Young Street is located in West Gosford. It is close to the corner of Central Coast Highway and Racecourse Rd, and therefore positions itself as a site that can contribute to the arrival experience into the broader region of Gosford.

The site is approximately 1.2 km from the local train station and the CBD of Gosford left of the railway line. There are a number of bus stops within short walking distance of the site that service the city centre.

Gosford is framed by a strong blue-green grid, and the subject site has varying neighbouring uses ranging from a racetrack, parks, entertainment grounds with multiple dining and recreational experiences, retail offerings and schools.

At a more local scale, the site has connectivity to both Young Street and Racecourse Rd providing the opportunity for increased accessibility across the street grid and connectivity to Presidents Hill escarpment.





View from Pacific Highway looking north



View from Young Street looking south



View from Racecourse Rd looking south



View from Pacific Highway looking north (arrival point to Gosford)

"ALWAYS DESIGN A THING
BY CONSIDERING IT IN ITS
NEXT LARGER CONTEXT
— A CHAIR IN A ROOM, A
ROOM IN A HOUSE, A HOUSE
IN AN ENVIRONMENT, AN
ENVIRONMENT IN A CITY
PLAN."

ELIEL SAARINEN

STRATEGIC ANALYSIS

STRATEGIC CONTEXT

GOSFORD UDF THE WAY FORWARD

Government Architect's Urban Design Framework establishes three distinct but linked precincts across Gosford; City North, Civic Heart and City South. The Framework acknowledges that enabling a network of connected places allows the clustering of public domain improvements and investment in the city.

RobertsDay have previously prepared a concept masterplan for potential 'Health & Education' precinct located west of Public Hospital and connected to City North. However, there is an opportunity to complete the precincts by including the key western arrival point to Gosford as the 'Western Gateway' precinct.

WESTERN GATEWAY PRECINCT

The proposed Western Gateway precinct responds to the broader picture of transforming Gosford into a competitive city that responds to increased growth, supporting an additional 2,120 residents by 2031 and one that attracts new investment.

Acknowledging the surrounding natural environment – parks, a racetrack and escarpment – all of which supports a leisurely lifestyle, the newly defined Western Gateway clearly establishes itself as a precinct that can offer residents and visitors a range of recreational and sporting choices.

The area is established as a point of arrival into Gosford, and thus, it is vital that it has its own sense of place, whilst having strong relations to its adjoining precincts. A strong identity can be achieved through provision of new uses and activities, improved connectivity, vibrant streetscape, high amenity public domain and high quality architecture.

“Gosford UDF reimagines the heart of Gosford into an attractive regional capital and series of great well-connected places. A city centre and places that will attract more people to live, work, visit and invest in the centre.”

”

CENTRAL COAST
HIGHWAY

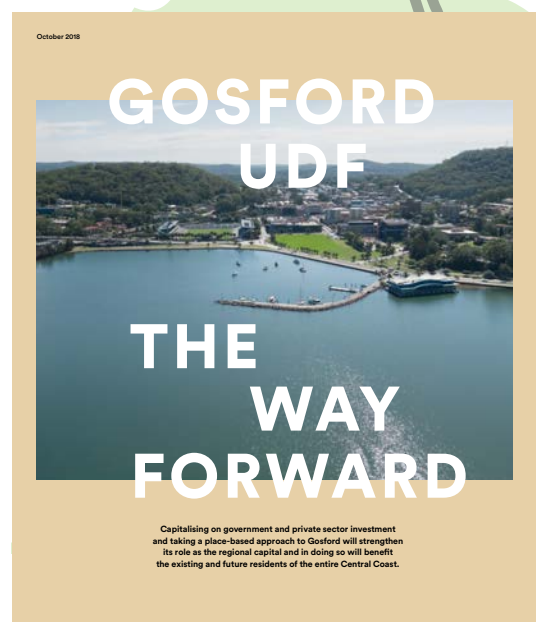
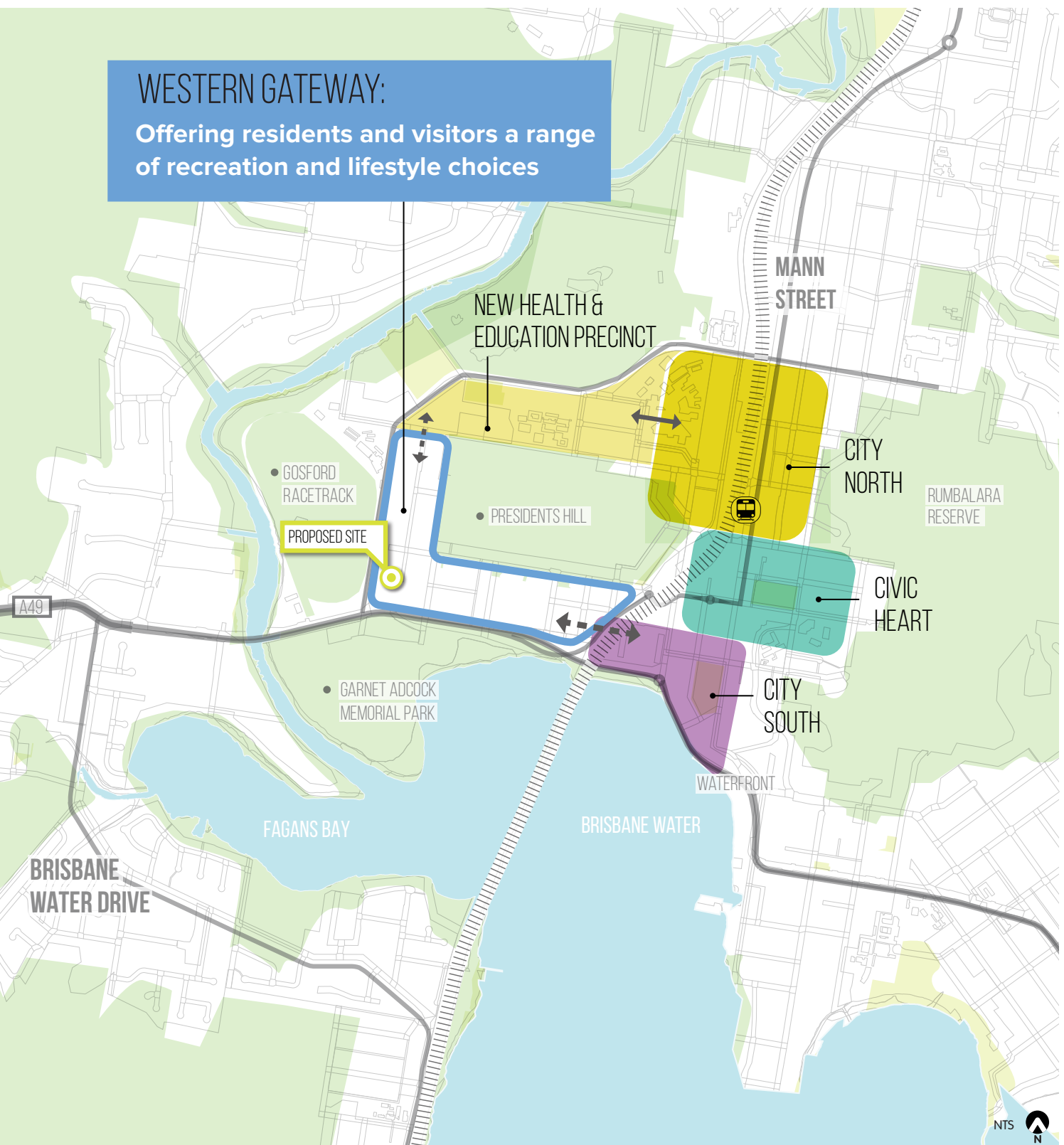


Image: GOSFORD UDF THE WAY FORWARD, 2017

WESTERN GATEWAY:

Offering residents and visitors a range of recreation and lifestyle choices



STRATEGIC LOCATION

10 YOUNG STREET

10 Young Street has a defined strategic location. It is enveloped by a strong green grid formed of Presidents Hill escarpment, Gosford racetrack and Garnet Adcock Memorial Park.

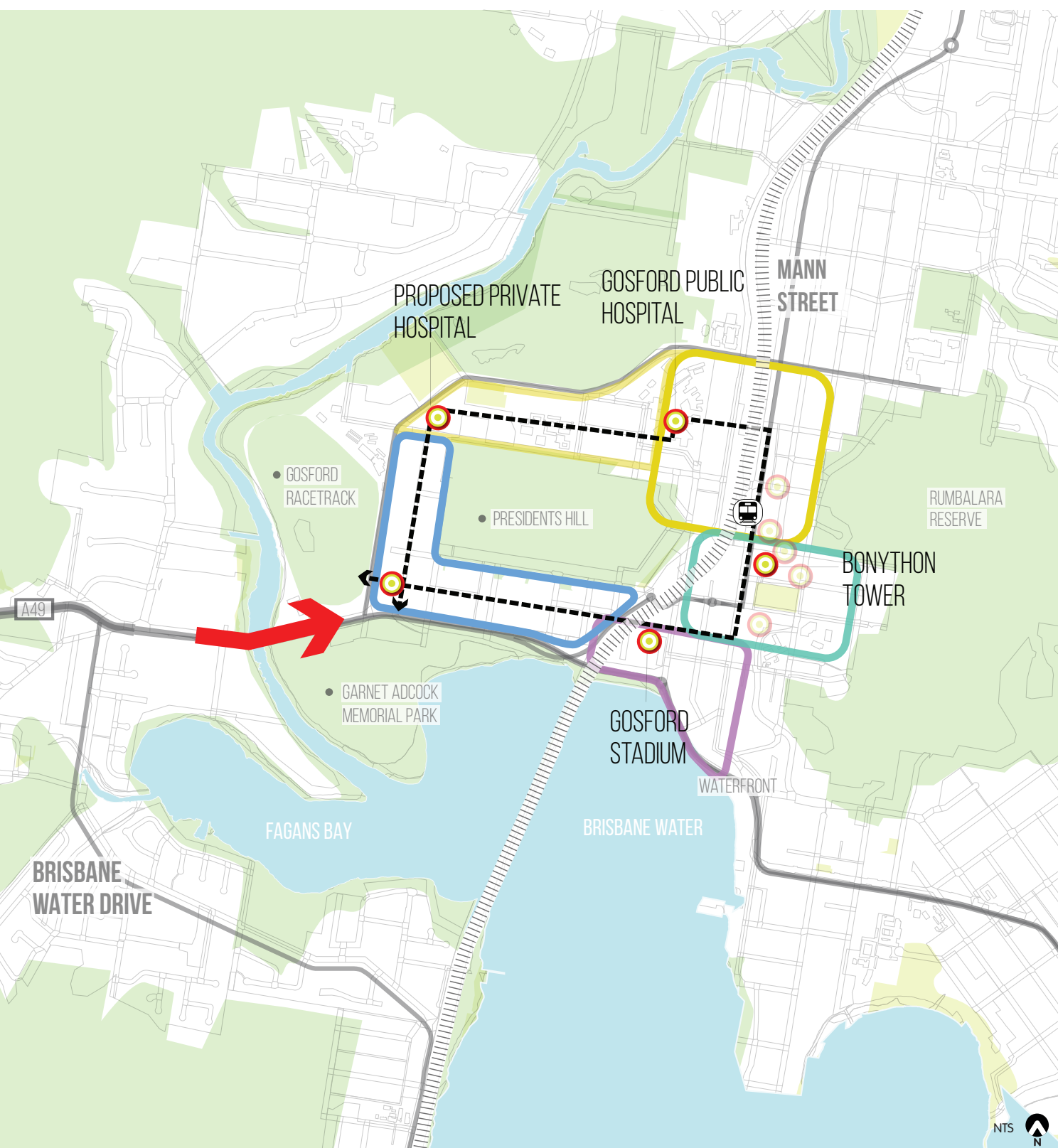
Framed by key transport routes, sitting on the corner of both the local and regional road network, the location of this proposal is deemed critical in the arrival experience into Gosford from the Central Coast Highway.

Part of 10 Young Street has been identified as a gateway site in the SEPP Gosford City Centre with the highest height limit control among the lands located west of Gosford. Across Gosford there are several landmark buildings within each precinct, including the Gosford Stadium in City South, Bonython Tower in the Civic Heart, and both the existing and proposed hospitals in City North. The proposal at 10 Young Street is deemed fitting in both the establishment of the Western Gateway as a precinct that encourages lifestyle and recreational uses and as a landmark development that is connected to other key features across the city.

Proactively responding to its strategic context, the intention to define this site as a gateway development is clear, whilst ensuring that there are no concerning visual impacts on surrounding natural environment, including Presidents Hill.

Image: SEPP (Gosford City Centre)- HOB





WESTERN GATEWAY PRECINCT VISIONING

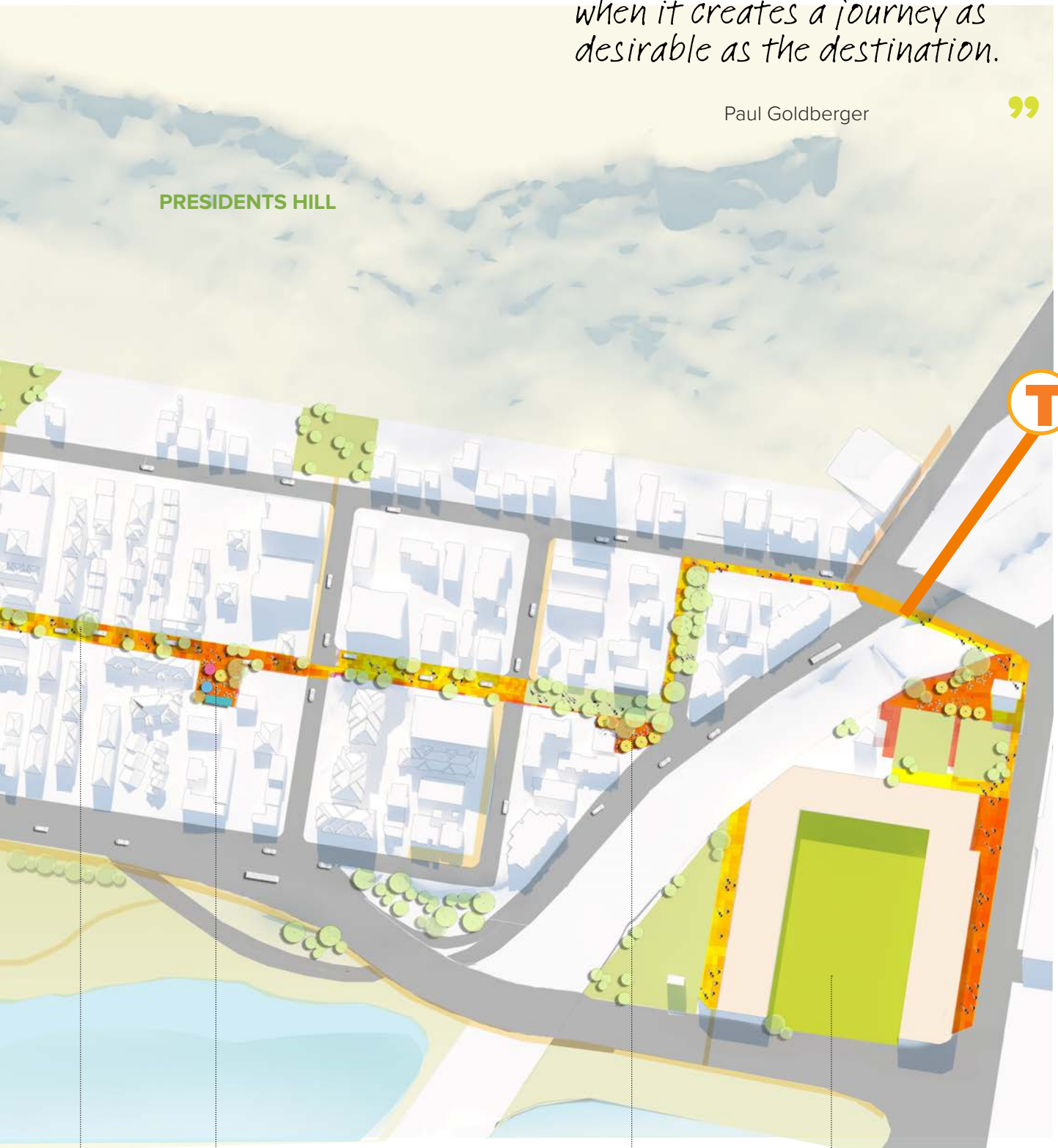


“URBANISM WORKS
when it creates a journey as
desirable as the destination.”

Paul Goldberger

”

PRESIDENTS HILL



POTENTIAL
FUTURE
CONNECTION

POTENTIAL FUTURE
PARK

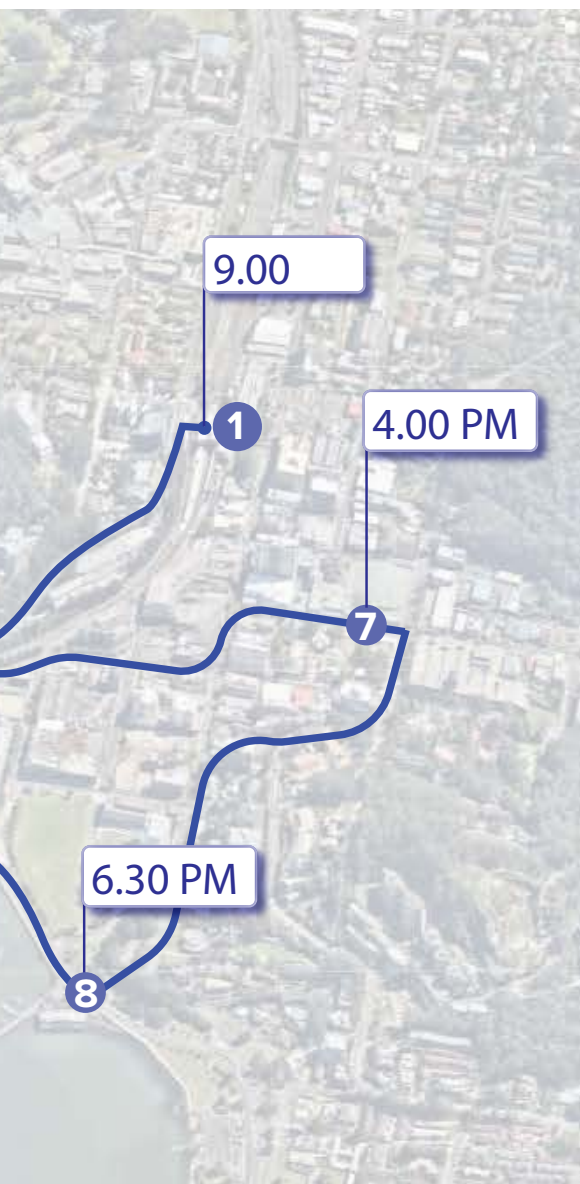
POTENTIAL
FUTURE COFFEE
CORNER

CENTRAL COAST
STADIUM



FUTURE USER EXPERIENCE



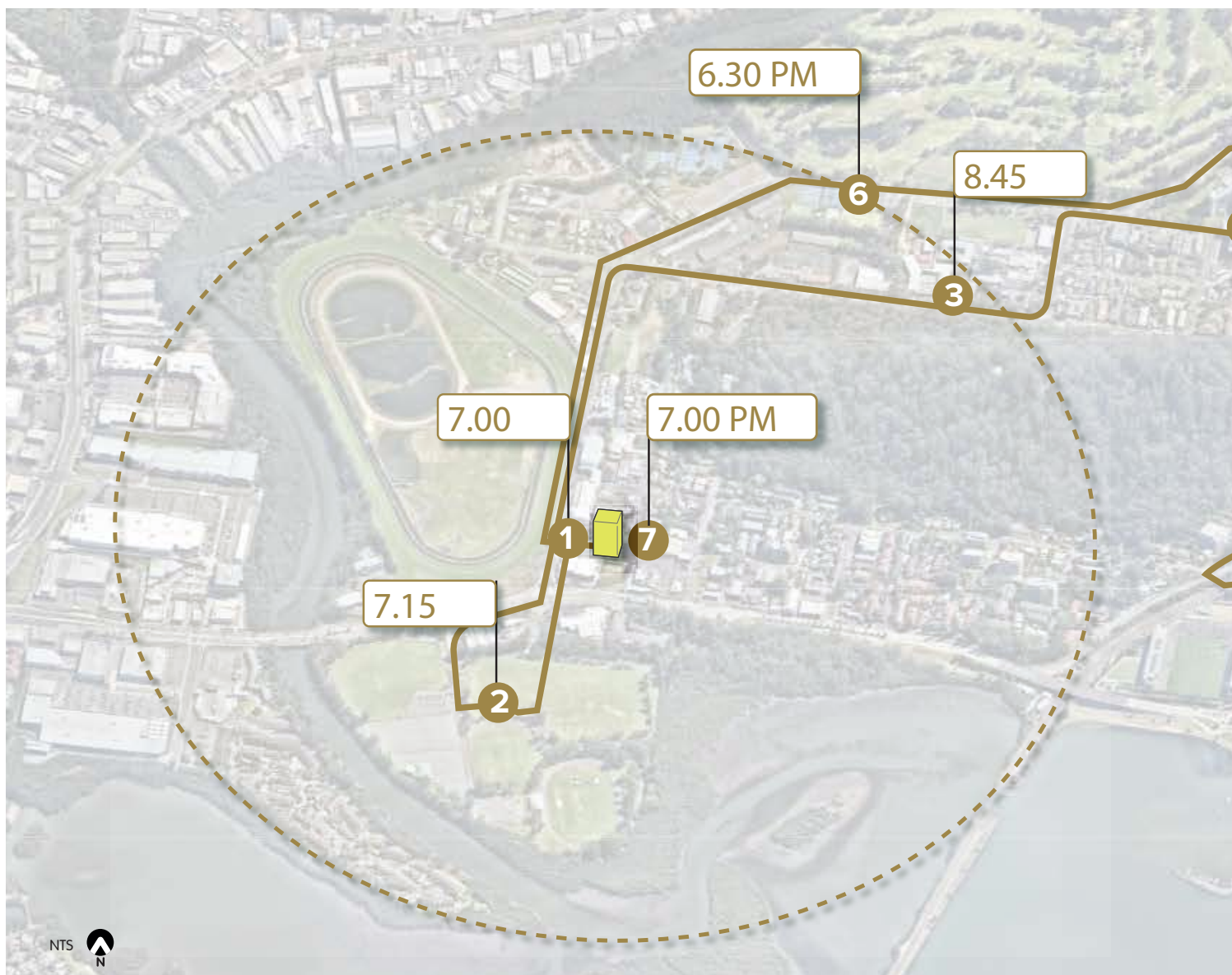


User Experience **Tourist**

- 1 A male tourist gets off the Gosford Train Station and catches a taxi to the hotel
- 2 He checks in at the hotel and drops off his belongings
- 3 He rests at the hotel and uses the facilities
- 4 He attends the horse race at the Entertainment Grounds and has lunch at a local restaurant
- 5 He takes a walk up the Presidents Hill
- 6 He gets back to the hotel and catches a bus to the Gosford Town Centre
- 7 He explores Gosford Town Centre and its attractions
- 8 He has dinner at a restaurant by the water and walks back to the hotel along the waterfront

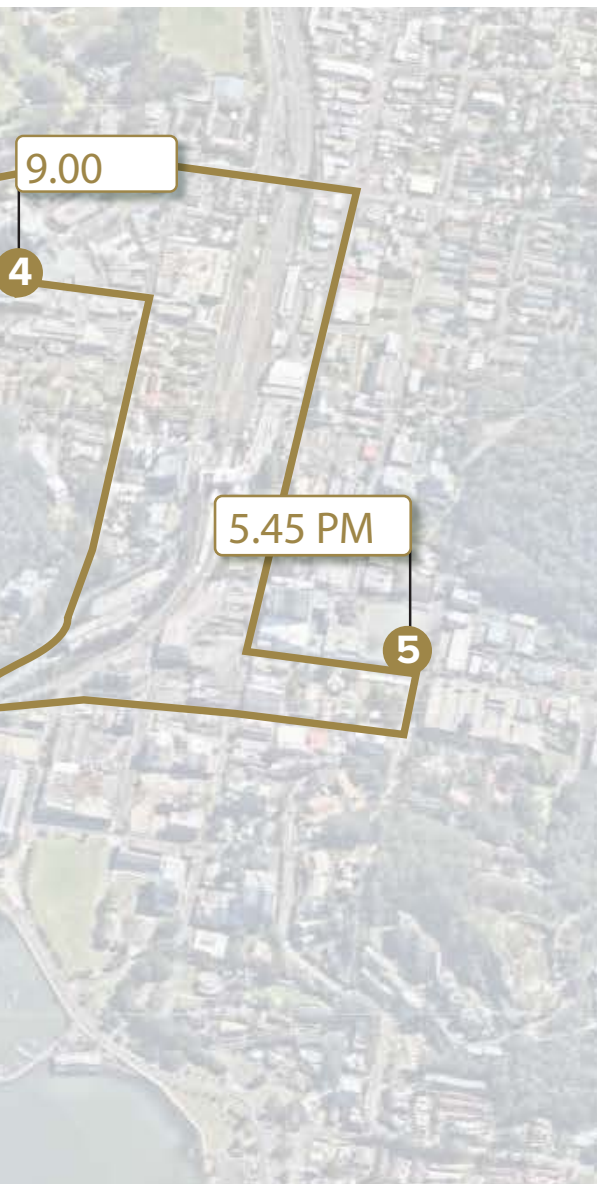
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|---|---|---|---|---|----|----|-----|
| 5 | 6 | 7 | 8 | 9 | 10 | 11 | MID |
| | | | | | | | |





| | | | | | | | | | |
|-----|---|---|----|----|------|-----|---|---|---|
| 7AM | 8 | 9 | 10 | 11 | NOON | 1PM | 2 | 3 | 4 |
| | | | | | | | | | |





User Experience **Local Resident**

- 1 A female local resident leaves her apartment
- 2 She exercises in the park for an hour
- 3 She picks up her child and drops her off at school on her way to work
- 4 She arrives to work at Gosford Public Hospital
- 5 After work, she drives to Gosford Town Centre to get groceries
- 6 She picks up her child from extracurricular tennis classes
- 7 She and her child arrive back to their apartment

| | | | | | | | |
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| 5 | 6 | 7 | 8 | 9 | 10 | 11 | MID |
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"Instead of looking at architecture from the outside, we must look at the environment from inside out."

KENGO KUMA

STRATEGIC MERIT

STRATEGIC POLICY CONTEXT

'BETTER PLACED': NSW ARCHITECTURE AND DESIGN STRATEGY

The Architecture and Design strategy articulates the means and methods to value and improve the built environment and public domain. Leveraging the GA200+ series of forums, workshops and discussions delivered to date, it offers directions towards design excellence at the scale of cities and towns, the public realm, and buildings.

From a planning perspective, the Policy directly references existing State Environmental Planning Policies, Local Environment and Development Control Plans and influences the development of new ones.

THE OBJECTIVE

The strategy aims to create a safe, equitable, sustainable built environment, which is distinctive and of its place, creates value and is fit for purpose.

WHAT IS DESIGN EXCELLENCE?

Every new development has the potential to transform people's quality of life, stimulate the economy and enhance the environment. The design of built environment shapes the places in which we live, work and meet.

The quality of design affects how spaces and places function, what they contribute to the broader environment, and which kind of end-user or audience they attract.

THE PRINCIPLES

Collectively, the principles, seen to the right, aim to achieve the kinds of urban places and spaces we collectively aspire to, how we deliver these and ultimately move towards better understanding, measuring and capturing the benefits of good design.

“Better Placed has been developed by the Government Architect to deliver the strategic approach needed to ensure that as our cities and towns grow bigger they get even better.”

Image: Better Placed Strategic Design Policy, 2017



How does the proposal respond to 'Better Placed'?

1

BETTER FIT:
CONTEXTUAL,
LOCAL AND OF
ITS PLACE

10 Young Street contributes to the evolving character of the Western Gateway as a precinct that offers residents and visitors a range of recreation and lifestyle choices. The place-based design establishes a gateway built form that is both responsive and sensitive to the local natural context, specifically Presidents Hill.

2

BETTER PERFORMANCE:
SUSTAINABLE,
ADAPTABLE,
DURABLE

The design acknowledges the need to maintain and enhance primary vehicular access points to the site, but also encourages sustainable transport modes, such as walking and cycling. The development will bring an increased number of people to the area, contributing to a compact and more sustainable urban form. Built form orientation, green roofs and the increased pedestrian connections contribute to the sustainability performance of the building.

3

BETTER FOR COMMUNITY:
INCLUSIVE,
CONNECTED AND
DIVERSE

The design of 10 Young Street extends beyond its residential and hotel uses, but rather provides a cluster of activities with appropriate relationships, and in doing so brings diversity to the area. So too, the development focuses on the public realm through providing pedestrian links, retail activation at ground floor and landscaping to create a connected environment that encourages many people to use this space.

4

BETTER FOR PEOPLE: SAFE,
COMFORTABLE
AND LIVABLE

The design provides a comfortable internal environment offering privacy, daylight and view to the surrounding picturesque natural environment. Visual connectivity and passive surveillance between the public realm and the proposal facilitates people movements, make the public realm feel safer. The proposed pedestrian connection is designed for 'people' with landscaping, shade and ground floor activation offering a high amenity environment.

5

BETTER WORKING:
FUNCTIONAL,
EFFICIENT AND
FIT FOR PURPOSE

A functional environment is supported through the delivery of increased pedestrian connections within and around the site, such as a thru site link, improved public domain, as well as accessibility to surrounding green spaces and a bus stop with services to the city centre. This location is considered ideal for this type of mixed-use development, with the Western Gateway envisioned as a precinct where residents and visitors can enjoy a range of recreational activities.

6

BETTER VALUE:
CREATING AND
ADDING VALUE

Bringing more residents and visitors to this space through the design of a mixed-use development acknowledges the site's optimal ability as a place that brings life to an underutilised part of Gosford. Considered a gateway built form for the envisioned Western Gateway, the potential compact urban form within this precinct contributes to a vibrant, diverse and rich environment which increases resource efficiency and lower costs over time.

7

BETTER LOOK AND FEEL:
ENGAGING,
INVITING AND
ATTRACTIVE

Improvement in public domain and streetscape, activated ground floor, landscaping and aesthetic architectural design work together to create an engaging and inviting place for existing and new residents of Gosford. Considerable attention to the way users feel in this place, including at street level, ensure that people will be encouraged to use this space and positive engagements will occur.

'GREENER PLACES': DRAFT GREEN INFRASTRUCTURE POLICY

Greener Places is a draft Green Infrastructure policy produced by the Government Architect NSW to guide the planning, design and delivery of Green Infrastructure in urban areas across NSW.

The policy builds on the Sydney Green Grid - the design-led Green Infrastructure strategy developed to create a network of high quality green areas that connect town centres, public transport networks and major residential areas in Sydney.

The policy is assessed against agreed criteria, enabling better opportunities for industry to embed the benefits of a greener approach to projects.

THE OBJECTIVE

The draft policy aims to create a healthier, more livable and sustainable urban environment by improving community access to recreation and exercise, supporting walking and cycling connections, and improving the resilience of urban areas.

WHAT IS GREEN INFRASTRUCTURE?

Green Infrastructure is the network of green spaces, natural systems and semi-natural systems including parks, rivers, bushland and private gardens that are strategically planned, designed and managed to support a good quality of life in an urban environment.

THE PRINCIPLES

Green Infrastructure connects vital life support systems for urban environments. Well-designed Green Infrastructure responds to four key principles:

- Integration
- Connectivity
- Multifunctionality
- Participation.

“Greener Places is an overarching schema for ensuring connection and integration of our green assets, ensuring their contribution to quality of life, and that the environment and the economy are maximised, rendering a working whole that is far greater than the sum of its parts.”

Image: Greener Places Strategic Design Policy, 2017



How does the proposal respond to 'Greener Places'?

1

INTEGRATION:
COMBINE GREEN
INFRASTRUCTURE
WITH URBAN
DEVELOPMENT + GREY
INFRASTRUCTURE

The proposed design transforms existing car parking into a high-quality environment through the delivery of a mixed-use development that endeavours to integrate with adjoining uses – existing and future. It is responsive to the local natural context, respecting its relationship to Presidents Hill through sensitive urban design and visual assessments.

2

CONNECTIVITY:
CREATE AN
INTERCONNECTED
NETWORK OF OPEN
SPACE

The Western Gateway precinct has a strategic location in the broader regional and city-scale green network of Gosford. Positioned as a key arrival point into the city from the West, the site is identified as a key opportunity to encourage an interconnected network of open space, which is achieved through its support of a green grid.

3

MULTIFUNCTIONALITY:
DELIVER MULTIPLE
ECOSYSTEM SERVICES
SIMULTANEOUSLY

Landscaped elements, including a green roof and landscaping within the public domain at street level respond to multiple demands; acting as a social connector for the visitors and residents who will meet and spend time there, as well as contributing a different type of urban-green ecosystem.

4

PARTICIPATION:
INVOLVE
STAKEHOLDERS IN
DEVELOPMENT AND
IMPLEMENTATION

The design process involved various design and workshops to collect knowledge, opinions and perspective from different range of specialists.

'CENTRAL COAST REGIONAL PLAN 2036':

The Central Coast Regional Plan 2036 provides the strategy necessary to deliver the vision for the central Coast. The Plan is the product of extensive consultation with Central Coast Council and the wider community.

The Plan sets regional planning priorities and provides a framework for regional and local planning decisions. It identifies economic, social and environmental opportunities and actions to guide growth and land use.

THE VISION

The vision for Central Coast is to provide a healthy natural environment, a flourishing economy and well-connected communities.

THE GOALS

In order to achieve the vision, the NSW Government has identified four goals for the region:

- A prosperous Central Coast with more jobs close to home
- Protect the natural environment and manage the use of agriculture and resource lands
- Well-connected communities and attractive lifestyles
- A variety of housing choice to suit needs and lifestyles.

Each goal within the Regional Plan has directions that provide a focus for a series of actions. Some of key actions include:

- Identify opportunities in Growth Corridors and update local plans to foster economic development
- Align housing and employment land with development-enabling infrastructure
- Support Central Coast Council in aligning local plans with the Regional Plan, and develop and implement a local planning toolkit to inform the preparation of local planning strategies.

Image: Central Coast Regional Plan 2036, 2016

“Gosford is the capital of the region. This thriving centre is a smart hub for health and education.... The region's renowned natural environment provides attractive settings for a range of lifestyles.”



How does the proposal respond to 'Central Coast Regional Plan'?

1

**A PROSPEROUS
CENTRAL COAST WITH
MORE JOBS CLOSE TO
HOME**

10 Young Street will be a catalyst for development in the Western portion of Gosford. This Western Gateway precinct is currently underutilised and therefore this proposal acknowledges the potential growth and investment in recreational, residential and commercial uses within this area, offering an attractive place 'to live and work'.

2

**PROTECT THE
NATURAL
ENVIRONMENT AND
MANAGE THE USE OF
AGRICULTURAL AND
RESOURCE LANDS**

The natural environment of Gosford, and in particular the beauty of Presidents Hill escarpment is celebrated in design through providing visual and/or physical connections to the local and regional green corridors.

3

**WELL-CONNECTED
COMMUNITIES
AND ATTRACTIVE
LIFESTYLES**

The establishment of the Western Gateway provides opportunities for a rich mix of use, investment and an increase in recreation and lifestyle choices across Gosford. A compact urban pattern to support a growing population amidst existing natural assets creates attractive and liveable routines for the residents and visitors.

4

**A VARIETY OF
HOUSING CHOICE
TO SUITE NEEDS
AND LIFESTYLES**

With a rising population, Gosford is not only in need of new development that offers a variety of housing choices but also where residents have diversity in choice of location. With increased attention steered towards the Civic Heart, City South and City North, this proposal recognises the need to deliver apartments in a different setting in order to respond to a variety of needs.

'ONE CENTRAL COAST':

The One Central Coast is the first community Strategic Plan for the Central Coast to understand the aspirations and concerns of the Central Coast community as a whole.

From a planning perspective, the Strategic Plan, where possible, links between the community objectives and the NSW State Health Plan: Towards 2021, the NSW State Infrastructure Strategy 2018-2038, Future Transport 2056 and the Australian Government Smart Cities Plan (2016).

Central Coast Council will use One Central Coast Strategic Plan to shape business activities, future plans, services and expenditure.

THE VISION

The Strategic Plan aims to create one Central Coast; a smart, green and liveable region with a shared sense of belonging and responsibility.

THE VALUES

One Central Coast has been built around five key themes that reflect the needs and values of the people who live in the region:

- Belonging
- Smart
- Green
- Responsible
- Liveable

The Plan also aligns with United Nations Sustainable Development Goals (UN SDGs). The SDGs aim to end poverty, protect the planet and ensure all people enjoy peace and prosperity.

“Investing in infrastructure to meet the diverse needs of our growing community will ensure we serve the next generations who will live here.... Our future prosperity as a region depends on industry, diversity and employment growth.”

Image: One Central Coast - Community strategic Plan



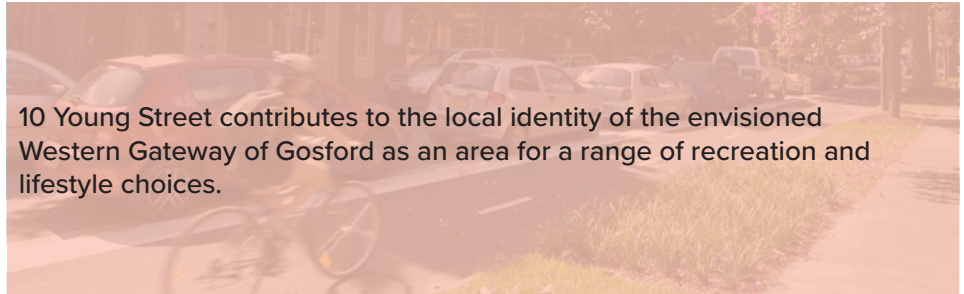
How does the proposal respond to 'One Central Coast'?

1

BELONGING

**COMMUNITY
SPIRIT, CREATIVITY,
CONNECTION AND
LOCAL IDENTITY**

10 Young Street contributes to the local identity of the envisioned Western Gateway of Gosford as an area for a range of recreation and lifestyle choices.



2

SMART

**A GROWING
REGION, A PLACE OF
OPPORTUNITIES FOR
PEOPLE**

The development provides incentives to attract businesses to the area as it is both a hotel and residential apartments. It contributes to the growth of the region by providing housing choices for a growing population and welcomes visitors to the area by providing an aesthetic place to stay.

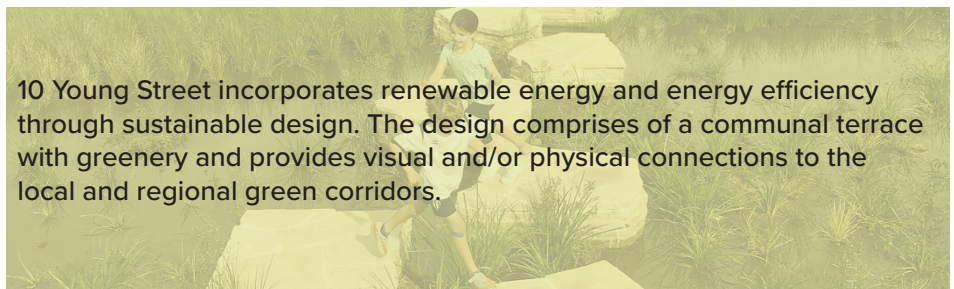


3

GREEN

**CHERISHED AND
PROTECTED NATURAL
BEAUTY**

10 Young Street incorporates renewable energy and energy efficiency through sustainable design. The design comprises of a communal terrace with greenery and provides visual and/or physical connections to the local and regional green corridors.



4

RESPONSIBLE

**DELIVERING ESSENTIAL
INFRASTRUCTURE,
SUSTAINABLE
DEVELOPMENT**

The mixed-use development benefits both existing and future residents of Gosford as well as visitors to the area. Through the provision of a variety of uses and the design which is responsive to the local built and natural environment, a balanced and sustainable outcome is achieved.



5

LIVEABLE

**RELIABLE PUBLIC
TRANSPORT, OUT
AND ABOUT IN THE
FRESH AIR, HEALTHY
LIFESTYLES**

A functional and liveable environment is supported through the delivery of increased pedestrian connections within and around the site, such as a thru site link, improved public domain with active streetscape, as well as accessibility to surrounding green spaces and a bus stop to the city centre. Having a variety of housing choices – including apartment living – in a natural setting is desirable and contributes to a healthy and active lifestyle for future residents.



"Instead of looking at architecture from the outside, we must look at the environment from inside out."

KENGO KUMA

DESIGN FRAMEWORK

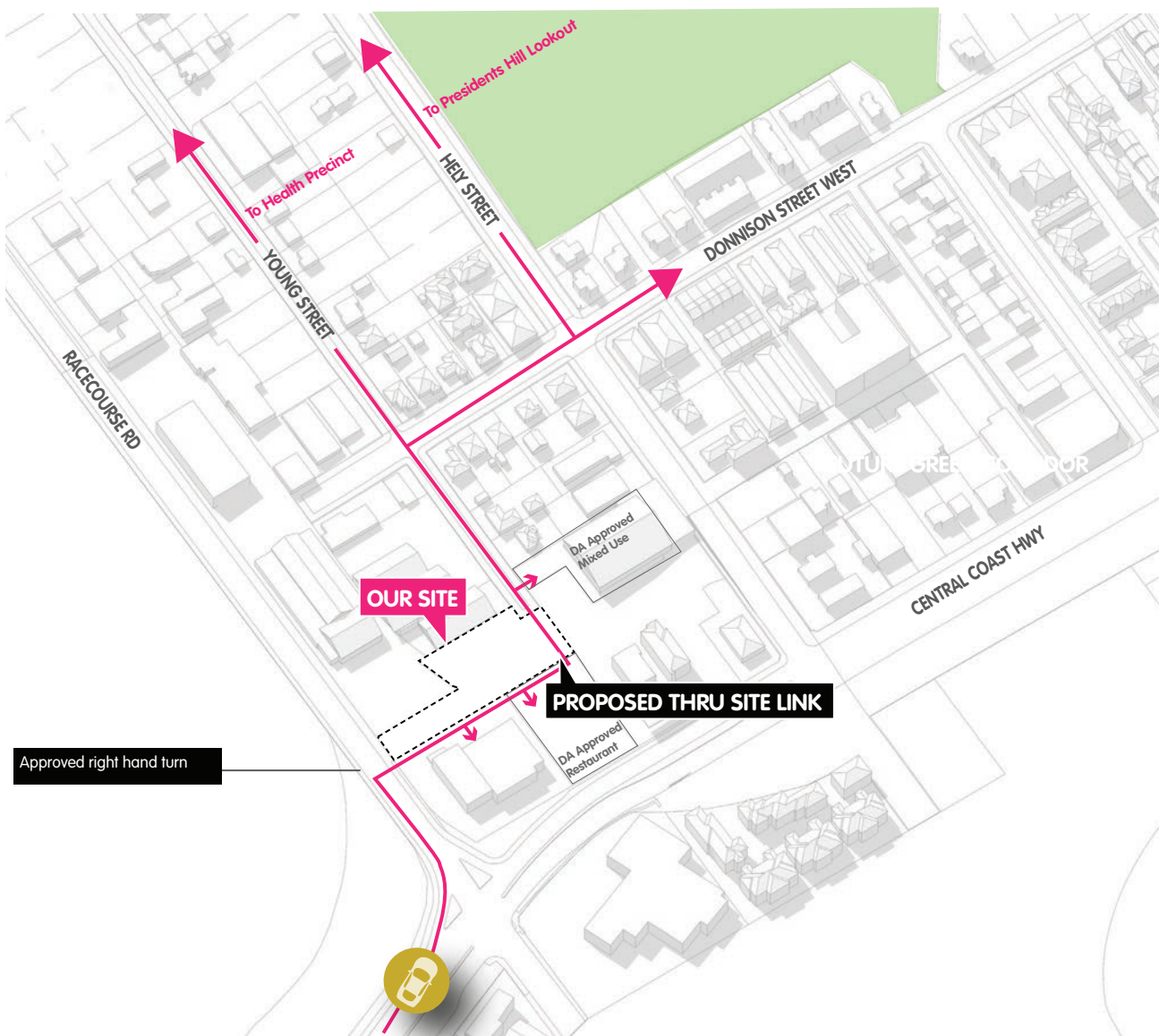
PLACE DESIGN PRINCIPLES

STREET NETWORK

Opportunity 1

Maintain and enhance primary vehicular access points

- Proposed access points and links should enhance vehicular connections to Racecourse Rd and Young Street

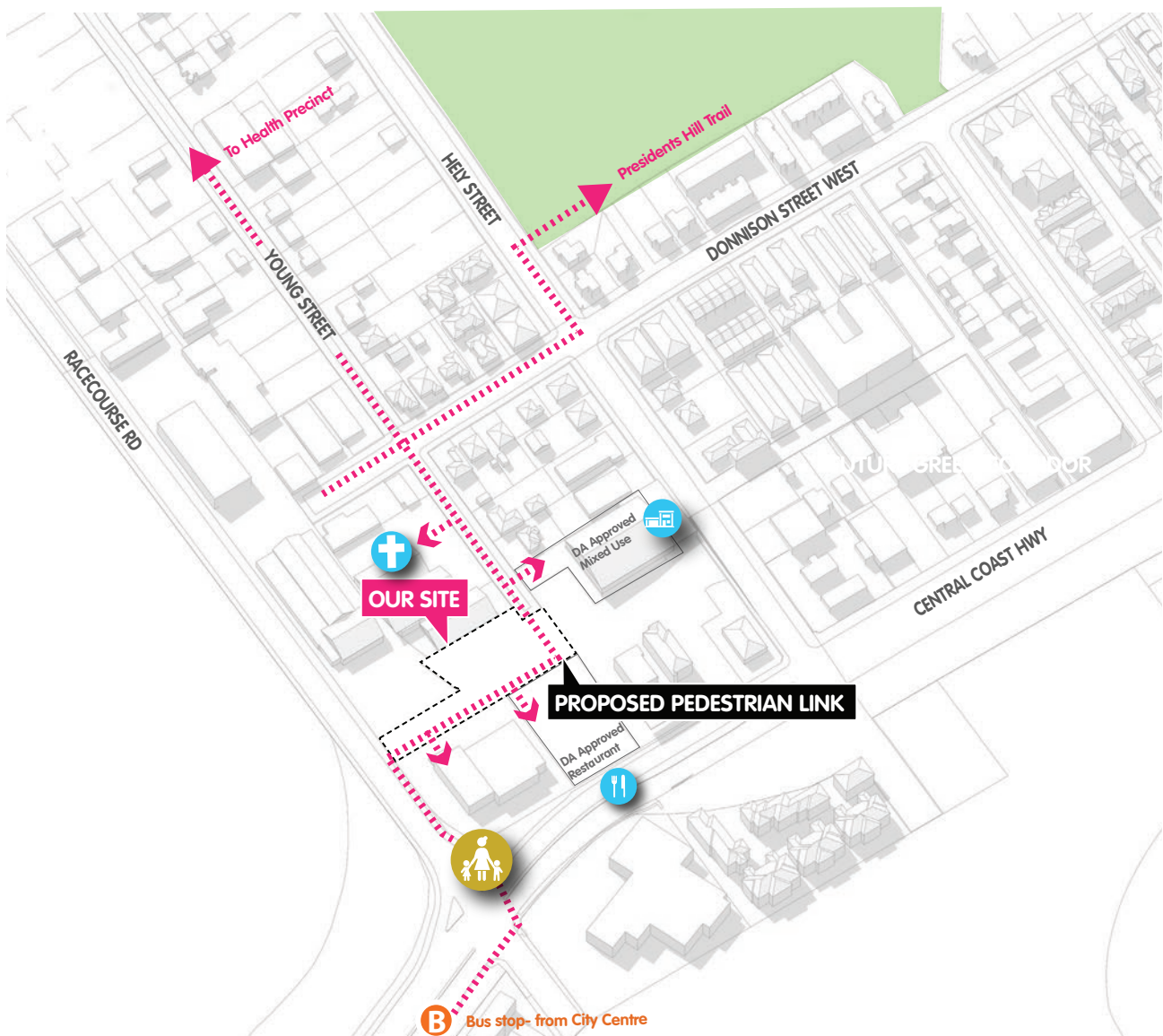


PEDESTRIAN MOVEMENT

Opportunity 2

Maintain and enhance primary pedestrian connections

- Proposed access points and pedestrian links should enhance pedestrian movement to Young street and adjacent destinations including Presidents Hill, Racecourse and Garnet Adcock Memorial Park



GREEN GRID

Opportunity 3

Enhance the green corridors and the connection between the major existing green open spaces

- Proposed access points and pedestrian links should enhance pedestrian verges and incorporate landscaping



STREET ADDRESS & ACTIVATION

Opportunity 4

Enhance the permeability of building; particularly on lower levels to allow for an engaged streetscape and promote sense of activity

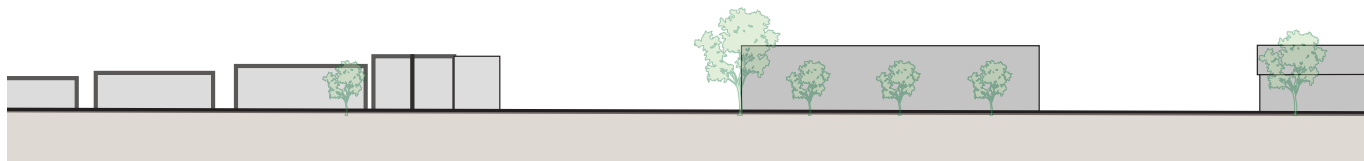
- Respond to permeability of streetscape to improve the pedestrian experience
- Consider cluster of uses with appropriate relationship with the adjoining uses to contribute to enhanced activation along proposed link



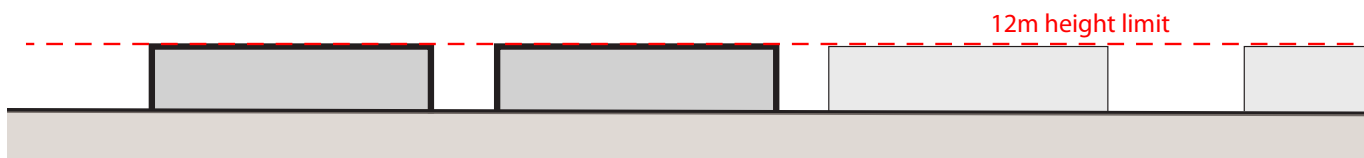
RESPONSIVE BUILT FORM

The proposed design acknowledges the built form and streetscape that would result when complying with current height limits within the LEP. However, it is believed that the existing height controls do not give the best urban design outcome, particularly in terms of visual impacts, streetscape and the future

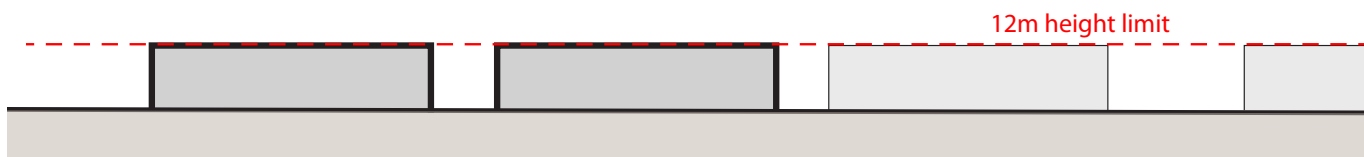
visioning of the proposal as a gateway structure to complement the arrival experience into Gosford City from the Highway. As a result, The proposal strengthens the street interface and decreases the visual impact by proposing a more distinctive podium/ tower design.



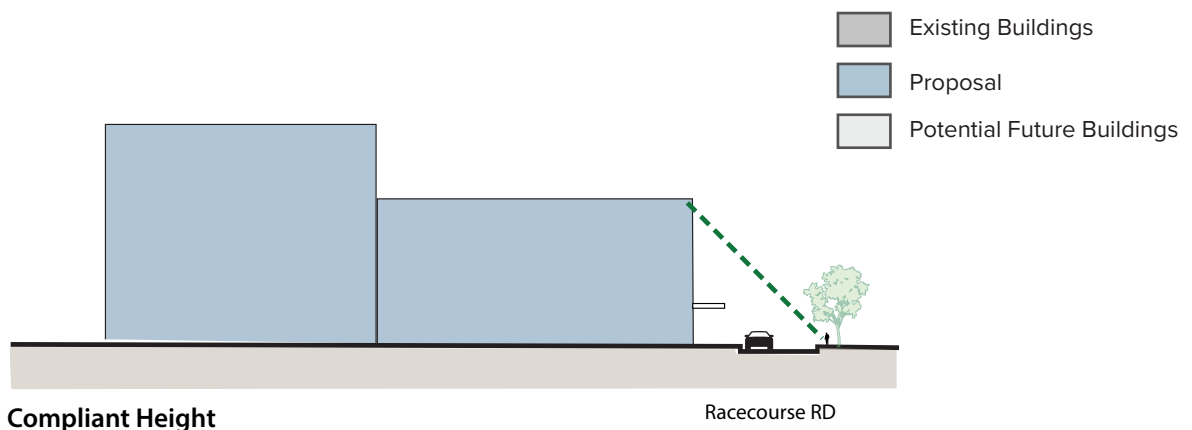
Existing Racecourse Rd Streetscape



Compliant Racecourse Rd Streetscape

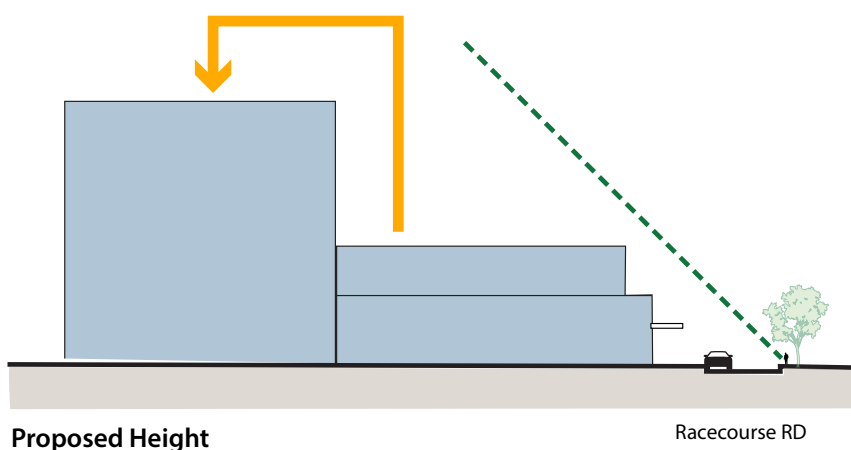
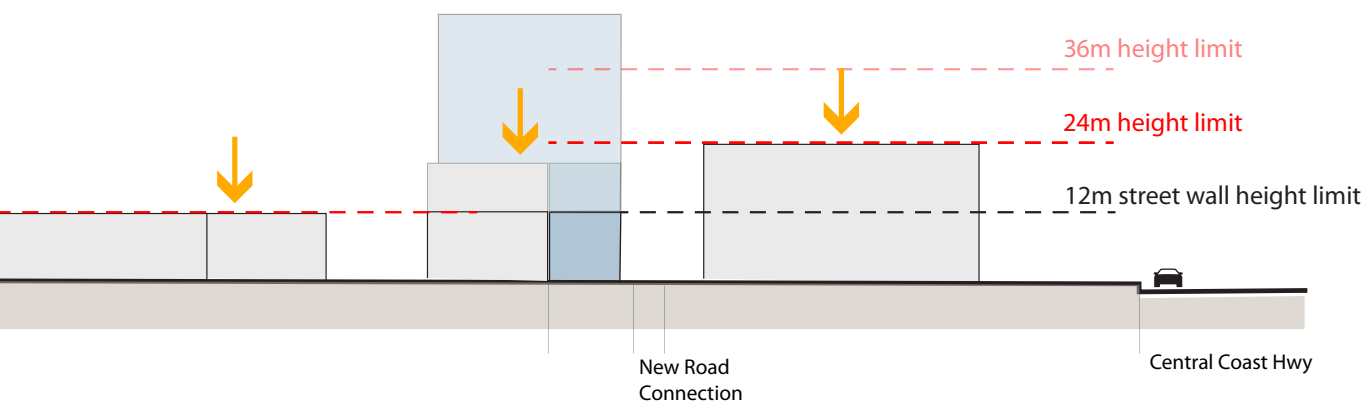
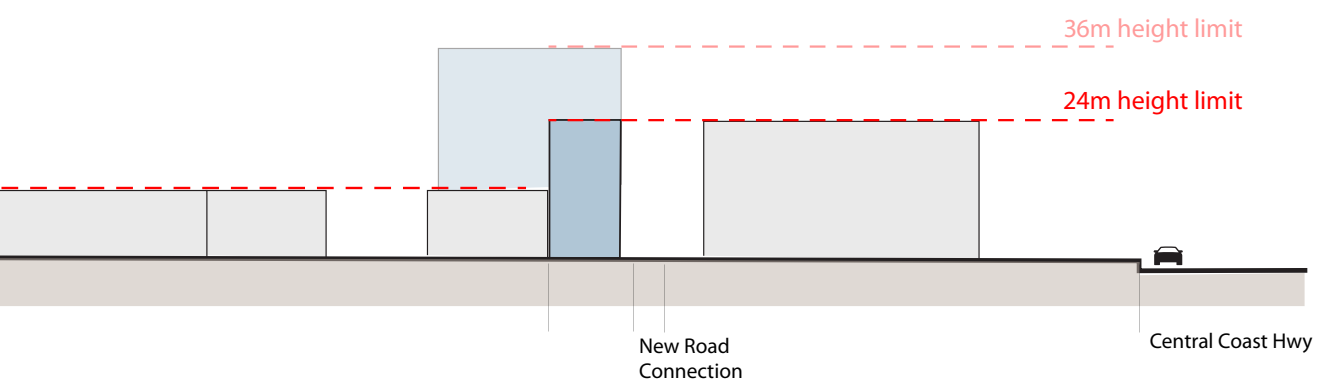
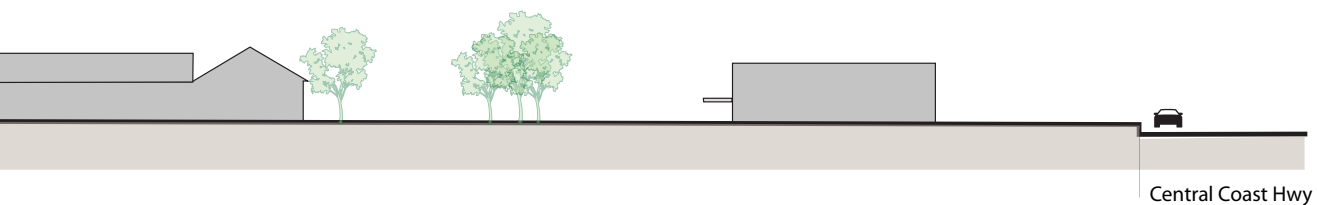


Proposed Streetscape



Compliant Height

Racecourse RD



The proposed design decreases the height of podium, transferring this height to the tower element. Taking an alternative approach to the design of the development that is more carefully considerate of visual impacts and is responsive to the streetscape results in a more desirable outcome.

When comparing the compliant envelope to the proposed design, it is evident that the visual impact on Presidents Hill escarpment is reduced when taking this alternative approach. The design both succeeds in developing a gateway built form, whilst being responsive to this significant natural form.

The proposed design is not considered to be dominant, but rather reduces the bulkiness of the development that would result when complying with height limit controls. Additionally, the design contributes to an engaging arrival experience when driving in from Central Coast Highway.



View from Central Coast Highway- Compliant Envelope (FSR and Height)



View from Central Coast Highway- Proposed Design

Visual impact on Presidents Hill will be reduced by transferring height from podium to the tower element. Facade articulation including residential balconies will further reduce the visual impact of the tower element.



View from Central Coast Highway, Western entry to Gosford- Compliant Envelope (FSR and Height)



View from Central Coast Highway, Western entry to Gosford- Proposed Envelope

IMPROVED PUBLIC DOMAIN

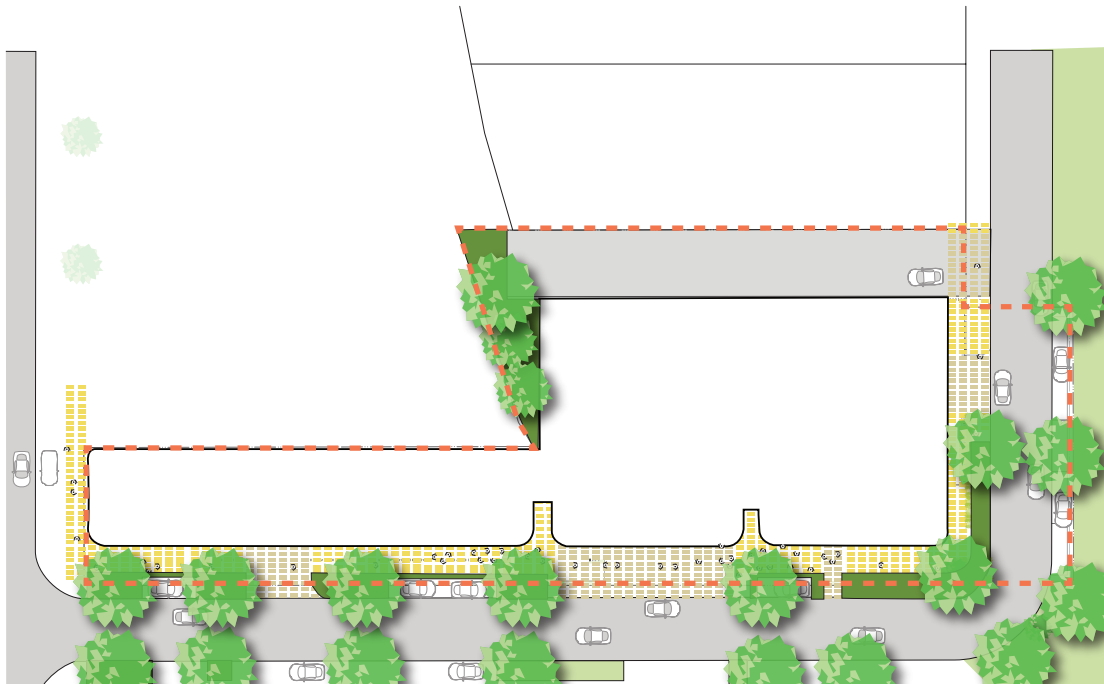
In comparison to the already approved DA for this site, the new design focuses on delivering a high amenity environment for pedestrians. Parking has been rearranged, now positioned towards the back and on upper levels of the development. This has allowed for the streetscape to be improved with

public domain features such as activated street frontages and engaging interfaces. Uses at ground floor include a car showroom, coffee shop, meeting room and lobbies. Additionally, landscaping and pedestrian links contribute towards the design excellence of the proposal.

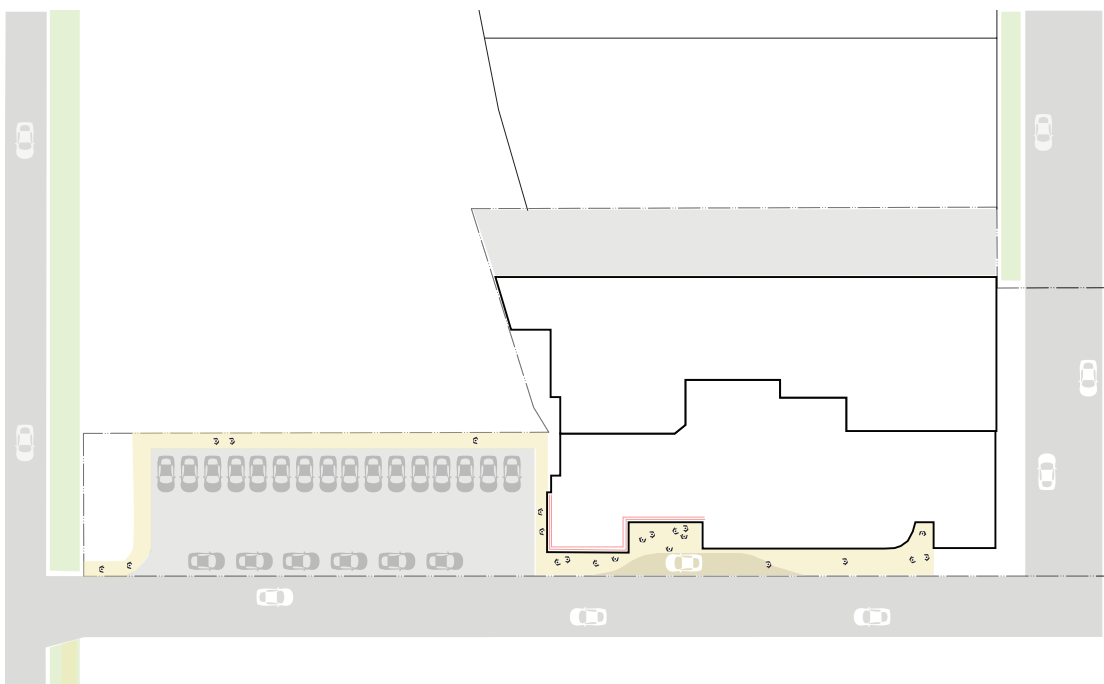


We are offering:

**Improved connectivity
Cluster / hub of activities
Enhanced pedestrian movement
Enhanced amenity
Improved landscaping
Increased Walkability**



Public Domain Plan - Proposal

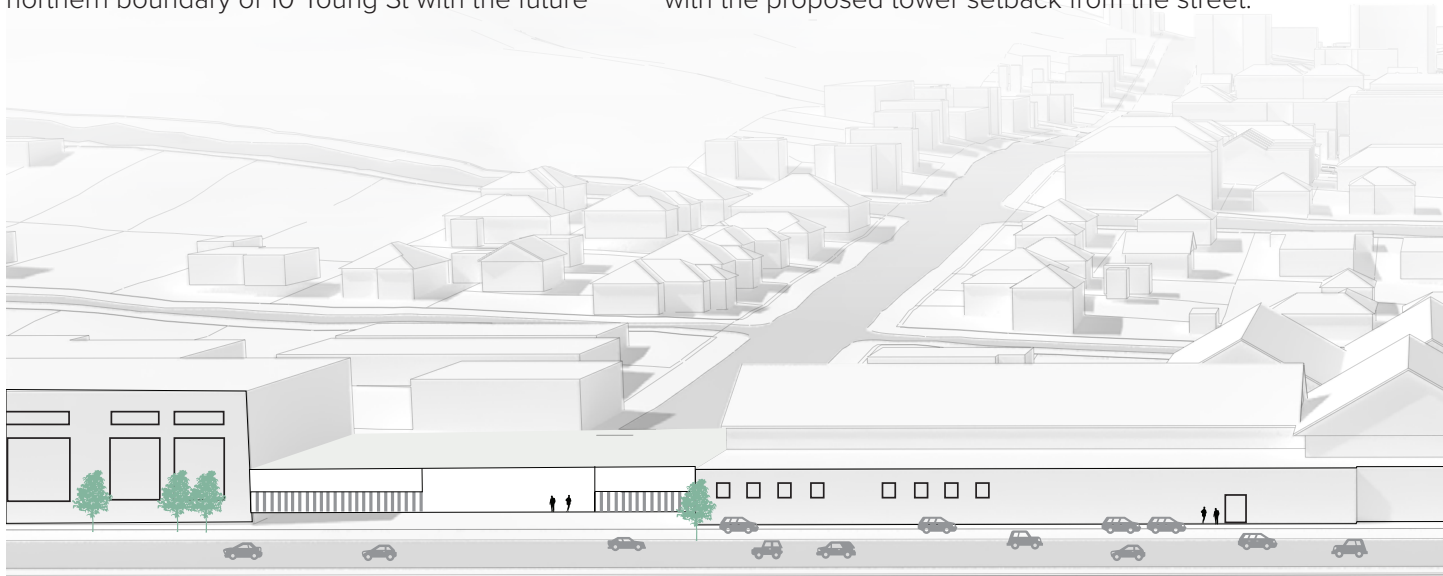


Public Domain Plan - Approved DA

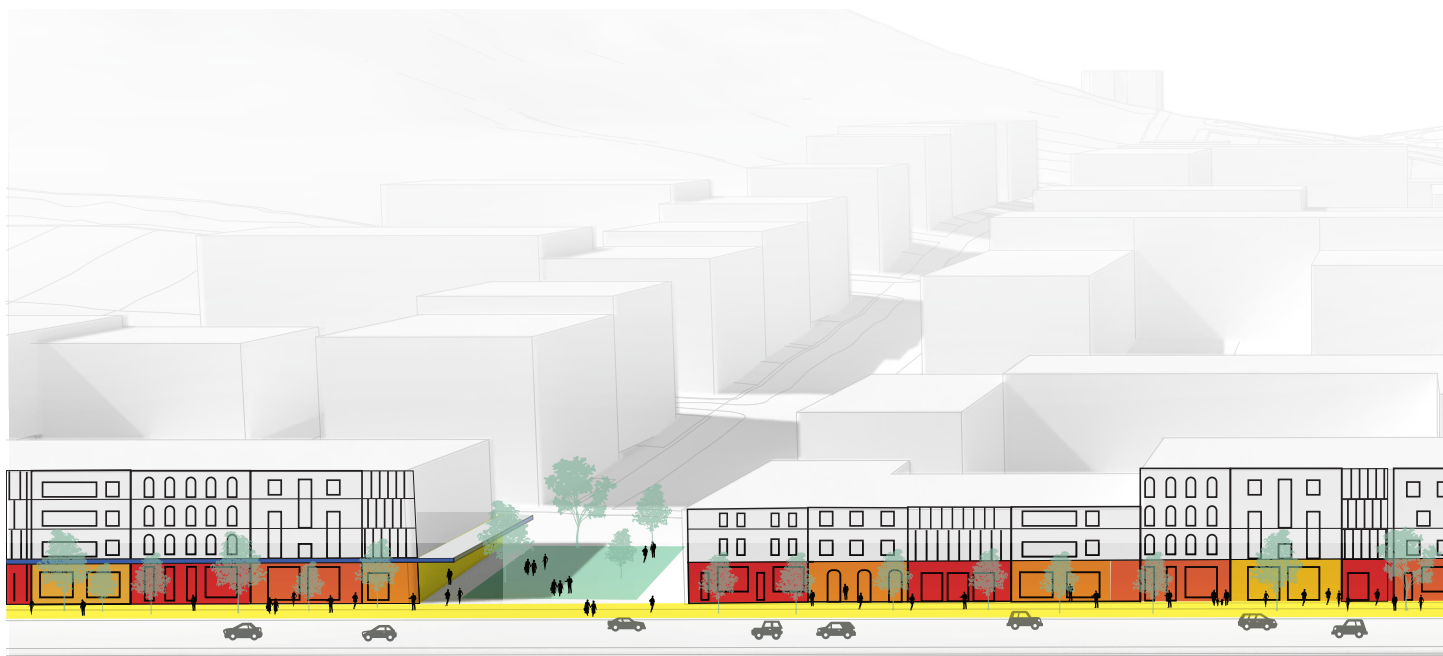
IMPROVED STREETSCAPE

Different scenarios have been tested for the future streetscape of Racecourse Rd assuming that potential future developments are compliant with current controls. The reason for scenario testing is to ensure that an improved and consistent streetscape is delivered, specifically relating to the northern boundary of 10 Young St with the future

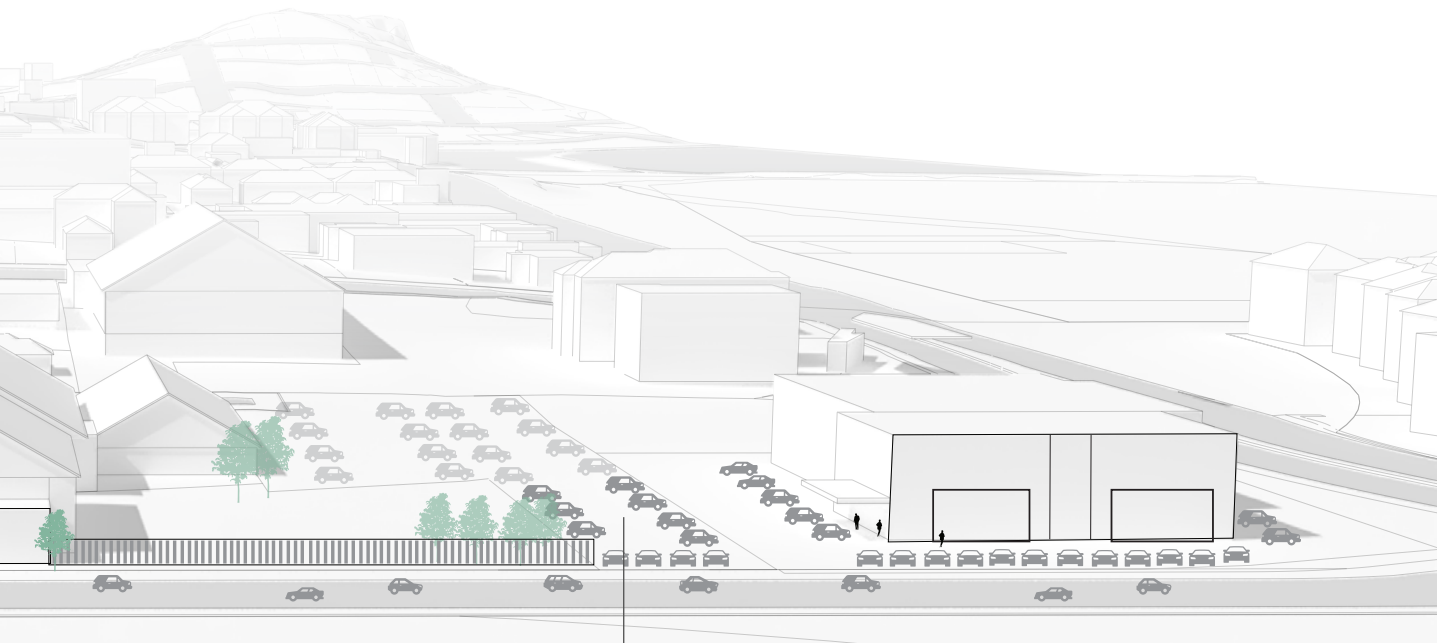
development. Façade treatment and articulation has been considered for the ground floor along the street to respond to the interface and offer a vibrant and pedestrian friendly environment. Option 1 illustrates how the proposal could work with the adjoining site to create a consistent podium form with the proposed tower setback from the street.



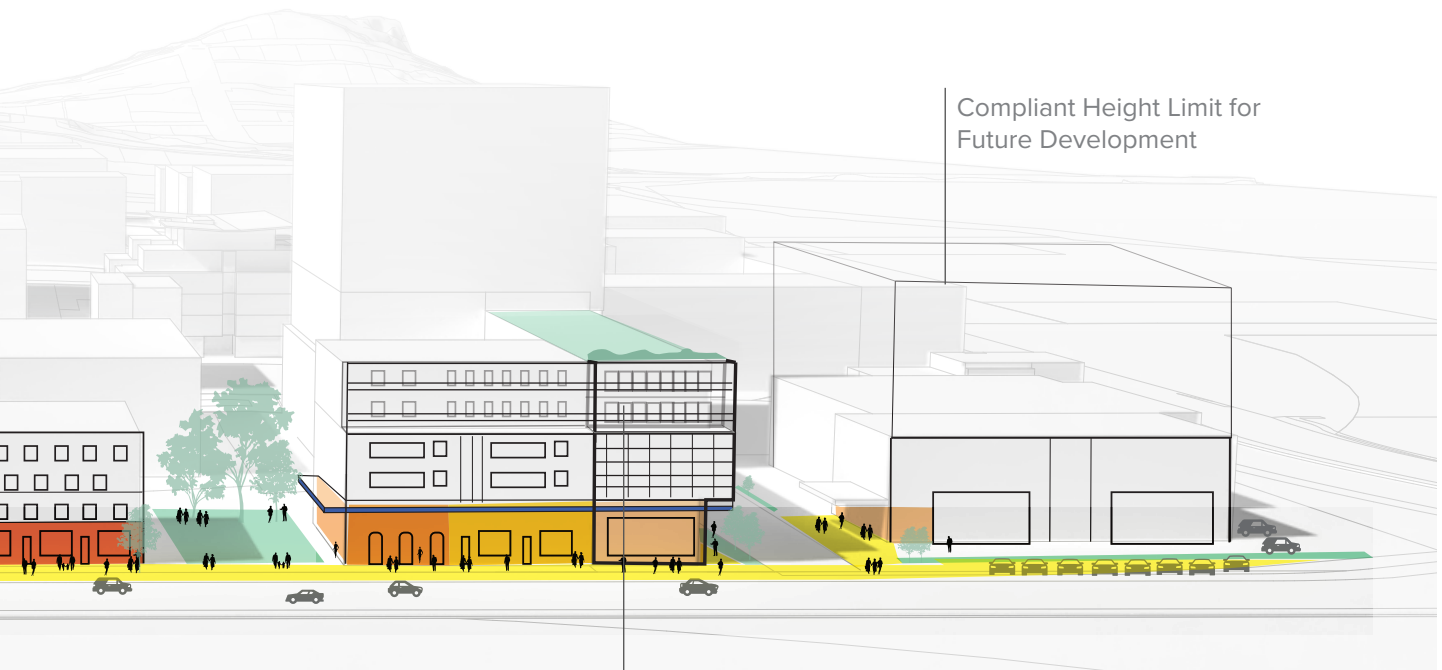
Existing Streetscape



Potential Future Streetscape- Option 1



Proposed site



Proposal

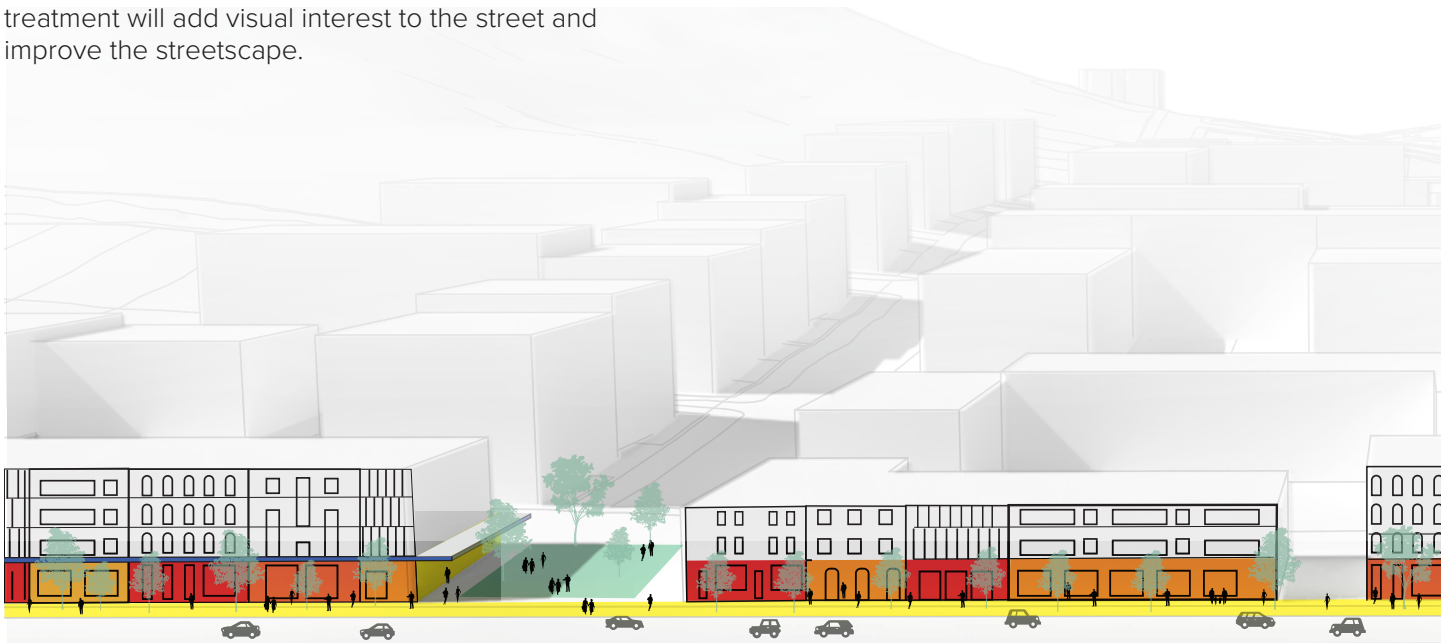


Activated Ground Floor

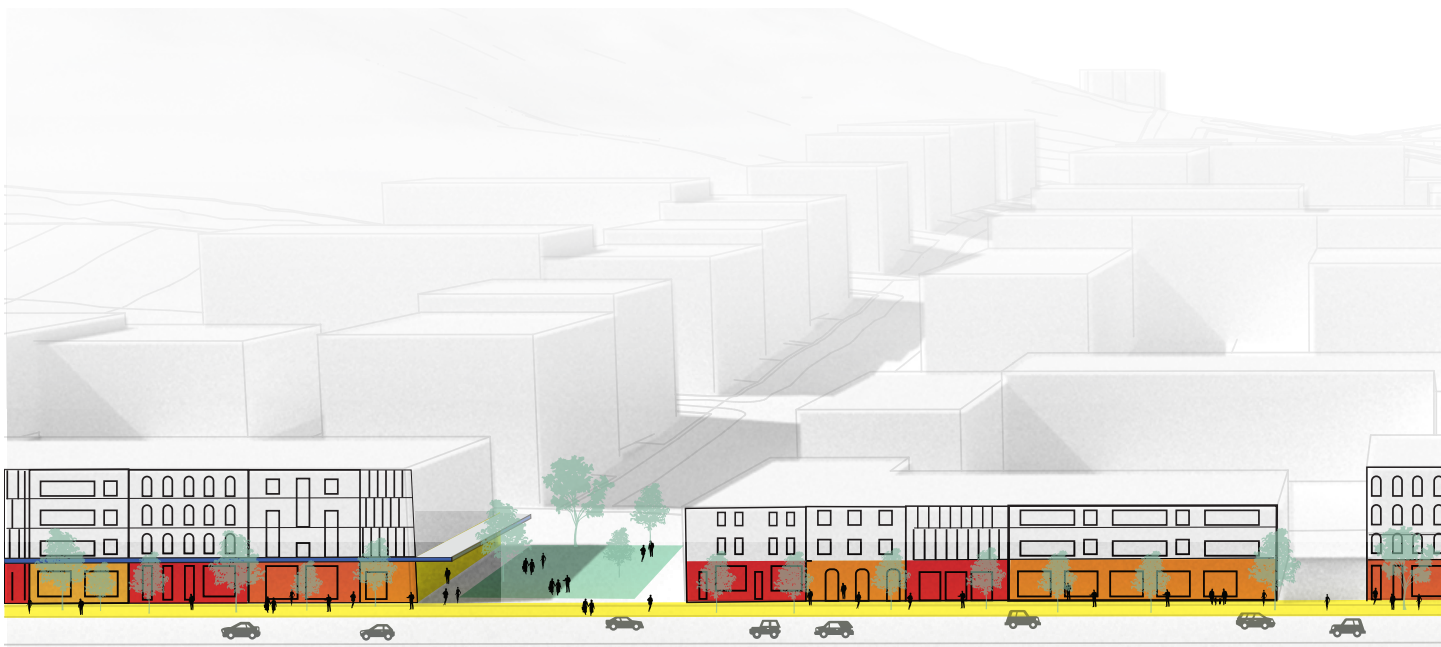


Potential Shop Top Housing, RFB, Employment & Indoor Recreation Facilities

Options 2 and 3 illustrate how the proposal positively contributes to the streetscape by treating the podium's northern elevation and providing consistent articulation along the edges. Facade treatment will add visual interest to the street and improve the streetscape.

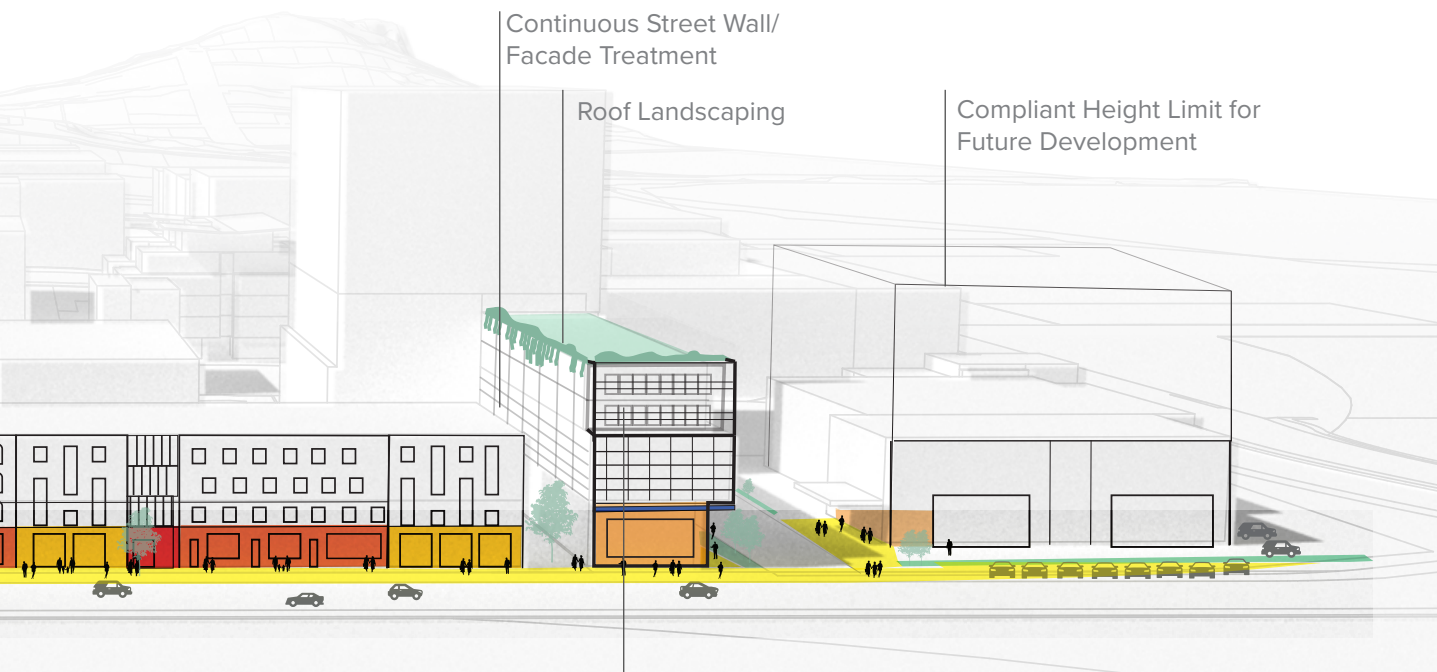
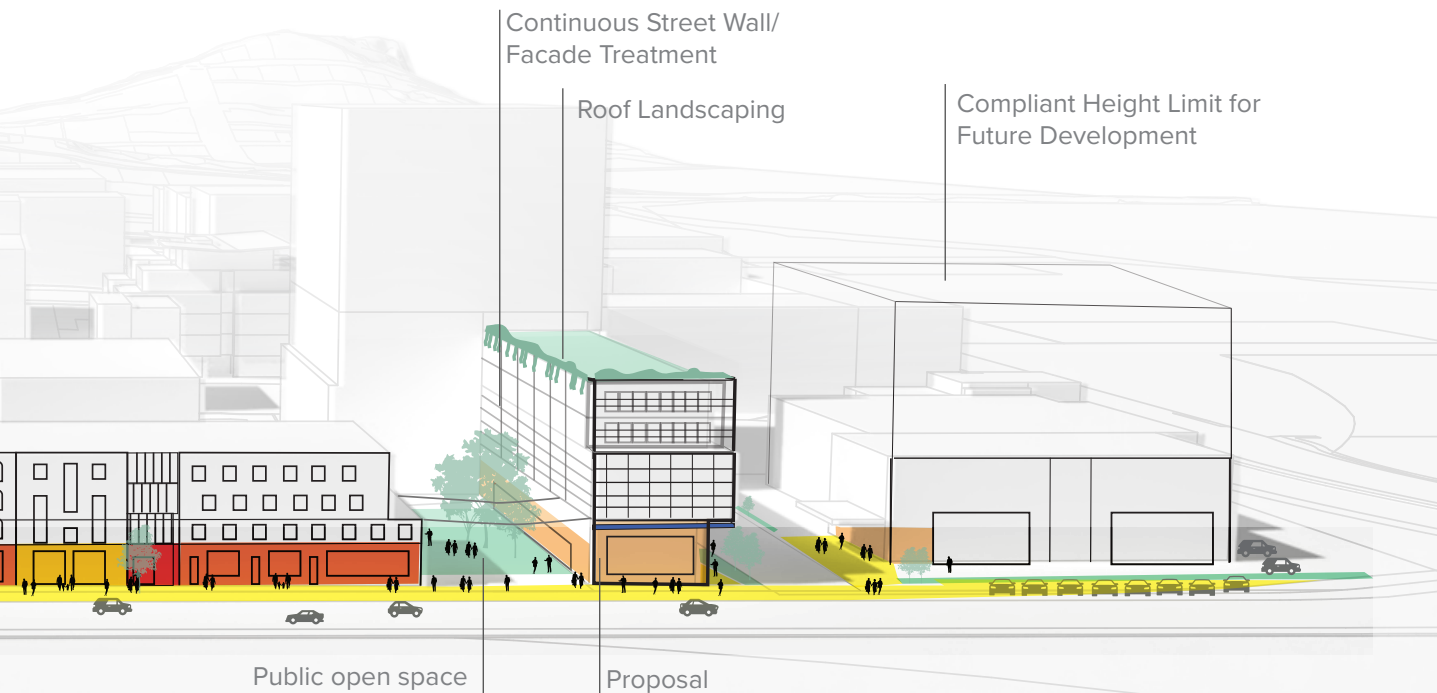


Potential Future Streetscape- Option 2



Potential Future Streetscape- Option 3

An active and vibrant streetscape with ground floor activation, various uses, landscaping and a human scale environment.



- Activated Ground Floor
- Potential Shop Top Housing, RFB, Employment & Indoor Recreation Facilities

"WHAT GETS US INTO
TROUBLE ISN'T WHAT WE
DON'T KNOW, IT'S WHAT
WE KNOW FOR SURE
THAT JUST AIN'T SO."

YOGI BERRA

VISUAL ANALYSIS

VISUAL ASSESSMENT (VA)

CONTEXTUAL ANALYSIS

RobertsDay carried out site inspections on the 1st May 2019 at 11.00am and 15th May 2019 at 10:30am to better understand the results of desktop studies and the existing visual character of the area. The team inspected a number of locations to evaluate the scenic qualities and visual prominence of the site and cross referenced these locations with aerial photographs, land topography and panoramic photographs to identify potential vantage viewpoints.

DETAILED ASSESSMENT METHODOLOGY

A qualitative assessment of the visual impacts and changes to landscape has been undertaken based on the following guidelines:

- RMS Environmental Impact Assessment Guidance Note: Guidelines for landscape character and visual impact assessment (2013)
- The Guidance for Landscape and Visual Impact Assessment (GLVIA), Third Edition (2013) prepared by the Landscape Institute and Institute of Environmental Management and Assessment; and
- Visual Representation of Development Proposals, Technical Guidance Note 02 (2017)

The guidelines describe the assessment as a way to define the changes to the physical landscape and day to day visual effects of a project on people's views. The determination of the impacts is based on the following criteria:

Sensitivity is defined as "The sensitivity of a landscape character zone or view and its capacity to absorb change" (EIA No4 Guidelines, 2013, RMS).

The visual sensitivity of a view is defined by the nature of the view and its duration. A higher visual sensitivity is given to views which would be seen for longer, by a higher numbers of potential viewers and where visual amenity is important to viewers. The context of the view and the distance from the views are also used to determine the visual sensitivity level of the landscape.

Magnitude is defined as "The measurement of the scale, form and character of a development proposal when compared to the existing condition" (EIA No4 Guidelines, 2013, RMS).

It reflects the degree of visual contrast between the proposal and the existing landscape setting. In the case of visual assessment this also relates to how far the proposal is from the viewer.

For the purposes of this assessment the criteria listed in the following tables have been specifically defined for sensitivity and magnitude of change for both the assessment of landscape character and the visual impact to viewpoints. The combined assessment of sensitivity and magnitude provides an overall rating of the visual impact, as shown in the Impact Level table.

EXISTING AND PROPOSED SCENARIOS

Finalisation of the design and supporting technical documentation enabled the selected vantage points to be realistically documented.

The accuracy of the existing and proposed images is based on the following process and information:

- Creating a 3D model of the terrain;
- 3D massing model of the proposed built forms provided by the project architect;
- Digitally linking the coordinate data into Google Earth (GE);
- Positioning camera in 3D software to prepare proposed scenarios from vantage points based on existing coordination and reference points;
- Photo matching and rendering to reflect landscaping, intended materials and lighting.

| | | MAGNITUDE | | | | | |
|-------------|-----------|-----------------|----------------|-----------------|-----------------|------------------|------------|
| | | Very High | High | Moderate | Low | Very Low | Negligible |
| SENSITIVITY | Very High | Substantial | High | High/ Moderate | Moderate | Moderate/ Low | None |
| | High | High | High/ Moderate | Moderate | Moderate/ Low | Low | None |
| | Moderate | High / Moderate | Moderate | Moderate/ Low | Low | Low/ Negligible | None |
| | Low | Moderate | Moderate/ Low | Low | Low/ Negligible | Negligible | None |
| | Very Low | Moderate/ Low | Low | Low/ Negligible | Negligible | Negligible/ None | None |

Impact Level (Matrix of Sensitivity & Magnitude)

| Sensitivity | Criteria |
|------------------|---|
| Very High | Nationally designated landscape with high conservation or heritage value and absence of landscape detractors. Protected views identified in planning policy designation, State designated publicly accessible landscape or heritage assets. |
| High | Locally designated valued landscape with many distinctive characteristics and very few landscape detractors. Public views with a high visual prominence and a high number of users in close proximity, private views in close proximity, passive recreational receptors where the landscape has a high visual value. |
| Moderate | Landscape with some distinctive characteristics and few landscape detractors. Public views with a moderate visual value and a moderate number of users in close proximity, active recreational receptors where the landscape has little visual value. |
| Low | Landscape with few distinctive characteristics and presence of landscape detractors. Public views with a little visual value and a low number of users, where receptors are mostly road users in motor vehicles or passers-by, people at their work place or views from commercial buildings where the landscape has some visual value. |
| Very Low | Landscape with no distinctive characteristics and presence of many landscape detractors. Public views with none visual value and a limited number of users not in close proximity, people at their work place or views from commercial buildings where the landscape has little or no visual value. |

Sensitivity Ranking Criteria

| Magnitude | Criteria |
|-------------------|---|
| Very High | Total loss or major change to key characteristics of the existing landscape. The proposal forms a significant and immediately apparent part of the scene. It significantly contrasts in scale and character (either existing or planned). It is severely detrimental to the quality of the scene. |
| High | Notable loss or change to key characteristics of the existing landscape. The proposal forms a dominant feature of the scene to which other elements become subordinate. It contrasts in scale and character (either existing or planned). It is reducing the quality of the scene. |
| Moderate | Partial loss or change to key characteristics of the existing landscape. The proposal forms a visible new element within the overall scene, yet one that is relatively compatible with the surrounding character (either existing or planned) and view's composition. It is possibly reducing the quality of the scene. |
| Low | Minor loss or change to key characteristics of the existing landscape. The proposal constitutes only a minor component of the wider view, that is compatible with the surrounding character (either existing or planned) and view's composition. |
| Very Low | Limited or no loss or change to key characteristics of the existing landscape. The proposal constitutes only a minor component of the wider view, which might be missed by the casual observer or receptor. Awareness of the proposal would not have an effect on the overall quality of the scene. |
| Negligible | No change in the landscape or view. |

Magnitude Ranking Criteria

SELECTION OF VANTAGE POINTS

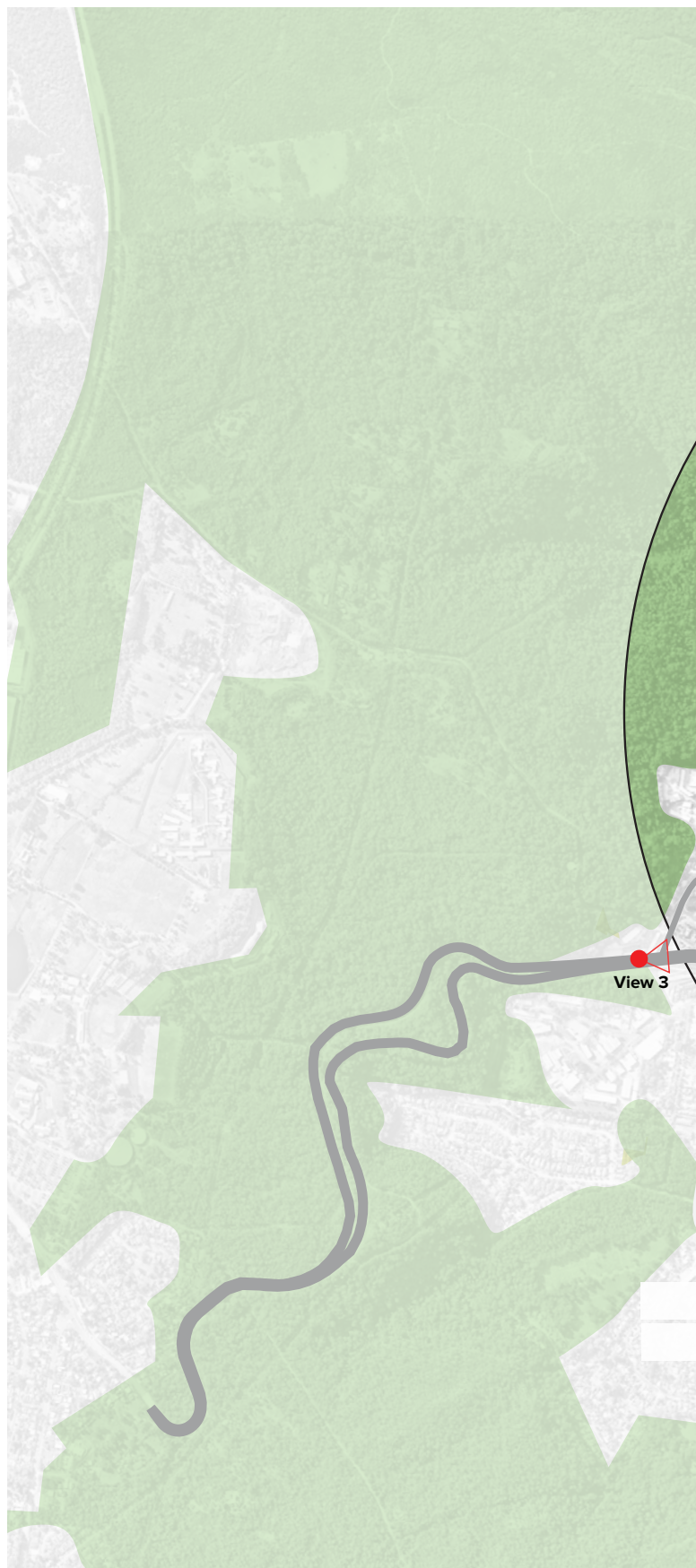
The key vantage points for the purpose of visual impact assessment have been determined through identification of physical absorption capacity and visibility of the site as well as focus on the areas that are more likely to be affected by the proposal.

The scope of this VA is primarily focused on the distant views from the public realm. This is based on the priority given to Gosford main view corridors and dominating topography.

The key vantage points analysed include:

- Long, medium and close viewing distances from Central Coast Highway entering the precinct
- View from north (Faunce St W)
- View from Godford Waterfront
- View from east (high point along Henry Parry Dr)

Analysing **vantage points** for potential visual impact on **main view corridors** and **local topography**





View 1- Central Coast Hwy, Gosford (Pedestrian Experience)



Google Earth Coordinate: 33°25'38.0"S 151°19'33.3"E



Proposed



Existing

| | | MAGNITUDE | | | | | |
|-------------|-----------|-----------------|----------------|-----------------|-----------------|------------------|------------|
| SENSITIVITY | | Very High | High | Moderate | Low | Very Low | Negligible |
| | Very High | Substantial | High | High/ Moderate | Moderate | Moderate/ Low | None |
| | High | High | High/ Moderate | Moderate | Moderate/ Low | Low | None |
| | Moderate | High / Moderate | Moderate | Moderate/ Low | Low | Low/ Negligible | None |
| | Low | Moderate | Moderate/ Low | Low | Low/ Negligible | Negligible | None |
| | Very Low | Moderate/ Low | Low | Low/ Negligible | Negligible | Negligible/ None | None |

The aim of assessing the view from Central Coast Highway is:

- To understand the visual impact of proposed built form viewed from the key highway connecting to Gosford from west;
- To assess to what degree the existing hills topography will be impacted by the proposal; and
- To test the extent to which the change of built elements may alter the existing character.

Sensitivity

The sensitivity of view from Central Coast Highway factors the following points:

- In general, the pedestrian traffic is low along Central Coast Highway;
- There are landscape detractors present in the view including utility poles, existing structures, external sign boards and building signages.

However, the existing valuable views to the surrounding hills and ridges increases the sensitivity. Therefore, the sensitivity of the viewpoint is considered MODERATE.

Magnitude

The magnitude of the proposal in this view is considered MODERATE, due to:

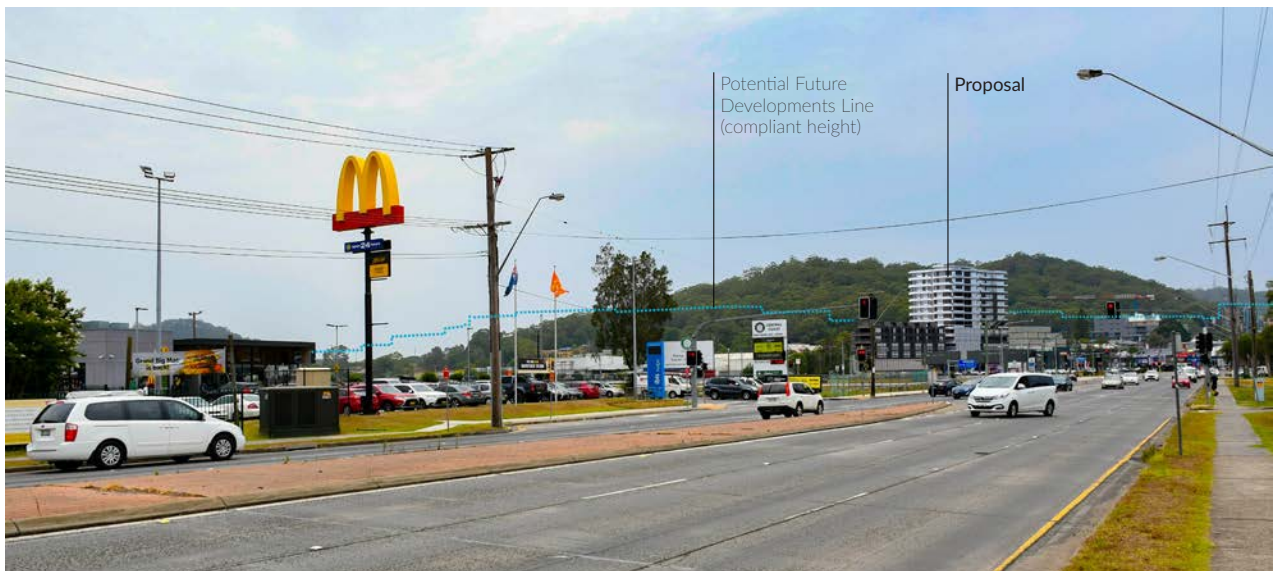
- Whilst the proposal introduces a new high rise building to the view, it is consistent with the future character of the transformational precinct;
- Presidents Hill remains as the main feature and proposed material/ colour selection reduces the visual impact on the escarpment;
- There already exists a presence of landscape detractors including the existing structures and built forms;
- Proposal provides trees and other landscaping for screening and enhancement of the future character of the precinct;
- Proposal is not reducing the quality of the scene.

The visual impact for this view is assessed as MODERATE/ LOW.

View 2- 65 Central Coast Hwy, West Gosford (Pedestrian Experience)



Google Earth Coordinate: 33°25'38.0"S 151°19'33.3"E



Proposed



Existing

| | | MAGNITUDE | | | | | |
|-------------|-----------|-----------------|----------------|-----------------|-----------------|------------------|------------|
| SENSITIVITY | | Very High | High | Moderate | Low | Very Low | Negligible |
| | Very High | Substantial | High | High/ Moderate | Moderate | Moderate/ Low | None |
| | High | High | High/ Moderate | Moderate | Moderate/ Low | Low | None |
| | Moderate | High / Moderate | Moderate | Moderate/ Low | Low | Low/ Negligible | None |
| | Low | Moderate | Moderate/ Low | Low | Low/ Negligible | Negligible | None |
| | Very Low | Moderate/ Low | Low | Low/ Negligible | Negligible | Negligible/ None | None |

The aim of assessing the view from Central Coast Highway is:

- To understand the visual impact of proposed built form viewed from the distance along key highway connecting to Gosford from west;
- To assess to what degree the existing hills topography will be impacted by the proposal; and
- To test the extent to which the change of built elements may alter the existing character.

Sensitivity

The sensitivity of view from Central Coast Highway factors the following points:

- In general, the pedestrian traffic is low along Central Coast Highway;
- There are landscape detractors present in the view including utility poles, existing structures, external sign boards and building signages.

However, the existing valuable views to the surrounding hills and ridges increases the sensitivity. Therefore, the sensitivity of the viewpoint is considered MODERATE.

Magnitude

The magnitude of the proposal in this view is considered LOW, due to:

- The proposal constitutes only a minor component of the wider view which is consistent with the future character of the transformational precinct;
- Presidents Hill remains as the main feature and proposed material/ colour selection reduces the visual impact on the escarpment;
- There already exists a presence of landscape detractors including the existing structures and built forms;
- Proposal is not reducing the quality of the scene.

The visual impact for this view is assessed as LOW.

View 2- 65 Central Coast Hwy, West Gosford (Vehicle Experience)



Google Earth Coordinate: 33°25'38.0"S 151°19'33.3"E



Proposed



Existing

| | | MAGNITUDE | | | | | |
|-------------|-----------|-----------------|----------------|-----------------|-----------------|------------------|------------|
| SENSITIVITY | | Very High | High | Moderate | Low | Very Low | Negligible |
| | Very High | Substantial | High | High/ Moderate | Moderate | Moderate/ Low | None |
| | High | High | High/ Moderate | Moderate | Moderate/ Low | Low | None |
| | Moderate | High / Moderate | Moderate | Moderate/ Low | Low | Low/ Negligible | None |
| | Low | Moderate | Moderate/ Low | Low | Low/ Negligible | Negligible | None |
| | Very Low | Moderate/ Low | Low | Low/ Negligible | Negligible | Negligible/ None | None |

The aim of assessing the view from Central Coast Highway is:

- To understand the visual impact of proposed built form viewed from the distance along key highway connecting to Gosford from west;
- To assess to what degree the existing hills topography will be impacted by the proposal; and
- To test the extent to which the change of built elements may alter the existing character.

Sensitivity

The sensitivity of view from Central Coast Highway factors the following points:

- Receptors are road users in motor vehicles that are passing through therefore have short term views. In general, passers-by are less likely to notice or be concentrating on views;
- Proposal is not in close proximity;
- There are landscape detractors present in the view including utility poles, existing structures, external sign boards and building signages.

However, the existing valuable views to the surrounding hills and ridges increases the sensitivity. Therefore, the sensitivity of the viewpoint is considered MODERATE.

Magnitude

The magnitude of the proposal in this view is considered LOW, due to:

- There already exists a presence of landscape detractors including the existing structures and built forms;
- The proposal constitutes only a minor component of the wider view and is largely screened by the existing buildings;
- Presidents Hill remains as the main feature and proposed material/ colour selection reduces the visual impact on the escarpment;
- Proposal is not reducing the quality of the scene and is consistent with the future character of the precinct.

The visual impact for this view is assessed as LOW.

View 3- Central Coast Hwy, West Gosford (Vehicle Experience)



Google Earth Coordinate: 33°25'35.7"S 151°18'53.5"E



Proposed



Existing

| | | MAGNITUDE | | | | | |
|-------------|-----------|-----------------|----------------|-----------------|-----------------|------------------|------------|
| SENSITIVITY | | Very High | High | Moderate | Low | Very Low | Negligible |
| | Very High | Substantial | High | High/ Moderate | Moderate | Moderate/ Low | None |
| | High | High | High/ Moderate | Moderate | Moderate/ Low | Low | None |
| | Moderate | High / Moderate | Moderate | Moderate/ Low | Low | Low/ Negligible | None |
| | Low | Moderate | Moderate/ Low | Low | Low/ Negligible | Negligible | None |
| | Very Low | Moderate/ Low | Low | Low/ Negligible | Negligible | Negligible/ None | None |

The aim of assessing the view from Central Coast Highway is:

- To understand the visual impact of proposed built form viewed from the distance along key highway connecting to Gosford from west;
- To assess to what degree the existing hills topography will be impacted by the proposal; and
- To test the extent to which the change of built elements may alter the existing character.

Sensitivity

The sensitivity of view from Central Coast Highway factors the following points:

- Receptors are road users in motor vehicles that are passing through therefore have short term views. In general, passers-by are less likely to notice or be concentrating on views;
- Proposal is not in close proximity;
- There are landscape detractors present in the view including utility poles, existing structures, external sign boards and building signages.

However, the existing valuable views to the surrounding hills and ridges increases the sensitivity. Therefore, the sensitivity of the viewpoint is considered MODERATE.

Magnitude

The magnitude of the proposal in this view is considered VERY LOW, due to:

- Limited change to key characteristics of the existing landscape;
- The proposal constitutes only a minor component of the wider view consistent with the surrounding built forms;
- Awareness of the proposal does not affect on the overall quality of the scene.

The visual impact for this view is assessed as LOW/ NEGLIGIBLE as it will have no expression in comparison to the existing landscape.

View 4- 18 Faunce St W, Gosford



Google Earth Coordinate: 33°25'15.3"S 151°19'41.8"E



Proposed



Existing

| | | MAGNITUDE | | | | | |
|-------------|-----------|-----------------|----------------|-----------------|-----------------|------------------|------------|
| SENSITIVITY | | Very High | High | Moderate | Low | Very Low | Negligible |
| | Very High | Substantial | High | High/ Moderate | Moderate | Moderate/ Low | None |
| | High | High | High/ Moderate | Moderate | Moderate/ Low | Low | None |
| | Moderate | High / Moderate | Moderate | Moderate/ Low | Low | Low/ Negligible | None |
| | Low | Moderate | Moderate/ Low | Low | Low/ Negligible | Negligible | None |
| | Very Low | Moderate/ Low | Low | Low/ Negligible | Negligible | Negligible/ None | None |

The aim of assessing the view from Faunce St W is:

- To understand the visual impact of proposed built form viewed from north;
- To assess to what degree the existing hills topography will be impacted by the proposal; and
- To test the extent to which the change of built elements may alter the existing character.

Sensitivity

The sensitivity of view from Faunce St W is considered to have LOW sensitivity due to:

- Receptors are mostly motorists that are passing through therefore have short term views and are less likely to notice, appreciate or be concentrating on views;
- Proposal is not in close proximity and there are landscape detractors present in the view including fences and existing buildings in the background.

Magnitude

The magnitude of the proposal in this view is considered LOW, due to:

- There already exists a presence of landscape detractors including the existing structures and built forms;
- The proposal constitutes only a minor component of the wider view;
- The proposed material/ colour selection reduces the visual impact;
- Proposal is not reducing the quality of the scene and is consistent with the future character of the precinct.

The visual impact for this view is assessed as LOW/ NEGLIGIBLE.

View 5- 141 Henry Parry Dr, Gosford (Pedestrian Experience)



Google Earth Coordinate: 33°25'28.2"S 151°20'41.3"E



Proposed



Existing

| | | MAGNITUDE | | | | | |
|-------------|-----------|-----------------|----------------|-----------------|-----------------|------------------|------------|
| SENSITIVITY | | Very High | High | Moderate | Low | Very Low | Negligible |
| | Very High | Substantial | High | High/ Moderate | Moderate | Moderate/ Low | None |
| | High | High | High/ Moderate | Moderate | Moderate/ Low | Low | None |
| | Moderate | High / Moderate | Moderate | Moderate/ Low | Low | Low/ Negligible | None |
| | Low | Moderate | Moderate/ Low | Low | Low/ Negligible | Negligible | None |
| | Very Low | Moderate/ Low | Low | Low/ Negligible | Negligible | Negligible/ None | None |

The aim of assessing the view from Central Coast Highway is:

- To understand the visual impact of proposed built form viewed from the eastern high point;
- To assess to what degree the existing hills topography will be impacted by the proposal; and
- To test the extent to which the change of built elements may alter the existing character.

Sensitivity

The sensitivity of view from Central Coast Highway factors the following points:

- Receptors are road users in motor vehicles that are passing through therefore have short term views. In general, passers-by are less likely to notice or be concentrating on views;
- Proposal is not in close proximity.

However, the existing valuable views to the surrounding hills and ridges increases the sensitivity. Therefore, the sensitivity of the viewpoint is considered MODERATE.

Magnitude

The magnitude of the proposal in this view is considered NEGLIGIBLE, due to:

- Proposal is in the distance and completely screened by the Presidents Hill;
- No change in the view.

The visual impact for this view is assessed as NONE, which is the combination of the sensitivity and magnitude of impact.

View 6- The Quarters - Gosford Waterfront



Google Earth Coordinate: 33°25'53.1"S 151°20'22.6"E



Proposed



Existing

| | | MAGNITUDE | | | | | |
|-------------|-----------|-----------------|----------------|-----------------|-----------------|------------------|------------|
| | | Very High | High | Moderate | Low | Very Low | Negligible |
| SENSITIVITY | Very High | Substantial | High | High/ Moderate | Moderate | Moderate/ Low | None |
| | High | High | High/ Moderate | Moderate | Moderate/ Low | Low | None |
| | Moderate | High / Moderate | Moderate | Moderate/ Low | Low | Low/ Negligible | None |
| | Low | Moderate | Moderate/ Low | Low | Low/ Negligible | Negligible | None |
| | Very Low | Moderate/ Low | Low | Low/ Negligible | Negligible | Negligible/ None | None |

The aim of assessing the view from Gosford waterfront is:

- To understand the visual impact of proposed built form viewed from the waterfront with high visual value;
- To assess to what degree the existing hills topography will be impacted by the proposal; and
- To test the extent to which the change of built elements may alter the existing character.

Sensitivity

The sensitivity of view from Gosford waterfront is considered to have HIGH sensitivity due to:

- Passive recreational activities generally do not require as much concentration as more active recreational activities, and tend to be more focused on the enjoyment of scenery;
- Visual amenity is important to receptors;
- Public view has high visual value for locals and visitors;
- Receptors have prolonged views of the landscape.

Magnitude

The magnitude of the proposal in this view is considered NEGLIGIBLE, due to:

- Proposal is in the distance and completely screened by the existing vegetation;
- No change in the view.

The visual impact for this view is assessed as NONE, which is the combination of the sensitivity and magnitude of impact.

CONCLUSION

The proposal for 10 Young Street has responded to a variety of policies, high-level ambitions and site conditions in order to establish a development that successfully delivers many benefits now and in the future.

With a rising population expected for Gosford, the mixed use development located in the envisioned Western Gateway contributes to a precinct offering a mix of recreational and lifestyle choices.

The built form of the proposal comprises of both a podium and tower element, ensuring that a human scale environment is achieved. This feature, alongside fine grain activation and pedestrian connectivity with generous sized pedestrian footpaths and landscaping from Racecourse Rd to Young Street creates high amenity for the users of this space.

A car dependent culture exists across Gosford, however through the delivery of increased pedestrian connectivity, walkable environments are encouraged across the Western Gateway precinct.

The site itself is intended to provide opportunities for a short term stay within the precinct, complementing the future Private Hospital being developed north of the site.

It is acknowledged that the site is non-compliant of one height limit. However, with the intention to deliver best-practice outcomes, an alternative approach to design ensures that a gateway built form is delivered whilst also reducing visual impacts to Presidents Hill escarpment.





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