URBIS

STATEMENT OF ENVIRONMENTAL EFFECTS

7A-11 Racecourse Road, 5-9 Faunce Street & 36 Young Street, West Gosford

Prepared for

WALUYA PTY LTD

19 December 2022

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Project Code	P0043549
Report Number	1 – For DA Lodgement

Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society.

We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

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CONTENTS

FIGURES

TABLES

1. INTRODUCTION

This Statement of Environmental Effects (SEE) has been prepared by Urbis Pty Ltd on behalf of Waluya Pty Ltd (the Applicant) ('Waluya') in support of a Development Application (DA) for clearance and demolition works and the construction of a new 'bus depot' at 1-3 Faunce Street, 7a Racecourse Road, 9 Racecourse Road, 9a-11 Racecourse Road, 38 Young Street and 50 Young Street, West Gosford ('the site').

The site will accommodate 96 buses at grade for Waluya's Central Coast Region bus fleet.

This SEE explains how the proposed development accords with the relevant planning matters under section 4.15 of the Environmental Planning and Assessment Act (EP&A) 1979 (as amended) and appropriately responds to its context and the operational requirements of Waluya.

The proposed works subject of the application has an estimated cost of $18 million. Accordingly, development consent is sought from the Department of Planning and Environment in accordance with Part 4 of the EP&A:

- A two-storey building comprising office/workspace/storage rooms, circulation space, spray booth and panel area, chassis wash area, four pits, six bays and a tyre and parts store.
- A two-storey building comprising office floorspace, reception and foyer and control centre
- A wash bay
- A bus driveway and bus parking (catering for 96 vehicles)
- On-grade car parking
- Refuelling island bowser stanchions and a diesel fuel tank
- Landscaping, Fencing and Signage

This SEE is structured as follows.

- **Section 2** – describes the site context.
- **Section 3** – describes the pre-lodgement engagement undertaken and the relevant planning history for the site
- **Section 4** – describes the proposed development**,** including the demolition, construction, and operational phases.
- **Section 5** – provides an assessment of the proposal against the matters of consideration listed in section 4.15 of the EP&A Act and other statutory requirements
- **Section 6** – demonstrates that the site is highly suitable for the proposed development.

This Report should be read in conjunction with the following documentation submitted in support of this application:

Document Title	**Consultant**
Aboriginal Assessment	Travers
Accessibility Advice	MG&C
Acoustic and Vibration Impact Assessment	E-Lab
Arboriculture Impact Assessment	Travers
Architectural Design Report	DEM
Architectural plans	DEM

Document Title	Consultant
BCA Advice	Philip Chun & Associates
Biodiversity Development Assessment report	Travers
Bushfire Report	Travers
Civil DA Drawings	AT&L
Civil Design Report	AT&L
Construction Management Plan	AT&L
Cost summary advice	Newton Fisher
Fire Engineering Advice	E-Lab
Flood Impact Assessment	AT&L
Geotechnical and Site Investigation Report	Stantec
Landscape Plan	Studio IZ
Plan of Management	Urbis
SEPP 33 Report	Riskcon
Survey plan	NA
Traffic and Parking Review	Stantec
Waste Management Plan	Elephants Foot

2. SITE CONTEXT

2.1. SITE DESCRIPTION

The site is known as 1-3 Faunce Street, 7a Racecourse Road, 9 Racecourse Road, 9a-11 Racecourse Road, 38 Young Street, 50 Young Street, West Gosford. The legal description and other key features of the site are summarised in Table 2 below.

Table 2 Site Details

Feature	Description
Street Address	1-3 Faunce Street, 7a Racecourse Road, 9 Racecourse Road, 9a-11 Racecourse Road, 38 Young Street, 50 Young Street West Gosford
Legal Description	Lot 6 in Deposited Plan 801261 Lots 71-74 in Deposited Plan 810836 Lot 1 in Deposited Plan 651249 Lot 18 in Deposited Plan 110223
Site Area	1.91 Hectares approx.
Site Shape	Rectangular
Existing condition	The Site currently contains grassed areas with a perimeter of remnant unmanaged bushland, areas of hard stand, and several empty buildings and an unsealed driveway. The buildings comprise a two storey dwelling and several associated buildings for enclosing horses.

Figure 1 Aerial Photograph

2.2. LOCALITY CONTEXT

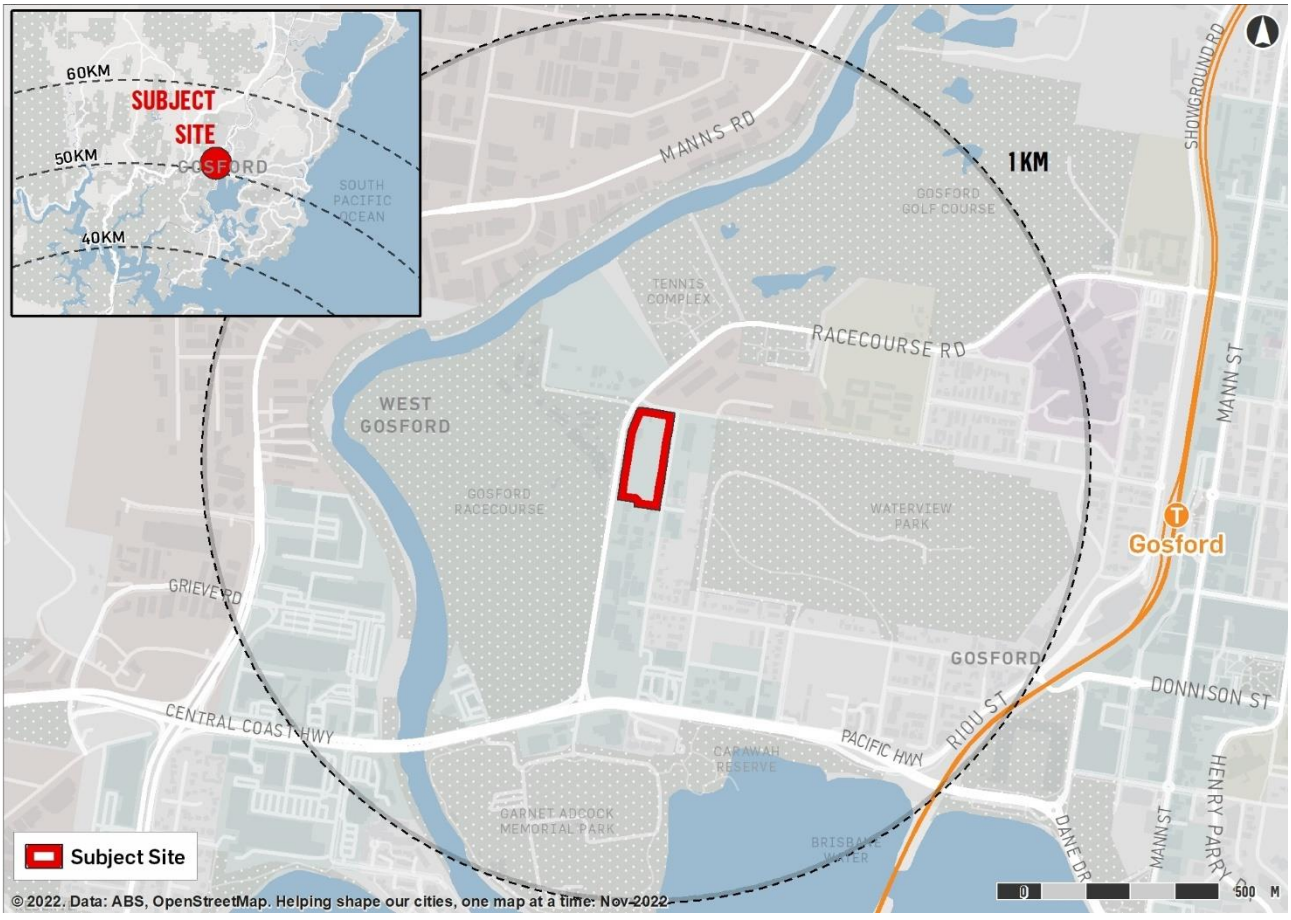
The site is located on the western fringe of Gosford Town Centre within the Central Coast Local Government Area. It is approximately 50km north of the Sydney CBD.

The site forms part of an enterprise corridor, which is characterised by industrial warehousing and infrastructure, and commercial facilities. A mix of uses are located within the immediate vicinity of the site, including a racecourse, industrial and office buildings, and residential dwellings. The surrounding built form is predominately 1 or 2 storey in height and includes:

- **North:** Industrial and machine storage facilities including the business of a crane rental agency. Further north is a small-scale roof manufacturing premises. Approval has been granted for the redevelopment of the site to the north of Faunce Street West to provide a new private hospital, which is expected to be completed in 2025.
- **East:** Various small scale industrial based premises including a mechanical repair shop, former Ellton mining company office space, partially vacant warehousing and large garage shop facilities.
- **South:** Variety of hardware and small-scale factory shops including a blind and shutters company, auto parts mechanical supplies, and unoccupied factory warehouse presuming for vehicle maintenance.
- **West:** The Entertainment Grounds, formally known as the Gosford Racecourse is adjacent from the site.

The site is bounded by Racecourse Road to the west, Faunce Street West to the North, and Young Street to the east. These afford good access to the surrounding highway network, including the Central Coast Highway, Pacific Highway and Mann Street.

Figure 2 Location Plan



3. PROJECT HISTORY

3.1. PRE-LODGEMENT OVERVIEW

Pre-lodgement advice was sought through the Department of Planning, Industry & Environment (DPIE) to understand the preliminary planning permissibility for the development and operation of a bus depot on the proposed site. Further legal advice was pursued through Mills Oakley to confirm the permissibility against the relevant legislation controls. The following preliminary assessments are summarised below.

Preliminary Assessment – Department of Planning, Industry & Environment.

The DPIE provided extensive preliminary advice regarding the proposed development application for a bus depot located on the site. The site is zoned B6 Enterprise Corridor (the B6 zone) pursuant to State Environmental Planning Policy (Gosford City Centre) 2018 (Gosford SEPP). Clause 96(2)(a) of State Environmental Planning Policy (Infrastructure) 2021 (ISEPP) permits with development consent 'bus depots' within prescribed zones (the B6 zone being a prescribed zone). DPIE recommended to seek further advice regarding the permissibility provisions of the Gosford SEPP and ISEPP for the proposed development.

The Development Application package is to contain a detailed SEE of the proposed development, assessed against the EP&A and relevant Environmental Planning Instruments applicable to the site. Table 3 identifies to comments provided and outlined response.

Table 3 Response to DPIE Assessment Matters

DPIE Comment	Response
Permissibility of Use recommending Professional Legal Advice	Professional Legal Advice was sought by the proponent to establish the permissibility of operating a bus depot within the prescribed zone. The Transport and Infrastructure SEPP provisions permits development for the purpose of a 'bus depot' with development consent on land zoned B6. This operates as an exception to the provisions of Chapter 5 of the Regional Precincts SEPP which otherwise prohibit development for the purpose of a 'transport depot' on land zoned B6. There is no inconsistency arising between Chapter 5 ('Gosford city centre') of the Regional Precincts SEPP; and the ISEPP. The prohibition in the 'Land Use Table' in Part 5.3 of the Regional Precincts SEPP is given operative effect by section 5.13 of the Regional Precincts SEPP. This provision is titled 'Zone objectives and Land Use Table'. It relevantly says: *(1) The Land Use Table at the end of this Part specifies for each zone—* *(a) the objectives for development, and* *(b) development that may be carried out without development consent, and* *(c) development that may be carried out only with development consent, and* *(d) development that is prohibited…* ***4) This section is subject to the other provisions of this Chapter.*** Secondly, there is a note at the beginning of Land Use Table in Part 5.3 of the Regional Precincts SEPP. This note relevantly says: *A type of development referred to in the Land Use Table is a reference to that type of development* ***only to the extent it is not regulated by an applicable State environmental planning policy.*** *The following State*

DPIE Comment	Response
	environmental planning policies may be relevant to development on land to which this Chapter applies— ***State Environmental Planning Policy (Infrastructure) 2021****—relating to infrastructure facilities such as those that comprise, or are for, air transport, correction, education, electricity generating works and solar energy systems, health services, ports, railways, roads, waste management and water supply systems.* Generally, notes within a planning instrument are not taken to be part of that instrument (section 35(2) of the Interpretation Act 1987). However, the above is a note to a table (being the Land Use Table at Part 5.3 of the Regional Precincts SEPP). There is a provision in the Interpretation Act 1987 that expressly says that notes to a table do form part of an instrument (section 35(4)(b)): New South Wales Trustee and Guardian v Clark [2019] NSWCATAP 257 at [11]-[14]; cf Hacienda Caravan Park Pty Ltd v Dodge [2019] NSWSC 1296 at [56]). Therefore, Section 5.13(4) of the Regional Precincts SEPP creates the opportunity for other provisions of Chapter 5 ('Gosford city centre') to establish an exception to the prohibition on bus depots within the B6 zone with development consent.
Maximum 12m Building Height under the Gosford SEPP	All buildings on site are to comply with the SEPP controls.
Floor Space Ratio 1.5:1 under the Gosford SEPP	The proposed Office Gross Floor Area (GFA) is 700sq.m and the workshop building is 2400sq.m. The proposed FSR is 0.15:1 and therefore below the control achieving compliance.
Compliance with the Gosford DCP	Section 5.6 of the SEE expands on the compliance of the development against the Gosford City Centre DCP Controls. No variations are sought to the controls as part of the development.
Compliance with principles of Crime Prevention Through Environmental Design (CPTED)	An CPTED assessment has been undertaken as part of this development and is highlighted within the Urban Design Report provided as part of this package.
Bushfire Compliance	A Bushfire Protection Assessment undertaken by the Bushfire Planning & Design (BPAD) certified consultants; Travers has been prepared as part of the development application. The report details bushfire risk and management for the site outlining suitable recommendations for the construction and operation of the bus depot.
Operational Management Plan	The DA package contains a preliminary Operational Management Plan (OMP) for the use of the site. The OMP provides details regarding the management of the site ensuring an orderly, safe and effective operation of the bus depot. Waluya Pty. Ltd. Will be responsible for the implementation and monitoring of the plan.

DPIE Comment	Response
Preliminary Construction Management Plan	A preliminary construction management plan has been prepared for this project.
Owners Consent	The owner's consent documentation has been provided under separate cover
Landscaping Requirements	Landscape plans have been provided as part of this DA.
Flora and Fauna Impact Assessment	Consultation with a qualified ecologist has been undertaken to assess the current flora and fauna on site.
Environmental Health Assessment	A Contamination report, and ecology assessment has been prepared by various consultants and has been provided as part of this DA.
Engineering Compliance	Fire engineering consultants have been engaged to provide an engineering report for the site.
Traffic Assessment Report	A traffic assessment has been undertaken and has been provided as part of this DA.
Aboriginal Cultural Heritage Due Diligence Report	Travers in consultation with the Aboriginal Land Council have undergone a Due Diligence assessment of the site as part of the DA.
Building Design Safety in accordance with BCA controls	A Building Design report has been provided in accordance with the BCA requirements.
Accessibility Assessment	An Accessibility report has been prepared in accordance with the Disability Discrimination Act 1992.
Energy Efficiency and Environmentally Sustainable Development Assessment	Key ESD principles and commitments have been set out in the architectural package, prepared by DEM.
Waste Management Report	A waste management plan has been prepared by Elephant's Foot for the construction and operation of the site.
Cost Summary/QS	A cost summary report has been prepared by Newton Fisher in conjunction with the NSW Planning Circular requirements.

4. PROPOSED DEVELOPMENT

4.1. OVERVIEW

The proposed development comprises the clearance and demolition of existing vegetation and all structures on the site and the construction of a new bus depot. The new bus depot will include:

- A two-storey building comprising office/workspace/storage rooms, circulation space, spray booth and panel area, chassis wash area, four pits, six bays and a tyre and parts store.
- A two-storey building comprising office floorspace, reception and foyer and control centre
- A wash bay
- A bus driveway and bus parking (catering for 96 vehicles)
- On-grade car parking
- Refuelling island bowser stanchions and a diesel fuel tank
- Landscaping, Fencing and Signage

A set of architectural drawings has been submitted with this development application under separate cover.

The site will operate is expected to accommodate 96 diesel buses at grade and provide services within the Central Coast Region– referred to as part of the broader public transport network.

The site is intended to operate 24 hours a day 7 days a week with up to 10 admin/office staff at any time – in addition to workshop (mechanic and cleaning) facilities at the site including diesel refuelling tanks and washdown bays.

A Preliminary Operational Management Plan has been prepared to describe the typical proceedings of operation for the proposed bus depot.

4.2. CLEARANCE AND DEMOLITION

One hundred and forty-two (142) trees have been assessed. It has been determined that one hundred and thirteen (113) trees will require removal. Four (4) to be removed are valued with high significance and sit in the footprint of the proposed design with no mitigation options. Fifty-four (54) trees have a medium landscape value. Fifty-five (55) of the trees have been determined for removal and have the value of low. Seventeen (17) are weed species under the NSW local land Councils, twenty-six (26) trees removed for health and condition and fourteen (14) in the area of the footprint of the proposed design

The proposed development includes the clearance of 113 trees and other vegetation located on the site and the demolition of all existing buildings and structures.

4.3. LAYOUT

The proposed development will include the construction of a larger workshop building and a small admin / office building located around a central ‘bus driveway’. Separate bus parking areas will be located adjacent to the buildings and bus driveway. A segregated on-grade car park is also proposed towards the south of the site.

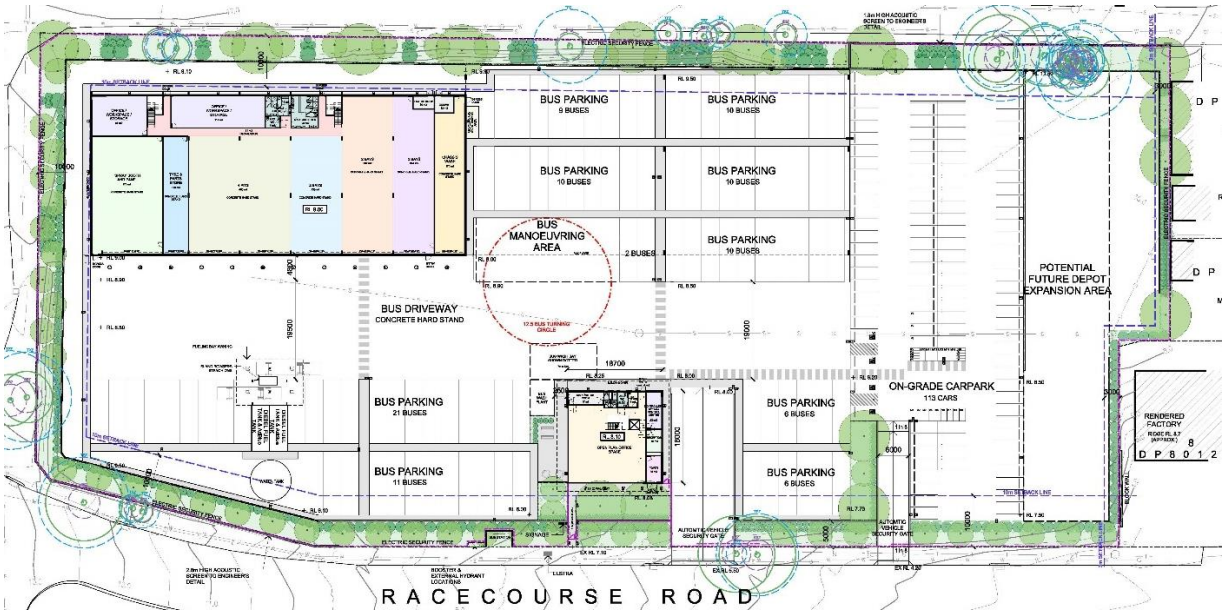
The proposed buildings will be set back more than 10 metres from the site boundaries. A landscaped buffer will be retained along the perimeter of the site and incorporate planting and other soft landscaping.

The workshop building will be located towards the north eastern corner of the site, with the office / admin building sited towards the western boundary. A large awning will be installed within the workshop building and over the bus parking area located immediately south of it.

The proposal includes a separate access for buses and other vehicles entering and exiting the site. Both accesses will be located along the Racecourse Road frontage. The bus access will be located to the south of the office / admin building. The other driveway will provide access to the car park and is located further south.

The proposed development also includes the construction of a water tank and bus wash area. Two diesel fuel tanks, as week as island bowser stanchions will be located adjacent to the water tank. A fuelling bay awning will be provided above the island bowsers stanchions.

Figure 2 Proposed Site Layout



4.4. ADMIN/OFFICE BUILDING

An admin / office building is proposed towards the western boundary of the site close to the Racecourse Road boundary and adjacent to the bus driveway.

The building will be two storeys (with a maximum height of 9 metres) and feature open plan office space as well as staff amenity facilities, a controllers office / control centre / reception and foyer at ground floor level. Open plan office space will also be provided at first floor level along with communications and main switch rooms, staff welfare facilities and a lost property room. A balcony will be provided at first floor level and provide external amenity space for staff.

An outdoor seating area will be located to the north of the building and connect to a pedestrian walk way. The walk way will extend around the perimeter of the building and connect to a pedestrian footpath, which will provide access to Racecourse Road.

The building will utilise a grey concrete structure with Perforated Metal Screen Panel cladding, vertical Aluminium fins (Figure 7) and glazing, which will provide articulation and visual interest. An awning will be provided around the western and southern façade of the building for weather protection.

Figure 3 Admin / Office Building Ground Floor and First Floor

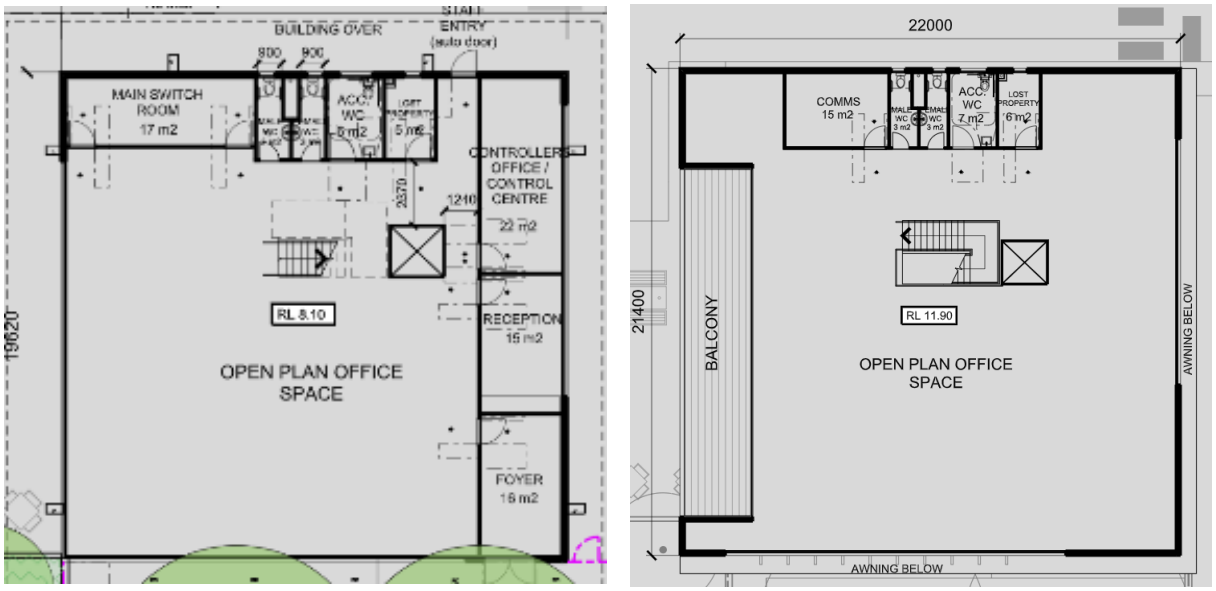
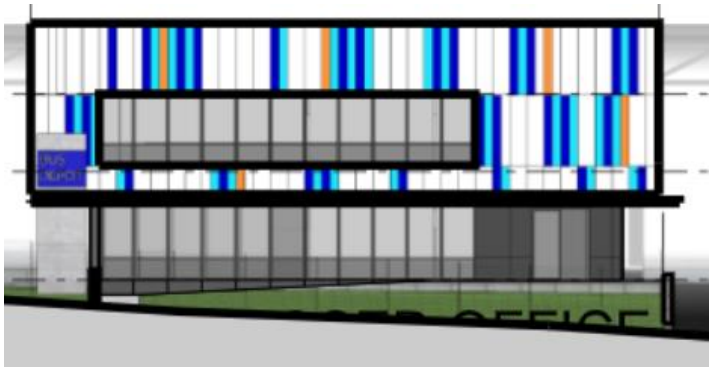


Figure 4 Admin / Office Building South Elevation



4.5. WORKSHOP

The larger ‘workshop’ building will be located in the north eastern corner of the site. The building will comprise a single storey building with a maximum height of 10.5 metres and incorporate a mezzanine level.

The workshop will provide for the servicing and cleaning of vehicles and will include office / workspace / storage rooms, circulation space, spray booth and panel area, chassis wash area, four pits, six bays and a tyre and parts store at ground floor level. The majority of the workshop will have a concrete hard stand floor and be ‘double height’. An awning will be provided internally within the workshop.

A small mezzanine floor will be located along the rear (eastern) and southern elevation of the building and will comprise office / workspace / storage rooms as well as a lunch room, store and compressor room. A small external balcony will also be provided at mezzanine level along the eastern elevation of the building.

The materiality of the workshop building will be consistent with the admin / office building.

Figure 5 Workshop Ground Floor

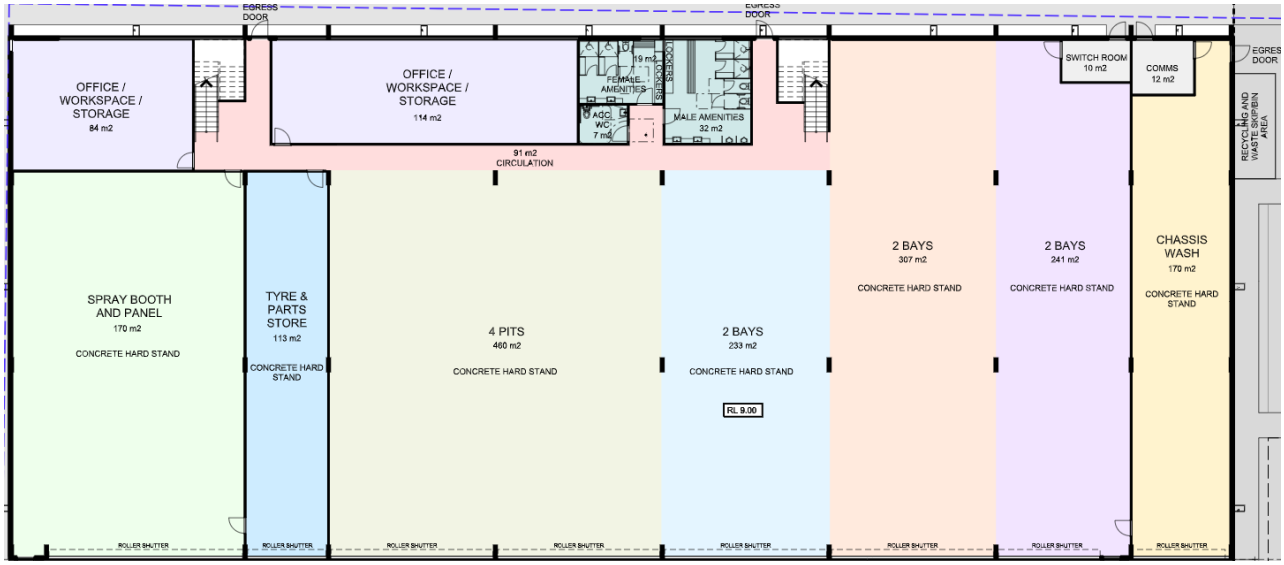


Figure 6 Workshop Mezzanine Level

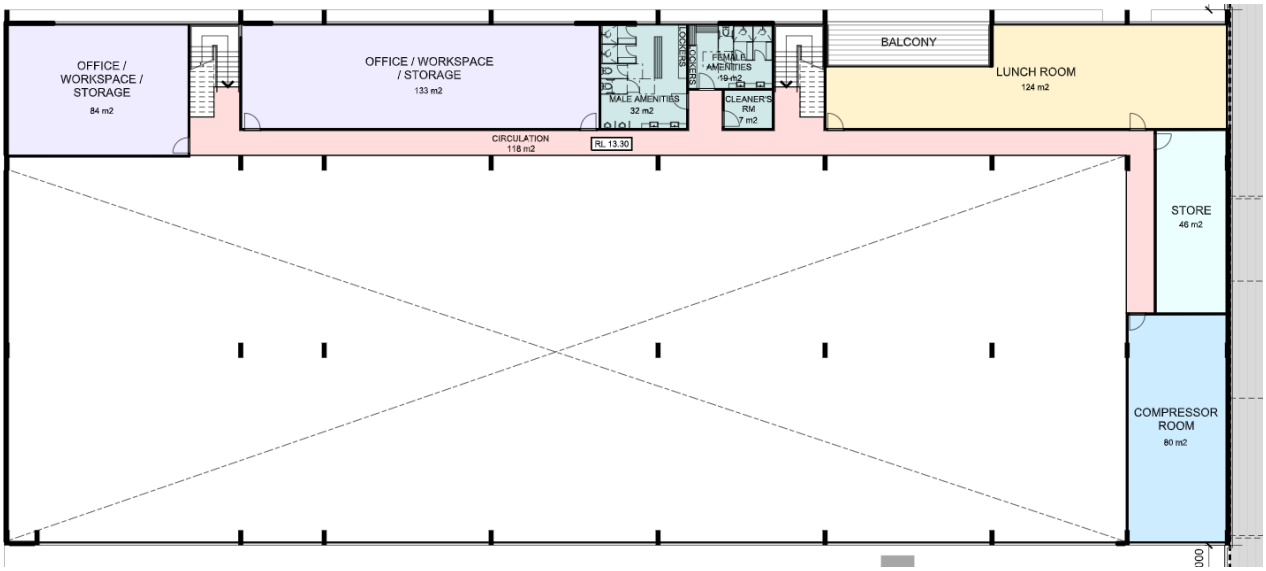
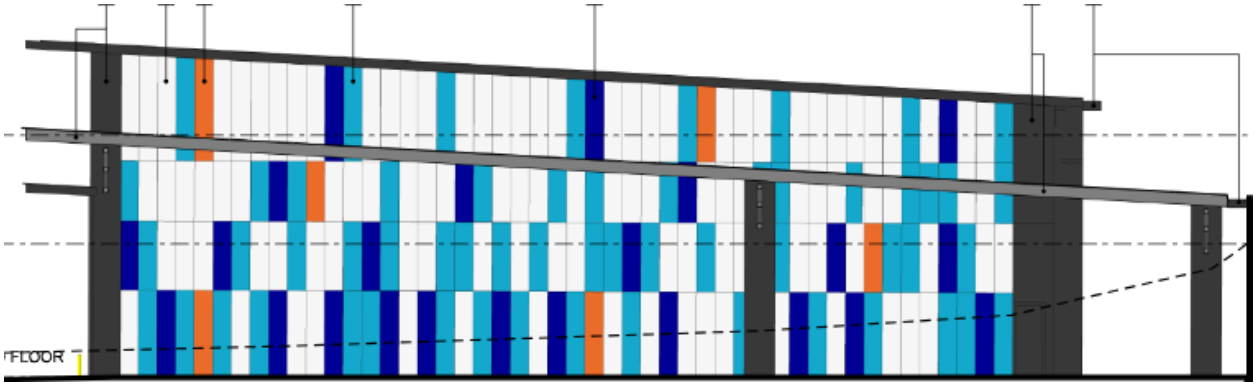


Figure 7 Workshop north elevation



4.6. PARKING

Bus Parking

A total of 96 bus parking spaces are proposed within the site. The bus parking spaces will be accessible from the internal bus driveway and have been sized to enable buses ranging from 9 to 12 metres in length (and 2.5 metres in width) to be parked on site.

The parking spaces will be located on either side of the internal bus driveway, which will provide access to the workshop and incorporate a manoeuvring space.

The bus parking spaces to the south of the workshop will be covered by a concrete awning, which will have a height of 6.9 metres above ground level.

Marked pedestrian access areas / footpaths will be provided through the bus parking area to allow the safe operation of the site and minimise the risk of conflict between vehicles and pedestrians.

Car Parking

A separate on-grade car parking area is proposed within the southern part of the site. The Car Park will contain 113 spaces (four of which are to be accessible spaces) and will be fully segregated from the bus parking area.

Motorcycle Parking

Fifteen motorcycle parking spaces are proposed. The spaces will be located in the car park.

Bicycle Parking

Ten bicycle parking spaces are proposed for staff. The spaces will be located in the car park.

4.7. ACCESS

Buses will enter and exit the site via a driveway located on the site's Racecourse Road frontage. This site access will be solely for the use of buses and will provide direct access to the central 'bus driveway' within the site (area of hardstand). The driveway is approximately 12.4 metres wide, which will provide sufficient space for two buses to enter and exit the site at the same time.

Sufficient space is provided within the site to enable buses to turn around and manoeuvre. All buses will enter and exit the site in forward gear.

A separate staff entrance / exit driveway will be provided further south along the Racecourse Road frontage. The driveway will provide direct access to the staff car park. The driveway will be approximately six metres wide, which will allow cars to enter and exit the site safely at the same time.

The separate driveways will segregate buses from smaller vehicles entering the site, thereby reducing the risk of any conflict. Pedestrian access will be provided to the site via a separate footpath connecting directly to Racecourse Road.

4.8. LANDSCAPING

A landscape buffer measuring approximately 5 metres wide will be provided along the north, eastern and western boundaries of the site. The buffer will reduce to approximately 3 metres wide along the southern boundary of the site. Areas of soft landscaping are also proposed around the office/admin building and will provide important amenity value within the site. The proposed soft landscaping will comprise a mix of groundcovers, garden bed, shrubs and trees. The existing 3 metre metal screen security fence around the site boundaries will also be retained.

Solid acoustic screens are proposed along the eastern edge of the on-grade car park and along the north-western corner of the site. The acoustic screens will vary from 1.8 metres high (around the car park) to 2.8 metres high along the north western corner of the site.

4.9. CIVIL DESIGN

A stormwater drainage system will be installed and connect into the existing stormwater infrastructure located to the west of the site beneath Racecourse Road. Stormwater generated within the proposed site will be detained to ensure post-development flows are less than pre-development flows.

The proposed drainage system will include an On-site drainage (OSD) tank, which will be located in the south west corner of the site. The outlet pipes from the tank will discharge into the street/swale network to the west of the site.

5. STATUTORY CONTEXT

The proposed development has been assessed in accordance with the relevant matters for consideration listed in section 4.15 of the EP&A Act.

The following statutory instruments are relevant to this DA as follows:

- *State Environmental Planning Policy (Precincts – Regional) 2021*
- *State Environmental Planning Policy (Biodiversity and Conservation) 2021*
- *State Environmental Planning Policy No. 64 (Advertising and Signage) 2001*
- *State Environmental Planning Policy (Resilience and Hazards) 2021*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021*
- *Gosford City Centre Development Control Plan 2018 (GCDCP)*

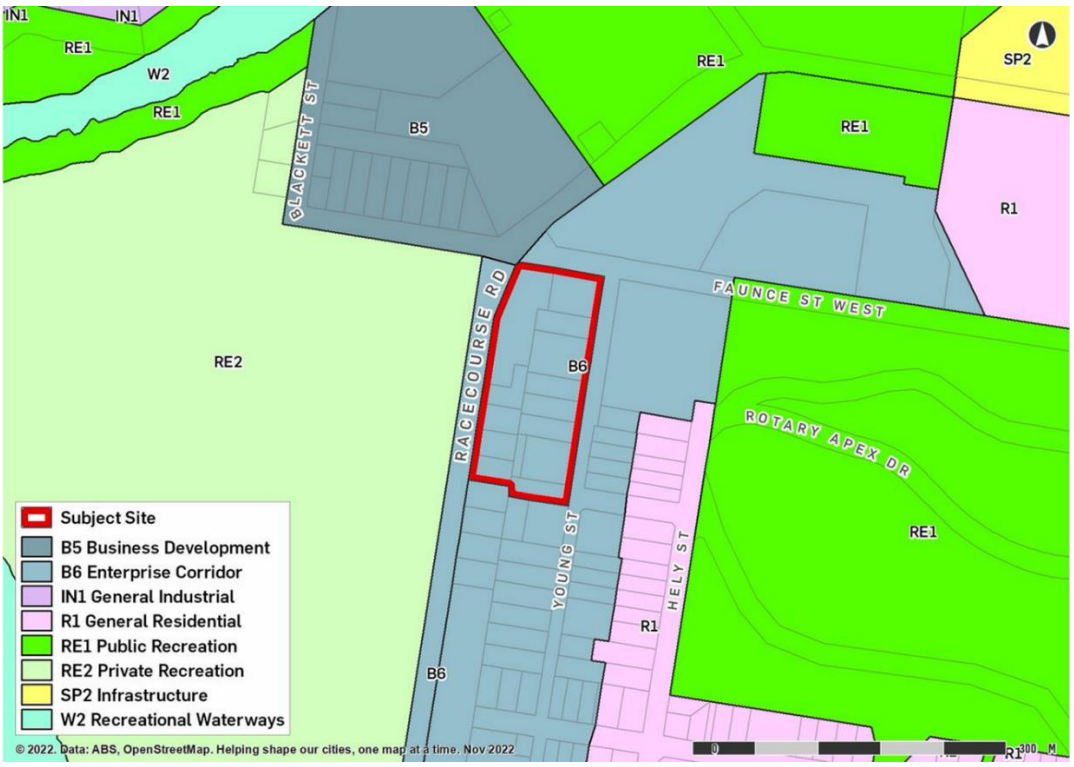
5.1. STATE ENVIRONMENTAL PLANNING POLICY (PRECINCTS-REGIONAL) 2021

Chapter 5 Gosford City Centre of the Regional Precincts SEPP is the primary environmental planning instrument governing development on the site.

5.1.1. Zoning, Objectives, and Permissibility

The site is zoned B6 Enterprise Corridor under the SEPP Regional Precincts as demonstrated in Figure 3.

Figure 4 Zoning Map



The objectives of the B6 Enterprise Corridor zone are:

- *To promote businesses along main roads and to encourage a mix of compatible uses.*
- *To provide a range of employment uses (including business, office, retail and light industrial uses).*
- *To maintain the economic strength of centres by limiting retailing activity.*

- *To provide for residential uses, but only as part of a mixed use development*

Section 5.13(4) of the Regional Precincts SEPP creates the opportunity for other provisions of Chapter 5 ('Gosford City Centre') to establish an exception to the prohibition on bus depots within the B6 Enterprise Corridor zone with development consent.

5.1.2. Regional Precinct

The following table assesses the compliance of the bus depot proposal in accordance with the relevant clauses within the Regional Precincts- Gosford City Centre 2018 SEPP.

Table 6 Regional Precincts SEPP Compliance Table

Clause	Provision	Proposed	Complies
Clause 5.25 – Height of Buildings	12m	All infrastructure on site will be below the 12-metre height restriction. The two storey office is to be 8.8 metres and the workshop and bus parking awning is to be 10.6 metres at the highest point	Yes
Clause 5.26 – Floor Space Ratio (FSR)	1.5:1	The proposed Office Gross Floor Area (GFA) is 700sq.m and the workshop building is 2400sq.m. The proposed FSR is 0.15:1 and therefore below the control achieving compliance.	Yes
Clause 5.36 – Heritage Conservation	Works impacting on heritage items, conservation areas, European archaeology and Aboriginal heritage.	The site is not listed as a heritage item, nor is the site within a heritage conservation area. Engagement with an Aboriginal heritage consultant was conducted to review the site concluding that no Aboriginal sites or areas of Potential Archaeological Deposit (PAD) were identified during the survey.	Yes
Clause 5.37 – Bushfire hazard reduction	Carrying out of development on bush fire prone land	Engagement with an experienced bushfire consultant was undertaken The site infrastructure is subject to complying with the relevant BAL ratings prescribed by the RFS.	Yes
Clause 5.39 – Acid Sulphate Soils	The objective of this clause is to ensure that development does not disturb, expose or drain acid sulphate soils and cause environmental damage.	The site is identified as being within the Class 5 Acid Sulphate Soils. A construction management plan has been completed and accompanies this package.	Yes
Clause 5.40 - Flood Planning	This section applies to land between the flood planning level and the level of a	The site itself is not identified as being within a flood-plain as such. The required finished levels are	Yes

Clause	Provision	Proposed	Complies
	probable maximum flood but does not apply to land subject to the discharge of a 1:100 ARI (average recurrent interval) flood event plus 0.5 metre freeboard.	expected to be achieved to deliver an appropriate level of general protection for the site, including future development.	
Clause 5.43 Minimum Building Street Frontage in Zone B6	Development consent must not be granted to development if the development will have a street frontage of at least 24 metres.	The office building will be 18.7 metres wide and therefore below the maximum allowance.	Yes
5.53 Key vistas and view Corridors	Protect and enhance key vistas and view corridors in Gosford City Centre.	The proposed works are consistent with the building height restrictions and will not impact the view corridors within West Gosford.	Yes

5.2. STATE ENVIRONMENTAL PLANNING POLICY (BIODIVERSITY AND CONSERVATION) 2021

State Environmental Planning Policy (Biodiversity and Conservation) 2021 aims to protect the biodiversity of trees and vegetation. The policy provides a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities, and heritage places, defined in the EPBC Act as Matters of National Environmental Significance.

Under the EPBC Act, a person must not, without an approval under the Act, take an action that has or would have, or is likely to have, a significant impact on a Matter of National Environmental Significance. These matters are listed as:

- The world heritage values of a declared World Heritage property;
- The ecological character of a declared Ramsar Wetland;
- A threatened species or endangered community listed under the Act;
- A migratory species listed under the Act; and,
- The environment in a Commonwealth Marine Area or on Commonwealth land

Assessment: An arboriculture impact assessment has been undertaken on the site to understand the ecological conditions. The site is not Biodiversity Certified and does not contain any vegetation that is specified in the above matters.

5.3. STATE ENVIRONMENTAL PLANNING POLICY NO.64 (ADVERTISING AND SIGNAGE) 2001 – NOW INCORPORATED INTO THE INDUSTRY AND EMPLOYMENT 2021

The former *State Environmental Planning Policy No. 64 – Advertising and Signage (SEPP 64)* now recognised as the *Industry and Employment 2021* applies to the proposed signage. The signage design details are in Architectural Plans provided. The SEPP 64 aims to ensure that signage is compatible with the desired amenity and visual character of an area, and provides effective communication in suitable locations, and is of high-quality design and finish.

The following table assesses the compliance of the proposal in accordance with the relevant clauses within the SEPP.

Table 4 SEPP 64 Signage Compliance Assessment

Assessment Criteria	**Assessment**	**Complies**
Schedule 1 – Assessment Criteria		
1.Character of the area		
Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	The proposed signage would have no adverse impact on the character of the area. The proposed signage has been designed to complement the surrounding locality. The design and scale of the signage is comparable with existing signage found throughout the locality within West Gosford.	Yes
2. Special Areas		
Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	The proposed signage has been sensitively designed with inoffensive colours, images and text. This will ensure each sign does not detract from the visual quality of the building at the site and the surrounding streetscape. The proposed signage is not located near environmentally sensitive areas, natural conservation areas, open space areas, waterways or rural landscapes.	Yes
3. Views and Vistas		
Does the proposal obscure or compromise important views?	The signage will be a totem structure located at the front of the site entry point. No view will be obscured by the proposed sign.	Yes
Does the proposal dominate the skyline and reduce the quality of vistas?	Proposed signage will not project above the roofline, therefore no impact on vistas to or through the site. The signage has dimensions consistent with signs in the locality.	Yes

Assessment Criteria	Assessment	Complies
Does the proposal respect the viewing rights of other advertisers?	The proposal does not compromise or otherwise offend the viewing rights of other advertisers.	Yes
4. Streetscape, setting and landscape		
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The proposed signage has been specifically designed to be an appropriate scale, proportion and form that complements the building and is consistent with approved signage in the locality.	Yes
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The proposed signage will not negatively impede on the visual amenity of the site and surrounding streetscape. The proposed signage will increasingly activate the site and be informative by detailing the use of the site.	Yes
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	The proposed signage does not replace any existing signage, rather the signage will complement the proposed works to the development.	Yes
Does the proposal screen unsightliness?	No, the proposal does not screen unsightliness. The proposed signage is visually interesting in the design.	Yes
Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The proposed signage does not protrude above buildings, structures or tree canopies in the area or locality. The proposed signage will be located the front of the site.	Yes
Does the proposal require ongoing vegetation management?	The totem design of the sign has been designed in conjunction with the landscaping of the front of the site. No vegetation management to the sign is required.	Yes
5. Site and Building		
Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	The proposed signage appropriately complements the size and scale of the site and the land use.	Yes
Does the proposal respect important features of the site or building, or both?	The proposed signage is minor in scale and has been specifically designed to ensure the built form and integrity of the site is not negatively impacted.	Yes
Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The proposed signage displays clear messages and is consistent with the use of the site.	Yes

Assessment Criteria	Assessment	Complies
6. Associated Devices and Logos with Advertisements and Advertising Structures		
Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	The proposed signage does not have any associated safety devices. The proposed signage will contain the use of the sight and will act as way-finding tool allowing employees and passers-by to identify the facilities on the site.	Yes
7. Illumination		
Illumination	No illumination is proposed as part of the signage	N/A
8. Safety		
Would the proposal reduce the safety for any public road?	The signage will not reduce safety on adjoining roads.	Yes
Would the proposal reduce the safety for pedestrians or bicyclists?	The signage is of a size and scale that is appropriate given site context. Signage will not impact pedestrian and bicycle movement around the site.	Yes
Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	The proposed signage would not obscure any sightlines.	Yes

5.4. STATE ENVIRONMENTAL PLANNING POLICY (RESILIENCE AND HAZARDS) 2021

State Environmental Planning Policy (Resilience and Hazards) 2021 includes three (2) chapters for different types of resilience and hazards

- Chapter 2 - Coastal Management,
- Chapter 3 - Hazardous and Offensive Development, and

5.4.1. Chapter 2 – Coastal Management

2.10 Development on land within the coastal environment area – The site is located within a coastal environment area and therefore the following provisions apply:

1) Development consent must not be granted to development on land that is within the coastal environment area unless the consent authority has considered whether the proposed development is likely to cause an adverse impact on the following—

(a) the integrity and resilience of the biophysical, hydrological (surface and groundwater) and ecological environment,

(b) coastal environmental values and natural coastal processes,

(c) the water quality of the marine estate (within the meaning of the Marine Estate Management Act 2014), in particular, the cumulative impacts of the proposed development on any of the sensitive coastal lakes identified in Schedule 1,

(d) marine vegetation, native vegetation and fauna and their habitats, undeveloped headlands and rock platforms,

(e) existing public open space and safe access to and along the foreshore, beach, headland or rock platform for members of the public, including persons with a disability,

(f) Aboriginal cultural heritage, practices and places,

(g) the use of the surf zone.

(2) Development consent must not be granted to development on land to which this section applies unless the consent authority is satisfied that—

(a) the development is designed, sited and will be managed to avoid an adverse impact referred to in subsection (1), or

(b) if that impact cannot be reasonably avoided—the development is designed, sited and will be managed to minimise that impact, or

(c) if that impact cannot be minimised—the development will be managed to mitigate that impact.

Assessment: The proposed bus depot is wholly contained within the existing site, which is set back more than 528m from the Brisbane Water natural environment and is surrounded by urbanised development. It is therefore considered that the proposed works will not cause any adverse impacts on the coastal environment and natural coastal processes.

2.11 Development on land within the coastal use area – The site is located partially within the coastal use area and therefore the following provisions apply:

(1) Development consent must not be granted to development on land that is within the coastal use area unless the consent authority—

(a) has considered whether the proposed development is likely to cause an adverse impact on the following—

(i) existing, safe access to and along the foreshore, beach, headland or rock platform for members of the public, including persons with a disability,

(ii) overshadowing, wind funnelling and the loss of views from public places to foreshores,

(iii) the visual amenity and scenic qualities of the coast, including coastal headlands,

(iv) Aboriginal cultural heritage, practices and places,

(v) cultural and built environment heritage, and

(b) is satisfied that—

(i) the development is designed, sited and will be managed to avoid an adverse impact referred to in paragraph (a), or

(ii) if that impact cannot be reasonably avoided—the development is designed, sited and will be managed to minimise that impact, or

(iii) if that impact cannot be minimised—the development will be managed to mitigate that impact, and

(c) has taken into account the surrounding coastal and built environment, and the bulk, scale and size of the proposed development.

Assessment: As highlighted above, the proposed bus depot is wholly contained within the site which is set back more than 500 metres from the Brisbane Water natural environment. It is therefore considered that the proposed development will not have any adverse impacts on the use of the coastal area. The development complies with the SEPP height and floor space ratio and therefore the proposed works will not generate any additional visual, view loss or overshadowing impacts to the foreshore area.

5.4.2. Chapter 3 – Hazardous and Offensive Development

The proposal seeks to storage diesel (class 3 flammable liquid) on site which can be considered a hazardous or offensive development within the classification of the Australian Code for Transportation of Dangerous Goods by Road and Rail (Dangerous Goods Code).

Hazardous storage: *establishment means any establishment where goods, materials or products are stored which, when in operation and when all measures proposed to reduce or minimise its impact on the locality have been employed (including, for example, measures to isolate the establishment from existing or likely future development on the other land in the locality), would pose a significant risk in relation to the locality—*

(a) to human health, life or property, or

(b) to the biophysical environment.

To determine whether a development is hazardous or offensive development consideration must be given to the Department of Planning guidelines known as 'Hazardous and Offensive Development Application Guidelines - Applying SEPP 33, January 2011'. Diesel is a flammable gas, and the proposal seeks to store one (1) 110,000 litre tank on the site or approximately 42 tonnes of diesel.

Diesel will be stored in an aboveground self-bunded fuel tank has been designed for safe storage of flammable liquids and specifically diesel. The tank is fully equipped with internal and fill point pipework and comes standard with ISO container style corner casing.

With a modular design and double-walled steel construction, which complies with Australian Standards for the Storage and Handling of Flammable and Combustible Liquids. Modular pump bays with fuel management systems will be attached to the front tank to allow for safe, measured fuel dispensing and filling from the storage unit and easily replaced when needed. Details of the diesel tanks in Appendix of this report.

The threshold for storing of diesel (class 3 flammable liquids) is 10 tonnes which the proposal exceeds and therefore the proposal is defined as 'hazardous storage'. The details of the storage of the diesel in a double-walled steel self-bunded tank meets the Australian standards for the storage and handling of flammable gasses as detailed in flyer attached in the appendix and is therefore can be managed appropriately.

Lastly, the site is not identified within an investigation area nor is the previous use as a 'brickworks' an identified land use for causing potential contamination as identified within the *Managing Land Contamination Planning Guidelines SEPP 55 – Remediation of Land 1998 written by the Department of Urban Affairs and Planning and Environment Protection Authority.* The proposed use as a 'bus depot' identified as a land use for consideration and therefore no further investigation is warranted. Nevertheless, a contamination report has been prepared and accompanies this report.

5.5. STATE ENVIRONMENTAL PLANNING POLICY (TRANSPORT AND INFRASTRUCTURE) 2021

State Environmental Planning Policy (Transport and Infrastructure) 2021 (ISEPP) aims to facilitate the effective delivery of infrastructure. Table 5 assesses the compliance of the proposal in accordance with the relevant clauses within the SEPP.

Table 5 Assessment of ISEPP

Clause	Provision	Proposed	Comment
2.122 Traffic Generating Development	Development application identified as Traffic generating development is to be referred to TfNSW.	The proposed use is identified as Traffic generating development in accordance with Schedule 3 of this SEPP.	Noted, referral to TfNSW required as part of DA assessment by DPE.

5.6. GOSFORD CITY CENTRE DEVELOPMENT CONTROL PLAN 2018

The Gosford City Centre Development Control Plan (GCDCP) is an area specific DCP that provides detailed planning controls relevant to the site and the proposal. An extensive assessment against the controls is provided in **Appendix A**.

Based on the above DCP assessment undertaken, it is considered that the proposal complies with the relevant provisions within the CGDCP delivering a sound environmental outcome that will positively contribute to the growth and character of West Gosford.

6. ASSESSMENT

This section assesses the environmental impacts of the proposed development. It should be read in conjunction with the specialist technical reports listed in Table 1.

6.1. GEOLOGICAL CONDITIONS AND SITE CONTAMINATION

A Site Investigation advice has been prepared by Stantec to support this application. The report assesses the geotechnical conditions and potential for contamination on the site.

Geological conditions

The 1:100,000 Geological Map of Gosford – Lake Macquarie shows the site straddling the contact between younger Quaternary alluvial deposits (comprising gravel and sand) and the older Terrigal Formation of the Narrabeen Group (comprising interbedded laminate, shale and fine to coarse-grained quartz to quartz-lithic sandstone with minor red claystone).

The Department of Planning's Acid Sulfate Soil Risk Map also shows the site to be close to an area of mapped "High Probability <1m below ground surface" for Acid Sulfate Soil.

Based on previous geotechnical investigations in the area, Stantec anticipate the following ground profiles on the site:

- Profile 1 – Loose and loose through medium dense and dense clayey sands and gravels to 3m, underlain by thick residual soils comprising interbedded clays and sandy clays varying from firm through very stiff in consistency to 10m depth.
- Profile 2 – Thin alluvial soils comprising sandy clays of 1m-2m thickness overlying thick residual soils comprising interbedded clays and sandy clays varying from firm through very stiff in consistency to at least 10m depth.

The report notes that for both profiles it is possible that the bedrock level may be shallower than this along the eastern boundary of the site where the ground level rises up to Young Street.

A series of provisional recommendations are included in the advice for the detailed design and construction of the proposed development and comprise:

- Pavements – The subgrade is expected to comprise clayey soils and therefore the subgrade properties are expected to be relatively poor. Preliminary pavement designs should consider CBR values of 3% which will be confirmed by comprehensive testing.
- Foundation – Dependant on the nature of the proposed buildings, it is likely that the structures will be founded on piles which will be designed to accommodate the vertical loadings. There may be a mix of foundation solutions for structures along the eastern boundary as it is possible that the bedrock rises closer to surface in this area. This will be investigated in detail during the geotechnical investigation.
- Cut batters – Cut batters, if required, will be formed in the alluvial or residual soils. Permanent batters should provisionally be designed with 2H:1V batters, however this will be subject to investigation and stability checks as part of the design development.
- Excavations - Excavations are likely to be readily achieved with conventional earthmoving equipment. Dependant on the levels selected for the site, bedrock may be encountered along the eastern boundary at shallow depths and excavation may require heavier plant.
- Groundwater – It is possible that groundwater seepages may be experienced on the upslope side of the site (Young Street) as this may reflect a perched groundwater table at the soil / rock interface. Cut-off drains may be required along the eastern boundary and parts of the northern boundary to intercept and divert groundwater seepages around the perimeter of the site.

Should development consent be granted for the proposed development, a detailed ground investigation will be completed. This will comprise fieldwork (including targeted investigation boreholes and test pits; collection of soil and rock samples; and laboratory testing) and ground investigation reporting (a factual an interpretative geotechnical investigation report will be prepared summarising the existing subsurface profile and laboratory test result findings and providing geotechnical design parameters for use in foundation and pavement design with additional recommendations for cut or fill batters and groundwater management) .

Contamination

There are no known sources of contamination or heritage items on the site. A further preliminary site investigation has been commissioned and is being prepared. Any further targeted site contamination investigation will be based on the findings of the preliminary site investigation and will comprise fieldwork and reporting. The report will consider the information gathered during the desktop review, site walkover and soil sampling / analysis. The proposed use of a bus depot is not considered to be a sensitive land use.

6.2. HERITAGE

An Aboriginal Heritage Due Diligence Assessment has been undertaken by Travers Bushfire and Ecology in support of this application. The assessment was informed by a pedestrian survey undertaken in December 2022 by an Archaeologist and Culture and heritage officers from the Darkinjung Aboriginal Land Council. The pedestrian survey focussed on examining ground surface exposures for evidence of stone artefacts and classifying landforms within the study area.

The assessment concluded that no Aboriginal sites or areas of Potential Archaeological Deposit (PAD) were identified during the survey. Accordingly, the proposed development can proceed, and no further Aboriginal archaeological investigation, assessment or mitigation measures are required.

6.3. TRANSPORT AND PARKING

In a strategic context, the proposed transport depot is intended to facilitate high quality public transport services for this part of Lower Hunter and Central Coast Region. The location of the site is well located, both in terms of relative location as well as access to the broader transport network.

A traffic and parking impact statement has been prepared by Stantec which assess the parking and traffic impacts of the proposed development, ultimately confirming the suitability of the site for the intended use.

The assessment confirms that all key roads surrounding the site are anticipated to be able to cater for 12.5 metre buses. The site has the capacity to accommodate two-way flows of traffic where necessary and to allow independent access to and from all bus parking spaces. Access ramps may be required in some parts of the site but these are capable of complying with the relevant requirements of Australian Standard.

The proposed location of the bus access driveway on Racecourse Road is critical to the functionality and efficiency of the internal site layout and efficiency. The proposed location of the driveway also ensures appropriate sightlines along Racecourse Road.

Traffic Impact

The peak bus arrival and departure times to and from the site are as follows:

- Morning departure peak – 06:30 -7:30 being 30 bus trips
- Evening arrival peak – 18:30 – 19:30 being 20 bus trips

An estimation of the traffic generation associated with the office space has also been completed using the rates provided in the Transport for New South Wales Technical Direction 2013/04a for office development. This shows that the office component of the proposed development would likely generate less than 10 vehicle trips in the AM and PM peak hours and will therefore not have any material impact on the existing performance of the surrounding road network.

A SIDRA analysis was previously completed for the approved hospital development to the north of the site. The analysis was undertaken for the following scenarios:

- 2019 Base Case
- 2019 Base Case + Development
- 2029 Base Case.

A review of the 2029 base case scenario was undertaken to understand the likely performance of the key intersections. This review contains future volumes (including the traffic volumes associated with the Northside Private Hospital and the proposed development) and hence forms a robust assessment. The traffic volumes extracted from the 2029 Base Case scenario indicate that Racecourse Road is projected to

accommodate circa 950 vehicles northbound and 500 vehicles southbound in the AM peak with 600 vehicles northbound and 900 vehicles southbound in the PM peak.

Based on the assessment undertaken by Stantac the following conclusion have been provided.

The adjacent Hospital development is estimated to generate about 160 vehicle trips along Racecourse Road in the weekday AM and PM road network peaks. This future traffic has been considered as part of a cumulative traffic assessment.

Based on a comparable site assessment and timetable of bus route activity, the peak morning bus departure and evening arrival profiles confirm that the site could generate between 20 and 30 bus trips in the site peak hours. These periods are during the middle of the day and outside the surrounding road network peaks.

With an estimated 25 light vehicle trips and nine bus trips during the weekday peak periods, the proposed development would not have a noticeable impact on the surrounding road network. Such volumes are low and equate to less than two per cent of the projected 2029 Racecourse Road traffic volumes.

Parking

The Gosford City Centre Development Control Plan 2022 (CCDCP 2018) sets out car parking requirements for various types of developments. The proposed development most closely resemble an ‘industrial development’. Application of the CCDCP 2022 parking rates to the proposed development generates a requirement for 33 parking spaces.

An assessment of first principles has also been completed to ensure a robust assessment of parking demand. This relies on reference to the operational details from a comparable bus depot comprising 163 bus spaces. The details of scheduled times of bus arrivals and departures and quantity of buses have been provided together with an estimated 90 per cent of bus drivers travelling to the site on their own via private vehicle (and parking on-site).

When applied to the proposed development, a maximum of about 70 car spaces will be required to accommodate the expected peak demand by bus drivers during the day. When adding the 13 spaces associated with the ancillary office and the addition of on-site workshop/ maintenance staff (estimated to be up to 15 staff), this equates to a total parking supply of up to 100 spaces.

The proposed development includes 113 parking spaces, which is considered appropriate for the site and would readily accommodate the estimated parking demand. Four of the proposed parking spaces will be accessible spaces, which complies with BCA requirements. A total of 15 motorcycle spaces and 10 bicycle parking spaces are also proposed within the site. This exceeds the requirements of the DCP, which seeks one motorcycle space to be provided for every 50 car parking spaces and one bicycle space to be provided per 200 sqm GFA of commercial floorspace (there is no car parking requirement for workshop type buildings). End of trip facilities are proposed in the form of separate male and female facilities, which incorporate showers and lockers.

Construction Traffic Management

It is anticipated that there will be up to 20 workers on site during peak construction activities. No worker parking will be provided on-site. Workers will be advised to use public transport where possible, with appropriate tool / equipment drop-off arrangements provided. Workers are expected to arrive and depart outside peak hours.

Construction vehicle site access will be via Racecourse Road. It is expected that no on-street works zone will be required given the site has ample space within the site to provide appropriate on-site haulage routes that allow construction vehicles to enter, manoeuvre through and exit the sites in a forward direction.

Accredited traffic controllers will be positioned at any site access to manage construction vehicles in the vicinity. Relevant signs will be provided at the site accesses to warn general traffic of trucks turning and the presence of traffic controllers, where required.

It is anticipated that the construction works would generate up to five trucks per day, which will likely occur during material delivery. Based on this, the anticipated construction traffic volumes would not be expected to impact the surrounding road network.

The movement of all construction vehicles will be restricted to designated routes and confined to the regional road network. Designated routes will be identified as part of the detailed Construction Traffic Management Plan with the aim of minimising impacts on the local road network. The directional distribution and

assignment of traffic generated by the construction works will be influenced by several factors, most notably the origin/ destination of materials, site access points and the configuration of the regional road network. The approach and departure routes will be via Racecourse Road, Central Coast Highway and Pacific Motorway. The indicative routes are illustrated in the accompanying Transport Impact Assessment.

6.4. WASTE MANAGEMENT

Demolition Management

The demolition stage of the development provides the greatest opportunity for waste minimisation and resource recovery.

Where possible, materials will be reused, such as crushing concrete for use as clean fill. However, the majority of the components of the building will either be reused for the same purpose or disposed of offsite.

A demolition contractor will be engaged during this phase of the project. The contractor will be responsible for ensuring all demolition activities are planned and undertaken in accordance with relevant waste minimisation policies and DA requirements.

Operational Management

For operational waste management, standard waste generation rates established by the New South Wales Environmental Protection Authority's 'Better Practice Guide for Resource Recovery (2019)' have been used to calculate the estimated number of bins required to serve the development

- Workshop – general waste generation rate – 10L/100m2/day
- Workshop – recycling generation rate - 10L/100m2/day
- Office – general waste generation rate – 10L/100m2/day
- Office – recycling generation rate - 15L/100m2/day

Based on the estimated waste generated, provision is reasonably expected to include:

- General waste – 2 x 1,100L MGBs collected once per week.
- Recycling – 2 x 1,100L MGBs collected once per week.

It is anticipated that a private contractor will service general waste and recycling bins to an agreed schedule. On collection days, the private collection vehicle will enter the site and park in the area adjacent to the bin storage area. A designated staff member will ensure bins are accessible on servicing days, and that they are returned to resume operational use afterward.

Other Waste Management Considerations

Based on the types of use anticipated for this development, the following waste management practices are recommended:

- Workshop - Bins for general waste and comingled recycling will be located centrally in convenient locations within the workshop. At the end of each trading day or as required, nominated staff or cleaners will transfer waste to the bin storage room, decanting general waste and recycling into the corresponding collection bins.
- Admin Office - Typically, bins for paper and general waste are positioned next to each worker's desk or workstation. Bins for general waste and comingled recyclables are also located centrally in office areas. These bins are emptied by contract cleaners, with waste usually stored in the cleaner's cart before being transferred to the collection bins in the bin storage room.
- Kitchen, Office Tea Rooms and Food Preparation Areas - Any food preparation area, including kitchens and office tea rooms will be provided with dedicated source separation bins including a general waste bin and a recycling bin. Cleaners or nominated staff will be responsible for monitoring these bins and emptying them as required.
- Bathrooms - Washroom facilities will be supplied with collection bins for paper towels (if used). Sanitary bins for female restroom facilities must also be arranged with an appropriate contractor.
- Printing & Photocopying Rooms - Printing rooms and photocopying rooms will be supplied with bins for the collection of paper, as well as separate receptacles for ink toner cartridges for recycling. The cleaners or nominated staff are responsible for monitoring these bins and ensuring the items are collected and recycled by an appropriate contractor.

- E-Waste - A 240 Ml MGB will be provided in the bin storage room for the collection of E-waste. Collection of e-waste will be required infrequently and is to be arranged by site management.
- Hazardous Waste - Any industrial and hazardous waste will be managed in accordance with the Protection of the Environment Operations Act 1997. Hazardous waste management measures will be put in place by the site management prior to the operation of the development in accordance with the type of hazardous or industrial waste produced. The tenant will be responsible for storing any industrial or hazardous waste within designated areas and disposing of the industrial or hazardous waste in accordance with the Protection of the Environment Operations Act 1997. Any hazardous waste storage areas will be located away from food and cleaning storage areas; will not be accessible to the public; and will have a lockable door and rigid impervious flooring. Clean up facilities, spills kits, appropriate drainage and bunding will be provided. Where wastes are stored in bins the bin will be locked and a specific area, with adequate drainage, for washing equipment will be provided. Management will ensure that all staff comply with the correct production, storage and disposal controls associated with industrial and hazardous waste. At no point will hazardous waste be mixed or disposed of with general or recycling waste streams. Hazardous and industrial waste will be collected directly from the storage areas by a specialised waste contractor.
- Re-useable commercial items – space will be provided for the storage of re-usable commercial items.

Educational material encouraging correct separation of general waste and recyclables will be provided to staff and signage will be installed around the site to support best practice waste management. The management team will also be responsible for minimising litter within the site.

As part of standard consent obligations, a final waste management plan is expected to be required and thereafter implemented.

6.5. BIODIVERSITY

A Part 4 Development (Small Area) Assessment has been undertaken for the site. The assessment notes that the site is heavily impacted by previous disturbances from cut and fill and weed invasion, albeit there are areas of moderate condition regrowth on site.

No threatened flora species were observed on site. Whilst a fauna survey was not conducted, no large or distinct hollows were observed, and the on-ground log count was very low. The site may provide opportunistic foraging habitat for a number of threatened fauna (most likely those with high mobility such as bird and bat species).

Remnant of vegetation along Racecourse Road was identified and mostly noted as PCT 4020, equivalent to the threatened ecological community, Swamp Sclerophyll Forest on Coastal Floodplains. The dominant canopy species in this vegetation community were Casuarina glauca and Angophora floribunda. This is listed as an endangered ecological community under the Biodiversity and Conservation Act. However, the vegetation on site does not meet the condition threshold criteria as the patch size is too small and breaks in the patch are too large.

In respect of matters relative to the Fisheries Management Act no suitable habitat for threatened marine or aquatic species was observed within the development footprint.

The proposed development will include the retention of peripheral vegetation as well as the clearance of some existing trees. However, for the purposes of the biodiversity impact assessment calculations, it was assumed that all vegetation (totalling 0.78ha) would be removed.

The impact assessment identifies that a total of 33 biodiversity credits need to be ‘retired’ to offset the residual impacts of the proposed development. This includes species credits for Giant Dragonfly and Large eared Pied Bat.

Additionally, planted vegetation in the landscape buffer around the perimeter of the site will focus on locally occurring native trees. Replacement trees will also be provided along Racecourse Road.

6.6. ARBORICULTURAL IMPACT

One hundred and forty-two (142) trees have been assessed. It has been determined that one hundred and thirteen (113) trees will require removal. Four (4) to be removed are valued with high significance and sit in the footprint of the proposed design with no mitigation options. Fifty-four (54) trees have a medium landscape value. Fifty-five (55) of the trees have been determined for removal and have the value of low.

Seventeen (17) are weed species under the NSW local land Councils, twenty-six (26) trees removed for health and condition and fourteen (14) in the area of the footprint of the proposed design. A copy of the full arboriculture impact assessment is provided with this submission.

6.7. FLOOD RISK

A Flood Impact Assessment has prepared by AT&L. The report explains that the site is located approximately 400 metres from the Narara Creek and is upstream of The Entertainment Grounds. The area downstream of the site is subject to the 1% Annual Exceedance Probability (AEP) event and is likely to be considered flood storage.

Publicly available flood map data suggests that the site is not subject to flood overbank flow from Narara Creek or storm surge causing high ocean levels and upstream flows to back up onto the site. The site is affected by localised overland flows from the upslope catchment. This flow generally traverses the site from an east to west direction.

The proposed development includes the installation of an on-site detention (OSD), which is designed to attenuate flows for the 1% AEP in accordance with Council's specifications. A pit and pipe network is also proposed to convey local flows.

Hydrology and hydraulic modelling of the site has been undertaken by AT&L. The hydraulic model was setup to represent flood condition scenarios under existing conditions and proposed conditions. The hydrological modelling scenarios adopted included the 1% AEP and the Probable Maximum Flood (PMF) event.

The assessment notes that under the proposed conditions:

- The site does not have impacts on upstream or adjacent properties.
- The provision of an OSD system to capture 1% AEP flows from the site results in a beneficial outcome for the downstream receiving environment.
- Proposed condition flood extents retain the existing flood characteristics on site with a reduction in water extents offsite.
- For flood affected areas on site, a minimum 150 mmm freeboard for non-habitable areas is recommended

Accordingly, it is concluded that the proposed development can safely convey standard flood flows across the site and that flow resulting from the 1% AEP conveyed to the OSD tank will not have adverse impacts on the downstream receiving environment. PMF event flows can be conveyed across the site safely by way of overland flow. Additionally, the proposed development will result in improved impacts downstream.

BUSHFIRE

For the type of development proposed, New South Wales Rural Fire Service requires that development applications should satisfy the aims and objectives of 'Planning for Bush Fire Protection 2019' (PBP), propose an appropriate combination of bushfire protection measures and provide evidence that the intent of each measure can be satisfied.

A Bushfire Protection Assessment has been prepared by 'Travers Bushfire & Ecology' in support of this application. The assessment identifies that bushfire may affect the proposed development, with potential exposure to radiant heat and ember attack from existing forest vegetation to the east of the site.

In recognition of the bushfire risk posed to the site by nearby bushland, the following combination of bushfire protection measures are recommended:

- Vegetation in the North-East of the Site must be managed as an Asset Protection Zone in perpetuity for a distance of no less than 11m,
- Building construction for exposed aspects in accordance with the requirements for BAL-40,
- Provision of access, water, electricity and gas supply in accordance with the acceptable solutions for residential infill development outlined in PBP 2019, and
- Preparation of a Bush Fire Emergency Management and Evacuation Plan
- If appropriate and required, a fire safety study must assess the risk of fuel storage facilities & recommend appropriate design & maintenance procedures in line with the NSW Dept. Planning Hazardous Industry Planning Advisory Paper No 2 -Fire Safety Study Guidelines.

The Assessment shows that the proposed development complies with the aims and objectives of the PBP in relation to access for firefighting, water supplies, electricity supplies, gas services, construction services and landscaping and specific objectives for Class 5 to 8 buildings.

Performance criteria are proposed in relation to Asset Protection Zones. No Asset Protection Zone is required on the north, western or southern boundaries of the site. To the east of the site, Young Street provides 8 metres of defendable space from hazard vegetation beyond, and the proposed site design includes a minimum 11 metre offset from the boundary. This therefore provides a 19 metre Asset Protection Zone in total. The size of the Asset Protection Zone has been informed by Appendix 1 of PBP 2019.

It is anticipated that compliance with the relevant provisions of the PBP and the recommendations set out in Travers Bushire & Ecology Report will be required by conditions of the development consent (if granted).

6.8. HAZARDS

Chapter 3 of the State Environmental Planning Policy (Reslience and Hazards) contains the document "Applying SEPP 33" that has been developed under the Environmental Planning and Assessment Act 1979 to control potentially hazardous and offensive developments and to ensure appropriate safety features are installed at a facility to ensure the risks to surrounding land uses are minimised.

The policy includes a guideline that assists government and industry in determining whether Chapter 3 of the SEPP applies to a specific development. The guideline, *"Applying SEPP33-Hazardous and Offensive Developments" (Ref.[1])* provides a list of threshold levels for the storage of Dangerous Goods (DGs), above which the regulator considers the DG storage to be potentially hazardous. In the event that the threshold levels are exceeded, Chapter 3 of the SEPP applies and a Preliminary Hazard Analysis (PHA) is required, followed by a series of hazard analysis studies.

A 'State Environmental Planning Policy (Resilience & Hazards)' Report has been prepared by Riskcon in support of this application and demonstrates that the threshold quantities for DGs will not be exceeded. The only storage of chemicals at the site will be in the form of C1 combustible liquids (diesel), which is not assessable by 'Applying SEPP 33' as it is not recognised as a DG by the Australian Dangerous Goods Code. Accordingly, the facility is not classified as potentially hazardous and it has not been necessary to prepare a Preliminary Hazard Analysis. Should development consent be granted, a DG design report shall be prepared to review the storage of diesel against AS 1940:2017 (Ref[4]).

6.9. NOISE

Noise considerations associated with the proposed development include noise generated by vehicle movements with hardstand and car parking areas and from general operation of the site; noise impacts of additional traffic on surrounding local roads generated by the proposed development; and noise emissions from mechanical plant associated with the development to surrounding noise-sensitive receivers.

Long term noise monitoring for traffic noise has been conducted at three locations at the site. The results of the traffic noise measurements are presented below.

Table 1 Unattended traffic noise monitoring results

Location	**Measured Traffic Noise Levels - B(A)Laeqperiod**	
	Day (measured) (i.e 07:00 – 22:00)	Night (Measured) (i.e. 22:00 – 07:00)
LT1	61	52
LT2	62	51
LT3	64	50

Source: E-LAB Noise and Vibration Impact Assessment

Long term noise monitoring for background noise was determined in accordance with Noise Policy for Industry 2017 and are summarised as follows:

- Day – the period from 07:00 to 18:00 Monday to Saturday, 08:00 to 18:00 on Sundays and Bank Holidays
- Evening – the period from 18:00 – 22:00
- Night – the period from 22:00 – 05:00
- Morning shoulder – the period from 05:00 to 07:00 Monday to Saturday, 05:00 to 08:00 Sundays and public holidays

A summary of ambient noise levels is set out below.

Table 2 Unattended noise monitoring results

Location	Measured equivalent continuous noise level -LeqDB(A)				Measured Rating Background Noise Levels – L90Db(A)			
	Day	Evening	Night	Morning shoulder	Day	Evening	Night	Morning shoulder
LT1	62	57	50	56	48	41	36	42
LT2	61	56	48	57	46	41	37	39
LT3	65	58	44	57	45	40	36	40

Source: E-LAB Noise and Vibration Impact Assessment

Short term attended noise measurements have also been conducted at the subject site to supplement long term unattended noise monitoring, and to determine environmental noise characteristics. The results of attended noise measurement conducted is provided below.

Table 3 Short term noise measurement summary – Ambient Noise

Measurement Location	Measurement Time	Laeq dB(A)	La90 dB(A)	La10 dB(A)	Comments
ST1	Wednesday 7th December 2022, Thursday 20th October 2022 1:30pm – 3:00pm	55	45	55	Intermittent noise from traffic (predominantly trucks) along Racecourse Road, horse stables and other commercial noise at development (The Entertainment Grounds) on the corner of Faunce Street West and Racecourse Road.
ST2		58	52	59	Predominantly noise from the natural environment (cicadas). Intermittent noise from traffic (cars and trucks) along Young Street and distant industrial noise
ST3		54	43	57	Noise from the natural environment, intermittent traffic along Young and Donnison Street West, and distant industrial noise
ST4		49	42	50	Noise from the natural environment, and intermittent distant traffic along the A49 – Central Coast Highway

Source: E-LAB Noise and Vibration Impact Assessment

Additionally, short-term noise measurements were undertaken at an existing bus depot currently in use by the operator. Measurements were conducted to identify typical operational activities and the noise levels each activity will generate.

Operational Noise - Impacts

An assessment of noise generated by operational activities associated with the bus depot has been conducted to calculate the noise impacts on surrounding noise sensitive receivers. Operational noise sources have been determined based on observations and measurements detailed above. The potential noise sources include:

- Early morning bus pre-departure checks
- Bus movements in hardstand areas, and passenger vehicle movements and car parking
- Activities within the workshop, spay booth and panel shop, and internal bus steam clean bay; and
- External bus washing

A summary of specific noise sources, sound power levels and duration of operation within a typical 15-minute assessment period is provided below. For internal spaces. The assessment has considered the noisiest typical sources within the space based on on-site observations and attended noise measurements.

Table 4 Sound power levels and operation durations of typical site activities

Activity / Noise Source	**Associated Noise Sources**	**Sound Power Level Laeqperiod – dB(A)**	**Typical Duration of Activity within A 15-inute Period**
Bus Pre-Departure Checks	Bus Startup	102	1 second
	Bus Idling and Air Brake	97	2 minutes and 8 minutes (See Note 2)
	Horn Check	93	1 second
Departure / Arrival of Buses	Bus travelling at 10 km/h	96	N/A
	Bus reversing and reverse Beep / Alarm	103	N/A
	Bus Horn before reversing	93	1 second
Workshop	Electric Impact Wrench	110	2 minutes
	Bench Grinder	101	2 minutes
	Welding Machine	96	2 minutes
	Brake Tank Draining	101	30 seconds
	Forklift	90	15 minutes
Panel Shop & Spray	Disk Sander	100	15 minutes
	Drop Saw	110	1 minute
	Orbital Sander	97	15 minutes
	Hammering on Metal	108	1 minute
Steam Clean Bay	Diesel Pressure Washer	89	15 minutes
	Pressure Washer Nozzle	94	10 minutes

Activity / Noise Source	Associated Noise Sources	Sound Power Level Laeqperiod – dB(A)	Typical Duration of Activity within A 15-inute Period
	Staple Gun	90	1 minute
External Bus Wash	External Washing Machine	86	15 minutes
Passenger Vehicle Movements	Vehicle Travelling at 10km/h	84	10 minutes
Mechanical Plant and Equipment	Roof mounted exhaust fans	80	1 minute

Source: E-LAB Noise and Vibration Impact Assessment

At this stage of the proposed development mechanical plant and equipment selections have not been made. However, an assessment of noise from mechanical plant and equipment has also been undertaken, which considers up to 8 exhaust fans located on the roof of the workshop approximately 2 metres from the western building edge and spaced evenly north to south.

3D acoustic modelling for operational noise emissions levels was conducted using the software SoundPlan (Version 8.2). The acoustic modelling was undertaken considering no specific meteorological characteristics such as dominant wind direction and speed or temperature therefore it was considered under neutral conditions.

The noise generated by the activities during a 15-minute period have been predicted to an assessment level of 1.5m above ground level in-line with relevant guidance and are summarised below as set out in Table 21 of the Acoustic Report.

Traffic Noise Generation - Impacts

The assessment of traffic noise generation from the proposed development has been based on the peak hour vehicle movements.

As the proposed depot will only be accessible via Racecourse Road, this road is expected to generate the largest increase in additional peak hourly traffic. Predicted façade noise levels have been assessed at this worst-case road section and to the nearest façade of the residential receivers closest to this road section. Predicted façade noise levels are summarised below, which have been modelled based on attended measurements of peak hourly noise levels along Racecourse Road and Young Street, and forecasted peak hourly trips. Noise corrections (such as distance and façade reflections) have been factored into the façade noise level prediction where applicable.

Table 5 Existing and predicted traffic noise levels at RC3 – Faunce Street

Description	Noise Metric	7am – 6pm Peak Hour
Measured existing peak hourly noise levels	Laeq 1hour	56.7 dB(A)
Measured sound exposure level of light vehicle pass-by	Lae	Bus: 76 dB(A) Car: 62 dB(A)
Number of additional vehicle trips	N/A	Bus: 5 dB(A) Car: 31 dB(A)
Predicted façade noise level +2.5 dB(A) façade correction from additional vehicles	dB(A) Laeq 1hour	Bus: 42.5 Car: 40.5

Description	Noise Metric	7am – 6pm Peak Hour
Predicted cumulative façade noise level	dB(A) Laeq 1hour	59.7
Predicted increase in traffic noise	dB(A)	0.1

Source: E-LAB Noise and Vibration Impact Assessment

The predicted increase in traffic noise due to the development will not exceed 2dB(A), which is within the limits given in the Road Noise Policy criteria discussed in section 5.3 of the Noise and Vibration Impact Assessment. For this reason, the traffic generated by the proposed development is considered to not have an adverse impact on surrounding noise sensitive receivers.

Similar calculations have also been undertaken for the remaining periods and vehicle counts set out within the Noise and Vibration Impact Assessment. Predicted increase in traffic noise levels at these times will not exceed 2 dB(A).

Mitigation

The mitigation measures set out below will be implemented as necessary as part of the proposed development.

Table 6 Noise Mitigation Measures

Proposed Mitigation			Comments
Mechanical Plant and Equipment	Rooftop Exhaust fans	Installation of a minimum length of 2m acoustically lined duct on the workshop side to address noise breakout through any openings in the roof	This has been confirmed of being capable to achieve at construction stage.
	All other Mechanical Plant and Equipment	Mitigation measures could include (where possible and practicable): ▪ Positioning mechanical plant away from nearby receivers ▪ Acoustic attenuators fitted to duct work ▪ Screening around mechanical plant ▪ Acoustic insulation within duct work	To be considered during the design development stage to ensure compliance with the outlined criteria at the nearest sensitive receivers. The noise reduction requirements will likely be refined and reduced once the mechanical plant and equipment selections and designs have been progressed further during the detailed design. The mitigation measures proposed at this stage of the planning process are conservative in nature
Operational Noise	Solid Awning	A solid, horizontal awning is proposed over the bus parking located along the eastern boundary (located between the workshop building and on-grade	The awning is to be constructed with a solid wall along the southern edge starting at floor level and sealed to the

Proposed Mitigation			Comments
		passenger vehicle car park). The awning will be acoustically sealed to a retaining wall located on this side of the site to avoid any flanking transmission paths. The construction of the awning shall achieve an acoustic rating of no less than Rw 28.	underside of the awning. The awning is to also be closed off along the eastern edge.
	Acoustic screens	Solid, vertical acoustic screens are proposed along the eastern edge of the on-grade car park and along the north-western corner of the site. The acoustic screens will vary from 1.8 metres to 2.8 metres high. Existing or proposed retaining walls will be used to make up the lower portion of the screen	This forms as part of the proposed development.
	Workshop Spaces - Roller Doors	Roller doors to the workshop, panel shop and spray booth, and bus wash bays shall have an acoustic rating of no less than Rw 22.	This has been confirmed of being capable to achieve at construction stage.
Management	Operational Management Procedures	The following operational management procedures are proposed: ▪ Roller doors to the workshop, panel shop and spray booth and bus wash shall be closed when these spaces are in use before 7am or after 10pm ▪ Buses parked adjacent to the driveway shall commence pre-departure checks and depart the site after 7am and return by 10pm. ▪ Buses leaving and departing the site will generally be dispersed across the hardstand areas to distribute noise emissions to surrounding noise-sensitive receivers to the North and East. Where possible, early morning bus activities will be	These measures are reflected in the proposed Operation Management Plan.

Proposed Mitigation			Comments
		undertaken beneath the solid awning. ▪ Buses shall depart within two minutes from reaching the air and oil pressure requirements to satisfy the operator's pre-departure checks.	

Subject to the implementation of the mitigation measures outlined above, the proposed development is compliant with the relevant noise criteria for this type of development and is supportable from a noise and vibration perspective.

6.10. OVERSHADOWING

Overshadowing diagrams have been prepared in support of the application. The shadow diagrams have been prepared for 9am, 12pm and 3pm on 21st June (i.e. Mid-winter). The diagrams demonstrate that the proposed development will result in minimal overshadowing outside of the site boundary.

6.11. BULDING CODE OF AUSTRALIA (BCA)

A Building Code of Australia Capability Statement has been prepared to support this application. The Statement confirms that the proposed development is classified as Class 5, Class 7b, and Class 8. The Capability Statement has had regard to fire ratings, egress, access for persons with disabilities, fire safety systems and general health and amenity and concludes that the development will be capable of achieving compliance with the Deemed-to-Satisfy and Performance Requirements of the Building Code of Australia2019 Amdt 1subject to normal design development and assessment reviews and prior to the issue of a Construction Certification.

6.12. ACCESSIBILITY

An accessibility report has been prepared by MGAC. The report reviews the proposal in accordance with Australian Standard AS14248, the relevant provisions of the BCA and the Commonwealth Disability Discrimination Act (DDA) and ensures all facilities achieve compliance providing a high level of accessibility and inclusiveness to the site. The assessment confirms that accessibility requirements pertaining to extern site linkages, building access, common area access, sanitary facilities and parking can be readily achieved.

6.13. ELECTRICAL SERVICES AND COMMUNICATIONS

Preliminary servicing investigations for the project are well advanced, with all information currently available indicating that sufficient capacity is available to support the proposed development. A key relevant consideration for this site is in respect of electrical servicing, including both high and low voltage as well as communications.

In terms of low voltage power and communications, there has been coordination with the project architect to ensure suitable spatial provisions have been made and can be readily achieved. With respect to high voltage, there has been preliminary design coordination and location of substation confirmation – along with maximum expected demands. A standard application has been made to Ausgrid for continued design development, as a basis for further approvals and working toward end certification.

Based on the information available, the availability of services is not expected to be a constraint to the development of the site for the intended purpose.

7. SECTION 4.15 ASSESSMENT

The proposed development has been assessed in accordance with the relevant matters for consideration listed in section 4.15 of the EP&A Act.

7.1. ENVIRONMENTAL PLANNING INSTRUMENTS

The proposed development has been assessed in accordance with the relevant State and local environmental planning instruments in Section 5 of the SEE.

The assessment concludes that the proposed development complies with the relevant provisions within the relevant instruments.

7.2. DRAFT ENVIRONMENTAL PLANNING INSTRUMENTS

No draft environmental planning instruments are relevant to this proposal.

7.3. DEVELOPMENT CONTROL PLAN

The Gosford City Centre Development Control Plan 2018 provides detailed planning controls relevant to the site and the proposal. An assessment against the relevant controls is provided in Appendix A.

The assessment concludes that the proposal broadly complies with the relevant provisions within the DCP.

7.4. PLANNING AGREEMENT

No planning agreements are relevant to this proposal.

7.5. REGULATIONS

This application has been prepared in accordance with the relevant provisions of the *Environmental Planning and Assessment Regulations 2021*.

7.6. LIKELY IMPACTS OF THE PROPOSAL

The proposed development has been assessed considering the potential environmental, economic, and social impacts as outlined below:

- **Natural Environment**: the proposed development will not result in any adverse impacts on heritage or cause any material overshadowing to surrounding properties. There is also no known sources of contamination on the site. Noise and biodiversity impacts arising from the proposed development have been assessed and can be appropriately mitigated through the design of the development, operational management measures, and the retiring of biodiversity credits. Additionally, the transport and traffic impacts of the development are acceptable. The proposed development will result in the removal of a small number of high value trees, as well as other trees of lesser value. Replacement planting will be provided on the site to mitigate the loss of these trees.
- **Built Environment**: the design of the proposed development responds to the operational requirements of the proposed development. The scale and massing of the proposed buildings is appropriate for the site and will not appear out of keeping with the mixed-use character of the area. The proposed building materials will also provide visual interest.
- **Social:** the proposed development seeks to facilitate both local employment opportunities as well as facilitating a high-quality public transport network that assists in meeting the movement networks of the local and growing community.
- **Economic**: the proposed development is expected to be deliver both direct and indirect economic benefits through the level of investment proposed and on-going operations.

7.7. SUITABILITY OF THE SITE

The site is considered highly suitable for the proposed development for the following reasons:

- The site is Zoned B6 'Enterprise Corridor'. The Transport and Infrastructure SEPP establishes the permissibility of a bus depot on land within this zone.
- 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.

7.8. SUBMISSIONS

It is acknowledged that submissions arising from the public notification of this application will need to be assessed by the Department of Planning Industry and Environment.

7.9. PUBLIC INTEREST

The proposed development is considered in the public interest for the following reasons:

- The proposal is consistent with relevant State and Local strategic plans, with compliance demonstrated for the relevant State and Local planning controls.
- The proposed development will support the provision and operation of public transport services within the Central Coast Region
- The proposed development will create a significant number of employment opportunities
- The proposed development will bring into use a vacant site
- No adverse environmental, social or economic impacts will result from the proposal.

The proposal will provide significant direct and indirect employment opportunities, investment in the local area and enable the provision of a high-quality transport service that meets the needs of the resident community and workforce in a rapidly growing part of the Central Coast.

8. CONCLUSION

The proposed development has been assessed in accordance with section 4.15 of the EP&A Act and is considered appropriate for the site and the locality:

- The proposal satisfies the applicable planning controls and policies
- The proposal will not result in any adverse environmental impacts
- The proposal will result in positive social and economic impacts
- The proposal is highly suitable for this Central Coast Site
- The proposal is in the public interest providing significant direct and indirect employment opportunities whilst delivering a high-quality transport service to the Central Coast community.

Having considered all relevant matters, we conclude that the proposed development is appropriate for the site and approval is recommended, subject to appropriate conditions of consent.

9. APPENDIX A

The GCDCP is an area specific DCP that provides detailed planning controls relevant to the site and the proposal.

9.1. GOSFORD CITY CENTRE DEVELOPMENT CONTROL PLAN 2018

Clause	Provision	Proposed	Complies
3 – PLACES AND CHARACTER			
3.5 Other Areas			
Character	The enterprise corridor allows a mix of employment generating uses to complement those in the commercial core. Located to the west of Presidents Hill, built form is to remain relatively low to maintain the prominence of Presidents Hill and views to Brisbane Water.	The site is identified to be within the enterprise corridor highlighted in Figure 1 Character Areas within the GCDCP.	Yes
4 – PUBLIC SPACES			
4.1 Pedestrian Networks	1. Existing publicly and privately owned links are to be retained.	All pedestrian networks bordering the site are to be retained.	Yes
	2. Where possible, existing dead end streets and lanes are to be extended through to the next street as redevelopment occurs to provide pedestrian links.	The site is located on the corner of Racecourse Road and Faunce Street and therefore not located on a dead-end street setting therefore this control is not applicable.	Yes
	6. Reference should be made to relevant guidelines in Austroads Guides, Australian Standards, NSW Government Planning Guidelines for Walking and Cycling and NSW Roads and Maritime Services technical directions.	There will be no alterations to the surrounding pedestrian and transport networks. All existing infrastructure are compliant with the relevant guidelines.	Yes
4.2 Public Open Space	N/A	No public spaces are to be provided as part of the development, due to the site not being recognised on the relevant DCP map.	Yes

Clause	Provision	Proposed	Complies
4.3 Solar access to key public spaces	N/A	No public spaces are to be provided as part of the development, due to the site not being recognised on the relevant DCP map.	Yes
4.4 Views and vistas	4. Street vistas (identified in Figure 4) are those existing long distance street vistas that allow vision of the surrounding bushland and/or water views. To protect street vistas, development adjoining street vistas should comply with street wall and tower setback controls (identified in Chapter 5 Built form) to maximise preservation of long distance street vistas. Compliance with this control must be demonstrated in any development application for sites adjoining identified street vistas through view analysis. Specifically, the analysis should demonstrate that the proposed built form has been designed to minimise its impact on these views.	Not located within the street vista area. The workshop height is to be 10.7 metres and the Office height is to be 8.8 metres and therefore complaint with the SEPP height requirements ensuring existing vistas are not impacted.	Yes
4.5 Footpath crossings and pedestrian overpasses and underpasses	Location of Vehicle Access 1. One vehicle access point only (including the access for service vehicles and parking for non-residential uses within mixed use developments) will be generally permitted.	Two vehicle access points are proposed along Racecourse Road. One access point is designated for the operation of the buses entering and existing the depot, whereas a single access point has been located along the south side of Racecourse Road to facilitate the car parking of staff on site. It is request that the Department give merit consideration to this control, given the nature of the use proposed at the site as an operating bus depot.	Yes, with merit.
	2. Where practicable, vehicle access is to be from lanes and minor streets rather than primary street fronts or streets with major pedestrian activity.	The existing vehicle access is located along Racecourse Road. The proposed site will continue to utilise the existing amenity keeping in line the character of	Yes

Clause	Provision	Proposed	Complies
		the surrounding developments also utilising a front entrance.	
	3. Where practicable, adjoining buildings are to share or amalgamate vehicle access points. Internal on-site signal equipment is to be used to allow shared access. Where appropriate, new buildings should provide vehicle access points so that they are capable of shared access at a later date.	Noted, and can be compliant with shared vehicle access.	Yes
	Design of vehicle access 5. Wherever practicable, vehicle access is to be a single lane crossing with a maximum width of 2.7 metres over the footpath, and perpendicular to the kerb alignment. In exceptional circumstances, a double lane crossing with a maximum width of 5.4 metres may be permitted for safety reasons (refer to Figure 5).	The access to bus depot will be complaint with the ISEPP requirements.	Yes
	6. Vehicle access ramps parallel to the street frontage will not be permitted.	No ramps proposed as part of the development.	Yes
	7. Ensure vehicle entry points are integrated into building design.	Vehicle entry points have been designed in accordance with the relevant BCA and traffic controls.	Yes
	8. Doors to vehicle access points are to be roller shutters or tilting doors fitted behind the building facade.	No doors are proposed as part of the vehicle access points	N/A
	9. Vehicle entries are to have high quality finishes to walls and ceilings as well as high standard detailing. No service ducts or pipes are to be visible from the street.	The vehicle entry will complement the surrounding contextual landscape and design.	Yes
	Porte Cocheres 10. Porte cocheres are not favoured and may only be	Not proposed as part of the development.	N/A

Clause	Provision	Proposed	Complies
	permitted for hotels subject to urban design, streetscape, heritage and pedestrian amenity considerations.		
5 – BUILT FORM			
5.1 Site sizes and design excellence	The medium site and large site provisions apply only to B zones, including B3 Commercial Core, B4 Mixed Use and B6 Enterprise Corridor (Refer to Clause 8.4 in GCC SEPP).	The site is categorised as a medium site, the proposed floor space ratio complies with the SEPP controls and does not require an exception to the variation	Yes
5.2 BUILT FORM PROVISIONS			
5.2.1 Setbacks at ground level	1. Buildings should be designed to comply with streetscape controls as shown in Figure 8. These setbacks should be deep soil and contain no parking structures 3-4m at ground level 6-12m street wall height Side 3m Up to street wall 4.5m above street wall	A 10 metre front and side setback are provided for the office and workshop building.	Yes
	2. In addition to the above, street building alignment and street setbacks are to comply with Figure 8. Parking structures may encroach into these setbacks by up to 1m (except for 0m ground setbacks	On grade carparking on site are to be 5 metres setback from the street with a 5 metre landscape buffer between the road and parking infrastructure to maintain a high quality urban landscape along Racecourse Road.	Yes
	3. Outside the B zones (B3, B4 and B6), a minimum rear setback of 6m is required.	The site is located within the B6 Zone, N/A.	N/A
	4. Balconies may project up to 600mm into front building setbacks, provided the cumulative width of all balconies at that level is no more than 50% of the horizontal width of the building facade measured at that level.	No balconies proposed as part of the development.	N/A

Clause	Provision	Proposed	Complies
	This control does not apply to buildings with 0m setbacks.		
	5. Building separation and visual privacy requirements of SEPP65 and the Apartment Design Guide will also apply as well as to the controls described above.	N/A	N/A
5.2.2 Street wall heights and upper podium	1. The street frontage height of buildings must comply with the minimum and maximum heights above mean ground level on the street front as shown in Figure 8	The office building will face Racecourse Road and will be setback 10 metres from the site boundary. A 5 metre landscape buffer has been proposed between the street and infrastructure to positively contribute to the urban landscape.	Yes
	2. All built form above the street wall height should be set back a minimum of 3m from the building line of the street wall frontage. This may include: a. an 'upper podium' of up to 2 storeys/7m (in height) and side setbacks should be provided consistent with the Apartment Design Guide; and b. a tower element above this, which is to be consistent with the controls in Section 5.2.5 of this document.	The office is to be setback 10 metres from the street as highlighted above.	Yes
5.2.3 Active Street frontages and street address	3. All locations are to provide street address and direct pedestrian access off the primary street frontage.	No impact to the existing street infrastructure is proposed.	Yes
5.2.4 Building setbacks and separation	1. Minimum side setbacks up to street wall height are defined in Figure 8.	All side setbacks for buildings are to be 10 metres with a 5 metre wide landscape buffer.	Yes
	2. In addition to the above, setbacks (including front, rear and side setbacks) for residential uses, serviced apartments and hotels should be compliant with the Apartment Design Guide that	N/A	N/A

Clause	Provision	Proposed	Complies
	accompanies SEPP65 regarding visual privacy.		
	3. Above the street wall height, all building facades should be well articulated to be attractive in all views. Blank walls with minimal articulation facing any boundary will not be permitted.	The design of the office building is responsive to the surrounding amenity and desired future character. The façade is to have various tones of cladding creating visual interest.	Yes
5.2.5 Slender towers with high amenity		Buildings proposed as part of DA are to be below 12m high and does not trigger the slender tower controls.	N/A
5.2.6 Fine grain frontages		The site is located on the fringe of the Gosford Town Centre, zoned as B6. The office building has a frontage of 18.7m and does not trigger the fine grain frontage controls.	N/A
5.2.7 Awnings		Not proposed as part of development	N/A
5.2.8 Building sustainability and environmental performance for key sites, medium sites and large sites	1. Measures to improve energy efficiency, water efficiency and waste minimisation should be investigated as part of the enhanced design excellence and design review process.	The proposal seeks to include rainwater tanks and ventilation of buildings through windows as noted in the architectural plans.	
	2. Buildings are to comply with or where possible exceed the Building Sustainability Index (BASIX) by 10% for residential development.	N/A	N/A
	3. Buildings are to achieve a 4.5 star as built NABERS rating for commercial office buildings.	The office building will be responsive to the 4.5 NABERS rating requirements.	Yes
	4. To minimise energy use, buildings are to be designed to: include high levels of insulation to reduce energy consumption and include energy efficient appliances	Buildings within the site have been designed to maximise natural light and responsive materiality.	Yes
	5. Development is to reduce the need for active heating and	The proposed development has been designed with a wide range	Yes

Clause	Provision	Proposed	Complies
	cooling by incorporating passive design measures including design, location and thermal properties of glazing, natural ventilation, appropriate use of thermal mass and external shading, including vegetation.	of sustainable initiatives which will result in high levels of environmental performance and improvement of occupants' health, productivity, comfort, and satisfaction.	
	7. Rainwater tanks are encouraged to be installed for all non-residential development.	The proposal seeks to include rainwater tanks as noted in the architectural plans.	Yes
	8. Where possible, use building materials, fittings and finishes that: a. have been recycled; b. are made from or incorporate recycled materials; and c. have been certified as sustainable or 'environmentally friendly' by a recognised third-party certification scheme.	All building materials have been chosen are environmentally conscious and BCA compliant.	Yes
5.2.9 Above ground parking	1. Car parking is to be provided wholly underground unless the determining authority is satisfied unique site conditions prevent achievement of parking in basements. The determining authority may require the provision of a supporting report (for example, a geotechnical report), prepared by an appropriately qualified professional as information to accompany a development application to the determining authority.	Car parking is to be on-grade and site responsive to the topography reducing the excavation required. A geotechnical report has been undertaken as part of the assessment to ensure suitability of the site.	Yes
	2. On-site car parking provided at, or above ground level is to have a minimum floor to floor height of over 3.5m so it can be adapted to another use in the future.	Single level on grade car parking is proposed on site inviting the opportunity for the adaption of uses on potential future levels.	Yes
5.2.11 Internal amenity	1. Building depth, deep soil requirements, communal open space and planting on structures should follow the guidance provided in the Apartment Design	Not applicable for the site.	N/A

Clause	Provision	Proposed	Complies
	Guide that accompanies SEPP 65.		
	2. For commercial office uses, all areas should be within 10m of a source of daylight. An atrium/ lightwell can be provided to ensure that this is achieved in larger floorplate buildings.	The office has been designed to allow daylight into all aspects of the building on the ground and first floor.	Yes
	4. Fixed shading devices are not to substantially restrict access to natural daylight and outlook.	No shading devices proposed as part of development.	N/A
5.2.12 Building services and the streetscape	1. Substations must be provided wholly within the subject site, either internal to the development or suitably located and integrated within the architectural or landscaping design. Substations are to be designed in accordance with Ausgrid's requirements for distribution substations which are set out in their network standards NS117 and NS141 for kiosks, and NS113 and NS114 for chambers (or as updated from time to time). Substations within the street will not be accepted.	No substations existing or proposed on site.	N/A
	2. Building entries, building services including fire services and parking and servicing locations should all be treated with high quality materials. Materials used to treat the external facade should 'turn in' and continue at least 3m into vehicular entry locations.	All materials chosen are of a high quality and compliant with the BCA requirements,	Yes
	3. Ground floor substations are preferred to simplify substation access and avoid the need for forced ventilation. Ausgrid will only permit a basement substation by exception when there are no technically viable alternatives.	No substations existing or proposed on site.	N/A

Clause	Provision	Proposed	Complies
5.2.13 Landscape design	1. For all development applications, a landscape plan shall be submitted by a suitably qualified landscape architect that includes: a. the planting schedule with numbers and species of plants including botanical and common names, b. the number and name including botanical and common names of mature trees on site, c. the type, levels and details of paving, fencing, retaining walls and other details of external areas of the site, and d. an outline of how landscaped areas are to be maintained for the life of the development.	A landscape concept plan has been provided within the architectural plans.	Yes
	2. All development proposals are to be designed to minimise the impact on significant trees on site, street trees and trees on adjoining land including remnant vegetation.	Engagement with a suitably qualified ecologist and arborist was undertaken as part of the preliminary process. Details regarding the impact on trees are provided in the Arboricultural impact assessment report (Travers, December 2022)	Yes
	3. Landscaped areas are to be irrigated with recycled water.	All landscaping on site are to utilise the water captured from the proposed water tank.	Yes
5.2.14 Site cover and deep soil zones	1. The maximum site cover for development is Commercial & Mixed Use: 75% **Controls** 1. The maximum site cover for development is specified in the following table: **Zone** / **Commercial & Mixed Use** / **Residential** Commercial Core / 100% / N/A Mixed Use and Enterprise / 75% / 60% All other zones / 75% / 50%	Site cover for the proposed works is below 75% of the total area.	Yes
	4. Where non-residential development results in full site coverage and there is no capacity for water infiltration, the deep soil component must be provided on structure. In such cases,	Civil engineer has been engaged to identify the impact of the development on site. The civil reports are provided as part of this development.	Yes

Clause	Provision	Proposed	Complies
	compensatory storm water management measures must be integrated within the development to minimise storm water runoff.		
	5. Where deep soil zones are provided, they must accommodate existing mature trees as well as allowing for the planting of trees/shrubs that will grow to be mature plants.	Noted, refer to civil report and ecology assessment for further details of compliance.	Yes
	6. No structures, works or excavations that may restrict vegetation growth are permitted in this zone.	Vegetation can go freely within the bordering landscape. Landscape plan provided identifies the planting schedule for the site.	Yes
5.2.16 Safety and Security	1. Address 'Safer-by-Design' principles to the design of public and private domain, and in all developments (including the NSW Police 'Safer by Design' crime prevention though environmental design (CPTED) principles)	CPTED Assessment has been provided as part of the development within the Urban Design Report identifying the various design elements that will be incorporated to maximise crime prevention whilst minimising fear of crime within the site and surrounding area.	Yes
	2. Ensure that the building design allows for passive surveillance of public and communal spaces, access ways, entries and driveways.	Passive surveillance has been considered within the design response providing clear site lines to Racecourse Road and the pedestrian and vehicle entry points.	Yes
	3. Avoid creating blind corners and dark alcoves that provide concealment opportunities in pathways, stairwells, hallways and car parks.	The architectural design minimises the blind corners on site.	Yes
	5. Provide entrances which are in visually prominent positions, and which are easily identifiable, with visible numbering.	The entrance points on site are clearly defined.	Yes
	6. Clearly define the development boundary to strengthen the transition between public, semiprivate and private space.	The landscape buffer extending across the site allows for a transition between the private and semi-private space.	Yes

Clause	Provision	Proposed	Complies
	This can be actual or symbolic and can include landscaping, fences, change in paving material, etc.		
	7. Provide adequate lighting of all pedestrian access ways, parking areas and building entries.	Lighting across the site has been considered to maximise crime prevention.	Yes
	8. Provide clear lines of sight and well-lit routes throughout the development.	Lighting will be positioned across the site to provide clear lines of site during dusk.	Yes
	9. Where a pedestrian pathway is provided from the street, allow for casual surveillance of the pathway	Casual surveillance has been identified between the pedestrian walkway entering the office from Racecourse Road.	Yes
	10. For large scale retail and commercial development with a construction value of $7 million or over, provide a 'safety by design' assessment in accordance with the CPTED principles from a qualified consultant.	A CPTED has been prepared as part of the development proposed and can be found within the Urban Design report.	Yes
5.2.18 Public Artworks		Not required as part as development.	N/A
5.2.19 Advertising and Signage		Compliance with SEPP 64 as stated in Section 5.2.	Yes
6 – Key Sites		The Key Site Map Figure 12 does not identify the proposed land to be a Key Site as part of the Gosford City Centre	N/A
7 – ACCESS AND PARKING			
7.2 Pedestrian Access and Mobility	1. Main building entry points should be clearly visible from primary street frontages and enhanced as appropriate with awnings, building signage or high quality architectural features that improve clarity of building address and contribute to visitor and occupant amenity.	A walkway has been proposed for pedestrians to easily access the office building from Racecourse Road. The office is to have accessible entry doors to be clearly visible from the primary street.	Yes

Clause	Provision	Proposed	Complies
	2. The design of facilities (including car parking requirements) for disabled persons must comply with the relevant Australian Standard (AS 1428 Pt 1 and 2, or as amended) and the Disability Discrimination Act 1992 (as amended).	All proposed works are to proposed with the BCA requirements, Australian Standard (AS 1428 Pt 1 and 2) and Disability Discrimination Act 1992. Further details are found within the DDA report provided as part of the application.	Yes
	3. Barrier free access is to be provided to not less than 20% of dwellings in each development and associated common areas.	N/A	N/A
	4. All development must provide at least one main pedestrian entrance with convenient barrier free access to at least the ground floor level.	The development contains a pedestrian access point on Racecourse Road to provide a walkway to the office building and workshop at the rear.	Yes
	5. All development must provide continuous access paths of travel from all public roads and spaces as well as unimpeded internal access.	Continuous access paths are identified on the architectural plans.	Yes
	6. Pedestrian access ways, entry paths and lobbies must use durable materials commensurate with the standard of the adjoining public domain (street) with appropriate slip resistant materials, tactile surfaces and contrasting colours.	Noted, the architectural amenity has been designed in conjunction with the Disability Discrimination Act 1992 as highlighted within the report provided.	Yes
7.3 Vehicular Driveways and Manoeuvring areas	1. Driveways should be: a. provided from lanes and secondary streets rather than the primary street, wherever practical, b. located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing street trees, c. located a minimum of 6 metres from the perpendicular of any intersection of any two roads, and d. if adjacent to a residential development, setback a minimum	Noted, a transport and parking assessment report has been completed and accompanies this package.	Yes

Clause	Provision	Proposed	Complies
	of 1.5m from the relevant side property boundary.		
	2. Vehicle access is to be integrated into the building design so as to be visually recessive.	Vehicle access has been integrated into the building design of the workshop along the north east boundary.	Yes
	3. All vehicles must be able to enter and leave the site in a forward direction	All vehicles are ale to enter and leave the site in a forward direction.	Yes
	4. Design of driveway crossings must be in accordance with Council's standard Vehicle Entrance Designs, with any works within the footpath and road reserve subject to a Section 138 Roads Act approval.	The driveway crossings proposed are in line with Councils standard Vehicle Entrance Design.	Yes
	5. Driveway widths must comply with the relevant Australian Standards. Car space dimensions must comply with the relevant Australian Standards. Driveway grades, vehicular ramp width/grades and passing bays must be in accordance with the relevant Australian Standard, (AS 2890.1).	Noted, a transport and parking assessment report has been completed and accompanies this package.	Yes
	6. Vehicular ramps less than 20m long within developments and parking stations must have a maximum grade of 1 in 8. Ramp widths must be in accordance with AS 2890.2	Vehicle ramps not proposed as part of the development.	Yes
	7. Access ways to underground parking should be sited to minimise noise impacts on adjacent habitable rooms, particularly bedrooms.	N/A	N/A
	8. For residential development in the General Residential zone, use semi-pervious materials for all uncovered parts of driveways and parking areas to assist with storm water infiltration.	N/A	N/A

Clause	Provision	Proposed	Complies
	9. Building entries, building services including fire services and parking and servicing locations should all be treated with high quality materials. Materials used to treat the external facade should 'turn in' and continue at least 3m into vehicular entry locations.	Noted, all building entries and infrastructure on site are to utilise BCA compliant materiality.	Yes
7.4 On-Site Parking	1. On-site vehicle and bicycle parking is to be provided in accordance with Table 2 of this chapter. Other Uses: Where not specified, the Roads and Traffic Authority guidelines will be applied to developments of a minor nature including extensions etc. however for a major proposal the application is to be supported by a Traffic Impact Statement with recommendation as to the appropriate provision for on-site car, motorcycle and bicycle parking	The site will contain: 113 car parking spaces 4 disabled parking spaces 15 motorbike parking spaces 10 bicycle parking spaces A Traffic Impact Statement and Assessment report has been completed and accompanies this package.	Yes
	2. Car parking and associated internal manoeuvring areas provided over and beyond that required by this chapter is to be calculated towards gross floor area.	Noted, a transport and parking assessment report has been completed and accompanies this package.	Yes
	3. Car parking above ground level is to have a minimum floor to ceiling height of 3.1m so it can be adapted to another use in the future	Carparking will be at grade, no additional storeys are proposed.	Yes
	4. On-site parking must meet the relevant Australian Standard (AS 2890.1 2004 – Parking facilities, or as amended).	Noted, a transport and parking assessment report has been completed and accompanies this package.	Yes
	5. To accommodate people with disabilities, provide a minimum of 4% of the required parking	113 car spaces provided which equates to 4 accessible spaces are required in accordance with	Yes

Clause	Provision	Proposed	Complies
	spaces, or minimum of 2 spaces per development, (whichever is the greater) as an appropriately designated and signed disabled parking space.	this control. It is noted that the provision for the proposal development class in accordance with the BCA, 1 space per 100 car spaces is required. The proposal provides 4 spaces and therefore provides more than required by the BCA and compliant with the DCP control.	
	6. A Transport Management Plan is required to accompany development applications to justify any proposed variation to parking rates.	No variations are proposed as part of the development.	Yes
	7. Uncovered on-site parking areas, including the top of front building setbacks, are prohibited.	N/A	N/A
	8. Bicycle parking is to be in secure and accessible locations, with weather protection.	Bicycle parking is in a secure and accessible location.	Yes
	9. The impact of any on-grade car parking must be minimised by: a. locating parking on the side or rear of the lot away from the street frontage, b. provision of fencing or landscape to screen the view of cars from adjacent streets and buildings, c. allowing for safe and direct access to building entry points, or d. incorporating car parking into landscape design of the site (such as plantings between parking bays to improve views, selection of paving material and screening from communal and open space areas).	The parking at grade is located behind the 5 metre landscape buffer improving the visual amenity along Racecourse Road. The parking has been designed to allow for ease of safe access on the site and between the various buildings.	Yes
	10. Reference should be made to relevant guidance in Austroads Guides, Australian Standards, NSW Government Planning	Noted, a BCA report has been completed and accompanies this package.	Yes

Clause	Provision	Proposed	Complies
	Guidelines for Walking and Cycling and NSW Roads and Maritime Services technical directions.		
7.5 Site Facilities and Services	Mailboxes 1. Provide mailboxes for residential building and/or commercial tenancies in one accessible location adjacent to the main entrance to the development. 2. They should be integrated into a wall where possible and be constructed of materials consistent with the appearance of the building. 3. Mailboxes shall be secure and large enough to accommodate articles such as newspapers.	Mailboxes for the site are be designed in accordance with the relevant planning controls.	Yes
	Location of Communication structures, air conditioners and service vents	All ancillary items for the workshop and office will be located behind the building and will no be seen from Racecourse Road.	Yes
	Waste (garbage) storage and collection - General (all development)	The development accommodates waste handling and storage on site as noted on the site plans. The location of these facilities are considerate of the noise impacts to the surrounding developments.	Yes
	Location requirements for waste storage areas and access: c. for commercial, retail and other development, on-site in basements or at ground level within discrete service areas not visible from main street frontages.	The location of waste storage is at the rear of the site adjoining the proposed workshop space. This will not be visible from the primary and secondary frontage.	Yes
	Service docks and loading / unloading areas	The loading and unloading area has been designed in accordance with the BCA requirements.	Yes

Clause	Provision	Proposed	Complies
	Fire service and emergency vehicles	Emergency vehicles can access the site	
8 – ENVIRONMENTAL MANAGEMENT			
8.2 Energy Efficiency and Conservation	Non-Residential For all non-residential development: 2. Improve the control of mechanical space heating and cooling by designing heating/ cooling systems to target only those spaces which require heating or cooling, not the whole building. 3. Improve the efficiency of hot water systems by: a. insulating hot water systems, and b. installing water saving devices, such as flow regulators, 3 stars rated shower heads, dual flush toilets and tap aerators. 4. Reduce reliance on artificial lighting and designing lighting systems to target only those spaces which require lighting at any particular 'off-peak' time, not the whole building	The proposed 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. Further details regarding sustainable design and practices are identified within the Architectural Design Report. Building services System Efficiency has been identified utilising the following design responses: High Efficiency in Heating, Ventilation, and Air Conditioning High efficiency LED & control. High efficiency hydraulic services. High efficiency appliances. Water efficient taps and appliances.	Yes
	6. All non-residential development Classes 5 to 9 need to comply with the Building Code of Australia energy efficiency provisions.	Buildings have been designed in accordance with the BCA items regarding energy efficiency.	Yes
8.3 Water Conservation	1. New dwellings, or developments which contain a residential component within a mixed use building or serviced apartments intended or capable of being strata titled, are to demonstrate compliance with State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004.	N/A	N/A

Clause	Provision	Proposed	Complies
	2. All new development shall demonstrate implementation of best practice water saving infrastructure including provision of rainwater / storm water retention tanks.	The site contains a water tank that will capture rainwater and be used for carrying out day to day services as noted on the architectural plans.	Yes
8.4 Reflectivity	1. New buildings and facades should not result in glare that causes discomfort or threatens safety of pedestrians or drivers.	The office is to be constructed using concrete with various colours of cladding. All materials has been chosen to comply with the BCA requirements ensuring there is minimal reflectivity that may impact the safety of drivers and pedestrians.	Yes
	2. Visible light reflectivity from building materials used on the facades of new buildings should not exceed 20%.	As highlighted above, all materials are BCA compliant and will not create visible light reflectivity.	Yes
	3. Subject to the extent and nature of glazing and reflective materials used, a Reflectivity Report that analyses potential solar glare from the proposed development on pedestrians or motorists may be required.	Standard glazing is proposed for all windows within the office and workshop space. The bulk of the buildings are constructed with non-reflective materials to minimise any glare.	Yes
8.5 Wind Mitigation		The office and workshop buildings are less than the maximum height control and therefore does not trigger the controls for tall buildings and the mitigation of wind	Yes
8.6 Waste and Recycling	1. Development applications for all non-residential development must be accompanied by a waste management plan that addresses: a. best practice recycling and reuse of construction and demolition materials, b. use of sustainable building materials that can be reused or recycled at the end of their life, c. handling methods and location of waste storage areas that have	A Waste Management Plan is provided as part of the development. A waste and recycling area is proposed on the site, suitably sized and located to meet expected needs of operations.	Yes

Clause	Provision	Proposed	Complies
	no negative impact on the streetscape, building presentation or amenity of occupants and pedestrians, and d. procedures for the on-going sustainable management of green waste; garbage and recyclables including, glass, metals and paper; including access estimated volumes; required bin capacity and on-site storage requirements.		
8.7 Noise and Vibration	1. Development should be designed to minimise the potential for offensive noise.	The consultation of a qualified acoustic engineer has been sought to assess the impact of noise and vibration of the proposed development and operation of a bus depot.	Yes
	2. Where a proposed development includes an activity which may generate unreasonable noise or which may be affected by an existing noise source, an acoustic study is to be undertaken to establish noise levels and provide a mitigation strategy, demonstrating the measures to be taken to effectively mitigate noise.	The noise and vibration report provides a detailed assessment of the proposal noting the mitigation measures considered to ensure appropriate compliance.	Yes
	3. Noise sensitive developments, such as dwellings, should be designed to reasonably protect the proposed development from noise sources such as arterial roads, railway lines, sporting complexes and entertainment venues.	N/A no dwellings proposed.	N/A
	4. Noise buffering should not be provided by high fences, garages or blank walls to public streets. Where screening by these or similar methods is the only practical solution, the screen should be no greater than 50% of the street frontage. Such screening should have visual interest and retain some	Acoustic awning over the bus bay has been proposed at the southeast side of the site as a design solution to minimise the impact of noise to neighbouring sites.	Yes

Clause	Provision	Proposed	Complies
	surveillance from the building behind the screen's entries, windows or balconies, when practical.		
	5. Where proposed noise sensitive development may be affected by existing noise, the development should be designed to incorporate adequate shielding from those noise sources.	All design solutions regarding the minimisation of noise for the proposed bus depot has been outlined within the acoustic assessment.	Yes
	6. Entertainment venues, hotels, clubs, cinemas and the like, either licensed or unlicensed, should prepare a plan of management including provisions to: a. Ensure patrons enter and leave the premises in a quiet and orderly manner whenever the premises are open to the public. b. Manage noise levels within the premises to prevent an unreasonable effect on the amenity of the locality	N/A	N/A
	7. Commercial, light industrial and retail developments; or mixed use developments, should have suitably located and designed goods delivery and garbage collection areas, vehicle entry and exits, and other noise sources, so that amenity of residents both within the development and in nearby buildings is reasonably protected.	All access to the site will remain on Racecourse Road being suitably designed in accordance with the surrounding amenity.	Yes
	8. Home based businesses should not generate unreasonable levels of noise beyond their property boundary.	N/A	N/A
	9. When a development consent is granted and includes conditions of consent requiring monitoring of noise levels and setting of acoustic performance standards, provision should be made to test	Noted, and information regarding this matter will be provided by the Department.	Yes

Clause	Provision	Proposed	Complies
	actual noise levels after the development is occupied and when noise generating activities commence; and for corrective acoustic treatment to be applied if necessary.		
9 – RESIDENTIAL DEVELOPMENT CONTROLS			
Not applicable to the site.			
10 – CONTROLS FOR SPECIAL AREAS			
The site is not recognised to be in any of the identified ‘special’ areas within the DCP controls.			

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