

18 July 2024

Julide Ayas
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Dear Julide,

ADDENDUM STATEMENT OF ENVIRONMENTAL EFFECTS RACECOURSE ROAD BUS DEPOT

1. INTRODUCTION

This addendum Statement of Environmental Effects (**SEE**) has been prepared by Urbis on behalf of Waluya Pty Ltd (**the Proponent**), as part of proceedings before the *Land and Environment Court of NSW*.

This Addendum SEE should be read in conjunction with the lodged SEE (dated 19 December 2022) and assesses the additional matters beyond those assessed in the lodged SEE and seeks to reflect the latest drawings and technical assessments.

The following plans and technical reports have been updated and submitted under separate cover:

- Letter of Architectural Amendments & Architectural Plans prepared by Dem Architects
- Letter of Landscape Amendments & Landscape Plans prepared by Studio IZ
- Revised Visual Impact Assessment prepared by Dem Architects
- Revised Traffic Impact Assessment prepared by Stantec
- Revised Detailed Site Investigation Prepared by Stantec
- Revised Geotechnical Report prepared by Stantec
- Revised Biodiversity Development Assessment report prepared by Travers
- Revised Arboriculture Impact Assessment prepared by Travers
- Revised Civil Drawings, Report and retaining wall details prepared by AT&L
- Revised Flood Impact Assessment prepared by AT&L
- Letter of Flood Assessment Amendments prepared by AT&L
- Revised Stormwater Modelling prepared by AT&L
- Flood Emergency Response Plan prepared by AT&L
- Supplementary Advice for Extent of Earthworks prepared by Urbis
- Updated Operational Management Plan & Supplementary Information letter prepared by Urbis

- Design Amendments Letter prepared by Urbis

2. THE SITE

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 Site is located approximately 50 kilometres north of Sydney Central Business District (CBD), 1 km west of Gosford CBD and 3 km east of the M1 Motorway, in the Central Coast local government area.

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. The Site is irregular in shape and has an area of approximately 2.1 hectares. The site slopes north-east to south-west with a fall of approximately 16m across the Site. The site is bound by Racecourse Road to the west, Faunce Street West to the north, Young Street to the east and existing industrial developments to the south

The suburb of West Gosford is located to the northeast of the site. The suburb of Gosford is located east of the Site. Brisbane Waters is located to the South of the site. Gosford Hospital and Gosford High School are located to the east of the site. The Gosford Racecourse and the Entertainment Grounds are located to the west of the site. The Development in the locality is characterised by a mix of industrial, recreational, and low to medium density residential land uses.

Figure 1 Site and Surrounding Context

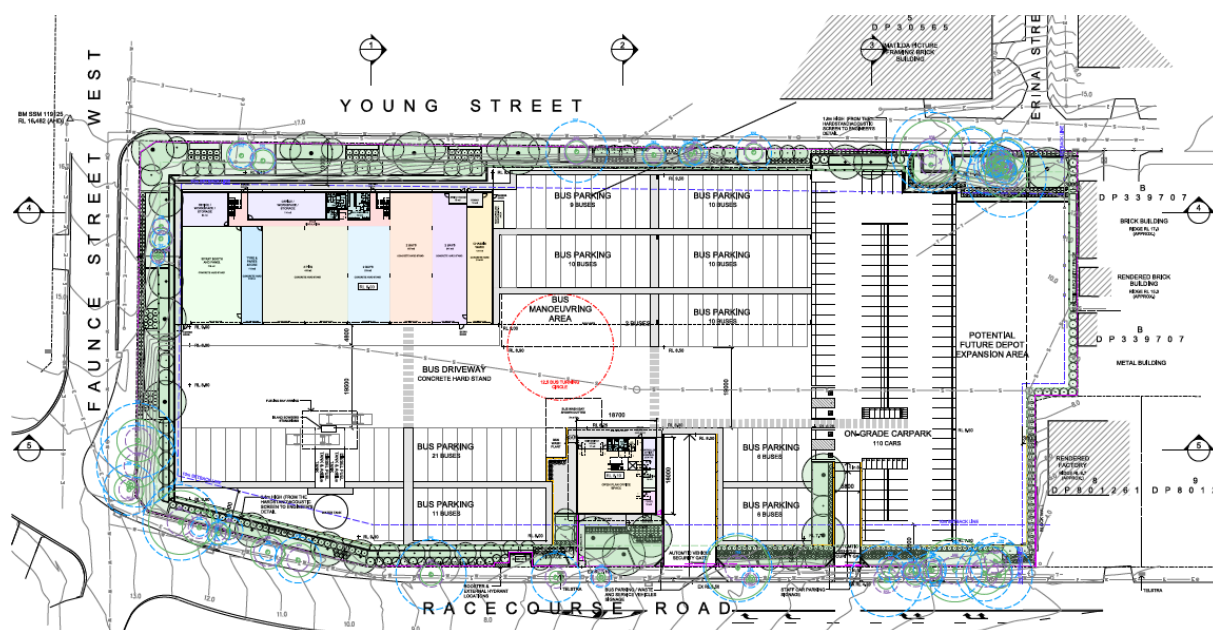


Source: The Department, 2023

3. SUMMARY OF CHANGES

The revised architectural plan prepared by Dem architects is shown in Figure 2 below.

Figure 2 Revised Architectural Plan



Source: Dem, 2024

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

The below table identifies the proposed changes to the DA and reasoning for each update to the development.

Table 1 - Summary of Design Updates

Design Update	Reason
Proposed levels of hard stand and parking areas amended.	To reduce height of the retaining wall at the southwest corner of the site addressing Racecourse Road. To reduce height of blockwork retaining walls proposed adjacent to Racecourse Road
Street trees along Racecourse Road identified in the DA lodgement to be removed are now proposed to be retained. Only three street trees would need to be removed to accommodate the private vehicle access/egress. A separate approval under section 138 of the Roads Act 1993 will be sought for this work. Information	To reduce the visual impact along Racecourse Road.

Design Update	Reason
about the removal of street trees is given for assessment purposes not approval.	
Combined vehicle crash barriers and pedestrian guardrail to be located along retaining walls addressing Racecourse Road design concepts included.	To provide additional design information.
Car park and bus entry signage design concepts provided	To provide additional design information.
Acoustic Screens located adjacent to Racecourse Road. Acoustic Screen design concepts have been provided	To reduce the visual impact along Racecourse Road.
The retaining wall design along the hardstand at the northwestern corner of the site has been amended to retain the existing embankment levels and additional existing trees.	To greatly reduce the visual impact when viewed from the intersection of Racecourse Road and Faunce Street West.
Street trees along Faunce Street West identified in the DA lodgement to be removed are now proposed to be retained.	To reduce the visual impact along Faunce Street West.
Retaining wall adjacent to the northern boundary to relocated south by 3.3m-3.9m	To retain additional existing trees along located adjacent to the eastern boundary. To increase the vegetated buffer with additional supplementary planting. To improve the opportunity for biodiversity within the site
Retaining wall adjacent to the eastern boundary to relocated west by 3.4m. -4.3m.	To retain additional existing trees along located adjacent to the northern boundary. To increase the vegetated buffer with additional supplementary planting. To improve the opportunity for biodiversity within the site
Acoustic screens located adjacent to Young Street set in by 1m. Acoustic Screen design concepts provided	To reduce the visual impact along Young Street.
Private vehicle parking area reconfigured to retain mature native trees. Private Vehicle numbers reduced from 113 to 110 spaces,	To reduce the visual impact along Young Street.

Design Update	Reason
Design Excellence information included in Design Report including description of master plan, views and vistas, streetscapes, architectural aesthetic, and design principles, building modulation, materials finishes and colours.	To appropriately respond to the statement of facts and contentions.

4. REVISED DESCRIPTION OF PROPOSED DEVELOPMENT

The Application seeks approval for a bus depot transport facility that will comprise the following: at-grade car park with 110 car spaces and 4 disabled car spaces, a two storey administration building for staff and visitors, two storey workshop for bus maintenance and repairs, hardstand for bus parking with an awning in the north east of the site, bus washing and refuelling facilities, earthworks, site security including electric fencing around the site, retaining walls, and signage.

5. ASSESSMENT OF UPDATED PROPOSAL

5.1. PLANNING ASSESSMENT

The proposed updates to DA23/1084 have been assessed in accordance with the relevant matters for consideration listed in Section 4.15 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The proposed amendments to DA23/1084 has been assessed in accordance with the relevant environmental planning instruments being:

- *State Environmental Planning Policy (Precincts – Regional) 2021 (Regional SEPP)*
- *State Environmental Planning Policy (Resilience and Hazards) 2021 (RH SEPP)*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021 (TI SEPP)*
- *State Environmental Planning Policy (Industry and Employment) 2021 (IE SEPP)*
- *Gosford City Centre Development Control Plan 2018 (the Gosford City DCP)*
- *Central Coast Development Control Plan 2022 (the Central Coast DCP)*

5.1.1. State Environmental Planning Policy (Precincts – Regional) 2021 (Regional SEPP)

Chapter 5 Gosford City Centre of the Regional Precincts SEPP is the primary environmental planning instrument governing development on the site. The site is zoned B6 – Enterprise Corridor and the objectives outlined within this planning framework provide the strategic vision for the economic, social, and environmental revitalisation of the Gosford City Centre, emphasising the importance of promoting a multifunctional urban area that excels in commerce, education, healthcare, culture, and the arts, while simultaneously ensuring sustainability and design excellence in its built and natural environments.

The proposed bus depot development is analysed through the lens of these objectives, highlighting how it aims to enhance public transportation infrastructure, thereby improving connectivity and

accessibility to the city centre. This improvement of the current vacant land is projected to stimulate economic growth, foster social interactions, and support the comprehensive development of Gosford as a vibrant, multifunctional urban centre.

Table 2 below assesses the depot's alignment with the policy's objectives to enhance the city's vitality and identity, promoting mixed-use spaces with round-the-clock activity, and ensuring environmental and cultural sustainability for future generations. Additionally, the table addresses how the development adheres to design excellence standards, contributing positively to the urban and architectural quality of Gosford City Centre.

Table 2 Assessment against the objectives of the Regional SEPP Chapter 5

Objective	Comment
(a) to promote the economic and social revitalisation of Gosford City Centre,	The provision of new bus depot would enhance public transportation infrastructure, making it easier for residents and visitors to access the city centre. Improved connectivity fosters a vibrant urban environment that attracts social gatherings and community events, contributing to the revitalisation of the area.
(b) to strengthen the regional position of Gosford City Centre as a multi-functional and innovative centre for commerce, education, health care, culture and the arts, while creating a highly liveable urban space with design excellence in all elements of its built and natural environments,	By serving as a transportation hub, the bus depot would position Gosford City Centre as a key node in the regional transport network. This could enhance its role as a multifunctional centre, attracting more people for commerce, education, health care, culture, and the arts. The increased accessibility can also support the goal of creating a highly liveable urban space that demonstrates design excellence.
(c) to protect and enhance the vitality, identity and diversity of Gosford City Centre,	The visual impact assessment undertaken as part of the proposed development application confirms the bus depot will not negatively impact the current and future vitality and identity of the West Gosford area.
(d) to promote employment, residential, recreational and tourism opportunities in Gosford City Centre,	Improved transportation infrastructure directly supports employment by making it easier for people to commute to jobs in the city centre. It also enhances the appeal of the area for residential development, tourism, and recreational activities by improving accessibility and convenience.
(e) to encourage responsible management, development and conservation of natural and man-made resources and to ensure that Gosford City Centre achieves sustainable social, economic and environmental outcomes,	The bus depot is focused on long term sustainability, incorporating green design principles, efficient waste management systems. This aligns with the goal of responsible development and conservation of resources, ensuring sustainable social, economic, and environmental outcomes

Objective	Comment
<p>(f) to protect and enhance the environmentally sensitive areas and natural and cultural heritage of Gosford City Centre for the benefit of present and future generations,</p>	<p>The engagement of technical consultants to carry out comprehensive reports, including BDAR, geotechnical assessments, and arborist evaluations, plays a crucial role in ensuring that the impact on the site and environmentally sensitive areas and the natural and cultural heritage of Gosford City Centre is minimised.</p> <p>This demonstrates a proactive commitment to safeguarding the environment and heritage for future generations. By leveraging the expertise of specialists, the project gains valuable insights into potential impacts and identifies effective mitigation strategies that align with sustainability goals.</p> <p>The BDAR, for example, assesses the development's effects on local biodiversity, guiding the integration of conservation measures. Civil engineering reports ensure that the infrastructure supports ecological integrity, while arborist evaluations focus on preserving significant trees and green spaces. Together, these reports form a robust framework for informed decision-making, ensuring the bus depot development not only meets but exceeds environmental protection and heritage conservation standards, contributing to the sustainable evolution of Gosford City Centre.</p>
<p>(g) to help create a mixed use place, with activity during the day and throughout the evening, so that Gosford City Centre is safe, attractive and efficient for, and inclusive of, its local population and visitors alike,</p>	<p>This development plays a crucial role in enhancing the safety, attractiveness, and efficiency of Gosford City Centre, making it more welcoming and accessible for both the local population and visitors. By providing a pivotal transportation hub, the bus depot increases connectivity, facilitating easier and more efficient travel for individuals engaging in various activities across the city centre.</p> <p>This increased accessibility encourages a higher footfall in the area, which in turn supports local businesses, cultural events, and recreational activities, contributing to a lively urban atmosphere. Moreover, the depot's operation extending into the evening hours ensures continuous activity, enhancing the perception of safety and promoting a sense of community inclusiveness. Through these contributions, the bus depot development aligns with the objective of creating a dynamic, mixed-use space that</p>

Objective	Comment
	benefits everyone who travels with the Gosford City Centre.
(h) to preserve and enhance solar access to key public open spaces,	All infrastructure on site will be below the 12-metre height plane and is not within key public open spaces, therefore the bus depot will not negatively encroach the solar access to the surrounding area as demonstrated in the solar plans.
(i) to provide direct, convenient and safe pedestrian links between Gosford City Centre and the Gosford waterfront,	This objective is not relevant to the development of a bus depot in this site due to its location being within the enterprise corridor of West Gosford.
(j) to ensure that development exhibits design excellence to deliver the highest standard of architectural and urban design in Gosford City Centre.	<p>The development embodies design excellence and sets a high standard for architectural and urban design of a bus depot amenity within Gosford City Centre. This development goes beyond functional requirements, embracing innovative design principles that enhance the aesthetic and functional appeal of the urban landscape.</p> <p>By prioritising architectural quality and thoughtful urban integration, the bus depot becomes a benchmark for future industrial use development, demonstrating how infrastructure can contribute positively to the city's visual and spatial character. Its design reflects a commitment to creating spaces that are not only practical but also visually compelling and harmonious with the surrounding environment. This approach underlines the importance of design excellence in fostering an attractive, cohesive, and vibrant city centre, contributing to Gosford's identity as a modern, dynamic urban area.</p> <p>Further details of design excellence are provided in Table 4.</p>

Table 3 below assesses the compliance of the amended development with the relevant clauses of the Regional SEPP.

Table 3 Regional SEPP assessment

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 were identified during the survey.	Yes
Clause 5.37 – Bushfire hazard reduction	Carrying out of development on bush fire prone land	The site infrastructure is subject to complying with the relevant the ratings prescribed by the RFS and has been assessed by a technical consultant detailed in the bushfire report previously submitted.	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. Details within the DSI prepared by Stantec has reviewed the coastal Acid Sulfate Soil (ASS) risk maps shows the site is not mapped in an area of ASS risk. Lands adjacent east and south-east of the site across Racecourse Road are mapped as Disturbed Terrain with potential for ASS	Yes

Clause	Provision	Proposed	Complies
		between 0 and 1 m below ground level (mBGL).	
Clause 5.40 - Flood Planning	This section applies to land between the flood planning level and the level of a 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.	The site itself is not identified as being within a flood-plain as such. The required finished levels are expected to be achieved to deliver an appropriate level of general protection for the site, including future development. A Flood Impact Assessment report has been prepared by AT&L.	Yes
Clause 5.43 Minimum Building Street Frontage in Zone B6	2) 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 minimum frontage requirements.	No - see discussion below.
	<p>3) Despite subsection (2), development consent may be granted for the erection of a building on land in Zone B6 Enterprise Corridor if the consent authority is satisfied that—</p> <p>(a) due to the physical constraints of the land or adjoining land, it is not possible for the building to have a street frontage of at least 24 metres, and</p> <p>(b) the development is consistent with the aims of this Chapter.</p>	<p>Despite the requirement under Section 5.43(2) for a building in the B6 Zone to have a street frontage of at least 24 metres, the proposed office building for the bus depot has a frontage less than this due to the specific operational needs of a bus depot and configuration of the existing land topography.</p> <p>Standard bus depot configurations necessitate substantial space for bus parking, manoeuvrings, and associated operations, which are not compatible with expanding the street frontage of the building to 24 metres.</p> <p>The site's irregular shape, existing ground levels, and topography, including the extent of fall across the site, further restrict the ability to achieve the required frontage. The surrounding site's characteristics, including existing infrastructure and</p>	Yes

Clause	Provision	Proposed	Complies
		<p>the need to accommodate buses efficiently within the available space, constrain the ability to achieve the required frontage without compromising the functionality and efficiency of the depot.</p> <p>The development aligns with the aims of the Chapter as assessed in Table 2 above. The proposed depot will enhance public transportation infrastructure, contributing to the economic and social revitalisation of Gosford City Centre.</p> <p>The bus depot supports the area's multifunctional urban space with design excellence, promoting employment and sustainable management of resources. It intends to protect the vitality and diversity of the area the project meets the objectives of promoting a vibrant, inclusive, and well-connected community. These factors satisfy the conditions under Section 5.43(3), justifying the grant of development consent despite not meeting the 24-metre street frontage requirement.</p>	
5.45 Design Excellence	(3) Development consent must not be granted for development to which this section applies unless the consent authority considers that the development exhibits design excellence.	The requirements for design excellence have now been satisfied, as comprehensively set out in the Architectural Design Report that specifically addresses the matters set out in sub-clause (4) and Section 5.1.2 below.	Yes
	(4) The consent authority is required to consider a comprehensive set of	A detailed assessment in respect of the criteria set is provided in the architectural design report.	Yes

Clause	Provision	Proposed	Complies
	criteria. This includes ensuring architectural design quality that fits the building's type and location, enhancing the public domain, adhering to specific section objectives and development control plans. The project must also account for land suitability, use mix, heritage, and streetscape, as well as integrate well with nearby developments regarding layout and privacy. Key considerations cover design aspects like bulk, massing, and height, alongside environmental sustainability. Additionally, the project should support efficient access for all users and contribute positively to the public space, ensuring a comprehensive approach to urban development.	<p>The architectural aesthetic adopted for built form elements reflects the desired future character of the B6 Enterprise Corridor as a mix of commercial office and light industrial uses.</p> <p>The proposal consists of a two-storey administration building, a single storey workshop and maintenance facility with a mezzanine floor, a large covered bus parking structure and ancillary equipment located within the bus parking hard-stand area. Architecture forms and aesthetic have been adopted to provide legibility of building uses and functions.</p> <p>The high quality built elements proposed for the bus depot site will set a benchmark for future commercial development along Racecourse Road assisting Council to achieve their desired future commercial / light industrial character for this streetscape.</p>	
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

The amended development application continues to comply with the relevant provisions identified above.

5.1.2. Consideration of Design Excellence

In accordance with Clause 5.45 Design Excellence of the *Regional SEPP* the Design Report prepared by Dem Architects have demonstrated that the proposal has the potential to be of a high quality, development for the Gosford City Centre, which demonstrates design excellence and promotes urban renewal and investment in the Gosford City Centre.

Table 4 Design Excellence Assessment

Objective	Comment
(1) The objective of this section is to ensure that development exhibits design excellence that contributes to the natural, cultural, visual and built character values of Gosford City Centre.	<p>The Design Report effectively demonstrates how the proposal aligns with the objective of achieving design excellence in Gosford City Centre. Through detailed analysis undertaken, the bus depot ensures that it contributes positively to the natural, cultural, visual, and built character values of the area.</p> <p>By prioritising innovative design principles and architectural finesse, the development not only revitalises the urban landscape but also promotes urban renewal and investment in the West Gosford area identified within the Gosford City Centre precinct.</p>
(2) This section applies to development involving the erection of a new building or external alterations to an existing building.	Noted.
(3) Development consent must not be granted for development to which this section applies unless the consent authority considers that the development exhibits design excellence.	Noted.
(4) In considering whether the development exhibits design excellence, the consent authority must have regard to the following matters—	The bus depot demonstrates design excellence as detailed against the relevant objectives below.
(a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved	<p>The proposed bus depot has been meticulously designed to adhere to a high standard of architectural excellence, utilising materials and detailing that are well-suited to both the building type and its location within West Gosford. Consideration has been given to the façade modulation, materials, finishes, colours, acoustic screening, retaining walls and guard rails as stepped out in the design report.</p>
(b) whether the form and external appearance of the development will improve the quality and amenity of the public domain,	<p>The proposed design for the bus depot aligns with the desired future character of the B6 Enterprise Corridor, emphasising a mix of commercial office and light industrial uses.</p>

Objective	Comment
	A significant vegetated setback along Racecourse Road will serve to screen bus and private vehicle parking areas, allowing for deep soil planting to enhance both visual aesthetics and environmental outcomes. Additionally, a variety of tree, shrub, and grass species will be introduced to promote biodiversity. Existing street trees at the corner of Racecourse Road and Faunce Street West will be preserved to create a green buffer around the northeast corner of the site, reducing visual impact from both public and private perspectives. Furthermore, the Administration building, Workshop facilities, and Covered bus parking structure have been carefully designed to improve the visual impact on the public realm.
(c) whether the development is consistent with the objectives of sections 5.52 and 5.53,	<p>In response to Section 5.52 of SEPP 2021 the development will have no impact on public open space, including Kibble Park and Leagues Club Field which are both located more than 1.5km from the site.</p> <p>In response to Section 5.53 Vista and View Corridors a view impact assessment has been undertaken to confirm that no negative impacts to the surrounding streetscape.</p>
(d) any relevant requirements of applicable development control plans,	The proposal is compliant with the requirements of applicable DCPs.
(e) how the development addresses the following matters—	
(i) the suitability of the land for development	The land, previously utilised for residential and recreational equestrian purposes, currently serves as overflow parking for the Entertainment Grounds, with a landscape featuring patches of native vegetation. Its high suitability for the proposed development is underscored by several key factors: its B6 'Enterprise Corridor' zoning, strategic location within Gosford City Centre offering excellent accessibility to the highway network crucial for effective depot operation, ample size meeting operational requirements, and positioning within a mixed-use area of light industrial and commercial activities, minimising conflicts with sensitive land uses. Moreover, the site's low ecological significance and absence of flood risk further support its suitability for development.

Objective	Comment
(ii) existing and proposed uses and use mix	<p>The land, previously utilised for residential purposes and currently serving as overflow parking for the Entertainment Grounds located opposite on Racecourse Road, has been modified to accommodate equestrian facilities.</p> <p>The proposed use as a bus depot aligns seamlessly with existing and future commercial and light industrial developments in the surrounding neighbourhood.</p> <p>Introducing a new bus depot not only enhances public transportation infrastructure but also facilitates easier access to the city centre for residents and visitors alike. This improved connectivity fosters a vibrant urban environment conducive to social gatherings and community events, thus contributing significantly to the revitalisation of the area.</p>
(iii) heritage issues and streetscape constraints,	<p>The site neither contains nor adjoins any heritage items, thus it is not constrained by heritage issues. Additionally, the proposed bus depot aligns with the existing and future streetscape character of West Gosford, particularly along Racecourse Road.</p>
(iv) the relationship of the development with other development (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form	<p>The proposed development, guided by the Masterplan design principles outlined in the Design report, carefully considers its relationship with the adjoining sites, and internally within proposed new depot. The Administration building, Workshop facility, and Covered bus parking structure are strategically positioned within the site to ensure appropriate separation, setbacks, and urban form. This approach enhances the overall amenity of the area while fostering a cohesive urban design.</p>
(v) bulk, massing and modulation of buildings,	<p>The proposed development places a deliberate focus on the bulk, massing, and modulation of buildings, including the administration building, workshop facility, and covered bus parking. Each massing is thoughtfully designed to optimise spatial efficiency and minimise visual impact to establish a balanced architectural composition.</p>
(vi) street frontage heights,	<p>The proposed buildings within the bus depot are designed to be below the prescribed height control plane of the site, in alignment with the street frontage heights of the surrounding urban landscape. This ensures that the</p>

Objective	Comment
	various buildings (administration, office, workshop etc) do not overshadow the streetscape of Racecourse Road, but rather aligns with the neighbouring structures, maintaining a cohesive visual appearance.
(vii) environmental impacts such as sustainable design, overshadowing, wind and reflectivity,	The proposed buildings within the bus depot are designed to avoid overshadowing public open spaces or external recreational areas within neighbouring commercial properties, as demonstrated by shadow diagrams presented in Section 8.1 of the Design Report. Additionally, Section 8.2 provides an overview of proposed sustainability initiatives outlined in the report, aimed at enhancing occupants' health, productivity, comfort, and satisfaction. These measures underscore a commitment to responsible environmental responsibility while ensuring the well-being and satisfaction of future occupants.
(viii) the achievement of the principles of ecologically sustainable development,	Refer to section 8.2 ESD Overview, page 76 for proposed sustainability initiatives to be adopted to improve occupants health, productivity, comfort and satisfaction.
(ix) pedestrian, cycle, vehicular and service access, circulation and requirements,	Refer to section 6.1 Masterplan Design Principles, page 20 of the design report
(x) the impact on, and any proposed improvements to, the public domain.	The two storey administration office building has been located to address Racecourse Road to reflect the existing light industrial / commercial streetscape character and to provide activation and passive surveillance of the public realm.

5.1.3. State Environmental Planning Policy (Resilience and Hazards) 2021 (RH SEPP)

The Resilience and Hazards SEPP (previously State Environmental Planning Policy No 55 – Remediation of Land) promotes a state-wide approach for the remediation of land to ensure that a change of land use will not increase the risk to health, particularly in circumstances where a more sensitive land use is proposed.

Further assessment against **Clause 2.10** of the RH SEPP has been undertaken in consultation with the technical consultants in table 5 below as the site sits within the coastal environment area. **Clause 4.6(1)** requires the consent authority to consider whether land is contaminated prior to determining a DA.

Table 5 Assessment of the RH SEPP

Objective	Response
(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,	<p>Biophysical – The site is highly disturbed from previous industrial and warehousing uses. The impact on remnant trees within the site is addressed by the Arboriculture Impact Assessment (AIA) submitted.</p> <p>Stormwater generated within the proposed site will be detained and treated in accordance with the DCP. Based on the current site conditions, the implementation of the measures proposed within the Civil and Stormwater documentation will improve on the existing stormwater runoff generated by the site</p> <p>Hydrological (surface and groundwater) – It is anticipated that some form of drainage system would be included to remove perched or regional groundwater that may accumulate beneath pavement or behind the proposed retaining wall located along the north boundary of the site.</p> <p>This intercepted groundwater would be discharged to the stormwater drainage system. Note that this intercepted groundwater would have continued flowing to the west towards the racing course and discharged to the estuary. Hence, the flow of groundwater is being short-circuited but the discharge location (that is, the estuary) remains the same.</p> <p>It is expected that the groundwater table would not be lowered enough (either during construction or under permanent conditions) to impact the Acid Sulfate Soils (ASS) documented as being located in the low-lying estuarine channel to the west of the site.</p> <p>Therefore, it is not anticipated that interception of site groundwater would adversely affect the hydrological environment in the coastal environment area (that is, at the racecourse and adjacent estuary).</p> <p>Ecological environment – The project does not impact on high value ecological features. Any direct, indirect and</p>

Objective	Response
	<p>potential impacts are addressed with the Biodiversity Development Assessment Report (BDAR) 2024.</p>
<p>(b) coastal environmental values and natural coastal processes,</p>	<p>The site is contained within an existing highly disturbed site and has negligible impact on coastal environmental values and natural processes.</p> <p>The Geotechnical investigations carried out by Stantec, aligns with development consent requirements for land within coastal use areas by addressing key considerations for mitigating potential adverse environmental impacts specifically the groundwater management, slope stability, excavation and earthworks, foundation design, environmental consideration, and construction best practice.</p> <p>These considerations are integral to minimising the environmental impact of the development, ensuring structural stability, and mitigating potential adverse effects on the surrounding natural and built environment.</p> <p>This ensures that the proposed development's design, siting, and management strategies consider soil stability, groundwater management, and the structural integrity of foundations and retaining walls.</p>
<p>(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</p>	<p>All proposed stormwater drainage from the development will be designed in accordance with Central Coast Council requirements.</p> <p>All stormwater is proposed to connect into the existing stormwater infrastructure located within the adjacent council road network Racecourse Road to the west. Stormwater generated within the proposed site will be detained to ensure post-development flows are less than pre-development flows in accordance with the DCP stormwater guidelines.</p> <p>Refer to the Civil Drawings for layout and details for the proposed stormwater network across the site.</p> <p>Stormwater generated within the proposed site will be treated in accordance with the Central Coast DCP water treatment rates using a combination of proprietary treatment devices and natural WSUD elements.</p>

Objective	Response
(d) marine vegetation, native vegetation and fauna and their habitats, undeveloped headlands and rock platforms,	<p>There is no marine vegetation or habitats within the site.</p> <p>The native vegetation and fauna and their habitats are comprehensively addressed with the BDAR 2024.</p> <p>The site is not located on an undeveloped headland or rock platforms.</p>
(e) existing public open space and safe access to and along the foreshore, beach, headland or rock platform for members	Not applicable the site does not impact on public open space to and along foreshore, beach, headland or rock platforms
(f) Aboriginal cultural heritage, practices and places,	The site does not contain any aboriginal cultural heritage sites, and does not affect any existing aboriginal places or practices as detailed in the archaeological report provided as part of the development.
(g) the use of the surf zone.	Not applicable to this site, the site does not impact or is located within or adjacent to 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	The Geotechnical Report by Stantec demonstrates a clear alignment with the stipulation that development consent requires a development to avoid, minimise, or mitigate adverse impacts.
(b) if that impact cannot be reasonably avoided—the development is designed, sited and will be managed to minimise that impact, or	Through the detailed investigation and recommendations, the report ensures that every aspect of the proposed development—from groundwater management and slope stability to foundational integrity and environmental protection—is meticulously designed and managed to avoid adverse impact.
(c) if that impact cannot be minimised—the development will be managed to mitigate that impact.	This anticipates potential environmental and structural challenges but also proposes effective strategies to address them, thereby adhering to the consent authority's requirement for minimising and mitigating adverse impacts on the land within the site.
(3) This section does not apply to land within the Foreshores and Waterways Area within the meaning of State Environmental Planning	The site does not impact on foreshore or waterways, therefore clause 2.10 is applicable.

Objective	Response
Policy (Biodiversity and Conservation) 2021, Chapter 6.	

5.1.4. State Environmental Planning Policy (Industry and Employment) 2021 (IE SEPP)

Chapter 3 of *State Environmental Planning Policy (Industry and Employment) 2021 (IE SEPP)* aims to ensure that advertising and 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. It does not regulate the content of signs and advertisements.

Clause 3.6 and **Clause 3.11** of the IE SEPP specify that consent cannot be granted to signage unless the consent authority is satisfied that the proposed has been designed to satisfy the provisions of Schedule 1.

Proposed wayfinding and business identification signage is limited to points of site access and egress to avoid visual clutter and confusion when viewed from the public realm. Proposed signage has been limited to small totem structures located within landscape buffer areas adjacent to vehicle entries to ensure these structures do not undermine the scale and character of the area, dominate the skyline or block significant motorist and pedestrian along Racecourse Road.

The signage structure proposed will be constructed of high quality, robust and timeless with integral colours and finishes for low maintenance and are fit for purpose and place.

Accordingly, an assessment of the proposal against the relevant provisions of Schedule 5 within the Employment SEPP has been undertaken and is detailed in **Table 6** below.

Table 6 SEPP Industry and Employment Compliance Table

Criteria	Assessment	Complies
1. Character of the area <ul style="list-style-type: none"> <i>Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?</i> <i>Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?</i> 	<p>The proposed signage does not have an adverse impact on the character of the area. The proposed signage complements the surrounding locality and is comparable with existing signage found within the vicinity of the site.</p>	Yes
2. Special areas <ul style="list-style-type: none"> <i>Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open</i> 	<p>The signage will not detract from the amenity or visual quality of the surrounding area.</p> <p>The proposed signage is not located near environmentally sensitive areas, natural conservation areas, open space areas, waterways or rural landscapes.</p>	Yes

Criteria	Assessment	Complies
<i>space areas, waterways, rural landscapes or residential areas?</i>		
3. Views and vistas <ul style="list-style-type: none"> <i>Does the proposal obscure or compromise important views?</i> <i>Does the proposal dominate the skyline and reduce the quality of vistas?</i> <i>Does the proposal respect the viewing rights of other advertisers?</i> 	<p>The proposal does not obscure or compromise important views. The signage is placed within landscape buffer areas adjacent to vehicle entries to ensure these structures do not undermine the scale and character of the area and no view will be obscured by the proposed sign.</p> <p>The signage does not project above the roofline, therefore there are no impact on vistas to or through the site. The signage has dimensions consistent with other signs in the locality.</p> <p>The proposal does not compromise or obstruct the viewing rights of other advertisers.</p>	Yes
4. Streetscape, setting or landscape <ul style="list-style-type: none"> <i>Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?</i> <i>Does the proposal contribute to the visual interest of the streetscape, setting or landscape?</i> <i>Does the proposal reduce clutter by rationalising and simplifying existing advertising?</i> <i>Does the proposal screen unsightliness?</i> <i>Does the proposal protrude above buildings, structures or tree canopies in the area or locality?</i> <i>Does the proposal require ongoing vegetation management?</i> 	<p>The signage has been designed to be an appropriate scale, proportion and form that complements the building façade and is consistent with signage within the locality.</p> <p>The business identification does not negatively impede on the visual amenity of the site and surrounding streetscape.</p> <p>The signage is placed within landscape buffer areas adjacent to vehicle entries to ensure these structures do not undermine the scale and character of the area and no view will be obscured by the proposed sign.</p> <p>The signage does not protrude above buildings, structures or tree canopies in the area or locality.</p> <p>No ongoing vegetation management is required for the proposed sign.</p>	Yes
5. Site and building	The proposed signage is compatible with the scale and proportion of the building size given the	Yes

Criteria	Assessment	Complies
<ul style="list-style-type: none"> 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? Does the proposal respect important features of the site or building, or both? Does the proposal show innovation and imagination in its relationship to the site or building, or both? 	<p>dimensions of the signage, as shown in the signage plans and elevations.</p> <p>The signage is designed to ensure the built form and integrity of the site is not negatively impacted.</p> <p>The signage displays a clear message and is consistent with the use of the site.</p>	
<p>6. Associated devices and logos with advertisements and advertising structures</p> <ul style="list-style-type: none"> 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? 	<p>The proposed signage does not have any associated safety devices.</p>	Yes
<p>7. Illumination</p> <ul style="list-style-type: none"> Would illumination result in unacceptable glare? Would illumination affect safety for pedestrians, vehicles or aircraft? Would illumination detract from the amenity of any residence or other form of accommodation? Can the intensity of the illumination be adjusted, if necessary? Is the illumination subject to a curfew? 	<p>The business identification sign has been designed in accordance with the relevant Australian standards and does not propose illumination, therefore does not impact the safety and amenity of the area and road users.</p>	Yes
<p>8. Safety</p> <ul style="list-style-type: none"> Would the proposal reduce the safety for any public road? 	<p>The proposed signage does not contain elements, functions or content that would reduce the safety to public roads. The proposal will not reduce pedestrian safety by obscuring sightlines from public areas.</p>	Yes

Criteria	Assessment	Complies
<ul style="list-style-type: none"> ▪ <i>Would the proposal reduce the safety for pedestrians or bicyclists?</i> ▪ <i>Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?</i> 		

5.1.5. Gosford City Centre Development Control Plan 2018 (the Gosford City DCP)

The amended development will continue to comply with the various objectives and provisions outlined in the Gosford City DCP 2018 submitted as part of the SEE prepared for the DA, therefore no further assessment is required nor requested by the Department.

5.1.6. Central Coast Development Control Plan 2022 (the Central Coast DCP)

The DA has been assessed in accordance with Chapter 3.1 and 3.7 of the Central Coast DCP outlined below, which applies to the site, pursuant to Section 1.8 of the Gosford City DCP.

Chapter 3.1 – Floodplain Management

The Flood Impact Assessment report, prepared by AT&L in line with Chapter 3.7 of the Central Coast DCP, thoroughly evaluates flood-related impacts, local overland flooding, environmental controls, and sea level rise considerations for the proposed development. Detailed in Attachment 5 of the Flood report and supported by Civil Plans 22-1063-DA, this assessment demonstrates comprehensive stormwater management and grading compliance.

Situated within the Brisbane Water Flood risk management plan, the site is identified as outside the flood risk area, negating the need for further flood-specific evaluations. The development is designed to ensure it does not compromise the safety of flood-prone lands, incorporating strategies to mitigate flood risk and affectation. It is confirmed that the development will not adversely influence flood behaviour, with development flood levels rising no more than 10mm, as shown in the flood maps.

Key measures include onsite detention to manage runoff effectively, ensuring the 100-year ARI flood maps confirm no adverse offsite flow distribution impacts. The development's location, outside the flood planning level (FPL) and in the upper catchment with no upstream development permitted, further minimises floodwater impacts on flood-prone lands. Despite being in a high flood hazard area (> 0.6 on Racecourse Road), the development's elevation above the FPL ensures manageable flood risk.

Sea level rise assessments are deemed unnecessary due to the site's elevation above RL 4.0m AHD. Additionally, access roads, driveways, and external parking areas are strategically located to avoid the 100-year ARI Flood Planning Level, with internal parking designed to accommodate acceptable overland flow depths. This structured approach underscores the development's proactive flood management and environmental compliance efforts, aligning with DCP requirements and ensuring minimal impact on surrounding areas.

Chapter 3.7 – Bulk Earthworks

Stantec has prepared a comprehensive Geotechnical report in line with Chapter 3.7 of the Central Coast DCP, detailing the geotechnical conditions and their implications for the design and construction of the proposed development. The report includes an analysis of soil conditions necessary for designing building foundations and car park pavements, earthworks procedures, and guidelines for site preparation, excavation, and fill construction.

The report recommends suitable footing types, foundation bearing pressures, and advises on footing settlements and retaining wall design. Despite the site not being classified as prone to landslip, the report advises incorporating slope stability measures due to steep slopes and deep excavations on certain boundaries.

Recommendations include ensuring footings are founded in competent strata, implementing effective drainage systems, supporting cuttings with retaining walls, and engineering retaining walls to manage lateral earth pressures, including drainage to prevent water buildup.

6. IMPACT ASSESSMENT

This section assesses the environmental impacts of the proposed development as amended considering the potential environmental, economic and social impacts as outlined. It should be read in conjunction with the specialist technical reports listed in Section 1.

6.1.1. Visual impact

An updated and comprehensive visual impact assessment has been prepared by architects DEM and is included with this updated DA package. This has specifically prepared to address the following matters:

- The potential impact of works on the streetscape/public domain and mitigation measures
- The latest architectural design plans and latest landscape design plans
- The integration of key findings from the noise impact assessment, including noise wall treatments.

A number of key view points were identified for the assessment, as illustrated in Figure 3 below.

Figure 3 – Key viewpoints



As the buildings and built form elements would be visible from adjoining roads, the streetscape character of Racecourse Road, Faunce Street West and Young Street would be altered. However, the height and bulk of proposed buildings and structures would be consistent with neighbouring buildings. The administration building would reflect the bulk and scale of the two to three-storey commercial buildings south of the site on Racecourse Road. The bus workshop and covered bus parking structure would reflect the bulk and scale of other light industrial/commercial buildings located on Young Street south of the site, and Faunce Street West north of the site.

A copy of the full visual impact assessment accompanies this Addendum SEE.

6.2. TRAFFIC & PEDESTRIAN MOVEMENT

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 revised 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.

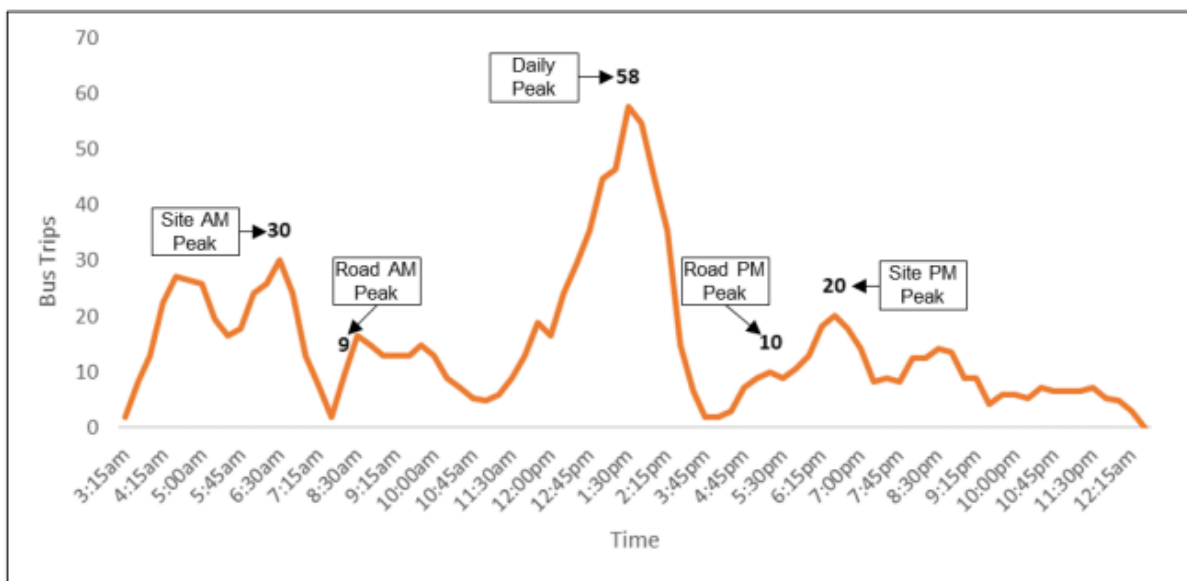
Traffic Generation

Traffic generation section has been updated to provide a clear understanding of the expected traffic volumes.

The peak bus arrival and departure times along with the estimated bus trip generations for each peak period are as follows:

- Site AM departure peak 6:30am to 7:30am **30 bus trips**
- Site PM arrival peak 6:30pm to 7:30pm **20 bus trips**

Figure 4 Estimated bus generation



Source: Stantec, 2024

The anticipated light vehicle traffic generation for the proposed development has been methodically estimated, considering both bus drivers and office/maintenance staff, in addition to bus trips. It's predicted that all bus drivers will drive to and from the site, adding 10 light vehicle trips during peak road network hours to the 10 bus trips. Additionally, it's assumed that 80% of the office and maintenance staff, necessitating 33 on-site parking spaces, will travel to and from the site during these peak times.

This assessment translates to an additional 26 vehicle trips during peak hours, with a distribution of 21 vehicles entering and 5 exiting in the morning, and the reverse in the evening. Therefore, an estimated total of 36 light vehicles (combining bus drivers and office/maintenance staff) are expected to either enter or exit the site during peak road network hours, with the remaining at-grade car park spaces allocated to bus drivers starting shifts outside these peak periods.

Channelised Right Turn

There would be a need for the construction of a channelised right turn (CHR) on Racecourse Road to address the potential congestion from northbound traffic caused by buses and cars queuing to enter the site. A separate approval under *section 138 of the Roads Act 1993* will be sought for this work. Information about the construction of a channelised right turn is given for assessment purposes not approval.

A turn warrant assessment, adhering to the Australian roads Guide to Traffic Management Part 6, was conducted for both the bus depot and staff car park entrances. Swept path and SIDRA network analyses were updated to assess the impact of queuing within the CHR turn bays.

The assessment supports the implementation of a CHR for both access points, which are situated approximately 30 metres apart. Given their proximity, a single CHR treatment for both entrances is deemed the most practical solution. This approach is justified by low traffic volumes, non-peak traffic generation, familiar users, and minimal overlap between bus and car activities.

The plan introduces two separate access driveways—one for buses and another for staff—representing an increase of one driveway compared to the current setup. Additionally, the existing bus zone on Racecourse Road's eastern side will be relocated to accommodate the staff driveway, aligning with the Bus Infrastructure Guide 2011 requirements by extending the bus zone's length.

Implementing the CHR design will result in the net loss of seven on-street parking spaces, reflecting a carefully considered strategy to mitigate traffic impact while enhancing access to the proposed development.

With the introduction of the proposed CHR treatment on Racecourse Road, the existing mid-block pedestrian crossing will be affected. In evaluating the need for relocating or removing the pedestrian refuge island, key considerations were considered. Notably, the absence of a footpath on Racecourse Road's eastern side indicates it is not a significant pedestrian path. Additionally, a License Agreement exists between Busways Gosford and the Gosford Race Club, allowing the race club's patrons to use the site as overflow parking during events, with the pedestrian crossing facilitating their movement to the racecourse.

As the the development will render the site unavailable for overflow parking, the pedestrian refuge island's primary function will diminish. Thus, it is deemed appropriate to remove the refuge island, although approval for that removal is not sought as part of this development application. A separate approval under *section 138 of the Roads Act 1993* would be sought for this work. This decision aligns with the broader traffic management strategy to enhance the functionality and safety of the development's access points.

Access & Security Gate

The proposal includes the provision of two access driveways on the eastern side of Racecourse Road along the western site boundary. The northern driveway is proposed for use by buses only (plus waste and service vehicles when / as required) and the southern driveway for light vehicles (staff movements) to and from the at-grade car park at the southern end of the site. The northern access (bus) would be restricted to left out movements only for egressing vehicles during peak periods, with appropriate signage erected adjacent to the access driveway.

Each access will be fitted with automatic security gating that would remain open during daylight hours to minimise delays on ingress/egress and thereby mitigate any potential queuing onto Racecourse Road. This arrangement has been included as part of the operational management plan prepared by Urbis for the site, which details the access controls to/from the site including access restrictions for buses and the proposed security gate operations.

6.2.1. Civil

The Civil report prepared by AT&L outlines the stormwater management, earthworks, and erosion control measures in alignment with local guidelines and standards. It focuses on ensuring stormwater infrastructure is adequate for managing onsite flows and integrates Water Sensitive Urban Design (WSUD) principles to minimise environmental impacts.

Detailed analysis includes cut/fill requirements, retaining wall construction, and stormwater drainage design to accommodate 20-year and 100-year ARI events. The report confirms the development's

preparedness for effective stormwater management, reducing flood risk, and promoting sustainable urban water management practices.

Cut/Fill requirements

The site requires bulk and detail earthworks to be carried out across the various stages. All volumes below are approximate and should be read in conjunction with AT&L's Bulk Earthworks Cut / Fill Plan.

Table 7 Proposed Earthworks to the Site

Parameter	Volume (m3)
Cut	-30,200
Fill	+1,850
Balance	-28,350
Strip 200mm	-4,000 (assumed to be re-used on site TBC at detailed design stage)

Source: AT&L, 2024

Retaining Walls

To ensure level changes are accommodated, batter slopes will be utilised wherever feasible. In instances where batter slopes are impractical, retaining walls will be erected following the current civil and earthworks design, detailed by Triaxial.

These walls are to be constructed in accordance with the manufacturer's design guidelines and validated by a structural engineer before construction. Construction will be staged, maintaining a 1 in 3 batter for stability where walls are not possible, and any batters steeper than 1 in 4 will be vegetated. Retaining walls will be situated within the boundaries of the site on private property.

6.2.2. Flood Management

The flood impact assessment report prepared by AT&L concludes with notable updates and findings concerning the proposed development's flood management capabilities. Key updates include the adoption of a Rainfall on Grid method for more accurate catchment hydrology and the representation of overland flow paths, as well as the inclusion of acoustic noise walls, proposed buildings, and integration with the existing Council drainage network.

The assessment also introduces additional modelling to account for potential blockages in the drainage system.

The report highlights the proposed development's advantage of a quick response time to flooding due to steep slopes and rough terrain in the upstream catchment, reducing the likelihood of simultaneous overland flows and mainstream flooding of Narara Creek. Subsequently, the development is deemed capable of effectively managing flood flows.

Further flood modelling confirms the site's compatibility with previously raised matters, ensuring that Probable Maximum Flood (PMF) event flows can be safely conveyed across the site through overland flow, and that buildings can meet freeboard requirements. Additionally, the Brisbane Water Foreshore Floodplain Risk Management Plan (2015) indicates that access to the site from Faunce Street West

and Showground Road remains viable during a PMF event, with on-site buildings available for temporary shelter in case of evacuation.

A separate flood management plan has been prepared by AT&L for all staff and visitors on site to use in case of flooding. The plan details the key principles for emergency management being prevention, preparedness, response, and recovery aligning with the NSW guidelines.

6.2.3. Environmental

The Biodiversity Development Assessment Report (BDAR) for the proposed bus depot development assesses the impact on biodiversity under the Biodiversity Offsets Scheme (BOS). The assessment, fitting the criteria for a small area (less than 1 ha of impact), indicates no significant biodiversity values will be disturbed. The development impacts a total area of 0.78 ha, with no threatened flora detected, but identifies four threatened bat species and acknowledges the presence of Swamp Sclerophyll Forest on Coastal Floodplains, a vegetation type recognized under the BC Act.

The report indicates that while some vegetation will be retained, clearance of trees and management of the Asset Protection Zone (APZ) will impact all mapped vegetation on site. This will necessitate credits for specific plant community types and the Eastern Cave Bat. Recommendations include using local native species for perimeter landscaping, replacing exotic trees with smaller native varieties to avoid interference with power lines, and suggesting fruiting plants to support local fauna.

The BDAR advises against installing nest boxes due to the limited size of retained trees and suggests having a fauna ecologist on call during vegetation removal to relocate displaced fauna. The report also stresses the importance of proper tree protection measures during construction to ensure no over-clearing occurs and that an arborist oversees these processes. The recommendations ensure that the development not only complies with regulatory requirements but also contributes positively to the local ecosystem through the strategic selection and management of vegetation and fauna. This approach exemplifies a responsible and sustainable development practice that aims to preserve biodiversity while facilitating urban growth.

6.2.4. Operational Management

Further information has been included in the operational management plan and as an addendum for the proposed development. The addendum outlines management on site for vehicle refuelling, fuel deliveries, bus parking, and vehicle manoeuvrability, ensuring a holistic approach to managing both daily operations and extraordinary events like flooding impacts on the road network.

Central to this plan is a safe and efficient refuelling operation, facilitated by scheduled deliveries and equipped with emergency management tools to handle spills. The design accommodates 96 bus parking spaces with optimised layouts for easy manoeuvring and access to essential services, underscoring the priority for orderly and safe vehicle movements within the site. Furthermore, flood management strategies are integrated to maintain operational continuity during adverse weather conditions, demonstrating the development's commitment to resilience, safety, and environmental responsibility in all aspects of its operational management.

6.3. SUITABILITY OF THE SITE

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

- 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. CONCLUSION

For the purposes of the current proceedings before the *Land and Environment Court*, the proposed updates to DA23/1084 have been assessed in accordance with Section 4.15 of the EP&A Act and it is considered appropriate for the site and locality as summarised below:

- 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 employ

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.

FROM HERE

Any questions or wish to discuss related matters, please do not hesitate to contact either Summer Harrison or the undersigned.

Kind regards,



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