

11 July 2024

Julide Ayas
Senior Associate
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Dear Julide,

RACECOURSE ROAD BUS DEPOT - OPERATIONAL MANAGEMENT PLAN, SUPPLEMENTARY INFORMATION

1. INTRODUCTION

This submission in respect of operational management plan matters has been prepared by Urbis Pty Ltd on behalf of Waluya Pty Ltd ('Waluya') as part of proceedings before the *Land and Environment Court of NSW*.

This submission should be read in conjunction with the lodged OMP, as revised (dated 2 May 2024), and Traffic Impact Assessment report prepared by Stantec and assesses the additional matters beyond those assessed in the lodged DA.

2. MATTERS ADDRESSED IN SOFAC/SOFAC IN REPLY

The Department of Planning on 15 June requested additional information on this matter,

- 12.2. *The POMP has not outlined the site management measures to be implemented noting the various conflicting vehicle movements on the Site and the potential that buses may be unable to access the Site pending other vehicle movements on the Site.*
- 12.3. *The POMP has not addressed how deliveries to the Site would be managed, including diesel deliveries.*
- 12.4. *The POMP has not addressed how the western bowser would be accessible although it is located within a number of bus parking spaces.*
- 12.5. *The POMP has not addressed site management measures to be implemented to allow access to the southernmost row of bus parking.*
- 12.6. *A revised POMP that addresses points 12.2 – 12.5 above.*

3. SITE LAYOUT & DESIGN

The revised Traffic Impact Assessment prepared by Stantec incorporates a comprehensive review of the proposed site layout and design to ensure optimal access, internal flow, and capacity in line with the relevant Australian Standards. The assessment covers various critical aspects, including site access arrangements, swept paths, gradients, queuing capacity, parking bay dimensions, circulation patterns, parking for individuals with disabilities, and pedestrian infrastructure.

Detailed evaluations of the site's capacity to support two-way traffic flows and provide unimpeded access to all bus parking spaces have been conducted. This includes specialised swept path analysis for both standard passenger vehicles and 12.5-metre-long rigid buses, ensuring the layout accommodates the site's operational requirements and refuelling.

The proposed development layout has thoroughly considered the manoeuvring requirements of buses, ensuring the site facilitates ease of movement and access to various internal amenities. This has been clearly demonstrated through comprehensive swept path analyses prepared by Stantec, underscoring the project's commitment to operational efficiency and safety.

4. GENERAL OPERATIONAL MANAGEMENT MEASURES

In accordance with the traffic impact assessment (TIA) prepared by Stantec, the site has the capacity to accommodate two-way traffic flows where necessary while allowing independent access to and from all bus parking spaces, although the southern spaces adjacent to the car park would require some level of on-site management to ensure all buses can access each of the bays as required. Buses can enter the site, access the necessary spaces, wash areas, workshop/ maintenance areas and turnaround facilities as required.

There are some gradients across the site that result in necessary access ramp grades, however, these are all in accordance with Australian Standard requirements having regard to the largest design vehicle and with consideration to all sightlines and gradients across the site boundary. Swept path assessment, sightline assessment and vertical clearance assessments are included in Appendix C of the TIA.

The bus travel routes to and from the site have also been considered. In this regard, the following are roads that are in the vicinity of the site and routes approved by the National Heavy Vehicle Regulator (NHVR) to be accessible by vehicles up to 26.0 metre B-Double vehicles:

- Racecourse Road
- Central Coast Highway
- Manns Road
- Pacific Highway

On this basis, all key roads surrounding the site are anticipated to be able to cater for regular use by 12.5-metre-long buses.

4.1. GATE ACCESS

The gates will remain open during the following:

- Weekdays, 3:45am to 9pm.
- Weekends, 6:00am to 6:00pm.
- Closed during off-peak hours.

Afterhours access to the depot as needed, is achieved via communication with the operational control staff on-site or the network, 5-10 mins before a bus departs or arrive from/to the depot.

Communication between the bus fleet and on-site depot manager prior to the bus arrival will be undertaken to misimise queuing of buses turning into the bus depot and mitigate impacts of traffic flow along Racecourse Road.

The overall operational management of gate access will be overseen by the on-site manager ensure efficient and timely entry and exit of buses while minimising traffic congestion along Racecourse Road.

4.2. SIGNAGE

In response to contention 3, specific measures, including the strategic placement of on-site signage, have been implemented to restrict right-hand turns at designated times for vehicles exiting the site. The approach to way-finding signage is deliberately simple, focusing on site access and egress points to minimise visual clutter and confusion from the public realm's perspective.

To maintain the area's aesthetic integrity and avoid dominating the skyline or obstructing key views for motorists and pedestrians along Racecourse Road, the proposed signage will be limited to small totem structures. These structures will be tactfully positioned within landscape buffer areas adjacent to vehicle entry points.

The design of the signage structures prioritises high quality, durability, and a ageless appearance, incorporating integral colours and finishes that require low maintenance. This ensures that the signage is not only functional and effectively communicates traffic directives but also aligns with the surrounding environment. These measures collectively ensure the smooth management of traffic flow, particularly regarding the controlled use of right-hand turns, while preserving the visual and character scale of the area.

5. VEHICLE MANOEUVRING

To facilitate smooth vehicular access and egress, the site is equipped with an advanced automatic security gate system, operational 24/7 to ensure unrestricted movement for authorised vehicles. This system is designed to remain open during operational hours to allow for efficient vehicle manoeuvring within the premises, specifically accommodating the unique needs of buses and light vehicles associated with the depot's activities.

The site layout has been thoughtfully planned to ensure seamless vehicular movement, with dedicated pathways for both entering and exiting vehicles. Special attention has been given to the manoeuvring requirements of buses, ensuring they can navigate the site without impeding each other or affecting

the movement of light vehicles. This is achieved through the strategic placement of the bus driveway and parking spaces, allowing for straightforward access to refuelling, servicing, and parking areas.

In line with the commitment to safety and minimising disruptions to the surrounding road network, way-finding signage will be installed at critical points around the site. These signs are designed to be visually unobtrusive yet effective in guiding drivers, thereby preventing any confusion or potential congestion within the site. The signage will be constructed from high-quality materials to ensure durability and low maintenance, with designs that complement the overall aesthetic of the area and do not obstruct views for motorists and pedestrians on Racecourse Road.

The operation of the automatic security gate, coupled with the strategic site design and signage, underscores our dedication to maintaining a secure, efficient, and neighbour-friendly operation. These measures collectively ensure that right-hand turns for vehicles exiting the site are managed effectively, aligning with operational requirements and community expectations.

5.1.1. Access

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 would be fitted with automatic security gating that would remain open during operational periods 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 others for the site, which details the access controls to/from the site including access restrictions for buses and the proposed security gate operations.

5.1.2. Channelised Right Turn

As part of the comprehensive traffic management strategy for the bus depot on Racecourse Road, the development includes the construction of a channelised right turn (CHR) to enhance traffic flow and safety. This infrastructure improvement is designed to mitigate potential impacts on northbound traffic, particularly from queuing buses and cars entering the depot.

A turn warrant assessment, aligned with the Austroads Guide to Traffic Management Part 6, supports the establishment of CHR for both the bus access and the staff car park entrance. Given their proximity—separated by approximately 30 metres—a combined CHR treatment for both entrances is identified as the most effective solution. This design decision is validated by considerations such as low traffic volumes, peak generation occurring outside the main road network peaks, and the minimal crossover between bus and car movements assessed by Stantec.

The implementation of the CHR aims to ensure a smooth ingress and egress for buses and staff vehicles, mitigating potential traffic congestion and enhancing safety for all road users. Detailed swept path assessments and modelling as part of a SIDRA network analysis underline the effectiveness of the CHR in managing queuing impacts efficiently.

Furthermore, the proposed development incorporates the relocation of the existing bus zone on the eastern side of Racecourse Road to accommodate the new staff access driveway. This adjustment is necessary to comply with the Bus Infrastructure Guide 2011, extending the bus zone's length to meet specified requirements.

Overall, the introduction of the CHR, coupled with strategic site access design and compliance with traffic management guidelines, forms a critical component of the depot's operational management plan. This approach ensures minimal disruption to the surrounding traffic flow, aligning with the commitment to safety and efficiency.

5.1.3. Fuelling

Bus refuelling occurs once daily upon the bus's return to the depot after completing its shift. A dedicated refueller is always available on-site to perform this task efficiently. During refuelling operations, the bus driver remains inside the bus cabin.

To ensure safe manoeuvring during refuelling activities, the depot employs a yard assistant and refueller stationed outside, along with a traffic controller/supervisor positioned inside the office building.

The traffic controller/supervisor monitors both departing and returning buses, overseeing safety protocols. The strategic placement of the traffic control room within the office building provides optimal visibility of the entire yard, ensuring continuous surveillance and upholding safety standards within the bus depot.

5.1.4. Management on Site

A dedicated traffic controller is present on-site at the bus depot throughout the day, providing continuous support to staff members. Their primary responsibility is to uphold safety standards for departing and returning buses and manage bus routes effectively. They maintain a log of buses departing and returning to the premises and remain in constant communication with bus drivers as needed.

Effective communication between the bus driver and traffic controller is undertaken particularly in the 5-10 minutes preceding bus departures or arrivals. During this time, they coordinate to ensure buses adhere to their designated routes and manage traffic flow within the depot and the ingress/egress driveway, namely Racecourse Road. Typically, the number of traffic controllers on duty varies from 1 to 3, with weekdays requiring 2-3 controllers and weekends 1 in accordance with the number of buses deployed for services.

Additionally, the presence of 1 or 2 yard assistants supports the traffic controllers in addressing any issues or communication breakdowns with drivers. They maintain clear communication channels with the traffic controller via walkie-talkies, ensuring unobstructed sightlines for buses entering and departing the bus depot and assistance with parking.

This arrangement has been reflected in the updated Operational Management Plan.

6. MANAGEMENT OF DELIVERIES

To streamline the operational management of the site, the delivery schedule is as follows:

- Diesel fuel is to be delivered between 4 am and 12 pm every 3-4 days, timed to coincide with off-peak depot hours to minimise congestion.
- Bus parts are received daily between 7:30 am and 5 pm,
- Paint supplies are received every fortnight within the same hours of 7:30 am and 5 pm,

- Amenities and office supplies are scheduled for delivery every fortnight and every two months, respectively, between 9 am and 5 pm.

The diesel fuel truck, being the longest vehicle, measures slightly over 12.5 metres, with all other deliveries made via standard-sized trucks. The manoeuvring has been tested and analysed through swept paths undertaken by Stantec to ensure all access is feasible.

To ensure smooth ingress and egress of all deliveries including the longer diesel fuel truck, while minimising disruption to depot operations and local traffic, signage will provide clear details for wayfinding to the designated areas. This will streamline the delivery process and ensuring operational efficiency mitigating any impact to the site and surrounding area.

7. VEHICLE PARKING MANAGEMENT

The car parking demand at the bus depot is anticipated to include office and maintenance staff, as well as bus drivers who arrive by car before their shifts begin and depart after their shifts end. To accommodate this, designated parking bays are allocated on the north of the site for workers, ensuring a systematic and orderly parking arrangement.

Upon arrival, employees utilising the car park will proceed to the allocated parking bay, from where they will transition across to their respective work areas or bus operation duties. For those starting their shifts, access is facilitated through the left egress point, enabling them to efficiently merge onto Racecourse Road with a left turn.

Conversely, at the conclusion of their shifts, bus operators will return their buses to the designated depot area, proceed on foot to the car park, and exit their parking space with a left turn onto Racecourse Road. This structured approach to vehicle parking and movement is designed to optimise traffic flow within the site, ensuring safe and efficient access and egress for all employees while minimising potential disruptions to the surrounding road network.

8. FLOOD MANAGEMENT

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.

The flood management strategy for the bus depot, as detailed in the Flood Impact Assessment prepared by AT&L, indicates that the development is expected to have a negligible impact on the surrounding community during flood events. In the unlikely event of a Probable Maximum Flood (PMF) event, with a probability ranging from 1:1,000,000 to 1:10,000,000, there may be brief instances when the depot's driveway becomes impassable. Under such conditions, it is anticipated that buses could queue along Racecourse Road for a maximum of five minutes until the inundation of both the driveway and the local road network subsides.

The intersection of Central Coast Highway and Racecourse Road faces a regional flood challenge, mainly due to the mainstream flooding of Narara Creek and its interaction with the Henry Kendall Bridge. This interaction causes the upstream catchment to temporarily act as a basin during extreme flood events. However, the scale of the bus depot does not materially alter the existing regional flood regime.

The Brisbane Water Foreshore Floodplain Risk Management Plan (2015) provides that access to the site from the northeast via Faunce Street West and Showground Road is feasible even during a PMF event. In scenarios where evacuation is temporarily impossible, the plan advises that patrons shelter in place within the depot's facilities until it is safe to evacuate or resume normal operations. This measure ensures the safety of all individuals on-site during severe weather conditions, demonstrating the depot's commitment to comprehensive flood management and community safety.

9. CONCLUSION

This Preliminary Operational Management Plan framework describes the proposed measures that will be implemented to ensure the orderly, safe and effective operation of the Bus Depot Waluya being a 'good neighbour', who are responsive to, and considerate of, the needs of others.

The Preliminary OMP has been updated to reflect the arrangements discussed.

FROM HERE

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

A handwritten signature in blue ink, appearing to read "swilkes".

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