



ANGEL PLACE
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SYDNEY NSW 2000

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11 July 2024

Julide Ayas
Senior Associate
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Dear Julide,

RACECOURSE ROAD BUS DEPOT REVISED DESIGN ENVIRONMENTAL IMPACT ASSESSMENT

1. INTRODUCTION

This letter has been prepared by Urbis on behalf of Waluya Pty Ltd (**the Proponent**), before the *Land Environment Court of NSW*.

This letter should be read in conjunction with the lodged documents and architectural documents, that includes but is not limited to updated architectural drawings, landscaping drawings and urban design report.

2. ENVIRONMENTAL IMPACT ASSESSMENT OF THE AMENDMENTS PROPOSED

The amendments to the proposed development have an overall less environmental impact, resulting in an improved community outcome. Amendments to the proposed development has been listed and assessed below.

Design Amendments	Assessment of Impact
Increased landscaping setbacks to Faunce Street West and Young Street	The increased landscaping setbacks to Faunce Street West and Young Street enhances the existing biodiversity by providing more planting improving the visual appeal and create a more attractive environment for the community. This change further reduces the heat island effect, being more responsive to the surrounding area.
Relocation of retaining walls adjacent Faunce Street West and Young	The relocation of the retaining walls reduce the visual impact along Faunce Street West and Young Street

Design Amendments	Assessment of Impact
Street to increase landscape buffering	improving the opportunity for enhanced biodiversity and creating a net positive to the area.
Reconfiguration to the at-grade private vehicle car park	The reconfiguration of the at-grade private vehicle car park preserves more mature trees existing on site, and reduces visual clutter, in turn improving the visual identity of the area. The reconfiguration also minimises heat absorption by reducing the amount of hard surface area proposed.
Reconfiguration to the bus parking hard stand	The reconfiguration of the bus parking hardstand accommodates increased landscaping, enhancing the site's ecological value and reduces visual impact, making the area more appealing. Additionally, this change improves stormwater management by increasing permeable surfaces.
Inclusion of the right-hand turn land from Racecourse Road	The inclusion of the right-hand turn lane from Racecourse Road improves traffic flow, reducing congestion & associated impacts, and overall enhances road safety for all users, minimising accident risks. This addition ensures timely bus operations to enter and exit the site, contributing to overall traffic efficiency.
Inclusion of portion of kerb and gutter at the intersection of Faunce Street West and Young Street illustrated on the plans	The inclusion of a portion of kerb and gutter at the intersection of Faunce Street West and Young Street enhances site drainage, reducing the risk of localised flooding. This change also improves road safety by clearly defining the roadway and contributes to a more organised and visually appealing streetscape.
Relocation of the acoustic walls at the northwest corner of the site	The relocation of the acoustic walls at the northwest corner of the site improves views for local residents, enhancing their living environment. This adjustment reduces the visual dominance of the walls, making the area more attractive, and provides additional opportunities for landscaping, further enhancing biodiversity.
Inclusion of wayfinding and signage on plans	The inclusion of wayfinding and signage on plans improves safety guiding pedestrians and vehicles effectively and enhances the user experience, making navigation easier. This change reduces confusion and potential traffic conflicts within the site.
Inclusion of design excellence statement and assessment	The inclusion of a design excellence statement and assessment ensures the design is high-quality that respects the local context and environment.

Design Amendments	Assessment of Impact
	Further demonstrating a commitment to sustainable and community-friendly development and provides a comprehensive evaluation of impacts, leading to informed and beneficial design choices.

3. CONCLUSION

The proposed amendments to the Racecourse Road Bus Depot development represent a significant improvement in terms of environmental impact and community outcomes.

The proposed development as amended is considered appropriate for the site and locality as summarised below:

- The proposal satisfies the applicable planning controls and policies
- The proposal will have enhanced minimal environmental impacts as identified above,
- 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

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.

Kind regards,



Simon Wilkes
Director
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