

11 July 2024

Julide Ayas  
Senior Associate  
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Dear Julide,

## RACECOURSE ROAD BUS DEPOT SUPPLEMENTARY ADVICE ON EXTENT OF EARTHWORKS

This submission in respect of earthworks 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 DA (dated 19 December 2022) and the updated documentation bundle (February 2024) that includes but is not limited to updated civil design drawings and an updated architectural design report.

### 1. BACKGROUND/CONTEXT

The application has sought to achieve approval for bulk earthworks on the site, described as follows:

*"Bulk earthworks to achieve the final ground levels for the development. The cut on site is approximately 7m in the north-eastern corner, with the proposed fill approximately 3.5m in the south-west corner."*

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

*"Details of the extent of earthworks proposed including justification for the works and details of the retaining walls required (SOFAC, para 40)"*

#### **Additional information required.**

*4.8 Suitable justification for the extent of earthworks proposed*

*.... 4.9-4.112 (additional detail)*

*4.13 Consideration of Chapter 7 of the Central Coast DCP.*

### 2. SUPPLEMENTARY INFORMATION

The extent of earthworks required for the proposed development is required to facilitate the intended land use/development outcomes. At its highest level, the extent of earthworks is requirement to achieve the object of the Environmental Planning and Assessment Act 1979,

*"1.3 (c) to promote the orderly and economic use and development of land"*

## 2.1. ALIGNMENT WITH THE ZONE OBJECTIVES:

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.*

The proposed development is consistent with the objectives of the zone.

## 2.2. SUITABILITY OF THE SITE FOR THE PROPOSED DEVELOPMENT

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

- The site is Zoned B6 'Enterprise Corridor'.
- 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.

## 2.3. ALIGNMENT WITH THE REQUIREMENTS AND OBJECTIVES OF THE REGIONAL SEPP

As set out in detail within the Addendum Statement of Environmental Effects (Urbis, February 2024), the proposed development is consistent with the Regional SEPP – Chapter 5, for reasons including but not limited to the following:

Table 1 1 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.

Objective	Comment
(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.	<p>By serving as a transportation hub, the bus depot would position Gosford City Centre as a key node in the regional transport network.</p> <p>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.</p>

It is important to note that within the SEPP, there are no prescribed development standards or similar for earthworks. Proposals are therefore required to be considered on a merit basis.

## 2.4. ALIGNMENT WITH THE CENTRAL COAST DEVELOPMENT CONTROL PLAN 2022 (THE CENTRAL COAST DCP)

The DA has been assessed in accordance with Chapter 3.7 of the Central Coast DCP, as mandated by Section 1.8 of the Gosford City DCP.

Stantec's Geotechnical report, adhering to these guidelines, provides a detailed examination of the site's geotechnical conditions, affecting both design and construction. The report details soil analysis for foundation and pavement design, along with earthwork and excavation strategies. The report identifies specific foundations and drainage systems to address slope stability and manage earth pressures, ensuring structural safety despite the absence of landslip classification for the site. Further, the various civil reports prepared by AT&L confirms the sites suitability for development and overall compliance with the objectives outlined within the Central Coast DCP.

## 2.5. PRACTICAL AND SAFE USE OF THE SITE

There are a range of practical considerations for the development of the site, summarised as follows:

- **Requirement for workplace safety** – there are statutory obligations on businesses, such as Busways, to ensure that workplaces are safe environments. With the proposed activities, it is important that:
  - Vehicles are manoeuvring with minimal grade.
  - Vehicles are parking with minimal grade.
  - That employees are able to work on surfaces within minimal grade.
- **Manoeuvring of vehicles** – there is a requirement for vehicles to be able to manoeuvre, including turning, without physical interference. It is therefore not appropriate within the operational areas of the site therefore to have retaining walls, steps, ramps or similar. Not only is there a requirement to

achieve recommended swept paths for the turning of vehicles, but it is also important that vehicles do not scrape or similar.

## **2.6. POTENTIAL IMPACTS FROM THE PROPOSED EXTENT OF EARTHWORKS.**

As set out in the comprehensive documentation forming part of the DA package, the extent of works (on a merit basis) does not give rise to any adverse impact nor compliance with development standards. This includes, for example:

- Compliance with height plane – this continues to be achieved.
- Acoustic impacts – this has been comprehensively considered as part of the acoustic impact assessments.
- Visual impacts – this has been comprehensively considered as part of the visual impact assessment. This includes but is not limited to the consideration of key view-points and streetscapes.
- Stormwater – this has been comprehensively considered as part of the stormwater assessment report.
- Geotechnical considerations - this has been comprehensively considered as part of the geotechnical assessments.

The extent of works proposed does not given rise to any material adverse impact in respect of such matters.

## **3. SUMMARY/CONCLUSION**

For the reasons set out, the extent of earthworks set out within the proposed development is justified and reasonable in its context.

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

Yours faithfully,

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

Simon Wilkes  
Director  
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