



dem

17 July 2024

Mills Oakley  
Level 7/151 Clarence St,  
Sydney NSW 2000

**Attention: Aaron Gadiel**

Dear Sir

**Justification for maintaining the current location of the private vehicle ramp and retention of 'potential future depot expansion area' | Waluya Pty Ltd v Minister for Planning and Public Spaces**

DEM has investigated the potential to relocate the private vehicle ramp further south along Racecourse Road and we provide the following justification to retain the existing ramp location.

**1. Loss of four private vehicle parking spaces.**

Amending the location of the private vehicle ramp will result in the loss of four private vehicle spaces. As a policy, Waluya Pty Ltd plans car parking in depots with a 1:1 ratio to the proposed number of staff. (Please refer to the extract below from the Waluya Pty Ltd Operational Management plan.)

The policy is implemented to optimise productivity and efficiency to deliver essential & punctual services to the Central Coast area.

Waluya Pty Ltd does not want their staff exhausting their time and energy in search for parking elsewhere as it will impact on service performance and delivery time.

Waluya Pty Ltd are already at an 8% deficit for optimised car parking based on amendments made to the original DA car park layout.

(Note, the original DA provided 113 car spaces to staff numbers, a ratio of 0.95:1, and the revised DA private car parking layout provided 110 spaces to staff numbers, a ratio of 0.92:1 ratio, which amounted to a loss of three car spaces.

Waluya Pty Ltd are not able to accept a further deficit in private car parking numbers as suggested as this would amount to 7 less private car parking spaces than first proposed in the original DA submission.

A further reduction of 4 private car spaces would provide Waluya Pty Ltd with a total of 106 spaces to staff numbers, resulting in a ratio of 0.89:1 which would impact the function of the facility.

**6. FULL TIME EQUIVALENT STAFF**

The proposed number of full-time equivalent staff to be employed on site is set out in Table 1 below.

Table 1 Full Time Equivalent Staff

Role	No. of Staff
Bus Drivers	95
Workshop Staff	14
Office Staff	10
<b>Total</b>	<b>119</b>

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The rate of private vehicle parking spaces, against the proposed staff establishment, has been determined based on a study of staff parking rates at other similar Busways facilities. The provision is thus tied to the parking needs of the specific staffing level (bus drivers and support staff) that will be present at this depot. If parking is reduced, the depot will not be able to support the required staffing profile. The operations of the depot cannot be split between two sites. If the parking is reduced, the site will not be suitable for the proposed use.

## **2. Reduction of future potential development area.**

It is not possible for Busways to use the land identified as 'future potential development area' (on the architectural plans) as part of the private vehicle car park (or for access to that car park).

The design and footprint of the proposed bus depot has been dictated by Busway's assessment of its operational requirements for the eight-year life of the **current** Transport for NSW contract.

It is very likely that, after that eight-year period, the demand for increased services in the area will be greater, and an extension to the facility will be required at that time.

Busways has informed us that its internal business case necessitates that the bus depot must have an operational life beyond the immediate eight-year horizon. That is, the investment cannot proceed unless the bus depot can handle both the needs of the **current** TfNSW contract, as well as the potential to accommodate an expansion to meet the likely requirements of the **next** such contract.

If any part of the land identified as 'future potential development area' is used absorbed into the footprint of the current proposal, it will not be possible to meet the business case requirement that there will be sufficient land to accommodate the next contract. Busways has informed us that it will not proceed with its investment if it apparent that the depot would have to be relocated in a horizon as short as eight-years.

## **3. Impaired legibility of private vehicle car park.**

Relocation of the private vehicle ramp will result in impaired efficiency and legibility of the car park due to the requirement for a "dog leg" manoeuvre for access and egress from Racecourse Drive.

This manoeuvre will require additional wayfinding signage which will contribute to increased visual clutter when viewed from within the site and the public realm.

## **4. Removal of two existing street trees.**

Relocation of the private vehicle ramp further south along Racecourse Road will require the removal of two existing street trees. The removal of these trees will reduce the existing vegetated buffer along Racecourse Road and will increase the visual impact of the car park when viewed from the public realm.

Yours faithfully

  
**Jon Pizey**  
Group Design Partner