

Transport Engineering

REF: N131975

DATE: 10 December 2021

St Hilliers Property
Level 3, 8 Windmill Street
MILLERS POINTS NSW 2000

Attention: Justyn Ng

Dear Justyn,

RE: CENTRAL COAST QUARTER NORTHERN TOWER, 26-30 MANN STREET GOSFORD – RESPONSE TO DPIE AND TRANSPORT FOR NSW SUBMISSIONS

The following letter has been prepared in response to Transport for NSW and Department of Planning, Industry and Environment's (DPIE) request for additional information in relation to Stage 1 of the proposed mixed-use development at 26-30 Mann Street, Gosford.

Correspondence includes:

- DPIE letter to St Hilliers, dated 22 October 2021.
- Transport for NSW letter to DPIE, dated 31 August 2021
- Transport for NSW letter to DPIE, dated 22 October 2021

DPIE's Attachment 1, point 16 requests a breakdown of proposed parking into residential, residential visitor and retail. Please refer to Table 1 which provides an update to Table 5.4 of the TIA report.

Table 1: Parking requirements and provision

Use	Description	RMS Parking Requirements	GSEPP Parking Requirements	DCP Parking Requirements	Provision
Residential	1 Bedroom	8		14	140
	2 Bedroom	96		128	
	3 Bedroom	21		23	
	Visitor	27		27	27
Commercial/ Retail	621m ²	16	16	16	16
Total		168		208	183

Transport for NSW seeks clarification on a range of matters including traffic analysis, swept path assessment and the green travel plan. This letter should be read in conjunction with the Central Coast Quarter Stage 1 Transport Impact Assessment prepared by GTA, now Stantec dated 31 August 2021.

The issues raised by Transport for NSW (TfNSW) have been collated together into similar categories and reproduced in ***bold italics***. The TfNSW letters are provided in Attachment 1.

Item 1 – Traffic Modelling

TfNSW note that this development application is lodged for Stage 1 of the precinct development. TfNSW would expect that the transport impacts of all stages, as identified on the masterplan, are provided in the TIA to enable a better understanding of the cumulative impact of the development.

This DA is only seeking approval for Stage 1. Stages 2 and 3 are indicative and were considered in the original Concept Masterplan Submission and will be developed further when the respective Stages are developed for DA submission at a later stage.

Consultation with TfNSW has occurred in November/ December 2021 and is included in Attachment 2. TfNSW have acknowledged that since the Gosford City Centre Transport Plan (GCCTP) is permanently on hold and the final requirement for traffic works for the total development are dependent on the outcome of this study, TfNSW are willing to understand the traffic impacts of Stage 1 only at this point.

TfNSW review of the TIA, specifically section 8.3, identified that the phasing and timing of the traffic control signals (TCS) at the Central Coast Highway / Mann Road intersection was by observation only. This is not appropriate. TfNSW advise that traffic signal data is available by email request to SCATS.traffic.signal.data@transport.nsw.gov.au. Current data should be obtained by the applicant and used to inform updated SIDRA analysis. The updated TIA, including the SIDRA files, should be submitted to TfNSW for review.

There is insufficient information and evidence provided in the SIDRA model for review by TfNSW. The Roads and Maritime Modelling Guidelines (vers.1) February 2013, specifies the requirements for model development in Section 5 and the reporting required to enable a review.

The base model has not been modelled appropriately for the network, as it has been built as standalone intersections. The model is required to be modelled as a network within SIDRA and by not doing this, fundamentally defeats the purpose of the modelling assessment. It is recommended that a networked model be resubmitted in accordance with the requirements of Transport Roads and Maritime Modelling Guidelines vers.1 2013.

The overall TIA and SIDRA provided for review has failed to accurately represent real space movements and operations of the network. Insufficient evidence is provided to sufficiently review the SIDRA Model and is not fit for purpose. As such, the proposed road network improvements (EIS – clause 6.6.1) have not been correctly determined for this stage of the development.

To confirm, impacts of queuing were considered while calibrating the models to queues observed on site and through review of the traffic survey videos. It is noted that, with the exception of intersections along Central Coast Highway, the local intersections around the proposed site were not observed to have excessive queuing. Any significant delays or queues were related to the Central Coast Highway. Intersection approach and exit distances were altered to match existing ground conditions. Queue lengths and detailed SIDRA results are considered an appropriate representation of the 2017 existing conditions.

Nonetheless, GTA, now Stantec carried out a high-level comparison between SIDRA intersection and SIDRA network results for existing base case (2017) models. Marginal difference was observed in the actual results in the existing condition. We note that due to congestion at the Central Coast Highway/ Dane Drive intersection, traffic is unable to egress Dane Drive in base year future condition scenarios, hence less traffic travels through the Central Coast Highway/ Mann Street signalised intersection as a result in the PM scenario. We therefore recommend that both the network and isolated intersection results are reviewed to understand actual performance.

In responding to the latest queries from TfNSW, we have updated the modelling to be a Network model. We have also obtained SCATS signal timing data from Transport for NSW. The existing condition model (2017) has been operated with a user given cycle time of 120 seconds, noting resultant phase times calculated by SIDRA are consistent with SCATS. The Future Network models (base and with development) have been operated with a Network Optimal Cycle Time, noting it is common practice to process future condition models using the Network Optimal Cycle Time to ensure that the most efficient operation is proposed.

The TIA presents modelling that identifies in 2023 and 2033 the intersections of Dane Drive/ Central Coast Highway and Mann Street / Central Coast Highway will be oversaturated. Further consultation is required with TfNSW to progress an understanding of what appropriate contribution/ works in kind may be required to mitigate the impacts of this development.

As outlined in the TIA, the intersection of Dane Drive/ Central Coast Highway was operating at practical capacity in 2017 existing conditions, without any improvements this continues through to the future year scenarios as noted in 2023 and 2033, with the intersection of Mann Street/ Central Coast Highway operating at practical capacity in the PM peak by 2033.

The development is making a two per cent (of the development cost) SIC contribution, that will be put toward “road network upgrades to improve traffic flow and pedestrian connections through the city centre” (DPIE SIC Explanation Note 2020).

The networked model should include the traffic impacts on existing and proposed intersections, including Central Coast Highway and Dane Drive, Central Coast Highway and Vaughan Avenue, Central Coast Highway and Mann Street, Henry Parry Drive & Donnison Street, and the capacity of the local and classified road network to safely and efficiently cater for the additional vehicular traffic generated by the proposed development during both the construction and operational stages. The traffic impact shall also include the cumulative traffic impact of other proposed developments in the area.

This was addressed in Section 8.3 of the TIA. GTA, now Stantec has consulted further with TfNSW on this matter.

TfNSW agreed that based on the surrounding road network, location of traffic generating places and site access arrangements there would be minimal impact to the Henry Parry Drive and Donnison Street intersection with only eight vehicles during the peak hours estimated from the development. This consultation is included in Attachment 2.

The Central Coast Highway and Vaughan Avenue intersection has been included in the updated SIDRA models. It is noted however that due to the current local road network arrangement with Baker Street being one-way and a “No Right Turn” onto Vaughan Street, that no vehicles from Stage 1 will be using the intersection of Central Coast Highway and Vaughan Street.

Item 2 – Green Travel Plan

TfNSW has reviewed the overview Green Travel Plan (GTP) and has a number of recommendations to improve the GTP and the proposed initiatives to encourage sustainable transport to the site. It should be a priority for the proponent to secure funding, human resourcing and an agreed timeframe for completion of key actions identified in the GTP to support sustainable transport outcomes. TfNSW would welcome further discussions with the proponent regarding these matters to ensure their delivery.

TfNSW has reviewed the EIS, and Appendix M – Traffic Report. TfNSW recognises the work done on the overview of the Green Travel Plan (GTP) for the proposed development of Central Coast Quarter at 26-30 Mann Street, Gosford, and has the following recommendations to implement a GTP.

We note the recommendations outlined in the letter dated 22 October 2021 for inclusion into the Green Travel Plan which will be developed prior to the commencement of operations, however we request that TfNSW remove the request for ALL initiatives outlined within the Overview GTP to be implemented as the initiatives provided to date are opportunities to be considered in the development of the GTP but may not all be appropriate for the Gosford CBD location. For example: Providing car sharing pods is an initiative to be explored at the time of developing a GTP but may not be provided as there is currently no car sharing provider within Gosford. Correspondence with TfNSW as outlined in Attachment 2 notes the flexibility to initiatives to be included in the GTP and therefore we request the condition represents this approach.

To support the mode share target identified in the GTP overview, and encourage residents and customers to use public transport, it is recommended that the developer be required to:

- ***Relocate and upgrade the two closest bus stops (Mann St before Georgiana Tce 2250535 and Mann St after Georgiana Tce 225017) approximately 100 metres south towards the proposed development site to better serve the proposed development as well as provide an even gap between stops along Mann Street.***
- ***The bus stops should be developed in accordance with relevant Disability Discrimination Act (DDA) and Disability Standards for Accessible Public Transport (DSAPT) legislation and be undertaken in accordance with Central Coast Council's bus stop requirements, including the provision of shelter and other amenities.***

The existing bus stop locations are only around 90 metres from the site adjacent to the ATO building. This is considered in an appropriate location to service the site as well as the surrounding developments. It seems an unusual request to relocate the bus stops closer to this development when other developments are also planned for the Gosford CBD. This should be considered holistically as part of the future bus servicing plan for the Gosford CBD by TfNSW and is not seen as a requirement for this development.

Item 2 – Swept Path Assessment

TIA Appendix C - Swept path assessment. The swept path analysis provided on several drawings are out of scale. The background images appear to be enlarged which provides misrepresentation of the actual vehicle's swept paths as there is more space in the images than in real space.

This comment is noted, there was an error in the importation of the Nearmap base. Swept path assessments have been updated to address this and included as Attachment 3.

Naturally, should you have any questions or require any further information, please do not hesitate to contact me on (02) 8448 1800.

Yours sincerely

GTA, NOW STANTEC



Karen McNatty
Senior Principal Transportation Engineer

ATTACHMENT 1

Transport for NSW letters

31 August 2021

Department of Planning, Infrastructure and Environment
DPIE

kendall.clydsdale@dpie.nsw.gov.au

Attention: Kendall Clydsdale

DANE DRIVE (HW30): DA10678, MIXED USE DEVELOPMENT, LOT: 111 IN DP1265226 & LOT: 469 IN DP: 821073 & LOTS: 2-7 IN DP: 14761, 26-30 MANNS STREET, GOSFORD

On 30 April 2021 TfNSW accepted the referral by Department of Planning, Infrastructure and Environment (DPIE) through the Planning Portal regarding the abovementioned application (Development Application). DPIE referred the Development Application to TfNSW for concurrence in accordance with Clause 104 and Schedule 3 of the *State Environmental Planning Policy (Infrastructure) 2007*. This letter is a submission in response to that referral.

TfNSW Response & Requirements

TfNSW key interests are the safety and efficiency of the transport network, the needs of our customers and the integration of land use and transport in accordance with the *Future Transport Strategy 2056*.

TfNSW has reviewed the referred information and provides the following comments and request for further information:

- TfNSW note that this development application is lodged for Stage 1 of the precinct development. TfNSW would expect that the transport impacts of all stages, as identified on the masterplan, are provided in the TIA to enable a better understanding of the cumulative impact of the development.
- TfNSW review of the TIA, specifically section 8.3, identified that the phasing and timing of the traffic control signals (TCS) at the Central Coast Highway / Mann Road intersection was by observation only. This is not appropriate. TfNSW advise that traffic signal data is available by email request to SCATS.traffic.signal.data@transport.nsw.gov.au. Current data should be obtained by the applicant and used to inform updated SIDRA analysis. The updated TIA, including the Sidra files, should be submitted to TfNSW for review.
- The TIA presents modelling that identifies in 2023 and 2033 the intersections of Dane Drive / Central Coast Highway and Mann Street / Central Coast Highway will be oversaturated. Further consultation is required with TfNSW to progress an understanding of what

appropriate contribution / works in kind may be required to mitigate the impacts of this development.

- TfNSW has reviewed the overview Green Travel Plan (GTP), and has a number of recommendations to improve the GTP and the proposed initiatives to encourage sustainable transport to the site. It should be a priority for the proponent to secure funding, human resourcing and an agreed timeframe for completion of key actions identified in the GTP to support sustainable transport outcomes. TfNSW would welcome further discussions with the proponent regarding these matters to ensure their delivery.

Should you require further information please contact Phillip Pitt, Development Services Case Officer, on 4908 7688 or by emailing development.hunter@transport.nsw.gov.au.

Yours sincerely



Liz Smith
Manager Development Services
Development Services North (Hunter)

22 October 2021

Department of Planning, Industry & Environment
Industry Assessments
GPO Box 39
SYDNEY NSW 2001

Attention: Kendall Clydsdale

SSD: 23588910

SEARS REQUEST – CENTRAL COAST QUARTER – NORTHERN TOWER DA, 26-30 MANN STREET GOSFORD

I refer to the request by the Department of Planning, Industry and Environment (DPIE) dated 20 September 2021 seeking input from Transport for NSW (TfNSW) to the Environmental Impact Statement (EIS) for the abovementioned development proposal.

TfNSW key interests are the safety and efficiency of the transport network, the needs of our customers and the integration of land use and transport in accordance with the *Future Transport Strategy 2056*.

TfNSW has reviewed the referred information and provides the following comments and request for further information:

- TfNSW note that this development application is lodged for Stage 1 of the precinct development. TfNSW would expect that the transport impacts of all stages, including the South Tower and the Hotel, as identified on the masterplan, are provided to enable a better understanding of the cumulative impact of the total development.

SIDRA Modelling

TfNSW has reviewed the following SIDRA files and provides the following comments:

1. Issue #: A - Stage 1 - North Tower State Significant Development Application Transport Impact Assessment, Reference: N131975 Date:31/08/2021
2. Sidra Modelling:
 - a. 210304sid-N131975 26 Mann St 2023 Base.sip8
 - b. 210304sid-N131975 26 Mann St 2023 Complete.sip8
 - c. 210305sid-N131975 26 Mann St 2033 Base.sip8
 - d. 210305sid-N131975 26 Mann St 2033 Complete.sip8

- e. 210310sid-N131975 26 Mann St 2020 Existing.sip8
- f. 210315sid-N131975 26 Mann St 2033 Complete - Vaughan RT allowed.sip8

There is insufficient information and evidence provided in the in the SIDRA model for review by TfNSW.

The Roads and Maritime Modelling Guidelines (vers.1) February 2013, specifies the requirements for model development in Section 5 and the reporting required to enable a review.

The base model has not been modelled appropriately for the network, as it has been built as standalone intersections. The model is required to be modelled as a network within Sidra and by not doing this, fundamentally defeats the purpose of the modelling assessment.

The overall TIA and SIDRA provided for review has failed to accurately represent real space movements and operations of the network. Insufficient evidence is provided to sufficiently review the SIDRA Model and is not fit for purpose. As such, the proposed road network improvements (EIS – clause 6.6.1) have not been correctly determined for this stage of the development.

The networked model should include the traffic impacts on existing and proposed intersections, including Central Coast Highway and Dane Drive, Central Coast Highway and Vaughan Avenue, Central Coast Highway and Mann Street, Henry Parry Drive & Donnison Street, and the capacity of the local and classified road network to safely and efficiently cater for the additional vehicular traffic generated by the proposed development during both the construction and operational stages. The traffic impact shall also include the cumulative traffic impact of other proposed developments in the area.

It is recommended that a networked model be resubmitted in accordance with the requirements of Transport Roads and Maritime Modelling Guidelines vers.1 2013.

TIA Appendix C - Swept path assessment. The swept path analysis provided on several drawings are out of scale. The background images appear to be enlarged which provides misrepresentation of the actual vehicle's swept paths as there is more space in the images than in real space.

Green Travel Plan

Comment:

TfNSW has reviewed the EIS, and Appendix M – Traffic Report. TfNSW recognises the work done on the overview of the Green Travel Plan (GTP) for the proposed development of Central Coast Quarter at 26-30 Mann Street, Gosford, and has the following recommendations to implement a GPT.

Recommendations:

It is requested that the applicant provide a Green Travel Plan (GPT) prior to the commencement of operations. The GPT is requested to include the following sections:

- Sets out key objectives including measurable targets for higher mode share for employees and residents to use public and active transport to travel to and from the site for

the life of the development, particularly for day-shift retail staff, and residents;

- Includes measures to promote and support the implementation of the GTP, including financial and human resource requirements;
- Identifies roles and responsibilities for relevant employees involved in the implementation of the GTP;
- Includes a detailed implementation strategy for all the tasks for completion, how they will be completed and completion date, including an implementation checklist to achieve the proposed initiatives. We note you have a separate communications strategy to guide this, and our recommendation is that you update your implementation strategy with your communication tasks to promote your initiatives.
- Forms a committee or group responsible for the ongoing implementation of the GTP and its initiatives, including the need for any revisions of the GTP to achieve its targets;
- Conducts staff and resident travel surveys to obtain workforce data analysis (including staff residential postcodes) to identify the actual staff/resident travel origin and destination patterns, to inform strategies that help to reduce car parking demand for staff and residents to get to and from the site;
- Includes the provision of an actual Travel Access Guide (TAG) document outlining public and active transport options available to employees;
- Undertakes monitoring and evaluation of the GTP, including measuring the effectiveness of key objectives including mode share targets, and monitoring any changes in travel behaviour through staff and resident travel surveys;
- Uses the workforce analysis survey of the proposed GTP to calculate actual staff and resident travel patterns and additional number of staff and residents using bikes (post-promotion), to ensure demand for bike spaces is met and consideration of expansion of bike spaces is utilised; and;
- Promote all the initiatives for active and public transport within the GTP advised in the Appendix M – Traffic Report (overview of GTP).
 - Providing some car share spaces on site.
 - Considering the use of electric vehicles and providing electric charging points.
 - Ten electric vehicle charging bays will be provided within the car park on the ground floor.
 - Providing a car sharing pod(s) on-site or nearby and promoting the availability of car sharing pods for trips that require the use of private vehicles.
 - Providing bicycle facilities including secure bicycle parking for residents and staff, bicycle racks/ rails for
 - visitors and shower and change room facilities.
 - An end-of-trip facility (including shower) will be provided in front of the lobby entrance for retail employees and visitors who arrive to the site via bike.LA
 - Promote bicycle share schemes.
 - Providing on site bicycle workshop to encourage residents and staff to use bicycles for their short trips
 - Encouraging staff that drive to work to carpool through creation of a carpooling club or registry/ forum.
 - Regularly promoting ride/ walk to work days.
 - Provide free Opal Cards with \$10 balance for the initial occupation of the dwellings so that residents would be encouraged to make public transport their modal choice from the day they moved into their new dwelling.
 - Review condition of footpaths onsite around the site, if required, upgrade footpaths to meet

residents', staff and visitors' needs. Negotiate with Central Coast Council for improvements to footpaths used by residents, staff, visitors.

- Considers additional initiatives to promote additional use of active travel, such as:
 - Holding competitions and offering prizes for those that walk or ride to work e.g. Steptember, Biketober.
 - Promoting active travel as a means to support staff health and wellbeing.

Other Comments:

To support the mode share target identified in the GTP overview, and encourage residents and customers to use public transport, it is recommended that the developer be required to:

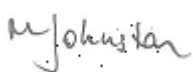
- Relocate and upgrade the two closest bus stops (Mann St before Georgiana Tce 2250535 and Mann St after Georgiana Tce 225017) approximately 100 metres south towards the proposed development site to better serve the proposed development as well as provide an even gap between stops along Mann Street.
- The bus stops should be developed in accordance with relevant Disability Discrimination Act (DDA) and Disability Standards for Accessible Public Transport (DSAPT) legislation and be undertaken in accordance with Central Coast Council's bus stop requirements, including the provision of shelter and other amenities.

TfNSW recommends that the following matters should be considered by Council in determining this development:

- TfNSW has no proposal that requires any part of the property.

Should you require further information please contact Tim Chapman, Development Services Case Officer, on 02 4908 7688 or 0412274356 by emailing development.hunter@transport.nsw.gov.au.

Yours sincerely



Marg Johnston
Team Leader Development Services
North Region | Community & Place
Regional & Outer Metropolitan

ATTACHMENT 2

Transport for NSW Consultation

McNatty, Karen

From: Timothy Chapman <Timothy.CHAPMAN@transport.nsw.gov.au>
Sent: Wednesday, December 8, 2021 9:02 AM
To: McNatty, Karen
Cc: Kendall Clydsdale
Subject: RE: SSD: 23588910 0 Central Coast Quarter - Attention: Tim Chapman

Hi Karen

Apologies for the delayed response. TfNSW has reviewed your request concerning point 1 of your email dated 12 November 2021.

- 1) *TfNSW note the DA is lodged for Stage 1 of the precinct and request that traffic impacts be provided for all stages and not just Stage 1. Please refer to Section 1.1 of the Transport Report where it is outlined that Concept State Signification Application has been determined for the entire site. A Transport Report for the entire site was prepared and approved under SSD-10114 in August 2020 in consultation with TfNSW. We reached out to TfNSW at the commencement of the Stage 1 DA to ensure we were including any further requests from TfNSW – please see attached email correspondence. For an indicative understanding of the overall impacts please refer to the SSD-10114 Transport report – noting that Stages 2 and 3 are indicative only. This application is only for Stage 1.*

TfNSW response:

TfNSW understands that your request is in reference to TfNSW's response to SSD 23588910 - EIS - Central Coast Quarter and our request for a better understanding of cumulative traffic impacts of all stages of the development.

TfNSW acknowledges that concept approval for the development was granted by the Independent Planning Commission in August 2020. The approval was for a building envelope including a podium and three towers, comprising the Northern, Southern and Eastern Towers. Part C 'Future Environmental Assessment Requirements' states that future development applications shall be accompanied by a Traffic Impact Assessment (TIA) that assesses the traffic, transport and pedestrian impacts on the road and footpath networks and nearby intersection capacity.

The Mann Street Gosford Central Coast Quarter SSD 10114 – Statement of Reasons for Decision Section 5.11 states the following:

Traffic generation

202. With regard to Traffic Generation, the Applicant's TIA Report is analysed by the Department in Sections 6.4.14 to 6.6.16 of the AR. Intersection upgrades will be required with the development and in the long term as the Level of Service of nearby intersections will reduce. The Commission agrees with the Department that this issue must be dealt with in DAs for the next stages:

6.6.18 The Gosford City Centre Special Infrastructure Contribution Levy requires a 2% levy (SIC) for local and state infrastructure improvements, including road infrastructure improvements.

6.6.19 The Applicant noted TfNSW is currently preparing the GCCTP, which will holistically determine the appropriate road upgrades which the SIC levy may be directed towards. The Applicant confirmed it does not object to the SIC levy and would accept a FEAR requiring levies be paid at each detailed stage of the development

203. Given the uplift proposed, it would have been preferable to apply the SIC contribution and/or requirements for intersection upgrades with this DA, as this sets the quantum of GFA. However, the final unit mix of the future residential apartments is unknown and the Commission accepts that the final requirements for traffic works would require the completion of the Gosford City Centre Transport Plan.

As the Gosford City Centre Transport Plan (GCCTP) is permanently on hold and the final requirements for traffic works for the total development is reliant on the outcome of this study, TfNSW is willing to work with Stantec on behalf of the proponent to understand the traffic impacts of Stage 1 only at this point, to determine the impacts on the surrounding road network. This will be achieved through the provision of traffic modelling for review and determination of appropriate mitigation measures if required. TfNSW has provided feedback on supplied traffic modelling and has provided advice and data to assist with progressing the modelling. TfNSW will work with Council, DPIE and developer to ensure all parties are aware of the issues and are working together on the way forward.

Customer Journey Planning has provided comments regarding your request to remove all GTP initiatives:

Dear Karen

Thanks very much for your email.

We are here to advise on the GTP so happy to answer any queries you may have.

We have provided some travel demand management initiatives in our advice for your proposed GTP that we would recommend to reduce car usage and increase public and active transport mode share for the employees and residents using the development.

There is, however some flexibility as to how many or which of these you apply to your GTP, just as long as you **have** initiatives that you can demonstrate are likely to reduce your car usage target mode share, and increase your public and active transport mode share for staff and residents. Our Transport for NSW website also provides some useful links for travel demand management initiatives including both soft activities and hard activities. These initiatives would then be updated in your **Implementation Plan** specifying how they will be completed and completion date, and an implementation checklist to achieve the proposed initiatives.

If there are specific initiatives that do not fit the Gosford area, perhaps there can be alternatives considered, such as car-pooling initiatives, where the Travel Coordinator can promote car-pooling to staff, and offer the most desirable car parking spot for staff that do car-pool.

Once you have updated your Travel Plan, please send it back to us for our review.
Also if you have any further questions please reach out.

Many thanks
Cheers Sophia

Sophia Grieve
Travel Demand Project Manager
Customer Journey Planning
Greater Sydney
Transport for NSW
M 0481 063 937



Transport
for NSW

From: McNatty, Karen <karen.mcnatty@stantec.com>
Sent: Tuesday, 7 December 2021 2:04 PM
To: Timothy Chapman <Timothy.CHAPMAN@transport.nsw.gov.au>
Subject: RE: SSD: 23588910 0 Central Coast Quarter - Attention: Tim Chapman

CAUTION: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

Hi Tim

Thanks for sending the SCATS data through we have now undertaken additional analysis and will resubmit the models.

I note that you are yet to respond to dot point 1. Given Stages 2 and 3 are indicative and were included in the original Concept Masterplan Submission for the site that has been determined I presume this is sufficient for now as they will obviously be developed further when the respective Stages are developed for DA submission at a later stage. This DA is only seeking approval for Stage 1.

We will submit the revised modelling back through DPIE. Please let me know if there is anything else outstanding you require.

Regards

Karen McNatty
Senior Principal Transportation Engineer

Direct: +61 2 8448 1806
Mobile: 0406 345 016
karen.mcnatty@stantec.com

Stantec



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From: Timothy Chapman <Timothy.CHAPMAN@transport.nsw.gov.au>
Sent: Tuesday, November 30, 2021 2:39 PM
To: McNatty, Karen <karen.mcnatty@stantec.com>
Subject: RE: SSD: 23588910 0 Central Coast Quarter - Attention: Tim Chapman

Hi Karen

Please let me know if you require further information. Response to dot point 1 coming tomorrow.

Regards

Tim Chapman
Development Services Case Officer
Community and Place | Region North
Regional & Outer Metropolitan Division
Transport for NSW

T 02 4908 7688
M 0412274356
E Development.North@transport.nsw.gov.au
A Lvl 5, 6 Stewart Avenue, Newcastle West NSW 2302



**Transport
for NSW**

From: McNatty, Karen <karen.mcnatty@stantec.com>
Sent: Friday, 26 November 2021 10:16 AM
To: Timothy Chapman <Timothy.CHAPMAN@transport.nsw.gov.au>
Subject: RE: SSD: 23588910 0 Central Coast Quarter - Attention: Tim Chapman
Importance: High

CAUTION: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

Hi Tim

Thanks for sending these comments through, I have left you a voice message.
I note below that you state the SCATS data can be provided on request, given the urgency on timing on this project can you please send this data through as soon as possible so we can compare with our findings and update the model?

The day required for SCATS data for the intersection of Mann Street/ Central Coast Highways is Tuesday 28 November 2017.

Many thanks

Karen McNatty
Senior Principal Transportation Engineer

Direct: +61 2 8448 1806
Mobile: 0406 345 016
karen.mcnatty@stantec.com

Stantec



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From: Timothy Chapman <Timothy.CHAPMAN@transport.nsw.gov.au>
Sent: Thursday, November 25, 2021 1:34 PM
To: McNatty, Karen <karen.mcnatty@stantec.com>
Subject: RE: SSD: 23588910 0 Central Coast Quarter - Attention: Tim Chapman

Hi Karen

I have marked comments in red below, I'm unable to comment on point 1 until early next week – I will provide ASAP.

Regards

Tim Chapman
Development Services Case Officer
Community and Place | Region North
Regional & Outer Metropolitan Division
Transport for NSW

T 02 4908 7688
M 0412274356
E Development.North@transport.nsw.gov.au
A Lvl 5, 6 Stewart Avenue, Newcastle West NSW 2302



Hi Tim

Just following on the below – any chance of getting the comments through to us today?

Many thanks

Karen McNatty
Senior Principal Transportation Engineer

Direct: +61 2 8448 1806
Mobile: 0406 345 016
karen.mcnatty@stantec.com

Stantec



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Please consider the environment before printing this email.

From: Timothy Chapman <Timothy.CHAPMAN@transport.nsw.gov.au>
Sent: Tuesday, November 23, 2021 9:51 AM
To: McNatty, Karen <karen.mcnatty@stantec.com>
Subject: FW: SSD: 23588910 0 Central Coast Quarter - Attention: Tim Chapman

Hi Karen

Just letting you know I should have all comments to send to you by tomorrow COB – sorry for the delay.

Regards

Tim Chapman
Development Services Case Officer
Community and Place | Region North
Regional & Outer Metropolitan Division
Transport for NSW

T 02 4908 7688
M 0412274356
E Development.North@transport.nsw.gov.au
A Lvl 5, 6 Stewart Avenue, Newcastle West NSW 2302



From: McNatty, Karen [<mailto:karen.mcnatty@stantec.com>]
Sent: Friday, 12 November 2021 1:25 PM
To: Development North <Development.North@transport.nsw.gov.au>
Cc: Justyn Ng <JNg@sthilliers.com.au>; Frank Katsanevas <fkatsanevas@sthilliers.com.au>; Edward Green <egreen@urbis.com.au>
Subject: SSD: 23588910 0 Central Coast Quarter - Attention: Tim Chapman

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Hi Tim

Thanks for your time on the phone last week. As discussed could you please clarify the below comments/ queries with your traffic modeler who provided the review comments on the SIDRA modelling.

We have received two separate letters from TfNSW, please see attached, the comments/ queries below relate to both letters.

Traffic Modelling

- 1) TfNSW note the DA is lodged for Stage 1 of the precinct and request that traffic impacts be provided for all stages and not just Stage 1. Please refer to Section 1.1 of the Transport Report where it is outlined that Concept State Signification Application has been determined for the entire site. A Transport Report for the entire site was

prepared and approved under SSD-10114 in August 2020 in consultation with TfNSW. We reached out to TfNSW at the commencement of the Stage 1 DA to ensure we were including any further requests from TfNSW – please see attached email correspondence. For an indicative understanding of the overall impacts please refer to the SSD-10114 Transport report – noting that Stages 2 and 3 are indicative only. This application is only for Stage 1.

Comment can be provided early next week.

- 2) TfNSW note that SCATS data is required for the intersection of Central Coast Highway and Mann Street and that using observations is not appropriate. Can you please confirm your position based on Section 8.3 of the Transport Report where queue calibration and signal timing calibration is discussed and calibrated based on video footage of the intersection from the time of the survey. This is an acceptable approach as outlined in the Modelling Guidelines and was discussed with Kumar Kuruppu at the time of undertaking. Can you please confirm you accept this approach or whether you still require SCATS data to be obtained.

This approach is acceptable for calibration if the recording clearly shows the variations of phases, clear indication of cycle length and if the **site does not** have access to SCATS. However, section 5.2 of the guide states, collect any relevant data for use in model calibration and **validation**. Additionally, in the model phase times of the base model, these were all set to default/optimum cycle time. The approach using site observations to develop phase times and cycle time was not undertaken, default settings is not representative of the actual operation of the intersection at the time of the survey.

No process of validation has been provided anywhere in the report to show the accuracy of the modelling's calibration to real live conditions. Therefore, TfNSW cannot review its ability to represent existing conditions without quantitate comparison of the model with measured observed site conditions at the surveyed time.

SCATS data can be supplied on request.

- 3) We note the request for the SIDRA modelling to be combined into a Network Model and can certainly provide this.
Noted
- 4) Regarding the request to include the Henry Parry Drive and Donnison Street intersection – please refer to Section 8.3.4 of the Transport Assessment report, this intersection would only likely generate up to eight vehicles in a peak hour from the development, this minimal increase in vehicles is within normal daily fluctuations and including this intersection within the modelling is not considered necessary. Can you please confirm you accept this intersection to be excluded.

Based on the general surrounding network, location of traffic generating places and access/connectivity of roads, there would be little impact on that intersection from this development as stated above with the 8 vehicles. This intersection can be excluded.

- 5) The letter also requests cumulative traffic of other proposed developments to be included, please refer to Sections 3.3 and 3.4 of the Transport Assessment report where it outlines that the ATO site and commercial building at 32 Mann Street have been added to the base volumes. GTA, now Stantec consulted with both Council and TfNSW at the time of the Concept Masterplan Transport Study and no other 'approved' developments were requested to be included. A background growth rate of two per cent per year has been applied to allow for growth in the area since 2017.

Noted and accepted

Green Travel Plan

We note the recommendations outlined for inclusion into the Green Travel Plan which will be developed prior to the commencement of operations, however we request that TfNSW remove the request for ALL initiatives outlined within the Overview GTP to be implemented as the initiatives provided to date are opportunities to be considered in the development of the GTP but may not all be appropriate for the Gosford CBD location. For example: Providing car sharing pods is a

initiative to be explored at the time of developing a GTP but may not be provided as there is currently no car sharing provider within Gosford.

The TfNSW team that provided these comments has advised that they will be able to provide comments next week.

We would appreciate your prompt response on the above.

Regards

Karen McNatty

Senior Principal Transportation Engineer

Direct: +61 2 8448 1806

Mobile: 0406 345 016

karen.mcnatty@stantec.com

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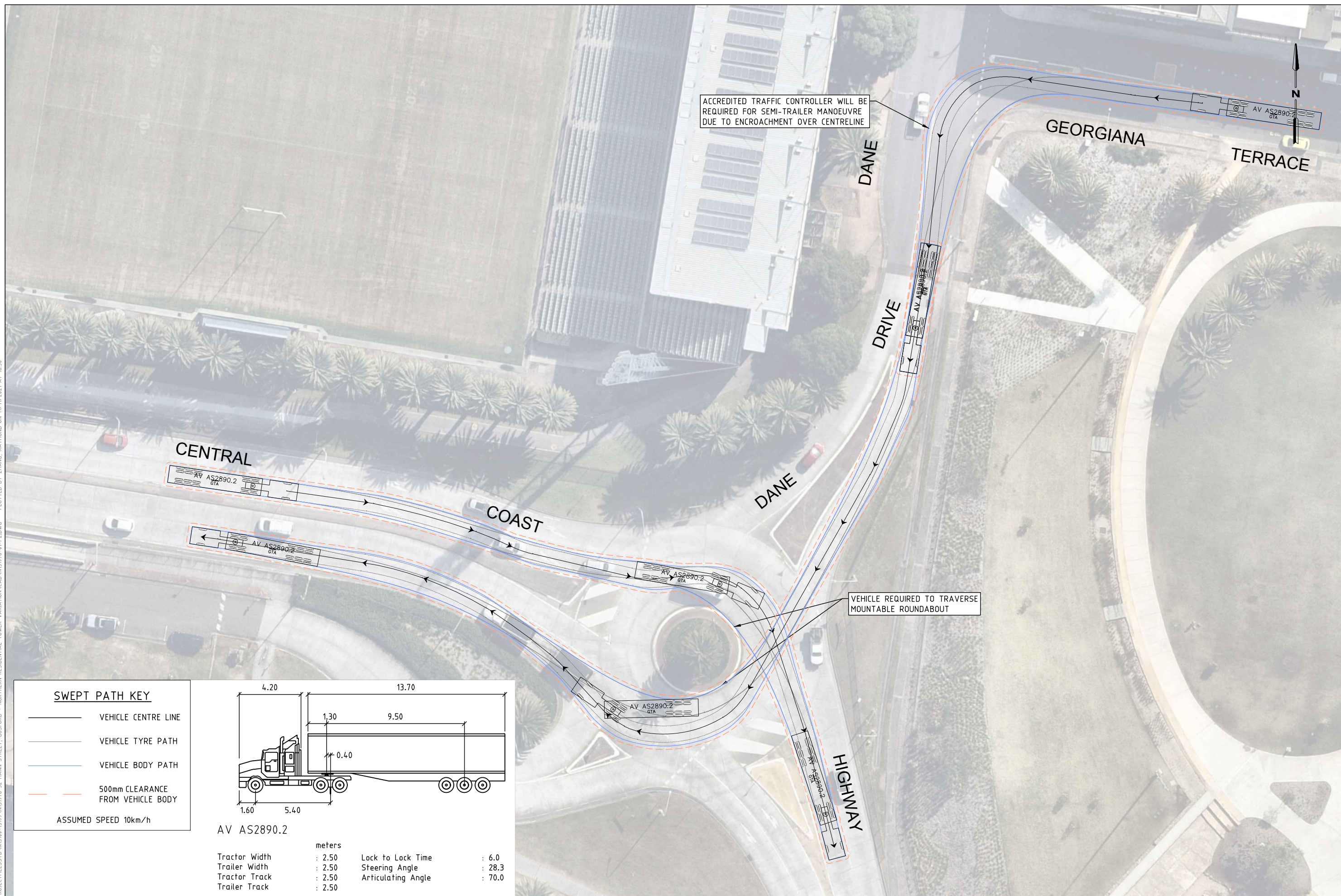
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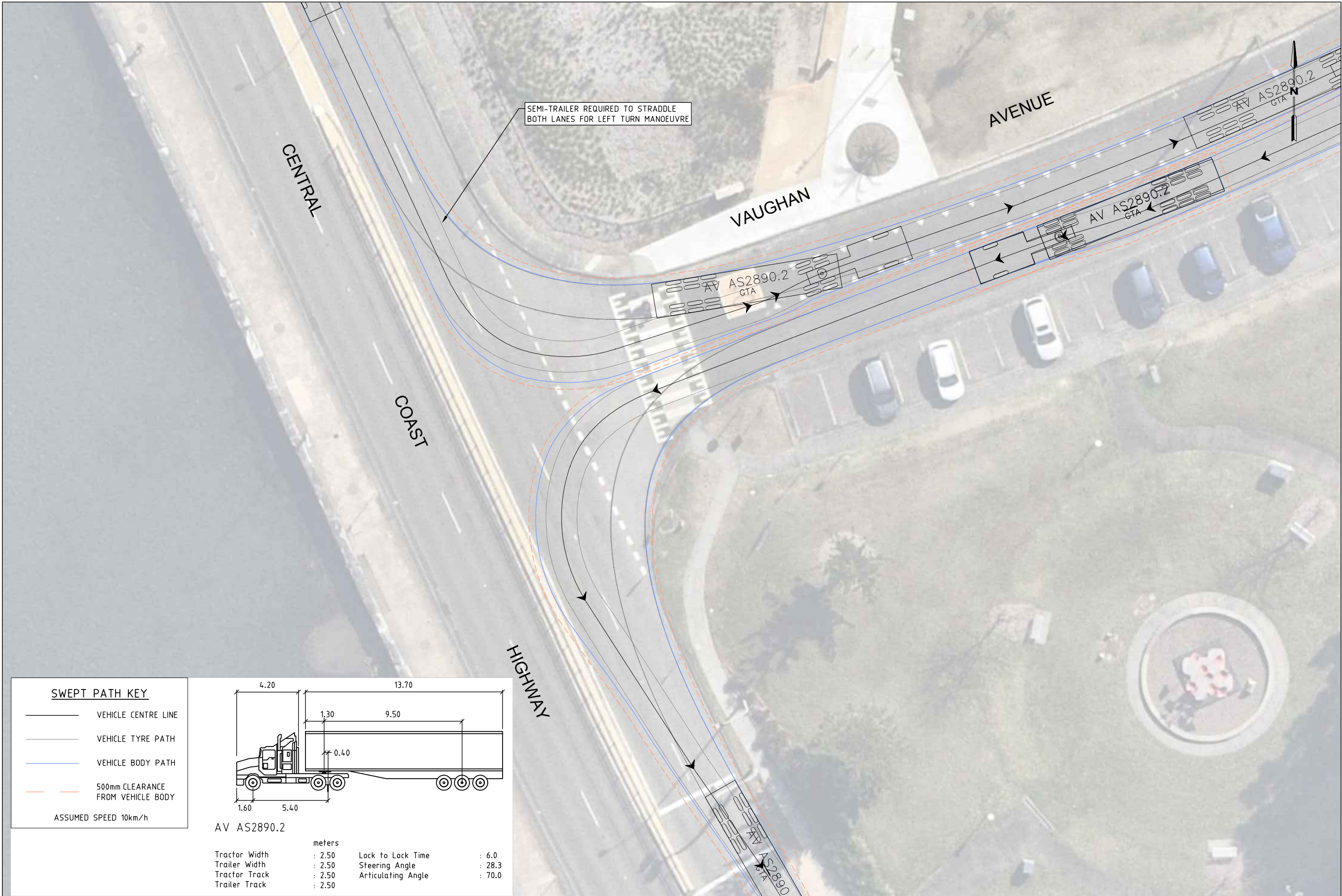
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ATTACHMENT 3

Updated swept path assessment



\\CORP-ADS\GTADATA\PROJECT\FILESS\VD\N13100-13199\N131976-32 MANN STREET GOSFORD - NORTHERN RESIDENTIAL TOWER VARIATION\CAD\N131976-01-P2.DWG PLOTTED BY ZHANG, RAYMOND ON 11/11/2021 AT 16:30



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 10km/h

AV AS2890.2

	Tractor	Trailer	Tractor + Trailer
Width	2.50	2.50	5.00
Track	2.50	2.50	5.00
Lock to Lock Time	6.0		
Steering Angle	28.3		
Articulating Angle	70.0		



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DESIGNED
R.ZHANG

APPROVED BY
K.McNATTY

DESIGN CHECK
K.McNATTY

DATE ISSUED
11 NOVEMBER 2021

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CAD FILE NO.
N131976-01-P2.DWG

32 MANN STREET GOSFORD

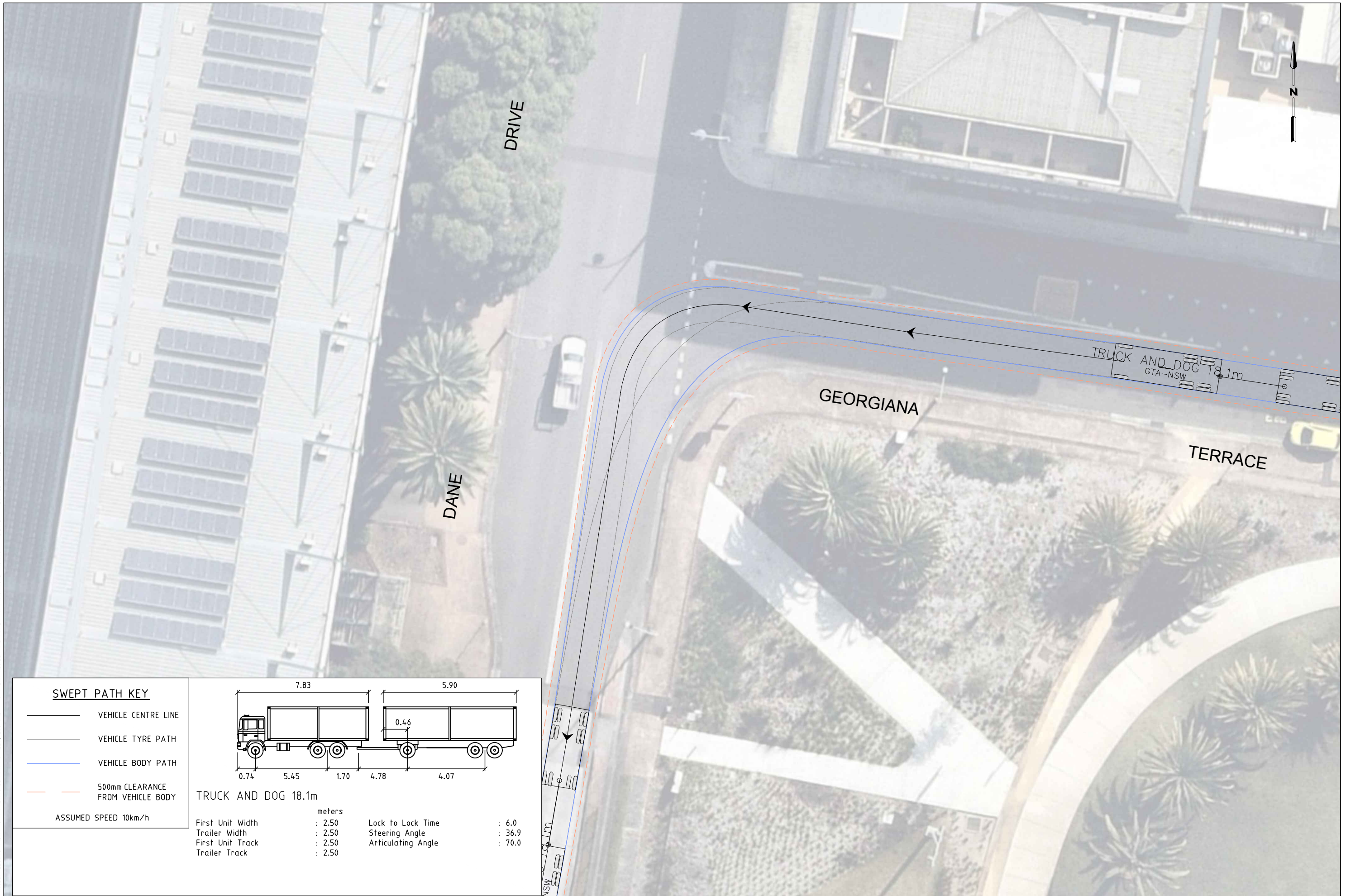
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DRAWING NO. N131976-01-02

SHEET 02 OF 10

ISSUE P1

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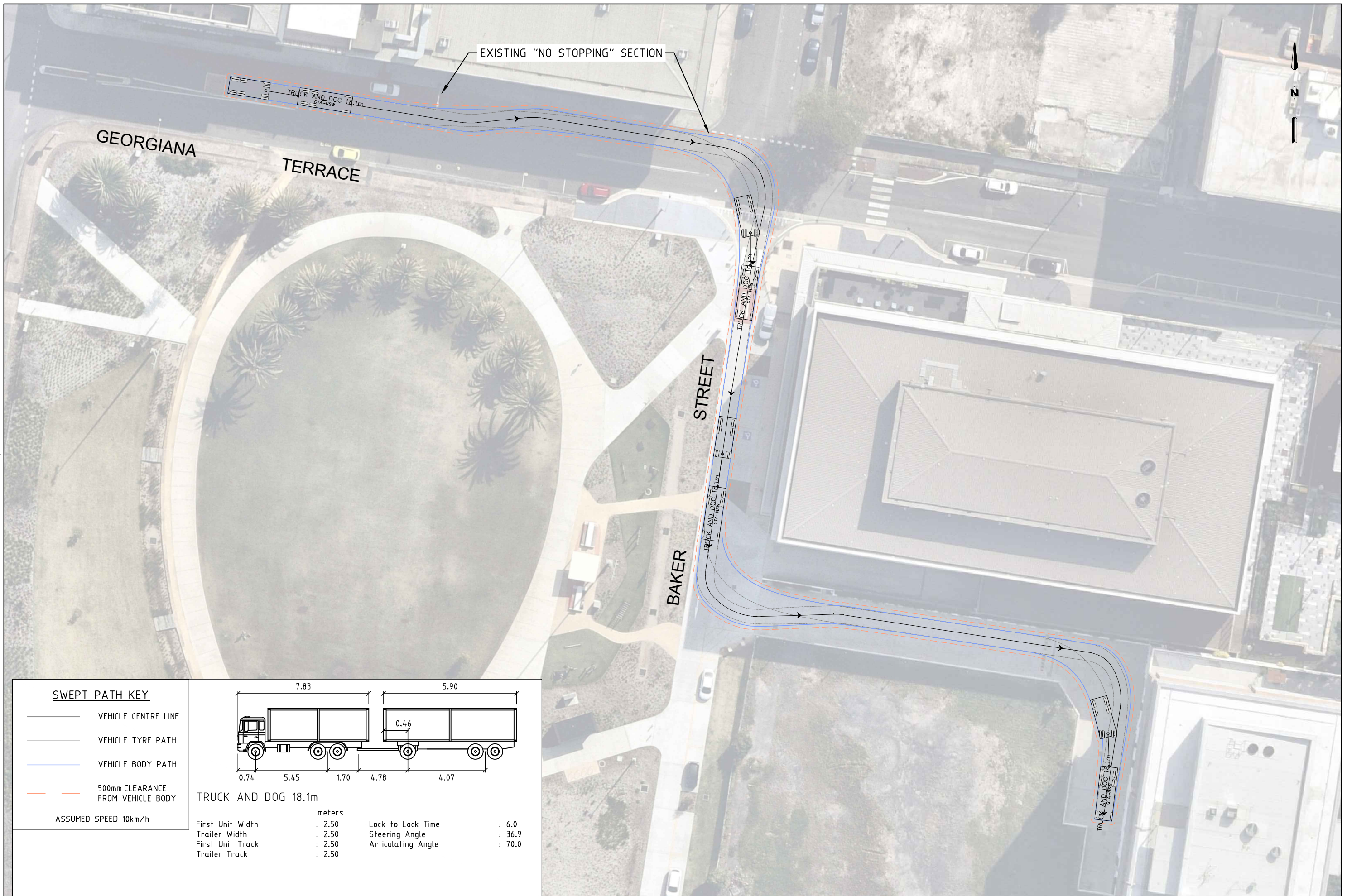
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DRAWING NO. N131976-01-03

SHEET 03 OF 10

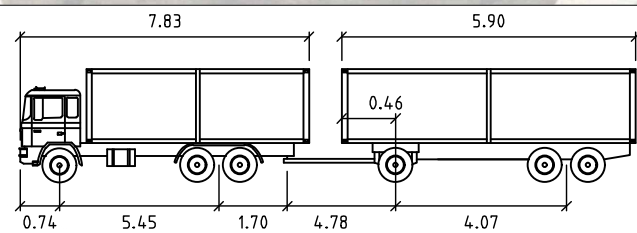
ISSUE P1

\\CORP-ADS\GTADATA\PROJECT\FILESS\VD\N131976-13199\N131976-01-P2.DWG 32 MANN STREET GOSFORD - NORTHERN RESIDENTIAL TOWER VARIATION\CAD\N131976-01-P2.DWG PLOTTED BY ZHANG RAYMOND ON 11/11/2021 AT 16:30



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY
- ASSUMED SPEED 10km/h



TRUCK AND DOG 18.1m

First Unit Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 36.9
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		



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CAD FILE NO.
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32 MANN STREET GOSFORD

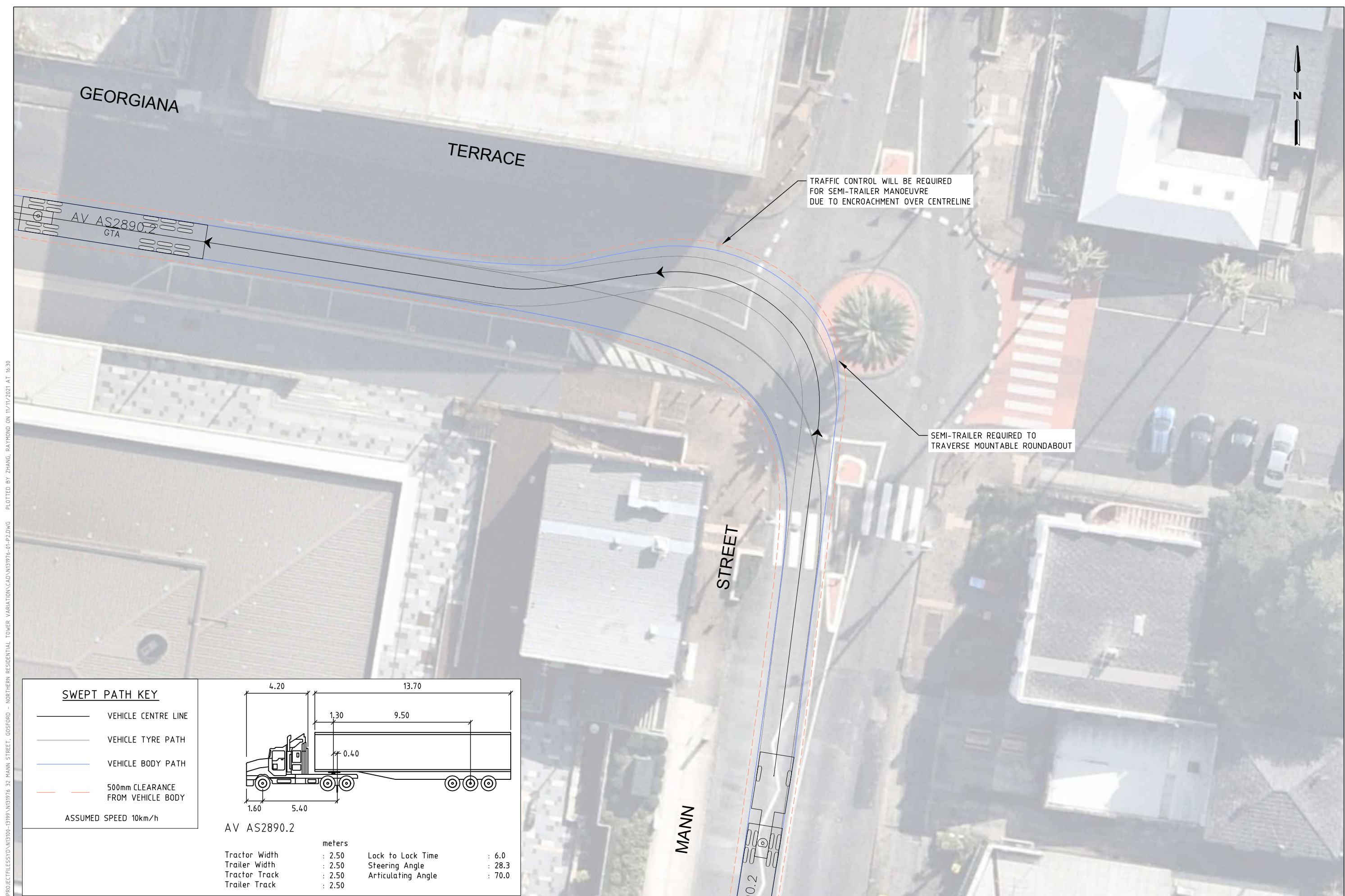
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DRAWING NO. N131976-01-04

SHEET 04 OF 10

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SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

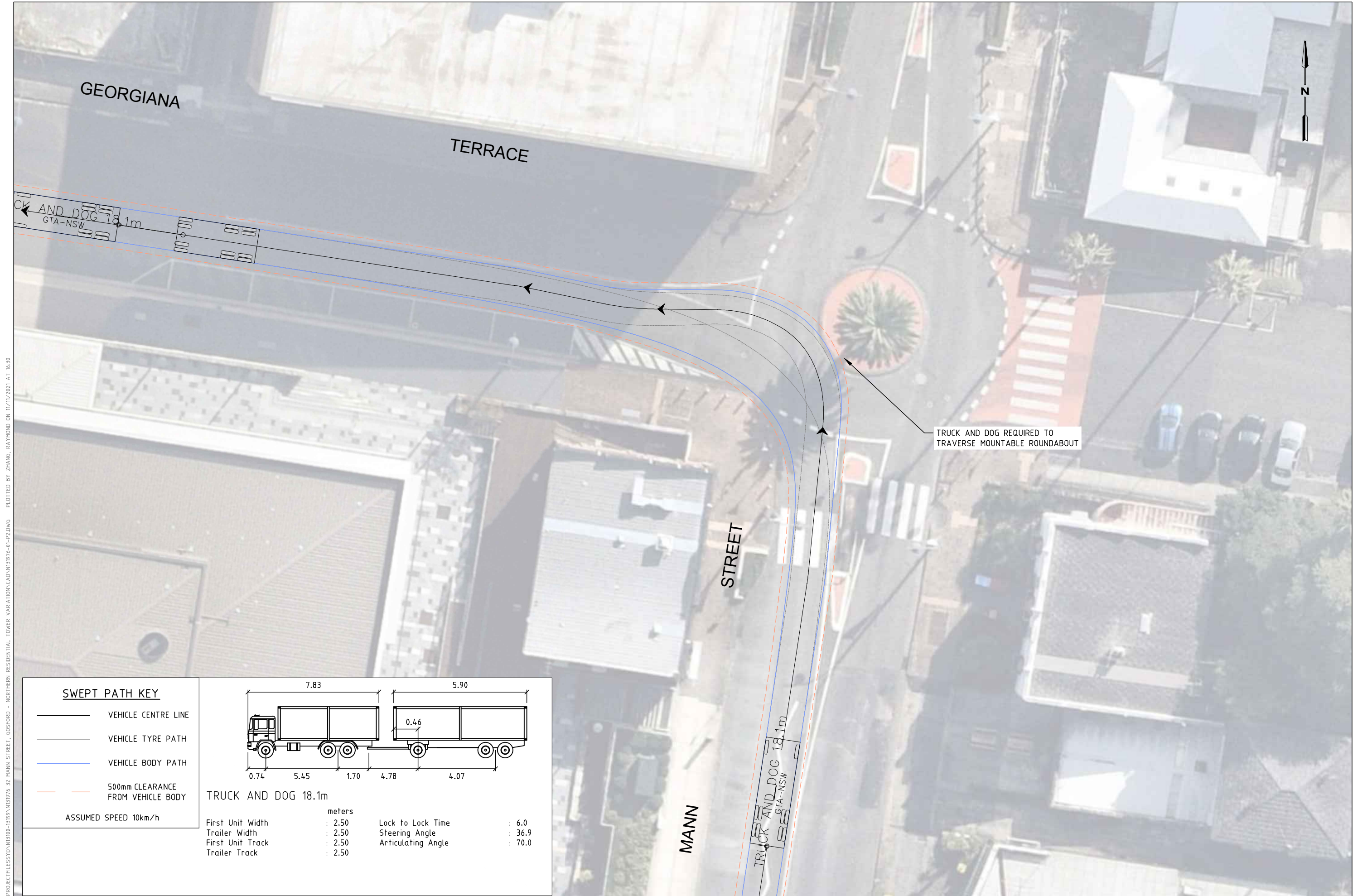
ASSUMED SPEED 10km/h

AV AS2890.2

	Tractor	Trailer	Tractor	Trailer
Width	4.20	13.70	1.60	5.40
Track	1.60	5.40	1.60	5.40
Offset	0.40	0.20	0.40	0.20

AV AS2890.2

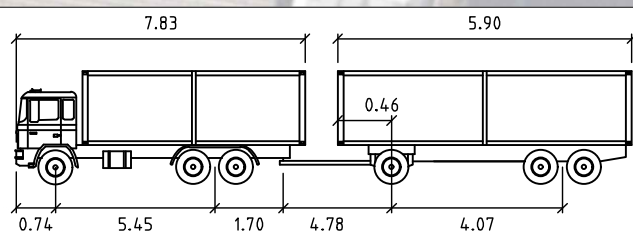
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 28.3
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 10km/h



TRUCK AND DOG 18.1m

First Unit Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 36.9
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		



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APPROVED BY
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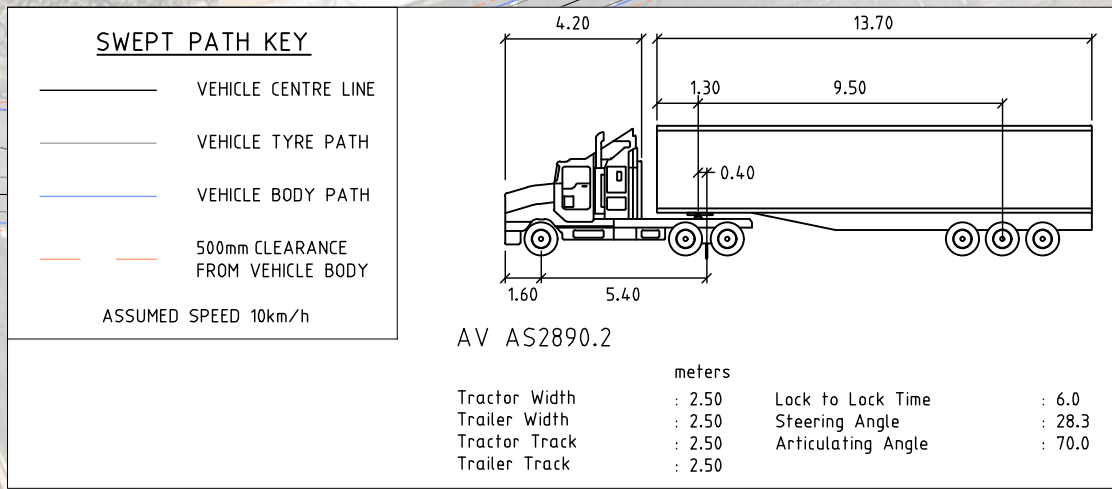
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DRAWING NO. N131976-01-06

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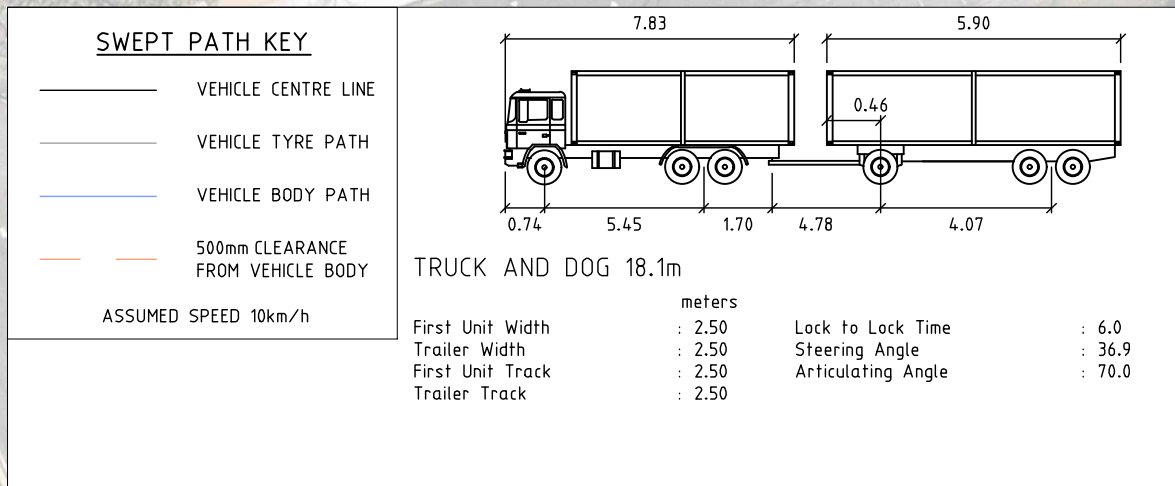
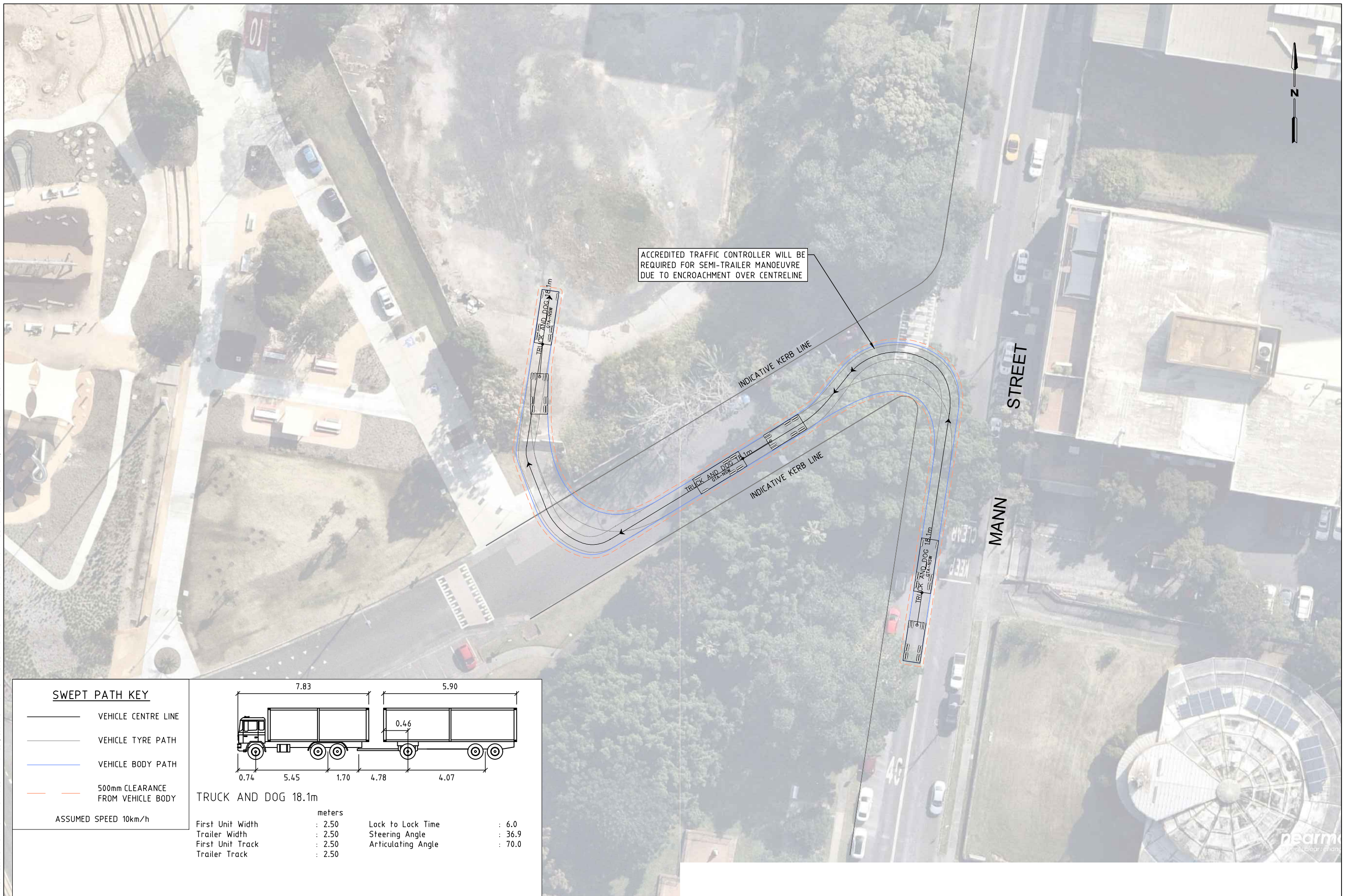
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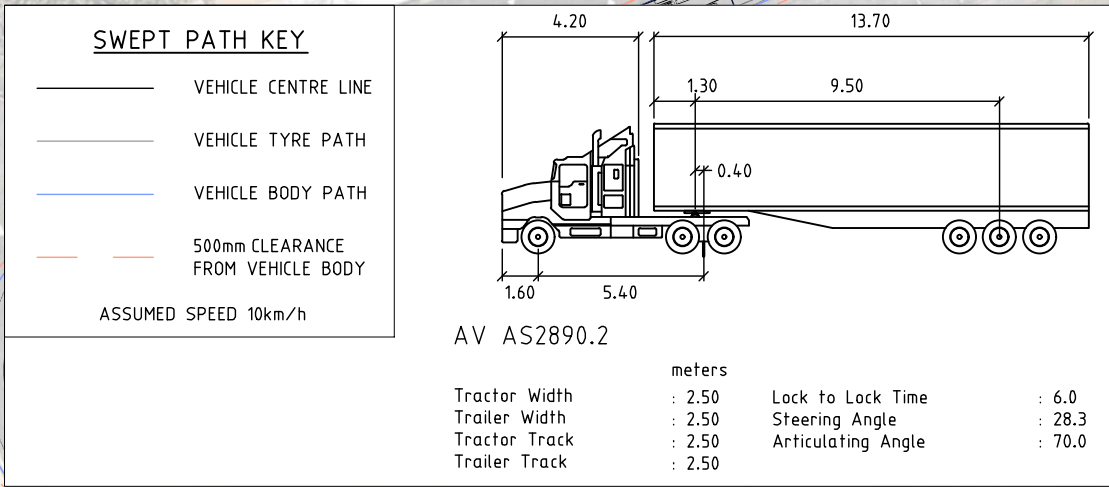
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