

25 February 2022

Department of Planning, Industry & Environment  
Level 17, 4 Parramatta Square  
12 Darcy Street  
PARRAMATTA NSW 2150

**Attention: Kendall Clydsdale, Team Leader Regional Assessments**

**SSD-23588910, CENTRAL COAST QUARTER – NORTH TOWER (STAGE 1), LOT: 111 DP: 1265226,  
26-32 MANN STREET, GOSFORD**

Thank you for the State Significant Development application (SSD-23588910) Response to Submissions package sent to Transport for NSW (TfNSW) on 17 December 2021 via the Major Projects Planning Portal, and the revised SIDRA traffic modelling received directly by email from Stantec.

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 Future Transport Strategy 2056.

TfNSW notes that:

- The proposed North Tower (Stage 1) was referred to TfNSW by the consent authority (DPIE) pursuant to s.104 of the *SEPP (Infrastructure) 2007*. If any works are proposed or required within a classified road reserve, concurrence must be obtained from TfNSW under s.138 of the *Roads Act 1993* prior to commencement.
- The Central Coast Highway (HW30) and Henry Parry Drive (MR673) in the vicinity of the site are classified State Roads. Central Coast Council is the roads authority for these and all other public roads in the area, in accordance with Section 7 of the *Roads Act 1993*.
- The site benefits from previous SSD approval (SSD-10114) for the concept envelopes for all three towers. SSD-10114 was also referred to TfNSW and was approved with a condition requiring preparation of Integrated Transport Assessments (ITA / TIA) with each subsequent DA.

More recently, TfNSW has responded to this proposal as DA 10678 (withdrawn late 2021) and the current SSD application, with letters dated 21 July, 7 and 31 August, and 22 October 2021, variously requesting significant amendments to the TIA to confirm the incremental and cumulative traffic impacts of the North Tower (Stage 1) development along with the future Central and Southern Towers as approved under the SSD-10114 concept plan.

## **Response and Requirements**

TfNSW has reviewed the Response to Submissions including the supplementary TIA letter (Stantec, 10 December 2021). The TIA revisions on behalf of the applicant have not satisfactorily addressed the

required standard of modelling and analysis for a proposal of this scale in the context of the overall site development.

However, acknowledging that future Stages are required to include further ITAs, TfNSW does not object to the current proposal subject to the following recommendations being included as conditions of consent:

- Modelling indicates the planned Central Coast Quarter towers after Stage 1 (Northern Tower) will be significant contributors to reduced traffic efficiency and safety on nearby State Roads. The granting of consent for this SSD does not remove the nexus and requirement for the developer to mitigate Stage 1 traffic impacts as part of work in future stages. As part of any future traffic-generating development approval at the site (including for the Central or Southern towers) the following investigations and upgrades are required, or such lesser or substituted requirements as TfNSW may accept where supported by a rigorous ITA and modelling:
  - At the Central Coast Highway / Dane Drive roundabout, provision of an eastbound full Channelised Left turn (CHL) slip lane into Dane Drive, and a second southbound approach lane from Dane Drive into the roundabout, as generally indicated in the Cardno 2016 TIA. Alternatively, part or full signalisation of the roundabout may be demonstrated as the preferred option.
  - At the Central Coast Highway / Vaughan Avenue intersection (left-in left-out only), provision of an eastbound full Auxiliary Left turn (AUL) lane into Vaughan Avenue, and removal of the 'No Right Turn' restriction at the Baker Street egress onto Vaughan Avenue if supported by the relevant authorities. It is noted the existing one-way scheme on local roads around the site directs development traffic to key highway intersections which are already highly constrained, and the developer may demonstrate that reconfiguration of Vaughan Avenue may (or may not) be a cost-effective option for the developer to mitigate impacts on the Central Coast Highway.
  - At the Central Coast Highway / Mann Street signalised intersection, widening of the formation to provide an additional (third) through lane for a short distance on the highway southeast-bound approach and departure, as generally indicated in the Cardno 2016 TIA.
  - The ITA is to be prepared in accordance with *Austroads AGTM12: Integrated Transport Assessments for Developments*, the *RTA Guide to Traffic Generating Developments 2002*, and the *RMS Updated Traffic Surveys TD2013-04a*, and without limiting the required scope is to include:
    - Updated movement volume surveys at the key intersections, as the 2017 data may no longer be current.
    - TfNSW is soon to amend phasing at the Mann Street signals. Obtain the latest SCATS phasing and cycle times from Dean Russell-Thomas via [development.north@transport.nsw.gov.au](mailto:development.north@transport.nsw.gov.au)
    - Further consideration of the proposed likely development vehicle movements through Henry Parry Drive (MR673) / Donnison Street signalised intersection and inclusion in the microsimulation modelling if the increase is significant.
    - The effects of trip distribution assignments on the State Road network are to be sensitivity-tested as part of modelling to account for uncertainty in how traffic will route through the CBD in reality.

- Updated microsimulation modelling (e.g. SIDRA) for the baseline pre-developed scenario in the year of opening, the post-developed scenario, baseline + 10 years scenario, and post-developed + 10 years scenario, with each of the key Central Coast Highway intersections forming a networked model. Modelling and reporting is required whether or not an intersection appears to already be performing at Level of Service (LOS) 'E' or 'F'.
  - A calibration report including validation of microsimulation results, particularly queue distances, against real-world performance at the time of traffic survey.
- Prior to any Construction Certificate, a Construction Traffic and Pedestrian Management Plan (CTPMP) including details of work zones and material haulage routes shall be approved by Council as the roads authority and with concurrence from TfNSW in regard to potential State Road impacts. Without limiting its scope, the Plan shall detail how the following matter is to be addressed during construction:
    - Swept path diagrams provided by the applicant show truck-and-dog and semi-trailer combinations (up to 20m length) cannot turn into or out of Vaughan Avenue entirely from the highway kerbside lane. TfNSW does not support traffic control being used on busy State Roads to enable multi-lane movements during extended construction periods, except as a last resort. Specify alternative haulage routes or upgrade the Vaughan Avenue intersection to cater for 20m truck movements from the highway kerbside lane, prior to onsite construction commencing.

Note: If proposed, any State Road intersection upgrade must first be approved by TfNSW as a Works Authorisation Deed (WAD) under ss.64 and 138 of the Roads Act.
  - Prior to any Construction Certificate, the stormwater drainage design shall incorporate a stormwater detention facility that meets the following requirement, to the satisfaction of Council under a Local Government Act drainage and/or Roads Act permit:
    - No increase in post-development peak discharge of stormwater runoff from the site shall occur, compared with the pre-developed scenario, for all design storms and durations up to and including the 1 in 100 (1%) Annual Exceedance Probability (AEP). Council has discretion to vary this requirement provided that if an increase in peak discharge will occur, it must be shown not to result in any likely increase in surface flooding or surcharging within the State Road carriageway for all design storms up to and including the 1% AEP. Factors of safety and blockages shall be incorporated as part of modelling.

Note: From the information provided to TfNSW it was unclear if the proposal has included a suitably sized detention tank, which may affect the building or site layout.
  - A Road Occupancy Licence (ROL) must be obtained prior to commencing any activity likely to impact traffic operations within a State Road or within 100m of Traffic Control Signals, including the use of temporary traffic control devices or safety barriers. A Traffic Management Plan (TMP) and/or Traffic Guidance Scheme must be prepared and approved by traffic controllers who hold Safework NSW Prepare Work Zone TMP accreditation. To contact the ROL team for advice or apply for an ROL, access the OPLINC site at <https://myrta.com/oplinc2>
  - Prior to any Occupation Certificate, a Green Travel Plan (GTP) must be completed outlining minimum commitments and optional measures to achieve or beat the agreed transport mode shift targets for all users of the site (including residents, staff and customers), to the satisfaction of the consent authority, in consultation with TfNSW and Council. For the life of the development,

the landowner shall implement, monitor and refine the GTP, and shall ensure a person is assigned with accountability for performance of this consent condition.

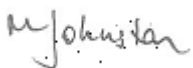
## Other Advice

TfNSW also provides the following advice for consideration by the consent authority:

- TfNSW supports the proposed minimisation of onsite car parking provision, which meets the *RTA Guide to Traffic Generating Developments 2002* recommended rates, as an initiative to improve uptake of public transport and active transport modes.
- Where footway or cyclist facility upgrades in the public domain are suggested as part of the conceptual Green Travel Plan, they should be specifically identified and form part of the conditions of consent.
- The consent authority is required to consider the impacts of road noise generated by the highway on the development in accordance with s.102 of the *SEPP (Infrastructure) 2007*. In this regard, the developer, not TfNSW, is responsible for providing noise attenuation measures in accordance with the *NSW Road Noise Policy* (former Department of Environment, Climate Change and Water, 2011). If the external noise criteria cannot feasibly or reasonably be met, TfNSW recommends that the consent authority apply internal noise objectives for all habitable rooms with windows in compliance with the Building Code of Australia.
- TfNSW highlights that in determining the application under Part 4 of the *Environmental Planning & Assessment Act 1979* it is the consent authority's responsibility to consider the environmental impacts of any road works which are ancillary to the development.

Upon determination of this matter, please forward a copy of the Notice of Determination to TfNSW for our records. Should you require further information please contact Bevan Crofts, Development Services Case Officer, on 02 4908 7688 or 0431 052 001 or by emailing [development.north@transport.nsw.gov.au](mailto:development.north@transport.nsw.gov.au)

Yours sincerely



**Marg Johnston**

Team Leader Development Services  
North Region | Community & Place  
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Cc Chief Executive Officer  
Central Coast Council

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