



04 December 2019

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

Attention: Louise Starkey

**SSD 9813: MIXED USE DEVELOPMENT (GOSFORD ALIVE ON KIBBLEPLEX SITE)
136-146 & 148 DONNISON STREET GOSFORD**

Reference is made to Department of Planning, Industry and Environment's (DPIE) email dated 8 October 2019, requesting Transport for NSW's requirements under Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*. It is noted that a separate response to this application was provided by Mark Ozinga, Principal Manager Transport for NSW Land Use Planning and Development, Customer Strategy and Technology on 04 November 2019. The information and advice provided in this letter will be additional to Mr Ozinga's response.

Transport for NSW's primary interests are in the road network, traffic and broader transport issues. In particular, the efficiency and safety of the classified road network, the security of property assets and the integration of land use and transport.

It is understood that the proposed development is a mixed-use development comprising five towers (approximately 20 to 30 storeys with 738 residential units) to be constructed in 6 stages. It will have a mix of uses including residential, retail, entertainment, leisure, and food and beverage with a maximum GFA of 73,058m². Vehicular access points are located at Donnison Street, William Street and Albany Street, with a shared vehicle/pedestrian through-site link between William Street and Donnison Street.

This application is for:

- Concept plan approval across the 6 overall stages of development,
- Stage 1 comprising site clearing including demolition of existing buildings, site improvements and vegetation clearing (NB: this is the only stage of physical works sought for approval under this application).

Further individual development applications will be submitted in the future for Stages 2-6:

- Stage 2: Construction of Tower 1
- Stage 3: Construction of Tower 2

- Stage 4: Construction of Tower 3
- Stage 5: Construction of Tower 4
- Stage 6: Construction of Tower 5

Transport for NSW considers that the impacts of the development as a whole need to be understood at concept plan to ensure:

- the impact of the development as a whole is mitigated,
- consistency with any resulting infrastructure requirements, and
- timely staged delivery of the identified upgrade works.

Transport for NSW Response & Requirements

Transport for NSW have reviewed the Environmental Impact Assessment prepared by Mecone and dated 27 September 2019 and the Transport Impact Assessment (TIA) prepared by GTA Consultants and dated 22 August 2019, and provide the following comments:

- A factor of 0.5 has been applied to the weekday PM retail peak traffic generation rate in order to determine the AM trip rate. Clarification is required on why this factor has been used.
- Currently the ratio of the retail and office/medical floor space is split 50:50. As offices and medical centres generate significantly lower trips compared to speciality stores, this may lead to an underestimation of trip generation volumes if ratio of retail is higher. A conservative assessment is to be undertaken to account for the worst-case scenario of 100% retail. Further information on expected land uses is required, or a more conservative ratio used.
- A residential trip generation rate of 0.35 trips per apartment has been stated in the report. The RMS Guide to Traffic Generating Development states a regional average of 0.53 trips per unit in the AM peak hour and 0.32 trips unit in the PM peak hour. Clarification is required as to why these values have not been adopted.
- A background traffic growth rate of 1.5% has been adopted. Clarification is required for the use of this rate.

Furthermore, it is not clear from the SIDRA files how the growth has been applied. The SIDRA files have not been run to account for 1.5% compound growth year on year, so a manual calculation appears to have been done. Clarification is required of the use of this growth rate and the methodology for calculating the 1.5% growth year on year is requested.

- The report details which development access point vehicles are expected to use, however, it does not detail where these vehicles are approaching from. It appears from Figure 8.1 that the majority of vehicles are approaching from the east, with minimal traffic coming from the west. However, there appears to be significant development to the west, including industrial, retail and an entertainment ground and other significant employment generators. Clarification is required for the trip distribution assumptions used.

- The intersections of Henry Parry Drive / Donnison Street and Henry Parry Drive / William Street are signalised intersections. It is not clear if site observations along with SCATs data were used to calibrate and validate the base year intersection models. Please provide further commentary or alternatively please update modelling using SCATs data. SCATs data can be obtained from SCATS.Traffic.Signal.Data@rms.nsw.gov.au.
- Pathways and landscaping are proposed to channel pedestrians through the development and towards the signalized intersections of Henry Parry Drive / William Street and Henry Parry Drive / Donnison Street. Transport for NSW has concerns that pedestrians will still seek to cross Henry Parry Drive mid-block. The adequacy of the existing fencing along Kibble Park on Henry Parry Drive is to be addressed.
- The TIA has only sought to address impacts for the fully developed site and not provided any data regarding anticipated traffic generation for each stage of the development.

The provision of data regarding the traffic generation of each stage allows for an assessment for each stage of the development to address the staged provision of infrastructure to mitigate impacts of the development.

- A cumulative assessment which outlines future year intersection performance including surrounding approved developments is required.

A revised traffic impact assessment should be submitted for further review by Transport for NSW prior to determination of the proposal.

Advice to DPIE

Transport for NSW recommends that the following matters should be considered by DPIE in determining this development:

- Transport for NSW has no proposal that requires any part of the property.
- On 13 November 2018, Roads and Maritime provided the following advice to Central Coast Council on the Planning Proposal (RZ/6/2016):
“Roads and Maritime consider that there will be an impact on the state network from proposals within the area, which form a larger catchment affecting the Pacific Highway and Sparkes Road. Roads and Maritime recommend Council to undertake an update of the S7.11 plans informed by a Traffic Impact Assessment in consultation with Roads and Maritime, to determine appropriate upgrades to the state road network and funding mechanisms. The Traffic Impact Assessment is to consider the cumulative impacts of the continued intensification of the Gosford CBD and the surrounding residential areas on the State road network.”
- Transport for NSW raise concern regarding continuing intensification with the Gosford Central Business District (CBD) and surrounds prior to acceptable works being proposed to mitigate the impacts of the development. Transport for NSW recommend the relevant Planning Authority consider options for to enable equitable cost sharing of future road

Transport for NSW

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upgrade works as a result of the intensification of development within the Gosford CBD, apportioned relative to the number of trips generated by that development.

Should you require further information please contact Kate Leonard, Development Assessment Officer, on 0428 260 461 or by emailing development.hunter@rms.nsw.gov.au.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Peter Marler', with a large, stylized initial 'P'.

Peter Marler
Manager Land Use Assessment
Hunter Region