

Our Ref:CC190067P05



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ABN 26 134 067 842

28 February 2022

Alceon Group Pty Ltd
c/o Aerazan Property Group Pty Ltd
7 Essex Street
SYDNEY NSW 2000

Attn: Cian Fitzgerald / Joe Wood

Dear Cian / Joe,

Section 4.55 Modification Application SSD-10321 – Staged Residential Flat Building Development at 89 John Whiteway Drive, Gosford

A State Significant Development Application for a residential development consisting of a dual level basement and four buildings containing residential apartments and amenities was approved by Minister for Planning and Public Spaces on 14 October 2021. An amendment has already been submitted for alterations to this original approval which is under assessment.

The proponents are now seeking a further amendment to the State Significant Development Approval. The amendments include the following:

- A reduction in the unit numbers for Building C from 57 to 52 units and a reduction in Building D units from 68 to 62 units which bring the overall unit numbers to 188.
- Reduced building envelopes to Building C and D.
- Minor changes to the planning of the basement car park to match lift cores and increase parking spaces to 298 spaces.
- Reconfiguration of landscaped area.
- General façade changes based on amended layout.
- Reduction in basement outline.

More details are provided in the covering planning report and architectural plans.

Proposed Modification to Residential Units:

It is proposed of have 188 residential units in in a similar configuration of buildings as shown in the Table 1 below:

Table 1: Proposed Number of Units

Building	Number of Units
A	27
B	47
C	52
D	62
Total	188

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Proposed Modification to Car Park:

The proposed parking provision outlined in the tables below have been assessed against the relevant State and Council regulations.

Table 2: Proposed Parking Schedule

Resident Parking					
Units	Total	DCP Requirements		Required Spaces	Proposed Spaces
1B	12	1	Space per 1-br	12	256 (Compliant)
2B	118	1.2	Spaces per 2-br	142	
3B	48	1.5	Spaces per 3 or 4-br	72	
4B	10	1.5	Spaces per 3 or 4-br	15	
Subtotal	188			241	
Shop	GFA				
Neighbourhood Shop	99.7	1	Space per 30 m ² of GFA	4	
			Total	245	

Visitor Parking				
Total Units	DCP Requirements		Required Spaces	Proposed Spaces
188	0.2	Spaces per Unit	38	38 (Compliant)

As shown in the table above the proposed resident, visitor parking and Neighbourhood Shop provisions (256+ 4 + 38 = **298 Spaces**) achieve the development outcomes set out in the DCP.

Accessible Parking

The Development Control Plan (DCP) requires not less than 10% of the total resident and visitor spaces to be Accessible spaces. For a total of 298 spaces this equates to 30 Accessible spaces. The development is proposing 30 Accessible spaces which will meet the DCP requirements.

Table 3: Accessible Parking

Accessible Car Parking				
Total Parking	DCP Requirements		Required Spaces	Proposed Spaces
298 (256+4+38)	10%	of Required Spaces	30	30 (Compliant)

Bicycle Parking

Table 4: Bicycle parking requirements and provision

Land Use	Gosford DCP 4.1.4.5 Site Facilities and Services	Parking Spaces Required	Proposed Parking Provision
Residential:	Minimum Rates		Total: 79 spaces (Compliant)
Total 188 units	1 resident space per 3 units	63	
	1 visitor space per 12 units	16	
		Total = 79 spaces	

As shown in the table above the proposed bicycle parking provisions achieve the development outcomes set out in the DCP.

Motorcycle Parking

Table 5: Motorcycle parking requirements and provision

Land Use	ADG (RMS Guide 5.4.3 High Density Sub-Regional RFBs)	Parking Spaces Required	Proposed Parking Provision
<u>Residential:</u>	<u>Minimum Rates</u>		Total = 13 spaces (Compliant)
Total 188 units	1 space per 15 units or part thereof	13	
		Total = 13 spaces	

As shown in the table above the proposed motorcycle parking provisions achieve the development outcomes set out in the DCP.

Green Travel Parking

Table 6: Green Travel Park parking provision

Land Use	Proposed Parking Provision
<u>Residential:</u>	Total = 7 spaces (Car Sharing and Electric charging Stations)
Total 188 units	

As shown in the table above the proposed Green Travel parking provision achieve the development outcomes.

Traffic Impact due to proposed Section 4.55 modification

Section 4.55 modification has proposed a reduction in number of units being built to 198 units. As a result, the reduction in traffic generation is as shown in the table 7 below:

Table 7: Traffic Generation Original Vs Proposed

Land Use	Number of Units	AM peak Hour Rate Trips/unit	AM Peak Hour Trips	PM Peak Hour Rate Trips/unit	PM Peak Hour Trips
High Density Residential Flat Buildings	201 (original)	0.39	78	0.42	84
	188 (proposed under this amendment)	0.39	77	0.42	73

As shown in the table above the total traffic generation has marginally reduced by 1 veh/hr in the AM peak and 11 veh/hr in the PM peak. The reduction in traffic generation due to the proposed modification to the consent would not change the previous

As the traffic generation rates have only marginally reduced, the SIDRA modelling results prepared previously would have marginally improved results for the proposed modification.

Barker Ryan Stewart has also reviewed and assessed the amended car park design in the architectural plans, prepared by Marchese Partners for compliance with the Australian Standards AS/NZS 2890.1-2004 – Off-Street Car Parking, AS 2890.2-2018 – Off-street Commercial Vehicle Facilities and AS/NZS 2890.6 – Off-street Parking for disabilities.

No changes are proposed to the access and waste movements, so these have not been reviewed again.

The car park design in the architectural Plans listed in Table 8 below is consistent with and complies with the requirements of the Australian Standards (AS 2890.1-2004, AS 2890.2-2018 and AS 2890.6-2009). Further, it is anticipated that the access and car park will function in a satisfactory manner and in accordance with the original design intent.

Table 8: Reviewed Architectural Plans

Dwg No	Plan	Revision	Date
DA002.2	Ground Floor	19	18/02/2022
DA002.1	Basement	19	18/02/2022

Should you require any further information regarding this assessment, please contact Barker Ryan Stewart.

Yours Sincerely,

Ashish Tamhane | Senior Traffic Engineer
Barker Ryan Stewart Pty Ltd