

Central Coast Quarter 26-30 Mann Street, Gosford

Stage 1 North Tower Development Application
Car Parking Assessment Report



Prepared by: GTA Consultants (now Stantec Australia) for SH Gosford Residential Pty Ltd
on 25/08/2021
Reference: N131975
Issue #: C

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1. INTRODUCTION

1.1. Background

A Concept State Significant Development Application (SSDA) has been determined by the Independent Planning Commission (The Commission) for a proposed staged mixed-use development on land located at 26-30 Mann Street, Gosford. The site is bounded by Mann Street to the east and Vaughan Avenue to the south.

GTA Consultants, now Stantec was commissioned by SH Gosford Residential Pty Ltd to address the Consent Conditions (SSD 10114) to undertake a Car Parking Assessment Report (CPAR) for the northern mixed-use multi-storey development (Northern Tower) that forms part of the overall development.

1.2. Development Proposal

The Concept Proposal for the overall site includes three towers incorporating residential, commercial and retail uses. This development proposal is for Stage One, which is the northern tower, which is predominately residential with some specialty retail at street/ ground levels. Stage One has a total gross floor area (GFA) of 13,884 square metres. The development comprises:

- 136 residential apartments
- 621 square metres of retail Gross Floor Area (GFA).

1.3. Purpose of This Report

This report sets out an assessment of the anticipated car parking implications of the proposed development, including consideration of the following:

- existing parking conditions surrounding the site
- future parking conditions and vision for Gosford CBD
- suitability of the proposed parking in terms of supply (quantum) and layout
- the parking impacts of the development proposal on the surrounding area.

This report addresses the car-parking related conditions outlined in Development Consent SSD 10114, dated 24 August 2020. These conditions are replicated in Table 1.1.

Table 1.1: SSD 10114 Development Consent Conditions

Section	Key Traffic and Transport Issue	Relevant Report Section
C22	Future development applications(s) shall include a Car Parking Assessment Report (CPAR) that includes a detailed assessment of car parking demand and impacts to confirm the most appropriate number of on-site car parking spaces for the development. In proposing the final car parking rate for the site, the CPAR shall:	
a)	Consider any existing or draft car parking study or guideline applying to the Central Coast Council local government area	Section 2.2
b)	Provide on-site car parking for residential apartments at a rate no more than the requirements of the Gosford City Centre Development Control Plan 2018 and no less than the requirements of the Roads and Maritime Guide to Traffic Generating Developments 2002	Section 4.1
c)	Provide parking for 'commercial activities' as defined in the GSEPP at a rate no less than clause 8.5 of the GSEPP	Section 4.1
d)	Undertake a needs-based car parking assessment for the development	Section 4.1
e)	Undertake parking surveys (or consider existing recent surveys that may have been undertaken) examining the existing parking pressure on surrounding streets and parking facilities	Section 3.2
f)	Analysis existing and projected car ownership details of residents within Gosford and the development	Section 3.6
g)	Compare the proposal with other existing and approved developments within Gosford and other similar NSW regional centres	Section 3.7
h)	Consider green travel plan initiatives	Section 5
i)	Consider any Gosford City Centre Transport Plan (including draft plan)	Section 2.2.3

1.4. References

In preparing this report, reference has been made to the following:

- an inspection of the site and its surrounds
- plans for the proposed development prepared by DKO Architects, dated 15/03/2021
- Central Coast Quarter – 26-30 Mann Street, Gosford – Stage One Transport Impact Assessment, prepared by GTA now Stantec 31 August 2021(GTA Stage One Report)
- Central Coast Quarter - 26 Mann Street, Gosford Staged Concept Masterplan Transport Impact Assessment, prepared by GTA 14 May 2020 (GTA Masterplan Report)
- 32 Mann Street, Gosford Traffic Impact Assessment, prepared by Cardno 29 April 2016 (Cardno Report)
- Gosford City Centre Development Control Plan (DCP) 2018¹
- Gosford City Council Local Environmental Plan (LEP) 2014
- State Environmental Planning Policy (Gosford City Centre) 2018
- Roads and Maritime Services "Guide to Traffic Generating Developments" 2002

¹ <https://www.planning.nsw.gov.au/-/media/Files/DPE/Plans-and-policies/Gosford-city-centre-development-control-plan-dcp-2018-17202018.pdf>

- Australian Standard/ New Zealand Standard, Parking Facilities, Part 1: Off-Street Car Parking AS/NZS 2890.1:2004
- Australian Standard, Parking Facilities, Part 2: Off-Street Commercial Vehicle Facilities AS 2890.2:2018
- Australian Standard/ New Zealand Standard, Parking Facilities, Part 6: Off-Street Parking for People with Disabilities AS/NZS 2890.6:2009
- Draft Central Coast Council Car Parking Study – June 2020
- Central Coast Council Pedestrian Access and Mobility Plan 2019-2029
- Gosford Urban Design Framework Appendix 2018
- Gosford Transport Management and Accessibility Plan 2010
- Gosford Bike Strategy 2014
- Future Transport Strategy 2056 and supporting plans
- State Infrastructure Strategy 2018 – 2038
- Central Coast Regional Plan 2036
- other documents and data as referenced in this report.

2. STRATEGIC CONTEXT

2.1. State Government Policies and Guides

2.1.1. Future Transport Strategy 2056

The Future Transport Strategy (Future Transport) is a 40-year strategy for Sydney and Regional NSW prepared by Transport for NSW in response to the expected population and economic growth in NSW as well as provides an understanding of the future of transportation.

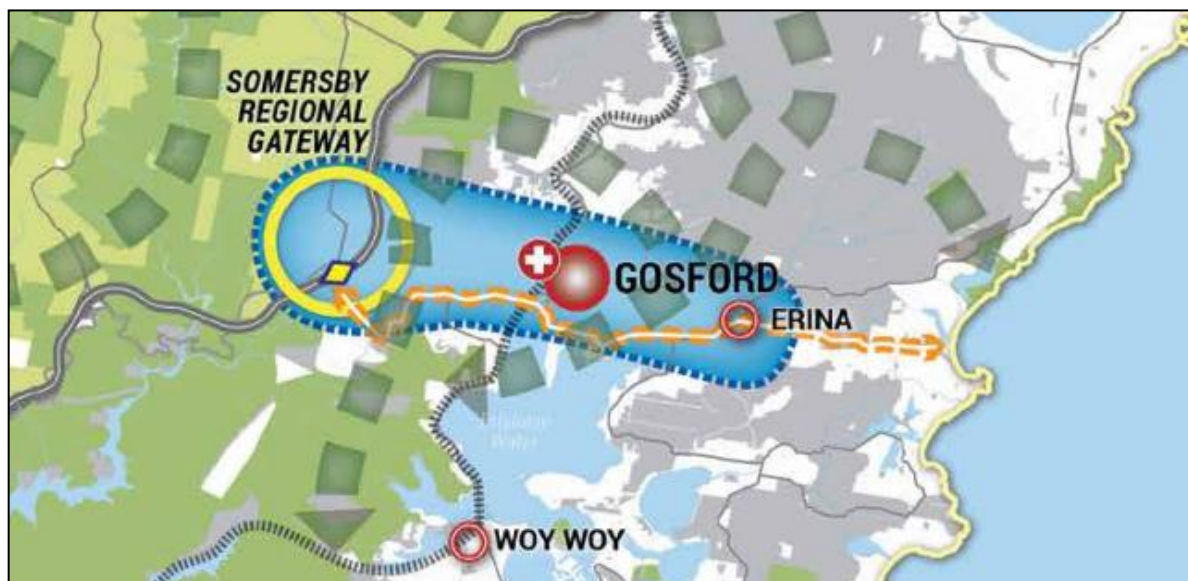
Future Transport identifies Gosford as a 'satellite city', outside of, but closely related to the Greater Sydney Region. Transport for NSW envisions that population and economic growth in these areas will happen and fast transit considerations are in place. Notably, Gosford is envisioned to be provided transit frequencies at a 'turn up and go' frequency – that is, services will carry large numbers of customers on predictable and reliable services without timetables.

2.1.2. Central Coast Regional Plan

The Central Coast Regional Plan (herein referred to as 'The Plan') was released in October 2016 and outlines the vision and goals for the Central Coast region, with Gosford as its Regional City. The Plan is intended to guide land use planning and inform the determination of development proposals and infrastructure funding decisions.

The area between the Somersby Regional Gateway and Erina has been identified as a Regional Growth Corridor with Gosford City Centre at its core. Infill high density housing is anticipated in these locations together with a variety of land uses including health, retail, commercial and sporting/ recreational uses ensuring good diversity, as illustrated in Figure 2.1. The Gosford City Core and the intended various precincts are detailed in Figure 2.2.

Figure 2.1: Draft Central Coast Regional Plan overview



Source: Central Coast Regional Plan, Figure 3, p.11

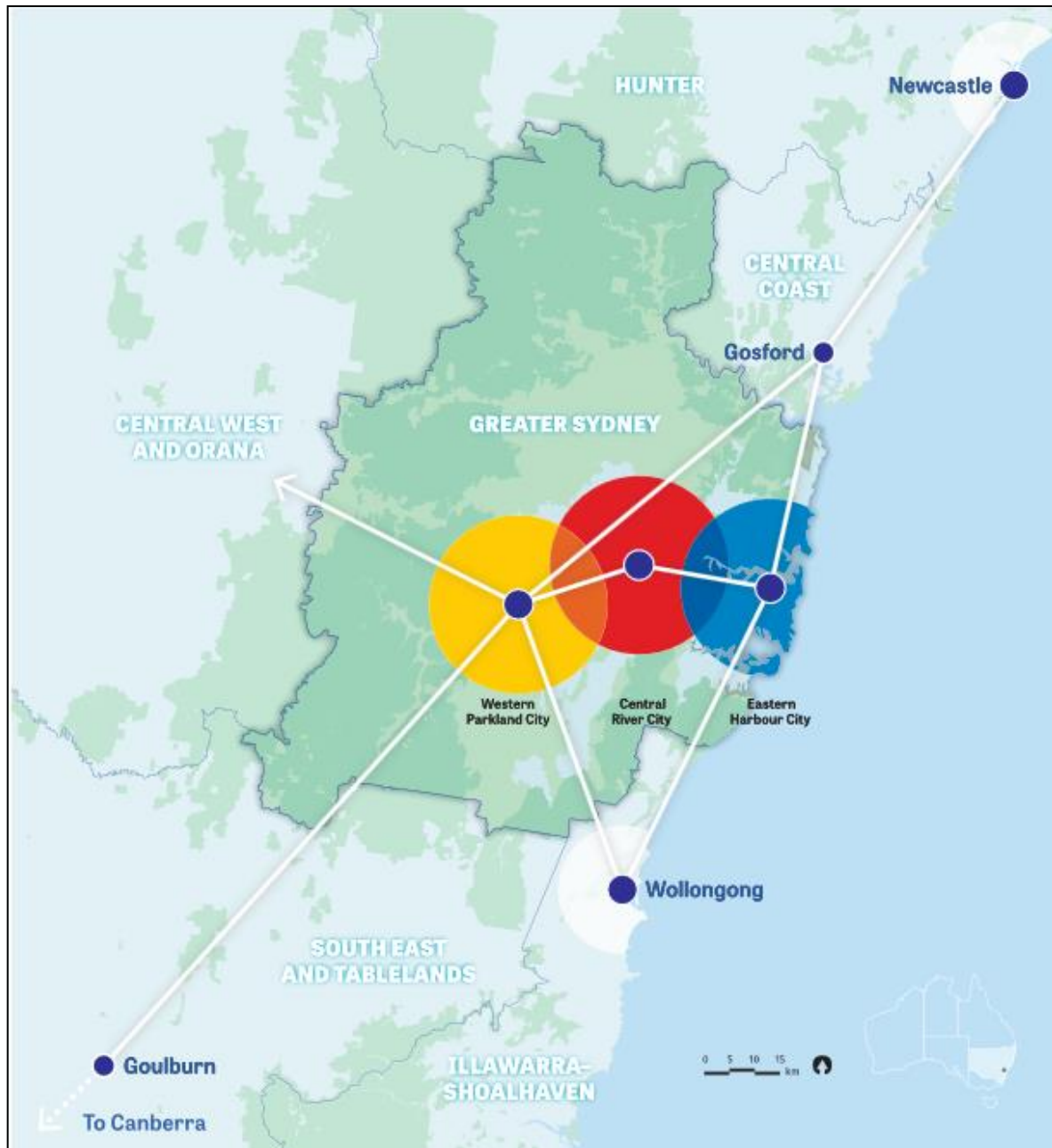
Figure 2.2: Gosford City Centre



Source: Central Coast Regional Plan, Figure 4, p.17

Gosford's strategic and transport relationship to Sydney is well recognised and illustrated in Figure 2.3. In this regard, Future Transport Strategy 2056 (March 2018) projects that economic and housing growth around Greater Sydney will establish Gosford as a 'satellite city' to Sydney. To support Gosford as a satellite city, improvements to existing transport connections will be required and, in the longer term, consideration of higher speed rail.

Figure 2.3: Greater Sydney regional context



Source: The Greater Sydney Regional Plan, Figure 31

2.2. Local Government Policies and Guidelines

2.2.1. Draft Central Coast Council Car Parking Study – June 2020

The draft Central Coast Council Parking Study is a document prepared by Central Coast Council in June 2020 and highlights the implementation plans for the Council wide area as well as centre specific areas such as Gosford. The study provides Council with a solid framework to improve the management and overall quality of parking and transport services in the region.

GTA has reviewed the draft Central Coast Council Car Parking Study and identified the following key findings relating to the proposed development as well as the wider Gosford CBD:

- 65 percent of people in the Central Coast drive their car to work.
- There are currently 450 smart parking sensors in Gosford and Terrigal assisting in way-finding and improving parking utilisation.
- Based on surveys undertaken in the Gosford CBD on the 2 May 2018 between 6:00am and 8:00pm:
 - Parking demand was generally very high (more than 5,000 vehicles during peak).
 - Commercial core, Gosford Train Station and Central Coast Local Health District were key generators of all-day parking demand.
 - Publicly available all-day parking was consistently at or above 85 per cent occupancy
 - Gosford Train Station Commuter Car Park on Showground Road had 1,119 free car spaces and were close to capacity at around 7:00am.
 - Gosford City Car Park had 706 paid parking spaces and was well utilised though not at capacity.
 - The Kibbleplex Shopping Centre provides 535 free car spaces and was full at around 9:00am, this complex is however planned for demolition with spaces to be removed.
 - Based on the walking catchment area of Gosford CBD, 2,094 on-street spaces reach a peak occupancy of 73 per cent with 3,321 off-street spaces reaching 87 per cent occupancy during the peak.

As part of this study, Council has also outlined short, medium and long-term priorities for Gosford CBD both in regard to parking and transport initiatives. Such priorities are presented in Table 2.1.

Table 2.1: Gosford Priorities 2023-2038

Priorities	Details
Short Term 2023	
S.1.1	Use spare parking capacity at the Gosford City Car Park (if possible)
S.1.2	Use spare parking capacity at the Central Coast Leagues Club (if possible)
S.1.3	Build car parks on the fringe of the commercial core (approximately 1000 spaces)
S.1.4	Implement a 'Park n Ride (Bus)' scheme to service the car parks on the fringe of the commercial core, and run a shuttle bus loop service into, and around, the commercial core.
S.1.5	Implement a 'Park n Ride (Cycle)' scheme at the same time and investigate options to include bicycle storage at existing and future fringe car parks.
S.1.6	Improve public transport services, including changes to the train timetable.
S.1.7	Implement smart parking initiatives within the commercial core to provide information and to reduce the need for traffic circulation, reduce enforcement costs, and monitor parking use.
Medium Term 2028	
M.1.1	Expand the 'Park n Ride (Bus and Cycle)' schemes and include parking sites on the eastern side of the Central Coast and Newcastle Line.
Long Term 2038	
L.1.1	Build a new parking station (or stations) on the fringe of the commercial core, and within 800m walking distance of the Gosford Train Station (approximately 1000 spaces).

In summary, the draft Central Coast Council Car Parking Study 2020 identifies the Gosford CBD experiencing high parking demand from a mixture of user groups such as long stay commuters and workers as well as short stay visitors to the CBD.

Short, medium and long-term priorities focus on prioritising short stay users with reallocation of CBD parking to short stay users whilst relocating and alleviating long stay demand by providing additional commuter parking on the fringe of the CBD core along with improvements in initiatives of public transport and active transport. This intends to achieve the strategic goal of facilitating the 'place' function of Gosford CBD by improving supply of short stay parking for visitors to the City.

2.2.2. Gosford Urban Design Framework 2018

The Gosford Urban Design Framework 2018 is a strategic document prepared by CHROFI, TYRELLSTUDIO and Government Architect NSW for the future vision of Gosford. As part of the document, various references are made to other past strategic documents for the Gosford area including Gosford City Centre Transport Management and Accessibility Plan (TMAP) 2010 and Gosford City Centre Pedestrian Access and Mobility Plan (PAMP) 2009 to inform of its future strategic and visionary goals.

Such strategic goals relating to transport and parking include:

- Improving pedestrian connectivity throughout the city centre including the Baker Lane and Baker Street pedestrian route from the station to the waterfront.
- Improving bus services and connection to the city centre and strengthen the public transport core of the city centre with a consolidated interchange development at the station whilst also reducing reliance on private vehicles and associated congestion.
- Improving bicycle parking and end of trip facilities for workers in Gosford.
- More short-term parking within the city centre as the current parking is heavily utilised by commuters for all-day long stay.
- More commuter/ worker parking options in and around the city centre.
- Possible parking on both sides of Dane Drive, returning Dane Drive to an urban street activating the waterfront.

Based on the above, the Gosford Urban Design Framework 2018 provides a similar strategic goal and priority to the draft Central Coast Council Car Parking Study, highlighting current issues within the city centre such as congestion and high vehicle dependency/ parking demand and adopts similar strategic goals of better allocation and use of CBD parking, improved active and public transport amenities in the CBD. The document also indicates improvement of pedestrian connection on Baker Street to the waterfront as such aligning well with the proposed development.

2.2.3. Gosford City Centre Transport Plan

Central Coast Council have advised, as at 24 March 2021, that development of the Gosford City Centre Transport Plan is currently on hold, with no fixed date for resumption.

3. EXISTING CONDITIONS

3.1. Location

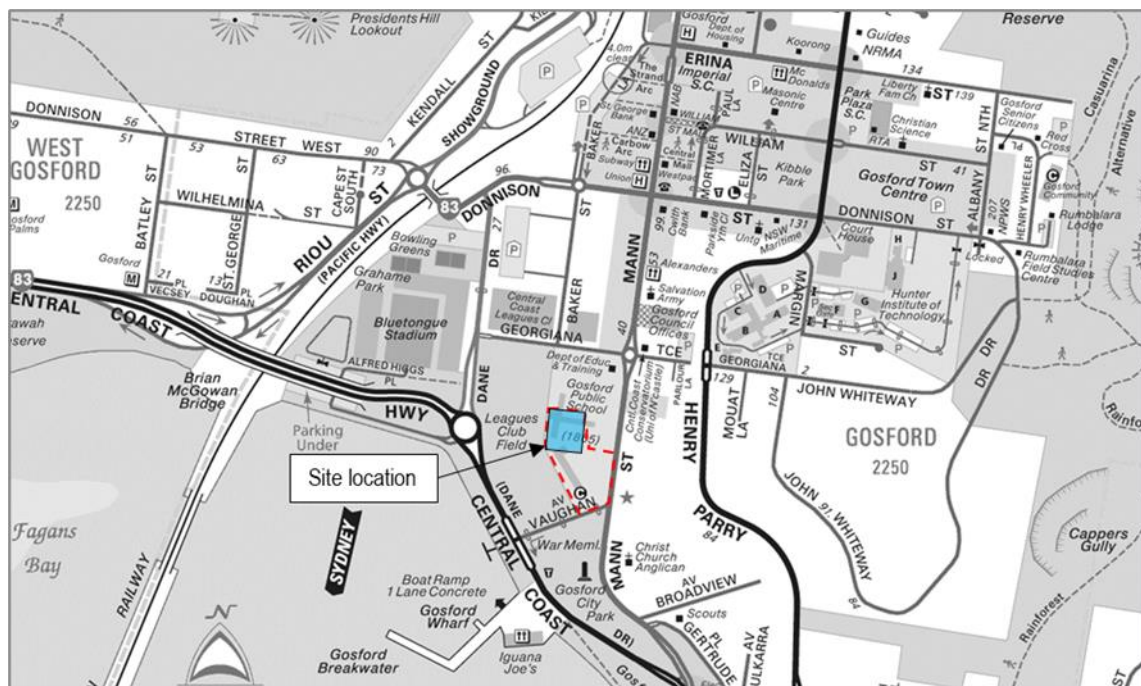
The overall subject site is located at 26-30 Mann Street, Gosford. The site is around 9,844 square metres with a frontage of 105 metres to Mann Street to the east and is bounded by Vaughan Avenue to the south. Stage One would be located at the northern end of the site adjacent to the existing commercial building as identified in Figure 3.1.

Stage One will be accessed from the existing section of Baker Street through an existing driveway that provides access to the commercial building. Ultimately at completion of all stages the main access for the entire site would be via Vaughan Avenue, with the secondary access from Baker Street.

The site has a land zoning as B4 - Mixed Use. The surrounding properties predominantly include commercial, mixed-use and residential uses.

The location of the subject site and its surrounding environs is shown in Figure 3.1.

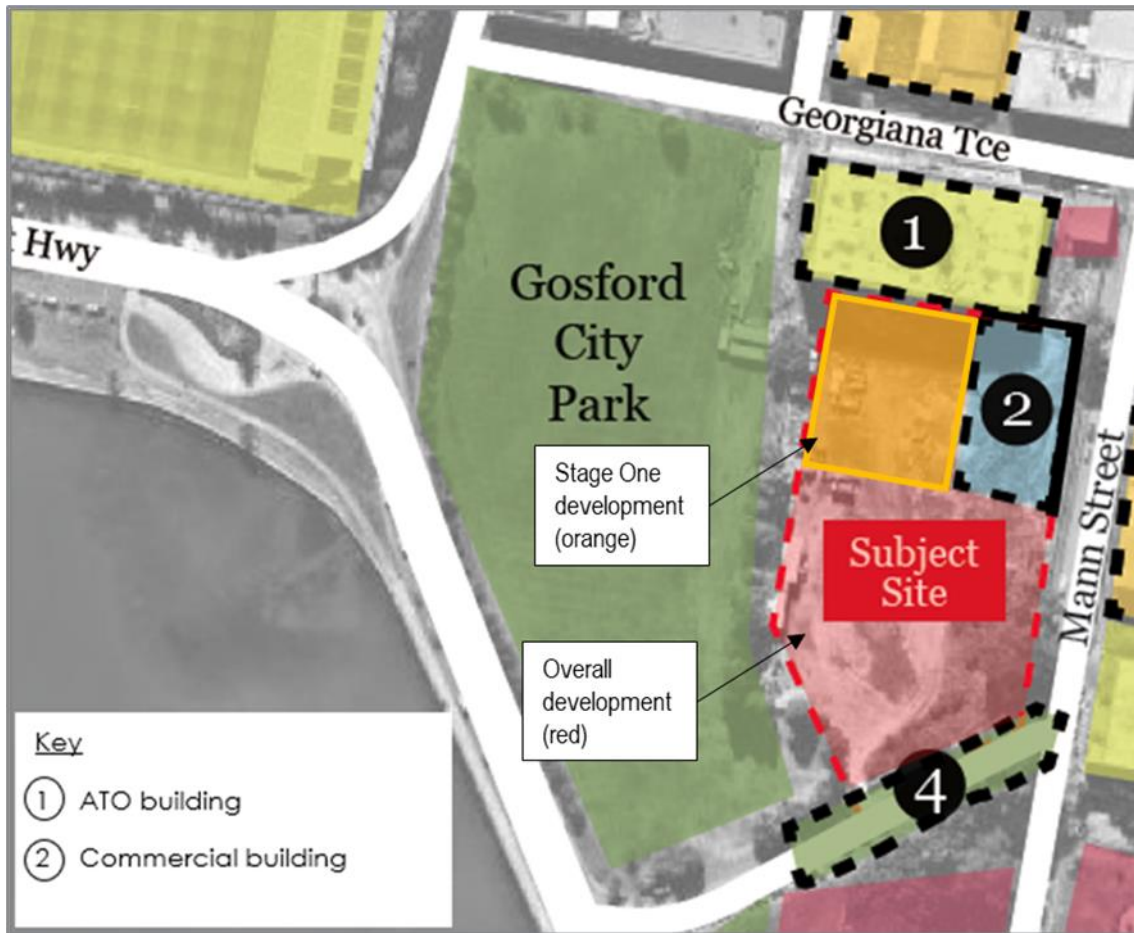
Figure 3.1: Subject site and its environs



Base image source: Sydway

Figure 3.2 provides an understanding of the site context.

Figure 3.2: Site context



Source: DKO Architecture dated 16 February 2018

3.2. Existing Car Parking

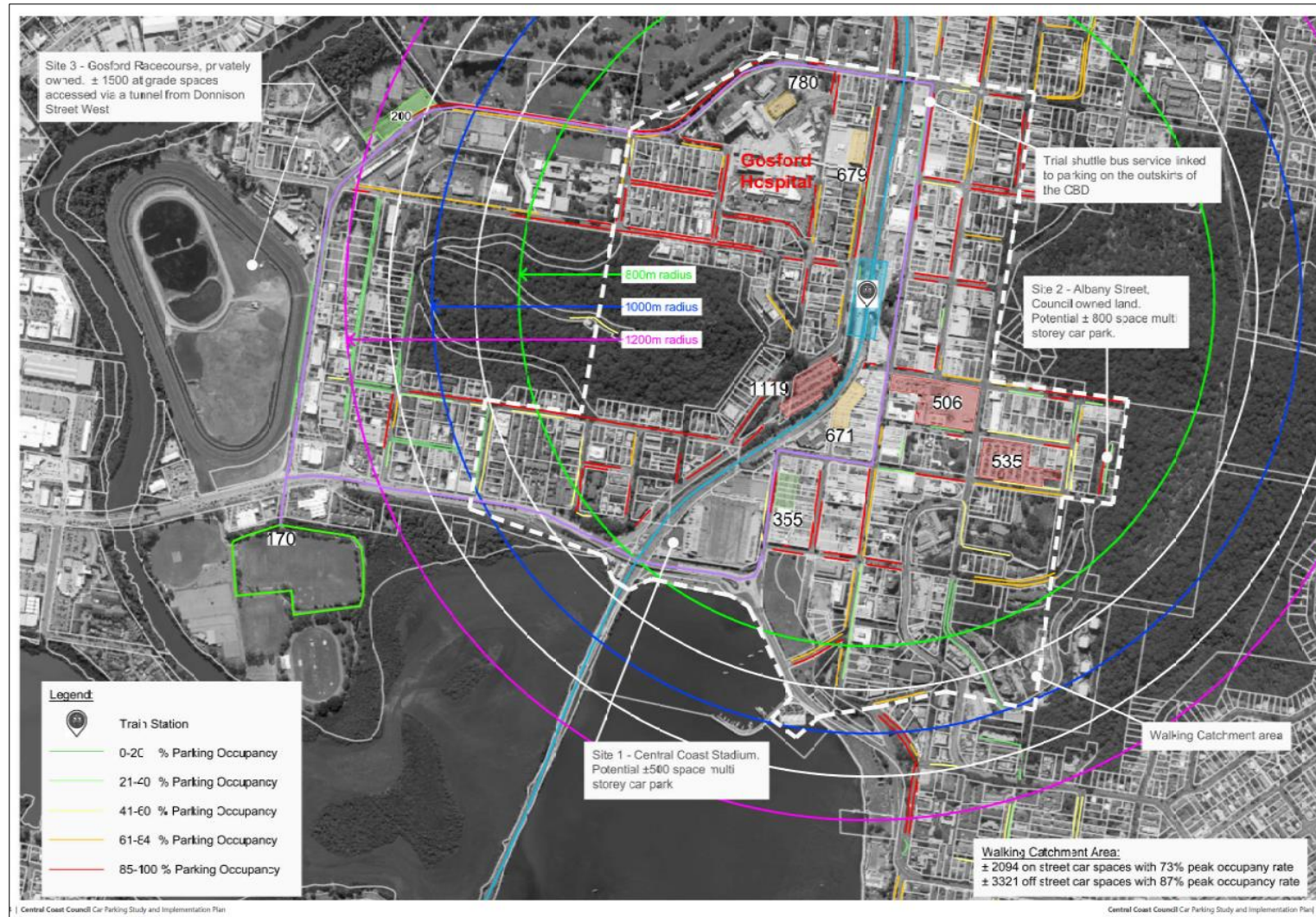
As part of the Draft Central Coast Council Parking Study 2020, surveys were commissioned on 2 May 2018 of all on-street and off-street parking within the Gosford CBD. Analysis of the surveys present the following findings:

- Parking north of the proposed development on Georgiana Terrace and Baker Street was well utilised with occupancy peaking at 85 per cent.
- Parking east of the site on Mann Street was moderately utilised ranging from 61-84 per cent on the western side and 21-40 per cent on the eastern side. Noting several spaces are dedicated for the police station on the eastern side.
- Parking south of the site on Vaughan Avenue was well utilised ranging from 61-100 per cent on either side, it is noted this area is in close proximity to Gosford City Park and the waterfront area.
- Overall on-street parking occupancy peaks at 73 per cent across the town centre.

Figure 3.3 presents the on-street car parking occupancy of Gosford CBD on a typical weekday in May 2018.

EXISTING CONDITIONS

Figure 3.3: Parking Occupancy of Gosford CBD, 2018

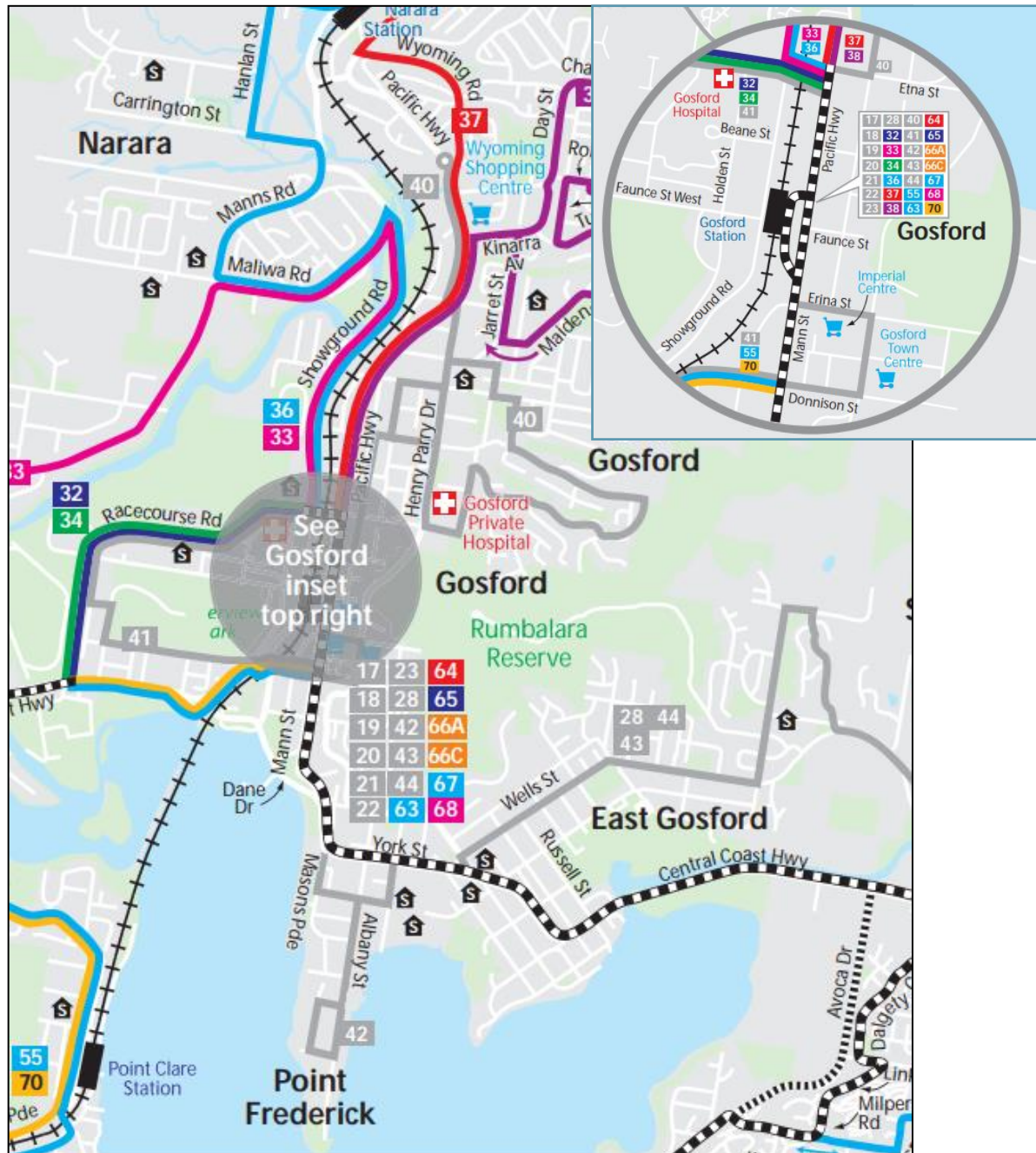


Source: Central Coast Council Car Parking Study 2020

3.3. Public Transport

The site is well serviced by public transport. The site is located nearby high frequency bus services which serve the Central Coast area by providing direct connections to and from Gosford CBD and train station. The site is within 600 metres of Gosford train station. Bus services are shown in Figure 3.4.

Figure 3.4: Surrounding public transport network



Source: <https://www.busways.com.au/sites/default/files/network-maps/2019-03-11/Central%20Coast%20Network%20Map.pdf>

A review of the public transport available near the site is summarised in Table 3.1.

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Table 3.1: Public transport provision

Service	Route #	Route Description	Location of Stop	Distance to Nearest Stop (metres)	Frequency On/ Off Peak
Bus	See Map	Connection between Gosford CBD and Central Coast Area	Mann St before Georgiana Terrace	50	Up to 18 services/hour
Train	CCN	Newcastle to Sydney/ Sydney to Newcastle	Gosford Railway Station	600	7 services per hour/ 2 services per hour

3.4. Pedestrian and Cycling Infrastructure

The site and its surroundings are well connected by pedestrian infrastructure.

Pedestrian paths are located as follows:

- Mann Street (both sides)
- Georgiana Terrace (both sides)
- Dane Drive (both sides)
- Central Coast Highway (both sides)
- Vaughan Avenue (northern side on eastern end and southern side throughout).

Crossing facilities near the site include the following pedestrian crossings:

- Vaughan Avenue near the Central Coast Highway
- Vaughan Avenue near Mann Street
- On the eastern and southern approaches of the Mann Street/ Georgiana Terrace roundabout
- Georgiana Terrace near the Georgiana Terrace/ Baker Street intersection
- Baker Street near the Georgiana Terrace/ Baker Street intersection

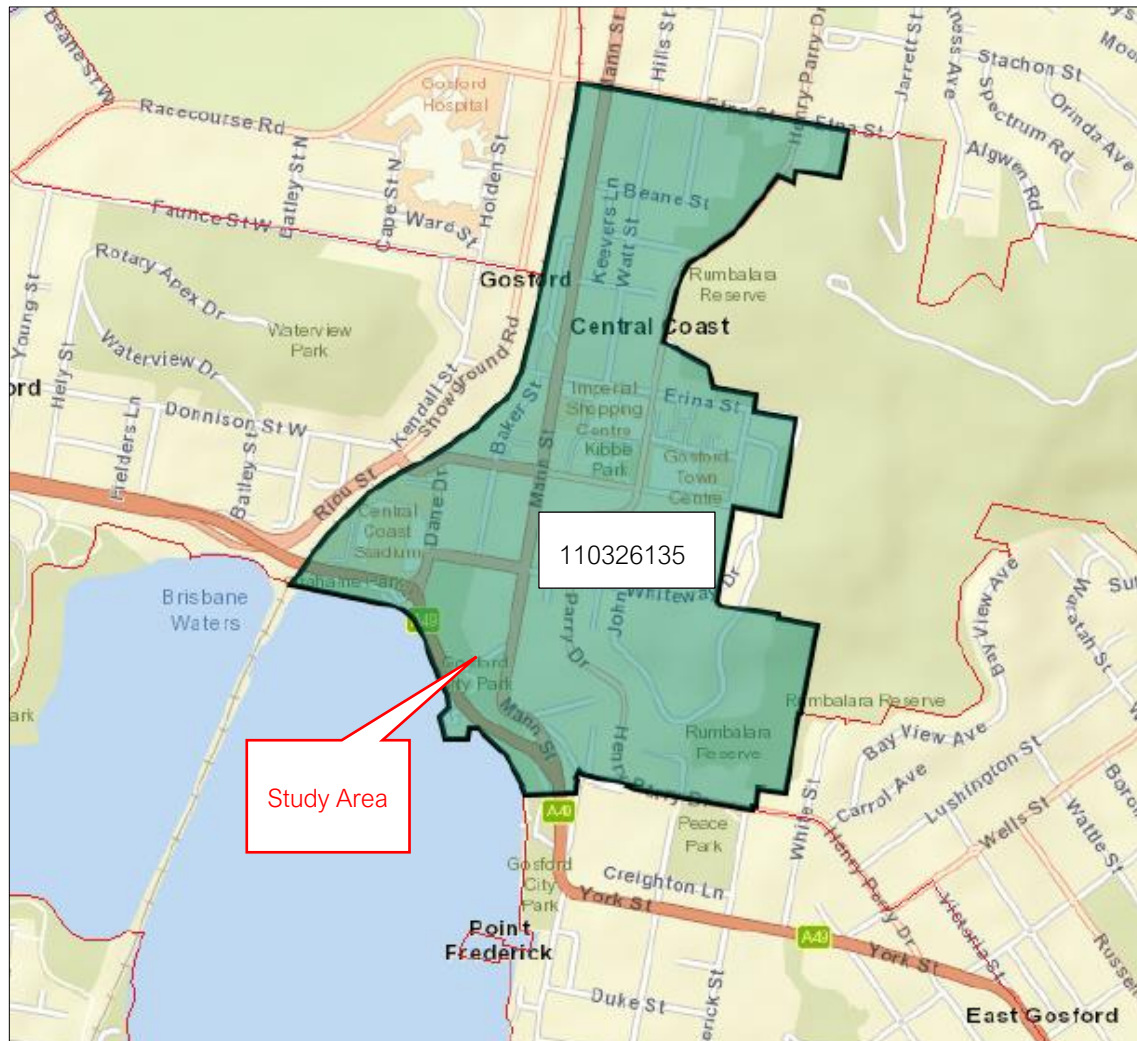
No dedicated cycling infrastructure is currently provided.

3.5. Existing Travel Behaviour

3.5.1. Place of Work

2016 census data from Australia Bureau Statistics, shows the seven existing Journey to Work (JTW) patterns for who works in Destination Zone (DZ)² 110326135. The study area is contained in the DZ as shown in Figure 3.5.

Figure 3.5: Location and Extend of Destination Zone



Source: <https://www.abs.gov.au> , accessed 23 October 2020

JTW data as summarised in Table 3.2, indicates that the main mode of travel for workers in the area is by car, with 83 per cent driving to work and four per cent as passengers in a vehicle. Public and active transport mode share percentage are only nine per cent for this destination zone. The table also shows almost no one rode a bicycle to and from the DZ for work.

² Destination zones (DZNs) are the spatial unit used to code Place of Work (POWP) and are an aggregation of 2016 Mesh Blocks. In 2016, DZN boundaries have been designed by the ABS following consultation with each State/Territory Transport Authority.

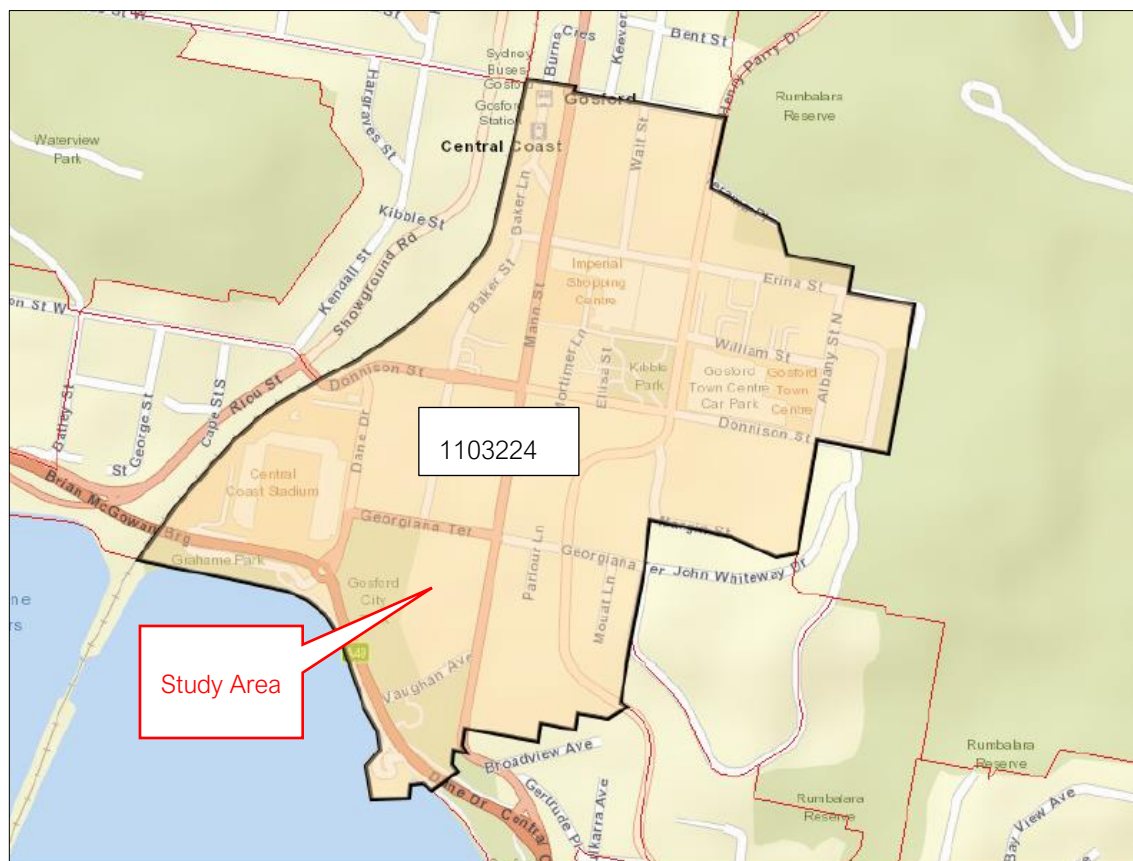
Table 3.2: JTW, Place of work at the DZ

Mode	Mode share (%)
Train	5%
Bus	2%
Car, as driver	83%
Car, as passenger	4%
Motorbike/scooter	1%
Bicycle	0%
Walked only	2%
Other	2%
Total	100%

3.5.2. Place of Usual Residence

Figure 3.6 shows Statistical Area Level 1 (SA1)³ polygon which the study area is located within the SA1.

Figure 3.6: Location and Extend of Statistical Area One



Source: Census of Population and Housing, 2016, TableBuilder, accessed 23 October 2020

Data obtained from ABS related to residents' travel to work within the SA1, is summarised in Table 3.3. the table shows the primary mode of transportation used by residents was private vehicle, accounting for 65 per cent of journey to work trips made. However, 22 per cent of trips made by public transport compare to 11 per cent of trips which made by walking to/from work. The data also shows almost no one undertook riding to work as travel mode.

Table 3.3: JTW, Residents with the SA1

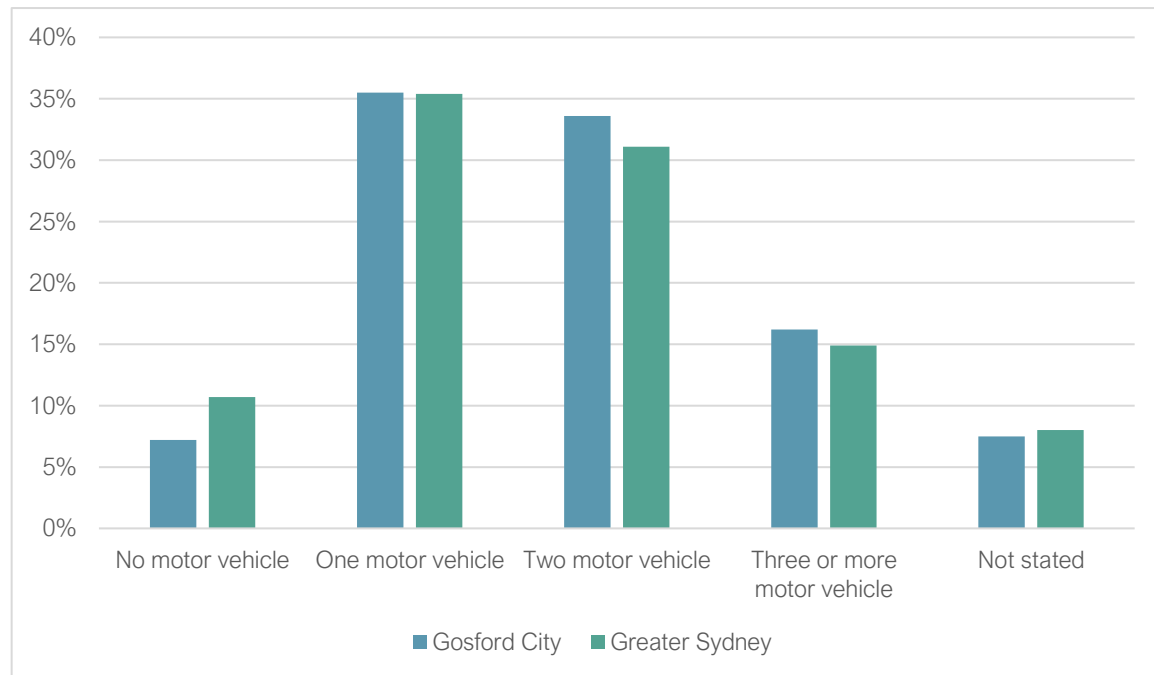
Mode	Mode share (%)
Train	18%
Bus	4%
Car, as driver	59%
Car, as passenger	6%
Bicycle	0%
Walked only	11%
Other	2%
Total	100

³ Statistical Areas Level 1 (SA1) are geographical areas built from whole Mesh Blocks. The SA1s have generally been designed as the smallest unit for the release of census data. SA1s have a population of between 200 and 800 people with an average population size of approximately 400 people.

3.6. Car Ownership

Analysis of the 2016 ABS car ownership data presents the car ownership profile of Gosford City as presented in Figure 3.7.

Figure 3.7: Car Ownership in Gosford City



Analysis of the 2016 car ownership data highlights Gosford City having a similar car ownership as Greater Sydney with approximately 93 percent of households owning at least one car compared to Greater Sydney's 89 percent. Of those that owned at least one vehicle, 35 percent of households owned one vehicle, 34 percent owning two vehicles and 16 percent owned three or more vehicles. All are just slightly higher than the average for Greater Sydney.

3.7. Other Approved Developments Comparison

The Gosford City Centre Development Control Plan (DCP) 2018 came into effect on the 19 October 2018. The purpose of this DCP is to provide development controls for within the Gosford City Centre. This DCP provides more detailed provisions to expand upon the controls within GCC SEPP for development in the Gosford City Centre that will contribute to the growth and character of Gosford.

It is understood that the development application for this site is the first to be submitted under this DCP. The SSD 10114 Development Consent Conditions requests a comparison of the parking provisions of this development to other approved developments within the Gosford City Centre. As this is the first application to be submitted under this planning control there is no precedent for comparison based on the planning regime in this area.

4. CAR PARKING ASSESSMENT

4.1. Parking Requirements

4.1.1. Transport for NSW (Roads and Maritime) Guidelines

The NSW Department of Planning and Environment have released the Apartment Design Guide (ADG) that provides commentary on acceptable levels of car parking provision. The ADG states *that for developments either:*

- within 800 metres of a railway station or light rail stop in Sydney Metropolitan Area, or
- on land zoned, or within 400 metres of land zoned, B3 Commercial Core, B4 Mixed Use or equivalent in a nominated regional centre,

the lesser resident and/ or visitor car parking rate of either the “Guide to Traffic Generating Development” (October 2002) or the relevant Council’s requirements can be used.

Given 26-30 Mann Street is located less than 650 metres from regular rail services at Gosford railway station, and on land zoned B4 Mixed Use an assessment of the parking requirements for residents and visitors has been completed with reference to Roads and Maritime “Guide to Traffic Generating Developments” (2002). The Guide defines high density residential buildings as multi-level buildings containing 20 or more dwellings and does not include aged or disabled persons’ housing, usually with more than five levels, secure basement car parking and located near public transport services.

Table 4.1 provides an understanding of the Transport for NSW parking rates for high density residential based on Metropolitan Sub-Regional Centres.

Table 4.1: Transport for NSW (Roads and Maritime) car parking requirements (Regional Sub Centres)

Use	Description	RMS parking rates	Area/ No.	Parking Requirements
Residential	1 Bed	0.6 space/ unit	14	8
	2 Bed	0.9 spaces/ unit	107	96
	3 Bed	1.4 spaces/ unit	15	21
	Visitor	1 space/ 5 units	136	27
Commercial/ Retail		1 space/ 40m ² GFA	621m ²	16
Total				168

Based on the car parking rates required by Transport for NSW, Table 4.1, the proposed development would be required to provide a total of 168 spaces.

4.1.2. State Environmental Planning Policy (Gosford City Centre) 2018 (GSEPP)

The State Environmental Planning Policy (Gosford City Centre) 2018 also provides development guidelines for proposed developments within the Gosford City Centre, specifically providing separate car parking requirements for commercial and retail components as referenced from Clause 8.5 of the GSEPP. The

GSEPP does not include a car parking rate for residential uses. Table 4.2 shows the car parking requirements as required by the GSEPP.

Table 4.2: GSEPP car parking requirements

Use	Description	SEPP parking rates	Area/ No.	Parking Requirements
Commercial/ Retail		1 space/ 40m ² GFA	621m ²	16
Total				16

4.1.3. Gosford City Centre Development Control Plan 2018

The Gosford City Centre Development Control Plan 2018 (DCP) provides guidelines for car parking requirements for proposed developments within the Gosford City Centre. Table 4.3 shows the car parking requirements as per Table 2 of the DCP.

Table 4.3: DCP car parking requirements

Use	Description	DCP parking rates	Area/ No.	Parking Requirements
Residential	1 Bed	1 space/ dwelling	14	14
	2 Bed	1.2 space/ dwelling	107	128
	3 Bed	1.5 space/ dwelling	15	23
	Visitor	1 space per 5 units	136	27
Commercial/ Retail		1 space/ 40m ² GFA	621m ²	16
Total				208

4.1.4. Parking Requirement Comparison

Table 4.4 compares the car parking requirements based on Transport for NSW guidelines, the SEPP rates, and the DCP rates with the proposed provision.

Table 4.4: Parking requirements and provision

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

4.1.5. Adequacy of Car Parking

For the residential component of the development, Development Consent conditions B3 a) and C 22 b) require the development to provide parking at “a rate no more than the requirements of the Gosford City Centre Development Control Plan 2018 and no less than the requirements of the Roads and Maritime Guide to Traffic Generating Developments 2002”.

The proposed car parking provision of 183 spaces falls between the Transport for NSW (Regional Sub Centres) provision of 168 spaces and the DCP provision of 208 spaces and therefore satisfying the conditions of Development Consent.

Given the location of 26-30 Mann Street being 650 metres to Gosford train station providing regular rail services, and the proximity to frequent bus services connecting throughout the Central Coast, the parking provision for residential uses is considered appropriate as the site fulfills the criteria for the Transport for NSW guidelines whilst providing above the recommendations, hence is not expected to impact on surrounding on-street parking provision.

Residents of the proposed development are also within walking distances to most amenities within the Gosford CBD (or well connected by public transport) and as such are not expected to travel by private vehicle or utilise parking spaces within the CBD and therefore would not exacerbate the current parking conditions as presented in the findings of the draft Central Coast Council Parking Study 2020.

For the retail component of the development, Development Consent conditions B3 b) and C 22 c) require the development to provide parking for commercial activities “at a rate no less than clause 8.5 of the GSEPP”.

Of the total car parking, 16 spaces shall be allocated towards commercial/ retail use to satisfy the minimum requirements outlined in Clause 8.5 of the GSEPP and the conditions of Development Consent.

Similarly, given the privileged location of the site being well-served by public transport and within walking distance to Gosford CBD and the Train Station, the retail/ commercial related activity associated with the proposed development would complement retail and other non-residential land uses in the CBD, with linked trips common. That is, visitors to retail for example, also come to the CBD for a range of other reasons, including commercial. As such acknowledging the possibility of linked trips with other land-uses in the vicinity, the parking provision of the proposed development exceeding Clause 8.5 of the GSEPP though not exceeding the Transport for NSW guideline rates is considered appropriate for the expecting demand associated with the proposed development.

It is also worth noting with the proposal of the extension of Baker Street including the provision of additional on-street car parking, the proposed development is not expected to rely on any excessive use of such on-street car parking and as such will not materially impact on the existing parking conditions of Gosford CBD.

4.2. Accessible Parking

The car parking requirements for accessible car parking rates are taken in accordance with the Gosford City DCP 2018 Section 7.4.5 and provide a minimum of four per cent of the required parking spaces.

The residential component of the development proposes to provide 14 adaptable apartments, these apartments would result in the provision of 14 accessible parking spaces and be allocated as required.

A rate of four per cent accessible parking would be applied to the remaining residential visitor and retail parking spaces, resulting in an additional two accessible spaces being provided within the development.

Therefore, over the development there would be a requirement for 16 accessible spaces. 17 have been provided. The accessible parking meets the requirements of the DCP.

4.3. Motorcycle Parking

The motorcycle parking provision requirements for different development types are specified in the Gosford City DCP 2018. A review of the motorcycle parking requirement rates is summarised in Table 4.5.

Table 4.5: Gosford DCP 2013 motorcycle parking requirements

Land Use	Size	Rate	Total
Residential	136 Units	1/15 Units	9
Commercial/ Retail	621m ² (16 spaces)	1/25 Spaces	1
Total			10

The proposed provision of 16 motorcycle spaces exceeds the minimum motorcycle parking requirements.

5. GREEN TRAVEL PLAN

5.1. Overview

An overview Green Travel Plan has been prepared as part of this assessment and is part of the TIA prepared by GTA, now Stantec. This outlines initiatives that could be implemented for the development to assist in alleviating parking and traffic impacts.

5.2. Green Travel Plan Initiatives

To achieve the goal of a reduced car mode share, a GTP will be put in place to raise awareness and further influence the travel patterns of people travelling to/ from the site with a view to encourage modal shift away from cars.

The following potential measures and initiatives could be implemented to encourage more sustainable travel modes:

- Providing some car share spaces on site.
- Considering the use of electric vehicles and providing electric charging points.
- Provide a Travel Access Guide (TAG) which would be provided to all residents and staff and publicly available to all visitors. The document would be based on facilities available at the site and include detail on the surrounding public transport services and active transport initiatives. The TAG would be updated as the surrounding transport environment changes.
- Providing public transport information boards/ apps to inform residents, staff and visitors of alternative transport options (the format of such information boards would be based upon the TAG).
- 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.
- 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.
- Providing a regular newsletter to all residents and staff members bringing the latest news on sustainable travel initiatives in the area.
- 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.
- Encouraging promotional campaigns and a framework for the implementation, monitoring and communication of the Green Travel Plan.
- 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.
- Inform residents/ Staff about the benefits of teleworking on traffic and the environment.
- Collaboration with Central Coast Council to create a bicycle/ scooter track for young children to learn and gain confidence on wheels within Gosford City Park.

6. CAR PARKING RECOMMENDATION

6.1. Summary

Based on the analysis and discussions presented within this report, the following conclusions are made:

1. The proposal demonstrates that a total of 183 parking spaces can be provided. 16 spaces would be dedicated to commercial/retail uses in compliance with the GSEPP parking requirement. The residential component of the development complies with the Transport for NSW rates whilst being under the Gosford City Centre DCP rates is recommended due to its proximity to the Gosford Train Station, as such the overall development satisfies the Development Consent conditions.
2. Given the location of the site being within the Gosford CBD and well serviced by public transport there will be a natural tendency for less reliance on private vehicles and as such, the parking provisions are considered appropriate. Any parking demand generated by the proposed development is expected to be accommodated on-site. Linked trip demands resulting from nearby land-uses are existing trips and existing parking demand that is already contributing to the parking demand of the CBD.
3. Analysis of the surrounding parking conditions indicates there are concerns of on-street parking demand during weekdays, however, this is an existing issue being addressed with recommendations as part of the Central Coast Council Car Parking Study 2020.
4. The proposed development is not expected to exacerbate the current parking conditions in the area with on-site parking provisions considered appropriate for both residential and non-residential uses along with Green Travel Planning initiatives to encourage mode shift and car sharing to be implemented within the development.

