

Traffic Impact Assessment

43-45 Beane Street, Gosford
Proposed Residential Development

24216

Prepared for
Ming Tian Property Group

31 March 2026



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Document Information

Report	Traffic Impact Assessment
Client	Ming Tian Property Group
Proposal	Proposed Residential Development
Architect	Tony Owen Partners
Project Location	43-45 Beane Street, Gosford
Council	Central Coast Council
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Contents

1	Introduction	5
1.1	Background	5
1.2	Scope of Works	5
1.3	Reference Documents	6
2	Proposed Development	7
3	Existing Conditions	8
3.1	Site and Surrounding Context	8
3.2	Road Network	9
3.3	Traffic Controls	11
3.4	Public Transport Services	12
4	Parking Assessment	14
4.1	Car Parking Requirement	14
4.2	Bicycle Parking and End of Trip Facility Requirement	15
4.3	Motorcycle Parking Requirement	16
4.4	Loading and Servicing Requirement & Arrangement	16
5	Access and Circulation Design	17
5.1	Access	17
5.2	Design Assessment and Internal Circulation	17
5.3	Loading and Servicing Circulation	19
5.4	Swept Path Analysis	19
6	Traffic Assessment	20
6.1	Existing Traffic Condition	20
6.2	Development Traffic Generation	20
6.3	Overall Traffic Generation and Distribution	21
7	Conclusion	22

Attachments

Attachment 1 Architectural Plans

Attachment 2 Turning Path Assessment



Tables

Table 3-1	Surrounding Road Network	9
Table 3-2	Surrounding Traffic Controls	11
Table 3-3	Bus Services Provision	13
Table 4-1	Car Parking Rates from SEPP (Housing) 2021	14
Table 4-2	Required Car Parking Spaces	14
Table 4-3	Car Parking Rates from SEPP (Precincts – Regional) 2021	15
Table 4-4	Required Car Parking Spaces	15
Table 4-5	Bicycle Parking Rates	15
Table 4-6	Required Bicycle Storage/Parking Spaces	16
Table 5-1	Off-street Car Parking (AS2890.1:2004) Criteria	17
Table 5-2	Off-street Commercial Vehicle Facilities (AS2890.2:2018) Criteria	18
Table 5-3	Off-street Parking for People with Disabilities (AS2890.6:2022) Criteria	18
Table 6-1	Net Peak Hour Traffic Generation	21

Figures

Figure 1-1	Site	5
Figure 3-1	Site Context	8
Figure 3-2	Road Network	9
Figure 3-3	Local Public Transport Locations	12



1 Introduction

1.1 Background

This report has been prepared to accompany a Development Application to Central Coast Council for a Proposed Residential Development at 43-45 Beane Street, Gosford (Figure 1-1).

Figure 1-1 Site



Source: Mecone (Modified by Genesis Traffic)

1.2 Scope of Works

The purpose of this report is to:

- describe the proposed development scheme
- describe the existing site, road network serving the site and the prevailing traffic conditions
- assess the adequacy of the proposed parking provision
- assess the potential traffic implications
- assess the suitability of the proposed vehicle access, internal circulation and servicing arrangements



1.3 Reference Documents

Reference has been made to the following documents when preparing this report:

- Australian Standard Part 1: Off-street Car Parking (AS2890.1:2004)
- Australian Standard Part 2: Off-street Commercial Vehicle Facilities (AS2890.2:2018)
- Australian Standard Part 3: Bicycle Parking (AS2890.3:2015)
- Australian Standard Part 6: Off-street Parking for People with Disabilities (AS2890.6:2022)
- Development Control Plan (Central Coast Council)
- Guide to Transport Impact Assessment, TfNSW, 2024
- Survey Data Analysis Report, High Density Residential Trip Generation Surveys, GHD, 28 September 2012
- State Environmental Planning Policy (Housing) 2021, NSW
- State Environmental Planning Policy (Precincts-Regional) 2021, NSW



2 Proposed Development

The proposal seeks consent for a development outcome that involves:

- 130 apartments in the following composition:
 - 41 x 1-Bed (incl. 6 affordable units)
 - 74 x 2-Bed (incl. 14 affordable units)
 - 15 x 3-Bed (incl. 1 affordable unit)
- Retail premises with a floor area of 197.3m²
- Café with a floor area of 88.9m²
- Basement car park – 140 car spaces including

Vehicle access will be provided at Beane Street.

Details of the proposal are indicated in the architectural plans prepared by Tony Owen Partners which accompany the submission and are reproduced in part in **Attachment 1**.

3 Existing Conditions

3.1 Site and Surrounding Context

The development site (Figure 3-1) is legally known as Lots 8, 9 and 14 in DP 18726, located at 43-45 Beane Street, Gosford. The site occupies an approximate area of 2,070m² and has frontages to Beane Street and Keevers Lane.

Figure 3-1 Site Context



Source: Metromap (Modified by Genesis Traffic)

The site is vacant at present (see inset above), with a vehicle access point located along Keevers Lane.

The adjoining and surrounding land uses include:

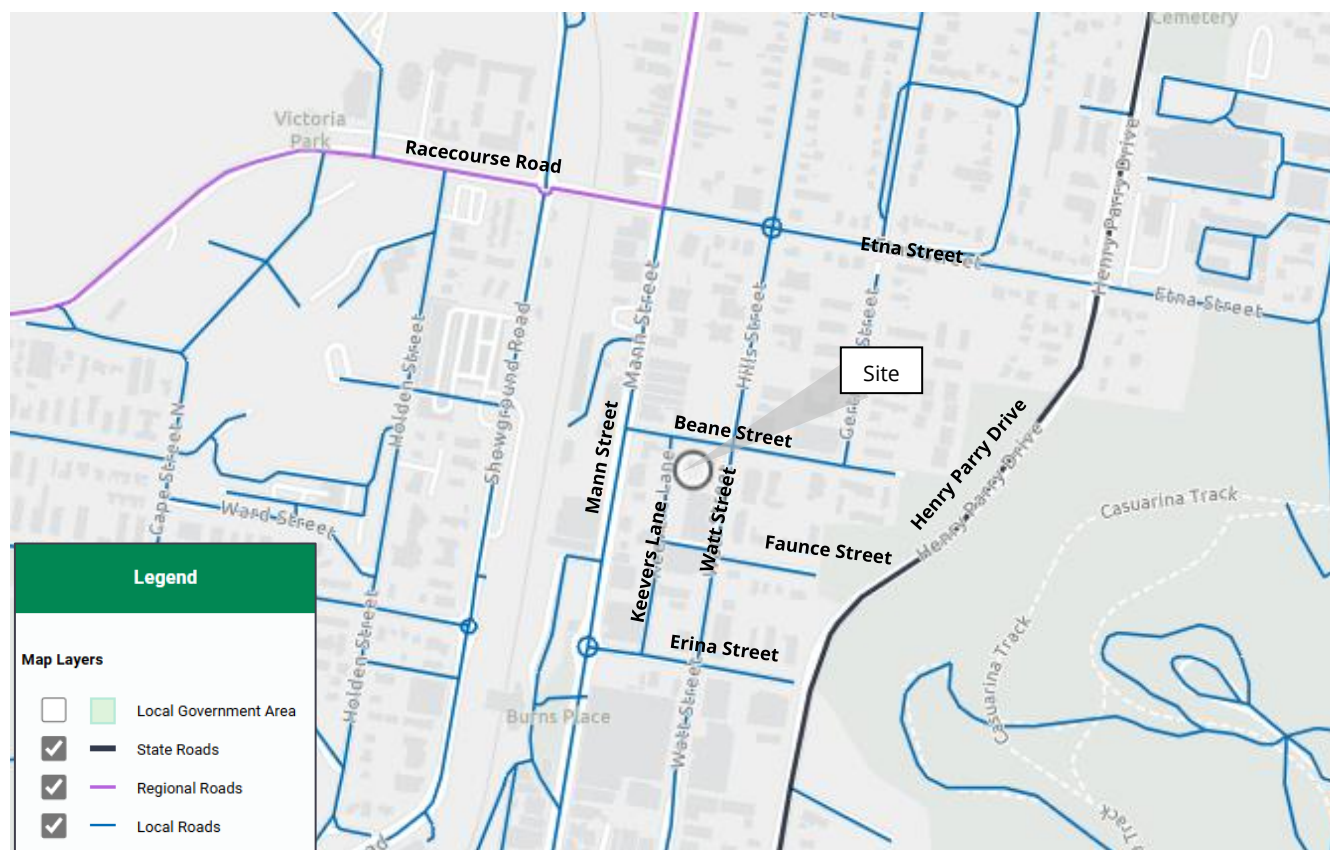
- 6-storey residential buildings adjoining the site to the west
- On-going construction opposite the site on Beane Street
- Gosford Hospital to the west and Gosford Private Hospital to the northeast
- Gosford High School to the northwest
- Gosford town centre to the south



3.2 Road Network

The existing road network serving the site area (Figure 3-2) are detailed in Table 3-1:

Figure 3-2 Road Network



Source: TfNSW (modified by Genesis Traffic)

Table 3-1 Surrounding Road Network

Road Name	Description
Henry Parry Drive	- State Road - Speed limit 60 km/h 2 lanes in each direction - No Stopping Restriction along both sides of the street
Racecourse Road	- Regional Road - Speed limit 60 km/h 1 lane in each direction - Unrestricted On-Street Parking along both sides of the street
Beane Street	- Local Road - Speed limit 60 km/h



	· 1 lane in each direction · Time restricted (1P) on-street parking along southern side of the street · No parking restriction along northern side of the street
Keevers Lane	· Local Road · Speed limit 50 km/h · 1 lane heading south from Beane Street merges with land headed west from Watt Street · No parking restriction both sides of the street
Watt Street	· Local Road · Speed limit 60 km/h · 1 lane in each direction · No Parking restriction along west side of the street and No Stopping restriction along east side of the street
Faunce Street	· Local Road · Speed limit 60 km/h · 1 lane in each direction · Time-restricted (1P) on-street parking along both sides of the street
Erina Street	· Local Road · Speed limit 60 km/h · 1 lane in each direction · No stopping restrictions and Time Restricted (1P) on-street parking along both sides of the street
Etna Street	· Local Road · Speed limit 60 km/h · 1 lane in each direction · No Stopping restrictions and Time Restricted (1P) on-street parking along both sides of the street



3.3 Traffic Controls

The traffic controls on the road system in the vicinity of the site are detailed in Table 3-2:

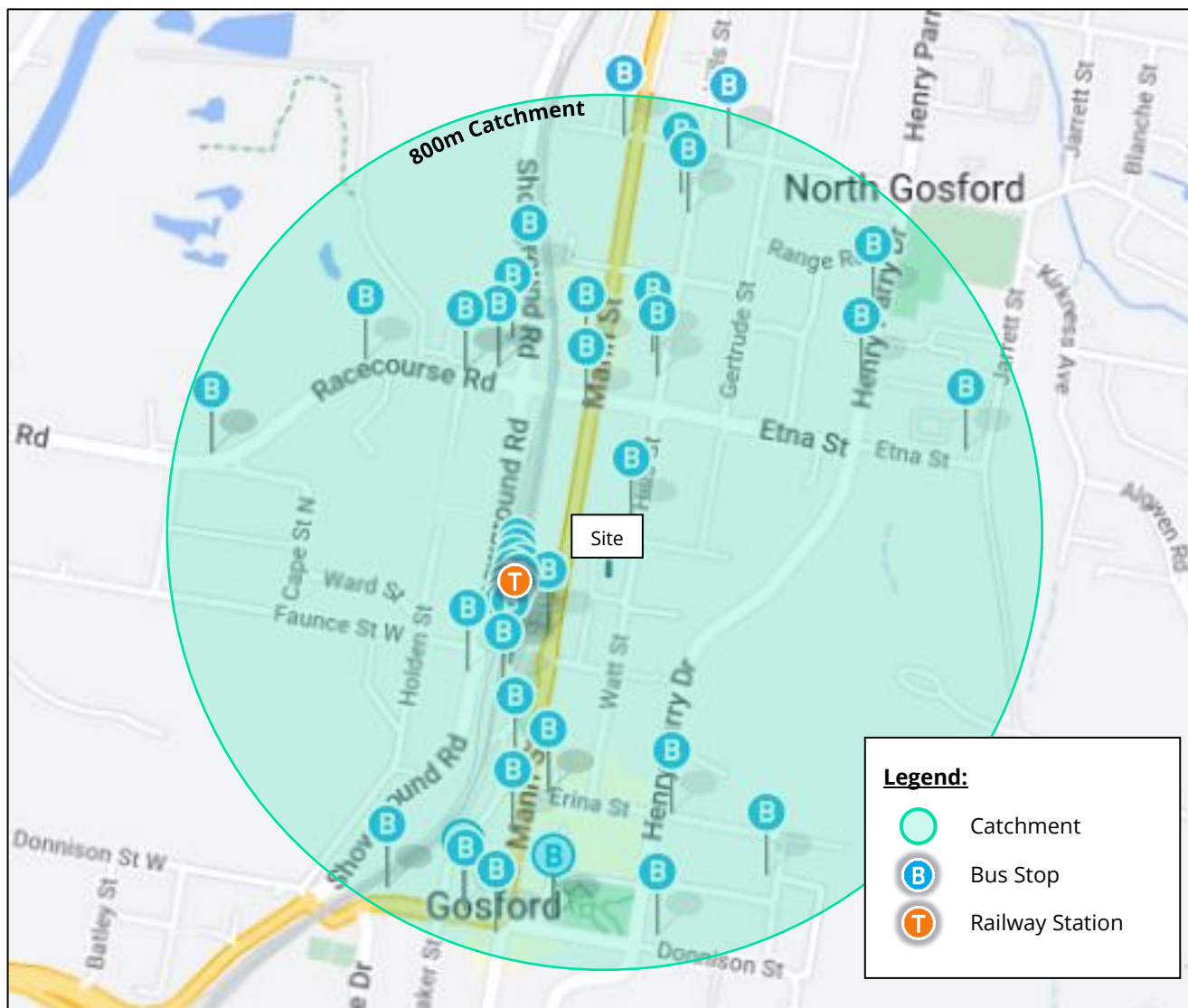
Table 3-2 Surrounding Traffic Controls

Traffic Control	Location
Traffic Signal	- Intersection(s) of: - Mann Street and Etna Street - Mann Street and Erina Street - Erina Street and Henry Parry Drive
Roundabout	- Intersection(s) of: - Beane Street and Watt Street - Faunce Street and Mann Street
Give-way / Stop Control	- Intersection(s) of: - Faunce Street and Watt Street - Beane Street and Mann Street
No Right Turn	- From Mann Street to Etna Street - From Watt Street to Erina Street
School Zone	- Along part of - Etna Street
Pedestrian Crossing	- Along parts of - Mann Street

3.4 Public Transport Services

The local public transport services are illustrated in Figure 3-3.

Figure 3-3 Local Public Transport Locations



Source: Google Map (Modified by Genesis Traffic)

Train/Metro

The site is located within 300m of Gosford Train Station providing connections to the Sydney Central Business District (CBD) via the Sydney Trains/Metro rail network. This train station provides access to the Central Coast & Newcastle line and North West NSW services.



Bus

Local bus service(s) within walking distance (50m to the nearest bus stop) of the site are summarised as follows (Table 3-3).

Table 3-3 Bus Services Provision

Bus Line	Bus Route	Peak Frequency
17	The Entrance North to Gosford	6 trips per day
18	The Entrance to Gosford	6 trips per day
19	Wyong to Gosford	1 trip per hour
20	Gosford to Matcham via Erina Fair (Loop Service)	5 trips per day
21	The Entrance North to Gosford via Bateau Bay East	1 trip per hour
22	The Entrance to Gosford via Killarney Vale	1 trip per hour
23	The Entrance to Gosford via Bateau Bay West	1-2 trips per hour
34	Gosford to Carriong (Loop Service)	1 trip per hour
36	Gosford to Westfield Tuggerah via Niagara Park	1 trip per hour
37	Tuggerah to Gosford via Lisarow	1-2 trips per hour
40	North Gosford to Gosford (Loop Service)	1-2 trips per hour
41	West Gosford to Gosford (Loop service)	7 trips per day
42	Point Frederick to Gosford	1 trip per hour
44	Erina Fair to Gosford via Springfield	1-2 trips per hour
55	Ettalong Beach to Gosford via Umina Beach & Woy Woy	2 trips per hour
70	Ettalong Beach to Gosford via Pt Clare Tascott and Woy Woy	1 trip per hour



4 Parking Assessment

4.1 Car Parking Requirement

Residential Units

Reference is made to the non-discretionary development standards in Chapter 2, Part 2 (In-fill Affordable Housing) of SEPP 2021, specifically section 19. The relevant car parking rates are provided in Table 4-1.

Table 4-1 Car Parking Rates from SEPP (Housing) 2021

Land Use	Element	Minimum Parking Rates
Affordable Housing	One-Bed	0.4 space(s) per unit
	Two-Bed	0.5 space(s) per unit
	Three-Bed	1.0 space(s) per unit
Non-affordable Housing	One-Bed	0.5 space(s) per unit
	Two-Bed	1.0 space(s) per unit
	Three-Bed	1.5 space(s) per unit

Application of the proposal using the above criteria would indicate the following requirement(s) in Table 4-2.

Table 4-2 Required Car Parking Spaces

Element	Unit	Requirement
Affordable Housing	One-Bed	6 unit(s) 2.4 (2)
	Two-Bed	14 unit(s) 7
	Three-Bed	1 unit(s) 1
		Total: 10 spaces
Non-Affordable Housing	One-Bed	35 unit(s) 17.5 (18)
	Two-Bed	60 unit(s) 60
	Three-Bed	14 unit(s) 21
		Total: 99 spaces
Total		109 spaces



Non-Residential Component

Reference is made to the development standards in Chapter 5, Part 5.8 (Gosford City Centre) of SEPP (Precincts – Regional) 2021, specifically section 5.47. The relevant car parking rates are provided in Table 4-3.

Table 4-3 Car Parking Rates from SEPP (Precincts – Regional) 2021

Land Use	Minimum Parking Rates
Commercial	1.0 space(s) per 75m ² GFA
Retail	1.0 space(s) per 40m ² GFA

Application of the proposal using the above criteria would indicate the following requirement(s) in Table 4-4.

Table 4-4 Required Car Parking Spaces

Land Use	GFA	Requirement
Commercial (café)	88.9m ²	1.2 (1)
Retail	197.3m ²	4.9 (5)
Total		6 spaces

Overall Parking

The development requires a total of 115 parking spaces as per the SEPP criteria. It is proposed to provide 140 parking spaces to comply in the following composition:

- 131 x Resident
- 3 x Commercial (Café)
- 6 x Retail

4.2 Bicycle Parking and End of Trip Facility Requirement

The applicable bicycle parking rates (Table 4-5) are provided in Section 2.13.3.8 of the Central Coast DCP.

Table 4-5 Bicycle Parking Rates

Development Type	Element	Parking Rates
Residential Flat Buildings	Short Stay	1 space per 12 dwellings
	Long Stay	1 space per 5 dwellings
Commercial	Short Stay	1 space per 750m ² GFA
	Long Stay	1 space per 200m ² GFA
Restaurant	Short Stay	1 space per 100m ² of public area
	Long Stay	2 spaces



Application of the above DCP rates to the proposal indicates the following bicycle parking requirement(s) (Table 4-6).

Table 4-6 Required Bicycle Storage/Parking Spaces

Element	Unit/GFA	Requirement	
		<u>Short Stay</u>	<u>Long Stay</u>
Residential Flat Buildings	130 units	10.8 (11)	26
Commercial (retail)	197.3m ²	1	1
Restaurant (café)	88.9m ²	1	2
Total		42 spaces	

It is proposed to provide 42 bicycle spaces to comply with the DCP requirement.

4.3 Motorcycle Parking Requirement

The applicable motorcycle parking rate is:

- 1 motorcycle space per 50 car spaces

Therefore, the requirement based on the provided spaces 3 motorcycle spaces. The proposal of 3 motorcycle spaces complies.

4.4 Loading and Servicing Requirement & Arrangement

The largest service vehicle that will serve the site is a 10.5m long Council waste truck and the truck will access the site via Beane Street. A suitably sized loading bay with 4m height clearance will be provided at Ground Level to facilitate the truck to enter and exit the site in a forward direction.



5 Access and Circulation Design

5.1 Access

The proposed access driveways will be located at Beane Street.

Details of the access design and geometry are discussed in Section 5.2.

5.2 Design Assessment and Internal Circulation

A detailed review of the car park has been undertaken to assess its conformance with the relevant AS2890 design criteria. The assessment outcome is tabulated below for ease of reference.

Table 5-1 Off-street Car Parking (AS2890.1:2004) Criteria

Features	Requirement	Provision	Compliance	Notes
Access Driveways				
Access Driveway Location	6m clear from intersection	Provided	Yes	
Access Width	(Category 2)	6.1m	Yes	
	Min 6.0m – 9.0m			
Sight Triangle (Pedestrian)	2.5m long x 2.0m wide	Provided	Yes	
Sight Distance (50km/h)	Min 45m	Provided	Yes	
First 6m Ramp Grade	Max 5% (1:20)	Max 1:32	Yes	
Straight Ramp / Driveway				
Ramp Grade	Public Carpark: Max 20% (1:5)	1:5	Yes	
	Private Carpark: Max 25% (1:4)			
Transitions	Min 2.0m	2.0m	Yes	
Grade Transitions	Max 12.5% (1:8)	1:8	Yes	
Roadways Width (Two-way)	Min 5.5m	Min 5.7m	Yes	
Vertical Obstruction Clearance / Kerbs	300mm on both sides	Provided	Yes	
Headroom Clearance	Min 2.2m	Provided	Yes	
Parking Modules				
Car Space Dimension for Residents	User Class 1A 5.4m long x 2.4m wide	5.4m long x 2.4m wide	Yes	
Car Space Dimension for Retail and Café	User Class 3 5.4m long x 2.6m wide	5.4m long x 2.6m wide	Yes	



Parallel Car Space	6.5m long x 2.1m wide	6.5m long x 2.1m wide	Yes	
Small Car Space	5.0m long x 2.3m wide	5.0m long x 2.3m wide	Yes	
Aisle Width	5.8m (+ 300mm from wall)	>5.8m	Yes	
Door Clearance	300mm	Not provided	Satisfied	Note 1
Blind Aisle	Min 1.0m	Provided	Yes	
Headroom Clearance	Min 2.2m	Provided	Yes	
Gradient	Max 5% (1:20)	1:40	Yes	

Note 1:

Two parking spaces on Basement Level 1 have door clearances obstructed by adjacent storage cages. This is considered acceptable at this stage, as storage cages are non-structural and can be readily modified. During the detailed design stage, these storage cages must be reviewed and adjusted to ensure compliance with the minimum 300mm door clearance requirement specified in AS2890.1.

Table 5-2 Off-street Commercial Vehicle Facilities (AS2890.2:2018) Criteria

Features	Requirement	Provision	Compliance	Notes
Parking Modules – 10.5m Council Waste Truck				
Space Dimension	10.5m long x 3.5m wide	Provided	Yes	
Headroom Clearance	Min 4.0m	Provided	Yes	
Gradient	Max 4% (1:25)	Level	Yes	

Table 5-3 Off-street Parking for People with Disabilities (AS2890.6:2022) Criteria

Features	Requirement	Provision	Compliance	Notes
Space Dimension	5.4m long x 2.4m wide	5.4m long x 2.4m wide	Yes	
Shared Zone + Bollard	5.4m long x 2.4m wide	5.4m long x 2.4m wide	Yes	
Height Clearance	Min 2.5m	Provided	Yes	
Gradient	Max 2.5% (1:40)	1:40	Yes	

In summary, the assessment confirms that the design provisions in relation to the access, car parking circulation and arrangement in respect to the proposal generally comply with the AS2890 design criteria.



5.3 Loading and Servicing Circulation

The designated service vehicle (10.5m waste truck) can enter and exit the site in a forward manner with the aid of a turntable (refer to Section 5.4: Swept Path Analysis).

5.4 Swept Path Analysis

All critical vehicle movements in the proposed car parking facility have been assessed using Autoturn. Details of the assessment outcome, which demonstrate a satisfactory design provision, are provided in **Attachment 2**.



6 Traffic Assessment

6.1 Existing Traffic Condition

Observations in the site's locality reveal a generally free-flowing traffic condition on Beane Street during the peak periods. Furthermore, there is no apparent capacity constraint on Beane Street during peak periods.

6.2 Development Traffic Generation

Residential

The Guide to Transport Impact Assessment (2024) provides average trip generation rates for high-density residential apartment blocks in regional areas. The relevant trip rates are as follows:

Average Regional Area Rates

- 0.53 vehicle trips per hour (vtph) per unit during the AM peak hour
- 0.32 vehicle trips per hour (vtph) per unit during the PM peak hour

These rates are from the High Density Residential Trip Generation Surveys report prepared by GHD and are based on an average rate of two survey sites: Charlestown and Wollongong. This report also provides site-specific survey data for Charlestown:

Charlestown Survey Rates

- 0.39 vtph per unit during the AM peak hour
- 0.42 vtph per unit during the PM peak hour

It is considered more appropriate to adopt the Charlestown-specific trip generation rates for this assessment for the following reasons:

- Charlestown shares similar regional characteristics and a comparable development context with Gosford. Both locations are regional centres with good proximity to their respective town centres.
- The surveyed development in Charlestown comprises 108 units, which is similar in scale to the subject site in Gosford (130 units).

Given these similarities, the Charlestown rates are considered a more suitable and contextually relevant basis for assessing traffic generation at the Gosford site

Applying these trip rates to the proposed 130 residential units would generate a peak traffic generation of 51 vtph and 55 vtph during the AM and PM peak periods respectively.

Retail

The Guide to Transport Impact Assessment (2024) does not provide any rate for retail. The assessment refers to the Roads and Maritime Services Guide to Traffic Generating Developments (RMSGTTD) 2002 which



provides an evening commercial peak traffic generation rate of 2 vtpH per 100m² GFA. Application of this rate to the proposed retail floor space would indicate a peak hour traffic generation outcome of 4 vtpH.

Café

The Guide to Transport Impact Assessment (2024) does not provide any rate for café. It does provide a rate for restaurants (5 vtpH per 100m² GFA). The assessment notes that the cafe peak periods occur in the morning and lunch time and are generally shut by 3.30pm, thus not coinciding with the road network afternoon peak period. On this basis, applying this rate to the proposed 88.9m² floor space would indicate a morning peak hour traffic generation outcome of 4 vtpH.

6.3 Overall Traffic Generation and Distribution

Having regard to the above, the net traffic generation outcome is tabulated in Table 6-1.

Table 6-1 Net Peak Hour Traffic Generation

Period	AM Peak (vtpH)		PM Peak (vtpH)	
	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
Residential	10	41	44	11
Retail	2	2	2	2
Café	2	2	-	-
Net Traffic	14	45	46	13

As illustrated above, the addition of up to 59 vtpH during road network peaks equates to an average traffic load of approximately 1 movement every 1 minute. In the context of the local road network's operating circumstance, additional traffic generation of this magnitude is considered minor.

Based on this evaluation, the assessment deems the proposal acceptable in terms of traffic generation and will not cause undue strain on the existing local road network.



7 Conclusion

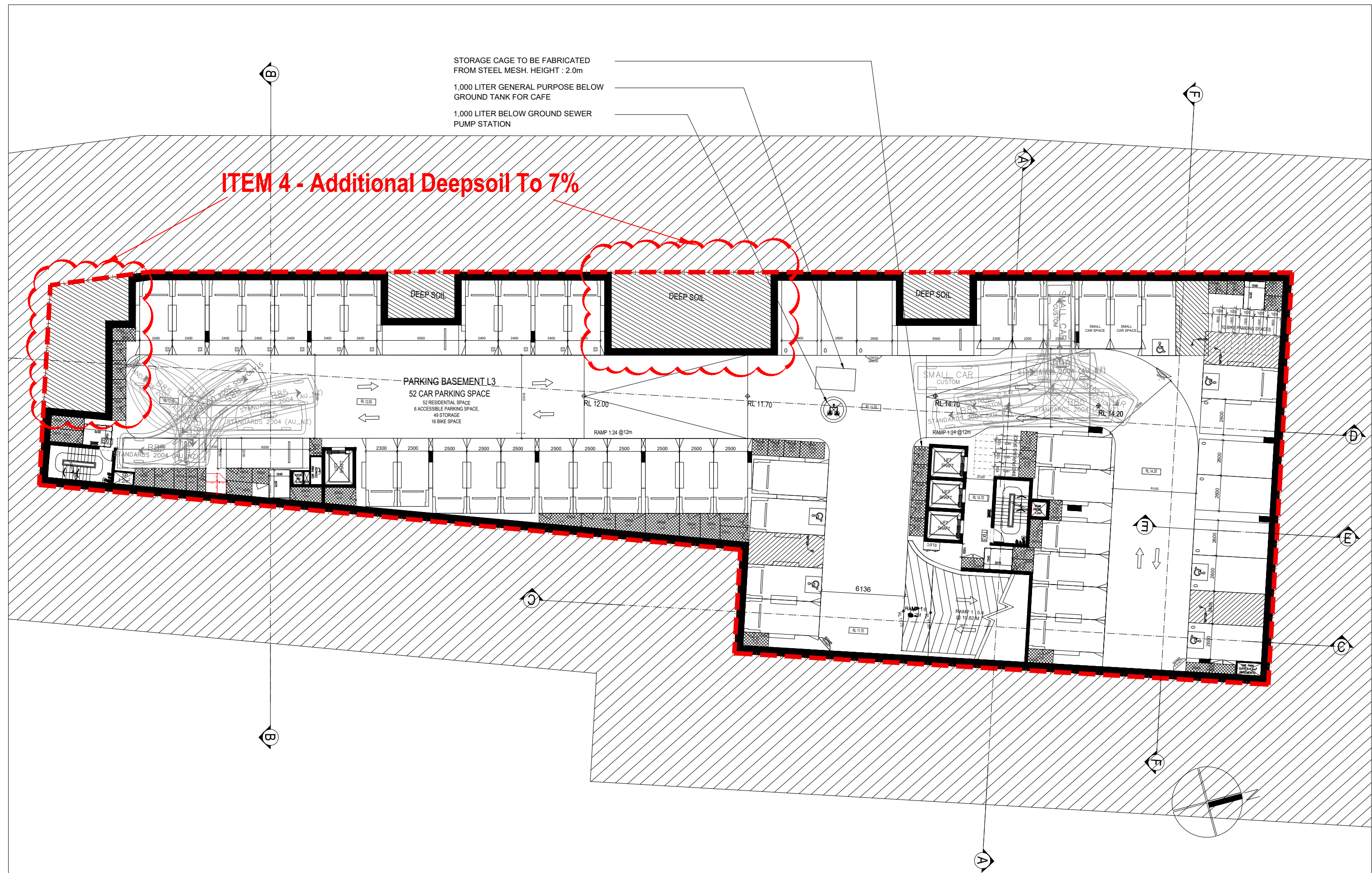
The traffic and parking assessment undertaken for the Proposed Residential Development at 43-45 Beane Street, Gosford has concluded that:

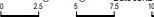
- the traffic generation of the proposed development will not present any adverse traffic implications on to the local road network
- the proposed parking provision will comply with the SEPP criteria and will adequately serve the development
- the proposed access, internal circulation and parking arrangements are appropriate to the relevant AS design criteria

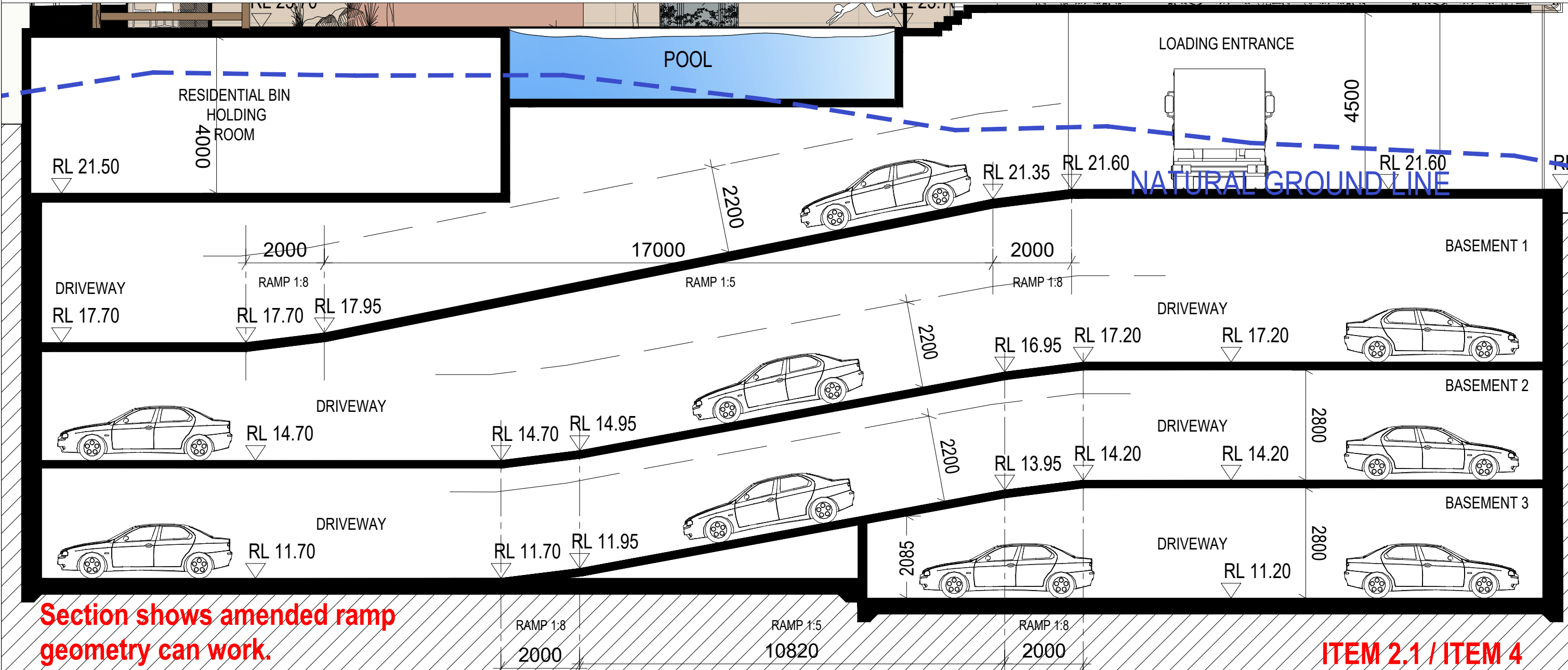


Attachment 1

Architectural Plans



Rev.	Description	By	Date	Disclaimer THESE DRAWINGS ARE PRELIMINARY DRAWINGS AND ARE NOT TO BE USED FOR CONSTRUCTION OR AS EVIDENCE OF THE COURSE OF DEVELOPMENT OR IN CONNECTION WITH A REPRESENTATION IN ANY MANNER BY THE DEVELOPER OR ITS SUBSIDIARIES, AGENTS OR CONTRACTORS THAT THE DRAWINGS ARE FINAL NOR THAT THE PROPOSED DEVELOPMENT WILL TAKE PLACE IN ACCORDANCE WITH THESE DRAWINGS. BEFORE CARRYING OUT ANY WORK ENGINEER THAT THE DRAWINGS YOU CARRY THE LATEST AMENDMENT NO.	Notes: DRAWINGS MADE TO A LARGER SCALE AND THOSE SHOWING PARTICULAR DETAIL OF WORKS SHALL HAVE PRECEDENCE OVER DRAWINGS MADE TO A SMALLER SCALE AND FOR MORE GENERAL PURPOSES. WHERE AN DISCREPANCY EXISTS BETWEEN FIGURED AND SCALED DIMENSIONS, THE FIGURED DIMENSIONS SHALL PREVAIL. BUILDER TO CHECK ALL SITE DIMENSIONS PRIOR TO FABRICATION OF FENCES.	Legend	DRAWING LABEL	Client MING TIAN REAL PROPERTY PTY LTD	Architects pbnrs PBNRS Pty Ltd Level 10, 80 Pitt Street Sydney NSW 2000 Tel: 02 9760 1000 Fax: 02 9760 1001 Email: info@pbnrs.com.au	Project BEANE STREET & KEEVER LAKE HOUSING DEVELOPMENT Project address 43-45 BEANE STREET & 2 KEEVERS LANE, GOSFORD, 2163 NSW	Key plan  Scale 1:125 @ A1 1:250 @ A2 Date JUNE 2025 Drawing title BASEMENT 3 PLAN Project no. 1081 Drawing no. AD97 Drawn YW Drawing status DA SUBMISSION
A	ISSUE TO CLIENT	ZS	03/02/25								
B	ENGINEERING PACK PRESENTATION	ZS	09/05/2025								
C	FINAL PRESENTATION	ZS	27/05/2025								
D	RESPONSE TO DESIGN ADVISORY PANEL COMMENTS	ZS	06/05/25								
E	DA LODGED	YW	08/05/25								



Section shows amended ramp geometry can work.

ITEM 2.1 / ITEM 4

[illegible]



Attachment 2

Turning Path Assessment



PROJECT

43-45 BEANE STREET,
GOSFORD

TITLE

COMPLIANCE ASSESSMENT

GROUND LEVEL

SCALE
A3
1:200
0 2.0 4.0

DESIGNED BY
B.BUI

REVIEWED BY
B.LO

DRAWING REFERENCE (SOURCE):
C:\USERS\BRIANBUI\GENESIS TRAFFIC
SOLUTIONS\GENESIS PROJECTS -
DOCUMENTS\2024\24216 - 43-45
BEANE STREET,
GOSFORD\DRAWINGS\DA\20260330

ISSUE DATE
30 March 2026

SHEET NO.
01 OF 11

DRAWING REF NO.
24216-V1.20-SP

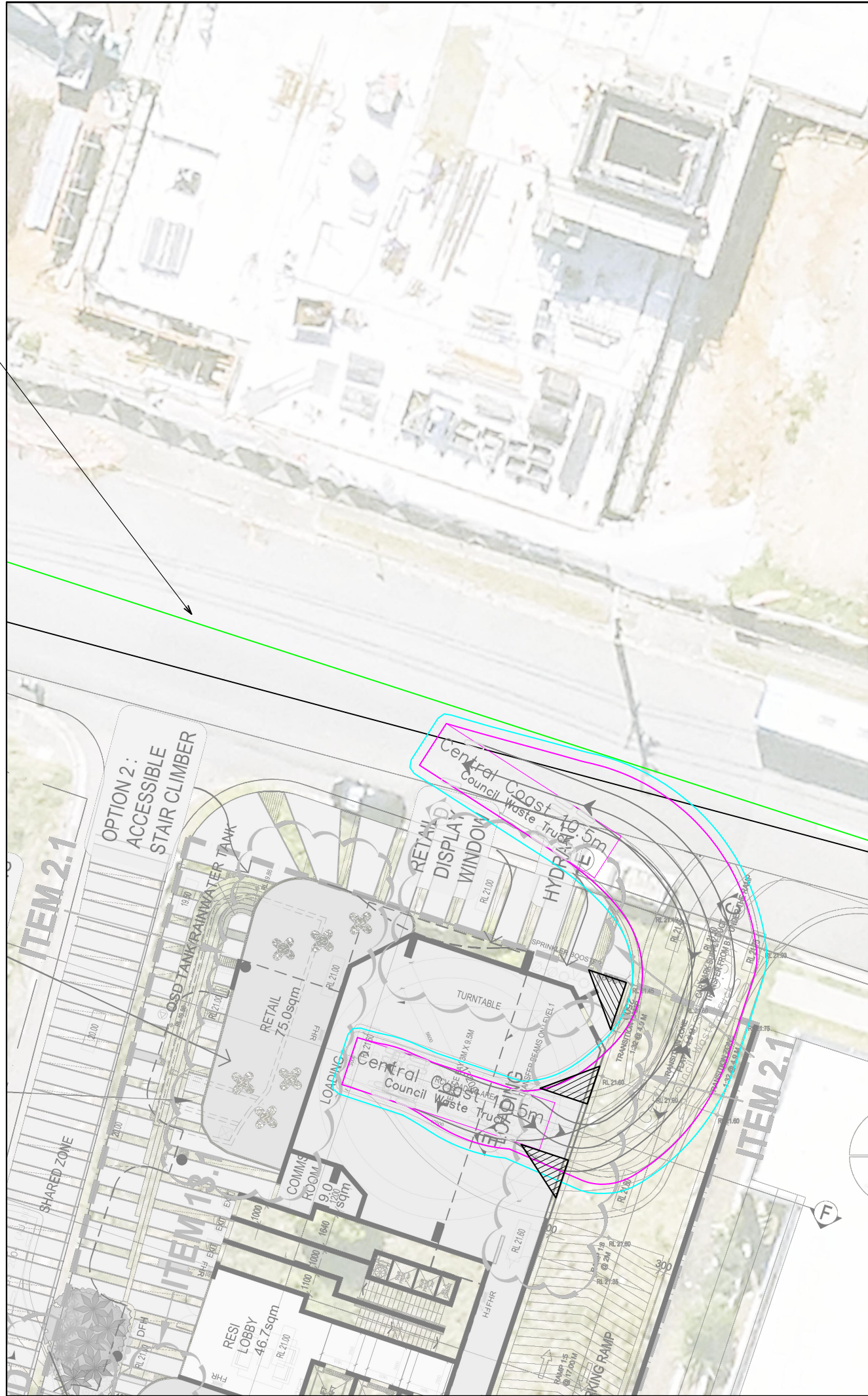
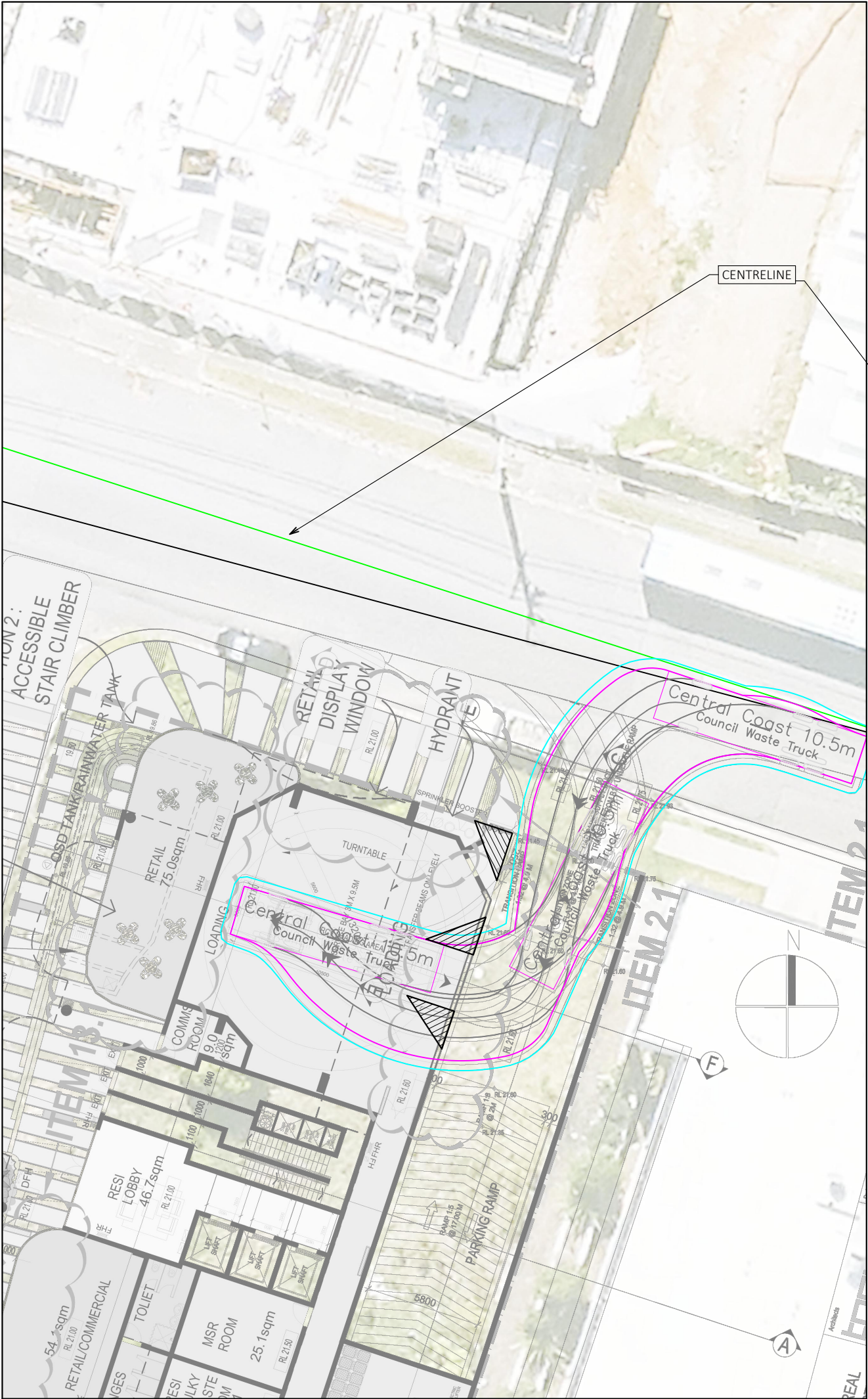
LEGENDS/NOTES

- MAXIMUM CHANGE IN GRADE FOR CARS SHOULD BE 1:8 OVER 2m
- MINIMUM HEIGHT CLEARANCE OF 2.2m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE AISLES AND PARKING SPACES
- MINIMUM HEIGHT CLEARANCE OF 2.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE ACCESSIBLE PARKING SPACES
- MINIMUM HEIGHT CLEARANCE OF 4.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE SERVICE VEHICLE ACCESS ROADWAYS AND LOADING DOCKS
- HEIGHT CLEARANCE ABOVE A SAG CHANGE IN GRADES SHOULD BE MEASURED IN ACCORDANCE WITH FIGURE 5.3 AS2890.1:2004

Architects
BOYD BOYD BOYD
MING TIAN REAL
PROPERTY PTY LTD

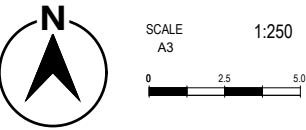
Project
BEANE STREET &
KEEVER LANE HOUSING
DEVELOPMENT

Project address
43-45 BEANE STREET & 2
KEEVERS LANE,
GOSFORD, 2163 NSW



PROJECT
43-45 BEANE STREET,
GOSFORD

TITLE
SWEPT PATH ASSESSMENT
10.5m COUNCIL WASTE
TRUCK - SITE ENTRY AND
EXIT
GROUND LEVEL



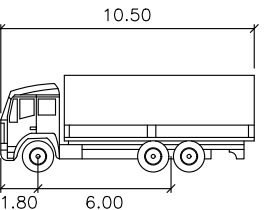
DESIGNED BY
B.BUI
REVIEWED BY
B.LO

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BEANE STREET,
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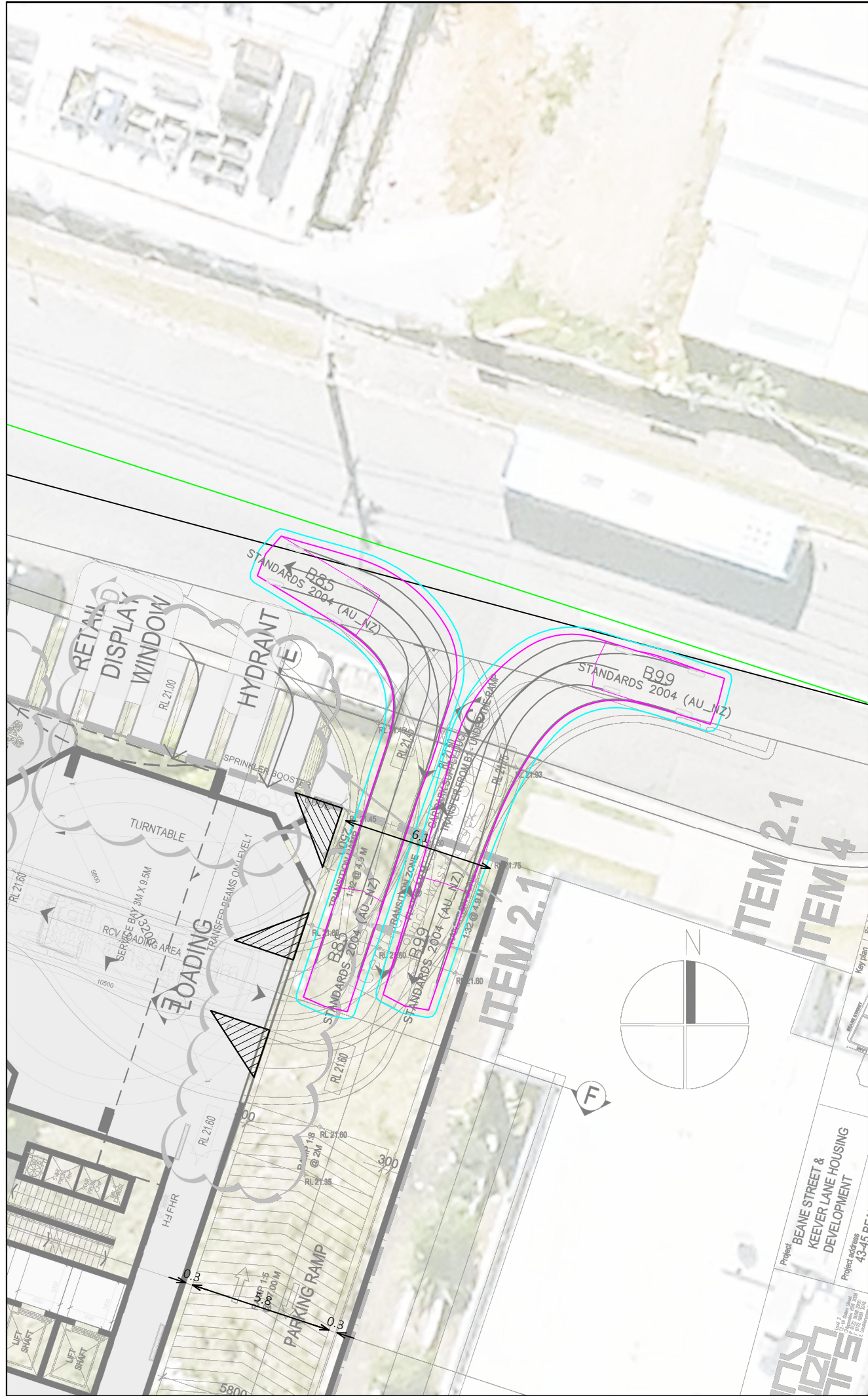
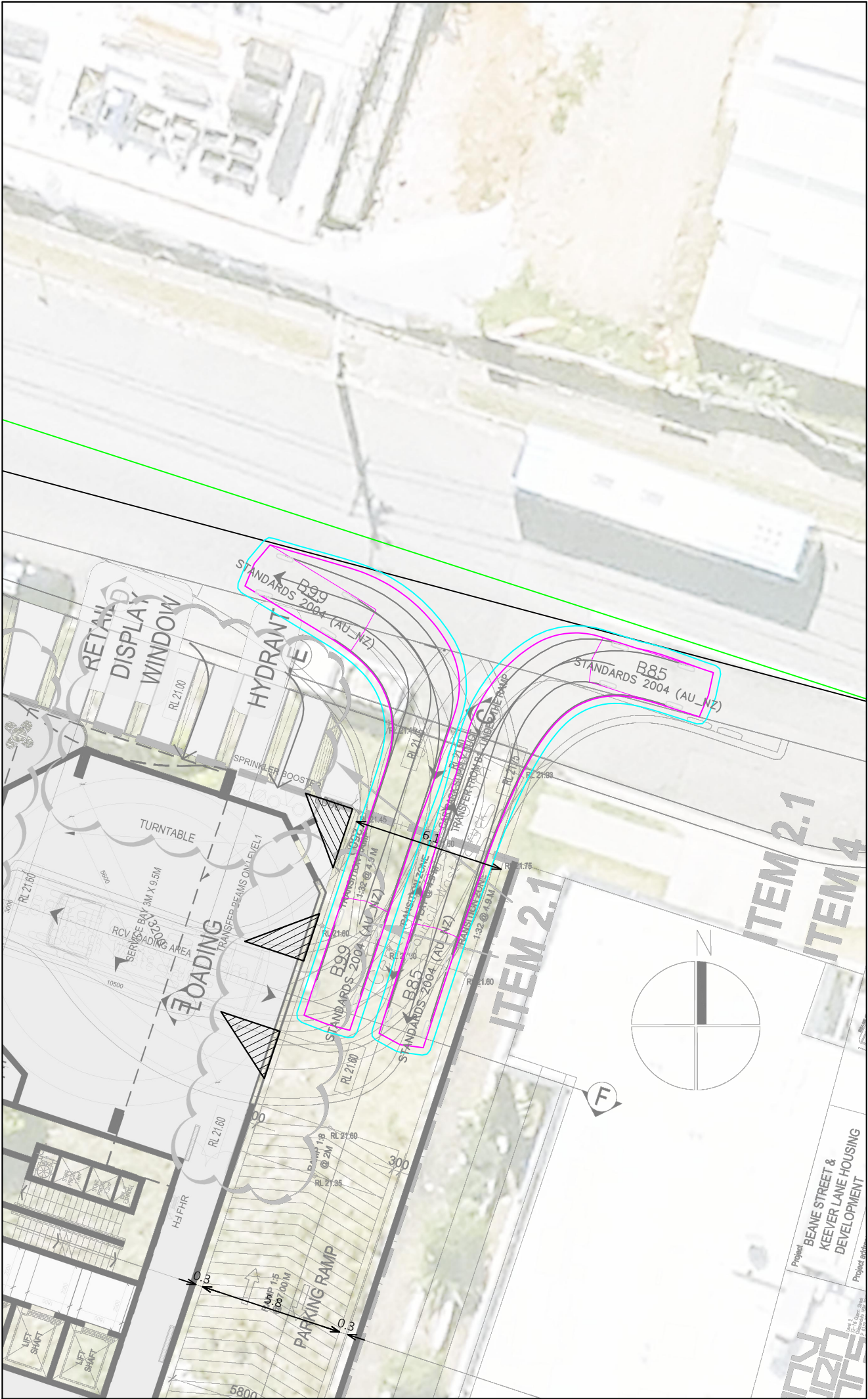
ISSUE DATE
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02 OF 11
DRAWING REF NO.
24216-V1.20-SP

LEGENDS/NOTES

SWEPT PATH KEY:
— VEHICLE CENTRE LINE
— VEHICLE TYRE PATH
— VEHICLE BODY PATH
— 500mm CLEARANCE FROM VEHICLE BODY



Central Coast
Width : 2.50 meters
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 51.5

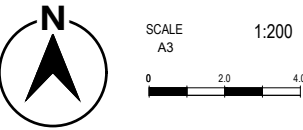


PROJECT
43-45 BEANE STREET,
GOSFORD

TITLE
SWEPT PATH ASSESSMENT

B85 AND B99 - SITE ENTRY
AND EXIT

GROUND LEVEL



DESIGNED BY
B.BUI

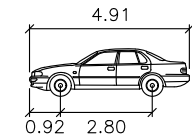
REVIEWED BY
B.LO

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SOLUTIONS\GENESIS PROJECTS -
DOCUMENTS\2024\24216 - 43-45
BEANE STREET,
GOSFORD\DRAWINGS\DA\20260330

ISSUE DATE 30 March 2026
SHEET NO. 03 OF 11
DRAWING REF NO. 24216-V1.20-SP

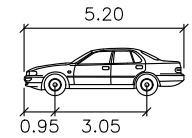
LEGENDS/NOTES

SWEPT PATH KEY:	
	VEHICLE CENTRE LINE
	VEHICLE TYRE PATH
	VEHICLE BODY PATH
	300mm CLEARANCE FROM VEHICLE BODY



B85

Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

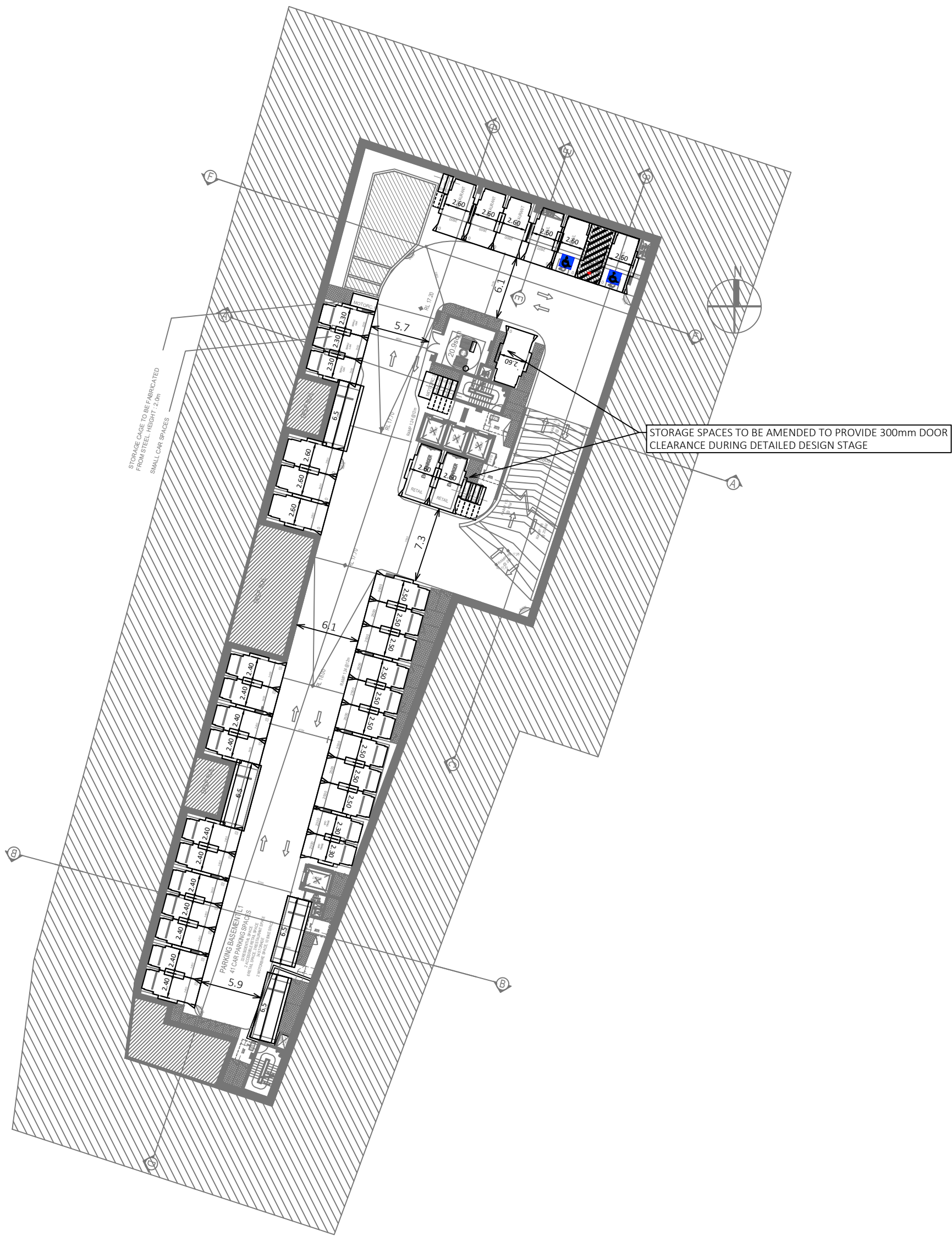


B99

Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.9



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Plotted by Brian Bui



COMPLIANCE ASSESMENT

BASEMENT 01

SHEET NO. 05 OF 11

ISSUE DATE 30 March 2026

LEGENDS/NOTES

- MAXIMUM CHANGE IN GRADE FOR CARS SHOULD BE 1:8 OVER 2m
- MINIMUM HEIGHT CLEARANCE OF 2.2m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE CIRCULATION AISLES AND PARKING SPACES
- MINIMUM HEIGHT CLEARANCE OF 2.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE ACCESSIBLE PARKING SPACES
- MINIMUM HEIGHT CLEARANCE OF 4.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE SERVICE VEHICLE ACCESS ROADWAYS AND LOADING DOCKS
- HEIGHT CLEARANCE ABOVE A SAG CHANGE IN GRADES SHOULD BE MEASURED IN ACCORDANCE WITH FIGURE 5.3 AS2890.1:2004



PROJECT
43-45 BEANE STREET, GOSFORD



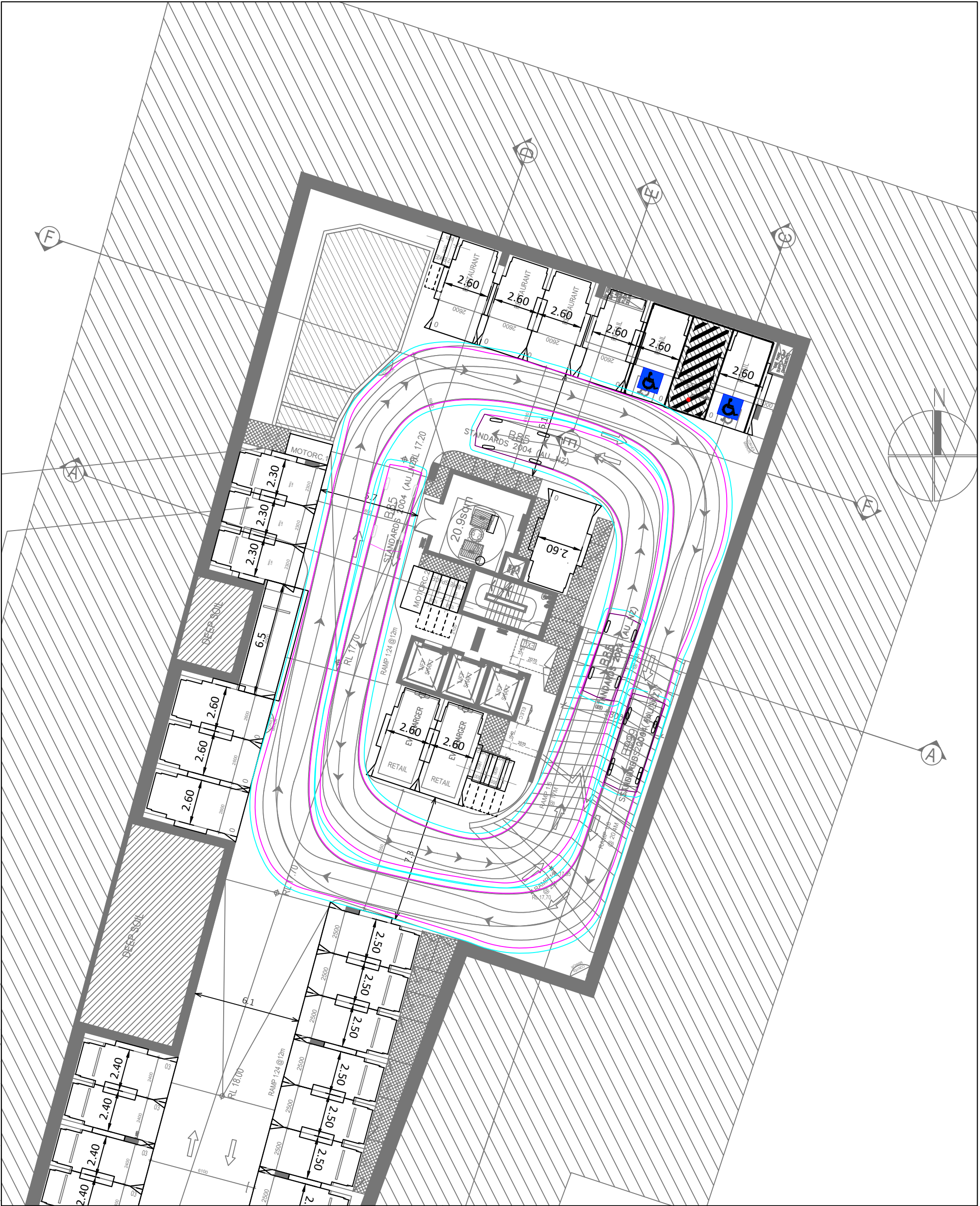
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DRAWING REFERENCE NO. 24216-V1.20-SP

SCALE
A3
0 4.0 8.0 1:400

DESIGNED BY
B.BUI

REVIEWED BY
B.LO

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Plotted by Brian Bui



SWEPT PATH ASSESSMENT
B85 AND B99 PASSING
BASEMENT 01

SHEET NO. 06 OF 11
ISSUE DATE 30 March 2026

LEGENDS/NOTES

SWEPT PATH KEY:	
	VEHICLE CENTRE LINE
	VEHICLE TYRE PATH
	VEHICLE BODY PATH
	300mm CLEARANCE FROM VEHICLE BODY

B85	
Width	4.91 meters
Track	0.92 meters
Lock to Lock Time	2.80 seconds
Steering Angle	34.1 degrees

B99	
Width	5.20 meters
Track	0.95 meters
Lock to Lock Time	3.05 seconds
Steering Angle	33.9 degrees



PROJECT
43-45 BEANE STREET, GOSFORD

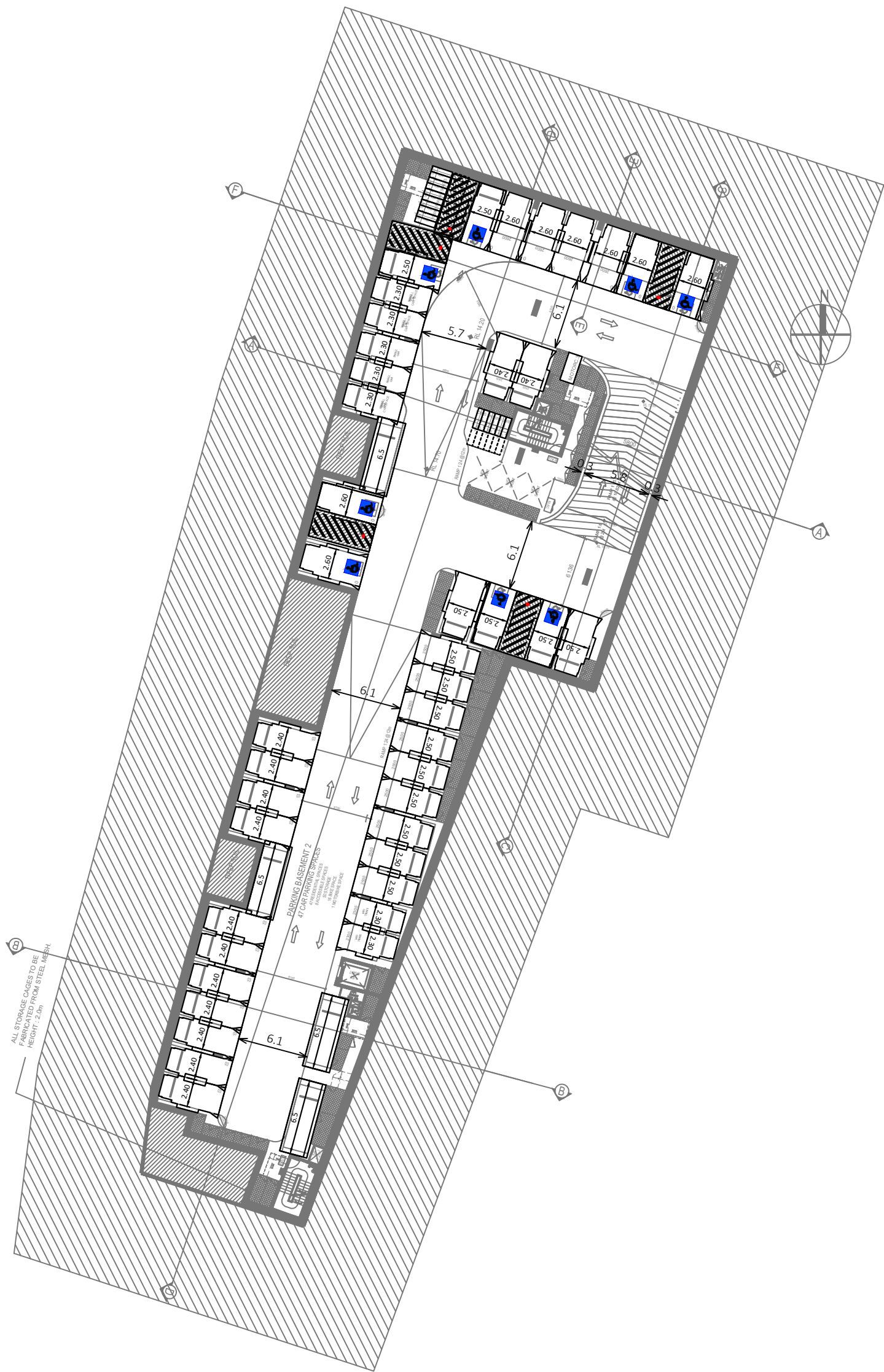


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DRAWING REFERENCE NO. 24216-V1.20-SP

SCALE
A3
0 2.0 4.0 1:200

DESIGNED BY
B.BUI
REVIEWED BY
B.LO

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Plotted by Brian Bui



COMPLIANCE ASSESMENT

BASEMENTS 02

SHEET NO. 07 OF 11
ISSUE DATE 30 March 2026

- LEGENDS/NOTES
- MAXIMUM CHANGE IN GRADE FOR CARS SHOULD BE 1:8 OVER 2m
 - MINIMUM HEIGHT CLEARANCE OF 2.2m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE CIRCULATION AISLES AND PARKING SPACES
 - MINIMUM HEIGHT CLEARANCE OF 2.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE ACCESSIBLE PARKING SPACES
 - MINIMUM HEIGHT CLEARANCE OF 4.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE SERVICE VEHICLE ACCESS ROADWAYS AND LOADING DOCKS
 - HEIGHT CLEARANCE ABOVE A SAG CHANGE IN GRADES SHOULD BE MEASURED IN ACCORDANCE WITH FIGURE 5.3 AS2890.1:2004



PROJECT
43-45 BEANE STREET, GOSFORD

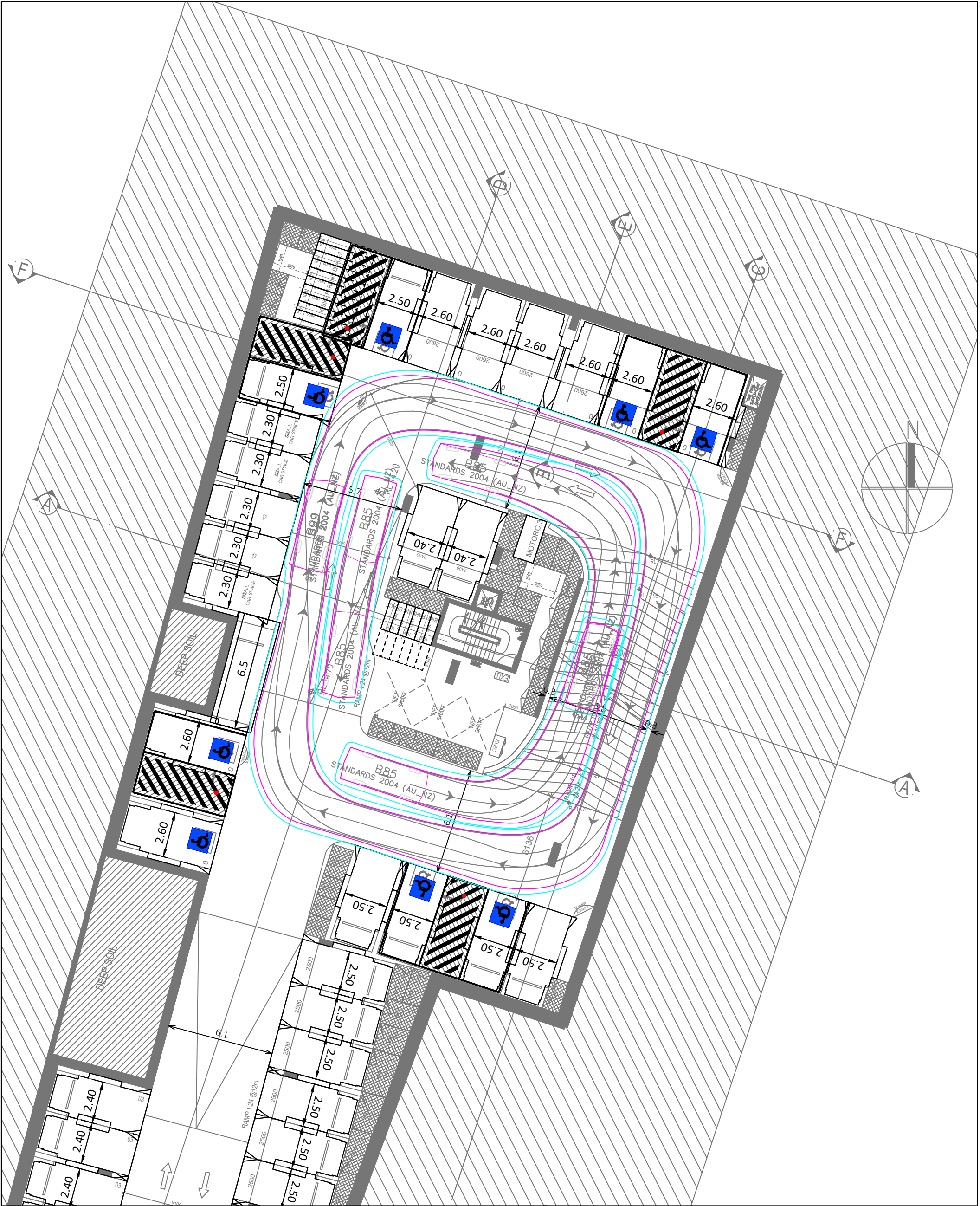


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GOSFORD\DRAWINGS\DA\20260330
DRAWING REFERENCE NO. 24216-V1.20-SP

SCALE
A3
0 4.0 8.0 1:400

DESIGNED BY
B.BUI
REVIEWED BY
B.LO

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Plotted by Brian Bui



SWEPT PATH ASSESSMENT

B85 AND B99 PASSING

BASEMENTS 02

SHEET NO. 08 OF 11

ISSUE DATE 13 June 2025

LEGENDS/NOTES

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

B85

Width	4.91
Track	0.92
Lock to Lock Time	2.80
Steering Angle	

meters

- Width : 1.87
- Track : 1.77
- Lock to Lock Time : 6.0
- Steering Angle : 34.1

B99

Width	5.20
Track	0.95
Lock to Lock Time	3.05
Steering Angle	

meters

- Width : 1.94
- Track : 1.84
- Lock to Lock Time : 6.0
- Steering Angle : 33.9



PROJECT
43-45 BEANE STREET, GOSFORD



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DRAWING REFERENCE NO. 24216-V1.20-SP

SCALE
A3 0 2.0 4.0 1:200

DESIGNED BY
B.BUI

REVIEWED BY
B.LO

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Plotted by Brian Bui



COMPLIANCE ASSESMENT

BASEMENTS 03

SHEET NO. 09 OF 11
ISSUE DATE 30 March 2026

LEGENDS/NOTES

- MAXIMUM CHANGE IN GRADE FOR CARS SHOULD BE 1:8 OVER 2m
- MINIMUM HEIGHT CLEARANCE OF 2.2m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE CIRCULATION AISLES AND PARKING SPACES
- MINIMUM HEIGHT CLEARANCE OF 2.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE ACCESSIBLE PARKING SPACES
- MINIMUM HEIGHT CLEARANCE OF 4.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE SERVICE VEHICLE ACCESS ROADWAYS AND LOADING DOCKS
- HEIGHT CLEARANCE ABOVE A SAG CHANGE IN GRADES SHOULD BE MEASURED IN ACCORDANCE WITH FIGURE 5.3 AS2890.1:2004



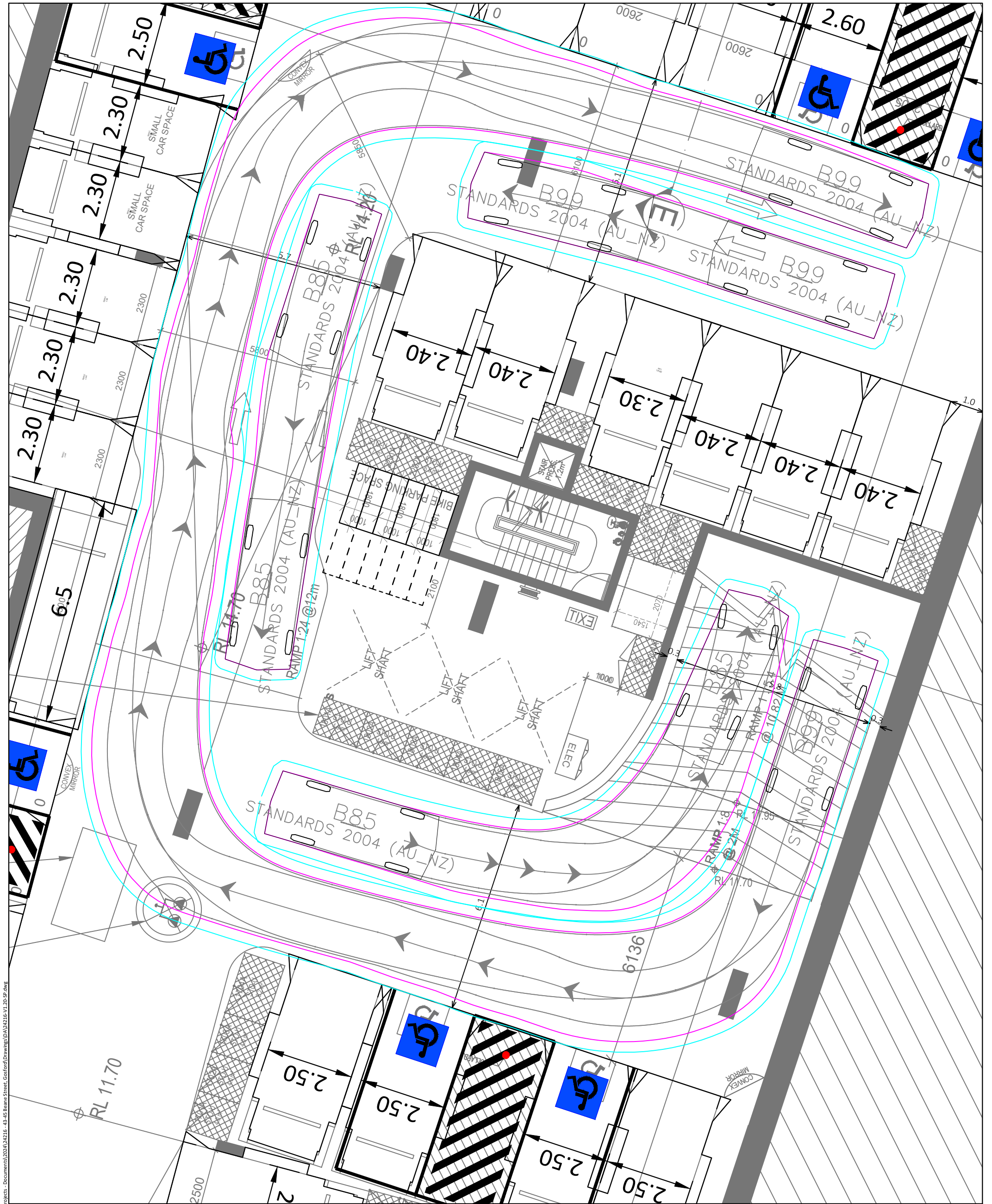
PROJECT
43-45 BEANE STREET, GOSFORD



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DRAWING REFERENCE NO. 24216-V1.20-SP

SCALE
A3
0 4.0 8.0 1:400

DESIGNED BY
B.BUI
REVIEWED BY
B.LO



SWEPT PATH ASSESSMENT

B85 AND B99 PASSING

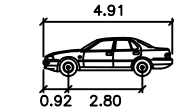
BASEMENTS 03

SHEET NO. 10 OF 11 ISSUE DATE 13 June 2025

LEGENDS/NOTES

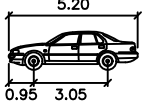
SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



B85

Width	1.87
Track	1.77
Lock to Lock Time	6.0
Steering Angle	34.1



B99

Width	1.94
Track	1.84
Lock to Lock Time	6.0
Steering Angle	33.9



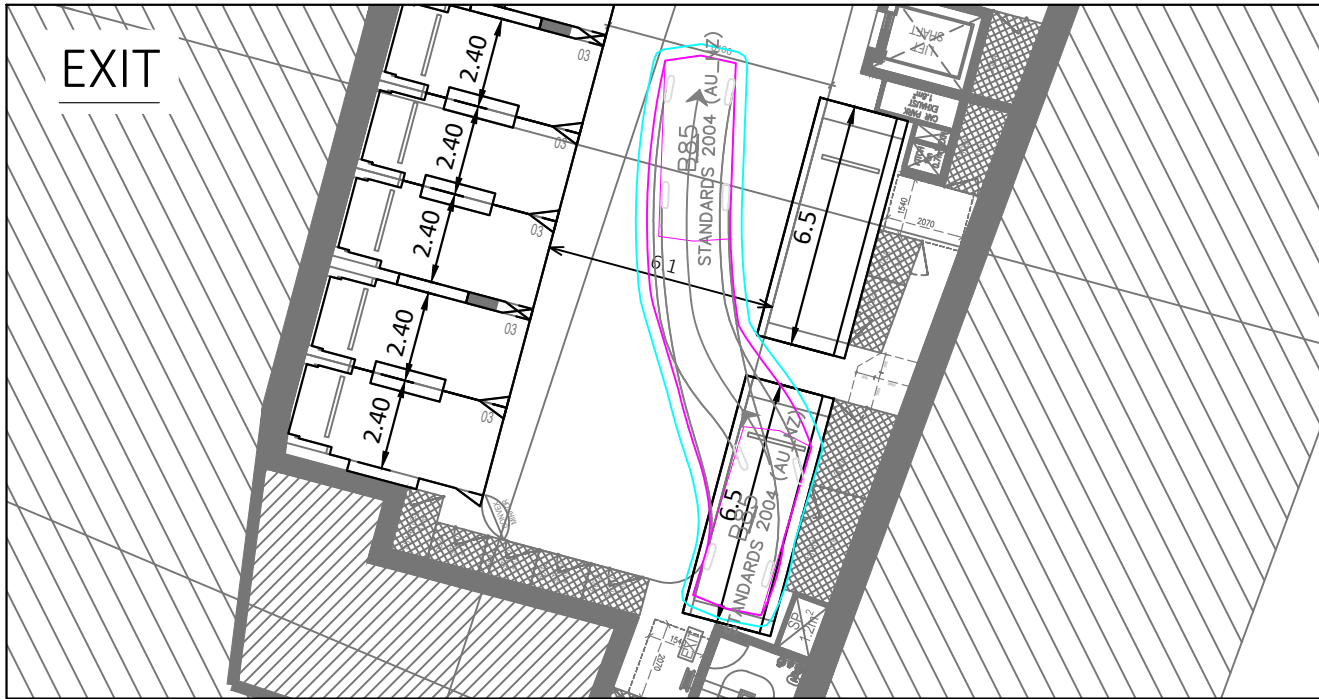
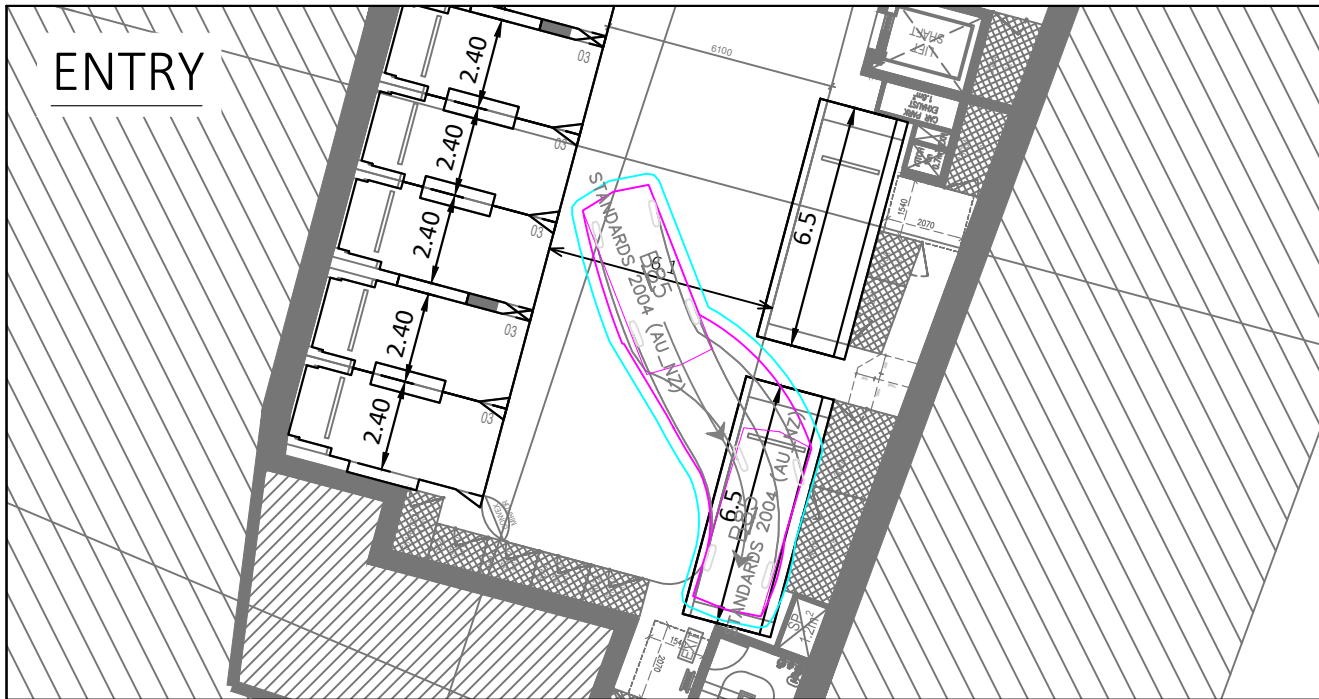
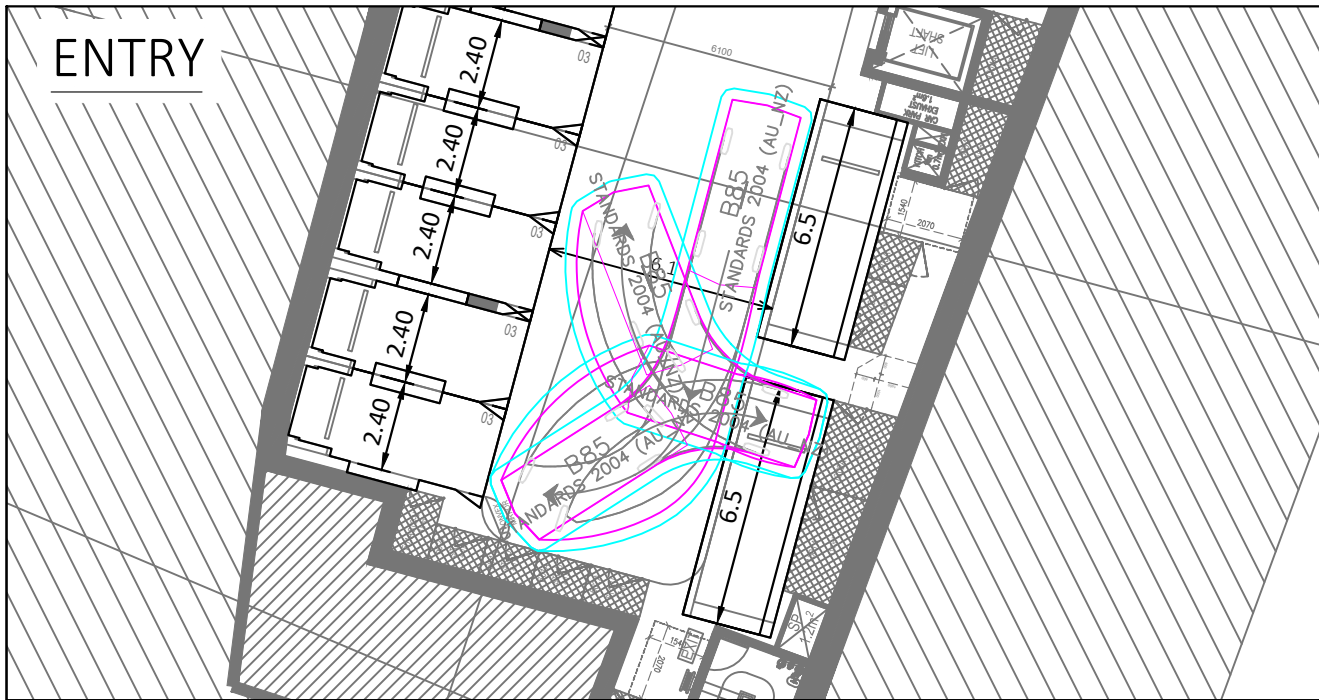
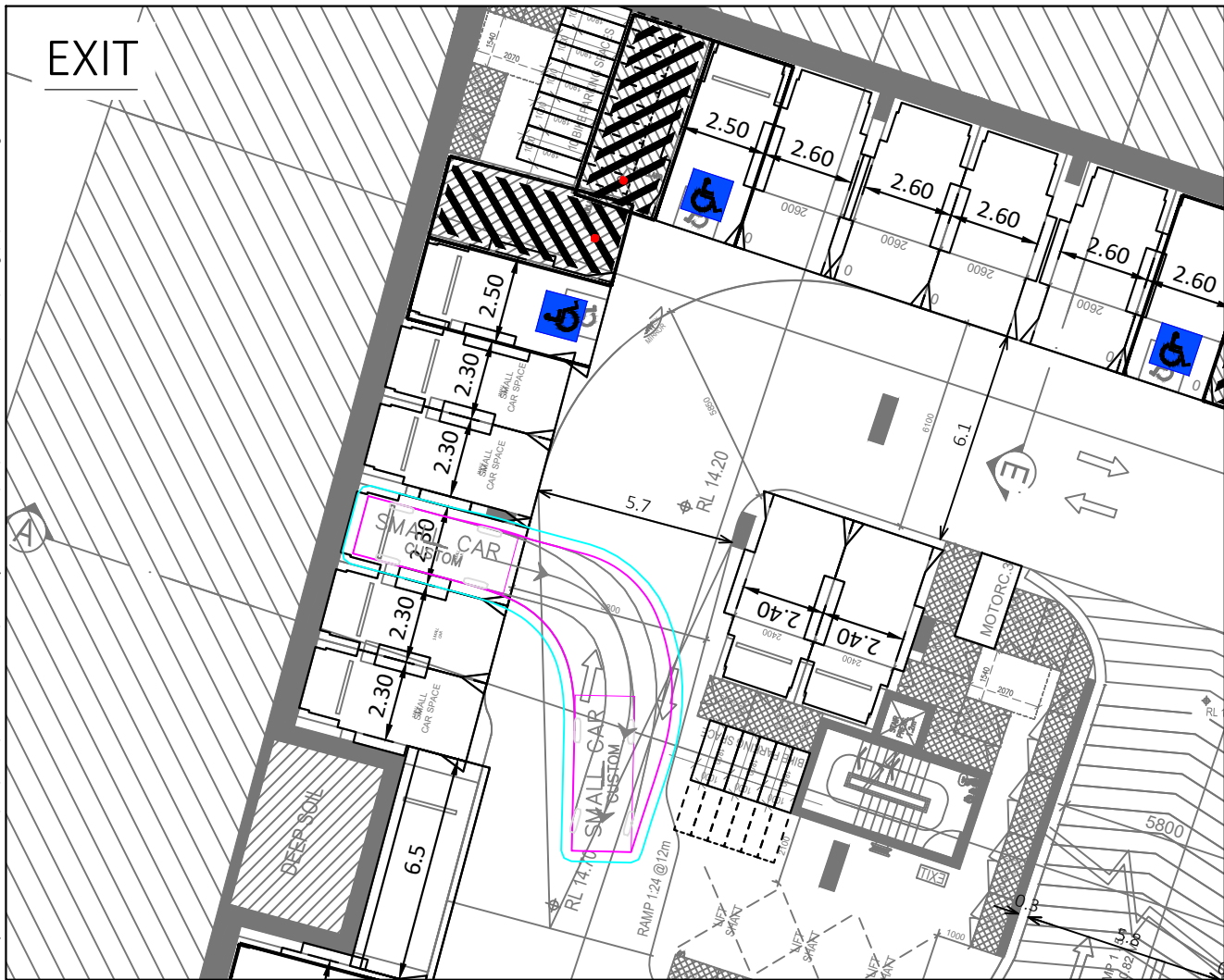
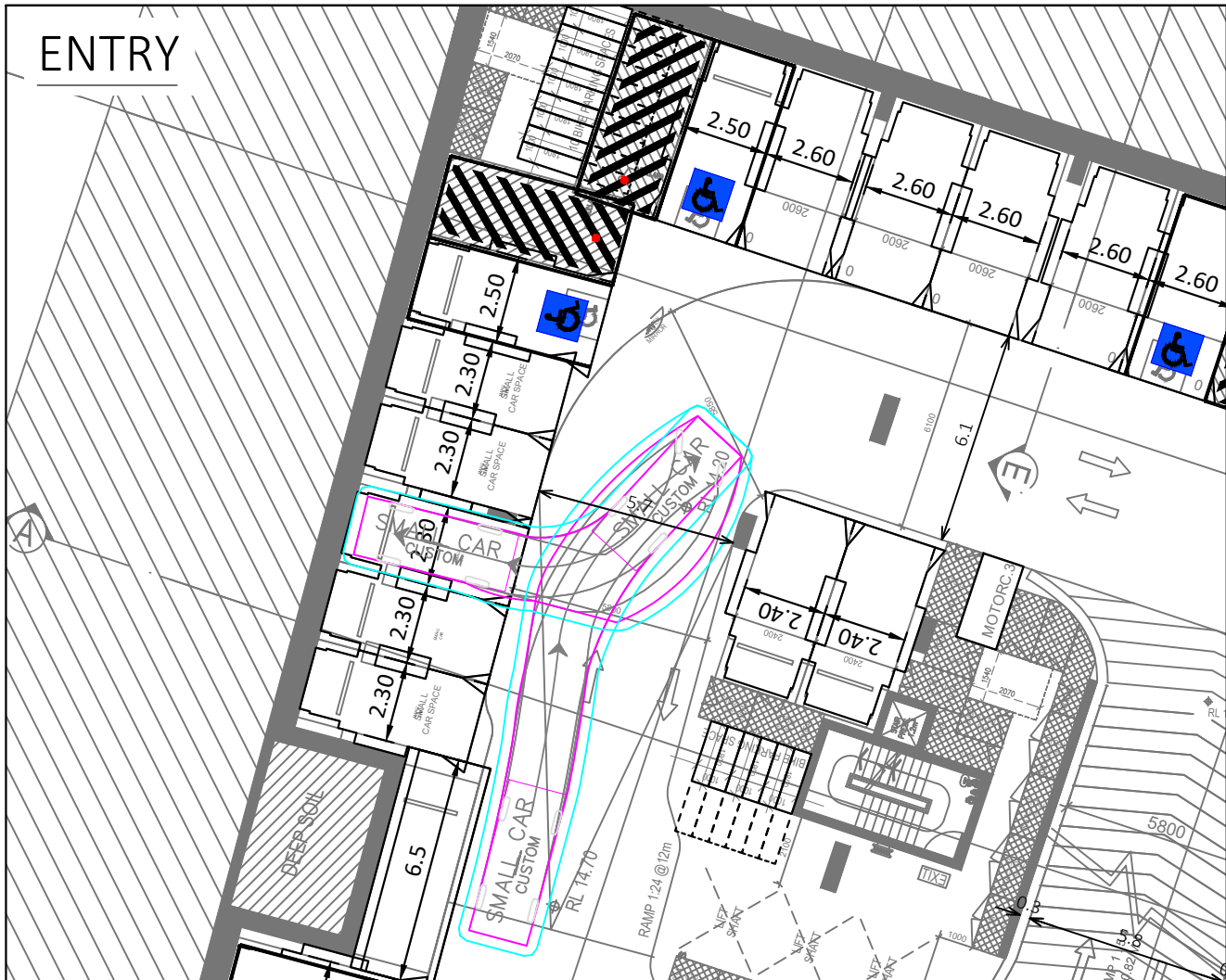
PROJECT
43-45 BEANE STREET, GOSFORD



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DRAWING REFERENCE NO. 24216-V1.20-SP



DESIGNED BY B.BUI	REVIEWED BY B.LO
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PROJECT

43-45 BEANE STREET,
GOSFORD

TITLE

SWEPT PATH ASSESSMENT

SMALL CAR AND B85
ENTERS AND EXITS CAR
SPACE

BASEMENTS 01, 02 & 03

SCALE
A3
1:200

DESIGNED BY
B.BUI

REVIEWED BY
B.LO

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ISSUE DATE

30 March 2026

SHEET NO.

11 OF 11

DRAWING REF NO.

24216-V1.20-SP

LEGENDS/NOTES

SWEPT PATH KEY:

—

VEHICLE CENTRE LINE

—

VEHICLE TYRE PATH

—

VEHICLE BODY PATH

—

300mm CLEARANCE
FROM VEHICLE BODY

4.45
0.84 2.60

SMALL CAR

Width

: 1.70

Track

: 1.48

Lock to Lock Time

: 6.0

Steering Angle

: 34.6

4.91
0.92 2.80

B85

Width

: 1.87

Track

: 1.77

Lock to Lock Time

: 6.0

Steering Angle

: 34.1

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Better Developments with
Genesis Traffic