



13 January 2020

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

Attention: Louise Starkey

**SEARS REQUEST – MIXED USE DEVELOPMENT, 8-16 WATT STREET, GOSFORD
SEARS 10414**

Transport for NSW (Transport) advises that legislation to bring Roads and Maritime Services and Transport together as one organisation came into effect on 1 December 2019 so we can deliver more integrated transport services across modes and better outcomes to customers and communities across NSW. Other than a name change from Roads and Maritime to Transport, it's business as usual and you can continue to enjoy the same service you do today.

Reference is made to Department of Planning, Industry and Environment's email dated 20 December 2019, requesting Transport requirements under Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*. The site also falls within the catchment described within Part 1.3 of *State Environmental Planning Policy (Gosford City Centre) 2018*, and as such must comply with the requirements of that SEPP.

Transport'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.

Transport has reviewed the *Request for SEARs* by Barker Ryan Stewart, dated December 2019, and *Concept Plan* by ADG Architects dated December 2019. It is understood that the proposal is for demolition of some structures and retention of other structures on-site, to provide a mixed use development comprising uses including a hotel, commercial, retail, educational and entertainment, student accommodation, retirement independent living units, and a health services precinct. Basement car parking will also be provided. The proposal will seek an increase in FSR and height limit from 5:1 and 36 metres to 8:1 and 133.0 metres respectively.

Transport for NSW response & requirements

Transport recommends that the Environmental Impact Statement (EIS) should refer to the following guidelines with regard to the traffic and transport impacts of the proposed development:

- Road and Related Facilities within the Department of Planning EIS Guidelines, and,
- Section 2 Traffic Impact Studies of Transport for NSW's *Guide to Traffic Generating Developments 2002*.

Furthermore, a traffic and transport study shall be prepared in accordance with the Roads and Maritime Services NSW's *Guide to Traffic Generating Developments 2002* and is to include (but not be limited to) the following:

- Assessment of all relevant vehicular traffic routes and intersections for access to / from the subject properties.
- Current traffic counts for all of the traffic routes and intersections.
- The anticipated additional vehicular traffic generated from both the construction and operational stages of the project.
- The distribution on the road network of the trips generated by the proposed development. It is requested that the predicted traffic flows are shown diagrammatically to a level of detail sufficient for easy interpretation.
- Consideration of the traffic impacts on existing and proposed intersections, in particular Henry Parry Drive and its intersections within the area defined by the Gosford SEPP, and the main intersections of the Gosford CBD catchment with the Central Coast Highway.
- The traffic report shall also assess the cumulative traffic impact of other proposed developments in the area, and the proponent should discuss utilising any existing traffic models available for the Gosford CBD with Central Coast Council.
- Identify the necessary road network infrastructure upgrades that are required to maintain existing levels of service on both the local and classified road network for the development. In this regard, preliminary concept drawings shall be submitted with the EIS for any identified road infrastructure upgrades. However, it should be noted that any identified road infrastructure upgrades will need to be to the satisfaction of Transport for NSW and Council.
- Traffic analysis of any major / relevant intersections impacted, using SIDRA or microsimulation models, including:
 - Current traffic counts and 10 year traffic growth projections
 - With and without development scenarios
 - 95th percentile back of queue lengths
 - Delays and level of service on all legs for the relevant intersections

- Data files for Transport for NSW review.
 - Note, it is encouraged that discussions occur with Transport regarding the appropriate model for the development prior to commencement of modelling. In this regard, initial discussions should occur between Council, the Department and Transport with a scoping note provided to ensure that the correct approach is taken.
- Any other impacts on the regional and state road network including consideration of pedestrian, cyclist and public transport facilities and provision for service vehicles.

On determination of this matter, please forward a copy of the SEARs to Transport for record and / or action purposes. Should you require further information please contact Marc Desmond on 0475 825 820 or by emailing development.hunter@rms.nsw.gov.au.

Yours sincerely



Peter Marler
Manager Land Use Assessment
Hunter Region