

22 October 2021

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

Attention: Kendall Clydsdale

SSD: 23588910

SEARS REQUEST – CENTRAL COAST QUARTER – NORTHERN TOWER DA, 26-30 MANN STREET GOSFORD

I refer to the request by the Department of Planning, Industry and Environment (DPIE) dated 20 September 2021 seeking input from Transport for NSW (TfNSW) to the Environmental Impact Statement (EIS) for the abovementioned development proposal.

TfNSW key interests are the safety and efficiency of the transport network, the needs of our customers and the integration of land use and transport in accordance with the *Future Transport Strategy 2056*.

TfNSW has reviewed the referred information and provides the following comments and request for further information:

- TfNSW note that this development application is lodged for Stage 1 of the precinct development. TfNSW would expect that the transport impacts of all stages, including the South Tower and the Hotel, as identified on the masterplan, are provided to enable a better understanding of the cumulative impact of the total development.

SIDRA Modelling

TfNSW has reviewed the following SIDRA files and provides the following comments:

1. Issue #: A - Stage 1 - North Tower State Significant Development Application Transport Impact Assessment, Reference: N131975 Date:31/08/2021
2. Sidra Modelling:
 - a. 210304sid-N131975 26 Mann St 2023 Base.sip8
 - b. 210304sid-N131975 26 Mann St 2023 Complete.sip8
 - c. 210305sid-N131975 26 Mann St 2033 Base.sip8
 - d. 210305sid-N131975 26 Mann St 2033 Complete.sip8

- e. 210310sid-N131975 26 Mann St 2020 Existing.sip8
- f. 210315sid-N131975 26 Mann St 2033 Complete - Vaughan RT allowed.sip8

There is insufficient information and evidence provided in the in the SIDRA model for review by TfNSW.

The Roads and Maritime Modelling Guidelines (vers.1) February 2013, specifies the requirements for model development in Section 5 and the reporting required to enable a review.

The base model has not been modelled appropriately for the network, as it has been built as standalone intersections. The model is required to be modelled as a network within Sidra and by not doing this, fundamentally defeats the purpose of the modelling assessment.

The overall TIA and SIDRA provided for review has failed to accurately represent real space movements and operations of the network. Insufficient evidence is provided to sufficiently review the SIDRA Model and is not fit for purpose. As such, the proposed road network improvements (EIS – clause 6.6.1) have not been correctly determined for this stage of the development.

The networked model should include the traffic impacts on existing and proposed intersections, including Central Coast Highway and Dane Drive, Central Coast Highway and Vaughan Avenue, Central Coast Highway and Mann Street, Henry Parry Drive & Donnison Street, and the capacity of the local and classified road network to safely and efficiently cater for the additional vehicular traffic generated by the proposed development during both the construction and operational stages. The traffic impact shall also include the cumulative traffic impact of other proposed developments in the area.

It is recommended that a networked model be resubmitted in accordance with the requirements of Transport Roads and Maritime Modelling Guidelines vers.1 2013.

TIA Appendix C - Swept path assessment. The swept path analysis provided on several drawings are out of scale. The background images appear to be enlarged which provides misrepresentation of the actual vehicle's swept paths as there is more space in the images than in real space.

Green Travel Plan

Comment:

TfNSW has reviewed the EIS, and Appendix M – Traffic Report. TfNSW recognises the work done on the overview of the Green Travel Plan (GTP) for the proposed development of Central Coast Quarter at 26-30 Mann Street, Gosford, and has the following recommendations to implement a GPT.

Recommendations:

It is requested that the applicant provide a Green Travel Plan (GPT) prior to the commencement of operations. The GPT is requested to include the following sections:

- Sets out key objectives including measurable targets for higher mode share for employees and residents to use public and active transport to travel to and from the site for

the life of the development, particularly for day-shift retail staff, and residents;

- Includes measures to promote and support the implementation of the GTP, including financial and human resource requirements;
- Identifies roles and responsibilities for relevant employees involved in the implementation of the GTP;
- Includes a detailed implementation strategy for all the tasks for completion, how they will be completed and completion date, including an implementation checklist to achieve the proposed initiatives. We note you have a separate communications strategy to guide this, and our recommendation is that you update your implementation strategy with your communication tasks to promote your initiatives.
- Forms a committee or group responsible for the ongoing implementation of the GTP and its initiatives, including the need for any revisions of the GTP to achieve its targets;
- Conducts staff and resident travel surveys to obtain workforce data analysis (including staff residential postcodes) to identify the actual staff/resident travel origin and destination patterns, to inform strategies that help to reduce car parking demand for staff and residents to get to and from the site;
- Includes the provision of an actual Travel Access Guide (TAG) document outlining public and active transport options available to employees;
- Undertakes monitoring and evaluation of the GTP, including measuring the effectiveness of key objectives including mode share targets, and monitoring any changes in travel behaviour through staff and resident travel surveys;
- Uses the workforce analysis survey of the proposed GTP to calculate actual staff and resident travel patterns and additional number of staff and residents using bikes (post-promotion), to ensure demand for bike spaces is met and consideration of expansion of bike spaces is utilised; and;
- Promote all the initiatives for active and public transport within the GTP advised in the Appendix M – Traffic Report (overview of GTP).
 - Providing some car share spaces on site.
 - Considering the use of electric vehicles and providing electric charging points.
 - Ten electric vehicle charging bays will be provided within the car park on the ground floor.
 - 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.
 - An end-of-trip facility (including shower) will be provided in front of the lobby entrance for retail employees and visitors who arrive to the site via bike.LA
 - 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.
 - 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.
 - 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.

- Considers additional initiatives to promote additional use of active travel, such as:
 - Holding competitions and offering prizes for those that walk or ride to work e.g. Steptember, Biketober.
 - Promoting active travel as a means to support staff health and wellbeing.

Other Comments:

To support the mode share target identified in the GTP overview, and encourage residents and customers to use public transport, it is recommended that the developer be required to:

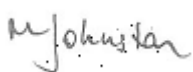
- Relocate and upgrade the two closest bus stops (Mann St before Georgiana Tce 2250535 and Mann St after Georgiana Tce 225017) approximately 100 metres south towards the proposed development site to better serve the proposed development as well as provide an even gap between stops along Mann Street.
- The bus stops should be developed in accordance with relevant Disability Discrimination Act (DDA) and Disability Standards for Accessible Public Transport (DSAPT) legislation and be undertaken in accordance with Central Coast Council's bus stop requirements, including the provision of shelter and other amenities.

TfNSW recommends that the following matters should be considered by Council in determining this development:

- TfNSW has no proposal that requires any part of the property.

Should you require further information please contact Tim Chapman, Development Services Case Officer, on 02 4908 7688 or 0412274356 by emailing development.hunter@transport.nsw.gov.au.

Yours sincerely



Marg Johnston
Team Leader Development Services
North Region | Community & Place
Regional & Outer Metropolitan