

05 December 2019

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

**Attention: Louise Starkey**

**SSD 10114- MIXED USE DEVELOPMENT, LOT 469 IN DP 821073; LOTS 2 -7 IN DP 14761;  
LOT 1 DP 1235203, 26-32 MANN STREET, GOSFORD**

Reference is made to Department of Planning, Industry and Environment's (DPIE) email dated 08 October 2019, regarding the abovementioned application which was referred to Roads and Maritime Services (Roads and Maritime) for comment. It is noted that a separate response to this application was provided by Mark Ozinga, Principal Manager Transport for NSW Land Use Planning and Development, Customer Strategy and Technology on 6 November 2019. The information and advice provided in this letter will be additional to Mr Ozinga's response.

Transport for NSW (formally Roads and Maritime Services) understands that application sets out a 'Concept' proposal for the mixed use development at 26-32 Mann Street, Gosford. The project will be developed in three stages and include hotel and visitor accommodation, residential and commercial land uses. The hotel (central tower) and residential components (northern and southern towers) will be delivered over a commercial podium that provides accessible connections from Mann Street to the waterfront and Leagues Club Field. The concept proposal seeks consent for:

- Allocation of Gross Floor Area across all three phases of development.
- Indicative building envelopes.
- Building heights; and
- Land uses.

The masterplan is to be delivered in three stages:

- Stage 1 - Hotel with 182 rooms, visitor accommodation and retail: 2020 – 2022
- Stage 2 - Southern residential tower (135 apartments) above podium with commercial/retail premises : 2021 – 2023
- Stage 3 - Northern residential tower (160 apartments) above Podium with commercial premises: 2022 – 2025

## Transport for NSW Response & Requirements

Transport for NSW and Transport for NSW'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.

The Central Coast Highway (H30) and Dane Drive (H30 - state road connecting Central Coast Highway to York Street) are classified State roads, and Mann Street, Georgiana Terrace, Vaughan Avenue and Baker Street are local roads. Central Coast Council (Council) is the roads authority for these roads and all other public roads in the area, in accordance with Section 7 of the Roads Act 1993.

Transport for NSW have reviewed the Environmental Impact Statement (EIS) prepared by Urbis dated September 2019, including Appendix K, Transport Impact Assessment (TIA), prepared by GTA Consultants dated 27 September 2019, and the submitted SIDRA Intersection files.

Transport for NSW recommend the TIA and associated SIDRA intersection modelling be updated to address following:

- The TIA has assumed a trip rate of 0.4 trips per bed for the hotel, however the author has not described where this trip rate has been sourced from. The source for the hotel trip rate should be provided to support these numbers.
- The SIDRA assessment has been undertaken so that all intersections operate individually. There are a number of closely spaced intersections within the study area, and the network traffic impacts have not been assessed. Due to proximity of these intersections, it is likely that impacts are expected on these intersections.

Therefore clarification for not assessing the network using a networked SIDRA model is required. Alternatively, a networked SIDRA assessment is recommended.

- The SIDRA assessment does not include the intersection of Vaughn Avenue / Central Coast Highway even though traffic counts and distribution assumptions have been made in the report. Furthermore, the Roads and Maritime correspondence dated 19 July 2019 requests the intersection of Henry Parry Drive / Donnison Street to be included in the assessment, and this has also been omitted.

Undertaking SIDRA assessment for these intersections is recommended.

- It is clear that under existing conditions and under the 2022 and 2032 scenarios, the intersection of Central Coast Highway / Dane Drive experiences significant delays and poor level of service as outlined in the report. The trip distribution assumptions state that it expects 30% of traffic generated by the site to come from the west. However, there appears to be significant development to the west, including industrial, retail, an entertainment ground and other traffic generating developments. Furthermore, based on existing travel patterns significant traffic volumes utilise this intersection, which in turn would suggest that additional traffic on the network would also utilise this intersection as a priority. Additional traffic at this intersection is likely to further exacerbate the existing

congestion and intersection upgrades would be required to address current and future operations.

Therefore further clarification for the trip distribution assumptions should be provided.

- The intersection of Mann Street / Central Coast highway is expected to operate at acceptable levels of service in 2022 during the AM and PM peak hours, however the queue lengths along the north western leg of Mann Street extend up to around 467m in the PM peak. This would extend passed the intersection of Central Coast Highway / Vaughn Avenue, which could block vehicles exiting from the development and cause queues to back up along Vaughn Street. These queues could also back up to the intersection of Central Coast Highway / Dane Drive, further exacerbating the poor performance of this intersection. (The signalised pedestrian crossing which may also add further delay which hasn't been considered). This issue is further exacerbated in 2032, where queues also extend along the southern leg of the intersection and could extend passed the signalised pedestrian crossing and up to Albany Street.

Therefore, it is recommended to address these issues and impact on traffic network as a result of the development.

- It is not clear from the SIDRA files how the 2% growth has been applied. The SIDRA files have not been run to account for 2% compound growth year on year, so a manual calculation appears to have been done.

Clarification of the methodology for calculating the 2% growth year should be provided.

- The intersection of Mann Street / Central Coast highway is a signalised intersection. The SIDRA files show that an optimal cycle time has been used of 120 seconds in the PM and 100 seconds in the AM. It is not clear if site observations along with SCATs data were used to calibrate and validate the base year intersection models. Please provide further commentary or alternatively please update modelling using SCATs data. SCATs data can be obtained from [SCATS.Traffic.Signal.Data@rms.nsw.gov.au](mailto:SCATS.Traffic.Signal.Data@rms.nsw.gov.au)

The key point to consider for the proposed development under SSD10114, and other future large traffic generating projects in the vicinity, including mixed used developments is that the performance of the intersections of Central Coast Highway with Dane Drive and Mann Street. These two intersections are currently performing poorly and the issue being cumulatively exacerbated to the future.

Transport for NSW note that there are a significant number of development applications lodged and/or expected for large mixed use developments, in the vicinity of Gosford City Centre. These developments have potential to result in an increase in the commercial and retail, and a significant increase in the number of residential units within the city centre. It is noted that Transport for NSW and DPIE currently drafting a Gosford City Centre Movement Study which includes this location. It is understood Central Coast Council is also currently undertaking a network model through Gosford. It is recommended that DPIE consult Council regarding any available modelling that Council may have.

## Advice to DPIE and Council

Transport for NSW recommends that the following matters should be considered by DPIE in determining this development:

- Roads and Maritime has no proposal that requires any part of the property.
- The stage 2 and 3 car park entry / exit point is expected to cater for approximately 350 parking spaces. It is not clear at this stage how the car park entry / exit is going to be managed (ie through boom gates, roller doors, or unsecured). It is expected that a significant number of trips during the peak hour may use this driveway access, particularly in the PM peak when residents are returning home from work for example. It is recommended to undertake an assessment of the expected queues at this driveway, and appropriate management measures.
- It is not clear how the car parking rate for the hotel has been used. The lesser of the RMS guide and Council DCP parking rates should only be used for the residential portion of the development as per the apartment design guide. It appears from table 5.3 that the DCP requirement for parking is 137, however only 103 are provided, representing a deficiency. Furthermore, the DCP is unclear as to how to treat hotel accommodation parking rates by stating 1 space per accommodation unit should be used in addition to 1 space for every 2 persons employed in connection with the development and on duty at any one time. The study assumes the hotel as a commercial development under the DCP assessment which is an incorrect application of the DCP guidance. Therefore, it is recommended to review the parking assessment, and if required make amendments to the satisfaction of Council and DPIE requirements.
- Transport for NSW considers that the impacts of the development as a whole need to be understood at concept plan to ensure:
  - The impact of the development as a whole is mitigated,
  - Consistency with any resulting infrastructure requirements, and
  - Timely delivery of the identified upgrade works, for each stage of the development.
- On 13 November 2018, Roads and Maritime provided the following advice to Central Coast Council on the Planning Proposal (RZ/6/2016):

“Roads and Maritime consider that there will be an impact on the state network from proposals within the area, which form a larger catchment affecting the Pacific Highway and Sparks Road. Roads and Maritime recommend Council to undertake an update of the S7.11 plans informed by a Traffic Impact Assessment in consultation with Roads and Maritime, to determine appropriate upgrades to the state road network and funding mechanisms. The Traffic Impact Assessment is to consider the cumulative impacts of the continued intensification of the Gosford CBD and the surrounding residential areas on the State road network.”

- Transport for NSW raise concern regarding continuing intensification with the Gosford Central Business District (CBD) and surrounds prior to acceptable works being proposed to mitigate the impacts of the development. Transport for NSW recommend the relevant Planning Authority consider options for to enable equitable cost sharing of future road upgrade works as a result of the intensification of development within the Gosford CBD, apportioned relative to the number of trips generated by that development.

Should you require further information please contact Kumar Kuruppu, Development Assessment Officer, on 0429 037 333 or by emailing [development.hunter@rms.nsw.gov.au](mailto:development.hunter@rms.nsw.gov.au).

Yours sincerely

A handwritten signature in black ink, appearing to read 'P. Marler', with a stylized flourish at the end.

**Peter Marler**

Manager Land Use Assessment  
Hunter Region