



Gosford Regional Library, 123A Donnison St, Gosford Traffic Impact Assessment

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Central Coast Council

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Gosford Regional Library, 123A Donnison St, Gosford Traffic Impact Assessment

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APPENDICES

A. ARCHITECTURAL PLANS

1 Introduction

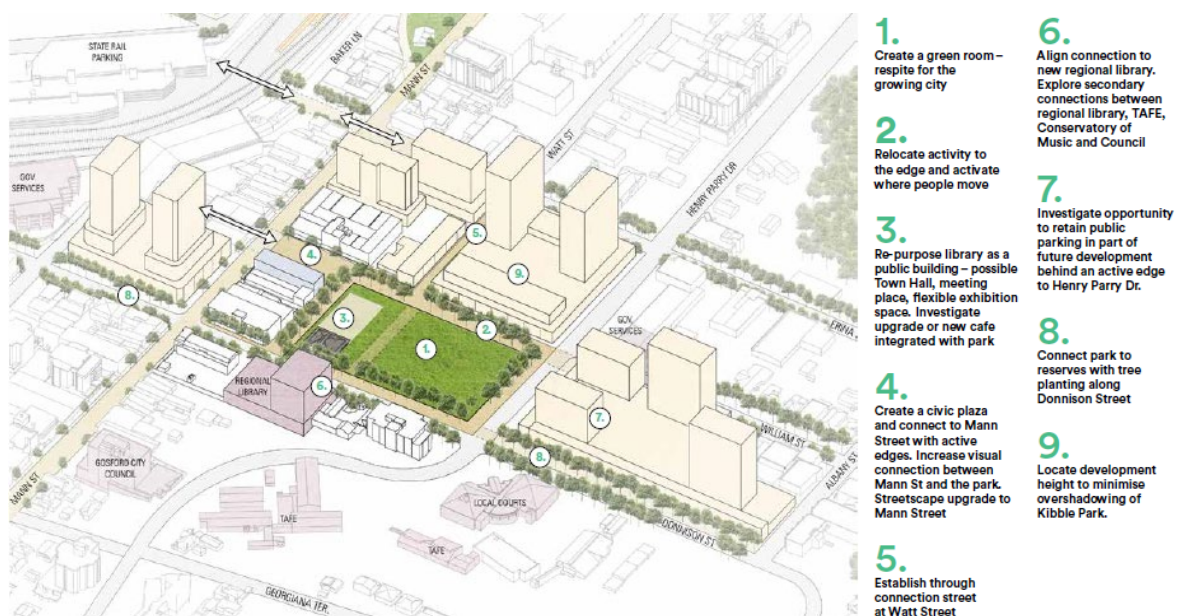
Central Coast Council (Council) is seeking to submit a development application (DA) to develop the Gosford Regional Library at 123A Donnison Street, Gosford.

The new library is located within the Gosford City Centre and would replace an existing commercial building. The existing Gosford Library (118 Donnison Street, Gosford) is located across the road from the site and comprises an area of 713.57 m². It is serviced by surrounding public parking, including an adjoining free public car park that has around 20 parking spaces. However, it is understood that the existing library would be repurposed in the future.

The new library is to include 1,220m² of public areas, 132m² of staff work areas and a 365m² multi-purpose hall accommodating 300 seats.

Gosford City Centre has been designated as a priority growth area by the NSW Department of Planning and falls under the State Environmental Planning Policy (Gosford City Centre) 2018. Planning for the City Centre includes complete revitalisation of the city to provide new facilities, services, green spaces and pedestrian links. Notably, the *Gosford Urban Design Implementation Framework; The Civic Heart (UDIF)* highlights a revitalised city centre with the proposed regional library well connected to the remaining centre, as shown in figure below.

Figure 1.1: UDIF Framework



Source: *Gosford Urban Design Implementation Framework; The Civic Heart*

2 Existing Conditions

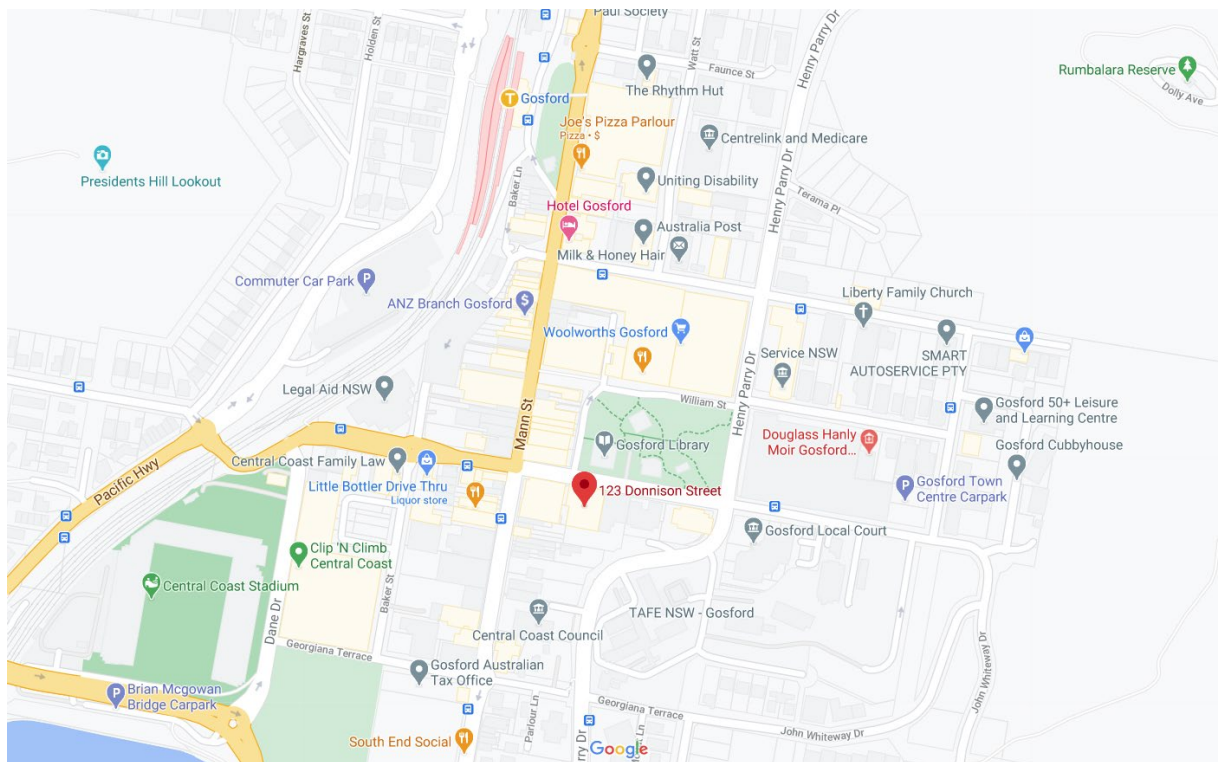
2.1 Site Description

The development site (123A Donnison Street) is located at Gosford and falls within the local government area of Central Coast Council. The existing site is occupied by a commercial and community offices including the Regional Youth Support Services. The site fronts Donnison Street along its northern boundary.

The existing Gosford Library is located directly across the road at 118 Donnison Street and is adjacent a free public car park containing around 20 car spaces.

The site location and its surrounds are shown in Figure 2.1 while the aerial of the locality is illustrated in Figure 2.2.

Figure 2.1: Site Locality



Base map Source: Google Maps Australia

Figure 2.2: Aerial of Site Locality



Base map Source: Nearmap

Land uses surrounding the site primarily comprise retail and commercial premises. Notable sites nearby include, the Central Coast Leagues Club and Central Coast Stadium which are located 300-400m west of the site and TAFE NSW which is 260m south of the site.

In addition, Gosford Railway Station is located approximately 450m (a 6-minute walk) north of the site.

2.2 Abutting Road Network

2.2.1 Donnison Street

Donnison Street is a local, two-way, east-west aligned road between Mann Street and Pacific Highway in the west and John Whiteway Drive in the east. Donnison Street forms the northern boundary of the subject site.

Donnison Street provides two traffic lanes plus kerbside parking in both directions. However, in the eastbound direction, no parking restrictions apply between 8:30am-5:30pm Mon-Fri and 8:30-12:30 Sat (excluding bus zones), effectively enabling three traffic lanes during these periods.

In the westbound direction, time restricted parking applies. Immediately fronting the subject site 1P (8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat) and 1/4P (8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat) parking restrictions apply. The posted speed limit is 40km/h within the vicinity of the subject site.

2.2.2 Henry Parry Drive

Henry Parry Drive is a State Road and is generally aligned in a north-south direction. In the vicinity of site, it provides two traffic lanes in either direction. No kerbside parking is permitted. The posted speed limit is 50km/h.

2.2.3 Mann Street

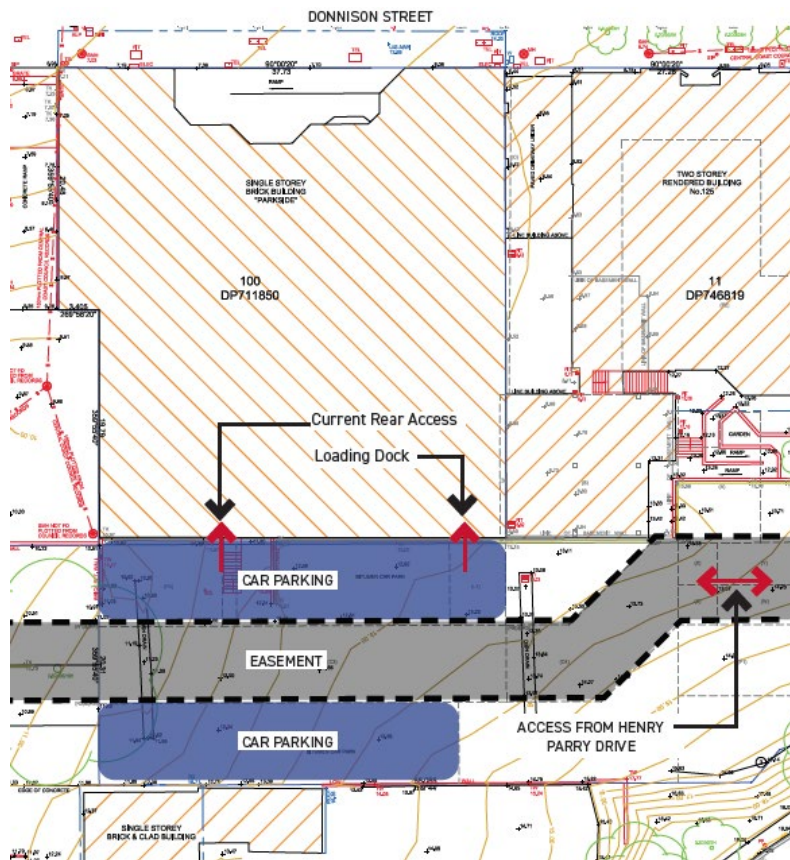
Mann Street is a local collector road, forming a key north-south through Gosford town centre. In the vicinity of the subject site, Mann Street provides one traffic lane and one kerbside parking lane on both directions. Parking is generally time restricted. The posted speed limit is 40km/h in the vicinity of the subject site.

2.3 Access and Loading

An at-grade car park is located at the rear of the site, which is accessed from Henry Parry Drive via a right-of-way easement that is shared with the adjoining property to the east (123B-125A Donnison Street) and contains parking for the subject site as well as parking for adjoining property. The parking and loading directly behind the site is dedicated for the exclusive use of the site by way of an easement recorded on the Lot Title. Loading access is also obtained from the rear car park as shown in Figure 2.3.

The car parking spaces located at the rear of 123A Donnison Street (the subject site) and 123B-125A Donnison Street are secured with a gated control point.

Figure 2.3: Existing Access and Parking Arrangements



Source: Lahznimmo Architects



Existing rear loading dock



Existing rear surface carpark and staff exit

2.4 Pedestrian and Cycling Infrastructure

The site is well-connected to a pedestrian footpath network with footpaths provided on all surrounding roads. Formal signalised pedestrian crossings at all legs of the nearest intersection including Mann Street-Donnison Street and Donnison Street-Henry Parry Drive.

The existing cycle network in the vicinity of the subject site as per the Central Coast Bike Plan is presented in Figure 2.4.

Figure 2.4: Central Coast Bike Plan - Gosford



Source: Central Coast Council Bike Plan 2019-2029

The map indicates an existing off-road cycleway along Dane Drive west of the site and Georgianna Terrace between Mann Street and Dane Drive and along Central Coast Highway and the harbour. Notably, the Central Coast Highway has been identified as a High Priority Route (Route 5) in the Bike Plan.

2.5 Public Transport Facilities

A number of public transport services are available within the vicinity of the site. The nearest bus stop is directly across the site on Donnison Street. Gosford Railway Station is located 450m (6-minute walk) north of the site. Trains from this station connect to Sydney and Newcastle and other key Central Coast areas.

A summary of the public transport services within proximity of the site is show in Table 2.1.

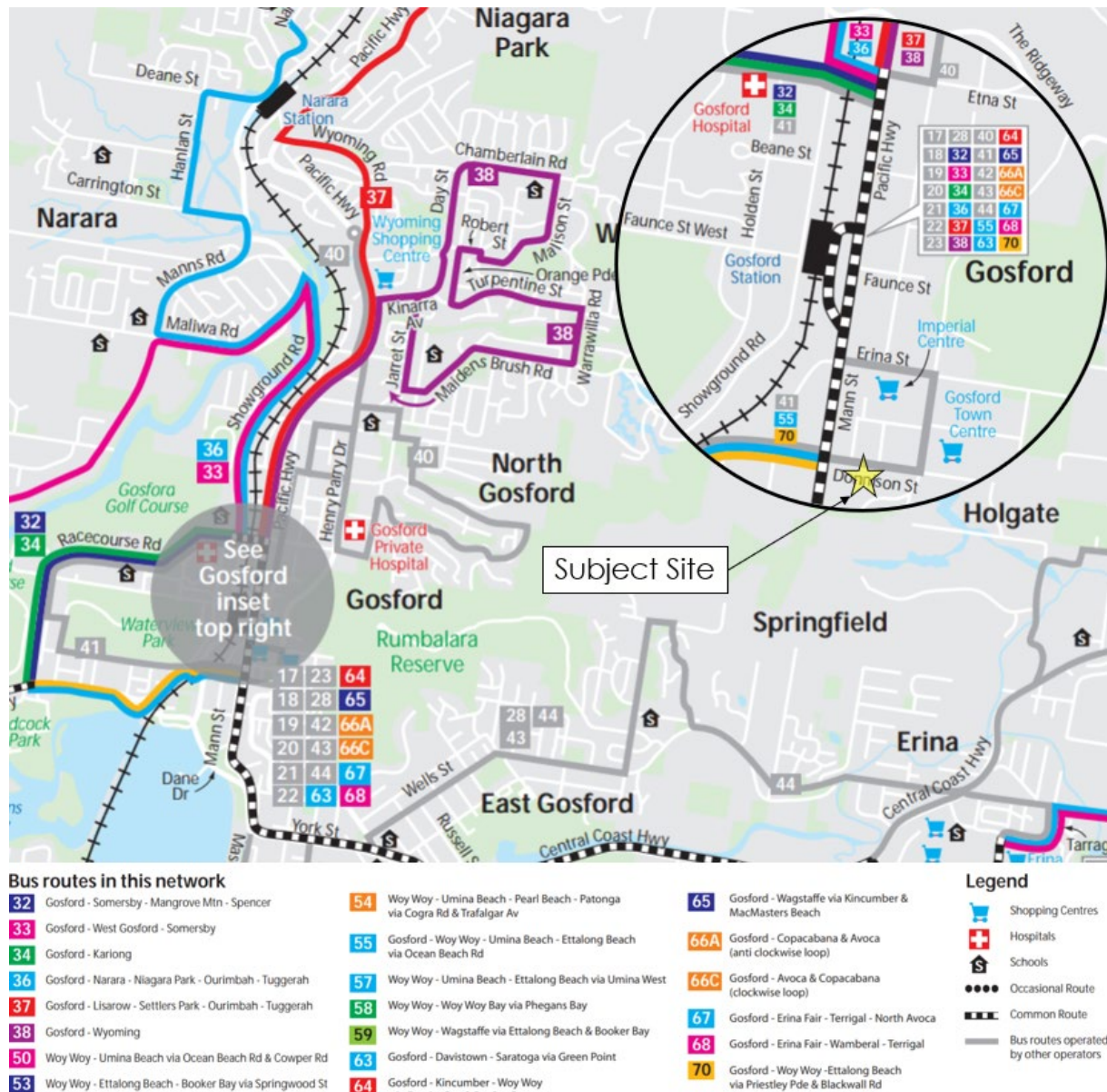
Table 2.1: Public Transport Facilities

Service	Route	Route Description	Site Proximity	Weekday Frequency	
				Peak	Off-peak
Rail	Central Coast & Newcastle Line	Newcastle Interchange to Central via Strathfield or Gordon	450m	10-minutes	30-minutes
Rail/Coaches	North Coast Line NSW	Sydney, Grafton, Casino, Lismore, Brisbane and other major towns		Limited Service	Limited Service
	North Western Line NSW	Tamworth, Armidale, Moree and other major towns		Limited Service	Limited Service
Bus	17, 18, 19, 21, 22, 23, 28	Gosford to The Entrance	<100m	30-minutes	30-minutes
	32	Gosford to Spencer	350m	Limited Service	Limited Service
	33	Gosford to Somersby		Limited Service	Limited Service
	34	Gosford to Kariong		30-minutes	30-minutes
	36	Gosford to Tuggerah via Narara		Hourly	Hourly
	37	Gosford to Tuggerah via Lisarow		30-minutes to hourly	Hourly
	38	Gosford to Wyoming		20-minutes	30-minutes
	40, 41, 42, 43, 44	Gosford City	<100m	20-minutes	30-minutes
	55	Ettalong Beach to Gosford via Woy Woy and Umina Beach	450m	20-30-minutes	30-minutes
	63	Gosford to Saratoga & Davistown	<100m	30-minutes to hourly	Hourly to 2 hours
	64	Woy Woy to Ettalong (Woy Woy & Gosford via Kincumber)		30-minutes to hourly	Hourly
	65	Kincumber & Macmasters Beach		Limited Service	Limited Service
	66A	Gosford to Avoca		Limited Service	Limited Service
	66C	Gosford to Terrigal & Wamberal		30-minutes to hourly	Hourly
	67	Gosford to Terrigal & North Avoca		30-minutes to hourly	Hourly
	68	Gosford to Terrigal & Wamberal		40-minutes	Hourly
	70	Ettalong Beach to Gosford via Pt Clare, Tascott & Woy Woy	450m	Limited Service	Hourly

Source: Transport for NSW

The site proximity to public transport facilities is shown in Figure 2.5.

Figure 2.5: Public Transport Facilities Locations



Basemap Source: Busways Gosford Network Map

2.6 Public Parking Facilities

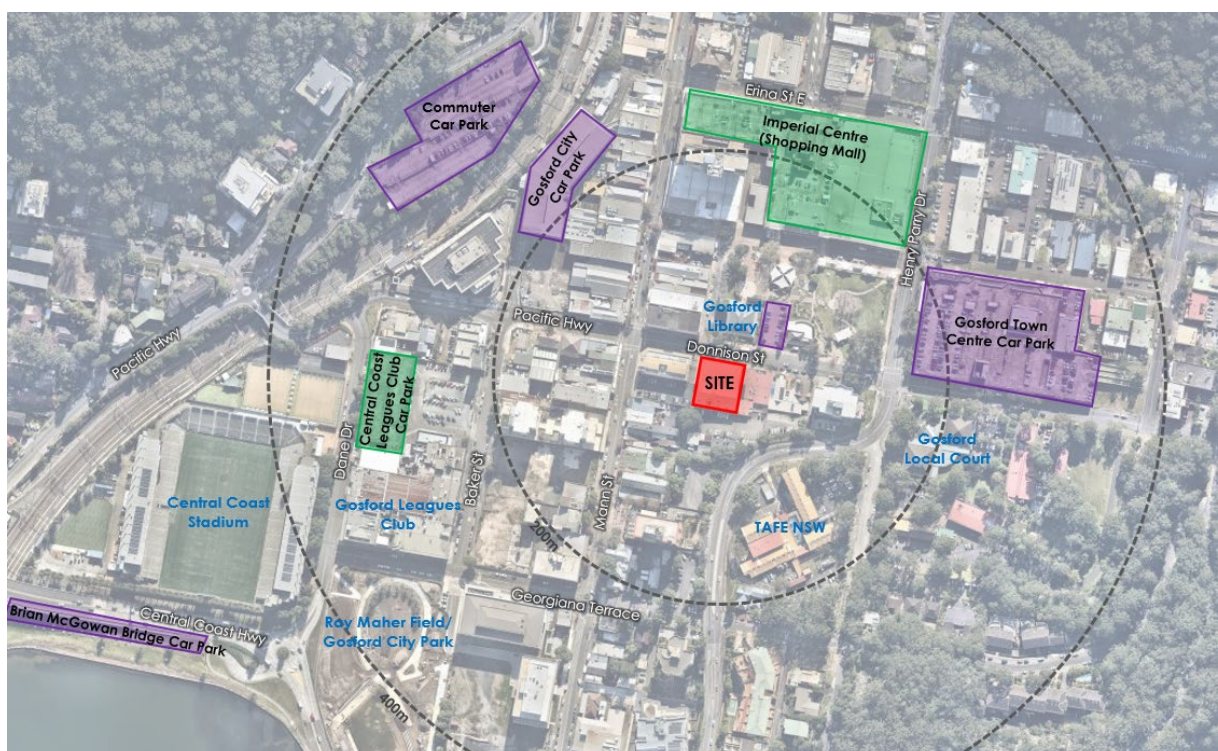
The Gosford City Centre is provided with substantial public parking supply, both on-street and off-street. Notably, the Gosford City Car Park and the Gosford Town Centre Park are located within 200m of the development site and provide multiple storeys of free parking.

It is understood that these car parks are largely utilised by commuters during the weekdays and is understood to be largely underutilised during weeknights and weekends.

Notably, the Gosford Town Centre Park (also known as the Kibbleplex Car Park) was restricted to weekday operation only, in June 2016 due to a reported low usage of the car park and wide availability of public car parking in the surrounding area¹.

Additionally, the Central Coast Leagues Club Car Park provides free publicly accessible parking and Imperial Shopping Centre provides three hours of free parking between 7am and 9pm. The key car parks near the site is shown in Figure 2.6.

Figure 2.6: Public Car Parks



2.6.1 Draft Car Parking Study and Implementation Plan

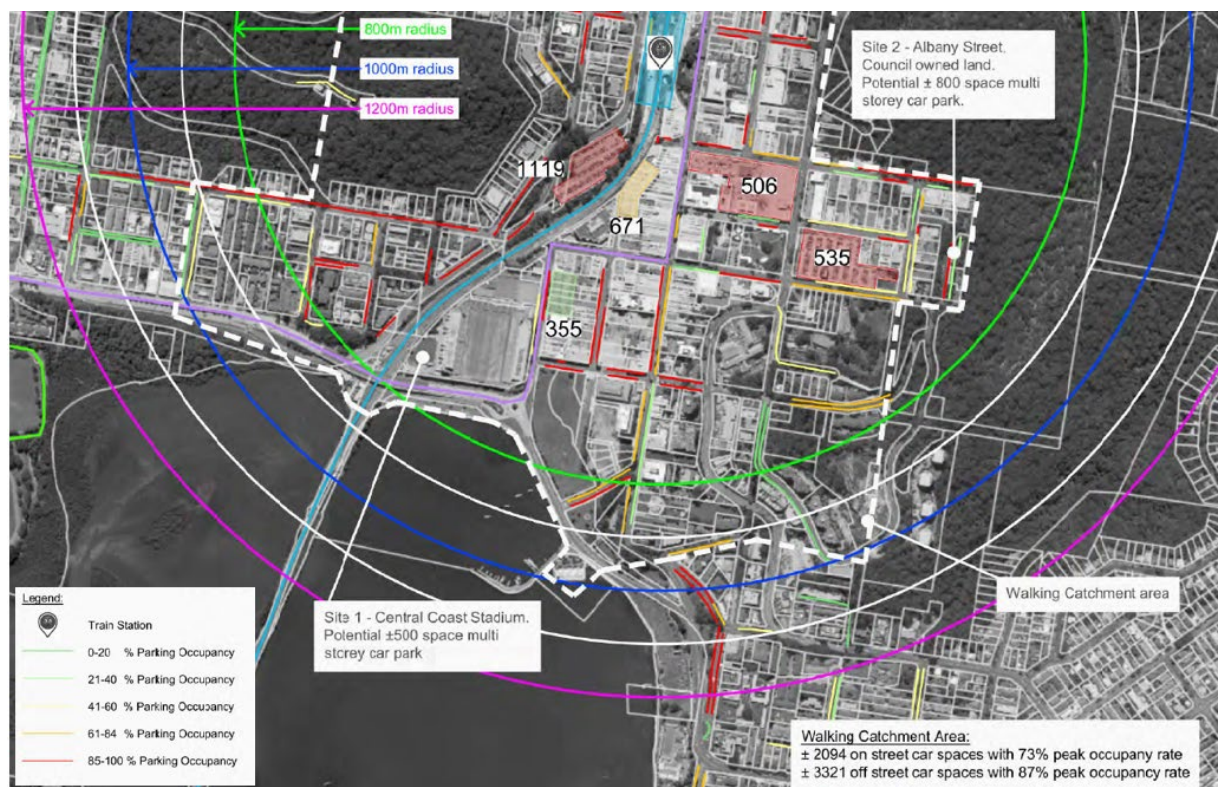
In June 2020, Central Coast Council released their draft “Car Parking Study and Implementation Plan” for public exhibition. As part of the study, on-street and off-street parking demand was surveyed within the Gosford City Centre on Wednesday 2 May 2018, between the hours of 6am and 8pm.

¹ Source: <https://www.centralcoast.nsw.gov.au/council/news/media-releases/kibbleplex-car-park-set-to-take-weekends>

In the study Council has noted “The publicly available all-day parking supply within the commercial core is now at practical capacity, which means that the peak parking demand is at or above 85% of the available capacity”.

In detail, the Gosford Town Centre Park (also known as Kibbleplex Car Park) and Imperial Shopping Centre Park near to the development site, are within a 85-100% parking occupancy, the Gosford City Car Park is within a 41-60% parking occupancy and the Central Coast Leagues Club car park is within a 21-40% occupancy. The peak parking occupancy during the weekday survey period is shown in Figure 2.7.

Figure 2.7: Parking Occupancy



Source: Central Coast Council, June 2020, Car Parking Study and Implementation Plan

The study however notes that the Gosford Town Centre Car Park with 535 spaces is to be demolished in the near future, removing these spaces from the overall supply. It is understood that this site would be redeveloped into a mixed-use development.

In response to the results of the survey data, the study proposed several short, medium and long term strategies to manage parking demand to the town centre, including: using the spare parking capacity at the Gosford City Car Park and Central Coast Leagues Club if possible, building new car parks on the fringe of the commercial core, implementing a 'Park n Ride (Bus)' scheme to service these new fringe car parks and improving public transport frequency.

2.6.2 Survey Data of Car Parks

Survey data is not available for the car parks located immediately nearby the proposed Gosford Regional Library site.

However, historical survey data of public car parking located around the Gosford City Park offers a snapshot of the parking demand profile of public parking at Gosford City Centre.

A parking occupancy survey was undertaken on Thursday, 8 November 2018 and Saturday, 10 November 2018 to understand the existing usage of on-street and off-street parking around Gosford City Park.

The local roads and car parks that were surveyed were:

- Brian McGowan Bridge Car Park (off-street)
- Central Coast Leagues Club Car Park (off-street)
- Vaughan Avenue, between Central Coast Highway and Mann Street (on-street)
- Georgiana Terrace, between Henry Parry Drive and Dane Drive (on-street)
- Mann Street, between Vaughan Avenue and Donnison Street (on-street)
- Baker Street, between Donnison Street and cul-de-sac (on-street), and
- Dane Drive, between Pacific Highway and Central Coast Highway (on-street).

The results of the off-street and on-street parking survey are shown in Figure 2.8 and Figure 2.9, respectively for Thursday and Saturday.

Figure 2.8: Off-Street Parking Survey Results

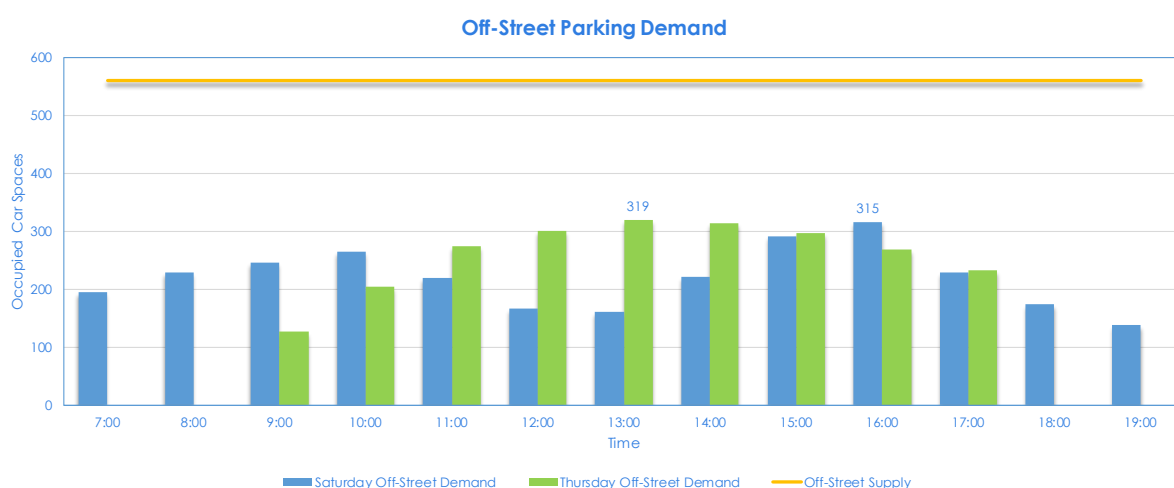
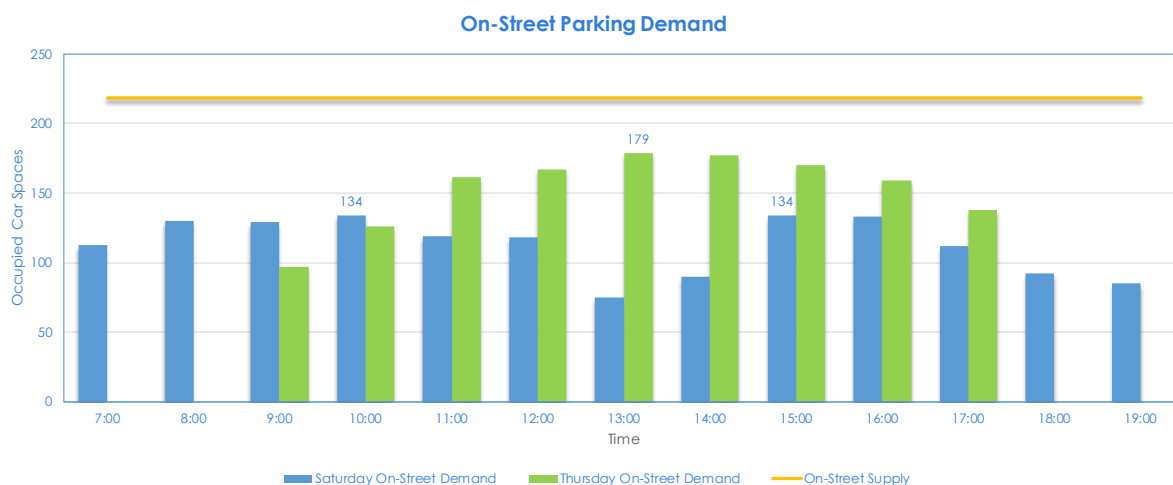


Figure 2.9: On-Street Parking Survey Results



As shown in Figure 2.8 and Figure 2.9, the off-street and on-street parking supplies were recorded as approximately 559 and 218 parking spaces, respectively.

From the surveys, the **peak off-street parking demand** was recorded to be:

- 319 parking spaces at 1:00pm on Thursday (**57 per cent occupancy**) and
- 315 parking spaces at 4:00pm on Saturday (**56 per cent occupancy**).

Similarly, the **peak on-street parking demand** was recorded to be:

- 179 parking spaces at 1:00pm on Thursday (**82 per cent occupancy**) and
- 134 parking spaces at 10:00am and 3:00pm on Saturday (**61 per cent occupancy**).

The 2018 survey data indicates that the surveyed parking areas have substantial spare capacity during a typical weekday and weekend, with an only 57 per cent occupancy at the off-street car parks. However, on-street parking is notably well utilised during a weekday afternoon with an 82% occupancy.

Notably, the parking demand is generally low in the off-street car parks (under 60% occupancy) and the demand for both on-street and off-street parking drops in the evenings after 5/6pm. This is likely related to business hours with retail stores and commercial offices closing after 5pm.

A comparison of the Council's Draft Parking Study and the above survey data indicates that the peak parking demand in the Gosford City Centre is generated by commuters and all-day parking needs. However, outside of business hours, the parking demand is well below capacity.

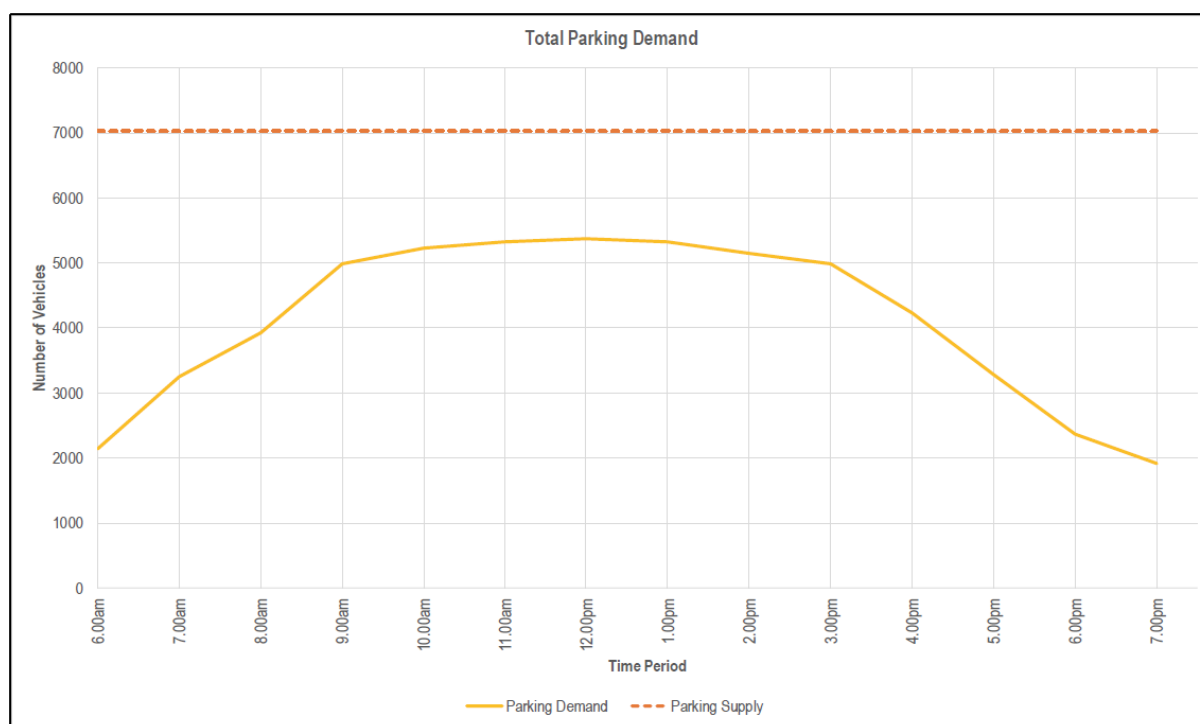
2.6.3 Central Coast Parking Strategy

Bitzios Consulting prepared the report, *Central Coast Parking Strategy: Part 1 Short-Term Gosford CBD Strategy* in June 2018. The data presented in this report form the basis of the *Draft Car Parking Study and Implementation Plan* as described in Section 2.6.1.

The report provides a more detailed analysis of the survey data and indicates a similar pattern to TPP's survey as presented in Section 2.6.2, where peak public parking demand occurs around midday and reduces significantly outside of business hours.

A summary of the parking demand profile for the Gosford Town Centre, including off-street and on-street parking demand is shown in Figure 2.10.

Figure 2.10: Daily Parking Demand Profile for Gosford Town Centre



Source: Bitzios, 2018, *Central Coast Parking Strategy: Part 1 Short-Term Gosford CBD Strategy*

The parking strategy report noted the following key findings:

- Six of the 10 surveyed parking stations were observed to be at or close to 100% occupancy during the peak (i.e. 12pm).
- However, the Leagues Club car park was only 39% occupied which indicates an opportunity to further utilise this car park for all-day parking.
- Overflow all-day parking is occurring within private parking stations such as the Imperial and Woolworths Shopping Centres, although parking fees are applied at these car parks.

- Kerbside parking immediately around the subject site (i.e. identified as Precinct 1 in Bitzios' report) was up to 65% occupied (of 390 spaces), indicating that kerbside parking is underutilised.
- However, there is a lack of short-stay parking in the Gosford CBD. It was recommended to reallocate long-stay off-street parking into short-stay to protect parking for businesses and introduce park n ride facilities outside of the CBD core.

3 Proposed Development

3.1 Description

The proposed Gosford Regional Library (123A Donnison Street, Gosford) would involve demolishing the existing building on-site and construction of a new four-storey building with:

- 1220m² of public areas (library and working areas)
- 132m² of staff working areas
- 365m² multi-purpose hall with 300 seats.

The proposal replaces the existing Gosford Library at 118 Donnison Street, which has a floor area of 713.57m².

The operating hours for the library will be:

- Monday to Friday 9am to 6pm
- Thursday 9am to 8pm
- Saturday to Sunday 10am to 2pm.

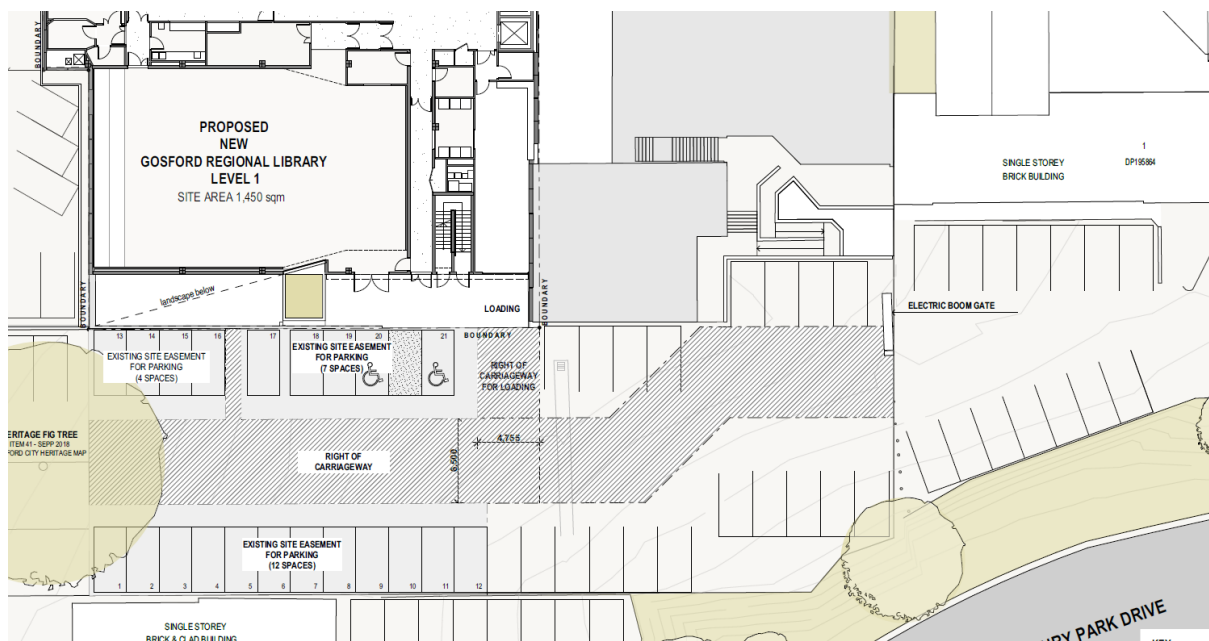
The multi-purpose hall would open as per the above Library opening hours, unless booked for a special event, where it could remain open until 12am.

3.2 Access and Parking

The proposed library would be serviced by the existing car park and right-of-way access off Henry Parry Drive as described in Section 2.3.

Loading access is to be obtained from the same location (eastern end of the site), however, the loading dock would be expanded to accommodate secure overnight parking for two library vehicles in tandem as shown in Figure 3.1.

Figure 3.1: Proposed Access and Parking Arrangements



In addition to the two on-site library vehicle spaces, the proposed re-linemarked car park would accommodate a total of 21 car spaces which would accommodate the following provisions:

- 4 staff spaces
- 3 library vehicles
- 4 Innovation Hub vehicles
- 8 spaces for special visitors by arrangement
- 2 accessible space.

The access arrangements are notably in line with the objectives of the DCP to “minimise the impact of vehicle access points on the quality of the public domain” and “minimise impact of driveway on pedestrian safety and streetscape amenity”, with the existing driveway located at the rear via Henry Parry Drive, instead of Donnison Road.

Should a new basement car park be contemplated, it would necessitate a new driveway access point to the site via Donnison Street, as the existing private access via Henry Parry Drive is not suitable for public access. The result would be multiple driveways in close proximity with both adjoining properties containing driveways on to Donnison Street, located along the boundary of the subject site.

The DCP notes “vehicle crossings over footpaths can disrupt pedestrian movement and threaten safety... Overly wide and high vehicle access points detract from the streetscape and the active use of street frontages. The design and location of vehicle access to developments should minimise both conflicts between pedestrians and vehicles on footpaths...”.

On this basis, retaining the existing access and parking arrangements, via Henry Parry Drive, is a better design outcome with consideration for pedestrian amenity and safety.

4 Parking Assessment

4.1 Car Parking

4.1.1 Library Parking

Council's planning instruments (e.g. the Development Control Plan) does not stipulate a parking requirement for public libraries.

It is noted that the existing Gosford Library does not have any dedicated parking with staff and visitors assumed to park at the public car park located adjacent to the library which contains around 20 car spaces, or on-street. However, as it is a public car park, this car park is shared with other users as well.

Comparatively the proposed Gosford Regional Library is to provide 21 dedicated car spaces, however, these are for use only for staff and special visitors by arrangement or booking.

Library visitors, as per existing conditions, would continue to utilise existing public parking. This is considered acceptable and in line with many libraries located within town centres which utilise public parking for visitors. On the above basis, if the rate for commercial offices is assumed for the staff working areas (132m²), the DCP requires 1 space per 75m² which equates to 2 car spaces, which can easily be accommodated by the existing on-site car park.

More critically, libraries are required to ensure delivery and servicing arrangements (e.g. for the transportation of books). On this note, the proposed development ensures secure covered parking for two vehicles, a loading dock and several dedicated at-grade spaces for library vehicles.

The at-grade car park would accommodate the following parking provisions:

- 4 staff spaces
- 3 library vehicles
- 4 Innovation Hub vehicles
- 8 spaces for special visitors by arrangement
- 2 accessible space.

4.1.2 Multi-Purpose Hall Parking

The proposed multi-purpose hall is 365m² and has a capacity of 300 seats. The Gosford City Centre Development Control Plan 2018 (DCP) notes a rate of 1 space per 10 seats or 1 space per 20m² GFA, whichever is greater, for a 'Place of Worship and Place of Assembly'.

On this basis, it is considered that the site may be required to provide 30 car spaces based on seating capacity.

The site would include some 8 car spaces that could be allocated for users of the hall (e.g. for staff, loading and special event organisers). However, visitors would be instructed to use the public car parks available nearby. It is expected that users of the multi-purpose hall would be advised of appropriate parking locations if driving, as well as relevant public transport information on how to get to the site.

It is generally expected that any special events held at the hall would be held in the evenings or on weekends. Therefore, the public car parking located around the site has substantial capacity at these times, as discussed in Section 2.6. During the daytime on a weekday, survey data indicates that short-stay (2-hour or less) kerbside parking is underutilised and could be utilised by the multi-purpose hall visitors.

In the event that large events are held in the library hall during the weekday, when public parking availability has lower levels of spare capacity, it is expected that an event management plan would be implemented which would involve travel demand measures such as: temporary off-street car parking arrangements, event shuttle buses, etc. It is understood that the use of multi-purpose hall for large events would be an infrequent occurrence.

However, the use of existing Council car parks which have spare capacity to provide parking for Council assets in the town centre is seen as an appropriate measure as compared to spending public funds on the cost a new basement parking which is not considered necessary.

4.2 Bicycle Parking

The DCP notes in Section 7.1.3.3 that "provision is to be made for cyclists via the installation of bicycle parking facilities in accordance with Australian Standards", however, does not provide any rates for provision for a public library.

However, a rate is provided for a 'Place of Assembly' as 1 space per 50 seats and for a commercial office as 1 space per 200m² GFA for employees and 1 space per 750m² for visitors. On this basis, the multi-purpose hall with a seating capacity of 300 seats is required 6 bicycle parking spaces, and the staff working space is required two bicycle spaces.

The development is proposing a total of 11 bicycle parking spaces including six spaces at the front of the site, on the ground floor for visitors and five spaces in a secure storage room for staff with associated locker facilities nearby. It is considered that the proposed bicycle parking provision is adequate to accommodate the site.

4.3 Accessible Parking

The DCP recommends that 4% of the required parking spaces or a minimum of 2 spaces per development (whichever is the greater) be provided as accessible parking spaces.

The existing at-grade car park includes the provision of two accessible car space. This space would be available to visitors by prior arrangement.

5 Traffic Assessment

5.1 Library

During the road network peak periods, it is expected that the library would generate minimal traffic, with staff members being the primary trip generators during this period.

Outside of peak periods, visitors would arrive sporadically from various destinations noting that there is no on-site parking. Such visitors are likely to be undertaking other town centre functions such as shopping and visiting cafés and restaurants. Additionally, the library is expected to generate a large portion of walk-in visitors such as students from the adjoining TAFE institute.

The new library includes children's reading play area which may involve play and reading groups/events. However, these events would be small in size and would not generate traffic during peak traffic periods.

On the above basis, the proposed library would not have any noticeable traffic impacts during the road network peak periods.

5.2 Events at the Multi-Purpose Hall

The proposed multi-purpose hall has a capacity of 300 seats or persons and could be used for the occasional event.

There is no standard method for calculating the trip generation of functions, as they can vary depending on the type of event and how it is managed.

However, based on a first principles analysis, an event may generate around 80% of people arriving by private vehicle with an average car occupancy of 2.2 persons per vehicle based on experience. If approximately 75% of vehicles arrived within the hour leading up to the event, then the function centre at maximum capacity (300 people) could generate 84 two-way vehicle trips per hour. This equates to 1-2 vehicles per minute. This is considered to be manageable volume of traffic noting that it would be distributed over the surrounding road network and public car parks, and not concentrated on any one intersection.

Notwithstanding, it is also considered that the above estimate may be conservative. The Gosford town centre is in an accessible area with substantial public transport, amenities, services and commercial/residential developments that visitors may originate from.

On this basis, the site is capable of a higher public transport and walking mode share than the above estimate.

6 Conclusion

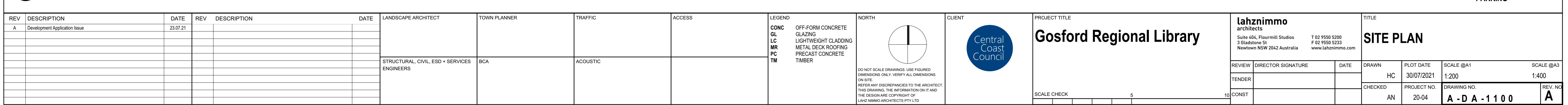
Central Coast Council (Council) is seeking to submit a development application to develop the Gosford Regional Library at 123A Donnison Street, Gosford.

A traffic and transport assessment has been undertaken to assess the impacts of the proposed development. The key findings of the assessment are as follows:

- The new library is to include 1,220m² of public areas, 132m² of staff work areas and a 365m² multi-purpose hall accommodating 300 seats.
- The new library is located within the Gosford City Centre and would replace an existing commercial building.
- Vehicle access, loading and parking would be maintained as per existing conditions via the right-of-way access off Henry Parry Drive.
- The proposed car parking provision includes 21 car spaces for staff and special visitors by arrangement or booking. Library visitors, as per existing conditions, would continue to utilise available public parking. This is considered acceptable and in line with many libraries located within town centres which utilise public parking for visitors.
- 11 bicycle parking spaces including six staff spaces and six visitor spaces are proposed.
- It is expected that any events held at the multi-purpose hall would primarily be held in the evenings or on weekends. The public car parking locating around the site has substantial capacity at these times.
- During the daytime on a weekday, survey data indicates that short-stay (2-hour or less) kerbside parking is underutilised and could be utilised by the multi-purpose hall visitors. In the event that large events are held during the daytime on a weekday, when less public parking is available, it is expected that an event management plan would be implemented which involve travel demand measures such as: temporary off-street car parking arrangements, event shuttle buses, etc.
- The library would generate a minor volume of traffic during the road network peaks, with visitors expected to arrive sporadically throughout the day and from various destinations noting that there is no on-site visitor parking.
- The multi-purpose hall at maximum capacity (300 people) could generate 76 two-way based on a first principles analysis, assuming 80% car mode share, 2.2 person car occupancy and a 75% arrival rate. This equates to 1-2 vehicles per minute but this would only occur in the designate arrival period. This is considered to be manageable volume of traffic noting that it would be distributed over the surrounding road network and public car parks, and not concentrated on any one intersection.
- Notwithstanding, it is also considered that the above estimate is conservative. Gosford town centre is in an accessible area, with substantial public transport, amenities, services and commercial/residential developments that visitors may originate from. On this basis, the site is capable of a higher public transport and walking mode share than assumed.

Appendix A

Architectural Plans



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