

20 September 2021

P1830 GC BWLC Independent Living TIA

Grindley  
55 Grandview Street  
Pymble NSW 2073

**Attn: Maria Pennisi**

Dear Maria,

**Re: Traffic Impact Assessment for the proposed seniors independent living development, 51-57 Masons Parade, Point Frederick**

Further to our site visit and a review of the provided documentation for the proposed seniors independent living development consisting of 54 apartments (36 x 1 bedroom, 12 x 2 bedroom and 6 x 3 bedroom), we provide the following traffic impact assessment. This assessment has been prepared in accordance with the Austroads Guidelines and Section 2.3 of the RTA Guide to Traffic Generating Developments, which provides the structure for the reporting of key issues to be addressed when determining the impacts of traffic associated with a development. This guide indicates that the use of this format and checklist ensures that the most significant matters are considered by the relevant road authority.

The report has also taken into consideration the SEPP (Gosford City Centre) 2018, and the Australian Standard for Parking (AS2890).

The subject site is shown in Figure 2 and Figure 2 below.

The site is owned and operated by the Brisbane Water Legacy Club (BWLC), providing seniors housing under the NSW *Retirement Villages Act 1999* (RV Act) and accommodates:

- 64 bedsit apartments which provide low cost rental accommodation for legacy widows;
- 8 two-bedroom units which operate under the RV Act;
- Legacy Hall; and
- BWLC Administration Office.

The proposed development allows for the northern part of the site to be redeveloped, enabling existing residence to remain on site and be transferred to the new facilities once complete.



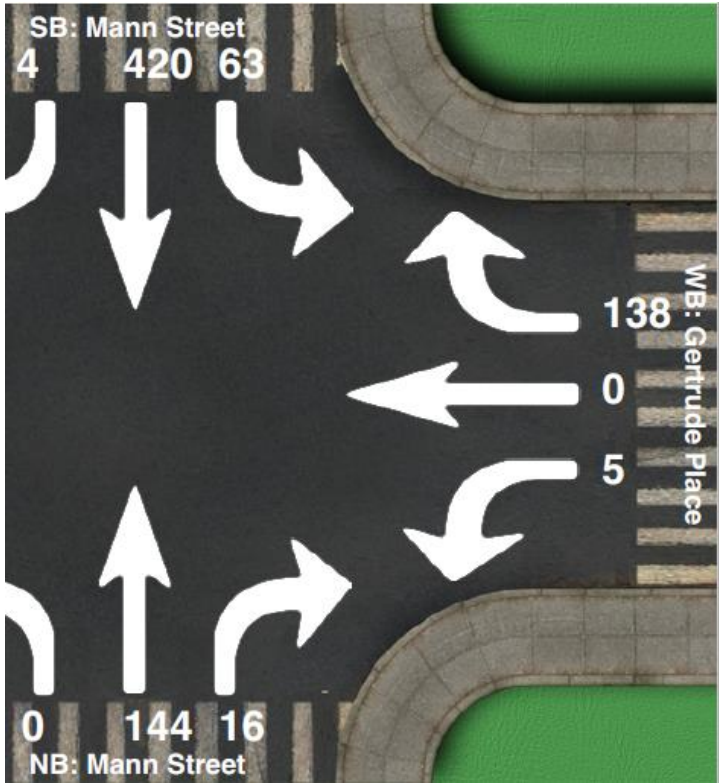
Figure 1 Existing site



Figure 2 - Subject site in the context of the local road network

A summary of the key issues and their comments are provided below:

| Item  | Comment   |
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| <b>Existing Situation</b>   |   |
| 2.1 Site Location and Access  | <p>The subject site is located in Point Frederick (Gosford) with the surrounding land use being predominately residential, being a mix of single and multi dwelling housing.</p> <p>The site has frontage to Masons Parade as well as York Street to the south.</p>   |
| 2.2.1 Road Hierarchy  | <p>The main road through the locality is the <b>Central Coast Highway</b> (HW30) which runs from the junction of the Pacific Highway and Wisemans Ferry Road west of the Sydney – Newcastle Freeway at Gosford Interchange near Kariong to West Gosford then Gosford, via Brian McGowan Bridge, Dane Drive, Masons Parade, York Street, Victoria Street, George Street to East Gosford, then via various roads to the intersection with the Pacific Highway (HW10) at Doyalson.</p> <p>In the vicinity of Point Frederick it provides two lanes of travel each way with additional turn lanes and widening at intersection to allow additional capacity and safety.</p> <p><b>Mann Street</b>, to the west of the site, is a local road with a north-south orientation that becomes the Pacific Highway (HW10) to the north of the Gosford CBD. In the vicinity of the site, it provides a connection with the Central Coast Highway.</p> <p><b>Masons Parade</b>, along the site frontage, provides one lane of travel in each direction, with kerbside parking along both sides of the road. Along the eastern side, along the site it is 90 degree parking whilst on the western side it is parallel, becoming 90 degree parking to the north. It has a footpath along the eastern side. Street lighting is provided along its length. To the north Masons Parade becomes Gertrude Place.</p> <p>Gertrude Place connects with Mann Street at a T-intersection allowing for all turning movements with Mann Street having priority. To the south, Masons Parade connects with Dane Drive (Central Coast Highway) at a T-intersection. Due to a raised central media on Dane Drive movements are restricted to left in left out only.</p> <p>Whilst the Central Coast Highway and Henry Parry Drive to the east are both classified roads, surrounding roads including Masons Parade and Mann Street are local roads under the control of Central Coast Council.</p> |
| 2.2.2 Current and Proposed Roadworks, Traffic Management Works and Bikeways | <p>There are no roadworks currently occurring in the vicinity of the subject site.</p> <p>There are limited cyclist facilities within the immediate vicinity of the subject site.</p>   |
| 2.3 Traffic Flows   | <p>As part of the project work, Seca Solution collected traffic data at the intersection of Mann Street and Gertrude Place to determine the current road operation and traffic volumes along these roads. These surveys were completed on the afternoon Wednesday 24<sup>th</sup> February 3.30-6.00pm with the peak hour determined as 4.30-5.30. The survey data is provided in <b>Attachment C</b>, with a summary of the current traffic flows during the peak hour provided below in Figure 3 .</p>  |

| Item                                  | Comment  |
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|                                       | <p><i>Figure 3 – Peak hour flows</i></p>    |
| 2.3.1 Daily Traffic Flows             | <p>RTA guidelines indicate that peak hours typically represent around 10% of the daily traffic flows. It is expected that flows on Masons Parade passing the subject site would be less than those on Gertrude Place which could be in the order of 2,250 vehicles per day (vpd).</p> <p>Mann Street, north of the site, could be in the order of 7,700 vpd.</p> <p>Traffic flows on Masons Parade along the site frontage are very low and generally only associated with the various sites located on this section of the road network, with very low through traffic movements.</p> |
| 2.3.2 AADT                            | <p>AADT data on the Transport for New South Wales Traffic Volume Viewer on roads in the area are greater than 10 years old (2008 and 2020) and so the volumes are no longer considered relevant.</p> <p>The count station on the Central Coast Highway (05985) east of the site shows PM counts to be predominantly eastbound being westbound in the morning.</p>  |
| 2.3.3 Daily Traffic Flow Distribution | <p>Daily traffic flows would be evenly distributed, with the peak hour flows heavily influenced by commuter demands along the Central Coast Highway for connections to Gosford and the M1 Pacific Motorway.</p>  |
| 2.3.4 Vehicle Speeds                  | <p>No speed surveys were completed as part of the survey work however the short length of Masons Parade along the site frontage together with the interaction with parked cars and driveways means that vehicle speeds on this road are well within the posted speed limit of 50 km/h in this location.</p>  |



| Item                                    | Comment   |
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| 2.3.5 Existing Site Flows               | The existing site is owned and operated by Legacy and combines services to assist veterans as well as care facilities on site for veterans or their widows with 72 units on site, with the majority being bedsit type apartments. Existing traffic flows are low at less than 50 vehicle movements per day.   |
| 2.3.6 Heavy Vehicle Flows               | <p>Heavy vehicle flows along the Central Coast Highway are fairly high, reflective of its use as a main arterial route for local and through traffic movements.</p> <p>Heavy vehicle flows on Masons Parade adjacent to the subject site are negligible, associated with waste collection and deliveries to the subject site and adjacent developments. During the site work there were a number of heavy vehicles associated with the construction of the nearby residential tower to the north of the site.</p>   |
| 2.3.7 Current Road Network Operation    | <p>The RTA Guide to Traffic Generating Developments provides guidance on the operation of residential streets based on environmental capacity. Under the RTA Guidelines for local streets an environmental maximum goal of 300 vehicles per hour is stated, with 200 as the goal. Masons Parade currently operates well below this limit and as such operates very well.</p> <p>The length of the Central Coast Highway carries very high traffic flows, especially during the peak periods. Delays and congestion occur along this road during the peaks but overall, this road operates well. The signal-controlled intersection of the Central Coast Highway and Mann Street is the major intersection in the vicinity of the subject site and operates well outside the peak hours. Traffic traveling west to east can be delayed at these traffic signal, but generally the delays are acceptable.</p> |
| 2.4 Traffic Safety and Accident History | <p>A review of Crash Data provided by Transport for NSW indicates that there have been no recorded accidents on Masons Parade adjacent to the subject site over the last 5 years. There has been a single crash on Gertrude Place to the north of the site involving a rear end collision with no injuries.</p> <p>There has been a single accident recorded at the intersection of Mann Street and Gertrude Place involving a collision with vehicle turning right and no accidents at the intersection of Masons Parade and the Central Coast Highway.</p> <p>Overall traffic safety in the vicinity of the subject site is good with no safety concerns noted during the site visit.</p>   |
| 2.5 Parking Supply and Demand           |   |
| 2.5.1 On-street Parking Provision       | Kerbside parking is generally available in the vicinity of the subject site, with the usual restrictions at driveways and intersections. This kerb side parking is a mixture of parallel parking and 90-degree parking. The on-street parking along the site frontage is not time limited.  |

| Item   | Comment   |
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| 2.5.2 Off-street Parking Provision           | Off-street parking for the surrounding residential developments is typically provided within the individual sites. There is no public off-street parking within the immediate vicinity of the subject site.   |
| 2.5.3 Current Parking Demand and Utilisation | There was a high demand for on-street parking observed adjacent to the subject site. Given the short distance to the Gosford CBD and the lack of timing restrictions it is considered that this could be all day commuter parking in this location.   |
| 2.5.4 Short term set down or pick up areas   | No set down or pick up areas noted in the locality of the site.   |
| 2.6 Modal Split                              | The subject site is located in an area of high walkability, being located close to the Gosford CBD and there is a bus stop adjacent to the site on the Central Coast Highway allowing for good connectivity across the Central Coast region. There is potential for trips to this area by means other than private motor vehicle.   |
| 2.7 Public Transport                         |   |
| 2.7.1 Rail Station Locations                 | The nearest train station is located in the centre of Gosford, approximately 1.3 kms north of the subject site. This station provides regular daily services along the Newcastle and Central Coast Line between Newcastle and Wyong, Gosford and Sydney to the south.   |
| 2.7.2 Bus Stops and Associated Facilities    | <p>There are bus stops located to both side of the Central Coast Highway that provide regular services to and from the site, providing a connection across the Central Coast region as well as connections to the Gosford train station and CBD.</p> <p>There is a signal controlled pedestrian crossing on the Central Coast Highway allowing for connection to the bus stops on both sides of the highway. Both of these stops provide a shelter and seating.</p> |
| 2.7.3 Transport Services                     | <p>There are numerous bus services providing good connectivity for the site across the Central Coast. A map of the routes is provided in Appendix B below.</p> <p>Frequent train services are available from Gosford train station, approxiamtely 1.3 kms north of the site.</p>  |
| 2.8 Pedestrian Network                       | There is an extensive network of footpaths connecting the site to the Gosford CBD and the foreshore of Brisbane Waters. There are signal controlled intersections and crossings to assist crossing the roads with high traffic flows.   |
| 2.9 Other Proposed Developments              | There are a number of new projects currently being constructed and in the planning stage within the centre of Gosford as well as other sites near the subject site.   |
| <b>The Development</b>                       |   |
| 3.1.1 Nature of Development                  | The proposal is for a seniors living development allowing for a multi-level residential development with 54 Independent Living Units (ILUs) across 6 levels, plus administration offices and communal room. There are also outdoor active spaces and on-site parking for 48 cars to be developed for seniors living and addressing the requirements under the SEPP (Housing for Seniors or People with a Disability). The office space will allow for the           |

| Item                                      | Comment  |
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|   | administration of the facility and Legacy whilst the communal hall will provide for residents and so be ancillary to the development.  |
| 3.1.2 Access and Circulation Requirements | <p>The layout of the access driveway and internal circulation has been designed in accordance AS2890, including that all vehicles be able to enter and exit the site in a forward direction.</p> <p>Section 26 of the SEPP requires that residents have access to facilities and services. Part c states that in the case of a proposed development on land in a local government area that is not within the Greater Sydney (Greater Capital City Statistical Area)—there is to be a transport service available to the residents who will occupy the proposed development. This transport service must be located within 400 metres of the site, be accessible by a suitable access pathway, be available for a return service at least once a day during daylight hours (Monday-Friday) and take residents to a place located within 400 metres of retail, commercial and medical services.</p> <p>This requirement could be met by a number of bus routes on the Central Coast Highway approximately 65 metres from the subject site, with connections in both directions and connected via a path including a marked pedestrian crossing and signal controlled crossing on the Central Coast Highway.</p> |
| 3.2 Access                                |  |
| 3.2.1 Driveway Location                   | Vehicle access to the site will be provided via a new access driveway off Masons Parade, with a separate entry at the southern boundary and an exit at the northern boundary, allowing for one-way circulation through the site.   |
| 3.2.2 Sight Distances                     | <p>Sight distance for the proposed driveway is to be provided in accordance with AS2890.1. For the posted speed limit of 50km/hr on Masons Parade a minimum sight distance of 45 metres is specified, with 69 metres desirable (5s gap).</p> <p>Sight distance has been assessed on site. Masons Parade provides clear visibility to the right in excess of 100 metres whilst to the left of the proposed driveway visibility is available to the intersection of Masons Parade and the Central Coast Highway (some 60 metres). Whilst this visibility to the left is less than required for a posted speed of 50km/hr, it does meet the minimum requirements for a 40km/hr frontage road speed. Given that vehicles entering Masons Parade would be negotiating the turn from the Central Coast Highway it is expected they would be travelling at less than 40km/hr and the sight visibility is therefore acceptable.</p>  |
| 3.2.3 Service Vehicle Access              | Servicing requirements for the site shall be minimal with no service vehicles required to access the site, other than a waste collection vehicle. The plans have allowed for this truck (11 metre) to access the site and turning templates have been prepared by others to ensure that these vehicles can enter and exit the site in a forward direction in an appropriate manner.  |

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|   | There will be occasional demands for delivery vehicles with these typically completed by vans (eg: Hyundai iLoad) and these, as well as infrequent larger deliveries (up to a MRV) can occur within the site. The rare times for much larger deliveries can occur at the kerb, consistent with other residential developments in the vicinity.   |
| 3.2.4 <i>Queuing at entrance to site</i>          | No vehicle queues expected for this type of development, given the typically low vehicle movements associated with the development as well as the low flows on Masons Parade.  |
| 3.2.5 <i>Comparison with existing site access</i> | <p>The proposed development shall see the removal of one existing driveway to the site with this being consolidated into the exit driveway and the removal of an existing gateway access to the site on Masons Parade. The new driveways will mean the existing on-street parking provision can remain at similar levels as those currently provided on Masons Parade. Any changes required to the signage and linemarking shall be submitted to Council for review and approval by the traffic committee.</p> <p>The existing gated driveway access to the site will be redundant, with new kerb and gutter provided to allow for new kerb side parking in this location.</p> |
| 3.2.6 <i>Access to Public Transport</i>           | There is a pedestrian footpath on Masons Parade for connection to a pedestrian crossing for access to the bus stops on the Central Coast Highway. Access across the highway is provided via a signal-controlled crossing.  |
| 3.3 <i>Circulation</i>                            |  |
| 3.3.1 <i>Pattern of circulation</i>               | <p>An internal access driveway shall allow for one-way movements through the site with a minimum width of 3.5m in accordance with AS2890 and suitable to accommodate the swept path of an 11 metre garbage truck. This driveway will provide access to the parking as well as the on-site waste collection area.</p> <p>The layout of the site shall allow all vehicles to enter and exit the site in a forward direction.</p>   |
| 3.3.2 <i>Internal Road width</i>                  | The driveway and internal parking aisles shall be designed in accordance with AS2890.1 for User Class 1A (residential). This requires a minimum width of 3.0 metres and appropriate widening through the 90 degree turns within the site. For the 2 separate parking areas the aisle width is 5.8 metres to allow for 2-way movements. Widening to accommodate the swept path of an 11 metre garbage truck has been provided for.  |
| 3.3.3 <i>Internal Bus Movements</i>               | There will be no internal bus movements associated with this development.  |
| 3.3.4 <i>Service Area Layout</i>                  | No dedicated service area required for this type of development, other than the waste service collection which will occur on site.   |
| 3.4 <i>Parking</i>                                |  |
| 3.4.1 <i>Proposed Supply</i>                      | <p>There is to be a total of 48 parking spaces provided for the development.</p> <ul style="list-style-type: none"> <li>• 2 carpark areas (14 and 28 spaces)</li> <li>• 6 garaged parking spaces</li> </ul>  |



| Item                    | Comment   |
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| 3.4.2 Authority Parking | <p>The Gosford DCP does not provide for seniors living, and the pre DA meeting with Council nominates the SEPP (Housing for Seniors or People with a Disability) 2004 can be applied for the project. This SEPP provides the following parking requirements for independent living units:</p> <ul style="list-style-type: none"> <li>• 0.5 car spaces for each bedroom (for developments provided by a person other than a social housing provider) or</li> <li>1 car space for each 5 dwellings where the development application is made by, or is made by a person jointly with, a social housing provider</li> </ul> <p><b>5 Private car accommodation</b></p> <p>If parking (not being car parking for employees) is provided:</p> <p>( a ) car parking spaces must comply with the requirements for parking for persons with a disability set out in AS 2890, and</p> <p>b) 5% of the total number of car parking spaces (or at least one space if there are fewer than 20 spaces) must be designed to enable the width of the spaces to be increased to 3.8 metres, and</p> <p>( c ) any garage must have a power-operated door, or there must be a power point and an area for motor or control rods to enable a power-operated door to be installed at a later date.</p> <p>DCP rate for office use is 1 space per 40m<sup>2</sup> GFA</p>   |
| 3.4.3 Parking Layout    | <p>Given the development shall provide Independent Living Units catering predominantly for retirees, it is considered the vast majority of users shall not require parking to accommodate disabled access but rather ensure full door opening for all car doors. 5% of parking should however be able to be provided as disabled parking consistent with AS2890.6. This would equate to 2 spaces.</p> <p>The minimum parking requirement under AS2890.1 for residential parking is classified as user class 1A, which allows for 2.4 x 5.4 metre spaces with 3-point manoeuvre in/out of spaces. To cater for the Seniors Living element it is appropriate to allow for manoeuvring in/out of parking in a single movement, with clearance available for full opening of all car doors. As such the parking layout (90 degree angle) would need to be designed as user class 2:</p> <ul style="list-style-type: none"> <li>• Minimum 2.5 x 5.4 metre parking spaces;</li> <li>• Minimum 5.8 metre aisle widths (for both one-way and two-way movements);</li> <li>• Where parking is on one side of an aisle only and the other side is confined by a wall or high vertical obstruction, the aisle width shall be increased by 300mm;</li> <li>• At blind aisles, the aisle shall be extended a minimum of 1 metre beyond the last parking space.</li> </ul> <p>Disabled parking spaces designed in accordance with AS2890.6 shall be 2.4 x 5.4 metre spaces with a 2.4 x 5.4 metre shared space either next to, or between two spaces.</p> |
| 3.4.4 Parking Demand    | <p>Should the development application be made by, or be made by a person jointly with, a social housing provider then the parking requirement for the development residential component of the development would be:</p> <ul style="list-style-type: none"> <li>• 12 spaces</li> </ul>  |

| Item                                    | Comment   |                     |  |                     |                     |   |     |    |    |   |    |    |   |   |   |  |  |  |    |
|---|---|---------------------|--|---------------------|---------------------|---|-----|----|----|---|----|----|---|---|---|--|--|--|----|
|   | <p>Otherwise the resident parking demand per the Seniors SEPP is shown in Table 1 below.</p> <p><i>Table 1 – Parking demand</i></p> <table><tr><th>Number of Beds</th><th>SEPP Parking Requirement (per bedroom)</th><th>Number of Dwellings</th><th>Parking Requirement</th></tr><tr><td>1</td><td rowspan="3">0.5</td><td>36</td><td>18</td></tr><tr><td>2</td><td>12</td><td>12</td></tr><tr><td>3</td><td>6</td><td>9</td></tr><tr><td colspan="3"></td><td>39</td></tr></table> <p>The office space on site allows for the support staff associated with the facility and for Legacy staff. As a worst-case scenario parking is being allowed for applying the DCP office rate on 149.72m²:</p> <ul style="list-style-type: none"><li>3.74 (4 spaces)</li></ul> <p>The proposal allows for 48 spaces, ensuring that parking provision complies with the SEPP for non-social providers and parking for the office/administration function with an oversupply of 5 spaces minimising the potential demands for on-street parking in this location.</p> | Number of Beds      | SEPP Parking Requirement (per bedroom) | Number of Dwellings | Parking Requirement | 1 | 0.5 | 36 | 18 | 2 | 12 | 12 | 3 | 6 | 9 |  |  |  | 39 |
| Number of Beds                          | SEPP Parking Requirement (per bedroom)  | Number of Dwellings | Parking Requirement                    |                     |                     |   |     |    |    |   |    |    |   |   |   |  |  |  |    |
| 1                                       | 0.5   | 36                  | 18                                     |                     |                     |   |     |    |    |   |    |    |   |   |   |  |  |  |    |
| 2                                       |   | 12                  | 12                                     |                     |                     |   |     |    |    |   |    |    |   |   |   |  |  |  |    |
| 3                                       |   | 6                   | 9                                      |                     |                     |   |     |    |    |   |    |    |   |   |   |  |  |  |    |
|   |   |                     | 39                                     |                     |                     |   |     |    |    |   |    |    |   |   |   |  |  |  |    |
| 3.4.5 Service Vehicle Parking           | No dedicated service vehicle parking required on site.  |                     |  |                     |                     |   |     |    |    |   |    |    |   |   |   |  |  |  |    |
| 3.4.6 Pedestrian and Bicycle Facilities | Pedestrians and cyclists shall be able to access the existing pedestrian facilities with cyclists able to use local roads as required.  |                     |  |                     |                     |   |     |    |    |   |    |    |   |   |   |  |  |  |    |
| Traffic Assessment                      |   |                     |  |                     |                     |   |     |    |    |   |    |    |   |   |   |  |  |  |    |
| 4.1 Traffic Generation                  | <p>Standard traffic generation rates for residential developments are provided in the RTA Guide to Traffic Generating Developments.</p> <p>For seniors living developments, using RMS rates from TDT 2013/04A, a peak generation rate of</p> <ul style="list-style-type: none"><li>0.4 vehicles per dwelling in the evening peak and</li><li>2.1 trips per dwelling per day is specified.</li></ul> <p>Accounting for up to 54 dwellings for the subject site, this would generate</p> <ul style="list-style-type: none"><li>22 trips in the evening peak and</li><li>114 trips per day.</li></ul> <p>Applying a standard split of 80% inbound/20% outbound for residential developments in the PM, gives:</p> <ul style="list-style-type: none"><li>PM Peak hour vehicle movements = 18 inbound / 4 outbound</li></ul> <p>The RTA Guide indicates that trips associates with seniors living developments do not generally coincide with the AM peak hour.</p>  |                     |  |                     |                     |   |     |    |    |   |    |    |   |   |   |  |  |  |    |
| 4.1.1 Daily and Seasonal Factors        | Limited daily and seasonal variation in traffic movements associated with the development.  |                     |  |                     |                     |   |     |    |    |   |    |    |   |   |   |  |  |  |    |

| Item                                   | Comment   |                    |                 |                  |               |   |   |       |   |   |       |   |   |      |   |   |      |   |   |
|--|---|--------------------|-----------------|------------------|---------------|---|---|-------|---|---|-------|---|---|------|---|---|------|---|---|
| 4.1.2 Pedestrian Movements             | The development would increase pedestrian movements along the surrounding roads with opportunity for residences to walk to nearby facilities including the foreshore area, the nearby bus stops and Gosford town centre.  |                    |                 |                  |               |   |   |       |   |   |       |   |   |      |   |   |      |   |   |
| 4.2 Hourly distribution of trips       | Typical seniors development sees peak demands relating to the PM peak periods only, with the majority (80%) inbound (20%) outbound in the afternoon/evening.  |                    |                 |                  |               |   |   |       |   |   |       |   |   |      |   |   |      |   |   |
| 4.2.1 Origin / destinations assignment | <p>It is considered the majority of traffic movements associated with the development will be to / from the north of the site towards the Gosford CBD and south to connections to the Central Coast Highway using the intersection of Gertrude Place and Mann Street. Drivers wishing to head east from the site can connect directly to the Central Coast Highway and for the reverse movement, can access the site via the signal controlled intersection of the Central Coast Highway and Mann Street to turn right into Gertrude Place.</p> <p>Allowing 25% of trips to be contained within the Gosford CBD the balance of trips are expected to be distributed:</p> <p>30% to each of the north, south and west and 10% to the east.</p> <table><tr><th>Origin/Destination</th><th>PM Peak Inbound</th><th>PM Peak Outbound</th></tr><tr><td>Local/Gosford</td><td>4</td><td>1</td></tr><tr><td>North</td><td>4</td><td>1</td></tr><tr><td>South</td><td>4</td><td>1</td></tr><tr><td>West</td><td>4</td><td>1</td></tr><tr><td>East</td><td>1</td><td>1</td></tr></table> | Origin/Destination | PM Peak Inbound | PM Peak Outbound | Local/Gosford | 4 | 1 | North | 4 | 1 | South | 4 | 1 | West | 4 | 1 | East | 1 | 1 |
| Origin/Destination                     | PM Peak Inbound   | PM Peak Outbound   |                 |                  |               |   |   |       |   |   |       |   |   |      |   |   |      |   |   |
| Local/Gosford                          | 4   | 1                  |                 |                  |               |   |   |       |   |   |       |   |   |      |   |   |      |   |   |
| North                                  | 4   | 1                  |                 |                  |               |   |   |       |   |   |       |   |   |      |   |   |      |   |   |
| South                                  | 4   | 1                  |                 |                  |               |   |   |       |   |   |       |   |   |      |   |   |      |   |   |
| West                                   | 4   | 1                  |                 |                  |               |   |   |       |   |   |       |   |   |      |   |   |      |   |   |
| East                                   | 1   | 1                  |                 |                  |               |   |   |       |   |   |       |   |   |      |   |   |      |   |   |
| 4.3 Impact on Road Safety              | <p>The proposed development shall see a minor increase in traffic on the surrounding roads. Given the crash history with few accidents recorded in the vicinity it is anticipated that the additional traffic shall have minimal impact on road safety in the vicinity.</p> <p>Local intersections are well laid out with key connections to the Central Coast Highway available at the signalised intersections or left in left out only at southern connection of Masons Parade. There is good visibility along Masons Parade in the vicinity of the proposed site access to ensure turning movements can occur in a safe and efficient manner, similar to the existing access driveways on site. It is therefore considered that the development will have an acceptable impact on road safety.</p>  |                    |                 |                  |               |   |   |       |   |   |       |   |   |      |   |   |      |   |   |
| 4.4 Impact of Generated Traffic        |   |                    |                 |                  |               |   |   |       |   |   |       |   |   |      |   |   |      |   |   |
| 4.4.1 Impact on Daily Traffic Flows    | <p>The existing flows along Masons Parade are less than 30 vehicles per hour based on site observations and the project could increase these by less than 20 vehicles per hour (allowing for the current site flows in the peak hours). This minor increase shall see flows remain well within the environmental capacity.</p> <p>The development will generate an additional 114 trips per day disbursed across a variety of routes. The current site flows could be in the order of 50 vehicles per day and as such the extent of additional traffic movements is very low. The additional traffic movements associated with the</p>  |                    |                 |                  |               |   |   |       |   |   |       |   |   |      |   |   |      |   |   |

| Item   | Comment  |
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|  | <p>redevelopment of the site is considered to be less than 70 vehicle movements per day and as such shall have a negligible impact upon the daily traffic flows and road operation in the general vicinity of the subject site.</p> <p>It is considered that as the development has an acceptable impact during the critical peak period, outside of these peak times and throughout the day, the development would also have an acceptable impact on the capacity of the adjacent road network.</p>   |
| <p><i>4.4.2 Peak Hour Impacts on Intersections</i></p> | <p>Given the low traffic volumes generated by the development, in conjunction with the road network providing a number of different access routes to/from the site it is considered the development shall see minimal impacts upon intersections in the locality. A review on site of the signal controlled intersection of the Central Coast Highway and Mann Street shows this intersection operates well with acceptable delays and congestion and has adequate capacity to cater for ongoing background growth. It can be seen that the major traffic flow is along the Central Coast Highway and the signal phasing caters for these high demands in the peak periods, creating some delays for the side road traffic.</p> <p>In the AM peak period the development shall generate low flows and as such the impact would be minor. The only impact could be in the PM peak period, however the extent of additional traffic compared with the current traffic flows on the Central Coast Highway are very low and will have a negligible impact upon the operation of this intersection.</p> <p>For the intersection of Mann Street and Gertrude Place, there is a marked KEEP CLEAR on the road surface to allow for the right turns in and out of the side road (Gertrude Place). This minimises the delays and allows for the low traffic demands to enter and exit Gertrude Place in an acceptable manner. The impact of 8 additional right turns from Mann Street will be minimal and can be accommodated at this intersection with an acceptable impact.</p> |
| <p><i>4.4.3 Impact of Construction Traffic</i></p>     | <p>All construction work will be located on site with minimal interaction with the local road network. There will be a requirement for construction vehicles (light and heavy) to access the site with the majority of the construction work located on the site. Construction of the new site access shall require a Construction Traffic Management Plan outlining appropriate controls which shall be prepared by the contractor in conjunction with the CC for the project.</p> <p>Consideration of parking demands associated with construction staff will need to be considered and potential off site parking required to minimise the impact on Masons Parade.</p>   |
| <p><i>4.4.4 Other Developments</i></p>                 | <p>There is a residential development being constructed to the north of the site on Masons Parade, however it is considered that this project will be completed by the time that this development commences construction (subject to DA approval). There are no other significant developments currently underway in the proximity of the subject site although infill development is anticipated throughout this precinct.</p>  |

| Item   | Comment   |
|--|---|
|  |   |
| 4.5 Public Transport   |   |
| 4.5.1 Options for improving services                           | None required. The area is located within 60 metres of a number of bus routes operating along the Central Coast Highway with safe connection across the Central Coast Highway to allow for connections in both directions.  |
| 4.5.2 Pedestrian Access to Bus Stops                           | Existing footpaths along the local roads provide connectivity to bus stops located on the Central Coast Highway, the foreshore area and the Gosford CBD, with controlled pedestrian crossings available at various locations including signalised intersections for safe connections. |
| 4.6 Recommended Works  |   |
| 4.6.1 Improvements to Access and Circulation                   | All access driveways and parking areas shall be designed in accordance with AS2890. Sight distance are acceptable with no improvements required.  |
| 4.6.2 Improvements to External Road Network                    | Existing gated access will be removed, and new kerb and gutter provided, to allow for 90 degree angle parking. This will be completed in accordance with Council requirements and subject to approval with the Council traffic committee.   |
| 4.6.3 Improvements to Pedestrian Facilities                    | None required.  |
| 4.6.4 Effect of Recommended Works on Adjacent Developments     | No works proposed that will impact on adjacent developments.  |
| 4.6.5 Effect of Recommended Works on Public Transport Services | None.   |
| 4.6.6 Provision of LATM Measures                               | None Required.  |
| 4.6.7 Funding  | All internal site works and driveways will be funded by the developer.  |



## Site Photos



Photo 1 – View along Masons Parade showing existing alignment, subject site to right of photo. Note existing construction work to north of the subject site (residential tower)



Photo 2 – View to right for driver exiting Masons Parade onto the Central Coast Highway





Photo 3 View along footpath on the Central Coast Highway showing connection to the bus stop



Photo 4 –Footpath connection between site (in background) and the footpath on the Central Coast Highway





*Photo 5 Redundant access to subject site to be removed and new kerb gutter to allow for on-street parking*

### Summary and Conclusion

From the above assessment and the review of the proposal and associated plans against the requirements of the RTA Guide to Traffic Generating Developments, SEPP for Seniors and People with a Disability and SEPP Gosford City Centre and Gosford DCP, it is considered that the proposed development is consistent with the intention of the DCP in relation to traffic and access.

The potential for additional traffic movements generated by proposed seniors living development over the existing developments on site, sees an overall increase of less than 22 movements in the PM peak hour, which will be distributed across various routes and have a minimal impact on the surrounding road network.

The site access can operate with minimal delay or congestion.

The proposed supply of 48 parking spaces meets the requirements of the SEPP and allows for parking for the office included on site. This is considered appropriate for the proposed development being accommodation for retirees.

Please feel free to contact our office on 4032 7979, should you have any queries.

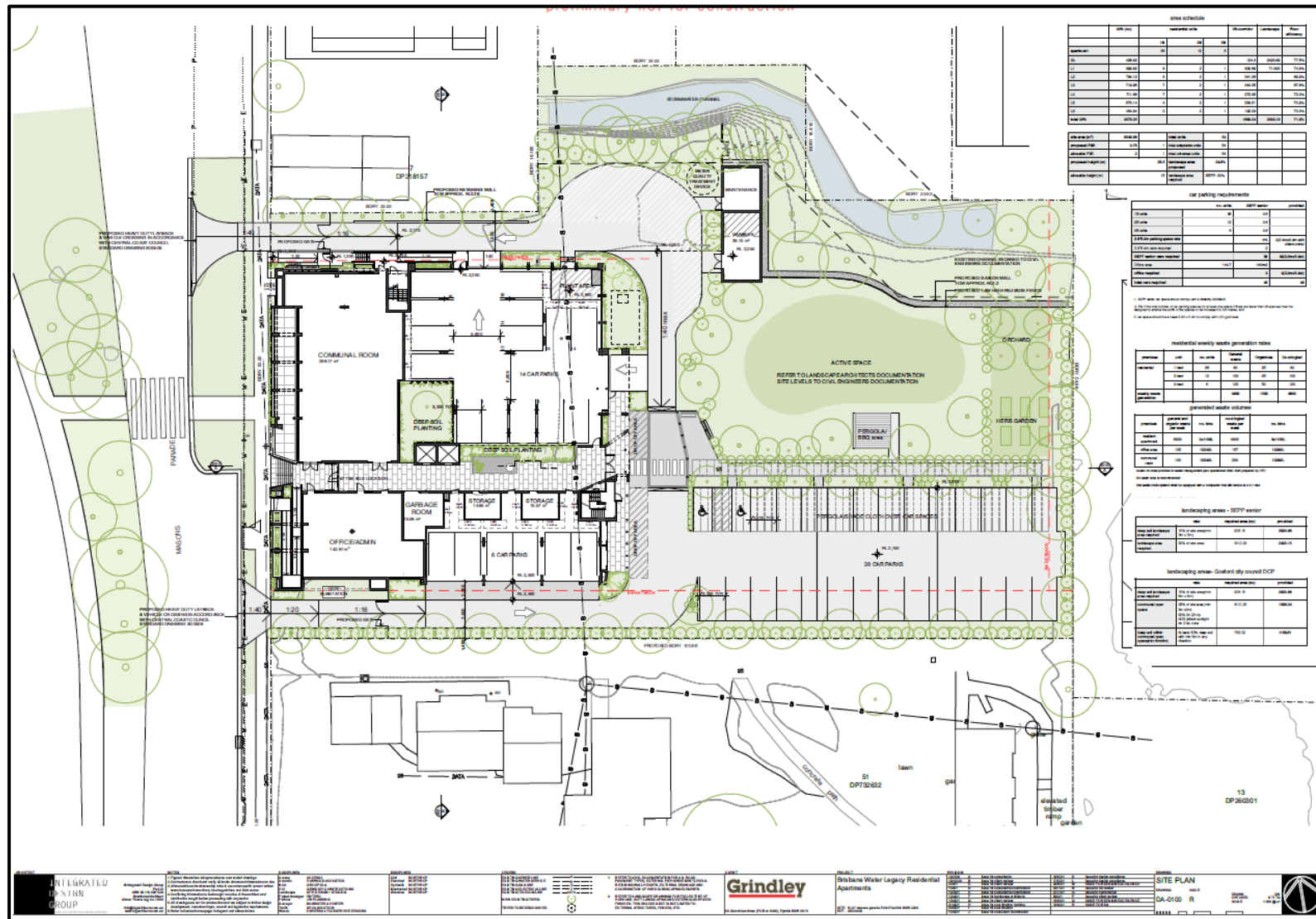
Yours sincerely

Sean Morgan

**Director**

Attached:      A – Site Plan  
                     B – Bus routes

# Attachment A Site Plan





## Appendix B Bus Routes

