

# Proposed Residential Flat Building

53-55 Donnison Street West, Gosford

## Traffic and Parking Assessment

Ref: T20111  
Revision Date: January 2024  
Issue: C1

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# 1.0 Introduction

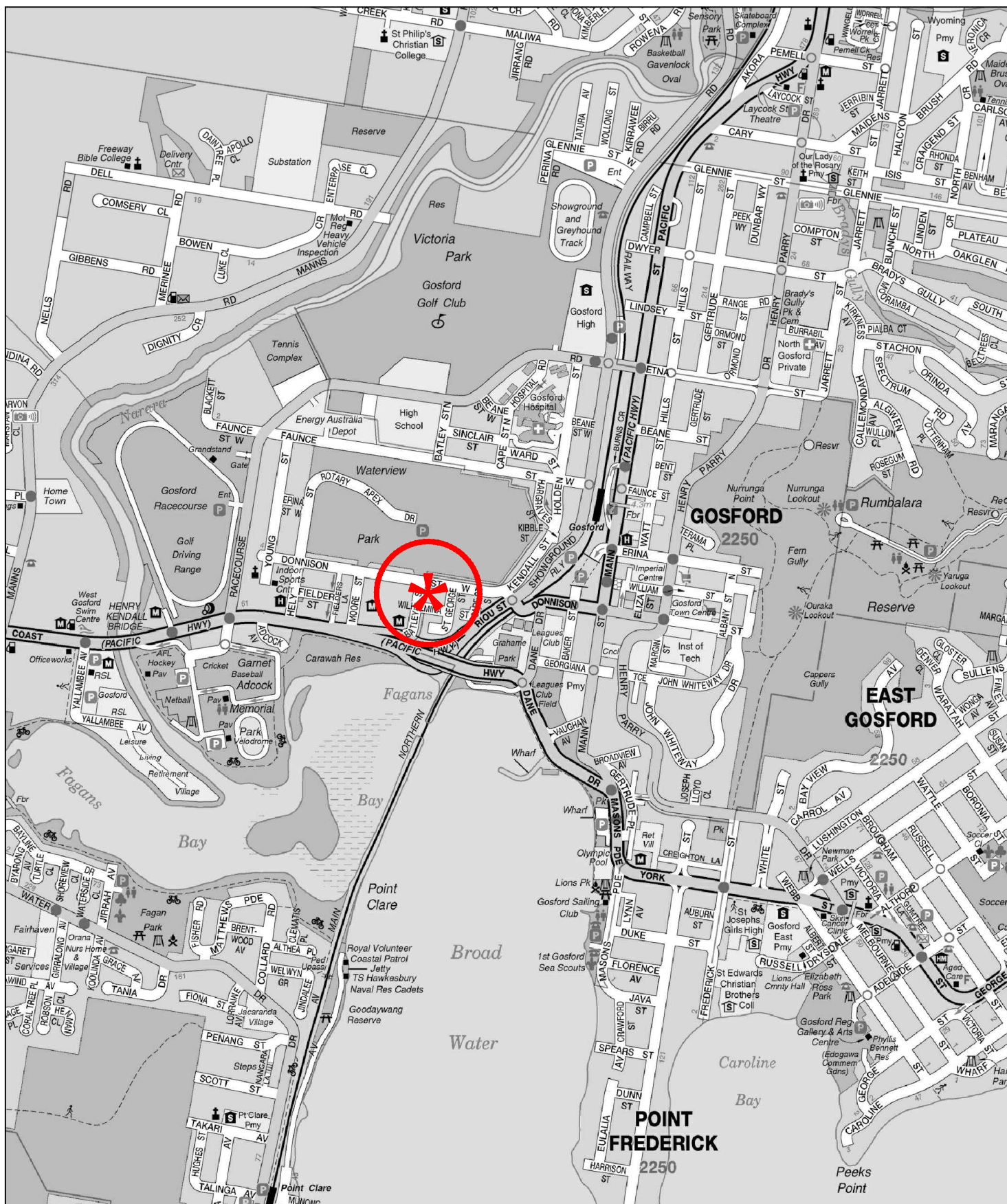
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This report has been prepared to accompany a Development Application to Central Coast Council for a proposed Residential Flat Building development on a site with frontage to Donnison Street West in Gosford (Figure 1).

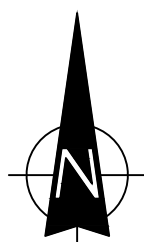
The elevated lands around Gosford City Centre provide extensive open outlooks amongst parkland areas and Brisbane Water. Residential apartment development in the area is also advantaged by the proximity to the CBD, with its employment, shopping, entertainment, and public transport facilities. As a result of these circumstances, the area is subject to ongoing development activity as part of the urban consolidation process.

The proposed development comprises 26 apartments with basement car parking, and the purpose of this report is to provide an assessment of the traffic, transport, and parking implications of the development scheme.





LEGEND



LOCATION

FIG 1



## 2.0 Proposed Development

---

### 2.1 Site and Existing Circumstances

The site (Figure 2) is a consolidation of Lots A & B in DP 312912 located at 53-55 Donnison Street West, Gosford. It occupies a rectangular-shaped area of some 1,181m<sup>2</sup> and is bounded to the north by Donnison Street West and to the west by Batley Street.

The site is currently occupied by a single dwelling and is adjoined to the east and south by recently constructed apartment buildings. Gosford Town Centre is located just to the east.

### 2.2 Proposed Development

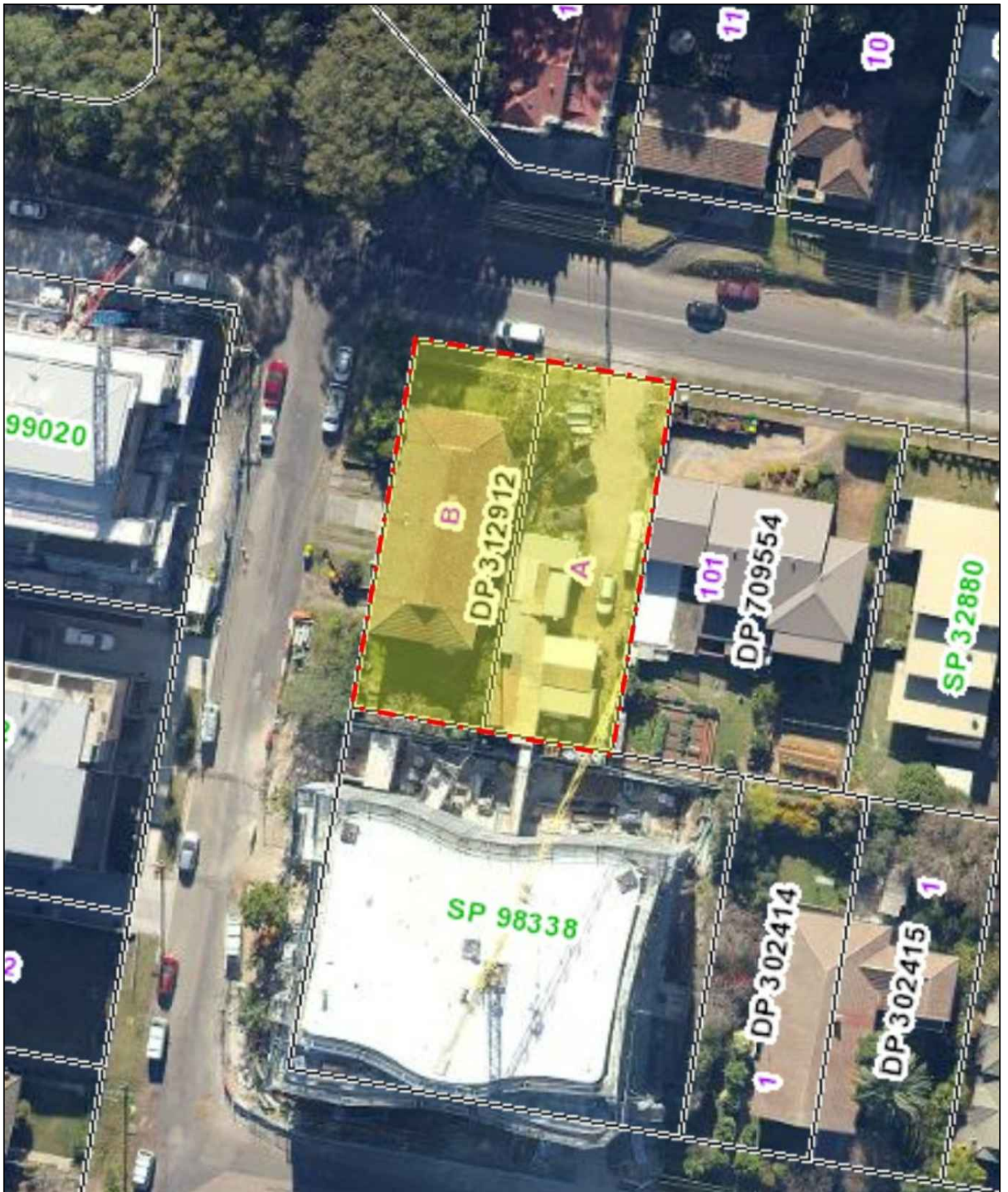
It is proposed to demolish the existing buildings and excavate the site to construct of a 5-level building over basement carparking.

The proposed development will comprise:

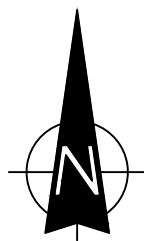
- 4 x one-bedroom apartments
- 16 x two-bedroom apartments
- 6 x three-bedroom apartments
- Total 26 apartments**

A total of 31 parking spaces will be provided in basement levels with separate vehicle accesses on the Batley Street frontage.

Details of the development scheme are provided in the plans prepared by ELK which accompany the Development Application and are reproduced in part in Appendix A.



LEGEND



SITE

FIG 2



## 3.0 Existing Road Network and Traffic Circumstances

---

### 3.1 Road Network

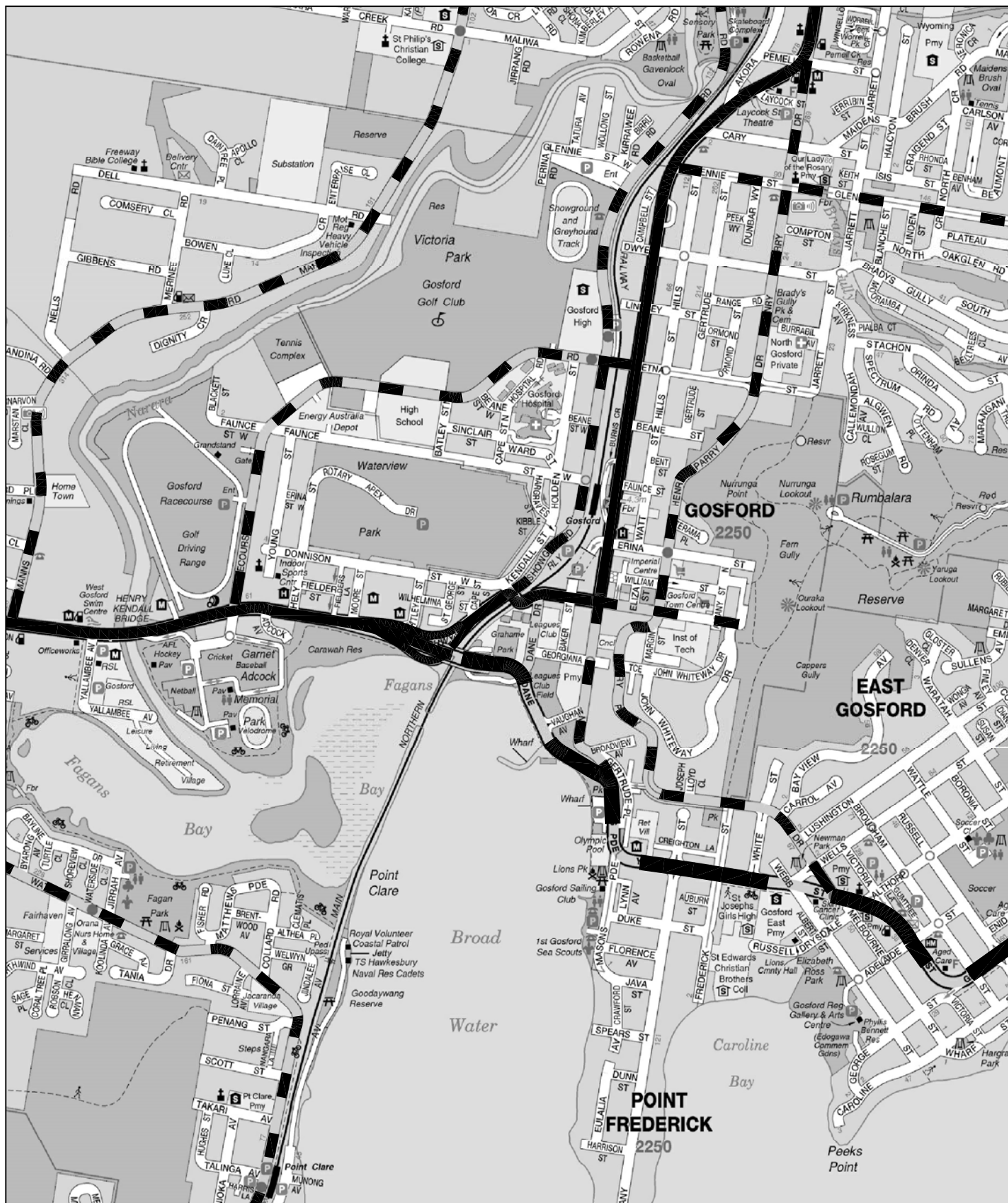
The road network serving the site (Figure 3) comprises:

- ❖ Central Coast Highway (Pacific Highway, including Donnison Street East) - a State Road and arterial route connecting between Sydney and Newcastle
- ❖ Dane Drive/Masons Pde/York Street - a State Road and part of a sub-arterial route connecting between Gosford and Terrigal
- ❖ Henry Parry Drive - a collector road running to the east of Pacific Highway and through the CBD
- ❖ Racecourse Road and Showground Street - collector roads connecting Central Coast Highway
- ❖ Donnison Street West and Batley Street – local access roads with one traffic lane in each direction.




### 3.2 Traffic Controls

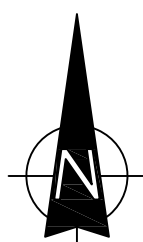
The traffic controls which have been applied to the road system in the vicinity of the site (Figure 4) comprise:

- ❖ the traffic signals along Central Coast Highway Racecourse Road intersections
- ❖ the roundabouts along Showground Road at the Donnison Road, Faunce Street and Racecourse Road intersections
- ❖ the No Right Turn restriction from Donnison Road West to Batley Street



## LEGEND

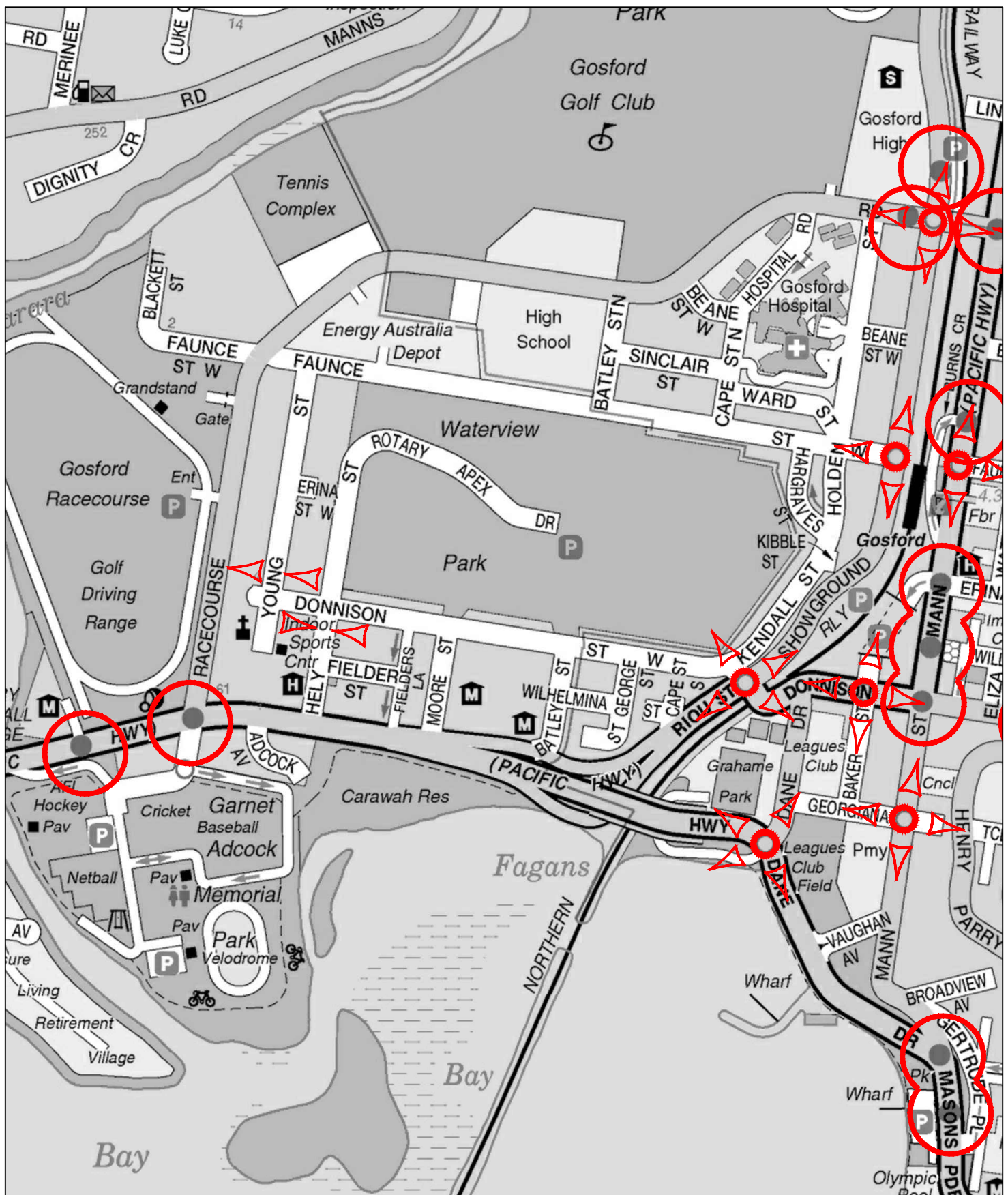
-  ARTERIAL
-  SUB-ARTERIAL
-  COLLECTOR






## ROAD NETWORK

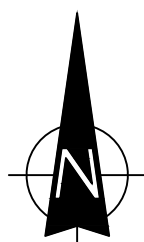
**FIG 3**





# LEGEND

- 
TRAFFIC SIGNAL CONTROL
- 
ROUNDBABOUT
- 
RESTRICTED TURNING MOVEMENT



## TRAFFIC CONTROLS

FIG 4

- ❖ the 50 kmph speed restrictions on the local road system including Wilhelmina Street and Batley Street

### 3.3 Traffic Conditions

An indication of the prevailing traffic conditions on the road system serving the site is provided by data published by the RMS, which is expressed in terms of Annual Average Daily Traffic (AADT) and flows in the vicinity include:

LOCATION	AADT
Showground Road North of Donnison Street	8,500
Donnison Street East of Railway Line	17,000

Donnison Street West carries some 200 to 300 vph being largely limited to local access movements. Traffic conditions in the surrounding area are relatively satisfactory, with vehicle delays being generally moderate and associated with the operation of traffic signals.

### 3.4 Transport Services

The site is well served by public transport services which comprise:

- ❖ Gosford Railway Station some 650m to the north with the connection it provides to the regional transport network
- ❖ Bus routes connecting to the Bus/Rail Interchange, which run along Donnison Street West (where the closest stops are located some 150m from the site) with destinations throughout the Gosford City area.



## 4.0 Parking

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For development that are within 800m of a railway station, Apartment Design Guide (ADG)<sup>1</sup> refers the car parking requirements to the RMS Development Guidelines<sup>2</sup>. The guideline specifies the minimum car parking rates as follows:

One-bed apartment	0.6 spaces
Two-bed apartment	0.9 spaces
Three-bed apartment	1.4 spaces
Visitors	1 space per 5 apartments

Application of the criteria to the proposed development would indicate the following requirements:

4 x one-bed apartment	2.4 spaces
16 x two-bed apartment	14.4 spaces
6 x three-bed apartment	8.4 spaces
Visitors (26 apartments)	5.2 spaces
<b>Total:</b>	<b>30.4 spaces (31)</b>

It is proposed to provide 31 spaces in the basement in full compliance with the ADG requirement.

Furthermore, 5 motorcycle parking spaces will be provided in the residential car park.

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<sup>1</sup> NSW Planning and Environment, Apartment Design Guide, 2015

<sup>2</sup> RTA Guide to Traffic Generating Developments, 2002

## 5.0 Traffic

---

The RMS Development Guidelines<sup>3</sup> specify a peak hour traffic generation rate for high density residential development (i.e. a building comprising 20 or more units) of 0.29 vtph per unit although the more recent TDT2013-4b indicates lower rates for sites with access to rail and bus services.

Application of the above criteria to the proposed 26 apartments would indicate a projected peak traffic generation of some 8 vtph. The projected traffic movements are likely to be distributed as follows:

AM		PM	
IN	OUT	IN	OUT
1	7	7	1

Traffic movement of this minor magnitude will not present any adverse traffic capacity, safety, or traffic-related environmental-related consequences, and the proposed development will not have an adverse traffic/safety implication on the existing road network.

---

<sup>3</sup> RTA Guide to Traffic Generating Developments



## 6.0 Access, Internal Circulation, and Servicing

---

### 6.1 Access

Vehicle accesses for the basement carpark will involve 2 combined driveways on the Batley Street frontage. A driveway 9.2m wide on the ground level will provide access to the visitors' spaces and the loading bay, while another 6m wide driveway will provide access to the car park. The proposed driveways are generally consistent with the requirements of AS2890.1.

It is understood the Department of Planning expresses concern about the potential impact the 2 driveways will have on pedestrian movements along the site's footpath frontage. However, the assessment notes adequate sight splays for pedestrians at each driveway will be ample, consistent with the AS2890.1 design requirements. In terms of pedestrian interference, the proposed design will not be perceptibly different from a single driveway arrangement. As assessed in Section 5 of this report, the proposal is forecast to generate an average of 8 vtp/h. Therefore, crossing pedestrians will be subject to a potential interference of 8 vtp/h when there is a single driveway. By contrast, the dual-driveway arrangement dilutes the traffic flow at each driveway, resulting in an average 'interference rate' of only 4 vehicles per hour. While pedestrians may need to cross more than a driveway along the site's frontage, the design (concerning sightline provisions) of each driveway is entirely compliant with AS2890.1. As such, on the basis that there will be less conflict in each crossing opportunity, the assessment finds the proposed arrangement more adequate from a traffic/pedestrian safety standpoint.

## 6.2 Internal Circulation

The associated ramp widths, aisle widths, and parking bay dimensions in the car park design are generally consistent with the AS2890.1 design requirements.

## 6.3 Servicing

Refuse will be removed from the access driveway area by Council's 12.5m HRV refuse vehicles, as indicated on the turning path diagrams in Appendix B. It is noted that the HRV will 'overhang' the landscape strip proposed along the southern boundary but its tyres will not track on any plant/ground cover.

Service personnel and maintenance vehicles etc, will be able to use the visitor parking spaces, while any occasional requirements for large delivery vehicles (e.g. furniture pantechnicons) may rely on the available on-street parking in the area as is normal for a residential apartment development of this nature.

## 7.0 Conclusion

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The traffic, transport and parking assessment of the proposed Residential Flat Building development at 53-55 Donnison Street West, Gosford has concluded that:

- ❖ not present any unsatisfactory traffic capacity, safety or environmental related implications
- ❖ incorporate a suitable and appropriate parking provision for the proposed nature of uses
- ❖ incorporate suitable vehicle access, internal circulation and servicing arrangements



# Appendix A

## Development Plans



DONNISON STREET WEST

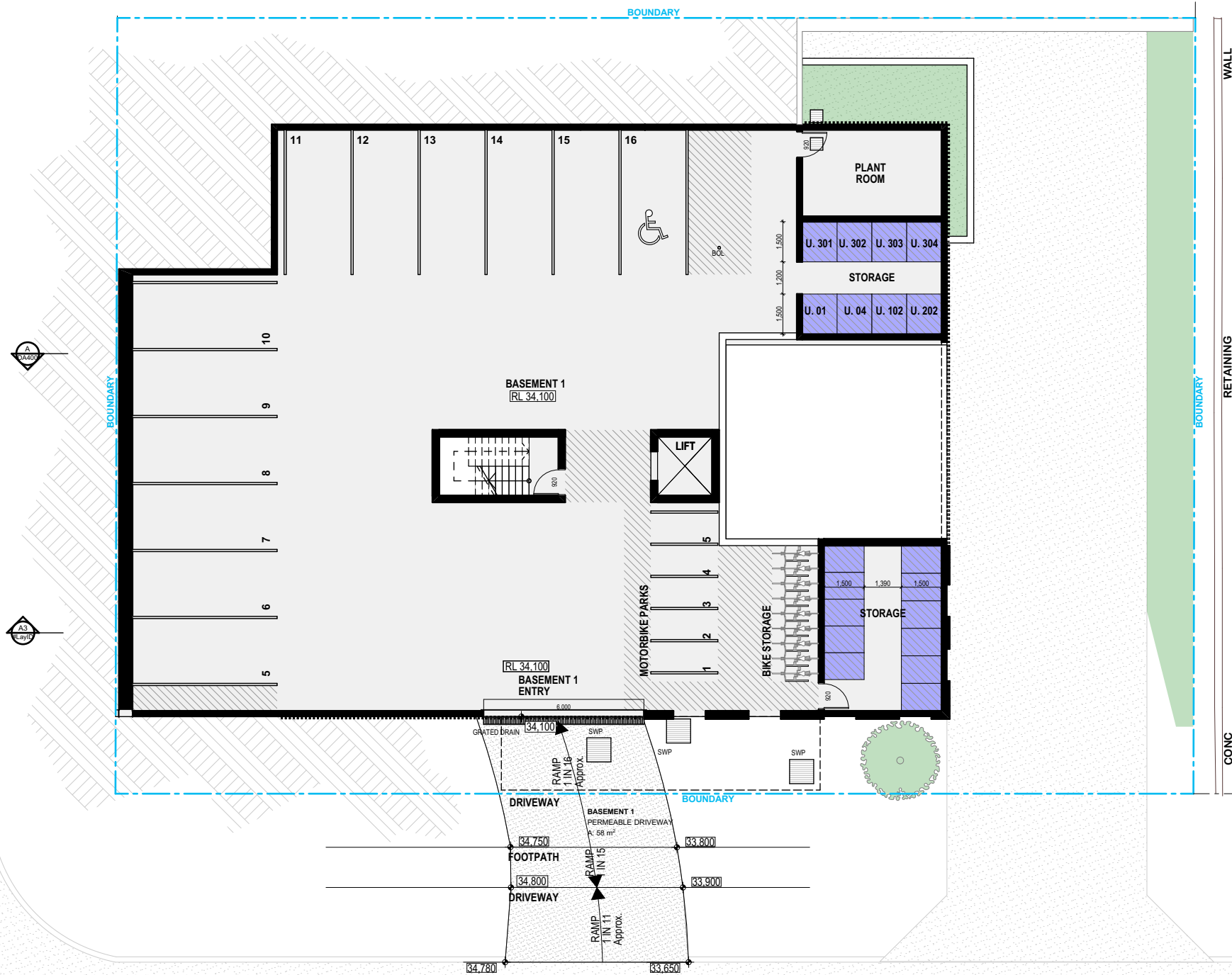
BATLEY STREET

2-6  
WILHELMINA STREET

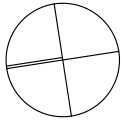
10-12  
BATLEY STREET

14-16  
BATLEY STREET

PPROVAL ONLY  
STRUCTION



**Notes**  
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Nominated Architect: Daniel Hadley 8209  
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Issue	Description	Date
P9	Client Review	1/06/2022
P10	Client Review	14/07/2022
P11	Consultant Issue	20/02/2023

Project  
**Residential Flat Building**

Location  
**53-55 Donnison Street  
West Gosford**

Client  
**SNZHoldings +  
Australian Luxury Living**

Drawing  
**BASEMENT 1**

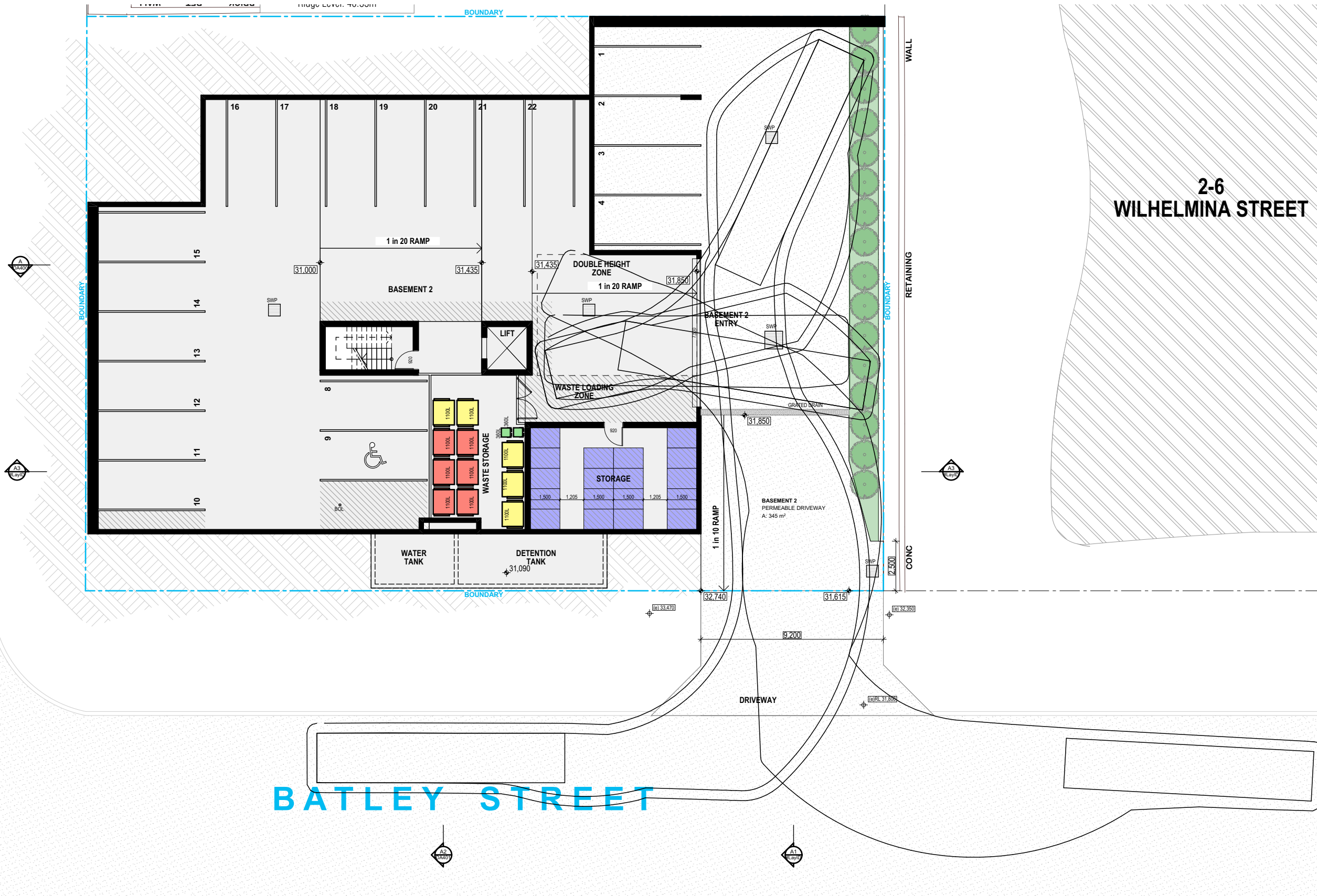
Scale	Date
1:200 @ A3	20/02/2023
Drawn By <b>PG/JG</b>	QA Checked By <b>DH</b>
Project Number <b>19074</b>	Drawing Number <b>DA110</b>

Issue  
**P11**

PO Box 601 Kotara  
NSW 2289 Ph 49524425  
Nominated Architect:  
Daniel Hadley 8209



DONNISON STREET WEST



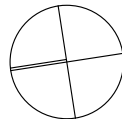
BATLEY STREET

14-16  
BATLEY STREET

10-12  
BATLEY STREET

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P10	Client Review	14/07/2022
P11	Consultant Issue	20/02/2023

Project	<b>Residential Flat Building</b>
Location	<b>53-55 Donnison Street West Gosford</b>
Client	<b>SNZHoldings + Australian Luxury Living</b>

Drawing	<b>BASEMENT 2</b>
Scale	Date
1:200 @ A3	20/02/2023
Drawn By PG/JG	QA Checked By DH
Project Number	Drawing Number
19074	DA100

Issue P11	PO Box 601 Kotara NSW 2289 Ph 49524425 Nominated Architect: Daniel Hadley 8209	<b>ELK</b> designs
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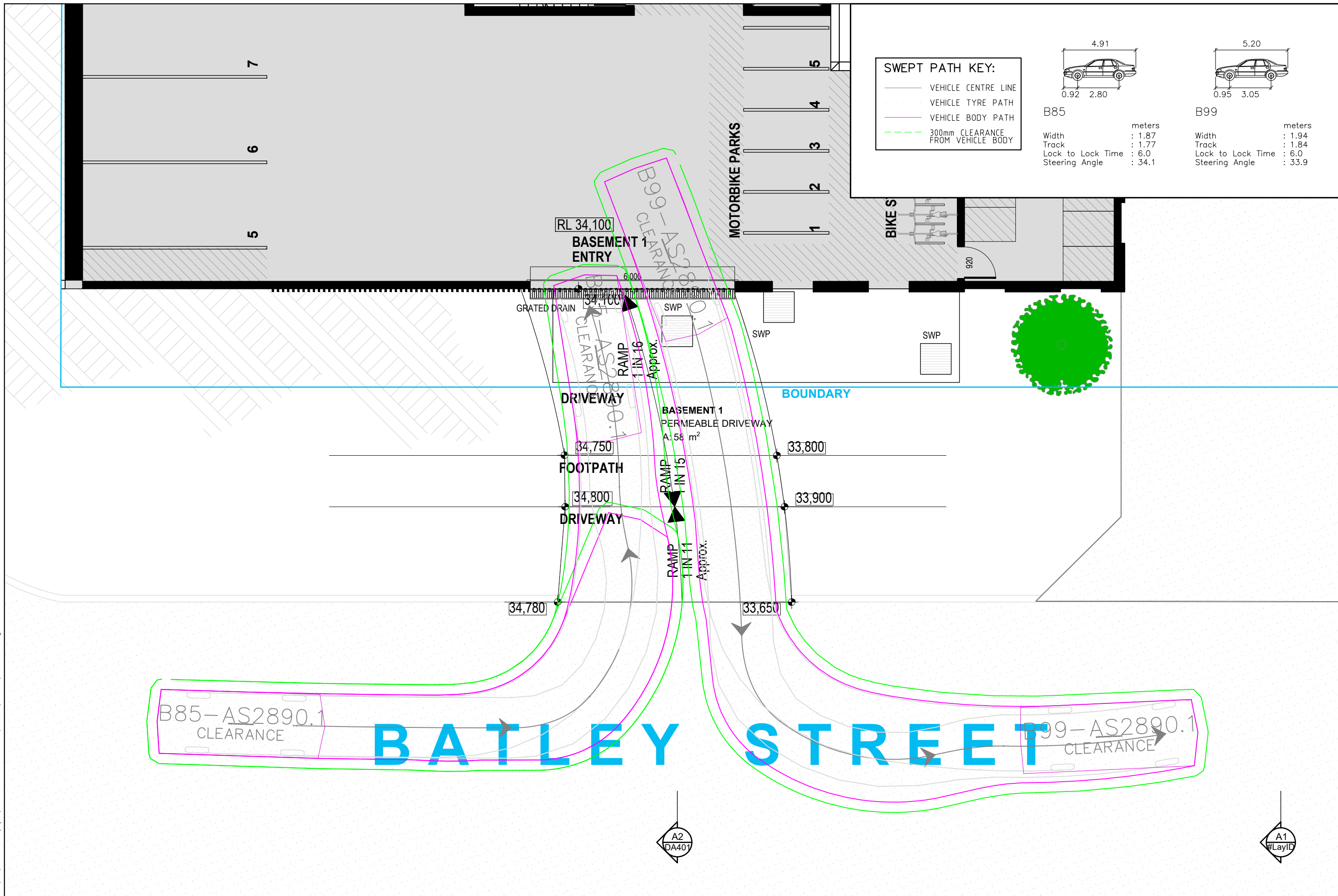


## Appendix B

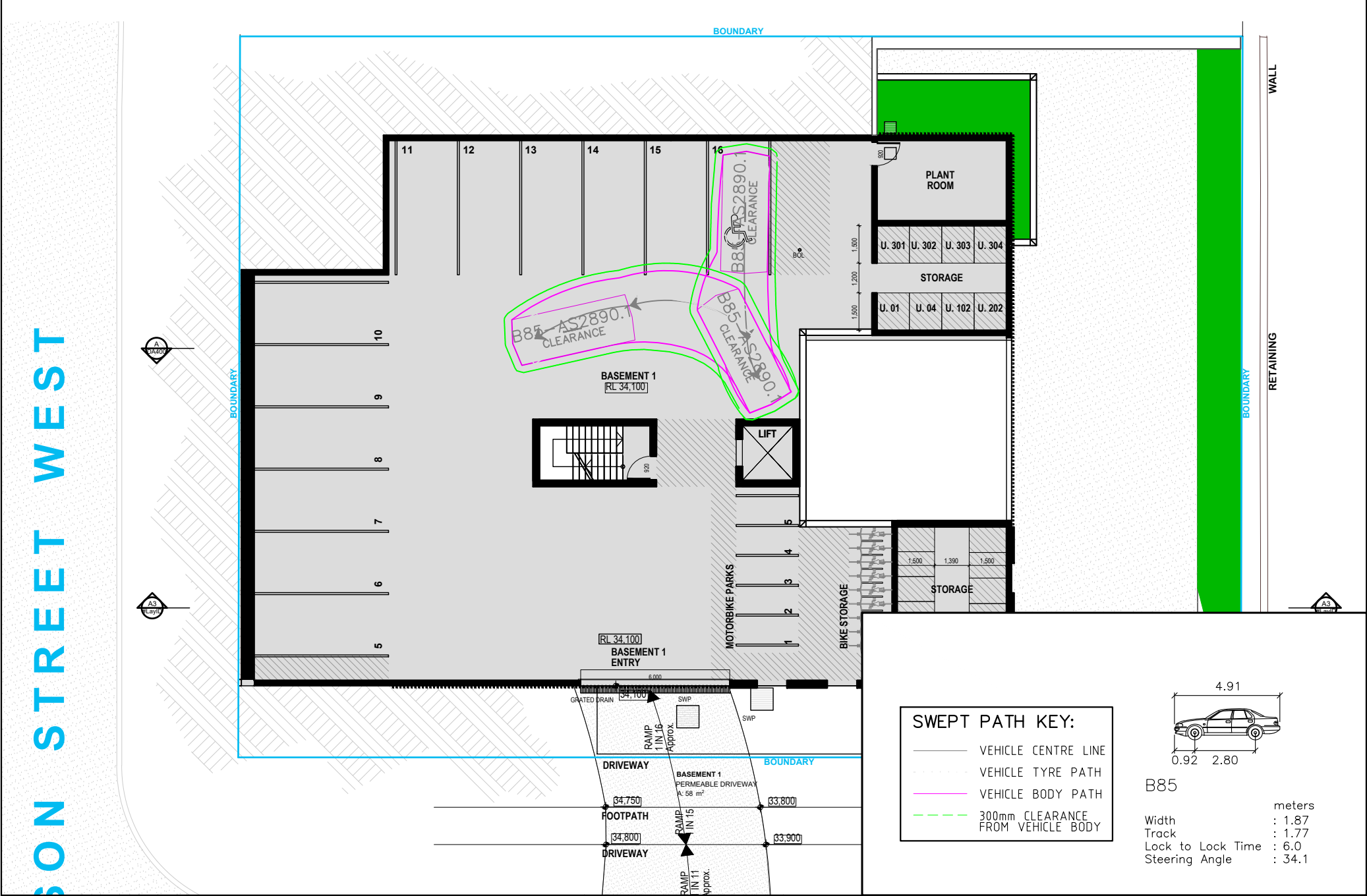
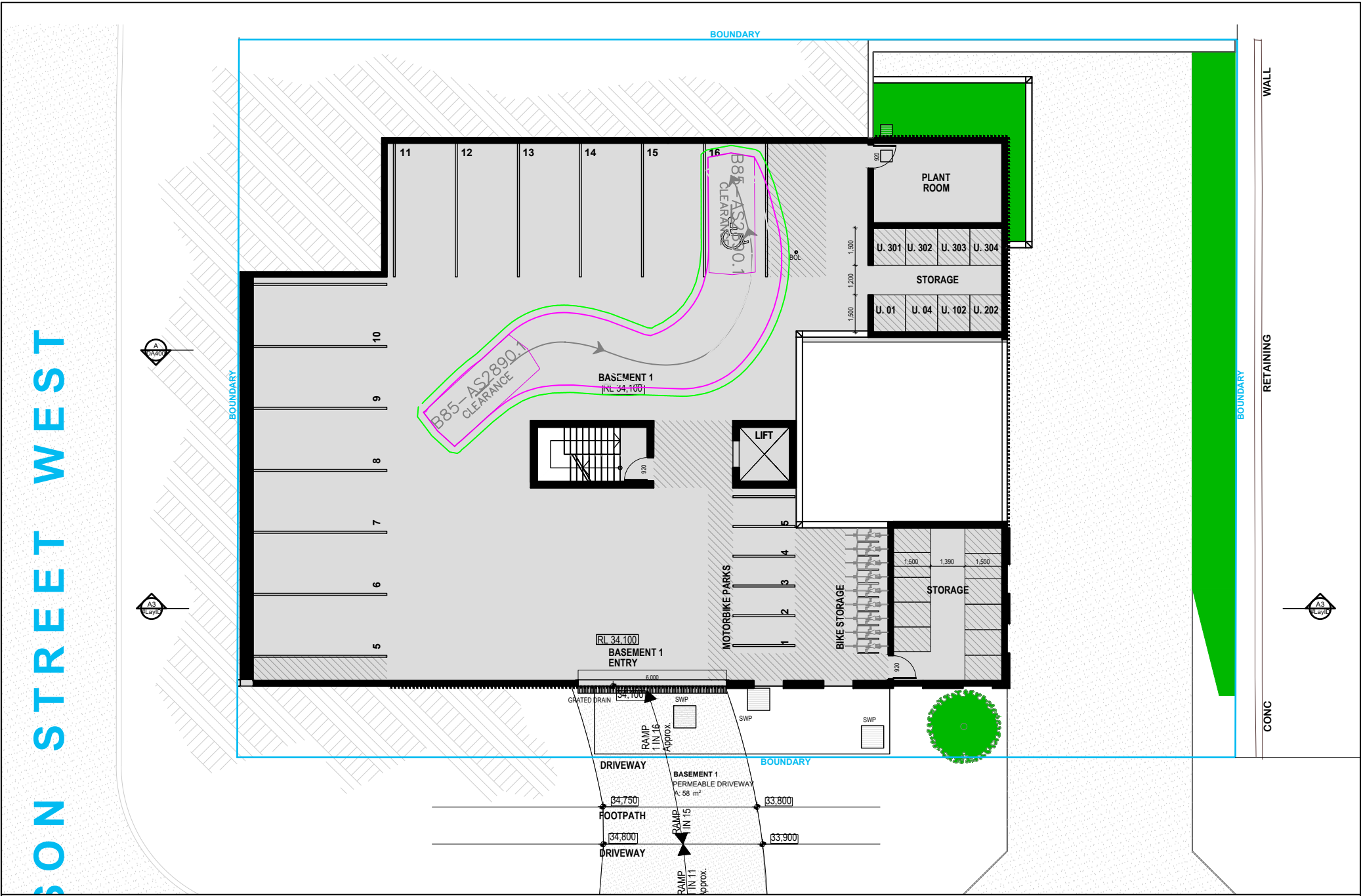
# Turning Path Assessment



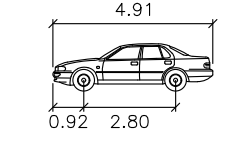
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Plotted by: Geniel05



Plotted by Genesis05  
G:\2021\TPA transferred projects\20111 - 55 DONNISON STREET WEST, GOSFORD\DRAWINGS\T20111-V1.2-SP.dwg  
6/2021/TPA transferred projects\20111 - 55 DONNISON STREET WEST, GOSFORD\DRAWINGS\T20111-V1.2-SP.dwg



SWEPT PATH KEY:	
	VEHICLE CENTRE LINE
	VEHICLE TYRE PATH
	VEHICLE BODY PATH
	300mm CLEARANCE FROM VEHICLE BODY

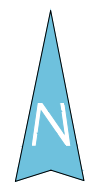


B85 meters  
Width : 1.87  
Track : 1.77  
Lock to Lock Time : 6.0  
Steering Angle : 34.1

53-55 DONNISON STREET, WEST GOSFORD  
BASEMENT 1  
SWEPT PATH ASSESSMENT - B85 ENTER AND EXIT THE CAR SPACE  
DRAWING REF NO. T20111-V1.2-SP SHEET NO. 02 OF 06 ISSUE DATE 25 May 2023

DESIGNED BY L.N.G.	REVIEWED BY B.L.O.
SCALE A3 0 2.0 4.0 1:200	

<b>PRELIMINARY PLAN</b> FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION	<b>WARNING</b> THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY THE EXACT LOCATIONS SHALL BE PROVIDED ON SITE ALL EXISTING SERVICES SHOWN ARE NOT GUARANTEED
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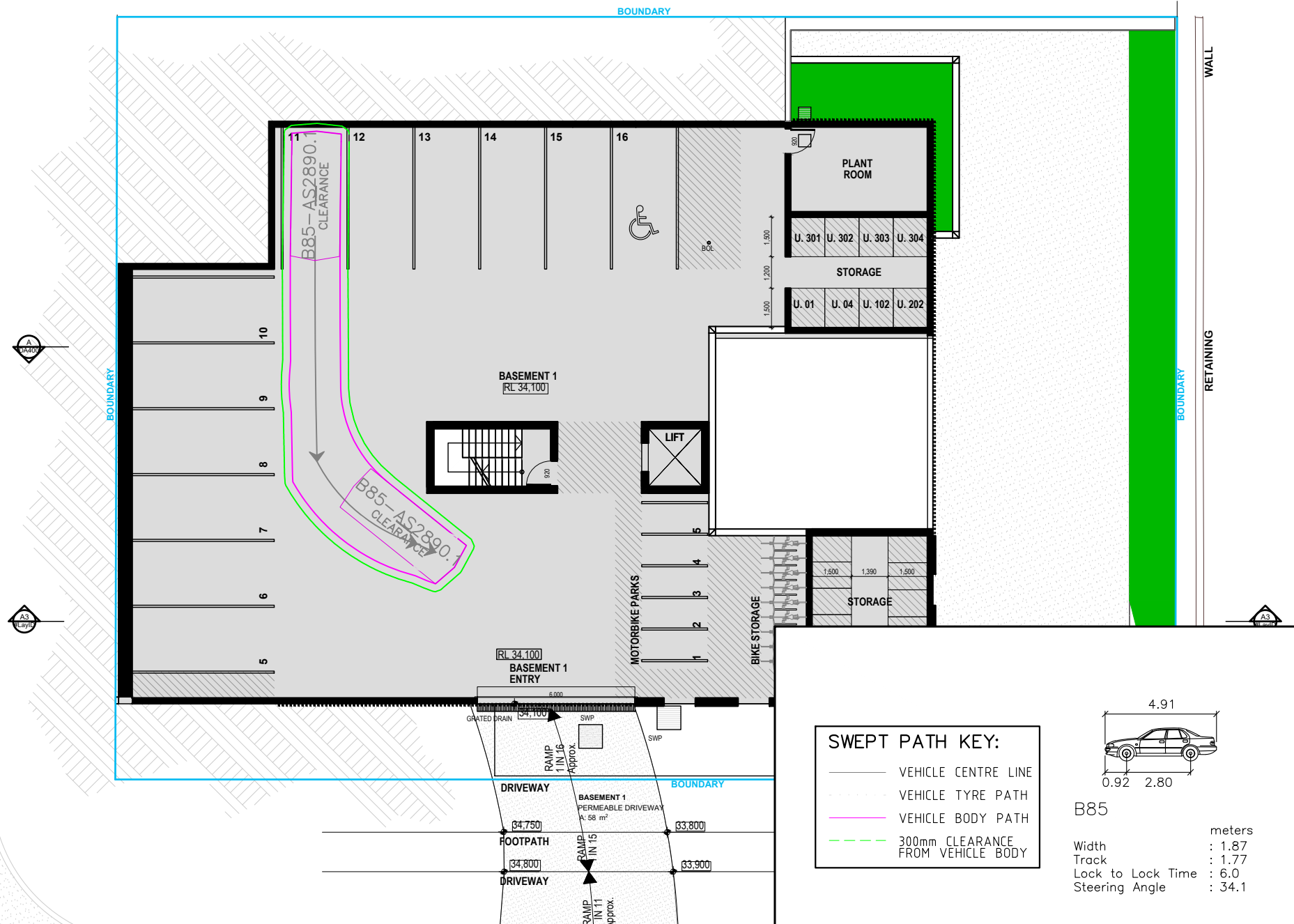


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Established 1994

Address: Level 5, Suite 502 / 282 Victoria Ave, Chatswood NSW 2067  
P: (02) 9411 5660 E: info@ttpa.com.au W: www.ttpa.com.au



# SON STREET WEST




DESIGNED BY  
L.NG

REVIEWED BY  
B.LO

---

SCALE  
A3

0 2.0 4.0



1:200

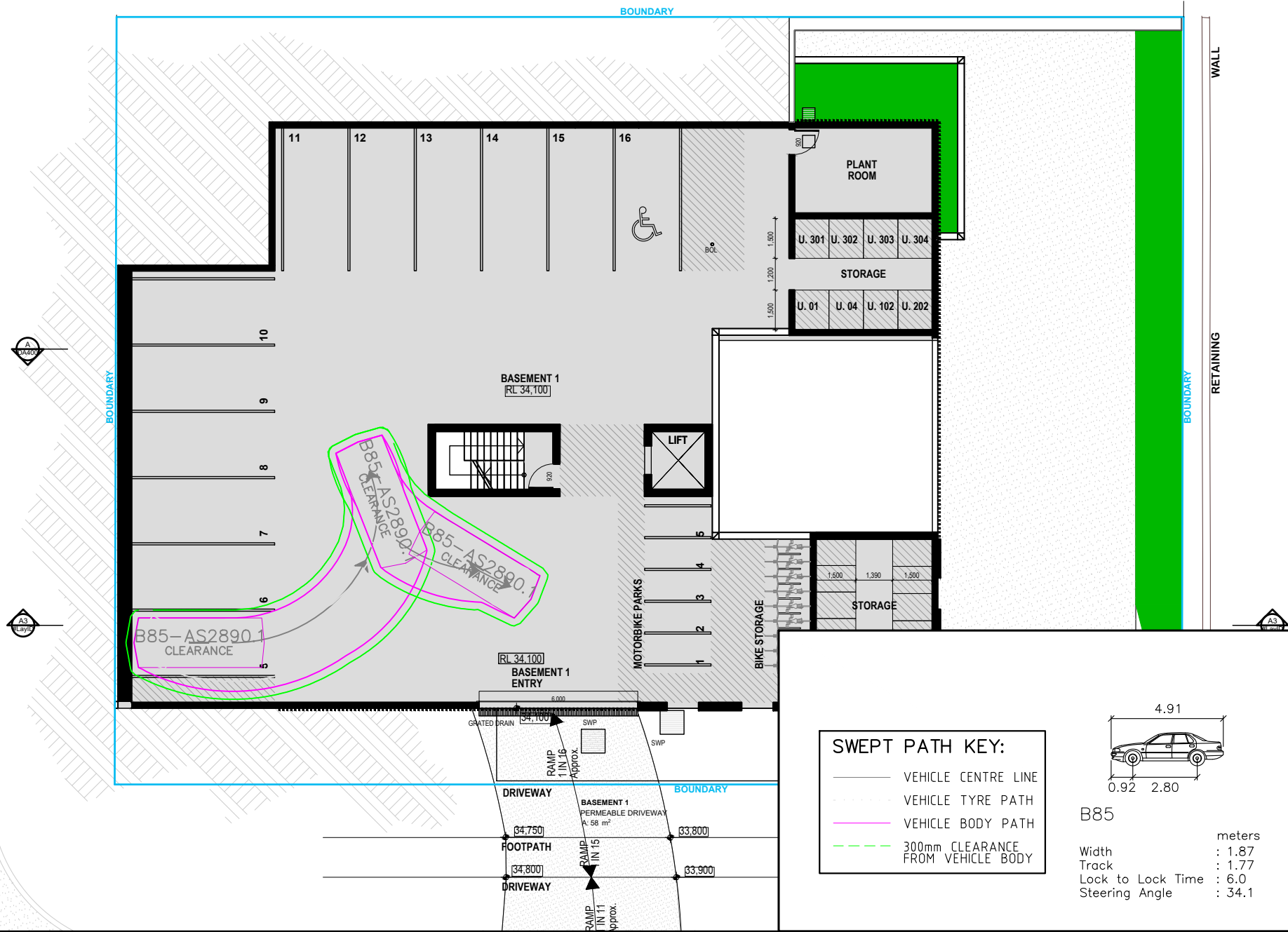
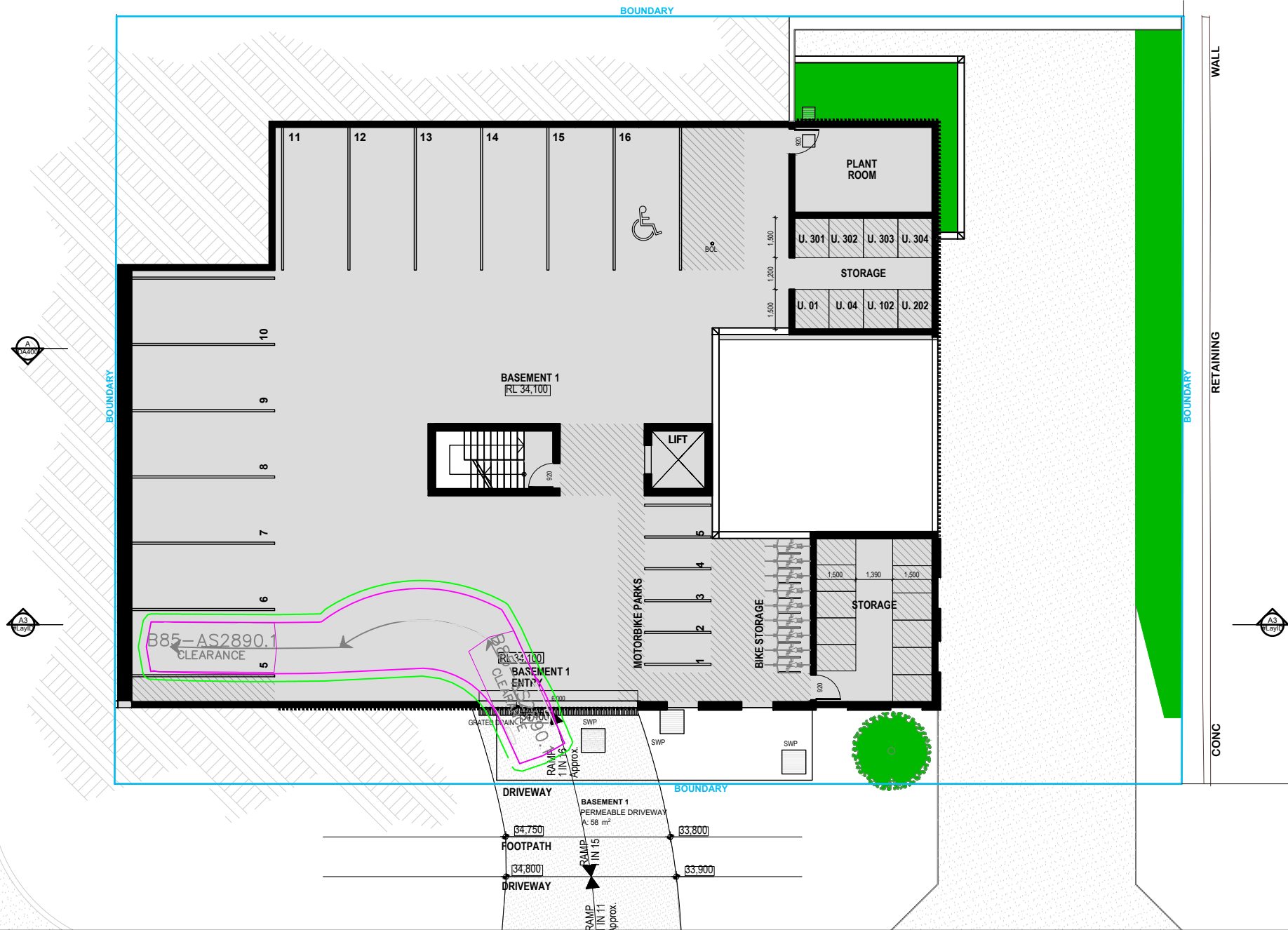
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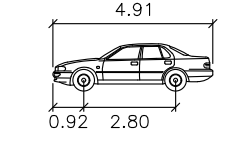
53-55 DONNISON STREET WEST

53-55 DONNISON STREET WEST



**SWEPT PATH KEY:**

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



**B85**

Width	: 1.87	meters
Track	: 1.77	
Lock to Lock Time	: 6.0	
Steering Angle	: 34.1	

53-55 DONNISON STREET, WEST GOSFORD  
BASEMENT 1  
SWEPT PATH ASSESSMENT - B85 ENTER AND EXIT THE CAR SPACE  
DRAWING REF NO. T20111-V1.2-SP SHEET NO. 04 OF 06 ISSUE DATE 25 May 2023

DESIGNED BY  
L.N.G.

REVIEWED BY  
B.L.O.

SCALE  
A3

0 2.0 4.0  
1:200

**PRELIMINARY PLAN**  
FOR DISCUSSION PURPOSES  
ONLY SUBJECT TO CHANGE  
WITHOUT NOTIFICATION

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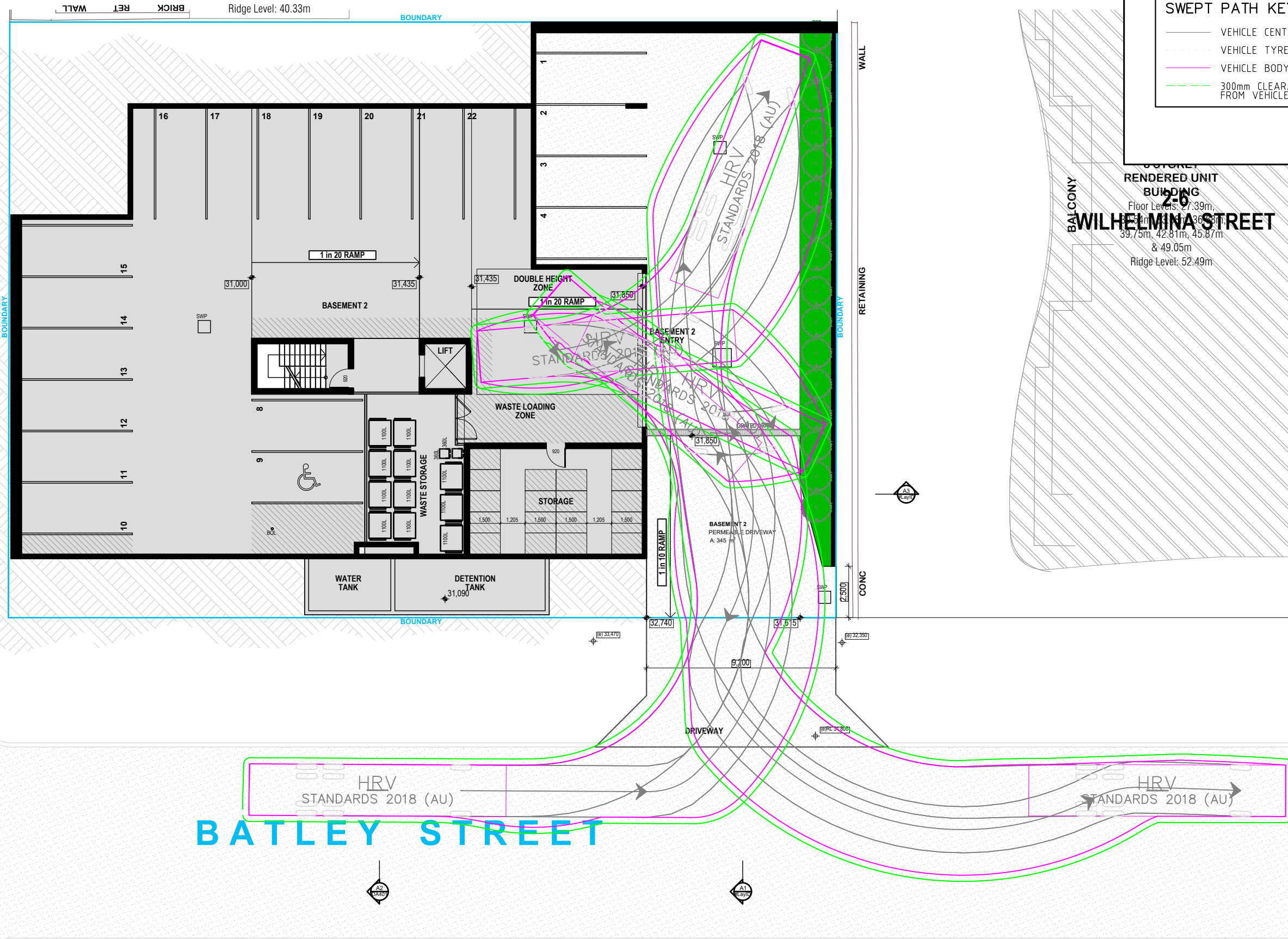




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Printed by Geniel05

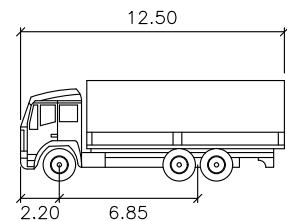
# 57  
BRICK DWELLING  
METAL ROOF

Floor Level: 36.41m  
Ridge Level: 40.33m



SWEPT PATH KEY:

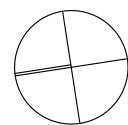
- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



HRV

Width : 2.50  
Track : 2.50  
Lock to Lock Time : 6.0  
Steering Angle : 36.7

not be used for construction unless endorsed  
For Construction" and authorised for issue.



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Issue	Description	Date
P9	Client Review	1/06/2022
P10	Client Review	14/07/2022
P11	Consultant Issue	20/02/2023

Project  
**Residential Flat Building**  
Location  
**53-55 Donnison Street  
West Gosford**  
Client  
**SNZHoldings +  
Australian Luxury Living**  
Drawing

53-55 DONNISON STREET, WEST GOSFORD  
BASEMENT 2  
SWEPT PATH ASSESSMENT - HRV ENTER AND EXIT THE SITE

DRAWING REF NO. T20111-V1.2-SP

SHEET NO. 06 OF 06

ISSUE DATE 25 May 2023

DESIGNED BY  
L.NG  
REVIEWED BY  
B.LO

SCALE  
A3  
0 2.0 4.0  
1:200



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WITHOUT NOTIFICATION

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