



Central Coast Council

Planning Proposal

Lot 30 DP 1172968

356 Manns Road

West Gosford

File No: RZ/105/2019; PP_201X_XX_XXX_XX

Date



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Date: July 19

Version

Central Coast Council

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Lot 30 DP 1172968

356 Manns RD

West Gosford

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Background & Locality Context

The subject site is described as Lot 30 DP 1172968 No. 356 Manns Rd (known as 'West Gosford Hometown'), West Gosford.

The land is zoned IN1 - General Industrial under *Gosford Local Environmental Plan 2014 (GLEP 2014)*. Properties to the north, south and west are also zoned IN1 - General Industrial. Land to the east fronting Narara Creek is zoned RE1 - Public Recreation.

The total area of the Lot 30 DP 1172968 is subject to the planning proposal (approximate area is 3.94 Ha). The subject site contains 'West Gosford Hometown'. Land south of Baloo Road (unmade) has the 'Riverside Park' business located upon it and the land to the south of the Riverside Park is zoned B5 - Business Development.



Figure 1: Zoning Context (Subject site of the Planning Proposal are shown edged blue)



Figure 2: Locality Context Aerial (Site subject of the application is shown edged in blue)

Part 1 Objectives or Intended Outcomes

The objective of this proposal is to increase the permissible floor area for 'specialised retail premises' from 12,000 square metres to 16,000 square metres.

The intended outcome of the proposal is to enable existing approved floor space uses on the site to be able to be utilised for 'specialised retail premises'. Approved and developed floor space on site currently equates to approximately 16,000 squares metres. The proponent's intent is to be able to utilise the additional 4,000 square metres of floor space for uses not currently permissible under the LEP and IN1 General Industrial zone, consistent with 'specialised retail premises' (i.e. large format retail).

Part 2 Explanation of Provisions

The outcome will be facilitated by an amendment to Gosford Local Environmental Plan 2014 (LEP), or depending on timing the draft Central Coast LEP, which involves the following:

- Amendment to Gosford Local Environmental Plan 2014 Schedule 1 Additional Permitted Use (APU) Clause 10 (2) {or draft Central Coast LEP clause 21 of Schedule 1} to increase the allowable maximum floor area to be used for 'specialised retail premises' from 12,000 square metres to 16,000 square metres, with consent.

Part 3 Justification

Section A – Need for the Planning Proposal

1. *Is the Planning Proposal a result of any Strategic Study or report?*

No.

The planning proposal is not the result any strategic study or report.

In 2016 the State Government released the Central Coast Regional Plan 2036 (CCRP) which provides the strategic planning for the region for the next 20 years until 2036. The subject area lies within the CCRP's proposed *Southern Growth Corridor* which is designated as a priority location for future jobs, services and business growth within the southern half of the region.

The land was previously included in a planning proposal related to the subject site and the adjacent site at No. 392 Manns Road ('Riverside Park') West Gosford. During the Gateway planning proposal process the "West Gosford Hometown' site changed owners and the applicant altered the planning proposal to remove the 'West Gosford Hometown' site from the proposal. The amendment to the proposal was supported on 26 April 2017 and the planning proposal for the 'Riverside Park' site was notified in the government gazette on 10 August 2018.

2. *Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?*

Yes.

The planning proposal is the best and the only means of achieving the objectives and intended outcomes, as it is the logical way of supplying more flexibility in permissible land uses, which can provide additional employment and business opportunities in appropriate locations within West Gosford.

Section B – Relationship to strategic planning framework

3. *Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?*

Central Coast Regional Plan (2036)

Yes.

The *Central Coast Regional Plan 2036 (CCRP)* applies to the Central Coast Council local government area (LGA). The planning proposal will assist Council in meeting the targets set by the State Government in the regional plan for provision of jobs.

It is considered that new development that may result from this planning proposal will not be of such a magnitude to threaten the Gosford city centre, nearby lands zoned B5 Business Development or West Gosford B2 Neighbourhood Centre zoned lands. This is due to many factors including the proposed LEP APU limits (i.e. a maximum of 4,000 square metres of additional 'specialised retail premises' floor space), existing development structure, layout and age, all of which will heavily influence the likely potential for re-development. The proposal will not add more floor space potential on site, but it will provide more flexibility for business opportunities by allowing the option for existing floor space to be used for 'specialised retail premises'.

The *CCRP* is to provide the basis of strategic planning by local government and sets out a number of actions.

Table 1 below demonstrates that the planning proposal is consistent with the relevant actions identified in the *CCRP*:

Table 1: Central Coast Regional Plan – Summary Assessment

2		
Direction 2: Focus economic development in the Southern and Northern Corridors		
	Action	Assessment
2.2	Capitalise on improved access from the \$170 million upgrade of the Central Coast Highway, Brisbane Water Drive and Manns Road intersection to increase employment diversity and integrate land uses at West Gosford.	Consistent. The proposal will enhance the range of employment opportunities onsite and will not result in development of such a scale that it will impact upon the commercial viability of nearby centres or the traffic network in the area.
3		
Direction 3: Support priority economic sectors		
	Action	Assessment
3.3	Establish the Northern and Southern Growth Corridors as key locations for economic development, residential growth and investment in health, education, research, knowledge-based industries, professional services, sport and leisure,	Consistent. The subject site is located within the Southern Growth Corridor and is considered consistent with the direction as it is increasing business opportunities for floor space for employment

	agribusiness, food manufacturing, high-tech manufacturing and clean technologies.	generating uses.
4	Direction 4: Strengthen inter-regional and intra-regional connections for business	
	Action	Assessment
4.1	Enhance the competitive value of the region by encouraging business and employment activities that leverage the major inter-regional transport connections to Sydney and the Hunter regions.	Consistent. The proposal has the potential to increase the variety of employment activity within the area, being in the vicinity of the recently significantly upgraded Central Coast Highway, Brisbane Water Drive and Manns Road intersection.
7	Direction 7: Increase job containment in the region	
	Action	Assessment
7.1	Facilitate economic development that will lead to more local employment opportunities on the Central Coast.	Consistent. The proposal seeks to increase employment & business activity opportunities within West Gosford.

4. Is the planning proposal consistent a local Council's local strategy or other local strategic plan?

Community Strategic Plan

An assessment of the proposal against the Council's Community Strategic Plan is contained within the attached Supporting Documentation to this proposal.

The proposal is consistent with the Community Strategic Plan.

5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

The proposal has been considered against the relevant State Environmental Planning Policies (SEPP). The full assessment is contained within the attached Supporting Documentation to this proposal.

The proposal is considered to be generally consistent with the applicable SEPPs.

6. Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?

The proposal has been considered against the relevant Ministerial Section 9.1 Directions as summarised below in Table 2. The full assessment of these Directions is contained within the attached Supporting Documentation to this proposal.

The proposal is considered to be generally consistent with the applicable directions.

Table 2: S9.1 Ministerial Direction Compliance – Summary

No.	Direction	Applicable	Consistent
Employment & Resources			
1.1	Business & Industrial Zones	Y	Y
1.2	Rural Zones	N	N/A
1.3	Mining, Petroleum Production and Extractive Industries	N	N/A
1.4	Oyster Aquaculture	N	N/A
1.5	Rural Lands	N	N/A
Environment & Heritage			
2.1	Environmental Protection Zones	Y	Y
2.2	Coastal Protection	Y	Y
2.3	Heritage Conservation	Y	Y
2.4	Recreation Vehicle Areas	Y	Y
2.5	Application of E2 & E3 Zones and Environmental Overlays in the Far North Coast LEPS	N	N/A
Housing, Infrastructure & Urban Development			
3.1	Residential Zones	N	N/A
3.2	Caravan Parks and Manufactured Home Estates	Y	Y
3.3	Home Occupations	Y	Y
3.4	Integrating Land Use & Transport	Y	Y
3.5	Development Near Regulated Airports and Defence Airfields	N	N/A
3.6	Shooting Ranges	N	N/A
3.7	Reduction in non – hosted short term rental accommodation	N	N/A

No.	Direction	Applicable	Consistent
Hazard & Risk			
4.1	Acid Sulfate Soils	Y	Y
4.2	Mine Subsidence and Unstable Land	N	N/A
4.3	Flood Prone Land	Y	Y
4.4	Planning for Bushfire Protection	Y	Y
Regional Planning			
5.1	Implementation of Regional Strategies	N	N/A
5.2	Sydney Drinking Water Catchments	N	N/A
5.3	Farmland of State and Regional Significance on the NSW Far North Coast	N	N/A
5.4	Commercial and Retail Development along the Pacific Highway, North Coast	N	N/A
5.9	North West Rail Link Corridor Strategy	N	N/A
5.10	Implementation of Regional Plans	Y	Y
5.11	Development of Aboriginal Land Council Land	N	N/A

Local Plan Making			
6.1	Approval and Referral Requirements	Y	Y
6.2	Reserving Land for Public Purposes	Y	Y
6.3	Site Specific Provisions	Y	Y
Metropolitan Planning			
7.1	Implementation of A Plan for Growing Sydney	N	N/A
7.2	Implementation of Greater Macarthur Land Release Investigation	N	N/A
7.3	Parramatta Road Corridor Urban Transformation Strategy	N	N/A
7.4	Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	N	N/A

No.	Direction	Applicable	Consistent
7.5	Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	N	N/A
7.6	Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	N	N/A
7.7	Implementation of Glenfield to Macarthur Urban Renewal Corridor	N	N/A
7.8	Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan	N	N/A
7.9	Implementation of Bayside West Precincts 2036 Plan	N	N/A
7.10	Implementation of Planning Principles for the Cooks Cove Precinct	N	N/A

Section C – Environmental, Social and Economic Impact

7. *Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?*

No.

The intent of the proposal is to allow for 4,000 square metres of approved and constructed floor space to be used for the purpose of 'specialised retail premises'. The proposed use of designated floor space for 'specialised retail premises' will be subject of a future development application and will not impact upon any critical habitat or threatened species, populations or ecological communities, or their habitats.

An assessment of economic needs relating to the proposal was lodged by the applicant and it states that;

"It is the conclusion of this report that a substantial net community benefit will result from an increase in large format retail floorspace at West Gosford Hometown. Offsetting the trading impacts on some existing facilities, there are very substantial positive impacts including the following:

- Additional large format retail tenants would provide additional choice, convenience and price competition to the consumer.*
- The addition of large format retail floorspace will help fulfil the existing demand.*
- The creation of additional employment which will result from the project on an ongoing basis once large format retailers are operational. Some 40 permanent positions are likely to result from the proposed development, generating a further 38 jobs within the broader community.*

The combination of the substantial positive economic impacts more than offset the trading impacts that could be anticipated for a small number of the existing stores in the region. Further, the impacts would not threaten the viability of any of these traders or showrooms."

8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

Bushfire

No.

A small part of the eastern portion of the site is mapped as bushfire constrained (almost entirely 'buffer'). Due to the subject site being developed either with buildings or car parking areas, bush fire is considered to pose minimal risk in this instance. The subject proposal will be referred to the NSW Fire Service post Gateway Determination.

Aboriginal and European Cultural Heritage Items

No.

All subject land has been developed, either with buildings or car parking. The subject proposal does not seek to impact upon any Aboriginal or European Cultural Heritage items.

Contaminated Land and Acid Sulfate Soils

No.

All the subject lands have been developed, either with buildings, roadways or car parking. More than 95% of the site is Class 5 soil, i.e. free of affectation, with the remaining small area being Class 2. Class 2 lands have already been developed either with buildings, roadways or car parking. The proposal will not result in a greater risk regarding these soils.

Flooding and Drainage

No.

The subject site borders areas mapped as being flood affected. The subject land is developed with commercial enterprises. Flooding is not considered to be a constraint in this instance.

Has the planning proposal adequately addressed any social and economic impacts?

Yes.

The planning proposal aims to provide enhanced local commercial / job opportunities, which incrementally will assist in reducing commuting. There are no perceived negative social or economic impacts expected from the proposal.

Section D – State and Commonwealth Interests

9. Is there adequate public infrastructure for the planning proposal?

Traffic

Yes.

The recent \$170 million upgrade of the Central Coast Highway, Brisbane Water Drive and Manns Road intersection will facilitate an increase in employment diversity and opportunities, whilst integrating land uses at West Gosford.

A Traffic and Parking Assessment Report prepared by Varga Traffic Planning Pty Ltd for the applicant, has concluded that the proposal has the potential to result in a nett reduction in the traffic generation potential of the site during the weekday AM and Saturday peak periods and a nominal increase during the weekday PM peak period, when compared to the site's existing uses. Modelling also identified that the Manns Road, Stockyard Place and the site access signalised intersection, will maintain the existing Level of Service in 2028. This was found to be performing with 'good operation' during the weekday AM peak period and good with acceptable delays and spare capacity during the weekday PM and Saturday peak periods. The current permissible uses in the IN1 General Industrial Zone generate traffic at a higher rate than does the 'specialised retail premises' sought in the proposal. The traffic generation rates used by the consultant in their modelling, investigations and assessment are based on Roads and Maritime Services' technical guidelines.

Water and Sewer

Yes.

Water and sewer infrastructure are already available and onsite, hence there are no objections raised to the proposal.

Electricity and Gas

Yes.

No change is proposed to existing provision.

Internet/NBN

Yes.

No change is proposed to existing provision.

10. What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?

Consultation with the following agencies is envisaged based on the identified triggers and site constraints:

Table 3: Agency Consultation

Agency	Trigger/Constraint
Roads and Maritime Services	Traffic generation
Transport for NSW	Traffic generation

** NOTE: Section 3.25 of the EP&A Act requires the RPA to consult with the Chief Executive of the Office of Environment and Heritage (OEH) if, in the opinion of the RPA, critical habitat or threatened species, populations or ecological communities, or their habitats may be adversely affected by the proposed instrument.*

- The consultation is to commence after a Gateway Determination is issued unless the Regulations specify otherwise.*
- The period for consultation is 21 days unless agreed differently between the RPA & the DG or by the Regulations.*

Part 4 Mapping

Table 4: Existing and Proposed Provisions

Map	Map Title
A.	Locality Plan
Existing Provisions	
B.	Acid Sulfate Soils Map ASS_015A – <i>no change proposed</i>
C.	Additional Permitted Uses Map APU_ 015A – <i>no change proposed to map</i>
D.	Drinking Water Catchment Map – <i>not applicable to site</i>
E.	Dwelling Density Map - <i>not applicable</i>
F.	Floor Space Ratio Map - <i>not applicable to site</i>
G.	Foreshore Building Line Map - <i>not applicable</i>
H.	Height of Building Map - <i>not applicable to site</i>
I.	Heritage Map - <i>not applicable to site</i>
J.	Key Site Map - <i>not applicable to site</i>
K.	Key Sites Map, Development Incentives Application Map - <i>not applicable to site</i>
L.	Land Reservation Acquisition Map - <i>not applicable to site</i>
M.	Land Zoning Map LZN_ 015A - <i>no change proposed to map</i>
N.	Lot Amalgamation Map - <i>not applicable</i>
O.	Lot Size Map - <i>not applicable to site</i>
P.	Reclassification Part Lots Map - <i>not applicable</i>
Q.	Urban Release Area Map - <i>not applicable</i>
R.	Urban Release Area Map, Manufactured Home Estates Map - <i>not applicable to site</i>
Proposed Provisions – No mapping changes are proposed	

Part 5 Community Consultation

The proposal will be made available for a period of time, as will be prescribed by a future Gateway Determination, for community/agency consultation. This will be undertaken in accordance with any determinations made by the Gateway.

It is expected that the proposal will be made available at the following locations:

- Council's Offices; and
- Council's website: www.centralcoast.nsw.gov.au

Additionally, notification of the exhibition of the proposal will be provided to adjoining landholders prior to its commencement.

Part 6 Project Timeline

Table 5: Key Project Timeframes

Action	Period	Start Date	End Date
Anticipated commencement date (date of Gateway Determination)	N/A	Aug 2019	Oct 2019
Anticipated timeframe for the completion of required technical information	1 month	Nov 2019	Dec 2019
Timeframe for government agency consultation (pre exhibition as required by Gateway determination)	21 days	Dec 2019	Dec 2019
Commencement and completion dates for public exhibition	14 days	1 Jan 2020	22 Jan 2020
Dates for public hearing (if required)	N/A	N/A	N/A
Timeframe for consideration of submissions	14 days	22 Jan 2020	5 Feb 2020
Timeframe for Council consideration of a proposal post exhibition	days	5 Feb 2020	May 2020
Date of submission to the Department to finalise LEP	date	May 2020	June 2020
Anticipated date PPA will make the plan (if delegated)	date	June 2020	Aug 2020
Anticipated date PPA will forward to the Department for notification	date	Aug 2020	Sept 2020

Supporting Documentation

No.	Document
01 Assessment and Endorsement	
A.	Council Report and Minutes – 8 July 2019
B.	Central Coast Regional Plan - Assessment
C.	State Environmental Planning Policy - Assessment
D.	Section 9.1 Ministerial Direction - Assessment
E.	Central Coast Community Strategic Plan - Assessment
F.	Biodiversity Strategy - Assessment
02 Land Use Provisions	
A.	Land Use Tables
03 Supporting Studies	
A.	Planning Report - by TBA Plan
B.	Economic Needs Assessment - by Location IQ
C.	Traffic & Parking Report - by Varga

01

Assessment & Endorsement

A. Council Report and Minutes 8 July 2019

Item No: 3.2
Title: Local Environmental Plan Amendment (Planning Proposal) Request - Lot 30 DP 1172696 (356 Manns Road) West Gosford
Department: Environment and Planning



8 July 2019 Ordinary Council Meeting

Trim Reference: F2019/00041 - D13523629

Author: Lucy Larkins, Senior Strategic Planner
Scott Duncan, Section Manager, Land Use and Policy

Executive: Scott Cox, Director Environment and Planning

Report Purpose

The purpose of this report is for Council to consider a request to prepare a Planning Proposal to amend *Gosford Local Environmental Plan 2014*. The request seeks to increase the maximum floor area permitted for specialised retail premises (bulky goods) on Lot 30 DP 1172968 Manns Road, West Gosford (the "Hometown" site) from 12,000m² to 16,000m².

This report recommends that Council prepare a planning proposal and request a gateway determination.

Recommendation

- 1** *That Council, pursuant to Section 3.33 of the Environmental Planning and Assessment Act, 1979, prepare a Planning Proposal to amend Schedule 1, Clause 10(2) of Gosford Local Environmental Plan 2014, to increase the maximum floor area permissible for specialised retail premises on Lot 30 DP 1172968, Manns Road, West Gosford from 12,000m² to 16,000m²*
- 2** *That Council, pursuant to Section 3.34 of the Environmental Planning and Assessment Act, 1979, forward the Planning Proposal to the Minister requesting a Gateway Determination*
- 3** *That Council request delegation for Council to finalise and make the draft Local Environmental Plan, pursuant to Section 3.36 of the Environmental Planning and Assessment Act 1979*
- 4** *That Council undertakes public authority and community consultation in accordance with the Gateway Determination requirements*

(contd)

- 5** *That Council considers a further report on the results of public authority and community consultation*

Background

The subject site, Lot 30 DP 1172968 (356 Manns Road) was previously included within a Planning Proposal which also applied to the adjoining 'Riverside' site (located south of Baloo Road).

The planning proposal initially sought to amend *Gosford Local Environmental Plan 2014* (GLEP2014) by rezoning of both sites from IN1 General Industrial to B5 Business Development and apply floor space ratio (FSR) and height of building (HOB) controls.

An amended proposal later removed the proposed zoning change; instead, it sought the removal of the floor area limitations imposed to specialised retail premises (bulky goods) on these sites by Schedule 1 of Clauses 10 and 11 of GLEP 2014. The removal of the limitations in entirety was not supported, however an increase to the area was.

The Planning Proposal was further amended at the request of the Proponent to remove the subject site (the Hometown site).

The Planning Proposal, applying only to the Riverside site, was subsequently approved allowing an additional 22,170m² of specialised retail premises floor area. The amendment to GLEP 2014 effecting this change was notified on 10 August 2018. The provisions applying to the Hometown site (the subject site) remained unchanged.

The Site

The subject site is described as Lot 30 DP 1172968 (356 Manns Road), West Gosford. The site fronts and has direct access from Manns Road. The site is bounded by Baloo Road to the south and Narara Creek to the west (figure 1).



Figure 1: Aerial Locality Context (subject sites shown edged in blue)

The site is commonly referred to as "Hometown." The site comprises a number of specialised retail premises (bulky goods) including but not limited to gymnasiums and retail outlets.

The land is zoned IN1 General Industrial under GLEP 2014 (figure 2). Land to the north and west of the site are also zoned IN1 General Industrial whilst land to the south is zoned B5 Business Development. The land west of the site fronting Narara Creek is zoned RE1 Public Recreation.



Figure 2: Zoning Context (subject site shown edged blue)

The site is benefited by an Additional Permitted Use (APU) by virtue of the APU map and Schedule 1 of GLEP 2014 as follows:

10 Use of certain land at Manns Road, West Gosford

- (1) This clause applies to land at Manns Road, West Gosford, being Lot 30, DP 1172968, identified as "Hometown" on the Additional Permitted Uses Map.
- (2) Development for the purpose of specialised retail premises with a maximum floor area of 12,000 square metres is permitted with development consent.



Figure 3: Excerpt from Gosford LEP 2014 APU map (subject site nominated "Hometown")

The Proposal

The request seeks Council to prepare a Planning Proposal to amend Schedule 1, Clause 10(2) of GLEP 2014, to increase the maximum floor area permissible for specialised retail premises on Lot 30 DP 1172968, Manns Road, West Gosford from 12,000m² to 16,000m².

The current zoning (IN1 General Industrial zone) applying to the land is not proposed to be altered.

The request seeks to assist the efficient and economic use of the large buildings located on the site. The intended outcome is to support existing development onsite and complement the range of IN1 General Industrial uses which are permissible in the zone.

Assessment

Assessment of the request indicates that it has merit to proceed to a Gateway Determination.

The amendment to GLEP 2014 is consistent with actions in the *Central Coast Regional Plan (CCRP) 2036* which seek to capitalise on improved access from the \$170 million upgrade of

the Central Coast Highway, Brisbane Water Drive and Manns Road intersection to increase employment diversity and integrate land uses at West Gosford.

The amendment to GLEP 2014 has been considered against the draft Somersby to Erina Corridors Strategy and is considered to be consistent with the intent for West Gosford and specifically Direction 12 *Ensure ongoing success of bulky goods and urban services*, as the proposal aims to increase the available for floor space specifically for bulky goods.

The proposed amendment will more appropriately reflect the existing character of commercial development within the area.

Statutory Compliance and Strategic Justification

Internal Consultation

Internal consultation regarding the proposed amendment to GLEP 2014 has been undertaken as summarised below.

Sewer and Water

Analysis indicates that an increase of the permissible floor areas area by 4,000m² of specialised retail premises (bulky goods) within the existing built form would result is minimal change to the existing sewer and water capacity within the area. Any future development on the subject site will be separately assessed.

Traffic and Transport

Analysis indicates that an increase of the permissible floor areas area by 4,000m² of specialised retail premises (bulky goods) within the existing built form would result in a nett reduction in the traffic generation potential of the site during the weekday AM and Saturday peak periods and a nominal increase during the weekday PM peak period.

The performance of Manns Road and adjacent intersection would not be compromised by the subject proposal. Any future changes in approved uses on site or increases in development footprint will be separately assessed.

External Consultation

Government agency and public consultation requirements will be detailed in the Gateway Determination and undertaken accordingly.

It is anticipated due to the existing development and the location that the following agencies will need to be consulted:

- NSW Rural Fire Service
- Roads and Maritime Services
- Transport for NSW

It expected that the Planning Proposal will be publicly exhibited for a period of 21 days.

Financial Impact

The direct cost to Council is the preparation of the Planning Proposal and Council's fee has been paid for this service.

Social Impacts

The planning proposal would have positive social benefits in the form of potential local employment.

Environmental Impacts

Due to the nature of the proposal, i.e. the site comprises existing buildings and structures, roadways and car parking; environmental impacts arising from the amendment to GLEP 2014 will be minimal.

Link to Community Strategic Plan

Theme 2: Smart

Goal C: A growing and competitive region

C3: Facilitate economic development to increase local employment opportunities and provide a range of jobs for all residents.

Risk Management

There have been no risks identified to the natural and built environment associated with the proposed amendment to GLEP 2014.

Conclusion

The proposal seeks to amend GLEP 2014, Schedule 1 Additional Permitted Uses, Clause 10 (2) to increase the permitted floor area available for large format retail. The subject proposal is considered to have a high level of strategic merit.

An assessment of the proposal indicates that the site is suitable for the proposed development. No issues have been identified that would prevent Council seeking a Gateway Determination for this proposal. The GLEP 2014 floor area limitations on bulky goods and business premises currently restrict the supply of floor area to meet local demand. The planning proposal will remove these constraints.

It is recommended that a Planning Proposal be prepared and forwarded to the Minister for a Gateway Determination.

Attachments

- | | | |
|----------|----------------------|-----------|
| 1 | Summary | D13551744 |
| 2 | Strategic Assessment | D13562909 |

FOR ACTION

Ordinary Meeting

8/07/2019

To: Director Environment and Planning (Scott Cox)

Subject: Local Environmental Plan Amendment (Planning Proposal) Request - Lot 30 DP 1172696 (356 Manns Road) West Gosford
Author: <AUTHOR>
Target Date: 22/07/2019

Moved: **Councillor MacGregor**

Seconded: **Councillor Burke**

Resolved

- 614/19** *That Council, pursuant to Section 3.33 of the Environmental Planning and Assessment Act, 1979, prepare a Planning Proposal to amend Schedule 1, Clause 10(2) of Gosford Local Environmental Plan 2014, to increase the maximum floor area permissible for specialised retail premises on Lot 30 DP 1172968, Manns Road, West Gosford from 12,000m² to 16,000m²*
- 615/19** *That Council, pursuant to Section 3.34 of the Environmental Planning and Assessment Act, 1979, forward the Planning Proposal to the Minister requesting a Gateway Determination*
- 616/19** *That Council request delegation for Council to finalise and make the draft Local Environmental Plan, pursuant to Section 3.36 of the Environmental Planning and Assessment Act 1979*
- 617/19** *That Council undertakes public authority and community consultation in accordance with the Gateway Determination requirements*
- 618/19** *That Council considers a further report on the results of public authority and community consultation*

B. Central Coast Regional Plan - Assessment

<i>Direction</i>	<i>Applicable</i>	<i>Assessment/Comment</i>
1. Grow Gosford City Centre as the region's capital	No	Not located within the regions capital.
2. Focus economic development in the Southern and Northern Growth Corridors	Yes	The subject proposal is consistent with this Direction as the proposal seeks to increase floor area business options within the southern growth corridor.
3. Support priority economic sectors	Yes	The subject proposal is consistent with this Direction as the proposal seeks to increase floor area business options within the southern growth corridor.
4. Strengthen inter-regional and intra-regional connections for business	Yes	The subject proposal is consistent with this Direction as the proposal seeks to utilise existing road infrastructure.
5. Support new and expanded industrial activity	N/A	Subject proposal does not relate to industrial activity.
6. Strengthen the economic self-determination of Aboriginal communities	N/A	Subject proposal is not land owned by the Darkinjung Aboriginal Land Council.
7. Increase job containment in the region	Yes	The subject proposal to increase floor area options will increase job containment.
8. Recognise the cultural landscape of the Central Coast	Yes	The subject proposal does not detract from the cultural landscape of the Central Coast as the proposal relates to an existing developed area.
9. Protect and enhance productive agricultural land	N/A	The subject site is not located on or near productive agricultural lands.
10. Secure the productivity and capacity of resource lands	N/A	The subject site is not located on or near resource lands.
11. Sustain and balance productive landscapes west of the M1	N/A	Land is not located west of the M1.
12. Protect and manage environmental values	Yes	It is considered that the subject proposal protects and manages environmental values as the proposal is contained within an existing developed area.
13. Sustain water quality and security	Yes	It is considered that the subject proposal sustains water quality and security as the proposal is contained within an existing developed area.
14. Protect the coast and	Yes	It is considered that the subject proposal

manage natural hazards and climate change		protects the coast and manages natural hazards and climate change as the proposal is contained within an existing developed area.
15. Create a well-planned, compact settlement pattern	N/A	No changes to built form proposed
16. Grow investment opportunities in the region's centres	Yes	The subject proposal will increase business opportunities within West Gosford.
17. Align land use and infrastructure planning	Yes	The subject proposal does not increase demand for infrastructure.
18. Create places that are inclusive, well-designed and offer attractive lifestyles	N/A	No changes to built form proposed.
19. Accelerate housing supply and improve housing choice	N/A	Subject proposal does not relate to housing supply.
20. Grow housing choice in and around local centres	N/A	Subject proposal does not relate to housing supply.
21. Provide housing choice to meet community needs	N/A	Subject proposal does not relate to housing supply.
22. Deliver housing in new release areas that are best suited to building new communities	N/A	Subject proposal does not relate to housing supply.
23. Manage rural lifestyles	N/A	Subject site is not located in a rural area.

C. State Environmental Planning Policies - Assessment

State/Sydney Region Environmental Planning Policy	Comment
SREP 8 – Central Coast Plateau Areas	
<p>Aims:</p> <ul style="list-style-type: none"> (a) to provide for the environmental protection of the Central Coast plateau areas and to provide a basis for evaluating competing land uses, (b) to encourage the use of land having a high agricultural capability for that purpose and, as much as possible, to direct development for non-agricultural purposes to land of lesser agricultural capability, (c) (Repealed) (d) to protect regionally significant mining resources and extractive materials from sterilization, (e) to enable development for the purposes of extractive industries in specified locations, (f) (Repealed) (g) to protect the natural ecosystems of the region, and (h) to maintain opportunities for wildlife movement across the region, and (i) to discourage the preparation of draft local environmental plans designed to permit rural residential development, and (j) to encourage the preparation of draft local environmental plans based on merits. 	<p>Not applicable.</p>
SREP 20 - Hawkesbury Nepean River (No 2 – 1997)	
<p>The aim of this plan is to protect the environment of the Hawkesbury-Nepean River system by ensuring that the impacts of future land uses are considered in a regional context.</p>	<p>Not applicable.</p>
SEPP No. 19 – Bushland in Urban Areas	
<p>Aims to protect and preserve bushland within urban areas because of:</p> <ul style="list-style-type: none"> a) Its value to the community as part of the natural heritage, b) Its aesthetic value, and c) Its value as a recreational, educational and scientific resource 	<p>Consistent.</p> <p>The subject site is already developed with buildings or car parking areas; hence there is no vegetation to preserve.</p>

State/Sydney Region Environmental Planning Policy	Comment
SEPP No. 44 – Koala Habitat	
<p>Aims to encourage the proper conservation and management of areas of natural vegetation that provide habitat for koalas to ensure a permanent free-living population over their present range and reverse the current trend of koala population decline:</p> <ul style="list-style-type: none"> (a) by requiring the preparation of plans of management before development consent can be granted in relation to areas of core koala habitat, and (b) by encouraging the identification of areas of core koala habitat, and (c) by encouraging the inclusion of areas of core koala habitat in environment protection zones 	<p>Consistent.</p> <p>The subject site is already developed with buildings or car parking areas; hence there is no vegetation relevant to the proposal.</p>
SEPP 55 – Remediation of Land	
<p>Aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment</p> <ul style="list-style-type: none"> (a) by specifying when consent is required, and when it is not required, for a remediation work, and (b) by specifying certain considerations that are relevant in rezoning land and in determining development applications in general and development applications for consent to carry out a remediation work in particular, and (c) by requiring that a remediation work meet certain standards and notification requirements. 	<p>Consistent.</p> <p>Subject proposal does not seek any works which would require excavation of soil, as the subject site is already developed with buildings or car parking areas.</p>
SEPP (Coastal Management) 2018	
<p>Aims:</p> <p>The aim of this Policy is to promote an integrated and co-ordinated approach to land use planning in the coastal zone in a manner consistent with objects of the <i>Coastal Management Act 2016</i>, including the management objectives for each coastal</p>	<p>Consistent</p> <p>Subject proposal seeks to increase the options for use of current available floor space to be utilised for specialised retail premises, there will be no increase in buildings on site. Any further changes to the approved development on site will require assessment as a Development</p>

State/Sydney Region Environmental Planning Policy	Comment
<p>management area, by:</p> <ul style="list-style-type: none"> (a) managing development in the coastal zone and protecting the environmental assets of the coast, and (b) establishing a framework for land use planning to guide and decision-making in the coastal zone, and (c) mapping the 4 coastal management areas that comprise the NSW coastal zone for the purpose of the definitions in the Coastal Management Act 2016. 	<p>Application.</p>
SEPP (Mining, Petroleum & Extractive Industries) 2007	
<p>Aims:</p> <ul style="list-style-type: none"> (a) to provide for the proper management and development of mineral, petroleum and extractive material resources for the purpose of promoting the social and economic welfare of the State, and (b) to facilitate the orderly and economic use and development of land containing mineral, petroleum and extractive material resources, and (b1) to promote the development of significant mineral resources, and (c) to establish appropriate planning controls to encourage ecologically sustainable development through the environmental assessment, and sustainable management, of development of mineral, petroleum and extractive material resources, and (d) to establish a gateway assessment process for certain mining and petroleum (oil and gas) development: <ul style="list-style-type: none"> (i) to recognise the importance of agricultural resources, and (ii) to ensure protection of strategic agricultural land and water resources, and (iii) to ensure a balanced use of land by potentially competing industries, and (iv) to provide for the sustainable growth for 	<p>Consistent.</p> <p>The subject site is already developed with buildings or car parking areas, hence there is no affectation.</p>

State/Sydney Region Environmental Planning Policy	Comment
mining, petroleum and agricultural industries.	
SEPP (Vegetation in Non-Rural Areas) 2017	
<p>The aims of this Policy are as follows:</p> <p>(a) to establish the process for assessing and identifying sites as urban renewal precincts,</p> <p>(b) to facilitate the orderly and economic development and redevelopment of sites in and around urban renewal precincts,</p> <p>(c) to facilitate delivery of the objectives of any applicable government State, regional or metropolitan strategies connected with the renewal of urban areas that are accessible by public transport.</p>	<p>Consistent.</p> <p>The subject site is already developed with buildings or car parking areas, hence there is no affectation.</p>
SEPP (Aboriginal Land) 2019	
<p>Aims:</p> <p>(a) to provide for development delivery plans for areas of land owned by Local Aboriginal Land Councils to be considered when development applications are considered, and</p> <p>(b) to declare specified development carried out on land owned by Local Aboriginal Land Councils to be regionally significant development.</p>	<p>Not applicable.</p>
SEPP (Primary Production and Rural Development) 2019	
<p>Aims:</p>	<p>Consistent.</p> <p>The subject land is urban not rural, hence there is</p>

State/Sydney Region Environmental Planning Policy	Comment
<p>(a) to facilitate the orderly economic use and development of lands for primary production,</p> <p>(b) to reduce land use conflict and sterilisation of rural land by balancing primary production, residential development and the protection of native vegetation, biodiversity and water resources,</p> <p>(c) to identify State significant agricultural land for the purpose of ensuring the ongoing viability of agriculture on that land, having regard to social, economic and environmental considerations,</p> <p>(d) to simplify the regulatory process for smaller-scale low risk artificial waterbodies, and routine maintenance of artificial water supply or drainage, in irrigation areas and districts, and for routine and emergency work in irrigation areas and districts,</p> <p>(e) to encourage sustainable agriculture, including sustainable aquaculture,</p> <p>(f) to require consideration of the effects of all proposed development in the State on oyster aquaculture,</p> <p>(g) to identify aquaculture that is to be treated as designated development using a well-defined and concise development assessment regime based on environment risks associated with site and operational factors.</p>	<p>no affectation in this case.</p>

D. Ministerial Section 9.1 Directions – Assessment

Direction	Comment
Employment & Resources	
1.1 Business & Industrial Zones	
<p>Aims to encourage employment growth in suitable locations, protect employment land in business and industrial zones and to support the viability of identified centres.</p> <p>Applies when a planning proposal affects land within an existing or proposed business or industrial zone.</p>	<p>Applicable</p> <p>The subject proposal seeks to increase the optional use of available floor space for specialised retail premises within an area zoned IN1 Industrial. The subject proposal seeks to utilise existing approved building areas and will not impact upon adjoining industrial uses.</p> <p>Consistent.</p>
1.2 Rural Zones	
<p>Aims to protect the agricultural production value of rural land.</p> <p>Applies when a planning proposal affects land within an existing or proposed rural zone.</p>	<p>Not Applicable</p>
1.3 Mining, Petroleum Production and Extractive Industries	
<p>Aims to ensure that the future extraction of State or regionally significant reserves of coal, other minerals, petroleum and extractive materials are not compromised by inappropriate development.</p> <p>Applies when a planning proposal would have the effect of prohibiting the mining of coal or other minerals, production of petroleum, or winning or obtaining of extractive materials, or restricting the potential of development resources of coal, other mineral, petroleum or extractive materials which are of State or regional significance by permitting a land use that is likely to be incompatible with such development.</p>	<p>Not Applicable</p>
1.4 Oyster Aquaculture	
<p>Aims to ensure that Priority Oyster Aquaculture Areas and oyster aquaculture outside such an area are adequately considered, and to protect Priority Oyster Aquaculture Areas and oyster aquaculture outside such an area from land uses that may result in adverse impacts on water quality and the health of oysters and consumers.</p> <p>Applies when a planning proposal could result in adverse impacts on a Priority Oyster Aquaculture Areas or current oyster aquaculture lease in the national parks estate or results in incompatible use of land between oyster</p>	<p>Not Applicable</p>

Direction	Comment
aquaculture in a Priority Oyster Aquaculture Area or current oyster aquaculture lease in the national parks estate and other land uses.	
1.5 Rural Lands	
<p>Aims to protect the agricultural production value of rural land; and facilitate the orderly and economic development of rural lands for rural and related purposes.</p> <p>Applies to local government areas to which State Environmental Planning Policy (Rural Lands) 2008 applies and prepares a planning proposal that affects land within an existing or proposed rural or environment protection zone.</p>	<p>Not Applicable</p> <p>This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>
Environment & Heritage	
2.1 Environmental Protection Zones	
<p>Aims to protect and conserve environmentally sensitive areas.</p> <p>Applies when the relevant planning authority prepares a planning proposal.</p>	<p>Applicable</p> <p>Subject site is not within or proximate to an environmentally sensitive area.</p> <p>Consistent.</p>
2.2 Coastal Management	
<p>Aims to protect and manage coastal areas of NSW.</p> <p>Applies when a planning proposal applies to land in the <i>Coastal Zone</i> as defined under the <i>Coastal Management Act 2016</i>.</p>	<p>Applicable</p> <p>The subject proposal seeks to utilise existing built areas for specialised retail premises. It is considered that the subject proposal provides adequate protection and management for the coastal zone.</p> <p>Consistent.</p>
2.3 Heritage Conservation	
<p>Aims to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.</p> <p>Applies when the relevant planning authority prepares a planning proposal.</p>	<p>Applicable</p> <p>The subject site is not within proximity to any known items of heritage.</p> <p>Consistent.</p>
2.4 Recreational Vehicle Areas	
<p>Aims to protect sensitive land or land with significant conservation values from adverse impacts from recreation vehicles.</p> <p>Applies when the relevant planning authority prepares a planning proposal.</p>	<p>Applicable</p> <p>The subject proposal does not seek to provide recreational vehicle areas.</p> <p>Consistent.</p>
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	

Direction	Comment
<p>Aims to ensure that a balanced and consistent approach is taken when applying environmental protection zones and overlays to land on the NSW Far North Coast.</p>	<p>Not Applicable</p> <p>This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>
Housing, Infrastructure and Urban Development	
3.1 Residential Zones	
<p>Aims to encourage a variety and choice of housing types to provide for existing and future housing needs, to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services and to minimise the impact of residential development on the environment and resource lands..</p> <p>Applies when a planning proposal affects land within an existing or proposed residential zone, and any other zone in which significant residential development is permitted or proposed to be permitted.</p>	<p>Not Applicable</p> <p>Not within or proposing residential zonings.</p>
3.2 Caravan Parks and Manufactured Home Estates	
<p>Aims to provide for a variety of housing types and provide opportunities for caravan parks and manufactured home estates.</p> <p>Applies when the relevant planning authority prepares a planning proposal.</p>	<p>Applicable</p> <p>Subject application does not seek to provide caravan parks or manufactured home estate.</p> <p>Consistent.</p>
3.3 Home Occupations	
<p>Aims to encourage the carrying out of low impact small business in dwelling houses.</p> <p>Applies when the relevant planning authority prepares a planning proposal.</p>	<p>Applicable</p> <p>Subject proposal is not for residential uses.</p> <p>Consistent.</p>
3.4 Integrating Land Use & Transport	
<p>Aims to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts to achieve: improving access to housing, jobs and services by walking, cycling and public transport; increasing choice of available transport and reducing dependence on cars; reducing travel demand; supporting efficient and viable public transport services; and provide for efficient movement of freight.</p> <p>Applies when a planning proposal creates alters or moves a zone or provision relating to urban land, including land zoned for residential, business, industrial, village or tourist purposes.</p>	<p>Applicable</p> <p>The subject proposal is considered to adequately integrate land use and transport as it seeks to utilise existing built development on site and recently embellished infrastructure at the nearby intersection.</p> <p>Consistent.</p>

Direction	Comment
3.5 Development Near Regulated Airports and Defence Airfields	
<p>Aims to ensure the effective and safe operation of regulated airports and defence airfields; to ensure that their operation is not compromised by development that constitutes an obstruction, hazard or potential hazard to aircraft flying in the vicinity; and to ensure development, if situated on noise sensitive land, incorporates appropriate mitigation measures so that the development is not adversely affected by aircraft noise..</p> <p>Applies when a planning proposal creates, alters or removes a zone or provision relating to land near a regulated airport which includes a defence airfield.</p>	Not Applicable
3.6 Shooting Ranges	
<p>Aims to maintain appropriate levels of public safety and amenity when rezoning land adjacent to an existing shooting range, to reduce land use conflict arising between existing shooting ranges and rezoning of adjacent land, and to identify issues that must be addressed when giving consideration to rezoning land adjacent to an existing shooting range.</p> <p>Applies when a relevant planning authority prepares a planning proposal that will affect, create, alter or remove a zone or a provision relating to land adjacent to and/ or adjoining an existing shooting range.</p>	Not Applicable
3.7 Reduction in non-hosted short term rental accommodation period	
<p>Applies when a Council prepares a planning proposal to identify or reduce the number of days that non- hosted short term rental accommodation may be carried out in parts of its local government area.</p> <p>Applies to Byron Bay Shire Council</p>	<p>Not Applicable</p> <p>This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>
Hazard & Risk	
4.1 Acid Sulfate Soils	
<p>Aims to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils.</p> <p>Applies when a planning proposal applies to land having a probability of containing acid sulfate soils on the Acid Sulfate Soils Planning Maps.</p>	<p>Applicable</p> <p>Subject proposal seeks to utilise existing built areas. Any further excavation works will be subject to approval by Council.</p> <p>Consistent.</p>
4.2 Mine Subsidence & Unstable Land	
<p>Aims to prevent damage to life, property and the</p>	Not Applicable

Direction	Comment
<p>environmental on land identified as unstable or potentially subject to mine subsidence.</p> <p>Applies when a planning proposal permits development on land which is within a mine subsidence district, or identified as unstable in a study, strategy or assessment undertaken by or on behalf of the relevant planning authority or other public authority and provided to the relevant planning authority.</p>	
4.3 Flood Prone Land	
<p>Aims to ensure: development on flood prone land is consistent with NSW Government's Flood Prone Land Policy and principles of the Floodplain Development Manual 2005; and provisions of an LEP on flood prone land are commensurate with flood hazard and include consideration of the potential flood impacts both on and off the subject land.</p> <p>Applies when a planning proposal creates, removes or alters a zone or provision that affects flood prone land.</p>	<p>Applicable</p> <p>The subject site borders areas mapped as flood prone, the subject proposal will not impact upon these adjoining areas.</p> <p>Consistent.</p>
4.4 Planning for Bushfire Protection	
<p>Aims to protect life, property and the environment from bushfire hazards, and encourage sound management of bushfire prone areas.</p> <p>Applies when a planning proposal affects or is in proximity to land mapped as bushfire prone land.</p>	<p>Applicable</p> <p>The eastern boundary area of the site is mapped as being bushfire constrained, the subject proposal seeks to utilise existing built areas. Further assessment of bushfire will be undertaken if a development application is required.</p> <p>Consistent.</p>
Regional Planning	
5.1 Implementation of Regional Strategies	
<p>Aims to give legal effect to the vision, land use strategy, policies, outcomes and actions contained in regional strategies (only applies to the South Coast Regional Strategy and Sydney-Canberra Corridor Regional Strategy).</p>	<p>Not Applicable.</p> <p>This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>
5.2 Sydney Drinking Water Catchments	
<p>Aims to protect water quality in the Sydney drinking water catchment.</p> <p>Applies when a relevant planning authority prepares a planning proposal that applies to Sydney's hydrological catchment.</p>	<p>Not Applicable.</p> <p>This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	

Direction	Comment
<p>Aims to: ensure that the best agricultural land will be available for current and future generations to grow food and fibre, to provide more certainty on the status of the best agricultural land, thereby assisting councils with their local strategic settlement planning, and reduce land use conflict arising between agricultural use and non-agricultural use of farmland as caused by urban encroachment into farming areas..</p> <p>Applies to Ballina, Byron, Kyogle, and Tweed Shire Councils, Lismore City Council and Richmond Valley Council except within areas contained within the “urban growth areas” mapped in the North Coast Regional Plan 2036..</p>	<p>Not Applicable.</p> <p>This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	
<p>Aims to manage commercial and retail development along the Pacific Highway, North Coast.</p> <p>Applies to all councils between and inclusive of Port Stephens and Tweed Shire Councils.</p>	<p>Not Applicable.</p> <p>This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>
5.9 North West Rail Link Corridor Strategy	
<p>Aims to promote transit-oriented development and manage growth around the eight train stations of the North West Rail Link (NWRL) and ensure development within the NWRL corridor is consistent with the proposals set out in the NWRL Corridor Strategy and precinct Structure Plans.</p> <p>Applies to the This Direction applies to Hornsby Shire Council, The Hills Shire Council and Blacktown City Council.</p>	<p>Not Applicable</p> <p>This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>
5.10 Implementation of Regional Plans	
<p>Aims to give legal effect to the vision, land use strategy, goals, directions and actions contained in Regional Plans.</p> <p>Applies when the relevant planning authority prepares a planning proposal.</p>	<p>Applicable</p> <p>The subject proposal is considered to be consistent with the Central Coast Regional Plan 2036.</p> <p>Consistent.</p>
5.11 Development of Aboriginal Land Council Land	
<p>Aims to provide for the consideration of development delivery plans prepared under the State Environmental Planning Policy (Aboriginal Land) 2019.</p> <p>Applies when the relevant planning authority prepares a planning proposal for land shown on the Land Application Map of the SEPP (Aboriginal Lands) 2019.</p>	<p>Not applicable.</p> <p>The subject proposal does not apply to any lands to which the SEPP applies.</p>

Direction	Comment
Local Plan Making	
6.1 Approval and Referral Requirements	
<p>Aims to ensure that LEP provisions encourage the efficient and appropriate assessment of development.</p> <p>Applies when the relevant planning authority prepares a planning proposal.</p>	<p>Applicable</p> <p>Proposal will not impact upon the efficient and appropriate assessment of development.</p> <p>Consistent.</p>
6.2 Reserving Land for Public Purposes	
<p>Aims to facilitate the provision of public services and facilities by reserving land for public purposes, and facilitate the removal of reservations of land for public purposes where land is no longer required for acquisition.</p> <p>Applies when the relevant planning authority prepares a planning proposal.</p>	<p>Applicable</p> <p>Subject proposal is not reserving land for public purposes.</p> <p>Consistent.</p>
6.3 Site Specific Provisions	
<p>Aims to discourage unnecessarily restrictive site specific planning controls.</p> <p>Applies when the relevant planning authority prepares a planning proposal to allow particular development to be carried out.</p>	<p>Applicable</p> <p>The proposal relates to an Additional permitted use clause. The application is seeking to increase the optional use of floor area for 'specialised retail premises', which is a minor alteration.</p> <p>Consistent.</p>
Metropolitan Planning	
7.1 Implementation of A Plan for Growing Sydney	
<p>Aims to give legal effect to the planning principles, directions and priorities for sub regions, strategic centres and transport gateways contained in A Plan for Growing Sydney</p>	<p>Not Applicable.</p> <p>This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>
7.2 Implementation of Greater Macarthur Land Release Investigations	
<p>Aims to ensure development within the Greater Macarthur Land Release Investigation Area is consistent with the Greater Macarthur Land Release Preliminary Strategy and Action Plan.</p>	<p>Not Applicable.</p> <p>This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>
7.3 Parramatta Road Corridor Urban Transformation Strategy	
<p>Aims to facilitate development within the Parramatta Road Corridor that is consistent with the Parramatta Road Corridor Urban Transformation Strategy (November, 2016) and the Parramatta Road Corridor Implementation Tool Kit. To provide a diversity of jobs</p>	<p>Not Applicable.</p> <p>This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>

Direction	Comment
<p>and housing to meet the needs of a broad cross-section of the community and guide the incremental transformation of the Parramatta Road Corridor in line with the delivery of necessary infrastructure.</p> <p>This Direction applies to City of Parramatta Council, Cumberland Council, Strathfield Council, Burwood Council, Canada Bay Council and Inner West Council.</p>	
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	
<p>Aims to to ensure development within the North West Priority Growth Area is consistent with the North West Priority Growth Area Land Use and Infrastructure Strategy (the Strategy)</p> <p>This direction applies to Blacktown City Council, The Hills Shire Council and Hawkesbury City Council.</p>	<p>Not Applicable.</p> <p>This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>
7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	
<p>The objective of this direction is to ensure development within the Greater Parramatta Priority Growth Area is consistent with the Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan dated July 2017 (the interim Plan).</p>	<p>Not Applicable.</p> <p>This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>
7.6 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	
<p>The objective of this direction is to ensure development within the Wilton Priority Growth Area is consistent with the Wilton Interim Land Use and Infrastructure Implementation Plan and Background Analysis.</p> <p>This direction applies to Wollondilly Shire Council</p>	<p>Not Applicable.</p> <p>This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>
7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	
<p>The objective of this direction is to ensure development within the precincts between Glenfield and Macarthur is consistent with the plans for these precincts.</p> <p>This direction applies to Campbelltown City Council</p>	<p>Not Applicable.</p> <p>This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>
7.8 Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan	
<p>The objective of this direction is to ensure development within the Western Sydney Aerotropolis is consistent with the Stage 1 Western Sydney Aerotropolis Land Use and Infrastructure Implementation Plan dated August</p>	<p>Not Applicable.</p> <p>This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>

Direction	Comment
<p>2018 (the Stage 1 Land Use and Implementation Plan).</p> <p>This direction applies to Liverpool, Penrith Blue Mountains, Blacktown Campbelltown City Council and Fairfield City Councils, Camden Council and Wollondilly Shire Council.</p>	
<p>7.9 Implementation of Bayside West Precincts 2036 Plan</p>	
<p>The aim is to ensure development within the Bayside West Precincts (Arncliffe, Banksia and Cooks Cove) is consistent with the Bayside West Precincts 2036 Plan (the Plan).</p> <p>This direction applies to land within the Bayside local government area.</p>	<p>Not Applicable.</p> <p>This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>
<p>7.10 Implementation of Planning Principles for the Cooks Cove Precinct</p>	
<p>The objective of this direction is to ensure development within the Cooks Cove Precinct is consistent with the Cooks Cove Planning Principles.</p> <p>This direction applies to land within the Cooks Cove Precinct in the Bayside local government area, as shown on Map Sheet LAP_001 Cooks Cove Precinct Section 9.1</p> <p>Direction</p>	<p>Not Applicable.</p> <p>This Direction does not apply to the Central Coast Local Government Area (or former Wyong or Gosford LGAs).</p>

E. Central Coast Community Strategic Plan - Assessment

Objective/Requirement	Comment
SMART	
A GROWING AND COMPETITIVE REGION	
C1 Target economic development in growth areas and major centres and provide incentives to attract businesses to the Central Coast	<p>Consistent.</p> <p>The subject site is located within the Southern Growth and has been recognised within the CCRP 2036 as being suited to industrial and employment uses.</p> <p>The subject proposal is considered to be consistent with the CSP theme 'Smart'.</p>
C3 Facilitate economic development to increase local employment opportunities and provide a range of jobs for all residents	<p>Consistent.</p> <p>The proposed increase in the optional use of developable floor area for 'specialised retail premises' will enhance employment generation and flexibility through new uses trading from the site.</p> <p>The subject proposal is consistent with the CSP theme 'Smart'.</p>

F. Biodiversity Strategy - Assessment

Yes.

The former Gosford City Council's *Biodiversity Strategy* (2008) provides a framework and guide for the management of biodiversity in the Gosford area that is consistent with regional, state, national and international strategies, plans and policies and the following action:

Action	Consistency
7. Focus development around existing urban centres to maintain the urban development in the existing urban footprint to protect agricultural and environmentally sensitive lands.	Consistent. The planning proposal is consistent with this action as it proposes a small alteration in order to enhance planning provisions options for use on existing urban zoned land.

02

Land Use Provisions

Gosford Local Environmental Plan 2014

Schedule 1 - Additional permitted uses

Clause 10 (2) - Use of certain land at Manns Road, West Gosford

Existing	Development for the purpose of specialised retail premises with a maximum floor area of 12,000 square metres is permitted with development consent
Proposed	Development for the purpose of specialised retail premises with a maximum floor area of 16,000 square metres is permitted with development consent

03

Studies

– submitted by applicant in support of the planning proposal, i.e. Planning, Traffic and Economic Reports

A. Planning Report prepared by TBA - Urban



Planning Proposal to Amend Gosford Local Environmental Plan 2014

356-374 Manns Road, West Gosford

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PARRAMATTA ROAD TRUST**

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APPROVAL FOR ISSUE

Name	Signature	Date
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Appendices

- A. Economic Needs Assessment**
- B. Traffic and Parking Assessment Report**

1 Introduction

TBA Urban Pty Ltd has been engaged by Primewest Ltd as trustee for the 265 Parramatta Road Trust to prepare and submit a Planning Proposal to Central Coast Council (Council) in support of an amendment to Gosford Local Environmental Plan 2014 (LEP 2014) in relation to the property at 256-374 Manns Road, West Gosford known as 'Hometown' and referred to herein as 'the site'

The site is not subject to a floor space ratio control. It is currently approved and developed for about 16,000m² of gross floor area for commercial type uses that are permissible in the IN1 General Industrial zone and specialised retail uses. This Planning Proposal seeks to increase the limitation on the amount of floor space that is currently permitted to be used for specialised retail premises uses at the site under the additional permitted use (APU) provisions of LEP 2014 from 12,000m² to 16,000m². This essentially means that the existing development could be fully utilised for the purposes of specialised retail uses.

The intended effect of the proposal is to:

- assist in meeting existing demand for large format retail floor space in the main trade area,
- increase employment and large format retail opportunities in an appropriate location within West Gosford, and
- provide increased planning flexibility of permissible uses across the site.

The Planning Proposal considers and addresses the key issues with increasing the amount of specialised retail premises under the APU. It has been prepared in accordance with Section 3.33 (2) of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and includes and addresses the requirements as set out in DPE's *A guide to preparing planning proposals* (the Guide) (August 2016). In particular, it addresses the following specific matters in the guideline:

- Objectives and intended outcomes;
- Explanation of provisions;
- Justification;
- Need for the Planning Proposal;
- Relationship to strategic planning framework;
- Environmental, social and economic impact;
- State and Commonwealth interests; and
- Community consultation.

Having regard to the discussion and assessment provided within this report, TBA Urban Pty Ltd have no hesitation in recommending that the Planning Proposal be submitted to DPE for Gateway Determination and public exhibition, following Council's review.

1.1 Background

1.1.1 Commencement of Gosford Local Environmental Plan 2014

On commencement of LEP 2014 on 11 February 2014, the site was identified as being zoned IN1 General Industrial, which permits uses that are generally industrial in nature. Several land uses of a retail nature were also permissible including hardware and building supply, landscaping material supplies, light industries, neighbourhood shops, restaurants or cafes, timber yards, and vehicle sales or hire premises. The site is

identified within Clause 10 of Schedule 1 Additional Permitted Use (APU). Clause 10 makes provisions for a maximum floor area for specialised retail premises of 12,000m² on the site, with development consent.

1.1.2 Planning Proposal PP_2017_CCOAS_007_00

A Planning Proposal (PP_2017_CCOAS_007_00) for the site and the adjoining 'Riverside' land parcel was lodged with Central Coast Council on 7 June 2016. The planning proposal sought the rezoning of both sites from IN1 General Industrial to B5 Business Development with the application of current relevant floor space ratio and height of building controls.

The Planning Proposal was amended to remove the proposed rezoning and instead delete the maximum floor area limitations in the APU LEP 2014 applying to the subject sites. This amendment was supported by Council on 26 April 2017.

The Planning Proposal was issued by Gosford City Council to the NSW Department of Environmental and Planning (DPE) in June 2017. DPE issued a Gateway Determination on 6 July 2017 which supported the deletion of the maximum floor area limitations in the APU for both sites.

The Gateway Determination was subsequently amended by the Proponent to remove the site from the Planning Proposal.

The proposal, now applying only to the Riverside site, was subsequently approved allowing an additional 22,170m² of specialised retail premises floor space (then, bulky goods premises).

2 The Site

2.1 Site Location and Context

The site is located at 356-374 Manns Road, West Gosford, in the Central Coast Council (Council) Local Government Area (LGA). It is approximately 4.5km to the west of Gosford CBD (see Figure 2-1).

The site is situated between the 'Riverside' specialised retail site (south), Sims Metal (north), Manns Road (west) and Narara Creek (east). Further south is the Central Coast Highway at West Gosford (approximately 450m).

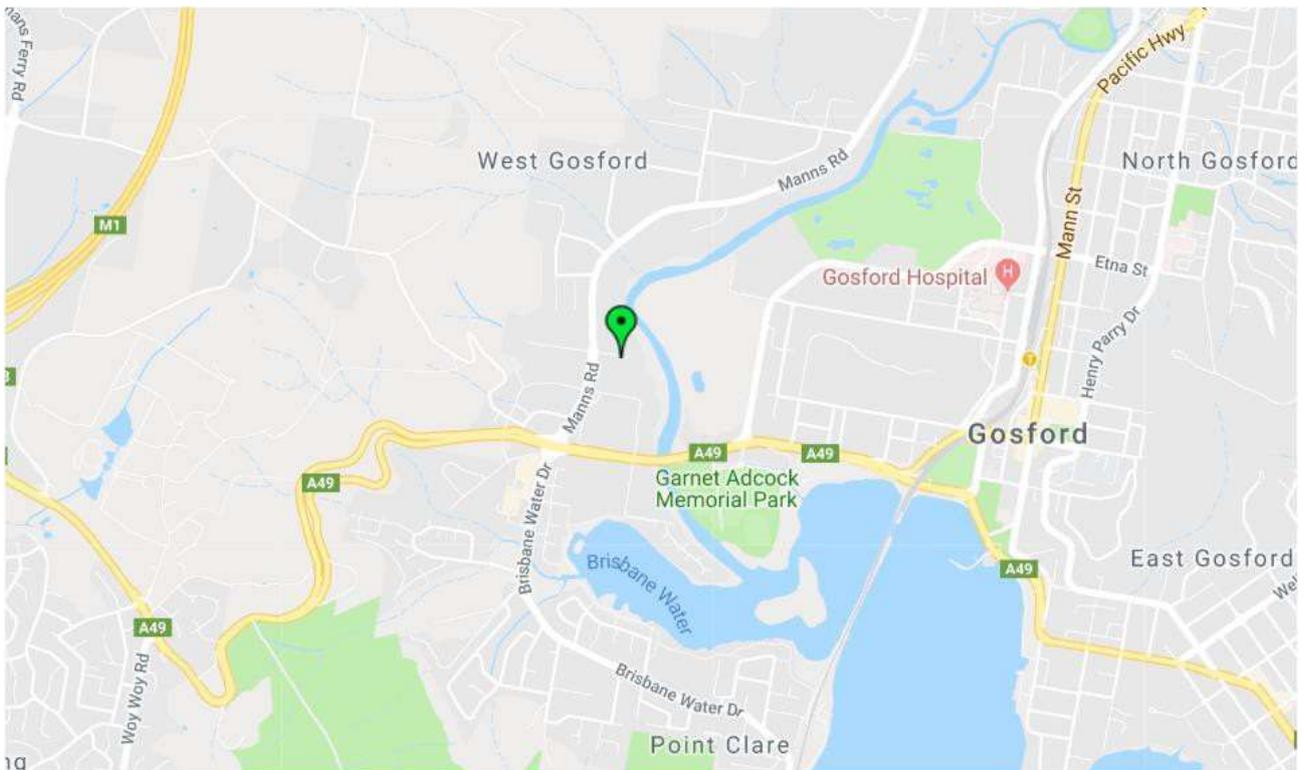


Figure 2-1 Site Location (Source: Nearmap)

2.2 Site Description

The site is occupied by a shopping centre development known as “West Gosford Hometown” (see Figure 2-2).

Legally described as Lot 30 in DP 1172968 the site has a total area of approximately 3.94ha with a frontage of approximately 171m to Manns Road.

The site accommodates circa 16,000m² (gross floor area) of various uses including food and drinks premises and specialised retail premises (referred to more generally as large format retail) including Amart Furniture, Pillow Talk, Paul’s Warehouse, Drummond Golf, Original Mattress Factory and Super Amart.

There are approximately 350 off-street parking spaces provided within the large outdoor car parking area on the site. Vehicular access to the site is to remain as per the existing Manns Road and Stockyard Place signalised intersection.



Figure 2-2 Aerial view of site (Source: Nearmap)

3 Current Planning Controls

3.1 Gosford LEP 2014

The principle planning instruments affecting the site is the Gosford Local Environmental Plan 2014 (LEP 2014). The table below outlines the key planning controls affecting the site as specified in the LEP 2014.

Description	Control
Clause 2.2 Zoning	IN1 General Industrial.
Clause 4.3 Maximum Building Height	No maximum height control.
Clause 4.4 Maximum Floor Space Ratio	No maximum floor space ratio.
Clause 4.1 Minimum Lot Size	No minimum lot size.
Clause 5.1 Land Reservation Acquisition	No identified land reservation.
Heritage	Not identified as being a heritage item or within a heritage conservation area.
Clause 7.1 Acid Sulphate Soils	Mostly identified as being Class 5 and Class 2 to the east.
Clause 7.2 Flood Planning	Applies to the site as the land is identified as being at or below the floor planning level. Requiring development not to be granted to development on which this clause applies unless the consent authority is satisfied that the development: (a) is compatible with the flood hazard of the land, and (b) is not likely to significantly adversely affect flood behaviour resulting in detrimental increases in potential flood affectation of other development or properties, and (c) incorporates appropriate measures to manage risk to life from flood, and (d) is not likely to significantly adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses, and (e) is not likely to result in unsustainable social and economic costs to the community as a consequence of flooding.
Clause 2.5 and Schedule 1 Additional Permitted Uses	Identified as being Hometown see Section 3.1.1 below.
Key Sites	Not identified as a key site.
Part 6 Urban Release Area	Not identified as being within an urban release area or within a caravan park and manufactured home estate.

The site is zoned IN1 General Industrial and has the following objectives:

- To provide a wide range of industrial and warehouse land uses;
- To encourage employment opportunities;
- To minimise any adverse effect of industry on other land uses;
- To support and protect industrial land for industrial uses;
- To promote ecologically, socially and economically sustainable development;
- To ensure that retail, commercial or service land uses in industrial areas are of an ancillary nature; and
- To ensure that development is compatible with the desired future character of the zone.

The IN1 General Industrial Zone permits predominately industrial uses and several other land uses of a retail nature including hardware and building supplies, garden centres, landscaping material supplies, light industries, neighbourhood shops, restaurants or cafes, timber yards, vehicle sales or hire premises and warehouse distribution centres.

3.1.1 Schedule 1 Additional Permitted Uses

Clause 10 of Schedule 1 identifies the site, and allows for specialised retail premises on the site, with a maximum floor area of 12,000m².

10 Use of certain land at Manns Road, West Gosford

(1) This clause applies to land at Manns Road, West Gosford, being Lot 30, DP 1172968, identified as “Hometown” on the Additional Permitted Uses Map.

(2) Development for the purpose of specialised retail premises with a maximum floor area of 12,000 square metres is permitted with development consent.

4 Planning Proposal

4.1 Objectives and Intended Outcomes

This Planning Proposal seeks to increase the limitation on the amount of floor space that is currently permitted to be used for specialised retail premises uses at site from 12,000m² to 16,000m².

The intended effect of the proposal is to:

- assist in meeting existing demand for large format retail floor space in the main trade area,
- increase employment and large format retail opportunities in an appropriate location within West Gosford, and
- provide increased planning flexibility of permissible uses across the site.

This will facilitate the future consideration of a development application/s for consent for the use of up to 16,000m² of gross floor area for large format retail (specialised retail premises) uses.

4.2 Explanation of Provisions

The planning proposal does not involve changes to the Land Zoning Map. The proposed amendment is limited to the written instrument, in particular Schedule 1 of the LEP 2014. The proposed amendment to Schedule 1 is as follows:

Schedule 1 Additional permitted uses

Amend the following entry

10 Use of certain land at Manns Road, West Gosford

(1) This clause applies to land at Manns Road, West Gosford, being Lot 30, DP 1172968, identified as “Hometown” on the Additional Permitted Uses Map.

(2) Development for the purpose of specialised retail premises with a maximum floor area of ~~12,000~~ 16,000 square metres is permitted with development consent.

5 Strategic Justification

5.1 Section A – The Need for a Planning Proposal

1. Is the planning proposal a result of any strategic study or report?

An Economic Needs Assessment (**Appendix A**) prepared by Location IQ has identified that there is justified demand for additional large retail format floor space within the main trade area¹ (see Figure 5-1) as follows:

- Based on population, there is currently demand for around 121,954m² of large format retail floorspace in the main trade area.
- At present there is approximately 101,000m² of large format retail floorspace within the main trade area, excluding tenants in Erina Fair which is a traditional retail shopping centre. Thus only 83% of the total demand is currently met.
- The population in the main trade area is projected to increase by 30,600 to 204,820 persons by 2041. This population will demand an additional 21,420m² of large format retail floorspace.
- Based on a review of B5 zoned land within West Gosford, it does not appear that there are any significant parcels of vacant land remaining that would be suitable for large format retail facilities. This means that existing and future shortfalls of large format retail space will need to be accommodated through expansion of existing large format retail facilities.

Council and the Department of Planning and Environment (DPE) have previously been satisfied of the strategic merit of additional large format retail uses on the site, with a proposal of a similar nature for the site which formed part of the original Gateway Determination issued on 6 July 2017 (PP_2017_CCOAS_007_00). Refer to **Section 1.1** for further details.

¹ 'Main trade area' is a combination of the primary and secondary sectors which generally extends some 17 km to the north, 13 km to the east, 15 km to the south and 14 km to the west, of the site. See Figure 5-1.

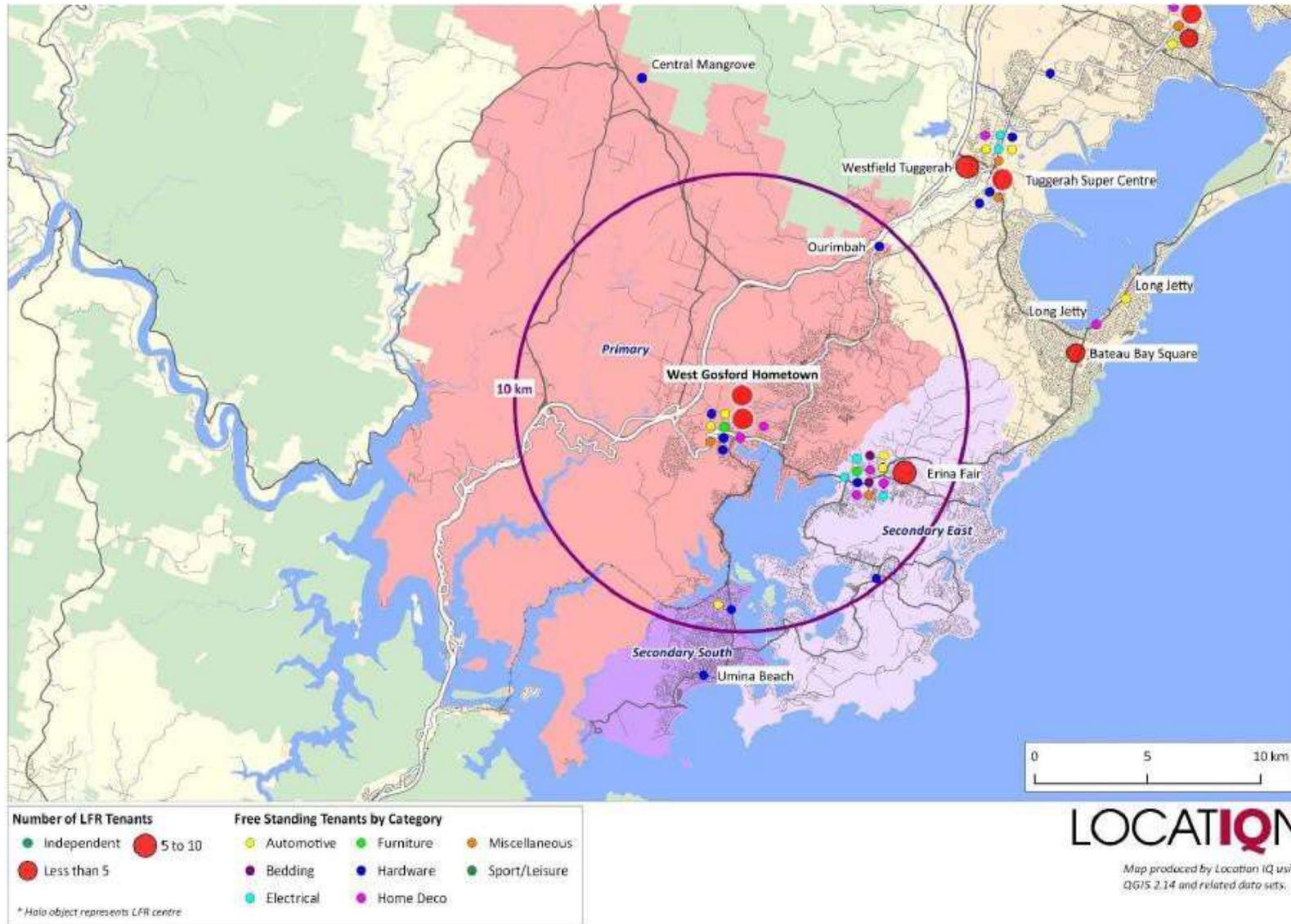


Figure 5-1 Identification of main trade area

2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes.

Amending the existing APU provision within Scheduled 1 of the LEP 2014 is the best means of achieving the objectives and intended outcomes. This way, the existing IN1 General Industrial zone can remain in place without alteration at this point in time.

5.2 Section B – Relationship to strategic planning framework

3. Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?

The *Central Coast Regional Plan 2036* (the Regional Plan) applies to the Central Coast Council and provides strategic planning for the region for the next 20 years until 2036.

The site lies within the Regional Plan's proposed Southern Growth Corridor which is designated as a priority location for future jobs, services and business growth within the southern half of the region. With the potential for the Proposal to create 40 additional permanent jobs (net) and to generate a further 38 jobs within the broader community, the Proposal:

- is ideally located being within the Southern Growth Corridor,
- supports the goals of the Regional Plan to create a prosperous Central Coast with more jobs close to home,
- facilitate economic development (with an estimated additional \$12m generated spending, refer to **Appendix A**) that will lead to more local employment opportunities on the Central Coast,
- will assist Council in meeting the targets set by the State Government in the regional plan for provision of jobs.

4. Is the planning proposal consistent with a council's local strategy or other local strategic plan?

Yes. *One Central Coast - Community Strategic Plan* (CSP) outlines a set of guiding themes and values for the Central Coast community: belonging, smart, green, responsible and liveable. The following objectives from the GSCP are applicable to this Proposal:

CSP Objective	Consistency
C1 Target economic development in growth areas and major centres and provide incentives to attract businesses to the Central Coast	Consistent The proposal will provide additional employment opportunities in the Southern Growth Area.
C3 Facilitate economic development to increase local employment opportunities and provide a range of jobs for all residents	Consistent. Location IQ (Appendix A) report that the Proposal will provide the opportunity for:

<ul style="list-style-type: none"> • Some 40 permanent positions on the site and the generation of a further 38 jobs within the broader community. • Forecasted to result in an estimated additional \$12 of generated spending annually.

5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

Yes. Whilst there are various State Environmental Planning Policies (SEPPs) that apply to the site, the Proposal is not of a nature that would result in any inconsistencies with the aims or objectives of the applicable SEPPs or their controls. The site is currently fully developed with buildings that support large format retail type uses including hardstand car park and loading dock areas. This Planning Proposal seeks to increase the limitation on the amount of floor space that is currently permitted to be used for specialised retail premises uses at the site under the APU provisions of LEP 2014 from 12,000m² to 16,000m². This essentially means that the existing development could be fully utilised for the purposes of specialised retail uses.

6. Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 Directions)?

The Minister for Planning, under section 9.1(2) [formerly s.117(2)] of the EP&A Act may issue directions that a Council must follow when preparing planning proposals for new LEPs. The relevant directions are addressed in the table below.

No.	Section 9.1(2) Directions	Aim of Direction	Consistent
1. Employment and Resources			
1.1	Business & Industrial Zones	To encourage employment growth in suitable locations, protect employment land in business and industrial zones, and support the viability of identified centres.	<p>Yes.</p> <p>The proposal supports additional employment and economic growth within the Southern Growth Corridor of an existing employment area. Refer to Section 5.1 for further details.</p> <p>Based on Location IQ's findings at Appendix A there is existing demand of approximately 20,000m² of large format retail floor space within the main trade area and forecasted demand of an additional 21,000m² by 2041. The Proposal would result in about 19% of the existing demand being met.</p> <p>Additionally, the Proposal will provide planning flexibility and more appropriately reflect the character of the existing commercial development.</p>
3. Housing, Infrastructure and Urban Development			

No.	Section 9.1(2) Directions	Aim of Direction	Consistent
3.4	Integrating Land Use & Transport	The aim of this direction is to ensure that urban structures, building forms, land use localities, development designs, subdivision and street layouts achieve sustainable transport objectives.	Yes. The proposal provides the potential to increase employment and economic activity in the vicinity of the recently significantly upgraded Central Coast Highway, Brisbane Water Drive and Manns Road intersection. A Traffic and Parking Assessment Report (Appendix B) prepared by Varga Traffic Planning Pty Ltd has concluded that Proposal will not have any unacceptable parking or traffic impacts. Refer to Section 5.3 for further details.
4. Hazard and Risk			
4.1	Acid Sulfate Soils	The objective of this direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils.	Yes. The proposal is currently fully developed with buildings that support large format retail type uses including hardstand car park and loading dock areas. It is highly unlikely that the Proposal would result in the disturbance of any ASS. Any changes in the future would be subject to a development application.
4.2	Mine Subsidence and Unstable Land	Aims avoid significant adverse environmental impacts from use of land with probability containing acid sulfate soils.	Yes. The proposal is currently fully developed with buildings that support large format retail type uses including hardstand car park and loading dock areas. It is highly unlikely that the Proposal would result in changes to the building footprints. Any changes in the future would be subject to a development application.
4.3	Flood Prone Land	The aims of this direction are to ensure the development of flood prone land consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005 and that the provisions of an LEP relative to flood prone land are commensurate with flood hazard and include consideration of the potential flood impacts, both site specific and site external.	Yes. The proposal is currently fully developed with buildings that support large format retail type uses including hardstand car park and loading dock areas. It is highly unlikely that the Proposal would result in changes to the building footprints. Any changes in the future would be subject to a development application.
5. Regional Planning			
5.1	Implementation of Regional Strategies	Aims to give legal effect to the vision, land use strategy, policies, outcomes and	Yes. Refer to Section 5.1 for further details.

No.	Section 9.1(2) Directions	Aim of Direction	Consistent
		actions contained within regional strategies.	
6. Local Plan Making			
6.3	Site Specific Provisions	Aims to discourage unnecessarily restrictive site-specific planning controls.	Yes. Refer to Section 5.1 for justification.

5.3 Section C – Environmental, Social and Economic Impacts

7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The Planning Proposal is highly unlikely to impact upon any threatened species, populations or ecological communities, or their habitats. The land that forms the subject of the Proposal is located within the urban footprint of West Gosford and is land that has been fully developed and contains no areas of critical habit.

8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

A Traffic and Parking Assessment Report (**Appendix B**), prepared by Varga Traffic Planning Pty Ltd, has concluded that the Proposal has the potential to result in a nett reduction in the traffic generation potential of the site during the weekday AM and Saturday peak periods and a nominal increase during the weekday PM peak period, when compared to the site's existing uses. Modelling also identified that the Manns Road, Stockyard Place and the site access signalised intersection will maintain the existing Level of Service in 2028 which was found to be performing with 'good operation' during the weekday AM peak period and good with acceptable delays and spare capacity during the weekday PM and Saturday peak periods.

Part 7.1 of Gosford Development Control Plan 2013 (DCP 2013) provide a number of car parking controls including for the range of uses currently on the site or permissible under the IN1 zone. These are outlined below. The purpose of Part 7.1 is to ensure that sufficient, well designed on-site parking provisions are made in all new developments and when changes occur to the existing use/development of premise.

Specialised retail premises

- 1 space per 45m² gross floor area

Industrial

- 1 space per 100m² of industrial floor space
- 1 space per 300m² for warehouse/bulk stores/self storage units
- 1 space per 40m² for ancillary office space
- 1 space per 30m² for ancillary retail space

Food and drink premises

- space per 16m² floor area with outdoor dining areas requiring additional parking at the rate applicable for restaurants.

Application of the above parking requirements assuming the full use of the 16,000m² of specialised retail premises yields an off-street car parking requirement of 355 car parking spaces. The existing development makes provision for approximately 350 parking spaces, thereby essentially satisfying the above DCP 2013 parking requirements. Nevertheless, any additional use of the site for specialised retail uses will be subject to a separate development application that would need to be consider compliance with the car parking rates for the site as a whole and consistency with the purpose of part 7.1 of DCP 2013.

No changes to traffic and parking infrastructure is required as a result of the proposal.

9. Has the planning proposal adequately addressed any social and economic effects?

The Economic Needs Assessment (**Appendix A**) has identified that based on forecasted trading level, the average impact on surrounding large format retail stores trade would be in the order of 2.1% in 2022. This is much less than the impact that is considered within the normal competitive range (10%) and therefore not of a magnitude that would be considered to threaten existing large format retailers in the main trade area.

It is unlikely that the development would impact surrounding facilities to the degree outlined above given it would likely comprise new traders to the locality and as such, would not provide a direct replication of any existing tenant or facility within the immediate region. Consequently, any impact on surrounding facilities would be minimal. Further, a proportion of sales generated by the centre would come from the retention of escaped expenditure currently going to other large format retail facilities beyond the main trade area.

The proposed development would serve to strengthen West Gosford as a large format retail destination, helping to fulfil demand, and would not impact on the role served by major facilities such as Erina Fair which contains a large non-food component including apparel and discount department store shopping.

Conservatively factoring in displacement of jobs due to competition, there would be economic benefits from the proposal with the potential for an estimated additional 40 permanent positions and the generation of a further 38 jobs within the broader community based on an estimated additional \$12m of generated spending annually.

Other benefits would be derived from additional large format retail tenants providing additional choice, convenience and price competition to the consumer.

Overall, it is considered that the Proposal would provide a net benefit to the community.

5.4 Section D – State and Commonwealth Interests

10. Is there adequate public infrastructure for the planning proposal?

Yes. The Proposal is in the vicinity of the recently significantly upgraded Central Coast Highway, Brisbane Water Drive and Manns Road intersection.

A Traffic and Parking Assessment Report (**Appendix B**) prepared by Varga Traffic Planning Pty Ltd has concluded that Proposal will not have any unacceptable parking or traffic impacts. No changes to traffic and parking infrastructure is required as a result of the proposal. Refer to **Section 5.3** for further details.

11. What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?

State and Commonwealth public authorities will be consulted following the outcome of the gateway determination, if required. Consultation will be carried out in accordance with the statutory requirements, the EP&A Act and the Gateway determination.

6 Community Consultation

The proposal is considered to be low impact as described in the Guide and as a consequence an exhibition period of 28 days is considered appropriate.

Consultation will be carried out in accordance with the statutory requirements set by the EP&A Act and its regulation.

The proposed consultation strategy for this proposal will include:

- written notification to landowners adjoining the subject land;
- public notices to be provided in local media, including in a local newspaper and on Councils' website;
- static displays of the Planning Proposal and supporting material in Council public buildings; and
- electronic copies of all documentation being made available to the community free of charge (preferably via downloads from Council's website).
- The Gateway determination will confirm the public consultation requirements.
- At the conclusion of the public exhibition period Council staff will consider submissions made with respect to the Planning Proposal and prepare a report to Council.

7 Project Timeline

The project timeline for the planning proposal is outlined in the table below. Typical of the strategic planning process however it needs to be noted that there are indeed many factors that can influence compliance with the timeframe including the cycle of Council meetings, consequences of agency consultation and consequences of public exhibition.

The following project timeline in respect of this planning proposal should be regarded as indicative only and for the purpose of monitoring progress of the planning proposal through the plan making process.

Action	Estimated completion
Anticipated commencement date (date of Gateway Determination)	February 2019
Anticipated timeframe for the completion of required technical information	None anticipated to be required
Timeframe for government agency consultation	March 2019
Commencement and completion dates for public exhibition (14 days)	late March/early April 2019
Dates for public hearing (if required)	Not anticipated to be required due to minor nature of the Proposal.
Timeframe for consideration of submissions	April/May 2019
Request to Parliamentary Counsel for an opinion on whether the plan may legally be made and receipt of advice	May 2019
Anticipated date relevant planning authority (RPA) will make the plan using delegations	June 2019
Anticipated date RPA will forward to the DPE for notification	June 2019

8 Mapping

Not applicable. Refer to **Section 4.2**.

9 Conclusion

This Planning Proposal seeks to increase the limitation on the amount of floor space that is currently permitted to be used for specialised retail premises uses at site from 12,000m² to 16,000m². The intended effect of the proposal is to:

- assist in meeting existing demand for large format retail floor space in the main trade area,
- increase employment and large format retail opportunities in an appropriate location within West Gosford, and
- provide increased planning flexibility of permissible uses across the site.

The Proposal has demonstrated that it has strategic merit. Specifically, it will support the *Central Coast Regional Plan 2036* by:

- assisting to create a prosperous Central Coast with more jobs close to home,
- facilitating economic development, and
- assisting Council in meeting the targets set by the State Government in the regional plan for provision of jobs.

The proposed change will more appropriately reflect the existing character of commercial development on the site. Also, it will not result in an intensification of the uses of the site or introduction of any sensitive uses. Therefore, the proposal will not result in any land use conflicts with other surrounding IN1 zoned land use.

Council and the DPE have previously been satisfied of the strategic merit of additional large format retail uses on the site, with a proposal of a similar nature for the site which formed part of the original Gateway Determination issued on 6 July 2017 (PP_2017_CCOAS_007_00). Refer to **Section 1.1** for further details.

The Proposal will not result in any adverse impacts on traffic or parking or environmental factors associated with the area (i.e. flooding, ASS and mine subsidence).

Whilst there could potentially be minor impacts (2.1%) on trade of other large format retailers in the main trade area, this will be offset with other substantial benefits including:

- the potential for the creation of 40 additional permanent jobs (net) and to a further 38 jobs within the broader community,
- an estimated additional \$12m generated spending annually within the main trade area, and
- additional choice, convenience and price competition to the consumer.

Having regard to the discussion and assessment provided within this report, TBA Urban Pty Ltd have no hesitation in recommending that the Planning Proposal be submitted to DPE for Gateway Determination and public exhibition, following Council's review.

A. Economic Needs Assessment – see below

B. Traffic and Parking Assessment Report – see below

B. Economic Needs Assessment prepared by Location Q

LOCATION

West Gosford Hometown, Central Coast

Economic Needs Assessment

Prepared for Primewest

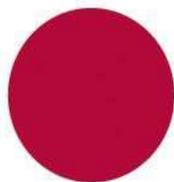


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INTRODUCTION

Primewest are seeking an increase in the amount of allowable large format retail floorspace at West Gosford Hometown from around 12,000 sq.m currently to 16,000 sq.m.

This report presents an independent assessment of the demand for large format retail floorspace as part of a planned increase in large format retail floorspace at West Gosford Hometown on the Central Coast of New South Wales.

Local Environment Plan documentation refers to ‘bulky goods premises’ however the language used within the retail industry has move towards referring to such tenants as ‘large format retail’. This newer language will be adopted throughout the remainder of this report.

This report has been prepared in accordance with instructions received from Primewest and is structured and presented in **six (6)** sections as follows:

- **Section 1** reviews the regional and local context of West Gosford Hometown, including a review of the current composition of the centre.
- **Section 2** details the trade area that is likely to be served by West Gosford Hometown, including current and projected population and retail spending levels over the period to 2041. A detailed review of the socio-economic profile of the current population by sector is also provided.
- **Section 3** considers the competitive environment within which the large format retail centre operates, including both existing and future changes as well as a gap analysis.
- **Section 4** outlines the future demand for large format retail floorspace across the defined trade area. This will be compared with adjoining large format retail sites as well as any alternative sites which could incorporate large format retail floorspace.
- **Section 5** details future potential for the centre, including an indication of sales resulting from the change in use as well as implications for surrounding large format

retail centres. A review of the economic impacts that would result from the development including employment, competition and convenience would also be undertaken along with an analysis of impacts on competing retailers.

- **Section 6** presents a needs assessment of the development including net community benefits.

EXECUTIVE SUMMARY

The key points to note from this report regarding the potential for additional large format retail floorspace at West Gosford Hometown include the following:

- i. Gosford is a major city on the Central Coast of New South Wales and is situated 76 km north of Sydney and 91 km south of Newcastle. Large format retail floorspace within Gosford is located to the west of the Gosford Town Centre within the suburb of West Gosford.
- ii. West Gosford Hometown is located at 356 Manns Road in West Gosford, directly east of the Manns Road/Stockyard Place intersection. The centre is easily accessible via passing traffic and occupies a high profile location within the key large format retail precinct of Gosford.
- iii. The centre includes 15,958 sq.m of floorspace over 17 tenancies including two that are vacant.
- iv. The West Gosford Hometown main trade area currently contains around 174,220 residents, including 66,700 in the primary sector. The population in the main trade area is projected to increase moderately over the forecast period, by an average of 0.7% per annum, reaching 204,820 by 2041. The area generally contains a higher than average number of retirees, reflecting the location of the site on the Central Coast, which is a popular sea change destination.
- v. The primary sector represents the area from which a higher proportion of centre sales will come from compared with the secondary sectors and beyond the main trade area.
- vi. The main trade area retail spending market is currently estimated at \$2.51 billion and is projected to increase to \$3.48 billion by 2041 at a rate of 1.4% per annum (constant dollars and including GST).
- vii. West Gosford Hometown is currently the largest dedicated large format retail centre provided in the main trade area. In total, over 80,000 sq.m of large format retail

- floorspace is provided within West Gosford generally, including key brands such as Bunnings, Fantastic Furniture, Freedom, Bing Lee and Amart Furniture.
- viii. A relatively large provision of large format retail floorspace is also provided within Erina (around 9 km to the east), including a number of key brands not represented within West Gosford.
 - ix. Beyond the main trade area, the largest provision of large format retail floorspace is provided within Tuggerah (some 26 km to the north), where the Supa Centre Tuggerah is located.
 - x. Based on the average floorspace provision of 0.7 sq.m per person, around 121,954 sq.m of large format retail floorspace is currently demanded by the main trade area population, with some 46,690 sq.m demanded within the primary sector.
 - xi. It is difficult to estimate the exact provision of large format retail floorspace provided within the main trade area. However, an estimated 101,400 sq.m of large format retail floorspace is provide across tenants that Location IQ track, excluding tenants in Erina Fair which is a traditional retail shopping centre. This is some 83% of the total demand for large format retail floorspace.
 - xii. In the future, the population in the West Gosford Hometown main trade area is projected to increase by 30,600 to 204,820 persons by 2041. This population will demand an additional 21,420 sq.m of large format retail floorspace.
 - xiii. The addition to large format retail floorspace is proposed to total some 4,000 sq.m. This represents the difference between current allowable large format retail floorspace at West Gosford Hometown of 12,000 sq.m and the proposal to increase this to 16,000 sq.m.
 - xiv. The total large format retail spending market is currently estimated at \$491.9 million and is projected to increase to \$525.7 million by 2022.

- xv. For the purposes of this analysis, we have assumed that the proposed additional large format retail floorspace will achieve sales of around \$3,000 per sq.m in 2022 (constant 2018 dollars and including GST), or around \$12.0 million.
- xvi. The large format retail market is projected to increase by some \$33.8 million, or 6.9% between 2018 and 2022. The majority of sales for the subject development, therefore, will be as a result of market growth.
- xvii. The additional floorspace is likely to gain approximately 90% of sales, or \$10.8 million, from spending generated by total trade area customers (\$12.0 million minus 10% from beyond). This would equate to around 2.1% of the 2022 total trade area large format retail market (\$10.8 million trade area generated sales divided by \$525.7 million in large format retail expenditure).
- xviii. The average impact on surrounding large format retail stores would be in the order of 2.1% in 2022, and therefore, the proposed development is unlikely to affect the viability or continued operation of any store with impacts of less than 10% typically considered within the normal competitive range.
- xix. Additional large format retail facilities at West Gosford Hometown are projected to employ around 80 persons.
- xx. Taking a conservative view and allowing for an estimated 50% of the total increase to be as a result of the reduced employment at existing facilities, the net additional jobs are estimated at 40.
- xxi. The additional 40 permanent retail employees would earn an average annual wage of around \$38,532 (as sourced from the ABS). This represents an additional \$1.5 million in salary and wages for the local economy, directly as a result of the proposed development.
- xxii. Further jobs would be created from the supplier induced multiplier effects as a result of jobs from the on-going running of the facilities at West Gosford Hometown. In total, some 38 jobs are projected to be created in the broader community, based on ABS Input/Output Multipliers.

- xxiii. It is the conclusion of this report that a substantial net community benefit will result from an increase in large format retail floorspace at West Gosford Hometown. Offsetting the trading impacts on some existing facilities, there are very substantial positive impacts including the following:
- Additional large format retail tenants would provide additional choice, convenience and price competition to the consumer.
 - The addition of large format retail floorspace will help fulfil the existing demand.
 - The creation of additional employment which will result from the project on an ongoing basis once large format retailers are operational.
- xxiv. It is concluded that the combination of the substantial positive economic impacts more than offset the trading impacts that could be anticipated for a small number of the existing stores in the region.

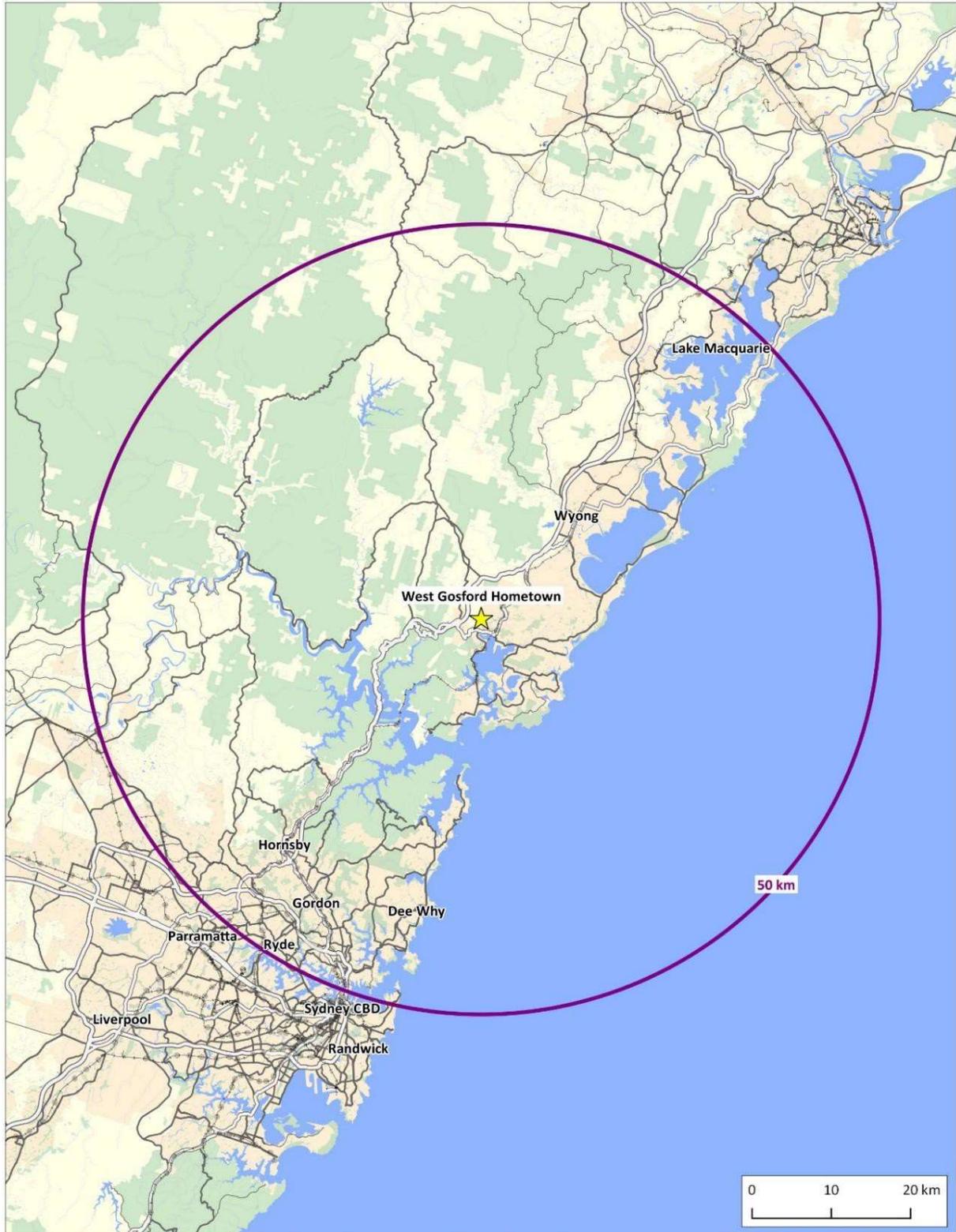
1 LOCATION AND COMPOSITION

This section of the report reviews the regional and local context of West Gosford Hometown and provides an overview of the current composition of the centre.

1.1 Regional Context

- i. The Central Coast of New South Wales encompasses the former Gosford and Wyong Local Government Areas (LGAs) in what is now the Central Coast Council. The Central Coast is positioned between the Sydney and Newcastle urban areas. Gosford is a major city on the Central Coast and is situated 76 km north of Sydney and 91 km south of Newcastle (refer Map 1.1).
- ii. Large format retail floorspace within Gosford is located to the west of the Gosford Town Centre within the suburb of West Gosford. The precinct is easy to access, being situated along the Central Coast Highway, which connects to the Pacific Motorway in the west. The Pacific Motorway is a major north-south arterial road connecting Newcastle to Sydney. The Central Coast Highway also connects through to the Pacific Highway in the east and to Erina further to the east.
- iii. The New South Wales Government recently undertook a \$170 million upgrade of the Central Coast Highway/Manns Road/Brisbane Water Drive intersection. The upgrade involved the widening and realigning of Brisbane Water Drive and Manns Road to form a single intersection with traffic lights. Work on the project began in November 2013 and was completed in mid-2016. The Minister for Roads and Freight, Duncan Gay, indicated more than 55,000 vehicles travel along the Central Coast Highway at Gosford daily.
- iv. The Gosford Town Centre is located some 5.2 km to the east of the West Gosford large format retail precinct and includes primarily traditional retail tenants as well as a range of commercial and administrative facilities. The key retail centre provided within the Town Centre is the Imperial Shopping Centre, which is anchored by Woolworths and Aldi supermarkets.

- **MAP 1.1 – WEST GOSFORD HOMETOWN REGIONAL CONTEXT**



LOCATIONIQ

Map produced by Location IQ using QGIS 2.14 and related data sets.

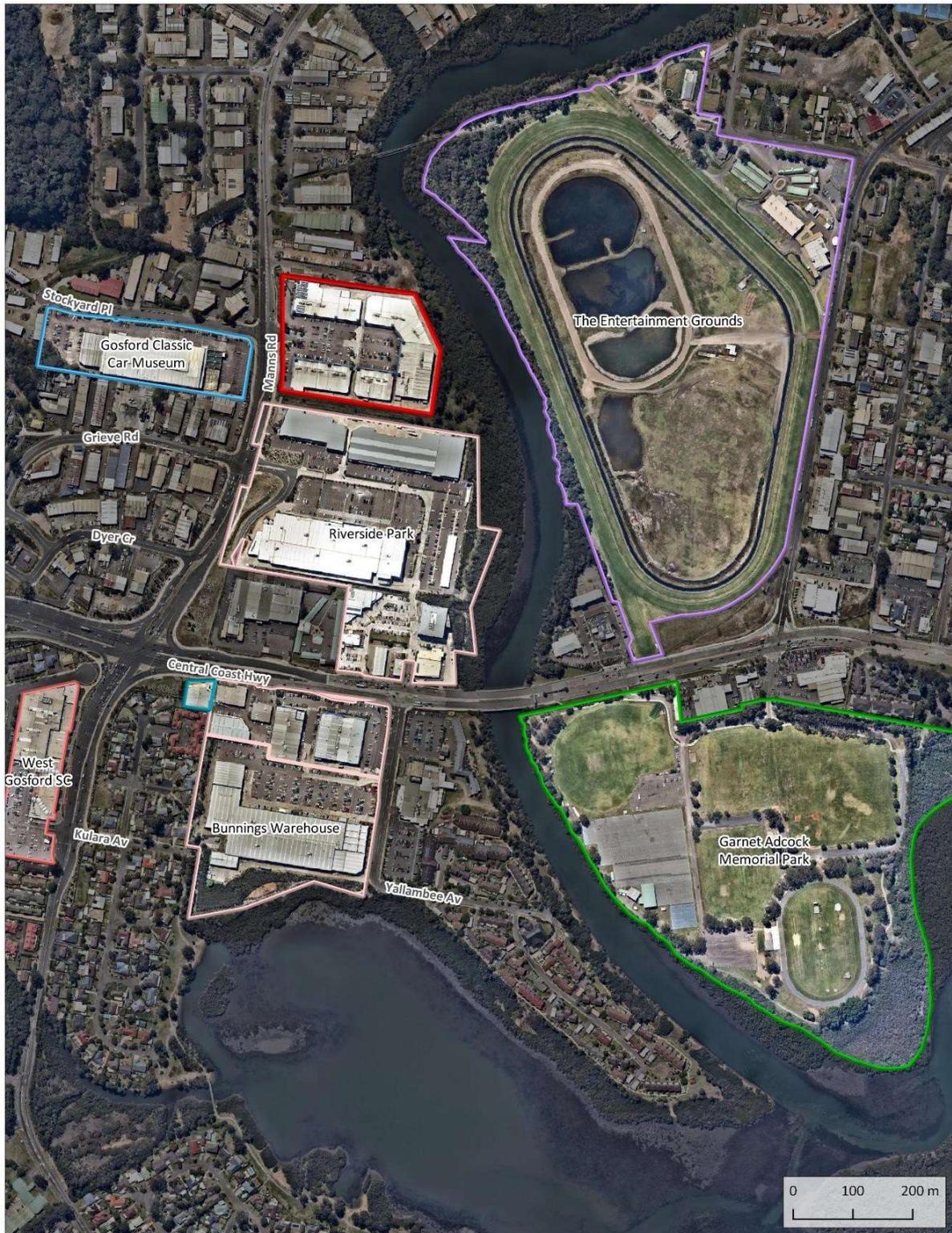
1.2 Local Context

- i. West Gosford Hometown is located at 356 Manns Road in West Gosford, directly east of the Manns Road/Stockyard Place intersection. The centre is easily accessible for passing traffic, with Manns Road connecting to the Central Coast Highway in the south. Both right and left turns are possible for ingress and egress to the centre via the traffic lighted intersection.
- ii. In addition to the Manns Road/Central Coast Highway intersection upgrade discussed earlier, traffic lights were also installed at the Manns Road/Grieve Close intersection.
- iii. Map 1.2 illustrates the local context of West Gosford Hometown. Key points to note include:
 - The centre is located directly north of Riverside Park large format retail precinct. The final stages of the precinct was completed in 2015 and includes national tenants such as Forty Winks, Nick Scali, Rebel and DecoRug.
 - Gosford Classic Car Museum is located to the west, at the former Bunnings Warehouse site, on the south-west intersection of Manns Road and Stockyard Place. The museum opened to the public in May 2016.
 - A range of large format retail facilities are also provided to the south of the Central Coast Highway, directly west of Yallabee Avenue (500 metres to the south of the centre). Large format retail retailers provided within the precinct include a Bunnings Warehouse, Anaconda, Domayne, Spotlight and Officeworks.
 - The Gosford RSL is located directly opposite these large format retail tenants at the south-east intersection of the Central Coast Highway and Yallabee Avenue.
 - The West Gosford Shopping Centre, anchored by a Coles supermarket, is situated 700 metres to the south-west of the site, at the intersection of the Central Coast

Highway and Brisbane Water Road. The centre is provided over one level with a provision of at-grade car parking.

- Across Narara Creek is the Gosford Racecourse, situated 1 km to the east of the centre.
- iv. The nearest provision of large format retail floorspace outside West Gosford is provided at Erina, some 8.9 km to the east of the site.
- v. Overall, West Gosford Hometown occupies a high profile location within the key large format retail precinct of Gosford. Accessibility to the site has significantly improved in with the recent upgrade of the Central Coast Highway/Manns Road/Brisbane Water Drive intersection.

• **MAP 1.2 - WEST GOSFORD HOMETOWN LOCAL CONTEXT**



 Large Format Retail	 Car Dealership
 Shopping Centre	 Petrol Station
 Sports	

LOCATIONIQ

Map produced by Location IQ using QGIS 2.14 and related data sets. PhotoMap by nearmap.com

1.3 Centre Layout and Composition

- i. Primewest are now seeking an increase to the provision of allowable large format retail floorspace at West Gosford Hometown, from around 12,000 sq.m currently to 16,000 sq.m, representing the entire provision of floorspace at the centre.
- ii. Figure 1.1 illustrates the layout of the West Gosford Hometown. The centre is provided in a horseshoe shaped design over a single level, with car parking facilities centrally located. Access to the centre is provided at the western end of the centre via the intersection of Manns Road and Stockyard Place.
- iii. A-Mart Furniture is currently the largest anchor tenant provided at the centre and is centrally located within the u-shape design. Other major tenants (i.e. 1,000 sq.m or greater) include, Pillow Talk, Paul’s Warehouse, Petbarn and BCF, with Home Essentials previously located at the site.
- iv. Table 1.1 outlines the composition of West Gosford Hometown as at August 2018, based on information provided by Primewest. Overall, 15,958 sq.m of floorspace is provided over 15 tenancies.
- v. Large format retail is defined within the Gosford Local Environment Plan (LEP) 2014 as follows:

“bulky goods premises means a building or place the principal purpose of which is the sale, hire or display of bulky goods, being goods that are of such size or weight as to require:

(a) a large area for handling, display or storage, and

(b) direct vehicular access to the site of the building or place by members of the public for the purpose of loading or unloading such goods into or from their vehicles after purchase or hire,

and including goods such as floor and window supplies, furniture, household electrical goods, equestrian supplies and swimming pools, but

does not include a building or place used for the sale of foodstuffs or clothing unless their sale is ancillary to the sale or hire or display of bulky goods.”

- vi. Under the above definition, West Gosford Hometown appears to comprise some 11,463 sq.m of large format retail floorspace. Traditional retailers include Pauls Warehouse, Sheridan, Subway, Telstra Shop and Vodafone, totalling some 1,836 sq.m of floorspace.
- vii. There are currently two vacancies at the site with a total GLA of 2,659 sq.m. Total centre floorspace that is not large format retail floorspace is 4,495 sq.m (i.e. traditional retail or vacant).

• **FIGURE 1.1 – WEST GOSFORD HOMETOWN CENTRE LAYOUT**



TABLE 1.1 - WEST GOSFORD HOMETOWN COMPOSITION, AUGUST 2018

Tenant	GLA	
	(sq.m)	(%)
Large Format Retail		
Amart Furniture	4,437	33.4%
Beacon Lighting	705	5.3%
Carpet Call	638	4.8%
Drummond Golf	632	4.8%
Original Mattress Factory	594	4.5%
Godfreys	323	2.4%
Petbarn	1,021	7.7%
Pillow Talk	1,367	10.3%
BCF	1,017	7.6%
Super Cheap Auto	<u>730</u>	5.5%
Total Large Format Retail	11,463	
Traditional Retail		
Pauls Warehouse	1,344	10.1%
Sheridan	320	2.4%
Subway	100	0.8%
Telstra Shop	58	0.4%
Vodafone	<u>14</u>	<u>0.1%</u>
Total Traditional Retail	1,836	
Total Retail	13,299	100.0%
Vacant	2,659	
Total Centre	15,958	

Source: Primewest

2 TRADE AREA ANALYSIS

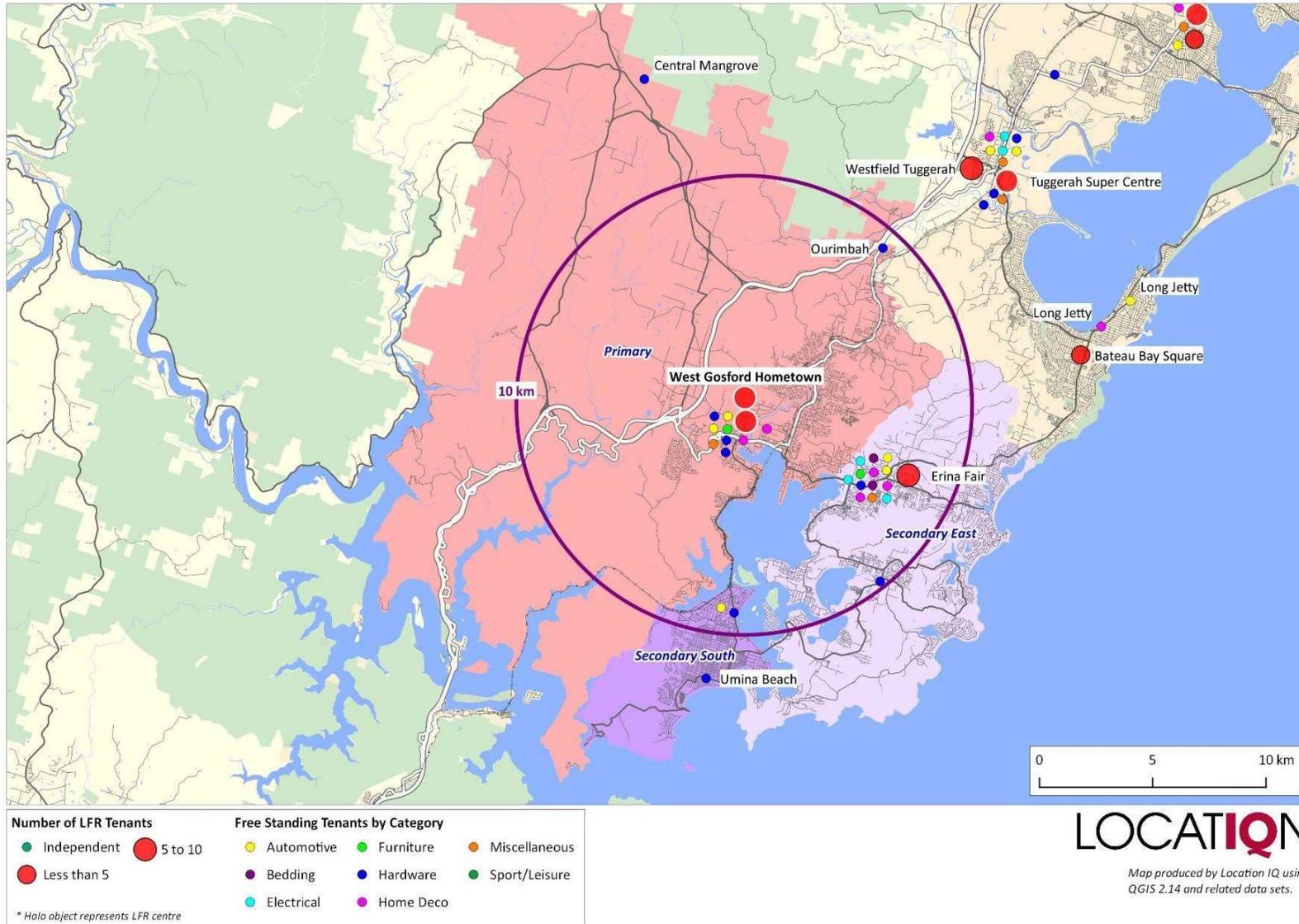
This section of the report provides a review of the trade area likely to be served by West Gosford Hometown, including current and projected population and retail spending levels. A review of the current socio-economic profile of the trade area population is also provided.

2.1 Trade Area Definition

- i. The trade area for West Gosford Hometown has been defined taking into consideration the following key factors:
 - The overall size of the West Gosford large format retail precinct where a range of large format retail tenants are provided including Amart Furniture, Bunnings and Officeworks.
 - The provision of other large large format retail precincts in the surrounding Central Coast area, such as Erina and Tuggerah.
 - Regional and local accessibility.
 - The pattern of urban development throughout the region.
 - Significant physical barriers.
- ii. Map 2.1 illustrates the defined trade area to be served by West Gosford Hometown. The trade area has been defined to include a primary sector and two secondary sectors, as follows:
 - The **primary sector** encompasses the area within 5 – 17 km of the centre and contains the major suburbs of West Gosford, Gosford, Lisarow, Wyoming, Niagara Park and Central Mangrove.
 - The **secondary east sector** incorporates the area to the east and north of the Brisbane River, including the suburbs of Erina, Kincumber and Terrigal.

- The **secondary south sector** encompasses the major suburbs of Woy Woy and Umina Beach and is surrounded by the Brisbane River to the north, east and south.
- iii. The combination of the primary and secondary sectors is referred to as the West Gosford Hometown main trade area throughout the remainder of this report. The primary sector represents the area from which a higher proportion of centre sales will come from compared with the secondary sectors and beyond the main trade area.
- iv. The West Gosford Hometown main trade area generally extends some 17 km to the north, 13 km to the east, 15 km to the south and 14 km to the west. The main trade area is limited by the surrounding large large format retail precincts, including the range of facilities provided at Erina to the east and Tuggerah to the north.

• **MAP 2.1 – WEST GOSFORD HOMETOWN MAIN TRADE AREA**



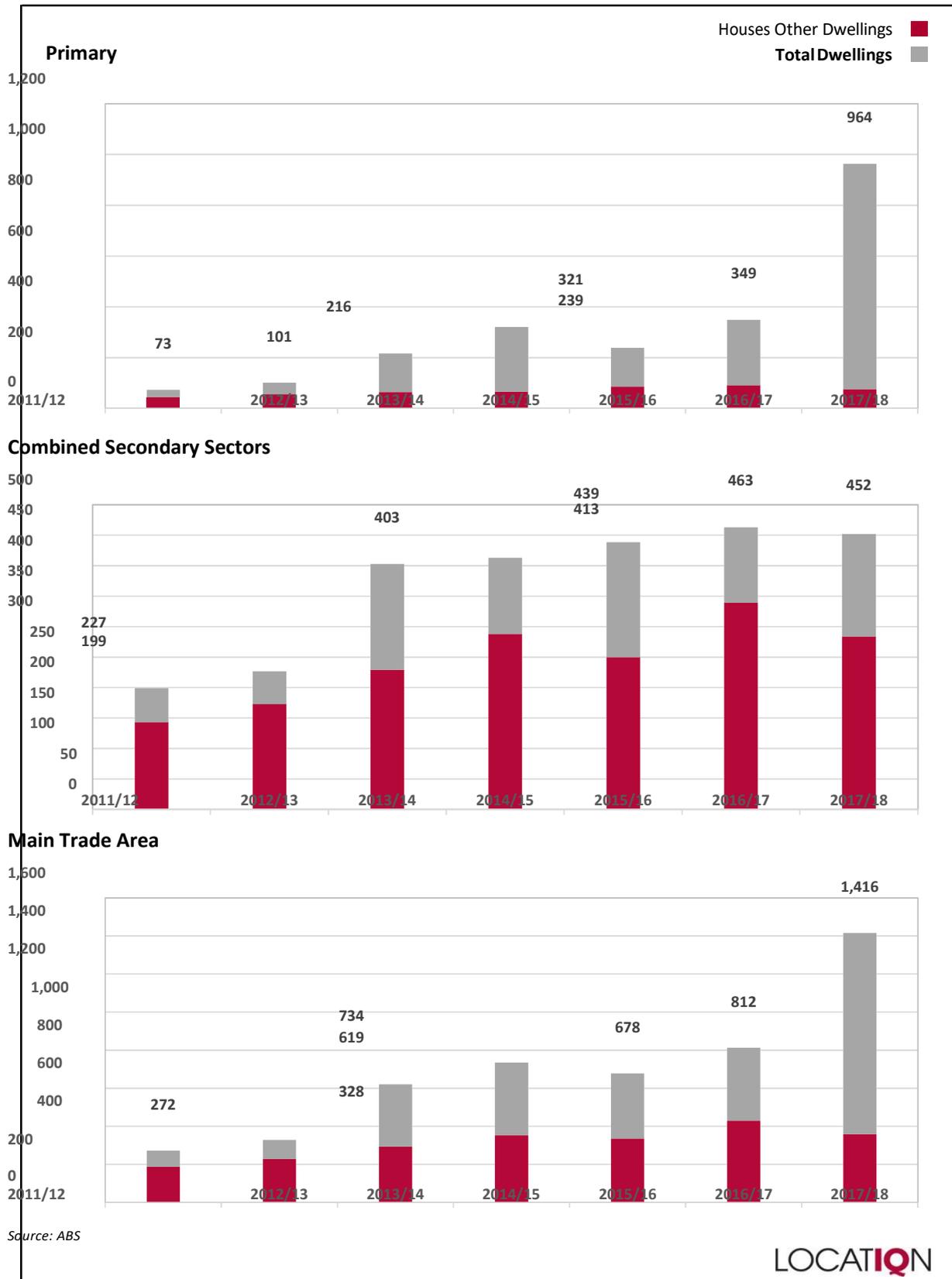
2.2 Main Trade Area Population

- i. Table 2.1 details the current and projected trade area population levels for the West Gosford Hometown main trade area by sector. This information is sourced from the following:
 - The 2011 and 2016 Census of Population and Housing undertaken by the Australian Bureau of Statistics (ABS).
 - New dwelling approvals statistics sourced from the ABS over the period from 2011/12 to 2017/18 (refer Table 2.2), which indicates an average of 694 new dwellings were approved annually over this timeframe, with 1,416 dwellings approved in 2017/18 alone.
 - Population projections prepared at the SAFi level by .id.
 - Investigations by this office into new residential developments in the region.
- ii. The West Gosford Hometown main trade area population is currently estimated at 174,220, with 66,700 persons in the key primary sector (refer Table 2.1).
- iii. Major residential developments are planned to occur mainly within the key primary sector and predominantly consist of multi-unit developments. Some of the larger residential unit developments currently under construction or planned within Gosford (primary sector), include:
 - Gosford Alive is a master-planned urban renewal project within the Gosford Town Centre. The development is proposed to include two sites, namely at the Kibbleplex Centre and Imperial Shopping Centre. The project is planned to include approximately 1,460 units across both sites and is planned to be completed over 15 – 20 years. The development application for stage one was recently withdrawn, with a new development application to be submitted.
 - Waterside Precinct has received development approval and is proposed to include some 550 apartments on completion. Demolition of existing structures

at the site, however, have not progressed since late 2017 due to environmental issues.

- Mariners Plaza received development approval in 2014 for 276 units over two towers to be located at the north-west corner of Mann Street and Donnison Street. The development has not yet commenced.
- iv. Taking the information outlined above into consideration, the population within the West Gosford Hometown main trade area is projected to increase to 204,820 by 2041, representing an average annual growth rate of 0.7%.

• **CHART 2.1 – MAIN TRADE AREA NEW DWELLING APPROVALS, 2011/12 – 2017/18**



• **TABLE 2.1 – MAIN TRADE AREA POPULATION, 2011 – 2041**

Trade Area Sector	Actual				Forecast			
	2011	2016	2018	2021	2026	2031	2036	2041
Primary Sector	64,460	65,700	66,700	71,200	81,200	83,950	85,950	87,700
Secondary Sectors								
• East	66,820	69,380	69,880	71,380	72,880	73,880	74,380	74,880
• South	<u>35,490</u>	<u>37,240</u>	<u>37,640</u>	<u>38,240</u>	<u>39,240</u>	<u>40,240</u>	<u>41,240</u>	<u>42,240</u>
Total Secondary	102,310	106,620	107,520	109,620	112,120	114,120	115,620	117,120
Main Trade Area	166,770	172,320	174,220	180,820	193,320	198,070	201,570	204,820
Average Annual Change (No.)								
	Actual	Forecast			Forecast			
	2011-2016	2016-2018	2018-2021	2021-2026	2026-2031	2031-2036	2036-2041	
Primary Sector		248	500	1,500	2,000	550	400	350
Secondary Sectors								
• East		512	250	500	300	200	100	100
• South		<u>350</u>	<u>200</u>	<u>200</u>	<u>200</u>	<u>200</u>	<u>200</u>	<u>200</u>
Total Secondary		862	450	700	500	400	300	300
Main Trade Area		1,110	950	2,200	2,500	950	700	650
Average Annual Change (%)								
	Actual	Forecast			Forecast			
	2011-2016	2016-2018	2018-2021	2021-2026	2026-2031	2031-2036	2036-2041	
Primary Sector		0.4%	0.8%	2.2%	2.7%	0.7%	0.5%	0.4%
Secondary Sectors								
• East		0.8%	0.4%	0.7%	0.4%	0.3%	0.1%	0.1%
• South		<u>1.0%</u>	<u>0.5%</u>	<u>0.5%</u>	<u>0.5%</u>	<u>0.5%</u>	<u>0.5%</u>	<u>0.5%</u>
Total Secondary		0.8%	0.4%	0.6%	0.5%	0.4%	0.3%	0.3%
Main Trade Area		0.7%	0.5%	1.2%	1.3%	0.5%	0.4%	0.3%
Syd Metro		1.9%	1.5%	1.5%	1.3%	1.2%	1.0%	1.0%
Australian Average		1.7%	1.4%	1.4%	1.4%	1.3%	1.2%	1.2%
All figures as at June and based on 2016 SA1 boundary definition.								
Sources : ABS; SAFI by .id								

2.3 Socio-Economic Profile

- i. Table 2.2 summarises the socio-economic characteristics of the West Gosford Hometown main trade area population by sector compared with the Sydney metropolitan and Australian benchmarks. This information is based on the latest 2016 Census of Population and Housing.
- ii. Key characteristics to note regarding the socio-economic profile of the West Gosford Hometown main trade area population, include:
 - Income levels throughout the main trade area are generally lower than the benchmarks, excluding the secondary east sector, reflecting the lower than average incomes earned by Central Coast residents generally. Additionally, the area contains a large retiree population who are likely to be living off accumulated wealth.
 - The average household size is smaller than average at 2.5 persons per household.
 - Residents are significantly older than the benchmarks at 41.9 years.
 - Home ownership levels vary throughout the sectors, with higher home ownership in the secondary east sector and a larger portion of renters in the primary and secondary south sectors.
 - There is a predominantly Australian-born population throughout the main trade area.
 - There is a high portion of couples without children and lone persons, reflecting the popularity of the area with retirees.
- iii. The area generally contains a higher than average number of retirees, reflecting the location of the site on the Central Coast, which is a popular sea change destination.
- iv. Table 2.3 outlines the key changes between the 2011 and 2016 Census periods across the West Gosford Hometown main trade area. Average per capital and household have increased faster than the Sydney benchmark.

• **TABLE 2.2 – MAIN TRADE AREA SOCIO-ECONOMIC PROFILE, 2016 CENSUS**

Characteristics	Primary Sector	Secondary Sectors East	South	Main TA	Syd Metro Average	Aust Average
Income Levels						
Average Per Capita Income	\$36,062	\$40,262	\$33,211	\$37,163	\$42,033	\$38,497
Per Capita Income Variation	-14.2%	-4.2%	-21.0%	-11.6%	n.a.	n.a.
Average Household Income	\$90,134	\$103,111	\$74,754	\$91,587	\$115,054	\$98,478
Household Income Variation	-21.7%	-10.4%	-35.0%	-20.4%	n.a.	n.a.
Average Household Size	2.5	2.6	2.3	2.5	2.7	2.6
Age Distribution (% of Pop'n)						
Aged 0-14	18.6%	18.7%	15.8%	18.0%	18.8%	18.8%
Aged 15-19	6.1%	6.3%	4.9%	5.9%	6.0%	6.1%
Aged 20-29	12.1%	9.5%	9.6%	10.5%	15.0%	13.8%
Aged 30-39	12.4%	10.0%	10.8%	11.1%	15.5%	14.0%
Aged 40-49	13.4%	13.5%	12.5%	13.2%	13.7%	13.5%
Aged 50-59	14.0%	13.8%	13.1%	13.7%	12.2%	12.7%
Aged 60+	23.3%	28.3%	33.2%	27.5%	18.8%	21.1%
Average Age	40.0	42.2	45.0	41.9	37.5	38.5
Housing Status (% of H'holds)						
Owner/Purchaser	68.7%	81.2%	65.7%	72.8%	64.8%	68.0%
Renter	31.3%	18.8%	34.3%	27.2%	35.2%	32.0%
Birthplace (% of Pop'n)						
Australian Born	82.1%	83.8%	84.8%	83.4%	61.9%	72.9%
Overseas Born	17.9%	16.2%	15.2%	16.6%	38.1%	27.1%
• Asia	4.6%	1.6%	2.3%	2.9%	18.6%	10.7%
• Europe	7.5%	9.5%	7.6%	8.3%	7.7%	8.0%
• Other	5.8%	5.1%	5.3%	5.4%	11.8%	8.4%
Family Type (% of Pop'n)						
Couple with dep't children	43.3%	45.4%	33.0%	42.0%	48.8%	45.2%
Couple with non-dep't child.	8.4%	8.6%	7.5%	8.3%	9.2%	7.8%
Couple without children	22.0%	24.3%	25.1%	23.6%	20.2%	23.0%
Single with dep't child.	9.8%	7.7%	10.9%	9.2%	8.0%	8.9%
Single with non-dep't child.	4.6%	3.8%	6.3%	4.6%	4.1%	3.7%
Other family	0.8%	0.6%	1.3%	0.8%	1.2%	1.1%
Lone person	11.1%	9.7%	15.9%	11.5%	8.5%	10.2%

Sources: ABS Census of Population and Housing 2016

LOCATION

TABLE 2.3 – MAIN TRADE AREA SOCIO-ECONOMIC PROFILE COMPARISON

West Gosford Hometown MTA Characteristics	2011			2016			Syd Metro Benchmark		
	2011	2016	Change (%)	2011	2016	Change (%)	2011	2016	Change (%)
Income Levels									
Average Per Capita Income	\$31,971	\$37,163	16.2%	\$36,941	\$42,033	13.8%	\$36,941	\$42,033	13.8%
Average Household Income	\$78,812	\$91,587	16.2%	\$99,586	\$115,054	15.5%	\$99,586	\$115,054	15.5%
Age									
Average Age	40.9	41.9	2.6%	37.2	37.5	0.8%	37.2	37.5	0.8%
Birthplace (% of Pop'n)									
Australian Born	83.2%	83.4%	0.2%	63.7%	61.9%	-1.7%	63.7%	61.9%	-1.7%
Overseas Born	16.8%	16.6%	-0.2%	36.3%	38.1%	1.7%	36.3%	38.1%	1.7%
Household Size & Structure									
Average Household Size	2.5	2.5	0.0%	2.7	2.7	1.5%	2.7	2.7	1.5%
Couple with dep't children	42.6%	42.0%	-0.6%	48.2%	48.8%	0.6%	48.2%	48.8%	0.6%
Housing Status (% of H'holds)									
Owner/Purchaser	72.7%	72.8%	0.1%	67.4%	64.8%	-2.6%	67.4%	64.8%	-2.6%
Renter	27.3%	27.2%	-0.1%	32.6%	35.2%	2.6%	32.6%	35.2%	2.6%

Sources: ABS Census of Population and Housing 2011 & 2016

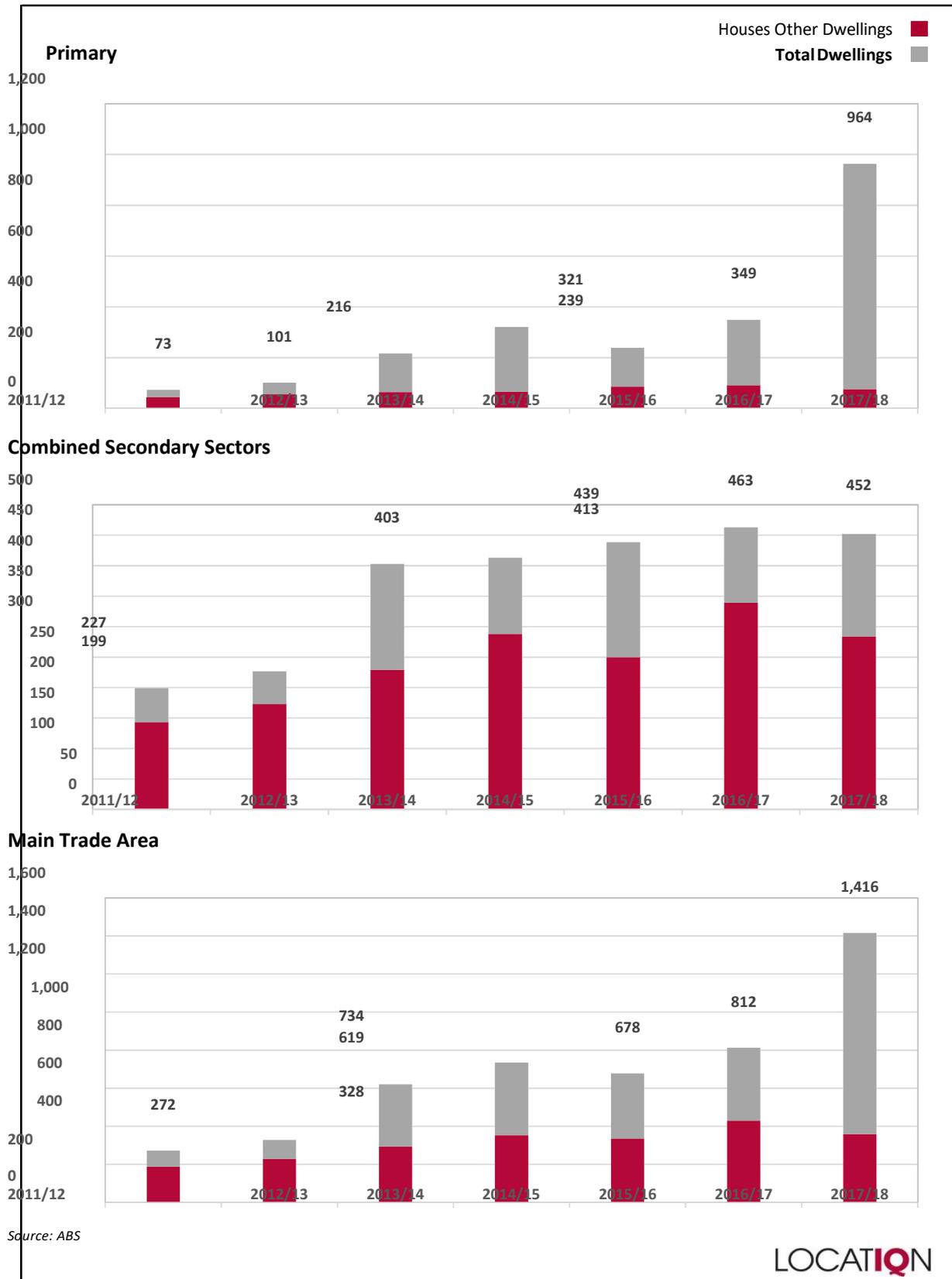
LOCATION

2.4 Trade Area Retail Expenditure Capacity

- i. MarketInfo estimates used in this analysis are based on the 2016 release, benchmarked against the latest National Accounts data, released by the ABS. All figures presented in this report are in 2017/18 dollars and include GST.
- ii. Chart 2.2 illustrates the retail spending levels per person across the West Gosford Hometown main trade area as compared with the Sydney metropolitan benchmarks for 2017/18. In general, spending per capita is in-line with the benchmarks, however, there is a lower than average spend across the food catering and apparel categories.
- iii. Total trade area retail spending is currently estimated at \$2.5 billion and is projected to increase to \$3.5 billion by 2041, representing an average annual growth rate of 1.4% per annum (refer Table 2.4). Spending estimates presented in this report are in constant 2017/18 dollars and include GST.
- iv. The projected retail spending growth rate of 1.4% per annum takes into account the following:
 - Real growth in retail spending per capita of 0.5% annually for food retail and 1.0% for non-food retail over the period to 2040/41. Real growth in retail spending refers to the increase in sales of a household adjusted for changes in prices;
 - Total trade area population growth of 0.7% per annum.
- v. Table 2.5 details the main trade area retail expenditure generated by key commodity group, indicating the largest spending market is food and liquor at \$1.1 billion, representing 45.3% of the total spending market.
- vi. Table 2.6 outlines the large format retail expenditure levels generated by the West Gosford Hometown main trade area population. This spending market includes the majority of household goods traders (with the exception of glassware/tableware and home decoration), as well as sporting goods and auto accessories. The main trade

area large format retail expenditure is currently estimated at \$491.9 million and is projected to increase to \$711.4 million by 2041.

• **CHART 2.2 – MAIN TRADE AREA PER CAPITA SPENDING, 2017/18**



• **TABLE 2.4 – MAIN TRADE AREA RETAIL EXPENDITURE, 2018 - 2041 (\$ MILLION)**

Y/E June	Primary Sector	Secondary Sectors		Main TA
		East	South	
2018	948.3	1,055.9	510.3	2,514.5
2019	961.1	1,070.0	518.1	2,549.2
2020	975.8	1,082.3	524.8	2,582.9
2021	997.9	1,096.6	531.6	2,626.1
2022	1,027.8	1,113.0	538.5	2,679.3
2023	1,058.5	1,129.7	545.5	2,733.7
2024	1,092.7	1,145.0	552.6	2,790.2
2025	1,130.5	1,158.8	559.7	2,848.9
2026	1,169.6	1,172.7	566.9	2,909.2
2027	1,210.1	1,186.9	574.2	2,971.1
2028	1,251.9	1,201.2	581.6	3,034.7
2029	1,282.6	1,214.8	589.0	3,086.5
2030	1,301.3	1,227.7	596.5	3,125.6
2031	1,320.2	1,240.8	604.2	3,165.1
2032	1,339.4	1,254.0	611.9	3,205.3
2033	1,358.9	1,267.3	619.7	3,245.9
2034	1,377.3	1,279.9	627.6	3,284.8
2035	1,394.6	1,291.8	635.6	3,322.0
2036	1,412.2	1,303.8	643.6	3,359.6
2037	1,383.3	1,300.8	632.7	3,316.8
2038	1,403.5	1,314.7	640.8	3,358.9
2039	1,424.0	1,328.7	649.0	3,401.7
2040	1,443.3	1,342.0	657.3	3,442.6
2041	1,461.5	1,354.5	665.6	3,481.6
Expenditure Growth				
2018-2021	49.6	40.7	21.3	111.6
2021-2026	171.7	76.2	35.2	283.1
2026-2031	150.6	68.1	37.3	256.0
2031-2036	92.0	63.0	39.4	194.4
2036-2041	49.4	50.7	22.0	122.1
2018-2041	513.2	298.6	155.3	967.1
Average Annual Growth Rate				
2018-2021	1.7%	1.3%	1.4%	1.5%
2021-2026	3.2%	1.4%	1.3%	2.1%
2026-2031	2.5%	1.1%	1.3%	1.7%
2031-2036	1.4%	1.0%	1.3%	1.2%
2036-2041	0.7%	0.8%	0.7%	0.7%
2018-2041	1.9%	1.1%	1.2%	1.4%

*Constant 2017/18 dollars & Including GST
Source : Marketinfo

TABLE 2.5 – MAIN TRADE AREA RETAIL EXPENDITURE BY GROUP, 2018 – 2041 (\$ MILLION)

Y/E June	Food & Liquor	Food Catering	Apparel	H'hold Goods	Leisure	General Retail	Retail Services
2018	1,138.2	327.5	237.2	441.5	102.2	192.6	75.3
2019	1,150.8	332.8	241.0	448.6	103.8	195.7	76.5
2020	1,162.9	337.9	244.7	455.5	105.5	198.7	77.7
2021	1,179.2	344.4	249.4	464.1	107.5	202.4	79.2
2022	1,199.8	352.2	255.0	474.6	109.9	207.0	81.0
2023	1,220.8	360.2	260.8	485.2	112.4	211.6	82.8
2024	1,242.6	368.5	266.8	496.3	114.9	216.4	84.6
2025	1,265.4	377.1	273.0	507.8	117.6	221.4	86.6
2026	1,288.7	386.0	279.4	519.7	120.4	226.6	88.6
2027	1,312.6	395.1	285.9	531.8	123.2	231.8	90.6
2028	1,337.0	404.5	292.7	544.3	126.1	237.3	92.8
2029	1,356.1	412.3	298.3	554.8	128.6	241.8	94.5
2030	1,369.5	418.4	302.8	563.0	130.5	245.4	95.9
2031	1,383.1	424.7	307.2	571.4	132.4	249.1	97.4
2032	1,396.7	431.0	311.8	579.8	134.4	252.7	98.8
2033	1,410.5	437.4	316.4	588.4	136.4	256.5	100.3
2034	1,423.5	443.6	320.9	596.7	138.3	260.1	101.7
2035	1,435.6	449.6	325.2	604.7	140.2	263.6	103.0
2036	1,447.8	455.6	329.6	612.9	142.1	267.2	104.4
2037	1,425.1	450.8	326.1	606.5	140.6	264.4	103.3
2038	1,439.2	457.5	331.0	615.5	142.7	268.3	104.9
2039	1,453.4	464.3	335.9	624.6	144.8	272.3	106.4
2040	1,466.7	470.9	340.6	633.4	146.8	276.1	107.9
2041	1,479.2	477.2	345.2	642.0	148.8	279.8	109.4
Expenditure Growth							
2018-2021	40.9	16.9	12.2	22.7	5.3	9.9	3.9
2021-2026	109.5	41.6	30.0	55.5	12.9	24.1	9.4
2026-2031	94.4	38.7	27.9	51.7	12.0	22.5	8.8
2031-2036	64.8	31.0	22.3	41.5	9.6	18.1	7.1
2036-2041	31.4	21.6	15.6	29.1	6.7	12.7	5.0
2018-2031	244.8	97.1	70.1	129.9	30.2	56.5	22.0
Average Annual Growth Rate							
2018-2021	1.2%	1.7%	1.7%	1.7%	1.7%	1.7%	1.7%
2021-2026	1.8%	2.3%	2.3%	2.3%	2.3%	2.3%	2.3%
2026-2031	1.4%	1.9%	1.9%	1.9%	1.9%	1.9%	1.9%
2031-2036	0.9%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
2036-2041	0.7%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%
2018-2031	1.5%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
2018-2036	1.3%	1.9%	1.8%	1.8%	1.8%	1.8%	1.8%
2018-2041	1.1%	1.7%	1.6%	1.6%	1.6%	1.6%	1.6%
*Constant 2017/18 dollars & Including GST							
Source : Marketinfo							

TABLE 2.6 – MAIN TRADE AREA LARGE FORMAT RETAIL EXPENDITURE, 2018 - 2041 (\$ MILLION)

Y/E June	Primary Sector	Secondary Sectors		Main TA
		East	South	
2018	185.9	212.2	93.7	491.9
2019	185.9	215.6	95.4	496.9
2020	189.2	218.5	96.9	504.6
2021	193.9	221.9	98.4	514.1
2022	200.2	225.7	99.9	525.7
2023	206.6	229.6	101.4	537.6
2024	213.8	233.2	102.9	549.8
2025	221.6	236.5	104.5	562.6
2026	229.8	239.8	106.1	575.7
2027	238.3	243.2	107.7	589.3
2028	247.1	246.7	109.4	603.1
2029	253.7	250.0	111.0	614.7
2030	258.0	253.2	112.7	623.9
2031	262.3	256.4	114.4	633.1
2032	266.7	259.7	116.1	642.5
2033	271.1	263.0	117.9	652.0
2034	275.4	266.2	119.6	661.2
2035	279.5	269.2	121.4	670.1
2036	283.6	272.3	123.3	679.1
2037	278.4	272.2	121.4	672.1
2038	283.1	275.7	123.3	682.0
2039	287.8	279.2	125.1	692.1
2040	292.4	282.6	127.0	701.9
2041	296.7	285.8	128.9	711.4
Expenditure Growth				
2018-2021	8.0	9.6	4.6	22.2
2021-2026	35.9	18.0	7.7	61.6
2026-2031	32.5	16.6	8.3	57.4
2031-2036	21.3	15.8	8.9	46.0
2036-2041	13.1	13.5	5.7	32.2
2018-2041	110.8	73.5	35.2	219.4
Average Annual Growth Rate				
2018-2021	1.4%	1.5%	1.6%	1.5%
2021-2026	3.5%	1.6%	1.5%	2.3%
2026-2031	2.7%	1.3%	1.5%	1.9%
2031-2036	1.6%	1.2%	1.5%	1.4%
2036-2041	0.9%	1.0%	0.9%	0.9%
2018-2041	2.1%	1.3%	1.4%	1.6%
*Constant 2017/18 dollars & including GST				
Source: Marketinfo				

3 COMPETITIVE ENVIRONMENT

This section of the report provides a summary of the existing and proposed competitive developments within the area surrounding West Gosford Hometown as well as a gap analysis of large format retail tenants that could be accommodated within the centre.

3.1 Within The Main Trade Area

- i. Table 3.1 provides a summary of the surrounding large format retail facilities both within the main trade area and immediately beyond. Key competitive centres were illustrated previously on Map 2.1.
- ii. Riverside Park Homemaker Centre is currently the largest dedicated large format retail centre within West Gosford besides West Gosford Hometown. The homemaker centre comprises 13,500 sq.m of floorspace and includes national tenants such as; Nick Scali Furniture, Early Settler Furniture, Curtain Wonderland.
- iii. Home Consortium are in the process of converting the former Master box into a large format retail facility of 11,450 sq.m. Some 12 tenants will be provided upon completion with Freedom, Fantastic Furniture and Bing Lee having opened to date. Big Lee had their grand opening on 11th of November 2018. Additional tenants are anticipated to open progressively over the coming months.
- iv. Other notable tenants in the area include Dan Murphy's liquor outlet, a Caltex service station, Domayne and a KFC restaurant all with frontage to the Central Coast Highway.
- v. A collection of large format retail facilities are provided directly south of the Central Coast Highway, to the west of the Yallambee Avenue intersection (500 metres to the south of the centre). Key large format retail retailers provided within this precinct include Bunnings, Anaconda, Carpet One, Officeworks, Repco and Spotlight.

• **TABLE 3.1 – COMPETITIVE LARGE FORMAT RETAIL FACILITIES**

Shopfront Centre (sq.m)	GLA* Anchor Tenants	Dist. From Centre (km)	
Regional Shopping Centres			
<i>Erina</i>	<i>130,200</i>	<i>8.9</i>	
• Erina Fair	114,200	Adairs, Barbeques Galore, Bed Bath N Table, Godfreys, JB Hi-Fi Home, Kathmandu, MyHouse, Choice Homewares, Good Guys	
• Other	16,000	Solomons Flooring, Bunnings, Bing Lee, Carpet Court Clark Rubber, Harvey Norman, Super Cheap Auto Forty Winks, Jaycar Electronics, Repco, Snooze	
<i>Tuggerah</i>	<i>115,500</i>	<i>25.8</i>	
• Westfield Tuggerah	83,400	Robins Kitchen, Lincraft, Kathmandu, JB Hi-Fi, MyHouse, Adairs, Choice Homewares	
• Supa Centa Tuggerah	28,900	Sleeping Giant, Bunnings, Original Mattress Factory Fantastic Furniture, Deco Rug, Carpet Call Spotlight, The Good Guys, Adairs, Forty Winks, Godfreys, La-Z-Boy, Nick Scali, Sleepys, Solomans Fishing	
• Other	3,200	Repco, Petbarn, Jaycar Electronics, Super Cheap Auto, BCF, Officeworks	
Large Format Retail Centres			
<i>West Gosford</i>	<i>81,000</i>	-	
• West Gosford Hometown	16,000	BCF, Beacon Lighting, Carpet Call, Petbarn, Pillow Talk Amart Furniture, Super Cheap Auto	
• Home Consortium	11,500	Fantastic Furniture, Freedom, Bing Lee	
• Riverside Park	13,500	Nick Scali Furniture, Early Settler Furniture, Oz Design Furniture, Forty Winks, Deco Rug, Curtain Wonderland	
• Other	40,000	Bunnings, Anaconda, Carpet One, Officeworks, Repco, Spotlight, Domayne	
Other Large Format Retail Facilities			
Woy Woy	900	Home Hardware, Repco	10.2
Kincumber	1,500	Mitre 10	12.2
Umina Beach	1,500	Bunnings	17.9
Central Mangrove	500	True Value	24.8
* Centres also include non-bulky goods tenants in total			
Source: Australian Shopping Centre Council Database			

• **MAP 3.1 – WEST GOSFORD HOMETOWN KEY LARGE FORMAT RETAIL PRECINCTS**



- vi. Aside from the large format retail floorspace provided at West Gosford, the only other major large format retail precinct within the main trade area is Erina. Key large format retail facilities provided in Erina include:
- The major regional shopping centre within Erina, namely Erina Fair, includes a number of large format retail traders, such as Barbecues Galore, JB Hi-Fi Home, Adairs and Godfreys. This centre is a major regional centre serving Central Coast residents and is anchored by a Myer department store, Big W, Kmart and Target discount department stores and Woolworths, Coles and Aldi supermarkets.
 - Around 16,000 sq.m of large format retail floorspace is provided elsewhere in Erina, primarily along the Central Coast Highway. Key large format retail tenants provided along this Central Coast Highway Erina precinct include Bunnings, Bing Lee, Forty Winks, Harvey Norman and Snooze. The majority of these tenants are provided in strip based or small centre locations, with no major consolidated large format retail centre.
- vii. Beyond the two key large format retail precincts, only limited large format retail floorspace is provided within the main trade area, including:
- Home Hardware and Repco are located at Woy Woy, 10.2 km to the south (secondary south sector).
 - A Mitre 10 Hardware store of 1,500 sq.m is situated at Kincumber, 12.2 km to the south-east of the centre (secondary east sector).
 - A small Bunnings Warehouse along West Street in Umina Beach, approximately 17.9 km to the south of the centre.
 - A True Value Hardware of around 500 sq.m also serves the community of Central Mangrove, 24.8 km to the north-west of the centre.

3.2 Beyond The Main Trade Area

- i. Tuggerah currently contains the only significant major provision of large format retail floorspace beyond the main trade area. The major large format retail components of the Town Centre include:
 - Westfield Tuggerah the other major regional centre serving residents of the Central Coast (located 25.8 km to the north-east of West Gosford Hometown). The centre contains 83,368 sq.m of floorspace and is anchored by a David Jones department store, Big W and Target discount department stores, Woolworths, Coles and Aldi supermarkets. Seven large format retail tenants are provided at the centre, including HS Home, JB Hi-Fi, Robin’s Kitchen, Lincraft, Kathmandu, My House and Adairs.
 - The Supa Centre Tuggerah is the largest dedicated large format retail centre on the Central Coast. The centre encompasses 28,900 sq.m of floorspace and includes a number of key brands such as Spotlight, Bunnings, Fantastic Furniture, The Goods Guys, Nick Scali and Spotlight. The Bunnings at Supa Centre Tuggerah was recently expanded by 2,249 sq.m to replace former The Good Guys box.
 - Additionally, a range of other large format retail facilities are provided elsewhere throughout the Tuggerah area, including Petbarn, BCF, Super Cheap Auto, Jaycar Electronics, Officeworks and Repco.
 - A provision of large format retail floorspace is provided at Lake Haven to the north of the main trade area. The precinct is anchored by Homemaker Lake Haven which includes Harvey Norman, BCF and Autobarn.

3.3 Gap Analysis

- i. Table 3.2 provides a summary of the major national chain large format retail/homemaker retailers provided throughout the West Gosford Hometown main trade area by sector. Key points from this analysis include:
- Of the 79 national large format retailers surveyed by Location IQ in our proprietary databases, 42 (53.2%) are currently represented within the West Gosford Hometown main trade area. Of the 42 chains represented, eight of these retailers have multiple stores, namely Bunnings and Repco with three stores and Bing Lee, Forty Winks, Godfreys, Home Timber & Hardware, Mitre 10 and Super Cheap Auto have two stores.
 - The primary and secondary east sectors have the highest representation of national chain large format retail centres, with 27 centres represented in the primary sector and 22 represented in the secondary east sector. Only three major brands are currently provided in the secondary south sector.
 - A range of prominent, chain, large format retail/homemaker retailers are not currently provided within the main trade area, including but not limited to the following:
 - Ikea
 - Bed Shed
 - Dare Gallery
 - HS Home
 - Leading Appliances
 - Mayne Rugs
 - Recollections
 - Retravision
 - Rugs A Million
 - Sleepy's
 - The Sleeping Giant
 - Thrifty Link
 - Vast Interior

3.4 Summary

- i. West Gosford Hometown is currently the second largest dedicated large format retail centre provided in the main trade area. In total, over 80,000 sq.m of large format retail floorspace is provided within the West Gosford large format retail precinct generally, including key brands such as Bunnings, Freedom Furniture and Domayne.
- ii. A relatively large provision of large format retail floorspace is also provided within Erina, including a number of key brands not represented within West Gosford, such as Harvey Norman and Kathmandu. The location of these key brands just 9 km to the east would restrict the ability to attract these brands to the West Gosford Hometown site over the short term.
- iii. Beyond the main trade area, the largest provision of large format retail floorspace is provided in Tuggerah, where the Supa Centre Tuggerah is located.

• **TABLE 3.3 – WEST GOSFORD HOMETOWN MAIN TRADE AREA GAP ANALYSIS**

Retailer	Primary Sector	Secondary East Sector	Secondary South Sector	Beyond MTA (km)*
Adairs		X		
Amart Furniture	X			
Anaconda	X			
Auto One				>30km
Auto Pro				>30km
Autobarn				>30km
Babyco				>30km
Barbeques Galore		X		
Bay Leather Republic				>30km
BCF	X			
Beacon Lighting	X			
Bed Bath N Table		X		
Bedshed				>30km
Berkowitz Furniture				>30km
Betta Home Living				>30km
Bing Lee	X	X		
Bunnings Warehouse	X	X	X	
Carpet Call	X			
Carpet Court		X		
Carpet One	X			
Choices Flooring		X		
Clark Rubber		X		
Curtain Wonderland	X			
Dare Gallery				>30km
Decorug	X			
Domayne	X			
Early Settler Furniture	X			
Fantastic Furniture	X			
Focus On Furniture				>30km
Forty Winks	X	X		
Freedom Furniture	X			
Godfreys	X	X		
Harvey Norman		X		
Home Timber & Hardware	X		X	
Howards Storage World				>30km
HS Home				19.9
Ikea				>30km
Independent Hardware				24.9
Jaycar Electronics		X		
JB Hi-Fi				19.9
JB Hi-Fi Home		X		
Kathmandu		X		
King Furniture				>30km
Leading Appliances				>30km

*By road
X' denotes at least one store

TABLE 3.3 – WEST GOSFORD HOMETOWN MAIN TRADE AREA GAP ANALYSIS (CONTINUED)

Retailer	Primary Sector	Secondary East Sector	Secondary South Sector	Beyond MTA (km)*
Lincraft				19.9
Lombard The Paper People				>30km
Makit				>30km
Mayne Rugs				>30km
Mitre 10	X	X		
MyHouse		X		
Nick Scali Furniture/Sofas2Go	X			
Officeworks	X			
Oz Design Furniture	X			
Petbarn	X			
Pillow Talk	X			
Plush Sofas		X		
Provincial Home Living				>30km
Rays				>30km
Recollections				>30km
Repco	X	X	X	
Retravisio				>30km
Robins Kitchen				19.9
RT Edwards				>30km
Rugs A Million				>30km
Samsara				>30km
Sleep Doctor				>30km
Sleepys				19.9
Snooze		X		
Solomons Flooring		X		
Spotlight	X			
Stratco				>30km
Super Cheap Auto	X	X		
The Good Guys		X		
The Outdoor Furniture Specialists				>30km
The Sleeping Giant				20.1
Thrifty Link				>30km
Top 3 By Design				>30km
True Value Hardware	X			
Vast Interior				>30km

*Distance by road
 'X' denotes at least one store

4 FUTURE LARGE FORMAT RETAIL DEMAND

This section of the report assesses the future demand for large format retail floorspace across the West Gosford Hometown main trade area. This will be compared with large format retail floorspace provided at adjoining sites and any other sites which could potentially include large format retail floorspace in the future.

4.1 Floorspace Provision

- i. In Australia, there is around 2.2 sq.m of retail floorspace provided for every resident. This is generally the accepted standard provision used throughout the Australian retail industry, with the last Retail Census undertaken by the ABS in 1991/92. Of this 2.2 sq.m, approximately 30% is estimated to be in large format retail floorspace, or 0.7 sq.m of large format retail floorspace per person.
- ii. Table 4.1 outlines the current large format retail floorspace demanded by primary sector and main trade area residents as well as the likely growth in this demand over the period to 2041. There are currently 174,220 persons residing in the West Gosford Hometown main trade area, with some 66,700 persons in the primary sector. Based on the average floorspace provision of 0.7 sq.m per person, around 121,954 sq.m of large format retail floorspace is currently demanded by the main trade area population, with some 46,690 sq.m demanded within the primary sector.
- iii. It is difficult to estimate the exact provision of large format retail floorspace provided within the main trade area, with Table 3.1 only providing an indication of the major national chains only. However, an estimated 101,400 sq.m of large format retail floorspace is provide across tenants that Location IQ track, excluding tenants in Erina Fair which is a traditional retail shopping centre. This is some 83% of the total demand for large format retail floorspace.
- iv. Further, given only 53.2% of major national chains are represented within the main trade area for a population of around 175,000 persons. Based on this there may be

demand for further large format retail floorspace within the main trade area currently.

- v. There are a number of key brands are not represented at the West Gosford large format retail precinct such as The Good Guys, Snooze, Adairs and Harvey Norman which have stores within Erina. There is unlikely to be significant need for these brands to provide a second store within the Gosford/Erina market.
- vi. Major large format retail brands that are not currently located within the main trade area include Autobarn, Howards Storage World, Lincraft, and Rays. The closest stores these brands operate are generally over 30 km away which suggests there is scope for including these stores within the main trade area.
- vii. In the future, the population in the West Gosford Hometown main trade area is projected to increase by 30,600 to 204,820 persons by 2041. This population will demand an additional 21,420 sq.m of large format retail floorspace.

• **TABLE 4.1 – WEST GOSFORD MTA LARGE FORMAT RETAIL FLOORSPACE DEMAND, 2018- 2041**

Factor	Unit	Primary Sector	Main Trade Area	
2018				
(1)	Population	(No.)	66,700	174,220
(2) = (1) * 0.7	• Current LFR Floorspace Demand	(Sq.m)	46,690	121,954
2021				
(3)	Population	(No.)	71,200	180,820
(4) = (3) - (1)	• Growth in Population	(Sq.m)	4,500	6,600
(5) = (4) * 0.7	• Future LFR Floorspace Demand (2018-2021)	(Sq.m)	3,150	4,620
2026				
(6)	Population	(No.)	81,200	193,320
(7) = (6) - (1)	• Growth in Population	(Sq.m)	14,500	19,100
(8) = (7) * 0.7	• Future LFR Floorspace Demand (2018-2026)	(Sq.m)	10,150	13,370
2031				
(9)	Population	(No.)	83,950	198,070
(10) = (9) - (1)	• Growth in Population	(Sq.m)	17,250	23,850
(11) = (10) * 0.7	• Future LFR Floorspace Demand (2018-2031)	(Sq.m)	12,075	16,695
2036				
(12)	Population	(No.)	85,950	201,570
(13) = (12) - (1)	• Growth in Population	(Sq.m)	19,250	27,350
(14) = (13) * 0.7	• Future LFR Floorspace Demand (2018-2036)	(Sq.m)	13,475	19,145
2041				
(15)	Population	(No.)	87,700	204,820
(16) = (15) - (1)	• Growth in Population	(Sq.m)	21,000	30,600
(17) = (16) * 0.7	• Future LFR Floorspace Demand (2018-2041)	(Sq.m)	14,700	21,420
LOCATION				

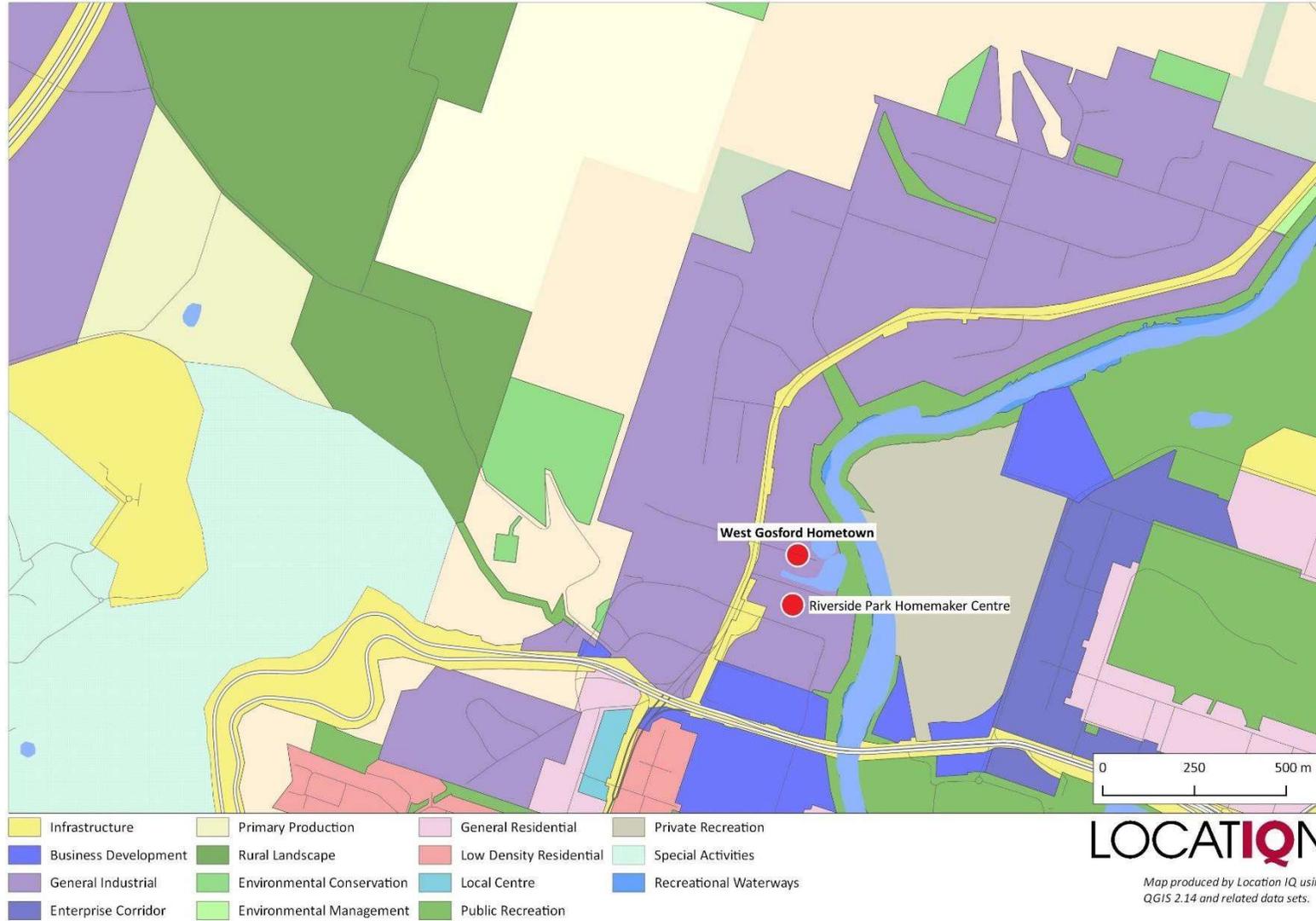
4.2 Land zoning

- i. West Gosford Hometown has a land zoning of general industrial (IN1) as do other large format retail facilities in the area. The IN1 zoning relates to general industrial land use with the Central Coast Council Local Environment Plan (LEP) stating one of the objective of this zoning is to:

“ensure that retail, commercial or service land uses in industrial areas are of an ancillary nature”

- ii. Map 4.1 shows the zoning of West Gosford Hometown and the surrounding area. The industrial zoned land extends across both sides of Manns Road to the north of the Central Coast Highway. The precinct generally includes traditional industrial uses with large format retail floorspace confined to the southern portion of the industrial zoned land and adjoining business zoned land to the north and south of the Central Coast Highway.
- iii. There is unlikely to be any additional large format retail floorspace provided within the immediate industrial precinct given that additional retail floorspace in the area would have to be ancillary in nature. There are already three significant large format facilities within the industrial zoned land, all of which are located in proximity to B5 zoned ‘business development’ land. Any additional large format retail developments in the area would necessarily be surrounded by traditional industrial uses.
- iv. A review of the B5 zoned land within West Gosford indicates that there is no significant parcels of vacant land remaining that would be suitable for large format retail facilities.
- v. This means the expansion of allowable floorspace at existing large format retail facilities is likely to be the most appropriate to satisfy any future short-fall in large format retail floorspace demand. This has already occurred with the Home Consortium conversion of the Masters box into some 12 tenancies.

• **MAP 4.1 – WEST GOSFORD HOMETOWN LAND ZONING**



5 ASSESSMENT OF POTENTIAL

This section of the report considers the potential for the proposed expansion of large format retail floorspace at West Gosford Hometown, as well as the likely trading and other impacts that can be anticipated following expansion.

5.1 Sales Overview and Impacts

- i. In order to assess the potential economic benefits and impacts that may arise from the addition of large format retail floorspace, the sales level that the development is projected to achieve is outlined.
- ii. The sales performance of any particular retail facility, be it an individual store or a collection of stores, is determined by a combination of the following critical factors:
 - The composition and quality of the facility, including major trader or traders; the specialty mix; centre layout and configuration; ease of accessibility and parking; and the overall feel of the centre.
 - The size of the available catchment which the facility serves.
 - The locations and strengths of competitive retail facilities.
- iii. The sales potential for additional large format retail floorspace at the existing West Gosford Hometown is now considered, taking into account these factors.
- iv. The addition to large format retail floorspace is proposed to total some 4,000 sq.m. This represents the difference between the amount of large format retail floorspace currently allowable at West Gosford Hometown (12,000 sq.m) and the proposed expansion of large format retail floorspace (16,000 sq.m). Large format retail tenants will generate sales primarily from the large format retail market, as discussed and measured in Section 2 of this report.
- v. For the purposes of this assessment, it is assumed that all sales for the subject development are from the retail market, excluding the trade market. This presents a

conservative view of impacts (i.e. highest level). Also, some traditional retail tenants that are currently trading will need to be converted to large format retail. The analysis presented in the remainder of this report does not assume additional sales (i.e. sales from new large format retail floorspace less current sales generated from that floorspace). This is due to a significant portion of that floorspace being vacant. This will also serve to overestimate the impacts from sales on other retailers.

- vi. As shown in the previous Table 2.6, the total large format retail spending market is currently estimated at \$491.9 million and is projected to increase to \$525.7 million by 2022.
- vii. The typical trading level for large format retail facilities within Australia can vary substantially depending on the tenant as well as the location, however, the average trading level is generally considered to be in the order of \$3,000 per sq.m. It is difficult to forecast sales for the additional large format retail floorspace at West Gosford Hometown given the proposed tenant mix is currently unknown.
- viii. For the purposes of this analysis, we have assumed that the proposed additional large format retail floorspace will achieve sales of around \$3,000 per sq.m in 2022 (constant 2018 dollars and including GST), or around \$12.0 million.
- ix. Sales for the additional large format retail floorspace proposed at West Gosford Hometown are likely to be generated from a number of sources including total trade area residents and customers residing beyond the defined total trade area as well as business generated by passing traffic. Sales from beyond are estimated at 10%.
- x. Table 5.1 outlines the projected impacts from the additional floorspace. The table commences with an estimation of the current and projected total large format retail market. As shown, the large format retail market is projected to increase by some \$33.8 million, or 6.9% between 2018 and 2022. The majority of sales for the subject development, therefore, will be as a result of market growth.
- xi. Taking the above into account, the additional floorspace is likely to gain approximately 90% of sales, or \$10.8 million, from spending generated by total trade

area customers (\$12.0 million minus 10% from beyond). This would equate to around 2.1% of the 2022 total trade area large format retail market defined in Table 2.6 (\$10.8 million trade area generated sales divided by \$525.7 million in large format retail expenditure).

• **TABLE 5.1 – WEST GOSFORD HOMETOWN TRADING IMPACT ASSESSMENT, 2018 - 2022**

Estimated Unit	2018			Projected 2022		Impact	
				Do Nothing	With West Gosford	\$M	%
West Gosford Hometown Additional Sales							
Sales from TTA Residents	\$M	0.0	0.0	10.8		10.8	n.a.
Sales from Beyond TTA	\$M	<u>0.0</u>	<u>0.0</u>	<u>1.2</u>		<u>1.2</u>	<u>n.a.</u>
Total Sales	\$M	0.0	0.0	12.0		12.0	n.a.
Main Trade Area LFR Sales							
Additional West Gosford LFR Floorspace	\$M	0.0	0.0	12.0		12.0	n.a.
Other Stores within MTA	\$M	<u>492</u>	<u>526</u>	<u>515</u>		<u>-10.8</u>	<u>-2.1%</u>
Total Sales	\$M	492	526	527		1.2	0.2%

*Constant 2018 dollars and including GST

LOCATIONIQ

- xii. As a result, the average impact on surrounding large format retail stores would be in the order of 2.1% in 2022, and therefore, the proposed development is unlikely to affect the viability or continued operation of any store with impacts of less than 10% typically considered within the normal competitive range. Relevantly, compared with existing sales, the impact would represent around one third of market growth over the period 2018-2022.
- xiii. An additional 4,000 sq.m of large format retail floorspace would account for some 18.7% of total large format retail floorspace demand within the main trade area over the period to 2041.
- xiv. It is important to note that impacts outlined in this report are indicative only, as it is difficult to precisely project the sales impact of the opening of a new store on existing retail facilities. A number of factors can influence the impact on individual centres/retailers, including but not limited to:

-
- The likely inclusion of non-retail showroom/display suites as part of the development and therefore lower sales potential.
 - Refurbishment/improvements to existing centres.
 - Expansions to existing centres.
 - Loyalty programs of existing retailers.
 - The existing centre mix and how it competes with the proposed development.
- xv. For all these reasons and other similar factors, sales impacts outlined in this report should be used as a broad indication only.
- xvi. However, it is unlikely that the development would impact surrounding facilities to the degree outlined above given it would likely comprise new traders to the locality and as such, would not provide a direct replication of any existing tenant or facility within the immediate region. Further, a proportion of sales generated by the centre would come from the retention of escaped expenditure of total trade area residents.
- xvii. Consequently, any impact on surrounding facilities would be minimal.

5.2 Employment and Consumer Impacts

- i. The expansion of large format retail floorspace at West Gosford Hometown will result in a range of important economic benefits. The key positive employment and consumer impacts will include the following:
- The promotion of choice, convenience and price competition for West Gosford residents.
 - The existing centre is situated in a prominent location and include a number of national large format retail tenants that other tenants would likely want to co-locate with.
 - Additional large format retail facilities at West Gosford Hometown are projected to employ around 80 persons as summarised in Table 5.2. Taking a

conservative view and allowing for an estimated 50% of the total increase to be as a result of the reduced employment at existing facilities, the net additional jobs are estimated at 40.

- The additional 40 permanent retail employees would earn an average annual wage of around \$38,532 (as sourced from the ABS). This represents an additional \$1.5 million in salary and wages for the local economy, directly as a result of the proposed development.
- Further jobs would be created from the supplier induced multiplier effects as a result of jobs from the on-going running of the facilities at West Gosford Hometown. Jobs created are full-time equivalent jobs, which may include both full-time and part-time positions. In total, some 38 jobs are projected to be created in the broader community, based on ABS Input/Output Multipliers (refer Table 5.3).
- The increase in large format retail floorspace will create a substantial number of additional jobs for the economy generally once the development is completed. In total some 78 jobs are likely to be created both directly and indirectly as a result of the additional large format retail floorspace at West Gosford Hometown.

• **TABLE 5.2 – ESTIMATED EMPLOYMENT IMPACT**

Type of Use	Estimated Employment Per '000 sq.m	<u>Name</u> Change in GLA (sq.m)	Employment (persons)
Large Format Retail Net	20	4,000	80
Increase ²			40
<small>1. Excludes non-retail components. 2. Net increase includes an allowance for reduced employment levels at impacted centres estimated at 50% of the total increase</small>			LOCATIONIQ

TABLE 5.3 – ESTIMATED EMPLOYMENT IMPACT

Original Stimulus	Direct Employment	Supplier Employment Multiplier Effects	Total
Centre Employment ¹	40	38	78
<small>* Employment totals include both full-time and part-time work 1. Indicates the estimated number of net additional ongoing jobs as a result of the proposed development Source : Australian National Accounts: Input-Output Tables 1996-97</small>			LOCATIQN

The final section of this report summarises the key conclusions of the impact analysis for the proposed increase in large format retail floorspace at West Gosford Hometown.

‘Need’ or ‘Community Need’ in a planning sense is a relative concept that relates to the overall wellbeing of a community. A use is needed, for example, if it would, on balance, improve the services and facilities available in a locality. The reasonable demands and expectations of a community are important, therefore, in assessing need.

A number of important factors that relate to need, particularly economic need, include:

- a. Population growth
- b. Large format retail floorspace demand
- c. Consumer trends
- d. Large format retail supply
- e. Site location
- f. Impact on existing retailers
- g. Net community benefits

6.1 Population Growth

- i. The West Gosford main trade area population is currently estimated at 174,220 persons and projected to increase to 204,820 by 2041, an increase of 30,600 persons.
- ii. In Australia, there is around 2.2 sq.m of retail floorspace provided for every resident. Of this 2.2 sq.m, approximately 30% is estimated to be in large format retail floorspace, or 0.7 sq.m of large format retail floorspace per person.

-
- iii. Over the period to 2041, the total trade area population is projected to increase by 30,600 to 204,820. If the large format retail demand per person is recorded at 0.7 sq.m per person, this would lead to an overall demand for large format retail floorspace of 143,374 sq.m by 2041, an increase of 21,420 sq.m on the current demand.
 - iv. An additional 4,000 sq.m of large format retail floorspace would account for some 18.7% of total large format retail floorspace demand within the main trade area over the period to 2041.
 - v. Future population growth is likely to attract of families to the area. Family orientated households are more likely to invest in their properties and generally spend a higher proportion of their income on large format retail products.

6.2 Large Format Retail Trends

- i. Large format retailing has evolved in recent years in Australia and incorporates bulky goods and retail showroom uses. Large format retailing includes categories such as automotive parts, accessories, repairs and services, camping, outdoor and recreation goods, electric, light fittings, pet supplies, food and window coverings, furniture, bedding, furnishings, fabric, manchester and homewares, household appliances, household electrical goods and home entertainment goods, party supplies, swimming pools, office equipment and supplies, baby and children's play equipment and accessories, hardware and landscape garden supplies, and other items of a bulky nature that require a large area for handling, display or storage, or direct vehicle access to the site or the premises by the public for the purpose of loading goods into a vehicle after purchase or hire.
- ii. The development of large format retail in Australia has been evolving over time. Initially, large format retail tenants preferred to locate in free-standing facilities along major roads. There has been an increasing trend for large format retail facilities to co-locate within one centre or precinct as large format retail customers

seek to compare products and prices across a range of stores, with all traders benefiting from the creation of a strong destination.

- iii. In recent years, there has been an increasing focus on dedicated homemaker centres, which provide a broad range of tenants as well as easy accessibility and car parking. In addition, the greater convenience and amenity for customers has also contributed to an increase in the development of large format/bulky goods centres in Australia.
- iv. Large format retail centres typically serve broad geographic trade areas due to the nature of large format retail goods which tend to be purchased by a large number of people on an infrequent basis. In recent times, the tenants looking to locate in bulky goods areas have expanded. This is due to retail tenants, such as Spotlight, toy and camping equipment stores, etc., trading in a similar manner, where they attract low market shares across broad regions on an infrequent basis. Consequently, 'retail showroom' tenants are suited to locations similar to bulky goods centres requiring frontage to a major road with easy access.
- v. Large format retail centres/precincts are typically located in extremely high profile, main road locations and, therefore, receive excellent exposure to passing traffic and are easily accessible from both a local and regional perspective. The co-location of facilities in a single centre/precinct results in a benefit to the consumer as well, with customers preferring to cross shop, in order to compare prices and products more easily. This has been an increasing trend within the Australian retail environment.

6.3 Location

- i. Overall, West Gosford Hometown enjoys a high-profile location along Manns Road and is co-located with other large format retail and traditional retail facilities that form part of the existing centre. Accessibility to the site is excellent with traffic lights at the intersection of Manns Road and Stockyard Place providing both left and right turn entry and exit from the site.

-
- ii. Prospective large format retail and non-retail showroom tenants that are currently (and will be increasingly) demanded by the total trade area population are more likely to establish premises within high profile precincts such as the subject site, as compared with internal, low-exposure sites.

6.4 Sales Impacts

- i. The proposed additional large format retail floorspace will complement the existing retail facilities in West Gosford and would provide the surrounding population with large format retail facilities of more than 80,000 sq.m of floorspace across a number of facilities.
- ii. For the purposes of this analysis, the additional floorspace is projected to achieve sales of around \$3,000 per sq.m in 2022 (constant 2018 dollars and including GST), or around \$12.0 million. Based on this trading level, the average impact on surrounding large format retail stores would be in the order of 2.1% in 2022, and therefore would not affect the viability or continued operation of any store. The majority of sales will come from market growth.
- iii. It is unlikely that the development would impact surrounding facilities to the degree outlined above given it would likely comprise new traders to the locality and as such, would not provide a direct replication of any existing tenant or facility within the immediate region. Consequently, any impact on surrounding facilities would be minimal. Further, a proportion of sales generated by the centre would come from the retention of escaped expenditure currently going to other large format retail facilities beyond the main trade area.
- iv. The proposed development would also serve to strengthen West Gosford as a large format retail destination and not would not impact on the role served by major facilities such as Erina Fair which contains a large non-food component including apparel and discount department store shopping.

6.5 Net Community Benefits

- i. It is the conclusion of this report that a substantial net community benefit will result from an increase in large format retail floorspace at West Gosford Hometown. Offsetting the trading impacts on some existing facilities, there are very substantial positive impacts including the following:
 - Additional large format retail tenants would provide additional choice, convenience and price competition to the consumer.
 - The addition of large format retail floorspace will help fulfil the existing demand.
 - The creation of additional employment which will result from the project on an ongoing basis once large format retailers are operational. Some 40 permanent positions are likely to result from the proposed development, generating a further 38 jobs within the broader community.
- ii. The combination of the substantial positive economic impacts more than offset the trading impacts that could be anticipated for a small number of the existing stores in the region. Further, the impacts would not threaten the viability of any of these traders or showrooms.



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C.Traffic & Parking Report by Varga Traffic Planning Pty Ltd

Planning Proposal
Proposed Amendments to Gosford LEP 2014

356 Manns Road, West Gosford

TRAFFIC AND PARKING ASSESSMENT REPORT

20 December 2018

Ref 18627

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants 

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Executive Summary

This report has been prepared to accompany a Planning Proposal for the proposed amendments to the *Gosford Local Environmental Plan 2014*, relating to Lot 30 DP1172968, 356 Manns Road, West Gosford (“West Gosford Hometown”).

The Planning Proposal seeks to increase the maximum floor space provision listed within Schedule 1 *Additional Permitted Uses* in the *Gosford LEP 2014* for the “Hometown”, from 12,000m² up to 16,000m², using the existing built form.

At this stage there is no intention to increase the existing floor area of “Hometown” beyond the existing built form, any *new* buildings on the site will be subject to a separate Development Application, including addressing the additional traffic and parking requirements, if any.

An analysis of the operating performance of the Manns Road, Stockyard Place and “Hometown” site access signalised intersection using the SIDRA capacity analysis program has found that the intersection currently operates at *Level of Service “A” and “B”* during the peak periods and that the Planning Proposal is not expected to result in any unacceptable traffic implications in terms of road network capacity, nor will any additional road improvements or intersection upgrades be required.

Off-street parking for the “Hometown” development is to be provided within the large existing outdoor car parking area on the site, in accordance with Council’s requirements. Vehicular access to the site is to remain as per the existing access signalised intersection off Manns Road.

In summary, the Planning Proposal will not result in any unacceptable traffic implications and complies with Council’s numerical off-street parking requirements. It is therefore recommended that Council proceed with the proposed amendments to the *GLEP 2014*.

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Figure 4	Existing Traffic Controls
Figure 5	Existing Public Transport

1. INTRODUCTION

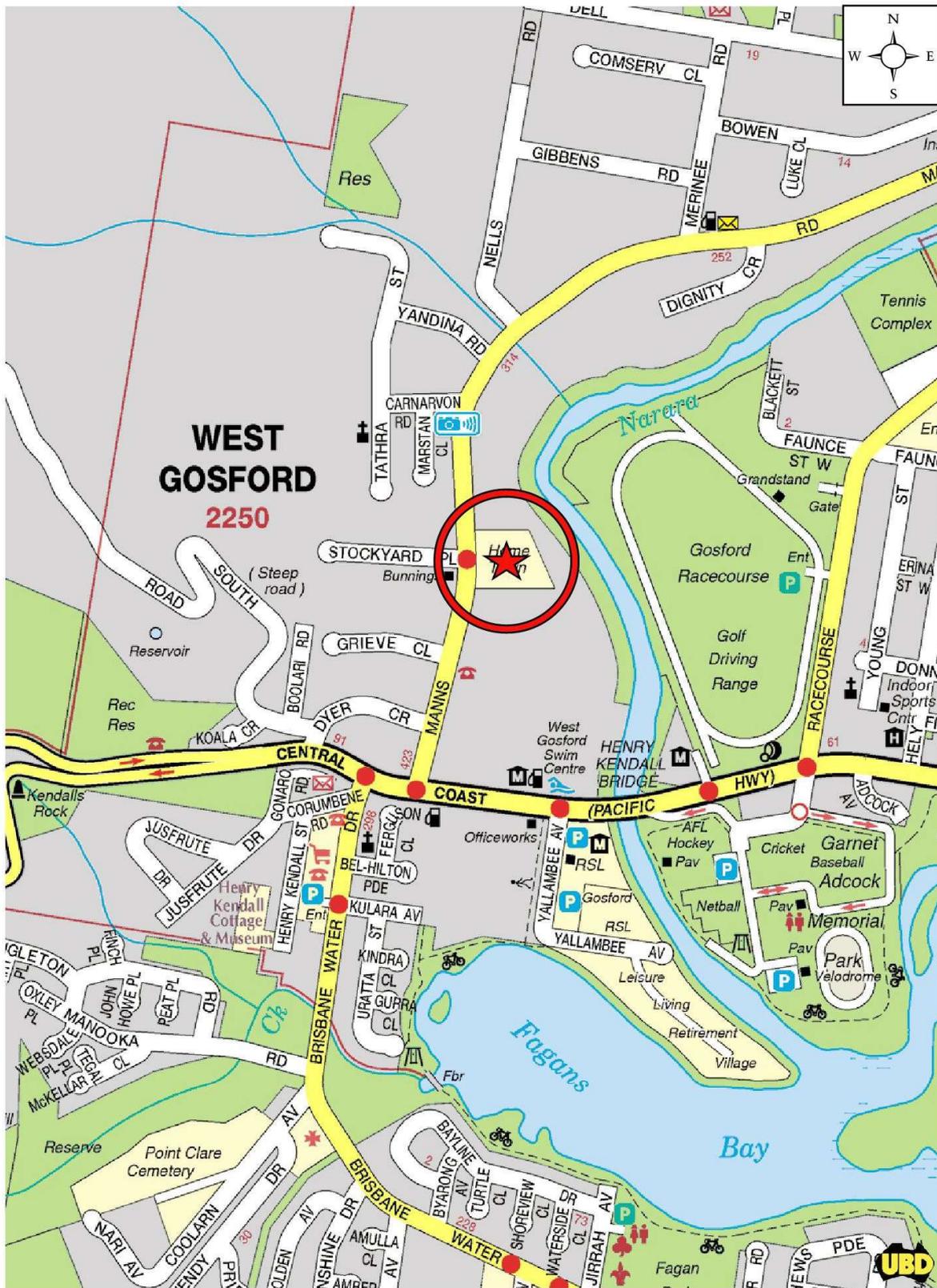
This report has been prepared to accompany a Planning Proposal application to Central Coast Council for the proposed amendments to the *Gosford Local Environmental Plan 2014*, relating to Lot 30 DP1172968, 356 Manns Road, West Gosford (“Hometown”) (Figures 1 and 2).

The Planning Proposal seeks to increase the maximum floor space provision listed within Schedule 1 *Additional Permitted Uses* in the *Gosford LEP 2014* for the “Hometown” site from 12,000m² up to 16,000m², using the existing built form. At this stage there is no intention to increase the existing floor area of “Hometown”.

Off-street parking for the “Hometown” site is to be provided within the large existing outdoor car parking area on the site, in accordance with Council’s requirements. Vehicular access to the site is to remain as per the existing Manns Road & Stockyard Place signalised intersection.

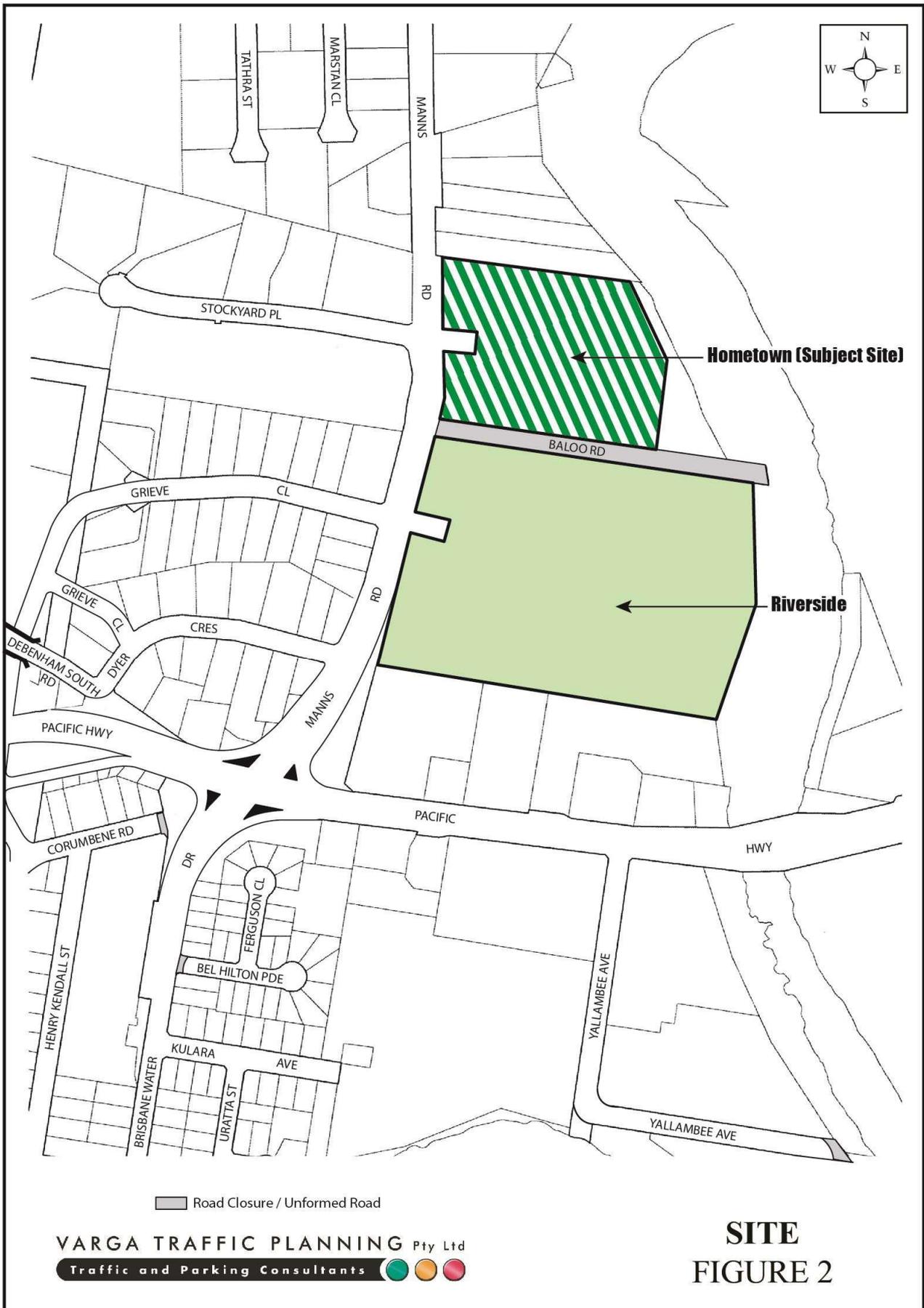
The purpose of this report is to assess the traffic and parking implications of the Planning Proposal and to that end this report:

- describes the site and provides details of the Planning Proposal
- reviews the road network in the vicinity of the site and the traffic conditions on that road network
- reviews the public transport services available in the vicinity of the site
- estimates the traffic generation potential of the Planning Proposal and compares it to the traffic generation potential of the existing development
- assesses the traffic implications of the Planning Proposal in terms of road network capacity
- assesses the adequacy and suitability of the quantum of off-street car parking and loading provided on the site.



VARGA TRAFFIC PLANNING Pty Ltd
 Traffic and Parking Consultants

LOCATION
FIGURE 1



2. PROPOSED DEVELOPMENT

Site

The subject site is located on the eastern side of Manns Road, opposite the Stockyard Place intersection, as shown in the recent aerial image below, and is known as “West Gosford Hometown”.

The site is zoned *INI General Industrial* under the *Gosford LEP 2014* which permits a range of land uses including hardware and building supplies, garden centres, landscaping material supplies, light industry, neighbourhood shops, restaurants/café's, timber yards, vehicles sales/hire premises and warehouse distribution centres.

Notwithstanding, *GLEP 2014, Schedule 1 Clause (10)* identifies the “Hometown” site and allows for bulky goods on the site, with a maximum floor area of 12,000m².



The site has a street frontage of approximately 162m in length to Manns Road and occupies a site area of approximately 3.44ha. The site comprises a number of buildings with a range of tenancies including bulky goods stores, a restaurant, a veterinary hospital and a recreation sporting store, with a cumulative gross floor area of 15,896.7m² as follows:

Existing “Hometown”

Bulky goods retail:	11,991.0m ²
Non-bulky goods retail:	3,905.7m ²
Total Gross Floor Area:	15,896.7m²

Off-street parking for the “Hometown” site is provided for approximately 350 cars in a large centralised outdoor car parking area, with vehicular access provided via the Manns Road & Stockyard Place signalised intersection.

Deliveries to “Hometown” is currently undertaken by a variety of commercial vehicles up to and including medium sized rigid trucks. The majority of the tenancies have their own individual back-of-house loading areas at the rear of the respective tenancies. In this regard, a service road runs around the perimeter of the site to access these loading areas. Vehicular access for service vehicles is provided via the abovementioned Manns Road & Stockyard Place signalised intersection.

Approved Planning Proposal – “Riverside Park”

In March 2018, a Planning Proposal was approved on the adjacent “Riverside Park” site which sought the change of use of the former Masters Hardware building on the site for use as bulky goods retail (also known as large format retail – LFR) using essentially the same floor space which was 13,261m².

Given “bulky goods retail” uses are a far *less* intensive use from a traffic generation perspective when compared to “hardware and building supplies” uses, the Planning Proposal also sought to increase the maximum permissible “bulky goods retail” floor space of the Riverside Park site by an additional 10,700m². The increase in bulky goods floor area up to 23,961m² resulted in the same *or less* traffic generation potential of a “hardware and building supplies” building with a floor area of 13,261m².

Off-street parking for the new bulky goods stores within the former Masters Hardware building was approved to be provided within the large existing outdoor car parking area on the site which was to remain *unchanged* and in accordance with Council’s requirements. Vehicular access to the site was to remain as per the existing access points off the Central Coast Highway and also Manns Road.

Current Planning Proposal – “Hometown”

The Planning Proposal seeks to amend *GLEP 2014, Schedule 1 Clause (10)(2)* by increasing the maximum floor area for bulky goods premises on the “Hometown” site from 12,000m² up to 16,000m², using essentially the existing floor space.

At this stage there is no intention to increase the existing floor area of “Hometown”, any *new* buildings on the site will be subject to a separate Development Application, including addressing the additional traffic and parking requirements, if any. The primary purpose of the Planning Proposal is to provide flexibility in tenants and to unlock the full potential of the existing built form as a key bulky goods destination.

It is pertinent to note that “bulky goods retail” uses are a far *less* intensive use from a traffic generation perspective when compared to other existing/permmissible uses on the site, including “hardware and building supplies”, “recreation & sporting facilities” and “restaurants”.

The existing off-street parking area/provision, loading facilities and vehicular access arrangements via the Manns Road and Stockyard Place signalised intersection are to remain *unchanged*.

3. TRAFFIC ASSESSMENT

Road Hierarchy

The road hierarchy allocated to the road network in the vicinity of the site by the Roads and Maritime Services is illustrated on Figure 3.

The Central Coast Highway is classified by the RMS as a *State Road* and provides the key east-west road link in the area. It typically comprises three traffic lanes in each direction, with opposing traffic flows separated by a centre median island and turning bays provided at key locations.

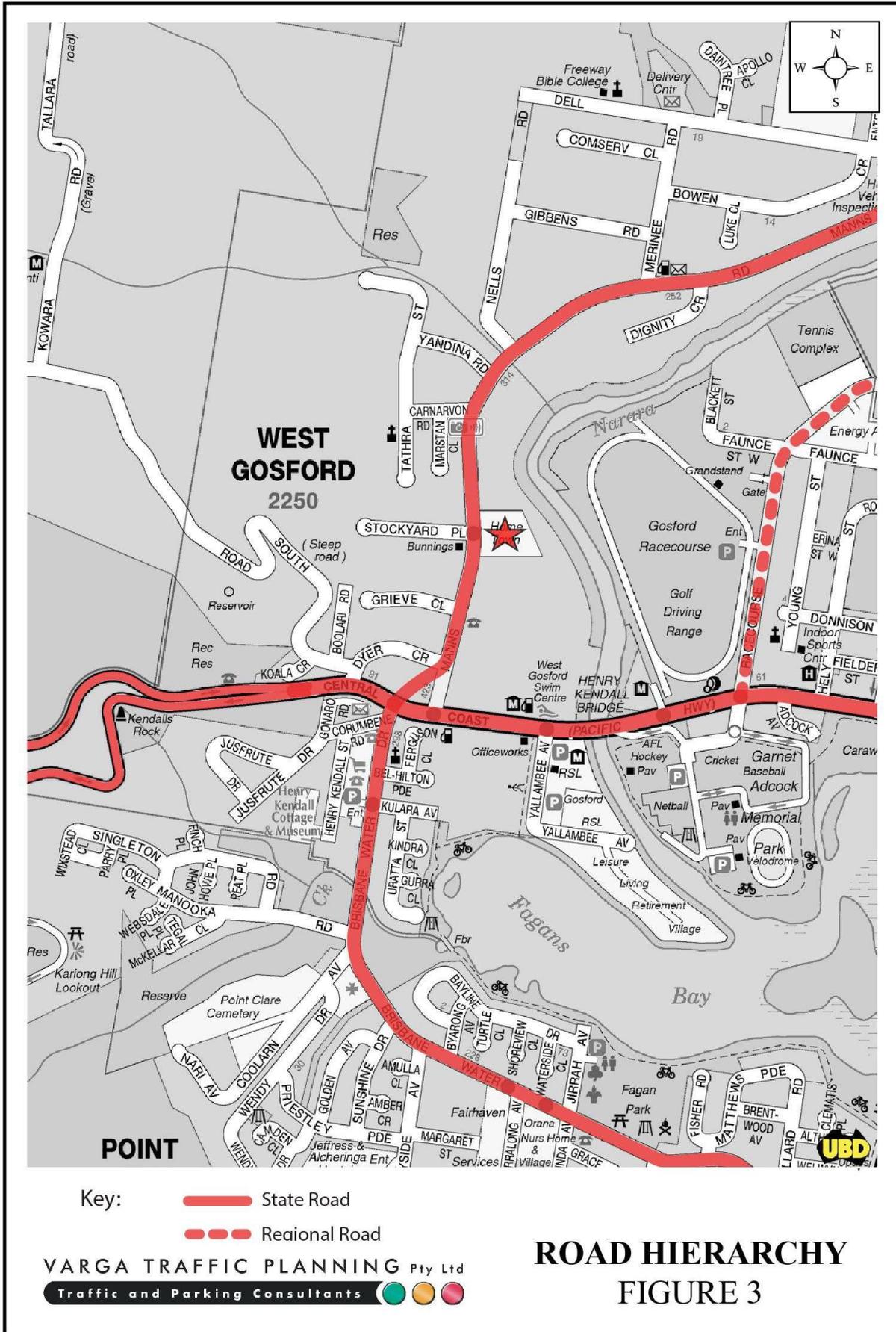
Manns Road is also classified by the RMS as a *State Road* and, together with Brisbane Water Drive, provides the key north-south road link in the area. They typically carry two traffic lanes in each direction in the vicinity of the site with additional lanes provided at key intersections to accommodate turning movements.

Yallambee Avenue and Grieve Close are local, unclassified roads which are primarily used to provide vehicular and pedestrian access to frontage properties. They typically carry one traffic lane in each direction, with kerbside parking generally permitted on both sides of the road.

Existing Traffic Controls

The existing traffic controls which apply to the road network in the vicinity of the site are illustrated on Figure 4. Key features of those traffic controls are:

- a 70 km/h SPEED LIMIT which applies to the Central Coast Highway
- a 60 km/h SPEED LIMIT which applies to Manns Road
- a 50 km/h SPEED LIMIT which applies to Yallambee Avenue, Grieve Close and all other local roads in the area





- TRAFFIC SIGNALS in the Central Coast Highway where it intersects with Yallambee Avenue/Riverside Avenue and also Manns Road/Brisbane Water Drive
- TRAFFIC SIGNALS in Manns Road where it intersects with Manns Road/Brisbane Water Drive, Grieve Close/Riverside Drive and also Stockyard Place/Hometown access
- a CENTRAL MEDIAN ISLAND in the Central Coast Highway and also Manns Road which precludes right-turn movements except at signalised intersections such as Yallambee Avenue and Grieve Close

Existing Public Transport Services

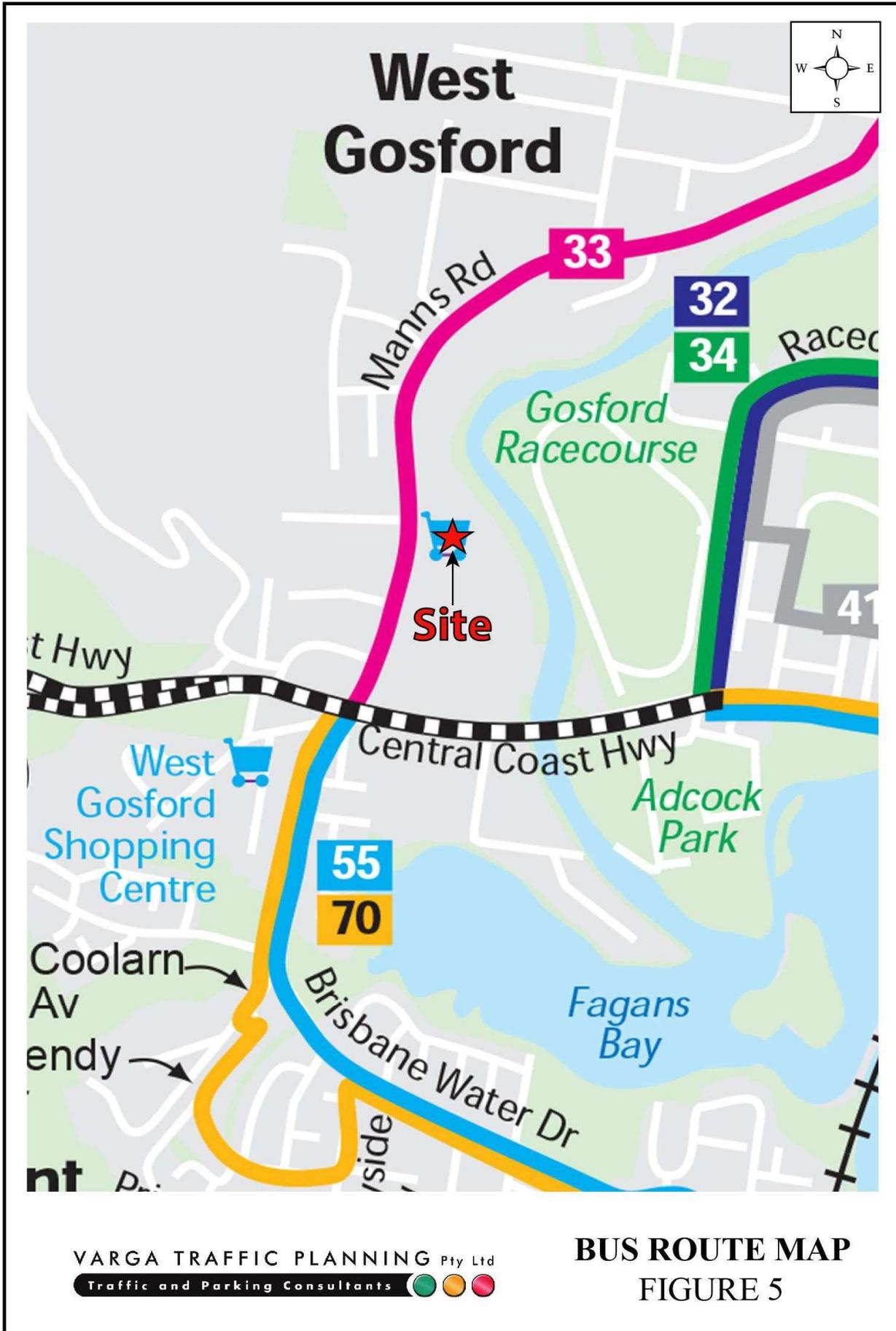
The existing bus services available in the vicinity of the site are illustrated on Figure 5. There are currently approximately 6 bus routes travelling along the Central Coast Highway and/or Manns Road, within a short walking distance of the site.

In summary, there are approximately 150 bus services available in the vicinity of the site on weekdays, decreasing to approximately 90 bus services per day on Saturdays and approximately 40 bus services on Sunday and public holidays, as set out below:

Bus Routes and Frequencies							
Route No.	Route	Weekdays		Saturday		Sunday	
		IN	OUT	IN	OUT	IN	OUT
32	Gosford to Spencer	2	4	-	-	-	-
32/4	Mangrove Mtn to Gosford	3	3	2	2	-	-
33/4	Gosford to Somersby	4	4	-	-	-	-
34	Gosford to Kariong	27	26	16	16	12	12
55	Ettalong to Gosford	32	28	19	19	5	5
70	Ettalong to Gosford	11	11	7	7	3	3
TOTAL		79	76	44	44	20	20

The abovementioned bus services also connect with train services at Intercity railway stations including Gosford, Point Clare and Woy Woy.

The site is therefore considered to be suitably serviced by existing public transport services.



Existing Traffic Conditions

A detailed indication of the existing traffic conditions on the road network in the vicinity of the site is provided by peak period traffic surveys. The traffic surveys were undertaken during the weekday AM and PM peak periods as well as the Saturday peak period, at the Manns Road, Stockyard Place and the “Hometown” site access signalised intersection.

The results of the traffic surveys are reproduced in full in Appendix A and summarised on Figure 6, revealing that:

- two-way traffic flows in Manns Road are typically in the order of 1,600 vph during the weekday AM “on-road” network peak period, approximately 2,000 vph during the weekday PM “on-road” network peak period and approximately 1,800 vph during the Saturday “on-road” network peak period.
- two-way traffic flows in Stockyard Place are significantly lower, typically in the order of 160 vph during the weekday AM “on-road” network peak period, approximately 100 vph during the weekday PM “on-road” network peak period and approximately 170 vph during the Saturday “on-road” network peak period
- two-way traffic flows into and out of “Hometown” are typically in the order of 90 vph during the weekday AM “on-road” network peak period, approximately 220 vph during the weekday PM “on-road” network peak period and approximately 510 vph during the Saturday “on-road” network peak period (IN and OUT, combined).

Projected Traffic Generation

An indication of the traffic generation potential of the Planning Proposal is provided by reference to the Roads and Maritime Services publication *Technical Direction TDT 2013/04a (August 2013)*.

The TDT 2013/04a document specifies that it replaces those sections of the RMS *Guidelines* indicated, and must be followed when RMS is undertaking trip generation and/or parking demand assessments.

The RMS TDT 2013/04a are based on extensive surveys of a wide range of land uses and nominate the following traffic generation rates which are applicable to the Planning Proposal:

Bulky Goods Retail (Non-Metropolitan Average) AM:

Network AM peak is outside of opening hours

PM: 1.51 peak hour vehicle trips per 100m²

SAT: 2.72 peak hour vehicle trips per 100m²

Notwithstanding the above note for AM peak period, for the purposes of this assessment, a traffic generation rate of *0.5 peak hour vehicle trips per 100m²* has been adopted.

Application of the above traffic generation rates to the 16,000m² of bulky goods floor area (within the existing built form) as outlined in the Planning Proposal yields a traffic generation potential of approximately 80 vph during the weekday AM network peak period, approximately 242 vph during the weekday PM network peak period and approximately 435 vph during the Saturday network peak period.

That projected future level of traffic generation potential should however, be offset or *discounted* by the volume of traffic currently generated by the existing “Hometown” development, in order to determine the *nett increase (or decrease)* in traffic generation potential expected to occur as a consequence of the Planning Proposal.

Peak period traffic surveys of the “Hometown” site access indicates that the existing development generates 93 vph during the weekday AM network peak period, 220 vph during the weekday PM network peak period and 511 vph during the Saturday network peak period (IN and OUT, combined).

Accordingly, based on a numerical assessment, it is likely that increasing the currently permissible bulky goods “cap” on the “Hometown” site of 12,000m² as outlined in the *GLEP 2014* up to 16,000m² (within the existing built form), and assuming an entire bulky goods development, will result in a *nett reduction* in the traffic generation potential of the site during the weekday AM and Saturday peak periods and a nominal increase during the weekday PM peak period, when compared to the site’s existing uses, as set out on the following page:

Projected Nett Change in Peak Hour Traffic Generation Potential of the Site as a consequence of the Planning Proposal

	AM	PM	SAT
Projected Future Traffic Generation Potential (16,000m ² Bulky Goods):	80 vph	242 vph	435 vph
Less Existing “Hometown” Traffic Generation:	-93 vph	-220 vph	-511 vph
NETT CHANGE IN TRAFFIC GENERATION POTENTIAL:	-13 vph	+22 vph	-76 vph

That projected *nett change* in traffic activity as a consequence of the Planning Proposal will clearly not have any unacceptable traffic implications in terms of road network capacity, as is demonstrated in the following section of this report.

Planning Proposal Traffic Implications - Road Network Capacity

The traffic implications of Planning Proposals primarily concern the effects that any *additional* traffic flows may have on the operational performance of the nearby road network. Those effects can be assessed using the SIDRA program which is widely used by the RMS and many LGA’s for this purpose. SIDRA movement summaries are reproduced in Appendix B, with criteria for evaluating the results of the analysis reproduced in the following pages.

Unlike the Planning Proposal submitted on the adjoining “Riverside Park” site which involved converting the former Masters Hardware building to bulky goods uses *and* a further 10,700m² of additional bulky goods floor space over and above the existing buildings, the “Hometown” Planning Proposal does *not* propose to increase the existing floor area beyond the current built form. Any *new* buildings on the site will be subject to a separate Development Application, including addressing the additional traffic implications, if any.

As such, the SIDRA analysis models the existing “2018” scenario only. Notwithstanding, in order to ensure future capacity of the site access intersection, a “10 year growth projection” scenario has also been assessed using a 1.4% p.a. linear increase growth rate provided by the RMS.

The results of the SIDRA analysis of the Manns Road, Stockyard Place and “Hometown” site access signalised intersection are summarised on the table on the following page.

In summary, the capacity analysis has found that the intersection currently operates at *Level of Service “A”* during the weekday AM peak period and *Level of Service “B”* during the weekday PM and Saturday peak periods, with average vehicle delays in the order of 14 seconds and 20 seconds, respectively. Furthermore, the capacity analysis also confirms that the intersection will continue to operate at the same *Levels of Service* in “2028”, with *no increase* in average vehicle delays.

TABLE 3.1 - RESULTS OF SIDRA ANALYSIS OF MANNS ROAD, STOCKYARD PLACE & “HOMETOWN” SITE ACCESS						
Key Indicators	Existing Development Traffic Demand “2018”			Existing Development Traffic Demand “2028”		
	AM	PM	SAT	AM	PM	SAT
Level of Service	A	B	B	A	B	B
Degree of Saturation	0.408	0.496	0.507	0.469	0.649	0.578
Average Vehicle Delay (secs/veh)						
Manns Road (south) L T R	10.8 12.9 12.8	13.1 21.8 20.6	11.3 13.4 14.6	10.5 13.0 13.3	10.3 12.0 14.3	11.0 12.8 15.1
“Hometown” (east) L T R	45.3 59.8 49.0	49.0 59.8 50.1	46.5 60.5 49.9	46.3 59.8 49.0	49.0 59.8 50.2	48.7 60.5 51.4
Manns Road (north) L T R	17.2 11.9 13.1	17.4 12.1 12.8	20.4 15.1 12.6	17.2 11.8 13.9	18.0 12.6 12.5	19.2 13.9 12.5
Stockyard Place (west) L T R	52.3 53.1 54.3	34.9 35.8 55.6	56.1 56.9 53.3	52.4 53.2 54.3	56.9 57.7 55.6	56.2 57.0 54.8
TOTAL AVE VEHICLE DELAY	14.1	19.9	19.7	14.0	16.1	18.8

Criteria for Interpreting Results of Sidra Analysis

1. Level of Service (LOS)

LOS	Traffic Signals and Roundabouts	Give Way and Stop Signs
'A'	Good operation.	Good operation.
'B'	Good with acceptable delays and spare capacity.	Acceptable delays and spare capacity.
'C'	Satisfactory.	Satisfactory but accident study required. Near capacity and accident study required.
'D'	Operating near capacity.	At capacity and requires other control mode.
'E'	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode.	At capacity and requires other control mode.
'F'	Unsatisfactory and requires additional capacity.	Unsatisfactory and requires other control mode.

2. Average Vehicle Delay (AVD)

The AVD provides a measure of the operational performance of an intersection as indicated on the table below which relates AVD to LOS. The AVD's listed in the table should be taken as a guide only as longer delays could be tolerated in some locations (ie inner city conditions) and on some roads (ie minor side street intersecting with a major arterial route).

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way and Stop Signs
A	less than 14	Good operation.	Good operation.
B	15 to 28	Good with acceptable delays and spare capacity.	Acceptable delays and spare capacity.
C	29 to 42	Satisfactory.	Satisfactory but accident study required.
D	43 to 56	Operating near capacity.	Near capacity and accident study required.
E	57 to 70	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode.	At capacity and requires other control mode.

3. Degree of Saturation (DS)

The DS is another measure of the operational performance of individual intersections.

For intersections controlled by traffic signals¹ both queue length and delay increase rapidly as DS approaches 1, and it is usual to attempt to keep DS to less than 0.9. Values of DS in the order of 0.7 generally represent satisfactory intersection operation. When DS exceeds 0.9 queues can be anticipated.

For intersections controlled by a roundabout or GIVE WAY or STOP signs, satisfactory intersection operation is indicated by a DS of 0.8 or less.

¹ The values of DS for intersections under traffic signal control are only valid for cycle length of 120 secs.

4. PARKING IMPLICATIONS

Existing Kerbside Parking Restrictions

The existing kerbside parking restrictions which apply to the road network in the vicinity of the site comprise:

- NO STOPPING restrictions along both sides of Manns Road in the vicinity of the site
- NO STOPPING restrictions along both sides of Grieve Close and also Stockyard Place on approach to the Manns Road signalised intersection
- generally UNRESTRICTED kerbside parking elsewhere along both sides of Grieve Close and also Stockyard Place
- BUS ZONES located at regular intervals along both sides of the Central Coast Highway and also Manns Road.

Off-Street Parking Provisions

The off-street parking requirements applicable to the Planning Proposal are specified in the *Gosford Development Control Plan 2013, Section 7.1 – Car Parking* document in the following terms:

Gosford DCP 2015 – Bulky Goods Premises

1 space per 45m² GFA

Application of the above parking requirements to the 16,000m² of bulky goods floor area (within the existing built form) as outlined in the Planning Proposal yields an off-street car parking requirement of 355 car parking spaces.

As noted in the foregoing, the existing “Hometown” development makes provision for approximately 350 parking spaces, thereby essentially satisfying the above *DCP 2013* parking requirements for an entirely bulky goods development.

At this stage there is no intention to increase the existing floor area of “Hometown” beyond the current built form, any *new* buildings on the site will be subject to a separate Development Application, including addressing the additional parking requirements.

The existing off-street parking area/provision, loading facilities and vehicular access arrangements via the Manns Road and Stockyard Place signalised intersection are to remain *unchanged*.

In the circumstances it is therefore concluded that the Planning Proposal will not have any unacceptable parking, loading or access implications.

APPENDIX A

TRAFFIC SURVEY DATA



R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning
Job No/Name : 6681 GOSFORD WEST Intersection Counts
Day/Date : Thursday 1st March 2018

Lights	NORTH			WEST			SOUTH			EAST			TOT
	Manns Rd			Stockyard PI			Manns Rd			Shops			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	
0630 - 0645	0	119	3	3	0	3	9	117	2	1	0	0	257
0645 - 0700	0	142	7	4	0	1	9	138	0	0	0	1	302
0700 - 0715	0	156	7	2	0	3	15	147	4	0	0	2	336
0715 - 0730	0	156	9	3	0	2	15	152	0	0	0	0	337
0730 - 0745	2	174	9	6	0	13	19	171	1	1	0	3	399
0745 - 0800	1	168	7	3	0	3	12	205	3	1	0	0	403
0800 - 0815	1	156	4	8	0	6	18	197	7	3	0	0	400
0815 - 0830	1	183	8	8	0	8	18	224	6	2	0	4	462
0830 - 0845	4	170	9	5	0	4	19	220	6	2	0	3	442
0845 - 0900	4	176	6	6	0	4	22	217	19	2	0	3	459
0900 - 0915	8	185	9	4	1	11	14	258	15	10	0	3	518
0915 - 0930	10	170	7	8	1	14	15	207	19	16	2	8	477
Period End	31	1955	85	60	2	72	185	2253	82	38	2	27	4792

Lights	NORTH			WEST			SOUTH			EAST			TOT
	Manns Rd			Stockyard PI			Manns Rd			Shops			
Peak Time	L	T	R	L	T	R	L	T	R	L	T	R	
0630 - 0730	0	573	26	12	0	9	48	554	6	1	0	3	1232
0645 - 0745	2	628	32	15	0	19	58	608	5	1	0	6	1374
0700 - 0800	3	654	32	14	0	21	61	675	8	2	0	5	1475
0715 - 0815	4	654	29	20	0	24	64	725	11	5	0	3	1539
0730 - 0830	5	681	28	25	0	30	67	797	17	7	0	7	1664
0745 - 0845	7	677	28	24	0	21	67	846	22	8	0	7	1707
0800 - 0900	10	685	27	27	0	22	77	858	38	9	0	10	1763
0815 - 0915	17	714	32	23	1	27	73	919	46	16	0	13	1881
0830 - 0930	26	701	31	23	2	33	70	902	59	30	2	17	1896
PEAK HOUR	26	701	31	23	2	33	70	902	59	30	2	17	1896

Heavies	NORTH			WEST			SOUTH			EAST			TOT
	Manns Rd			Stockyard PI			Manns Rd			Shops			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	
0630 - 0645	0	7	0	0	0	0	0	1	0	0	0	0	8
0645 - 0700	0	2	0	0	0	0	1	7	0	0	0	0	10
0700 - 0715	0	15	0	1	0	0	0	6	0	0	0	0	22
0715 - 0730	0	8	0	0	0	0	0	9	0	0	0	0	17
0730 - 0745	0	13	1	0	0	0	0	5	0	0	0	0	19
0745 - 0800	0	10	0	0	0	1	0	12	0	0	0	0	23
0800 - 0815	0	12	0	0	0	0	2	8	0	0	0	0	22
0815 - 0830	0	4	0	1	0	0	0	6	0	0	0	0	11
0830 - 0845	0	10	0	0	0	0	0	7	0	0	0	0	17
0845 - 0900	0	10	0	0	0	0	0	9	0	0	0	0	19
0900 - 0915	0	5	0	0	0	0	0	8	0	0	0	0	13
0915 - 0930	0	9	0	1	0	0	1	12	0	0	0	0	23
Period End	0	105	1	3	0	1	4	90	0	0	0	0	204

Heavies	NORTH			WEST			SOUTH			EAST			TOT
	Manns Rd			Stockyard PI			Manns Rd			Shops			
Peak Per	L	T	R	L	T	R	L	T	R	L	T	R	
0630 - 0730	0	32	0	1	0	0	1	23	0	0	0	0	57
0645 - 0745	0	38	1	1	0	0	1	27	0	0	0	0	68
0700 - 0800	0	46	1	1	0	1	0	32	0	0	0	0	81
0715 - 0815	0	43	1	0	0	1	2	34	0	0	0	0	81
0730 - 0830	0	39	1	1	0	1	2	31	0	0	0	0	75
0745 - 0845	0	36	0	1	0	1	2	33	0	0	0	0	73
0800 - 0900	0	36	0	1	0	0	2	30	0	0	0	0	69
0815 - 0915	0	29	0	1	0	0	0	30	0	0	0	0	60
0830 - 0930	0	34	0	1	0	0	1	36	0	0	0	0	72
PEAK HOUR	0	34	1	0	0	0	1	36	0	0	0	0	72

Combined	NORTH			WEST			SOUTH			EAST			TOT
	Manns Rd			Stockyard PI			Manns Rd			Shops			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	
0630 - 0645	0	126	3	3	0	3	9	118	2	1	0	0	265
0645 - 0700	0	144	7	4	0	1	10	145	0	0	0	1	312
0700 - 0715	0	171	7	3	0	3	15	153	4	0	0	2	358
0715 - 0730	0	164	9	3	0	2	15	161	0	0	0	0	354
0730 - 0745	2	187	10	6	0	13	19	176	1	1	0	3	418
0745 - 0800	1	178	7	3	0	4	12	217	3	1	0	0	426
0800 - 0815	1	168	4	8	0	6	20	205	7	3	0	0	422
0815 - 0830	1	187	8	9	0	8	18	230	6	2	0	4	473
0830 - 0845	4	180	9	5	0	4	19	227	6	2	0	3	459
0845 - 0900	4	186	6	6	0	4	22	226	19	2	0	3	478
0900 - 0915	8	190	9	4	1	11	14	266	15	10	0	3	531
0915 - 0930	10	179	7	9	1	14	16	219	19	16	2	8	500
Period End	31	2060	86	63	2	73	189	2343	82	38	2	27	4996

Combined	NORTH			WEST			SOUTH			EAST			TOT
	Manns Rd			Stockyard PI			Manns Rd			Shops			
Peak Per	L	T	R	L	T	R	L	T	R	L	T	R	
0630 - 0730	0	605	26	13	0	9	49	577	6	1	0	3	1289
0645 - 0745	2	666	33	16	0	19	59	635	5	1	0	6	1442
0700 - 0800	3	700	33	15	0	22	61	707	8	2	0	5	1556
0715 - 0815	4	697	30	20	0	25	66	759	11	5	0	3	1620
0730 - 0830	5	720	29	26	0	31	69	828	17	7	0	7	1739
0745 - 0845	7	713	28	25	0	22	69	879	22	8	0	7	1780
0800 - 0900	10	721	27	28	0	22	79	888	38	9	0	10	1832
0815 - 0915	17	743	32	24	1	27	73	949	46	16	0	13	1941
0830 - 0930	26	735	31	24	2	33	71	938	59	30	2	17	1968
PEAK HOUR	26	735	31	24	2	33	71	938	59	30	2	17	1968



R.O.A.R DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning
 Job No/Name : 6681 GOSFORD WEST Intersection Counts
 Day/Date : Thursday 1st March 2018

Peds	NORTH	WEST	SOUTH	EAST	
	Manns Rd	Stockyard Pl	Manns Rd	Shops	
Time Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
0630 - 0645	0	1	0	0	1
0645 - 0700	0	0	1	0	1
0700 - 0715	0	4	0	0	4
0715 - 0730	0	0	1	0	1
0730 - 0745	0	0	1	0	1
0745 - 0800	0	0	0	0	0
0800 - 0815	0	2	0	0	2
0815 - 0830	0	0	0	1	1
0830 - 0845	1	0	0	1	2
0845 - 0900	0	0	0	0	0
0900 - 0915	0	0	0	1	1
0915 - 0930	1	0	0	1	2
Period End	2	7	3	4	16

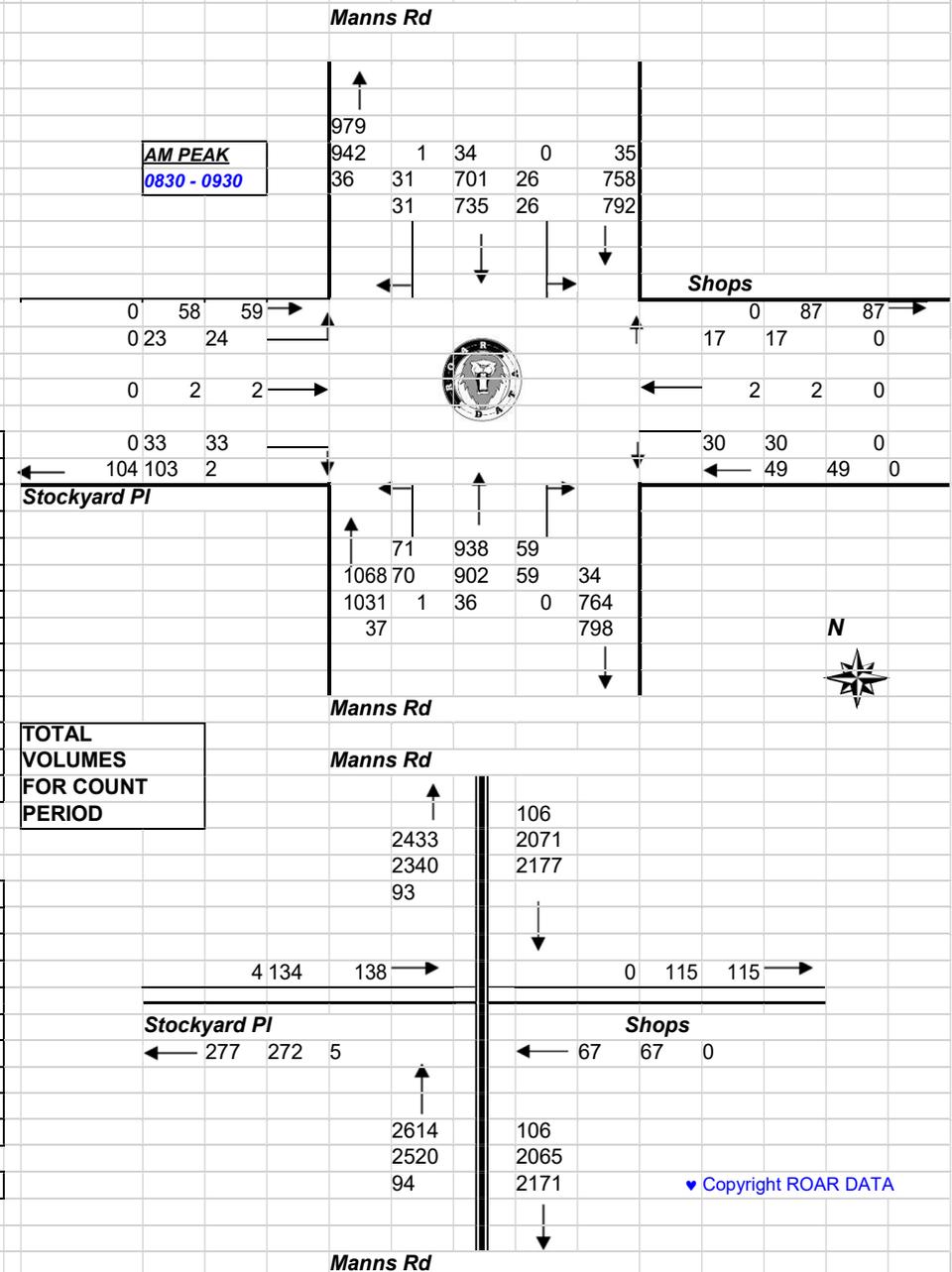
Peds	NORTH	WEST	SOUTH	EAST	
	Manns Rd	Stockyard Pl	Manns Rd	Shops	
Peak Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
0630 - 0730	0	5	2	0	7
0645 - 0745	0	4	3	0	7
0700 - 0800	0	4	2	0	6
0715 - 0815	0	2	2	0	4
0730 - 0830	0	2	1	1	4
0745 - 0845	1	2	0	2	5
0800 - 0900	1	2	0	2	5
0815 - 0915	1	0	0	3	4
0830 - 0930	2	0	0	3	5

PEAK HR	2	0	0	3	5
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1

2

3





R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Lights	NORTH			WEST			SOUTH			EAST			TOT
	Manns Rd			Stockyard Pl			Manns Rd			Shops			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	
1530 - 1545	13	236	3	7	1	11	5	222	28	24	0	9	559
1545 - 1600	11	219	6	7	0	8	7	190	20	28	0	11	507
1600 - 1615	6	249	3	8	1	23	15	262	10	25	0	3	605
1615 - 1630	10	250	2	4	4	7	5	224	26	28	1	7	568
1630 - 1645	3	220	1	6	0	13	3	167	10	25	0	12	460
1645 - 1700	11	197	3	2	0	9	4	174	11	20	0	9	440
1700 - 1715	9	235	0	11	0	20	4	196	9	20	0	5	509
1715 - 1730	4	173	0	5	0	12	4	228	6	14	0	5	451
1730 - 1745	2	181	0	2	0	10	4	191	4	9	0	4	407
1745 - 1800	1	145	1	10	0	4	2	179	4	5	0	5	356
1800 - 1815	0	127	0	2	0	4	0	173	2	10	0	3	321
1815 - 1830	1	106	1	1	0	4	2	145	0	2	0	2	264
Period End	71	2338	20	65	6	125	55	2351	130	210	1	75	5447

Heavies	NORTH			WEST			SOUTH			EAST			TOT
	Manns Rd			Stockyard Pl			Manns Rd			Shops			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	
1530 - 1545	0	1	0	0	0	0	0	4	0	0	0	0	5
1545 - 1600	0	4	0	0	0	0	0	6	0	0	0	0	10
1600 - 1615	0	4	0	0	0	0	0	3	0	0	0	0	7
1615 - 1630	0	2	0	0	0	0	0	1	0	0	0	0	3
1630 - 1645	0	2	0	0	0	0	0	2	0	0	0	0	4
1645 - 1700	0	1	0	0	0	0	0	0	0	0	0	0	1
1700 - 1715	0	2	0	0	0	0	0	0	0	0	0	0	2
1715 - 1730	0	3	0	0	0	0	0	4	0	0	0	0	7
1730 - 1745	0	2	0	0	0	0	0	3	0	0	0	0	5
1745 - 1800	0	0	0	0	0	0	0	1	0	0	0	0	1
1800 - 1815	0	0	0	0	0	0	0	3	0	0	0	0	3
1815 - 1830	0	3	0	0	0	0	0	4	0	0	0	0	7
Period End	0	24	0	0	0	0	0	31	0	0	0	0	55

Combined	NORTH			WEST			SOUTH			EAST			TOT
	Manns Rd			Stockyard Pl			Manns Rd			Shops			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	
1530 - 1545	13	237	3	7	1	11	5	226	28	24	0	9	564
1545 - 1600	11	223	6	7	0	8	7	196	20	28	0	11	517
1600 - 1615	6	253	3	8	1	23	15	265	10	25	0	3	612
1615 - 1630	10	252	2	4	4	7	5	225	26	28	1	7	571
1630 - 1645	3	222	1	6	0	13	3	169	10	25	0	12	464
1645 - 1700	11	198	3	2	0	9	4	174	11	20	0	9	441
1700 - 1715	9	237	0	11	0	20	4	196	9	20	0	5	511
1715 - 1730	4	176	0	5	0	12	4	232	6	14	0	5	458
1730 - 1745	2	183	0	2	0	10	4	194	4	9	0	4	412
1745 - 1800	1	145	1	10	0	4	2	180	4	5	0	5	357
1800 - 1815	0	127	0	2	0	4	0	176	2	10	0	3	324
1815 - 1830	1	109	1	1	0	4	2	149	0	2	0	2	271
Period End	71	2362	20	65	6	125	55	2382	130	210	1	75	5502

Client : Varga Traffic Planning
 Job No/Name : 6681 GOSFORD WEST Intersection Counts
 Day/Date : Thursday 1st March 2018

Lights	NORTH			WEST			SOUTH			EAST			TOT
	Manns Rd			Stockyard Pl			Manns Rd			Shops			
Peak Time	L	T	R	L	T	R	L	T	R	L	T	R	
1530 - 1630	40	954	14	26	6	49	32	898	84	105	1	30	2239
1545 - 1645	30	938	12	25	5	51	30	843	66	106	1	33	2140
1600 - 1700	30	916	9	20	5	52	27	827	57	98	1	31	2073
1615 - 1715	33	902	6	23	4	49	16	761	56	93	1	33	1977
1630 - 1730	27	825	4	24	0	54	15	765	36	79	0	31	1860
1645 - 1745	26	786	3	20	0	51	16	789	30	63	0	23	1807
1700 - 1800	16	734	1	28	0	46	14	794	23	48	0	19	1723
1715 - 1815	7	626	1	19	0	30	10	771	16	38	0	17	1535
1730 - 1830	4	559	2	15	0	22	8	688	10	26	0	14	1348

PEAK HOUR 40 954 14 26 6 49 32 898 84 105 1 30 2239

Heavies	NORTH			WEST			SOUTH			EAST			TOT
	Manns Rd			Stockyard Pl			Manns Rd			Shops			
Peak Per	L	T	R	L	T	R	L	T	R	L	T	R	
1530 - 1630	0	11	0	0	0	0	0	14	0	0	0	0	25
1545 - 1645	0	12	0	0	0	0	0	12	0	0	0	0	24
1600 - 1700	0	9	0	0	0	0	0	6	0	0	0	0	15
1615 - 1715	0	7	0	0	0	0	0	3	0	0	0	0	10
1630 - 1730	0	8	0	0	0	0	0	6	0	0	0	0	14
1645 - 1745	0	8	0	0	0	0	0	7	0	0	0	0	15
1700 - 1800	0	7	0	0	0	0	0	8	0	0	0	0	15
1715 - 1815	0	5	0	0	0	0	0	11	0	0	0	0	16
1730 - 1830	0	5	0	0	0	0	0	11	0	0	0	0	16

PEAK HOUR 0 11 0 0 0 0 0 14 0 0 0 0 0 25

Combined	NORTH			WEST			SOUTH			EAST			TOT
	Manns Rd			Stockyard Pl			Manns Rd			Shops			
Peak Per	L	T	R	L	T	R	L	T	R	L	T	R	
1530 - 1630	40	965	14	26	6	49	32	912	84	105	1	30	2264
1545 - 1645	30	950	12	25	5	51	30	855	66	106	1	33	2164
1600 - 1700	30	925	9	20	5	52	27	833	57	98	1	31	2088
1615 - 1715	33	909	6	23	4	49	16	764	56	93	1	33	1987
1630 - 1730	27	833	4	24	0	54	15	771	36	79	0	31	1874
1645 - 1745	26	794	3	20	0	51	16	796	30	63	0	23	1822
1700 - 1800	16	741	1	28	0	46	14	802	23	48	0	19	1738
1715 - 1815	7	631	1	19	0	30	10	782	16	38	0	17	1551
1730 - 1830	4	564	2	15	0	22	8	699	10	26	0	14	1364

PEAK HOUR 40 965 14 26 6 49 32 912 84 105 1 30 2264



R.O.A.R DATA

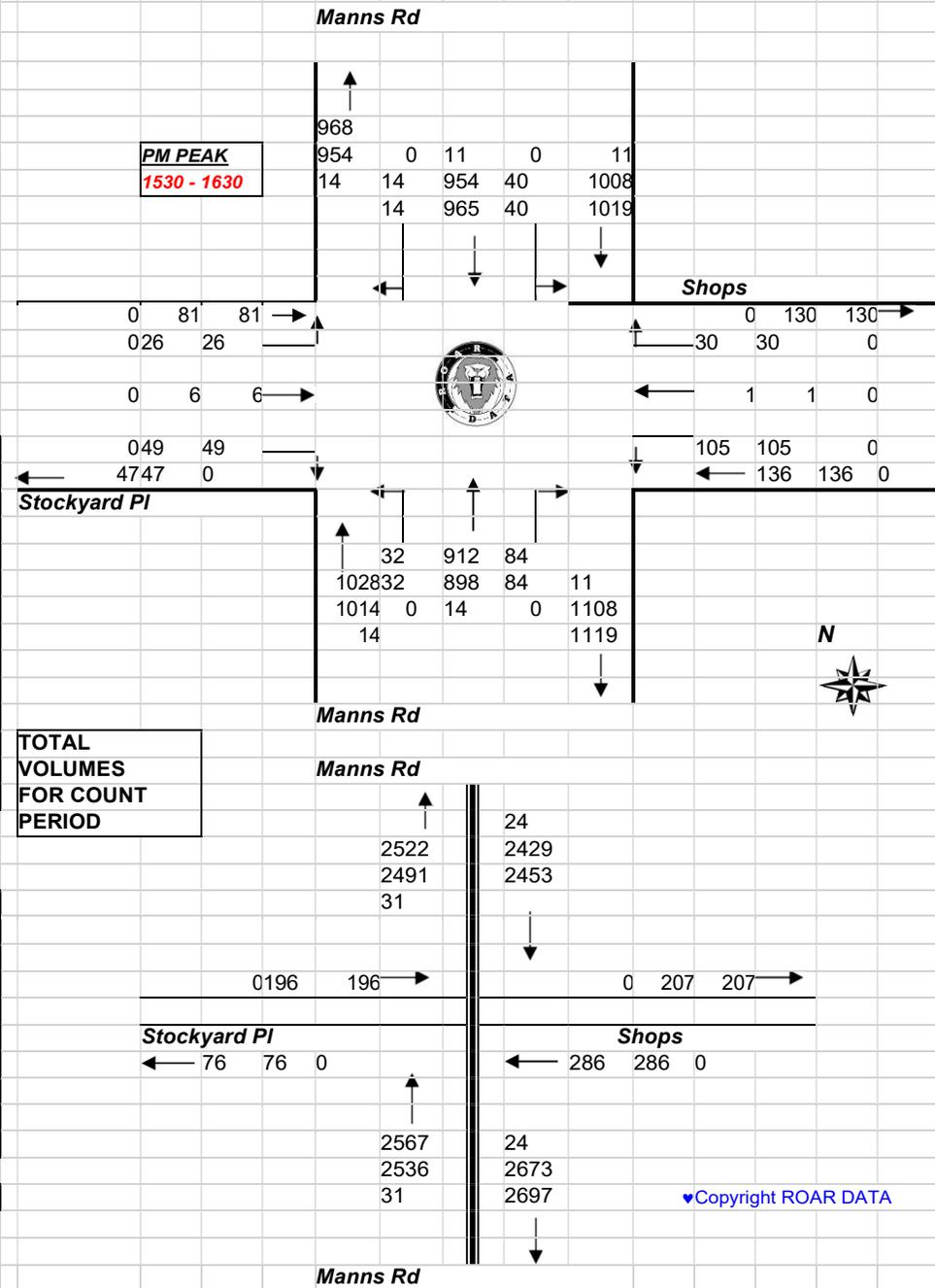
Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning
 Job No/Name : 6681 GOSFORD WEST Intersection Counts
 Day/Date : Thursday 1st March 2018

Peds	NORTH	WEST	SOUTH	EAST	
	Manns Rd	Stockyard Pl	Manns Rd	Shops	
Time Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
1530 - 1545	0	0	0	2	2
1545 - 1600	0	0	0	0	0
1600 - 1615	0	1	0	0	1
1615 - 1630	0	0	0	0	0
1630 - 1645	0	0	0	0	0
1645 - 1700	0	0	0	0	0
1700 - 1715	0	0	0	0	0
1715 - 1730	0	0	1	0	1
1730 - 1745	0	0	0	0	0
1745 - 1800	0	0	0	1	1
1800 - 1815	0	0	0	0	0
1815 - 1830	0	0	0	0	0
Period End	0	1	1	3	5

Peds	NORTH	WEST	SOUTH	EAST	
	Manns Rd	Stockyard Pl	Manns Rd	Shops	
Peak Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
1530 - 1630	0	1	0	2	3
1545 - 1645	0	1	0	0	1
1600 - 1700	0	1	0	0	1
1615 - 1715	0	0	0	0	0
1630 - 1730	0	0	1	0	1
1645 - 1745	0	0	1	0	1
1700 - 1800	0	0	1	1	2
1715 - 1815	0	0	1	1	2
1730 - 1830	0	0	0	1	1
PEAK HR	0	1	0	2	3



Copyright ROAR DATA

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client Job No/Name
Day/Date

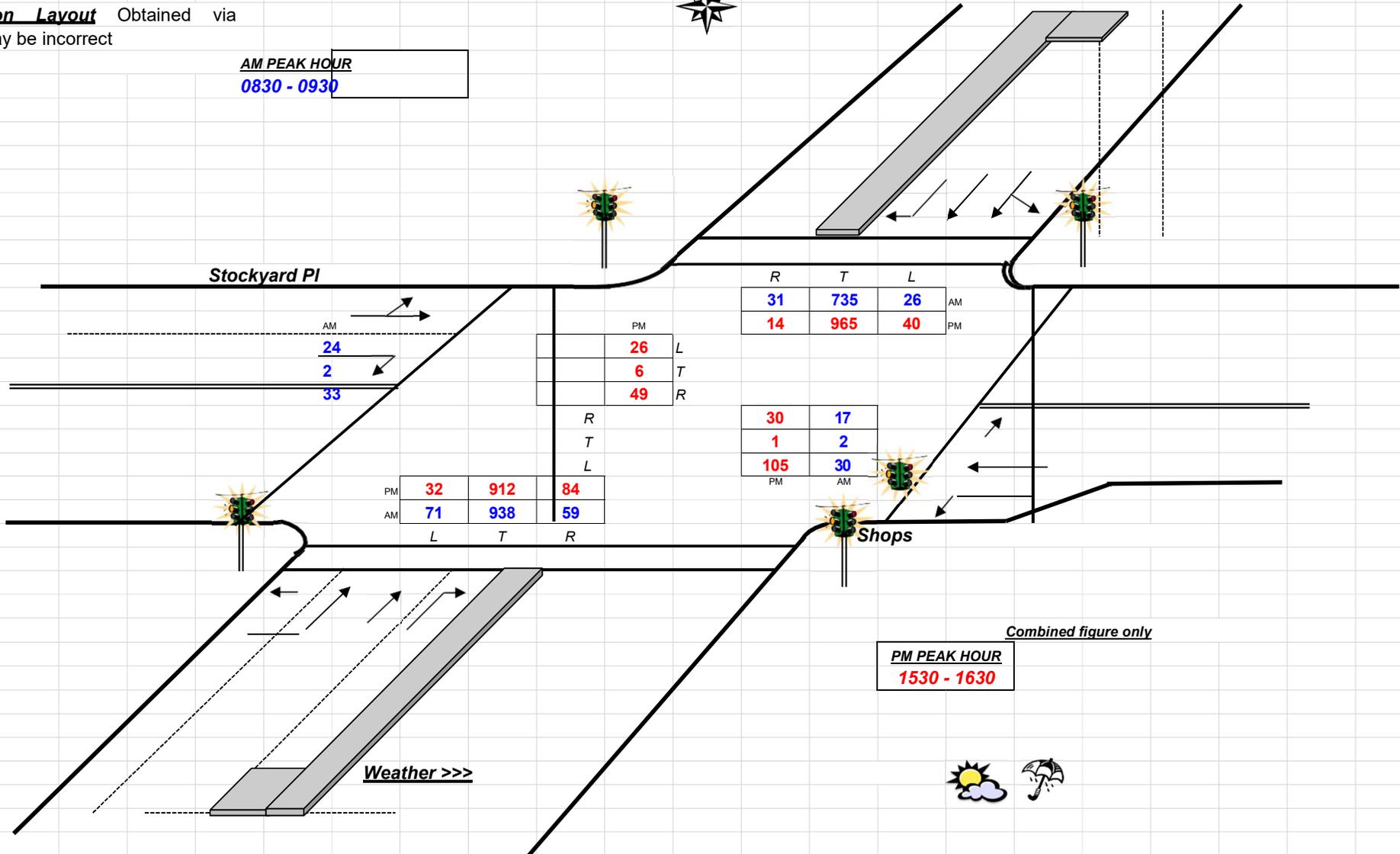
: Varga Traffic Planning
: 6681 GOSFORD W EST Intersection Counts
: Thursday 1st March 2018

N

Intersection Layout Obtained via satellite May be incorrect

AM PEAK HOUR
0830 - 0930

Manns Rd



	R	T	L	
AM	31	735	26	AM
PM	14	965	40	PM

30	17
1	2
105	30
PM	AM

PM	32	912	84
AM	71	938	59
	L	T	R

PM	26	L
	6	T
	49	R

Combined figure only
PM PEAK HOUR
1530 - 1630

Weather >>>



Manns Rd



R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 6681 GOSFORD W EST Intersection Counts

Day/Date : Saturday 24th February 2018

Lights	NORTH			WEST			SOUTH			EAST			TOT
	Manns Rd			Stockyard Pl			Manns Rd			Shops			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1000 - 1015	21	195	6	6	0	8	10	179	27	33	0	7	492
1015 - 1030	24	213	10	12	1	9	12	175	24	37	1	11	529
1030 - 1045	22	186	7	6	1	8	7	183	51	31	2	9	513
1045 - 1100	27	180	9	9	0	4	11	166	40	41	1	19	507
1100 - 1115	21	209	7	2	1	9	13	204	36	59	0	13	574
1115 - 1130	30	205	7	4	2	9	12	186	40	37	2	8	542
1130 - 1145	20	188	19	13	3	8	11	193	44	50	1	20	570
1145 - 1200	26	185	13	11	0	12	19	159	40	40	0	14	519
1200 - 1215	18	183	2	5	0	8	11	159	40	59	0	17	502
1215 - 1230	23	194	2	5	0	10	5	188	42	46	0	16	531
1230 - 1245	15	199	4	8	3	12	12	150	26	44	1	12	486
1245 - 1300	16	179	2	2	1	7	7	161	38	46	0	5	464
1300 - 1315	12	131	2	2	0	31	4	125	39	31	1	7	385
1315 - 1330	12	140	1	3	0	5	11	133	39	57	0	6	407
1330 - 1345	14	146	7	4	2	11	5	140	33	38	0	13	413
1345 - 1400	12	128	2	2	1	2	4	137	29	30	0	8	355
Period End	313	2861	100	94	15	153	154	2638	588	679	9	185	7789

Lights	NORTH			WEST			SOUTH			EAST			TOT
	Manns Rd			Stockyard Pl			Manns Rd			Shops			
Peak Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1000 - 1100	94	774	32	33	2	29	40	703	142	142	4	46	2041
1015 - 1115	94	788	33	29	3	30	43	728	151	168	4	52	2123
1030 - 1130	100	780	30	21	4	30	43	739	167	168	5	49	2136
1045 - 1145	98	782	42	28	6	30	47	749	160	187	4	60	2193
1100 - 1200	97	787	46	30	6	38	55	742	160	186	3	55	2205
1115 - 1215	94	761	41	33	5	37	53	697	164	186	3	59	2133
1130 - 1230	87	750	36	34	3	38	46	699	166	195	1	67	2122
1145 - 1245	82	761	21	29	3	42	47	656	148	189	1	59	2038
1200 - 1300	72	755	10	20	4	37	35	658	146	195	1	50	1983
1215 - 1315	66	703	10	17	4	60	28	624	145	167	2	40	1866
1230 - 1330	55	649	9	15	4	55	34	569	142	178	2	30	1742
1245 - 1345	54	596	12	11	3	54	27	559	149	172	1	31	1669
1300 - 1400	50	545	12	11	3	49	24	535	140	156	1	34	1560
PEAK HOUR	97	787	46	30	6	38	55	742	160	186	3	55	2205

Heavies	NORTH			WEST			SOUTH			EAST			TOT
	Manns Rd			Stockyard Pl			Manns Rd			Shops			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1000 - 1015	0	0	0	0	0	0	0	1	0	0	0	0	1
1015 - 1030	0	2	0	0	0	0	0	1	0	0	0	0	3
1030 - 1045	0	1	0	0	0	0	0	3	0	0	0	0	4
1045 - 1100	0	0	0	0	0	0	0	1	0	0	0	0	1
1100 - 1115	0	1	0	0	0	0	0	2	0	0	0	0	3
1115 - 1130	0	0	0	0	0	0	1	1	0	0	0	0	2
1130 - 1145	0	1	0	0	0	0	0	0	0	0	0	0	1
1145 - 1200	0	3	0	0	0	0	0	2	0	0	0	0	5
1200 - 1215	0	1	0	0	0	0	0	2	0	0	0	0	3
1215 - 1230	0	0	0	0	0	1	0	2	0	0	0	0	3
1230 - 1245	0	0	0	0	0	0	0	1	0	0	0	0	1
1245 - 1300	0	1	0	0	0	0	1	0	0	0	0	0	2
1300 - 1315	0	0	0	0	0	0	0	1	0	0	0	0	1
1315 - 1330	0	0	0	0	0	0	0	1	0	0	0	0	1
1330 - 1345	0	0	0	0	0	0	0	2	0	0	0	0	2
1345 - 1400	0	0	0	0	0	0	0	1	0	0	0	0	1
Period End	0	10	0	0	0	1	2	21	0	0	0	0	34

Heavies	NORTH			WEST			SOUTH			EAST			TOT
	Manns Rd			Stockyard Pl			Manns Rd			Shops			
Peak Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1000 - 1100	0	3	0	0	0	0	0	6	0	0	0	0	9
1015 - 1115	0	4	0	0	0	0	0	7	0	0	0	0	11
1030 - 1130	0	2	0	0	0	0	1	7	0	0	0	0	10
1045 - 1145	0	2	0	0	0	0	1	4	0	0	0	0	7
1100 - 1200	0	5	0	0	0	0	1	5	0	0	0	0	11
1115 - 1215	0	5	0	0	0	0	1	5	0	0	0	0	11
1130 - 1230	0	5	0	0	0	1	0	6	0	0	0	0	12
1145 - 1245	0	4	0	0	0	1	0	7	0	0	0	0	12
1200 - 1300	0	2	0	0	0	1	1	5	0	0	0	0	9
1215 - 1315	0	1	0	0	0	1	1	4	0	0	0	0	7
1230 - 1330	0	1	0	0	0	0	1	3	0	0	0	0	5
1245 - 1345	0	1	0	0	0	0	1	4	0	0	0	0	6
1300 - 1400	0	0	0	0	0	0	0	5	0	0	0	0	5
PEAK HOUR	0	5	0	0	0	0	1	5	0	0	0	0	11



R.O.A.R. DATA

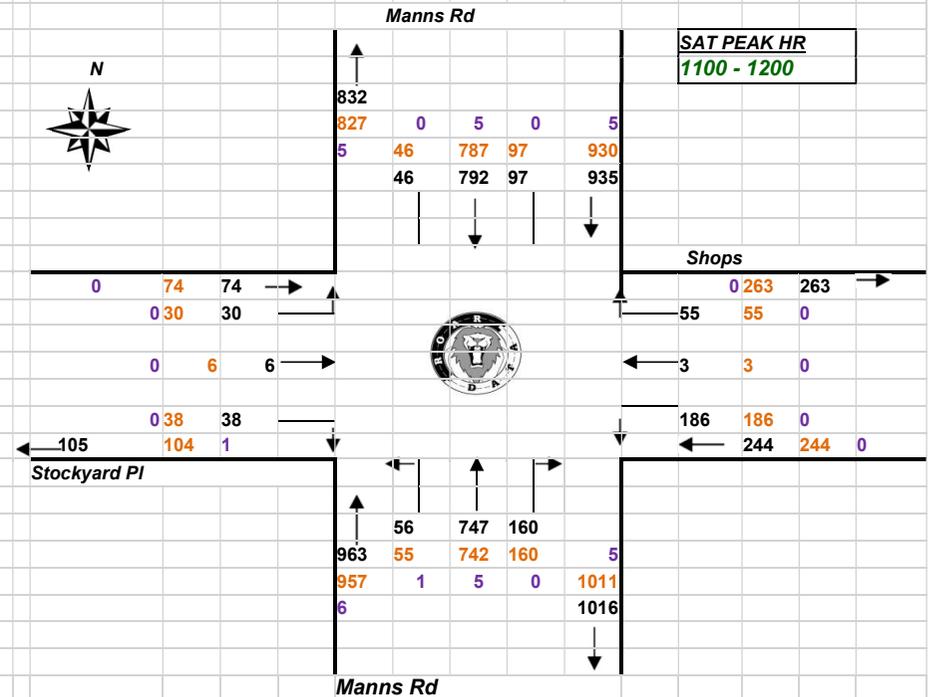
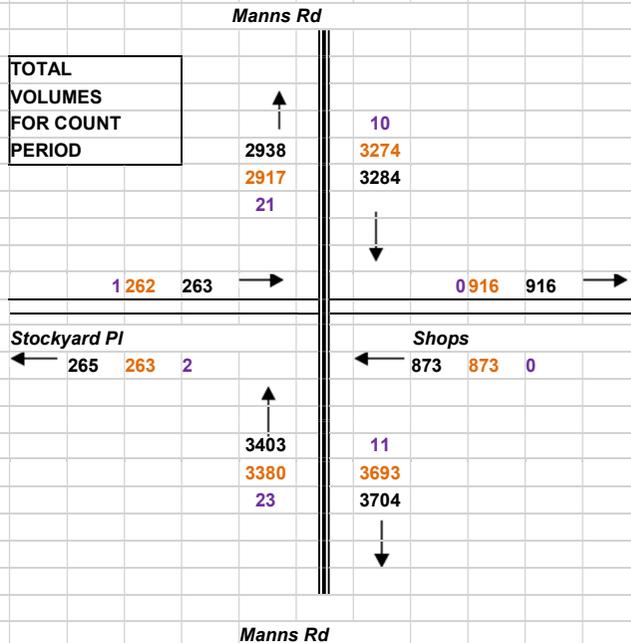
Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning
 Job No/Name : 6681 GOSFORD W EST Intersection Counts
 Day/Date : Saturday 24th February 2018

COMBINED	NORTH			WEST			SOUTH			EAST			TOT
	Manns Rd			Stockyard PI			Manns Rd			Shops			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1000 - 1015	21	195	6	6	0	8	10	180	27	33	0	7	493
1015 - 1030	24	215	10	12	1	9	12	176	24	37	1	11	532
1030 - 1045	22	187	7	6	1	8	7	186	51	31	2	9	517
1045 - 1100	27	180	9	9	0	4	11	167	40	41	1	19	508
1100 - 1115	21	210	7	2	1	9	13	206	36	59	0	13	577
1115 - 1130	30	205	7	4	2	9	13	187	40	37	2	8	544
1130 - 1145	20	189	19	13	3	8	11	193	44	50	1	20	571
1145 - 1200	26	188	13	11	0	12	19	161	40	40	0	14	524
1200 - 1215	18	184	2	5	0	8	11	161	40	59	0	17	505
1215 - 1230	23	194	2	5	0	11	5	190	42	46	0	16	534
1230 - 1245	15	199	4	8	3	12	12	151	26	44	1	12	487
1245 - 1300	16	180	2	2	1	7	8	161	38	46	0	5	466
1300 - 1315	12	131	2	2	0	31	4	126	39	31	1	7	386
1315 - 1330	12	140	1	3	0	5	11	134	39	57	0	6	408
1330 - 1345	14	146	7	4	2	11	5	142	33	38	0	13	415
1345 - 1400	12	128	2	2	1	2	4	138	29	30	0	8	356
Period End	313	2871	100	94	15	154	156	2659	588	679	9	185	7823

COMBINED	NORTH			WEST			SOUTH			EAST			TOT
	Manns Rd			Stockyard PI			Manns Rd			Shops			
Peak Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1000 - 1100	94	777	32	33	2	29	40	709	142	142	4	46	2050
1015 - 1115	94	792	33	29	3	30	43	735	151	168	4	52	2134
1030 - 1130	100	782	30	21	4	30	44	746	167	168	5	49	2146
1045 - 1145	98	784	42	28	6	30	48	753	160	187	4	60	2200
1100 - 1200	97	792	46	30	6	38	56	747	160	186	3	55	2216
1115 - 1215	94	766	41	33	5	37	54	702	164	186	3	59	2144
1130 - 1230	87	755	36	34	3	39	46	705	166	195	1	67	2134
1145 - 1245	82	765	21	29	3	43	47	663	148	189	1	59	2050
1200 - 1300	72	757	10	20	4	38	36	663	146	195	1	50	1992
1215 - 1315	66	704	10	17	4	61	29	628	145	167	2	40	1873
1230 - 1330	55	650	9	15	4	55	35	572	142	178	2	30	1747
1245 - 1345	54	597	12	11	3	54	28	563	149	172	1	31	1675
1300 - 1400	50	545	12	11	3	49	24	540	140	156	1	34	1565
PEAK HOUR	97	792	46	30	6	38	56	747	160	186	3	55	2216





R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 6681 GOSFORD W EST Intersection Counts

Day/Date : Saturday 24th February 2018

Peds	NORTH	WEST	SOUTH	EAST	TOT	Peds	NORTH	WEST	SOUTH	EAST	TOT
	<i>Manns Rd</i>	<i>Stockyard Pl</i>	<i>Manns Rd</i>	<i>Shops</i>			<i>Manns Rd</i>	<i>Stockyard Pl</i>	<i>Manns Rd</i>	<i>Shops</i>	
Time Per	Unclassified	Unclassified	Unclassified	Unclassified	TOT	Peak Per	Unclassified	Unclassified	Unclassified	Unclassified	TOT
1000 - 1015	0	0	0	2	2	1000 - 1100	4	3	2	7	16
1015 - 1030	0	3	2	1	6	1015 - 1115	4	3	2	5	14
1030 - 1045	4	0	0	4	8	1030 - 1130	4	0	0	4	8
1045 - 1100	0	0	0	0	0	1045 - 1145	0	0	0	0	0
1100 - 1115	0	0	0	0	0	1100 - 1200	0	0	0	1	1
1115 - 1130	0	0	0	0	0	1115 - 1215	0	0	0	1	1
1130 - 1145	0	0	0	0	0	1130 - 1230	0	0	0	2	2
1145 - 1200	0	0	0	1	1	1145 - 1245	0	0	2	2	4
1200 - 1215	0	0	0	0	0	1200 - 1300	0	0	2	3	5
1215 - 1230	0	0	0	1	1	1215 - 1315	0	0	2	3	5
1230 - 1245	0	0	2	0	2	1230 - 1330	0	0	2	2	4
1245 - 1300	0	0	0	2	2	1245 - 1345	0	0	0	2	2
1300 - 1315	0	0	0	0	0	1300 - 1400	0	0	2	2	4
1315 - 1330	0	0	0	0	0						
1330 - 1345	0	0	0	0	0	PEAK HOUR	0	0	0	1	0
1345 - 1400	0	0	2	2	4						
Period End	4	3	6	13	26						



A.R. DATA

Original & Authentic Results

Reliable, Accurate, Repeatable
Phone: 0418-239019, Mob: 0418-239019

Client : Varga Traffic Planning
Job No/Name : 6681 GOSFORD W EST Intersection Counts
Day/Date : Saturday 24th February 2018

Intersection Layout

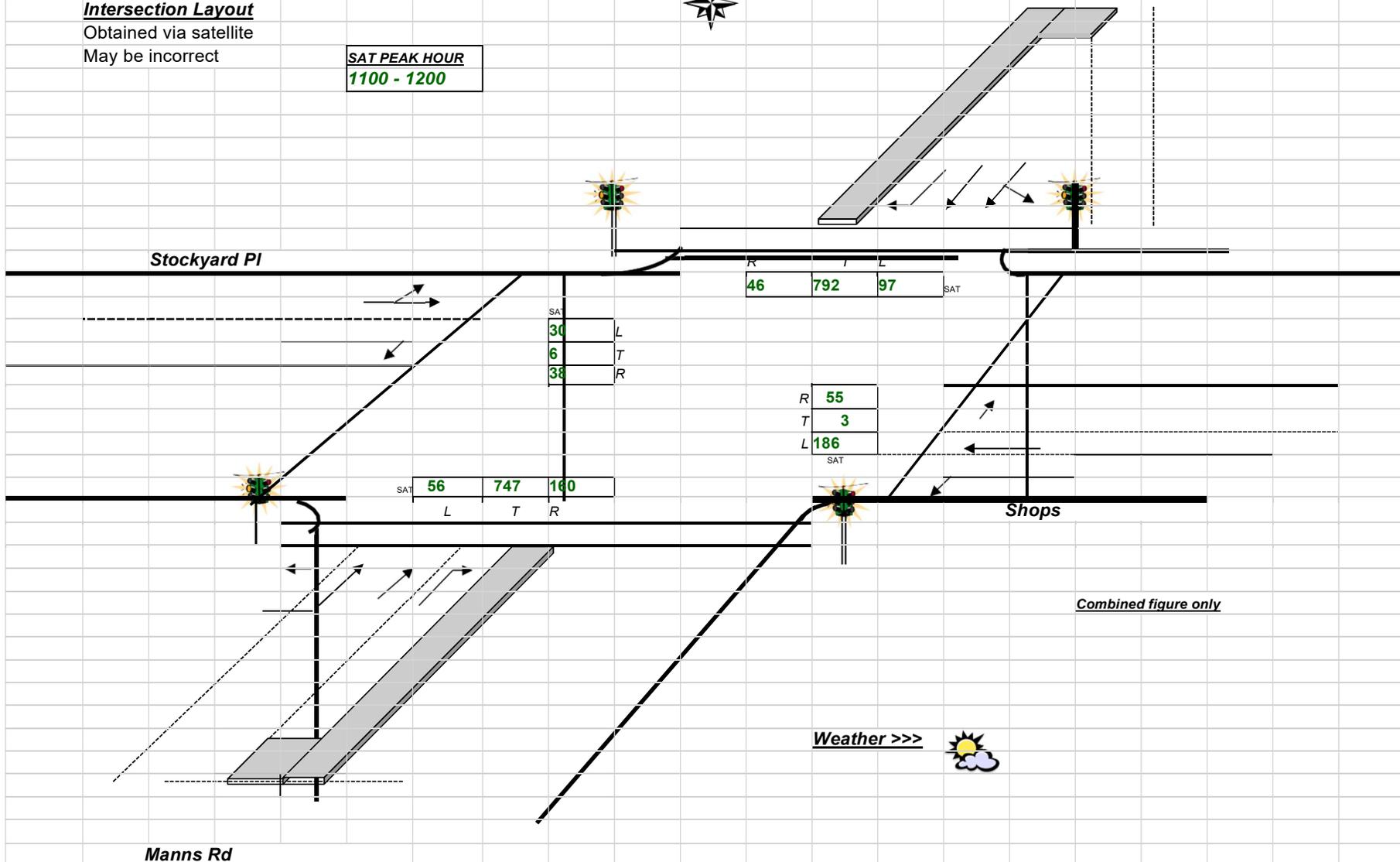
Obtained via satellite

May be incorrect

SAT PEAK HOUR
1100 - 1200



Manns Rd



Combined figure only

Weather >>>



Manns Rd

APPENDIX B

SIDRA MOVEMENT SUMMARIES

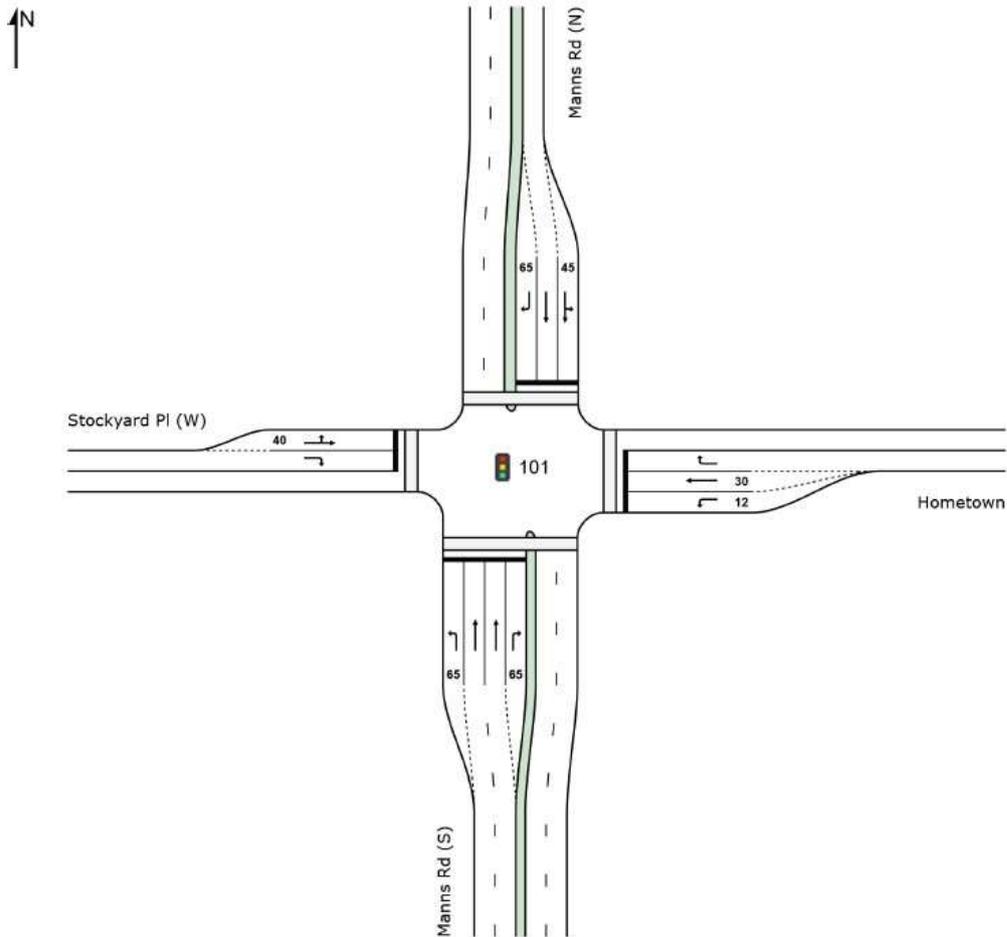
SITE LAYOUT

Site: 101 [Existing AM 2018]

Manns Rd, Stockyard Pl & Hometown

Site Category: (None)

Signals - Fixed Time Isolated



SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: VARGA TRAFFIC PLANNING | Created: Tuesday, 13 November 2018 12:41:16 PM
Project: Z:\DATA\Data\Jobs\18work\18627C_356-374MannsRdWestGosford\SIDRA\181113\Existing 2018.sip8

MOVEMENT SUMMARY

Site: 101 [Existing AM 2018]

Manns Rd, Stockyard Pl & Hometown

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Manns Rd (S)												
1	L2	73	0.0	0.055	10.8	LOS A	1.2	8.6	0.31	0.65	0.31	41.7
2	T1	949	3.2	0.408	12.9	LOS A	14.2	102.1	0.56	0.50	0.56	45.3
3	R2	46	0.0	0.099	12.8	LOS A	0.8	5.7	0.46	0.67	0.46	24.6
Approach		1068	2.8	0.408	12.8	LOS A	14.2	102.1	0.54	0.52	0.54	44.5
East: Hometown												
4	L2	16	0.0	0.052	45.3	LOS D	0.8	5.5	0.87	0.62	0.87	11.4
5	T1	1	0.0	0.010	59.8	LOS E	0.1	0.4	0.97	0.57	0.97	18.9
6	R2	13	0.0	0.073	49.0	LOS D	0.7	4.8	0.94	0.64	0.94	22.0
Approach		30	0.0	0.073	47.4	LOS D	0.8	5.5	0.90	0.63	0.90	17.1
North: Manns Rd (N)												
7	L2	17	0.0	0.328	17.2	LOS B	10.5	75.7	0.52	0.47	0.52	39.3
8	T1	743	3.9	0.328	11.9	LOS A	10.7	77.2	0.52	0.46	0.52	46.1
9	R2	32	0.0	0.077	13.1	LOS A	0.6	3.9	0.49	0.66	0.49	45.2
Approach		792	3.7	0.328	12.1	LOS A	10.7	77.2	0.52	0.47	0.52	45.9
West: Stockyard Pl (W)												
10	L2	24	0.0	0.090	52.3	LOS D	1.3	8.9	0.89	0.71	0.89	30.2
11	T1	1	0.0	0.090	53.1	LOS D	1.3	8.9	0.89	0.71	0.89	20.7
12	R2	27	0.0	0.147	54.3	LOS D	1.4	10.1	0.94	0.70	0.94	23.6
Approach		52	0.0	0.147	53.4	LOS D	1.4	10.1	0.92	0.70	0.92	26.9
All Vehicles		1942	3.0	0.408	14.1	LOS A	14.2	102.1	0.55	0.51	0.55	43.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate	
P1	South Full Crossing	1	54.2	LOS E	0.0	0.0	0.95	0.95	
P2	East Full Crossing	3	54.2	LOS E	0.0	0.0	0.95	0.95	
P3	North Full Crossing	1	54.2	LOS E	0.0	0.0	0.95	0.95	
P4	West Full Crossing	1	54.2	LOS E	0.0	0.0	0.95	0.95	
All Pedestrians		6	54.2	LOS E			0.95	0.95	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 101 [Existing PM 2018]

Manns Rd, Stockyard PI & Hometown

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Manns Rd (S)												
1	L2	16	0.0	0.016	13.1	LOS A	0.3	1.8	0.50	0.64	0.50	40.1
2	T1	764	0.4	0.413	21.8	LOS B	14.4	101.2	0.70	0.61	0.70	38.8
3	R2	56	0.0	0.180	20.6	LOS B	1.5	10.6	0.65	0.71	0.65	19.8
Approach		836	0.4	0.413	21.6	LOS B	14.4	101.2	0.69	0.62	0.69	38.0
East: Hometown												
4	L2	93	0.0	0.318	49.0	LOS D	4.9	34.3	0.93	0.73	0.93	10.9
5	T1	1	0.0	0.010	59.8	LOS E	0.1	0.4	0.97	0.57	0.97	18.9
6	R2	33	0.0	0.171	50.1	LOS D	1.8	12.4	0.95	0.69	0.95	21.8
Approach		127	0.0	0.318	49.4	LOS D	4.9	34.3	0.93	0.72	0.93	14.4
North: Manns Rd (N)												
7	L2	33	0.0	0.496	17.4	LOS B	13.6	95.5	0.54	0.50	0.54	39.1
8	T1	909	0.8	0.496	12.1	LOS A	13.6	95.6	0.54	0.49	0.54	45.9
9	R2	6	0.0	0.010	12.8	LOS A	0.1	0.7	0.47	0.62	0.47	45.4
Approach		948	0.7	0.496	12.2	LOS A	13.6	95.6	0.54	0.49	0.54	45.7
West: Stockyard PI (W)												
10	L2	23	0.0	0.087	34.9	LOS C	1.1	7.6	0.87	0.70	0.87	35.2
11	T1	4	0.0	0.087	35.8	LOS C	1.1	7.6	0.87	0.70	0.87	25.1
12	R2	49	0.0	0.308	55.6	LOS D	2.7	18.7	0.99	0.73	0.99	23.3
Approach		76	0.0	0.308	48.3	LOS D	2.7	18.7	0.94	0.72	0.94	27.1
All Vehicles		1987	0.5	0.496	19.9	LOS B	14.4	101.2	0.64	0.57	0.64	38.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate	
P1	South Full Crossing	1	54.2	LOS E	0.0	0.0	0.95	0.95	
P2	East Full Crossing	1	54.2	LOS E	0.0	0.0	0.95	0.95	
P3	North Full Crossing	1	54.2	LOS E	0.0	0.0	0.95	0.95	
P4	West Full Crossing	1	54.2	LOS E	0.0	0.0	0.95	0.95	
All Pedestrians		4	54.2	LOS E			0.95	0.95	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 101 [Existing SAT 2018]

Manns Rd, Stockyard PI & Hometown

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Manns Rd (S)												
1	L2	54	0.0	0.042	11.3	LOS A	0.9	6.6	0.32	0.64	0.32	41.3
2	T1	702	0.7	0.310	13.4	LOS A	10.2	72.2	0.55	0.48	0.55	44.9
3	R2	164	0.0	0.360	14.6	LOS B	3.1	22.0	0.58	0.73	0.58	23.3
Approach		920	0.5	0.360	13.5	LOS A	10.2	72.2	0.54	0.53	0.54	42.1
East: Hometown												
4	L2	186	0.0	0.507	46.5	LOS D	9.8	68.7	0.94	0.77	0.94	11.2
5	T1	3	0.0	0.031	60.5	LOS E	0.2	1.2	0.97	0.61	0.97	18.8
6	R2	59	0.0	0.322	49.9	LOS D	3.2	22.2	0.97	0.73	0.97	21.8
Approach		248	0.0	0.507	47.5	LOS D	9.8	68.7	0.95	0.76	0.95	14.5
North: Manns Rd (N)												
7	L2	94	0.0	0.490	20.4	LOS B	13.7	96.1	0.59	0.57	0.59	36.4
8	T1	766	0.7	0.490	15.1	LOS B	13.7	96.1	0.59	0.55	0.59	43.2
9	R2	41	0.0	0.075	12.6	LOS A	0.7	5.1	0.47	0.66	0.47	45.5
Approach		901	0.6	0.490	15.5	LOS B	13.7	96.1	0.59	0.55	0.59	42.6
West: Stockyard PI (W)												
10	L2	33	0.0	0.165	56.1	LOS D	2.0	14.2	0.93	0.73	0.93	29.3
11	T1	5	0.0	0.165	56.9	LOS E	2.0	14.2	0.93	0.73	0.93	19.9
12	R2	37	0.0	0.184	53.3	LOS D	2.0	13.7	0.94	0.72	0.94	23.9
Approach		75	0.0	0.184	54.8	LOS D	2.0	14.2	0.94	0.72	0.94	26.3
All Vehicles		2144	0.5	0.507	19.7	LOS B	13.7	96.1	0.62	0.57	0.62	37.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate	
P1	South Full Crossing	1	54.2	LOS E	0.0	0.0	0.95	0.95	
P2	East Full Crossing	1	54.2	LOS E	0.0	0.0	0.95	0.95	
P3	North Full Crossing	1	54.2	LOS E	0.0	0.0	0.95	0.95	
P4	West Full Crossing	1	54.2	LOS E	0.0	0.0	0.95	0.95	
All Pedestrians		4	54.2	LOS E			0.95	0.95	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 101 [Existing AM 2028]

Manns Rd, Stockyard PI & Hometown

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Manns Rd (S)												
1	L2	73	0.0	0.054	10.5	LOS A	1.2	8.3	0.30	0.64	0.30	41.9
2	T1	1090	2.8	0.469	13.0	LOS A	16.9	121.2	0.58	0.52	0.58	45.3
3	R2	46	0.0	0.114	13.3	LOS A	0.8	5.7	0.48	0.68	0.48	24.3
Approach		1209	2.5	0.469	12.9	LOS A	16.9	121.2	0.56	0.53	0.56	44.6
East: Hometown												
4	L2	16	0.0	0.054	46.3	LOS D	0.8	5.6	0.88	0.62	0.88	11.3
5	T1	1	0.0	0.010	59.8	LOS E	0.1	0.4	0.97	0.57	0.97	18.9
6	R2	13	0.0	0.074	49.0	LOS D	0.7	4.8	0.94	0.64	0.94	22.0
Approach		30	0.0	0.074	47.9	LOS D	0.8	5.6	0.91	0.63	0.91	17.0
North: Manns Rd (N)												
7	L2	17	0.0	0.434	17.2	LOS B	12.2	87.9	0.52	0.48	0.52	39.4
8	T1	854	3.4	0.434	11.8	LOS A	12.4	89.3	0.53	0.47	0.53	46.2
9	R2	32	0.0	0.090	13.9	LOS A	0.6	3.9	0.52	0.67	0.52	44.8
Approach		903	3.2	0.434	12.0	LOS A	12.4	89.3	0.53	0.48	0.53	46.0
West: Stockyard PI (W)												
10	L2	24	0.0	0.094	52.4	LOS D	1.3	8.9	0.89	0.71	0.89	30.2
11	T1	1	0.0	0.094	53.2	LOS D	1.3	8.9	0.89	0.71	0.89	20.7
12	R2	27	0.0	0.148	54.3	LOS D	1.4	10.1	0.94	0.70	0.94	23.6
Approach		52	0.0	0.148	53.4	LOS D	1.4	10.1	0.92	0.70	0.92	26.9
All Vehicles		2194	2.7	0.469	14.0	LOS A	16.9	121.2	0.56	0.52	0.56	43.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate	
P1	South Full Crossing	1	54.2	LOS E	0.0	0.0	0.95	0.95	
P2	East Full Crossing	3	54.2	LOS E	0.0	0.0	0.95	0.95	
P3	North Full Crossing	1	54.2	LOS E	0.0	0.0	0.95	0.95	
P4	West Full Crossing	1	54.2	LOS E	0.0	0.0	0.95	0.95	
All Pedestrians		6	54.2	LOS E			0.95	0.95	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 101 [Existing PM 2028]

Manns Rd, Stockyard PI & Hometown

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Manns Rd (S)												
1	L2	16	0.0	0.012	10.3	LOSA	0.3	1.8	0.29	0.62	0.29	42.1
2	T1	878	0.3	0.366	12.0	LOSA	12.5	87.5	0.53	0.47	0.53	46.1
3	R2	56	0.0	0.171	14.3	LOSA	1.0	7.0	0.53	0.69	0.53	23.5
Approach		950	0.3	0.366	12.1	LOSA	12.5	87.5	0.53	0.49	0.53	45.2
East: Hometown												
4	L2	93	0.0	0.318	49.0	LOS D	4.9	34.3	0.93	0.73	0.93	10.9
5	T1	1	0.0	0.010	59.8	LOS E	0.1	0.4	0.97	0.57	0.97	18.9
6	R2	33	0.0	0.189	50.2	LOS D	1.8	12.4	0.96	0.69	0.96	21.7
Approach		127	0.0	0.318	49.4	LOS D	4.9	34.3	0.94	0.72	0.94	14.4
North: Manns Rd (N)												
7	L2	33	0.0	0.649	18.0	LOS B	16.3	114.9	0.56	0.52	0.56	38.6
8	T1	1044	0.7	0.649	12.6	LOSA	16.3	114.9	0.57	0.51	0.57	45.4
9	R2	6	0.0	0.013	12.5	LOSA	0.1	0.7	0.46	0.62	0.46	45.6
Approach		1083	0.6	0.649	12.8	LOSA	16.3	114.9	0.57	0.51	0.57	45.2
West: Stockyard PI (W)												
10	L2	23	0.0	0.130	56.9	LOS E	1.4	10.1	0.93	0.71	0.93	29.1
11	T1	4	0.0	0.130	57.7	LOS E	1.4	10.1	0.93	0.71	0.93	19.8
12	R2	49	0.0	0.308	55.6	LOS D	2.7	18.7	0.99	0.73	0.99	23.3
Approach		76	0.0	0.308	56.1	LOS D	2.7	18.7	0.97	0.73	0.97	25.2
All Vehicles		2236	0.4	0.649	16.1	LOS B	16.3	114.9	0.58	0.52	0.58	41.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate	
P1	South Full Crossing	1	54.2	LOS E	0.0	0.0	0.95	0.95	
P2	East Full Crossing	1	54.2	LOS E	0.0	0.0	0.95	0.95	
P3	North Full Crossing	1	54.2	LOS E	0.0	0.0	0.95	0.95	
P4	West Full Crossing	1	54.2	LOS E	0.0	0.0	0.95	0.95	
All Pedestrians		4	54.2	LOS E			0.95	0.95	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

 Site: 101 [Existing SAT 2028]

Manns Rd, Stockyard PI & Hometown

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Manns Rd (S)												
1	L2	54	0.0	0.041	11.0	LOS A	0.9	6.4	0.32	0.64	0.32	41.5
2	T1	807	0.6	0.346	12.8	LOS A	11.7	82.3	0.54	0.48	0.54	45.5
3	R2	164	0.0	0.413	15.1	LOS B	3.1	21.6	0.61	0.74	0.61	23.0
Approach		1025	0.5	0.413	13.1	LOS A	11.7	82.3	0.54	0.53	0.54	42.8
East: Hometown												
4	L2	186	0.0	0.553	48.7	LOS D	10.0	70.3	0.96	0.79	0.96	10.9
5	T1	3	0.0	0.031	60.5	LOS E	0.2	1.2	0.97	0.61	0.97	18.8
6	R2	59	0.0	0.353	51.4	LOS D	3.2	22.7	0.98	0.74	0.98	21.5
Approach		248	0.0	0.553	49.5	LOS D	10.0	70.3	0.96	0.77	0.96	14.1
North: Manns Rd (N)												
7	L2	94	0.0	0.578	19.2	LOS B	15.2	106.6	0.58	0.56	0.58	37.3
8	T1	880	0.6	0.578	13.9	LOS A	15.2	106.6	0.58	0.54	0.58	44.1
9	R2	41	0.0	0.082	12.5	LOS A	0.7	5.0	0.47	0.66	0.47	45.6
Approach		1015	0.5	0.578	14.3	LOS A	15.2	106.6	0.58	0.55	0.58	43.6
West: Stockyard PI (W)												
10	L2	33	0.0	0.169	56.2	LOS D	2.0	14.2	0.93	0.73	0.93	29.2
11	T1	5	0.0	0.169	57.0	LOS E	2.0	14.2	0.93	0.73	0.93	19.9
12	R2	37	0.0	0.199	54.8	LOS D	2.0	14.0	0.95	0.72	0.95	23.5
Approach		75	0.0	0.199	55.5	LOS D	2.0	14.2	0.94	0.72	0.94	26.1
All Vehicles		2363	0.4	0.578	18.8	LOS B	15.2	106.6	0.61	0.57	0.61	38.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate	
P1	South Full Crossing	1	54.2	LOS E	0.0	0.0	0.95	0.95	
P2	East Full Crossing	1	54.2	LOS E	0.0	0.0	0.95	0.95	
P3	North Full Crossing	1	54.2	LOS E	0.0	0.0	0.95	0.95	
P4	West Full Crossing	1	54.2	LOS E	0.0	0.0	0.95	0.95	
All Pedestrians		4	54.2	LOS E			0.95	0.95	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

APPENDIX C

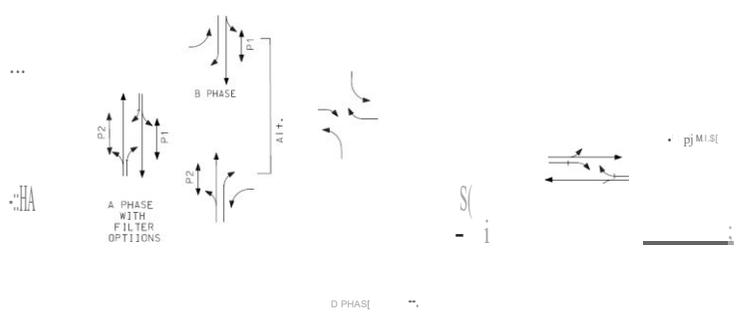
TRAFFIC CONTROL SIGNAL PLANS

DRAWN BY CADD
DO NOT AMEND MANUALLY

DATE IN SERVICE: 20/11/99



Services
LOCALITY SKETCH



POST	TYPE	LENGTH	OFFSET	REMARKS	POST CO-ORDINATES
1	2	4.00	0.0		44146 2636
2			0.0		44746.4 J.76
3	2	4.0	0.0		44711.1 15
4	1			SLM/OP	447.1 49
5	2	4.1	0.0	SLM/OP	44765.12 22
6	10	4.1	0.0	SLM/OP	4477970 9.04
7	2	4.1	0.0	SLM/OP	44780.21 1.6J
8	2	4.1	0.0		4478592 2111
9	2	4.1	0.0		44780.21 630V/300
10	1			SLM/OP	4476911 150
11	1			SLM/OP	4476911 150
12	1			SLM/OP	4475134 16.8.2
DOOR					447447 1.20

WITH FILTER OPTIONS F2 PHASE C PHASE

SIGNAL GROUP	BOWLING GREEN CENTER												STANDARD SIGNALS	CONDITIONS	
	A	B	C	D	E	F	G	H	I	J	K	L			
V1	X	X										X		TS-TN-027	
V2	X		X										X	TS-TN-027	
V3														TS-TN-027	
V4			X											TS-TN-027	
V5						X								TS-TN-027	
V6					X	X		X						TS-TN-027	
V7			X	X										TS-TN-027	
V8			X					X						TS-TN-027	
V9			X	X			X							156	Timed RED start for P1-WA1
V10			X	X				X				X		130	Timed RED start for P2-WM-X
V11			X				C						X	158	Timed RED OH O. for P3-WAU
V12														156	Timed RED start for P4-WA1C
P0	X													11D	
P2	X												X	11D	
PJ							X							112	
P*						X		X						1*	

REG No.

A

4. Activation of the push buttons on Posts 1, 3, 7, and 9 w/1 display red

- 12^c U 'St-
10;

arrow protection for the duration of the WALK interval.

5. Activation of the push buttons on Posts 6 and 12 will display red arrow

STOROSIT

Y.C.H.

M.O.H.GaO M (P)

UIW.OO. 1f

DESIGN APPROVAL RMS ACCEPTANCE

,0

= = +, 3, + = K - -

0: m: 00

APPROVED

RECOM

001 -

ROADS AND

SERVICES

COUNCIL AREA

EXISTING 0

PROPOSED 18J

MARITIME S

GOSFORD CITY

TRAFFIC SIGNALS AT

CAD FILE: W 347 1_5 A.dgn

SCALE

0 (1:200)

WEST GOSFORD

0349.184.VV.3471

