



16 March, 2018

Central Coast Council
PO Box 20
Wyang
NSW 2250

Attention: The General Manager

Your reference: DA 47044/2015 Part 1

Dear Sir,

ASSESSMENT OF PARKING & TRAFFIC IMPACTS ASSOCIATED WITH
SECTION 4.55(2) APPLICATION
APPROVED RESIDENTIAL FLAT BUILDING
70 JOHN WHITEWAY DRIVE, GOSFORD

This Practice has been engaged by Emirates Holdings Australia to undertake an assessment of the parking and traffic impacts associated with a Section 4.55(2) Application for alterations to an approved residential development at 70 John Whiteway Drive, Gosford.

APPROVED DEVELOPMENT

Development consent was granted by Central Coast Council on 7 September 2017 (DA 47044/ 2015 Part 1) for a residential development within 70 John Whiteway Drive, Gosford. The development was approved to comprise a four to five storey residential flat building containing 66 dwellings, as follows:

- 12 one bedroom dwellings;
- 44 two bedroom dwellings; and
- 10 three bedroom dwellings.

The development was approved to be serviced by two levels of car parking containing the following:

- 76 passenger vehicle parking spaces comprising 62 resident and 14 visitor spaces;
- Five motorcycle parking spaces; and
- 30 bicycle parking spaces.

The development was approved to be accessed via a new access cul-de-sac named Georgiana Terrace, connecting with John Whiteway Drive.

The development was also approved to be serviced by vehicles up to and including Councils refuse collection vehicles in an informal manner via the vehicular access connection to Georgiana Terrace.

PROPOSED ALTERATION & SCOPE OF ASSESSMENT

It is proposed that the approved development be amended as follows:

- The approved number of dwellings being increased from 66 to 72 dwellings, as follows;
 - 9 one bedroom dwellings;
 - 42 two bedroom dwellings; and
 - 21 three bedroom dwellings.
- The redesign of the internal circulation and parking arrangements resulting in the following alterations to the approved number of the parking spaces:
 - Increasing the approved number of passenger vehicles spaces from 76 to 102 spaces, comprising 87 resident and 15 visitor spaces;
 - Increasing the approved number of motorcycle spaces from five to eight spaces; and
 - Increasing the approved number of bicycle spaces from 30 to 35 spaces.

The approved site access and servicing arrangements are essentially proposed to be retained.

The purpose of this correspondence is to assess and document parking and traffic impacts resulting from the proposed Section 4.55(2) Application.

This assessment makes reference to and should be read in conjunction with architectural plans prepared by Benson McCormack Architecture, reduced copies of which are submitted under separate cover.

This correspondence also makes reference to the Transport and Traffic Planning Associates Report Reference 14298, dated May 2015 (Revision D) and the addendum to the Transport and Traffic Planning Associates Report Reference 14298 dated 29 September 2016, which accompanied the original development application.

ACCESS ARRANGEMENTS

The approved access arrangements are essentially not proposed to be altered, whereby connectivity between the development and John Whiteway Drive is to be provided via the a new access cul-de-sac named Georgiana Terrace adjacent to the northern boundary. Connectivity between Georgiana Terrace and the two development parking levels is proposed to be retained by the provision of the approved adjoining access ramps.

The functional requirements of these access ramps are not envisaged to be measurably altered, despite the minor increase in the total development parking quantum.

Similarly to the above, the approved heavy vehicle servicing arrangements are not proposed to be notably altered, whereby vehicles up to and including Council's 10.5m long rigid refuse collection vehicles are to access Georgiana Terrace from John Whiteway Drive in a forward direction, prior to reversing towards the western-most development parking area access roadway, which doubles as an informal development servicing area, complete with adjacent garage holding room. Following the

completion of development servicing arrangements, service vehicles are to exit the site in a forward direction to Georgiana Terrace prior to accessing John Whiteway Drive.

In order to demonstrate the suitability of the site servicing arrangements, a series of swept paths have been prepared (copies of which are contained within **Appendix 1**) in accordance with the approved methodology contained within the addendum to the Transport and Traffic Planning Associates Report Reference 14298 dated 29 September 2016, which accompanied the original development application.

Further to the above, it is noted that the maximum grade of the roadway servicing the refuse collection area (and within 13m of the servicing area) is 1:35 in accordance with Condition of Consent No. 4.14 of DA 47044/ 2015 Part 1. In consideration of this and the above discussion, the proposed site access and servicing arrangements are therefore considered to be satisfactory and compliant with the intent of the approved arrangements.

PASSENGER VEHICLE PARKING PROVISION

Approved Development

Central Coast Council refers to locally sensitive parking requirements contained within Gosford Development Control Plan 2013 (GDCP 2013), which provides the following relevant passenger vehicle parking requirements for residential apartment developments within the Gosford Town Centre:

- 1 space per one bedroom dwelling*
- 1.2 spaces per two bedroom dwelling*
- 1.5 spaces per three bedroom dwelling*
- 1 visitor space per 5 dwellings*

Application of the applicable parking rates to the approved development yield of 66 dwellings, comprising 12 one bedroom units, 44 two bedroom units and 10 three bedroom dwellings, results in the following parking requirements:

Resident

$(12 \times 1) + (44 \times 1.2) + (10 \times 1.5) = 79.8$ (adopt 80) spaces

Residential Visitor

$(66 / 5) = 13.2$ (adopt 14) spaces

GDCP 2013 therefore requires a parking provision of 94 spaces, comprising 80 resident and 14 visitor parking spaces, to service the approved development yield. The approved parking provision of 76 passenger vehicle parking spaces comprising 62 resident and 14 visitor spaces represents a shortfall of some 18 parking spaces in accordance with GDCP 2013.

It is however understood that the approved passenger vehicle parking provision was supported through application of reduced rates specified within the Roads & Maritime Services' *Guide to Traffic Generating Development*. This was undertaken on the basis of the site being within 400m of B4 zoned land in accordance with Objective 3J-1 of the *Apartment Design Guide*, replied upon by SEPP 65 (*State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development*).

Objective 3J-1 of the *Apartment Design Guide* specifies that development within 400m of B4 zoned land may apply parking rates for residents and visitors as set out within the Roads & Maritime Services' *Guide to Traffic Generating Developments*, if they are less onerous than the relevant Council control.

The Roads & Maritime Services provide the following parking recommendations relevant to the development within their *Guide to Traffic Generating Developments*:

0.6 spaces per one bedroom dwelling
0.9 spaces per two bedroom dwelling
1.4 spaces per three bedroom dwelling
1 visitor space per 5 dwellings

Application of the Roads & Maritime Services' parking rates to the approved development yield, results in the following parking requirements:

Resident

$(12 \times 0.6) + (44 \times 0.9) + (10 \times 1.4) = 60.8$ (adopt 61) spaces

Residential Visitor

$(66 / 5) = 13.2$ (adopt 14) spaces

The Roads & Maritime Services' therefore require a minimum parking provision of 75 spaces, comprising 61 resident and 14 visitor parking spaces, to service the approved development yield. The approved parking provision of 76 passenger vehicle parking spaces comprising 62 resident and 14 visitor spaces was therefore understood to be deemed satisfactorily compliant with the Roads & Maritime Services' *Guide to Traffic Generating Developments*.

Proposed Modification

Application of the GDCP 2013 parking rates to the proposed amended development yield of 72 dwellings, comprising 9 one bedroom units, 41 two bedroom units and 22 three bedroom dwellings, results in the following parking requirements:

Resident

$(9 \times 1) + (42 \times 1.2) + (21 \times 1.5) = 90.9$ (adopt 91) spaces

Residential Visitor

$(72 / 5) = 14.4$ (adopt 15) spaces

GDCP 2013 therefore requires a parking provision of 106 spaces, comprising 91 resident and 15 visitor spaces. The proposed amended parking provision of 102 spaces including 87 resident and 15 visitor parking spaces therefore represents a shortfall of four resident spaces.

However, application of the Roads & Maritime Services' parking rates to the amended development yield, results in the following parking requirements:

Resident

$(9 \times 0.6) + (42 \times 0.9) + (21 \times 1.4) = 72.6$ (adopt 73) spaces

Residential Visitor

$(72 / 5) = 14.4$ (adopt 15) spaces

The Roads & Maritime Services' *Guide to Traffic Generating Developments* therefore require a minimum parking provision of 88 spaces, comprising 73 resident and 15 visitor parking spaces, to service the proposed amended development yield. The proposed amended parking provision of 102 spaces including 87 resident and 15 visitor parking spaces suitably complies with the Roads & Maritime Services' rates and accordingly, is considered to be satisfactory.

BICYCLE AND MOTORCYCLE PARKING PROVISION

Bicycles

GDCP 2013 provides the following requirements for bicycle parking relevant to the amended development:

1 resident space per 3 dwellings

1 visitor space per 12 dwellings

Application of the applicable parking rates to the proposed amended development yield results in the following parking requirements:

Resident

$(72 / 3) = 24$ spaces

Residential Visitor

$(72 / 12) = 6$ spaces

The proposed amended bicycle parking provision of 35 spaces, therefore exceeds the minimum requirements specified by GDCP 2013 of 30 spaces and accordingly, is considered to be satisfactory.

Motorcycles

GDCP 2013 specifies the following minimum motorcycle parking requirements:

1 space per 25 car spaces

A total of 4.08 (adopt 5) motorcycle parking spaces are therefore required in accordance GDCP 2013 on the basis of a passenger vehicle parking provision of 102 spaces.

The proposed motorcycle parking provision of eight spaces is therefore considered to be appropriate.

INTERNAL PASSENGER VEHICLE CIRCULATION

The proposal essentially involves an extension of the approved lower parking level to achieve an increased parking provision, whereby the overall approved internal circulation intent and arrangements are largely proposed to be retained, just in an extended form. Notwithstanding this, minor alterations to the approved internal circulation arrangements are proposed, however, the minimum specifications of AS2890.1-2004 and AS2890.6:2009 are continued to be accorded with, whereby the following base dimensions are provided:

- Standard parking space width = 2.4m;
- Disabled / accessible parking space width = 2.4m (adjoining a 2.4m wide shared area);
- Additional parking space width adjacent to wall / obstruction = 0.3m;
- Parking space length = 5.4m;
- Parking aisle width = 5.8m;

- Two-way roadway width = 5.5m (between kerbs);
- Parking aisle extension past dead end parking spaces = 1.0m;
- Internal clearance = 2.2m;
- Clearance above disabled parking spaces = 2.5m;
- Maximum gradient = 1:4;
- Maximum summit change in grade = 1:8;
- Maximum sag change in grade = 1:6.7;
- Maximum grade within 6m of property boundary = 1:20; and
- Minimum length of transitional grade = 2m.

A desktop analysis of the ability of passenger vehicles to manoeuvre throughout the amended parking areas has concluded that passenger vehicles are able to manoeuvre throughout the internal circulation areas with a reasonable level of safety and efficiency and opposing vehicle movements are able to be accommodated where necessary. In consideration of this and the previous discussion with respect to the minimum dimensional provisions of the parking area, the proposed altered internal passenger vehicle circulation areas are considered to be satisfactory with respect to passenger vehicle manoeuvrability.

TRAFFIC IMPACTS

The subject application involves increasing the approved development yield from 66 dwellings to 72 dwellings.

Traffic generation and the impacts associated with which the approved development were assessed within the Transport and Traffic Planning Associates Report Reference 14298, dated May 2015 (Revision D), which accompanied the original development application. This report applied the average peak hour traffic generation rate of 0.29 trips per dwelling referred to in the Roads & Maritime Services *Guide to Traffic Generating Developments* publication. Application of this adopted traffic generation rate to the proposed additional five dwellings indicates that the proposed development is projected to generate 1.7 (adopt 2) peak hour vehicle trips over and above that approved. Such a level of additional traffic, representing one vehicle movement every 30 minutes during peak periods is not envisaged to result in any measurable impacts on the operational performance of the surrounding road network, over and above that approved.

Notwithstanding the above, it should be noted that the Transport and Traffic Planning Associates Report Reference 14298, dated May 2015 (Revision D) undertook an assessment of impacts on the basis of 75 dwellings being provided, three more than that now proposed, concluding that the surrounding road network was readily capable of accommodating such a development yield. The currently proposed development yield is therefore projected to generate fewer trips than that previously assessed. In consideration of this and the above discussion, it is not envisaged that the modified development yield will result in any measurable impacts on the overall level of safety and efficiency of the surrounding road network, over and above that previously approved or assessed.

CONCLUSION

This correspondence provides an assessment of the parking and traffic impacts associated with a Section 4.55(2) Application for alterations to an approved residential development at 70 John Whiteway Drive, Gosford. Having regard to the assessment contained within this correspondence, the following conclusion is provided:

- The proposed alteration to the approved development parking yield is not projected to have any measurable impacts on the functional requirements of the approved access driveway servicing the basement parking area;
- The proposed amended passenger vehicle parking provision suitably accords with the previously approved parking calculation methodology of applying the Roads & Maritime Services' *Guide to Traffic Generating Developments* and accordingly, is considered to be appropriate;
- The proposed amended bicycle and motorcycle parking provision suitably accords with the relevant requirements of GDCP 2013;
- The proposed amended internal circulation arrangements suitably comply with AS2890.1:2004 and AS2890.6:2009 and accordingly are considered to provide site users with safe and efficient internal circulation arrangements;
- The proposed site servicing arrangements are generally compliant with that approved and continue to be capable of accommodating the largest vehicle expected to service the site, being Council's 10.5m long refuse collection vehicle; and
- It is not envisaged that the modified development yield will result in any measurable impacts on the overall level of safety and efficiency of the surrounding road network, over and above that previously assessed and approved.

The proposed alterations to the approved development are accordingly envisaged to be satisfactory.

It would be appreciated if the information contained within this correspondence could be incorporated in Council's assessment of the subject application.

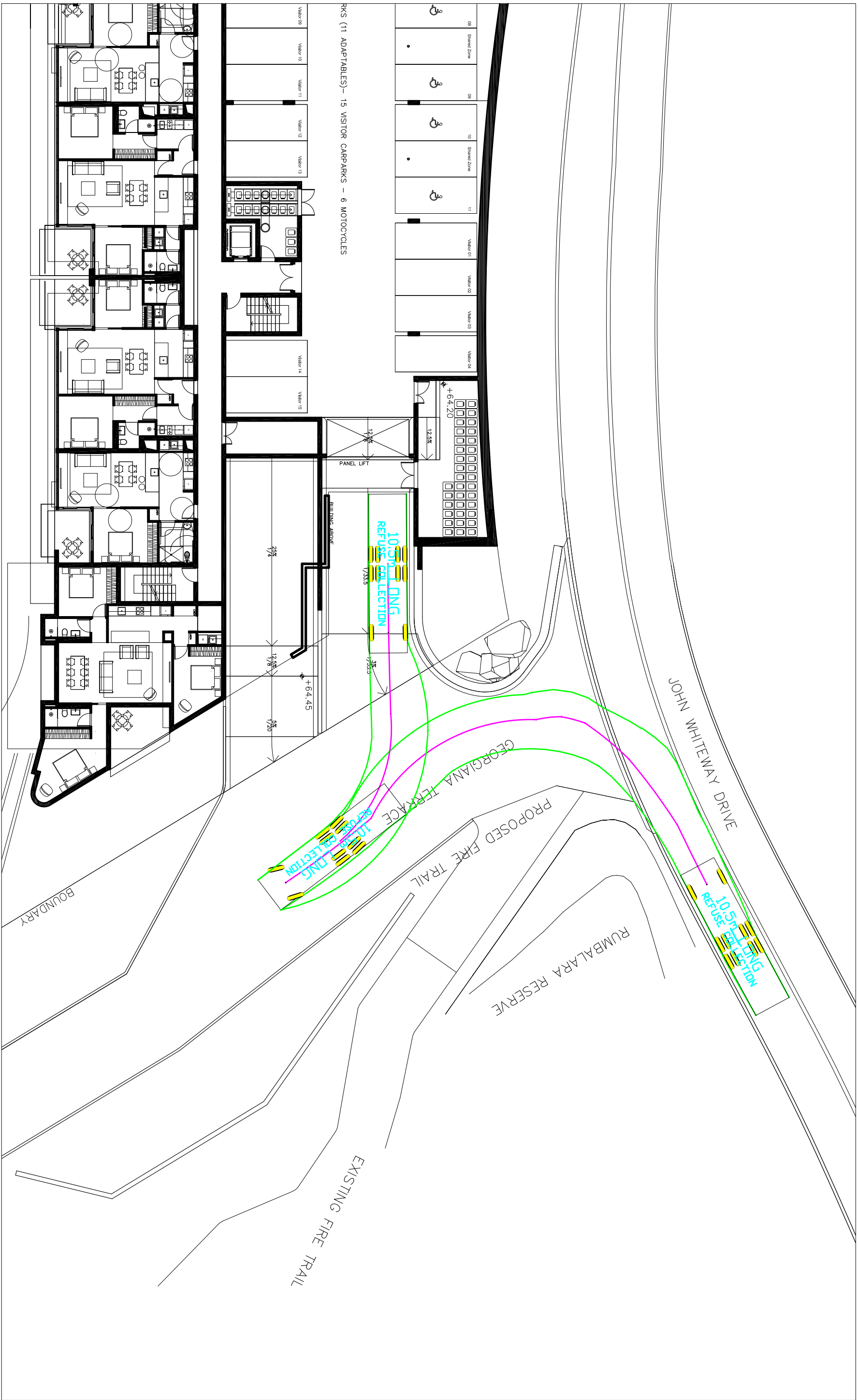
Submitted for your consideration.

Yours sincerely,



Morgan Stanbury
Director
Traffic Engineer

APPENDIX 1





STANBURY

TRAFFIC

PLANNING

TRAFFIC, PARKING & TRANSPORT CONSULTANTS

STANBURY TRAFFIC PLANNING

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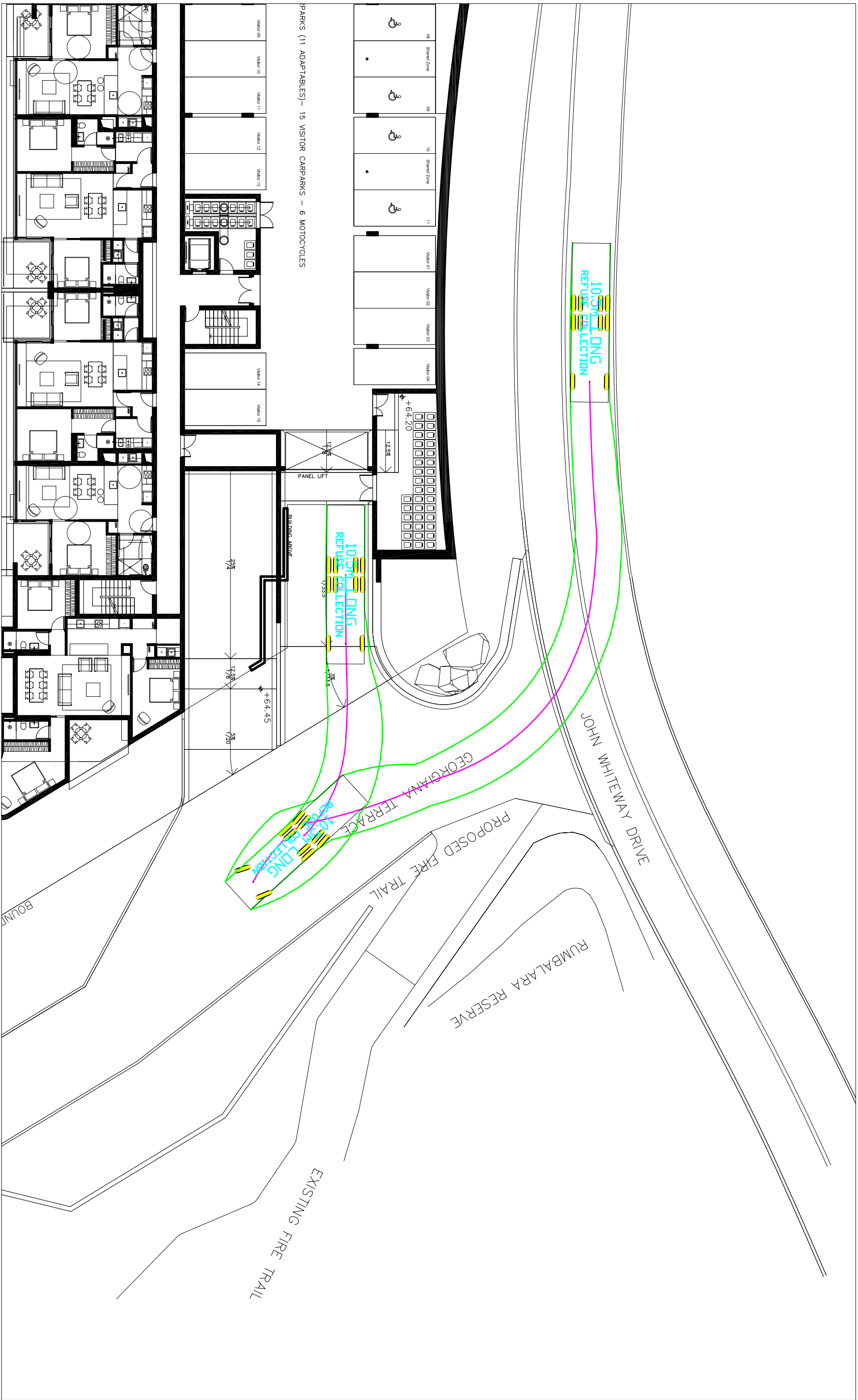
NOTES:
1. THIS PLAN IS BASED ON ARCHITECTURAL PLANS PREPARED BY BENSON MCCORMACK ARCHITECTURE.
2. THE SWEEP PATHS PROVIDED ON THIS PLAN HAVE BEEN GENERATED UTILISING AUTOTURN PRO VERSION 10 IN CONJUNCTION WITH VEHICLE MANOEUVRING SPECIFICATIONS FOR A 10.5m LONG REFUSE COLLECTION VEHICLE.

STANBURY TRAFFIC PLANNING
10.5m LONG REFUSE COLLECTION VEHICLE SWEEP PATH PLAN
LEFT TURN INGRESS MOVEMENT FROM JOHN WHITEWAY DRIVE
MODIFICATIONS TO APPROVED RESIDENTIAL DEVELOPMENT
70 JOHN WHITEWAY DRIVE, GOSFORD

SCALE: 1:250 AT A3
FILE: 18-005
DATE: 16/02/2018

SUPERSERIES
SHEET/ISSUE
-

ISSUE
A
SHEET
1



PARKS (11 ADAPTIBLES) – 15 VISITOR CARPARKS – 6 MOTORCYCLES



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STANBURY TRAFFIC PLANNING

10.5m LONG REFUSE COLLECTION VEHICLE SWEEP PATH PLAN
RIGHT TURN INGRESS MOVEMENT FROM JOHN WHITEWAY DRIVE
MODIFICATIONS TO APPROVED RESIDENTIAL DEVELOPMENT
70 JOHN WHITEWAY DRIVE, GOSFORD

SCALE: 1:250 AT A3

FILE: 18-005

DATE: 16/02/2018

SUPERSERIES
SHEET/ISSUE -

ISSUE
A

SHEET
3



STANBURY
TRAFFIC
PLANNING

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