



Bonython Elanora Pty Ltd

# Traffic Impact Assessment Report

Elanora Hotel, East Gosford

21 May 2024

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# 1 Introduction

Barker Ryan Stewart have been engaged by Bonython Elanora Pty Ltd to prepare a Traffic Impact Assessment in accordance with the requirements of Central Coast Council DCP 2022 and the Transport for NSW (TfNSW) *'Guide to Traffic Generating Developments'* to accompany a Development Application for the redevelopment of the Elanora Hotel, East Gosford.

The purpose of this report is to assess and address traffic, access, car parking and pedestrian impacts generated by the proposed development. This can be briefly outlined as follows:

- The expected traffic generation to/from the proposed development.
- The impact of the proposed development on the road network.
- Intersection analysis based on traffic counts.
- Vehicle parking provisions.
- Access design requirements.
- Delivery and Waste Collection.
- Provision for pedestrians.
- Availability of public transport.

This Traffic Impact Assessment Report concludes that the subject site is suitable for the proposed development in relation to traffic impact, car parking provision, vehicle and pedestrian access and safety considerations.

## 2 Existing Conditions

### 2.1 Site Location and Context

The site is located at 46 Victoria Street, East Gosford and is identified as Lot 15 DP 1061216, Lots 2, 3 and 4 DP 1016073, Lot 7 DP 658304 and Lot 7A DP 365458.

The Elanora Hotel is situated at the south-eastern end of the East Gosford commercial / retail strip along both sides of Victoria Street (Central Coast Highway). The adjacent properties further to the south, east and west are residential.

Figure 2.1 below shows the location in relation to the surrounding road network and adjacent properties.



Figure 1.1: Site Location (NSW Land & Property Information SIX Maps 2023)



## 2.2 Existing Development

The site is currently developed and occupied by the Elanora Hotel, bottle shop and carpark as well as four small retail shops fronting Victoria Street, single storey motel accommodation along the Adelaide Street frontage and a hand carwash facility within the hotel carpark. The existing GFA of the Elanora Hotel is 1144.25m<sup>2</sup>.

The motel units are currently unused and only one of the four retail businesses fronting Victoria Street is currently operating (Michael's pizza restaurant). The car wash facility is also currently operating.

Michael's Restaurant has a GFA of approximately 28m<sup>2</sup> and the car wash facility a GFA of approximately 50m<sup>2</sup>.

Figure 2.2 below provides an aerial view of the existing development on the site.



Figure 2.2: Aerial Photo of the Site

## 2.3 Existing Road Network

### Central Coast Highway (Victoria Street)

Victoria Street is part of the Central Coast Highway (State Road A49) aligned generally north-west / south-east along the Victoria Street section at East Gosford. The Central Coast Highway has divided carriageways past the site, with three travel lanes in each direction. There is kerb and gutter along both sides of the Central Coast Highway through the East Gosford commercial area.

The Central Coast Highway carries close to 50,000 vehicles per day with peak period volumes of 3,500 vehicles per hour (3.00pm to 4.00pm). In the evening volumes decrease to around 1,900 vehicles per hour at 7.00pm.

There are pedestrian signals across all four legs of the intersection of Victoria Street and Adelaide Street where the Elanora Hotel is situated.

### Adelaide Street

Adelaide Street is a local street aligned generally north-east / south-west between Webb Street and Russell Street at East Gosford. There is kerb and gutter and paved footpaths along both sides of Adelaide Street. Adelaide Street has a straight alignment with variable downhill gradients towards the west from Victoria Street and also towards the east from Victoria Street.

### Brougham Street

Brougham Street is a local street aligned generally north / south, linking Caroline Street and Lushington Street. Brougham Street has a straight alignment and variable gradients with kerb and gutter along both sides and sections of paved footpaths along both sides. There is a roundabout at its intersection with Adelaide Street.

## 2.4 Public Transport, Pedestrians and Cyclists

The area is well connected to public transport, with rail and bus connections located in close proximity to the site.

Bus stops are located on the Central Coast Highway (Victoria Street) east of Adelaide Street (for eastbound services) and west of Adelaide Street (for westbound services). These bus stops are within a 1 to 2 minute walk to and from the subject site, and provide bus services between Gosford Station and Erina, Kincumber, Copacabana, Avoca Beach, North Avoca, Terrigal, Matcham, The Entrance, The Entrance North, and all locations between.

During peak times bus services along the Central Coast Highway run at frequent intervals increasing the likelihood that patrons will use public transport rather than private vehicles.



## 3 Proposed Development

### 3.1 Development Description

The proposal is for a major redevelopment of the site to provide the following elements:

- Extensions to the existing hotel to provide additional seating areas;
- A reconfiguration of parts of the existing hotel to provide a larger staff amenities area and a children's play area;
- Lower ground floor back of house areas (Storage area, bin room, keg room);
- Relocation of the drive through bottle shop;
- Motel Units along the Brougham Street frontage of the site;
- Reconfiguration of the car park to provide 148 parking spaces; and
- Provision of a Shuttle Bus service for hotel patrons.

The total Ground Floor area will be increased to 2,007.25m<sup>2</sup>, however, the floor area that will be utilised by patrons will be 1,391.09m<sup>2</sup>.

The Lower Ground Floor will be 293.3m<sup>2</sup>, however, as this area consists primarily of back of house facilities, only 5m<sup>2</sup> has been included in calculations for parking and trip generation.

**Total GFA for parking and trip generation is therefore 1,391.09m<sup>2</sup> + 5m<sup>2</sup> = 1,396.09m<sup>2</sup>**

Details of the Ground Floor and Lower Ground Floor proposals are provide in **Appendix A**.

It is also noted that all of the existing developments on the site (motel units, retail premises and car wash) will be demolished at the initial stage of the development.

The motel units are currently unused and only one of the four retail businesses fronting Victoria Street is currently operating (Michael's pizza restaurant). The car wash facility is also currently operating.

### 3.2 Access

Ground floor entry and exit via Victoria Street is proposed by separate driveways with entry being located approximately mid-way along the Victoria Street frontage and the exit driveway adjacent to the southern boundary of the site. These driveways will provide access to 58 parking spaces.

To comply with the driveway requirements of *AS/NZS 2890.1-2004 Parking Facilities – Off Street Car Parking*, the entry and exit driveways will be designed as Category 2 driveways with entry and exit a minimum of 3 metres wide each.

Lower Ground Floor entry will be via Adelaide Street and exit will be to Brougham Street. These driveways will provide access to 90 parking spaces. To comply with the driveway requirements of *AS/NZS 2890.1-2004 Parking Facilities – Off Street Car Parking*, the entry and exit driveways will be designed as Category 1 driveways with entry and exit a minimum of 3 metres wide each.

The proposed driveway locations will also comply with *Figure 3.3 – Minimum Sight Distance for Pedestrian Safety AS/NZS 2890.1* While the proposed driveways will be located adjacent to the southern boundary of the site there are no impediments to restrict the sight lines to pedestrians from vehicles exiting the site.

The proposed driveway gradients will also comply with the requirements of *AS/NZS 2890.1*.



### 3.3 Parking Provision

Parking is provided for 148 vehicles, including 5 Accessible spaces apportioned as follows:

- Ground Floor – 58 spaces;
- Lower ground Floor – 90 spaces.

The proposed parking facilities have been designed in accordance with the requirements AS/NZS 2890.1, AS 2890.2 and AS/NZS 2890.6 – *Off-street Parking for People with Disabilities*.

- Parking Bays (User Class 2): 2.5 metres x 5.4 metres.
- Aisle width: 5.8 metres.
- Accessible parking: 2.4 metres x 5.4 metres plus a shared space 2.4 metres x 5.4 metres.

### 3.4 Circulation

The proposed accesses and circulation roadways have been designed in accordance with the requirements AS/NZS 2890.1.

A swept path assessment in accordance with AS/NZS 2890.1 of the B85 and B99 vehicles to determine if they can by-pass each other simultaneously was undertaken on the accesses and at the internal intersections within the car park. The proposed car park arrangement was considered to be acceptable in terms of these swept paths.

The swept path analysis is attached in **Appendix B**.

### 3.5 Service Vehicles (Waste and Deliveries)

The bin room for the Hotel will be located on the Lower Ground Floor adjacent to the entry driveway from Adelaide Street.

Waste collection vehicles will access the site via the Adelaide Street driveway and enter a layby area adjacent to the internal driveway and in close proximity to the bin room. Bins can then be wheeled out to the vehicle for collection.

The waste collection vehicle can then exit via the internal driveway and exit onto Brougham Street.

Delivery vehicles will utilize the same layby area for unloading hotel supplies including kegs.

The swept path of a 12.5m Heavy Rigid Vehicle entering the site off Adelaide Street, accessing the loading bay and exiting onto Brougham Street has been included in the swept path analysis provided at **Appendix B**.

A Waste and Loading Bay Management Plan outlining the safe operation of the waste collection/loading bay area should be prepared at the Occupation Certificate stage as a requirement of conditions of development consent. The preparation and implementation of this plan will ensure that waste collection and deliveries are managed so that the layby area is free of any conflicts between these two uses.

## 4 Car Parking Assessment

### 4.1 Parking Requirements

Parking for the development have been assessed from Chapter 2.13 of the Central Coast DCP 2022 which provides the following parking requirements:

**Table 4.1: Parking Assessment**

Land Use	Central Coast DCP 2022	Parking Requirement	Proposed Parking Provision
Pub / Registered Club	Gross floor area up to 5000m <sup>2</sup> (including outside seating areas: 1 space per 10m <sup>2</sup>	Based on a GFA of 1,396.09m <sup>2</sup> = 140 spaces	<b>148 spaces</b>
Motel Units (61)	space per accommodation unit, plus 1 space for every 2 persons employed in connection with the development and on duty at any one time	60 units = 60 spaces (it is assumed that the parking for staff is included in the parking requirement for the pub)	
<b>Total</b>		<b>200 spaces</b>	

### 4.2 Parking Assessment

On face value, the DCP requires 200 parking spaces for the proposed development while it is proposed to provide 148 spaces, resulting in a shortfall of 52 spaces.

However, an assessment has been made of the discounts available due to the dual use of the pub component and the motel units and the proposed operation of a shuttle bus service for transporting patrons to and from the venue.

In considering the location of the venue in the commercial strip of East Gosford, it is assumed that the motel units would most likely be occupied by short-term visitors such as recreational travellers, sales representatives on business in the area and trades people on short-term contracts rather than couples and families on vacation. As such it is reasonable to assume that a high proportion of motel guests would also utilise the food and drink facilities available in the Elanora Hotel. A proportion of 40% of motel guests has been assumed for the purpose of calculating a parking discount which equates to 24 spaces.

The proposed Shuttle Bus service will operate under the following parameters:

- The peak operating times of the Elanora Hotel have been identified as 6.30pm to 8.30pm on Friday and Saturday nights and 12.00pm to 2.00pm on Sundays.
- The shuttle bus, seating up to 12 passengers, will operate from 2 hours prior to the start of the peak times to 1 hour after the peak times.
- Each trip will take up to 30 minutes to pick up passengers from the area bounded by West Gosford, Wyoming, Springfield, Green Point and Erina.
- Over a 3-hour period, the bus will complete 6 trips @12 passengers per trip, equating to 72 passengers.
- A reasonable average private vehicle occupancy is considered to be 2.5 people per vehicle.
- 72 passengers on the shuttle bus would therefore reduce parking demand by  $72 \div 2.5 = 29$  vehicles.

The total assumed discount is therefore  $24 + 29 = 53$  parking spaces, which reduces the parking requirement to  $200 - 53 = 147$  spaces.

**The proposed parking provision of 148 spaces is therefore one space more than required.**

In addition, parking surveys conducted during the peak operating times for the Elanora Hotel have indicated that there was an abundance of on-street parking available in Brougham Street and Adelaide Street, including the Council carpark in Brougham Street, within a short walking distance of the venue.

A summary of the results of the parking surveys are provided below and the full details are provided in **Appendix C**.

#### **Elanora Hotel Carpark**

- ❖ Friday 6.30pm to 8.30pm – available spaces ranged from 0 to 12.
- ❖ Saturday 6.30pm to 8.30pm available spaces ranged from 2 to 14.
- ❖ Sunday 12.pm to 2.00pm – available spaces ranged from 4 to 37.

#### **Brougham Street (Adelaide St to CC Highway)**

- ❖ Friday 6.30pm to 8.30pm – available spaces ranged from 2 to 8.
- ❖ Saturday 6.30pm to 8.30pm available spaces ranged from 11 to 14.
- ❖ Sunday 12.pm to 2.00pm – available spaces ranged from 29 to 34.

#### **Brougham Street (Adelaide St to Althorpe St)**

- ❖ Friday 6.30pm to 8.30pm – available spaces ranged from 32 to 37.
- ❖ Saturday 6.30pm to 8.30pm available spaces ranged from 30 to 32.
- ❖ Sunday 12.pm to 2.00pm – available spaces ranged from 35 to 42.

#### **Brougham Street (Council Carpark)**

- ❖ Friday 6.30pm to 8.30pm – available spaces ranged from 36 to 44.
- ❖ Saturday 6.30pm to 8.30pm available spaces ranged from 34 to 44.
- ❖ Sunday 12.pm to 2.00pm – available spaces ranged from 54 to 62.

#### **Adelaide Street**

- ❖ Friday 6.30pm to 8.30pm – available spaces ranged from 0 to 6.
- ❖ Saturday 6.30pm to 8.30pm available spaces ranged from 1 to 9.
- ❖ Sunday 12.pm to 2.00pm – available spaces ranged from 0 to 9.

The results of these parking surveys demonstrate that the availability of on-street parking in close proximity to the Elanora Hotel provides sufficient parking capacity to ensure that the provision of 148 off-street parking spaces will be adequate to meet the parking demands of the development during peak operating times.

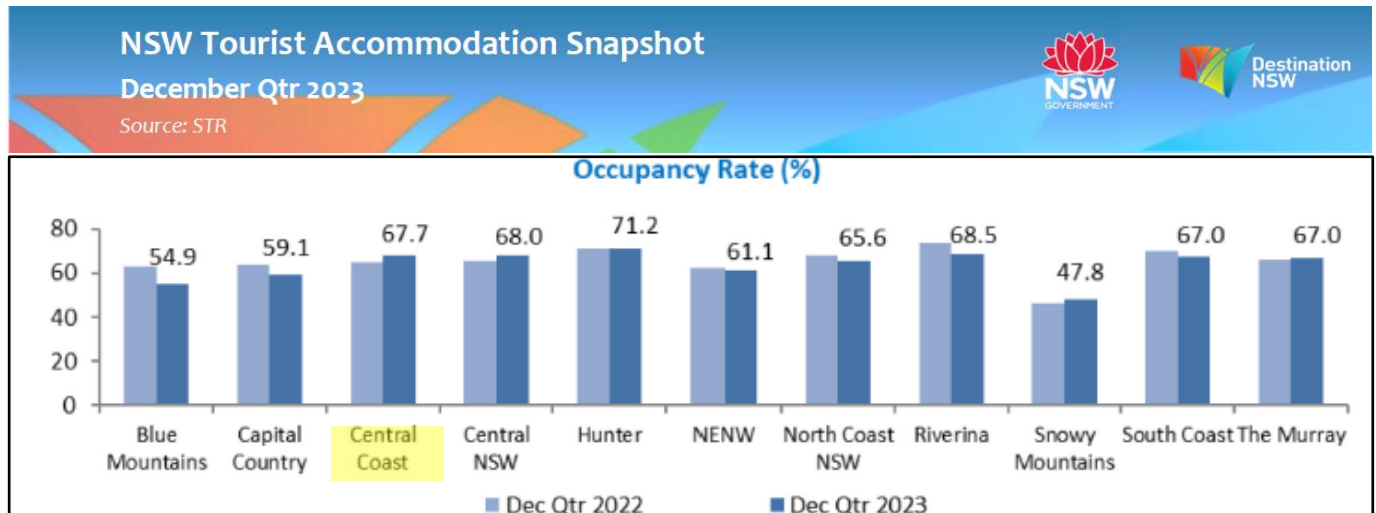
## **4.3 Parking Allocation**

The provision of 148 off-street parking spaces will be required to cater for both the Hotel (Pub) and Motel components on the site. It is proposed that the use of parking spaces will consist of a mix of dedicated and dynamic allocations of spaces.

The allocation and management of parking within the site has been assessed by considering the following factors:

- The latest statistics from the ABS regarding tourist accommodation (see graph below) indicate that the occupancy rate for the Central Coast was 67.7% during the December quarter 2023.
- The DCP requires 60 parking spaces for the Motel, however, at an occupancy rate of around 70%, the Motel would require a maximum of 42 spaces in practical terms.

- The Motel guests will obviously want to park closest to the Motel, so the most attractive parking spaces for guests will be the 19 spaces directly adjacent to the Motel (spaces 57 to 75).
- The next closest spaces are directly across the other side of the parking aisle (spaces 37 to 44 and 76 to 90) – a total of 23 spaces.
- These 3 parking areas add up to a total of 42 spaces.



It is proposed that the management of the parking allocations be flexible to meet the varying demands of both the Hotel and Motel as follows:

- The 19 spaces directly adjacent to the Motel (spaces 57 to 75) will be allocated to Motel parking on a permanent basis by installing signs on galvanised posts.
- The 23 spaces directly across the other side of the parking aisle (spaces 37 to 44 and 76 to 90) will have temporary signs, such as sandwich boards, positioned by staff depending on the expected Motel occupancy rate. The placement and removal of these signs may need to be adjusted during the day and staff would need to be available to place or remove signs accordingly.
- Staff may also need to act as parking attendants within the carpark directing customers to parking spaces based on their intended use of the facilities (Pub or Motel).

These operating parameters will be included in the Plan of Management for the operation of the site.

The above proposed allocation of Motel parking spaces is illustrated below in Figure 4.1.





**Figure 4.1:** Proposed Allocation of Parking

#### 4.4 Bottle Shop Operation

An assessment has been conducted to ensure that the proposed relocation and rearrangement of the Bottle Shop can operate efficiently without impacting on traffic flow within the ground level carpark or pedestrian safety along the eastern side of Victoria Street.

This assessment involved conducting a traffic survey over 7 days from Thursday 7 March to Wednesday 13 March during the afternoon period from 3.00pm to 7.00pm to observe traffic movements, over 15-minute periods, utilising the two lanes at the existing Bottle Shop.

The survey results show that, on each day, there was an average of 2 vehicles per 15-minute period in Lane 1 and an average of 2 vehicles per 15-minute period in Lane 2 only on 4 of the 7 days. On the other 3 days the average vehicle count was 1, 1 and zero.

The busiest period was 4.00pm to 4.15pm on Friday 8 March when there were 4 vehicles in Lane 1 and 3 vehicles in lane 2. In addition, at no time during the survey period did vehicles queue back across the footpath in Victoria Street.

These results indicate that the Bottle Shop is operating efficiently and having no impact on pedestrian safety in Victoria Street. The results also indicate that the relocated Bottle Shop will also operate efficiently with no impact on traffic flow within the ground level carpark or pedestrian safety in Victoria Street, particularly as the relocated facility is proposed to provide three traffic lanes compared to the existing two lanes.

The results of the Bottle Shop traffic survey are provided in **Appendix D**.

## 5 Traffic Assessment

### 5.1 Trip Generation

From the TfNSW 'Guide to Traffic Generating Developments', Section 3 – Land Use Traffic Generation, the estimated trips from the existing and proposed development are outlined in **Tables 5.1 and 5.2** below.

The existing developments that are currently operating on the site are the Elanora Hotel (existing GFA of 1144.25m<sup>2</sup>), Michael's Restaurant (28m<sup>2</sup> GFA) and a hand car wash facility (50m<sup>2</sup> GFA).

For the purposes of calculating the existing trip generation, it is assumed that only 70% of the Elanora Hotel generates trips (800m<sup>2</sup>).

**Table 5.1: Existing Trip Generation**

Land Use	Amount	PM Rate	PM Peak Trips
Pub	800m <sup>2</sup> GFA	4 per 100m <sup>2</sup>	28
Retail	28m <sup>2</sup>	5 per 100m <sup>2</sup>	2
Car Wash	50m <sup>2</sup>	1 per 100m <sup>2</sup>	0
<b>TOTAL</b>			<b>30</b>

**Table 5.2: Proposed Trip Generation**

Land Use	Amount	PM Rate	PM Peak Trips
Pub	1,396m <sup>2</sup> GFA	4 per 100m <sup>2</sup>	56
Motel	60 units	0.4 per unit	24
<b>TOTAL</b>			<b>80</b>

#### ❖ Notes;

- ❖ the *Guide to Traffic Generating Developments* does not provide any trip generation rates for pubs or clubs but recommends that trip generation rates should be based on recent surveys at similar venues.
- ❖ The rate of 4 trips per 100m<sup>2</sup> GFA has been adopted from a traffic study prepared by Seca Solution Pty Ltd in 2018 for the redevelopment of the Gosford RSL Club. The trip rate was based on traffic counts conducted at the club during the evening peak operating period.
- ❖ Only the PM peak period has been considered in this assessment as the peak operating periods are generally Friday and Saturday evenings and Sunday afternoons.

**The peak hour trip rate for the proposed development is therefore calculated as 80-30 = 50 trips.**

The additional peak hour 50 trips that will be generated by the proposed development is a conservative estimate as it does not take into account the reduction in trips by private vehicles due to the operation of a shuttle bus. The 50 trips, however, will have no impact on the safety or efficiency of the local road network, particularly as the peak operating peak periods of the Hotel do not coincide with the peak periods on the surrounding road network.

## 6 Conclusion/Recommendations

This Traffic and Parking Impact Assessment has been prepared in accordance with the requirements of Central Coast Council's DCP 2022 and the Transport for NSW (TfNSW) 'Guide to Traffic Generating Developments' to accompany a Development Application for the redevelopment of the Elanora Hotel, East Gosford.

The proposal is for a major redevelopment of the site to provide the following elements:

- Extensions to the existing hotel to provide additional seating areas;
- A reconfiguration of parts of the existing hotel to provide a larger staff amenities area and a children's play area;
- Lower ground floor back of house areas (Storage area, bin room, keg room);
- Relocation of the drive through bottle shop;
- Motel Units (61) along the Brougham Street frontage of the site;
- Reconfiguration of the car park to provide 148 parking spaces; and
- Provision of a Shuttle Bus service for hotel patrons.

It is also noted that all of the existing developments on the site (motel units, retail premises and car wash) will be demolished at the initial stage of the development.

The total Ground Floor area will be increased to 2,044.9m<sup>2</sup>, however, the floor area that will be utilised by patrons will be 1,391.09m<sup>2</sup>.

The Lower Ground Floor will be 293.3m<sup>2</sup>, however, as this area consist of back of house facilities, only 5m<sup>2</sup> has been included in calculations for parking and trip generation.

Total GFA for parking and trip generation is therefore 1,391.09m<sup>2</sup> + 5m<sup>2</sup> = 1,396.09m<sup>2</sup>

The area is well connected to public transport, with rail and bus connections located in close proximity to the site.

Bus stops are located on the Central Coast Highway (Victoria Street) east of Adelaide Street (for eastbound services) and west of Adelaide Street (for westbound services). These bus stops are within a 1 to 2 minute walk to and from the subject site, and provide bus services between Gosford Station and Erina, Kincumber, Copacabana, Avoca Beach, North Avoca, Terrigal, Matcham, The Entrance, The Entrance North, and all locations between.

During peak times bus services along the Central Coast Highway run at frequent intervals increasing the likelihood that patrons will use public transport rather than private vehicles.

Ground floor entry and exit via Victoria Street is proposed by separate driveways with entry being located approximately mid-way along the Victoria Street frontage and the exit driveway adjacent to the southern boundary of the site. These driveways will provide access to 58 parking spaces.

To comply with the driveway requirements of AS/NZS 2890.1-2004 *Parking Facilities – Off Street Car Parking*, the entry and exit driveways will be designed as Category 2 driveways with entry and exit a minimum of 3 metres wide each.

Lower Ground Floor entry will be via Adelaide Street and exit will be to Brougham Street. These driveways will provide access to 90 parking spaces. To comply with the driveway requirements of AS/NZS 2890.1-2004 *Parking Facilities – Off Street Car Parking*, the entry and exit driveways will be designed as Category 1 driveways with entry and exit a minimum of 3 metres wide each.

The Central Coast Council DCP 2022 requires 200 parking spaces for the proposed development while it is proposed to provide 148 spaces, resulting in a shortfall of 52 spaces.



However, an assessment has been made of the discounts available due to the dual use of the pub component and the motel units and the proposed operation of a shuttle bus service for transporting patrons to and from the venue.

The total assumed discount has been assessed as 53 parking spaces, which exceeds the parking shortfall by 1 space.

In addition, parking surveys conducted during the peak operating times for the Elanora Hotel have indicated that there was an abundance of on-street parking available in Brougham Street and Adelaide Street within short walking distance of the venue.

The peak hour trip rate for the proposed development has been assessed as an additional 50 trips.

The additional peak hour 50 trips that will be generated by the proposed development is a conservative estimate as it does not take into account the reduction in trips by private vehicles due to the operation of a shuttle bus.

The 50 trips, however, will have no impact on the safety or efficiency of the local road network, particularly as the peak operating peak periods of the Hotel do not coincide with the peak periods on the surrounding road network.

The Traffic and Parking Impact Assessment concludes that the subject site is suitable for the proposed development in relation to the impact of traffic, car parking provision, vehicle and pedestrian access and safety considerations.

## 7 References

Australian Standards, '*AS/NZS 2890.1:2004 Off-Street Car Parking*'.

Australian Standards, '*AS 2890.2:2002 Off-Street Commercial Vehicle Facilities*'.

Australian Standards, '*AS/NZS 2890.6:2002 Off-Street Parking for People with Disabilities*'.

Roads and Maritime Services, '*Guide to Traffic Generating Developments*' Version 2.2 dated October 2002.

NSW Department of Planning, '*SEPP (Transport and Infrastructure) 2021*'

Central Coast Council's DCP 2022

## **Appendix A – Site Plans**

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Rev	Description	
01	Preliminary	27.09.22
02	For Information	01.02.23
03	Revised planning	05.04.23
04	Revised planning	20.04.23
05	Revised loading dock arrangement	21.04.23
06	Updated motel	28.04.23
07	For Information	05.09.23

PARKING BAYS	
UPPER LEVEL :	58
LOWER LEVEL:	90
TOTAL:	148



Client John Singleton Group

Project Elanora Hotel  
41 Victoria St, East Gosford NSW 2250

Drawing Title Lower Level Parking Plan

Scale @ A1 1 : 200

Project No 22039

Drawing No P-102

Revision 07



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Rev	Description	Date
01	Preliminary	27.09.22
02	Revised Motel Planning	15.12.22
03	Revised Car Park & Terrace Planning	21.12.22
04	For Information	01.02.23
05	Revised Planning	01.02.23
06	Revised Planning	20.04.23
07	Revised Planning	28.04.23
08	For Information	05.09.23

PARKING BAYS	
UPPER LEVEL :	58
LOWER LEVEL :	90
TOTAL:	148

PATRONS	
UPPER TERRACE :	150
LOWER TERRACE:	240
DINING :	108
BAR :	112
SPORTS BAR:	104
GAMING:	26
TOTAL:	740



Client John Singleton Group

Project Elanora Hotel  
41 Victoria St, East Gosford NSW 2250

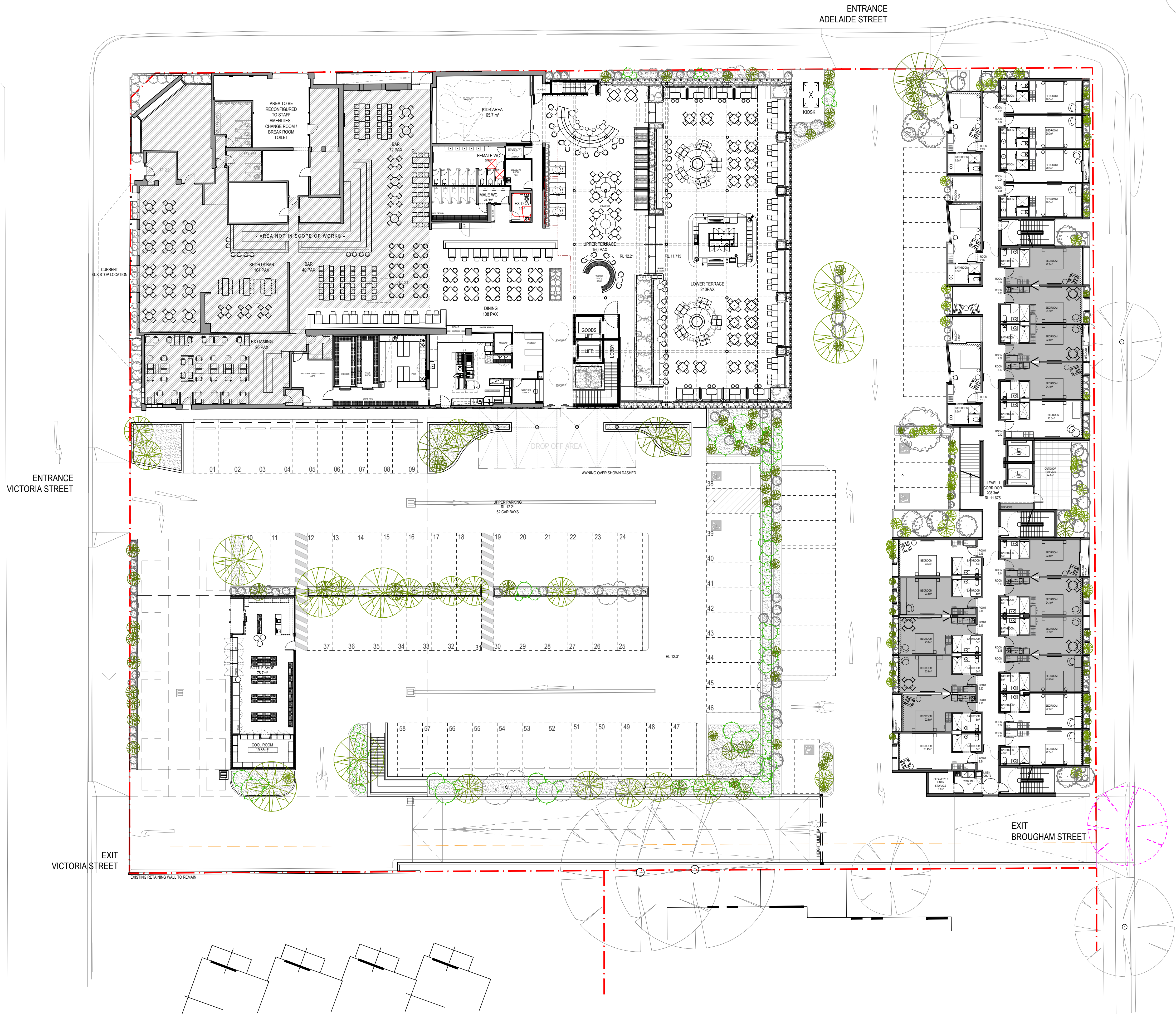
Drawing Title Ground Floor Plan

Scale @ A1 1 : 200

Project No 22039

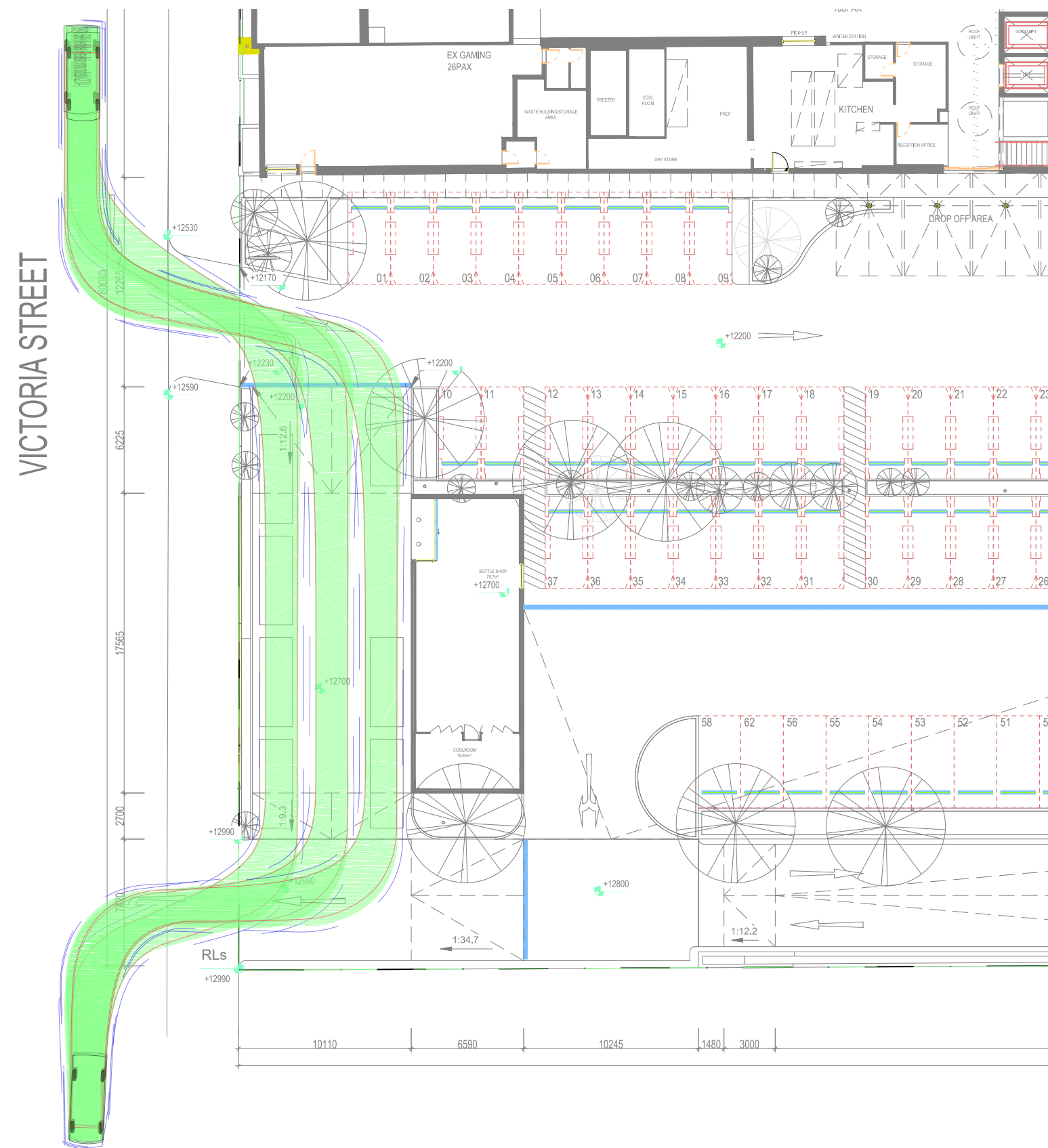
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Revision 08

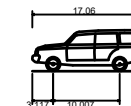




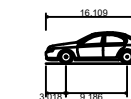
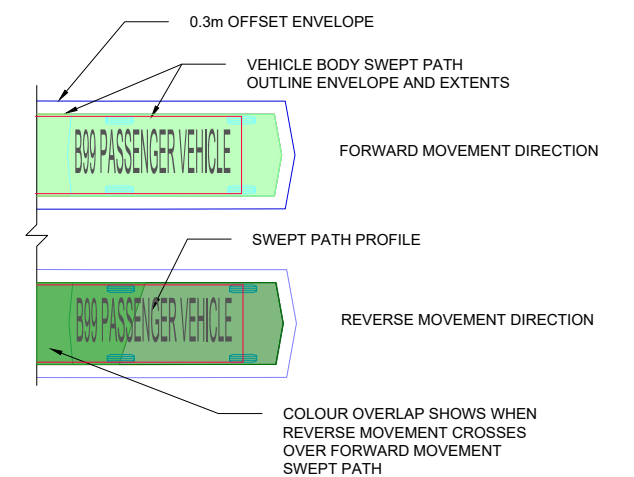
## Appendix B – Swept Turning Paths



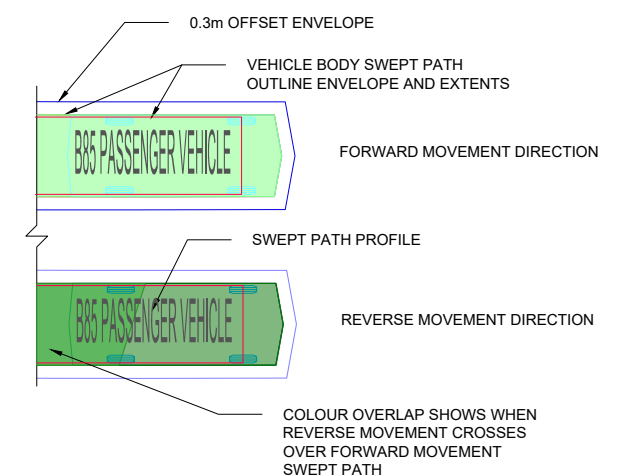
## LEGEND



B99 Vehicle (Realistic min radius) (2004)	
Overall Length	17.060ft
Overall Width	6.365ft
Overall Body Height	6.161ft
Min Body Ground Clearance	0.892ft
Track Width	6.037ft
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	20.505ft



B85 Vehicle (Realistic min radius) (2004)	
Overall Length	16.109ft
Overall Width	6.135ft
Overall Body Height	4.662ft
Min Body Ground Clearance	0.521ft
Track Width	5.807ft
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	18.865ft



PLAN  
SCALE 1:300

REV	AMENDMENT	ISSUED	DATE
A	SWEPT PATH	JH	16/08/23



TOTAL PROJECT SOLUTIONS  
ENGINEERING | PLANNING | PROJECT MANAGEMENT | SURVEYING | CERTIFICATION

SYDNEY  
P: 02 9659 0005  
CENTRAL COAST  
P: 02 4325 5255

HUNTER  
P: 02 4966 8388  
S.E. QLD  
P: 07 5582 6555

www.brs.com.au  
mail@brs.com.au  
ABN: 26 134 067 842

Client:

JOHN SINGLETON GROUP

ELANORA HOTEL  
SWEPT PATHS  
B99 BOTTLE SHOP DRIVE-THROUGH (G)

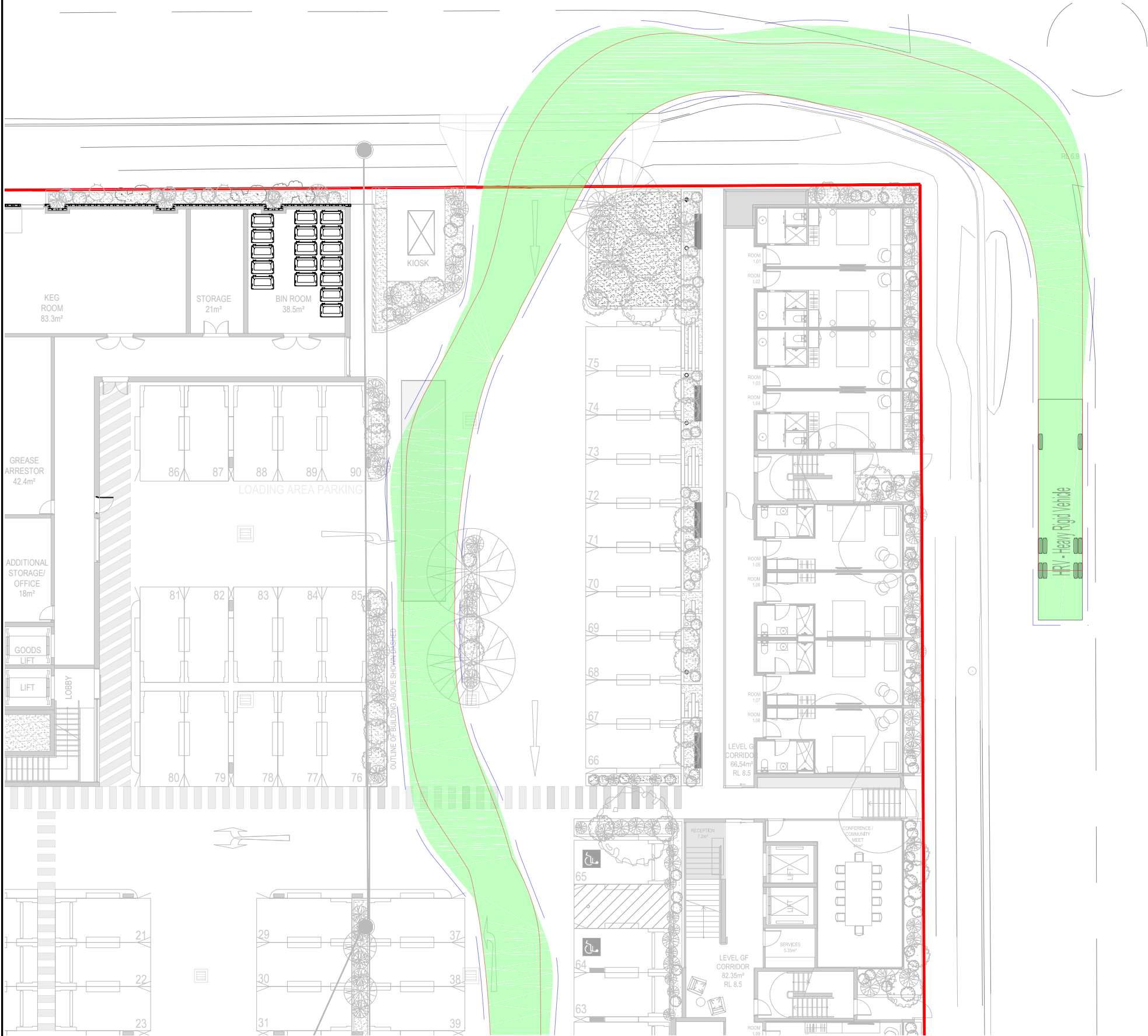
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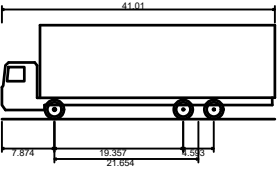
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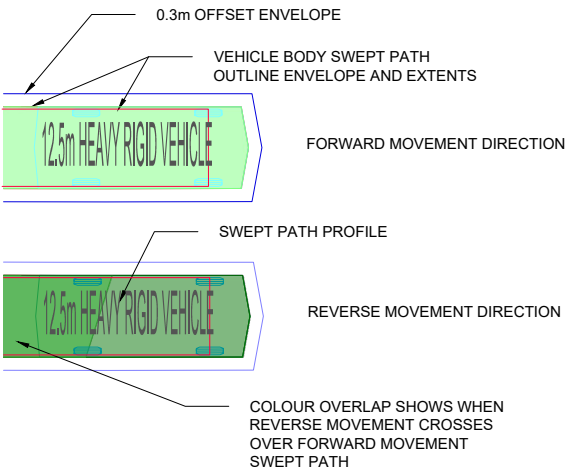
Plan No.  
**220582-TR1-01**  
File Ref.  
220582



LEGEND



HRV - Heavy Rigid Vehicle	
Overall Length	41.010ft
Overall Width	8.202ft
Overall Body Height	14.106ft
Min Body Ground Clearance	1.369ft
Track Width	8.202ft
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	41.010ft



PLAN  
SCALE 1:250



REV	AMENDMENT	ISSUED	DATE
A	SWEPT PATH	JH	16/08/23



TOTAL PROJECT SOLUTIONS  
ENGINEERING | PLANNING | PROJECT MANAGEMENT | SURVEYING | CERTIFICATION

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ABN: 26 134 067 842

Client:  
  
JOHN SINGLETON GROUP

ELANORA HOTEL  
SWEPT PATHS  
12.5m HRV TRUCK ENTRY/ EXIT PT.1 (LG)

220582-TR1-02

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Drawn: JH  
Checked: RD

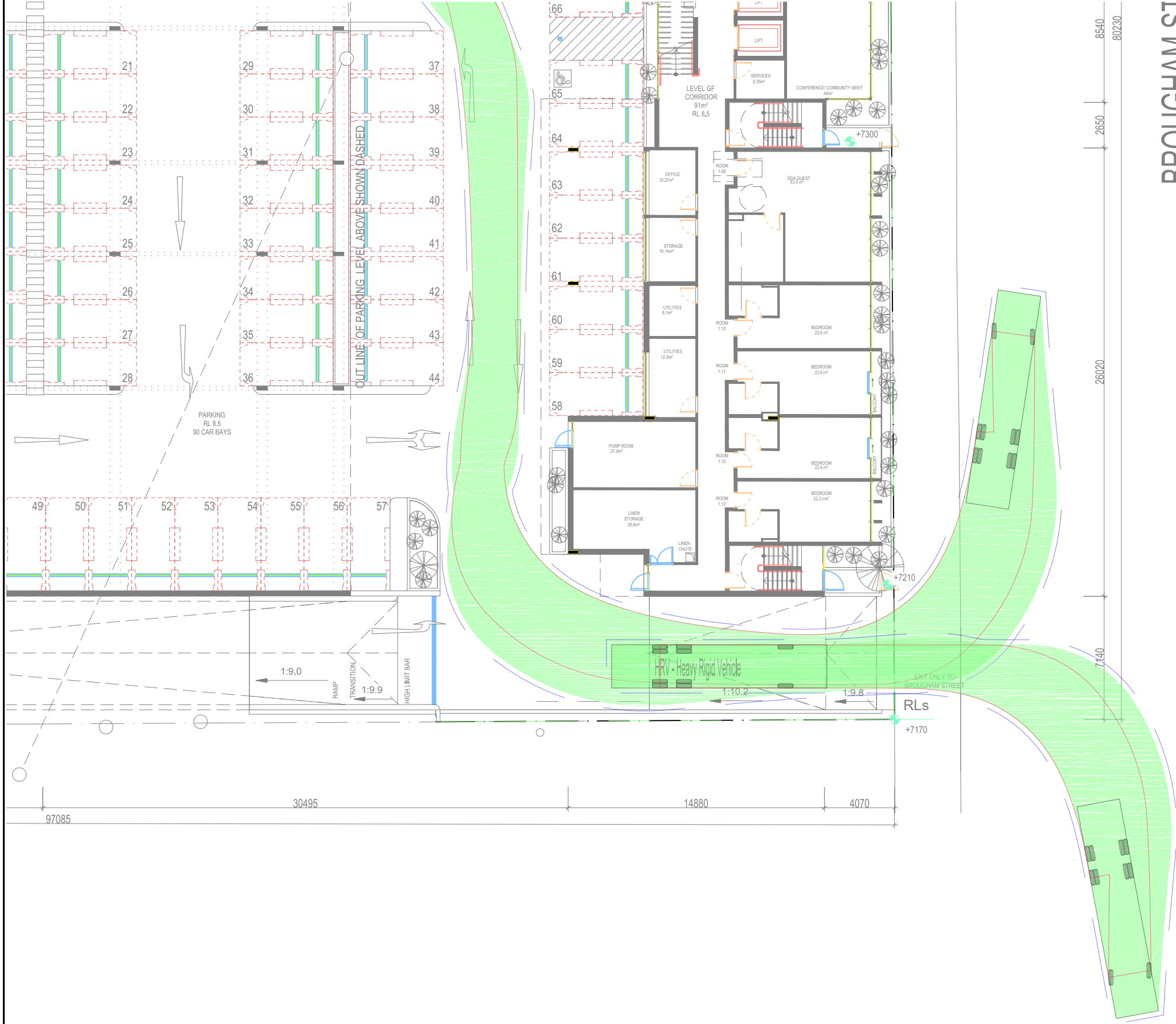
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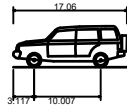
Plan No.  
**220582-TR1-02**  
File Ref.  
220582

REV.  
**A**

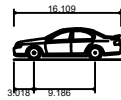
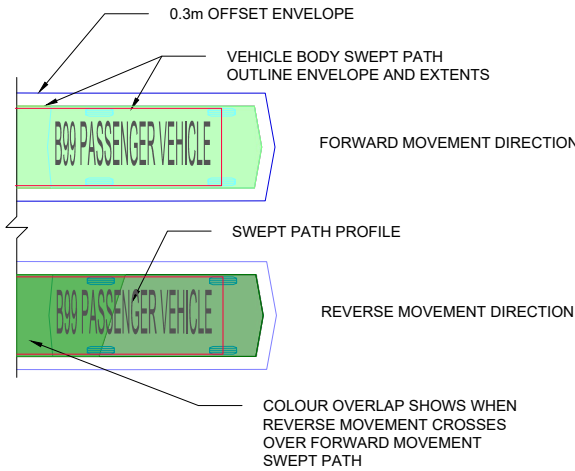




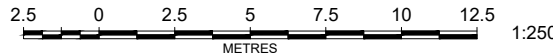
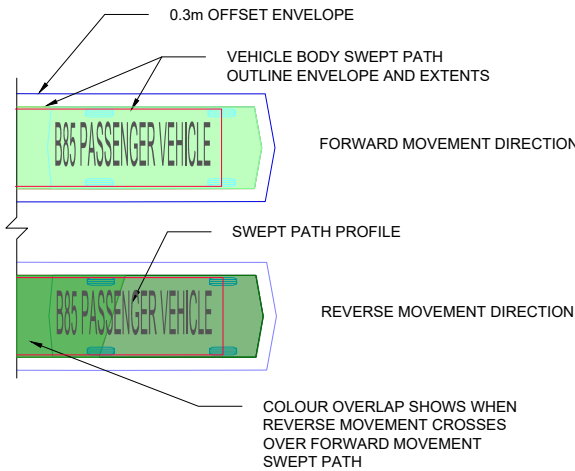
LEGEND



B99 Vehicle (Realistic min radius) (2004)  
Overall Length 17.06m  
Overall Width 3.11m  
Overall Body Height 10.00m  
Min Body Ground Clearance 0.892m  
Track Width 6.037m  
Lock-to-lock time 4.00s  
Curb to Curb Turning Radius 20.505m



B85 Vehicle (Realistic min radius) (2004)  
Overall Length 16.109m  
Overall Width 3.016m  
Overall Body Height 9.186m  
Min Body Ground Clearance 0.521m  
Track Width 5.807m  
Lock-to-lock time 4.00s  
Curb to Curb Turning Radius 18.865m



PLAN  
SCALE 1:250

REV	AMENDMENT	ISSUED	DATE
A	SWEPT PATH	JH	16/08/23



SYDNEY  
P: 02 9659 0005  
CENTRAL COAST  
P: 02 4325 5255  
HUNTER  
P: 02 4966 8388  
S.E. QLD  
P: 07 5582 6555  
www.brs.com.au  
mail@brs.com.au  
ABN: 26 134 067 842

Client:  
JOHN SINGLETON GROUP

ELANORA HOTEL  
SWEPT PATHS  
12.5m HRV TRUCK ENTRY/ EXIT PT.2 (LG)

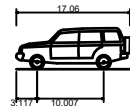
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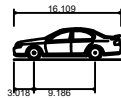
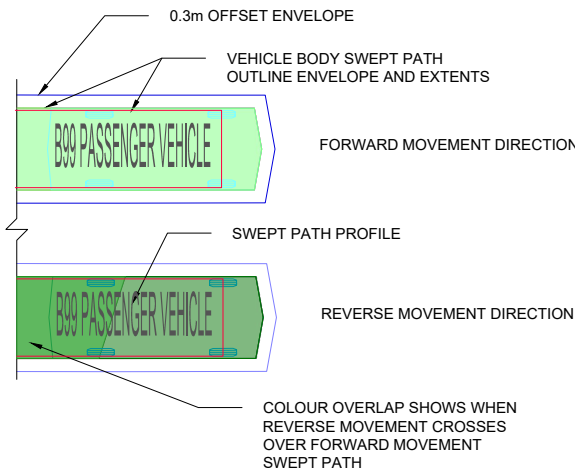
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File Ref.  
220582  
REV.  
A



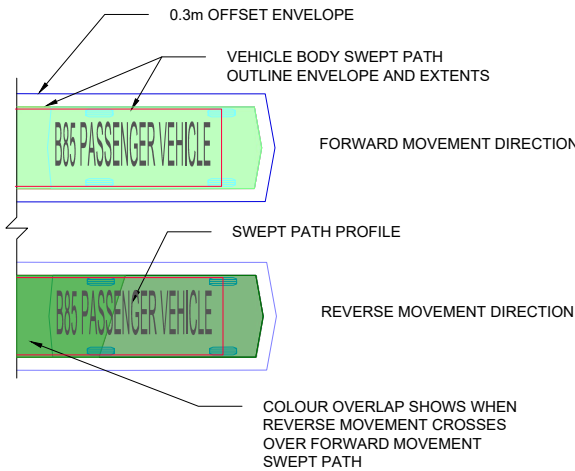
# LEGEND



B99 Vehicle (Realistic min radius) (2004)  
Overall Length 17.06ft  
Overall Width 6.365ft  
Overall Body Height 6.161ft  
Min Body Ground Clearance 0.892ft  
Track Width 6.037ft  
Lock-to-lock time 4.00s  
Curb to Curb Turning Radius 20.505ft



B85 Vehicle (Realistic min radius) (2004)  
Overall Length 16.109ft  
Overall Width 6.135ft  
Overall Body Height 4.662ft  
Min Body Ground Clearance 0.521ft  
Track Width 5.807ft  
Lock-to-lock time 4.00s  
Curb to Curb Turning Radius 18.865ft



PLAN  
SCALE 1:300

REV	AMENDMENT	ISSUED	DATE
A	SWEPT PATH	JH	16/08/23



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CENTRAL COAST  
P: 02 4325 5255  
HUNTER  
P: 02 4966 8388  
S.E. QLD  
P: 07 5582 6555  
www.brs.com.au  
mail@brs.com.au  
ABN: 26 134 067 842

Client:  
JOHN SINGLETON GROUP

ELANORA HOTEL  
SWEPT PATHS  
B99 ENTRY/ EXIT (LG)

220582-TR1-04

Designed: JH  
Drawn: JH  
Checked: RD

Scales: Plan -  
Horiz. -  
Vert. -  
X-Sect. -

Datum: A.H.D.

Plan No.  
220582-TR1-04  
File Ref.  
220582

REV.  
A

## **Appendix C – Parking Survey Results**

**Elanora Hotel Parking Survey – Friday 21 July 2023**

Time of Survey	Elanora Hotel Carpark No. of Parked Vehicles (Capacity = 76 Spaces)	No of Vacant Spaces	Brougham Street – Adelaide Street to CC Hwy (Capacity = 44 Spaces)	No of Vacant Spaces	Brougham Street – Adelaide Street to Althorpe Street (Capacity = 44 Spaces)	No of Vacant Spaces	Brougham Street – Council Carpark (Capacity = 66 Spaces)	No of Vacant Spaces	Adelaide Street – CC Hwy to Brougham Street (Capacity = 17 spaces)	No of Vacant Spaces
	No. of Parked Vehicles		No. of Parked Vehicles		No. of Parked Vehicles		No. of Parked Vehicles		No. of Parked Vehicles	
<b>6.30pm</b>	76	0	40	4	7	37	22	44	14	3
<b>7.00pm</b>	76	0	35	9	9	35	30	36	13	4
<b>7.30pm</b>	76	0	30	14	12	32	24	42	11	6
<b>8.00pm</b>	72	4	28	16	9	35	23	43	14	3
<b>8.30pm</b>	64	12	27	17	9	35	27	39	17	0

**Elanora Hotel Parking Survey – Saturday 2 September 2023**

Time of Survey	Elanora Hotel Carpark No. of Parked Vehicles (Capacity = 76 Spaces)	No of Vacant Spaces	Brougham Street – Adelaide Street to CC Hwy (Capacity = 44 Spaces)	No of Vacant Spaces	Brougham Street – Adelaide Street to Althorpe Street (Capacity = 44 Spaces)	No of Vacant Spaces	Brougham Street – Council Carpark (Capacity = 66 Spaces)	No of Vacant Spaces	Adelaide Street – CC Hwy to Brougham Street (Capacity = 17 spaces)	No of Vacant Spaces
	No. of Parked Vehicles		No. of Parked Vehicles		No. of Parked Vehicles		No. of Parked Vehicles		No. of Parked Vehicles	
<b>6.30pm</b>	74	2	31	13	13	31	41	25	16	1
<b>7.00pm</b>	76	0	30	14	12	32	34	32	15	2
<b>7.30pm</b>	76	0	31	13	14	30	35	31	13	4
<b>8.00pm</b>	70	6	30	14	12	32	39	27	11	6
<b>8.30pm</b>	62	14	30	14	12	32	44	22	8	9



Elanora Hotel Parking Survey – Sunday 22 July 2023

Time of Survey	Elanora Hotel Carpark No. of Parked Vehicles (Capacity = 76 Spaces)	No of Vacant Spaces	Brougham Street – Adelaide Street to CC Hwy (Capacity = 44 Spaces)	No of Vacant Spaces	Brougham Street – Adelaide Street to Althorpe Street (Capacity = 44 Spaces)	No of Vacant Spaces	Brougham Street – Council Carpark (Capacity = 66 Spaces)	No of Vacant Spaces	Adelaide Street – CC Hwy to Brougham Street (Capacity = 17 spaces)	No of Vacant Spaces
	No. of Parked Vehicles		No. of Parked Vehicles		No. of Parked Vehicles		No. of Parked Vehicles		No. of Parked Vehicles	
12.00pm	39	37	10	34	2	42	12	54	8	9
12.30pm	55	21	11	33	4	40	13	53	17	0
1.00pm	63	13	11	33	3	41	9	57	12	5
1.30pm	72	4	12	32	4	40	8	58	12	5
2.00pm	72	4	15	29	9	35	4	62	11	6

## **Appendix D – Bottle Shop Traffic Survey Results**

## CENTRAL COAST HWY / BOTTLEMART ACCESS, EAST GOSFORD

07/03/2024 TO 13/03/2024  
PM TRAFFIC 15:00-19:00

Saturday

Summary:  
VICTORIA ST / BOTTLEMART ACCESS

## BOTTLEMART ACCESS

MAX AVERAGE PM VEHICLE QUEUE LENGTH SHOWN IN DIAGRAM

VICTORIA ST

VICTORIA ST

Thursday	07/03	0
Friday	08/03	0
Saturday	09/03	0
Sunday	10/03	0
Monday	11/03	0
Tuesday	12/03	0
Wednesday	13/03	0

		LANE 1	LANE 2
Thursday	07/03	2	1
Friday	08/03	2	2
Saturday	09/03	2	2
Sunday	10/03	2	0
Monday	11/03	2	1
Tuesday	12/03	2	2
Wednesday	13/03	2	2

MAX 4 VEHICLE  
CAPACITY PER  
LANE

VICTORIA ST



## CENTRAL COAST HWY / BOTTLEMART ACCESS, EAST GOSFORD

Max Vehicle Queue per 15 minutes

DAY	Thursday 7/03/2024			Friday 8/03/2024			Saturday 9/03/2024			Sunday 10/03/2024			Monday 11/03/2024			Tuesday 12/03/2024			Wednesday 13/03/2024		
	LANE 1	LANE 2	VICTORIA ST	LANE 1	LANE 2	VICTORIA ST	LANE 1	LANE 2	VICTORIA ST	LANE 1	LANE 2	VICTORIA ST	LANE 1	LANE 2	VICTORIA ST	LANE 1	LANE 2	VICTORIA ST	LANE 1	LANE 2	VICTORIA ST
15:15				3	1											2					
15:30				2	2		2	1								2			3	2	
15:45	2	1		2												2					
16:00				2	1		2			2						2	1				
16:15	2	2		4	3											2	2		2		
16:30	3	2		3	3								2			2	2			3	
16:45	3	1		2	1											2	1		2		
17:00	3	2		2	2			2					2	1		2					
17:15	3	1		3	2		2	1									2		2	2	
17:30	2	1		2	3								1	2		1	2		3	1	
17:45							1	2					2			3	3				
18:00	2	2		3	2		2	2								2	2				
18:15	3	1					2									2	1				
18:30																2			2	1	
18:45	2						2	3					2			2					
19:00	2	1		1	2					2	0	0	2	1	0	4	2	0	2	2	0
AVERAGE	2	1	0	2	2	0	2	2	0	2	0	0	2	1	0	2	2	0	2	2	0

Note : Arrows "&lt;" indicate the end time for the peak hour for each turning movement.