



22 August 2025
Ref 24296

The General Manager
Central Coast Council
PO Box 20
WYONG NSW 2259

Email: ask@centralcoast.nsw.gov.au

Dear Mr David Farmer,

SSD-9813
PROPOSED MIXED-USE DEVELOPMENT
136-146 & 148 DONNISON STREET, GOSFORD
DEMOLITION TRAFFIC AND PEDESTRIAN MANAGEMENT PLAN



Introduction

This Demolition Traffic and Pedestrian Management Plan has been prepared on behalf of The Applicant, *The Bathla Group*, to review the pedestrian, traffic and parking arrangements to be implemented during demolition works associated with the construction of the abovementioned mixed-use development, as required by DA consent condition No. B14 under Schedule 3 of SSD-9813.

All correspondence on this matter must be addressed to The Applicant's representative:

Angelica Wu
The Bathla Group
PO Box 270
WENTWORTHVILLE NSW 2145
M: 0416 390 558
E: angelica.wu@bathla.com.au

It should be noted that *Varga Traffic Planning* accepts full responsibility for the preparation of this Demolition Traffic and Pedestrian Management Plan but does not accept any responsibility for its implementation which is to be undertaken by others.

Site

The subject site is located between Donnison Street, Albany Street North, William Street and Henry Parry Drive, approximately 900m south-east of Gosford Railway Station (Figures 1 and 2).

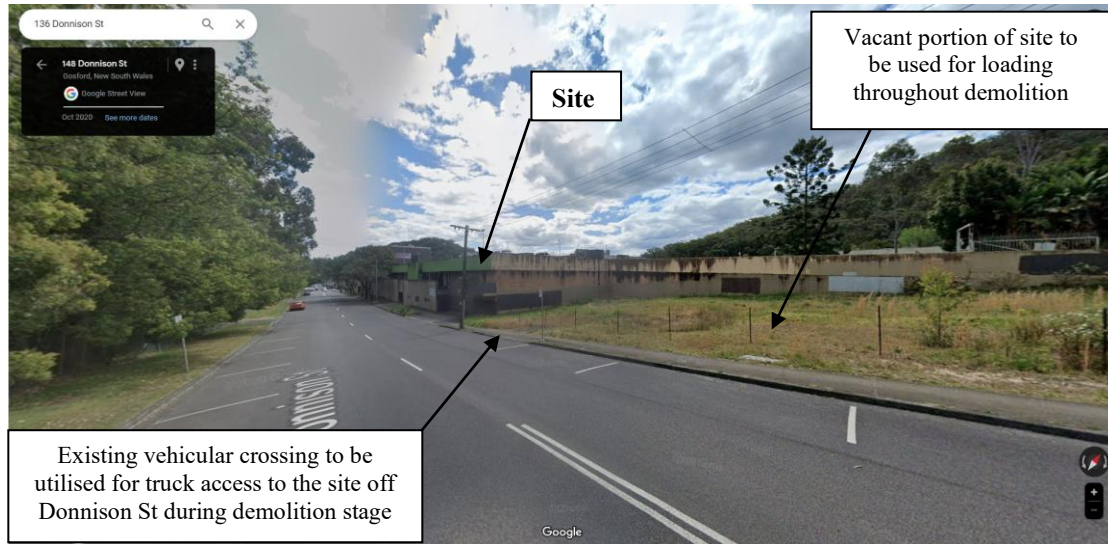
The site has street frontages of approximately 199m in length to Donnison Street, 41m in length to Albany Street North, 92m in length to Henry Parry Drive, and 121m in length to William Street. The site occupies an area of 14,194m².

The western portion of the site – No. 136-146 Donnison St – is currently occupied by a multi-storey public car park structure, which is built-to-boundary, with vehicular access provided via separate driveways located off the Albany Street North and William Street site frontages.

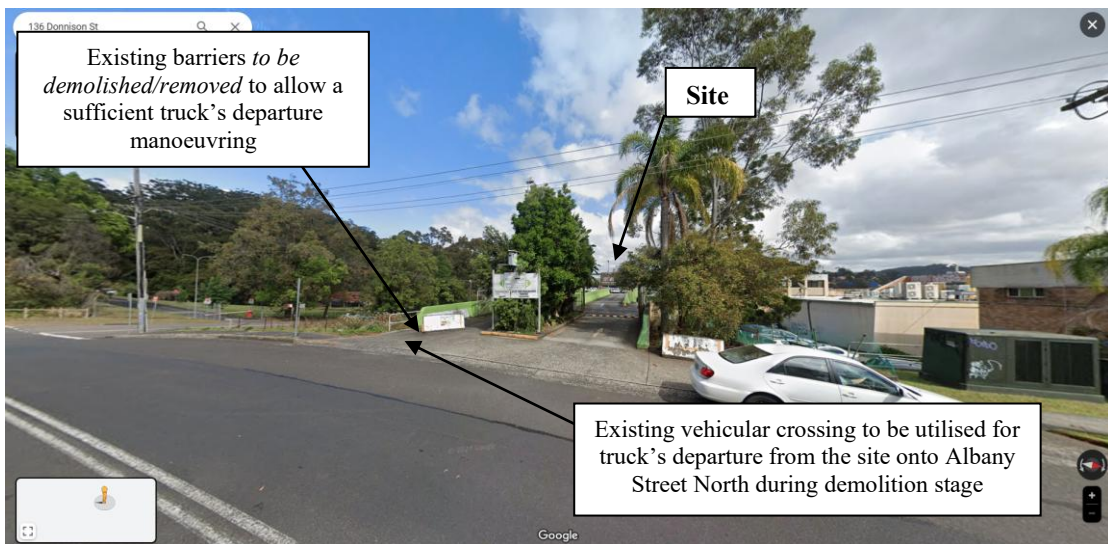
The eastern portion of the site – No. 148 Donnison St – fronting the corner of the Donnison Street/Albany Street North intersection is *vacant* of structures.

A recent aerial image of the site and its surroundings is reproduced below, along with *Streetview* images along the Donnison Street and Albany Street North site frontages and is reproduced on the following page.





Site viewed outside the Donnison Street site frontage, facing north-west



Site viewed outside the Albany Street North site frontage, facing west

Existing Road Network

Henry Parry Drive has a pavement width of approximately 13m wide, with two traffic lanes in each direction in the vicinity of the site. Kerbside parking is generally prohibited along both sides of Henry Parry Drive, including along the site frontage.

Donnison Street and William Street (east of Henry Parry Drive) both have a pavement width of approximately 12.8m wide, with one traffic lane in each direction in the vicinity of the site. An additional traffic lane is provided on approach to the Henry Parry Drive intersection. Time-restricted kerbside parking is generally permitted along both sides of the roads, with 'No Stopping' restrictions applied at selected locations.

Albany Street North also has a pavement width of approximately 12.8m wide, with one traffic lane in each direction in the vicinity of the site. Time-restricted kerbside parking is generally permitted along both sides of the roads, with 'No Stopping' and 'No Parking' restrictions applied at selected locations.

Proposed Works

The proposed development involves the Stage 1 works, comprising demolition of the existing buildings and substation as well as the removal of existing vegetation on the site.

Demolition Schedule

The demolition activities for the Stage 1 works are expected to be undertaken over a duration of approximately 20 weeks.

Demolition, including the delivery/removal of materials to and from the site, may only be carried out between the following hours, as per DA consent condition No. C5:

- (a) Between 7:00am and 5:00pm, Mondays to Fridays inclusive;
- (b) Between 7:30am and 3:00pm, Saturdays; and
- (c) No work may be carried out on Sundays or public holidays.

Notwithstanding, demolition activities may be undertaken outside of the abovementioned hours if required, as per DA consent condition No. C6:

- (a) by the Police or a public authority for the delivery of vehicles, plant or materials;
or
- (b) in an emergency to avoid the loss of life, damage to property or to prevent environmental harm; or
- (c) where the works are inaudible at the nearest sensitive receivers.

Notification of such demolition activities as referenced above must be given to affected residents before undertaking the activities or as soon as is practical afterwards.

It should also be noted that the Applicant must ensure demolition plant and equipment does not arrive at the site or surrounding residential precincts outside of the construction hours of works outlined above, as per DA consent condition No. C16.

A site notice(s) must be prominently displayed at the boundaries of the site during construction for the purposes of informing the public of project details including, but not limited to the details of the Builder, Certifier and Structural Engineer is to satisfy the following requirements, as per DA consent condition No. C2:

- (a) minimum dimensions of the notice must measure 841 mm x 594 mm (A1) with any text on the notice to be a minimum of 30-point type size;
- (b) the notice is to be durable and weatherproof and is to be displayed throughout the works period;
- (c) the approved hours of work, the name of the site / project manager, the responsible managing company (if any), its address and 24-hour contact phone number for any inquiries, including construction/noise complaint must displayed on the site notice; and
- (d) the notice(s) is to be mounted at eye level on the perimeter hoardings/fencing and is to state that unauthorised entry to the site is not permitted.

Furthermore, the Applicant must notify the Planning Secretary and Council in writing of the intended dates of commencement of construction and operation at least 48 hours before those dates, as required by DA consent condition No. B5.

Loading & Unloading

All demolition spoil will be loaded *wholly* within the site where possible, using a variety of truck types and sizes, ranging from medium and large bogeys *up to* and including 12.5m in length and 17.7m long truck & dog trailers.

As the demolition progresses, and the internal ramps accessing the rooftop and undercover car park are demolished, trucks will also depart the site via the existing driveway off the Albany Street North site frontage – i.e. a drive-thru loading arrangement, as illustrated on the attached *swept turning path* diagram and on TCP No. 2.

As such, the majority of the demolition will be carried out mechanically by excavators using shears, pulveriser and hammer attachments ranging from 8 to 35 tonnes, with the live loading on any building slab restricted to the ground floor level.

Consultation has since been made between The Applicant and TfNSW (dated 21st August 2025) who has recommended the *temporary* closure of bus stop – ID 2250356, directly outside the Donnison Street, throughout the duration of the demolition works.

The slab and beam removal will be conducted in order of sequence as shown in the following figure reproduced below, as detailed in the Demolition Work Plan prepared by the demolition contractor, *Moits*, dated 27 February 2025.



Each concrete slab located on level 1 will be saw cut and removed starting from the eastern end of the car park structure along Donnison Street, with the assistance of a mobile crane. These cut slabs will then be lifted via the crane and transported to designated stockpile areas located *within* the site.

In this regard, the proposed closure of the eastbound traffic lanes along the Donnison Street site frontage is only to occur *outside* of the *morning* and *afternoon* commuter peak periods – i.e. between 10am – 3pm. Details of the traffic arrangement during these works have been detailed on the attached Traffic Control Plan.

A *Road Occupancy Licence* (ROL) must be obtained from the relevant authority for any works that impact on traffic flows during construction activities, as per DA consent condition No. C10.

All demolition/works plant and equipment used on site must be maintained in a proper and efficient condition and operated in a proper and efficient manner, as per DA consent condition No. C3.

Demolition works must comply with the demolition work plans required by *Australian Standard AS2601-2001*. Should asbestos be found present on site, a sign containing the words ‘Danger Asbestos Removal in Progress’ must be erected in a prominent visible position on the site *prior* to demolition work commencing and is to remain in place until such time as all asbestos cement has been removed from the site.

It should be noted that all vehicles are to be contained *wholly* within the site, except if located in an approved on-street work zone, and vehicles must enter the site or approved on-street work zone before stopping, as per DA consent condition No. C9.

The public way (outside of any approved construction works zone) must not be obstructed by any materials, vehicles, refuse, skips or the like, under any circumstances, as required by DA consent condition No. C12. SafeWork NSW-accredited traffic controllers will be situated along Donnison Street or Albany Street North at all times, controlling and assisting local vehicular traffic when trucks are entering/exiting the site.

The site manager will ensure that multiple trucks do not occur at the same time, unless they can all be accommodated on site.

All waste generated during demolition must be secured and maintained within designated waste storage areas at all times and must not leave the site onto neighbouring public or private properties, as per DA consent condition No. C45.

Temporary Bus Stop Closure

As mentioned in the foregoing, the existing Bus Stop ‘ID 2250356’ on the Donnison Street site frontage will be affected during the demolition works of the existing car park structure.

It is therefore proposed to *temporarily* close the Bus Stop outside the Donnison Street site frontage, just east of the Henry Parry Drive intersection, during the approved hours of work.

Buses will continue to operate past the Donnison Street site frontage, on their existing routes despite the proposed works, with the *temporary* closure of the Bus Stop expected to have *minimal* impact on commuters, particularly given the scheduled working hours are *outside* of the commuter peak periods.

In this regard, it is noted that the only service impacted from the proposed works is bus route 41 *loop service*, operating between West Gosford and Gosford.

Bus frequencies travelling eastbound on Donnison Street comprise of *up to 3* bus movements during the proposed hours of work on weekdays and decreases to 2 bus movements on Saturdays.

The local bus provider/s, *RedBus CDC* and *Busways* have since given concurrence and raises no objections to the bus stop closure, as captured on TCP No.3.

In this regard, any Bus Stop closure notice must be submitted in writing to *RedBus CDC* and *Busways* prior to work commencement. Bus drivers will be notified of the changes and will adhere to the *temporary* arrangement that have been established for the duration of this closure.

Works Zone

As mentioned in the foregoing, all loading will occur *wholly* within the site where possible, with the demolition of the building façade occurring within the *temporary* kerbside area along the Donnison Street site frontage. As such, a formally signposted Works Zone is not considered necessary.

If the situation changes in the future for whatever reason, a Works Zone application must be submitted to and approved by Council.

Hoarding & Site Amenities

In order to protect the public and prohibit unauthorised entry, it is proposed to install A-Class hoarding and/or security site fencing along the perimeter of the site *prior* to the commencement of demolition works, as per DA consent condition No. C24. Upon completion, such temporary structures or appliances are to be removed within 7 days.

The fencing and/or hoarding shall be a minimum height of 1.8m complying with WorkCover Guidelines, to *exclude* public access to the site throughout the construction works.

The builder shall erect and maintain in good order all necessary hoardings, barricades and warning signs as required to provide adequate public safety. The written approval must be obtained from Council *prior* to the erection of any temporary fence and/or hoarding.

The following hoarding requirements must be complied with, as per DA consent condition No. C11:

- (a) no third-party advertising is permitted to be displayed on the subject hoarding/fencing;
- (b) the construction site manager must be responsible for the removal of all graffiti from any construction hoardings or the like within the construction area within 48 hours of its application; and
- (c) the Applicant must submit a hoarding application to Council for the installation of any hoardings over Council footways or road reserve.

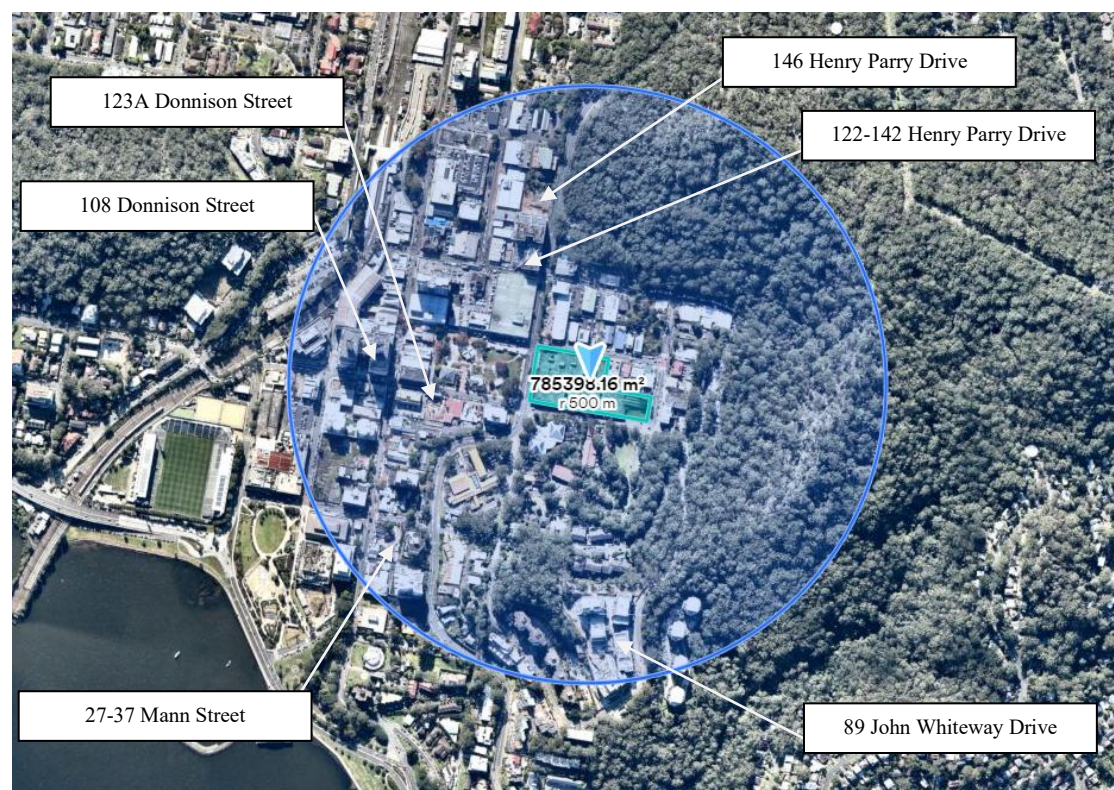
Furthermore, any gate associated with a fence shall swing inwards from the property boundary. Site amenities and site sheds will be installed within the work site boundaries behind the installed site containment fence.

In this regard, all plant and equipment used in the undertaking of the demolition works must be situated within the site boundaries of the site and so placed that all concrete slurry, water, debris and the like shall be discharged onto the building site, and is to be contained within the site boundaries.

Consultation Strategy

The site manager must liaise with the site managers of any nearby construction sites to ensure that appropriate measures are in place to prevent the combined impact of traffic and parking impacts of the developments, such as (but not limited to) concrete pours, crane lifts and dump truck routes.

A recent aerial image indicates that there are currently six construction sites located on the outskirts of the 500m radius of the site, as reproduced below. In this regard, the construction sites are expected to have minimal *combined impact of construction activities*, as trucks accessing the respective construction sites each have direct access to the arterial road network.



Nevertheless, the developer/builder for the subject site will be required to liaise fortnightly with other development sites, in order to minimise the cumulative traffic and parking impacts of the developments.

The mitigation measures may include, but are not limited to:

- consultation with the nearby construction site manager about how works and truck access will be scheduled to avoid traffic congestions within the area
- periodic notifications detailing all upcoming construction activities at least 14 days *prior* to commencement of relevant works, with the contact details of appropriate officer (supervisor or manager) for enquiries

- plant and machinery to be removed or stored within the site boundaries out of construction hours.

The demolition works will be under the sole responsibility of the building site manager, who will be present full-time on-site to supervise and manage the operations.

A site information board, featuring the building site manager's name and contact details, will be prominently displayed in front of the site at all times, in compliance with WHS signage requirements.

In the event of a complaint, the building site manager must promptly acknowledge the details in writing, within 12 hours of receipt, providing the complainant the option to receive written acknowledgment.

Responsibility for handling all complaints lies with the building site manager, who must be easily accessible to give due consideration and a prompt response.

The manager is obligated to take all feasible and reasonable measures to promptly address the source of the complaint. Post-implementation of remedies or controls, follow-up on complaints is essential to ensure adequate resolution.

A comprehensive register of all complaints will be maintained by the building site manager, documenting the nature of each complaint and the procedures applied for resolution. Records of actions taken to address the issues will be kept, and all complaints will receive a response.

Tree Protection Devices

Existing trees and vegetation shall be retained and protected, unless otherwise approved by Council beforehand, including:

- i. all trees and vegetation within the site not approved for removal, excluding exempt trees and vegetation under the relevant planning instruments of legislation,
- ii. all trees and vegetation located on adjoining properties,
- iii. all road reserve trees and vegetation.

No street tree is to be trimmed or removed unless prior written approval from Council is obtained or is required in an emergency to avoid the loss or damage the property, as per DA consent condition No. C22.

It also pertinent to note that all street trees to be retained shall be protected at all times during demolition. Any tree on the footpath, which is damaged or removed due to an emergency, shall be replaced, to the satisfaction of Council.

Neighbouring Properties

All neighbouring properties are to have their access maintained at all times. All nearby residents and businesses will be updated with respect to the construction process on a monthly basis and/or at key construction stages and be provided with a phone number to contact the site manager by way of a site sign attached to the fence.

The building site manager shall use pre-arranged arrival times which will help to control disturbance of the construction vehicles accessing the subject site.

Construction Truck Routes

All heavy vehicles involved in the demolition stage are to approach and depart the site via Donnison Street and Albany Street North, as illustrated on Figure 3.

The site manager will ensure that the route map is prominently displayed on the site and that all contractors and employees are given a copy of the route map and understand their obligations as part of their site induction procedure.

Light traffic roads and those subject to load or height limits will be avoided as well as minimising heavy vehicle movements during school peak periods.

Temporary truck standing/queuing locations in a public roadway/domain in the vicinity of the site is not permitted unless *prior* approval is granted by Council's Traffic Engineers.

Sediment Control

Sediment and erosion controls must be installed in accordance with Landcom's publication "*Managing Urban Stormwater: Soils & Construction*" and the *Solid and Waste Management Plan* prior to commencement of any other works on site.

Erosion and sediment control measures must be effectively implemented and maintained at or above design capacity for the duration of the demolition and works and until such time as all ground disturbed by the works have been stabilised and rehabilitated so that it no longer acts as a source of sediment, as per DA consent condition No. C37.

The loading of all vehicles associated with the demolition works must be undertaken within the property boundary. The body of any vehicle or trailer, used to transport waste or excavation spoil from the site, shall be covered before leaving the site to prevent any spill or escape of dust, waste or spoil from the vehicle or trailer. Mud splatter, dust and other material likely to fall from or be cast off the wheels, underside or body of any vehicle, trailer or motorised plant leaving the site, shall be removed before the vehicle, trailer or motorised plant leaves the site, as required by DA consent condition No. C34.

All practicable measures must be taken, including the use of "truck scrubbers", to ensure that vehicles leaving the site do not deposit mud or debris on the road. Any mud or debris deposited on the road must be cleaned up immediately in a manner that does not pollute waters (i.e., by sweeping or vacuuming).

During demolition, the Applicant must ensure that, as per DA consent condition No. C39:

- (a) exposed surfaces and stockpiles are suppressed by regular watering;
- (b) all trucks entering or leaving the site with loads have their loads fully covered;
- (c) trucks associated with the development do not track any dirt onto the public road network;
- (d) public roads used by these trucks are kept clean; and
- (e) land stabilisation works are carried out progressively on site to minimise exposed surfaces.

Furthermore, the Applicant shall minimise dust emissions on the site and prevent dust emissions from the site resulting from, as per DA consent condition No. C40:

- a) the breaking down of existing structures and structural elements;
- b) excavation, processing and handling of excavation spoil;
- c) wind action on demolition waste and excavation spoil stockpiles;
- d) wind action on and plant movement across areas bare of vegetation or other cover.

All hard waste should be stored on-site in a way that prevents material loss caused by wind or water. Smaller materials such as litter should be contained in covered bins or litter traps formed on three sides by geotextile as a windbreak.

Refer to Sediment and Erosion Control Plan for detailed information regarding the control measures.

Impact of Works on the Public

As discussed in the foregoing, construction vehicles involved in the proposed demolition works will typically comprise vehicles *up to* and including 12.5m long HRV trucks and 17.7m long Truck & Dog trailers.

Truck movements are expected to range between 20 - 30 construction vehicle movements *per day* at maximum, with the majority of trucks to load within the site. This equates to 2-3 truck movements every *hour* throughout the construction period.

Furthermore, Donnison Street, Albany Street North and William Street are primarily used to provide vehicular access to residential allotments and local businesses.

As such, the impact of the proposed works on pedestrians, cyclists, public transport, local traffic and emergency services in the area is therefore *negligible*.

Traffic Control Plans

Three Traffic Control Plans have been prepared to facilitate the demolition activities on the subject site.

The first and second plan (TCP No.1 & No.2) illustrates the traffic arrangements to be implemented during the demolition phase of the project, when trucks are loading *wholly* within the south-eastern corner of the site. Key features of the Traffic Control Plans are:

- advance warning signs alerting approaching traffic of the presence of possible road works and traffic controller ahead
- warning signs alerting pedestrians to watch their step as they walk along the Donnison Street site frontage and when crossing Albany Street North near William Street intersection
- a spotter situated along the Donnison Street site frontage, in the vicinity of the site access at all times, to ensure the safety of pedestrians and that no pedestrian enters the path of a heavy vehicle
- a traffic controller situated outside the construction access driveway in Donnison Street and/or Albany Street North, who will have the following primary responsibilities when trucks are entering and/or exiting the site:
 1. to control heavy vehicle movements into and out of the site. The traffic controllers should wait for a safe gap in the passing traffic and pedestrian flows on Donnison Street and/or Albany Street North before allowing the vehicle to exit the site, and
 2. to momentarily control and stop local traffic along Donnison Street when trucks are entering and/or exiting the site.

The third plan (TCP No.3) illustrates the traffic arrangements to be implemented during demolition of the existing façade of the car park structure, when trucks are loading from the street along the Donnison Street site frontage. Key features of the Traffic Control Plan are:

- advance warning signs alerting approaching traffic of the presence of possible road works, construction workers, traffic controllers and the closure of the eastbound traffic lane in Donnison Street extending along the site frontage
- warning signs alerting pedestrians that the footpath area along the Donnison Street site frontage will be closed and pedestrians will be advised to divert via the William Street site frontage
- a 40km/h speed reduction in order to ensure a safe arrangement along the works area in Donnison Street
- existing Bus Stop 'ID 2250356' in Donnison Street, in the vicinity of the works area is to be *temporarily* closed throughout the approved construction hours/works, with notice and confirmation from the authorities required prior to closure of the bus stop; i.e. Council and RedBus CDC (local bus provider)
- *temporary* contraflow traffic arrangements along the work area in Donnison Street past the site frontage during construction hours *only*, with a 40km/h speed reduction only to be implemented with prior approval from TfNSW/TMC
- all traffic control measures, including lane & footpath closures, signs and traffic cones are to be *removed* at the end of working shift, unless otherwise approved by Council/TfNSW
- traffic controllers situated at opposite ends of the proposed work area in Donnison Street who will have the following primary responsibilities:
 1. to assist construction vehicles approaching and departing from the work area. The traffic controller should wait for a safe gap in the passing traffic flows on Donnison Street before allowing the trucks to exit the work area,
 2. to remain in constant radio contact throughout the contraflow arrangements, ensuring adjoining road users have their access, and
 3. to momentarily control and stop local traffic along Donnison Street to ensure are implemented in a safe manner.
- the proposed works are to occur *outside* the *morning* and *afternoon* commuter peak periods, i.e. between 10am – 3pm only
- proposed works area along Donnison Street is to be located minimum 45m from the Henry Parry Drive intersection to prevent queuing and to provide sufficient space for cars to merge into a single lane and come to a stop safely
- 'Stop/Slow Arrangements' are to be managed by the traffic controllers past the work area location along Donnison Street, with Spotter to control and assist any pedestrians who enter the closed footpath area, if required

As mentioned above, the eastbound traffic lane closures in Donnison Street must not occur during the weekday commuter periods.

Traffic Controllers are not to stop or control any traffic along Henry Parry Drive at any circumstances. Furthermore, *no speed reductions* are to be implemented along Henry Parry Drive, in accordance with the TfNSW advice provided on 11th August 2025.

The Traffic Control Plans have been prepared generally in accordance with *TfNSW Traffic Control at Work Sites – Technical Manual, Issue No. 6.1, 2022* and the Standards Australia publication *AS1742.3:2019 Traffic Control Devices for Work Sites on Road*.

It should be noted that a separate Application will be required to the Transport Management Centre for a *Road Occupancy License* (for any works that impact on traffic flows during construction activities) when the precise time and dates of the proposed works are known, as per DA consent condition No. C10.

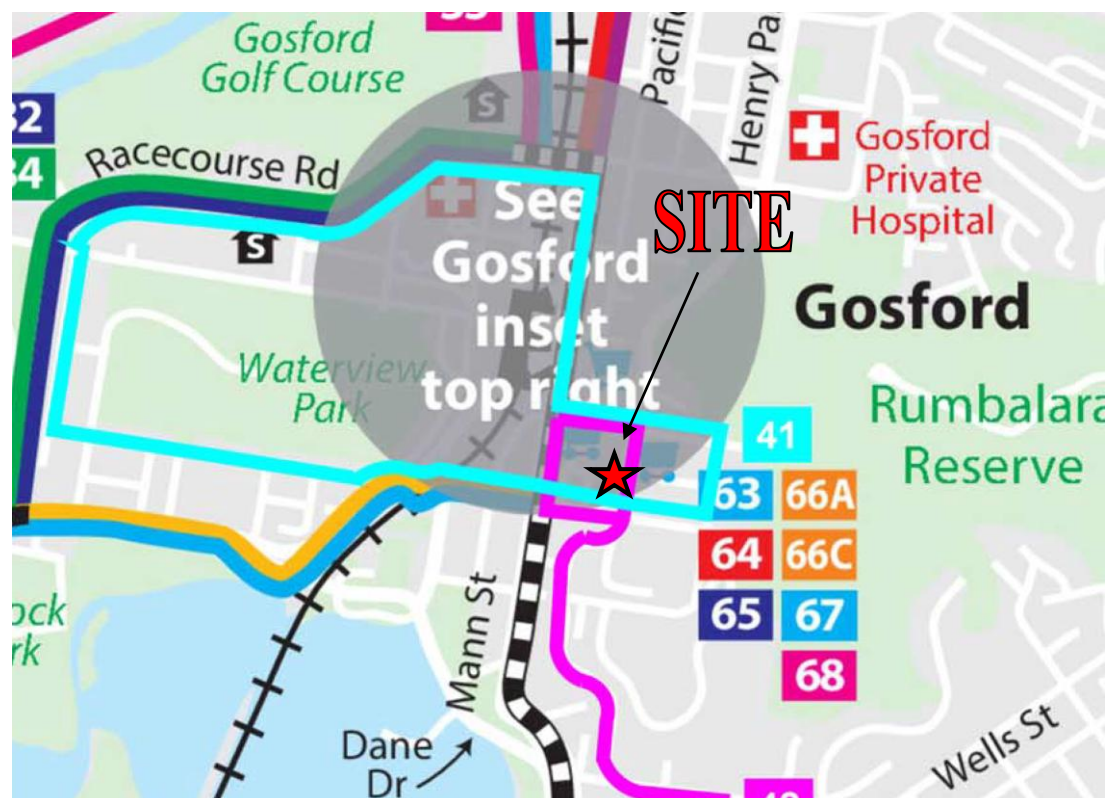
Tradesmen/Contractor Parking & Public Transport

The site manager will ensure that there is adequate on-site parking available for employee, tradesperson and construction vehicles, where practical. Necessary facilities are to be provided to accommodate the on-site parking including lighting in the parking areas, security cameras etc. Contractors may also park along the nearby surrounding roads and is to abide by existing parking signs.

Staff will be encouraged to carpool and utilise public transport which will minimise traffic and parking impacts as a consequence of the construction process.

In this regard, there is currently one bus service No.41 operating directly along the Donnison Street site frontage, as demonstrated in the image on the following page.

In addition, the abovementioned bus service connects to the Gosford Railway Station which is situated on *Central Coast & Newcastle Line*, operating between Newcastle and Sydney Central with regular day services.



Permits

Unless otherwise specifically approved in writing by Council, all works, processes, storage of materials, loading and unloading associated with the development are to occur entirely on the property.

All necessary permits such as hoarding, on-street mobile plant, roadway/footpath/nature strip occupation, work zones etc. will require separate approval from Council.

A minimum 48 hours' notice is required for all permits except work zones, which may require additional assessment time.

Any related task-specific Traffic Control Plans will be prepared by the respective contractor and provided under separate cover.

Site Inductions

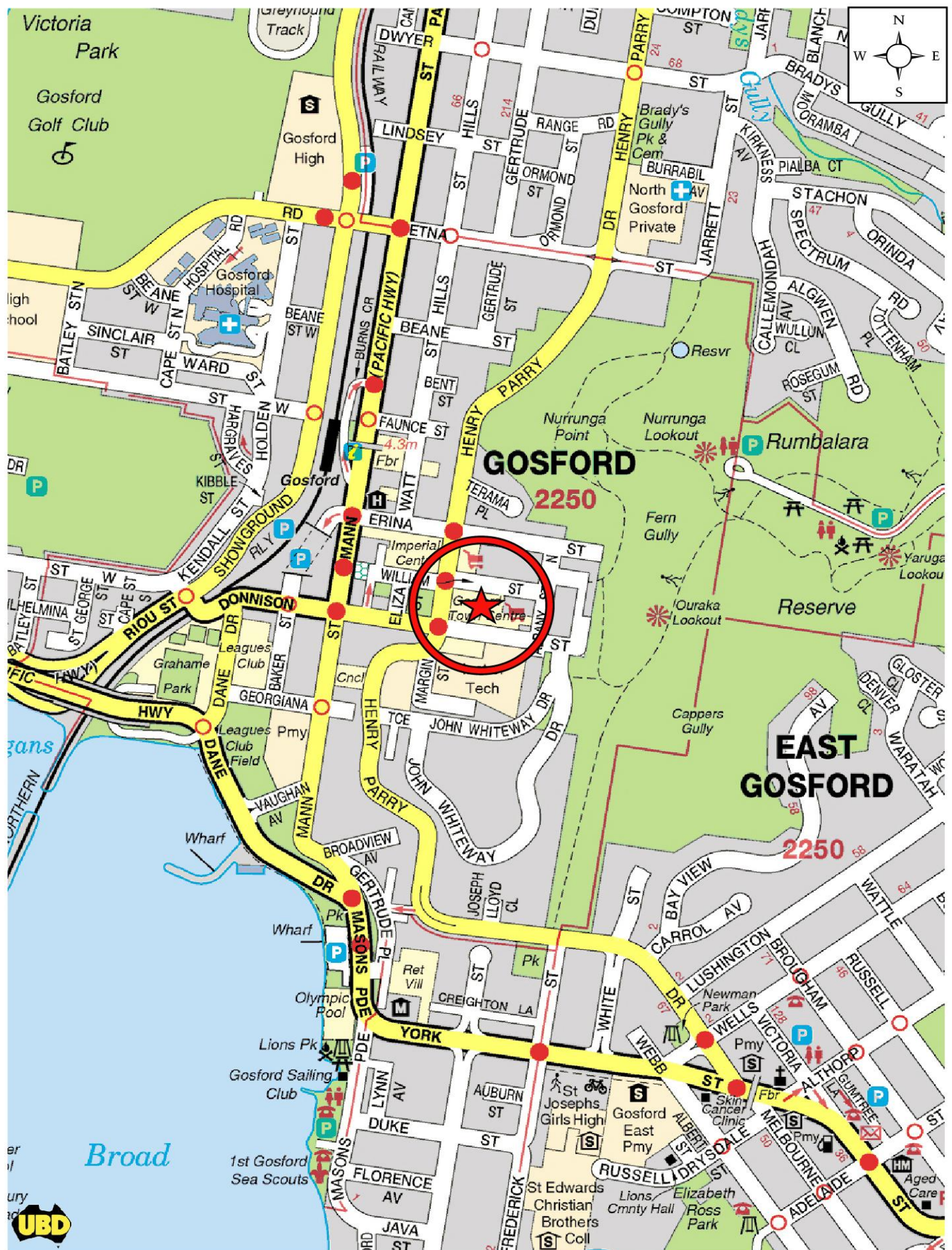
The requirements of this Demolition Traffic and Pedestrian Management Plan must be followed by the demolition contractors, builders, owner and any subcontractors at all times. The site manager will ensure that site inductions occur on a regular basis or as deemed necessary to ensure all new employees are aware of the demolition management obligations.

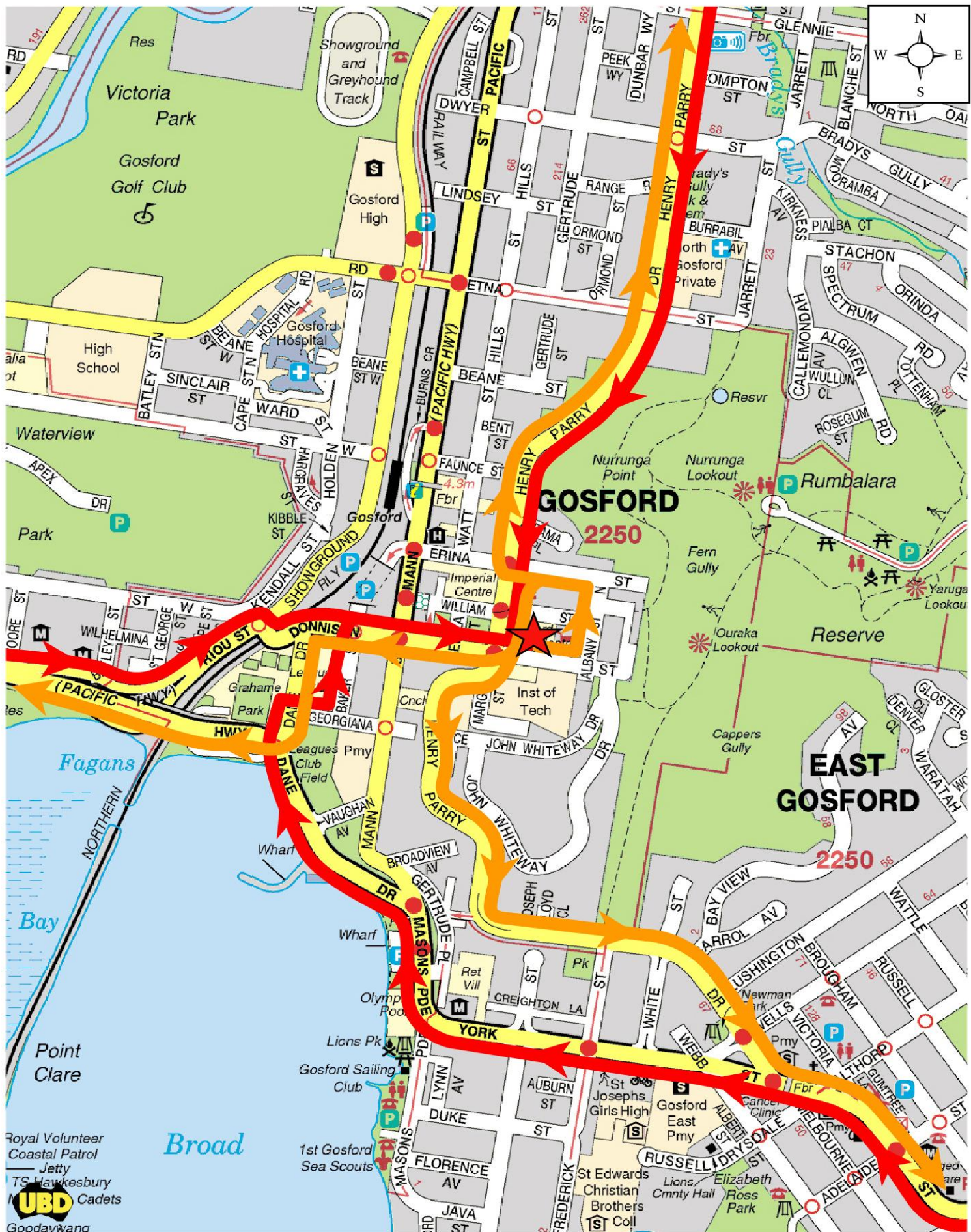
I trust this advice satisfies your requirements. Please do not hesitate to contact me on telephone 9904 3224 should you wish to discuss any aspect of the above.

Yours sincerely



Donald Lee
Director | *BE(Civil) MIEAust CPEng NER*
Varga Traffic Planning Pty Ltd





Key: — Approaching Traffic
— Departing Traffic

VARGA TRAFFIC PLANNING Pty Ltd
 Traffic and Parking Consultants

**HEAVY VEHICLE
 ROUTE MAP
 FIGURE 3**

PLEASE NOTE:
WE RECOMMEND LOT CONSOLIDATION OF LOTS 1 & 6 AND
TERMINATION OF EASEMENTS WHERE POSSIBLE

CAUTION - SERVICES LOCATIONS

- THE POSITION OF SERVICES SHOWN ON THIS DRAWING ARE INDICATIVE ONLY AND HAVE BEEN PLOTTED FROM PLANS AND DRAWINGS SUPPLIED BY RELEVANT AUTHORITIES.
- SERVICE AUTHORITY PITS, MANHOLES, POLES, MARKER POSTS, ETC., WHERE SIGHTED AT TIME OF SURVEY, HAVE BEEN LOCATED. THE SURVEY DOES NOT INCLUDE INVESTIGATION OR LOCATION OF UNDERGROUND INFRASTRUCTURE.
- SERVICES INFORMATION SHOWN ON THIS DRAWING HAS BEEN OBTAINED THROUGH A DIAL BEFORE YOU DIG SEARCH AND IS VALID FOR THE PERIOD OF TIME FROM THE DATE OF ISSUE NOMINATED BY THE AUTHORITY.
- PRIOR TO ANY DEMOLITION, EXCAVATION OR CONSTRUCTION ON OR ADJACENT TO THE SITE IT IS THE RESPONSIBILITY OF THE DEVELOPER AND CONTRACTORS TO APPLY FOR AND OBTAIN UP TO DATE PLANS THROUGH A NEW DIAL BEFORE YOU DIG SEARCH AND TO CONTACT ALL THE RELEVANT AUTHORITIES TO ESTABLISH AND CONFIRM THE DETAILED LOCATION AND DEPTH OF ALL UNDERGROUND SERVICES.

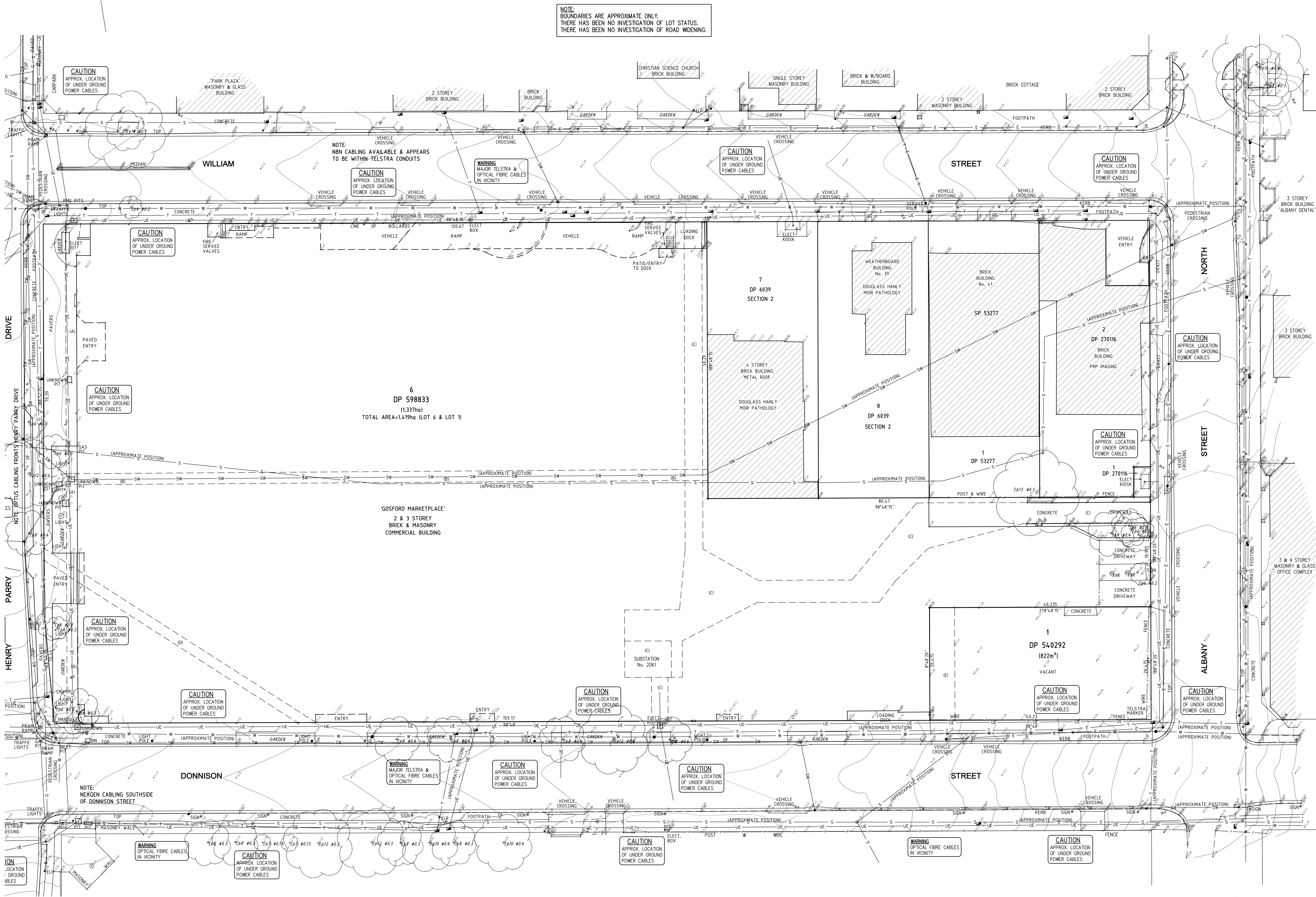


NOTE:

- THE BEARINGS SHOWN FOR BOUNDARIES ON THIS DRAWING HAVE BEEN TAKEN FROM DEPOSITED PLANS ON PUBLIC RECORD WITH THE LAND & PROPERTY INFORMATION OFFICE. IF ACCURATE GRID/TIME NORTH IS REQUIRED FOR CRITICAL SUN SHADOW DIAGRAM PURPOSES FURTHER SURVEY MAY BE REQUIRED.
- BEARINGS & DISTANCES ARE BY TITLE ONLY. NO BOUNDARY INVESTIGATION HAS BEEN CARRIED OUT. RELATIONSHIP OF IMPROVEMENTS TO BOUNDARIES IS DIAGNOSTIC ONLY. WHERE OFFSETS ARE CRITICAL THEY SHOULD BE CONFIRMED BY FURTHER SURVEY.
- CONTOURS SHOWN DEPICT THE TOPOGRAPHY. SPOT LEVELS SHOULD BE TAKEN IN PREFERENCE TO CONTOURS. CONTOURS DO NOT REPRESENT THE EXACT LEVEL AT ANY POINT.
- SEWER INVERTS SHOWN, UNLESS OTHERWISE INDICATED, HAVE BEEN OBTAINED FROM THE RELEVANT AUTHORITY.

LEGEND

- Sewer main
- Sewer manhole
- Water hydrant
- Water stop valve
- Comms line
- Comms Pit/Manhole
- Gas mains
- Electricity power pole
- Electric Light Pole
- Electricity overhead cables
- Electricity underground cables
- Bench mark
- Top of roof gutter
- Tree (Canopy spread, trunk diameter)



ORIGIN OF LEVELS: - SSM 57907
R.L. 12.768 (AHD)

B	SERVICES ADDED	29.01.16
A	PRELIMINARY ISSUE	20.01.16
REV No	REMARKS	DATE
	AMENDMENTS	

CLIENT:

PEJUR PROPERTY DEVELOPMENT PTY LTD
PO BOX A502
SYDNEY SOUTH
NSW 1235

TREHY INGOLD NEATE
LAND DEVELOPMENT

Phone: (02) 4351 2233
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TUGGERAH NSW 2259
Email: admin@insurvey.com.au
www.insurvey.com.au

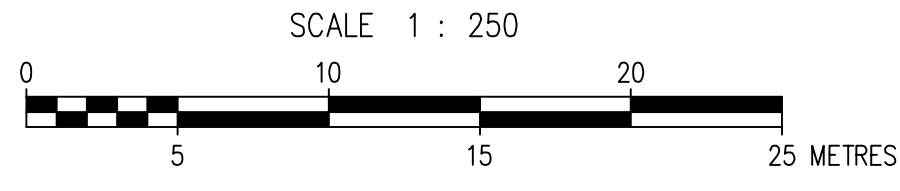
SURVEYING CIVIL DESIGN STRATA CERTIFICATION PLANNING

DRAWING TITLE
**DETAIL SURVEY PLAN FOR
DEVELOPMENT APPLICATION
PURPOSES OVER 'GOSFORD
MARKETPLACE' IMPERIAL CENTRE'
AND KIBBLE PARK, GOSFORD**

DATE:	15.01.16	SCALE:	1:250 @A0
SURVEY:	J.H./J.K.	DATUM:	AHD
BOOK:	COMP	INSTRUCTION:	2/3
DRAWN:	C.A.	CAD FILE:	22009S58
CHECKED:	D.S.	No. in SET:	3 of 3

REGISTERED SURVEYOR	DATE	PROJECT NUMBER	DRAWING No	REVISION
		22009	SB03	B

(A) EASEMENT FOR ELECTRICITY PURPOSES 2 WIDE (VIDE 1930261)
(B) EASEMENT TO DRAIN WATER 2 WIDE AFFECTING THE PART SHOWN SO BURDENED IN DP 60992
(C) LEASE TO THE SYDNEY COUNTY COUNCIL OF SUBSTATION PREMISES No. 2061 TOGETHER WITH RIGHT OF WAY AND EASEMENT FOR ELECTRICITY PURPOSES OVER ANOTHER PART OF THE LAND ABOVE DESCRIBED IN PLAN WITH 1930262 EXPIRES: 31.12.2032
(D) EASEMENT FOR DRAINAGE 1.83 WIDE (VIDE F581722)
(E) RIGHT OF CARRIAGEWAY 4.57 WIDE (VIDE DP 540292) - NOTE, RIGHT OF CARRIAGEWAY NOT SHOWN ON TITLE, HOWEVER IT APPEARS THAT IT IS STILL A REGISTERED EASEMENT. MORE INVESTIGATION IS REQUIRED.





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PROJECT
MIXED-USE DEVELOPMENT



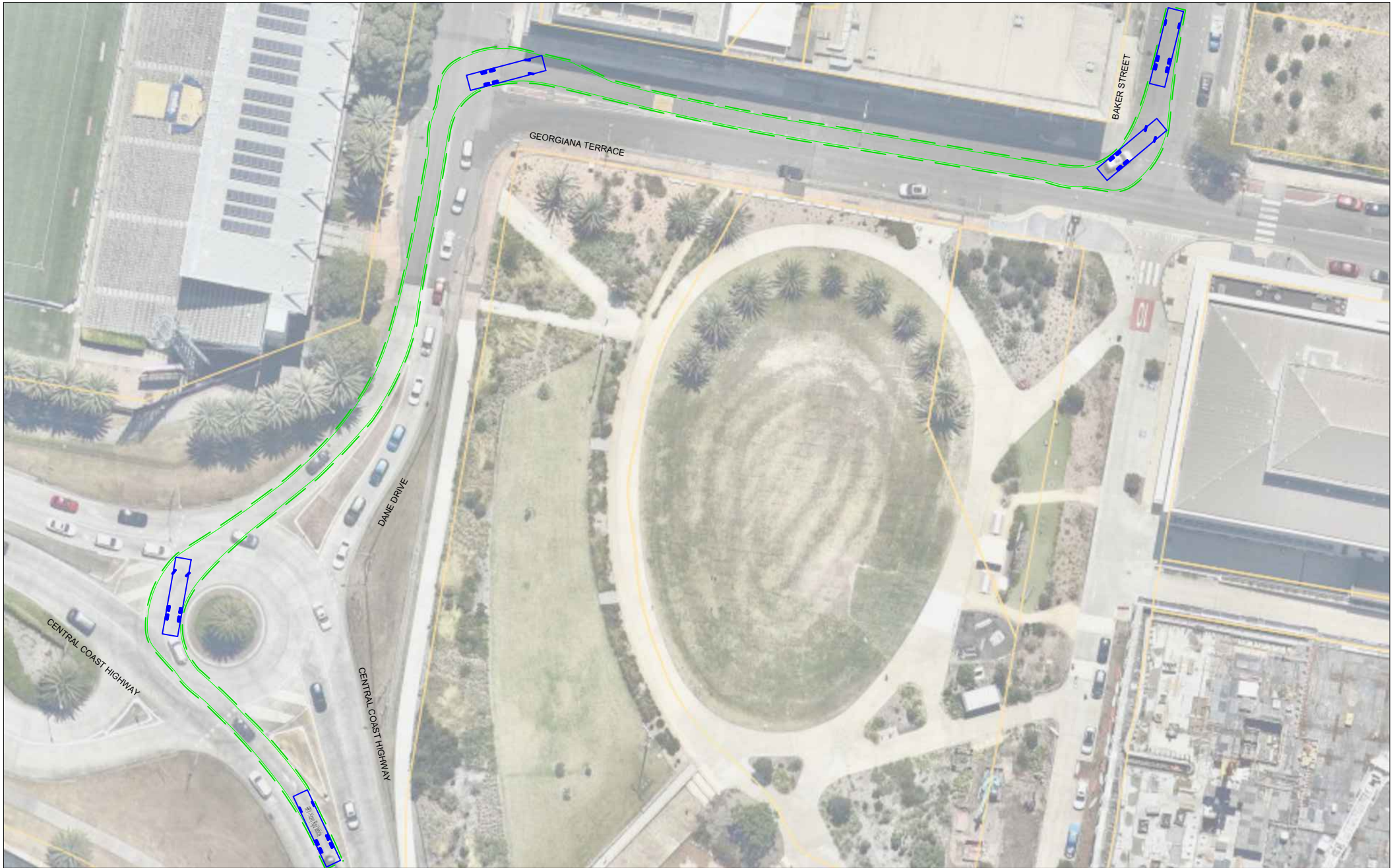
DRAWING TITLE
12.5m HRV Truck Turning Paths
Entering Pacific Hwy/Showground Rd intersection
ADDRESS
136-148 Donnison St,
Gosford NSW

PROJECT NO.
24296
REVIEWED
Donald Lee

1:800 @ A4
DATE DRAWN
2024-7-4
PREPARED
Ilya Nazarov

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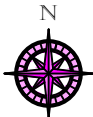




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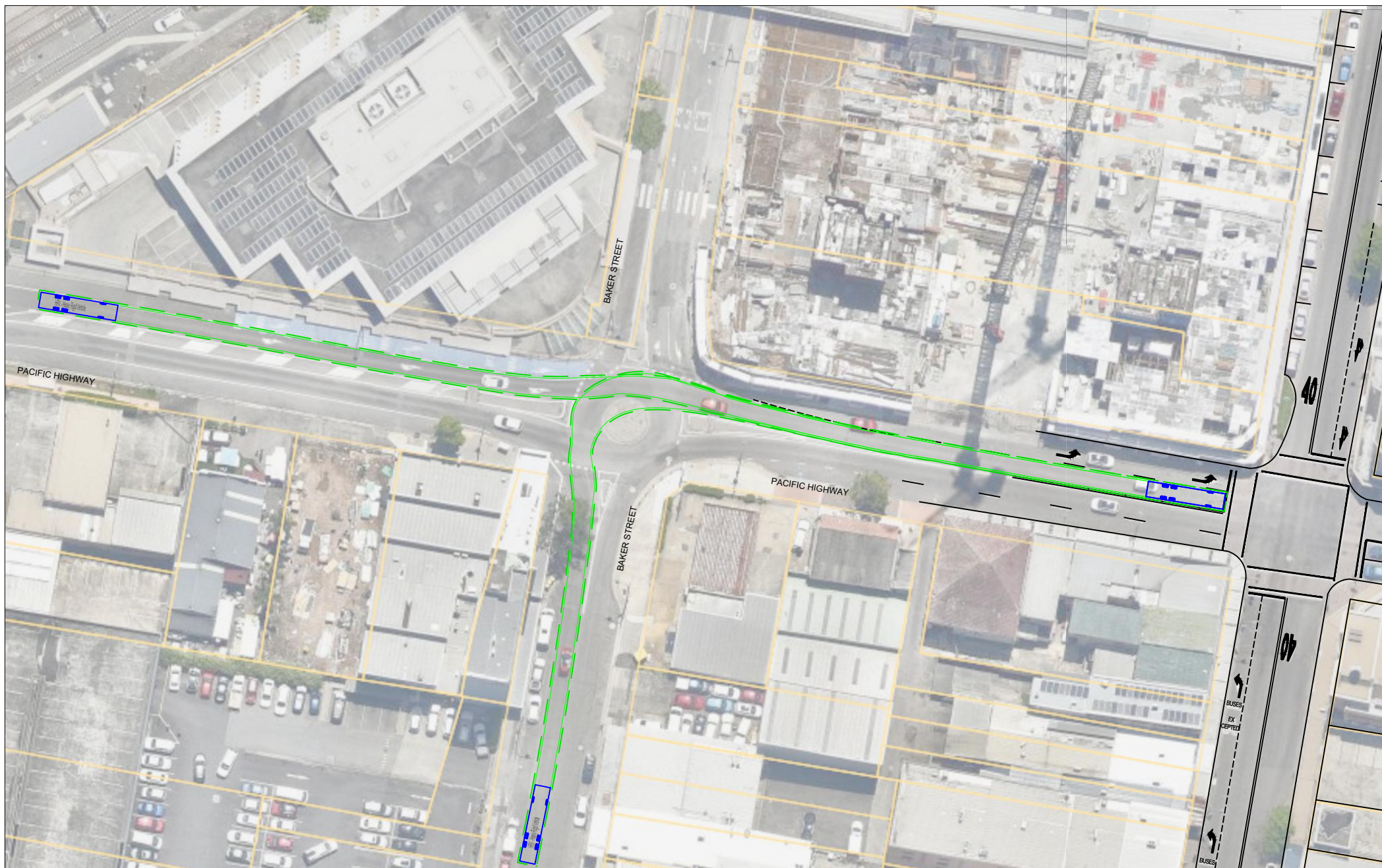
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12.5m HRV Truck Turning Paths
Entering Baker St/Georgiana Tce off Central Coast Hwy/Dane Dr
ADDRESS
136-148 Donnison St,
Gosford NSW

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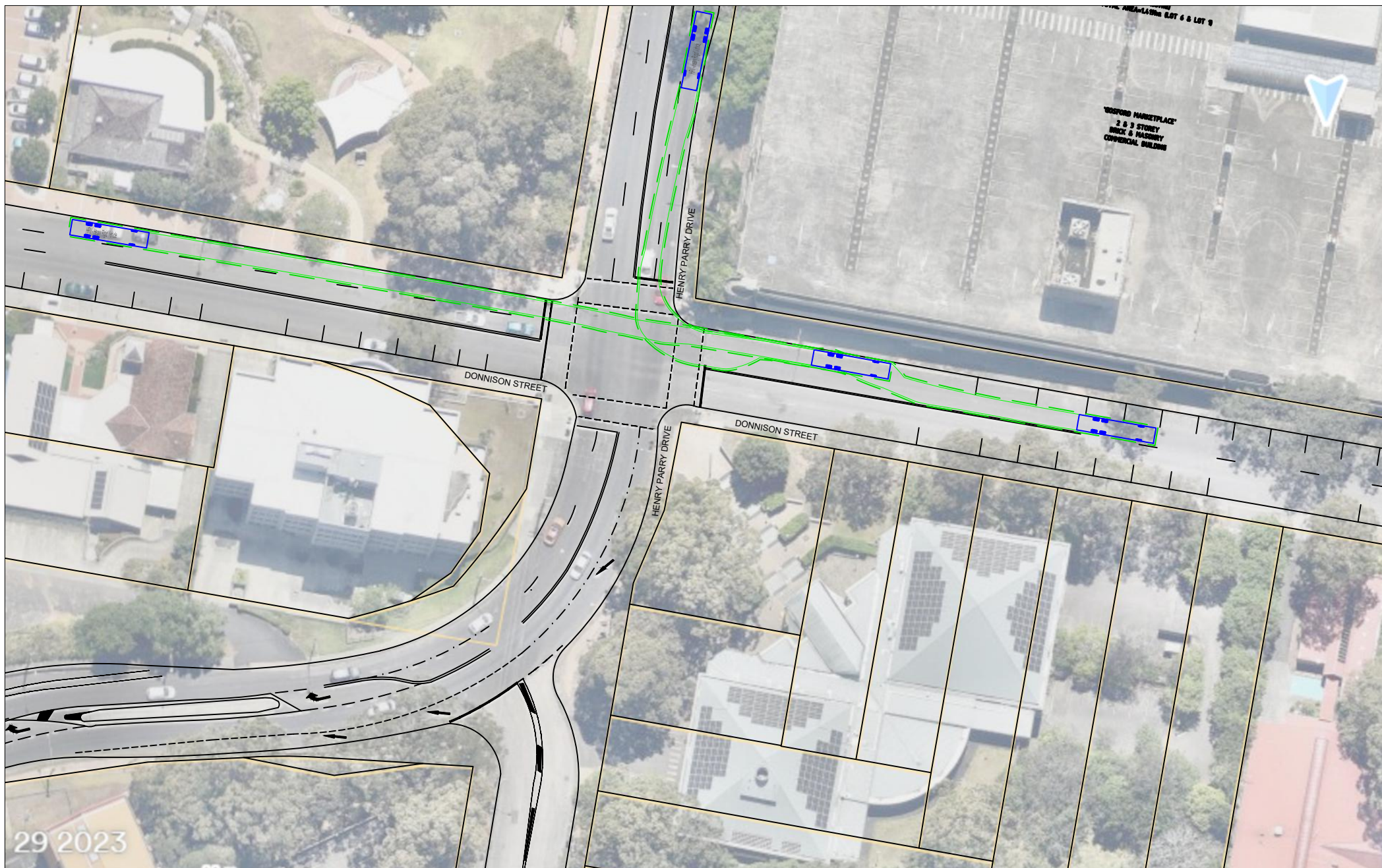
DRAWING TITLE
12.5m HRV Truck Turning Paths
 Entering Pacific Hwy/Baker St intersection
 ADDRESS
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DRAWING TITLE
 12.5m HRV Truck Turning Paths
 Kerbside Entry/Exit - Demolition
 ADDRESS
 136-148 Donnison St,
 Gosford NSW

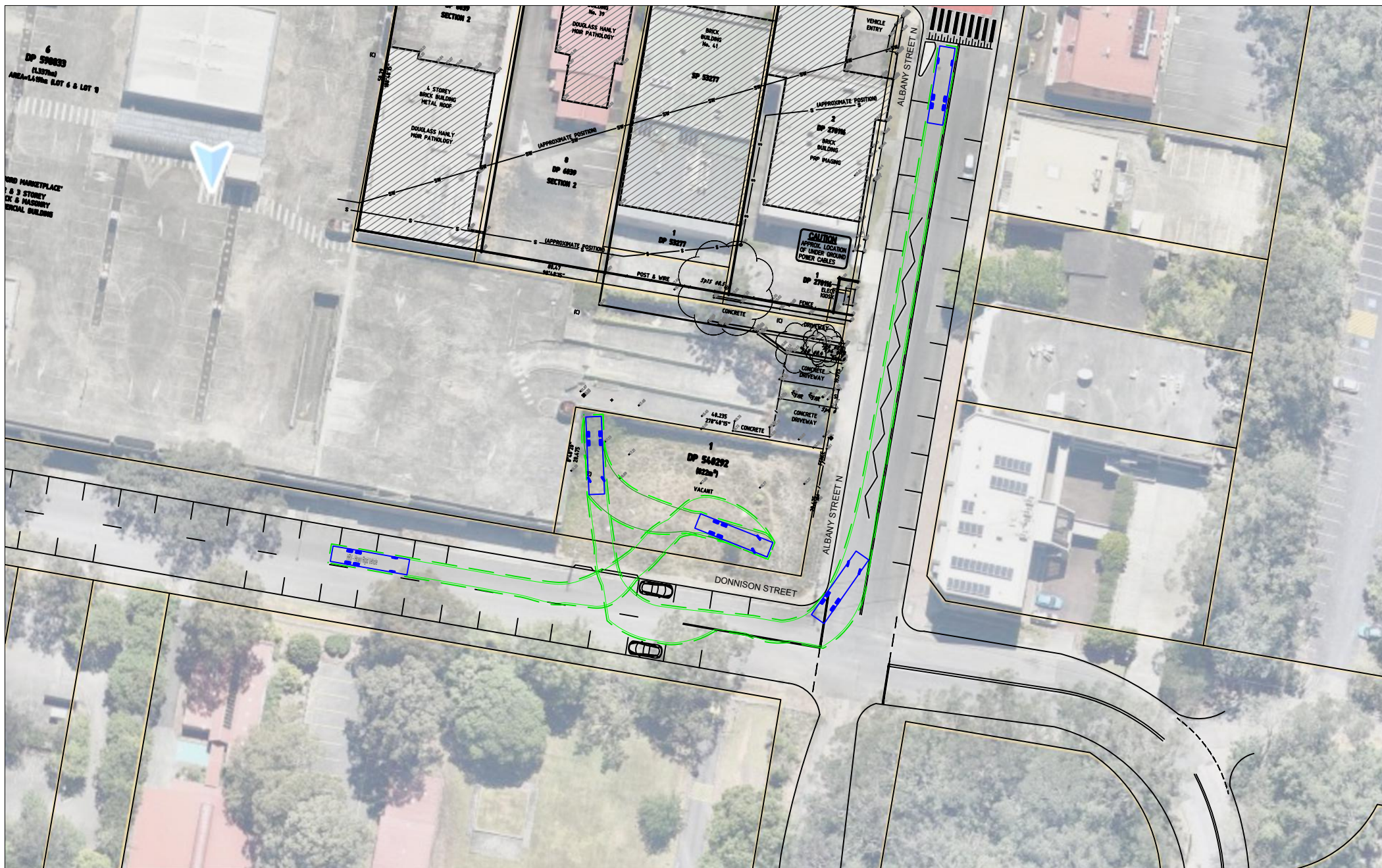
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DRAWING TITLE
 12.5m HRV Truck Turning Paths
 Site Entry/Exit - Initial Demolition
 ADDRESS
 136-148 Donnison St,
 Gosford NSW

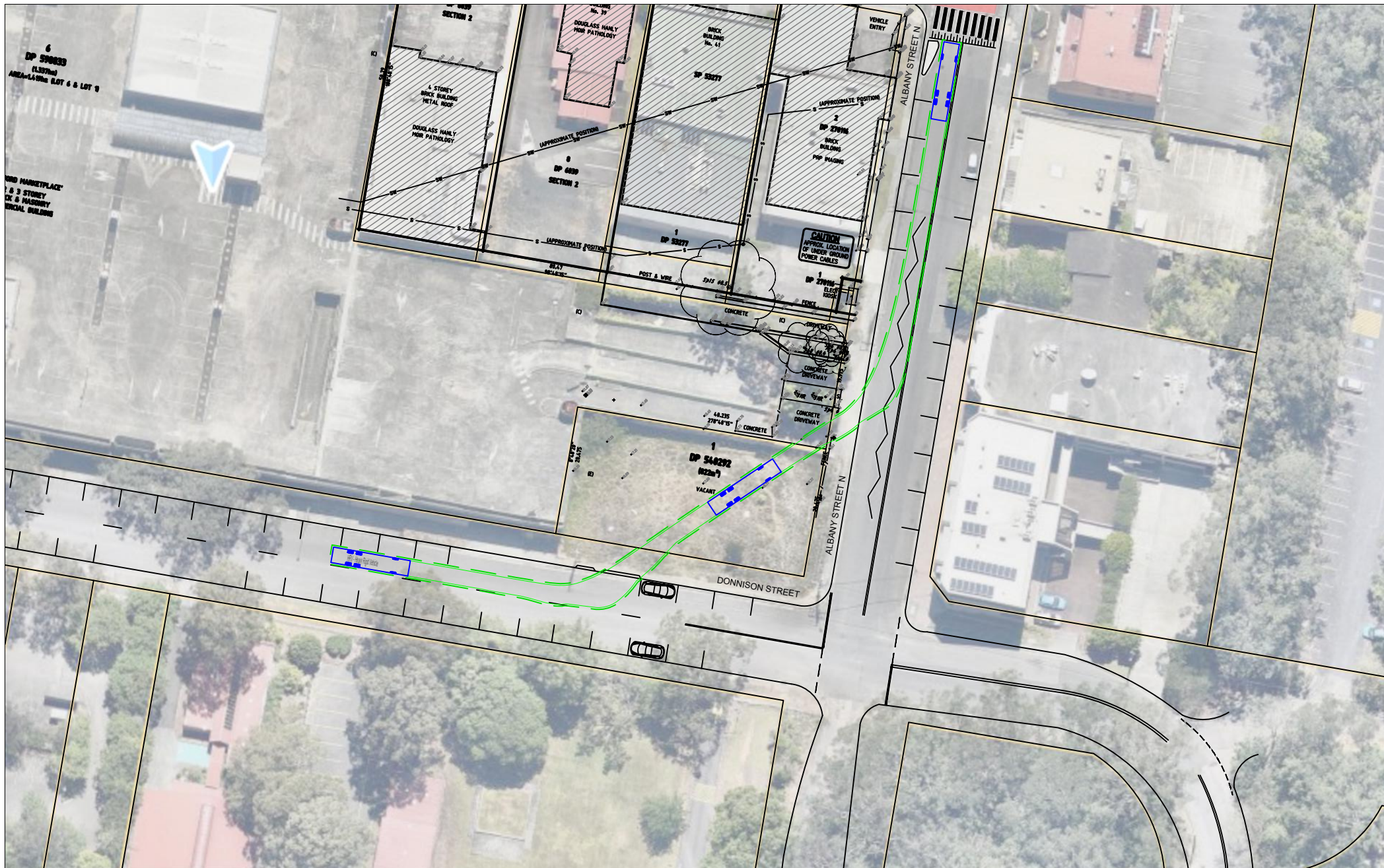
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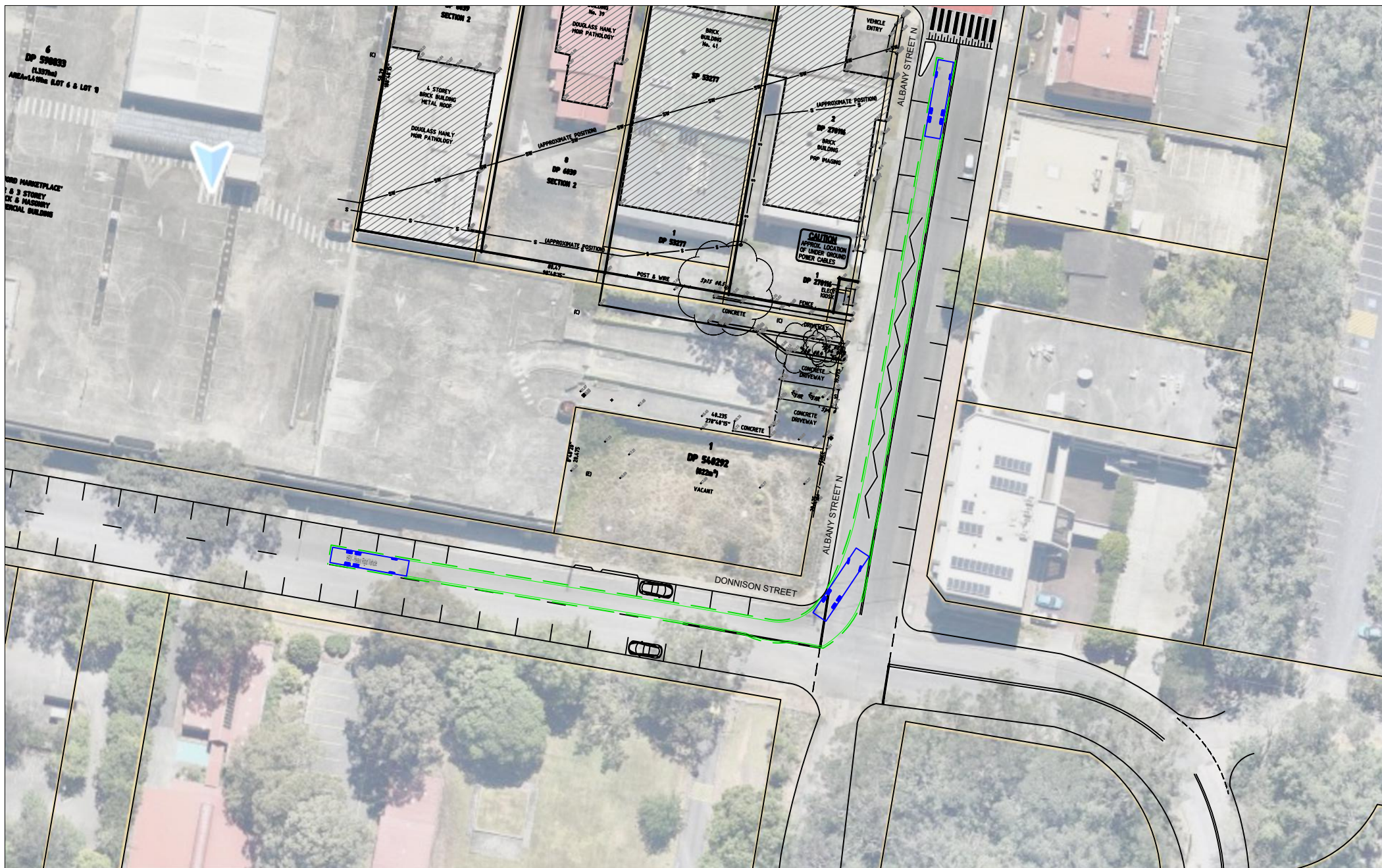
DRAWING TITLE
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 Site Entry/Exit - Demolition
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DRAWING TITLE
12.5m HRV Truck Turning Paths
Exiting Donnison St into Albany St N after kerbside demolition

ADDRESS
136-148 Donnison St,
Gosford NSW

PROJECT NO.
24296

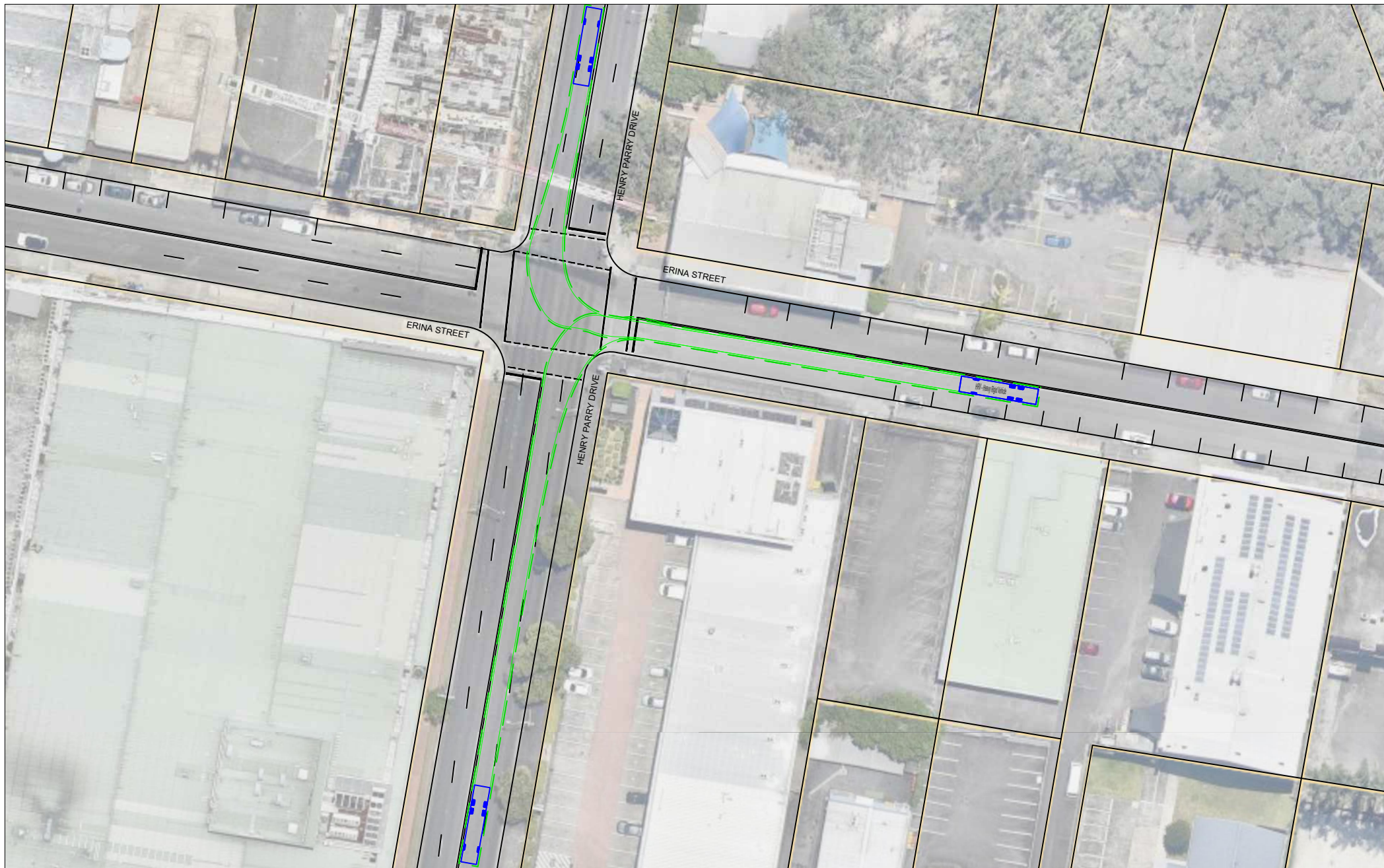
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DRAWING TITLE
12.5m HRV Truck Turning Paths
Exiting Erina St into Henry Parry Dr
 ADDRESS
 136-148 Donnison St,
 Gosford NSW

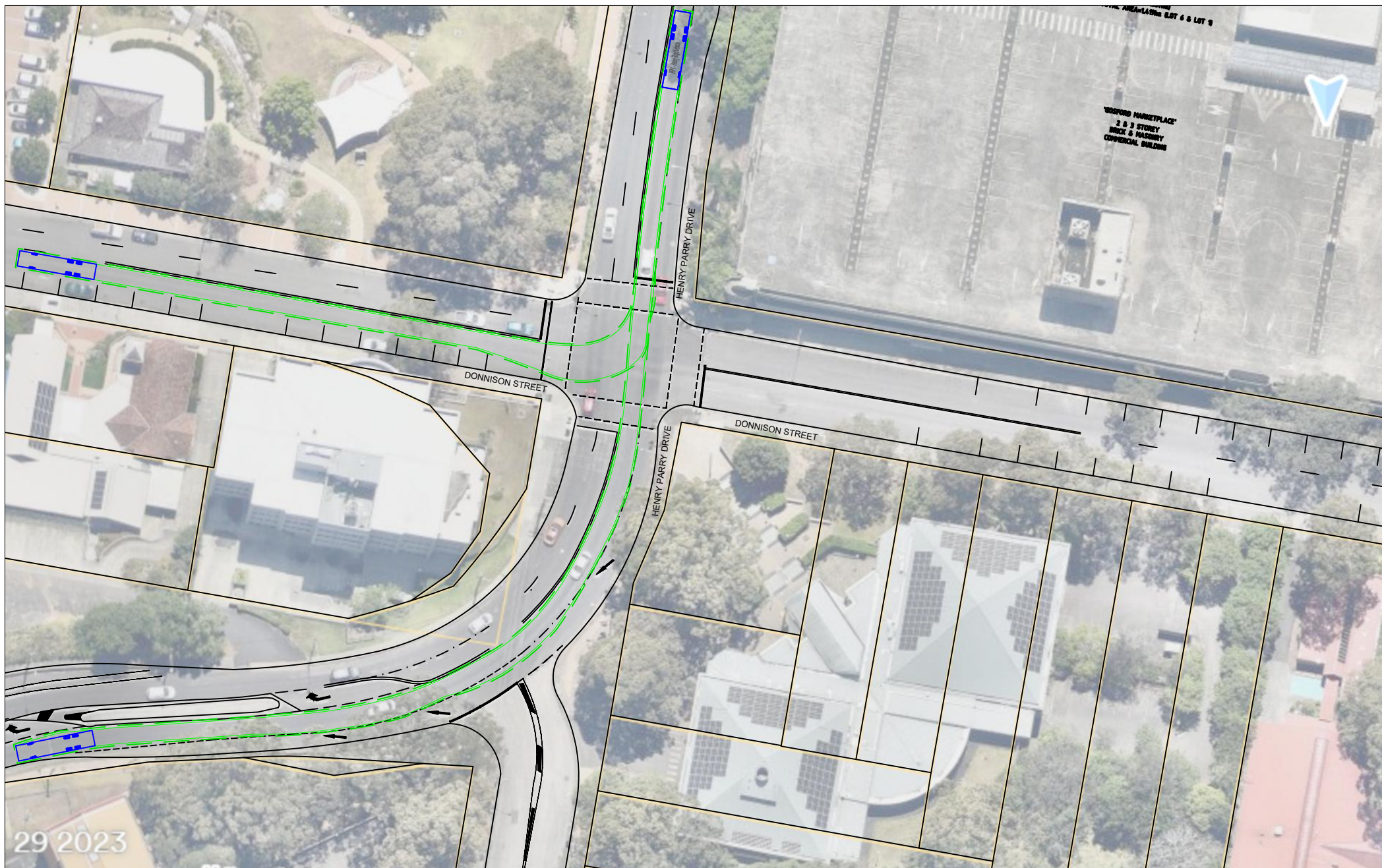
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PROJECT
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DRAWING TITLE
 12.5m HRV Truck Turning Paths
 Exiting Henry Parry Dr/Donnison St Intersection
 ADDRESS
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DRAWING TITLE
12.5m HRV Truck Turning Paths
Exiting Henry Parry Dr into Central Coast Hwy
ADDRESS
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DRAWING TITLE
12.5m HRV Truck Turning Paths
Exiting Pacific Hwy into Dane Dr
 ADDRESS
 136-148 Donnison St,
 Gosford NSW

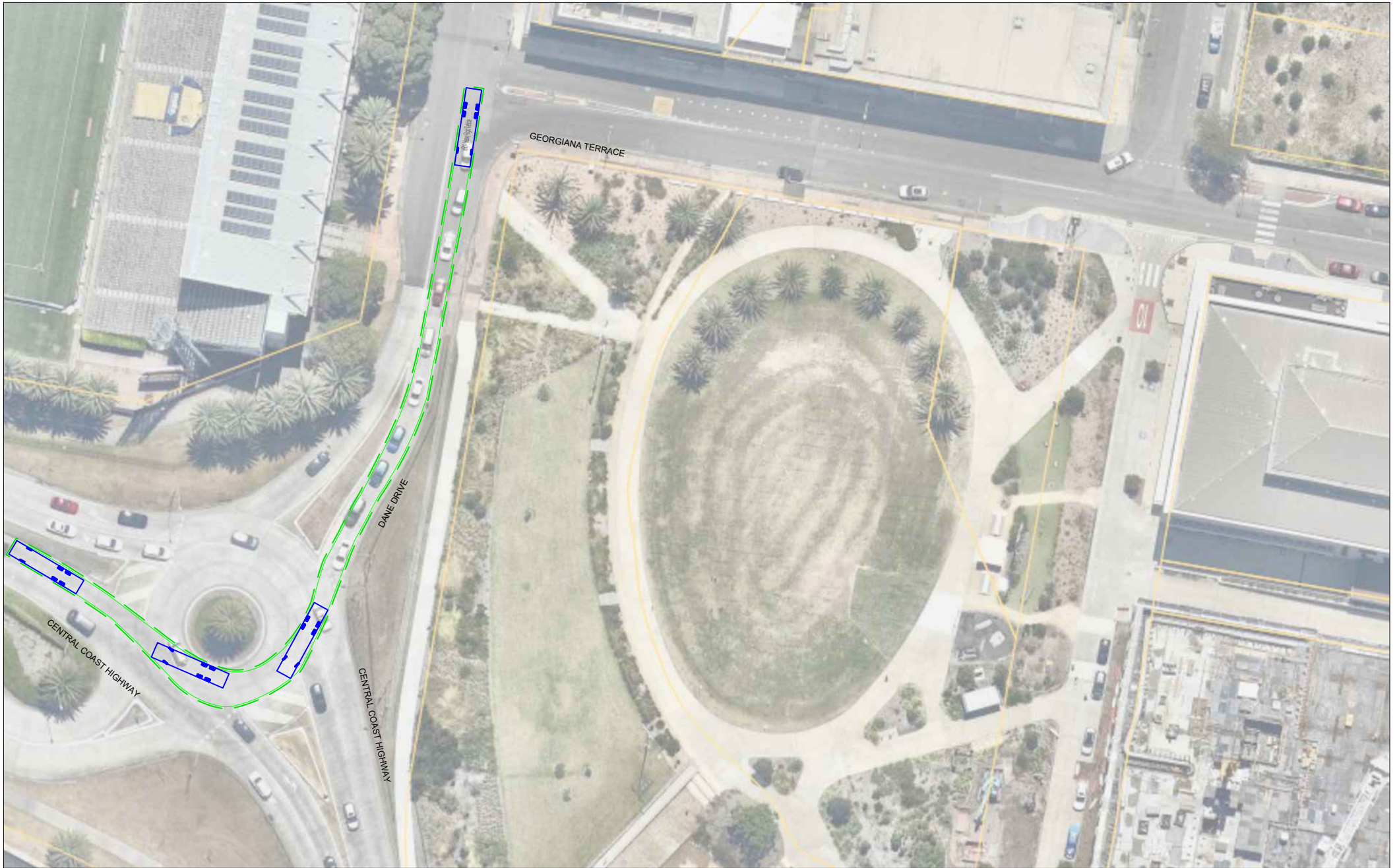
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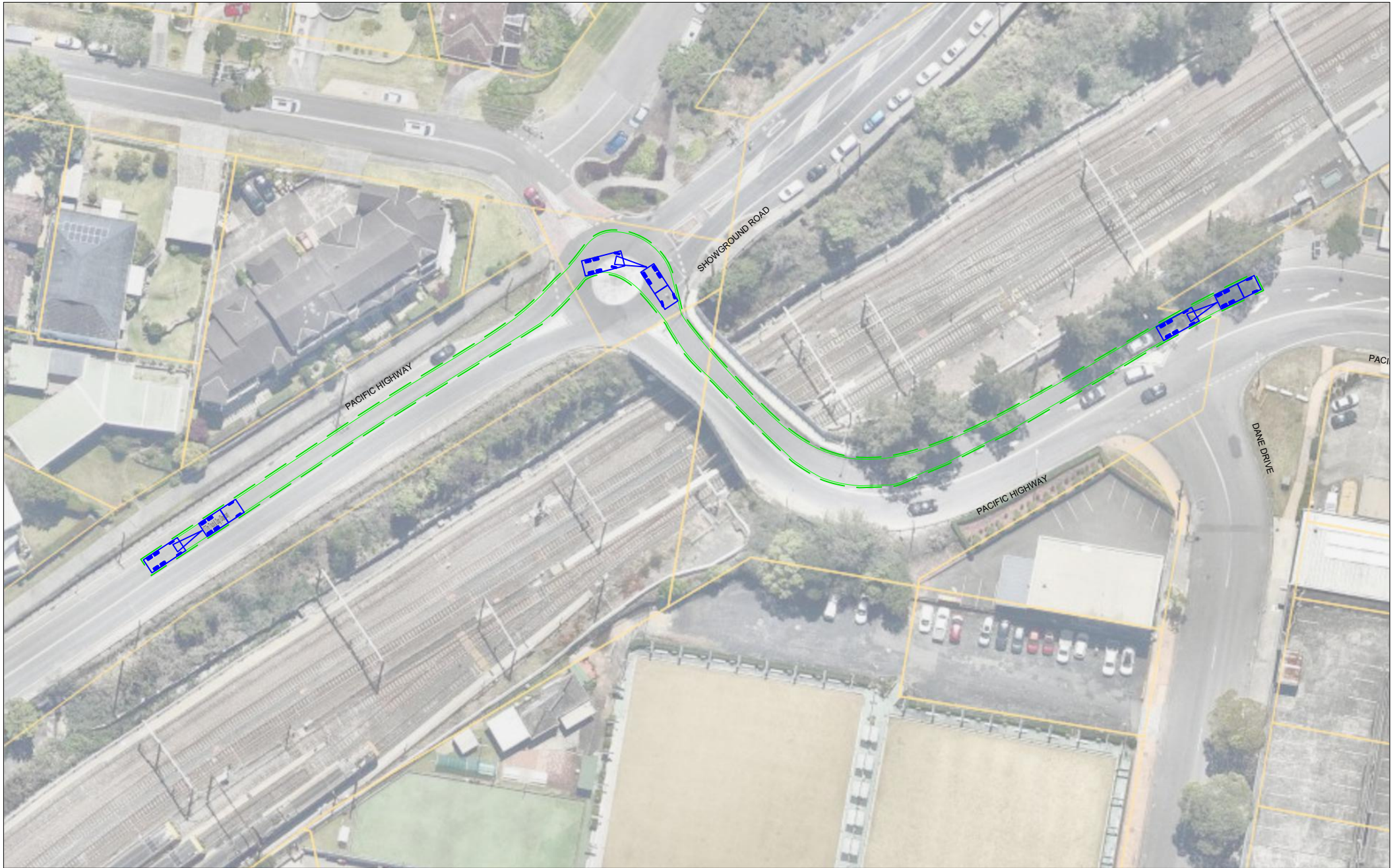
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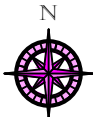




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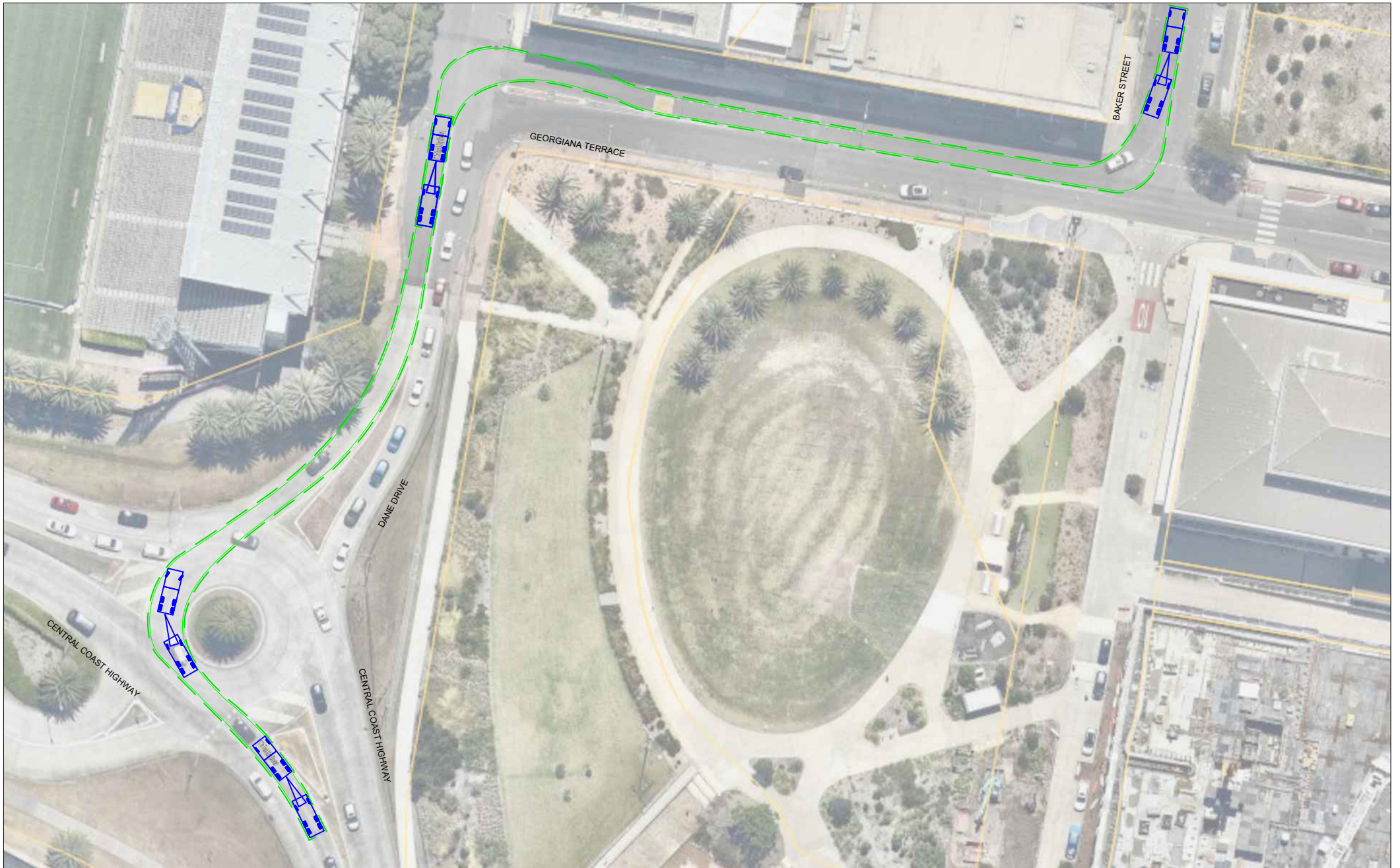
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DRAWING TITLE
17.7m Truck&Dog Trailer Turning Paths 1:800 @ A4
Entering Pacific Hwy/Showground Rd intersection
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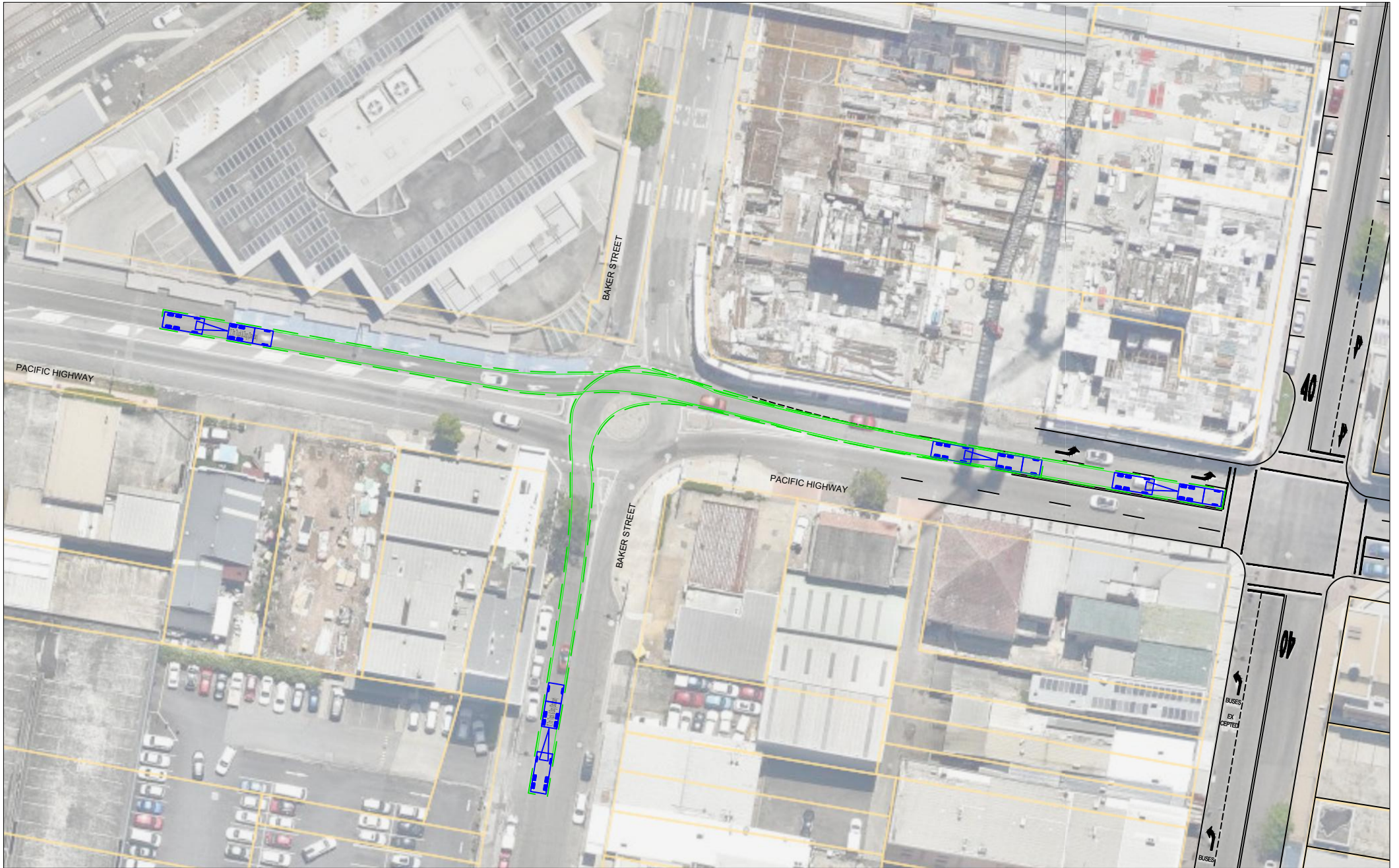
PROJECT
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DRAWING TITLE
 17.7m Truck&Dog Trailer Turning Paths 1:800 @ A4
 Entering Baker St/Georgiana Tce off Central Coast Hwy/Dane Dr
 ADDRESS
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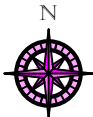




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PROJECT
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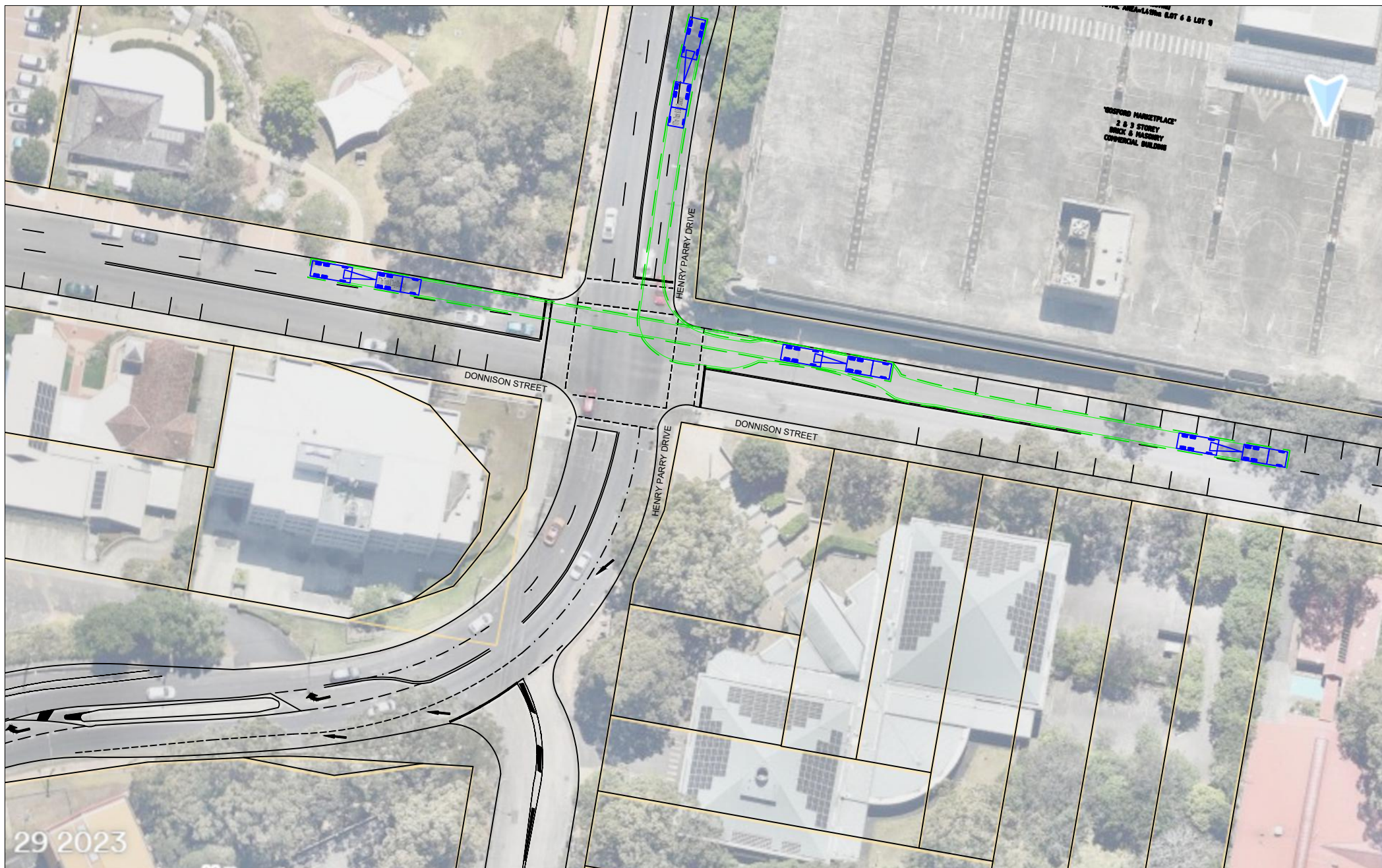
DRAWING TITLE
17.7m Truck&Dog Trailer Turning Paths 1:800 @ A4
Entering Pacific Hwy/Baker St intersection
ADDRESS
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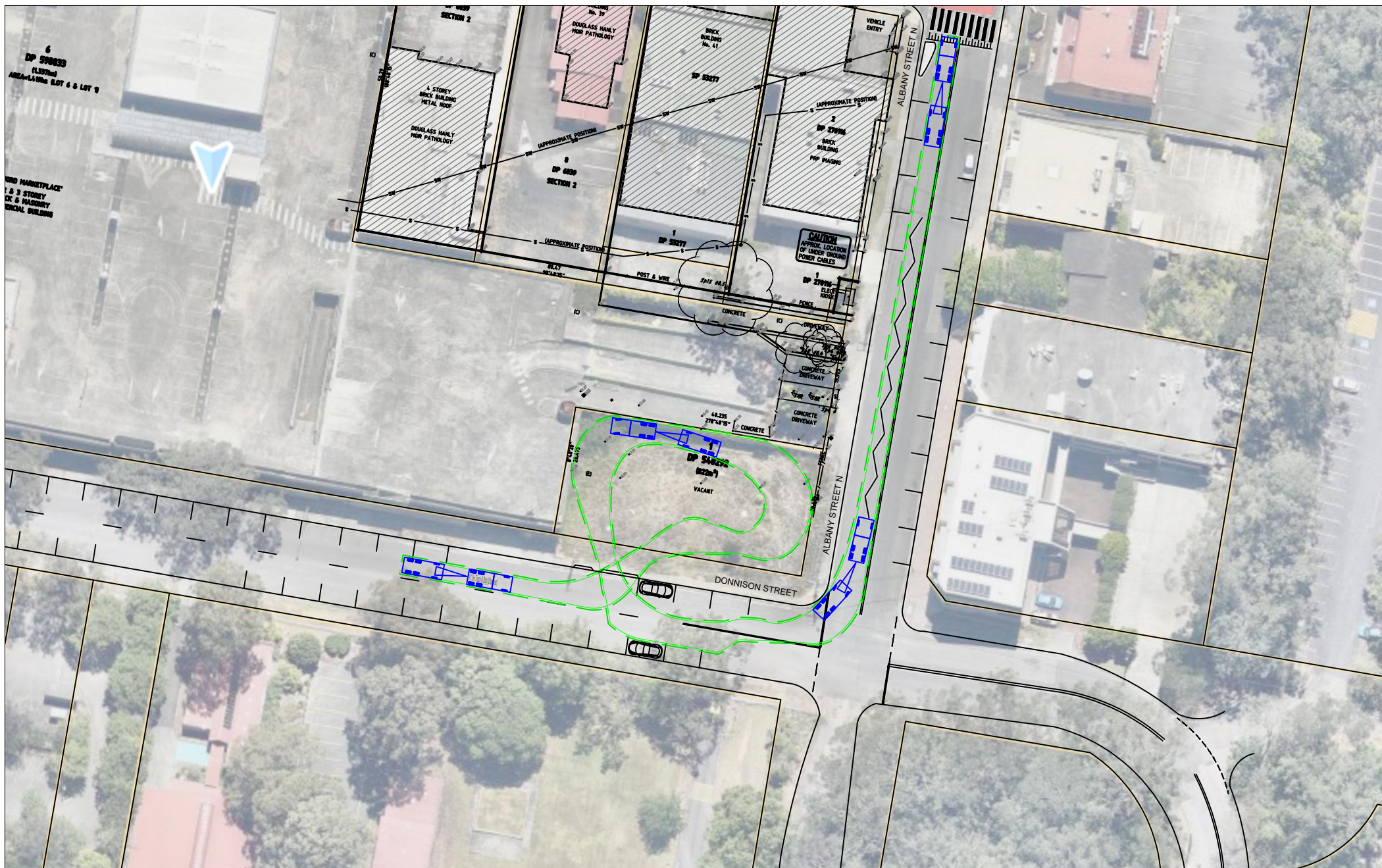
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DRAWING TITLE
 17.7m Truck&Dog Trailer Turning Paths 1:800 @ A4
 Kerbside Entry/Exit - Demolition
 ADDRESS
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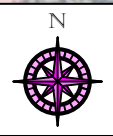




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DRAWING TITLE
17.7m Truck&Dog Trailer Turning Paths 1:800 @ A4
Site Entry/Exit - Initial Demolition

ADDRESS
136-148 Donnison St,
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PROJECT NO.
24296

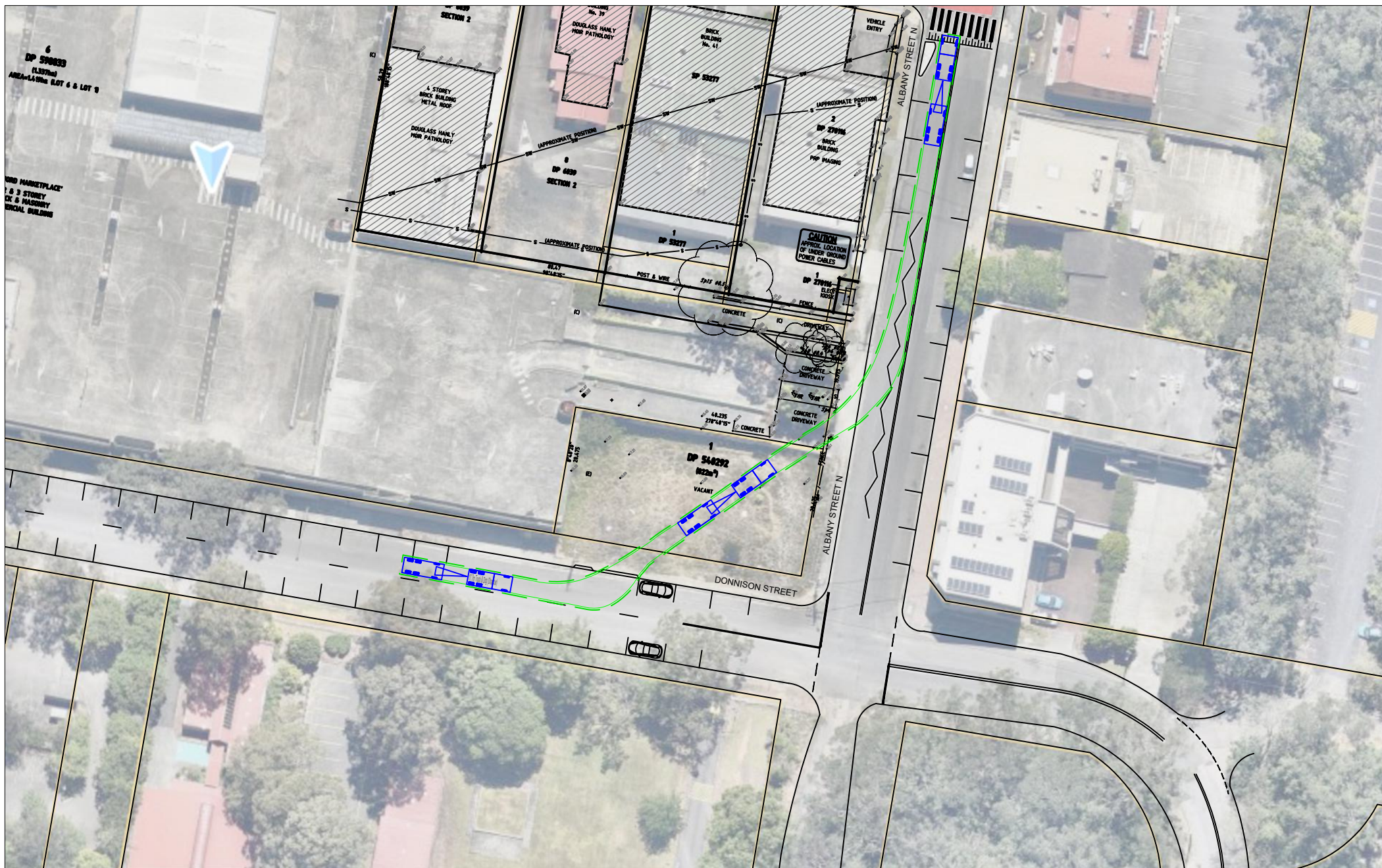
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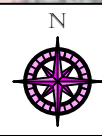
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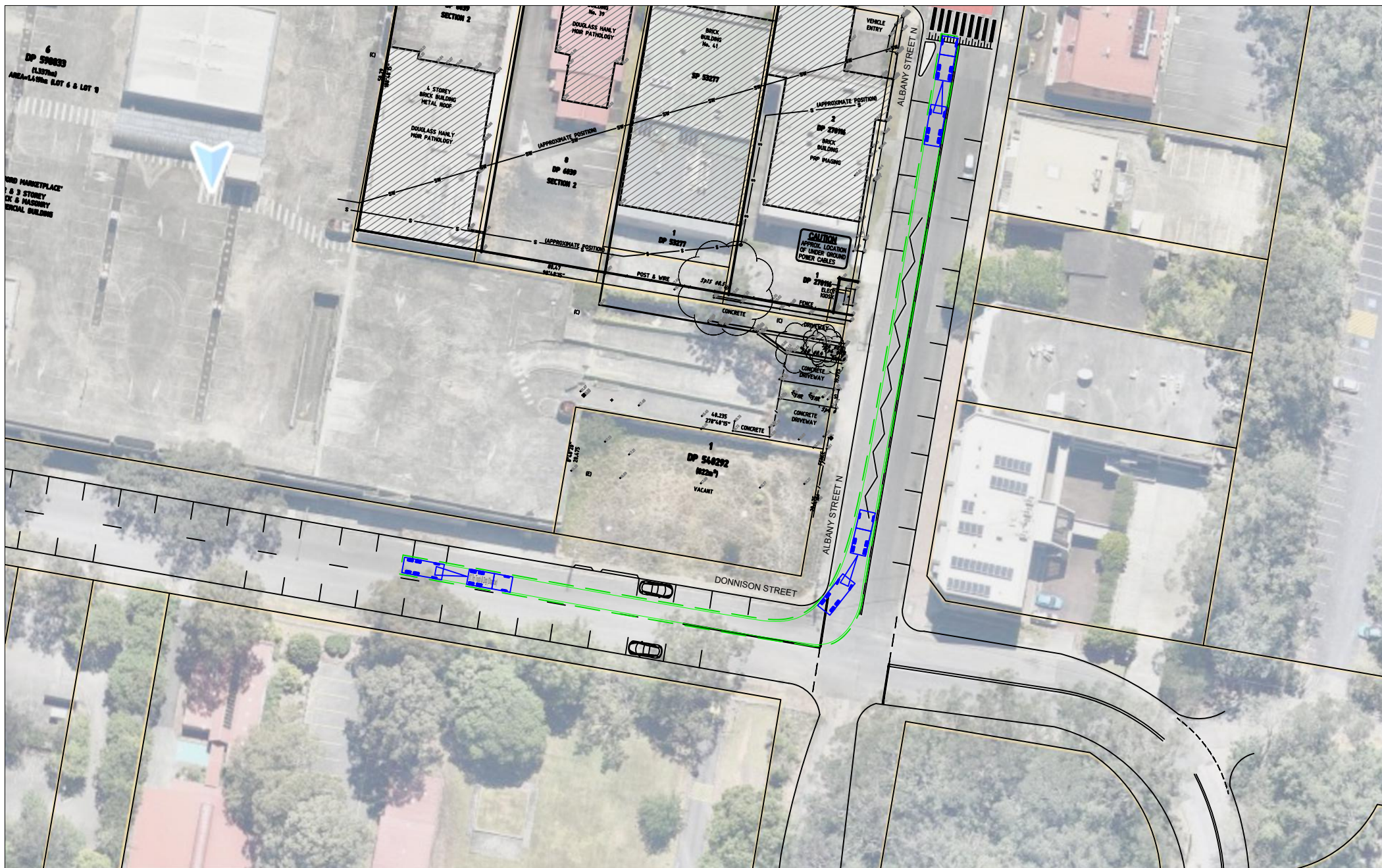


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 17.7m Truck&Dog Trailer Turning Paths 1:800 @ A4
 Site Entry/Exit - Demolition
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DRAWING TITLE
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 Exiting Donnison St into Albany St N after kerbside demolition

ADDRESS
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PROJECT NO.
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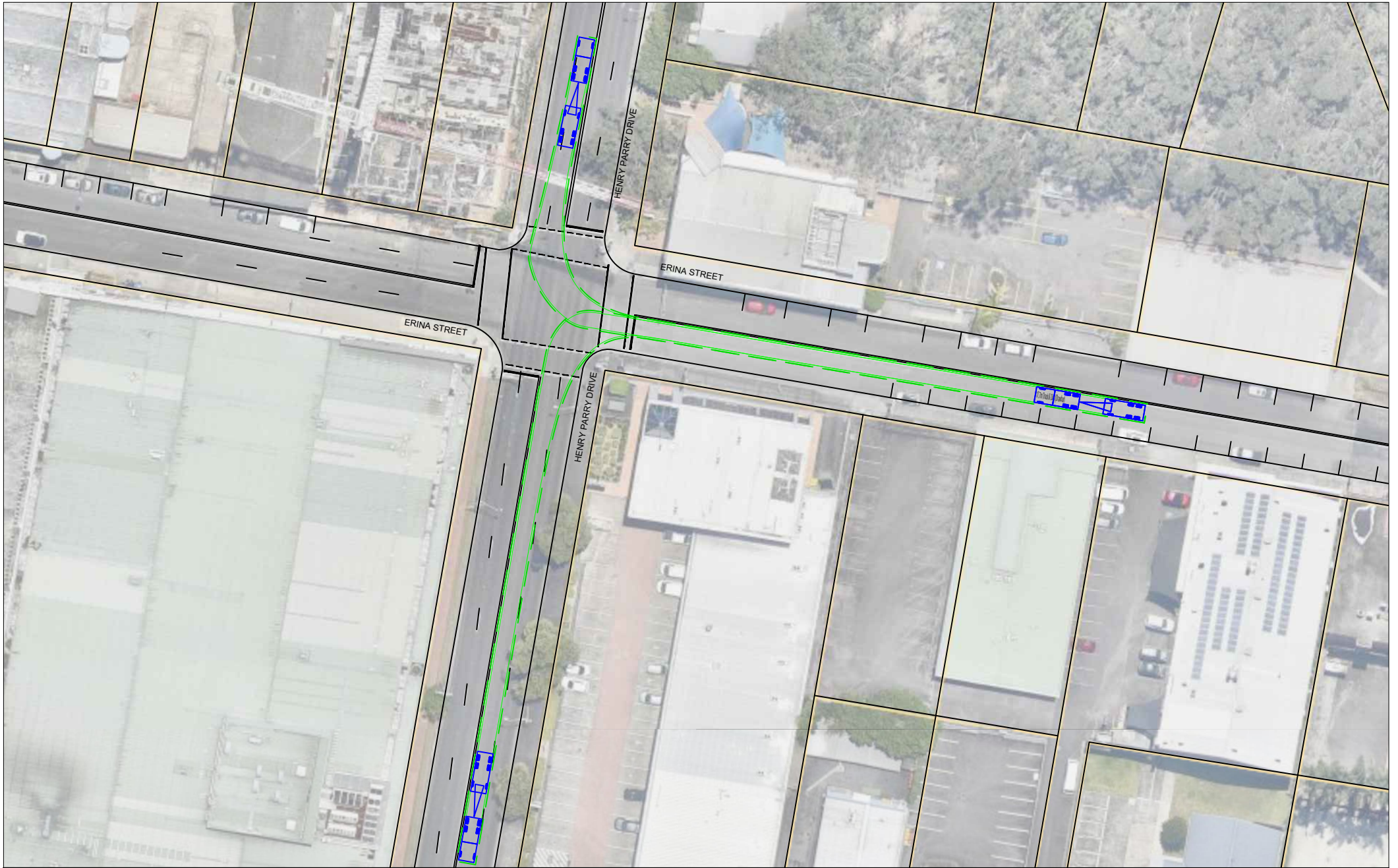
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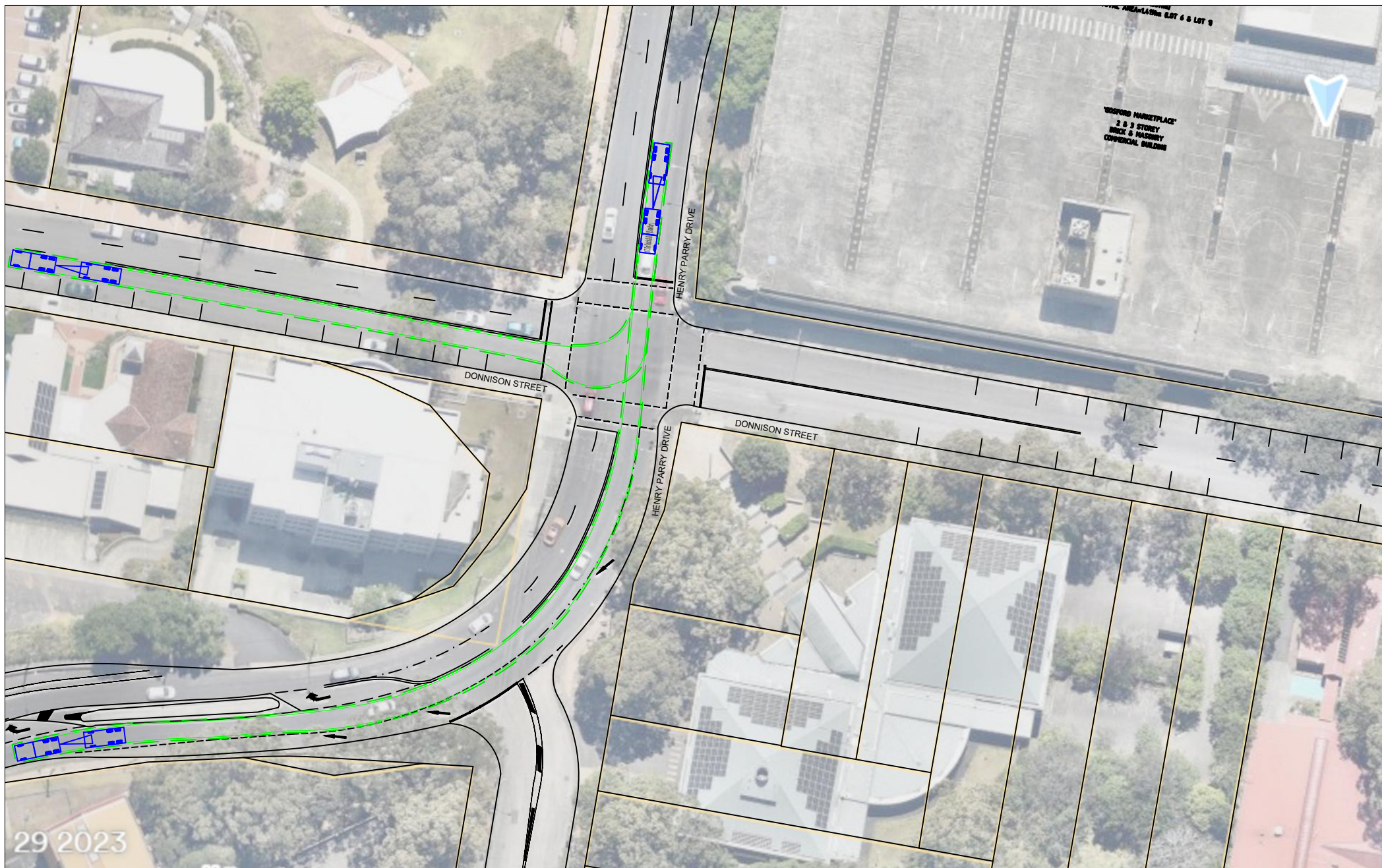
DRAWING TITLE
17.7m Truck&Dog Trailer Turning Paths 1:800 @ A4
Exiting Erina St into Henry Parry Dr
ADDRESS
136-148 Donnison St,
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DRAWING TITLE
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 Exiting Henry Parry Dr into Central Coast Hwy
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DRAWING TITLE
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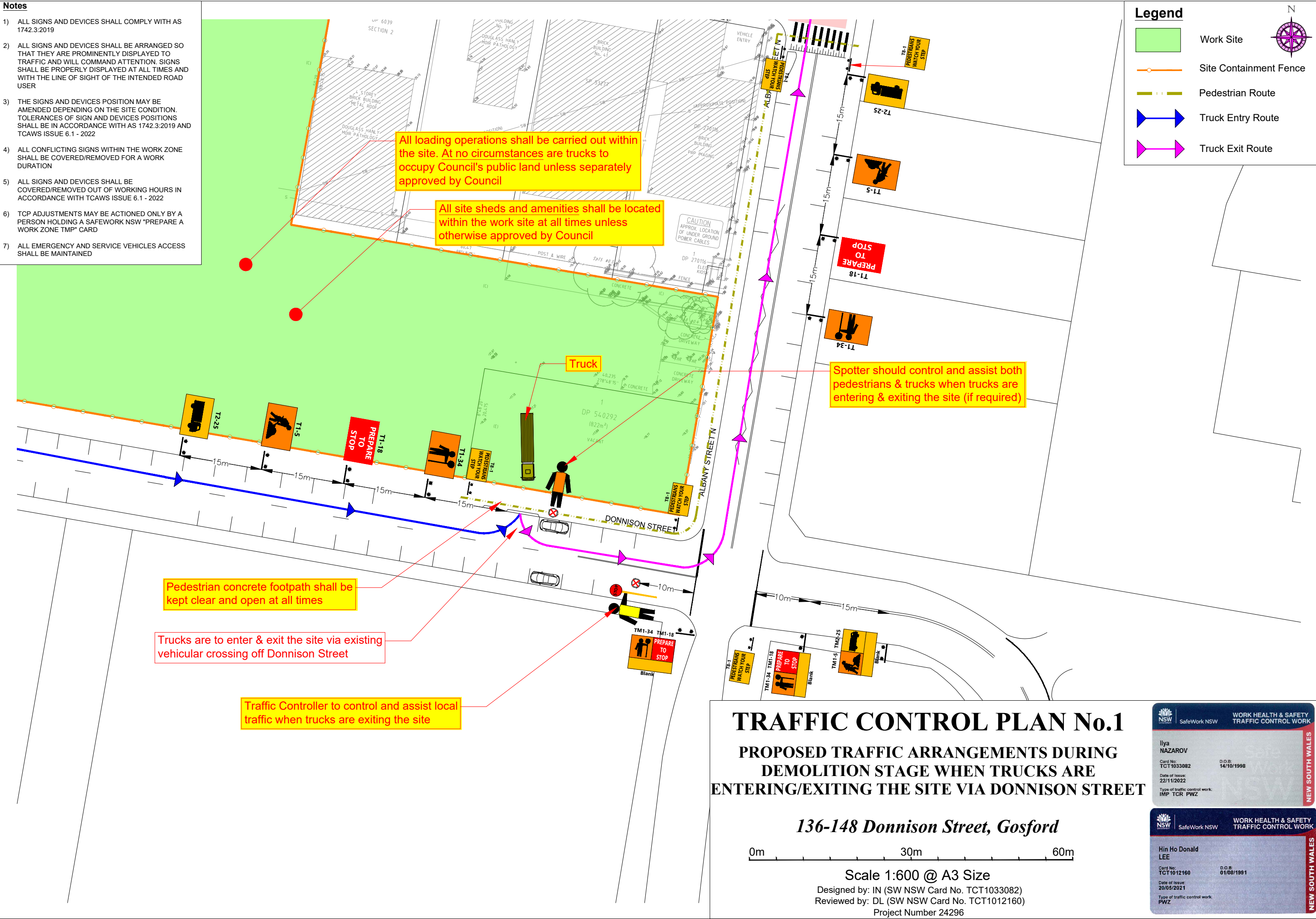


Notes

- 1) ALL SIGNS AND DEVICES SHALL COMPLY WITH AS 1742.3:2019
- 2) ALL SIGNS AND DEVICES SHALL BE ARRANGED SO THAT THEY ARE PROMINENTLY DISPLAYED TO TRAFFIC AND WILL COMMAND ATTENTION. SIGNS SHALL BE PROPERLY DISPLAYED AT ALL TIMES AND WITH THE LINE OF SIGHT OF THE INTENDED ROAD USER
- 3) THE SIGNS AND DEVICES POSITION MAY BE AMENDED DEPENDING ON THE SITE CONDITION. TOLERANCES OF SIGN AND DEVICES POSITIONS SHALL BE IN ACCORDANCE WITH AS 1742.3:2019 AND TCAWS ISSUE 6.1 - 2022
- 4) ALL CONFLICTING SIGNS WITHIN THE WORK ZONE SHALL BE COVERED/REMOVED FOR A WORK DURATION
- 5) ALL SIGNS AND DEVICES SHALL BE COVERED/REMOVED OUT OF WORKING HOURS IN ACCORDANCE WITH TCAWS ISSUE 6.1 - 2022
- 6) TCP ADJUSTMENTS MAY BE ACTIONED ONLY BY A PERSON HOLDING A SAFEWORK NSW "PREPARE A WORK ZONE TMP" CARD
- 7) ALL EMERGENCY AND SERVICE VEHICLES ACCESS SHALL BE MAINTAINED

Legend

- Work Site
- Site Containment Fence
- Pedestrian Route
- Truck Entry Route
- Truck Exit Route



All loading operations shall be carried out within the site. At no circumstances are trucks to occupy Council's public land unless separately approved by Council

All site sheds and amenities shall be located within the work site at all times unless otherwise approved by Council

Spotter should control and assist both pedestrians & trucks when trucks are entering & exiting the site (if required)

Pedestrian concrete footpath shall be kept clear and open at all times

Trucks are to enter & exit the site via existing vehicular crossing off Donnison Street

Traffic Controller to control and assist local traffic when trucks are exiting the site

TRAFFIC CONTROL PLAN No.1

PROPOSED TRAFFIC ARRANGEMENTS DURING DEMOLITION STAGE WHEN TRUCKS ARE ENTERING/EXITING THE SITE VIA DONNISON STREET

136-148 Donnison Street, Gosford

0m 30m 60m

Scale 1:600 @ A3 Size

Designed by: IN (SW NSW Card No. TCT1033082)
Reviewed by: DL (SW NSW Card No. TCT1012160)
Project Number 24296

NSW SafeWork NSW WORK HEALTH & SAFETY TRAFFIC CONTROL WORK

Ilya NAZAROV

Card No: TCT1033082 D.O.B: 14/10/1998

Date of Issue: 22/11/2022

Type of traffic control work: IMP TCR PWZ

NSW SafeWork NSW WORK HEALTH & SAFETY TRAFFIC CONTROL WORK

Hin Ho Donald LEE

Card No: TCT1012160 D.O.B: 01/08/1991

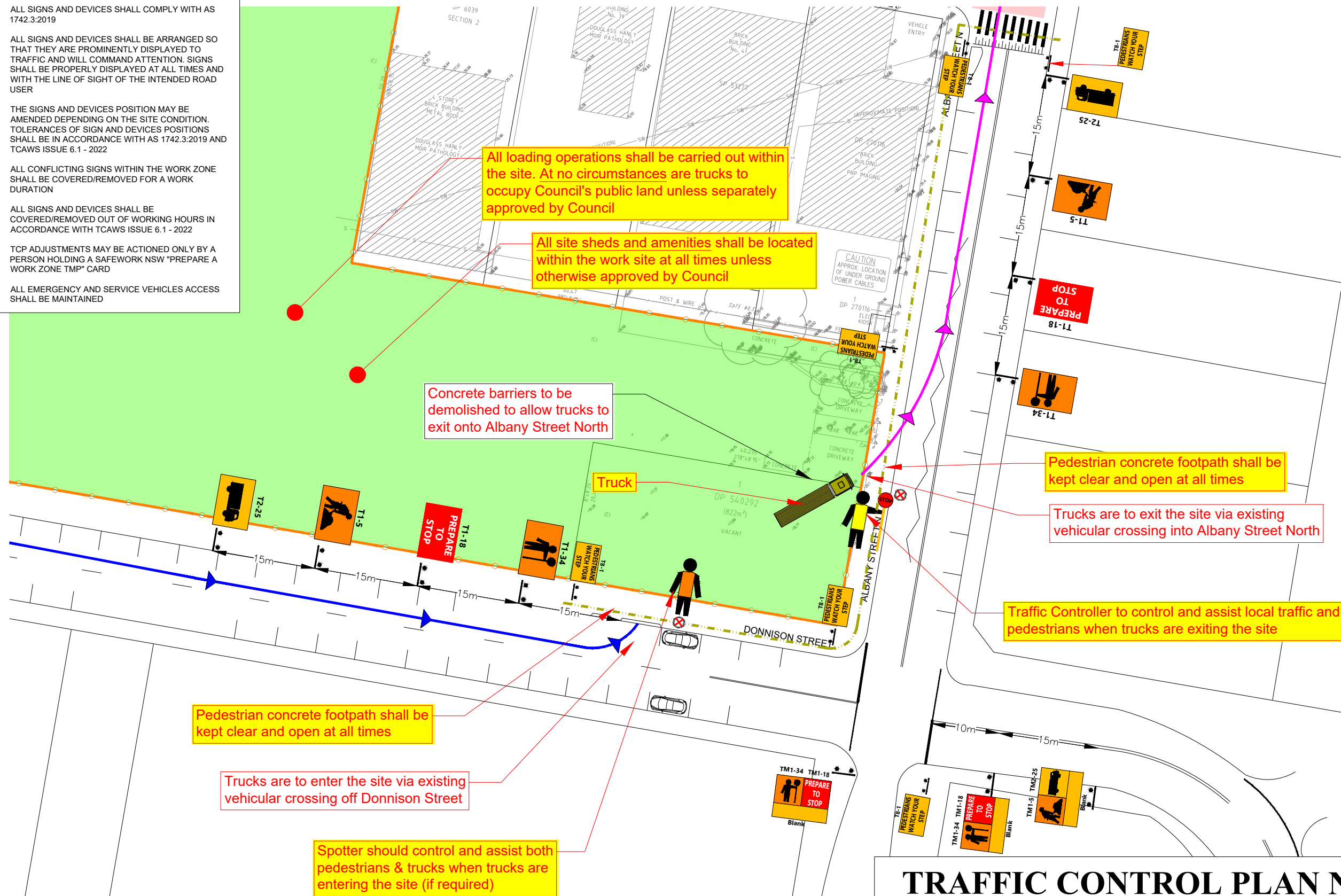
Date of Issue: 20/05/2021

Type of traffic control work: PWZ

- 1) ALL SIGNS AND DEVICES SHALL COMPLY WITH AS 1742.3:2019
- 2) ALL SIGNS AND DEVICES SHALL BE ARRANGED SO THAT THEY ARE PROMINENTLY DISPLAYED TO TRAFFIC AND WILL COMMAND ATTENTION. SIGNS SHALL BE PROPERLY DISPLAYED AT ALL TIMES AND WITH THE LINE OF SIGHT OF THE INTENDED ROAD USER
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 Work Site
 Site Containment Fence
 Pedestrian Route
 Truck Entry Route
 Truck Exit Route



TRAFFIC CONTROL PLAN No.2

PROPOSED TRAFFIC ARRANGEMENTS DURING DEMOLITION STAGE WHEN TRUCKS ARE EXITING THE SITE VIA ALBANY STREET NORTH

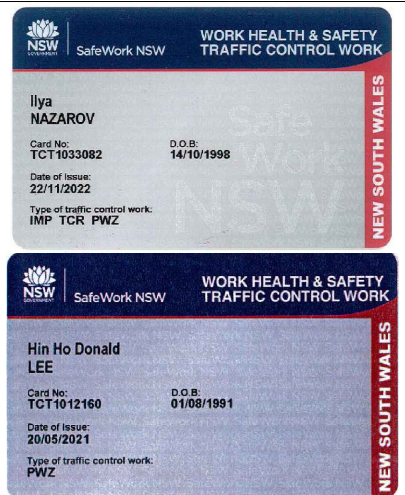
136-148 Donnison Street, Gosford

Scale 1:600 @ A3 Size

Designed by: IN (SW NSW Card No. TCT1033082)

Reviewed by: DL (SW NSW Card No. TCT1012160)

Project Number 24296



Notes

- 1) ALL SIGNS AND DEVICES SHALL COMPLY WITH AS 1742.3:2019
- 2) ALL SIGNS AND DEVICES SHALL BE ARRANGED SO THAT THEY ARE PROMINENTLY DISPLAYED TO TRAFFIC AND WILL COMMAND ATTENTION. SIGNS SHALL BE PROPERLY DISPLAYED AT ALL TIMES AND WITH THE LINE OF SIGHT OF THE INTENDED ROAD USER
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- 7) ALL EMERGENCY AND SERVICE VEHICLES ACCESS SHALL BE MAINTAINED

Notes:

Check regularly that signs are in correct position and clearly visible to approaching traffic. Check regularly that signs have not been obscured by parked cars. Signs and secure compound (works) area are to be removed at the end of each working day. All traffic control works, signs and devices to comply with Australian Standard AS1742.3. Adjustments to the TCP may be only made by persons holding a TfNSW "Prepare a Work Zone TMP" ticket. Signs to be erected so they are visible to motorists and not a hazard to pedestrians. The position of the signs, traffic controllers and equipment are only suggested locations, amendments to the locations may be required depending on site condition. Tolerances on positioning of signs and devices must be in accordance with AS1742.3 Cl 4.1.6.

LEGEND

-  Traffic Controller
-  Single Sided Sign
-  Barrier Board
-  Traffic Cones
-  NOT TO SCALE

Existing Bus Stop ID: 2250356
to be temporarily closed throughout
the proposed works, in accordance with advice
obtained from TfNSW dated 11th August 2025.
RedBus CDC raises no concern/objection to
the bus stop closure, as per their email
dated 21st August 2025.

Pedestrian footpath area to be closed during
demolition works along the Donnison Street site
frontage. Footpath should be kept open, clean
and accessible, outside approved construction
hours, unless otherwise approved by Council

Traffic controllers to assist
construction vehicles accessing
the works area (if required)

TRAFFIC CONTROL No. 3

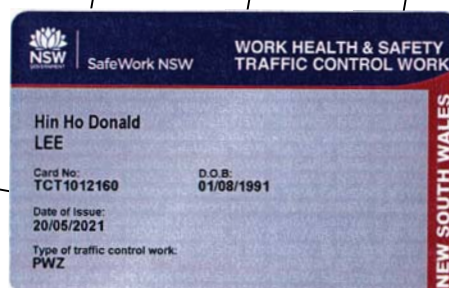
PROPOSED TRAFFIC ARRANGEMENTS DURING DEMOLITION WORKS WHEN TRUCKS ARE LOADING/UNLOADING WITHIN THE SECURED COMPOUND AREA ALONG THE DONNISON ST SITE FRONTAGE OUTSIDE OF COMMUTER PEAK PERIODS

136-148 Donnison Street, Gosford

0m 25m 50m

Scale 1:600 @ A3 Size

"Prepare A Works Zone Traffic Management Plan" No. TCT1012160



Zachary Cai

From: Angelica Wu <angelica.wu@bathla.com.au> on behalf of Angelica Wu
Sent: Thursday, 21 August 2025 9:48 AM
To: donald@vtp.net.au
Cc: Vandana V
Subject: 136-144 Donnison St Gosford - Relocate/temporary closure of Bus Stop ID; 2250356

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: URGENT

Hi Donald,

We have just received confirmation from Red Bus, please refer below.

Can you please finalise CTMP by this morning so we can submit?

Do we send to BusApproval@transport.nsw.gov.au?

Many thanks,

Angelica

From: Angelica Wu
Sent: Thursday, 21 August 2025 9:36 AM
To: Jamie Johnston; Bateau Bay Operations
Cc: Vandana V; Ryan Piggott
Subject: Re: 136-144 Donnison St Gosford - Relocate/temporary closure of Bus Stop ID; 2250356

Hi Jamie,

Thank you so much for the confirmation. We will contact Bus Approvals.

Kind regards,

Angelica

From: Jamie Johnston <jamie.johnston@cdcbus.com.au>
Sent: Thursday, 21 August 2025 4:44:57 AM
To: Angelica Wu; Bateau Bay Operations
Cc: Vandana V; Ryan Piggott
Subject: Re: 136-144 Donnison St Gosford - Relocate/temporary closure of Bus Stop ID; 2250356

Hi Angelica,

No concerns from Red Bus CDC.

However, Bus Approvals (TfNSW) will need to be contacted regarding and to get approval. They will be able to supply all signage for the temporary closure. BusApproval@transport.nsw.gov.au

Thanks,

Jamie Johnston

Central Coast Planner and Scheduler

T (02) 4332 8655

E Jamie.Johnston@cdcbus.com.au

A 682A Coleridge Rd, Bateau Bay NSW 2261

W www.redbuscdc.com.au



CDC NSW acknowledges the Traditional Custodians throughout Australia, and their continuing connection to land, waters and community. We pay our respects to all First Nations people, their culture and to Elders past and present.

Artwork: Luke Penrith, *Connecting to Country and People*, 2022

[View our Reflection Reconciliation Action Plan on ComfortDelGro Australia website.](#)

From: Angelica Wu <angelica.wu@bathla.com.au>

Sent: Wednesday, 20 August 2025 3:32 PM

To: Bateau Bay Operations <bateaubayops@redbuscdc.com.au>

Cc: Vandana V <vandana.v@bathla.com.au>

Subject: 136-144 Donnison St Gosford - Relocate/temporary closure of Bus Stop ID; 2250356

Hi Jamie,

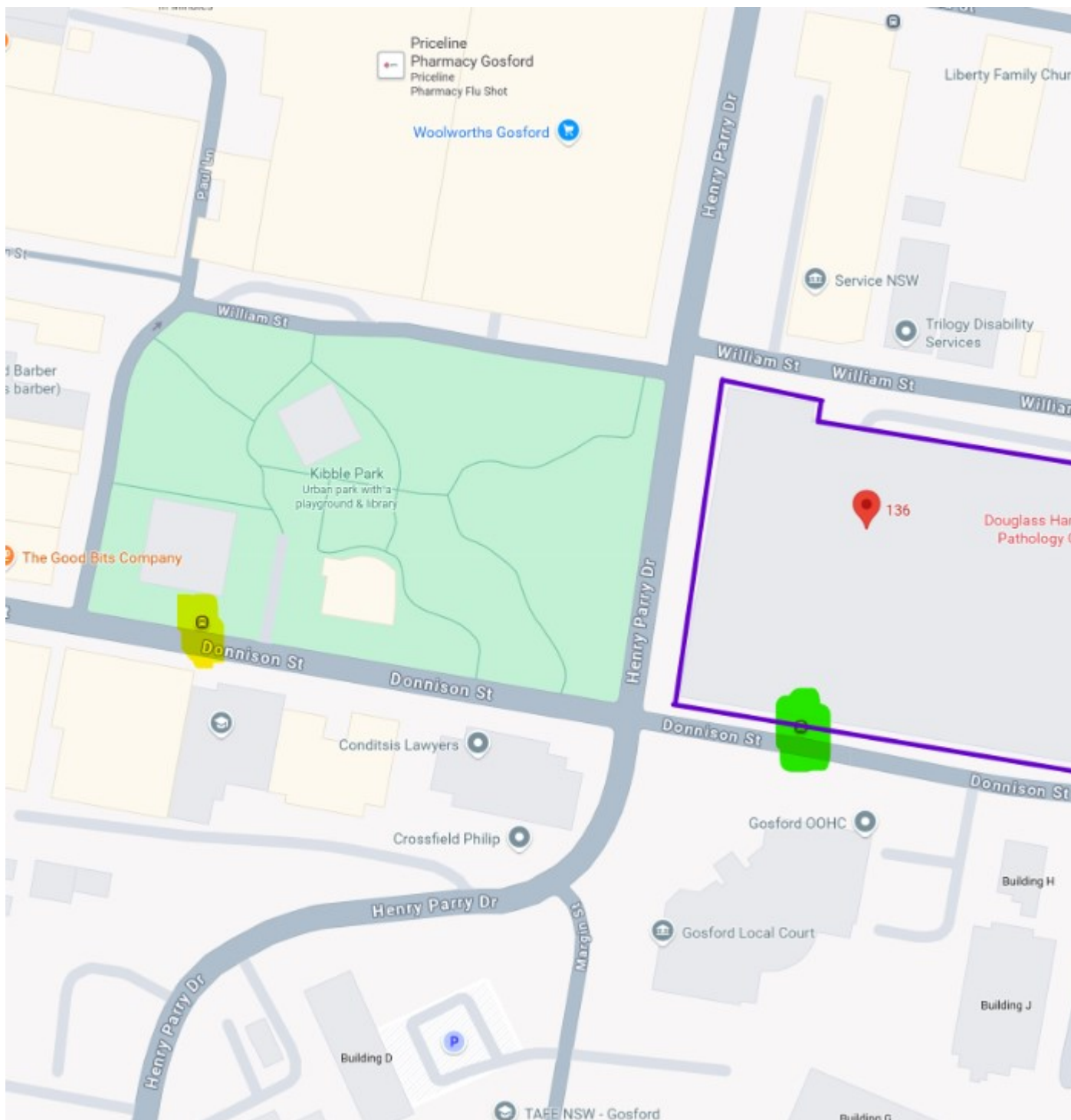
Trust this email finds you well.

We have received advice from TfNSW for demolition works to the existing carpark structure at 136-144 Donnison Street, Gosford, which requires the closure of the eastbound traffic lanes in Donnison Street.

TfNSW have advised us to seek approval from the local bus provider for the *temporary* closure of the bus stop adjacent to the property **ID; 2250356** to facilitate these works.

Please find attached an updated TCP No.3 which has incorporated the advice obtained from Transport below.

Please let us know if this is acceptable or if any changes are required. Many thanks.



Regards,
Angelica Wu
 Project Design Manager



02 9636 2465 | 0416 390 558
angelica.wu@bathla.com.au
 137 Gilba Road Girraween NSW 2145
 PO Box 270 Wentworthville NSW 2145

Zachary Cai

From: Central Coast Infrastructure <CentralNorthCoastInfrastructure@busways.com.au>
on behalf of Central Coast Infrastructure
Sent: Monday, 18 August 2025 9:14 AM
To: Donald Lee; info@redbus.com.au
Cc: darren.beasley@bathla.com.au
Subject: Re: 136-144 Donnison St Gosford - Relocate/temporary closure of Bus Stop ID; 2250356

Hi all,

No impact to Busways

Regards,

Ben Cantor
A/Manager, Bus Network Infrastructure

Busways Penrith
47-53 Mullins Rd Penrith NSW 2750
M 0413 816 916 | W [busways.com.au](https://www.busways.com.au)



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From: Donald Lee <dona1d@vtp.net.au>
Sent: 15 August 2025 07:34
To: info@redbus.com.au <info@redbus.com.au>; Central Coast Infrastructure <CentralNorthCoastInfrastructure@busways.com.au>
Cc: darren.beasley@bathla.com.au <darren.beasley@bathla.com.au>
Subject: 136-144 Donnison St Gosford - Relocate/temporary closure of Bus Stop ID; 2250356

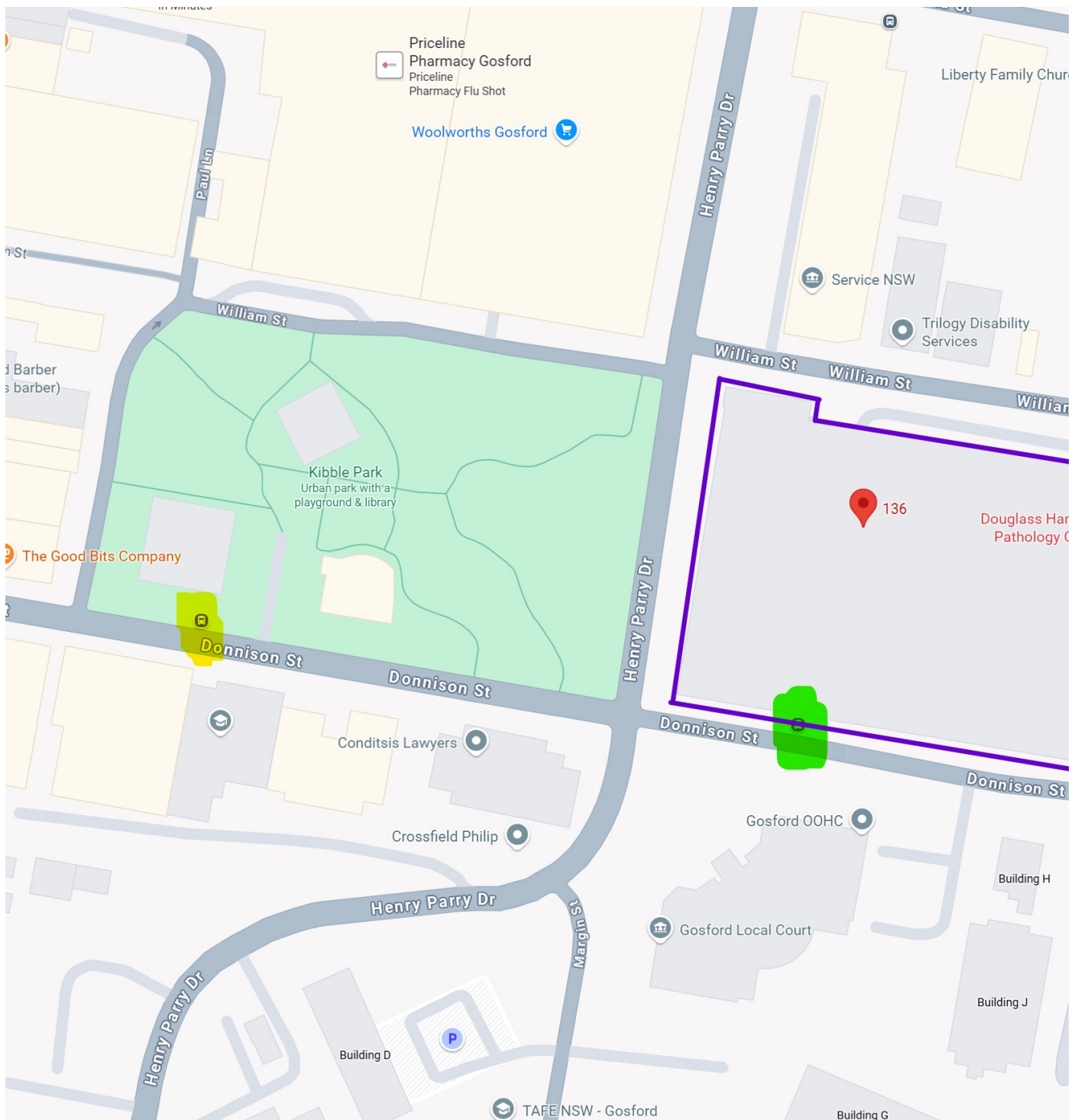
To whom it may concern,

We have received advice from TfNSW for demolition works to the existing carpark structure at 136-144 Donnison Street, Gosford, which requires the closure of the eastbound traffic lanes in Donnison Street.

TfNSW have advised us to seek approval from the local bus provider for the *temporary* closure of the bus stop adjacent to the property **ID; 2250356** to facilitate these works.

Pls find attached an updated TCP No.3 which has incorporated the advice obtained from Transport below.

Pls let us know if this is acceptable or if any changes is required.



Kind regards,

Donald Lee

Director | BE(Civil) MIEAust CPEng NER

Varga Traffic Planning Pty Ltd

Suite 6, 20 Young St or
PO Box 1868, Neutral Bay 2089

Tel. 9904 3224

e. donald@vtp.net.au

VARGA TRAFFIC PLANNING Pty Ltd

Transport, Traffic and Parking Consultants



From: Development North <Development.North@transport.nsw.gov.au>
Sent: Monday, 11 August 2025 11:37 AM
To: Darren Beasley <darren.beasley@bathla.com.au>
Subject: RE: Gosford Alive Project - 136-144 Donnison St Gosford

Good morning Darren

The TfNSW Road Access team have reviewed the attached information and provided the following comments to be addressed prior to lodging the ROL application.

TCP No.3 Comments.

- Speed reduction on Henry Parry Drive is not permitted.
- The contractor may only install the following signs.
 - Roadwork on side road (T1-25)
 - A Worker symbolic sign may be placed on the left side of the roadway in advance of the work area if road workers are visible to traffic
 - Prepare to stop (T1-18) Must be used where traffic is required to stop at a PTCd or traffic controller. The sign must be used with the relevant PTCd warning sign or traffic control sign.
 - End of Roadwork (T2-16) or (T2-17) Must be placed at a distance D from the work site to indicate that normal traffic conditions have resumed. The T2-16 sign is preferred wherever space is available as the site allows it to be used.
- When signs are mounted on posts, the locations of any underground utilities must be determined prior to installation. The contractor will require a s138 (Roads Act) approval from TfNSW as the signs will need to be installed on posts.
 - When installed in open road situations, the underside of the sign must be at least 1.5 m above the level of the nearest edge of the travelled path.
 - When installed on a kerb or footpath, the underside of the sign must be at least 2.2 m above the level of the nearest edge of the travelled path to reduce impact on vulnerable road users or interference from parked vehicles and be placed at a minimum of 300 mm clear distance behind the kerb.
- The lane closure on Donnison Street is subject to Council approval.
- Donnison Street is a public bus route. The developer would need to inform bus operators of any impacts/ delays to routes. Contact BusApproval@transport.nsw.gov.au.
- **The work area also impacts with a bus stop. The bus stop will need to be relocated.** Contact BusApproval@transport.nsw.gov.au. Bus stop ID; 2250356.

For more information or to obtain an ROL refer to [TfNSW website](https://www.transport.nsw.gov.au). If you have any further questions about the above comments please contact the Road Access team at road.access@transport.nsw.gov.au.

Regards

Zach Winters

A/Development Services Case Officer
Technical Advice & Development Services
Transport Planning | Planning, Integration and Passenger
Transport for NSW

T 1300 207 783 E development.north@transport.nsw.gov.au

W [transport.nsw.gov.au](https://www.transport.nsw.gov.au)

Level 1, 76 Victoria Street, Grafton NSW 2460
PO Box 576, Grafton NSW 2460



Transport
for NSW



I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

OFFICIAL

From: Darren Beasley

Sent: Wednesday, 23 July 2025 4:21 PM

To: 'development.north@transport.nsw.gov.au' <development.north@transport.nsw.gov.au>

Subject: Gosford Alive Project - 136-144 Donnison St Gosford

Please find attached Traffic management plan for your review.

We plan to commence demolition of the existing structures in early August and seek any comment on the attached you might have ...

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