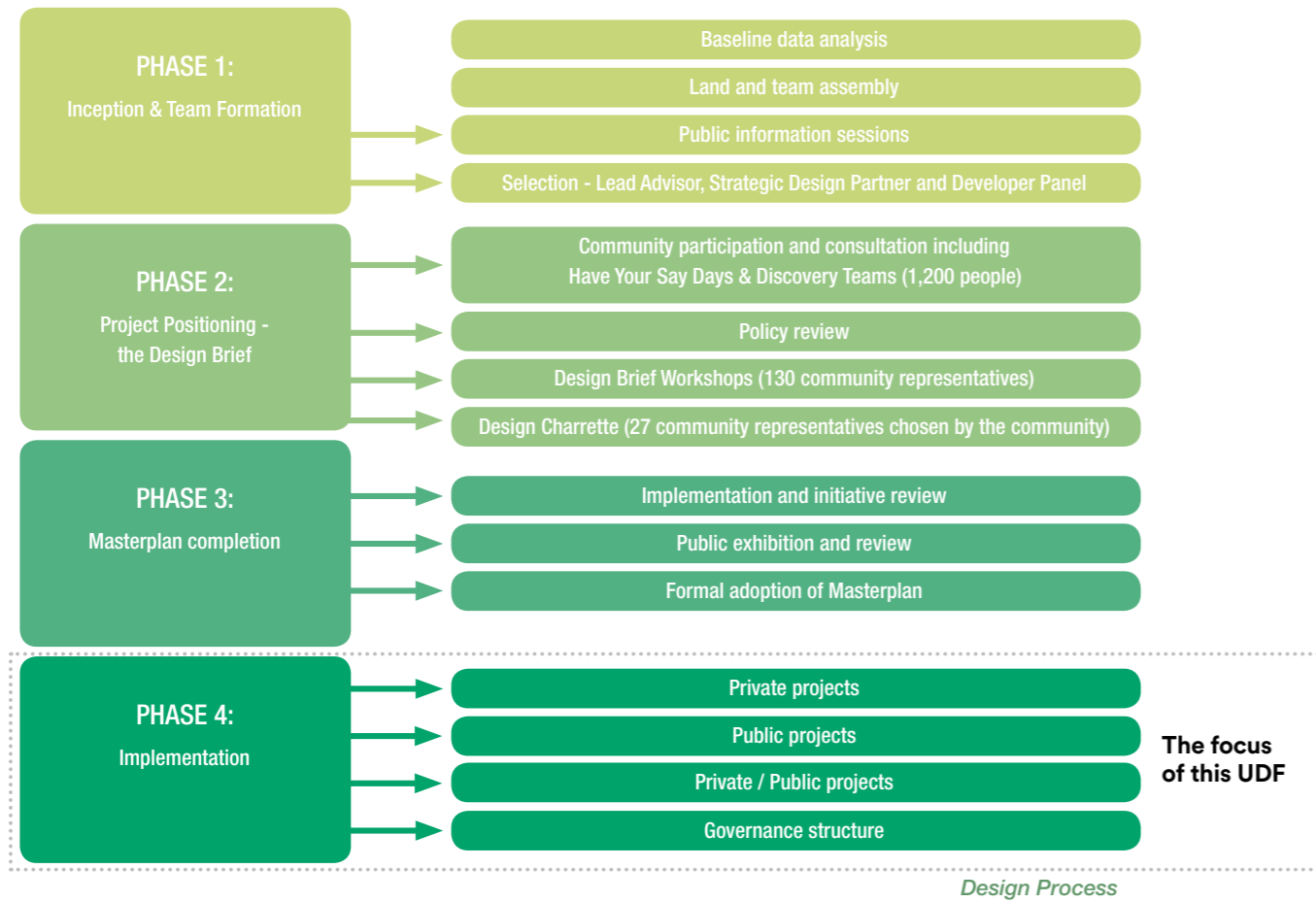


The journey of this Masterplan is depicted in the following diagram:



## Our City, Our Destiny key projects

It then breaks down into 5 key precincts. A summary of these precincts and their suggested projects are summarised below:

1. Waterfront Precinct	2. Art and Entertainment Precinct	3. The City Core	4. The Railway Precinct	5. Hospital Precinct
Continuous public access to the waterfront	Create activity on nights and the weekend	Focused on Mann Street and Kibble Park	TMAP (complete)	Support the expansion of health and wellbeing services
Retail, entertainment and offices with buildings that minimise view loss	Extend Baker Street to the water as a pedestrian link	Activate the façades surrounding Kibble Park	Review possible improved interchange	Etna Street Bridge upgrade – priority to service the hospital and schools
Dane Drive Upgrade with parking and new crossings, new intersection at Brian McGowan Bridge and Baker St	Activate Mann Street with cafés and restaurants	Mann Street sewer upgrades combined with public domain upgrades and street tree planting	Mann Street north upgrade	Holden Street, Racecourse Road and Showground Road pedestrian upgrades
Point Clare Cycle Link	Represent Aboriginal heritage through the creek reinterpretation	Create a pedestrian link through the Imperial Shopping Centre to Watt Street to link the park to more streets	Hills/Watt Street Green spine to link northern residents to Kibble Park	New development along Showground Road
Regional playground of 2500m2 on the water.	Create a performing arts centre close to the water, possibly linked to the Conservatory of Music	Link Erina and Dommison Street to Rumbalara Reserve	Remove the Gateway Centre Bridge	Gosford Public School Relocation (completed)
	Relocate sports fields from the Gosford City Park to the schools, allowing this as a recreational place for events, markets and informal play.	Strengthen connections between Donnison Street and Mann Street.	Upgrade Burns Park.	Gosford and Henry Kendall High School oval upgrades, in partnership with council to help provide these facilities for the wider community
				Railway pedestrian link upgrades acknowledging the challenges of topography.

#### 4 Key strategic uses/relationships

##### Connectivity

Connect water, hills and suburbs back to the CBD and Kibble Park

Interconnect major open spaces and draw landscape down from the hills with open spaces and tree planting (consider a green grid plan)

Improvement movement through pedestrian paths and cycleways

Use the streets as 'green spaces in their own right'

Work with owners of the Imperial Shopping Centre to provide a link from Watt Street to Kibble Park in any future development (confirm if this is in the proposed stage 1 DA)

- Activation
- Access and Movement
- Sustainability

##### Regional cities' infrastructure table.

The NSW State Government has designated Gosford a Regional City of Sydney along with Parramatta, Liverpool and Penrith. They have also designated Gosford the Regional City of the Central Coast, as Newcastle is to the Hunter and Wollongong is to the Illawarra. Significant Government investment in infrastructure has supported growth in all these Regional Cities, through less so in Gosford.

Regional NSW Cities

REGION		Gosford Central Coast	Newcastle Hunter Valley	Parramatta Greater Western Sydney	Penrith North West	Liverpool South West	Wollongong Illawara
<b>DEMOGRAPHIC PROFILE</b>							
Population of Region	2006-08	304 700	529 200	668 200	760 000	409 700	282 300
	2031	400 000	675 000	780 300	1 024 317	742 272	327 600
Employment of Region	2006-08	125 254	228 334	308 500	240 000	119 500	100 765
	2031	170 500	294 334	369 500	367 000	208 500	130 765
<b>FACILITIES (In Centre)</b>							
Hospital		✓	✓	✓	✓	✓	✓
University Campus		✓	✓	✓	x	x	✓
TAFE Regional		x	x	x	x	✓	✓
TAFE		✓	✓	✓	✓	✓	✓
Convention & Exhibition Centres		x	✓	✓	✓	x	✓
Museums		x	✓	✓	✓	✓	✓
Concert Hall / Entertainment Centre / Theatres/Playhouse		x	✓	✓	✓	x	✓
Stadiums		✓	x	✓	✓	x	✓
Town Hall		x	✓	✓	x	x	✓
Library		✓	✓	✓	✓	✓	✓
Art Galleries & Cultural Centre		x	✓	x	✓	✓	x
Civic Square/precinct		x	✓	✓	✓	✓	✓
Schools		✓	✓	✓	✓	✓	✓
Regional Shopping Centre		x	✓	✓	✓	✓	✓
Conservatorium		✓	✓	✓	✓	x	✓
Sporting Facilities Indoor/Outdoor		✓	✓	✓	✓	✓	✓
Community Meeting Centre		x	✓	✓	✓	✓	✓
Regional Park/Recreational Facilities		x	x	✓	✓	✓	✓
<b>TRANSPORT (In Centre)</b>							
Stations		✓	✓	✓	✓	✓	✓
Interchange		✓	✓	✓	✓	✓	x
Shuttle Bus		x	✓	✓	x	x	✓
CBD B y-Pass/Ring Road		x	✓	✓	x	✓	✓

## 7.6 Gosford Streetscape Design Guidelines



### GOSFORD CITY CENTRE STREETSCAPE DESIGN GUIDELINES

September 2011

### Gosford Streetscape Guidelines, 2011

OCULUS FOR GOSFORD CITY COUNCIL

The primary objective of these design guidelines is to provide a clear vision and framework for future streetscape upgrades within the City's six urban and waterfront precincts. The guidelines provide a consistent and locally responsive palette of elements and materials which...facilitate the creation of great streets." "They aim to help Council to create streets with a high level of amenity..and as a result act as a catalyst for retail and urban development in the City."

This document takes into account the Gosford City Transport Management and Accessibility Plan, Draft Gosford Bike Strategy 2010 and the Gosford City Our Vision Our Destiny masterplan. The guidelines were developed in association with Council officers.

Key issues include a local of consistent theme, poor pedestrian amenity and way finding, a need to express the unique qualities of Gosford, poor visual quality and the dominance of the vehicle.

"The Guidelines provide a consistent and locally responsive palette of elements and materials, which will meet the needs of a growing waterfront city, and facilitate the creation of great streets."

#### Section three of this report outlines 6 strategies:

1. Establish a consistent material palette that responds to precinct character and uses
2. Provide high quality street connections and pedestrian amenity
3. Reveal Gosford's unique natural and cultural qualities
4. Use attractive and robust elements and materials
5. Create safe, vibrant pedestrian friendly streets
6. Implement best practice sustainability.

#### The strategy is then broken down into design principles. Some of the key principles that reinforce some of the broader masterplan aspirations are outlined below:

Concentrate on higher quality materials within the city core and waterfront precincts where population density and use is highest.

Reinforce connections between key hubs, open spaces and precincts.

Promote universal design and accessibility through material choices and design of the footpaths and streets.

Provide regular street trees and planting to provide shade, good amenity, interest and visually unified streets that encourage walking.

Acknowledge and celebrate the history of Gosford's original inhabitants, through street sculpture, art and interpretive elements (undertake in consultation with local Aboriginal representatives)

Use streets to create green corridors, linking the city's precincts, the waterfront and the hills.

Concentrate parking away from Mann Street and other city streets where pedestrian activity is greatest.

Retain existing special character areas, such as Kibble Park, William Street Mall and the plaza space in front of the Council Chambers, as distinct urban spaces with their own palette and identity.

Create opportunities for safe street crossings.

Use street trees to reconnect Gosford with its natural context and to help create beautiful and memorable streets.

#### Each of the six precincts are summarised with a vision statement for the character for each area:

##### Waterfront Precinct Vision:

"The foreshore will be transformed into a vibrant urban waterfront with outdoor dining, retail, offices and new development. A cycle link will connect to Point Clare and pedestrian links back to the city will be upgraded. The proposed waterfront development will include continuous public access along the waterfront. Any new streets will potentially provide access to development and waterfront open space."

##### City Core Precinct Vision:

The precinct is currently dominated by retail uses, including large retail and speciality. This is envisaged to continue with the implementation of the Gosford City Centre Master Plan. Active street level frontages through much of the city core generate high pedestrian activity with potential for outdoor trading. The Core also contains other commercial and business uses and the precinct will remain an important location for these non-retail uses.

##### Arts and Entertainment Precinct Vision:

The precinct will provide links across to the new waterfront and will have a focus on recreation and entertainment. The precinct will house cultural institutions with Baker Street as a major boulevard connecting the city to the waterfront.

##### Railway Precinct Vision:

"The railway station, bus interchange and Burns Park are the defining elements of the precinct. The station anchors the northern end of Mann Street and services hospital uses to the west and residential areas outside the city centre. The park provides an attractive arrival space within a very urban setting. The Gosford Master Plan envisages an upgraded station and train / bus interchange, and a shuttle bus stop on Mann Street. In the future, the Mann Street retail and business core is expected to stretch northward past the station. As a result, streets within the precinct will become more active, with higher levels of pedestrian movement and potential for outdoor trading."

##### Hospital Precinct Vision:

"Gosford Hospital and Emergency Department have a primary address to Holden Street, with servicing and car park access from the rear of the main building on Cape Street North and Hospital Road. Screening these uses from residential areas is recommended to improve outlook from residential dwellings and streets. Health services also extend across Holden Street toward the railway line. Health uses in this area are envisaged to intensify in the future, highlighting the importance of providing a high amenity and comfortable public domain.

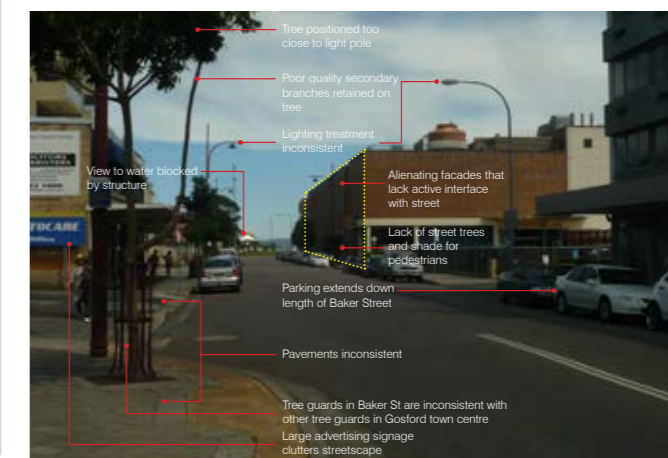
#### Gosford Master Plan vision for the Precinct

"Demand for residential dwellings will increase into the future as the Gosford City Master Plan is implemented and the city grows and becomes more attractive. Increases in employment, community services, entertainment and recreation facilities will result in higher densities within existing residential areas. The primary focus for higher density residential flat buildings will most likely be within 400 metres of the railway station and city core. Densities will also increase but probably to a lesser degree in residential areas 400 to 800 metres from the station and city centre. Footpaths on both sides of streets, regular street tree planting and good overhead lighting will be essential to ensure good streetscape amenity for residents and to encourage walking as a desirable alternative to private car use."

#### Section 5 of the report provides detailed site analysis of the following urban design elements with corresponding maps and images:

- Walls
- Footpath Pavements
- Seating
- Lighting
- Street trees
- Locations / types of bicycle racks
- Bollards
- Bins
- Handrails
- Tree guards
- Signage
- Footpaths
- Awnings
- Outdoor dining areas
- Streetscape views and vistas from streets
- Slope analysis
- Indicative underground services
- Future building heights

The detailed streetscape analysis is of particular relevance and seems to still apply to current day conditions. These can be found on p130-142.





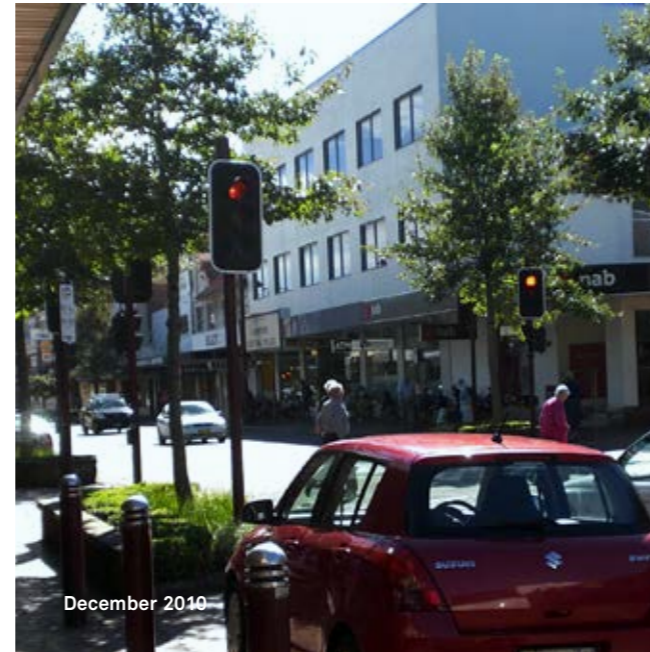
## 7.7 Gosford City Centre Transport Management and Accessibility Plan (TMAP)



AECOM

### Gosford City Centre

Transport Management and Accessibility Plan



### Gosford City Centre Transport management and accessibility plan (TMAP), 2010

AECOM FOR TRANSPORT NSW

**This document's primary purpose is to increase the public transport share of work trips into the Gosford City Centre. There is recognition that Gosford needs to address its complex transport challenges such as access across the railway line, illegible and poor quality pedestrian facilities, severance of the waterfront, limited cycle networks and end of trip facilities, managing its parking supply and commuter drain. The comprehensive review includes initiatives to tackle these key challenges and interestingly places the potential measures into short term, medium term and long term actions.**

“This TMAP supports the renewal process in Gosford with measures to encourage sustainable growth. It addresses existing transport challenges such as access across the railway line, illegible and poor quality pedestrian facilities, severance of the waterfront, a developing cycle network and end-of trip facilities, and managing parking supply.”

In 2010 this report stated its intention for a “A 10% target of AM peak period journeys to work into Gosford by non-car modes potentially by 2036.”

Most of the challenges and recommendations outlined below are still valid and relevant. It seems like few of the suggested strategies were implemented.

### Key Challenges:

“The Challenge process identified a number of key transport and access issues including:

Challenges for improving future access from West Gosford;

Poor legibility and amenity for trips through and within the city centre;

Severance of the waterfront by Dane Drive;

An immature cycle network and end-of trip facilities;

High demand for parking facilities.”

The significant commuter work force (more than 25% of the workforce) creates congestion on the major arterial roads in peak periods, creates excessive demand for commuter parking in the city centre and informal parking near the F3 Freeway as people gather for informal car share.

Despite some topographical challenges analysis of work journeys indicates that many local trips from east and west Gosford to the city centre could be made by bus services or by or cycle.

In the PM peak, the east Gosford movement causes traffic, compounded by school and commuter traffic.

### Connectivity Issues:

Improve connectivity for cycle and pedestrians across the Etna Street Bridge and Donnison Street Bridge.

Pedestrian upgrades to Racecourse Road

Improve the Railway Pedestrian bridge, in particular the south bound platform on the Mann Street side of the bridge could be access on level with the street, rather than going up and down stairs.

Improved pedestrian connectivity to the Waterfront from the city centre

Overcome gradient changes and improve pedestrian connections to the Gosford Hospital

### Traffic strategies:

Mann Street to be promoted as a public transport corridor

Consider options to direct heavy vehicles away from Mann Street and Henry Parry Drive

Consider a bypass of traffic around the city centre

Improve access from West Gosford by cycle and public transport to reduce traffic demands.

Ensure significant new developments, the hospital and schools have travel plans that encourage alternative modes of transport.

### Public transport strategies:

Improve a number of key bus corridors to link Gosford to the Central Coast Region

Encourage and promote alternatives to the private car to change travel behaviour.

Improve bus frequency, easily recognisable bus services and route consolidation to improve access and perception.

Improving bus services is suggested as a key way to reduce east/west congestion at Etna Street and Donnison Street.

Create a city centre loop bus to connect the city centre, station and hospital precincts. This should be linked to possible park and ride facilities.

Consider a "Gosford Interchange transit oriented development" at the station to consolidate and strengthen the public transport core of the city centre. This could help overcome grade level changes between Mann Street, the Station and Showground Road. It may also act as a catalyst project for Gosford.

### Walking strategies:

The work of this strategy is supported by a Pedestrian Access and Mobility Plan (PAMP) (To be received)

The Baker Lane pedestrian short cut from the parking station to the station is considered unsafe poor to poor lighting and little passive surveillance. This route should be reconsidered, particularly in light of how this foot traffic could be re-diverted to activate Mann Street.

The Draft Masterplan for the Renewal of Gosford City Centre recommends a pedestrian and cycle bridge over the station at Erina Street to tie into the parking facilities.

### Cycling strategies:

Existing levels of cycle in 2010 were noted as very low, less than 1% of journeys to work.

Key cycle routes along Mann Street recommended

Waterfront Point Clare Cycle Link along the railway causeway.

Identify suitable bike parking and end of trip facilities for workers in Gosford. Consider in particular on the west side of Gosford Station to cater to the population arriving on this side.

Create clear maps and promote the cycle and walking upgrades. Consider training to help improve understanding of possible alternative routes.

### Parking strategies:

"The role of parking should be to enable access to shops and services whilst limiting long term, commuter parking and where feasible, provide park and ride on the city fringe in locations such as Erina and Kariong. Management of long term parking needs to be accompanied by suitable alternative access measures, such as key bus corridors and park and ride."

In 2010 the AM peak most commuters are at the station by 7.30am, before shops would be normally open to capture this value.

In 2010 there was approximately 10, 500 parking spaces including 7000 off street parking. Most is available for longer term parking provided with no restrictions or charge. The stations have a visual impact and bring traffic into the city centre.

Consider shifting this parking to short term, time restricted parking that encourages access to the city centre for local services and business to help strengthen the economy.

Consider park and ride facilities on the periphery, or a Gosford City Council shuttle bus service in peak commuter times.

Consider reducing DCP parking rates for the city centre which will add congestion to the city centre with new developments.

Consider improved signage for the availability of parking supply.

Improved public transport or cycle connections to the station could reduce this parking demand, as more than 60% of the parking near the station is used for commuters.

### Delivery:

"All potential measures considered and recommended in the TMAP are grouped into timescales for potential implementation as follows:

Short term measures – which could be delivered within 3-5 years (2010 - 2016).

Medium term measures – which could be delivered within the next 5-10 years (2016 - 2021).

Long term – which could be delivered within the next 10-15 years (2021 - 2036).

### Public domain upgrades:

Mann Street and Donnison Street upgrades are suggested.

Generally pedestrian and cycle access through the city centre is limited.

Consider the impact of future sea level rises which may affect Waterfront development and waterfront pedestrian and cycle routes.

### Updates since this plan and future considerations:

RMS and Transport for NSW are currently underway with a detail movement plan for the Gosford City Centre and the wider Central Coast Region. At the time of this report the findings of this study were not yet known,

Since this report the state government has invested significant funds towards upgrades to the Central Coast Highway West Gosford Intersection, the Northconnex Motorway, train passing loops to improve commuter services, The impact of these changes would require further analysis. It is not expected that any of these changes will materially change the urban structure and recommendations of this report.



## 7.8 Gosford Civic Improvement Plan

Civic Improvement Plan



### Gosford Civic Improvement Plan, 2007

NSW DEPT PLANNING 'REGIONAL CITIES TASKFORCE' FOR GOSFORD CITY COUNCIL

This plan “provides a description of the city infrastructure needed to support the growth and development of the city centre, and outlines the framework for contributions to be made from development towards funding and provision of the infrastructure.” This document was prepared prior to the “Our City, Our Destiny” masterplan and was accompanied by a Vision document, LEP and DCP. It appears to be the first mention of waterfront precinct and cultural centre.

This plan, an early document prior to the 2010 *Our City, Our Destiny*. The principles and design strategies outlined below are still relevant to this implementation plan.

#### Principles:

Recover the natural relationship of the city to the sea and bushland.

Respect the city’s heritage, reinforcing traditional street patterns and alignments.

Provide recreational and community facilities for community use.

Ensure the continued functioning of transport/ access systems.

#### Design strategies:

Introduce water and biodiversity sensitive designs that enhance the environment as well as create attractive public amenity.

Reinforce Mann Street as the city’s civic spine.

Re-align ‘Wharf Road’ to re-connect Mann Street to the water.

Respect the permeable nature of the city grid and create a city-wide landscaping plan.

Re-align and landscape Dane Drive to change its highway character to a waterfront boulevard.

The plan seeks to provide strategies and actions for public domain projects including:

An Open Space Network – that unifies the existing fragmented open space.

Urban biodiversity designs

Water sensitive urban design including an ‘urban stream’ that in an interpretation of the original creek that flowed through the valley to the Broad Water.

Street typology work such as improving the civic spine of Mann Street and reinforcing Baker Street’s relationship to the original creekline with the urban stream.

Pedestrian Network with a safe and legible cycle and pedestrian network

Furniture and Paving developed with a Technical Manual for a consistent approach

Improved public open spaces with improved facilities, and new soccer, cricket and netball facilities, improved existing groups, more play facilities, joint ventures with the schools, youth oriented play like skate facilities.

Public art strategy

Bushland conservation and rehabilitation

Transport management including a parking strategy, and shuttle bus service

Improved stormwater management

Create a cultural centre to strengthen the arts and cultural environment, encourage innovation and facilitate learning and education.

“The cultural centre will include a number of facilities such as a concert hall, art house, cinema, museum, indigenous cultural centre, community cultural centre, civic centre, youth arts warehouse, performing arts facility, workshops/studios, community arts facility, and outdoor art and cultural facilities. The aim is to establish a centre of excellence for artistic and cultural practice.”

Create a new library and community facility (as identified in the Council’s strategic Plan, Community Plan 2001

Create a regional cycleway network.

These works would be funded by a S94A Development Contributions Plan at 4% of the cost of the development.

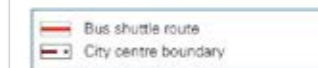


Figure 9: Bus shuttle route

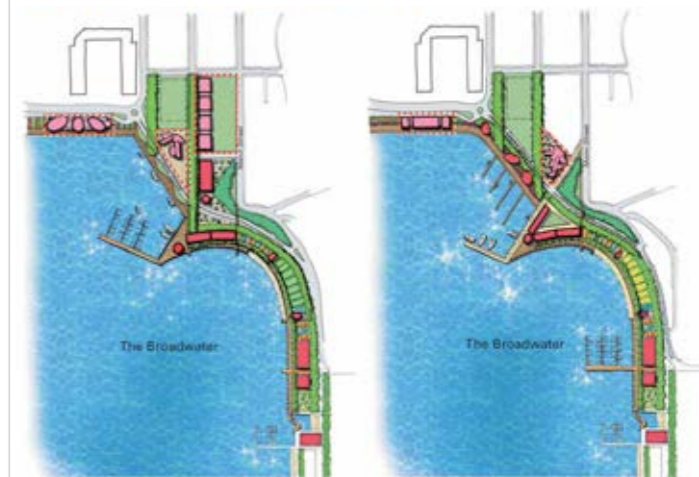


Figure 11: Waterfront precinct improvements

## APPENDIX 8

# OUR CITY, OUR DESTINY MASTER PLAN ANALYSIS AND UPDATE

### 8.1

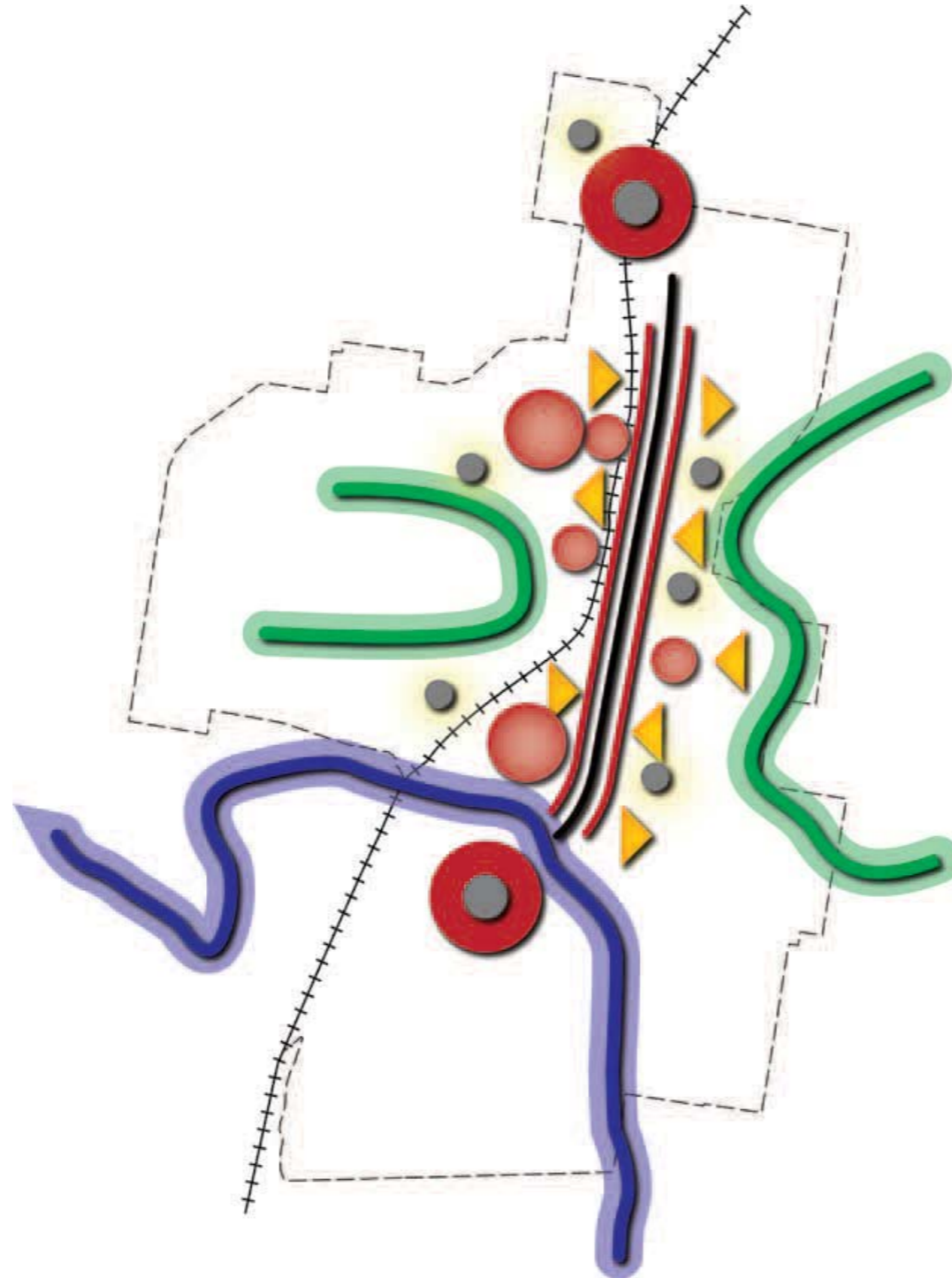
#### Our City, Our Destiny: Updating the masterplan

The result of extensive community consultation, 'Our City, Our Destiny' was a high level master plan which articulated the community vision for the Gosford City Centre with five key precincts.

'Our City, Our Destiny' forms the most comprehensive master plan to date for the city centre and was the basis for further detailed urban studies on transport, movement and street upgrades. Strategies and precincts identified in the master plan have built a strong base for the UDF.

Most of the 'Our City, Our Destiny' principles and city framework remain applicable today. The UDF distils and updates the OCOD recommendations to key principles to aid in the assessment of any future proposal or project. This allows the 2010 master plan ideals to remain relevant, adaptable and resilient. Further, it recognises the physical scale of the city, market demand, Gosford's specific role as a regional capital and how this impacts on recommendations for implementation.

The adjacent table comprises a summary of the strategic urban moves, and suggested precincts and projects as originally outlined in 'Our City, Our Destiny'.



Masterplan, Our City, Our Destiny, 2010, p17



## 8.2 Natural assets

“The structure plan for Gosford is the framework which will underpin the Master plan. It is a result of the natural attributes of Gosford and the potential to anchor attractions and key destinations upon a central axis. It is a robust framework that allows for flexibility of uses whilst maintaining the core dynamics of a growing Regional City...

The structure plan seeks to build upon the outstanding natural attributes of the City, by celebrating the mountains and the waterfront and building them in to the fabric of a revitalised and active heart.

It also reinforces Mann Street as the spine upon which the city can grow and as the main artery for activity and movement.” p17

Today these sentiments form the basis for many of the new vision statements including:

1. It's time for Gosford to reclaim its role as the capital of the Central Coast. Gosford brings together all the best characteristics of the region: water, natural beauty and an urban centre.
2. Connect the people to its city and the city to its landscape.
3. Unlock the potential to create great places for people. An approach that puts the public domain and its people first.
4. Revitalising is not just one place or building, it is a network of well-connected places that create an attractive capital city with lively streets. An attractive city is a platform for investment with short-term returns and long term growth.





## 8.3 Comparing the design process

### Workshops and consultation

The OCOD master plan states ‘the spatial framework is a visual story taken from the discussions and drawings during the charrette process, the spatial framework translates written and numerical information into a visual medium to give a holistic view of the masterplan.’ p17

Similarly, utilising the tool and strategies outlined in the GANSW “Better Placed” this 2018 interpretation plan has involved an iterative design process and extensive stakeholder workshops. The result of these workshops have been summarised in detail.

### Identifying key places

The 2010 as a comprehensive masterplan identifies the key places and landmarks of the city centre



Masterplan, Our City, Our Destiny, 2010, p 19

### Using workshops to test the validity of places

The workshop mapping image above demonstrates how the 2010 masterplan is still relevant today.

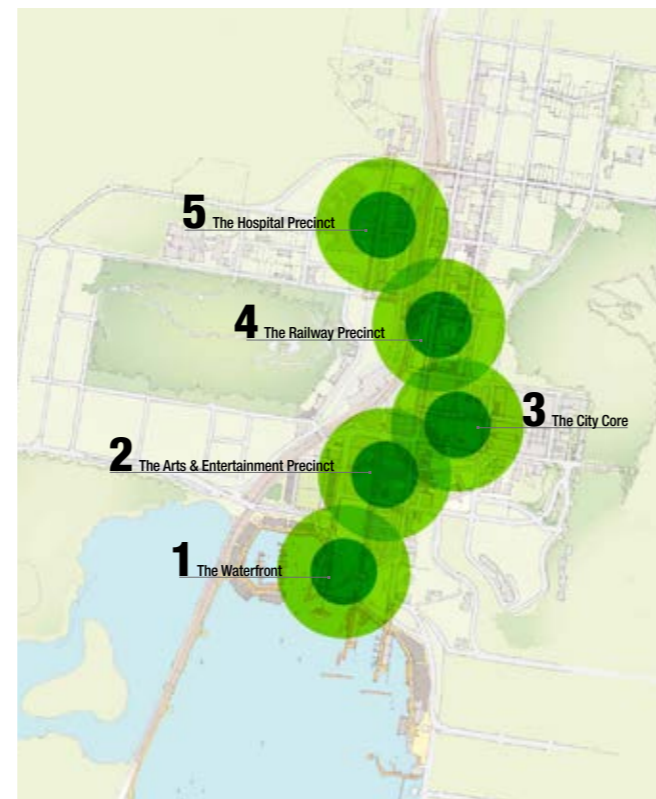


Workshop 1, UDF Updates, 2018

## 8.4 Precinct strategy

### Overall Approach 2010 – Our City, Our Destiny

The 2010 master plan identified five precincts as simplistic concentric radial areas. This diagram expresses only the position of the precincts in the city centre however did not define the areas and their connections geographically.



Five Precinct Activities,  
Our City, Our Destiny, 2010, p20

### Urban Design Intent 2011 – Oculus Streetscape Design

The Oculus document made an attempt to identify the areas geographically.

The Hospital precinct and the City core is divided by the railway which extends from north to south throughout the city centre. The waterfront precinct is long and narrow, and disconnected from the city core. Many of these challenges remain relevant today. Connections between the precincts have gained greater significance in this implementation plan.



Urban Precinct Diagram,  
Oculus Gosford Streetscape Guidelines, 2011, p7

### UDF 2018 – Places and their connections

The “Go Gosford” precinct strategy simplifies the five precincts to three places.

By using places rather than precincts to progress the work we can easily understand the places that people use on a daily basis. Places also allow for a diversity of uses and users, emphasising that whilst there may be one dominant use, complimentary symbiotic uses are vital. Each of the 3 places are anchored by a public or green open space. This will facilitate the organization of the city centre using public spaces as social attractors and the focus for redevelopment.



UDF Update, 2018



## 8.5 Landmarks and places

### Places in the City Centre – Gosford City Centre Masterplan 2010

The 2010 masterplan identified many of the key existing and future places that remain relevant today. The network of public places seen in the map remain consistent with the places and landmark identified by the stakeholders in 2018.

Interestingly despite its design flaws Kibble park remains a key place for the community.

The train station (transport interchange) is still the most important form of public transport in and out of the city centre.

The hospital with its large extension will become even more important within the city centre.



#### 2010 Masterplan Key Places

- The school precinct
- The Hospital precinct
- The Transport Interchange
- Kibble Park
- Gosford Stadium
- Leagues Club Park
- The Waterfront precinct

Public Plan,  
Our City, Our Destiny,  
2010, p 51



#### 2018 Key Places

- Gosford High school
- Henry Kendal High school
- Gosford Public school
- Gosford Hospital precinct
- Gosford Private Hospital
- TAFE
- Kibble Park
- Gosford City Park
- Gosford Olympic Swimming pool
- Gosford Golf Club

#### 2018 Key Landmarks

- President Hill Lookout
- Gosford Station
- Rumbalara Reserve
- Central Coast Stadium
- Gosford Stadium
- The Waterfront precinct

Landmarks  
and Places,  
Go Gosford  
Update, 2018

## 8.6 Main connections

The 2010 OCOD master plan outlines the structure of the key connections that form the city centre. These connections remain relevant today.

**Kibble Park is identified by the community as the core of the city. Its relationship to the surrounding business and retail areas is fundamental to the organisation of the centre. The main axis is formed by Mann running north-south, connection the railway to the waterfront. The main east-west axis connects the city core to the hills.**

These axial relationships of the master plan are still valid, however some of the scale of the city and the length of Mann Street has been challenged. It is unlikely that someone will walk the full 1.4 Km from the hospital to the waterfront along Mann Street.

Therefore it is important to create a network of connected destinations, attractors and places to promote good connections and activation along as much of the city centre as possible, primarily along Mann Street.

This implementation plan also takes some of the suggested east/west connections further in concept, creating accessible planted boulevards that link the two reserves.

Etna Street – East-West Connection City Centre to Regional Road (Racecourse Road)

Faunce Street – East-West Connection City Centre to Regional Road (To Be Implemented)

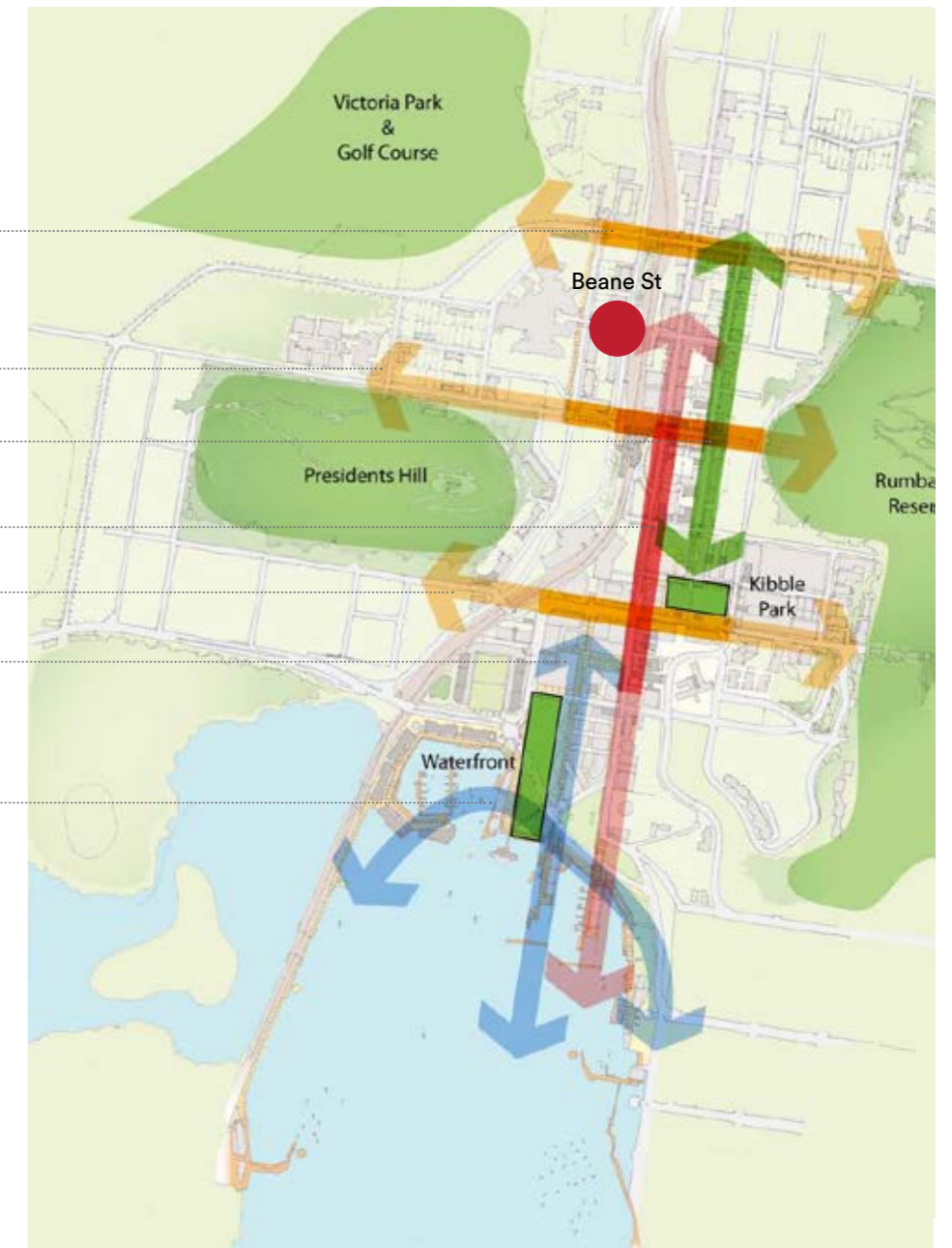
Watt Street – North-South Connection Kibble Park to Regional Road (To Be Implemented)

Mann Street – Main North-South Connection

Donnison Street – East-West Connection to Regional Road (Existing)

Baker Street – Main City Centre to Waterfront Connection

Waterfront Connection



**Movement Axes,  
Our City, Our Destiny, 2018,  
p52**



## 8.7 Views and vistas

### Urban Vistas Dynamics – Our City, Our Destiny 2010

The 2010 master plan discusses the importance of views connecting the city to the landscape assets.

“The views of the water around the foreshore are valued. View sharing ensures views are retained for all people to enjoy. Studies and an analysis of views and vistas around the city have identified key views:

The principles to protect key vistas are:

Development on the waterfront is concentrated towards the railway

Views out from the Leagues Club Park are preserved

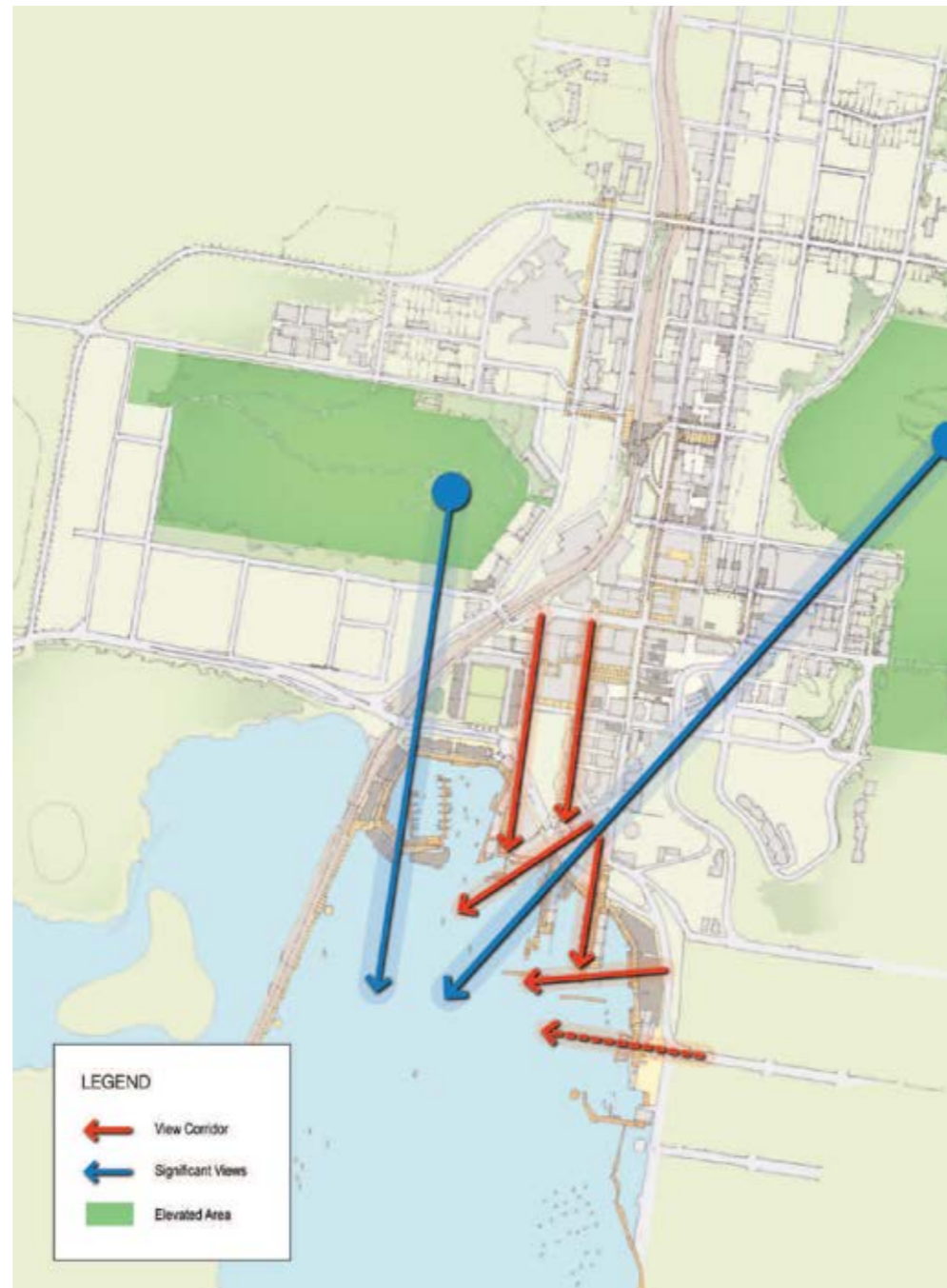
The view down Baker Street is protected

Views to and from Rumbalara and presidents hill are important elements

Possible views from the central coast highway from east Gosford should the pool be relocated or reconfigured.” p67

Most of the views and vistas are still relevant, however the focus of the 2010 masterplan is largely the waterfront. Clear site lines assist with way finding and they are a fundamental part of the identity of a city. Views and vistas also promote physical and visual connections between the three places. In the Go Gosford’s strategy the 3 places physically connect to Mann Street.

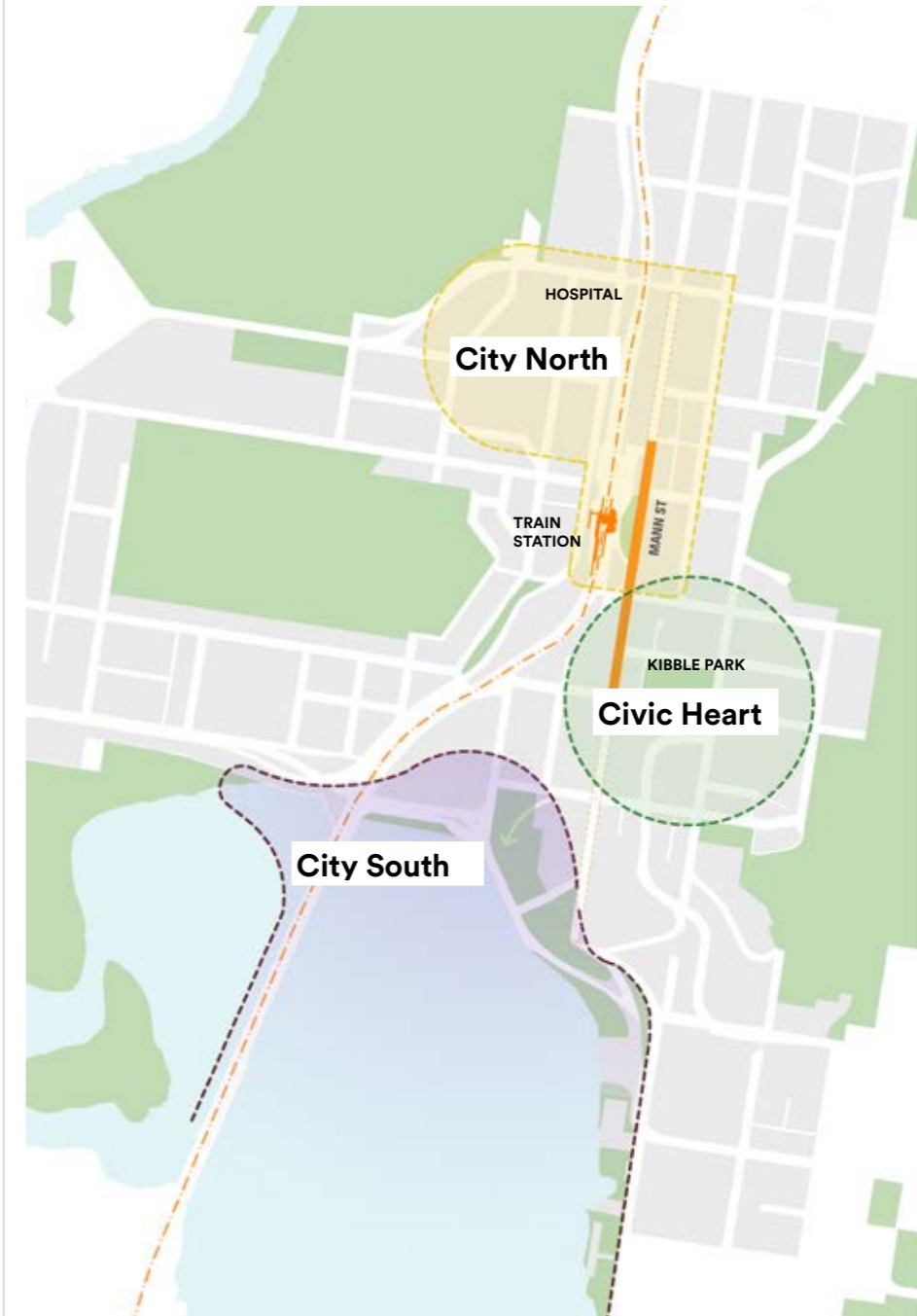
As identified the distance between waterfront and city centre is large. As such, intermediate places are an additional areas to focus view and vistas.



### Key Views

- From the end of Mann street to the water
- Along Baker street
- Down Dane drive past Bluetongue stadium and the leagues club
- Down through the memorial park into the harbour
- From the central coast highway to the water.

Views & Vistas,  
 Our City, Our  
 Destiny, 2010, p67



### Additional Key Views

- Views to Kibble Park
- Views between Kibble park and the hills either side
- Views between the hospital and train station
- Views between the Station to Mann St

Views & Vistas,  
 Go Gosford  
 Updates, 2018

## 8.8 Roads structure

The 2010 OCOD master plan states: “In revitalising the city centre this plan seeks to encourage those vehicles with a potential destination with Gosford city centre, through the introduction of clear gateway entrances to the city centre.

The challenge is to provide for destination traffic, whilst discouraging unwanted through traffic and managing congestion.” p75

The intent of the 2010 masterplan is to promote the use of the regional roads that loop around the city centre rather than the use of internal urban roads. This will diminish unwanted traffic congestion and will promote for a more pedestrian and bike friendly urban environment especially though Mann Street and along the rail corridor.

The “Go Gosford” updates recognises the validity of this structure. It reiterates that the majority of regional traffic will enter the city centre from the south using the Central Coast Highway/Danes Drive. Parking, cycle and pedestrian strategies should promote this structure of roads



Major roads,  
Our City, Our Destiny,  
2010, p75



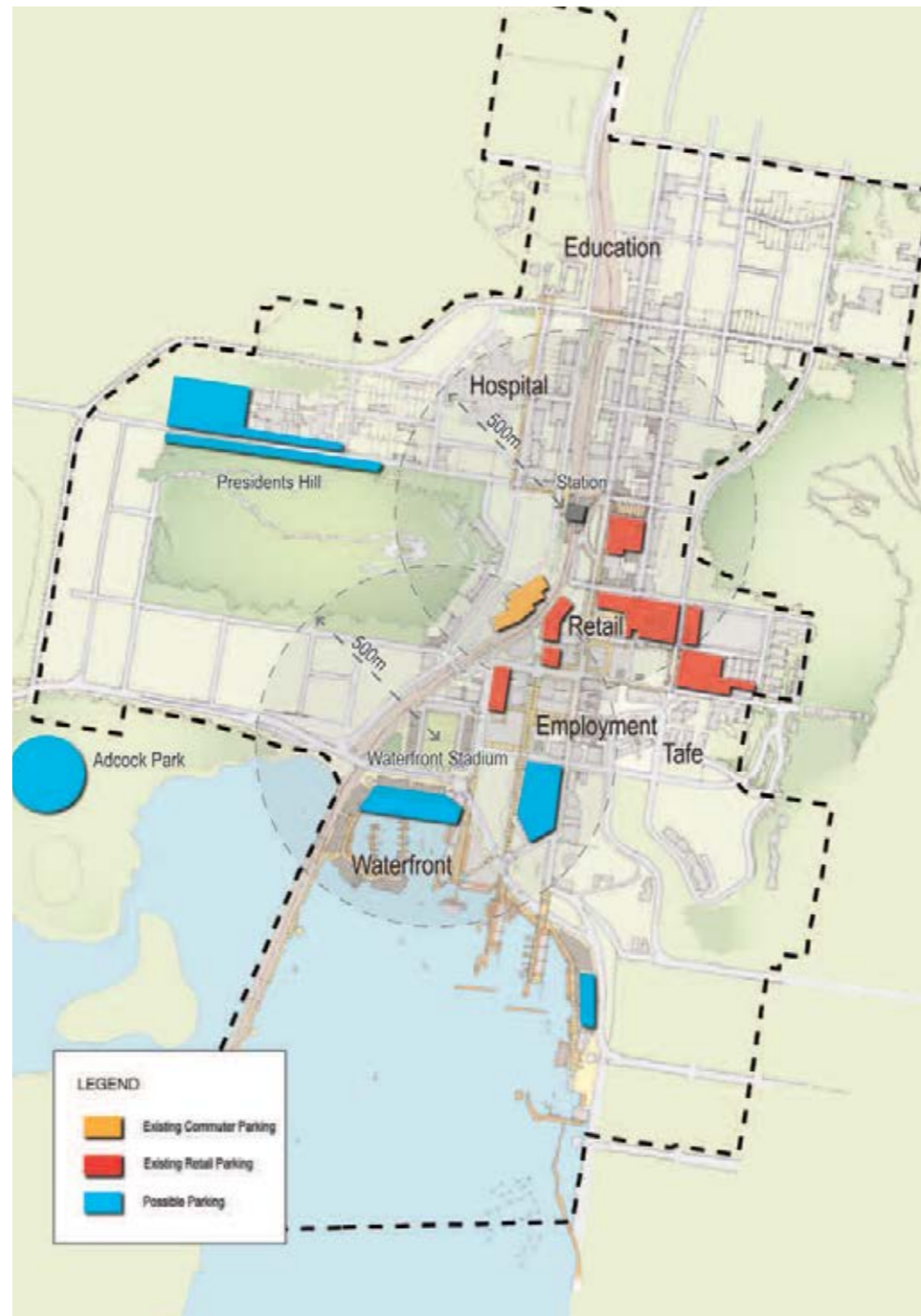
Major roads,  
UDF Updates, 2018



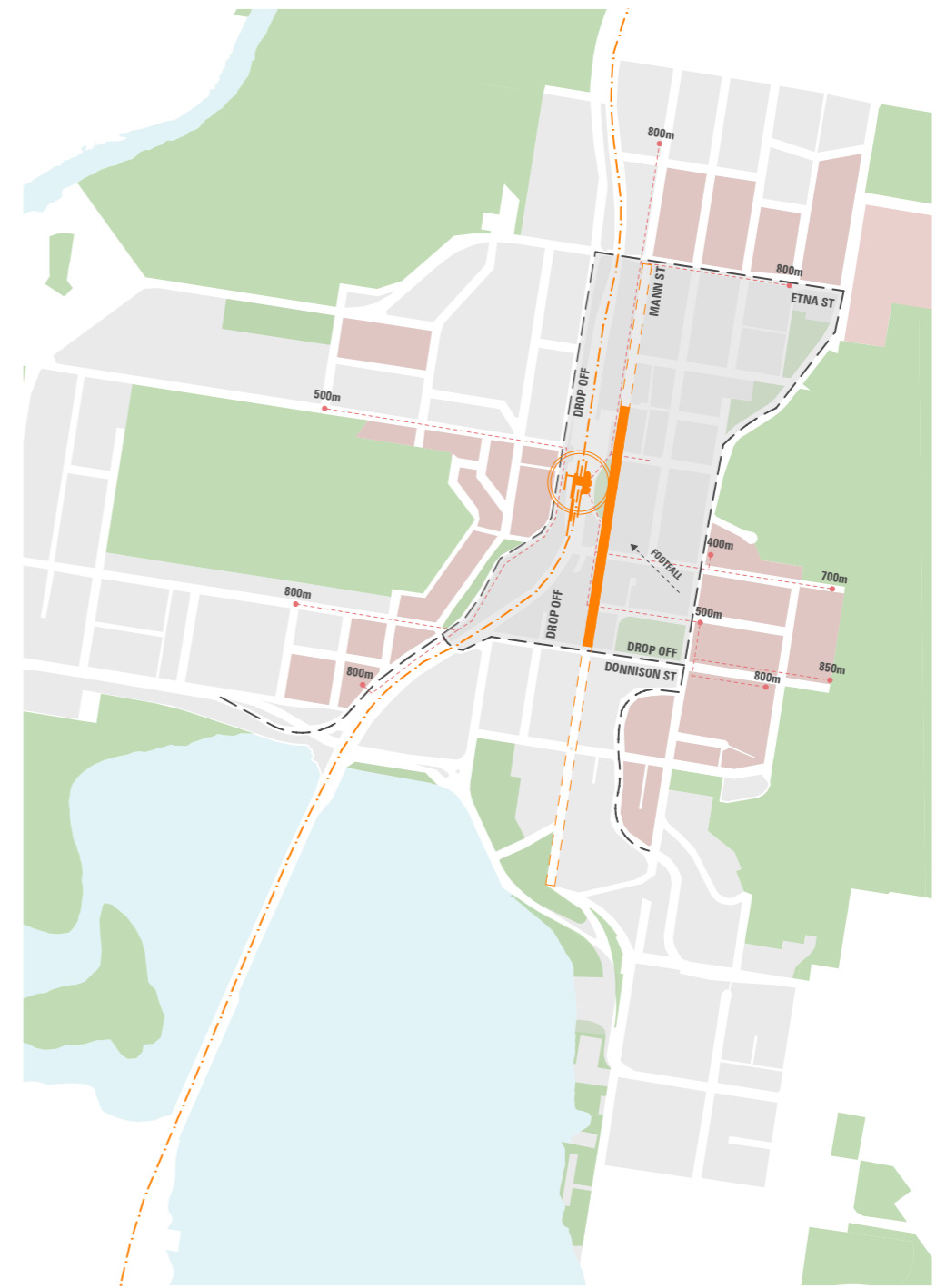
## 8.9 Parking strategy

The 2010 OCOD states “The provision of adequate parking within the City Centre has long been a contentious issue. There is an inherent conflict between the requirements for long term parking for commuters and workers and short term parking for retail and commercial activities.

In 2018 the council and DPE are working on a strategy which identifies a more comprehensive set of principles that unpacks logical positions for different modes of parking. The 2018 plan on this page provides an initial review of some possible parking locations prepared as part of the UDF.



Parking, Our City, Our  
Destiny, 2010, p80



Initial review of potential  
long term parking  
locations, 2018

## 8.10 Proposed bicycle network



Bicycle Network, Our City, Our Destiny, 2010, p78

### Our City, Our Destiny 2010 Active Network

“A cycle plan has been prepared by Gosford city council and a number of major initiatives have been proposed. The most ambitious of these is the cycle link to Point Clare beside the railway causeway.

The provision of sheltered cycle parking within the city centre, including the hospital and the waterfront, will be key elements in the cycle masterplan. As seen in European cities, cycle facilities can be effective if combined with commercial and tourism opportunities. Bike centres can offer sales, maintenance and storage.” p78



Cycling Design Principles, Oculus Gosford Streetscape Guidelines, 2011, p23

### Detailed Urban Design 2011

In 2011 the Oculus Streetscape Guidelines provided a more detailed summary of missing links in this network

In the city north side, the new hospital is suggested to be linked to Racecourse Road, which could also link to The Narara Creek shore. Mann street connection could extend further towards the north side of the city loop. The waterfront could have an alternative route to Mann Street via Baker Street.

Work No.	Description	Time frame
1	Gosford to Point Clare waterfront cycleway	Medium-Long-term
2	Connection between waterfront and Mann Street, along Vaughan Avenue, Baker Street Boulevard and Donnison Street	Short-term
3	Cycleway along Mann Street between Dane Drive and Etna Street	Short-term
4	Widen cycleway from East Gosford to Gosford Waterfront along York Street	Short-term
5	Racecourse Road to Holden Street via Sinclair Street	Short-term
6	Create cycleway Racecourse Road between Faunce Street West and Dane Drive	Short-term
7	Cycleway across bridge connecting to the West Gosford Industrial Estate	Medium-term
8	Cycleway between intersection of Racecourse Road / Faunce Street West, continuing north along Showground Road	Short-term

Table 4.4 Recommended works (Strategic Objective Priority 1)

Source: Extracted from Gosford City Centre TMAP



Gosford Bike Strategy, Preliminary list of Proposed works, 2014, p35

### Implementation Schedule 2014

The 2011 Oculus plan has been developed to: “A preliminary list of proposed works has been prepared for Strategic Objectives and is subject to further evaluation and availability of funds. Recommendations are grouped into proposed short term (to 2016), medium term (to 2021) and long term (to 2036) time frames for development and implementation. Costs are not provided and will be subject to further investigation.”p35. These suggestions should be the focus of cycle funding and improvements. If possible, land adjacent to the rail corridor could provide an additional vital link, particularly with its connection to Waterfront under the Central Coast Highway.



## 8.11 Proposed pedestrian network



**Pedestrian Network,**  
 Our City, Our Destiny, 2010, p79

### Overall Approach 2010

“Redevelopment of the urban streets will improve access to the city centre and the waterfront.

Many of the streets within the city are not fully formed and do not allow safe or easy pedestrian access. A program of street upgrades including lighting will be undertaken, with priority given to high pedestrian areas. There is a need for better and consistent signage including travel times to assist pedestrians to navigate the city.”p79

These points all remain relevant.



**Pedestrian Access Design Principles,**  
 Oculus Gosford Streetscape Guidelines, 2011, p22

### Detailed Urban Design 2011

“The Oculus masterplan provide more detailed analysis of the public domain and the fine grain improvements required. The pedestrian access strategy seeks to increase and improve key pedestrian links and access between destinations.” p22



**UDF Proposed Active Network.**

### Go Gosford 2018

The Go Gosford report emphasises the importance of pedestrian connections across the city. Key principles include encouraging walkability, providing pedestrian amenity in terms of shade and weather protection, create active facades along primary roads like Mann Street, increase the number of east/west connections across the rail line, and to create a network of connected places.



## 8.12 Sustainability strategy

The 2010 OCOD master plan identifies the importance of a sustainability strategy which remains current today. In addition to the ideas below, the 2018 strategy has a strengthened a green grid of planted streets that connect the city to the reserves.

“The redevelopment of Gosford creates an opportunity to reinvent the city as smart and green. Unlike most urban sites, the natural beauty of Gosford is seen as the starting point for a strategy that seamlessly integrates sustainable initiatives into the urban fabric with the aim of protecting and enhancing the city’s natural legacy. Sustainability initiatives will build upon this legacy.

### Green leadership

The challenges facing Gosford are not just structural and political. The spectre of climate change and sea level rise brings with it the need to imagine a new sustainable future and will profoundly change the way our cities evolve.

To be sustainable means that, as an organisation, Gosford City Council is aware of the impact of its actions on the LGA and that Council takes responsibility for these actions. Gosford City Council has demonstrated leadership in the area of environment sustainability for many years.” p87

Council should continue to improve the environmental sustainability of Gosford. Some example projects include:

Management of the Coastal Open Space System (COSS)

The Gosford City water mining dual reticulation scheme

Responding to climate change via the development of a draft climate change policy and several climate change mitigation and adaptation projects, sea level rise planning.

The Masterplan will continue to build upon this work by actively pursuing the following areas:

Reduce water consumption

Reduction in energy consumption

Reduce automobile travel

Cut greenhouse gas emissions

Make land use decisions that create a more efficient and more walkable city

Improve building energy performance

Increase biodiversity

Mitigate the impact of sea level rise

Sustainability,  
Our City, Our Destiny,  
2010, p87



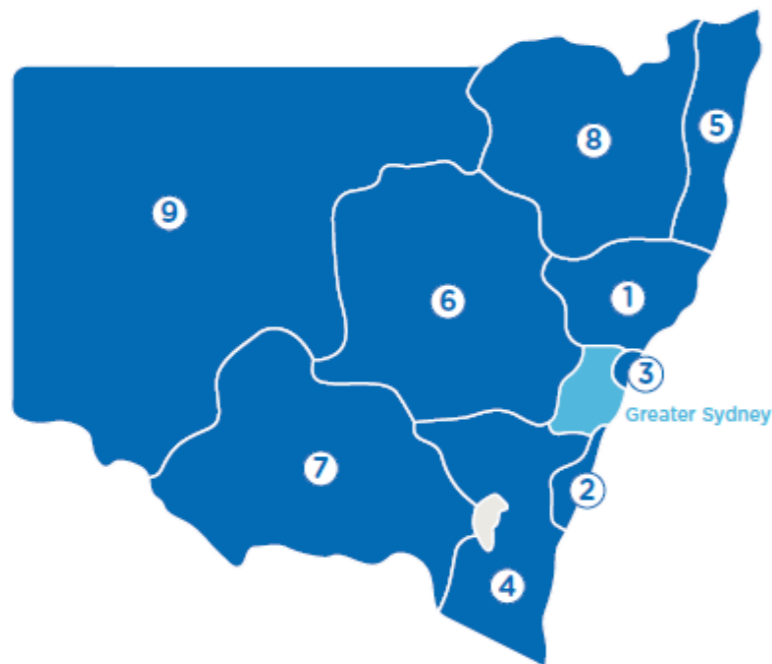


# TRANSPORT FUTURES SUMMARY OF CENTRAL COAST



## REGIONAL NSW SERVICES AND INFRASTRUCTURE PLAN

### The Regions of NSW



- |                        |                             |                          |
|------------------------|-----------------------------|--------------------------|
| 1 Hunter               | 4 South East and Tablelands | 7 Riverina-Murray        |
| 2 Illawarra-Shoalhaven | 5 North Coast               | 8 New England North West |
| 3 Central Coast        | 6 Central West and Orana    | 9 Far West               |

Location	Population		
	2016	2036	2056
Greater Sydney	4.68M	6.42M	8.26M
Regional NSW Outer Metropolitan	1.48M	1.75M	1.98M
- Hunter	0.73M	0.86M	0.94M
- Illawarra-Shoalhaven	0.40M	0.47M	0.53M
- Central Coast	0.34M	0.45M <td 0.51M	
Regional NSW Remainder	1.59M	1.75M	1.85M
<b>Total (NSW)</b>	<b>7.75M</b>	<b>9.92M</b>	<b>12.09M</b>

Tier	Identified locations	Future service levels
Global Gateway	Newcastle, Canberra, Gold Coast	Provide at a minimum international, interstate, inter-regional, intra-regional and in-town services in conjunction with ACT and Queensland Governments
Satellite cities	Gosford and Wollongong	Provide 30 minute city access within cities, with 60 minute access to Sydney
Regional city transport hubs	Tweed Heads, Lismore, Coffs Harbour, Port Macquarie, Armidale, Tamworth, Dubbo, Orange, Bathurst, Griffith, Wagga Wagga, Albury and Nowra	Provide at a minimum inter-regional, intra-regional and in-town services
Regional Centre transport hubs	Such as Broken Hill, Shellharbour and Queanbeyan	Provide at a minimum intra-regional services

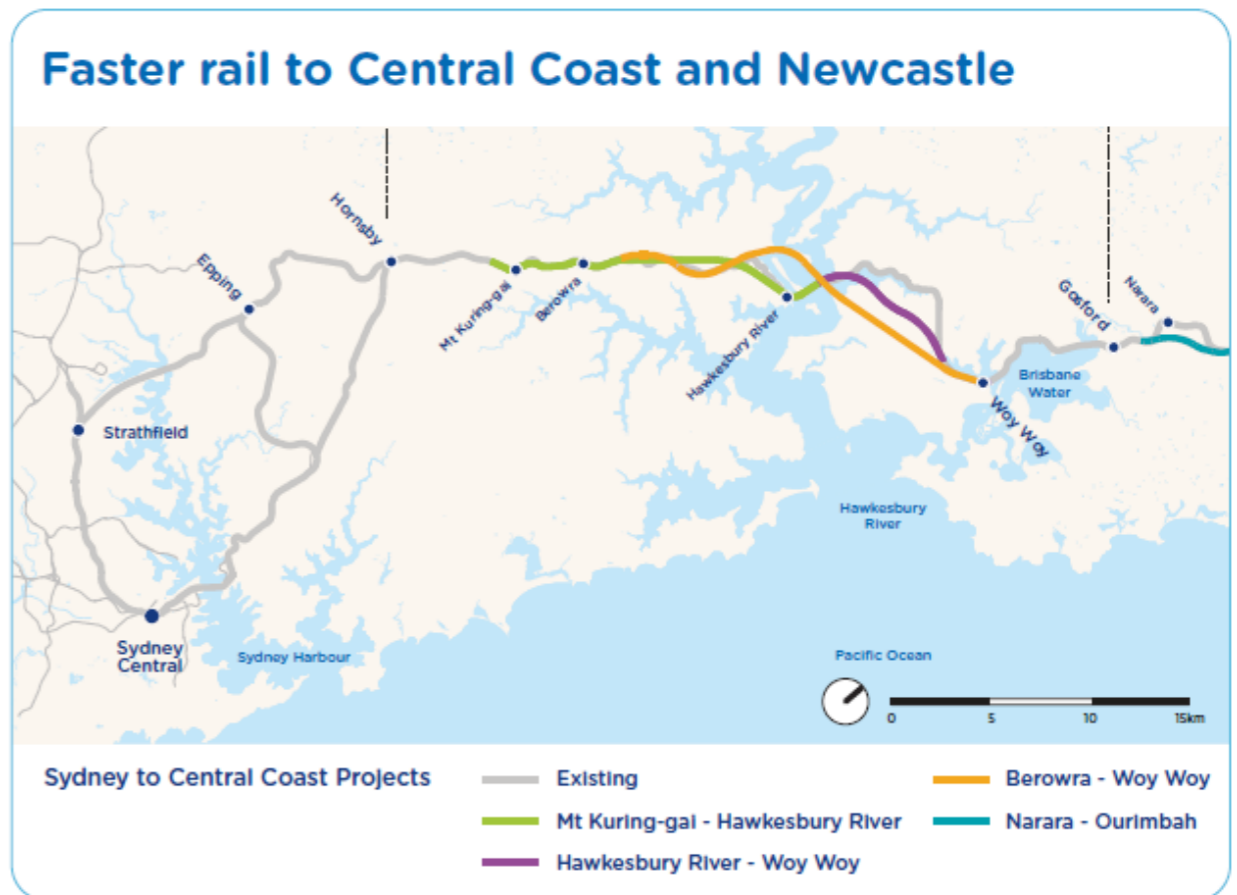


Figure 41: Potential Faster Rail improvements Central Coast and Newcastle rail line



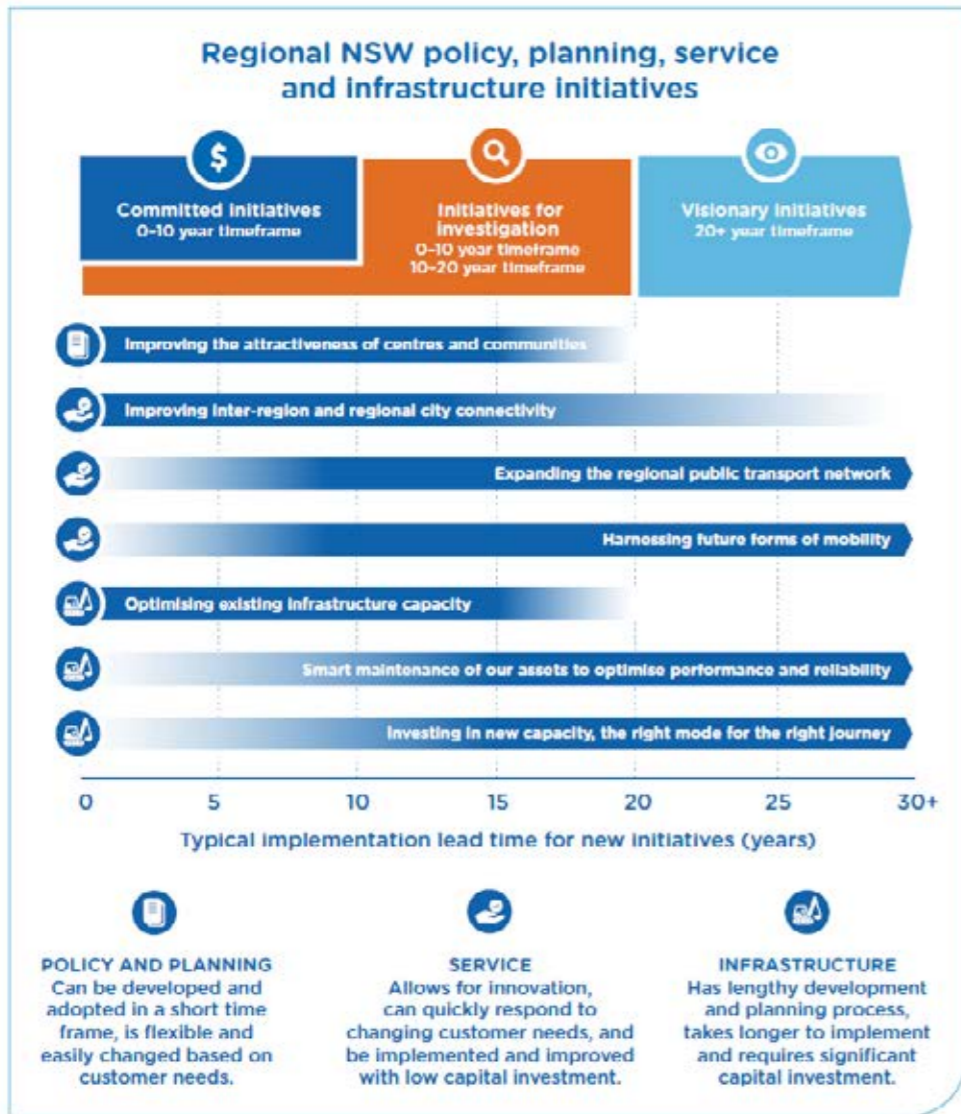


Figure 50: Initiatives to support the customer outcomes

### Categorisation of initiatives

#### Committed initiatives (0-10yrs)

Initiatives that either have committed funding, are committed/ contractually committed, are for immediate detailed planning, or are part of key maintenance, renewal or safety programs. Some initiatives are subject to final business case and funding.

#### Initiatives for investigation (0-10, 10-20yrs)

Initiatives intended to be investigated for potential commitment or implementation within the next 20 years. Those listed in 0-10 horizon will be prioritised for more detailed investigation to determine if they are required in the next 20 years.

#### Visionary initiatives (20+ years)

Longer term initiatives that may be investigated within the next 10 years, but are unlikely to require implementation within 20 years.

## Connecting Greater Sydney and the Central Coast

Gosford has been identified as a Satellite city of Greater Sydney reflecting its status as the key city of the Central Coast region. Strong population growth in the Central Coast over the next 40 years will see the region's relationship with Greater Sydney grow. This is reflected in the increased travel demand by both private vehicle and public transport expected between Greater Sydney and Central Coast each day.

Initiatives for investigation to better connect these regions include:

- › New Intercity Fleet
- › Delivering the Hub and Spoke model
- › Delivering the Regional Rail Fleet Project
- › Faster Rail improvements between Sydney and Newcastle
- › Freight Separation Program (Northern Sydney Freight Corridor)
- › Outer Sydney Orbital
- › Delivery of the NorthConnex link between the M1 and M2
- › M1 Smart Motorway

### Outer Metro Initiatives - Connecting Greater Sydney to Regional NSW

#### KEY

- Committed 0-10 years
- Initiatives for Investigation 0-10 years
- Initiatives for Investigation 10-20 years
- Visionary Initiatives 20+ years

All Initiatives for investigation are subject to business case development.

#### INITIATIVES

- 6 New Intercity Fleet
- 22 Upgrades to Blue Mountains Line
- 29 Upgrades to Main West Line
- 1 Sydney-Central Coast-Newcastle Faster Rail Improvement
- 5 M1 Motorway Improvements (Hawkesbury River - Mt White)
- 7 Northern Sydney Freight Corridor Stage 2
- 8 Sydney-Wollongong Faster Rail Improvement
- 12 Improved bus connections between South West Sydney and Illawarra
- 13 Bus priority measures on Appin Road
- 14 Picton Rd and Appin Rd Improvements
- 19 Bells Line of Road Improvements
- 23 Great Dividing Range long term solution study
- 24 Great Dividing Range long term solution corridor preservation
- 26 Sydney-Canberra Faster Rail Improvement
- 28 Mt Victoria to Orange road corridor improvements to achieve travel time savings and road safety outcomes
- 2 M1 - Newcastle SMART Motorway
- 4 Corridor Preservation for Higher Speed Connections
- 9 M1 Princes SMART Motorway
- 16 Electrification of Intercity to Bomaderry/Nowra
- 17 Completion of Maldon to Dombarton railway line
- 20 M31 Hume SMART motorway
- 21 Electrification of Intercity to Goulburn
- 27 Electrification of Intercity to Bathurst
- 3 Higher Speed Connections (east coast)
- 11 Illawarra Escarpment long term solution
- 10 Outer Sydney Orbital from Great Western Highway to Central Coast
- 15 Outer Sydney Orbital from Hume Motorway to Illawarra
- 18 Bells Line of Road-Castlereagh Connection
- 25 Delivery of Great Dividing Range long term solution

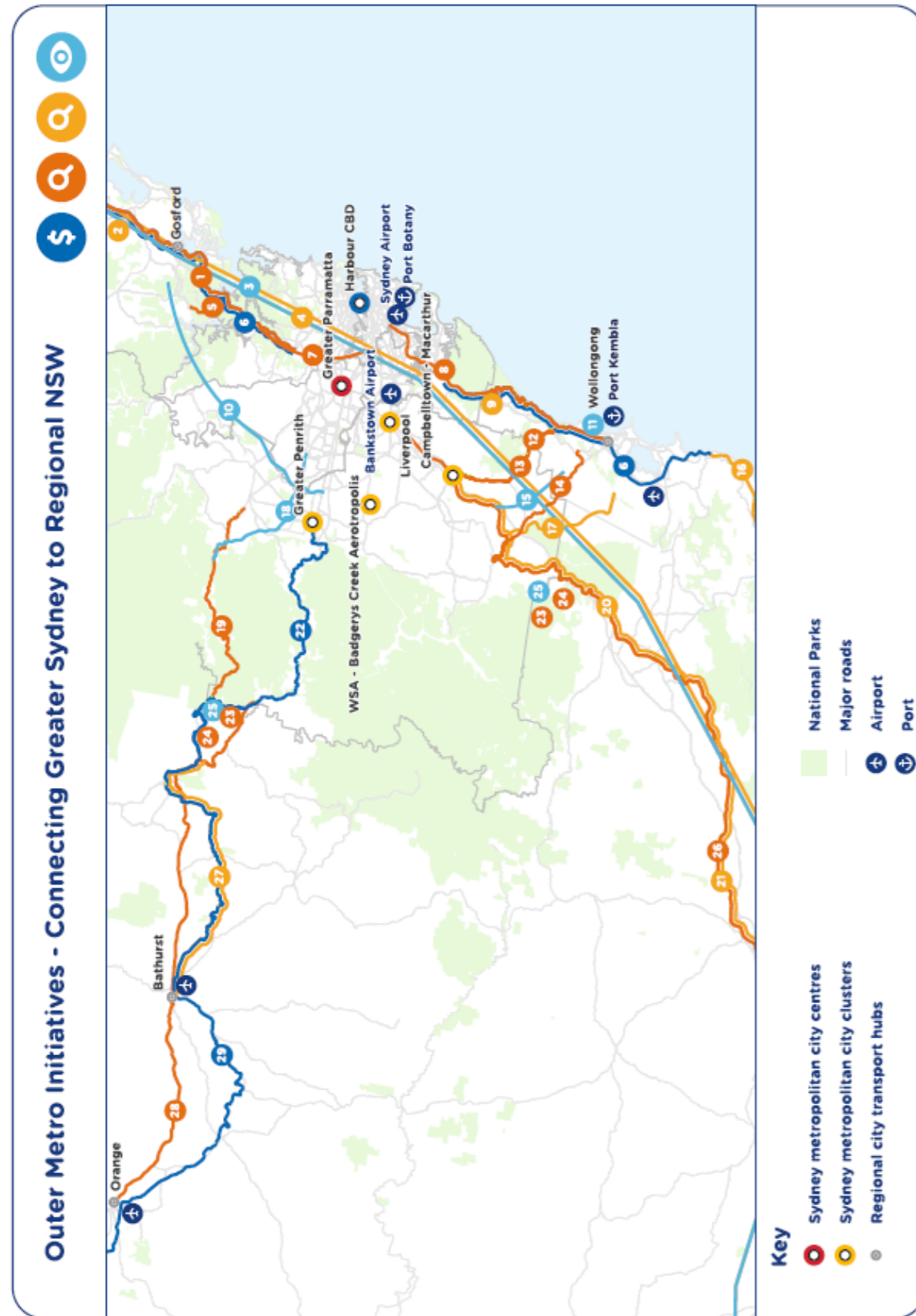


Figure 55: Connecting regional NSW to Greater Sydney



## Central Coast

The Central Coast has a population of around 340,000 people and will grow to approximately 500,000 people over the next 40 years. This strong population growth is a result of its close proximity to the state's two economic powerhouses, Greater Sydney and Hunter as well as the attractive lifestyle it offers. The region is home to the Darkinjung people.

In 2014-15 the region contributed \$8.6 billion to the NSW economy, primarily due to its specialisation in agribusiness and food, professional services, health and aged care and freight, logistics and distribution. Opportunities are available to better connect the region's residents and visitors and in doing so, support the growth of employment within the region.

We are working closely with the Department of Planning and Environment to achieve the vision for the Central Coast region of "a healthy natural environment, a flourishing economy and well-connected communities". Gosford is identified as the capital of the region and its renewal has and will continue to attract new residents, jobs, business and investment to the Central Coast. To support this, two growth corridors between Erina and Somersby as well as Tuggerah to Warnervale have been identified for increased investment in health, education, advanced manufacturing and service industries. We are working with the Department of Planning and Environment on its four goals for the Central Coast region:

- › A prosperous Central Coast with more jobs close to home
- › Protect the natural environment and manage the use of agricultural and resource lands
- › Well-connected communities and attractive lifestyles
- › A variety of housing choice to suit needs and lifestyles

### Satellite city

In alignment with Department of Planning and Environment's identification of Gosford as the capital for the region, Gosford has been identified as a Satellite city of Greater Sydney. As a result, there is a need for improved efficiency of the transport network to, from and within Gosford and the Central Coast.



This includes:

- › Development of an integrated public transport network hierarchy, including:
  - A single operator taking multi-modal responsibility across the Central Coast.
  - Improved integration and interchange between modes/services to enable seamless customer experience.
  - Expanding 30 minute catchments for public transport.
  - Improved time of day coverage and service frequency, reduced journey times, and the deployment of on-demand, flexible services.
  - Facilitating car sharing services that are integrated with public transport.
- › Improved access to the northern and southern growth corridors with frequent public transport connections.
- › Improving the accessibility of the Central Coast to Greater Sydney and to the Global Gateway City of Greater Newcastle by public transport and private vehicle. We will work on improving travel times along the Sydney to Newcastle corridor. Seven deviations have been identified along the Central Coast and Newcastle rail line which when combined with the New Intercity Fleet could provide up to 40 minutes travel time savings between Broadmeadow and Central. Additionally, the Outer Sydney Orbital will provide a connection between the Western City and the Central Coast.
- › Supporting urban renewal and increased accessibility and liveability of key centres through improved transport connections.
- › Providing for the diverse travel needs of transport customers, including the large numbers of discretionary trips made throughout the day within the Central Coast as well as early morning and late evening commuters leaving the region.
- › Development of active transport networks.
- › Addressing pinch points in the road network and informing the program of road network optimisation improvements to support the maintenance of 30 minute catchments for car journeys.
- › Undertaking a car parking review to evaluate and prioritise car parking availability and use within centres and at key interchanges.
- › Introducing travel demand management policies and transport optimisation programs to re-balance demand against service and infrastructure provision.
- › To support this, a Central Coast transport network hierarchy has been developed.

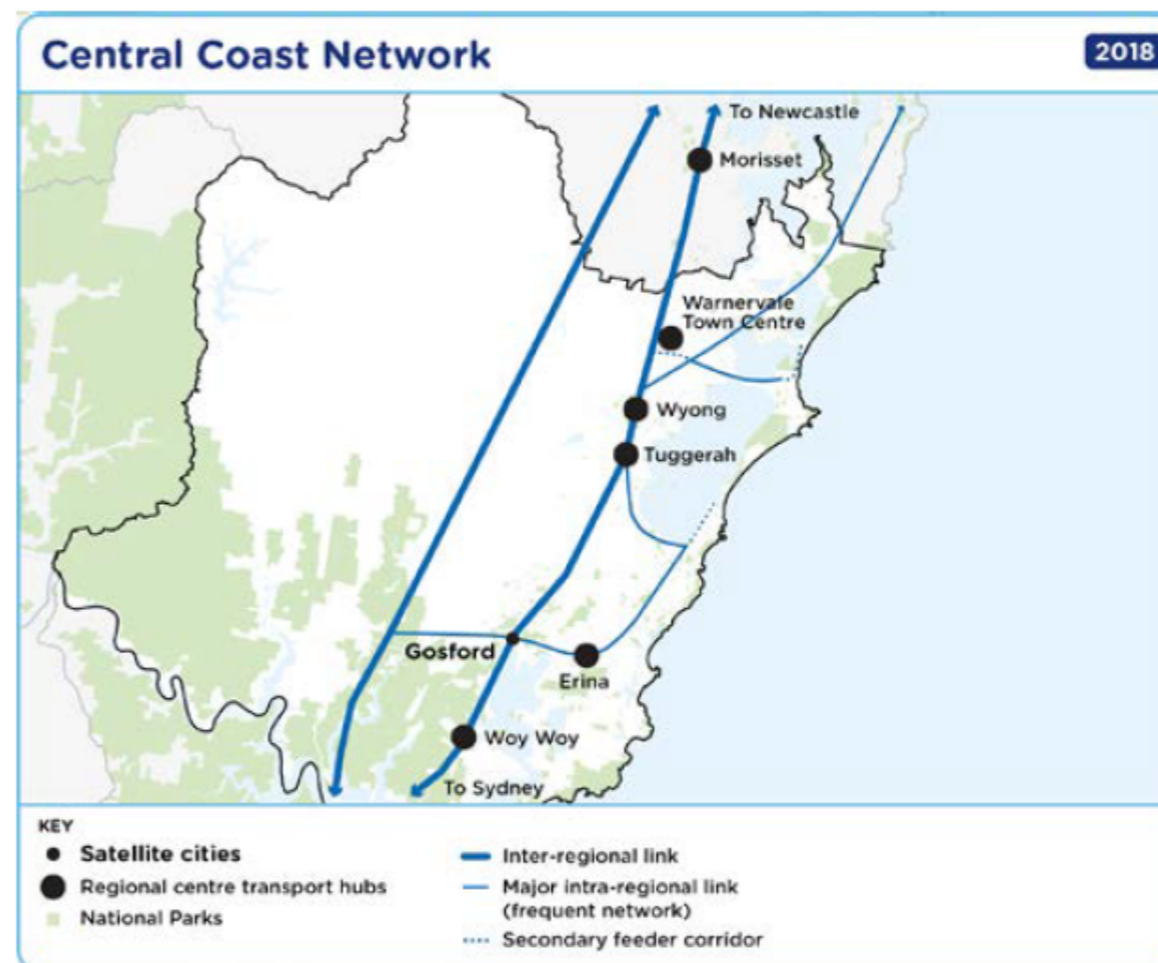


Figure 58: Network hierarchy for Central Coast

## Hub & spoke

A key to the future success of the Central Coast is supporting efficient transport connections to, from and within the region. Working with Department of Planning and Environment, we have identified key hubs to support travel in the Central Coast region. These include:

- › Erina, Gosford, Tuggerah, Warnervale town centre, Woy Woy and Wyong.

Connections to these key hubs will be provided by the best mode for the transport task, this may mean improving the existing connections available or working on delivering new services and connections. The existing connections available include:

- › **Air:** No scheduled, passenger services currently operate in the Central Coast. The Central Coast Airport at Warnervale provides opportunities for private flights and general aviation.
- › **Road:** M1 Pacific Motorway, Pacific Highway and Central Coast Highway.
- › **Rail:** Intercity services between Sydney Central and Newcastle Interchange (Central Coast and Newcastle line). NSW TrainLink regional rail services between Sydney and Casino, Grafton, Brisbane, Armidale and Moree.
- › **Bus:** Local bus services operate across the region.
- › **Ferry:** Connections between Woy Woy, Empire Bay, Wagstaff, Ettalong and Palm Beach.
- › **Walking and cycling:** Various levels of infrastructure exist across the region to support walking and cycling.
- › **On demand:** Including community transport and taxis.

## Future Transport Planning

A draft Central Coast Future Transport Plan will be developed as a supporting plan, discussing in more detail the transport future for the Central Coast region.

Place-based plans, plans considering the implementation of the movement and place framework will be developed for prioritised key hubs across the Central Coast region. These will be developed in conjunction with key stakeholders such as local government and Department of Planning and Environment.

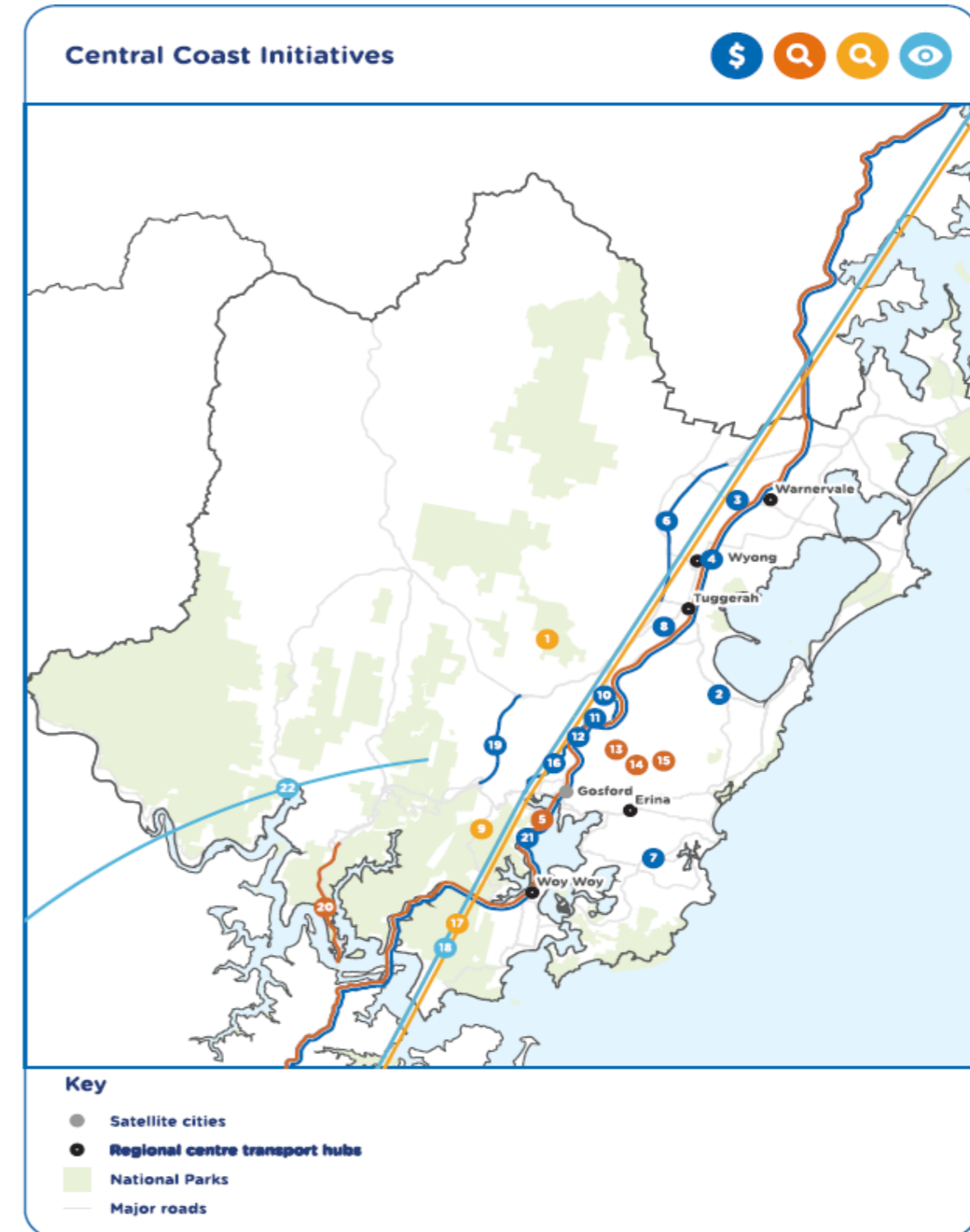


Figure 59: Central Coast infrastructure initiatives



## Central Coast Region initiatives



### KEY

- Committed 0-10 years
- Initiatives for Investigation 0-10 years
- Initiatives for Investigation 10-20 years
- Visionary Initiatives 20+ years

All Initiatives for Investigation are subject to business case development.

### INITIATIVES

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li> 2 Wyong Road, Mingara Drive to Tumbl Road Upgrade</li> <li> 3 Warnervale Link Road, Albert Warner Drive to Pacific Highway (Planning)</li> <li> 4 Pacific Highway, Wyong Town Centre (Planning)</li> <li> 6 Pacific Motorway Widening and Reconstruction, Wyong Road to Doyalson Link Road (State and Federal Funded)</li> <li> 7 Empire Bay Drive, The Scenic Road and Cochrone Street Intersection Upgrade</li> <li> 8 Kangy Angy Train Maintenance Facility for New Intercity Fleet</li> <li> 10 Pacific Highway, Ourimbah Street to Glen Road</li> <li> 11 Pacific Highway, Parsons Road to Ourimbah Street (Planning)</li> </ul> | <ul style="list-style-type: none"> <li> 12 Pacific Highway and Manns Road, Narara Creek Road to Parsons Road (Planning)</li> <li> 16 Manns Road, Central Coast Highway to Narara Creek Road (Planning)</li> <li> 19 Pacific Motorway Widening, Karlong Interchange to Somersby Interchange (State and Federal Funded)</li> <li> 21 New Intercity Fleet</li> <li> 5 Sydney-Central Coast-Newcastle Faster Rail Improvement</li> <li> 13 Bus Headstart for Central Coast</li> <li> 14 Central Coast Rapid Bus package</li> <li> 15 Central Coast Place Plans</li> <li> 20 M1 Motorway Improvements (Hawkesbury River - Mt White)</li> <li> 1 Outer Metro Roads Program</li> <li> 9 M1 - Newcastle SMART Motorway</li> <li> 17 Corridor Preservation for Higher Speed Connections</li> <li> 18 Higher Speed Connections (east coast)</li> <li> 22 Outer Sydney Orbital from Great Western Highway to Central Coast</li> </ul> |
|---|--|

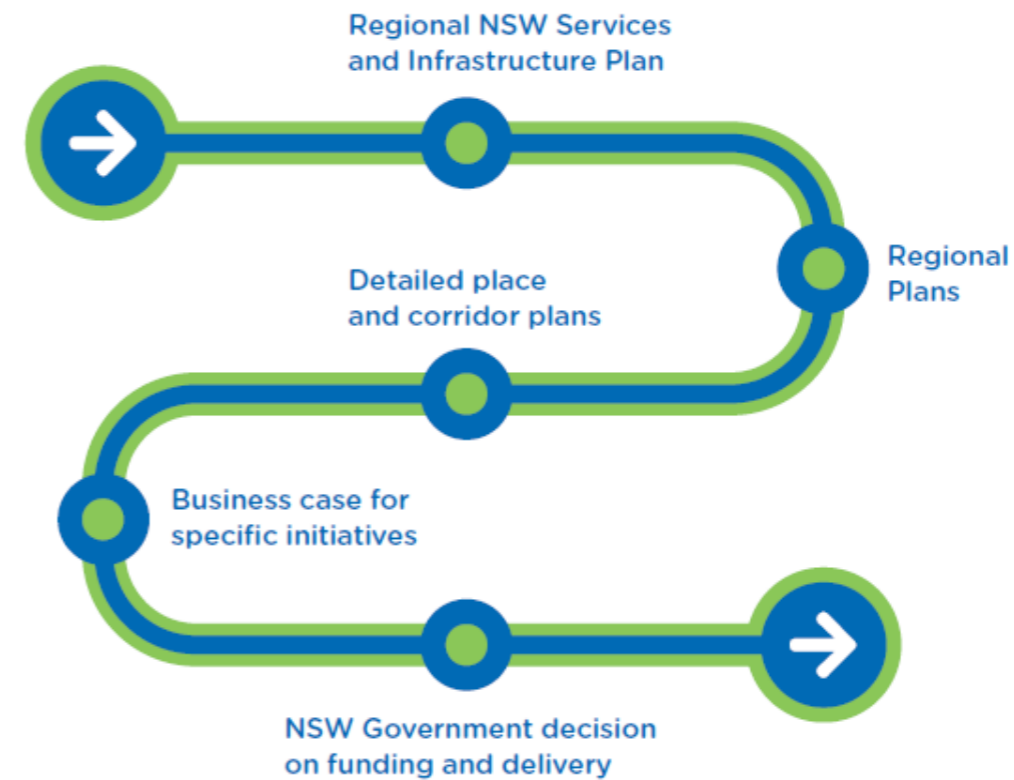
In addition to these region specific initiatives, statewide initiatives have been identified and are included in Chapter 4 of the Regional NSW Services and Infrastructure Plan.

## Progressing our plans

Establishing customer outcomes and a vision for our transport system, and identifying and prioritising initiatives to deliver on these is just the first step in planning for the future. To ensure we are delivering the best outcomes for customers and the community, we will undertake detailed planning and feasibility studies for specific initiatives.

Our immediate priority will be to develop more detailed regional and place-based plans. As these plans are defined, we will then progress to detailed feasibility assessments of specific initiatives as part of the business case process. The business case process will ensure initiatives that are progressed for funding and delivery deliver value for money for the people of NSW.

### Progressing our plans - next steps



IMPROVED COLLABORATION ACROSS GOVERNMENT

IMPROVED OUTCOMES FOR CUSTOMERS

## Planning for Places – A tiered approach to planning transport for the regions

Guided by the Future Transport 2056 Strategy, Regional NSW Services and Infrastructure Plan and supporting plans, we will develop more detailed regional, corridor and place plans. These plans will focus on more regional and local transport needs and how these fit into the wider regional NSW transport vision. The plans will also enable us to assess in more detail what initiatives are most appropriate for addressing the transport needs of these corridors and places to align with land use planning. Importantly, they will also enable us to address community feedback on specific regional and local initiatives we should investigate.

### Regional Plans

To be developed for each region to align with the Department of Planning and Environment's 20 year Regional Plans, the Regional Economic Development Strategies (REDS) and the Regional Development Framework to ensure transport planning supports growing regional economies and improves amenity for regional communities. These will be prepared in consultation with local government and Joint Organisations, other state government agencies and Australian Government bodies.

### Place Plans

Plans considering the implementation of the movement and place framework will be developed for prioritised cities and centres within each region. These will be developed in conjunction with key stakeholders such as local government and Department of Planning and Environment.

### Corridor plans

Rather than a specific road or train line, a corridor in the context of strategic planning is a broad, geographic linear area. Planning for the needs of a corridor ensures that different transport investments work together as part of an integrated solution. Mode-specific specialists will work alongside local experts to develop these plans.



**CHROFI**

TYRRELLSTUDIO

**GOVERNMENT  
ARCHITECT  
NEW SOUTH WALES**

