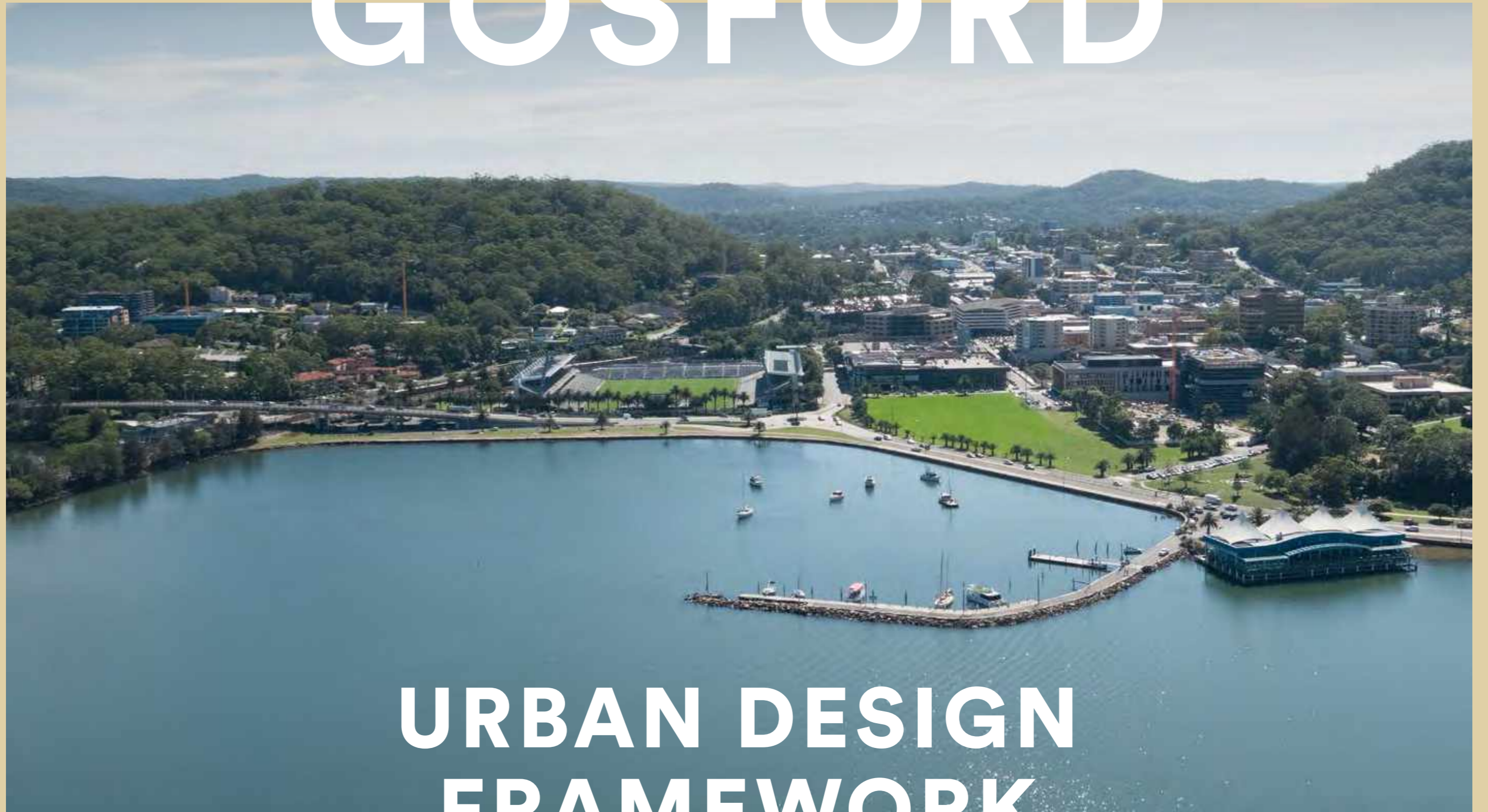


# GOSFORD



## URBAN DESIGN FRAMEWORK

**CHROFI**

TYRRELLSTUDIO

**GOVERNMENT  
ARCHITECT  
NEW SOUTH WALES**



**Design objectives for NSW**

Seven objectives define the key considerations in the design of the built environment.



**Better fit**  
contextual, local  
and of its place



**Better performance**  
sustainable, adaptable  
and durable



**Better for community**  
inclusive, connected  
and diverse



**Better for people**  
safe, comfortable  
and liveable



**Better working**  
functional, efficient  
and fit for purpose



**Better value**  
creating and  
adding value



**Better look and feel**  
engaging, inviting  
and attractive

**G  
A  
N  
S  
W**

**Government Architect NSW (GANSW) supports the Coordinator General and Department of Planning Environment (DPE) team in establishing strong partnerships between state government agencies, Central Coast Council, industry and institutions to build an understanding of what it takes to create great places, and to disseminate new techniques and approaches to ensure Gosford's successful renewal is delivered.**

The success of Gosford's revitalisation requires support and continual interaction across design, planning, and development at every scale. A continuing conversation and shared responsibility between the public and private sector in developing public space is paramount.

To ensure an effective process, GANSW assisted communities and experts to understand divergent aspirations and needs, to establish good design practices and how they will deliver benefit to Gosford. Participation is key to effective process and good design outcomes.

Stakeholder and community engagement, at the earliest stages of projects, creates shared ambition and embeds good process as the Urban Design Framework (UDF) develops. This enables more considered and inclusive proposals, better suited to place and people.

The UDF provides a consistent, forward-looking and long-term vision. This vision needs to be based on a clear understanding of the present situation and the factors that will influence future generations.

The work and process supports the development of new and updated planning documents including the State Environmental Planning Policy, updated Development Control Plan, Special Infrastructure Contribution Plan and Housing Acceleration Fund.



## Central Coast Coordinator General's foreword

As Coordinator General for the Central Coast my key focus is to make our shared vision of the *Central Coast Regional Plan 2036* a reality. A key priority to realising the vision is the revitalisation of Gosford.

It's time for Gosford to fulfil its role as the region's capital. Gosford brings together all the best characteristics of the Central Coast: water, natural beauty and an urban centre.

As a regional capital, Gosford will be the civic and cultural heart of the region, offering core business functions, professional and civic services and a consolidation of government investment. It needs to be a network of well-connected places to create a strong public domain as Gosford evolves.

Gosford has all the ingredients to be a successful regional capital and there is already change in the air. The reimagining of the city as an active urban centre must value its natural setting to become a vibrant destination and attractive regional capital.

The revitalisation of Gosford will entice investment to energise the city, attract new residents, businesses, tourism and culture. Gosford's renewal can help the Central Coast optimise its potential and improve people's quality of life, ensuring that the region is a desirable place to live, work and play.

I have requested the NSW Government Architect input to support the ongoing revitalisation of Gosford and to consult with the Central Coast community while doing this work.

The need for an Urban Design Framework has arisen from the growing consensus that a vision needs a framework for implementation. The implementation of strategies and recommendations will enable the urban design outcomes to be delivered.

I thank all stakeholders for their input into the process so far. The revitalisation of Gosford will take time and commitment so I urge all members of the community to maintain the energy and continue to actively contribute to the future of Gosford as we move through the revitalisation process.

Together we can renew Gosford as a regional capital with well-connected places, a civic heart and renewed urban centre, desirable waterfront and great civic amenity. It will take time and require strong and clear stewardship so Gosford can realise its potential as a renewed urban centre, reinvigorating citizens with a shared sense of place.

**Lee Shearer APM**  
**Coordinator General for the Central Coast**



## Government Architect's foreword

Gosford has been shaped by a rich history and is defined by its natural setting and diverse communities with a strong local identity. The city has existing regional functions and attractions, including a train station, hospital, TAFE and local and state and government agencies. The investment in the hospital expansion, Australian Tax Office and Finance Building provide Gosford with opportunities for attracting knowledge jobs, and health, education and professional services. Gosford's population growth, together with an ageing local population and diverging family 'type', creates demand for a greater product mix of residential development, all of which impacts the built environment.

The revitalisation of Gosford City Centre takes a place-based approach that seeks to create a network of great, well-connected places – its civic heart, desirable waterfront and great amenity – to make Gosford a more attractive regional capital. The Urban Design Framework is a high-level framework that clearly sets out the need for a future focus and early recommendations for the renewal of the city centre and priority places.

For Gosford to become a regional destination for commerce, culture and recreation it is important to create well-designed places with vibrant streets, attractive lifestyles, safe neighbourhoods, greener places, and better-connected transport systems and communities.

**Olivia Hyde**  
**Acting Government Architect**



## Collaborative roles

**This Urban Design Framework (UDF) is a multidisciplinary collaboration with many inputs and involvement from other stakeholders.**

Government Architect NSW (GANSW) has partnered with CHROFI, TYRRELLSTUDIO with support from HillDPA to deliver the Urban Design Framework for Gosford.

GANSW provides independent and professional strategic advice and design leadership supporting the NSW Government in delivering good design, managing risk and fostering innovation to improve social, environmental and economic impact in the built environment.

CHROFI is an Australian award-winning strategic urban design practice with experience in sophisticated place making, strategic urban thinking, urban design studies and sustainability. Their work on numerous projects such as the Manly 2015 master plan, Turrumurra Community Hub, and The Goods Line demonstrate their ability to work across high level master planning and strategic coordination to create high quality and unique place outcomes.

TYRRELLSTUDIO is an innovative and multi award winning Australian design firm. They have expertise in urban strategy, public domain design and green infrastructure. Working with GANSW, the Greater Sydney Green Grid, creates an overarching green structure for Greater Sydney, that the future city can be developed around a complete urban green infrastructure network that combines hydrological, ecological and recreational elements.

HillDPA is a multidisciplinary consulting firm with a highly skilled and experienced team of land economists, valuers and urban planners. The strengths of their practice are derived from the depth and breadth of their experience, their multidisciplinary expertise and their determination to ensure the highest level of professionalism and integrity.

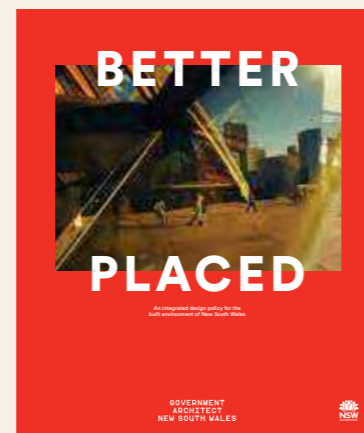
**GANSW would like to acknowledge the support and sharing of expertise of the Central Coast Council and all those who have contributed to the development of this plan.**

### Better Placed

GANSW's Better Placed advocates for a shared responsibility in realising good design processes and outcomes. The policy sits at the intersection of State-wide priorities, the mechanisms of planning and the expertise of industry and provides a framework for our collective aspirations, needs and expectations.

Better Placed recognises that specialist knowledge can be integrated within the process to create efficiencies and shared knowledge where skills intermesh, joint solutions emerge and perspectives change by working together.

Collaboration towards a shared vision considers a broad understanding of goals and values dependent on high levels of interdisciplinary expertise. By bringing together expertise, better built outcomes for Gosford will be achieved.



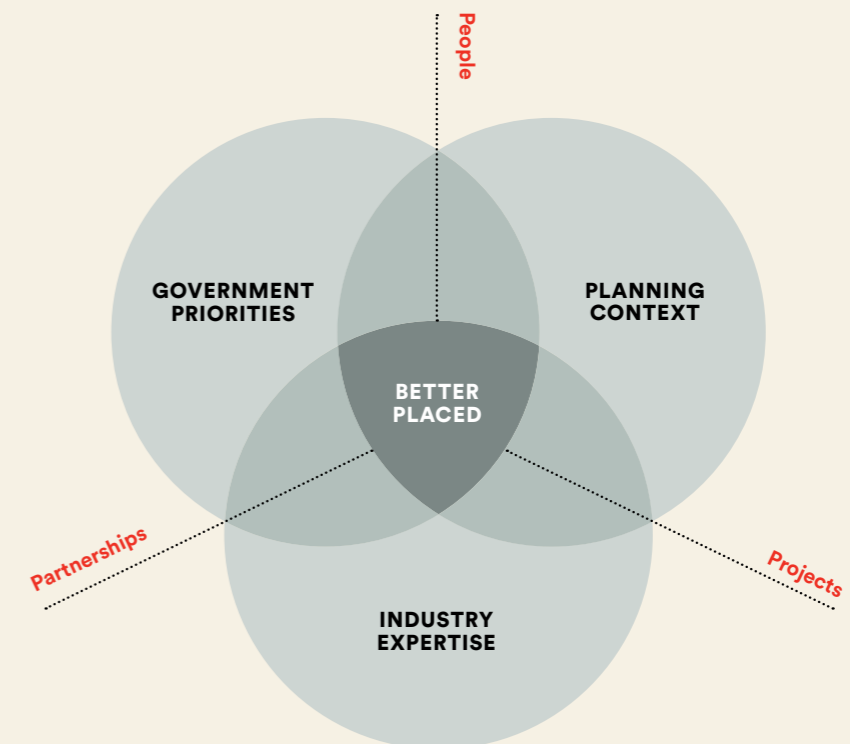
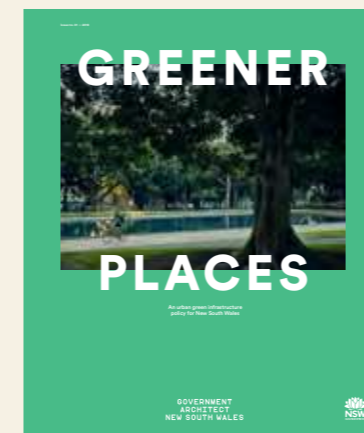
### Greener Places

Greener Places is a draft policy to guide the design, planning, design and delivery of green infrastructure in urban areas across NSW. The aim of the policy is to create a healthier, more liveable, more resilient and sustainable urban environment by improving community access to recreation and exercise, walking and cycling connections.

Green infrastructure is a term used to describe the network of green spaces, natural systems and semi-natural systems including parks, rivers, bushland and private gardens that should be developed as a network rather than separate elements.

The concept of landscape as green infrastructure provides a framework for integrating the work of designers, planners, developers and policy makers, and leveraging this collaboration to achieve larger local or state goals.

Green infrastructure complements the development of other types of infrastructure projects. Green infrastructure projects should be collaborative, where infrastructure in general is redefined to include an essential green component. By moving beyond a siloed approach, towards connecting agencies and physical networks of open space, the people of NSW and Gosford will benefit.





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Government Architect NSW acknowledges the traditional custodians of the land and pays respect to Elders past, present and future. We honour Australian Aboriginal and Torres Strait Islander peoples' unique cultural and spiritual relationships to place and their rich contribution to our society. To that end, all our work seeks to uphold the idea that if we care for country, it will care for us.

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SECTION ONE

**CITYWIDE  
FRAMEWORK  
AND  
RECOMMENDATIONS**







# 01. EXECUTIVE SUMMARY

GANSW in collaboration with a consultancy team led by CHROFI has prepared this work at the request of the Central Coast Coordinator General to support the ongoing revitalisation of the regional city of Gosford.

The Urban Design Framework has been prepared to help to shape the continued development and renewal of the Gosford City Centre and support implementation of the *Central Coast Regional Plan 2036* vision for Gosford. Capitalising on government and private sector investment in Gosford and taking a place-based approach strengthens its role as the regional capital and benefits existing and future residents of the entire Central Coast.

The UDF builds on previous work, plans and strategies undertaken for Gosford City Centre by the NSW Government and the former Gosford City Council (now Central Coast Council), including the *2008 Our City, Our Destiny Masterplan* and the *2007 Revitalising Gosford City Centre Plan* and existing studies being prepared by Central Coast Council.

## Purpose of the document

**This UDF outlines a future focus for Gosford and provides recommendations and urban design strategies. The UDF can be used to guide infrastructure investment and design decisions to rejuvenate the city centre, preserve the natural setting, invigorate places and reposition Gosford as the regional focal point for commerce and high living standards.**

### The UDF consists of:

- A future focus: Explaining Gosford’s potential and envisioned future, and supporting the regional plan vision
- The Urban Logic: Using the historical setting and citywide analysis of Gosford, together with an understanding of previous work, to identify the place-based approach and way forward
- Recommendations.

The appendix provides the extensive analysis and work to date including the explanation of the process and feedback received.



The approach of the UDF is:

- putting people and place first and identifying how these can be considered in the overall design and renewal process
- acknowledging city shaping is not just about one place or building, but rather a network of well connected places with an active street life, walkability and connectivity
- outlining an integrated approach to ensure private and public needs, desires, and aspirations are effectively brought together into a shared ambition
- highlighting the potential impact and opportunities associated with government and private sector investment in Gosford, including public sector investment projects such as the expansion of Gosford Hospital, the arrival of the Australian Tax Office, and the Department of Finance, Services and Innovation
- providing a spatial and urban logic to inform decision making to better coordinate and integrate public and private sector projects to best leverage their potential
- identifying opportunities to foster better coordination, outcomes and integration
- identifying clusters of projects particularly those that both individually and collectively will have a catalytic effect and attract further investment. These projects can be progressed in stages in the short, medium and long term and encourage decision makers and project teams to think holistically when prioritising and funding infrastructure and other investment.

## 1.1 Introduction

**The UDF has arisen from the consensus that a vision needs a framework for implementation. These strategies and recommendations will enable quality outcomes to be delivered.**

Engaging with stakeholders and communities, undertaking urban design analysis and developing strategies and recommendations for collaborative implementation fosters confidence, development and investment. Done carefully, with focus on natural attributes, amenity, public domain and quality, it has the potential to transform quality of life, stimulate the economy, and enhance the environment.

The UDF is a design-led methodology, balancing multiple and sometimes competing agendas. It is for all agencies, levels of government and industry to consider for action. It builds on the vision of the regional plan, which has consensus.

### A future focus

A place-based narrative has been developed that reflects the very strong landscape qualities of the city and region. This complements the strategic planning vision for the regional capital while providing tangible qualities for people to connect with and support.

### The current context

There have been several ad hoc responses to support revitalisation in the city centre including sporadic development of new buildings, largely residential, concentrated around the fringe of the city centre.

There remains a run-down appearance in the buildings and vacant shops, with poor quality public domain and way finding, poor pedestrian amenity and poor connectivity with surrounding areas.

Previous plans have:

- not resolved issues relating to investment in public domain and the city's key public places
- led to individual developments but not significantly improved the public domain or overall attractiveness of the city
- not inspired confidence and investment in the Gosford City Centre.

However, there has been progress with the establishment of new government projects and jobs (Hospital, Australian Tax Office) within the city centre and commitments for a regional library and performing arts complex. This has built both momentum for change and boosted private sector investment confidence.

### The Urban Design Framework

The UDF approach to the revitalisation of Gosford City Centre, takes a place-based approach and prioritises interventions in terms of implementation and deliverability, with potential catalytic impact. This approach focuses on key public places where there is existing momentum in terms of public and private sector investment, and identifying public focused initiatives in the overall city centre renewal.

The UDF proposes an urban logic to assist with decision making and outlining recommendations. This will assist with guiding rejuvenation, growth and foster good design and a high quality public realm.

In some cases, the UDF presents options or scenarios to be tested further. This is designed to trigger discussion and inform ongoing work. It is designed to build confidence, and reveal potential partners and business and community champions for change and revitalisation.

The UDF provides a series of recommendations regarding the design of places and spaces to support delivery of the vision for Gosford City Centre. These recommendations relate to governance, infrastructure and other matters that will be critical to the ongoing urban renewal and quality outcomes for Gosford.

### Focus on public domain for great places

Throughout the engagement for this framework a consistent theme has been the need for a focus on the public domain. GANSW believes Gosford's future is contingent upon the creation of a network of great, well-connected places that attract further investment, particularly from the private sector.

Detailed urban design studies of the key places in the city centre provide a framework and specific guidelines to help shape the design of new projects. This approach will protect what is special and important while adding value and improving amenity across the city centre to inform and develop clear planning controls e.g. sunlight access to public domain at key times and views to the city's distinctive landscape setting, to enable greater certainty to both developers and the community.

**Great places and cities don't happen by chance. They are designed and continue to be designed to manage their transformation over time.**

### Beyond place-based recommendations

Delivery of the overall vision for the city centre and the UDF will require commitment to several actions, beyond the delivery of place-based recommendations. Cooperation and coordination across all levels of government will be required to achieve the desired outcomes. Future growth is dependent on strong leadership and governance, focused on coordinated and integrated delivery.

New governance and delivery arrangements are required to maintain momentum of revitalisation and to ensure it remains a priority for all levels of government. A coordinated governance role can help maximise and promote opportunities, a consistent approach to design excellence, support inward investment, and enable potential investment in cultural infrastructure, promote night-time activities, and soft infrastructure to draw visitors and tourists.

The UDF also recognises a need for updated planning controls for the city centre to remove complexity and create the best possible framework for investment and development. Any amendments to planning controls need to be progressed quickly to avoid uncertainty. Absolutely key to success is supporting and securing commencement on approved development projects that contribute to delivering the vision for Gosford by bringing people and keeping them in the town centre.

Merit-based assessment and design review processes early in the life of projects will assist in delivering better design processes and outcomes as well as reducing risk and streamlining the process.

The funding of key public places needs to be included in state and local contributions plans that can be applied and negotiated with developers, as development occurs.

By providing an integrated design approach, we can collaboratively create the framework for the delivery of great places, spaces and buildings that attract and retain residents, jobs, tourists, and further investment.

## 1.2 The narrative

**The Central Coast Regional Plan 2036 shapes the development of the region. The UDF provides a way forward to help deliver Gosford as the regional capital and a smart hub.**

The revitalisation of the city centre will entice investment to energise the city, attract new residents, businesses, tourism, and culture. Gosford's renewal can help the Central Coast optimise its potential and improve people's quality of life, ensuring that the region is a desirable place to live, work and play.

Gosford will be characterised by its well-connected revitalised places, its civic heart, desirable waterfront, and great amenity. Under strong and clear stewardship, Gosford can realise its potential as a renewed urban centre, reinvigorating citizens with a shared sense of place.

The distinctive natural setting and diverse communities provides a strong local identity that is catalytic to well-designed places with vibrant streets, attractive lifestyles, safe neighbourhoods, greener places, and better-connected transport systems and communities.

Gosford will be a destination for commerce, culture and recreation, with great places for everyone.



### 1.

**It's time for Gosford to fulfill 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.

**This framework connects the people to its city and the city to its landscape.**

### 3.

**This framework unlocks the potential to create great places for people.**

**An approach that puts the public domain and its people first.**

### 4.

**Revitalising Gosford 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.**

The following statements and photographs capture the opportunities for Gosford's revitalisation.





## 5.

**Kibble Park is the civic heart of Gosford.**

**It's a place for celebration, learning and exchange. It is a central meeting place that brings the character of the bushland hillsides into the heart of the city.**



## 6.

**A place to arrive and to spend time, where the landscape, water and city centre come together.**



## 7.

**The expansion of the hospital is a major investment in the future of Gosford.**

**By connecting the hospital to the main street, it provides greater opportunities for innovation and learning.**



## 8.

**A network of engaging places and connections ensures Gosford is resilient, diverse and adaptive as it develops.**



## 9.

**Effective leadership, coordination and integration enables a common outlook and a clear understanding of the roles and responsibilities of key disciplines, agencies and consultants.**

## 1.3 The approach: Creating three places

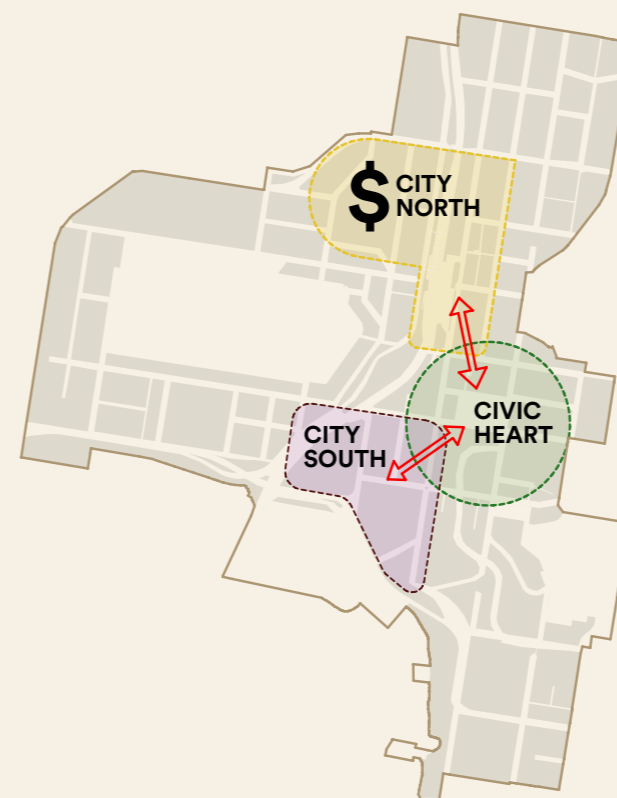
The scale of Gosford is large and spread out relative to regional cities of similar population catchment. The approach of the UDF for Gosford is to focus on three distinct but linked places within walking distance of one another:

- Civic Heart
- City North
- City South

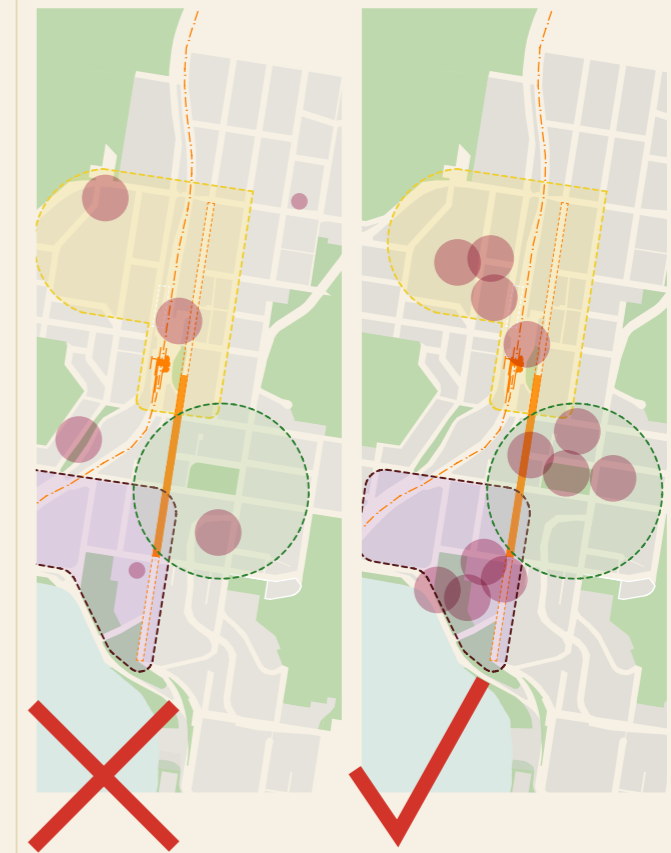
They can become stepping stones to navigate across the city and encourage walking between each other.



The hospital and waterfront are too far apart and disconnected to enable consolidation of the centre, foster movement and drive footfall. Visitors to each are not likely to go to the other.



We need to create more attractors in the city to draw people in. Public investment where it can stimulate a rich mix of private investment and city usage.



By focusing on places and not singular projects, we can create clusters of intensity that feed off one another and align to what is already happening.



## 1.4 Creating three places and connecting them

**Enabling a network of connected places allows us to cluster public domain improvements and investment in key areas of the city.**

**A place-based approach for change in Gosford focuses on three key strategies:**

- 1. Green infrastructure**
- 2. Public domain**
- 2. Built form**

These can be found throughout the report in both urban design analysis and the recommendations.

Many of the ideas for this place-based report start with the green and public assets of the community, and uncover strategies to unlock their potential.

The development of a green infrastructure strategy, like Parramatta Ways or Greater Sydney Green Grid, can support the establishment of a network of well-connected places that create an attractive capital city with vibrant street life.

Improvements in the public domain create an attractive city that is a platform for investment with short term returns and sustainable long term growth.

With the public domain and green infrastructure creating a desirable place to live and work, private and public investment in the built environment can provide the final ingredient for change. The built form strategies and site specific advice in this report champion good design, support development opportunities and protect the public domain for all by placing a value on solar access, views, and consistent built form controls.

This report specifically does not address or examine Gosford's waterfront.

Focus in the short term should be on where investment and change is occurring in the city and where building momentum for improvements can be supported and implemented efficiently and effectively. Once the Civic Centre is revitalised, the hospital is completed and better connected to the city, Mann Street is improved and the investment in jobs and growth in the south is leveraged, government and key stakeholders will be in a better position to examine what the waterfront needs to be to best support the city and the region.

### The waterfront

While there has been focus on the waterfront in previous documents and clearly evident as a concern in ongoing community consultation, there are complex and inter-related issues and opportunities that need to be explored in greater detail than is possible in the scope of work defined for this UDF. The waterfront is important to the city, the region, the people and the place. It has the capacity to be a regional attractor. Previous plans and visions have failed to deliver a publicly desirable, economically viable and implementable outcome for the waterfront.

GANSW recommends undertaking a specifically designed process that involves genuine and broad stakeholder and community engagement to develop a shared understanding and approach to its future. There should be extensive analysis of potential uses, physical challenges, strategic objectives, movement requirements and public domain, cultural and development opportunities. Planning controls, governance, ownership and management should all be examined as part of the process.

As with any waterfront for any city, public access and public benefit needs to be paramount, as the natural and cultural qualities of the environment need to be respected and enhanced. Equally, opportunities for investment and the creation or improvement of regional attractors should be explored. Ultimately, the vision, viability and feasibility of ideas and proposals should be evaluated against a clear vision supported by shared values and principles.

As such, the work in this report focuses on the important area of the city to the north of the Central Coast Highway and how this part of the city connects to the civic centre and over time, will function as a physical, social and economic connection to the waterfront. It outlines specific and tangible urban moves that can be made to improve how the area works along with key principles to be followed to, builds on existing assets and ensure the natural assets of the place so important to the identity of the city are respected.





## 1.5 The process to date and what we heard

**Our process is focused on people and place, to maximise opportunity and provide Gosford with a competitive advantage. It aims to make Gosford a more desirable regional capital that attracts people to live, work, visit and invest in the centre.**

In bringing together many voices with different points of view, we fostered a shared understanding and created a common ambition better suited to people and place.

Concurrently, it was important to review the previous plans produced to understand their vision and undertake urban analysis (please see appendices for more detail).

To build momentum and collective understanding, a series of workshops and surveys sought to identify commonly held aspirations and the strategic steps the community, industry and agencies will need to take to achieve them.

Design-led workshops are the fairest and fastest way of understanding the needs and objectives of different groups of people belonging to a community. These workshops, their methods and key findings informed the UDF and will help to achieve a better, future Gosford.

Feedback from a range of stakeholders has been invaluable in forming the final document.

### Some of the key issues and opportunities raised include:

With significant public investment underway (hospital expansion, Australian Tax Office and Finance building, regional library, Performing Arts Complex) there is potential for rejuvenated market confidence.

There is great potential for Gosford to offer a high quality lifestyle with good links to Sydney, good transport and a strong sense of community.

An inconsistent approach to planning and development over time.

Public domain upgrades are needed to provide more trees, and improve parks and gardens, streetscapes, and public art to attract people and further investment.

There is an opportunity to rethink Gosford Station Interchange, upgrade Kibble Park and William Street Plaza, connect the station to the hospital, and to link the stadium to the water.

An improved precinct transport network is needed to reduce car dependency in Gosford for better pedestrian access/footpaths, reduce impact from traffic, provide bike paths/hire, and better linkages over the station and rail line.

There is the need to encourage a greater diversity of activity and people into the centre.

We should encourage active usages, night-time economy, diverse users (youth, aging population) and uses, space for sports and outdoor recreation/family areas with shelter throughout the centre and along the water.

Support Gosford as a cultural capital with diverse arts and music, with an active, public waterfront.

Revitalisation of Gosford should support the development of a distinctive commercial centre that can compete with other centres, offering a greater variety of retail shops, food and beverage, events, but there has not been significant investment in the public domain.

Many development approvals (DAs) have been lodged however only a small proportion are progressing.



Images: Salty Dingo

## 1.6 Building on previous work

### Our City, Our Destiny

**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. The UDF will update the master plan and provides recommendations to support implementation of the urban design framework.

### What has happened since Our City, Our Destiny?

**1. The early recommendations to start in the centre did not take place, and the waterfront development was put out to the market to come forward with proposals (The Landing).** The waterfront development proposals failed to get off the ground and were poorly received by the community, leading to the market process being cancelled. Community critique ranged from the scale of development proposed, blocking views to the water from the city and privatisation of waterfront. Given the scale and design proposed, there was risk that the development may have soaked up the limited demand and activation away from the city.

#### Lessons Learnt

There is a need to test and define in detail what can be achieved in terms of public outcomes with commercial feasibility and delivery scenarios. Socialise this with community before going to market to help manage community expectations as well as reduce development risk for proponents.

**2. In an attempt to encourage development and generate s94 funds to invest in public realm, a series of bonuses were introduced. This included bonus floor space ratios (FSR), lifting of heights and reduced s94 contributions.**

A number of development applications have been submitted and approved but only a smaller number of project have been completed, or received construction certificates. This resulted in limited development or improvements on the ground and therefore limited developer contributions. There have been signs of stagnation with big projects being put on hold, but also lack of investment in existing properties in the short term with the hope of a big windfall when the market turns. A number of major development approval have now lapsed and others may do so shortly. In addition, research for this UDF by HillPDA has evidenced that residential development alone will not be enough to revitalise Gosford and that investment in regional facilities is also required.

In general, it is not the approval process or development envelope capacity that is limiting growth within Gosford, but demand is limiting development. The solution isn't about improving market confidence for developers to participate, but about increasing sales price to make the development feasible. Simply put, banks aren't sentimental, they need evidence of significant percentage of pre-sale at a price point high enough to finance the development. The scale of individual development proposals with the very large numbers of units in each stage make this very difficult.

#### Lessons Learnt

Establish city growth scenarios in line with demand forecast. In the short term, strengthening Gosford as a regional capital is unlikely to be driven solely by the market and S94 contributions will not be sufficient. Hence forward public investment is needed to drive change.

Messaging needs to be managed regarding city growth. Both the UDF and Our City, Our Destiny reports highlight that the fundamental components that can help shape and make a significant regional city are there for the taking in Gosford but demand is likely to build slowly.

Government-led renewal should focus on strengthening Gosford's offer as a regional centre in addition to providing housing and employment to meet the goal to make Gosford a regional capital.

**'The 'life' of the city is not just from the people who live and work there but broad range of visitors who come from the region and beyond that come to satisfy different needs and desires.'**

### What is different about the UDF?

The broad objectives, principles and city framework in the UDF are essentially the same as Our City, Our Destiny. What is different is a recognition of the physical scale of the city, market demand, Gosford's specific role as a regional capital and how this impacts on recommendations for implementation.

#### 1. Physical scale of the city

Gosford city is physically large. It has similar footprint to Sydney central business district with the length of Mann Street from Etna Street to the waterfront is equivalent to the distance between Sydney Town Hall to Circular Quay.

#### 2. Market demand

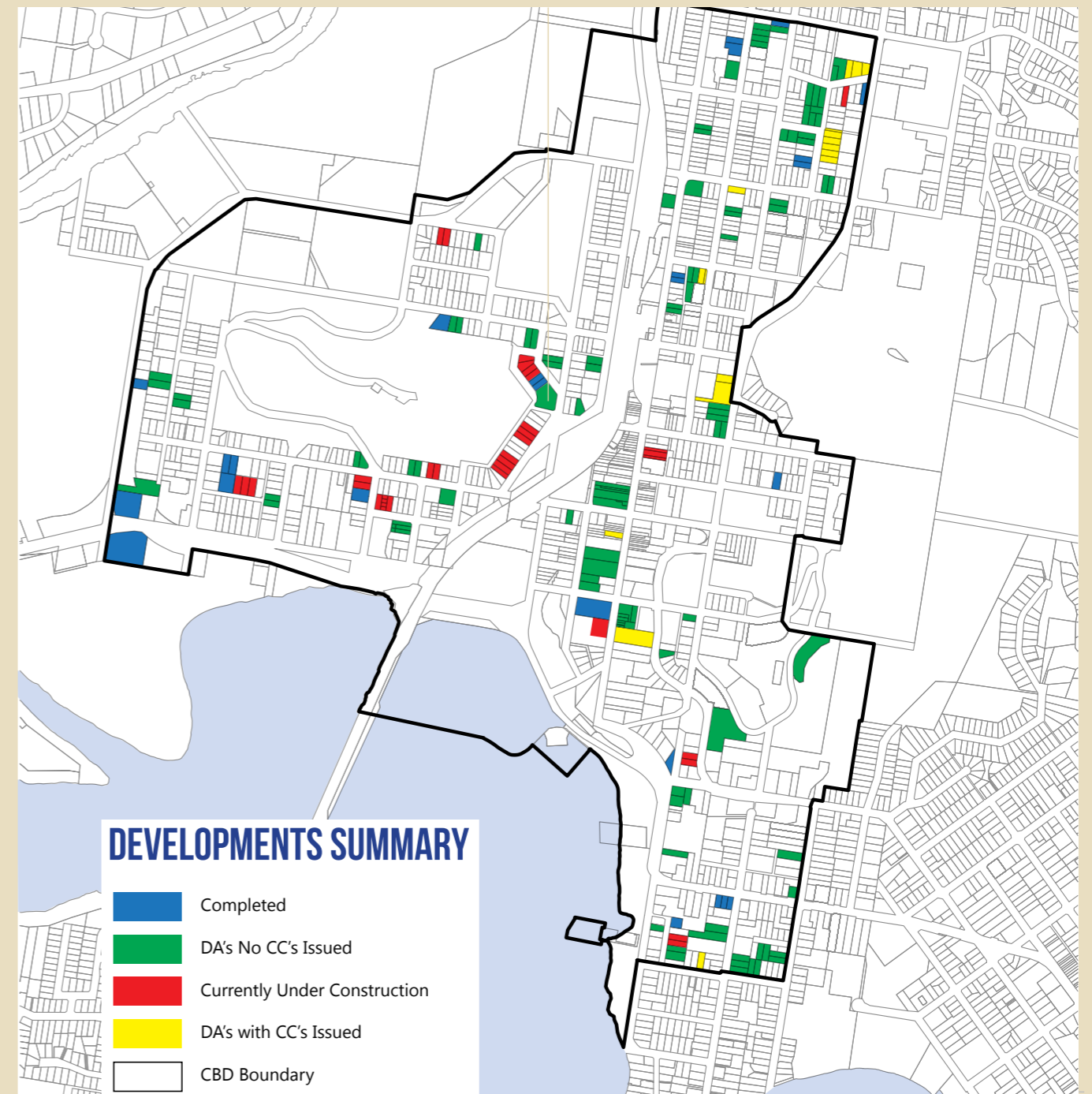
The projections for dwelling and employment is limited relative to scale of the city and current planning envelope. The dwelling projections are 120 - 200 units per year. The commercial floor space projections are 40,000 sqm over 20 years. This is in line with Gosford city's share of Regional Plan targets.

#### 3. Regional capital

Regional capitals need to offer functions and attractions of type, scale and quality not available in a local centre, to draw users from the broader regional catchment.

Examples are:

- Public services: Regional hospitals, and courts
- Educational: TAFE and University
- Cultural: Museums, galleries, and library
- Public space: Regional parks, playgrounds, public squares, and pools
- Professional services: Regional scale and specialisation of services not available locally
- Retail, food and beverage: Regional scale and quality of retail, dining and night offering
- Events: Regional scale sports, community and visitor events
- Movement and access: Improved walkability, choice of transport options, regional rail and bus services and improved accessed to other regional centres and airports
- Accommodation and housing: Range of accommodation and housing for tourists, students, patients and their visitors and key worker housing.



\*Data Source: Central Coast Council March 2018

### Key projects underway: Overview

Council's statutory controls for height and FSR allowed for a variety of building typologies to be constructed. The development industry as well as the former Gosford Council recognised that the controls did little to promote development. As a result, the Council formed a strategy of 'bonus scheme': development-stimulating incentives.

The principal scheme (2012-2016) encouraged development in the short-term; with 30% bonus for height and floorspace and reduced developer contributions from 4% to 1%, under Section 94A.

The scheme was extended for a further year with 30% bonus for height and floorspace and reduced developer contributions from 4% to 2%. The bonus expired on 2 April 2016.

Since the introduction of the 30% Bonus in 2012 there have been:

- 83 development approvals in Gosford City Centre
  - 17 developments completed\*
  - 13 under construction (out of ground)\*
  - 7 DAs with Construction Certificate Issued
  - 46 DAs with no Construction Certificate Issued – Developers not acting on development consent
- \* the vast majority of these are residential buildings

Source: Central Coast Council March 2017



## 02. THE URBAN LOGIC

Good urban design and planning processes start with research and analysis. This work is then an important part of both developing and informing a shared understanding in any workshop process.

In explaining what makes a regional capital and developing recommendations for Gosford, it is important to analyse the city, its places, setting and history to best inform its future.

Analysis of regional priorities, as well as studying Gosford's scale, size and population, directly informs the development of meaningful urban principles.

The analysis of the city, comprising the city form, its natural and built assets, heritage places and landmarks, parking, and key projects informs the urban design recommendations and the place-based framework to revitalise Gosford.

### 2.1 Gosford city analysis

#### The City Form

**Gosford City Centre is surrounded by a picturesque natural environment. Sitting in a valley between the bush covered hills to the east and west and the harbour to the south, Gosford's built environment has been formed by an orthogonal grid that runs north to south.**

The south of the city grid is split by the Central Coast Highway before meeting at the water's edge. The city's main street, Mann Street, runs from Racecourse Road, Gosford, in the north to where it deviates near the war memorial in the south.

The city is formed by the elements of the natural and built environment. Waterview Park (Presidents Hill) rises west of the station while Rumbalara Reserve rises to the east, forming a natural valley for the city. Gosford is formed by an orthogonal grid that runs north to south. In the south, the city grid meets the water's edge, split by the Central Coast Highway. Mann Street deviates east near the war memorial to join Masons Parade, while Baker Street is on the foreshore level.

The City Centre of Gosford comprises Gosford Hospital, Gosford train station and the Gosford CBD, consisting of a mix of retail and commercial uses. It is surrounded by residential properties to the north east, west and south east and Brisbane Water foreshore to the south.

The following provides the headlines of the analysis and engagement undertaken as part of the UDF and previous studies. Please see the various appendices for more detail.

#### What makes Gosford a regional capital?

Gosford has been shaped by a rich history of Aboriginal culture and urban settlement. Originally home to the Darkinjung and the Guringai indigenous people, Gosford was colonised late in 1823 and expanded rapidly with the development of transport connections to greater NSW combined with the allure of the Central Coast lifestyle.

Defined by its established functions and attractions, including a train station, hospital, TAFE and local, state and government agencies, it has the foundations of a regional capital, with great improvement potential. Gosford has become home to a population of 20,552, within the Central Coast catchment of 339,600 people and is part of the fastest growing area in NSW.

Increased investment in the City Centre is presenting Gosford with the critical opportunity to invest in its built environment, with a peak in recent development applications for new buildings.

Health, education and professional services are the three major industries that will generate employment within the city centre. Increased residential offerings are required due to recent developments of the ATO, Finance Building and the Gosford Hospital development. Population growth, the ageing of the local population and a changing mix of family types are creating demand for a greater product mix of residential development will all impact the built environment.

\* SOURCE: 2016 Australian Bureau of Statistics



**Stadium**

**Hospital**

**Government services**

**Station**

**ATO**

**Kibble Park**

**Council Offices**



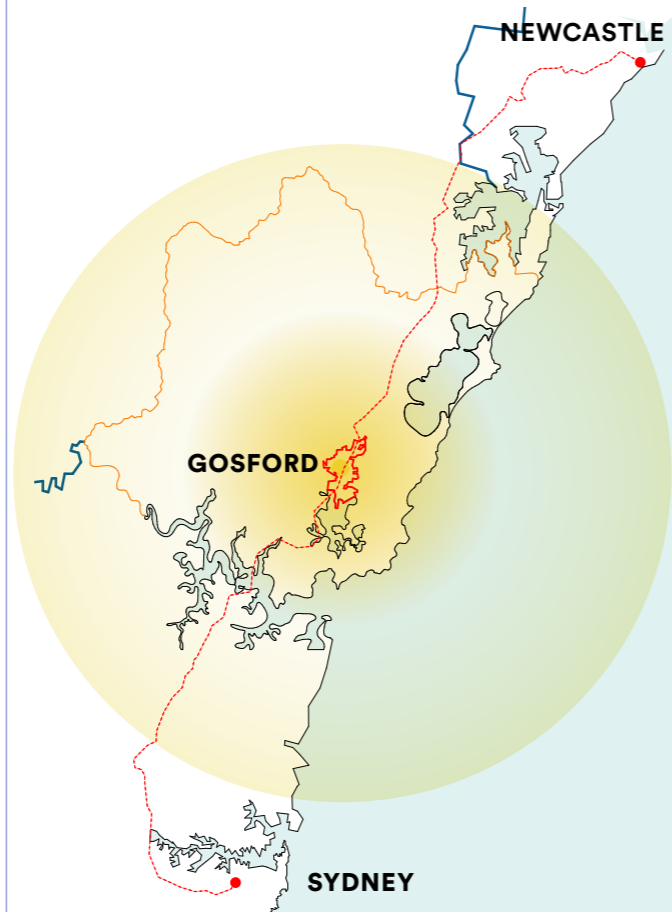


## Gosford key considerations

**The Central Coast Regional Plan 2036 aims to “grow Gosford as the region’s capital”.**

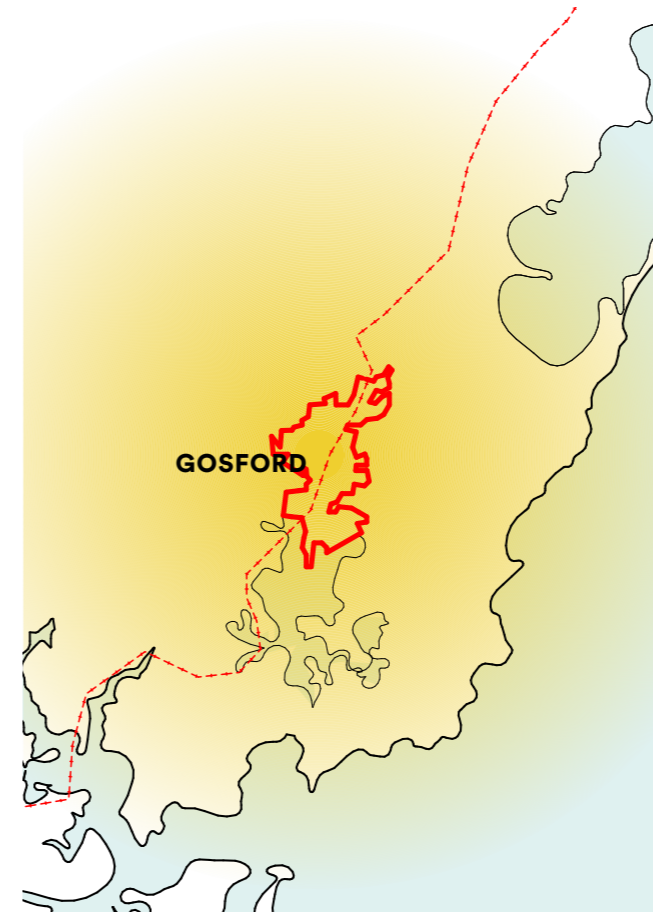
The priorities, outlined in the Regional Plan specific to Gosford, which have informed the UDF are:

- growing Gosford City Centre as the region’s capital and focus of professional, civic and health services for the region’s population
- undertaking and integrating precinct planning for the waterfront, arts and entertainment, city core, railway and hospital precincts – to grow jobs and coordinate the delivery of improved transport infrastructure
- attracting and facilitating greater commercial development in Gosford City Centre by improving the public domain and providing opportunities for development through local planning controls
- promoting Gosford City Centre as an attractive place to live, work and play through local planning controls that support vibrant and safe cultural, entertainment and visitor activities
- enhancing the growth potential of the health precinct around the Gosford Hospital and allied health facilities in Gosford City Centre to drive the growth of services and specialisation in the region
- integrating the railway station with other activities and seeking opportunities to improve east–west connectivity across the railway line
- identifying opportunities for the consolidation and relocation of government services and agencies to Gosford City Centre
- ensuring that development in Gosford City Centre responds to its natural setting and complements the public domain
- improving access to Gosford City Centre from the west and north.



**A region is defined by its capital.**

**The revitalisation of Gosford lies at the heart of regeneration of the Central Coast.**



**Gosford’s built environment is a good base to work from. Focusing growth in Gosford’s City Centre will reinforce the opportunity to bring social and economic benefits to the city.**

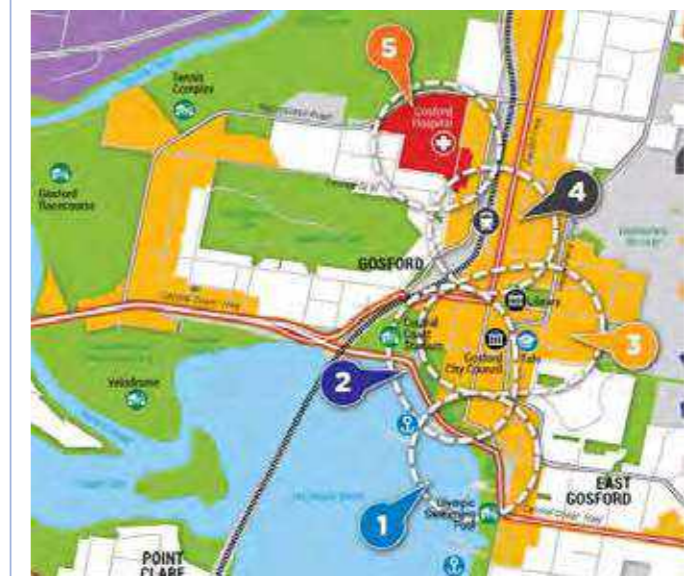


Image: Central Coast Regional Plan

**The Central Coast Regional Plan 2036 identified Gosford as a priority.**

**Within Gosford the areas to be prioritised are:**

- 1. The waterfront**
- 2. The arts and entertainment precinct**
- 3. The city core**
- 4. The railway precinct**
- 5. The hospital precinct**

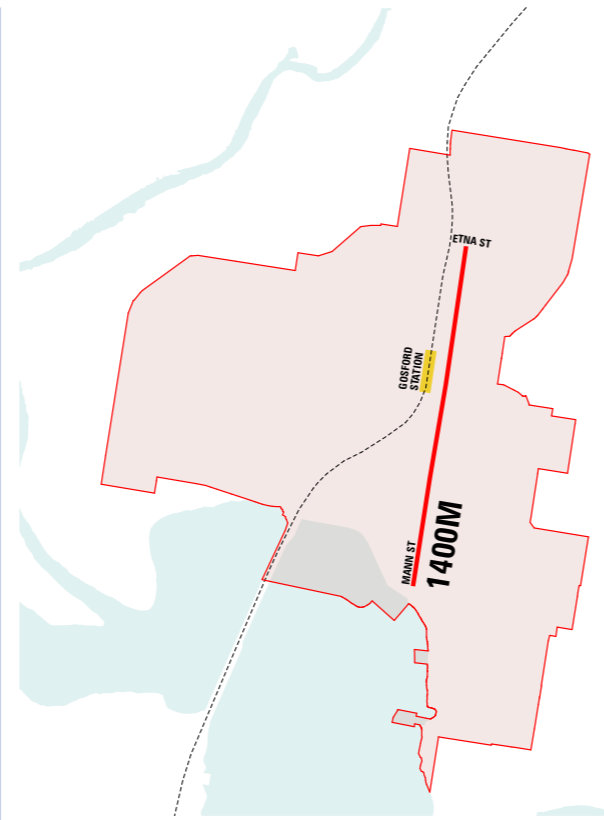
Gosford Waterfront. Image: Bravo Drones



**The scale of Gosford**

By comparing Gosford to Sydney and Newcastle, its two closest neighbouring cities, Gosford's large regional city footprint is evident. The high street of Mann Street between the hospital and the waterfront is 1.4km long, which is similar to the length of Sydney's George Street between Townhall and Circular Quay. It is not a walk done every day.

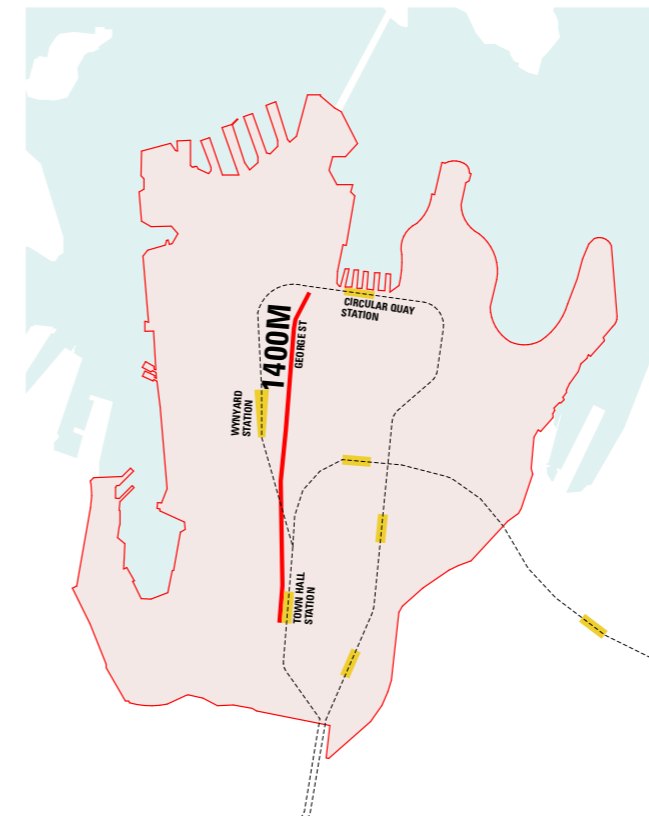
This scale comparison is contrasted by a relatively small population of people living in the centre. A city of this scale needs a greater density of visitors, residents and businesses to feel active as a regional capital.



GOSFORD  
**4,975**  
PEOPLE \*



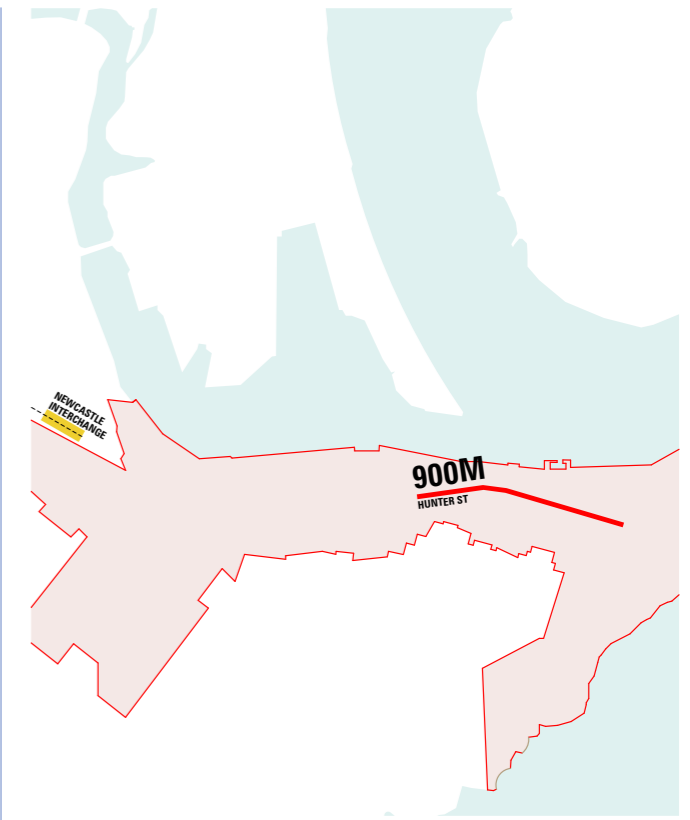
Image: Six Maps, NSW Land & Property Information



SYDNEY  
**21,901**  
PEOPLE \*



Image: Six Maps, NSW Land & Property Information



NEWCASTLE  
**4,498**  
PEOPLE \*



Image: Six Maps, NSW Land & Property Information

\* SOURCE: ID Community Profile/Census data 2016 Australian Bureau of Statistics



## Natural assets

Nature and green spaces in an urban environment can improve the social wellbeing and health of the people living, working in, and using the city centre. Green spaces including natural parks and waterways are a critical part of Gosford's civic and cultural identity—it is a city nestled between two hills. Waterview park rises west from the train station and the eastern hill; and Rumbalara Reserve forms part of a longer natural system. Fronted by a significant harbour and areas of natural bush, Gosford offers an attractive lifestyle with a close relationship between the urban centre and the natural environment.

The issues of climate change and sea level rise necessitate a vision for the sustainable future of Gosford. In addition to existing sustainability projects including the Management of the Coastal Open Space System and the Gosford City water mining dual reticulation scheme; the redevelopment of Gosford creates an opportunity to reinvent the city as smart and green. The unique relationship between Gosford's natural features and its built environment forms the basis of a future vision: The integration of urban fabric and sustainable initiatives.

An example climate change strategy would include and address the following:

- reducing water consumption
- reducing energy consumption
- reducing automobile travel
- cutting greenhouse gas emissions
- making land use decisions that create a more efficient and walkable city
- improving building energy performance
- increasing biodiversity
- mitigating the impact of sea level rise.



Image: James Worrall

### Water

The south of the city is formed by Brisbane Water, an estuary ecosystem with mangroves and calm waters. The beaches, bays and inlets of this waterway provide pristine water views for many communities including Gosford.



Image: James Worrall

### Bushland Reserves

The bushland reserves sit on either side of the city on Presidents Hill and Rumbalara Reserve. The hilltops frame the city and align Gosford centrally in the broader Narara Valley.



Image: James Worrall

### Parks

Within the city, Kibble Park and Leagues Club Field are well loved as welcomed open green spaces within the built environment.

## Built form assets

Gosford's existing built environment forms a strong base for the city to grow. Gosford is layered with unique urban assets including heritage buildings, rail infrastructure and a high street with a strong north-south axis through the centre of the city. Key building assets include the first Gosford Courthouse (1833) and the first post office (1835) to the south of Mann Street and St Mary's Church (1858) to the east of Gosford and more recently the Gosford Library building in Kibble Park.

The train station and railway service which commenced operation in 1887, enabled development to grow around it. Retail and commercial sites followed, along with provisions for parking. Despite being visually obscured by the natural landscape, Gosford train station forms an important economic, social and physical connection to greater NSW and is a part of the city's historical and cultural identity.

The future potential of Gosford needs to build upon its existing built form assets and urban structure. It needs to utilise Mann Street as the historic heart and connector, to enable renewal as a vibrant main street, with a new diversity of built form, fine urban grain and multi-programmed space. The strategic connectivity provided by the railway line is vital to the centre's success. To reduce the barrier created by the railway and associated land holdings, new opportunities to provide pedestrian crossings should be identified to connect people, places and economies.



Gosford Historical. Image: Salty Dingo

### Historical buildings

Throughout the city heritage buildings offer some diversity to the built form, and form a vital connection to the city's past. Unlike recently formed communities or centres, Gosford has a rich cultural and built history.



Gosford Railway. Image: James Worrall

### Rail infrastructure

The railway is embedded in the evolution of Gosford. The tracks, power lines, and remnants from the steam trains are a part of the identity of the city, and an important link between the past and future of the city.



Gosford Railway. Image: Salty Dingo

### Mann Street – a High Street

From past to present day Mann Street functions as the civic main street for the city. The important structural element of the city can be strengthened as a place for the people.



## Regional assets

**Sporting, health and transport infrastructure assets contribute to the identity and definition of Gosford as a regional capital. The Central Coast Stadium, the hospital precinct and Gosford train station were identified in community consultations as three of Gosford's major landmarks. These major facilities are strategic regionally significant centres of activity: forming and defining Gosford's point of difference as the regional centre of the Central Coast.**

Gosford is a local connector for the Central Coast community and region to access Newcastle and Sydney. It is in a prime location for future development, facilities and infrastructure to service the Central Coast region.

New large-scale investment in health, education and commerce will bring people from the region to the city centre, reinforcing the gravitas of the city and creating a demand for future facilities including retail, business, community, recreation and transport.



Central Coast Stadium. Image: Central Coast Mariners

### Stadium

The iconic Central Coast Stadium is an important landmark for the city. The Stadium is highly visible at the entry to the city, and has an important link to the water views beyond.



Gosford Health and Education Precinct. Image: Bravo Drones

### Hospital

The major expansion of the hospital and associate medical school is an important investment in the future of Gosford. The site is and will increasingly be a major source of employment in the city and will perform a critical regional function for the Central Coast. It attracts visitors, patients and staff from across the region and further afield.



Gosford train station. Image: Salty Dingo

### Rail network

The rail network and Gosford Station are a critical regional asset for the area, drawing in commuters daily and linking Gosford and its workforce to Sydney and Newcastle. The challenge will be to improve access across the rail line, to and through the station and make it an attractive gateway and focal point for both commuters and the wider community.



## Places, destinations and landmarks

As part of the engagement process, workshop attendees comprising members of the community identified places of significance and landmarks of the selected area in Gosford.

A key finding of the process was that community-chosen 'places' tended to be privately owned; implying a deficiency or need for quality public space in the urban environment. Some of the built environment facilities were considered interchangeable in 'places' and 'landmarks' categories; Gosford Station, Central Coast Stadium and the waterfront precinct. This gives an indication of their importance, for both local use and tourism potential.

### Places

- Kibble Park
- Leagues Club Field

### Destinations

- Gosford High School
- Henry Kendall High School
- Gosford Public School
- Gosford hospital precinct
- Gosford Private Hospital
- TAFE
- Gosford Olympic Swimming Pool
- Gosford Golf Club
- Imperial Shopping Centre
- Leagues Club
- Tommy's Cafe

### Landmarks

- Gosford Station
- Central Coast Stadium
- The waterfront precinct
- President Hill Lookout
- Rumbalara Reserve
- Sea wall and marina
- Train station (hidden landmark)



Places with potential: Kibble Park. Image: James Worrall  
Central Coast Stadium. Image: Central Coast Mariners  
Civic Plaza. Image: James Worrall





### **The importance of Mann Street**

**Mann Street is a fundamental part of the structure of Gosford. It is the primary spine that connects different areas of the city along its length. It provides a clear way finding and organisational line to the city.**

As a high street, it offers a historically important civic quality to the city. It has a fine grain streetscape that is human scale, offering diversity of shopfronts and reflecting the city's history as a regional centre.

In similar ways to Sydney's George Street, it changes character along its length. To the north, there are larger sites generally of service functions, which transition to the core retail strip from the railway station to Georgiana Terrace, then to the older heritage streetscape to the south, terminating at Memorial Park, which overlooks Brisbane Water.

It is the address of a number of regional facilities and major new developments including the ATO, Finance Department building, Council offices, Imperial Centre and Conservatory.

The amenity of Mann Street is enhanced by street trees and short term car parking but there needs to be significant investment in the public domain.

The place-based approach reinforces the essential structure of the city, strengthening diversity of city experience and use along this spine.

The character of this spine is however spread out along the long length of Mann Street. Quality places are needed as stepping stones throughout the city helping to connect people across the city, and entice people to spend more time there.



Image source: Central Coast Library Service





# 03. RECOMMENDATIONS





## 3.1 State and regional level strategies and actions

### 1. Foster a place-based approach and focus on public domain

#### 1.1 Place-based strategy

Develop place-based strategies to focus activity and coordinate public and private investment in and around the priority places identified in the UDF and along the routes that connect them.

Phase 1 – The Civic Heart  
Phase 2 – City North  
Phase 3 – City South

Noting detailed recommendations for each place and key sites are provided in the ‘Place based’ section of this report.

#### 1.2 Key place strategies

The following three key over-arching strategies are:

- **Green infrastructure** – priority projects identified
- **Public domain** – opportunities identified
- **Built form** – urban design principles for places and key sites identified

#### 1.3 Place management

Establish place management for Gosford’s key places to make the connection between people and places with a focus on use and activation and to support ongoing evolution over time.

A place manager could champion the implementation of the UDF principles place-based reports and recommendations for their place in all decision making and have oversight of activity that has an impact on the place.

Together with development case management (see below), opportunities for inclusion of strategic regional facilities and services and the potential relocation of government services on key development sites could be identified. (noting that specific uses are listed within Place Recommendations)

The Project for Public Spaces websites provides more detail of the importance and opportunities of a placemaking approach.  
<https://www.pps.org/category/placemaking>

### 2. Improve regional access and movement

#### 2.1. Prioritise and focus transport investment to improve connections for people across the Central Coast into Gosford to support its role as a regional capital.

#### 2.2. Place-based integrated movement and access plan Prioritise a joint place-based integrated movement and access plan including car parking strategy.

Plans should coordinate existing workstreams including car parking strategy (Central Coast Council/DPE), Traffic Study (RMS/Central Coast Council), review of current development controls and contribution plans (DPE/Central Coast Council) and provide advice and recommendations including identifying where there are opportunities to better align movement and place objectives/balance (TfNSW/DPE/Council/GANSW).

Some of these opportunities to be reviewed could include:

- Options to fast track investigation of Central Coast rapid bus program including the Southern Growth Corridor to extend the 30-minute catchment for the regional capital (30-minute catchment referred to in Transport Futures/ Central Coast Council investigating options)
- Extension of shuttle bus services linked to new car parking options outside the city centre core
- Reviewing and prioritising options for connecting people and places across the railway line
- Operation of bus interchange and station precinct
- Review of vehicle speeds in the city centre
- Options to reduce/discourage through traffic
- Review through the ‘Movement and Place’ lens and provide options to addressing current and future pinch points on the transport network –including congestion and safety issues at key locations for pedestrians, cyclists, cars and buses
- Investigate potential for discouraging through traffic entering the City Centre
- Active transport priorities (building on work by Central Coast Council)
- Event mode analysis of Movement and Place and options to improve balance
- Prioritisation of projects, estimates of cost and timing.

#### 2.3. Car parking review and strategy

Fast-track joint DPE/Central Coast Council car parking review and strategy (to be developed jointly with transport plan above).

This could include:

- Identify short term opportunities for new all-day car parking outside the city centre core
- Consider impact of increasing the efficient use of existing car parking in the city centre to support the revitalisation of Gosford including differentiating the needs of commuters, residents, visitors and businesses and testing options for charging and options for increasing short stay parking
- Review car parking standards for new development to feed into revising planning controls
- Review options for car share parking and standards
- Provide short, medium and long-term options for car parking in city.

#### 2.4. Reduce journey times by rail to Sydney

Continue to support and plan for faster rail journey times to Sydney and Newcastle from the Central Coast and particularly Gosford (as outlined in Transport Futures).

#### 2.5. Gosford Station and surrounds

Develop a joint master plan for Gosford Station, the bus interchange, Burns Park, adjoining government land and connections to the station to:

- maximise the opportunities associated in infrastructure and new trains as part of the New Intercity Fleet project
- to better connect the station to the city centre
- improve the capacity and amenity of the station and its surrounds.

The master plan should also promote opportunities for development and value sharing to deliver the priorities of the UDF and contribute to the funding and delivery of upgrades to the station and its surrounds.

#### 2.6. Walkability and active transport

Focus bids for current and future funding programs on improving access particularly active transport and green infrastructure access to Gosford City Centre and the three key places in the UDF.

## 3.2 Leadership, coordination and integration to support good design and amenity

### 1. Leadership and coordination

#### 1.1. Coordinator General's role

Build on the existing role of the Coordinator General to maintain momentum across all levels of government and ensure a whole of government focus on Gosford as the regional capital of the Central Coast.

#### 1.2. Development management

Establish a case management system appointing development manager/s with case, planning and design experience to manage major applications through the pre-application and development application process.

The focus of the development manager/s would be on delivering development opportunities that support the principles of the UDF and key places.

#### 1.3. Central Coast Regional Development Corporation

Support the CCRDC to coordinate and support delivery, including the activity around government land and projects and provide the appropriate resources and powers to enable it to champion, coordinate, manage and deliver its program.

#### 1.4. Role of the Central Coast Council

Leverage the CCC local knowledge to inform design, development and delivery of projects and places. Ensure expertise and experience of CCC is integrated.

#### 1.5. Champions for the revitalisation of Gosford

Consider the establishment of group of leaders/champions external to government for Gosford, representing both the community and business and a range of interests including education, sport, health, tourism, arts and culture, key employers eg ATO, key government agencies, land owners and developers, politicians, community leaders to be:

- champions for Gosford and its revitalisation locally, at a state level and nationally
- provide access to wider networks
- support collaboration
- positively engage with the process, provide thought leadership and feed back
- access funding and in-kind support
- promote success
- build confidence across a range of stakeholders locally and further afield.

(note: Similar to the Committee for Sydney campaign for Western Sydney, Western Sydney Dialogue, etc)

#### 1.6. Health and Education Alliance

Separately, or as a sub group, consider establishment of a jointly supported health and education collaboration similar to the Westmead Alliance to:

- innovation, collaboration and business development
- assistance in identifying potential commercial and public-sector partners or tenants
- promotion of Gosford as health and education centre
- assistance in ensuring appropriate facilities, skills and resources are available to meet the needs of the growing healthy and education sectors.

### 2. Streamlining and de-risking the planning process

#### 2.1. Provide statutory weight to the urban design principles

Provide statutory weight to the urban design principles promoted in the UDF in revised planning controls for Gosford including updated and ongoing planning instruments to focus and guide public and private sector investment, help shape development projects and reduce uncertainty, provide a framework to inform more detailed guidelines, developer contribution processes, and raise aspirations.

#### 2.2. Clarity on planning pathways

Identify clear planning pathways supported by design review processes. Require design excellence competitions for major developments in accordance with state policy.

#### 2.3. Design review

Establish a Design Review Panel that will work to the principles of the UDF and provide advice early (pre-application) and throughout the development process, to developers and consent authorities on development outcomes in the city centre.

#### 2.4. Fast-track referrals

Work with relevant agencies such as RMS, TfNSW, utility providers, Sydney Trains, CCC and others to develop fast-track referral processes for development in the city centre.

#### 2.5. Simplified, flexible and streamlined planning controls

Implement simplified, flexible and streamlined planning controls for Gosford central business district including:

- permit mixed use precincts whilst also protecting key areas of the commercial core to ensure the core functions of a regional capital have sufficient space to grow
- provide flexibility in controls to enable negotiated development outcomes and promote more people working and living in the City Centre and enable flexible development outcomes that meet

- the principles of the UDF/design principles
- develop a range of strategies and incentives to attract additional commercial development/activity. This could include development provisions to ensure a minimum percentage of core commercial/retail uses in appropriate areas and on key sites which can support large floor plates
- facilitate the development of landmark buildings as a catalyst for growth in certain locations, which will be identified through the detailed Urban Design study process
- require public benefits/amenity improvements as part of all development applications
- support the provision of a mix of housing including low cost rental to support the function and role of the City Centre, particularly at the northern end of Mann Street near the station, schools and hospital
- provide incentives for the provision of cultural facilities and uses of public benefit in development proposals by excluding in FSR calculations (merit-based assessment based on urban design principles identified in the UDF and future guidelines would still apply)
- protect solar access to public places – 50% (minimum) to 70% (preferred) of total area to receive sunlight for 4 hours between 9am and 3pm on 21st June
- require the activation of street frontages and encourage the use of footpath for outdoor seating and display of goods (where the footpath depth allows it)
- introduce on-site maximum standards for car parking, allow for offsite car parking options and plan for the provision of car share spaces, increased bicycle and motorbike parking
- remove the requirement for a minimum 24m frontage for permissible development to allow smaller and fine grain development to occur
- identify the bulk and scale that reflect the intentions of the urban study areas and which can translate into relevant planning controls including the DCP
- develop place and precinct specific principles and controls
- expand B4 zone to allow flexibility but still provide for commercial development.

### 3. Infrastructure requirements

#### 3.1. Schedule of infrastructure projects and public domain works

Prepare an updated schedule of infrastructure projects and public domain works to increase certainty about the provision of infrastructure and the cost to developers including updated public realm works, green infrastructure requirements, and new infrastructure to meet ambition for delivery of public domain improvements and the like.



## 3.3 Gosford city centre strategies

### 1. Green infrastructure

#### 1.1. Planning and delivering green infrastructure

Prepare a Green infrastructure delivery plan and funding strategy reflecting priorities included in the UDF including improvements to current green spaces, creation of new green spaces, identifying linkages to adjoining networks, street tree and urban canopy projects, water management and recycling.

Creating a Green infrastructure delivery plan for Gosford will require the synthesis of several existing or future strategies. Steps include:

- collect all data covering existing ecological systems in the wider Gosford region
- establishing a 'biomap' or similar showing ecological corridors linking critical habitat patches
- undertake a detailed review of the scope of future stormwater infrastructure repairs and upgrades. Identify opportunities where water harvesting strategies could be part of an integrated stormwater management strategy
- review and collate existing active transport, cycling and walking strategies. Develop a connected network of active transport
- establish Gosford as the focus for pedestrian and cycle commuters and the growing recreational networks e.g. bike links to Erina, Point Clare, Woy Woy, Ourimbah (building on CCC planning work)
- bring together key stakeholders to develop 'Safe routes to school and community facilities' program
- better connect and promote walking trails and integrate with programs to promote local businesses and events in the city centre
- measure existing tree canopy cover and create targets that meet the objective of the UDF and the GANSW Greener Places Policy and draft Urban Canopy guide. This could include providing green infrastructure including street trees on key streets including but not limited to Mann Street, Donnison Street, Baker Street, Georgiana Terrace, Faunce Street, Etna Street, Showground Road
- review latest recreational deficiency study and identify key gaps in provisioning of open space
- synthesise the above information and develop a project delivery matrix with funding opportunities and delivery hierarchy
- frame individual parts of the Green infrastructure strategy as projects to target funding from a range of NSW Government programs including – 5 million trees, open space, accessible playgrounds programs, Active Transport Grants, HAF funding for water and waste infrastructure and DPC Regional Development funding.

### 2. Public domain

#### 2.1. Focus on the public domain, wayfinding and minimising the impact and disruption of construction and vacant premises. This could include initiatives to:

- improve public domain lighting with a focus on general amenity and coordinate safety for pedestrians to support the activation of the city centre and the night time economy
- review the Create, Innovate Gosford City program
- introduce a hoarding policy to minimise the impact of construction on the public domain e.g. City of Parramatta Hoarding Policy 2014 which require safe hoardings that ensure pedestrian access and safety but also create attractive, well-lit environments. They also encourage the promotion of the project and the Council's vision for the city. <https://www.cityofparramatta.nsw.gov.au/sites/council/files/inline-files/HoardingPolicy.pdf>.

#### 2.2. Acknowledge and celebrate aboriginal culture and connection to place as part of the built environment

##### Develop an Ochre Grid for Gosford.

Build on existing mapping and research to collaborate with local Aboriginal groups including the Darkinjung and Kuringai people, all levels of government, industry, artists and the wider community.

Use the Ochre Grid to acknowledge, develop and protect Aboriginal culture and heritage. The mapping exercise includes the recording of stories, acknowledgement and interpretation of significant sites, naming of places and incorporation of living culture and activity.

#### 2.3. Protect and enhance existing heritage value

Encourage the adaptive reuse or continued use of significant buildings eg existing library, Conservatorium of Music, fine grain shop fronts on Mann Street. Key opportunities are identified in the place chapters of the UDF.

### 3. Built form

#### 3.1. Place and site specific public domain

Specific Design principles and guidance on improving the public domain are contained in Place Recommendations.

### 4. Developing an arts and culture offer

#### 4.1. Strategic approach to incentivising arts and culture

Identify opportunities to increase the diversity of Gosford's offer including planning incentives to support a potential overarching arts and culture strategy.

E.g. Culture Plan for Parramatta CBD 2017. [https://www.cityofparramatta.nsw.gov.au/sites/council/files/2017-06/Parramatta%20Cultural%20Plan\\_3b.pdf](https://www.cityofparramatta.nsw.gov.au/sites/council/files/2017-06/Parramatta%20Cultural%20Plan_3b.pdf)

#### 4.2. Maximising the opportunity of the new Regional Performing Arts Complex

Ensure the site for the proposed RPAC and its design supports the following principles.

- reinforce Gosford's role as a regional capital
- contribute to the activation of the City Centre
- ensure that visitors to the RPAC have walkability to the 'Civic Heart' and access facilities, food and beverage etc. with requiring bus/air travel and parking
- satisfactory accessibility for logistics and by private vehicles, active and public transport
- ability to provide new car parking.

#### 4.3. Public art

Build on work carried out by CCC and GBID to develop a public art strategy which includes opportunities for a sculpture trail bringing people into the city centre and connects places within the centre.

#### 4.4 Night time and out of hours economy that attracts people to the city centre

CCC to work with Create NSW, Destination NSW, key employers and attractions, GBID, DPE, CCRDC, police and the community to establish 'Gosford is Open' taskforce, economic strategy and action plan similar to that lead by the City of Parramatta. <https://www.cityofparramatta.nsw.gov.au/about-parramatta/news/on-exhibition/night-time-economy-discussion-paper>

### 5. Housing a growing and diverse community living, working and visiting Gosford

#### 5.1. Visitor accommodation and conference facilities

Review proposals and feasibility for conferencing facilities and identify opportunities to partner with the private sector to provide. Identify suitable location as part of ongoing processes.

Identify opportunities to support the development of a range of visitor accommodation include accommodation to cater for the conference market.

#### 5.2. Range of workspace

- All levels of government continue to support and expand the provision of flexible and low-cost workspace to reduce the need to commute and foster a local start-up economy with links to key employers. Eg Gosford Smart Workhub (Central Coast Council) and Mann Street work hub (jointly provided by Department of Planning and Property NSW).
- Create and incentivise through the planning system innovative models to support the provision of employment space as part of development schemes.

#### 5.3. Diverse housing

Support the need for new homes in Gosford City Centre to support growing populations including hospital workers, students, aging, youth and Aboriginal communities including:

- more studio, one and two-bedroom dwellings
- variety of housing options including more affordable options to allow people to age in place
- encourage mixed use zones, medium density housing incentives or small lot construction

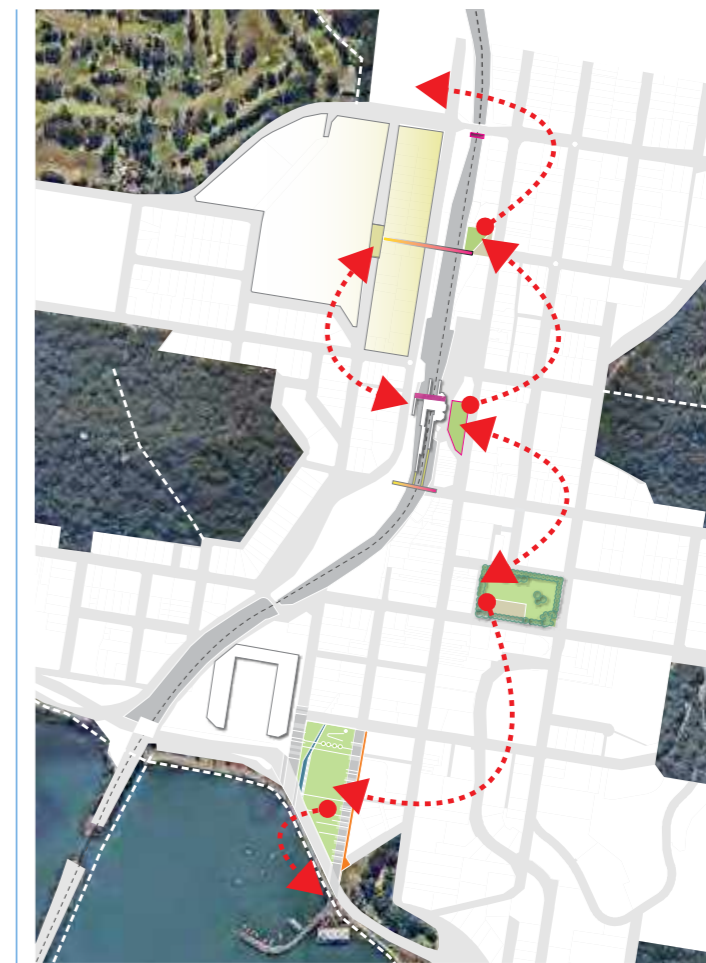
Work with LAHC to identify opportunities to redevelop existing properties and provide mechanisms for how to achieve/encourage a range of housing types within the study area to support a greater population density for the City Centre.



### 3.4 City-wide structure plan of public spaces

The key places of Gosford Leagues Club Field in the South, Kibble Park in the centre and a potential new public open space in the north combine to create a stepping stone of interesting and diverse places across the city.

The improved public domain and new places will attract locals, visitors and workers to enjoy high quality places in the regional capital. The mixture and unique character of all three areas combine to offer something unique for everyone, and create a unique identity for Gosford.



Each place or stepping stone in the city is no more than 400m apart, a comfortable 10 minute walk at most. This encourages people to explore and stay in the capital.

-  A unified rail corridor with a unique and pedestrian friendly public domain
-  Key open green spaces in the city
-  Green corridors aligned to active movement connections to the key regional reserves like Rumbalara Reserve



### **Purpose of the place-based studies**

**These place-based recommendations provide guidance to help shape and inform the development of the next stages of planning and investment decisions in Gosford.**

#### **These studies will inform:**

- early urban design advice to assist with shaping and the assessment of time sensitive projects ensuring that they contribute positively to the vision for Gosford e.g. Regional Library and RPAC
- development of new and emerging planning controls for the city centre and the three places – Civic Heart, City North and City South
- contribute to the schedule of projects to be included in the preparation of state and local infrastructure contribution plans
- public and private sector investment decisions in the three key places
- pre-application advice to developers
- consideration of planning proposals and applications including proposed design review processes
- negotiation of voluntary planning agreements (VPA) and the potential inclusion of regional and community facilities in proposals
- potential partnerships opportunities for mixed use projects
- inform and support bids for funding e.g. upgrades in public realm, active transport, etc.





## 3.5 City-wide implementation strategies

### 1. Place management, landowners and stakeholders Collaboration and leadership can help drive change for the city.

A place manager could be a role required in this city to bring together various government departments and private stakeholders. A place manager helps to facilitate coordination and collaboration, finding synergies and opportunities in each place across multiple stakeholders including the CCC. They offer continuity of leadership and can be seen as an impartial expert, helping to mediate between public and private interests. A place manager can help lead the detailed design process needed to create each key public place in the city.

Successful place outcomes should consider consultation with a wide variety of stakeholders including:

- Imperial Centre Management
- ATO and state government service leaders
- Health NSW
- School leaders
- TAFE
- Arts NSW
- Youth services
- Social Service providers
- Key developers
- University of Newcastle
- NSW Trains/Gosford Station Manager
- Local police services
- Clubs and pubs in Gosford
- Local producers
- Local business leaders
- GBID
- Aboriginal community representatives

### 2. Further inputs and city-wide analysis Gosford will require further city wide studies to support the next steps after the UDF.

Key studies that will be required include:

#### An integrated access and movement strategy including parking study.

In the short term, while improved public transport options improve, parking locations should increase footfall in the city, encourage short term parking that allows people to access services in the city core.

In the medium to long term, public transport, cycling and walking can help to reduce the reliance on private vehicles and lead to a reduction in the number of cars needing to access the city centre.

#### Detailed urban design master plans and infrastructure audit

Detailed master plans for key places and strategic sites across the centre could take the aspirations and ideas from the UDF and develop these concepts with detailed design testing. Design development would be supported with detailed studies on the infrastructure and service requirements across the city.

Detailed design and master planning could help test design options in collaboration with key stakeholders. It would provide the detailed design work needed to ensure new development supports the principles of the UDF and subsequent planning controls including the updated DCP. It will also identify further opportunities and detail and public domain upgrades.



Kibble Fountain. Image: Salty Dingo



William Street Plaza. Image: James Worrall



## 3.6 Design considerations for any public open space

### 1. Safety

**Safety and the perception of safety is important for all users but in particular children and women.**

A good sense of safety is a function of:

- good visibility
- clear orientation and pathways
- lighting
- well maintained public toilets
- frequent use and activation in the space and overlooking the space.

Safe travel routes include sufficient separated footpaths and dedicated cycle lanes (preferably off road).

Gosford local businesses, government, council and police should work together to identify areas that do not feel safe and consider initiatives to improve the public domain, or failing that option, increase police presence or anti social deterrents like cameras and good lighting.

Consider the relocation of the police station to a more central and visible location, ideally near the courts due to their close relationship.

### 2. Infrastructure

**Consider power supply that is reliable, suitable for events such as markets or concerts, flexible and cost effective. Without this supply, open spaces can fail to be activated or flexible for different community uses.**

Ensure water and sewerage connections are sufficient, with consideration for open space irrigation, water retention, flooding concerns and water reuse.

Water is a good opportunity to express the history of the landscape, engage in play, and provide cooling in the summer.

Access to clean water for drinking should be provided as well as bathroom facilities.

### 3. Quality and maintenance

**A space can often feel unsafe or poor due to insufficient maintenance.**

Public open spaces should be well maintained and funded. For example the broken fountain in Kibble Park is often commented on by the community as an example of a failed public place.

Local council and local businesses should focus on a high quality public domain including well maintained buildings. Initiatives such as the following could be considered:

- consider low cost building improvements like painting, or improved awnings
- work with local businesses to reduce blank facades and excessive advertising which reducing transparency and the engagement of the ground floor in buildings
- consider incentives to reduce graffiti or quickly address graffiti when it arises
- improved lighting and planting
- incentives building owners to activate empty tenancies, including providing these spaces for arts, community or students. Provide the necessary connections to link building owners with these communities.

### 4. Identity, branding and events

**Consider a clear overarching identity for Gosford, and each individual public open space, as well as how they contribute to the overall vision including:**

- consider the permanent and temporary uses
- events coordinated with businesses to draw people into the city on weekends and holidays.
- holiday programmes for families
- arts and culture opportunities that activate the city
- consider unique opportunities for branding events or new ideas based on successful local businesses such as the West Gosford Vintage Car Museum or Botanica Distillery.

### 5. Pop-ups and temporary activation

**In the short term and during construction consider temporary activation options. These are usually low cost, low infrastructure place making concepts that provides places for people to sit, enjoy and engage with the open space and consider what might become more permanent. For example the introduction of moveable furniture to an open space can allow people to take over the urban environment and adapt it for their use.**







The Goods Line by Aspect Studio, CHROFI. Image: Simon Whitbread



Lizard Log by McGregor Coxall. Image: Simon Whitbread



The Goods Line by Aspect Studio, CHROFI. Image: Simon Whitbread

## 3.7 What can public open spaces offer Gosford?

### 1. Environmental benefits

- micro climates
- clean air
- wind protection
- water collection, treatment and reuse
- solar access for people
- reduce impacts of an urban heat island

### 2. Leisure and play

- leisure and recreation for all citizens
- exercise
- play
- sports
- bringing together different age groups and social groups to help foster a stronger community
- cycle and pedestrian activities
- dog walking and play spaces

### 3. Educational opportunities

- opportunities to engage school and TAFE students in learning about the environment
- indigenous plant species
- urban gardening for food production
- outdoor spaces for classes

### 4. Community engagement

- gathering spaces for small groups
- families enjoying the same space
- larger community gatherings
- involvement in the process of design
- good sense of public ownership
- sense of shared responsibility and use of a public space
- interpreting and acknowledging stories and history of a place
- spaces for social inclusion for the whole community

### 5. Health benefits

- room for exercise, both individually and in groups
- good amenity with clean air, low dust, solar access and shade to encourage active play
- emotional well being from being outside and connected to the environment

**More detail on the value and design of public open spaces can be found in the following Government Architect documents:**

- **Greener Places: An urban green infrastructure policy for NSW (GANSW 2018)**
- **Better Placed: An integrated design policy for the built environment of NSW (GANSW 2017)**



## 3.8 Aspirations for public spaces and their users

The following users and their interests should be considered for any public space. It is the combination of all these users that makes a successful public space.

Activated and safe places in the day, night and weekend

Inclusive for all parts of the community including: — families, elderly, youth, people with limited mobility, students, workers, tourists and different socio economic groups.

Good public spaces provide reasons to visit, for different people, at different times of the day and night.

They attract people in a day to day use, and in event mode.

These spaces should be accessible with strong public transport, pedestrian and cycle connections.

### 4. Workers

access to open space and sun at lunch

team sports and personal training

drinks and dinner after hours

access to services and shopping



### 1. Families

safety

weekend activities

events

community engagement

food and beverage options

services and shopping

close parking



### 2. Children

playground

open space

things to learn

classes and events

safety

spaces for all ages



### 5. Tourists

visiting something unique

clear identity and function

overnight accommodation

food and beverage

a different landscape

unique to Gosford



### 6. Mobility limited

clear and legible wayfinding

footpaths wide and accessible

drop off zones to key services

close parking options

clear signage



### 3. Retiree or empty nester

good accessibility

transport options

seating, amenities, shade

access to cafes, shopping and services

social connection and community engagement

urban gardening



### 7. Cyclists and pedestrians

off road safe paths for cycling and pedestrians

a connected network

end of cycle facilities like bathrooms, changerooms and bike storage

bike lockable areas

safe travel and good lighting



SECTION TWO

**PLACE-BASED  
FRAMEWORK  
AND  
RECOMMENDATIONS**







# 01. KIBBLE PARK: THE CIVIC HEART

Kibble Park is a unique place in Gosford, consistently identified by the community as the heart of the city. Geographically it is in the centre of Gosford located adjacent to Mann Street connected through William Street Plaza. It is close to the station and connected in the east to the loop road of Henry Parry Drive.

As the only significant open space in the centre, the area has the potential to operate at a scale that can make it a regional destination. It is a central meeting place that brings the character of the bushland reserves into the heart of the city.

The park has a significant amount of public and private development commencing around it bringing, residents and new commercial space. Many important regional functions are focusing on this civic heart, including the new regional library, local courts and government services.

Significant private developments are also underway in this place, including Bonython Tower under construction and other investments along Mann Street. It is also adjacent to the main regional shopping facility of the Imperial Centre.



Civic Centre View 1 – Kibble Park looking West





## 1.1 Why Kibble Park?

**Kibble Park is a unique place in Gosford, identified by the community as the heart of the city. Geographically it is in the centre of Gosford located adjacent to Mann Street connected through William Street Plaza. It is close to the station and connected in the east to the loop road of Henry Parry Drive.**

By concentrating investment in this place, there is the possibility to create both quality open space and a place of civic and commercial intensity in the heart of the city.

Starting with Kibble Park creates a great place in the heart of the community, rather than at its edges. The park, under local government ownership, is a logical and realistic place to start. It doesn't have the complex challenges of the waterfront, and is ready to start while the hospital is under construction.

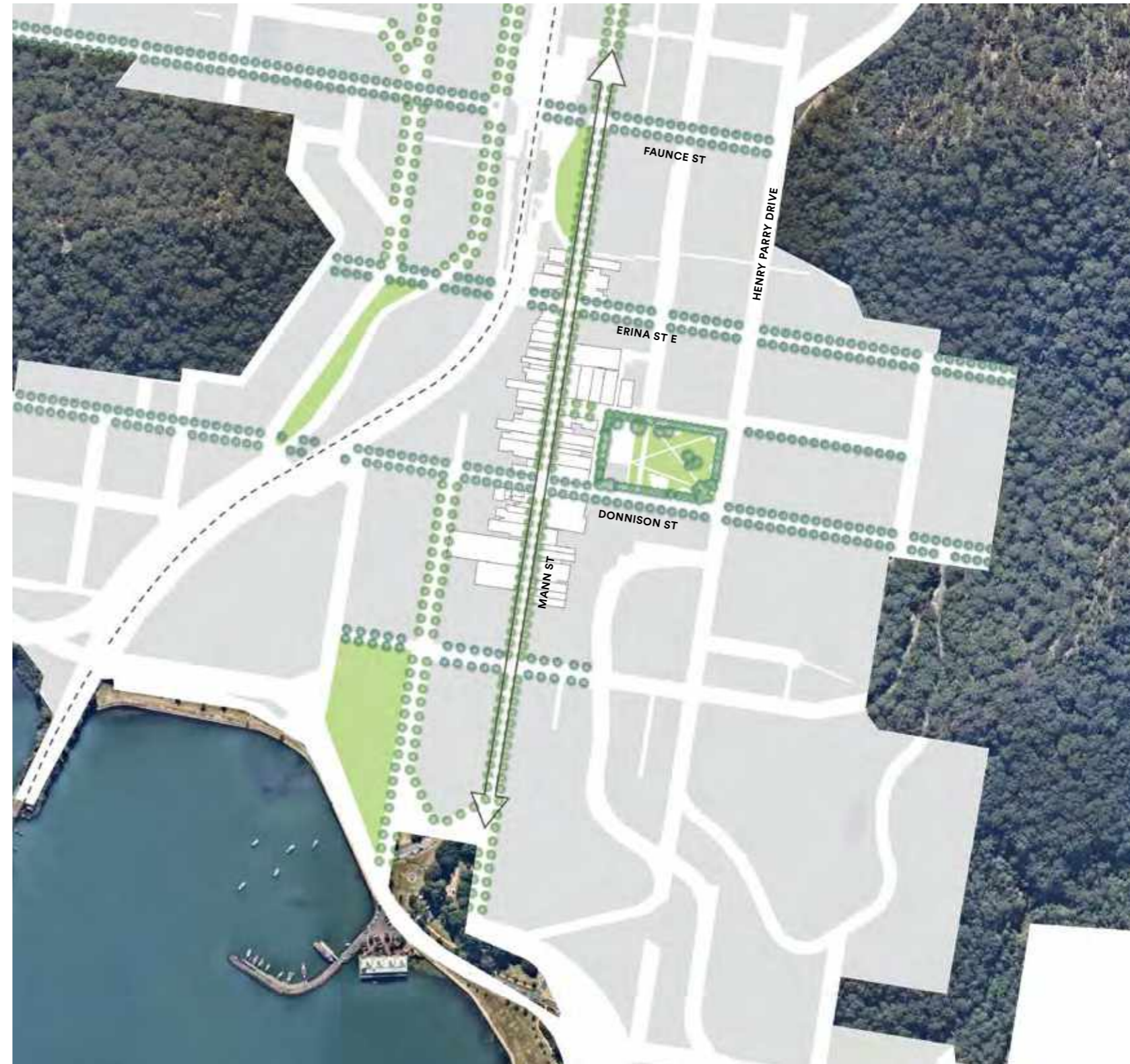
Changes in the heart of the community have the potential to 'ripple' in all directions. A central civic space working to its full potential can draw on and support the people, businesses, jobs and services that surround it.

## 1.2 Kibble Park – strategic position in the city network

**Kibble Park draws the sense of the wider bushland landscapes into the heart of the city.**

**It is the key moment where the north-south urbanity of Mann Street meets the bushland character of the east west connections.**

**Kibble Park becomes the centre of a wider green circulation network linking the northern city centre, station and waterfront.**



**A green infrastructure of street planting connects green places across the city, and Kibble Park to the natural reserves.**

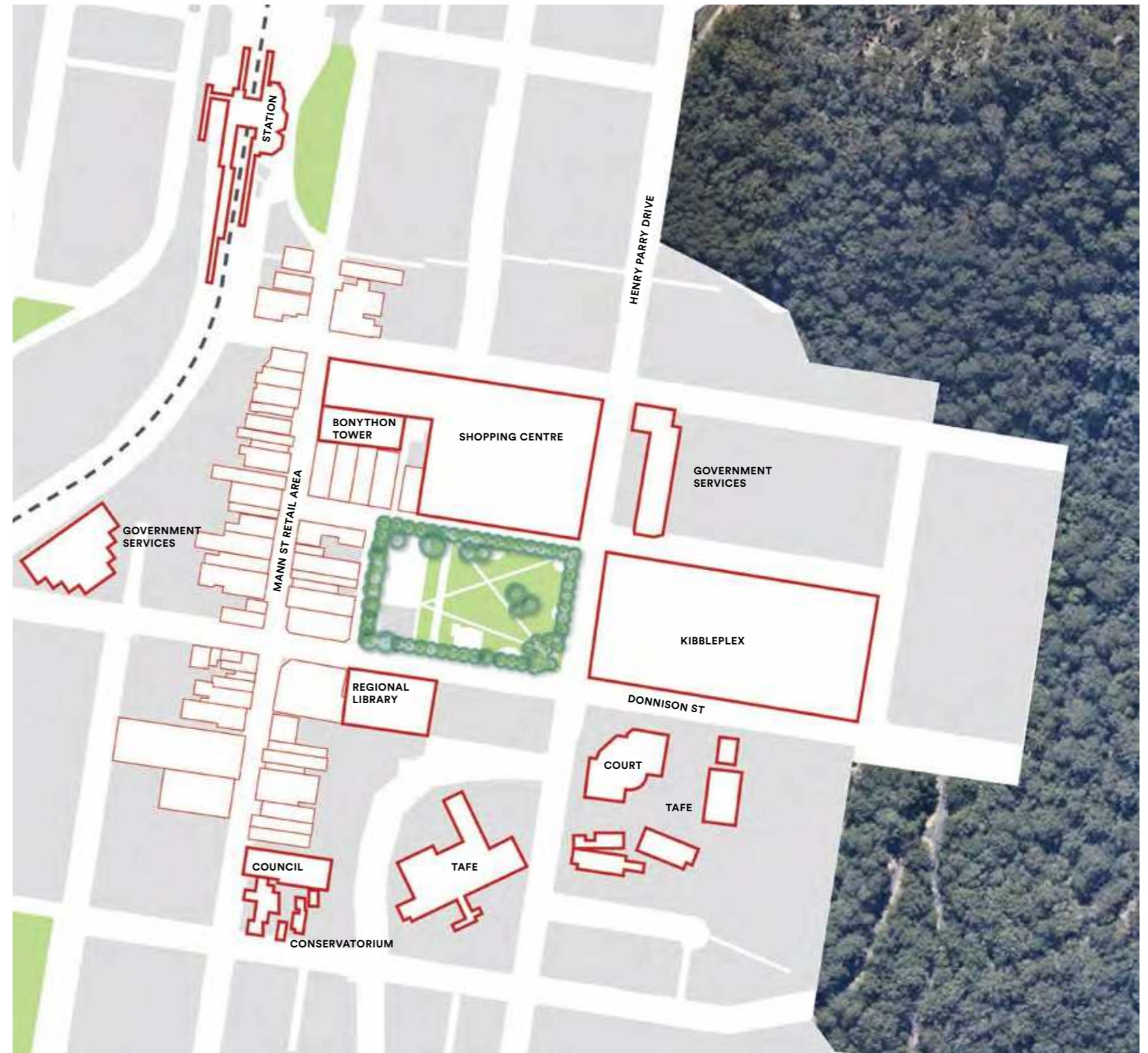


### 1.3 Kibble Park – strategic position in relation to regional attractions

Kibble Park and the surrounding area is in a great location to build on existing and future regional attractions with additional commercial, tourist, cultural and educational facilities.

These include:

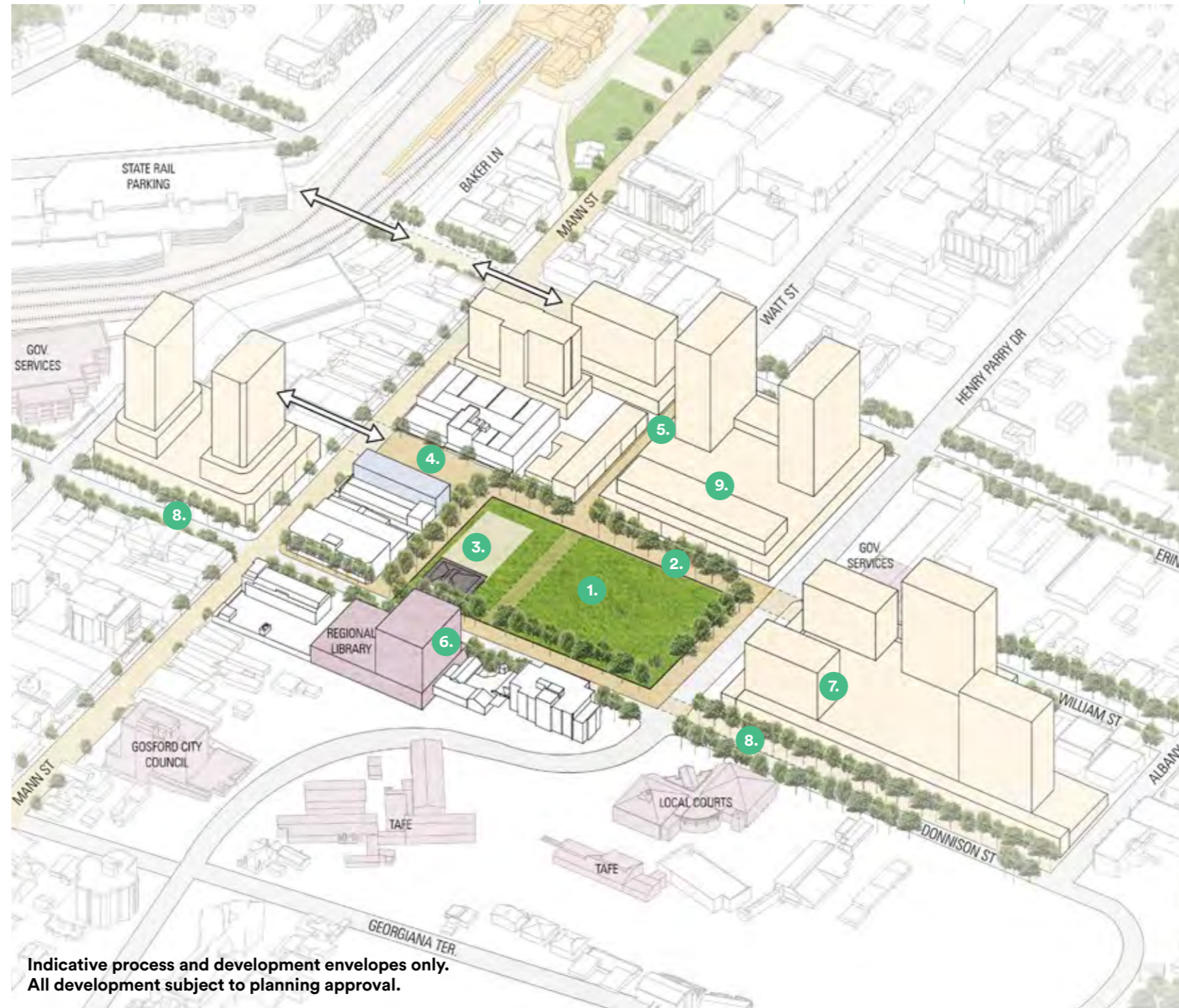
- Regional Library
- TAFE
- Large Shopping Centre
- Mann Street Retail
- Railway Station
- Bonython Tower
- Kibbleplex





## 1.4 Civic Heart design principles

- 1.** Create a 'green room' – respite for the growing city.
- 2.** Relocate activity to the edge and activate where people move.
- 3.** Re-purpose library as a public building – possible Town Hall, meeting place, flexible exhibition space. Investigate upgrade or new cafe integrated with park.
- 4.** Create a civic plaza and connect to Mann Street with active edges.
- 5.** Increase visual connection between Mann Street and the park. Streetscape upgrade to Mann Street.
- 6.** Establish through connection to Watt Street.
- 7.** Align connection to new regional library. Explore secondary connections between regional library, TAFE, Conservatory of Music and Council.
- 8.** Investigate opportunity to retain public parking in part of future development behind an active edge to Henry Parry Drive.
- 9.** Connect park to reserves with tree planting along Donnison Street.
- 10.** Create a civic plaza and connect to Mann Street with active edges.
- 11.** Connect park to reserves with tree planting along Donnison Street.
- 12.** Locate development height to minimise overshadowing of Kibble Park.



Indicative process and development envelopes only.  
All development subject to planning approval.



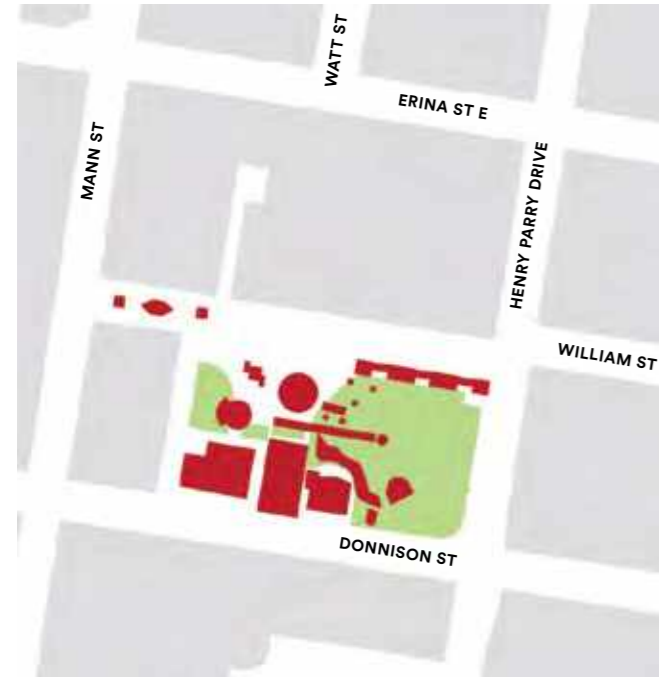
# View 1: City Centre Overview

Indicative process and development envelopes only.  
All development subject to planning approval.





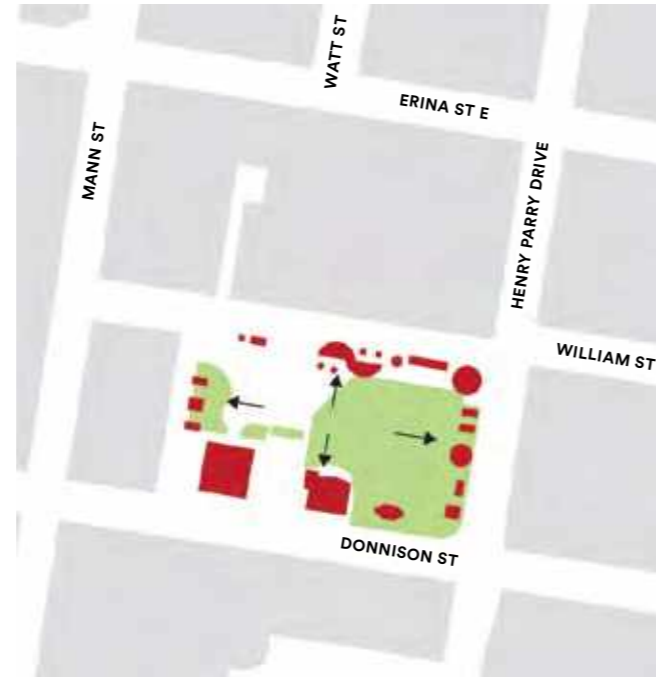
## 1.5 Detailed urban design principles



CURRENT

The park is cluttered. Scattered park activities, vehicle access and car parking take up much of the space.

### 1. Activity to the edges



PROPOSED

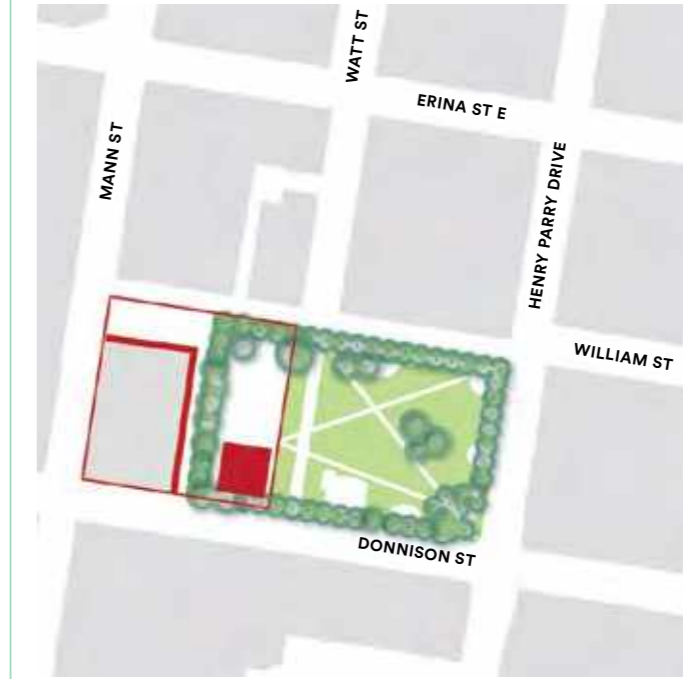
Move the park uses to the edges to create active streets and diverse edges for people to gather.  
The open space can breathe.

### 2. An iconic green room



Planting a frame of Eucalyptus trees creates an alternative green room with shaded edges. The park becomes iconic, grounded by a beautiful borrowed view to President's Hill.

### 3. Great Civic Spaces



Mann Street Plaza and the re-purposed library become flexible event spaces for day and night activation.

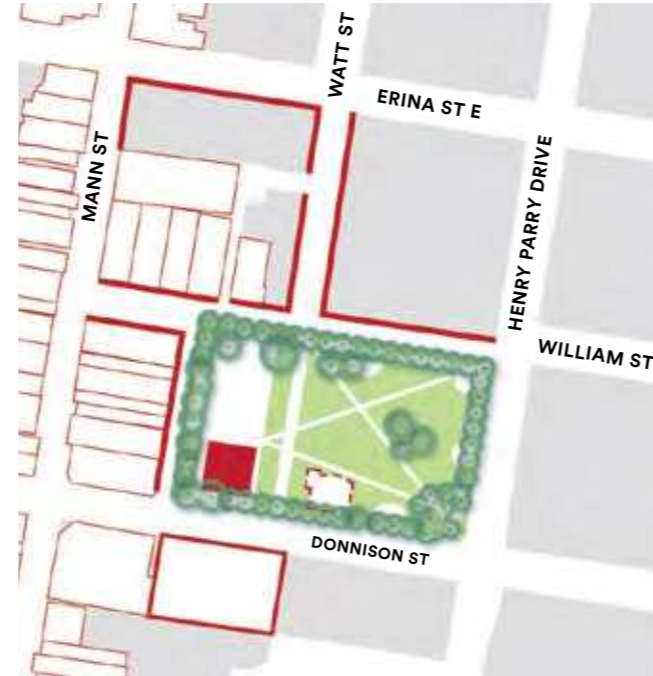


## 4. Ensure sunlight access to the park



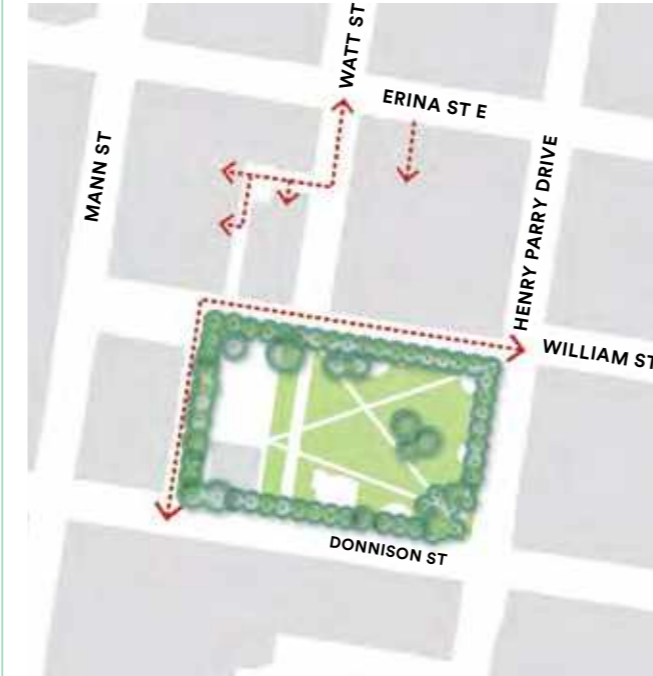
Locate height in surrounding developments to minimise overshadowing of park and public domain.  
 Ensure solar access for 4 hours to 50% of the park between 9am and 3pm at the winter solstice. Refer to built form principles.

## 5. Active street frontages



Protect and promote the fine grain retail of Mann Street.  
 Ensure active and defined street frontages to all park edges.  
 Re-purpose library as a public building. Investigate upgrade or new cafe integrated with park.  
 Curate diverse offerings for different demographic segments and for activation during day and night, weekday and weekends.

## 6. Reduce dominance of cars



Vehicle access is retained around the park in the short and medium term, but with reduced road widths and shared surfaces with clear pedestrian priority.  
 Future servicing or parking entries not to be located on Mortimer Lane or William Street adjacent to the park, or where active street frontages are proposed.

## 7. Connect with nature

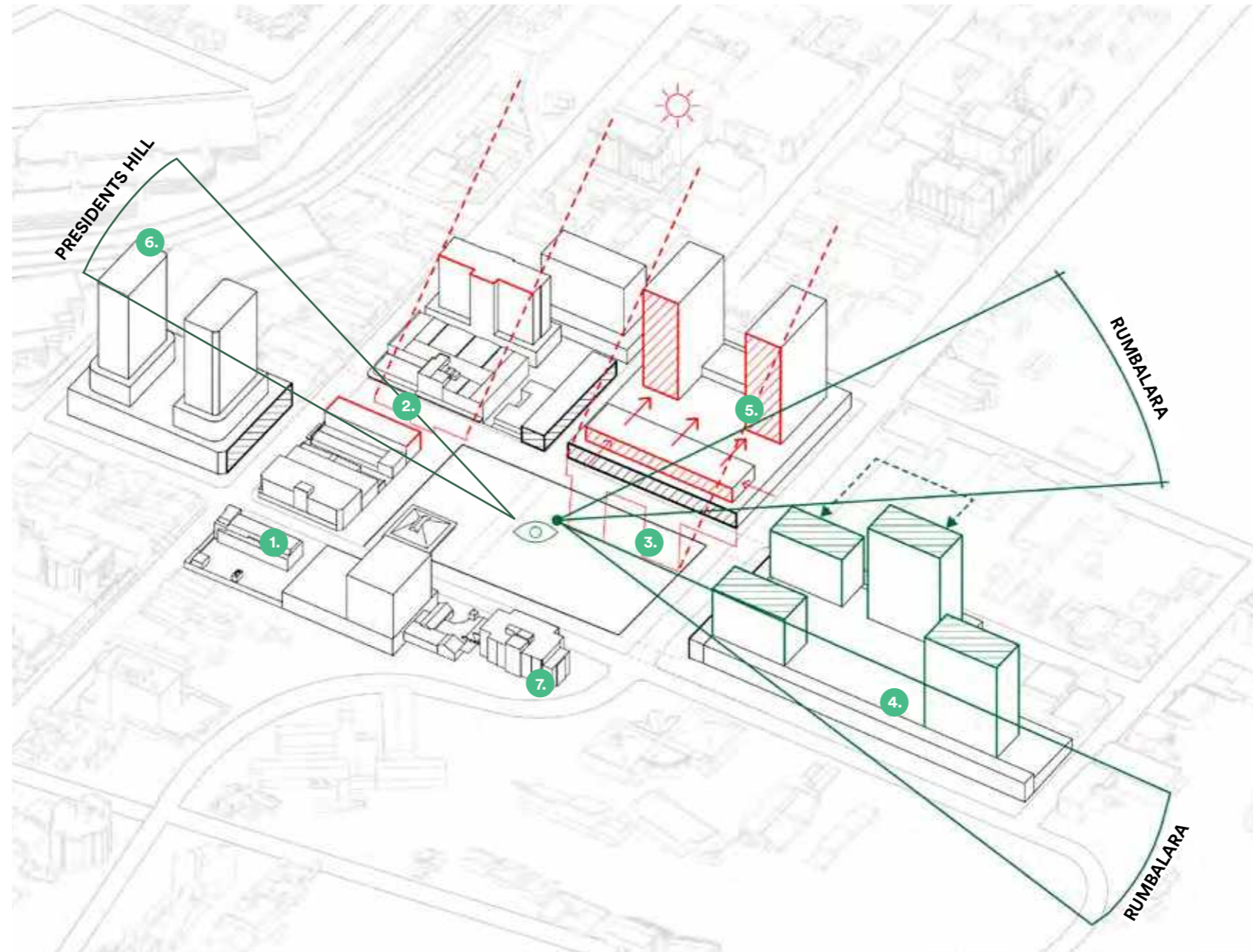


Protect view corridors to President's Hill and Rumbalara Ridgeline. Refer to built form principles.



## 1.6 Built form principles

- 1.** Two to three storey podium height with a fine grain and active frontages to key places and streets
- 2.** Ensure ground floor facade of the plaza buildings achieves sun throughout the day.
- 3.** Provide setback to upper levels above podium.
- 4.** Slender East/West tower forms, aligned to protect view corridors to Rumbalara ridgeline.
- 5.** Setback slender north/south orientated tower forms to allow shadows to move quickly across Kibble Park.
- 6.** Protect view corridors to Presidents Hill from Kibble Park.
- 7.** Ensure solar access for four (4) hours to 50% of the park between 9am and 3pm at the winter solstice.





View 2: Mann Street – A new Civic Square to Kibble Park





## 1.7 Structure plan—Civic Heart



-  Green infrastructure
-  Improved pedestrian crossing
-  Preferred parking entry
-  Parking options
-  Poor interface
-  New pedestrian access
-  Active facade
-  Active laneway



# 1.8 Planning and delivering Kibble Park

## Logic – Kibble Park

Kibble Park is the civic heart of Gosford city. It has been conceived as a protected, open and flexible green space for community life.

1.

The new park is bordered with shade trees and pedestrian friendly edges which encourage people to slow down and spend time in the park as part of their visit to Gosford.

Well planted edges will allow the park to retain its sense of protection and tranquillity even as key sites that surround the park are developed.

Kibble Park becomes the green open space which pulls a range of community focussed uses together. The existing library becomes a community space with exhibition space, meeting space and amenities for the park.

The new library will be an important community hub for all ages, while Mortimer Lane becomes a flexible community space with active frontages linking the library to the park and William Street Plaza through to Mann Street.

An improved play space and other community functions are around the active edges of the open green space.

The cafe is retained and linked by a plaza adjacent to the new library.

The heavy traffic of Henry Parry Drive is shielded from the park by further tree planting along this edge.

Around the park, there will be a diverse collection of services, retail and commercial spaces. Shops are encouraged to open to this vibrant new frontage.

The park will become a centre for community, throughout the week and for major civic events and functions which bring the community together.

## Open space testing

A new active laneway linking Watt Street to the park, and allows for service lane and parking access from Erina Street East to Bonython Tower and other commercial tenancies. This limits the traffic and trucks requiring access along Mortimer Lane.

2.

The main civic heart of the city is also supported by Government services and the courts. Consideration should be given to complementary support services like childcare, youth services, education, creative spaces, community services, A grade office spaces, conference facilities or hotel accommodation.

A through site link and pedestrian crossing should be made between TAFE and the new library, into the park.

3.

The courts have limited potential to expand in their current location. If they require more space in the future they should remain in the city core, ideally co-located with the police station.

4.

The fine grain of buildings along Mann Street add diversity to the built form and tenancies. Investment in this strip could be encouraged by reducing parking requirements.

5.

Laneways provide another unique urban typology in the city. Many cities have upgraded their laneway structures to create more interesting, vibrant places.

Upgrade of entry to Baker Street car park on Erina Street East to improve pedestrian access to CBD/ station & smaller scale public space. Potential access to station and additional pedestrian crossing at railway lines.

6.

Full length of Watt Street with improved pedestrian amenity covering all of Watt Street.

7.

## Next steps

**There are a number of important private and public development sites around Kibble Park that should be considered in relation to the street and park system. An integrated approach between public and private will be key to establishing a great public domain for Gosford.**

A public domain integration master plan should be developed, in collaboration with the key stakeholders including surrounding land owners.

### A detailed master plan should resolve:

- character of a flexible open civic space on William Street Plaza
- how commercial buildings on William Street Plaza can engage with the new civic space, including landmark building on corner of Mann Street
- location of amenities to service the park, particularly on weekends and out of business hours when the shopping centre may be closed
- laneway and truck access to commercial developments
- drop off points for buses or mobility limited people
- connection and integrated design with the new library
- consultation with the public on the future public uses of the old library
- options for improved pedestrian crossings of Donnison Street to the new library and Henry Parry Drive.

Kibble Park and its surrounding network of lanes and streets connect the key civic buildings of the future city. A civic public domain is required, with a focus on bringing community together both in event mode and in incidental ways throughout the year. It needs to function as an attractive place to be enjoyed as part of everyday visits.

## Process and staging

**Work on the park and adjacent road systems should start in the short term and not be dependent on development. This protects the civic heart while development and building work is underway around the park.**

This could be coordinated with opportunities for water harvesting to maximise the potential for water recycling and reduce the impact of storm water run off.

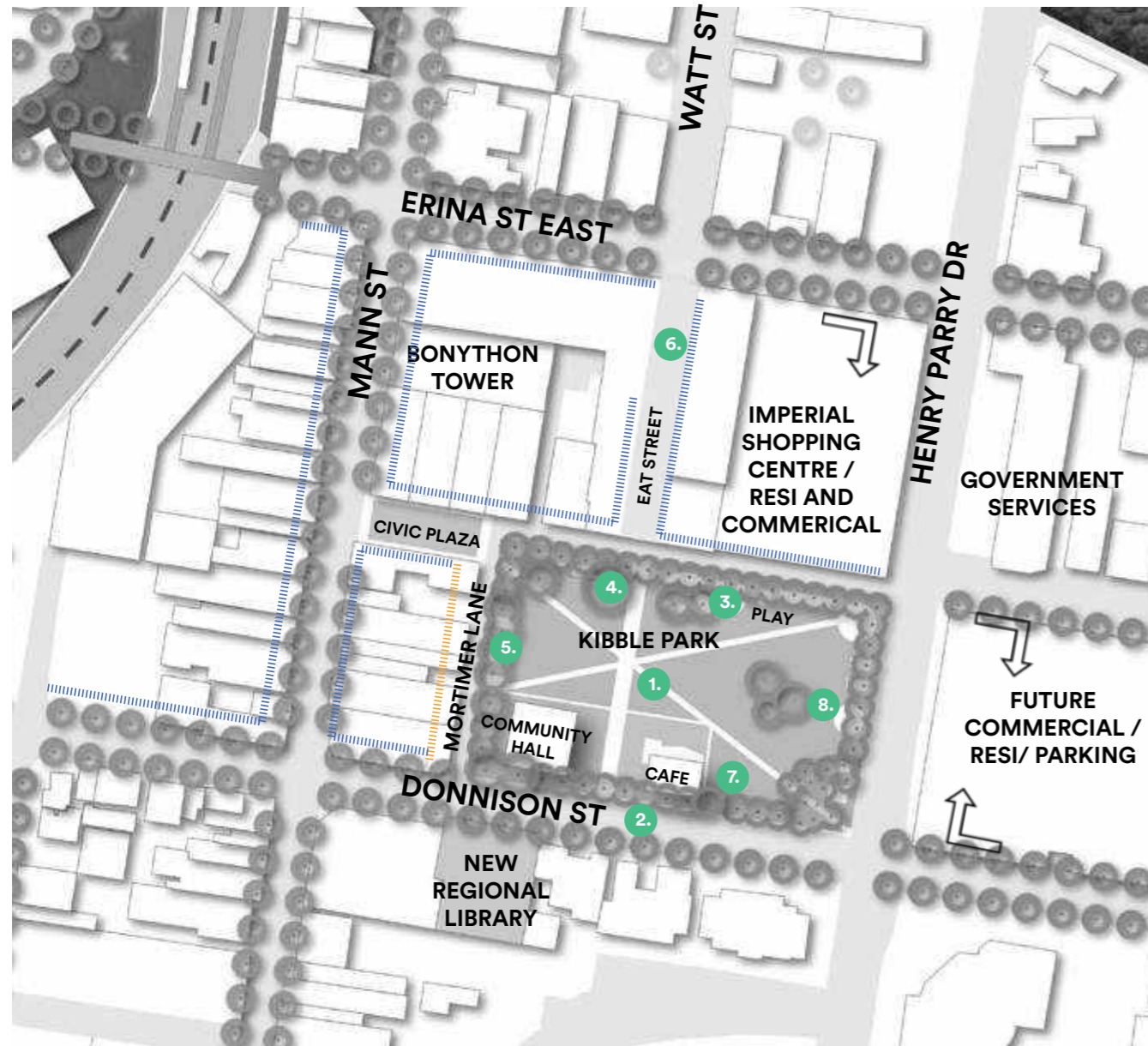
Consideration should be given to providing the retail and supermarket offering while construction of any new development on Imperial Shopping Centre site is underway. Losing the supermarket could have significant short term impacts on local businesses and the viability of the regional capital as it is a key attractor in the centre.

Planting the new boulevards along Donnison and Mann Street will have an immediate and important effect on the visual and environmental character of the city. This could be done independently and in advance of other projects.



## 1.9 Precedents and character

The following precedents create a visual story board of public domain improvements, built form opportunities, and diverse uses that could be considered for Kibble Park.



**A public domain that caters for a wide variety of uses**

Image: Spruce Street Harbour Park, Philadelphia. Photo by Art Star Gallery and Boutique. Accessed: <https://www.uwishunu.com/2015/05/art-star-pop-market-and-punk-rock-flea-market-to-set-up-shop-every-weekend-this-summer-at-spruce-street-harbor-park/>





**1. Provide large open green space framed by trees and active edges that can be used for a range of activities. Scattered urban furniture can provide further flexibility.**

Image: Harvard Yard placemaking started with moveable chairs. Photo by PPS. Accessed: <https://commonsplaces.harvard.edu>



**2. Improve street edge condition to encourage and strengthen 'green room', while providing visual/ acoustic buffer to vehicular traffic.**

Image: Landschaftpark2



**3. Encourage diverse use of edge activities such as lunchtime performances. Provision of utilities can provide storage for event equipment and encourage activation.**

Image: The Newport by Merivale. Accessed: <https://merivale.com/venues/thenewport>



**4. Provide a range of seating options to cater for all users.**

Image: Sovereign Square, Leeds UK by re-form landscape architecture limited. Photos by Simon Vine. Accessed: <http://www.landazine.com/index.php/2017/09/sovereign-square-by-re-form-landscape-architecture/>



**5. A shared lane has the potential to link the fine grain of Mann Street and the tree lined edge of the park.**

Image: Maitland Main Street by McGregor Coxall. Image by Simon Wood.



**6. An activated Eat Street connecting Watt Street and Kibble Park to encourage night time usage.**

Image: Spice Alley Kensington Street Sydney. Accessed: <https://www.hiddencitysecrets.com.au/sydney/spice-alley-restaurant-chippendale-restaurants-sydney/>



**7. Coordinated Events can link surrounding community facilities such as TAFE and regional food festivals.**

Image: Lizard Log Park Event Space, Western Sydney Parklands by CHROFI.



**8. Consider opportunities for waterplay around the edges. Consideration should be given to allow spaces to be converted when in event mode.**

Image: Jeppe Hein "Appearing Rooms", London. Photo: Jon Spence, courtesy König Galerie, Berlin, and 303 Gallery, New York. Accessed: <https://www.nytimes.com/2015/03/27/arts/design/brooklyn-bridge-park-to-display-danish-artist.html>



# 02. CITY NORTH

**City North location:** The City North area includes the expanded Gosford hospital site, the schools west of the station, Burns Park and the station precinct. This latter area comprises the crossing of the railway line and includes the eastern side of the station to Mann Street.

The hospital is a major investment in the future of Gosford. By connecting the hospital to a reimagined rail corridor and main street, its potential is expanded to start a new generation of innovation, allied health and education in the northern end of Gosford.

The focus on this area is to provide a gateway precinct with pedestrian connections, improved walkability and an attractive public domain.

The City North has the opportunity to connect its surrounding population and growing health and education uses to the Mann Street 'spine' and into the civic heart of the city, setting up a framework for synergies and investment in the area. The east west connections also link the recreational and natural assets of Gosford.

## 2.1 An area of opportunity for Gosford

Existing assets provide opportunity and current developments offer momentum for the revitalisation of the area.

The hospital is an important investment that will promote the growth of allied health services in the surrounding area, including fitness and rehabilitation facilities, scanning services, medical consultation rooms and accommodation for key hospital staff and doctors. It is important to strengthen the connectivity between the hospital development and the city across the rail corridor, to connect the investment with an area of potential growth in the City North.

City North can build on existing education assets by investigating the potential for an expansion of TAFE, and increased university presence associated with the hospital, and further development of the Central Coast Medical School.

City North includes two high schools and a primary school, and has the potential to accommodate additional TAFE facilities. The potential for a university presence in Gosford should be explored, particularly in association with the health facilities. This would be a critical addition to the regional capital, and develop a co-location of uses that can support an expansion in research and innovation industries in Gosford.

### The station is a major transport interchange in the region.

Gosford Station is an important transport interchange for the Central Coast, with express train services to Sydney and Newcastle and regional bus services. It carries over 4000 commuters a day from the region to Sydney, with over 22 million trips a year. The station is used by a large wider population through significant commuter parking, with the potential for improved active transport links.

There are station upgrades planned for the new intercity fleet of trains due to arrive 2019, including platform extensions and improved wayfinding. With regional importance, the interchange, station and rail corridor will require further investment and upgrades to improve access and connectivity through the city, and between the station, buses, and commuter parking.

### City North has the potential to support a diverse range of development and housing.

The urban grain of City North has diverse lot sizes and land holdings which can facilitate a broad range of development in type and scale to occur in this area. Like many other precincts at the edge of the city core, City North can build upon the fringe character which allows it to evolve in ways that is different to the centre of the city. The diversity is its strength, providing opportunity for a rich mix of use and investment to occur.

The area can also support the growth of a range of housing types suited to an increase in population generally and more specifically to the health sector workforce. The potential growth of student housing, as well as new models of aged living can bring a diverse population to the City North area.





## Open space – option 1

Artist's Impression: City North reimagined rail corridor.  
A new public space between Mann Street, the railway line and the hospital.





## 2.2 Make the most of the hospital investment to revitalise the city

### 1. Connect the hospital with the city.

The investment in the Gosford hospital development can be connected into an area that has the potential for growth to enable Gosford to promote the co-location of a range of associated uses. In the first instance this should focus on improved pedestrian links across the area, in advance of longer-term options to provide new connections across the railway line. The area must provide active movement connections to the city and to the surrounding natural assets.

### 2. Varied built form and public space.

There is potential to create attractive environments for pedestrians and to bring people together. Planning controls should encourage a diversity of building types and styles, a mix of scales of open spaces and active edges. Built spaces that enable people to converge during and after work hours are key, such as cafés, meeting places and a night time economy to support a safe public domain.

### 3. Attract the right mix of people, uses and housing types.

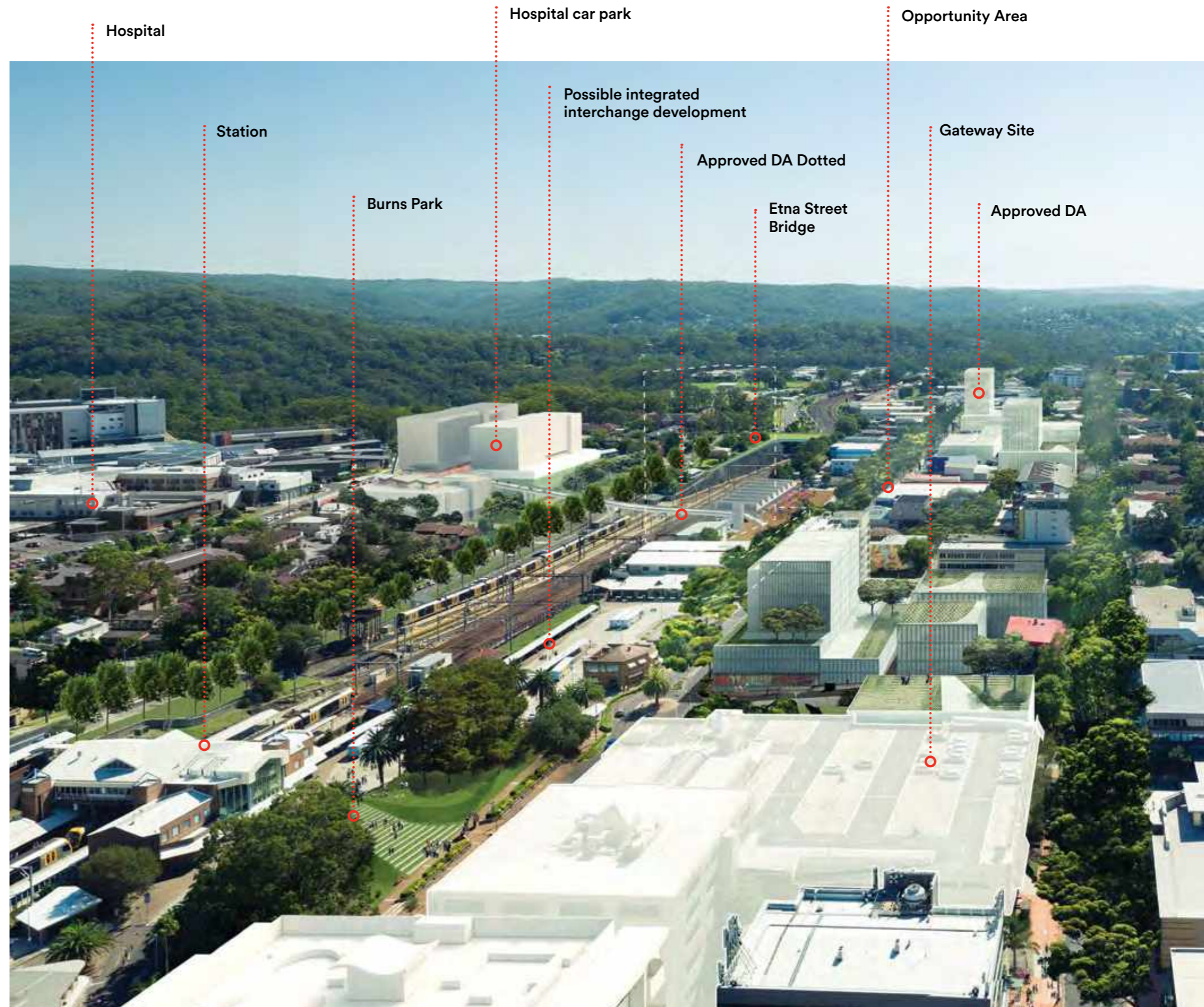
An innovation district should have a diversity of uses and foster diversity of development types and scales to attract and retain a range of businesses, residents and visitors. The city could target key partnerships, such as higher education or research institutions to locate in the area. They could identify emerging local companies, or offer residencies to innovative businesses. Business incubators, flexible working spaces, low cost shared spaces and event spaces should be investigated.

By providing a range of housing types and tenures, a diverse population could be attracted and accommodated to the area including students, workers in key growth sectors including health and aged care, and people wanting a city centre lifestyle.

### 4. The city becomes an innovation district.

The city should promote a clear vision of an innovation district, establishing an identity for the district as a distinct place. Places, programmes and events in a vibrant public realm bring people together, as the city shifts from a 'service provider' to a place 'to be'.

Artist Impression: Possible design scenario City North – Looking North along Mann Street and Watt Street.





## 2.3 Health and education uses can form the basis for an innovation district

The investment in the hospital is sufficiently large to promote the growth of associated allied health uses in the surrounding area. With the existing co-location of health and education facilities, including North Gosford Private Hospital and Central Coast Medical School, City North has the key ingredients which the Greater Sydney Commission identify as the basis for innovation districts.

The Greater Sydney Regional Plan 2017 defines an Innovation precinct as a: “transit accessible precinct with an active ecosystem that includes health and education assets, surrounded by a network of medical research institutions, a mix of complementary industry tenants, housing, ancillary facilities and services. Economic productivity is created by the agglomeration benefits flowing from an active innovation ecosystem.”

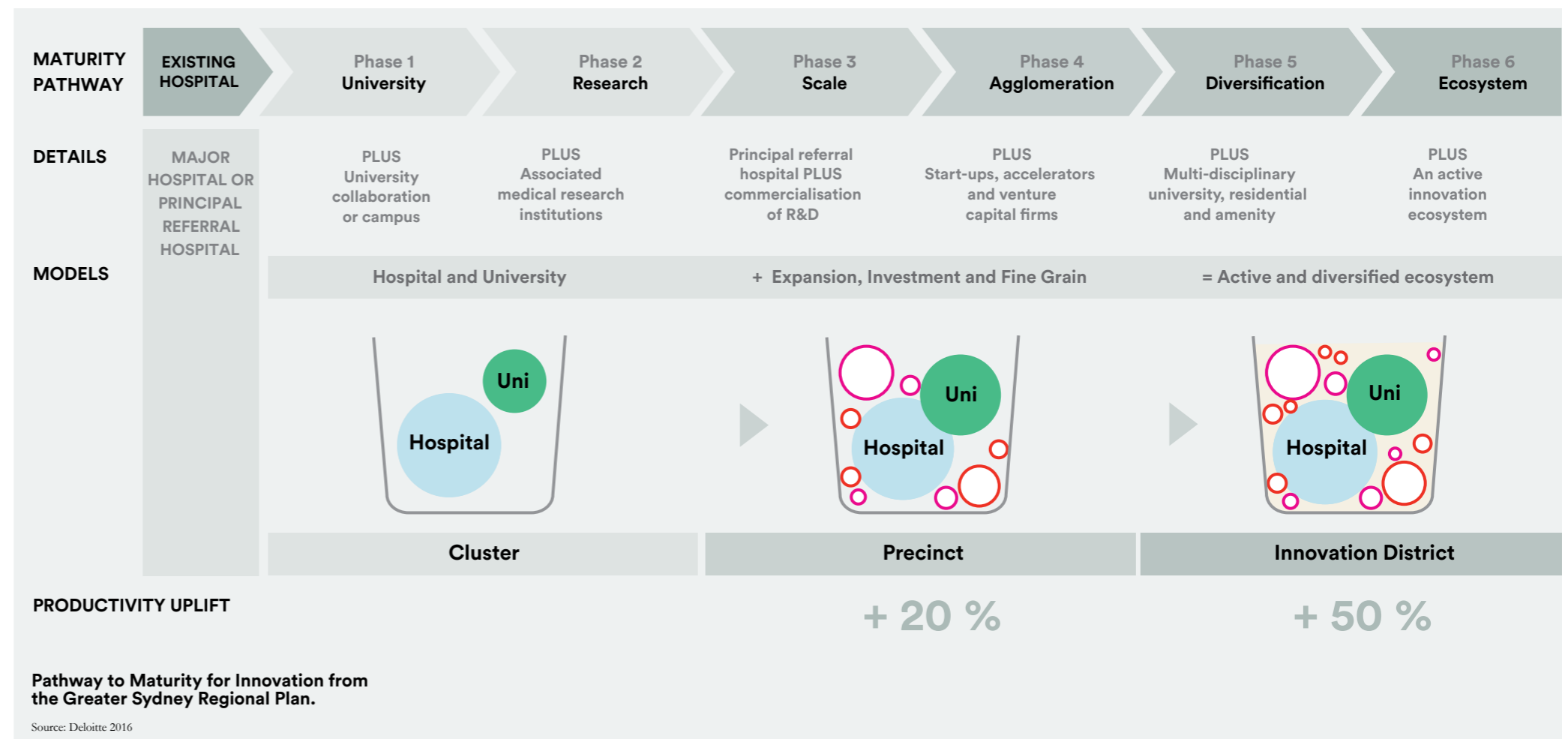
City North has the opportunity to support a diverse range of housing types, as well as a range of service industries, attracted by this co-location of uses. The city can investigate attracting educational institutions, as well as business incubators and flexible working spaces.

City North has a diverse range of building types and lot sizes which offers huge adaptive potential and flexibility. Connecting the large investment of the hospital over the rail corridor into the city offers potential for a range of developments, from reuse to redevelopment, large education footprints, to smaller shared workspaces and service functions. The area can support the development of a rich ecosystem over time, to create an place with a distinct identity in Gosford.

A illustration of how a health and education innovation opportunities could develop within the City North precinct.

Please note specific sites shown are indicative only.

- Health
- Education
- Other
- Public space





## 2.4 Four challenges

# 1.

The rail corridor forms a significant barrier through the city, restricting physical, economic and social connections between places on either side of the railway line in the City North.



Image: James Worrall

# 2.

The station lacks the quality and amenity expected of a regional capital and a significant transport interchange.



Image: Salty Dingo

# 3.

The hospital is an inward focused facility which does not connect well with its surrounding public domain or the city. It is separated from Mann Street and the civic heart by the railway corridor and steep topography.



Image: Salty Dingo

# 4.

The poor public domain contributes to a lack of connectivity between health and education facilities and the civic heart of the city. The streets have a lack of trees and active street frontages, and no public spaces. Walkability is typically poor.



Image: Salty Dingo



## 2.5 Four opportunities

# 1.

Investment in the hospital will promote the growth of allied services in the area and potentially attract health workers to live in the city centre. Opportunities exist to provide better walkability and pedestrian connectivity to make it easier to work and use the services in the city centre.



Image: Salty Dingo

# 2.

City North is surrounded by a system of open spaces, regional natural and recreational assets that add to the attractiveness of the northern city centre and surrounds as a place to live, work, invest, and visit.



Image: Bravo Drones

# 3.

The varied lot size and diversity of built fabric, offers the opportunity for a rich mix of use, scale and investment to occur.



Image: Nightingale Project by Breathe Architecture

# 4.

City North is an area of opportunity for Gosford, offering a place for the city to grow. It has a character defined by existing light industrial uses and the rail corridor to draw on, to form a place with a distinct identity in the city.

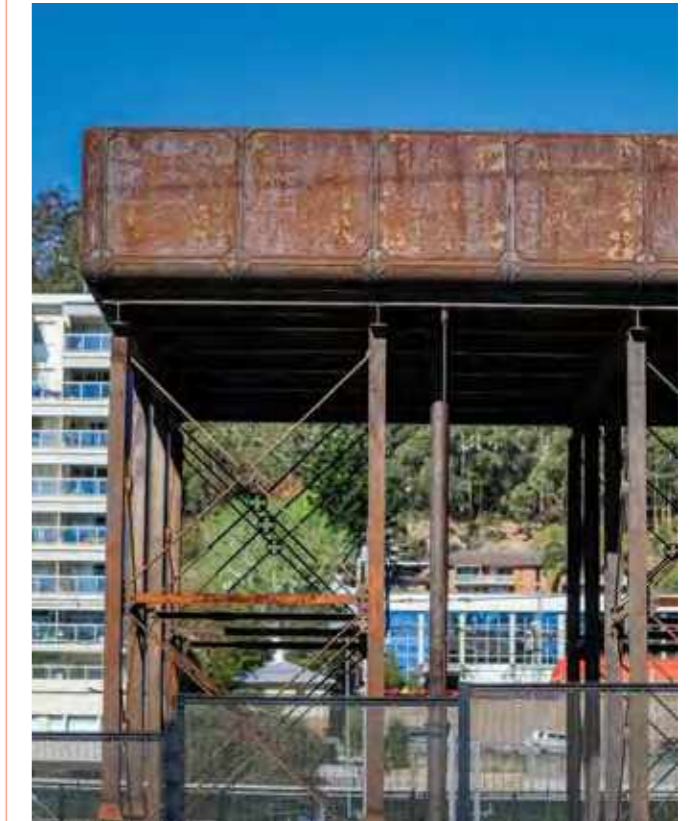


Image: Salty Dingo



## 2.6 Design principles for City North

The following design principles outline the key moves for City North, which can enable investment in this part of the city.

On the following pages these principles are investigated in more detail, suggesting a range of opportunities and potential projects to consider.

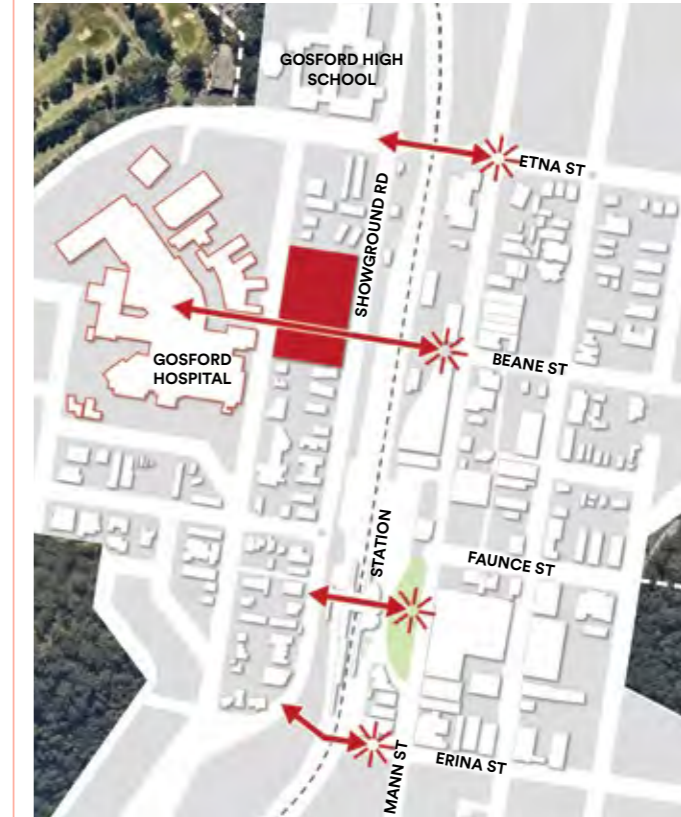
### Existing



The existing lot and building size of City North to the east of the railway line, is varied and sits within a walkable street grid. Smaller lot sizes and multiple owners constrain easy amalgamation of sites into super lots, therefore the potential exists to promote a more organic, varied and finer scale of redevelopment in this area.

This area is in close proximity to a station and commercial centre, offering an area of potential with diversity and flexibility for the city to grow.

## 1. Improve pedestrian connections across the rail corridor



### Observation:

The hospital development is a large investment in Gosford which will bring large numbers of people into the area, and drive the growth of related allied health services, but it is not well connected across the railway into the civic heart of the city.

### Principle:

Connect investment into the high potential of City North with a range of short, medium and long-term projects

1. Improve the existing connections at Etna Street prioritising pedestrian, cyclist and emergency vehicles and reduce traffic on sections of Racecourse Road prioritising 'destination' related traffic
2. Investigate options for a new pedestrian crossing from the hospital to Beane Street in the east
3. Investigate options for an addition crossing of the railway at Erina Street linked to the extension of the platforms and a potential new station entry point.



## 2. Improve pedestrian environment and tree canopy



### Observation:

The poor pedestrian environment of City North impacts the connectivity of the surrounding uses with the civic heart of the city and the ability to support innovation related activities including health and education.

### Principle:

1. Establish Mann Street as a strong green spine through the city, connecting the distinct areas along its length.
2. Improve pedestrian amenity along Showground Road, Etna Street and Faunce Street to connect the schools and hospitals into the station and centre of Gosford
3. Connect City North with the surrounding green spaces in a wider active transport network
4. Investigate opportunities to widen footpaths and create active transport links on Mann Street and Showground Road. Also consider improved footpaths and active transport across Etna Bridge.

## 3. Provide a new public space



### Observation:

There is a lack of public open space

### Principle:

1. Provide a public open space for the City North area
2. Investigate a location for public open space that can bring the east and west of the city together, as well as connect to the Civic Heart.
3. Consider that it has a unique and authentic identity based on the character of City North.
4. Provide a variety of soft and hard spaces for people to meet, enjoy a lunch break and engage as a community.
5. Ensure the space has good solar access.
6. Provide trees and greener places.

## 4. Promote a diversity of built form



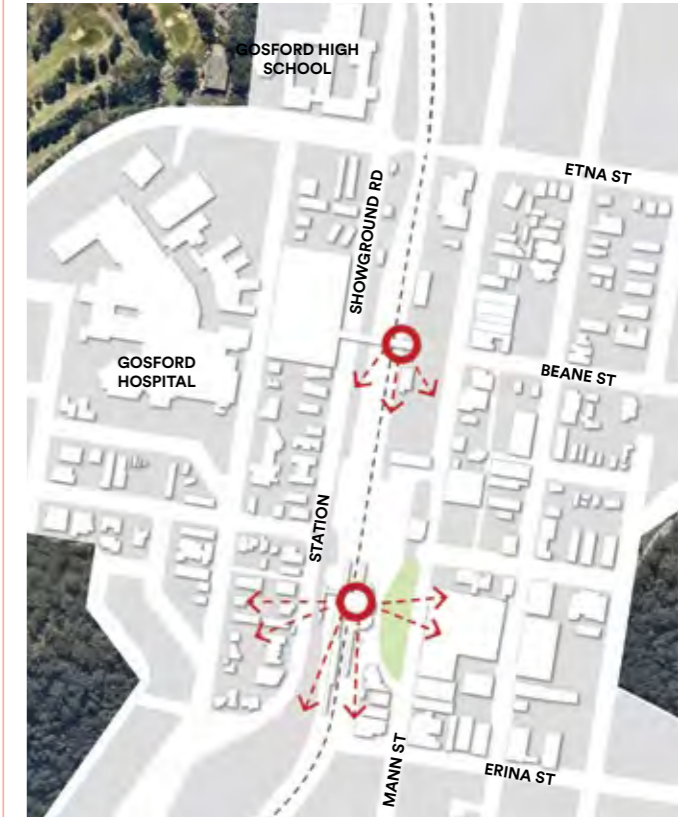
### Observation:

The varied grain of the built fabric and the robust street grid offers a range of opportunities for refurbishment, adaptive re-use and new buildings.

### Principle:

1. The opportunity for a diversity of building types and scales of spaces should be encouraged, to create a varied grain and pedestrian scale environment along Mann Street.
2. Retain existing trees and plant new ones.
3. Encourage through site links and porous built form.

## 5. Celebrate glimpsed views



### Observation:

Glimpsed views of Presidents Hill, Rumbalara Reserve and Brisbane waters connect the area with the wider landscape.

### Principle:

1. Views to key landmarks should be celebrated at the station, the arrival to the city. Careful redesign of Burns Park, the Gateway Centre site, and any future station redesign, could create a glimpsed view of Rumbalara Reserve from the station. The concourse should consider water views whilst any other opportunities to view Presidents Hill from the station and its surrounds should be explored.
2. Views to key landmarks should be considered from existing and new public vantage points and be a consideration in new or changes to built form.



## 2.7 Connections, movement and access options

The following opportunities for improved movement and accessibility have been considered for City North, which together could form a connected community and public domain. These options are listed from the north moving towards the south.

The following opportunities for improved movement and accessibility should be considered and tested further as part of the joint Access and Movement Strategy, parking and traffic studies.

### 1. Etna Street bridge upgrade

Investigate options for improved priority access for the ambulance to and from the hospital. This is a critical functional challenge for the hospital.

Investigate improved active transport connections for pedestrians and cyclists, particularly for students and hospital workers to connect to Mann Street in the east.

Consider options for traffic congestion reduction for the Etna Street/ Racecourse Road and Showground Road intersection.

Consider parking options in the Showground and nearby sites with shuttle bus access to the hospital and station to help reduce traffic congestion.

Consider the heritage value of Etna Bridge in any proposed changes.

### 2. Hospital pedestrian bridge

Investigate options for a pedestrian and active transport bridge from the main concourse of the Hospital at Holden Street, over the new hospital car park and railway corridor to Mann Street. The link could align with the street grid at Beane Street. This is roughly half way between Etna Bridge and the station and possibly form part of the development of a mixed use transport interchange.

This clear pedestrian route and sight line could offer the greatest potential to draw the staff and patients of the hospital across the rail corridor to activate Mann Street.

Consider landing the bridge in an improved public domain and improved Mann Street.

### 3. Active movement network

Connect City North with the surrounding green spaces along green corridors such as Faunce Street, which connects the northern edge of Presidents Hill with Rumbalara Reserve.

### 4. Gosford Station upgrade

Consider the station as an important civic link for the east and west of the city, used daily by the wider community, not just station users.

Encourage direct access to platforms to release capacity on the concourse.

### 5. Consider a southern rail platform entry/exit with the required platform extensions for the InterCity Fleet trains

With the station platform extensions proposed to be towards the south this provides an opportunity to consider a southern platform entry and exit aligned with Erina Street East.

This could be a new rail crossing that links the State Commuter Parking station and Mann Street, encouraging commuters to have easy access to the station, and the commercial, retail and food and beverage options on Mann Street. It also has close connections to Kibble Park.

Consider whether some pedestrianisation of Erina Street East between Mann Street and the rail corridor could create a new public domain for pedestrians to land into, activated with commercial opportunities. It could also link to Baker Street Car Park and an improved laneway pedestrian environment.

### 6. Active transport loop around the rail corridor

Consider an active transport loop that could connect Mann Street, Showground Road, Etna Bridge and the Station (at either entry).

Consider the potential of this loop (approx 1.25km) to make a pedestrian focused core for the City North for the students, hospital workers, commuters and wider community.

Consider potential links to Presidents Hills, Kibble Park, Rumbalara Reserve and the Waterfront.

Consider a unique identity for the loop that expresses the active and healthy lifestyles of the Central Coast.

### 7. Improve north south links along Showground Road, Mann Street and within the station precinct

As discussed in the public domain suggestions, consider improved accessibility, active transport connections and wider footpaths to Mann Street and Showground Road.

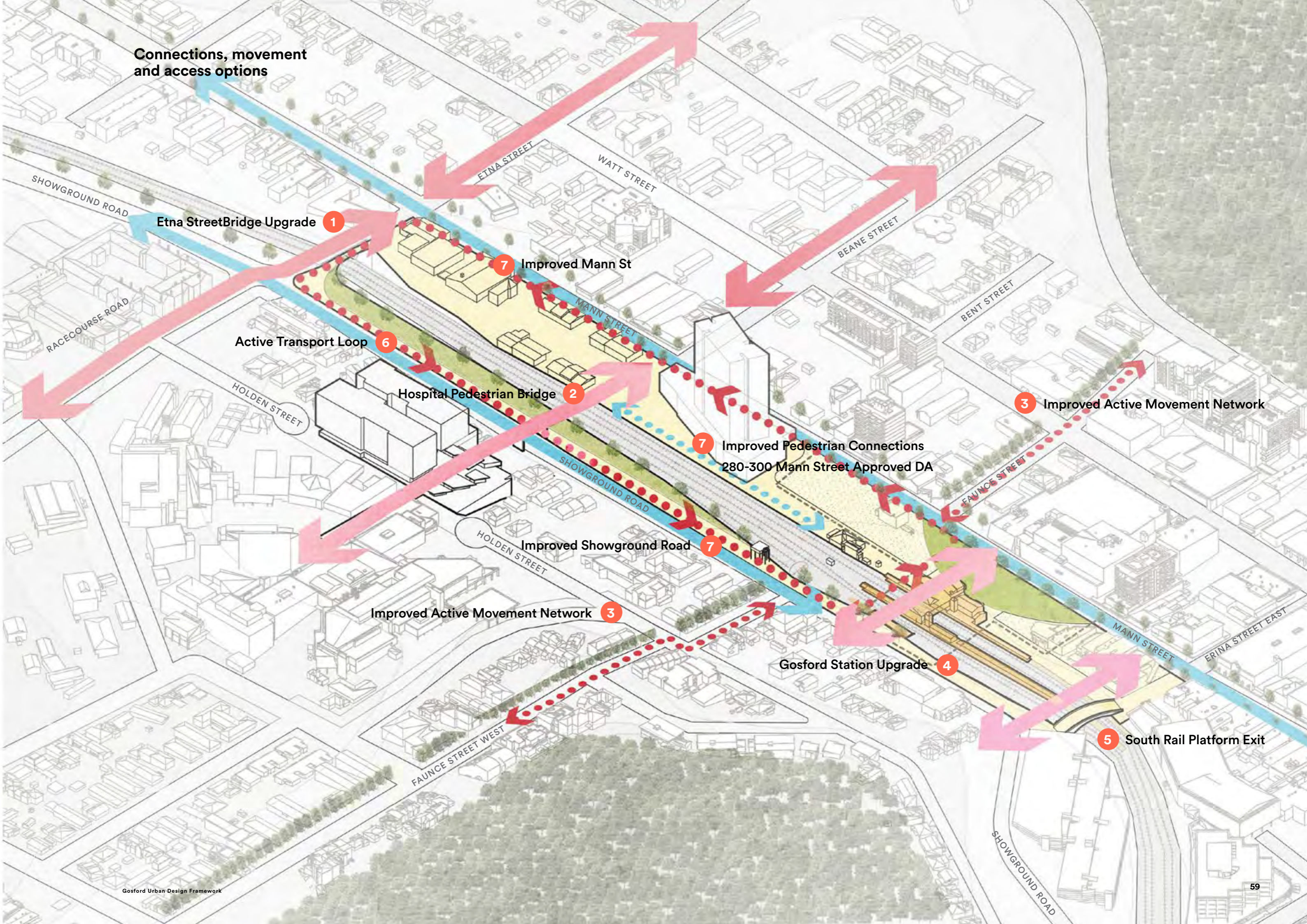
The east of the station including Baker Lane and the bus interchange could be an improved pedestrian zone with links to Mann Street. The secondary laneway character with active frontages from surrounding buildings could be a unique environment in the city.



Image (top and bottom): Salty Dingo. (centre): Bourke Street Cycleway, City of Sydney



**Connections, movement and access options**



**Etna Street Bridge Upgrade** 1

**Improved Mann St** 7

**Active Transport Loop** 6

**Hospital Pedestrian Bridge** 2

**Improved Pedestrian Connections  
280-300 Mann Street Approved DA** 7

**Improved Active Movement Network** 3

**Improved Showground Road** 7

**Improved Active Movement Network** 3

**Gosford Station Upgrade** 4

**South Rail Platform Exit** 5



## 2.8 Public domain investigations

City North is lacking public open space that offers relief, green infrastructure and a public identity to the north. The following ideas for the City North public domain were considered:

### 1. Public open space: option 1 – rail corridor

Improve pedestrian amenity and accessibility across and into the city north from surrounding areas and create places that will attract people.

Investigate the potential for a public space that links Mann Street and the hospital on the land between the rail corridor and Mann Street.

This option could connect the public on Mann Street, the hospital staff, the school students who walk past this area, and station users.

This option could build on the authentic rail character.

It could be a public domain integrated with a fine grain of private, commercial and public buildings that offer spaces for industry, food and beverage and community uses.

### 2. Potential open space: option 2 – Beane Street

This option explores the potential for public open space to be created on some of the government owned land at the junction of Mann Street and Beane Street.

Provision of this space could activate Mann Street, be connected to the hospital and delivered in-conjunction with a new development of this land.

### 3. Burns Park upgrade

Explore an upgraded park that offers improved sight lines to Mann Street, passive surveillance, increased accessibility, improved appearance and safety. It should function as the civic entrance to the city for people arriving by train.

The station upgrades should include improving direct access from platform one to the city centre at both the current station location and a second potential entrance at Erina Street.

A station master plan should consider additional entrances in the context of potential for redevelopment of the interchange site to include improved facilities for passengers.

If the station master plan allows, the park upgrade could consider a broader rethink of the eastern station entrance including the bus and taxi interchange.

Pedestrian access from the station, through Burns Park to Mann Street should be a priority. Consider opportunities

relocating the road access for cars and buses to an interchange north of the station exit and entrance.

Reconsider landscape design of Burns Park to create clear sight lines to Mann Street. Design of the future Gateway Centre should allow for glimpses of Rumbalara from the station exit. These glimpses of the ridge line and sight lines to the main street are an important way of finding opportunities that help people orient themselves in the city.

### 4. Investigate the potential widening of Mann Street footpaths and public domain

Mann Street in City North has narrow pedestrian footpaths and limited street trees. An improved public domain could include street trees, wider footpaths, improved lighting, wayfinding and active building frontages.

Mann Street would be preferred walking route for school students, helping to activate the main street, and potentially encourage new commercial and retail opportunities (which would be limited on Showground Road due to the hospital).

In order to allow for a widened active transport connection to the station and street tree planting, the building setbacks could increase. The western side of Mann Street has the greatest opportunities to allow for this, with fewer land owners.

### 5. Investigate the potential widening of Showground Road footpaths and public domain

In order to provide wider and safer footpaths between the schools, hospital and station, tree planting, Showground Road should be considered as part of a wider upgrade of the public domain.

The western side of the road has limitations for widening paths with more land owners and the hospital parking station under construction. The eastern side of the street has land between Showground Road and the rail corridor with fewer private owners between the station and Etna Street and the high school. This land should be explored for an improved pedestrian environment.

### 6. Etna Street Bridge Upgrade

Improve connection across Etna Street bridge. Prioritise pedestrian, bicycle and emergency vehicles.

### 7. Hospital pedestrian bridge

Strengthen connection between hospital and CBD/Civic heart. Further investigation is required to identify options for a suitable location for a new pedestrian bridge over the railway corridor and explore active edges around the built form of surrounding development.

### 8. Active movement network

Connect City North with the surrounding green spaces in the wider active transport network.

### 9. Gosford Station upgrade

Investigate station upgrade and options as part of a wider master plan to take in bus interchanges, Burns Park and surrounding public domain – refer to master plan considerations.

### 10. South rail entry/exit

Consider southern rail entry and new rail crossing including required platform extensions.

### 11. Diverse building types

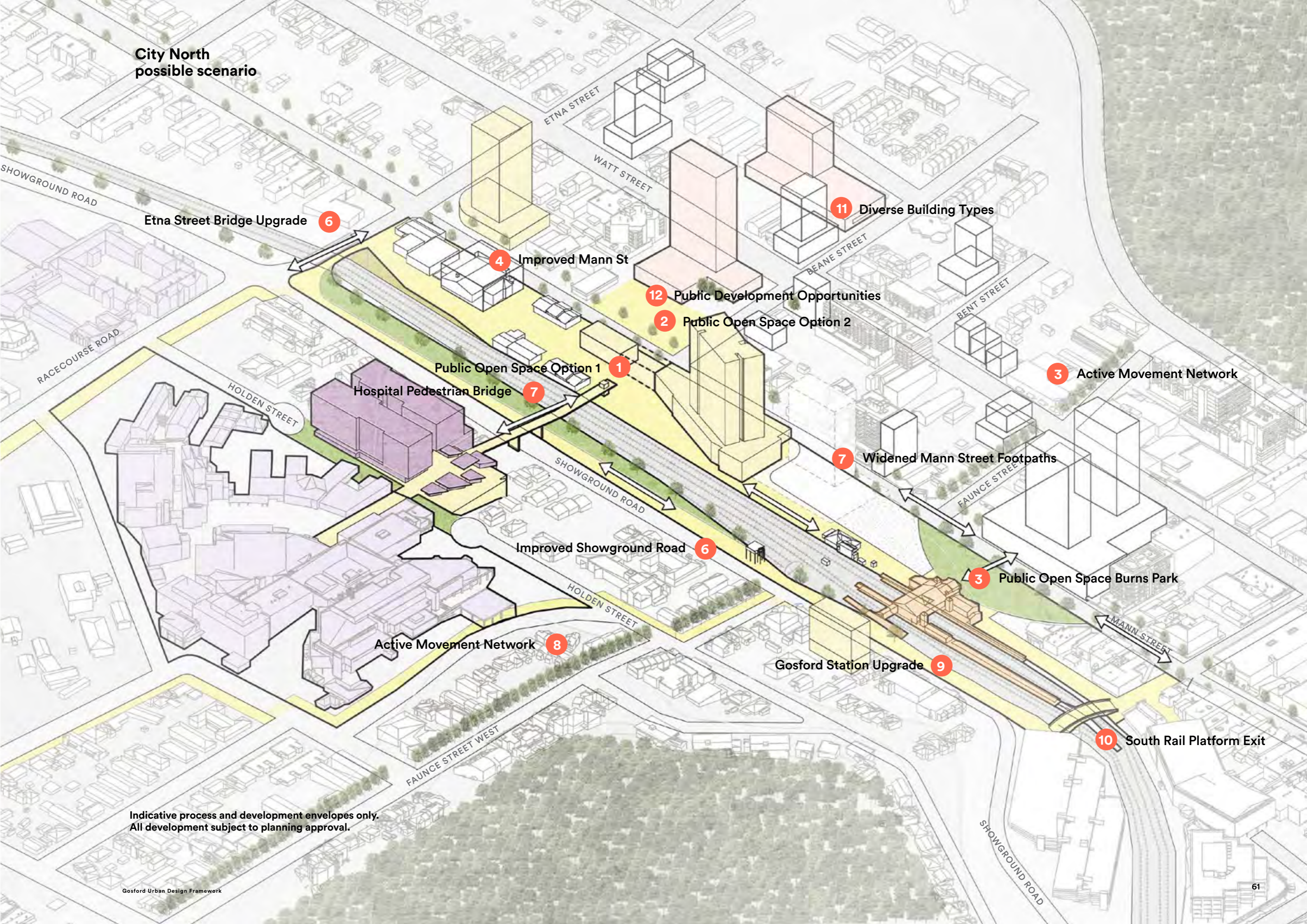
The opportunity for a diversity of building types and scales of spaces should be encouraged, to create a varied diversity of building sizes and types and a pedestrian scale environment along Mann Street. Explore retaining existing trees to help define a porous built form.

### 12. Public development opportunities

Explore public land use in City North for further catalyst projects and their relationship and proximity to key East/West connections on the Beane Street alignment. Potential for public open space facing Mann Street.



**City North possible scenario**



Etna Street Bridge Upgrade 6

4 Improved Mann St

11 Diverse Building Types

12 Public Development Opportunities

2 Public Open Space Option 2

1 Public Open Space Option 1

7 Hospital Pedestrian Bridge

3 Active Movement Network

7 Widened Mann Street Footpaths

6 Improved Showground Road

3 Public Open Space Burns Park

8 Active Movement Network

9 Gosford Station Upgrade

10 South Rail Platform Exit

Indicative process and development envelopes only.  
All development subject to planning approval.



## Mann Street

**Investigate location of a new public space adjacent to Mann Street.**

**Mann Street is the primary spine that connects different areas of the city along its length. It provides clear way finding and an organisational line to the city.**

Mann street is the common thread that links the Civic Heart, City North and City South.

As a high street, it offers a historically important civic quality to the city. It has a fine grain streetscape that is human scale, offering diversity of shop-fronts and reflecting the city's history as a regional centre.

For City North, there are few connections back to Mann Street. The civic quality reduces as footpaths narrow and retail fine grain in replaces by larger car showrooms and light industrial.

The aim of this place is to draw the civic quality of Mann Street up to the station area, and moving north to consider a new type of unique public domain.

This new public domain should be accessible, public, green and active. Its position should be adjoining one of the key railway corridor crossings.

This public space should be unique, helping to form a new identity for City North. A good open space can focus investment, provide spaces for the community. It could include create collaboration spaces, research spaces for health and education, opportunities for industry, business and services, and more options for food and beverage.



Image: Library Service







## 2.9 Hospital improvement options

**The area around the hospital and the station are priorities for public domain and accessibility improvements. These upgrades could link the city centre, station, schools and recreational facilities.**

The hospital is an important anchor and key attractor of people. The following projects can be clustered together around the hospital to improve the public domain and access to this asset. Working with key stakeholders, the following public domain and accessibility options around the hospital could be considered in more detail.

Improvements to Showground Road between the station and Etna Street will create a pedestrian and cycle friendly environment. Improvements to be considered include widened footpaths, street tree planting, possibly moving power lines underground, improved pedestrian crossings, lighting, cycle paths, new signage from the station to the hospital.

The station western exit could consider a small retail development on Showground Road to include local commercial services like a corner shop, small grocery store or food and beverage options.

Consider active frontages to the hospital car park. Possible uses could include anything with activity or allowing public use including a commercial space, small retail or food and beverage, or even car wash facilities.

Racecourse Road and Showground Road intersection at Etna Street is a challenging place requiring further consideration of traffic, ambulance access, public transport, parking and active transport connections.

Consider options to reduce through traffic on Showground Road and Racecourse Road. Consider including speed restrictions, road design and traffic calming.

Consider the pedestrian, cycle and public transport links to potential parking provided at the Showground.

Consider the impact of Holden Street closing to through traffic in the future (as is planned).



Image: Salty Dingo

### Observations:

Pedestrian access to the hospital is often along narrow footpaths of residential streets and busy roads.

The steep topography and heavy traffic of Showground Road combined with disconnected footpaths creates an unsafe route for children to Gosford High School.

The future hospital changes include the closure of Holden Street to through traffic and the creation of a pedestrian zone. The main car park access will be off Showground Road and Beane Street West between Holden Street and Showground Road will also be closed.

Pedestrian movements across the hospital site to the schools will not be encouraged due to the conflict with emergency vehicles and hospital security.

### Opportunities:

Car parking and a blank facade facing Showground Road offers little activation, passive surveillance or engagement with the street. The public domain needs more consideration for a pedestrian friendly, planted street, ideally with active uses that could suit the hospital and educational facilities like food and beverage or fitness services. Altering some key street facing car parking spaces to these uses could help activate the street and would benefit from good footfall.

Pedestrian safety on Showground Road must also be a priority consideration. There is a potential conflict with pedestrians (including school children) and the car park entrance and emergency vehicles in the area.

### Showground Road entry

Image: Gosford Hospital Redevelopment SSD  
6913: Fitzpatrick and Partners





## 2.10 Station challenges

The station carries over 4000 commuters a day from the region to Sydney. Over 22 million trips a year are completed or commenced in this station, making it the busiest station on the Central Coast.

Some station changes are planned to accommodate the new intercity fleet of trains due to arrive on the line in 2019 including platform extensions. The new trains will offer commuters improved amenities including wifi, power supply and tables. New cafe facilities for customers will also be opening soon along with enhanced wayfinding.

Most of the changes to the station are relatively minor upgrades rather than a complete reconsideration of this powerful asset for a regional capital. Some fundamental accessibility and place making issues need further consideration. As the front door for many tourists and locals arriving on the Central Coast by train, the station presentation is crucial.

### Observations:

Station is heavily congested at peak times.

Poor way-finding and legibility.

Limited amenities, retail offering or opportunities for food and beverage.

Congested bus and taxi interchange with poor pedestrian amenity.

Poor lighting and safety issues identified at night.

Lack of activation and services at night.

Limited platform access at ground level.

The station does not help to activate Mann Street or the city centre.

Concourse is currently fulfilling both the role of accessing platforms and providing a pedestrian crossing of the rail line.





## 2.11 Station improvement options

The station needs a variety of short term and long term projects to enhance its position in the regional capital. There is an opportunity to maximise existing and future investment at Gosford station and surrounding sites to contribute further to the revitalisation of Gosford as a regional capital. As the city grows and attracts more people to live, work and visit, and with the introduction of the new Intercity Fleet, the station will need to accommodate more people and services. It is suggested that further detailed master planning is carried out by Sydney Trains with key stakeholders including GANSW, DPE, TfNSW Property and the CCC.

A master plan for this region should consider the following projects around the station and their interrelationships. It should also be informed by the proposed access and movement strategy and integrated parking study which could test scenarios proposed in the master plan.

### 1. Install Opal gates to Platform 1 directly from the Mann Street Entry

An Opal gate would ensure patrons of the station arriving from Mann Street in the east do not need to unnecessarily climb stairs to the concourse level, then descend back down to the platform at all times of the day. Through access directly onto the platform already exists, however it is only open at peak periods.

### 2. Burns Park upgrade

Improve sight lines to Mann Street and passive surveillance.

Increase accessibility.

Improve appearance and safety.

### 3. Improved sense of place and arrival to the western station entry

Consider the drop and pick up facilities in light of increased traffic on Showground Road.

Create safe access to residential areas, the hospital, schools and parking stations at all hours.

### 4. Improve building quality, appearance and accessibility across the concourse allowing the station to be a significant connector for the community

### 5. Consider improved overall amenity including retail, and food and beverage offerings, amenities, review of existing cycle storage and facilities including their use and location, improved lift access and upgrades to platforms.

### 6. The new Intercity Fleet of trains drive platform extensions to the south.

This provides the opportunity to explore a southern station platform exit aligned with Erina Street East which links directly to Mann Street and the parking station. This southern exit could help activate Mann Street and deliver pedestrians close to the heart of Kibble Park.

As a second stage this could also include an additional pedestrian crossing of the railway line and a connection into the commuter car parking and Showground Road.

### 7. Consider an activated laneway for Baker Lane with improved pedestrian amenity

Safety, passive surveillance and active frontages to the buildings should be considered. As activating Mann Street is a priority, Baker Lane should have good links back to the main street. Commercial premises or food and beverage could be double fronted.

### 8. Possible future redesign of the Gateway Centre should consider solar access to Burns Park and glimpses to Rumbalara Reserve from the station exit.

Design for this site would need to be subject to design excellence processes as it is a strategically important site and gateway to the city centre.

In the short term consider removing the bridge over Mann Street to encourage street level footfall.

### 9. Consider connections from the station to a new public domain in the north.

The new public domain may include a mixed use, fine grain of buildings for startup companies, food and beverage, and private development.

### 10. Consider development potential within the proximity of the station and bus interchange.









## 2.12 Structure plan – City North





 New or improved bridge connections


 Preferred parking entry

 Parking options

 Poor interface

 New pedestrian access

 Active facades

 Active laneway



## 2.13 Logic

Burns Park should provide a strong connection for pedestrians between the station and Mann Street. The forecourt of the station and park should be connected with clear open sight lines and good pedestrian access.

1.

A reconfigured bus interchange could relocate bus entry and exit to the north of the station. This would reduce through traffic in front of the station to help prioritise pedestrian movement. The new interchange could include development above. Active facades should face the new station civic entry.

2.

Consider end of trip facilities as part of new development.

Consider development potential to provide more land adjacent to the station in return for the narrow northern section becoming public open space. This could create a high yield in an appropriate location and a better green space to the north.

3.

Connecting the hospital to the city is vitally important. Investigate a new pedestrian bridge between the new car park and Beane Street. This location is also halfway between Etna Street bridge and the station, providing a useful mid block connection, approximately 250m apart.

4.

Investigate a new civic square on Mann Street offering workers, students and hospital staff open space in the city north.

5.

The space should be surrounded by active facades, cafes and the potential new innovation district in the north. This is a vital public space with unique connections to the hospital with the new bridge.

This area offers opportunities for a mixed use innovation district. This use would draw on the unique character of the rail corridor, and benefit from the synergies between health care, research and education. The location would be well suited for more experimental and diverse building types (like pop ups, container architecture or warehouse typologies) which offer something different to the residential towers and can evolve over time.

6.

Consider a lineal park stretching from Etna Street to the station. The green corridor offers an improved pedestrian environment for the large number of students walking from the station to the school. The planted boulevard and rail character can combine to offer a unique green space, with shade, outlook and good pedestrian foot paths.

7.

This break out space would also be well used by hospital staff and visitors, wanting fresh air and a break from the hospital urban environment.

Etna bridge pedestrian amenity to be improved. Explore the potential of prefabricated systems, with a bolt on addition that provides a footpath and cycle lane. The structure could be lightweight, and sensitively connected to the heritage fabric allowing flexibility for future redesign/upgrades. The pedestrian connection here links the hospital, schools, golf course and north Mann Street.

8.

Land owned by government on Beane Street offers another opportunity site. While most of Mann Street is offering residential towers with commercial ground floors, this site could offer a unique typology and uses including flexible working hubs, active street facades to the public square, childcare, rear site parking, or other complimentary unique functions. The parking entry should not be from Mann Street. Because of its large size and public ownership this site also provides an opportunity to provide public open space on the Mann Street frontage.

9.

The Gateway Centre is an important redevelopment site with key interfaces to Mann Street and the station. Redevelopment of the site should consider contributions to an improved Station exit and Burns Park, helping to link the Station to the main street and their site. The ground floor should be active and open, enticing people clearly from the station to the main street.

10.

An increased setback should be considered for Western side of Mann Street to improve pedestrian amenity and opportunities for new uses to spill out onto the street.

11.

## 2.14 Next steps

**City North will require collaboration, community engagement and a detailed master plan. The public spaces should be connected with an integrated transport plan that addresses moving commuter parking out of the core of the city. The overall vision is for a pedestrian friendly, green and attractive public domain to support health, education and innovation.**

This integrated master plan could consider an active transport loop that connects health and education uses. The lineal parks and rail character will be a unique addition to the diversity of Gosford's urban character.

Further investigation will be required to assess the feasibility options relating to the pedestrian bridge and the redevelopment of the interchange site.



## 2.15 Precedents – Public domain, accessibility and places

The following precedents create a visual story board of public domain improvements, built form opportunities, and diverse industry opportunities that could be considered for City North.

While any one project will be important, the network of new places and improved assets need to work together in order to create a quality environment that attracts locals and visitors to the regional capital.



Explore opportunities for a bridge to the hospital.

Jane Ross Building, The University of Sydney.



A public domain that both connects people and places, is distinctive and celebrates the rail character.

The Goods Line by Aspect and CHROFI. Image: Florian Groehn



Explore a station master plan that supports the regional capital.

Oatley Rail Station by Tonkin Zulaikha Greer for TfNSW. Image: Eric Sierens



Create flexible outdoor places for pop ups and markets.

Short Street Manly Markets. Image: CHROFI



An active transport loop with safe connections to the schools and other community facilities.

Bourke Street Cycleway. Image: City of Sydney



A public domain that encourages a night time economy and improves safety through passive surveillance.

Image: © facebook.com/carriageworks



Flexible spaces for community events.

Image: © facebook.com/carriageworks



# Precedents – Built form, industry and research opportunities



**Opportunities for small scale exhibitions and engagement with the arts community of Gosford.**

Image: © facebook.com/Sydney Contemporary



**An integrated hospital that creates a place for the community and engages with the streets.**

Northern Beaches Hospital by BVN



**Encourage local producers in the Central Coast to contribute a strong food and beverage culture in Gosford like award winning Distillery Botanica in Erina.**

Image: <https://distillerybotanica.com>



**Opportunities for the schools and the educational facilities to engage with industry and the cultural offering of the city.**

Image: Gosford High School@Gosford\_High



**Draw on the rail and industrial character of the area to create a unique place.**

Image: © facebook.com/carriageworks



**Consider opportunities for medical research, connected with school and tertiary educations.**

Gosford Private Hospital Workshop – Health Care Australia



**Coordinated events calendar for community programming of events like markets, music or yoga.**

Image: Cortex Innovation Community St Louis – facebook.com/CortexCommons



**Encourage a diverse mixture of built forms and housing diversity including student housing, aged care, affordable accommodation and serviced apartments.**

Image: Nightingale Project by Breathe Architecture

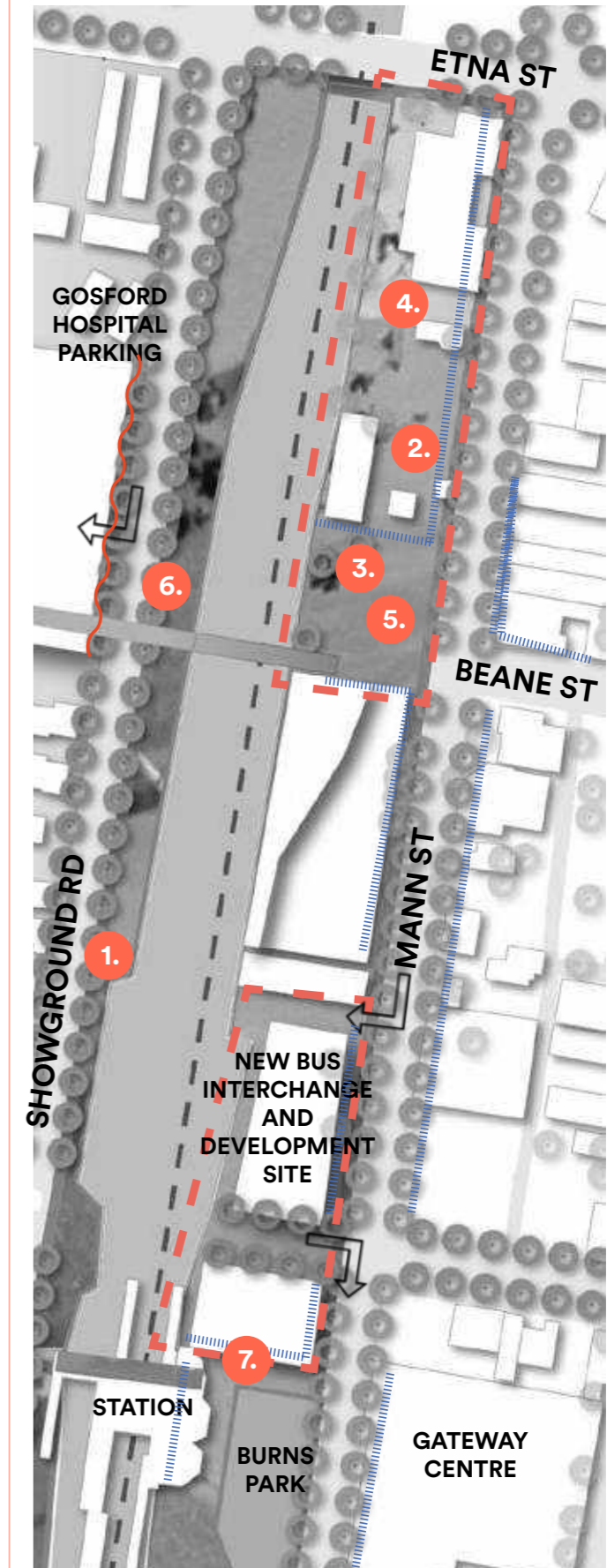


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Whilst any one project will be important, the network of new places and improved assets need to work together in order to create a quality environment that attracts locals and visitors to the regional capital.

This unique public open space brings together people, cyclists and buildings in a new open programme public space.

Image: Superkilen in Norrebro Copenhagen by BIG Architects, Topotek 1 and Superflex, 2012. Photo by Iwan Baan. Accessed <http://www.landzine.com/index.php/2013/02/urban-revitalization-superkilen-by-topotek1-big-superflex/>







**1. Rail character maintained.**

Image: Salty Dingo



**2. Different building typologies celebrated for diversity and innovation industries.**

Image: Bourke Street Woolloomooloo, City of Sydney Green Square to Randwick Cycle Connection



**3. Breakout spaces for children, young adults and hospital staff and patients.**

Image: Hokksund Middle School, Norway by Ostengen & Bergo Landskapsarkitekter (photo credit). Accessed: <http://www.landezine.com/index.php/2017/02/hokksund-middle-school-by-ostengen-bergo-landskapsarkitekter/>  
Image: Bundesplatz in Zug Switzerland, by Hager Partner AG. Accessed: <https://www.hager-ag.ch/en/projekte/platz/510>



**4. A vibrant night-time economy**

Image: Ponsonby Central Auckland by Jones Architects and Bernau Architecture. Accessed: <https://www.ponsonbycentral.co.nz>



**5. This square offers many civic functions. You can see food trucks, a band playing and markets, combined with an industrial rail character.**

Image: Piazza Metallica, Duisburg Nord, Denmark by Latz + Partner. Accessed <https://www.latzundpartner.de/en/projekte/postindustrielle-landschaften/duisburg-nord-hochofenpark/>



**6. The lineal park on Showground Road offers the potential to provide a safe, shaded pedestrian connection between the schools and station. It could be part of a city wide running loop.**



Images: Passeig de St Joan Boulevard Barcelona by Lola Domenech. Accessed [http://www.loladomenech.com/en/proyecto.php?id=21&cat=espacio\\_publico](http://www.loladomenech.com/en/proyecto.php?id=21&cat=espacio_publico), Dafne Schippers Bridge, Utrecht by Bureau B+B, Next Architects and Rudy Uytenhaak Architectenbureau. Accessed: <http://www.landezine.com/index.php/2017/05/dafne-schippers-bridge/>



**7. Active spaces day and night.**

Image: Ponsonby Central Auckland by Jones Architects and Bernau Architecture. Accessed: <https://www.ponsonbycentral.co.nz>



# 03. CITY SOUTH

**The extensive parklands in City South combined with a diversity of existing and planned facilities and attractions has the potential to draw together the landscape and the water and offer residents and visitors a range of recreation and lifestyle opportunities.**

The focus for City South is on providing a sense of place and a strong identity for Gosford. It will help shape development and associated investment to ensure public access and amenity. A place to arrive but also to spend time.

City South should reinforce the role of Gosford as the regional capital, which brings together the qualities and character of the Central Coast.

City South and its surrounds accommodates many existing regional attractors, drawing a large population into the area.

The regional attractors include the Stadium, Gosford Olympic Swimming Pool, Central Coast Leagues Club, Conservatorium of Music, Sailing Club and boat jetty. The proposed Regional Performing Arts Centre will add to this collection of regional destinations. The park offers a huge opportunity to accommodate a range of uses from active sport, to childrens play, to walking and passive recreation.

Recent commercial developments of the ATO offices and further government offices on Mann Street have brought a large daytime population to the area. This diverse population needs to be supported by new and improved public domain, allowing the city to function well in event mode as well as day-to-day.

This section considers the Leagues Club Field, Gosford Stadium, the Australian Tax Office (ATO) building, the Finance building, and Baker Street.

## City South has a rich history

The Darkinjung are the original indigenous inhabitants of this land. They have a deep connection to this place which must be respected, engaged with as a living culture and brought to the surface in any future development of the southern city.

Brisbane Water has always been a place of boat building activity and this rich history should be communicated as part of a low key wayfinding and place approach.

City South is a key arrival point, and must be defined as such, both for the regional population as well as for visitors to the Central Coast. The City South must connect these people into the civic heart.

Key modes of arrival include the highway, the train line and perhaps in future, a ferry service. Active transport links are key between Gosford, and the region's communities surrounding Brisbane Water. A more direct cycle and walking trail to Point Clare should be considered as a priority.

Quality public domain should draw people to the destinations in City South as well as through to the civic heart.

## This artist's impression of Gosford Leagues Club Field shows a new activated centre for the City South.

The regional playground will bring children and families to the city centre.

A lively Baker Street Boulevard will be planted with trees and activated by commercial frontages, cafés and retail, providing services and facilities for visitors.

The reimagined creek will provide opportunities for water play and connect with the indigenous history of the land.

The playing field will allow for active play.

Dane Drive (east of the stadium) will have a shared zone character that allows the street to be a pedestrian boulevard on game day and when there are events in the park.

Development surrounding the Leagues Club Field will bring people to live and visit the city centre and the park. It will be designed to overlook the park providing informal surveillance throughout the day.

## City South brings together many of the defining qualities of the region. The strong relationship between the city and the surrounding landscape creates a defining identity and image for the city.

City South is integral to connecting the civic heart of Gosford with the surrounding Central Coast region, and defining the image of Gosford as a modern city framed by its natural landscape.

There is the opportunity to strengthen the iconic image of the city at the arrival to the Central Coast, by rail or on the highway, which defines the character and identity of Gosford and the Central Coast region.









## 3.1 Observations

The following pages explore the existing condition of the public domain and the network of streets. They explore the current identity and physical reality of City South, including challenges with access and mobility.

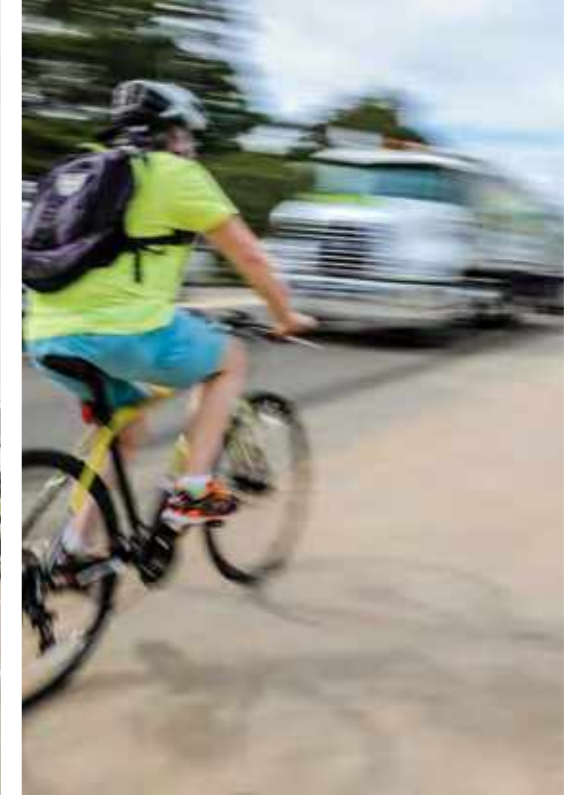
While the area is rich in assets, attractors of people like the Leagues Club focus inwards and don't contribute to activating the parks or streets. The people who visit drive to the facility rather than walk, and the blank facades offer no activation of the surrounding streets.

The public domain experience is often dominated by the Central Coast Highway, on street parking, empty lots or construction sites.

Many of the developments around the Leagues Club Field have failed to address the park or offer active facades.

Access and mobility through City South is a significant challenge. Most active transport options are limited with significant missing connections.

Overall the built form character and quality is poor. Buildings like the Council offices require investment. Surface car parking without landscaping together with large stalled development sites create 'holes' in the city. Streets like Baker Street appear run down, dominated by on grade parking and are often covered in graffiti.



All images: Salty Dingo



### 3.2 Baker Street becomes a shared zone and pedestrian prioritised boulevard and catalyst for the reinvention of City South

The extension and activation of Baker Street will help start the reinvention of City South. An active park and pedestrian prioritised boulevard connecting the city with the water will become a focus of City South and create a civic space as the arrival place in the city.

The following opportunities for improved movement and accessibility should be considered and tested further as part of the joint Access and Movement Strategy, parking and traffic studies.

City South is poorly connected to the Civic Heart with a low quality public domain. Issues with connectivity and walkability include:

1. Mann Street cannot connect directly to the waterfront due to different levels between the end of Mann Street and the Central Coast Highway. The cliff and parks at the end of Mann Street are important and highly valued by the community, but the alternative routes through the park and down Vaughan Avenue do not connect the civic heart well with the southern area of the city and the stadium.
2. Baker Street has few active street fronts and does not continue to the water.
3. Walkability is poor, with poor pedestrian environments.
4. The park is not well defined or activated. It is not a destination for a diverse population.
5. Dane Drive has no pedestrian crossing at the junction with the highway due to the roundabout intersection.
6. The highway impacts the pedestrian environment and crossing opportunities



**1. Existing:** No clear route between the Civic Heart and City South, with no active frontages to define the park and attract people.



**2. Proposed:** Baker Street is the catalyst to define, connect and activate a place in the City South, and to connect the Civic Heart to an evolving waterfront. There is also the potential to close the southern end of Vaughan Avenue.



## 3.3 Summary of key regional assets

City South is rich in cultural, natural and economic assets. These assets are brought together at the entrance to the city in the south.



Image: Salty Dingo

### Mann Street – a High Street

The important structural element of the city can be strengthened as a place for the people.



Image: James Worrall

### Bushland reserves

The bushland reserves sit on either side of the city on Presidents Hill and Rumbalara Reserve.



Image: Salty Dingo

### Water's edge

The south of the city is formed by Brisbane Water, an estuary ecosystem with mangroves and calm waters.



Image: Salty Dingo

### Poppy Park and War Memorial

Formally known as Memorial Park and Rotary Park these much loved spaces at the end of Mann Street reflect on the historic contributions of residents.



Image: Bravo Dones

### Railway causeway

The railway causeway over Brisbane Water is a unique feature in the city linking Gosford to Point Clare.



Gosford Historical. Image: Salty Dingo

### Heritage buildings

Throughout the City South heritage buildings offer some diversity to the built form, and form a vital connection to the city's past.





Image: Salty Dingo

### Gosford Stadium

This unique stadium is home to the Central Coast Mariners association football club and captures a spectacular view of Brisbane Water beyond.



Image: Salty Dingo

### Olympic pool

The pool attracts 200 000 visitors per year, but needs significant upgrades and currently makes no connection to its views and location.



Image Source: Group GSA

### Finance building

Developed by the state government, the Finance Building will be located on southern Mann Street near the ATO and is under construction.



Image Source: DPE Library

### Regional Performing Arts Centre

This local government project (RPAC) has time limited financial backing to create a regional performing arts centre, and looks to be located on Mann Street.



Image Source: CKDS Architecture

### Waterside 50-70 Mann Street

This 25 story development includes hotel, 130 apartments and commercial space. Demolition of the site has commenced but project status is unknown.



Image source: BVN

### ATO offices

These new offices will be home to 300 ATO staff members. The building represents the strategy of government services moving to regional capitals.



Image: Salty Dingo

### Central Coast Leagues

The Leagues Club is a community place for all ages offering a popular gym, food and drink, community hall, lawn bowls and parking for its patrons.



Image: Salty Dingo

### Conservatorium of Music

This cultural asset is also look to improve its facilities and link to the possible new RPAC position on Mann Street creating a cultural hub in the city that celebrates the historic buildings.







**Gosford Historic Image. Mann Street South 1887**

Some key elements of the landscape remain visible today, whilst others like the creek are no longer present. Image courtesy of the Central Coast Library.





## 3.4 Four challenges

# 1.

The topography and orientation of the city makes it difficult to link the city to the water's edge and the areas regional assets.



Image source: Salty Dingo

# 2.

Between Kibble Park and the water's edge the city lacks diversity, attractors or places that engage and enliven the regional capital.



Image source: Salty Dingo

# 3.

Significant investment is coming to this part of the city bringing jobs and people. The challenge is to strengthen the public walkability and public uses in City South. No single development can resolve the public domain and accessibility improvements needed.



Image source: Salty Dingo

# 4.

To create places that protect and reflect the character of Gosford's unique natural setting while supporting activity and investment.



Image source: James Worrall



### 3.5 Four opportunities

**1.**

For Gosford to be more than an ‘event city’. There is the opportunity to enliven City South for more times of the day, and for more locals, regional visitors and tourists.



Image Source: Central Coast Mariners

**2.**

To strengthen the image or identity of the city’s landscape setting, particularly as the city is approached from the south by car and train.



Image source: Bravo Drones

**3.**

To capitalise on the investment in new jobs and homes in City South, helping to bring together the social and economic opportunities in this area.



Image source: Salty Dingo

**4.**

To create public connections to a unique and evolving water’s edge that supports the identity of the regional capital.



Image source: Bravo Drones



## 3.6 Design principles for City South: context scale



**1.**  
Preserve and strengthen the connection with the distinct landscape setting which frames the city.

### Observations:

The city centre forms a north south spine, framed by the ridgelines. There is a strong visual connection to President's Hill, Rumbalara Reserve, Memorial and Rotary Park and existing tree canopies along the ridges. This creates a unique identity, with the defining image of Gosford as a city framed by the surrounding landscape.

### Principles:

Protect and strengthen the connections to the landscape ridges, by protecting and enhancing the parks and reserves, including President's Hill, Rumbalara, Memorial Park, Rotary Park and Leagues Club Field and Gosford City Park as well as existing trees.

Maintain key sight lines (refer to Principles 6 and 7).

Focus development and height in the North South spine and around the city centre to create an attractive skyline in the landscape.



**2.**  
Connect the city with the region through an active transport network

### Observations:

City South is key to connecting Gosford City centre to the wider regional population, recreation and natural assets, but current connectivity is poor.

### Principles:

Connect the Civic Heart, through City South, to the wider region and landscape with strong active transport connections.

Consider connections to Point Clare, East Gosford, West Gosford, Adcock Park, Carawah Reserve and Narara Creek, the Olympic Swimming Pool and Gosford City Park.



**3.**  
Connect the Civic Heart to City South by improving walkability.

### Observations:

The civic heart of the city is poorly connected with City South, its regional attractors and the wider landscape.

### Principles:

Continue the established city grid from the Civic Heart and Mann Street through City South by extending Baker Street as a vibrant shared zone and pedestrian boulevard.

Improve the walkability of streets from the city centre to the south, including Mann Street, Baker Street, Donnison Street and Georgiana Terrace. Developments should present active frontages to key streets and create a safe and attractive pedestrian environment.





## 4. Promote a diversity of uses and attractors in City South.

### Observations:

City South has important regional attractions including the Stadium, Olympic Swimming Pool, Boat ramp, Leagues Club and the Conservatorium of Music.

### Principles:

Build on these to offer a diverse range of uses in City South, for a range of demographics and market segments. Include passive and active uses; large and smaller spaces, accommodating a range of businesses, events and offerings at different times of the day, week and seasons.

There is an important opportunity for League's Club Field to accommodate a range of uses, including a regional playground, and active and passive recreation.



## 5. Maintain views from the stadium and Leagues Club Field to the water

### Principles:

Maintain views out from key public places in City South, including the stadium and the park.

Ensure significant developments are assessed regarding the impact on views.



## 6. Maintain views of the city and hills

### Principles:

Maintain the visual connection to the ridgelines of the landscape around the city to protect the defining image of Gosford.

Ensure significant developments are assessed regarding the impact to views.

If Froggy's development does not go ahead as currently approved look at retention of view corridor to Rumbalara.



## 3.7 Design principles for City South: place scale

### Short term

#### 1. Investigate temporary activation of the park in the short term



##### Observations:

The park is currently not well activated, and does not cater for a large range of users.

##### Principle:

Consider temporary activation strategies for the park in the short term, such as food trucks and events.

### Medium term

#### 2. In the longer term, define and frame the open space with active streets and landscaped edges



##### Observations:

The park is not well defined, and is not operating effectively as part of the city for a broad range of people.

##### Principle:

Make the park an attractive place within the city.

Define and frame the edges at the park and attract people to use the park with active street frontages.

Establish planting to reduce the impact of the highway.

Rename the park to define its importance as a public space for the city of Gosford.

#### 3. Active shared zone and pedestrian boulevard



##### Observations:

There is no clear connection from the city centre and Mann Street to the waterfront.

##### Principle:

Establish Baker Street as an active shared zone and pedestrian boulevard along the edge of the park connecting the city to the south and the evolving waterfront.

Limit internalised retail, food and drink areas in the surrounding developments.

Limit vehicular access to existing driveways, with no further driveways located on Baker Street.

Service entries to be located on Vaughan Avenue, with access from Mann Street and no through traffic to the highway.



Long term

## 4. Reimagine the creek



**Observations:**

The Leagues Club Field is separated from the water, and the creek that used to exist where the Leagues Club Field is now situated underground.

**Principle:**

Draw the experience of water into the city by reimagining the piped creek which runs through the park.

Establish cooling recreation activities in the park, related to a new regional playground.

Engage with the Indigenous community around the reimagining of the creek.

## 5. Accommodate a range of users and activities



**Observations:**

The park only caters for a single use, and has no attractor to define it, or to draw people from the city centre. It is not a destination.

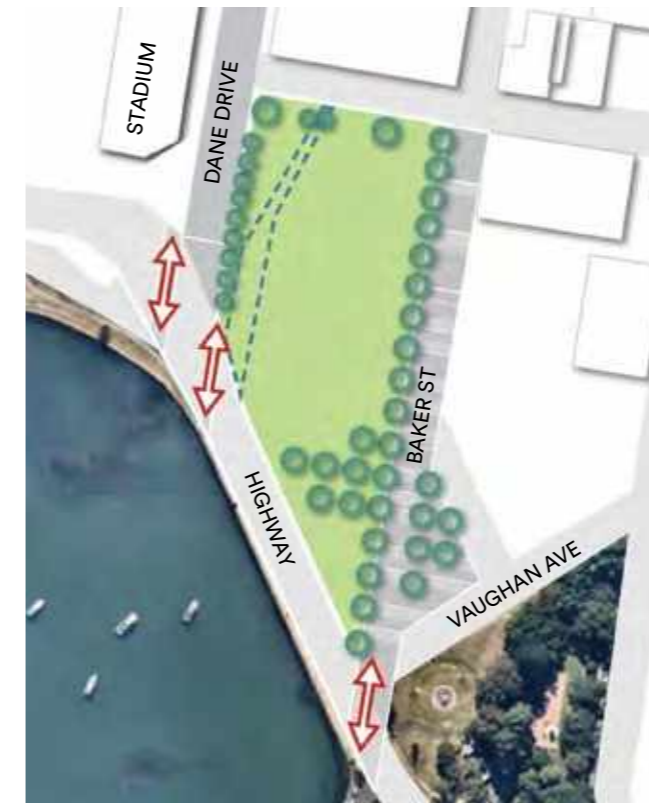
**Principle:**

Foster a diversity of uses in the park including regional playground, and sports, all to be considered during detailed design.

Our City, Our Destiny proposed a Regional Playground of 2500sqm in the park.

Any amenities should be located along, or adjacent to, the Baker Street promenade.

## 6. Improve pedestrian amenity and connections over time



**Observations:**

Currently Dane Drive between the stadium and the Leagues Club Field is temporarily closed for major events to create spill-over space and ensure safety for the crowds exiting the stadium. Connections are poor at other times. Closing Dane Drive in event mode is an additional operating cost and has limited impact on improving amenity.

**Principle:**

Formalise road infrastructure to allow shared use of Dane Drive (to east of the stadium) and the pedestrianisation of the street during events at the stadium or the park.

Improve pedestrian crossings on Dane Drive, Georgiana Terrace and Baker Street.

Over time as sites are developed and upgrades to the Central Coast Highway are delivered, investigate option to improve pedestrian connections across the highway.

\*subject to consideration in integrated access and movement strategy.

## 7. Maintain solar access to public space



**Observations:**

New developments around the park have the potential to impact on the amenity of the park during the day by overshadowing the space.

**Principle:**

Maintain solar access to public spaces, including the park and the boulevard.

More specifically, ensure solar access for 4 hours between 9am – 3pm at the winter solstice to 70% of the Leagues Club Field.



## 3.8 City South possible scenario

The projects identified below are one potential combination of design principles and projects in the City South, emphasising better connections and an improved public domain.

### 1. Activate park edges

Make the park a place within the city, and attract people to use the park. Strengthen the definition of the edges of the park with active built edges (including commercial, retail and food and beverage tenancies and main entries to developments). Establish planting to reduce the impact of the highway.

### 2. Baker Street boulevard

Establish Baker Street as an active shared zone and pedestrian boulevard along the edge of the park connecting the city to the south and the water's edge. Ensure new development overlooks and interacts with the park.

### 3. Reimagine the creek

Draw the experience of water into the city and across the Central Coast Highway by reimagining piped creek which runs through the park. Engage with the Indigenous community and their history when reimagining the creek and designing the park.

### 4. A regional playground

Create a regional playground to activate City South by drawing people from across the region to the city centre. The playground should be unique, for all ages, fully accessible and attract both local and regional visitors and tourists.

### 5. Improve pedestrian amenity and connections

Redesign Dane Drive (east of the stadium) to enable it to transition to shared use as a pedestrianised space in event mode. Include formal infrastructure such as raising bollards to reduce the operational costs. Improve conditions for pedestrians crossing roads to access the reimagined park.

### 6. Improve active transport

Consider active transport connections to Point Clare, East Gosford, West Gosford, Adcock Park, Carawah Reserve and Narara Creek, the Olympic Swimming Pool and Gosford City Park.

### 7. Connect Civic Heart to City South

Continue the city grid from the Civic Heart and Mann Street through City South by extending Baker Street as a vibrant shared zone and pedestrian boulevard. Improve the walkability of streets from the city centre to City South, including Mann Street, Baker Street, Donnison Street and Georgiana Terrace. Developments should face the street and create a good pedestrian environment.



Opportunity to improve pedestrian amenity and connections between the stadium and the park on Dane Drive.



**City South possible scenario**

**6 Connect to active transport**

Indicative process and development envelopes only.  
All development subject to planning approval.

**7 Connect Civic Heart to City South**

**5 Prioritise pedestrian connections**

**1 Activate park edges**

**4 Regional playground**

**5 Prioritise pedestrian connections**

**1 Activate park edges**

**3 Reimagine the creek**

**2 Baker Street boulevard**



## 3.9 Built form principles

City South is rich in cultural, economic and private assets that provide great regional and local attractions. The following observations identify potential developments and principles to be considered in order to protect and improve Gosford's connection to its natural assets and public domain.

### 1. Stadium Precinct

#### Opportunity:

The stadium has direct connection to the waterfront and also forms part of the key arrival sequence into Gosford. It's location and relationship to Brisbane Water makes it iconic.

Stadium upgrades may include development of corporate boxes, improved amenities, and redesign of the underside of the stadium seating to include active uses and improve design of the curtilage facing Dane Drive. Improve the relationship and connectivity between the stadium, the Leagues Club Field and Civic Heart.

#### Principles:

Ensure any significant development around the stadium improves the connection and relationship to the park, water and city centre and retains glimpses of the ridgeline views from the park and from Brian McGowan Bridge.

### 2. Central Coast Leagues Club

#### Opportunity:

As a popular city wide destination the leagues club and it's redevelopment has the potential to link visitors to the city centre by providing a active edge to the park and connections through the site.

It's prime waterfront location and proximity to the stadium offers a unique opportunity to integrate further community uses.

#### Principles:

Ensure future Leagues club development provides an active frontage to the park. Any future development to ensure solar access is maintained to the park by means of adequate setbacks. Car parking entry should ideally be off Dane Drive (not Georgiana Terrace or the improved Baker Street).

Built form setbacks and footprints should be evaluated to protect views to surrounding ridgelines from key public places. Consider staggering built form of towers in order to widen view corridors from key arrival points and public spaces.

Provide public connections through the site to improve access between the park and city centre.

### 3. Waterside Development

#### Opportunity:

The 'Waterside' development forms part of a key connection between Mann Street and Baker Street.

#### Principles:

Ensure active edges are strengthened on both Georgiana Terrace and Baker Street frontages. Ideally provide a public through site link from Mann Street to Baker Street. Reconsider design of car park entry to reduce impact on pedestrian amenity on all surrounding street which will become key pedestrian links.

### 4. Cultural Precinct

#### Opportunity:

The proposed location of the RPAC and Central Coast Conservatorium can form a new cultural precinct in the city.

#### Principles:

The future development of these sites should prioritise an improved public domain and an activated plaza linking Mann Street, the existing Council offices and heritage buildings.

### 5. 32 Mann Street Development

#### Opportunity:

The 32 Mann Street site forms part of the future Baker Street extension and is a key link in reconnecting the city with the waterfront and park. It's prime position on the key arrival axis and view (from the Central Coast Highway) forms a key part of the city image. It also forms an important edge to the park and the pedestrian focused Baker Street.

#### Principles:

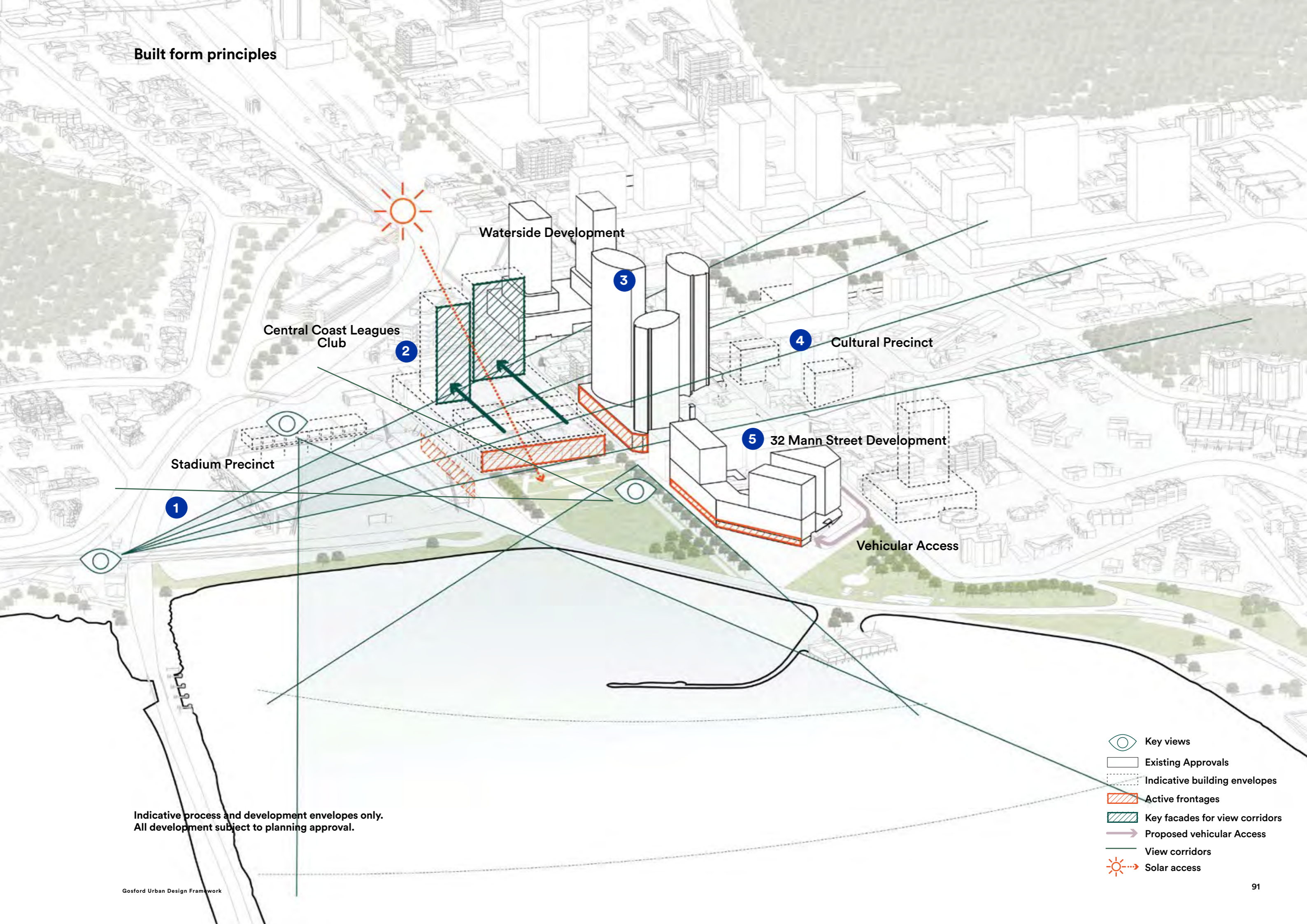
Prioritise active edges to the proposed Baker Street extension, with limited internalised retail, food and drink areas whilst also presenting an attractive 'front door' to Mann Street.

Service entries to be located on Vaughan Avenue, with access from Mann Street and no through traffic to the highway. Consider lengthening the built form along the Baker Street edge to further strengthen an active edge to the park and better connection to the waterfront.

Incorporate accessible through site links connecting higher levels of Mann Street to Baker Street.



**Built form principles**



Central Coast Leagues Club

Waterside Development









Cultural Precinct

32 Mann Street Development

Stadium Precinct

Vehicular Access

Indicative process and development envelopes only.  
All development subject to planning approval.

-  Key views
-  Existing Approvals
-  Indicative building envelopes
-  Active frontages
-  Key facades for view corridors
-  Proposed vehicular Access
-  View corridors
-  Solar access



## 3.10 Connections, movement and access investigations

**As the number of people living, working and visiting the south of the city increases it will be important to consider opportunities to deliver a balance between achieving the necessary movement to support the growth of Gosford while also facilitating and creating places that the community and visitors to Gosford will value.**

Better connections and places will allow City South to successfully play its important role as a regional event centre and important public space.

The critical movement function of the Central Coast Highway is acknowledged but over time needs to be considered alongside the need for the safe movement of pedestrians and cyclists to support Gosford City, especially in event mode. Over time, this part of the city centre, the important connections and movement corridors will evolve into a safe and inviting place. One that is home to many important regional attractions, places for people, new economic development and growth.

The following opportunities for improved movement and accessibility should be considered and tested further as part of the joint Access and Movement Strategy, parking and traffic studies.

### 1. Improved north/south connections to City South.

Investigate options for improved north south connections for pedestrians and active transport.

**Baker Street** is the logical and level access to the Leagues Club Field and waterfront beyond from the station and civic heart. It is the only gently graded street that provides active transport linkages and ties the city core to the waterfront. Together with Georgiana Terrace it has been emphasised as the active transport focus and a continuation of the Mann Street 'civic spine'.

While **Mann Street** is the civic main street, its topography rises in the south making access to the waterfront challenging. Potential bridge crossings from Mann Street to the potential future waterfront development should be explored to exploit the topography to benefit pedestrian accessibility. The connection could be integrated into and protect the natural features of the cliff face and the significant trees.

While options for this potential elevated crossing needs to be planned for now, delivery is likely to be a medium-long term opportunity and short-term opportunities to improve north south connections should be investigated.

**Dane Drive** (alongside the Stadium) is another important connection between Grahame Park and Donnison Street. The conversion of this road to a shared zone should be investigated, helping to slow traffic, improve safety, connectivity and amenity at all times. This could include introducing raising bollards and supporting infrastructure to efficiently and attractively pedestrianise the street during events without the expensive and inconvenience of temporary street closures.

As part of the proposed Access and Movement Strategy and the current traffic study, consider options for improvements to the Dane Drive intersection with the Central Coast Highway including pedestrian and cycle crossing. Objectives of the review would include:

- improving pedestrian safety and accessibility
- enable pedestrian crossing or vehicle movements to be prioritised at different times of the day and/or for events
- provide an opportunity to improve the gateway to the regional capital.

The **Point Clare cycleway** and footpath alongside the rail corridor have been identified as having potential to be a regional attractor for visitors, and be a more direct commuter link for communities in Point Clare. This would include utilising the historic rail piers. (Investigations completed by Central Coast Council.)

**Grahame Park** under the highway overpass offers another unique level crossing under the Central Coast Highway. Public accessibility under the highway should be explored for active transport connections. This crossing has the least impact on the highway and could support more active uses of Grahame Park. In the future it could link to improved access to Adcock Park and the Point Clare cycleway.

### 2. Improve east/west connections to City South.

Investigate options for improved east and west connections that help to connect the natural features including Rumbalara Reserve and President's Hill to Leagues Club Field.

Donnison Street is an important gateway and access road to the city and is identified as a green planted boulevard linking Presidents Hill and Rumbalara Reserve.

Georgiana Terrace plays an important role linking Mann Street to Baker Street and onto regional attractions in the south, the park and waterfront. Future development should create attractive pedestrian environments, include active street frontages and new public connections and laneways through large sites to improve access to and from Leagues Club Field.

### 3. Consider short stay parking options for visitors to City South.

Parking options for City South are limited. Short stay or time restricted parking is needed to allow visitors to more easily access the City, Leagues Club Field and waterfront. Parking options are particularly useful for families and visitors with restricted mobility.

Baker Street is the closest publicly owned parking station. Its close location to Kibble Park and Leagues Club Field make it ideal for short stay parking that supports access to the Civic Heart, the public parks and the city's commercial core.

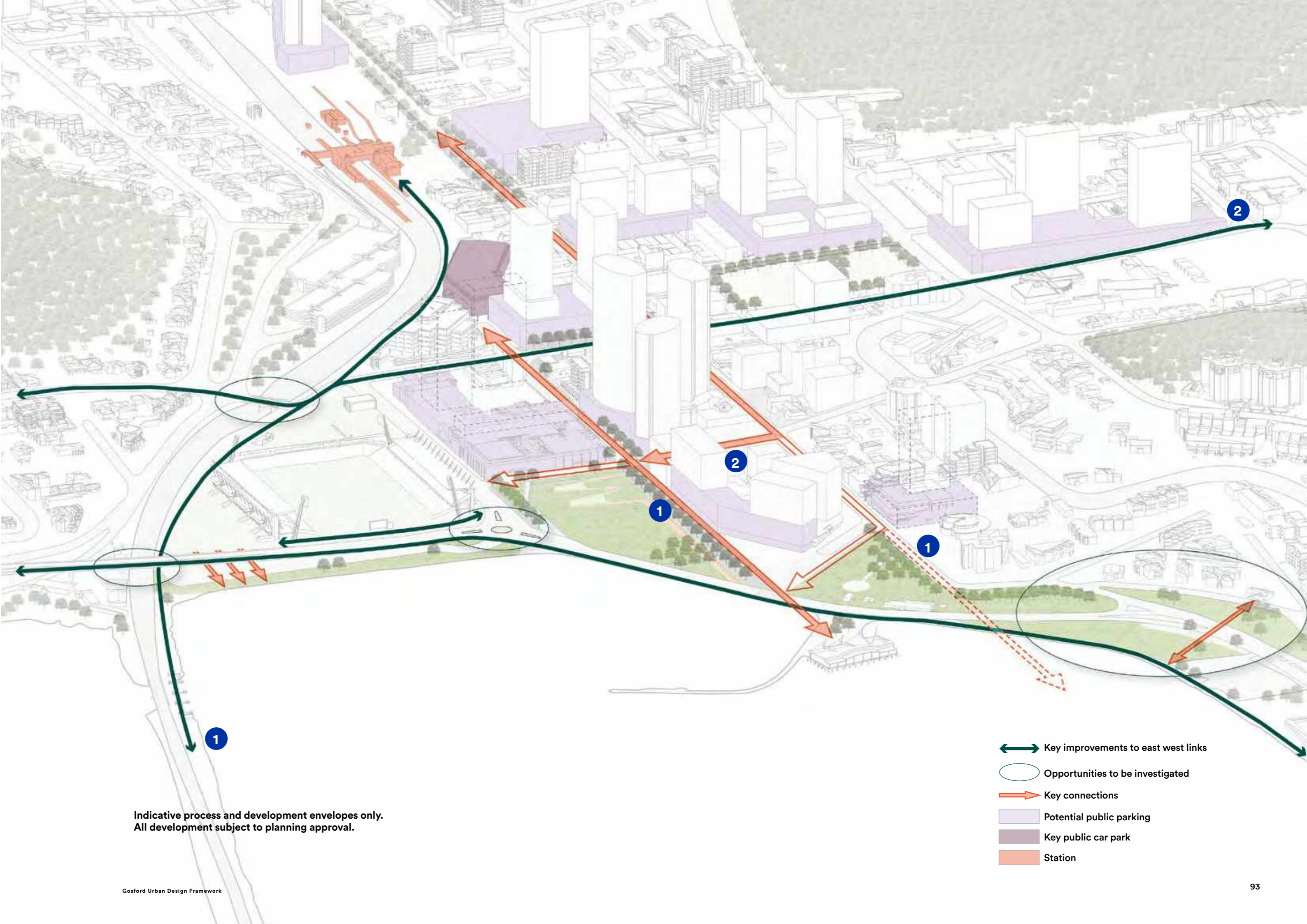
Options for the provision of public short stay parking should be considered within each of the major new developments in City South or amendments to existing approvals.

The parking strategies for the stadium and City South in event mode should build on the current public transport and shuttle buses from distant commuter parking. Parking at Adcock Park on game days could be supported by improved walking and cycle connections to the stadium (1.2km), or shuttle buses. These arrangement may also demonstrate the opportunity and be extended to other times to benefit a range of visitors to the city centre.

Similarly people access the stadium on game day from the east could consider a similar parking arrangement at Hylton Moore Oval.

All these options and others should be explored in the Access and Movement study and current parking study.





Indicative process and development envelopes only.  
All development subject to planning approval.

- ↔ Key improvements to east west links
- Opportunities to be investigated
- Key connections
- Potential public parking
- Key public car park
- Station



## 3.11 Precedents – Water’s edge and public domain

The following precedents create a visual story board of public domain improvements that could be considered for City South.

While any one project will be important, the network of new places and improved assets needs to work together in order to create a quality environment that attracts locals and visitors to the regional capital.



**Narrabeen Lagoon Trail offers a unique 8.4km active transport loop around Narrabeen lakes that draws locals and tourists.**

Image: NSW State Parks – Narrabeen Lagoon. Photo by Lyndon Marceau



**The Narrabeen Lagoon Trail offers moments to view the water, stop, and engage with the natural ecology.**

Designed by Aspect Studio. Photo by Simon Wood



**Water sensitive design including a resurfaced city creek is a key concept for the Waitangi Park in Wellington.**

Wraight Athfield Landscape + Architecture for the Wellington Waterfront Ltd



**Light weight structures on Brisbane Riverwalk create a continuous and unique water’s edge for pedestrians and cyclists.**

Image: Kgbo



**Brisbane foreshore is an active movement boulevard softened with significant trees and natural water’s edge ecology.**

Image: Tourist and Events Queensland. Photo by Ashley Roach Fullframe Photographics



**Opportunities to engage with the natural ecology create unique places in Martin Luther King Park in Paris, designed by Atelier Jacqueline Osty & Associés.**

Photo by Martin Argyroglo



### 3.12 Precedents – Leagues Club Field and Baker Street



**Rather than equipment, the land itself becomes the focus for play in a regional playground.**

Image: Draper's Field London designed by Kinnear Landscape Architects, photo by Adrian Taylor



**Unique features like climbing walls are challenging for all ages, and offer great scenes for other to people watch.**

Image: Rivierenbuurt, The Hague designed by OpenFabric, Dmau. Image by Jacopo Gennari Fesikenian



**Baker Street Boulevard by day is upgraded public domain and key link to the city.**

Image: North Terrace Adelaide accessed @ southaustralia.com



**By night, Baker Street Boulevard could be an active street, for events and the community like the Adelaide Night Markets.**

Image: facebook @AdelaideNightMarket



**Open playing field offer flexible open space for active play like at Prince Alfred Park Sydney.**

Park Design by Sue Barnsley Design for City of Sydney. Image by Damian McDonald



**Water play brings the landscape and community together in unique ways. This should be considered for the reimagined creek.**

Image: Cultuurpark Westergasfabriek, Amsterdam designed by Gustafson Porter and Bowman. Image by Thomas Schlijper



**Water play elements create movement and activation, ideal for a regional scale playground.**

Image: Sugar Beach, Toronto designed by Claude Cormier and Associated. Image by Jesse Colin Jackson



**Baker Street can be the focus for night markets and food trucks like the Hyde Park Noodle Markets which draws large numbers of locals and visitors.**







Image: facebook @nightnoodlemarkets



### 3.13 Structure Plan – City South



Key

-  Preferred parking entry
-  Parking options
-  Poor interface
-  New pedestrian access
-  Active facades
-  Improved pedestrian crossing



## 3.14 Logic

Leagues Club Field should include a wide range of activities to attract a variety of users and remain active seven days a week throughout the year, across the day and evening.

1.

A regional playground has been identified as an opportunity by a range of stakeholders and as a gap in current recreational provision. Being located next to the Leagues Club offers families the opportunity for play, cafes and amenities in a convenient cluster. It is also closely located to parking opportunities in the Leagues Club, Froggys Site, and land to the east of Leagues Club field.

The park should provide open space for active play, training groups and lunch time sports. The park can support a half pitch size field as well as a range of fitness loops and equipment. To support active users and draw young adults and workers, the park could provide an outdoor gym, parkour spaces and skating facilities.

The location could be enhanced in the future with the introduction of community amenities. Further amenities should be considered in the Leagues Club and proposed cafe close to the stadium. The small cafe/amenities proposed in the vicinity of the park ensures there are services in the park which remain open on weekends and could support the playground and stadium after games.

Reimagining the creek as an engaging water element makes reference to the original features, use and cultural meaning of the place. It is an important step in acknowledging indigenous use of the place. It also makes a visual connection to the Brisbane Water.

2.

The Leagues Club is a strategic development site because of its size and its potential to stitch together the Civic Heart, station, City South and stadium precinct. It has the potential to provide food and beverage, dining, entertainment, parking and amenities for people living, working and visiting the city south. Active and open ground floor uses will draw families and visitors from the regional playground and stadium. The Leagues Club should consider a cafe to support the playground, family services like childcare, and amenities.

3.

The boulevard should be considered as a direct extension of the city street network down to the waters edge.

4.

It is important the land to the east of the park when developed has active and open facades, with retail, food and beverage offerings facing out to an extended Baker Street. Active facades onto the park should include small to medium sized commercial tenancies and retail to provide passive surveillance of the park. Food and beverage ideally is located near the playground. As a regional park, the Baker Street boulevard and any other adjacent building sites should include facades at ground and first level for vitally important edge activation.

A public through site links will connect and draw people from Mann Street down to the park. This site could provide crucial short term parking for visitors to the regional park and waterfront. As Baker Street is a shared zone, access to parking should be off Vaughan Avenue to help minimise on site car parking impacts on the pedestrian amenity of Baker Street.

5.

## 3.15 Next steps

**The design of Leagues Club Field should consider the following next steps in order to provide a detailed brief for a future design process:**

**1. Technical Investigations:**

- flooding study
- soil and geotechnical information
- water paths, easements and underground services
- future and existing desire lines
- spatial matrix of uses for the park
- traffic and active transport studies to inform surrounding streets and Baker Street Boulevard
- city wide parking strategies and public parking options in surrounding sites
- understand the street level interface of the surrounding development sites.

**2. Community consultation:**

- engage with the Local Aboriginal Land Council and members of the Aboriginal community around appropriate ways to reimagine the creek
- discussions with RMS regarding interface of the park with the Central Coast Highway in anticipation of increased visitors to the waterfront.

**Design development of the park should consider:**

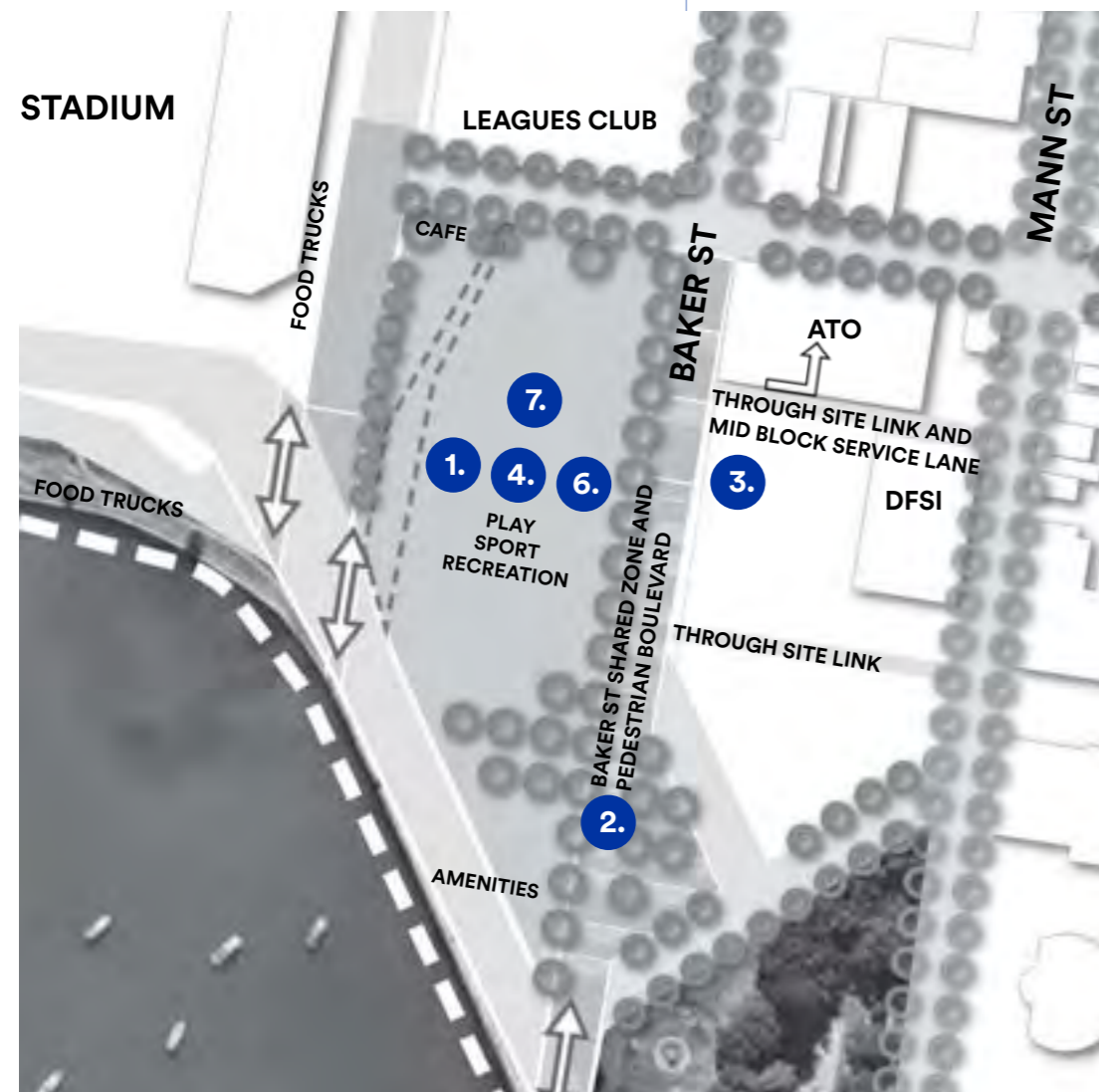
- interface with stadium precinct
- future design options for the waterfront
- how to integrate into the desired future character of the waterfront
- pedestrian crossings from the city to the waterfront
- opportunities to generate revenue to assist with management and maintenance.



### 3.16 Precedents and character

The following precedents create a visual story board of public domain improvements, built form opportunities, and diverse business and commercial opportunities that could be considered for City South.

While any one project will be important, the network of new and diverse places and improved assets need to work together in order to create a quality environment that attracts locals and visitors to the regional capital.



A regional playing ground will create something unique and iconic for Gosford, attracting families to the city.

Image: BUGA 05 Playground by Rainer Schmidt Landschaftsarchitekten. Photo by Klaus Leidorf. Accessed: <http://www.landezine.com/index.php/2009/07/buga-05-playground/>



The interface between development and the green space should feel public and seamless. This could be the potential feel of Baker Street boulevard and Gosford Leagues Club Field

Image: Darling Quarter designed by Aspect Studios. Image by Government Architect NSW





**1. Open spaces for team sport and dog off leash areas.**  
 Image: Sydney Park. Image by Government Architect NSW



**2. Baker Street Boulevard**  
 Image: New Road (a shared space street) in Brighton and Hove, UK by Landscape Projects and Martin Stockly Associates. Accessed: <https://gehpeople.com/cases/new-road-brighton-uk/>



**3. Buildings with a good interface to the new park and generous planted streets.**  
 Image: Passeig de Sant Joan Boulevard, Barcelona by Lola Domenech. Photos by Adria Goula. Accessed: <http://www.landezine.com/index.php/2012/07/passeig-de-st-joan-boulevard-by-lola-domenech/>



**4. Playing field and open space**  
 Image: Riverway Parkrun at Thuringowa



**5. Waterplay and shade for summer months.**  
 Image: The Circle, Normal Illinois designed by Hoerr Schaudt Landscape Architects. Accessed: <https://dirt.asla.org/2011/10/27/communities-rally-to-get-into-planetizens-top-100-public-spaces-list/>



**6. Active play for all age like climbing, parkour and skating.**  
 Image: Into the Wild by Dmau and OpenFabric, The Hague. Photo by Jacopo Gennari Feslikentian. Accessed: <http://www.landezine.com/index.php/2016/09/into-the-wild-by-openfabric-dmau/>



**7. Outdoor gym circuit**  
 Image: Fitness Parcours City Park Norderstedt designed by Annabau. Accessed: <http://landezine-award.com/annabau/>



**8. High quality public bathrooms, change facilities and end of cycle trip facilities**  
 Image: Ballast Point Park amenities by CHROFI Architects.