APPENDIX
6.1
DETAILED REPORT SUMMARIES

These following summary pages aim to consolidate federal, state and local plans for the region, with a specific lens of the Gosford City Centre.
6.1.1 NSW Government Policies and Goals

Central Coast Regional Plan, 2016-2036
NSW Department of Planning and Environment

This document outlines the NSW Government vision for the central coast, including its broad vision for the region and the role the Gosford City Centre will play in the future of this region. The plan outlines regional level economic, jobs, housing, infrastructure and industry targets for the region. The plan outlines 4 goals for the region, and 23 Directions. Goals 1/Direction 1 specifically relates to the growth of the Gosford City Centre as the region’s capital.

Economic Profile – Central Coast, 2015
NSW NOW

This document outlines the economic profile of the Central Coast. The Central Coast is “a unique region with an enviable coastal lifestyle, growing business hub, skilled workforce, and strategic access to Sydney and Newcastle.”

“In 2013 the Central Coast generated $10.8 billion in Gross Regional Product (GRP), representing 8% of Regional NSW’s total GRP.”

Key state investment opportunities include upgrades to the Central Coast Highway West Gosford Intersection, the Northconnex Motorway, train passing loops to improve commuter services, and business investment schemes across the area.

The report includes some useful detailed economic and local population statistics including population, employment rates, and education levels.

Gosford City Centre Transport management and accessibility plan (TMAP), 2010
AECOM for Transport NSW

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

It is unclear how many of the recommendations were adopted and implemented. Many recommendations suggested further studies like a detailed parking strategy, bus review, and public domain upgrades.

Central Coast Destination Management Plan – DRAFT 2, 2017–2021
Earthcheck for Destination NSW

This document outlines the state level vision for the Central Coast to be the chosen choice for leisure, business and major events. By leveraging the natural assets of the area, the management plan aims to lift the overall visitor experience and use tourism to engage entrepreneurs and the youth in employment opportunities.

It aims to increase the overall market share of regional visitors by providing a clear marketing identity for the Central Coast.

The focus on quality places in Gosford, and strategies for an iterative design process has informed the work of this urban design and implementation framework. In particular the focus on holistic design thinking has ensured cross government agency collaboration through a series of workshops, and the ability to reconsider the connections and synergies that strengthen the individual precincts and places of Gosford.

The seven design objectives for better places form the basis for evaluating the quality of public spaces proposed by this implementation framework.

Better Placed, 2017
GANSW

This state level policy “has been developed by the Government Architect to deliver the strategic approach needed to ensure that as our cities and towns grow bigger they get even better.” It outlines a clear government endorsed design approach to ensure good design that will deliver the architecture, public spaces and environments we want to inhabit now and into the future.

The focus on quality places in Gosford, and strategies for an iterative design process has informed the work of this urban design and implementation framework. In particular the focus on holistic design thinking has ensured cross government agency collaboration through a series of workshops, and the ability to reconsider the connections and synergies that strengthen the individual precincts and places of Gosford.

The seven design objectives for better places form the basis for evaluating the quality of public spaces proposed by this implementation framework.

Greener Places, 2017
GANSW

This draft policy document by the Government Architect, ‘Greener Places’ focuses on the role green infrastructure can play in shaping and improving the liveability of our urban spaces. “It aims to create a healthier, more liveable and sustainable urban environment by improving community access to recreation and exercise, supporting walking and cycling connections, and improving the resilience of urban areas.” Crucial to this policy is the concept that green infrastructure is a network of connected places that form a green grid. This infrastructure has environmental, social and economic benefits for the community.

For Gosford the key places identified by the workshops were all interestingly focused on the green open spaces of the city centre. Enhancing the natural green and water setting of Gosford to its connection to recreational spaces and the public transport network is a vital part of this plan.
6.1.2 Gosford City Council Strategic Policies and Plans

Our City, Our Destiny  
— Gosford City Centre, 2010

Cox Architects

The result of extensive community consultation, this extensive high level masterplan articulated the community vision for the Gosford City Centre with 5 key precincts. This masterplan forms the most comprehensive masterplan to date for the city centre and was the basis for further detailed urban studies on transport, movement and street upgrades. Little of the masterplan moved to implementation and most remains at a strategic high level with little detail.

The document remains largely applicable. This report aims to provide an update of this 2010 masterplan and its strategic vision.

Gosford City Centre – Statement of Strategic Intent, 2014

Roberts Day

This document was created in response to renewed interest in the development in the city centre, and the large number of DAs received by Council as a result of the bonus provisions in the Gosford LEP 2014.

It recognises the increase in FSR and height combined with uncertain economic times have created ‘land banking’. It aims to ‘align council’s strategic direction and current market conditions and aims to provide best practice design for appropriate built form massing and heights that would suit the city centre.

Whilst useful the document is again a high level strategic intent document. It contains recommendations for future actions that would allow for implementation and detailed design. The slender tower typology may not align to current demand projections for the city centre.

Gosford City Centre – Floorspace Incentive Contribution Rate Study for Gosford City Council, 2016

AECOM

This document provided an economic review of the Gosford LEP Incentive Scheme, and considered the implication of continuing or changing this legislation. Key insights included the impact the incentive scheme has had on land banking in the city centre, and how very few paper DAs resulted in real construction or increased financial contributions to council. Increasing certainty for the development market is crucial. Other key insights include:

“At present price levels, large scale tower development is unlikely to eventuate”

“Council could consider a program of public domain works in the CBD. Public domain works are visible and can have a strong positive impact on investment confidence. Together with ongoing development activity, public and private investment activity can help create an environment conducive to further investment into Gosford.”

Operational Plan – Central Coast Council, 2017/2018

Central Coast Council

This document outlines the Central Coast Council priorities for operational delivery in 2017 and 2018. Key items for the Gosford City Centre include funding for:

— Design and construction of a new regional library and commercial building at the Parkside building by 30.06.20
— Facilitate the establishment of a university presence by 2010
— Stadium upgrades (approx $2M)
— City centre sewer and water upgrades
— Design of a regional performing art and conference centre.
6.1.3 Gosford City Council Transport and Parking Strategies

Gosford Bike Strategy, 2014

Based on community consultation, “the Gosford Bike Strategy 2014 is Gosford City’s commitment to support initiatives that encourage more people within the local government area to cycle and to promote cycling as an integral part of daily life.”

The strategy aims to increase the mode of bicycle trip in the LGA to 5% by 2016 and 8% by 2031 in line with state policies. It also aims to establish a 244km cycle network which is safe, well maintained and conveniently located.

The strategy outlines key network upgrades to the local road system, key projects like the Point Clare Cycleway, the need for end of trip facilities and bike parking.

The strategy also supports sustainable use of designated mountain bike tracks in the natural bush settings of Kincumba Mountain and Rumbalara and Katandra Reserves.

Funding partners are being pursued.

Gosford Parking Study, 2010

This is a detailed supply and demand study for parking in the Gosford city centre. It reviews opportunities to create a walkable urban city with parking on the periphery and high levels of activity in the core. The review considers parking provision in new developments, parking in strata titles, parking discounts, the transition of long term parking to short term, contribution methods and future opportunities from large developments.

In general the issue of commuter parking is addressed by transitioning to other modes of transport, to allow long term parking to transition to short term parking to support retail and commercial development. It suggests developers can give discretionary VAP contributions to offset a 10% reduction in parking provisions.

Additional car parks, on the periphery of the city centre are recommended, within suitable walking distance and supported by a shuttle bus. Alternatively partnerships with the shopping centre and Leagues club could be considered.

Stronger restrictions and increased fees are recommended for current parking stations. Parking should be provided at the waterfront, new library and to the north.

A detailed schedule of actions are provided.

Gosford Strategic Parking Study, 2011

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A detailed schedule of actions are provided.
6.1.4  Gosford City Council Public Domain Strategies

Gosford Streetscape Guidelines, 2011
OCULUS FOR GOSFORD CITY COUNCIL

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

This document takes into account the 2010 masterplans and were developed in association with Council officers.

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

Gosford Civic Improvement Plan, 2007
NSW DEPT PLANNING ‘REGIONAL CITIES TASKFORCE’ FOR GOSFORD CITY COUNCIL

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

The public domain framework plan includes 'green fingers' of street planting to link the streets with the surrounding bushland, the creation of an 'urban stream' to interpret the original creek that could link the hospital and waterfront, and the provision on amenities to support public open space. All of these plans remain relevant today. The upgrade of Kibble Plaza to its current design may have come from this plan.

These strategies are proposed to be funded by a 4% S94A levy.

Gosford Waterfront Strategy, 2007
TAYLOR CULLITY LETHLEAN

This early report, prior to the Our Vision Our Destiny masterplan of 2010 outlines possible options for the design and development of the Waterfront. This concise strategy suggests the Waterfront is considered as a staged development of nodes along a cycle and pedestrian route. Whilst development sites are possible, like a medium sized marina, the focus is on community driven recreation spaces and a journey that links them along the water. The strategy recommends that the optimum width of the recreational land between the water and road should be 50-60 meters to allow for walking, cycling, landscape and playgrounds. For this space to be possible the strategy has considered land reclamation or realignment of Dane Drive.

Brisbane Water Foreshore Floodplain Risk Management Plan, 2015
CARDNO FOR GOSFORD CITY COUNCIL

Informed by a Floodplain Risk Management Study (also by Cardno), this report aim to direct and coordinate future management of flood prone land around the Brisbane Water Foreshore, and to educate community about flood risks.

The main concern is coastal tidal flooding, often a result of severe coastal storm events. For Gosford the main impact is at the foreshore, with private properties unlikely to be affected. The impact of rising sea levels is also of significant concerns. Key finding of the study were that existing flood risks can be managed through controls, emergency response measures and minor works. "The impact of wind and swell induced waves were found to have an impact up to 20m from the foreshore edge for the majority of the waterway, with some areas near the entrance to Brisbane Water potentially being impacted up to 40m from the foreshore edge due to the influence of ocean swells..." The report outlines suggested DCP controls. Existing seawalls may require maintenance or raising in some areas.
The result of extensive community consultation, this extensive high level masterplan articulated the community vision for the Gosford City Centre with 5 key precincts. This masterplan forms the most comprehensive masterplan to date for the city centre and was the basis for further detailed urban studies on transport, movement and street upgrades. Little of the masterplan moved to implementation and most remains at a strategic high level with little detail. A more comprehensive update of this document is outlined in this section of the UDIF report.

This Masterplan called “Our City, Our Destiny” (also referred to as The Gosford Challenge) is the key masterplan still relevant in large for the Gosford Area.

Our City, Our Destiny – Gosford City Centre Masterplan, 2010
Cox Architects

The following summary outlines some of the key thinking of this masterplan.

Key Strategic Aims:
In 2010 the Central Coast was expected to add 100,000 new residents and 55,000 new jobs by 2031. Gosford City Centre was expected to add 10,000 of those new residents and 6000 new jobs.

“... no other regional city or major centre within Sydney has the unique landscape and relationship to water. Through the power of its setting, the lifestyle of the Central Coast and its strategic and transport relationship to Sydney, Gosford clearly has the potential to both make a contribution in the Sydney context and adopt a more dynamic role within the Region.”

“Gosford is designated to serve the regional catchment extending from Warnervale, Wyong and Tuggerah in the north, east to the coastline at The Entrance, Terrigal and Avoca, Woy Woy, Ettalong and Umina to the south and west to Somersby and the National Parks, a significant area of some 1,800 square kilometers... and a population of over 300,000...”

“It is important that the villages of Gosford are reconnected with its heart, a city centre where people of all ages, incomes and cultural backgrounds feel they belong to a community that is vibrant, diverse, safe, healthy and sustainable. Gosford will become the focal point for the direct catchment and reduce the need to travel outside of the Central Coast by increasing commercial, retail, educational, work and social activities within the City Centre.”

“Included in this Masterplan is an implementation section (‘Making it Happen’) that deals with how the public realm and infrastructure will be developed to act as a catalyst to encourage investment and development by local landowners, government and developers.”
It then breaks down into 5 key precincts. A summary of these precincts and their suggested projects are summarised below:

1. Waterfront Precinct
   Continuous public access to the waterfront
   Retail, entertainment and offices with buildings that minimise view loss
   Dane Drive Upgrade with parking and new crossings, new intersection at Brian McGowan Bridge and Baker St
   Point Clare Cycle Link
   Regional playground of 2500m² on the water

2. Art and Entertainment Precinct
   Create activity on nights and the weekend
   Extend Baker St to the water as a pedestrian link
   Activate Mann St with cafés and restaurants
   Represent Aboriginal heritage through the creek reinterpretation
   Create a performing arts centre close to the water, possibly linked to the Conservatory of Music
   Relocate sports fields from the Gosford City Park to the schools, allowing this as a recreational place for events, markets and informal play.

3. The City Core:
   Focused on Mann St and Kibble Park
   Activate the façades surrounding Kibble Park
   Mann Street sewer upgrades combined with public domain upgrades and street tree planting
   Create a pedestrian link though the Imperial Shopping Centre to Watt St to link the park to more streets
   Link Erina and Dommison St to Rumbalara Reserve
   Strengthen connections between Donnison St and Mann St

4. The Railway Precinct:
   TMAP (complete)
   Review possible improved interchange
   Mann St north upgrade
   Hills/Watt St Green spine to link northern residents to Kibble Park
   Remove the Gateway Centre Bridge
   Upgrade Burns Park

5. Hospital Precinct:
   Support the expansion of health and wellbeing services
   Etna St Bridge upgrade – priority to service the hospital and schools
   Holden St, Racecourse Rd and Showground Rd pedestrian upgrades
   New development along showground road
   Gosford Public School Relocation (completed)
   Gosford and Henry Kendall High School oval upgrades, in partnership with council to help provide these facilities for the wider community
   Railway pedestrian link upgrades acknowledging the challenges of topography
Regional cities’ infrastructure table.
The NSW State Government has designated Gosford a Regional City of Sydney along with Parramatta, Liverpool and Penrith. They have also designated Gosford the Regional City of the Central Coast, as Newcastle is to the Hunter and Wollongong is to the Illawarra. Significant Government investment in infrastructure has supported growth in all these Regional Cities, through less so in Gosford.

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

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

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

Key Challenges:
- Challenges for improving future access from West Gosford;
- Poor legibility and amenity for trips through and within the city centre;
- Severance of the waterfront by Dane Drive;
- An immature cycle network and end-of trip facilities;
- High demand for parking facilities.

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

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

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

Connectivity Issues:
- Improve connectivity for cycle and pedestrians across the Etna St Bridge and Donnison Street Bridge.
- Pedestrian upgrades to Racecourse Rd
- Improve the Railway Pedestrian bridge, in particular the south bound platform on the Mann St side of the bridge could be access on level with the street, rather than going up and down stairs.
- Improved pedestrian connectivity to the Waterfront from the city centre
- Overcome gradient changes and improve pedestrian connections to the Gosford Hospital
Traffic Strategies:
Mann St to be promoted as a public transport corridor
Consider options to direct heavy vehicles away from Mann St and Henry Parry Drive
Consider a bypass of traffic around the city centre
Improve access from West Gosford by cycle and public transport to reduce traffic demands.
Ensure significant new developments, the hospital and schools have travel plans that encourage alternative modes of transport.

Public Domain Upgrades:

Walking Strategies:
The work of this strategy is supported by a Pedestrian Access and Mobility Plan (PAMP)(To be received)
The Baker Lane pedestrian short cut from the parking station to the station is considered unsafe poor to poor lighting and little passive surveillance. This route should be reconsidered, particularly in light of how this foot traffic could be re-diverted to activate Mann St.
The Draft Masterplan for the Renewal of Gosford City Centre recommends a pedestrian and cycle bridge over the station at Erina St to tie into the parking facilities.

Cycling Strategies:
Existing levels of cycle in 2010 were noted as very low, less than 1% of journeys to work.
Key cycle routes along Mann St recommended
Waterfront Point Clare Cycle Link along the railway causeway.
Identify suitable bike parking and end of trip facilities for workers in Gosford. Consider in particular on the west side of Gosford Station to cater to the population arriving on this side.
Create clear maps and promote the cycle and walking upgrades. Consider training to help improve understanding of possible alternative routes.

Parking Strategies:
“The role of parking should be to enable access to shops and services whilst limiting long term, commuter parking and where feasible, provide park and ride on the city fringe in locations such as Erina and Kariong. Management of long term parking needs to be accompanied by suitable alternative access measures, such as key bus corridors and park and ride.”
In 2010 the AM peak most commuters are at the station by 7.30am, before shops would be normally open to capture this value.
In 2010 there was approximately 10,500 parking spaces including 7000 off street parking. Most is available for longer term parking provided with no restrictions or charge. The stations have a visual impact and bring traffic into the city centre.
Consider shifting this parking to short term, time restricted parking that encourages access to the city centre for local services and business to help strengthen the economy.
Consider park and ride facilities on the periphery, or a Gosford City Council shuttle bus service in peak commuter times.
Consider reducing DCP parking rates for the city centre which will add congestion to the city centre with new developments.
Consider improved signage for the availability of parking supply.
Improved public transport or cycle connections to the station could reduce this parking demand, as more than 60% of the parking near the station is used for commuters.

Public Transport Strategies:
Improve a number of key bus corridors to link Gosford to the Central Coast Region
Encourage and promote alternatives to the private car to change travel behaviour.
Improve bus frequency, easily recognisable bus services and route consolidation to improve access and perception.
Improving bus services is suggested as a key way to reduce east/west congestion at Etna St and Donnison St.
Create a city centre loop bus to connect the city centre, station and hospital precincts. This should be linked to possible park and ride facilities.
Consider a bypass of traffic around the city centre. This could help overcome grade level changes between Mann St, the Station and Showground Road. It may also act as a catalyst project for Gosford.

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

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<td>Medium term</td>
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<td>Long term</td>
<td>– which could be delivered within the next 10-15 years (2021 - 2036).</td>
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Public Domain Upgrades:
Mann St and Donnison St upgrades are suggested.
Generally pedestrian and cycle access through the city centre is limited.
Consider the impact of future sea level rises which may affect Waterfront development and waterfront pedestrian and cycle routes.

Updates since this plan and future considerations:
RMS and Transport for NSW are currently underway with a detail movement plan for the Gosford City Centre and the wider Central Coast Region. At the time of this report the findings of this study were not yet known.
Since this report the state government has invested significant funds towards upgrades to the Central Coast Highway West Gosford Intersection, the Northconnex Motorway, train passing loops to improve commuter services. The impact of these changes would require further analysis. It is not expected that any of these changes will materially change the urban structure and recommendations of this report.
6.1.7 Gosford Streetscape Guidelines

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

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

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

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

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

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

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

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

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

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

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

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

The detailed streetscape analysis is of particular relevance and seems to still apply to current day conditions. These can be found on p130-142.
This plan “provides a description of the city infrastructure needed to support the growth and development of the city centre, and outlines the framework for contributions to be made from development towards funding and provision of the infrastructure.” This document was prepared prior to the “Our City Our Destiny” masterplan and was accompanied by a Vision document, LEP and DCP. It appears to be the first mention of waterfront precinct and cultural centre.

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

**Principles:**
- Recover the natural relationship of the city to the sea and bushland.
- Respect the city’s heritage, reinforcing traditional street patterns and alignments.
- Provide recreational and community facilities for community use.
- Ensure the continued functioning of transport/access systems.

**Design strategies:**
- Introduce water and biodiversity sensitive designs that enhance the environment as well as create attractive public amenity.
- Reinforce Mann Street as the city’s civic spine.
- Re-align ‘Wharf Road’ to re-connect Mann Street to the water.
- Respect the permeable nature of the city grid and create a city-wide landscaping plan.
- Re-align and landscape Dane Drive to change its highway character to a waterfront boulevard.

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

- An Open Space Network – that unifies the existing fragmented open space.
- Urban biodiversity designs
- Water sensitive urban design including an ‘urban stream’ that in an interpretation of the original creek that flowed through the valley to the Broad Water.
- Street typology work such as improving the civic spine of Mann St and reinforcing Baker Street’s relationship to the original creekline with the urban stream.
- Pedestrian Network with a safe and legible cycle and pedestrian network
- Furniture and Paving developed with a Technical Manual for a consistent approach
- Improved public open spaces with improved facilities, and new soccer, cricket and netball facilities, improved existing groups, more play facilities, joint ventures with the schools, youth oriented play like skate facilities.
- Public art strategy
- Bushland conservation and rehabilitation
- Transport management including a parking strategy, and shuttle bus service
- Improved stormwater management
- Create a cultural centre to strengthen the arts and cultural environment, encourage innovation and facilitate learning and education.
  - “The cultural centre will include a number of facilities such as a concert hall, art house, cinema, museum, indigenous cultural centre, community cultural centre, civic centre, youth arts warehouse, performing arts facility, workshops/studios, community arts facility, and outdoor art and cultural facilities. The aim is to establish a centre of excellence for artistic and cultural practice.”
- Create a new library and community facility (as identified in the Council’s strategic Plan, Community Plan 2001
- Create a regional cycleway network.

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

**Figure 9: Bus shuttle route**

**Figure 11: Waterfront precinct improvements**
6.2
OUR CITY, OUR DESTINY
MASTER PLAN
SUMMARY
6.2.1 Our City, Our Destiny – Updating the Masterplan

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

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

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

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

[Image of a map labeled Masterplan, Our City Our Destiny, 2010, p17]
6.2.2 Natural Assets

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

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

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

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

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

2. Connect the people to its city and the city to its landscape.

3. Unlock the potential to create great places for people. An approach that puts the public domain and its people first.

4. Revitalising is not just one place or building. It is a network of well-connected places that create an attractive capital city with lively streets. An attractive city is a platform for investment with short-term returns and long term growth.
6.2.3 Comparing the Design Process

Workshops and Consultation

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

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

Identifying key places

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

Using workshops to test the validity of places

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

The development of successful city-wide Streetscape Design Guidelines requires an understanding of the special qualities and characteristics of the Gosford City Centre. Gosford Streetscape Design Guidelines involved an on the ground and desktop analysis of the city’s historic and natural context, and its many constraints, opportunities and desired future character. The first phase in the development of the streetscape guidelines for each individual precinct was a point for the development of the design guidelines for each individual precinct. The design strategies and principles establish the foundation and reference for the guidelines. The Guidelines prescribe a palette of urban elements and materials, including paving surfaces, walls, furniture and fixtures, lighting and street. The Guidelines also include a planting strategy which has been developed to respond to existing planting - natural and cultural - and document reviews enabled the team to understand the function, constraints, opportunities and desired future character of the precincts and streets. The Streetscape Guidelines section provides an overview of the design intent, theme, character and urban vision. The first phase in the development of the streetscape guidelines for each individual precinct was a point for the development of the design guidelines for each individual precinct. The design strategies and principles establish the foundation and reference for the guidelines. The Guidelines prescribe a palette of urban elements and materials, including paving surfaces, walls, furniture and fixtures, lighting and street. The Guidelines also include a planting strategy which has been developed to respond to existing planting - natural and cultural - and document reviews enabled the team to understand the function, constraints, opportunities and desired future character of the precincts and streets. The Streetscape Guidelines section provides an overview of the design intent, theme, character and urban vision.

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**6.2.4 Precinct Strategy**

**Overall Approach 2010 – Our City Our Destiny**

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

**Urban Design Intent 2011 – Oculus Streetscape Design**

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

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

**UDIF 2018 – Places and their connections**

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

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

Places in the City Centre – Gosford City Centre Masterplan 2010

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

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

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

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

2010 Masterplan Key Places
- The school precinct
- The Hospital precinct
- The Transport Interchange
- Kibble Park
- Gosford Stadium
- Leagues Club Park
- The Waterfront precinct

2018 Key Places
- Gosford High school
- Henry Kendal High school
- Gosford Public school
- Gosford Hospital precinct
- Gosford Private Hospital
- TAFE
- Kibble Park
- Gosford City Park
- Gosford Olympic Swimming pool
- Gosford Golf Club

2018 Key Landmarks
- President Hill Lookout
- Gosford Station
- Rumbalara Reserve
- Central Coast Stadium
- Gosford Stadium
- The Waterfront precinct

Landmarks and Places, Go Gosford Update, 2018
6.2.6 Main Connections

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

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

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

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

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

- Etna St – East-West Connection City Centre to Regional Rd (Racecourse Rd)
- Faunce St – East-West Connection City Centre to Regional Rd (To Be Implemented)
- Watt St – North-South Connection Kibble Park to Regional Rd (To Be Implemented)
- Mann St – Main North-South Connection
- Donnison St – East-West Connection to Regional Rd (Existing)
- Baker St – Main City Centre to Waterfront Connection

Waterfront Connection
6.2.7 Views and Vistas

Urban Vistas Dynamics – Our City, Our Destiny 2010

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

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

The principles to protect key vistas are:
- Development on the waterfront is concentrated towards the railway
- Views out from the Leagues Club Park are preserved
- The view down Baker Street is protected
- Views to and from Rumbalara and presidents hill are important elements
- Possible views from the central coast highway from east Gosford should the pool be relocated or reconfigured.” p67

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

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

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

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

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

Views & Vistas, Go Gosford Updates, 2018
6.2.8 Roads Structure

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

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

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

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

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

In 2018 the strategy identifies a more comprehensive set of principles that unpacks logical positions for different modes of parking. It also provides implementation suggestions to address these parking issues which are still relevant today.
6.2.10 Proposed Bicycle Network

Our City Our Destiny 2010
Active Network
“A cycle plan has been prepared by Gosford city council and a number of major initiatives have been proposed. The most ambitious of these is the cycle link to Point Clare beside the railway causeway.

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

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

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

Implementation Schedule 2014
The 2011 Oculus plan has been developed to: “A preliminary list of proposed works has been prepared for Strategic Objectives and is subject to further evaluation and availability of funds. Recommendations are grouped into proposed short term (to 2016), medium term (to 2021) and long term (to 2036) time frames for development and implementation. Costs are not provided and will be subject to further investigation.” p35. These suggestions should be the focus of cycle funding and improvements. If possible, land adjacent to the rail corridor could provide an additional vital link, particularly with its connection to Waterfront under the Central Coast Highway.
6.2.11 Proposed Pedestrian Network

Pedestrian Network, Our City our Destiny, 2010, p79

Overall Approach 2010
“Redevelopment of the urban streets will improve access to the city centre and the waterfront.

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

These points all remain relevant.

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

Detailed Urban Design 2011
“The Oculus masterplan provide more detailed analysis of the public domain and the fine grain improvements required. The pedestrian access strategy seeks to increase and improve key pedestrian links and access between destinations.” p22

Go Gosford 2018
The Go Gosford report emphasises the importance of pedestrian connections across the city. Key principles include encouraging walkability, providing pedestrian amenity in terms of shade and weather protection, create active facades along primary roads like Mann St, increase the number of east/west connections across the rail line, and to create a network of connected places.

Go Gosford Proposed Active Network.
6.2.12 Sustainability Strategy

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

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

Green leadership

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

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

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

- Management of the Coastal Open Space System (COSYS)
- The Gosford City water mining dual reticulation scheme
- Responding to climate change via the development of a draft climate change policy and several climate change mitigation and adaptation projects, sea level rise planning.

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

- Reduce water consumption
- Reduction in energy consumption
- Reduce automobile travel
- Cut greenhouse gas emissions
- Make land use decisions that create a more efficient and more walkable city
- Improve building energy performance
- Increase biodiversity
- Mitigate the impact of sea level rise

Sustainability, Our City our Destiny, 2010, p87
6.3
TRANSPORT FUTURES
SUMMARY OF CENTRAL COAST
The Regions of NSW

1. Hunter
2. Illawarra-Shoalhaven
3. Central Coast
4. South East and Tablelands
5. Riverina-Murray
6. New England North West
7. Far West
8. Tweed Heads, Lismore, Coffs Harbour, Port Macquarie, Armidale, Tamworth, Dubbo, Orange, Bathurst, Griffith, Wagga Wagga, Albion and Nowra
9. Such as Broken Hill, Shell Harbour and Queanbeyan

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<td>- Central Coast</td>
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</tr>
<tr>
<td>Satellite cities</td>
<td>Gosford and Wollongong</td>
<td>Provide 30 minute city access within cities, with 60 minute access to Sydney</td>
</tr>
<tr>
<td>Regional city transport hubs</td>
<td>Tweed Heads, Lismore, Coffs Harbour, Port Macquarie, Armidale, Tamworth, Dubbo, Orange, Bathurst, Griffith, Wagga Wagga, Albion and Nowra</td>
<td>Provide at a minimum inter-regional, intra-regional and in-town services</td>
</tr>
<tr>
<td>Regional Centre transport hubs</td>
<td>Such as Broken Hill, Shell Harbour and Queanbeyan</td>
<td>Provide at a minimum intra-regional services</td>
</tr>
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Faster rail to Central Coast and Newcastle

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

Regional NSW policy, planning, service and infrastructure initiatives

Figure 50: Initiatives to support the customer outcomes

Categorisation of initiatives

- Committed initiatives (0–10yrs)
  Initiatives that either have committed funding, are committed/contractually committed, are for immediate detailed planning, or are part of key maintenance, renewal or safety programs. Some initiatives are subject to final business case and funding.

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

- Visionary initiatives (20+ years)
  Longer term initiatives that may be investigated within the next 10 years, but are unlikely to require implementation within 20 years.
Connecting Greater Sydney and the Central Coast

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

Initiatives for investigation to better connect these regions include:

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

![Diagram: Connecting Greater Sydney to Regional NSW]

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

- Sydney Wellcampang New Rail Improvements
- Improved rail connections between south west Sydney and Newcastle
- Bus priority measures on Appin Road
- Penrith Rail and Appin Rail Improvements
- Western Line Road improvements
- Great Western Bypass long term solution study
- Great Western Ramps long term project corridor
- Sydney-Central coast Rail (RCA) Improvement
- Innovative Eastern Road Corridor improvement
- Caloundra to Goonan Road Corridor improvement
- Western Corridor long term solution
- Outer Sydney Corridor long term solution
- Northern Sydney Corridor long term solution
- M1 - Wollongong SMART Motorway
- M1 - Newcastle SMART Motorway
- Corridor (rearrangement for higher speed connection)
- M1 Interchange SMART Motorway

**Figure 55: Connecting regional NSW to Greater Sydney**
Central Coast

The Central Coast has a population of around 40,000 people and will grow to approximately 50,000 people over the next 40 years. This strong population growth is a result of its close proximity to the state's two economic powerhouses, Greater Sydney and Hunter as well as the attractive lifestyle it offers. The region is home to the Darkinjung people.

In 2014-15 the region contributed $6.6 billion to the NSW economy, primarily due to its specialisation in agribusiness and food, professional services, health and aged care and freight, logistics and distribution. Opportunities are available to better connect the region’s residents and visitors and in doing so, support the growth of employment within the region.

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

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

Satellite city

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

This includes:

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

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

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

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

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

Future Transport Planning

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

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

**KEY**

1. Committed 0-10 years
2. Initiatives for investigation 0-10 years
3. Initiatives for investigation 10-20 years
4. Visionary initiatives 20+ years

All initiatives for investigation are subject to business case development.

**INITIATIVES**

1. Wyong Road, Mingara Drive to Tumbl Road Upgrade
2. Warnersway Link Road, Albert Warner Drive to Pacific Highway (Planning)
3. Pacific Highway, Wyong Town Centre (Planning)
4. Pacific Motorway Widening and Reconstruction, Wyong Road to Doyalson Link Road (State and Federal Funded)
5. Empire Bay Drive, The Scenic Road and Cochrone Street Intersection Upgrade
6. Kanpy Angy Train Maintenance Facility for New Intercity Fleet
7. Pacific Highway, Ourimbah Street to Glen Road
8. Pacific Highway, Parsons Road to Ourimbah Street (Planning)
9. Pacific Highway and Manns Road, Narara Creek Road to Parsons Road (Planning)
10. Manns Road, Central Coast Highway to Narara Creek Road (Planning)
11. Pacific Motorway Widening, Kariong Interchange to Somersby Interchange (State and Federal Funded)
12. New Intercity Fleet
13. Sydney-Central Coast-Newcastle Faster Rail Improvement
14. Bus Headstart for Central Coast
15. Central Coast Rapid Bus package
16. Central Coast Place Plans
17. M1 Motorway improvements (Hawkesbury River - Mt White)
18. Outer Metro Roads Program
19. M1 - Newcastle SMART Motorway
20. Corridor Preservation for Higher Speed Connections
21. Higher Speed Connections (east coast)
22. Outer Sydney Orbital from Great Western Highway to Central Coast

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

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

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

Planning for Places - A tiered approach to planning transport for the regions

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

Regional Plans

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

Place Plans

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

Corridor plans

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