

1 December 2022

Mr David Farmer
CEO
Central Coast Council
2 Hely Street
Wyong NSW 2259

By email: gosford.waterfront@centralcoast.nsw.gov.au

Gosford Waterfront Revitalisation

Dear David,

The Urban Development Institute of Australia (UDIA) NSW is the state's leading industry body representing the interests of the urban development sector. We are proud to count Central Coast Council (Council) as a member along with over 450 companies across the spectrum of the industry. UDIA advocates for the creation of liveable, affordable and connected smart cities.

UDIA appreciates this opportunity to offer our comments on the concept plan for the Gosford waterfront revitalisation project (concept plan).

UDIA congratulates Council on its leadership in promoting this exciting project to shape the future of Gosford and the overall region. We are supportive of the concept plan as an aspirational vision, and UDIA and our members are keen to assist in achieving that vision. Our focus is on its delivery.

We agree that the time is right to reimagine the city of Gosford, starting with the foreshore. The *Central Coast Regional Plan 2041* and the Greater Cities Commission (GCC) include a strong strategic priority to support Gosford's growth. While the concept plan lays out the vision, the hard work must now begin to fully articulate the vision with detailed plans, supported by the necessary studies and informed by appropriate engagement with the community, government agencies and industry.

Delivering on this opportunity for the Central Coast will depend on Council's ability to collaborate with and leverage the private sector for investment. UDIA aims to work constructively with Council and its partners, including Department of Planning and Environment (DPE), GCC and Transport for NSW (TfNSW), to facilitate private sector engagement for the project.

Our members have provided some initial feedback, aimed at highlighting where significant additional work will be required; that feedback is attached below this letter's signatures. Areas needing further work include but are not limited to:

- The surrounding road network, including the Central Coast Highway, is already under stress with existing pinch points and flooding issues. Focused work should begin immediately to develop an integrated transport plan for Gosford that will specifically support the waterfront revitalisation.

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- Further parking review is needed to understand how best to support increases in visitation and residents.
- Accommodating the ferry and sea plane movements will require major design and structural considerations, with an openness to relocation after evaluating the impact of wind on safety.
- The facilitation of pedestrian movements needs deeper study. For example, better linkages are needed to Gosford Park and the city; and the current idea of having a pedestrian bridge (item 21) across the marina break wall would limit the full potential of the marina.

The growth on the foreshore will require significant infrastructure, and assessments to understand those impacts and needs should be undertaken as a matter of urgency. The *Central Coast Regional Plan 2041* creates a new Urban Development Program (UDP) Committee that will be a critical tool to align infrastructure with the vision and to support its built outcomes.

The project will take many years to complete. To keep the community engaged and establish momentum, it will be important to deliver some early quick wins in the next couple years. For example, perhaps the pool or stadium upgrades can be delivered soon. We note that the project's success will only be achievable if Council is willing to increase its community assets. Council should evaluate its recent position on avoiding new assets due to its current financial position and consider other financial models that would facilitate returns to enable new investments, such as public-private partnerships, shared arrangements where the private sector is willing to deliver asset maintenance, or other means to enable rapid early accomplishments.

UDIA shares Council's view that the revitalisation project is being undertaken to support the local community both culturally and economically. To do so, we recommend that the project's work should prioritise local professionals and workers, including the local Aboriginal community, from beginning to end. We recommend a project assessment criterion that includes significant weight to local practitioners, and where outside providers are necessary, joint partnerships should be formed. To support local jobs, there should be targets set for a minimum percentage of local workers on site.

Once the initial design work is completed, we understand that the NSW Government will implement the initiatives on the Gosford foreshore. We are keen to understand the handover process, including its timing. We would be pleased to work with Council and other government stakeholders to promote the project within the development sector and facilitate industry engagement.

Once again, congratulations on the work done to date. UDIA and our members look forward to participating in the substantial further work still required to flesh out the concept plan's initial ideas and support its efficient delivery. Please contact Elizabeth York at eyork@udiansw.com.au or 0434 914 901 to arrange further consultation.

Kind Regards,



Steve Mann
Chief Executive
UDIA NSW



Caine King
Chair
Central Coast Chapter

Attachment: *Initial member comments to Gosford Waterfront Master Plan (November 2022)*

Attachment: Initial member comments to Gosford Waterfront Master Plan (November 2022)

Appropriate density

There does appear to be a lot open space that has the risk to become dead space, if there is not enough density to create appropriate levels of activity and use. Suggest additional height and densities within mixed use development with ground floor retail, office and upper levels of residential. An excellent new example is The Waterfront, Shell Cove by Shellharbour City Council with Frasers Property. This project won UDIA NSW's 2022 Award for Excellence for NSW Regional Development. More information can be found at this [link](#).

Linking the waterfront to Gosford Park & CBD

The current proposed overpass (Item 15) is unlikely to meet the needs of the growing future community.

Dane Dr is one of the main southern arterial roads and a key constraint to the linking of the Waterfront to Gosford Park and the CBD. This master plan provides the opportunity to formalise a significant crossing over Dane Dr, rather than the small pedestrian overpass currently showing on plan. Council should embrace some of the civic design solutions from around the world and cover part of Dane Dr with pedestrian friendly landscaped greenspace.

Ferry Terminal

The idea of a ferry terminal (Item 24) is supported but the location on the western side, adjacent to the railway lines and outside the break wall is inappropriate. This area is highly susceptible to strong southerly winds, which sends chop/wind swell towards this location, making it unsafe to board any ferry docked at this location. The Ferry Terminal may need to be repositioned to the eastern side of the Broadwater or located inside the break wall.

Pedestrian link on the break wall

The concept to have a pedestrian link (Item 21) across the marina break wall is unnecessary and limits the full potential of the marina to accommodate sail craft and larger/ taller watercraft. The focus should be on delivering a world class marina.

A quick check of some of the marinas along the east coast of NSW & Qld reveals that none have such a walkway - Ulladulla, d'Albora at Nelson Bay, Coffs Harbour, Mooloolaba, Southport, Townsville (See images at the end).

Tavern & residential

The concept of a tavern is supported but consider the appropriateness of having residential units in the adjacent central finger wharf.

Marine deck

The marine deck proposed on the water side of the Gosford Swimming Pool, through to "Drifters Wharf" is unnecessary and could be replaced by upgrades to the existing pathway. Enjoy the water views from an upgraded walking pathway with seating and shade structures/landscaping.

Parking and access

The Waterfront Precinct description includes:

- 323 new waterfront homes
- Indoor and outdoor dining venues

- Premium commercial office space
- Dry boat storage
- Waterfront Conferencing and events space
- Waterfront Retail dining and shopping space
- 150 berth marina
- Ferry wharf
- Sea wall with pedestrian access
- Allocation for a public building

The Stadium Precinct includes a Hotel development with 94 rooms, Public car park with 200 spaces and Training/community facilities.

Access appears to be gained via the existing accessway off Dane Dr. This access way is also mapped in 1:100 year flooding, having a flood category of Precinct 3 Flood Storage. The single accessway is unlikely to cope with such traffic demands. Further consideration should be given to:

- The flooded nature of this accessway
- Capacity of the accessway to cater for the anticipated traffic demands, including delivery and service vehicles, and emergency services
- Traffic impacts will be compounded on event days at the nearby stadium.
- A significant increasing in carparking capacity will be required to make the waterfront precinct a success. Parking options are limited. Council should be bold and make strong planning decisions that will benefit future generations. As a point, consider the provision of additional carparking on the western side of the rail line as indicated in the following Figure 1. Consider that much of the southern Precinct of the CBD is upon reclaimed land.



Figure 1: additional carparking option

Additional examples of major marinas in NSW/QLD

Note: All of these marinas have open access to deep water, not restricted by a pedestrian overpass.



Emphraim Is. (Gold Coast)



Mooloolaba (Qld)



Townsville (Qld)



Cairns

