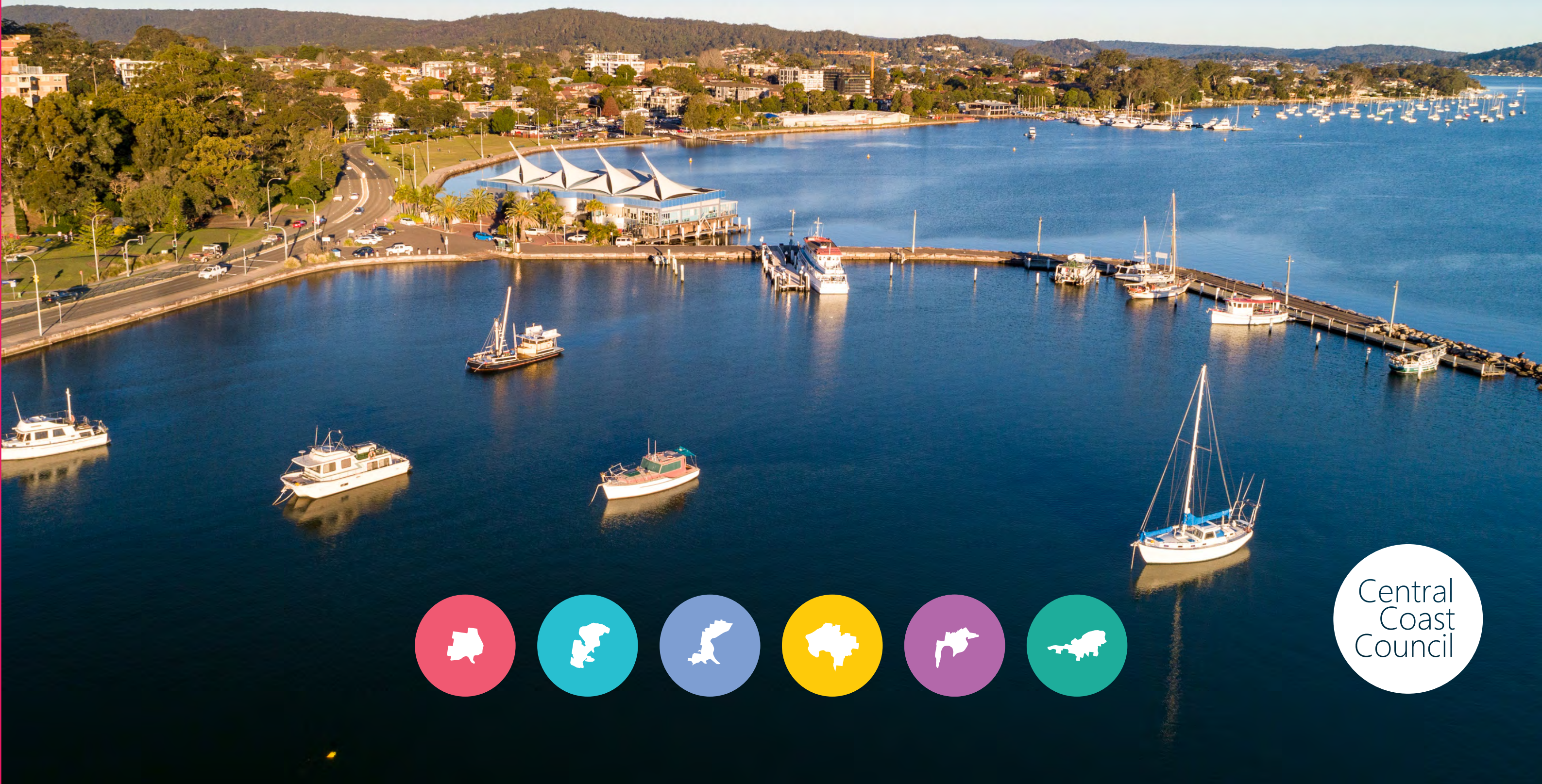


SOMERSBY

Corridor Strategy

to ERINA







**‘We Acknowledge The Traditional
Owners of The Land on Which We
Live and Pay Our Respects to Elders
Past and Present.’**

+75,500 people
and **+24,674** jobs in
Central Coast region
by 2036

*NSW Government's Central
Coast Regional Plan 2036
targets*

Central Coast

T Newcastle

Gosford City Centre
will accommodate
an additional **2,327**
dwellings and
5,264 jobs - **51%** of
dwellings across the
Corridor

**Somersby to
Erina Corridor**

11% of new
dwellings in the
Central Coast will be
in the Corridor

Increase from
36,363 jobs in 2016
to **46,229 jobs in
the Corridor by
2036** – 39% of total
anticipated growth
in the LGA

Somersby
West Gosford
Gosford City Centre
Erina
Mount Penang
and Kariong
East Gosford
and Point
Frederick

Between 2011 and
2016, **20%** of jobs
in the Corridor are
in the health care
sector

**The Central Coast is
set for growth and
we are planning for
the future.**

Economic growth

The forecast growth of 9,866 jobs is estimated to generate \$5,010 million net gross value added (GVA) for Central Coast LGA. This projected growth is also expected to generate indirect impacts including an additional 3,838 jobs and \$2,692 million net GVA. Therefore, the total economic impact of the projected growth is 13,704 jobs and \$7,702 million.

*Source: SGS Economics and Planning, 2016 using NSW
Transport and Performance Analytics and Australian Bureau
of Statistics*

T Sydney

Introduction to the Somersby to Erina Corridor Strategy

What is the Somersby to Erina Corridor Strategy?

The Somersby to Erina Corridor is the collection of six centres connected by the Central Coast Highway.

The Somersby to Erina Corridor Strategy (the Corridor Strategy) has been prepared by Central Coast Council to:

- Guide the growth and investment in the six centres of Somersby, Mount Penang and Kariong, West Gosford, Gosford City Centre, East Gosford and Erina which benefits the entire region and
- Implement the directions of the NSW Government’s Central Coast Regional Plan 2036 (CCRP).

The NSW Government’s Central Coast Regional Plan 2036 (CCRP) sets four goals for the Central Coast, to ensure its successful and sustainable growth.

- **Goal 1** A prosperous Central Coast with more jobs close to home
- **Goal 2** Protect the natural environment and manage the use of agricultural and resource lands
- **Goal 3** Well-connected communities and attractive lifestyles
- **Goal 4** A variety of housing choice to suit needs and lifestyles

Under these goals are a list of Directions, intended to guide planning and investment in the region.

This Corridor Strategy has been developed to implement two Directions of the CCRP in particular:

CCRP Direction 1
Grow Gosford City Centre as the region’s capital

CCRP Direction 2
Focus economic development in the Southern and Northern Growth Corridors

The Southern Corridor describes the centres along the Central Coast Highway between Somersby and Erina – otherwise known as the **Somersby to Erina Corridor**. This Strategy has been prepared by Council as the next step in implementing the Regional Plan.

Project team

This strategy was prepared by Central Coast Council with a consultant team comprising:

- Architectus (strategic planning and design)
- SGS Economics and Planning (economics)
- Arup (transport planning).

Purpose of the Corridor Strategy

The Somersby to Erina Corridor Strategy is a set of Directions, Actions and Catalyst Projects that will help Government and the development sector create a Corridor that the community want to live in.

This Corridor Strategy, once adopted, will be used for the following purposes:

- 1 To present a clear, focussed and shared vision for the Corridor at local and State level.
- 2 As a policy that supports State Government and Central Coast Council’s decisions about land use planning.
- 3 A framework for guiding local planning strategies and assessing planning proposals (rezoning applications).
- 4 To guide public and private investment within the corridor and guide prioritisation of public spending on public domain and infrastructure within the Corridor.
- 5 As a basis for collaboration with Transport for NSW regarding transport improvements, including the proposed Rapid Transit bus service.
- 6 To support economic development within the corridor including marketing and celebrating existing businesses and attracting new business.



The Somersby to Erina Corridor is the collection of six centres connected by the Central Coast Highway



Vision for the Somersby to Erina Corridor

A thriving Gosford City Centre with employment opportunities, housing choice, events, education, restaurants, bushwalks and rides, shopping, culture and waterfront activities that rival any city.

A Corridor with six successful centres with a unique role and function which provides employment, housing and movement opportunities for the broader region.

A Corridor that experiences balanced, quality growth so that each centre retains its sense of place and community.



Summary of our recommendations

This document presents:

- 11 Strategies
- 18 Directions
- 49 Actions
- 06 Catalyst Projects
- 06 Centre Structure plans

The key recommendations can be summarised as:

- 1 A land use strategy that allows for, and infrastructure that supports, **population increase of 6,395 residents** in the Corridor between 2016 and 2036. This equates to approximately 8.5% of the anticipated growth of 75,500 for the Central Coast over the next 20 years.
- 2 Adequate employment lands and opportunities in centres for **an increase of 9,866 jobs in the Corridor** between 2016 and 2036 - 39% of the Central Coast LGA's anticipated growth in this time.
- 3 **Focus residential development in existing centres** in the short to moderate term of Gosford City Centre, East Gosford and Point Frederick with the most density in Gosford City Centre – reinforcing its role as the capital city of the Central Coast.
- 4 Protect employment and environmental lands, and support growth with improved transport infrastructure such as a rapid bus corridor to ensure the efficient movement of people and freight.
- 5 **Public investment to be focussed in Gosford City Centre** in the short term (of a 20 year plan up to 2036) to position Gosford for investment and growth.
- 6 Promote the Corridor as **one of the State's best weekend destinations** – the proposed "Great Weekender Trail" Catalyst Project will help promote weekend tourism supported by Council's Destination Management Plan 2018-2021 for the region.

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A Landscaped Corridor	Sustainability and Resilience	

Centres strategies 40



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Somersby



53

Mount Penang
and Kariong



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West Gosford



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Gosford City
Centre



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East Gosford and
Point Frederick



79

Erina



How the Corridor Strategy works



Corridor Strategies

This strategy identifies five (5) broad strategies that relate to all six (6) centres that make up the Somersby to Erina Corridor:

- 1. Six successful centres strategy
- 2. Transport strategy
- 3. Cultural and tourism strategy
- 4. A landscaped corridor strategy
- 5. Sustainability and resilience strategy

The Corridor Strategies section of this strategy presents our key findings and sets Directions for each of the above. Actions and Catalyst Projects are identified to ensure development, investment and strategic planning is consistent with the Directions.



Centre strategies

It is our aim to present a clear vision for land use and character of each of the six (6) centres.

This section of the strategy goes into more detail for each of the centres, and presents a vision, structure plan and recommendations for each centre.

The strategy sets Directions for each centre. Actions and Catalyst Projects are identified to ensure development, investment and strategic planning is consistent with the Directions.



Directions

The Corridor Strategy sets out 18 Directions for the Corridor. The Directions are broad objectives that capture Council's position on an issue for the Corridor, or promote a vision. There are 5 Corridor-scale Directions and 14 Centre-scale Directions.

The Directions should become front of mind for Council, referenced in Council reports, and help guide decision making around development and public works.



Actions

This strategy presents a list of Actions to achieve each Direction. These Actions include studies that need to be undertaken, policies and controls that need to be made/amended, and the next steps for engagement, seeking funding, or doing further work to initiate projects in the Corridor. There are Actions that support Corridor-scale Directions, and Actions that support more focussed Centre-scale Directions.

The implementation chapter of this strategy is a schedule of the Actions, which allocated responsibilities and timeframes. It is suggested that there be an annual Council report to track progress on the Actions. It is critical that this document is also reviewed every 5 years, to re-prioritise or set new Actions as time goes on.



























Catalyst Projects

Some of the Actions are a project, or could lead to a project.

Through this strategy, 6 Catalyst Projects were identified as having the potential to be realised early, or have the potential to catalyse development or investment in line with the Directions. Their identification as a Catalyst Project signals their priority and importance. These projects should be the focus of public spending and attention.

Strategy on a page

	Corridor					Centres			
11 Strategies	 Six Successful Centres	 Transport Strategy	 Culture and Tourism Strategy	 A Landscaped Corridor Strategy	 Sustainability and Resilience Strategy	 Somersby Strategy	 Mount Penang and Kariong Strategy		
18 Directions	 1 Direction 1 Six successful centres with unique roles and characters	 2 Direction 2 Maximise active and public transport connections between activity nodes and between centres and elsewhere in the region	 3 Direction 3 Realise Gosford's potential as a great weekend tourist destination	 4 Direction 4 Provide a green and beautiful arrival experience to Gosford and the Corridor	 5 Direction 5 A resilient Somersby to Erina Corridor	 6 Direction 6 Ensure the long-term success of Somersby Employment Area	 7 Direction 7 Protect Somersby Employment Area's history and landscape	 8 Direction 8 Mount Penang as an Entertainment, Education, Recreation and Employment Destination	 9 Direction 9 Retain and enhance the existing residential amenity of Kariong and its local centre
45 Actions	Action 1.1 Use the Corridor Strategy as the basis for Local Character statements for each centre to be included in the new comprehensive Development Control Plan Action 1.2 Prepare an Economic Development Strategy for the LGA that looks at the south and north corridors	Action 2.1 Business Case for a Rapid Bus Corridor Action 2.2 Active Transport Strategy Action 2.3 Collaborate with relevant government agencies to ensure transport infrastructure along the corridor supports anticipated growth and investment Action 2.4 Council should prepare a parking strategy Action 2.5 Gosford to Sydney and Newcastle in less than an hour by train	Action 3.1 Council will prepare, design and plan a 'cultural trail' project - the "Great Weekender Trail" Action 3.2 The Great Weekender Trail website mobile application and coordinated events Action 3.3 Gosford Heritage Interpretation Strategy as a layer of the trail Action 3.4 Support tourism infrastructure	Action 4.1 Central Coast Highway Landscape Strategy Action 4.2 Amendments to the Development Control Plan Action 4.3 Business case to support Catalyst Projects	Action 5.1 Climate Resilience Action 5.2 Sustainability Action 5.3 Liveability	Action 6.1 Employment Lands Strategy (LGA wide) Action 6.2 Opportunities for the re-use of the Old Sydney Town site	Action 7.1 Support the continued implementation of the Somersby Plan of Management Action 7.2 Somersby Public Domain Strategy	Action 8.1 Collaborate with CCDC on the review of the master plan for the Mt Penang Parklands Site	Action 9.1 Improve public domain and connections to Kariong Centre and community spaces
07 Catalyst Projects		 Catalyst Project A Somersby to Erina Rapid Transit Bus Route	  Catalyst Project B The Gosford Great-Weekender Trail Catalyst Project C Food and entertainment festival at Central Coast Mariners home games	 Catalyst Project D Somersby Gateway + West Gosford Gateway Entry Statements		 Catalyst Project E Somersby Hub		 Catalyst Project F Mount Penang Forest Trails	 Catalyst Project F Mount Penang Forest Trails

West Gosford Strategy		Gosford City Centre Strategy				East Gosford and Point Frederick Strategy	Erina Strategy	
➔ 10	➔ 11	➔ 12	➔ 13	➔ 14	➔ 15	➔ 16	➔ 17	➔ 18
Direction 10 Set up West Gosford for future renewal	Direction 11 Ensure ongoing success of bulky goods and urban services	Direction 12 A busy and exciting Gosford City Centre	Direction 13 A city set in nature	Direction 14 Invest in Gosford’s Public Domain and Infrastructure	Direction 15 Grow Gosford’s Health Precinct and connect the Health Network	Direction 16 A walkable East Gosford and Point Frederick neighbourhood	Direction 17 Set up Erina for future renewal	Direction 18 Connect Erina Fair back into the Main Street of Erina
Action 10.1 Structure Plan for future renewal Action 10.2 West Gosford public domain strategy	Action 11.1 Policy direction to protect current zones until further review	Action 12.1 Site for University of Newcastle Action 12.2 Public Domain and Streetscape Master plan Action 12.3 Train station and bus interchange upgrade Action 12.4 A site for the markets	Action 13.1 The Point Clare to Gosford Rail Shared Path Action 13.2 Presidents Hill Aboriginal Trail Action 13.3 Connection to the waterfront	Action 14.1 Implement the NSW Government Architect’s UDF Action 14.2 Gosford Boardwalk and waterfront strategy	Action 15.1 Facilitate the development of allied health, education, training and aged care services and research facilities in the Health Precinct in Gosford City North Action 15.2 Respond to public transport, rail and road network improvements and manage parking	Action 16.1 Prepare a precinct plan for East Gosford Centre Action 16.2 Pioneer Park (Point Fredrick Cemetery) Action 16.4 Missing link in the Great Weekender Trail - The Gosford Gallery Nature Walk	Action 17.1 Structure plan for future mixed-use renewal of certain precincts Action 17.2 Karalta Road Public Domain Master Plan	Action 18.1 Create an active and outward looking western edge to Erina Fair and an attractive walkable link Action 18.2 Investigate public recreational uses within the existing bushland
				 Catalyst Project G Leagues Club Field				

Relationship with other plans

Relationship between the Corridor Strategy, the Central Coast Regional Plan and other studies





**CCRP Goal 1 –
A prosperous Central
Coast with more jobs
close to home**

Central Coast Regional Plan: Direction 1

**Grow Gosford City Centre as
the region's capital**

CCRP Actions

Somersby to Erina Corridor Strategy – how it implements the CCRP

1.1 Grow Gosford City Centre as the region's capital and focus of professional, civic and health services for the region's population.

The Gosford Corridor Strategy sees the success of the Gosford City Centre as a vibrant and successful Regional Capital City as fundamental to the success of all of the other economic, social and transport objectives for the Southern Corridor and the region. The Corridor Strategy provides directions and actions to achieve this outcome, including:

- **Direction 1** – *Six successful centres with unique roles and character*
- **Direction 12** – *A busy and exciting Gosford City Centre*
- **Direction 13** – *A city set in nature*

1.2 Undertake and integrate 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.

The chapter on Gosford City Centre presents a structure plan for the centre that:

- Reinforces the 3 'Places' identified within the Government Architect's Urban Design Framework (UDF).
- Provides principles for connections and the character of each centre Catalyst Projects in key precincts

1.3 Attract and facilitate greater commercial development in Gosford City Centre by improving the public domain and providing opportunities for development through local planning controls.

The NSW Government Architect recently prepared the Gosford City Centre Urban Design Framework, which provides some specific guidance for 3 key places - City North, The Civic Heart and City South. The key recommendations of this work have been integrated in the Gosford City Centre Structure Plan and actions.

1.4 Promote 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.

These actions are supported through the Directions, Actions and Catalyst Projects presented in this Strategy. In specific relation to promoting cultural, entertainment and visitor activities, refer to **Direction 3** – *Realise Gosford's potential as a great weekend tourist destination*, and the Actions and Catalyst Projects under this Direction.

CCRP Actions

Somersby to Erina Corridor Strategy – how it implements the CCRP

1.5 Enhance 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.

This Strategy provides strategies for improving connections to the Health Precinct '**Direction 15** *Grow Gosford's Health Precinct and Connect the Health Network* and providing more amenity in the centre to support workers and patients. This Strategy also recognises the importance of planning ahead for growth in health and education uses and allied services to support the hospital into the future. Refer to the Gosford City Centre Structure Plan and related Actions and Catalyst Projects.

1.6 Integrate the railway station with other activities and seek opportunities to improve east-west connectivity across the railway line.

Connections to the station by foot, bike and secondary transport networks are considered in the GANSW and DPIE's UDF. Refer to the Gosford City Centre UDF, SEPP and DCP.

1.7 Identify opportunities for the consolidation and relocation of government services and agencies to Gosford City Centre.

The Strategy identifies urban design and public domain projects to create a great city environment and support investment in the City Centre.

1.8 Ensure that development in Gosford City Centre responds to its natural setting and complements the public domain.

Protecting this city's natural setting will be critical to its success going forward. The Strategy provides specific directions on this issue in **Direction 4** – *Provide a green and exciting arrival experience to Gosford and the corridor* and **Direction 13** – *A city set in nature*.

1.9 Improve access to Gosford City Centre from the west and north.

This Strategy presents ideas and projects for improving pedestrian, cycle and public transport access into all of the centres. Refer particularly to **Direction 2** – *Maximise active and public transport connections between activity nodes and between centres and elsewhere in the region*.



Central Coast Regional Plan: Direction 2

Focus economic development in the Southern and Northern Growth Corridors

CCRP Actions	Gosford Corridor Strategy – how it implements the CCRP
2.1 Undertake precinct planning for Somersby Business Park, Mount Penang and Kariong to expand employment in the regional gateway and improve services, synergies between activities and access to the M1 Pacific Motorway and Central Coast Highway.	The second part of this Strategy presents structure plans for each of the six centres, focusing on land use, connections, Catalyst Projects and actions for each centre (including where future studies and precinct planning is required).
2.2 Capitalise on improved access from the \$170 million upgrade of the Central Coast Highway, Brisbane Water Drive and Manns Road intersection to increase employment diversity and integrate land uses at West Gosford.	The structure plan, directions and actions for West Gosford seek to improve the public domain, amenity and connections for businesses and residents in the centre. Direction 4 - <i>Provide a green and exciting arrival experience to Gosford</i> and The Corridor provides ideas to improve the appearance and pedestrian comfort on these roads.
2.3 Deliver renewal plans for Gosford City Centre to enhance the function of the Southern Growth Corridor.	This Strategy provides Directions, a structure plan and actions for the Gosford City Centre. This work will be complemented by more detailed studies of the centre, such as the NSW Government Architect’ Urban Design Framework.
2.4 Support revitalisation and localised development opportunities in East Gosford.	See Direction 16 - <i>A walkable East Gosford and Point Frederick Neighbourhood</i> . See also Part 2 of the Strategy, which provides Directions, Actions and a structure plan for East Gosford.

CCRP Actions	Gosford Corridor Strategy – how it implements the CCRP
2.5 Plan for a growing and vibrant mixed-use centre at Erina that is well-connected and has enhanced urban amenity.	See Direction 17 - <i>Set up Erina Fair for Future Renewal</i> and Direction 18 - <i>Connect Erina Fair back into the Main Street of Erina</i> . Refer also to Part 2 of the Strategy, which provides Directions, Actions and a structure plan for Erina.
2.6 Protect environmental values along the Southern Growth Corridor.	See Direction 7 - <i>Protect Somersby’ Employment Area’s history and landscape</i> , Direction 5 - <i>A resilient Somersby to Erina Corridor</i> Direction 4 - <i>Provide a green and exciting arrival experience to Gosford and the Corridor</i> .
2.7 Plan for increased road, public transport and pedestrian and bicycle connections along the Southern Growth Corridor.	See Direction 2 - <i>Maximise active and public transport connections between activity nodes and between centres and elsewhere in the region</i> .



Community Strategic Plan (CSP) 'One' Central Coast

Community Vision

We are ONE Central Coast
A smart, green and liveable region with a shared sense of belonging and responsibility



CSP Themes, Focus Areas & Objectives	Corridor Strategy – how it implements the CSP	CSP Themes, Focus Areas & Objectives	Corridor Strategy – how it implements the CSP
BELONGING OUR COMMUNITY SPIRIT IS OUR STRENGTH A4 - Enhance community safety within neighbourhoods, public spaces and places CREATIVITY, CONNECTION AND LOCAL IDENTITY B2 - Promote and provide more sporting, community and cultural events and festivals, day and night, throughout the year B4 - Activate spaces and places to complement activity around town centres, foreshores, lakes and green spaces for families, community and visitors	<p>The Somersby to Erina Corridor Strategy once implemented will enable enhanced community safety in our open public and community spaces. In creating vibrant and active centres there will be improved passive surveillance and safety in our shared places. Coupled with programmed events this strategy aims to create safe and active spaces both during the day and at night.</p> <p>The Corridor Strategy provides directions and actions to achieve these CSP objectives, including: Direction 1 – Six successful centres with unique roles and character Direction 3 - Realise Gosford's potential as a great weekend tourist destination</p>	C3 - Facilitate economic development to increase local employment opportunities and provide a range of jobs for all residents C4 - Promote and grow tourism that celebrates the natural and cultural assets of the Central Coast in a way that is accessible, sustainable and eco-friendly	Direction 4 - Provide a green and beautiful arrival experience to Gosford and the Corridor Direction 6 - Ensure the long-term success of Somersby Employment Area Direction 9 Retain and Enhance the Existing Residential Amenity of Kariong and its Local Centre Direction 11 - Ensure ongoing success of bulky goods and urban services Direction 12 - A busy and exciting Gosford City Centre
SMART A GROWING AND COMPETITIVE REGION C1 - Target economic development in growth areas and major centres and provide incentives to attract businesses to the Central Coast C2 - Revitalise Gosford City Centre, Gosford Waterfront and town centres as key destinations and attractors for businesses, local residents, visitors and tourists	<p>The Somersby to Erina Corridor Strategy supports and enables job growth by attracting economic development within the Corridor supported by improved transport connections, public domain and transit orientated development providing incentives to stimulate growing industries on the Central Coast.</p> <p>The Corridor Strategy provides directions and actions to achieve these CSP objectives, including: Direction 1 – Six successful centres with unique roles and character Direction 3 - Realise Gosford's potential as a great weekend tourist destination</p>	GREEN CHERISHED AND PROTECTED NATURAL BEAUTY F1 - Protect our rich environmental heritage by conserving beaches, waterways, bushland, wildlife corridors and inland areas and the diversity of local native species F2 - Promote greening and ensure the wellbeing of communities through the protection of local bushland, urban trees, tree canopies and expansion of the Coastal Open Space System (COSS) F4 - Address climate change and its impacts through collaborative strategic planning and responsible land management and consider targets and actions	<p>The Somersby to Erina Corridor Strategy puts forward directions and actions to ensure we protect our rich environmental heritage and values as well as promoting greening of the Corridor by protecting and enhancing our natural assets between our centres . This Strategy also supports climate change adaptation actions under Direction 5.</p> <p>The Corridor Strategy provides directions and actions to achieve these CSP objectives, including: Direction 4 – Provide a green and beautiful arrival experience to Gosford and the Corridor Direction 5 - A resilient Somersby to Erina Corridor Direction 7 - Protect Somersby Employment Area's history and landscape Direction 13 - A city set in nature</p>



Community Strategic Plan (CSP) 'One' Central Coast

Community Vision

We are ONE Central Coast
A smart, green and liveable region with a shared sense of belonging and responsibility



CSP Themes, Focus Areas & Objectives

Corridor Strategy – how it implements the CSP

RESPONSIBLE

DELIVERING ESSENTIAL INFRASTRUCTURE
H1 - Solve road and drainage problem areas and partner with the State Government to improve road conditions across the region

H2 - Improve pedestrian movement safety, speed and vehicle congestion around schools, town centres, neighbourhoods, and community facilities

H3 - Create parking options and solutions that address the needs of residents, visitors and businesses whilst keeping in mind near future technologies including fully autonomous vehicles

H4 - Plan for adequate and sustainable infrastructure to meet future demand for transport, energy, telecommunications and a secure supply of drinking water

BALANCED AND SUSTAINABLE DEVELOPMENT

I1 - Preserve local character and protect our drinking water catchments, heritage and rural areas by concentrating development along transport corridors and town centres east of the M1

I4 - Provide a range of housing options to meet the diverse and changing needs of the community including adequate affordable housing

The Somersby to Erina Corridor Strategy sets the framework to delivering essential infrastructure and balanced and sustainable development by ensuring we have adequate capacity to service our growing population.

The Corridor Strategy provides directions and actions to achieve these CSP objectives, including:

- Direction 1** – Six Successful Centres with unique roles and character
- Direction 2** - Maximise active and public transport connections between activity nodes and between centres and elsewhere in the region
- Direction 4** - Provide a green and beautiful arrival experience to Gosford and the Corridor
- Direction 5** - A resilient Somersby to Erina Corridor
- Direction 11** - Ensure ongoing success of bulky goods and urban services
- Direction 12** - A busy and exciting Gosford City Centre
- Direction 14** - Invest in Gosford's Public Domain and Infrastructure
- Direction 16** - A walkable East Gosford and Point Frederick Neighbourhood
- Direction 18** - Connect Erina Fair back into the Main Street of Erina

CSP Themes, Focus Areas & Objectives

Corridor Strategy – how it implements the CSP

LIVEABLE

RELIABLE PUBLIC TRANSPORT AND CONNECTIONS

J2 Address commuter parking, drop-off zones, access and movement around transport hubs to support and increase use of public transport

J3 Improve bus and ferry frequency and ensure networks link with train services to minimise journey times

J4 Design long-term, innovative and sustainable transport management options for population growth and expansion

OUT AND ABOUT IN THE FRESH AIR

K1 Create a regional network of interconnected shared pathways and cycle ways to maximise access to key destinations and facilities

K2 Design and deliver pathways, walking trails and other pedestrian movement infrastructure to maximise access, inclusion and mobility to meet the needs of all community members

HEALTHY LIFESTYLES FOR A GROWING COMMUNITY

L1 Promote healthy living and ensure sport, leisure, recreation and aquatic facilities and open spaces are well maintained and activated

The Somersby to Erina Corridor Strategy identifies the need to prioritise better transport and connections within and between our centres. Many of the actions identified under Direction 2 in particular identifies the need to prepare a business case for a rapid bus corridor along the Central Coast Highway and create an Active Transport Strategy. Direction 2 also creates the action for Council to prepare a Parking Strategy to address commuter parking and the dependence on private vehicle usage.

- Direction 1** – Six successful centres with unique roles and character
- Direction 2** - Maximise active and public transport connections between activity nodes and between centres and elsewhere in the region
- Direction 3** - Realise Gosford's potential as a great weekend tourist destination
- Direction 8** - Mount Penang as an Entertainment, Education, Recreation and Employment Destination
- Direction 10** - Set up West Gosford for future renewal
- Direction 16** - A walkable East Gosford and Point Frederick Neighbourhood
- Direction 17** - Set up Erina for future renewal
- Direction 18** - Connect Erina Fair back into the Main Street of Erina

Planning, land use and transport findings

Strategic planning and context

The role of the Somersby to Erina Corridor and Gosford as the region's capital city

The NSW Government's Central Coast Regional Plan 2036 sets four goals for the Central Coast, to ensure its successful and sustainable growth:

- Goal 1 – A prosperous Central Coast with more jobs close to home
- Goal 2 – Protect the natural environment and manage the use of agricultural and resource lands
- Goal 3 – Well-connected communities and attractive lifestyles
- Goal 4 – A variety of housing choice to suit needs and lifestyles

Under these goals are a list of Directions, intended to guide planning and investment in the region. This Corridor Strategy has been developed to implement two Directions in particular:

- Direction 1: Grow Gosford City Centre as the region's capital
- Direction 2: Focus economic development in the Southern and Northern Growth Corridors

Direction 1: Grow Gosford City Centre as the region's capital

The Regional Plan provides broad directions for the future master planning of character precincts in Gosford City Centre. This Corridor Strategy provides directions and actions that will support the primary role of Gosford City Centre and make it a great place to visit as a worker, resident or visitor. The chapter on Gosford City Centre in this Strategy provides detailed recommendations for each precinct and identifies public domain projects that will support Gosford's role as the region's capital city.

Refer to the Introduction section of this report to see how the Corridor Strategy implements the CCRP Directions for the Gosford City Centre, and how the Strategy relates to and informs the recent studies undertaken, including the NSW Government Architect's Urban Design Framework and subsequent planning controls implemented by the Department of Planning, Industry and Environment.



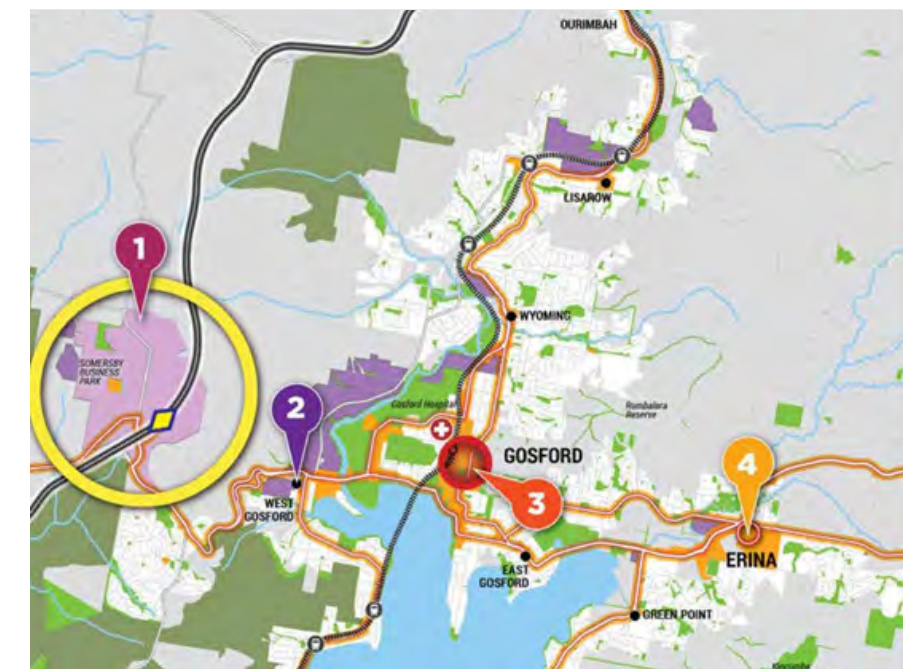
Gosford City Centre map, Central Coast Regional Plan 2036

Direction 2: Focus economic development in the Southern and Northern Growth Corridors

The Central Coast Highway is the spine of the Southern Growth Corridor, linking Somersby in the west and Erina in the east. The Somersby to Erina Corridor Strategy must respond to these directions by providing strategies for:

- Achieving more diverse economic growth opportunities in Somersby Business Park and the Erina commercial precinct
- Possible expansion of the industry manufacturing and logistics hub at Somersby
- Revitalising Gosford City Centre
- Protecting its natural attributes
- Providing connections

Refer to the Introduction section of this report to see how the Corridor Strategy implements the CCRP Directions for the Corridor.



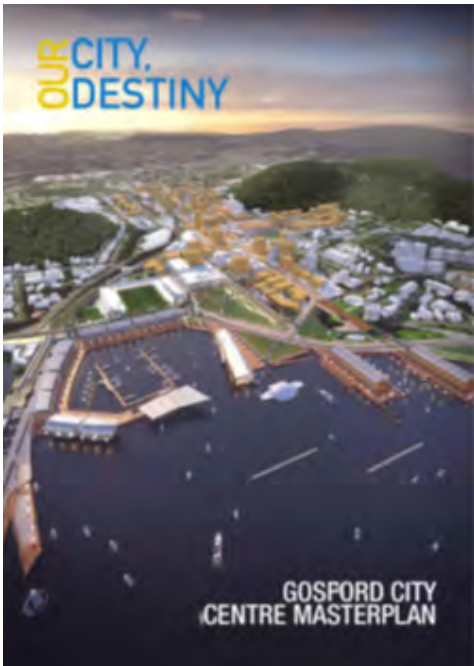
Southern Growth Corridor map, Central Coast Regional Plan 2036

The Corridor Strategy captures the best ideas from previous studies

Local strategies for the revitalisation of Gosford Town Centre

State Government, Gosford City Council (now Central Coast Council), local business groups and the private sector have engaged with the community and prepared various master plans, reports and policies.

It is important that this Corridor Strategy picks up on the key recommendations and prioritises them in the context of the broad directions for the Somersby to Erina Corridor.



Gosford City Centre Master Plan, prepared by Cox Architects, 2010

Gosford Challenge, 2010

Key objectives and ideas included in the Corridor Strategy:

- Definition of 5 precincts in the City Centre, which are consistent with the precincts in the Regional Plan.
- Public domain concepts to support the 5 precincts.
- Project ideas for integration of the train station back into the fabric of the town centre
- Green connections between open space assets
- Revitalisation of the waterfront and reconnection to the centre.



'One Central Coast' Community Strategic Plan, Prepared by Central Coast Council

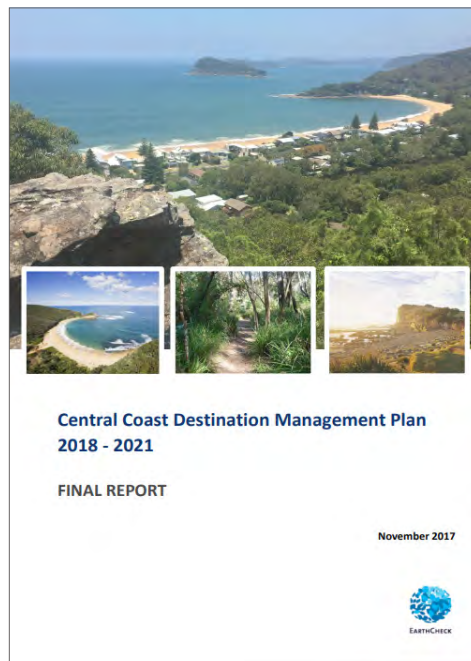
One Central Coast Community Strategic Plan (CSP)

Our Corridor Strategy will support the community vision:

“One - Central Coast aims to enhance the day-to-day lives and opportunities of the Central Coast community through effective decision-making, planning and service delivery across all government and non-government agencies.” The product of an extensive community consultation process, One - Central Coast has been built around five key themes that reflect the needs and values of the people who live in our region:



This Strategy considers the CSP themes, focus areas and objectives and includes other key ideas that will be delivered through the Corridor Strategy. For further detail on how this Strategy addresses what the community have told us, refer to pages 15 and 16.



Central Coast Destination Management Plan 2018-2021, prepared by EarthCheck

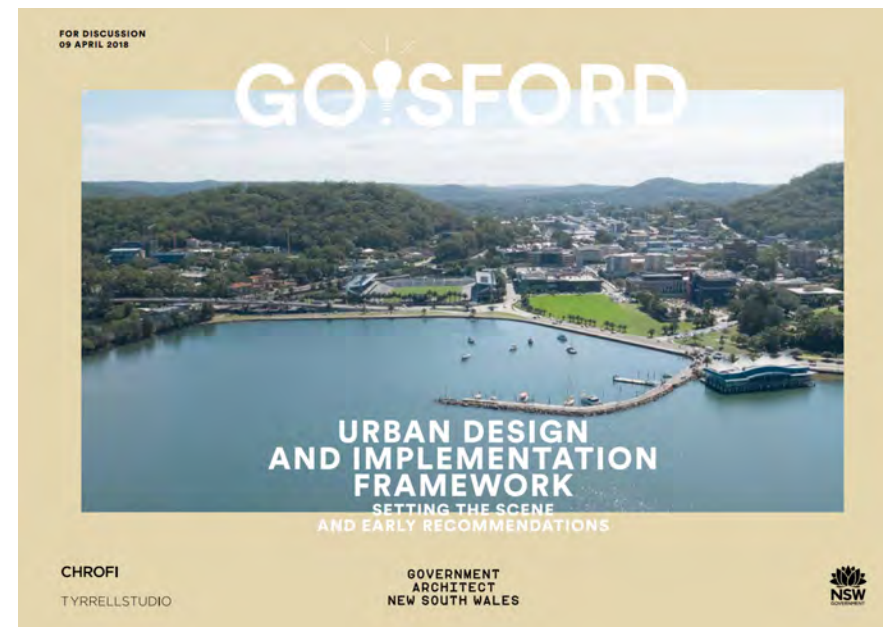
Central Coast Destination Management Plan 2018-2021

The purpose of this Destination Management Plan is to guide tourism development and destination management for the next five years, to help ensure the long-term viability and sustainability of this vital sector for the Central Coast economy.

The 2021 vision is for the Central Coast to be “the natural choice for leisure, business and major events in regional NSW.” The plan also provides 5 goals:

- Growing the value of the visitor economy by \$70M per annum
- Target dispersed growth mid-week, off-peak and across the destination
- Leverage natural and built assets to continue to grow core markets
- Above NSW average growth in the value and visitation of target markets
- Growing community support for the tourism industry

The plan also identifies projects that will enable this vision. Of particular relevance to the Corridor Strategy is the preparation of an Events Strategy Program.



The Government Architect NSW's Gosford Urban Design and Implementation Framework (UDF), April 2018

The Government Architect NSW's Urban Design and Framework (UDF)

Government Architect NSW (GANSW) and the Central Coast Coordinator General has completed work to support the ongoing revitalisation of the regional city of Gosford.

The Urban Design and Implementation Framework (UDF) has been designed 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.

There are three key focus areas in the study:

- The Civic Heart – Kibble Park and the street blocks surrounding it
- North City - The Gosford hospital site, the schools west of the station, the station park and the station precinct.
- South City - The waterfront parklands



The Department of Planning and Environment's (now Department of Planning, Industry and Environment) State Environmental Planning Policy (Gosford City Centre) 2018 and Gosford City Centre Development Control Plan 2018



Gosford City Centre SEPP and DCP 2018

The Department of Planning and Environment's (now Department of Planning, Industry and Environment) prepared a State Environmental Planning Policy for (SEPP) Gosford City Centre which came into effect in October 2018. The SEPP establishes the statutory controls that recognise the state-significant importance of Gosford as a regional capital. This is supported by the Gosford City Centre Development Control Plan 2018 (DCP).

The purpose of the DCP is to provide development controls for quality development and sound environmental outcomes within the Gosford City Centre. The DCP provides provisions to expand upon the controls within the SEPP for development in the Gosford City Centre that will contribute to the growth and character of Gosford City and protect and enhance the public domain.

This Strategy acknowledges the desired outcomes of the SEPP and DCP for Gosford City Centre and ensures the Corridor strategy actions align with the GANSW urban design principles and subsequent planning controls.



High Swan Dive – A fantastic indoor plant retail venture to come out of the Renew Newcastle program

Create, Innovate Gosford City

Established in 2010, and based on the model of Renew Newcastle, the Create, Innovate Gosford City project worked with creative industries and property owners and agents to match vacant shops and outlets with creative people and start up enterprises for low or no rent. The main aim is to revitalise the city centre and bring back activity, some of which has been lost to new shopping complexes outside of the Gosford City Centre.

A steering committee comprising of local government, business and cultural organisation representatives co-ordinate the project's activities, with support from Trade & Investment (Arts NSW) and Gosford City Council.

The following are key issues for the program, that could be addressed in the Corridor Strategy:

- Long-term and sustainable funding
- Getting local business to value the project
- Engagement with the creative community
- Getting the right people involved in the program's coordination, and
- Attracting foot traffic to Gosford City Centre.



The new Gosford ATO office, corner of Mann Street and Georgiana Terrace, Gosford

South Mann Street Redevelopment

In 2014 the land around the Gosford Waterfront precinct was rezoned to allow for mixed use developments, a cultural hub and public plaza, new retail and commercial precincts, upgrades to the city park, a new performing arts centre, and a new marina development facility. Development of this area is seen as a being a catalyst for Gosford's revitalisation, creating opportunities for both residential and commercial uses for developers and investors. The first stage of this project is the ATO building and completion of the Finance building on the old school site.

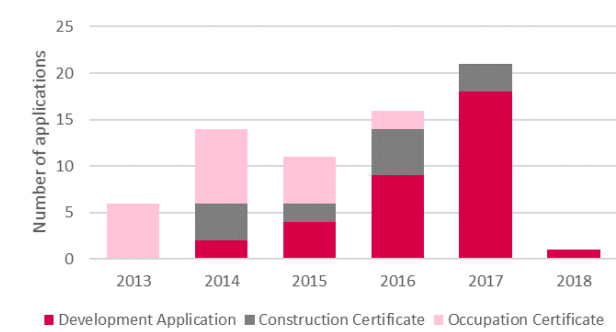
The South Mann Street precinct sits within the City South Place area identified in the UDF and the SEPP and DCP provide guidance for development in this area.



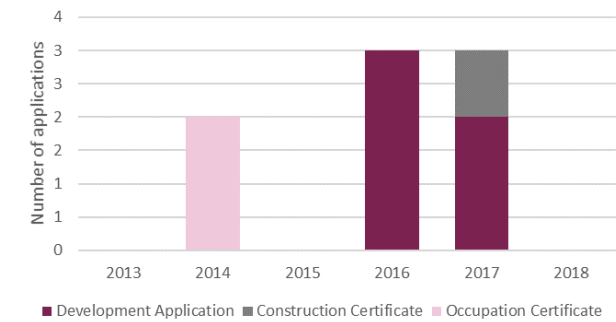
Photomontage showing possible upgrades to Kibble Park
Source: The Government Architect NSW's DRAFT Gosford Urban
Design and Implementation Framework (UDF), April 2018

Land use Pressure and trends in the Corridor

Residential Apartments



Residential Townhouses



Development Applications vs Construction and Occupation Certificates, 2013-2018 (corridor wide)
Source: SGS Economics and Planning, 2018 | development data provided by Central Coast Council, 2018

Key findings on the residential development market conditions

SGS and Architectus profiled the local economic conditions and undertook testing of typical sites to understand the feasibility of residential development in each of the centres in the Corridor. Our key findings were:

- The cost of constructing an apartment building in Gosford is similar to the cost of construction in Sydney (\$450,000 ex GST per apartment excluding land).
- Where apartments can be sold at a premium because of waterfront access and views (Terrigal, East Gosford and Point Frederick), it is feasible to build residential buildings.
- The market for development of the nature tested is beginning to improve within the Corridor. Since 2016, residential sales prices have increased to a level that has been facilitating development. The sales prices achievable for apartments, particularly within Gosford City Centre, are adequate for development to be feasible and this is reflected by an increasing number of developments currently under construction.
- However, these developments are only marginally feasible which means that the market is likely vulnerable to any small shifts in prices, particularly land prices which will significantly impact feasibility.

- The feasibility varies by site and often depends on land value. It is likely that the developments which are selling off the plan/ currently under construction have been feasible due to the price paid by the developer for the land.
- Where the development is particularly dense (over 100 apartments), it is more likely to be feasible. However, this does not necessarily guarantee good urban design outcomes.
- Seniors living developments may also be feasible because of the unique ownership and income models for these developments, as well as significant demand associated with an ageing population.
- Medium density products (terraces, dual occupancy developments) may be cheaper to construct and provide a good alternative housing type for people looking to down-size and are likely to be feasible.
- Commercial and retail development is unfeasible and is unlikely to be developed without a significant residential component.

This is an extremely important finding for this Corridor, and provides an explanation for why many of the approved residential buildings in the Gosford City Centre have not yet started construction.

These findings underpin the land use recommendations for the corridor – which seek to create amenity in Gosford City Centre, making it a viable and desirable location for high rise development in the next property cycle.



Artist's Impression - Bonython Tower (currently under construction) - Source: <http://www.bonythonproperty.com.au/bonython-tower/>



The new extension of the Gosford Hospital, completed early 2019

Pressure for residential development in the Erina and West Gosford employment areas

In the last few years there have been a number of proposals presented to Council for high rise development in the areas outside of Gosford Town Centre – particularly in the employment / bulky good precincts in West Gosford and Erina.

Our testing of key sites shows that development of a scale considered appropriate is not currently feasible, even if land values are excluded (reflecting instances where the landowner may have held the property for some time).

It is important to think about the impact that these proposals would have on the success of the Gosford City Centre as a successful regional city. The number of apartments proposed in several of the proposals combined would be equivalent to the apartment growth expected in the Corridor in the next 10 years, which would further impact the feasibility of apartments where we want them to be developed as a priority – in the City Centre and near transport and services

In addition, it is possible that some of these proposals are speculative, because the rezoning of these sites would significantly increase the value of the land.

This Corridor Strategy needs to reinforce Gosford City Centre as a Regional City to justify not supporting overly dense developments outside of the City Centre for the following reasons:

- The rezoning process would inflate land values, making residential development even less viable than it is at the moment.
- Residential development in these fringe centres, if developed, would saturate the market and adversely impact the viability of residential development in Gosford City Centre, which is Council's and the State Government's preferred location for renewal and investment.
- The employment areas of West Gosford and Erina are not set up for residential development and new fine-grain street network, parks, services and infrastructure are required. If development feasibility is marginal, or negative, developers will not be able to provide this amenity as part of their developments. Council will need to generate funds
- If feasibility is marginal in the current market, this may also make it difficult for Council to insist on the level of design and development quality required in this important regional centre. In the long-term, poor development outcomes will make it difficult for Gosford to compete with other centres for liveability and investment.

This strategy should be reviewed in five years' time, and planning for the long-term structure for the precinct for mixed uses can commence in the meantime.

Since 2016, sales prices for apartments in Gosford City Centre have increased to a level that has been facilitating development.

Development Activity - Gosford City Centre

- The focus of DA activity has been new residential apartments. Since 2013, there have been 70 DA's for new apartment developments (this excludes mixed use development). There has been a significant increase in applications over the last three years. However, there are a number of DA's approved in 2015 and 2016 that are yet to move to construction stage. These DA's are for sites in Gosford and North Gosford.
- There has been a significant drop in mixed-use DAs. There were 15 applications for mixed use development in 2015', however, only two developments have progressed to construction and only one to occupation. The number of DA's has significantly dropped in 2015, suggesting a lack of market interest.
- The majority of the commercial development has been small scale retail and commercial premises. The only major commercial development that has progressed to CC and OC is the ATO site at 99 Georgiana Terrace, Gosford and the Finance Office Building on the Old School Site, Mann Street.

Source: Development application (DA), Construction certificate (CC) and Occupation Certificate (OC) data provided by Council since 2013.

Somersby Industrial Area

The Somersby Industrial Area is a successful regional industrial node and is an important strategic asset, being the second largest industrial node north of Central Sydney, after Hornsby.

It has excellent regional road freight linkages with Sydney and will be further improved once the NorthConnex tunnel has been completed. It is important that State Government and Central Coast Council monitor the likely demand for industrial uses in the future, and ensure there is enough suitably-zoned and well-served industrial land to meet demand. Planning ahead will ensure the ongoing success of the Somersby Industrial Area, retention of jobs, businesses and investment in the region and the Corridor.

In terms of future demand, based on new census data, growth in manufacturing, construction, transport uses (that are prevalent in Somersby) is projected to be modest. Most employment growth will be in areas like health care, and are likely to be concentrated in Gosford City Centre.

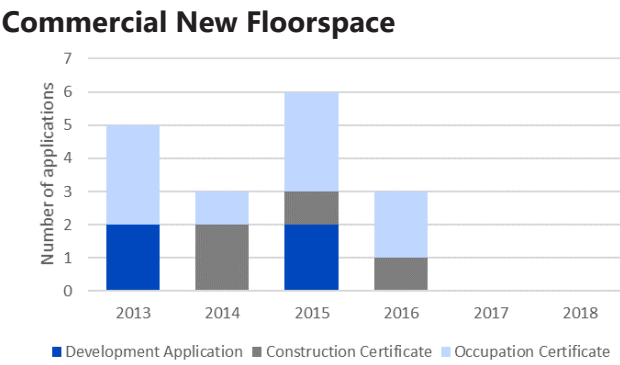
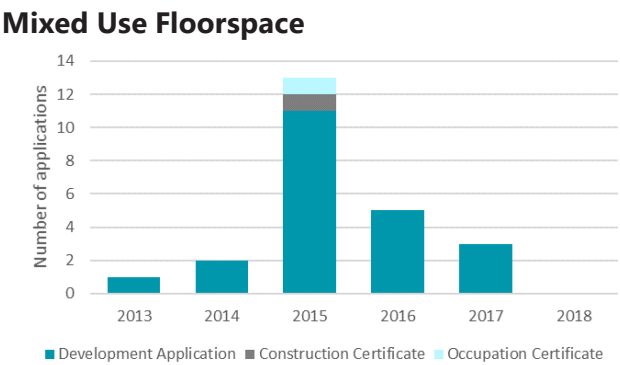
More work is required to understand future demand for industrial land (investigating broader trends and advancements in technology that might influence demand and supply (is the remaining land suitable, well-served, affordable and developable). Refer to The Somersby section of this document for more information about this issue and recommendations going forward.

Commercial (office and retail)

There is limited A Grade commercial floorspace available in the Corridor, and there has been limited development, aside from the ATO development at 99 Georgiana Terrace, Gosford and the new Finance Office building at 32 Mann Street, Gosford. Some mixed-use developments contain a small amount of commercial development. Redevelopment of sites is restricted by development feasibility (SGS, 2017). Bonython Tower includes two floors of commercial office space – a great outcome for the centre.



Gosford City Centre



Development Applications vs construction and occupation certificates, 2013-2018
Corridor Wide Source: SGS Economics and Planning, 2018 | development data provided by Central Coast Council, 2018

Employment statistics and trends

Between 2016 and 2036, the number of jobs located within the Corridor is projected to increase from 36,363 to 46,229 jobs, an increase of 9,866 jobs or 493 jobs per annum. This represents 39% of growth across Central Coast LGA.

The Corridor contains 30% of total employment across Central Coast LGA. Key employment sectors across the Corridor is distributed between health care (20 %) and retail trade (16%). Employment in manufacturing represents 9% of total employment across the Corridor, this compares to 6% of jobs across Greater Sydney.

Employment projections

The majority of jobs growth is projected in health care, with over 4,000 additional jobs expected between 2016 and 2036, reflecting the existing concentrations of these jobs across the Corridor, and the investment in the Gosford Hospital.

This is followed by professional services, public administration, retail and education reflecting the existing concentrations of these jobs across the Corridor.

Industrial

The NSW Department of Planning Industry and Environment (DPIE) maintain the Employment Lands Development Monitor (ELDM) which details supply of employment land zoned for industrial or similar purposes, including developed and undeveloped land. Based on 2017 ELDM, there are 475 ha of employment lands across the Corridor, of which 305 ha are located in Somersby Industrial Area.

In terms of supply, approximately 50% of the Somersby Industrial Area is undeveloped, with 159 ha of undeveloped employment lands (Source: NSW Department of Planning and Environment's Employment Lands Development Monitor). There is an additional 16 ha of undeveloped employment lands across the rest of the Corridor (outside Somersby). In terms of the undeveloped land at Somersby, the majority of sites are under 0.5 ha or between 1-5 ha.

The take-up rate of employment land across Somersby has fluctuated since 2010. This is also reflected in the data provided by Council of approved and commenced floorspace. There appears to be a significant time lag between approval and commencement with a significant amount of floorspace commenced between 2012 and 2017.

Importantly, while there is a large quantity of undeveloped land in Somersby Industrial Area, it is understood that a significant proportion of this land is impacted by environmental constraints and significant Aboriginal cultural heritage values. Refer to the Somersby section of this document for more information about this issue and recommendations going forward.



The new ATO Office and Office of Finance by the Gosford Waterfront. Over 5000 applications were received for new jobs in the ATO building in early 2018. The ATO building will accommodate 455 employees by May 2018.

20% of jobs in the Corridor are in health care

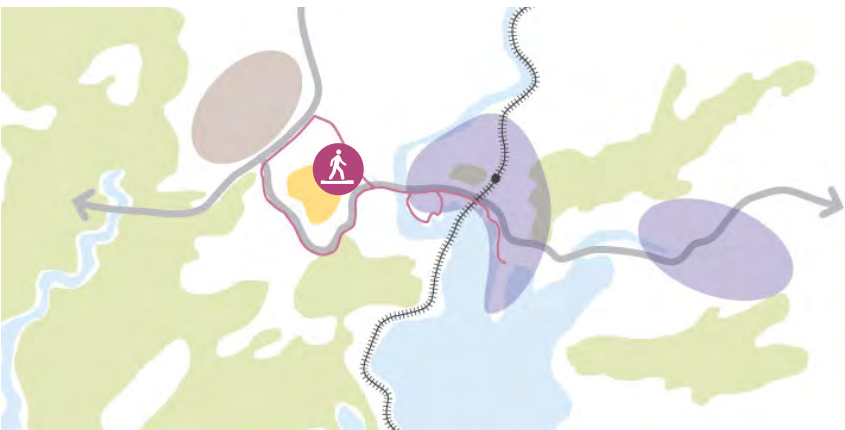
Between 2011 and 2016, the proportion of employment in health care within the Corridor has increased to almost 20%. This percentage will grow proportionately higher up to 2036.

A high proportion of young, working age residents living in the Corridor

Compared to Central Coast LGA, the Corridor contains a higher proportion of young working age residents (aged 20 years to 44 years). The Corridor continues to accommodate a higher proportion of workers employed as professionals compared to the wider Central Coast LGA.

The preferred land use scenario for the Somersby to Erina Corridor

The team's findings and ideas informed three land use options for the Corridor, which were assessed against planning, economic and liveability criteria. The options, the results of our testing and recommendations are summarised below:



Option 1 - Base case

Option 1

Base Case (current controls and plans including Gosford City Centre SEPP and DCP)

Assumes the current planning controls

- Does not include any transport or infrastructure investment.

Strengths and opportunities

- Capacity for future development, housing and jobs.
- Continued investment in Somersby Employment Area for industrial, construction and logistics uses.

Weaknesses and threats

- There is likely to be limited renewal in the current market, based on feasibility testing.
- Continued reliance on private vehicle and increased congestion.
- Erina Fair would likely to continue to grow and affect the viability of retail in the Gosford City Centre.



Option 2 - Significant residential land release

Option 2

Significant land release for residential uses: a mixed-use corridor

- Employment areas in West Gosford and Erina released for residential development
- Light rail connection between Somersby and Erina
- Investment in tourism and public domain.

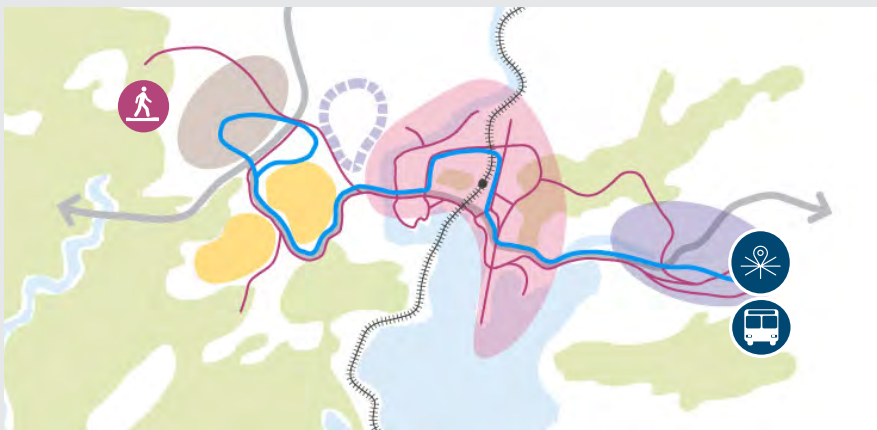
Strengths and opportunities

- Provides the possibility for residential development on the fringes, but this is not likely to be feasible.
- Continued investment in Somersby Employment Area. Opportunities for diversification generated by public transport connections.

Weaknesses and threats

- Adverse impact on the role of Gosford City Centre as a major regional centre – takes investment out of the centre.
- Light rail alignments were tested and found to not be achievable with the topography
- Land values in the fringe areas are inflated, making development less feasible
- The need for transport and infrastructure investment in fringe areas will mean less funding for investment in critical Gosford City Centre projects.

A multi-criteria assessment found that Option 3 is the most consistent with the CCRP Goals and Directions. It seeks to concentrate investment in Gosford City Centre, supports jobs growth and provides for adequate land for population growth.



Option 3 - Focus on Gosford City Centre and Bus Rapid Transit (preferred option)

Option 3

Focus on Gosford City Centre and Bus Rapid Transit (preferred option)

- A Bus Rapid Transit system is proposed
- Maintain employment zones in West Gosford and Erina
- Maintain industrial zone in Somersby
- Investment in infrastructure and tourism that supports the sustainable growth of the regional centre over time.

Strengths and opportunities

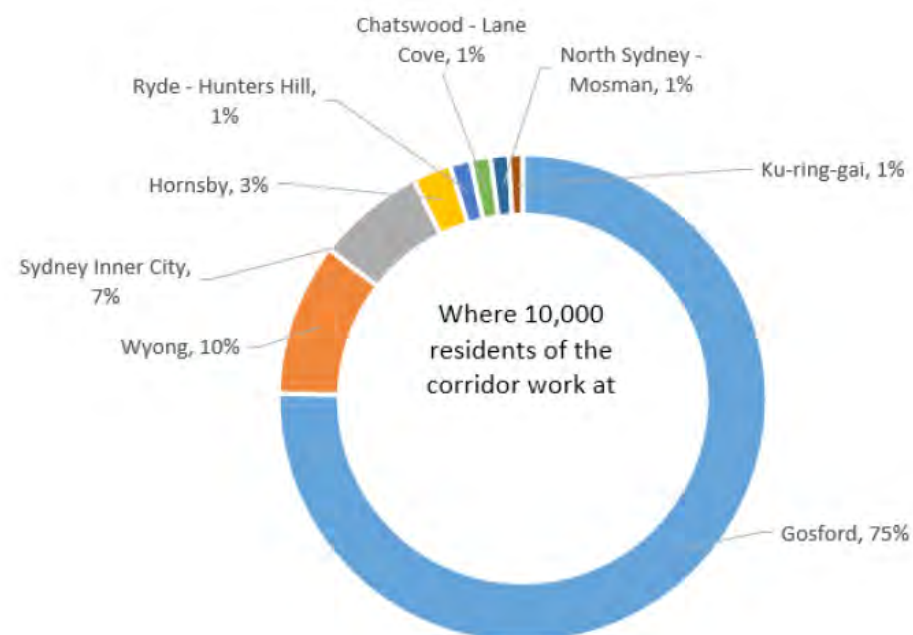
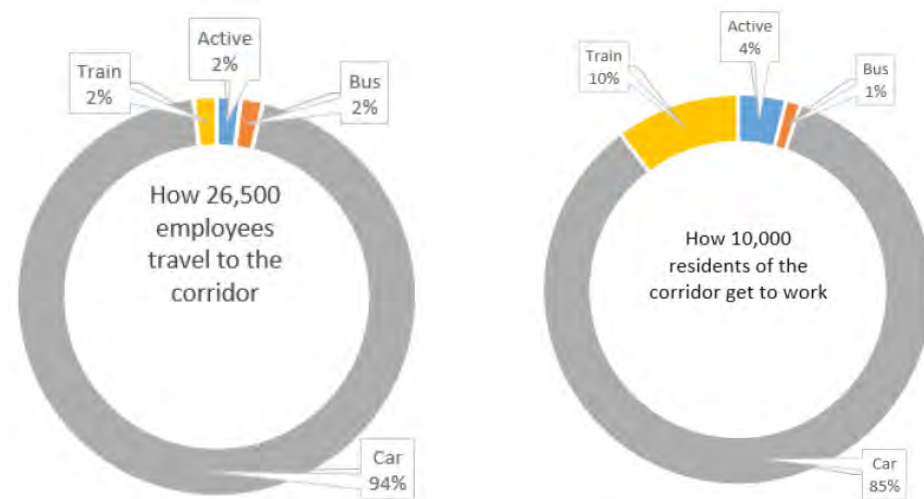
- Planning and strategies support the role of the Gosford City Centre as a vibrant and exciting regional centre
- Long-term opportunities for the mixed- use development of West Gosford and Erina, following the establishment of the Gosford centre and improvements in feasibility
- Rapid transit Bus Services connect the centres directly and quickly – supporting the growth of all centres.

Weaknesses and threats

- This strategy might discourage investment in employment uses in the Erina and West Gosford in the short to medium term.

Transport

Existing behaviours and opportunities



There are opportunities to improve connections into the Gosford Train Station, which currently serves 5,050 passengers a day.

A transport assessment has been carried out for the Somersby to Erina Corridor. Transport patterns relating to the Somersby to Erina Corridor have been assessed using six analysis precincts. The study cross examined travel behaviours and profiles of residents and employees on a regional, corridor and precinct level. The findings were used to guide a balanced strategy to improve all non-car modes to help tackle car dependency. A strong public transport presence would support the future growth of the Corridor. Key findings of the study are:

- Household travel survey data indicates that 83% of trips made by Gosford region residents, were made within the Gosford region.
- Population, employment and car user rates were found to be increasing throughout the years. An increase in car ownership from 1.6 vehicles per household in 2011/12 to 1.7 vehicles in 2012/13
- Residents in the former Gosford LGA (or southern Central Coast region) tend to travel longer distances to their workplace while trips made for shopping and education were more local in nature
- Travel in and around the corridor is largely car-based.
- A large majority (85%) of people living in the Corridor drive to work. This indicates a large public transport disconnect for Gosford Residents and their place of employment.
- Work trips made to the Corridor, from non-Corridor residents, are highly reliant on private vehicles. Only 4% use public transport. Improving public transport accessibility from suburbs north of Gosford (particular Bateau Bay and Wyong) into Gosford would be



Car parking is nearing capacity in the city centre.

key factor in improving the mode share.

- There is a strong orientation towards employment in Sydney. Around 15% of employed Corridor residents work in Sydney, and are much more likely to catch the train to work than people who live in the Corridor and work locally. This highlights the importance of strong public transport connections to support rail to help manage demand for commuter parking at Gosford Station.
- The proposed strategies include public transport, active transport and travel behaviour recommendations as noted below.
- A newly branded bus service, "Somersby to Erina via Gosford" would further strengthen the presence of the Somersby to Erina Corridor. The bus route will have a tailored service based on arrival times of employees within each precinct. The bus service will have improved travel times through priority measures while serving key locations throughout the Corridor.
- Further improvements can be made to the existing bus infrastructure, through bus priority measures, pedestrian accessibility and physical aspects of bus shelters.
- Active transport can be improved through a Pedestrian Accessibility Mobility Plan (PAMP) audit, more connective cycle paths along the Central Coast Highway, end of trip facilities and implementing green travel plans.
- Implementing parking policies in major centres could be considered, although it might not be appropriate for every centre, and the identification of opportunities to relocate long stay parking to the periphery of centres.

The Corridor's strengths

A place of natural beauty and environmental significance

Brisbane Water, Erina Creek, the Brisbane Water National Park and Rumbalara and Kincumba Mountain Reserves provide a dramatic landscape setting for the corridor. Rumbalara Reserve forms a key part of Central Coast Council's Coastal Open Space System, an impressive network of bushland reserves that have been conserved and managed for their natural beauty and high conservation values. Gosford's natural setting and waterfront are its biggest assets, and will help Gosford compete with other regional centres for tourism, population growth and investment. Views to the mountains from the city centre should be protected as the city develops over time.



Waterfall near Girrakool Picnic Area, Brisbane Water National Park



Forests, bushland and heritage to explore

There are many great bushwalks through scenic forest waterfalls, and sites of important indigenous history within minutes of the City. This really makes Gosford unique. It can develop into an active urban centre with city amenities, with the ability to get back into nature.



View from the Rumbalara to Brisbane Water

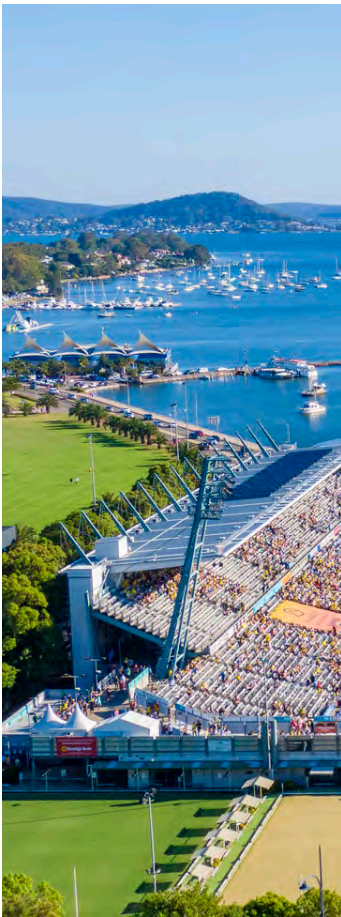


A local gin distillery has won international prizes for its spirits. (Image source: Central Coast Gosford Express Advocate May 22, 2017)



Great local food and drink

The Corridor accommodates an exciting food and beverage offering, building on growing interest in local and boutique products. There is a high quality distillery, brewery, restaurants and markets in the area. The Great Weekender Trail Catalyst Project is a great opportunity to program and broadcast these great local businesses.



The fantastic atmosphere at the Cent



Mann Street, Gosford, looking north to the train station



A town centre with 'good bones'

Gosford has many of the ingredients of a great regional centre, including a good, fine grain street network with wide streets and good trees, a great central park (Kibble Park), a train station, TAFE, hospital and some attractive heritage buildings.



Central Coast Stadium at a Mariners game.



A calendar full of great events

From the Mountain Sounds Festival to watching the Central Coast Mariners play A-League soccer at the stunning Central Coast Stadium, there are many things to keep you entertained in the Corridor.



The Gosford Hospital extension



Significant investment in health

Gosford Hospital is currently undergoing a \$348 million expansion. At the base of Presidents Hill, the hospital looks over the city centre, signalling a new era of growth and renewal in the centre.



Aqua Splash, Gosford Waterfront in 2017.



Waterfront city

The outlook to Brisbane Water is an exciting part of Gosford, and with a relatively undeveloped waterfront, the opportunities are endless. Activation of the waterfront will be important for the whole city, and the newly-approved water park is a great start. For the last two summers, Aqua Splash, a Queensland-based company, has installed a 40m by 40m inflatable obstacle course at the Gosford Waterfront between the Gosford Olympic Pool and the Gosford Sailing Club, attracting approximately 40,000 visitors per season.



www.gosfordfamilydentist.com.au

LJ Hooker

LJ Hooker



Signal Driver

Transport Info 2250 11

Line	Route	Frequency
1	Central Business District	10 minutes
2	Central Business District	10 minutes
3	Central Business District	10 minutes
4	Central Business District	10 minutes
5	Central Business District	10 minutes
6	Central Business District	10 minutes
7	Central Business District	10 minutes
8	Central Business District	10 minutes
9	Central Business District	10 minutes
10	Central Business District	10 minutes



Opal is
now on
buses in
this area

For more information, visit www.opal.com.au





Corridor Strategies

The following Corridor Strategies provide a vision, Directions, Actions and Catalyst Projects to implement the Central Coast Regional Plan's Goals of the Southern Corridor, and Gosford City Centre:



Six Successful Centres Strategy



Transport Strategy



Cultural and Tourism Strategy



Corridor Landscape Strategy



Sustainability and Resilience Strategy



Corridor strategy: Six successful centres

→ Direction 1

Six successful centres with unique roles and character

Action 1.1 Use the Corridor Strategy as the basis for Local Character Statements for each centre to be included in the new comprehensive Development Control Plan.

The success of the Corridor and of Gosford City Centre as a Regional City will be reliant on creating six successful centres within that Corridor – each with their own role and character. Diverse centres will make Gosford interesting and provide different experiences. More importantly, different centres will provide for housing diversity (houses, terraces, apartments), employment diversity and opportunity (industrial, services, professional) because the scale and type of development in each centre will be different.

In terms of residential development, the majority of new buildings, and the tallest buildings, should be concentrated in Gosford City Centre. It is important that all investment and development supports the City as the primary centre. West Gosford and Erina provide for a different housing type that is also important for diversity and providing homes for families near amenity and services.

Different types of employment are focussed in each centre, with industrial uses in Somersby, some

professional services and institutional services at Mount Penang, bulky goods, showroom, construction and retail in West Gosford, a wide range of regional retail uses at Erina and the concentration of professional, health, education and services jobs in the Gosford City Centre. The land use and built form character for each centre is discussed in more detail in the Centre section of this report.

Action 1.2 Prepare an Economic Development Strategy for the LGA that looks at the South and North Growth Corridors

An action plan is required to ensure that Gosford City Centre and the Corridor is competitive and attracts business and investment. The Strategy will need to identify opportunities for the Region and the Corridor, providing guidance on facing key challenges ahead – such as transport and access, growing the commercial core in the Gosford City Centre, attracting a university and research and knowledge jobs, night time economy and affordability – among others.

Council is currently progressing an Economic Development Strategy.

Somersby

Industry, business, food production, tourism

A high-quality employment area nestled in the National Park, with worker amenities and connections



Mount Penang and Kariong

Ecologically sustainable development that compliments existing heritage - employment, recreation, education, business, sepciality retail, accomodation and events.

Kariong - remains a low scale existing residential suburb.



West Gosford

Low-medium scale residential neighbourhoods, local retail, bulky goods and light industrial uses

Protect the existing character and valuable employment lands, with improvements to the public domain and connections to the water. *Katandra Reserve*




Gosford City Centre

The Central Coast's Regional City: A premier waterfront city with high density neighbourhoods, civic uses, education, health and high-order employment opportunities, speciality retail, art and culture and genuine housing choice.

The amenity and excitement of a capital city within minutes of the beach and forests.

Wambina Reserve

Legend

-  Train line/stop
-  Proposed Rapid Bus Corridor/ Indicative Bus Stop Locations.
-  Catalyst Projects
 - A - Somersby to Erina Rapid Transit Bus Route
 - B - The Gosford Great-Weekender Trail
 - C - Food and entertainment festival at Central Coast Mariners home games
 - D - Somersby Gateway + West Gosford Gateway
 - E - Somersby Hub
 - F - Mount Penang Forest Trails
 - G - Leagues Club Park Regional Playground

Forrester's Beach



6,395 additional residents in the Corridor by 2036

Between 2016 and 2036, the population of the Corridor is projected to increase from 23,989 residents to 30,384 residents, an increase of 6,395 residents. SGS Economics and Planning, 2018



9,866 additional jobs in the Corridor by 2036

Between 2016 and 2036, the number of jobs located within the Corridor is projected to increase from 36,363 to 46,229 jobs, an increase of 9,866 jobs. SGS Economics and Planning, 2018

Terrigal

Erina

Regional shopping centre, low-medium scale residential neighbourhoods, bulky goods and light industrial uses, community uses

The focus for this neighbourhood is integrating the shopping centre back into the neighbourhood – new streets through the centre and activity that addresses the streets.

Kincumba Mountain Reserve

East Gosford and Point Frederick

Low-medium scale residential neighbourhoods, local retail, dining, cultural uses

Build on the existing character with enhanced public domain and connections to the water and local attractors.



Corridor strategy: Transport



Direction 2

Maximise active and public transport connections between activity nodes, between centres and elsewhere in the region

The Somersby to Erina Corridor plans an important role for transport and linkages to the broader region. There is a need to improve links to and through the Corridor for all modes of transport including freight vehicles, general vehicular traffic, cyclists and pedestrians.

Fast, efficient and pleasant public transport connecting each of the centres, and Gosford to Sydney, will be central to the success of each centre and will also contribute to the two primary Directions for the Corridor from the CCRP:

- Promoting Gosford City Centre as the capital of the Central Coast; and
- Supporting job growth in the Somersby to Erina Economic Corridor.

The proposed new Rapid Transit Bus network, connecting all centres to Gosford quickly, is the priority action for transport in the Corridor – see **Catalyst Project A**.

Action 2.1 Business case for a Rapid Bus Corridor

Council is to prepare a concept for the bus corridor to understand the land requirements, route options and stop locations, as a basis for discussion and testing. Following this, work with TfNSW, RMS, local service providers and stakeholders to establish a preferred route and design, and prepare a business case for a new bus service. This service could eventually link to other services in the region.

Action 2.2 Active Transport Strategy

The proposed bus network prioritises quick connections between centres. Active transport connections (walking and cycling) feeding into the bus route from nearby neighbourhoods are an important part of this system. Refer to suggested primary connections on the plan to the right. Connections must be safe, pleasant and direct to promote use. Tree planting could be focussed along these paths. As part of the design and business case for the Corridor, Council will investigate these connections.

Action 2.3 Collaborate with relevant Government Agencies to ensure transport infrastructure along the Corridor supports anticipated growth and investment

Council will work with key Government Agencies such as TfNSW and RMS exploring all options to ensure supporting transport infrastructure linking to and through the corridor including road and intersection capacity is sufficient to accommodate projected population growth as well as servicing emerging employment needs and supporting local freight operations.

Action 2.4 Council should prepare a parking strategy

Although it may change over time, car parking is important for business and retail and for getting to the train station to commute. Informal car sharing in Somersby and full parking stations in Gosford City Centre are evidence that the connections into Gosford, and car parking are an important part of the system. Council is currently preparing a car Parking Strategy which looks at key centres across the LGA including Gosford City Centre, capacity in the city centre, the impacts of the new hospital and a possible university, and strategies for new parking stations and satellite parking both in the centre and in key locations on the bus route.

Action 2.5 Gosford to Sydney and Newcastle in less than an hour by train

Initial investigations suggest that the existing infrastructure could allow for a train connection from Gosford to Sydney or Newcastle in less than an hour (currently 1 hour, 15 mins +). Faster rail travel between Newcastle, Gosford and Sydney is identified in TfNSW Future Transport 2056. This would make Gosford an extremely attractive prospect for a tree-change with links to the City to business. Council to engage with Transport for NSW to explore these options and report back to the community on the options.

Catalyst
project A



Direction 2

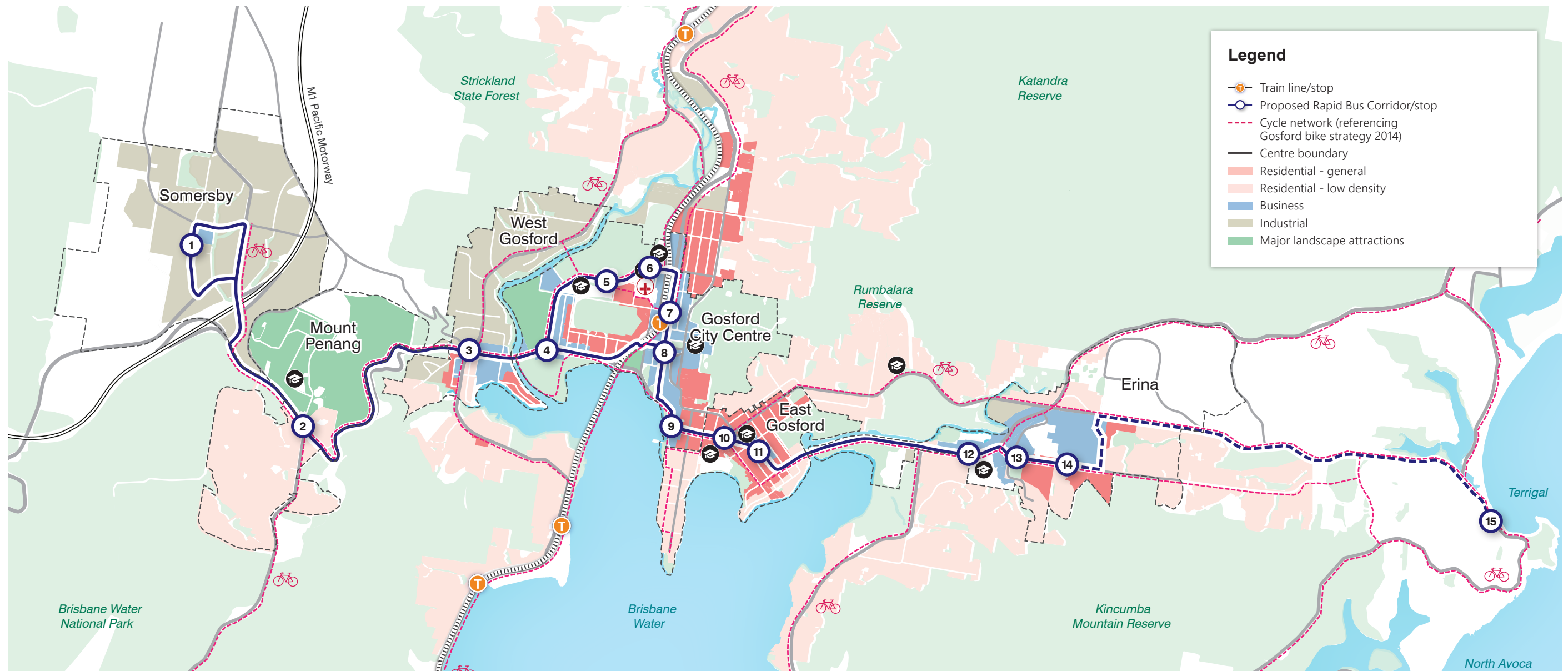
Somersby to Erina Rapid Transit Bus Route



B Line Bus Service. Source: Transport for NSW
https://yoursay.b-line.transport.nsw.gov.au/About_the_B_Line

A newly branded bus service from Somersby to Erina via Gosford would further strengthen the presence of the Corridor with a direct service.

The proposed route would be intended to facilitate a more direct connection with bus priority at lights and utilising existing separated bus lanes, but a staged approach to implementation could utilise existing infrastructure with a simple route change. This could be developed as part of the broader interconnected service throughout the LGA. Travel times are expected to be comparable to that of a private vehicle, including boarding and alighting but not time spent locating a car park.



- | | | |
|------------------------------|-------------------------------------|-------------------------|
| ① Somersby Business Centre | ⑥ Gosford Hospital | ⑪ East Gosford Shops |
| ② Mount Penang main entrance | ⑦ Gosford Train Station Interchange | ⑫ Erina High School |
| ③ West Gosford shops | ⑧ Mann Street Shops | ⑬ Erina Business Centre |
| ④ The Entertainment Grounds | ⑨ Gosford Olympic Swimming Pool | ⑭ Erina Fair |
| ⑤ Gosford Golf Club | ⑩ East Gosford School Precinct | ⑮ Terrigal Town Centre |

Note:

Indicative bus and trail routes only. Final routes to be confirmed in consultation with community & stakeholders as part of the implementation of the strategy directions and actions. Subject to transport assessment.



Corridor strategy: Culture and tourism



Direction 3

Realise Gosford's potential as a great weekend tourist destination

Action 3.1 Council will prepare, design and plan a cultural trail project – the "Great Weekender Trail"

The Corridor already accommodates a great variety of cultural activities, landscape and natural attractions and cottage industries. Collectively, with further planning, a strategically located trail will ensure these existing attractions, and the walk or cycle between them, can be a destination in its own right. The Trail could be the basis for other great civic activities such as a sculpture exhibition of a Vivid lights festival and increased events at Central Coast Stadium to concentrate investment in culture and the arts.

Council will prepare a business case to seek funding for the detailed design of a trail. The project should also be a collaboration involving businesses, the community, landowners and agencies, the Darkinjung Local Aboriginal Land Council, Guringai Tribal Link Aboriginal Corporation and other self nominated Aboriginal Stakeholders. The trail shown in this report is indicative only and further investigation and consultation is required to determine the location and design of the Trail.

Action 3.2 The Great Weekender Trail website, mobile application and coordinated events

A dedicated website co-ordinator should be engaged to ensure that the marketing of the trail, updates on construction and opportunities for community involvement are well managed and co-ordinated.

Appoint a consultant to prepare a mobile application to support the use of the trail, maps, events, news and interactive content that complements the website.

Action 3.3 Gosford Heritage Interpretation Strategy as a layer of the Trail

Include Gosford Heritage Interpretation Strategy as a layer of the trail. The Aboriginal and Historic heritage of the area should feature as a strong theme throughout the Corridor. Specialist consultants should be engaged to liaise with the community to implement and expand the Gosford Heritage Interpretation Strategy.

Action 3.4 Support Tourism Infrastructure

Tourism can play a major role in the economy of the corridor and broader Central Coast Region. However the visitor economy is made up of many industry sectors: hospitality, cultural and recreational services, accommodation, transport and retail. The economic benefits of visitors to the region flow across these industry sectors.

Accommodation is important to the success of the visitor economy. Visitors need appropriate places to stay if they are to visit the Central Coast to carry out business or see its attractions; and then for the retail, hospitality and transport sectors to capture the flow on spend.

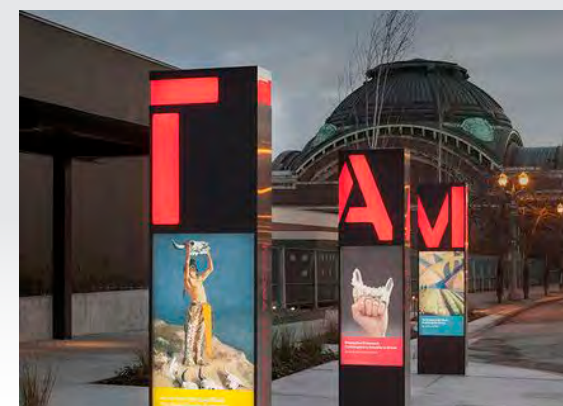
Council will undertake and assessment of the existing range and types of tourist and visitor accommodation in appropriate locations along the Corridor.

Catalyst Project B



Direction 3

The Gosford Great Weekender Trail



A high-end wayfinding and branding strategy for the Trail will be important to its success

A detailed business case and design for the trail is to be prepared that includes typical designs for shared pathways, street furniture, wayfinding, open space and landscape along the route and supporting projects (such as related tourism accommodation options within existing zoned and serviced land) and interfaces with local destinations. Detailed mapping of all businesses and destinations with short business profiles following consultation. The business case should consider State Government and other agency funding.

A consultant team should be assembled that includes Urban Designers, Landscape Architects, Place-making and marketing strategy, public art and wayfinding skills. The business case and detailed design should form the basis for extensive community consultation.

Catalyst Project C



Direction 3

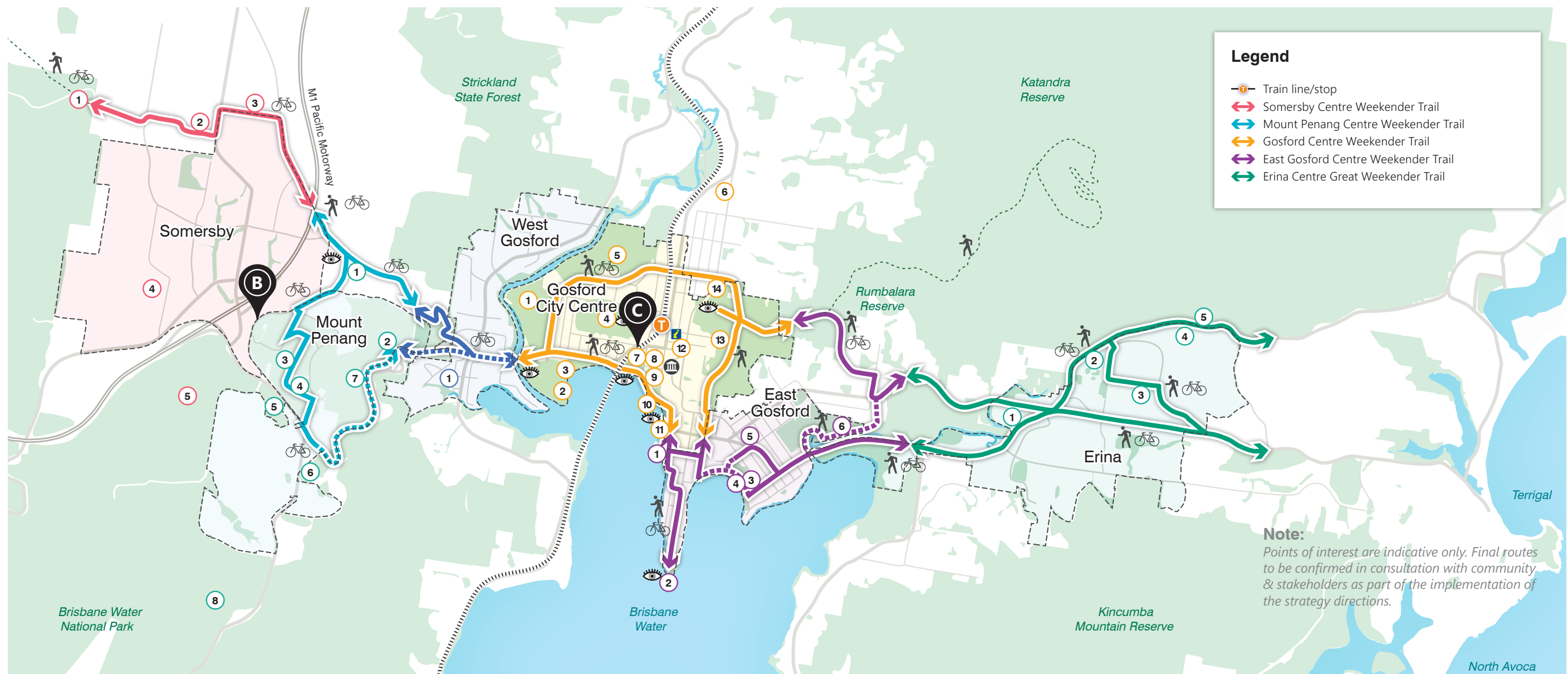
Food and entertainment festival at Central Coast Mariners home games



The space under the Central Coast Highway overpass could be a good all-weather location for markets.

There is an opportunity to capitalise on the influx of people into Gosford City Centre during Central Coast Mariners home games. The underutilised space adjacent to the stadium including available areas of the soon to be redeveloped Leagues Club Park, Graham Park and the connecting space beneath highway flyover can be used to provide temporary entertainment, festival space and public markets.

Extending the time spent and the enjoyment of patrons to the football games will be one way to help increase the profile of the town centre and waterfront area as a destination without the need to build expensive new infrastructure or facilities.



- | | | | | | |
|-----------------------------------------------------------|-----------------------------------------|------------------------------------------------|---------------------------------------------|----------------------------------------|------------------------------------|
| 1 Somersby Falls picnic area | 3 Mount Penang Gardens Waterfall Cafe | 1 Gosford Racecourse/The Entertainment Grounds | 8 Central Coast Leagues Club | 1 Gosford Sailing Club | 2 Six String Brewing Company |
| 2 Potential for future cottage industries facing the road | 4 Mount Penang Sport/Education Precinct | 2 Garnet Adcock Memorial Park | 9 Leagues Club Park | 2 Pioneer Park | 3 Distillery Botanica |
| 3 Potential for Farmers gate stalls (Pecan Farm) | 5 Kariong Oval | 3 Carawah Reserve | 10 Gosford Waterfront and Quay | 3 Gosford Regional Gallery | 4 Ken Duncan Gallery Central Coast |
| 4 Australian Reptile Park | 6 Kariong Eco Garden | 4 Presidents Hill Lookout | 11 Gosford Swimming Pool | 4 Gosford/Edogawa commemorative garden | 5 The Wildflower Place |
| 5 Gurrakool Park/Picnic Area | 7 Forest Trails | 5 Gosford Golf Club | 12 Kibble Park | 5 St Patrick's Church | |
| 1 Views over Gosford Quarry | 8 Bulgandry Aboriginal Art Site | 6 Laycock Street Theatre | 13 Rumbalara Environmental Education Centre | 6 Baseball Park | |
| 2 Wondabyne Sculptures | 1 Henry Kendall Cottage Historic Museum | 7 Central Coast Stadium | 14 Rumbalara Reserve Lookout | 1 The Sunken Monkey Hotel | |



Corridor strategy: A landscaped corridor



Direction 4

Provide a green and beautiful arrival experience to Gosford

Action 4.1 Central Coast Highway Landscape Strategy

Council will work with RMS to explore opportunities to green the length of the Central Coast Highway between Somersby and Erina.

Key objectives are to improve the arrival experience in to the corridor, protect and promote inter-urban green breaks, bring more vegetation into the public domain, balance the need for business advertising and to reduce the heat island effect. The Landscape Strategy should include:

- A landscape vision for the corridor with specific palettes and planting themes to create identity in each centre, and common elements that unify the centres and provide branding for the Corridor.
- Analysis of land ownership and approval implementation strategies.
- Recommended planning controls for setbacks and landscaping, signage and building design for private land adjacent to the Highway Corridor.
- A concept design for the RMS and Council-owned land that can serve as the basis for consultation.
- Identify a number of Catalyst Projects (refer to **Action 4.3**) from the strategy that can be completed early to best illustrate the added value these improvements can bring.

Action 4.2 Amendments to the Development Control Plan

Ensure the new comprehensive DCP includes detailed provisions for private land adjoining the Corridor, as recommended by the Landscape Strategy. Ensure these provisions support Council's other objectives for movement and resilience – such as great tree canopy for pedestrian comfort on pathways, and using this Corridor to increase tree canopy and create habitat.

Controls should provide guidance on building setbacks and landscaping, signage and building design and tree canopy targets.

Action 4.3 Business case to support Catalyst Projects

Council to prepare a business case to support the implementation of the Catalyst Projects (refer **Action 4.1**) and identify funding opportunities. This could include State/RMS funding, Council funding and developer contributions.

Catalyst Project D



Direction 4

Somersby Gateway + West Gosford Gateway



Cap-Rouge Memory Wall, Quebec
Source: <http://www.landezine.com/index.php/2013/04/cap-rouge-memory-wall-by-planitia-landscape-architecture/>



Lonsdale Street Upgrade, Dandenong VIC
Source: <http://b-k-k.com.au/projects/central-dandenong-lonsdale-street-redesign-and-upgrade>

Somersby Gateway

The approach to the Somersby Industrial Area by car or truck can be difficult to navigate and the existing signage does not truly promote the significance or quality of the area. The intersection of the Central Coast Highway and Wisemans Ferry Road is a real opportunity to signpost the Industrial Area and clearly direct visitors to the area. The eastern side of this intersection is already very attractive, featuring a sheer sandstone wall and mature vegetation. The western side of the intersection has been cleared, is unattractive, and currently does not provide any directional signage.

The entry statement should primarily be a landscape response, promoting the Industrial Area's incredible bushland setting. This Catalyst Project could also incorporate public art elements, and interpretation of the site's rich geology or heritage.

West Gosford Gateway

The view of the Gosford City Centre as one drives east along the Central Coast Highway descending through the forest from Mount Penang is an exciting gateway to Gosford. Its natural setting in the mountains is one of its best features, and will be part of Gosford's competitive edge in the future.

While the large format retail uses on the Central Coast Highway serve an important purpose, the scale and design of the buildings, the at-grade car parking, and deep un-landscaped setbacks detract from the view to the city. This part of the highway would benefit greatly from tree planting in the both the road reserve and front building setbacks, car parking and large hard stand areas being located to the rear of properties and improved pedestrian connections. A planted central median with large trees would have a significant impact on the scenic quality of the road corridor whilst also helping to reduce the extreme urban heat island effect in hotter months.



Landscape Gateway Features



Ropes Crossing, NSW
Source: <http://www.fleetwoodurban.com.au/inspiration/case-studies/ropes-crossing-picnic-shelters-Public-Artworks-entry-statements>

Natural Landscape Edges



Central Coast Highway
Source: <http://www.rms.nsw.gov.au/projects/planning-principles/centre-for-urban-design/achievements/central-coast-highway.html>

Landscaped Setbacks



Carmel Valley, San Diego
Source: <https://watersmartsd.org/content/watersmart-landscape-carmel-valley-business-park>

Significant Views



Gosford waterfront

Central Median Tree Planting



Source: http://www.humannature.cc/civic_central-parkway.html



Corridor strategy: Sustainability and resilience



Direction 5

A resilient Somersby to Erina Corridor

Cities house approximately 60% of our population and are growing exponentially. Planning for resilience in our cities and town centres is a necessity to address the complex challenges and pressure of growth. Resilience allows us to respond to changes associated with urbanisation, accelerating population and the increasing risks posed by changing weather patterns.

The Somersby to Erina Corridor is an important employment corridor with a diversity of economic activities, from industrial zones, recreational, residential to retail. The location of this corridor along the M1 makes the area accessible to commuters from neighbouring areas. Similarly, the close proximity of this corridor to Sydney makes it a viable business investment location.

On the other hand, the corridor faces some major risks from bushfire in Somersby and Kariong, inundation from sea in West Gosford and Gosford, congestion, delays and lack of public transport connectivity across the corridor. These challenges are further compounded by the ageing stock of infrastructure that is vulnerable to the intensity, frequency and magnitude of natural disasters.

Action 5.1 Climate Resilience

Council undertakes climate risk and vulnerability assessment on a regular timeframe to identify potential risks to Council business and understand the key risks facing the region and the community, such as vulnerability of critical infrastructure (roads, utilities). Understanding of Council and community risks and vulnerabilities assist in addressing the foreseeable financial risks and inform strategic and asset planning through relevant strategies such as Disaster Resilience Strategy and asset management. Council's Climate Change Policy also provides the strategic direction for Council and community to transition towards a Net Zero Emissions Central Coast by 2050. Doing so requires investing in renewable energy opportunities, energy efficiency and reducing the carbon footprint of both Council and community. The Climate Change Policy provides a framework for place-based action and adaptation planning to maximise Council and community resilience.

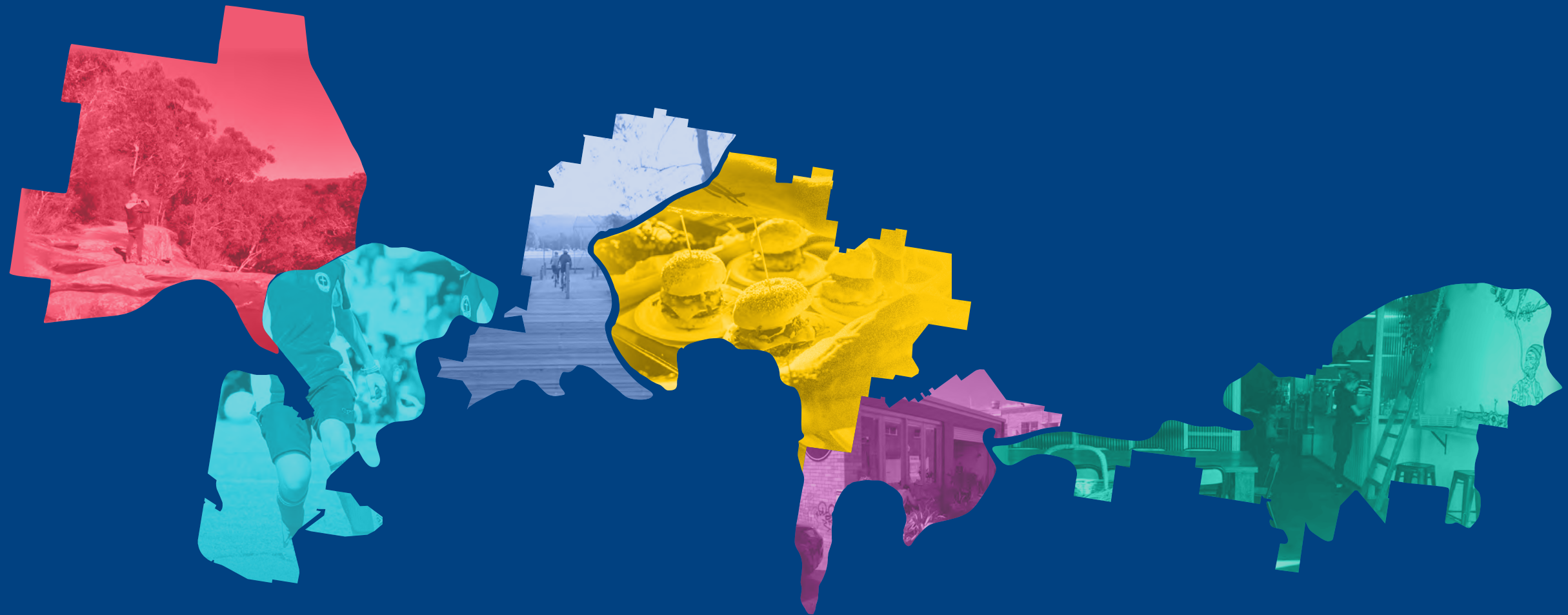
Action 5.2 Sustainability

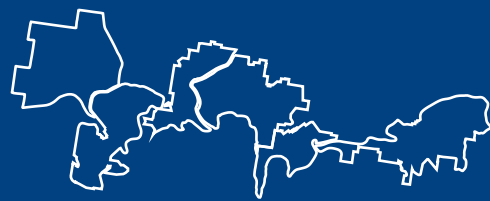
Council's vision to create a vibrant and sustainable Central Coast reinforces the importance of sustainable practices across Council functions and community, such as promoting renewables and energy efficiency, sustainable consumption, low carbon living and built form and encouraging active transport. Council's Sustainability Strategy establishes a framework to improve sustainability for Council and the Central Coast Region by providing a clear understanding of sustainability performance and identifying and promoting sustainability initiatives.

Action 5.3 Liveability

Council has developed a greening vision for the Central Coast Region aimed at connecting people to their network of open spaces, natural areas and recreational facilities. Connecting people to their places will also promote walkability and improve regional liveability whilst protecting the coastal areas, water resources and environmental health of the region. Council's Greener Places Strategy recognises and prioritises the urban areas for greening that are experiencing increasing temperature, as well as guiding the technical processes to ensure tree canopy replacement and successional planting. The greening of the region will be implemented through the Central Coast Green Grid Project over the next 5 to 10 years.







Somersby

Mount Penang and Kariong

West Gosford

Gosford City Centre

Gosford East and Point Frederick

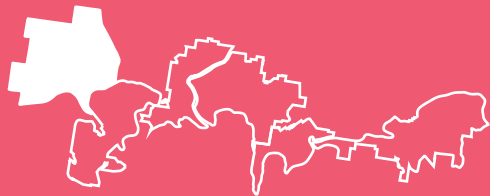
Erina

Centres Strategies

The Corridor is made up of six centres, each with a unique role in the function of the Corridor and the Central Coast Region. The aim of this place-based approach is to create centres with their own identity that provide a range of experiences and diverse housing and jobs that support the success of Gosford City Centre as the Regional City.

This section of the report provides a vision statement and Structure Plan for each centre, to guide planning and development in a balanced and sustainable way. Targets for each centre will ensure that we stay on track to accommodate population and employment growth in the right places.





2036 Target:



New targets for housing and jobs to be informed by a future Employment Lands Study

The NSW State Government has recently introduced the SEPP (Aboriginal Lands) 2019 and the Interim Darkinjung Development Delivery Plan which applies to some land owned by the Darkinjung Aboriginal Land Council in the Somersby and Kariong area.

The Interim Delivery Plan identifies the proposal to investigate some land for rural residential (Somersby) or urban release (Kariong). Any proposal to rezone this land is required to go through a planning process identified by the DPIE which includes Independent Proposal Review, lodgement of a Planning Proposal etc. The community will be able to provide input as part of this process. The outcomes of this process may impact on the proposed population targets in these areas.

Somersby

A thriving jobs hub nestled in the mountains

Our vision for Somersby is the continued success of the Somersby Employment Area, which continues to attract new and diverse businesses and investment. The services, quick bus link to Gosford City Centre, and bush setting make Somersby a beautiful and inspiring place to work, and businesses can attract great staff.

Somersby Falls and Brisbane Water National Park are protected and enhanced. People come from all over Australia to experience the incredible scenery, rich history, local produce and experience some of the best walking trails in Australia.



Understanding Somersby



Aerial view of parts of the Somersby Employment Area - the green corridors and connections to the forest give it a unique and special character

A rich indigenous history

The Gosford area is identified by the Darkinjung Local Aboriginal Land Council as being of traditional significance the area is known for its rock art. Sites that contain items of Aboriginal heritage significance must ensure their ongoing protection to ensure their value is preserved for future generations.



Local Aboriginal rock carvings



An important gateway and home to the significant Industrial Park north of Hornsby

Somersby is an important gateway to rural resource lands in the west, the Somersby Industrial Area and Centres to the east.

The Somersby Industrial Area is a successful industrial park with good proximity to the M1, Sydney, Newcastle and the Central Coast Highway access. Approximately 50 per cent of the Somersby Employment Area is undeveloped with 159 ha of undeveloped employment lands (The NSW Department of Planning and Environment's Employment Lands Development Monitor). On face value, this amount of land seems sufficient to accommodate the growth in relevant jobs for the life of this plan (2036). However, closer inspection reveals that many remaining sites are constrained for development for reasons of environmental and archaeological significance and significant Aboriginal cultural heritage values. Further studies are required to ascertain future demand and supply of industrial lands to ensure Somersby Employment Area continues to grow and serve the needs of the Corridor and broader region – see Somersby Actions overleaf.

Entry to Somersby Falls, Brisbane Waters National Park and connections to the Great Northern Walk

The industrial area is surrounded by environmental and rural lands, including the Somersby Falls and Picnic Area at the outskirts of the National Park. The parks are rich with history and contain many great walking paths and recreation opportunities.



Somersby Falls

A need for more cafés, and recreation opportunities for workers

Somersby has a busy café, but there are limited places to sit and relax, or meet people. There are no sports facilities or other infrastructure like child care in the area. Opportunities for sports, recreation and walking at lunch times, and other services, and may help businesses to attract the right workers, and promote the health and happiness of employees.



Public domain investment in the spaces near the existing cafe in the Somersby Employment Area would provide better amenity for workers

Somersby has three main roles – as an area of environmental beauty and archaeological significance, an employment powerhouse and gateway to the region. A careful balancing act and management of interfaces and protection of environmental assets will ensure its long term success.



Example of best practice Rapid Transit Bus infrastructure - Northern Beaches. Source: TfNSW



Informal car pooling in Somersby



Opportunities for increased public transport use

There is an existing bus service between Somersby to Gosford and Erina, but it is underutilised, and the infrastructure needs improvement. Additional services, faster services, stops and pathways connecting to the stops will promote increased patronage. There is also evidence of people car-pooling in Somersby, either to share a car to Gosford to get the train or for the drive into Sydney – a great behaviour pre-condition for mode shift away from private vehicles.



Ploddy the Dinosaur, Australian Reptile Park



Tourism, food production and businesses

There are a number of existing attractions and businesses in the area (such as The Reptile Park) that would benefit from some marketing and better visibility. Future reuse of Old Sydney Town should focus on tourism and associated employment uses.



Centres strategy: Somersby

→ Direction 6

Ensure the long-term success of Somersby Employment Area

Action 6.1 Employment Lands Strategy (LGA wide)

In terms of projected growth, sectors like manufacturing, agriculture, transport are forecast to decrease in numbers of jobs up to 2036, but construction and utilities will experience slight growth. There may be demand for new types of jobs and services in this area that aren't apparent in 2019. In terms of supply of suitably zoned land, approximately 50% of the Somersby Employment Area or 159 ha of land is undeveloped. Whilst this appears on face value to meet demand, the Somersby Plan of Management (2005) suggests that parts of the undeveloped land may be affected by environmental constraints and significant Aboriginal cultural heritage values.

Council to undertake an LGA wide employment lands study that will consider projections for all employment types and assess supply of both industrial and commercially zoned land. The industrial lands component will ensure there is sufficient capacity across the LGA, particularly within Somersby. The project would involve updating the 2013 Wyong Shire Employment Land Study and Industrial Land Audit to include the former Gosford LGA, analyse demand and supply, gap analysis and policy directions, issues related to the delivery of land to the market. In the meantime, it is important that industrial land is reserved for industrial uses and rezoning applications are resisted.

Action 6.2 Opportunities for the re-use of the Old Sydney Town site

Old Sydney Town was a theme park dedicated to Sydney's colonial history. There has been community pressure to re-open the park and more recently the site owner has undertaken community consultation in regards to a draft Structure Plan. The site may have the potential to accommodate other uses that support the function of Somersby and the vision for the Corridor.

Council will work with the owners of the Old Sydney Town Site and the Department of Planning, Industry and Environment to ensure that any future planning proposal for the site:

- Satisfies the requirements outlined in the relevant strategic

directions outlined in the Central Coast Regional Plan including compatability with the Central Coast Regional Plan aims to protect natural assets , productive lands and rural lifestyles.

- Demonstrates 'strategic merit' of the proposal.
- Complies with legislative requirements, especially those in relation to indigenous heritage, environmental considerations and contamination/ geotechnical reporting.
- Demonstrates the compatibility of proposed uses with the existing tourism uses on the site.
- Provides a focus on tourism and employment uses.
- Compatibility with the directions of Council Strategies including Urban Spatial Plan, Somersby to Erina Corridor Strategy, Employment Land Study, Rural Land Strategy, Greening Places Strategy.

Any planning proposal for the site would be required to address the above matters and provide at a minimum the following detailed supporting studies; Aboriginal and European Heritage Assessment Report, Bushfire Assessment Report, Economics Assessment Reports, including the viability of any proposed retail and tourism component, Biodiversity Assessment Report, Flooding Assessment Report, Contamination and Geotechnical Assessment Report, Traffic Assessment Report or Urban Design Report.

→ Direction 7

Protect Somersby Employment Area's history and landscape

Action 7.1 Support the Continued Implementation of the Somersby Plan of Management

The area covered by Somersby Industrial Park contains threatened species and significant Aboriginal heritage sites which require protection. To provide certainty for land owners and protect and manage flora and fauna and Aboriginal sites Council supports the continued implementation of the Somersby Plan of Management and will monitor the application of the plan as part of this process.

Action 7.2 Somersby Public Domain Strategy

Beautiful streets, large trees, open spaces and easy way-finding will make the Somersby Employment Area attractive to businesses and employees. Central Coast Council will seek funding for and then commission a public domain strategy for the Somersby Employment Area.

The strategy should consider street hierarchy and character, establishing generous landscaped setbacks and tree planting, opportunities for shared paths on streets and through large sites to provide connections back to Wisemans Ferry Road, connections to the Hub, reserving land along waterways and riparian corridors for future connections and opportunities for small open spaces for passive and active recreation. Draft DCP provisions should be created to locate parking to the rear of buildings where possible, preserve remnant vegetation in front setbacks, implement the recommendations of the 2005 Plan of Management in terms of preserving vegetation, valuable habitat, areas of archaeological significance and the longer-term ownership and management of open space assets.

Catalyst Project E



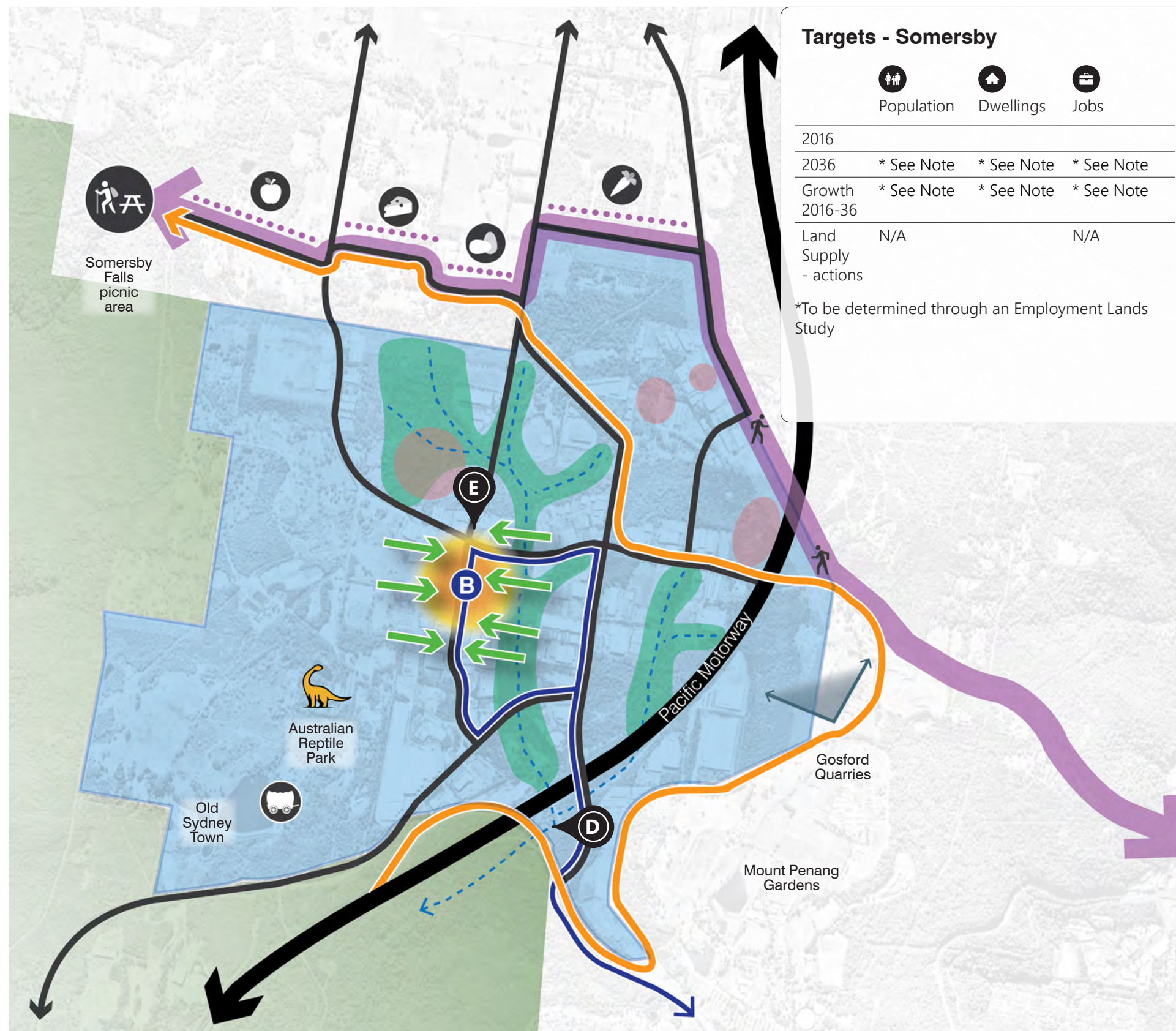
Direction 6

Somersby Hub



Image: Shed Store & Cafe, Jensen Architects, California
Source: <http://cdnassets.hw.net/28/94/cf4a5e0d46f88ff31006dd8e8212/1959246492-shed-jensenarchitects-hero-tcm20-2179102.jpg>

The vision for the Somersby Hub is to improve the amenity of the existing Hub by providing green open space, improved outdoor areas, supported by a bus stop, end of trip facilities and bike parking. This will ensure that Somersby continues to attract investment.



Land use

- Somersby Employment Lands** - Retain and protect the industrial zoned land (IN1 Zone).
- National Park** - Maintain open space and national park. Promote use and enjoyment by tourists and locals with new paths and facilities.
- Catalyst Project E - Somersby Hub** - Reinforce the Hub as a place to meet and relax during the working day. See **Catalyst Project E - Somersby Hub**.

Public domain, heritage and environment

- Green Links / Streets** - Create secondary walking and cycling connections through to Wisemans Ferry Road, connecting people to Somersby Hub.
- Riparian Corridor and Habitat** - Create pathways along the alignment to improve connections and enjoyment of these natural assets. Whilst ensuring that pathways do not negatively impact on threatened species and conservation areas.
- Primary Areas of Aboriginal Significance** - Provide a strategy for protection and ongoing management of areas of Aboriginal heritage and significance.
- Significant Views** - Make the most of beautiful regional views from the Highway, by promoting tourist routes to the National Park and food production areas north of Somersby.
- Tourist Drive** - Promote a tourist drive to the National Park and Great Weekender attractions that does not go through the industrial area.
- Create a landscaped entry to the Somersby Employment Area. See **Direction 4, Catalyst Project D**

Corridor Directions

- The Great Weekender Trail** - In Somersby, the Trail provides for a day out in Somersby, trying local produce, visiting the National Park and great walks. See **Direction 3**.
- Proposed Rapid Transit Bus Network** - In Somersby, the proposed bus service include a new stop at the Hub, and quick connections back to Gosford.





2036 Target:



216 additional jobs* in Mount Penang

The NSW State Government has recently introduced the SEPP (Aboriginal Lands) 2019 and the Interim Darkinjung Development Delivery Plan which applies to some land owned by the Darkinjung Aboriginal Land Council in the Somersby and Kariong area.

The Interim Delivery Plan identifies the proposal to investigate some land for rural residential (Somersby) or urban release (Kariong). Any proposal to rezone this land is required to go through a planning process identified by the DPIE which includes Independent Proposal Review, lodgement of a Planning Proposal etc. The community will be able to provide input as part of this process. The outcomes of this process may impact on the proposed population targets in these areas.

Mount Penang and Kariong

An emerging commercial precinct with recreation, entertainment, the arts, and sports at its centre

The Mount Penang and Kariong Precinct is a playground for all ages and an incredible opportunity for the future of the Corridor. The vision for Mount Penang is for a successful entertainment precinct with tourist and cultural facilities and complementary commercial uses, that funds the protection and maintenance of the site's landscape, heritage and cultural values. During the week, Mount Penang is an emerging commercial centre attracting jobs to the region. As the precinct evolves, the site can also accommodate school, arts and sports camps, making the most of the open spaces and facilities. During the weekend, the site hosts events and tourist attractions, in a landscaped, heritage-listed setting. Within the southern part of the precinct, Kariong is a quiet residential neighbourhood with a vibrant local centre.



Understanding Mount Penang and Kariong



Soccer camp

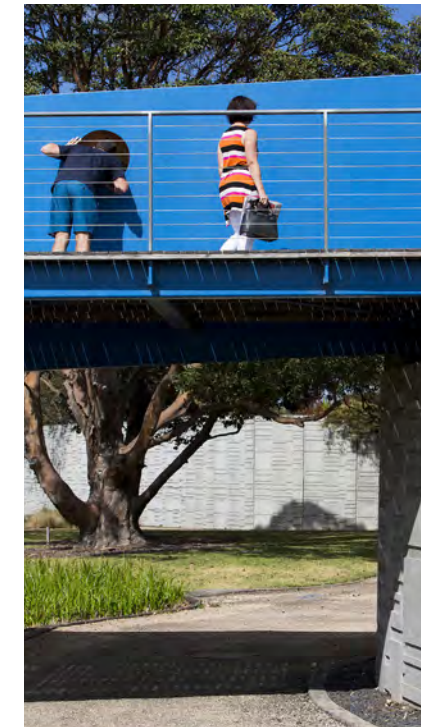


Kicking goals!

Mount Penang has facilities for sporting camps and programs, with the International Football School as a long-term tenant. These uses make the most of the open spaces and beautiful setting.



Heritage Precinct



Mount Penang Gardens



New businesses and uses in the Heritage Precinct

The adaptive reuse of 55 buildings, some of which are State heritage listed, provides an employment base for more than 450 people. Future uses should protect and celebrate the area's important and rich history. Although well-used, these buildings may have additional capacity.



A giant game of hide and seek

Mount Penang Gardens is a botanical garden like no other. It comprises 8 ha of beautiful gardens, sculpture, walking paths and water forms, designed as 12 unique garden rooms. "The suitability of the site for an enormous game of hide and seek did not escape me. You are never really sure what to expect when making the next turn." Mount Penang designer, Anton James



Dance college students

The vision for Mount Penang is for a successful entertainment precinct with complementary commercial uses, that fund the protection and maintenance of the site's landscape, heritage and cultural values. Kariong continues to be a great residential neighbourhood, supported by a local retail centre.

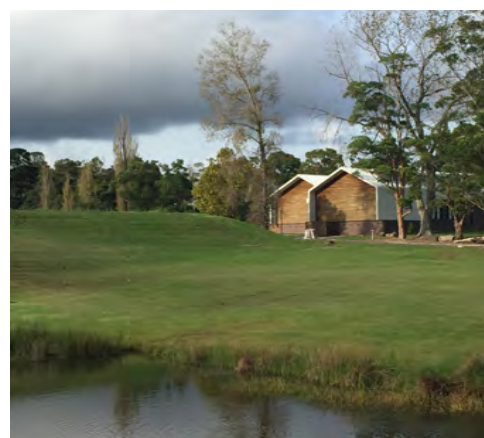


Kariong Mountains High School



A state of the art High School

Kariong Mountains High School has increased its enrolments from 200 in 2010 when it first opened to just under 600 in 2016. The school also offers a number of education and training (VET) courses as part of their school program, including building and construction, health and food and hospitality.



NAISDA Dance College



A home of Indigenous Dance

The National Aboriginal Islander Skills Development Association (NAISDA) Dance College was established in 1975 to train Indigenous Australians in dance. Graduates have worked in arts management, dance, music, theatre and film, both at the elite and community level, and was the origin of the Bangarra Dance Theatre. The facility at Mount Penang includes performance and training spaces



The Waterfall Café



A beautiful spot for morning tea by the water

The Waterfall Café at the edge of the Mount Penang Gardens is well-used on weekends. This café supports other uses in the park-lands, such as the weekender fun-runs and dog walking groups.



Centres strategy: Mount Penang and Kariong

Hunter & Central Coast Development Corporation (HCCDC)

Hunter Central Coast Development Corporation (HCCDC) owns, manages and maintains the Mt Penang Parklands Precinct - a Central Coast destination for tourism, events, business and education.

Precincts within the parklands include 23 hectares of gardens and event space, a 27 hectare heritage business park including 52 buildings, potential development lands and bushland. The wider Parklands area is also home to two justice facilities and a high school.

HCCDC's vision for the precinct is a vibrant mix of uses at Mt Penang attracting employment, recreation, education, business, speciality retail, accomodation and events.

The vision for the 152 ha site features ecologically sustainable development that compliments the existing heritage character and landscape setting.

The Mt Penang masterplan comprises distinct precincts for sports, bushland, heritage, Baxters Track and Philip House - and features the Festivals and Garden Precinct, Kangoo Road Commercial Precinct and the Highway Commercial Precinct.

→ Direction 8

Mount Penang as the Education, Recreation and Employment Destination

Action 8.1 Collaborate with HCCDC on the Review of the Master Plan for the Mount Penang Parklands Site

The Mount Penang Masterplan and Development Control Plan for the Mount Penang Parklands Site was prepared in 2000 by the Urban Design Advisory Service and adopted by the then Gosford City Council on 7th March 2000. Since that time there has been a number of changes to the development of the site and as such the current Masterplan needs to be updated and reviewed to reflect current policy and directions.

Council will work collaboratively with HCCDC on the review of the Mount Penang Masterplan and the preparation of any revised development controls for the site (if required) to ensure that the council and community expectations for the site area are achieved. Enhancing the gardens, protection of heritage and bushland, appropriate sustainable tourism and employment opportunities are key considerations for Council.

→ Direction 9

Retain and enhance the existing residential amenity of Kariong and its local centre

Action 9.1 Improve public domain and connections to Kariong Centre and local community spaces

Prepare a precinct plan for Mount Penang and Kariong Centre which includes public domain improvements to better connect the existing residential areas to local centres and to support residential amenity by enabling access to public open and recreational spaces.

Catalyst project F



Directions 8 & 9

Mount Penang Forest Trails



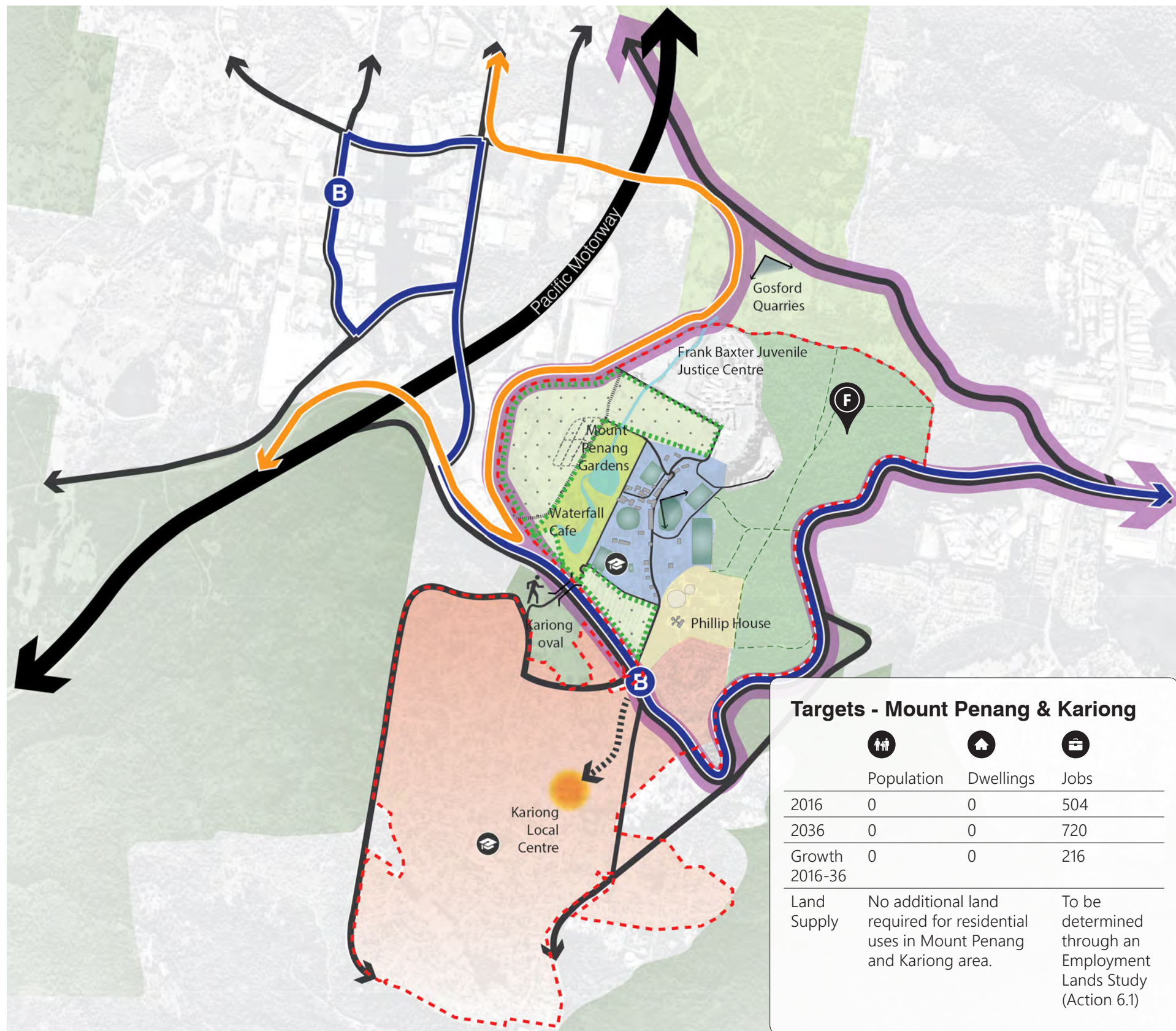
The bushland directly to the east of Mount Penang Gardens represents a good opportunity to investigate additional outdoor active pursuits. Activities such as bushwalking, mountain biking and trail running could utilise existing access trails and new tracks designed to form interesting and challenging loops.

Such activities would help to bring additional users to the park all through the year with the potential to use the other facilities at Mount Penang (e.g. car parking, open space/sports fields and management) to stage events on these trails. Mountain biking and trail running events may also serve to bring income that would help to fund the management of the site.

Council is to consult with the Hunter Central Coast Development Corporation and existing users of the site to understand the current use (such as the 5km Saturday Fun Runs). The aim is to understand what users like about the site, and what additional support or infrastructure would support additional use.

Prepare a strategy document that identifies:

- The key user groups and their needs;
- New user groups that could be attracted to use the site;
- The key priorities to increase use and visitation, including the types of trails needed (duration of circuits; circuits difficulty)
- A simple plan for the upgrade and introduction of new trails, consistent with that strategy.



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Land use

- **Mount Penang and Kariong Gardens Precinct** - Land uses in the Mount Penang and Kariong precinct should support the long-term viability of the precinct as a vibrant mix of uses attracting employment, recreation, education, business, speciality retail, accommodation and events.
- **Possible Education and Sports Precinct** - With the Central Coast Regional Development Corporation consider the future use of the Heritage Precinct as a Sports and Education Camping facility. It is critical that any future use allow for the protection of the significant heritage assets
- **Commercial Zones** - The current land use zoning and DCP controls allow for commercial uses in the areas adjoining the gardens.
- **National Parks and Bushland** - Maintain open space and national park. Promote use and enjoyment by tourists and locals with new paths and facilities.
- **Kariong Residential Neighbourhood** - Preserve this area of low-scale residential uses.
- **Kariong Local Centre** - This centre should continue its role as a local centre, primarily serving pedestrian traffic. Public domain improvements would support the role of the local centre.
- **Tourist Drive** - Promote a tourist drive to the National Park and Great Weekender attractions.

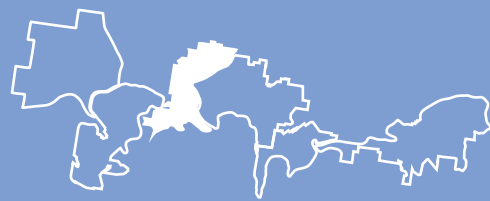
Public domain, heritage and environment

- **Walking Trails** - Provide signage and wayfinding for trails within the bushlands. These could provide a great circuit walk or bike ride, as part of a picnic and day out at Mount Penang and Kariong.
- **Connection to the Kariong Centre** - Ensure there is a high quality, generous path connection for pedestrians and cyclists between the Kariong centre and the future bus stop.
- **Phillip House** - Consider the adaptive re-use of the heritage-listed Philip House as visitor accommodation.

Corridor Directions

- **The Great Weekender Trail** - In Mount Penang and Kariong the Trail will allow for visitors to Mount Penang Gardens, or the Dance Centre to extend their visit to include a walk to local industries or enjoy the views from Gosford quarry.
- B- **Proposed Rapid Transit Bus Network** - Providing bus access from Mount Penang and Kariong to the Gosford Town Centre would be a great asset for festivals, and allow for festivals and events to extend beyond Mount Penang and Kariong to the waterfront, local breweries and attractions.





2036 Target:



1,434 additional people



621 additional jobs



926 additional dwellings

West Gosford

Short term strategies for the public domain and long-term planning for growth and success

West Gosford is the front door to Gosford Regional City Centre travelling over the ridge from Sydney. The view from the Central Coast Highway reveals the city centre with its incredible backdrop of mountains and water. The vision for West Gosford is to ensure it presents the right introduction to Gosford, as a place that is green, welcoming and active and connected to the waterfront.

To the north of the Central Coast Highway, industrial and employment uses will continue to flourish, with new public domain projects providing a better connection to, and over, Narara Creek over time. To the south, planning for foreshore access, new connections and open spaces will provide the right framework for possible future residential growth.



Understanding West Gosford



Henry Kendall Cottage



Make the most of existing cultural and heritage tourism assets

The existing industrial area to the north of the Highway accommodates diverse and successful businesses, many of which support the local construction industry. The large lots and ease of access also means that this area is suitable for uses linking tourism and cultural assets that link through the corridor.



Narara Creek, north of the Central Coast Highway



An under-appreciated creek

The light industrial area does not make the most of the outlook to Narara Creek, which will be an important recreation asset in the future. Planning provisions should ensure that any new development is set back from the creek to allow for a linear open space and pedestrian connections in the future.



Riverside Park



A healthy bulky goods and services precinct

The research undertaken to inform this strategy reveals a bulky goods precinct that is well-tenanted and appears to be successful and meeting the area's demand. The recent Riverside Park development comprising medical suites and other essential services is an important anchor (pictured). The continued success of these uses will be supported through clear land use direction that provides certainty and confidence about investing in these uses in West Gosford.



Aerial view of West Gosford, showing its extensive coastline and potential for future development to engage the water.

Evolving land uses south of the Highway

The land uses in the south of the precinct are a mix of residential, light industrial and bulky goods uses. The Gosford RSL and a seniors living development near the edge of the water potentially don't take full advantage of the outlook, and future outdoor eating areas, balconies and recreation areas could be designed to look out to the water and activate this edge.



Garnet Adcock Memorial Park



Creating a great entry to Gosford

The arrival into Gosford is a mixed experience. Heading towards the intersection of The Central Coast Highway and Brisbane Water Drive, the highway experience changes from a pleasantly confined road cutting to revealing long distant views of Presidents Hill, Rumbalara Reserve and the Gosford City Centre beyond. The quality of the immediate highway environment in West Gosford, particularly in front of the bulky goods / light industrial precinct, is stark and un-landscaped. A future landscape plan for the Highway edges should balance the need for the businesses to be visible from the road with the need to create a green, cool, tree landscape character. Central median planting would transform the character of the area.



Future connections to water and open spaces

Just as the industrial area does not make the most of the outlook to Narara Creek, the area south of the Town Centre has beautiful outlook to parks and Brisbane Water. Foreshore access and amenity will be improved over time as the area and its land uses evolve.

Walking trails

There are well-maintained and well used shared paths in many parts of West Gosford, providing for connections back in to Gosford and into the bushlands and around Brisbane Water. The walks are punctuated by information about the birds and plants and the site's history. The connections on the Highway would benefit from some additional space and further separation from traffic.



West Gosford Shopping Centre

A local centre destination

West Gosford has great shops and is popular with residents. However, recent road upgrades have made the intersection of Central Coast Highway and Mann Street less pleasant for pedestrians. Any redevelopment of the site should include public domain and landscape works that provide for more tall trees and improved pedestrian comfort will improve the pedestrian experience and presentation of the West Gosford Town Centre.



Centres strategy: West Gosford

→ Direction 10

Set up West Gosford for future renewal

Action 10.1 Structure Plan for future renewal

Although there is sufficiently zoned land in the southern part of West Gosford to accommodate growth for approximately the next 20 years, planning should commence to unlock land for more homes beyond that time. West Gosford has a mix of uses – entertainment, retail, seniors living, residential, industrial and commercial – and excellent outlook and amenity. In the longer term, subject to strategic planning and assessment, more mixed uses may be supportable. Renewal in the precinct could deliver new streets and open space and activate and unlock open space and connections along Brisbane Water. It is important that there is a plan in place to future-proof land for renewal.

Once the LGA wide Employment Lands Study is completed Council will prepare a structure plan to ensure there is a public domain and structure in place for mixed uses in the future, and to provide a framework for assessing future Planning Proposals. Continued foreshore access and new streets and parks will be important outcomes if the area does change over time. Flooding will be a major constraint. The framework should include:

- Continuous foreshore access for cyclists and pedestrians.
- A new secondary street network that provides for convenient and pleasant connections between key uses – like the water, the local centre and open spaces.
- Opportunities for new local open spaces on large development sites, creating a linked series of green spaces on the waterfront.
- Guidance on future built form and land uses.

This plan should be endorsed by Council as policy to inform future applications and rezoning projects. This structure plan will initially focus on land south of the highway. The Highway acts as a significant barrier, and the land to the north effectively operates as a separate centre. The employment lands are intact to the north, and should be preserved for this purpose in the short to medium term and to support a vibrant local economy. Inclusion of land to the north of the highway will be dependant on the recommendation of the Employment Lands Strategy.

The policy should also be clear that zoning for residential uses in the short term will not be supported because residential uses are better located in existing centres and existing residential zones, and because the land accommodates businesses and uses that support the local population.

Action 10.2 West Gosford public domain strategy

Council to prepare a strategy to improve the amenity and connections in the West Gosford Employment Area (to the north of the Central Coast Highway). The strategy should include:

- Refine the location of green links connecting the Employment Area to the water (refer to the indicative locations in the structure plan)
- Provide setback provisions (to be accommodated in the DCP) to ensure development is set back to create these links.
- Investigate if any future streets might be required, and future proof these areas- i.e. restrict development within those locations.
- Provide setback provisions for new industrial development on Narara Creek to create a great public space and response to the objectives of State Environmental Planning Policy (Coastal Management) 2018.
- Include a detailed setback and landscape strategy, focussing on creating great, walkable, green streets with tree canopy and shade.
- Identify any early projects that would be easy to achieve and create instant benefits for local workers – such as pocket parks with picnic table for lunchtime enjoyment.

New public domain should not necessarily be created, or land dedicated, while the land is still required for employment uses. In the long-term, these outcomes could be sought as part of the comprehensive renewal of the precinct.

→ Direction 11

Ensure ongoing success of bulky goods and urban services

West Gosford is a primarily employment precinct focusing on the provision of population serving industries such as retail trade and manufacturing, with a low residential population.

A public domain strategy for the West Gosford Employment Area should be undertaken to improve the environmental outcomes, preserve the amenity of the creek for the future, facilitate active transport for local employees and customers and improve how development addresses public spaces.

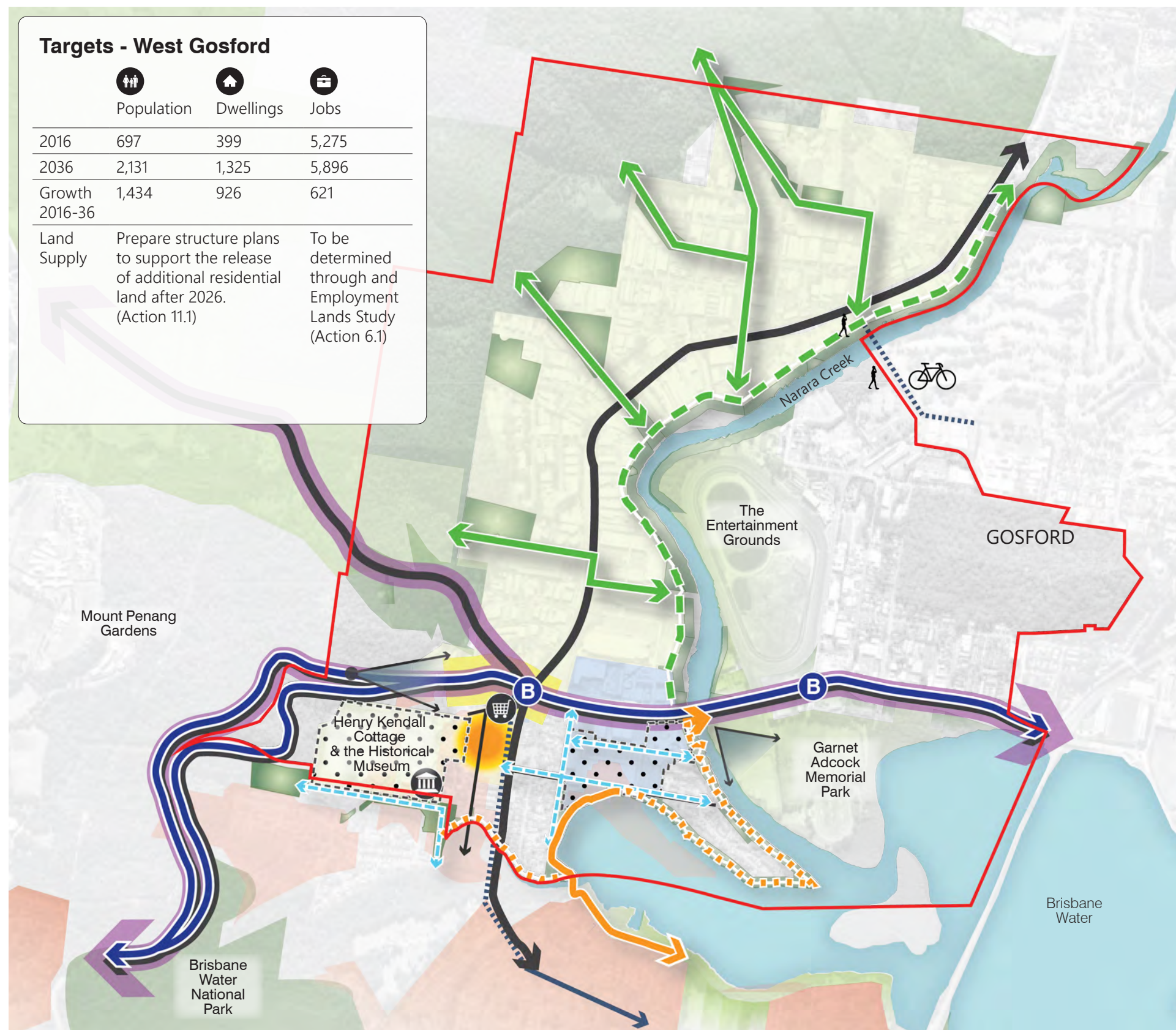
It is also critical to provide certainty about the current and future land use zones in the area.

Action 11.1 Policy direction to protect current zones until further review

It is important to provide certainty to landowners and the community about the future vision for the employment areas, which are under pressure for residential development.





Council should not support rezoning applications for land in the B5 and IN1 Zone at this stage, because there is adequately zoned residential land, and the strategy is to focus this development in well-serviced, existing centres.

A policy that clearly articulates this position of Council will provide certainty and should discourage speculation.



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Land use

-  **Bulky Goods Precinct** - Retain the current B5 zoning. Because of the busy road conditions, and because bulky goods uses are appropriate and successful in this location, these uses should continue to be located adjacent to the Highway. Improve the presentation of these businesses through public domain upgrades.
-  **Industrial area** - The land uses in this precinct are successful and convenient and support the function of the region more broadly. Protect the IN1 Zone. Improve amenity and connections in this precinct.
-  **Future Stage 1 Investigation Areas** - Two employment precincts south of the Highway present medium to long term opportunities for renewal. Council should resist rezoning in this area in the short term.
-  **West Gosford Local Centre** - Plan for the expansion of this popular local centre and delivery of new public domain.

Public domain, heritage and environment

- Central Coast Highway** - Landscape upgrades Large trees along the highway, a central median with established trees and minimising car parking facing the streets should be key recommendations of a future Public Domain Plan.
-  **Green Links** - Building setbacks can provide for new connections through the industrial area can improve permeability for pedestrians and create pocket parks for workers.
-  **Narrara Creek Linear Open Space** - A 10m setback from water's edge will support a future linear open space along Narara Creek, multiple green corridors and connections between Strickland Ranges and the Creek, and a future cycle/ pedestrian connection.
-  **Existing Cycleway**
-  **Proposed Cycleway Extension**
-  **Proposed New Streets** - The structure plan for the possible long-term renewal of these areas should investigate these fine-grain connections.
-  Investigate a future shared way connection over Narara Creek, connection West Gosford to the Racecourse precinct, and the Gosford City Centre.

Corridor Directions

-  **The Great Weekender Trail** - In West Gosford, the Trail along the Highway connects into local streets and walking trails.
-  **Proposed Rapid Transit Bus Network** - Two bus stops in this precinct connect people to the West Gosford Centre and the Racecourse, which is an important destination for events.





2036 Target:



2,993 additional people



5,264 additional jobs



2,327 additional dwellings

Gosford City Centre

Food and culture on your doorstep

Gosford City Centre is the regional centre for the Central Coast. Well connected by rail and road, with education, health, sports and recreation attractions all located on the edge of the stunning Brisbane Water and surrounded by natural bushland.

The potential is for the city to leverage off these assets and maximise the opportunities they provide to create a more vibrant, connected and liveable city that attracts the investment and culture it deserves.



Understanding Gosford City Centre



Image source: Central Coast Council



Attractive forested hillsides and waterfront

Gosford benefits from an attractive natural setting. Cradled between Presidents Hill, The Rumbalara Reserve and Brisbane Water, these stunning natural assets give it a unique sense of place.



Image source: Architectus



Image source: Architectus

Image source: Architectus



Huge potential on the waterfront

The waterfront is one of the city's most attractive natural features. Wide views over Brisbane water are a short walk from the centre of town and there is a public footpath along most of the frontage. There is a great opportunity to build on this asset by improving access across the Central Coast Highway as well as the general amenity, facilities and attractions along the foreshore.



A high quality Mann Street

Mann Street is the primary retail strip in Gosford. It connects the train station, CBD retail and Gosford water front. Focussed public domain improvements to Mann Street will help to improve the image of the city and promote pedestrian and retail activity between its key assets and attractions.



Image source: Architectus



Kibble Park is the heart of the city

Kibble Park is an important place in the heart of the CBD which provides a public domain and open space area for play, relaxation and community events. The park's relationship with the adjacent Imperial Shopping Centre could be improved to further enliven the space.



Image source: StadiumDB.com



Existing significant attractions

The Central Coast Stadium plays host to the Mariners. A major attraction, these soccer games bring an influx of people into the City Centre. There is an opportunity to create more reasons for these people to dwell longer in Gosford before and after the games and contribute to its vitality.



Centres strategy: Gosford City Centre

→ Direction 12

A busy and exciting Gosford City Centre

Action 12.1 Site for The University of Newcastle

The Federal Government recently announced \$18 million funding for the first phase of a University of Newcastle (UON) multicampus presence on the Central Coast. The fund will help the UON establish a health, innovation and entrepreneurship precinct in the Gosford CBD, near the existing site of the Central Coast Medical School and Research Institute.

Council will continue to work with the UON to establish a health, innovation and entrepreneurship precinct and find a suitable site for the campus, close to transport, the hospital and accommodation.

Action 12.2 Public Domain & Streetscape Masterplan

Council will work with DPIE and HCCDC to develop a Public Domain and Streetscape Master Plan for Gosford City Centre to improve the public amenity and streetscape experience. The Master Plan should seek to promote outdoor dining, active streets, visual links to surrounding landscape features and improved connections to the waterfront.

Action 12.3 Train station and bus interchange upgrade

Arrival and departure from Gosford City Centre is to be greatly improved through the upgrade of this critical interchange. Improvements will provide a more pedestrian friendly, attractive and comfortable experience that fosters the use of public transport and improves the sense of arrival for the city. Council will work with TfNSW to establish the opportunities and commit to a time frame for future works.

Action 12.4 A site for the markets

Farmers markets are already held on the racecourse on Sundays. Another more centrally located food focussed market should be located either with the City Centre or on the waterfront. Council will work to identify a site that will allow for regular or semi-permanent operations and good facilities to encourage high quality stalls and goods.

→ Direction 13

A city set in nature

Action 13.1 The Point Clare to Gosford Rail Shared Path

Gosford Waterfront is a key natural attraction and point of difference for the City. To capitalise on this asset, Council will work with relevant agencies to progress the Point Clare to Gosford Rail Shared Path to enable the community to further enjoy the city experience in its natural setting.

Action 13.2 Presidents Hill Aboriginal Trail

Presidents Hill offers an opportunity to provide a new recreational learning experience for visitors that focusses on the original inhabitants of the region and its landscape. The trail could wind its way up the Hill to the lookout utilising interpretive materials and artworks along the way. Council will work collaboratively with the Darkinjung Local Aboriginal Land Council, Guringai Tribal Link Aboriginal Corporation and other local self-nominated Aboriginal stakeholders, landowners and agencies to scope if a trail in this area is feasible and supportable.

Action 13.3 Connection to the waterfront

Gosford City Centre's location overlooking Brisbane Water contributes much to its character and sense of connection with landscape and recreational opportunities. The ability of the city to capitalise on such a stunning natural asset will depend on the quality of its connections.

An improved public domain along key pedestrian links including Mann Street and Baker Street will provide a more comfortable and attractive walk from the City whilst new and improved crossings of the Central Coast Highway will provide convenient access to the shore.

Council will progress discussions with RMS and HCCDC for improved/ additional crossings of the Central Coast Highway and alternative solutions/ route options to Dane Drive.

→ Direction 14

Invest in Gosford's Public Domain and Infrastructure

Action 14.1 Implement the Government Architect NSW Urban Design Framework (UDF)

The UDF takes a place-based approach to the revitalisation of Gosford City Centre. There is a clear emphasis on key public domain projects that can act as a catalyst to revitalisation. These key projects and spaces include:

- The Civic Heart (Kibble Park)
- City North (Mann St, Burns Park and additional public open spaces)
- City South (Leagues Club Park)

Council will continue to engage with the DPIE, the NSW Government Architect and HCCDC to establish funding opportunities and implement these key public domain improvements.

Action 14.2 Gosford Boardwalk and waterfront strategy

Council will conduct a detailed review of the public domain along the waterfront that will identify opportunities to create a highly improved pedestrian and cycle friendly boardwalk that becomes a major recreational attraction. Improvements may include the width of the walk, new materials, lighting, street furniture, public art and planting together with improved opportunities to get into and onto the water.

Additional opportunities to provide destination attractions such as improved children's play, picnic and BBQ facilities, food and beverage outlets, improved swimming facilities, cycle and kayak hire will also be investigated.

Designs will be costed and implementable with key funding sources identified.

→ Direction 15

Grow Gosford's Health Precinct and Connect the Health Network

Action 15.1 Facilitate the development of allied health, education, training and aged care services and research facilities in the Health Precinct in Gosford's City North

Council supports the enhancing the growth potential of the health precinct around the Gosford and North Gosford Private Hospitals and allied health facilities in Gosford City Centre to drive the growth of services and specialisation in the region.

Council will work with Commonwealth and State Governments, public and private health providers and medical service providers to support, strengthen and facilitate development of allied health services in Gosford's City North.

Action 15.2 Respond to public transport, rail and road network improvements, and manage parking

The UDF identifies the hospital as a major investment in the future of Gosford. By connecting the hospital to a re-imagined rail corridor and main street, its potential is expanded to start a new generation of innovation 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.

Council will collaborate with the Roads and Maritime Services, Transport for New South Wales and NSW Health to support improved accessibility for patients and visitors.



Image source: Central Coast Council



Image source: Central Coast Council



Image source: Hunter & Central Coast Development Corporation



Leagues Club Field



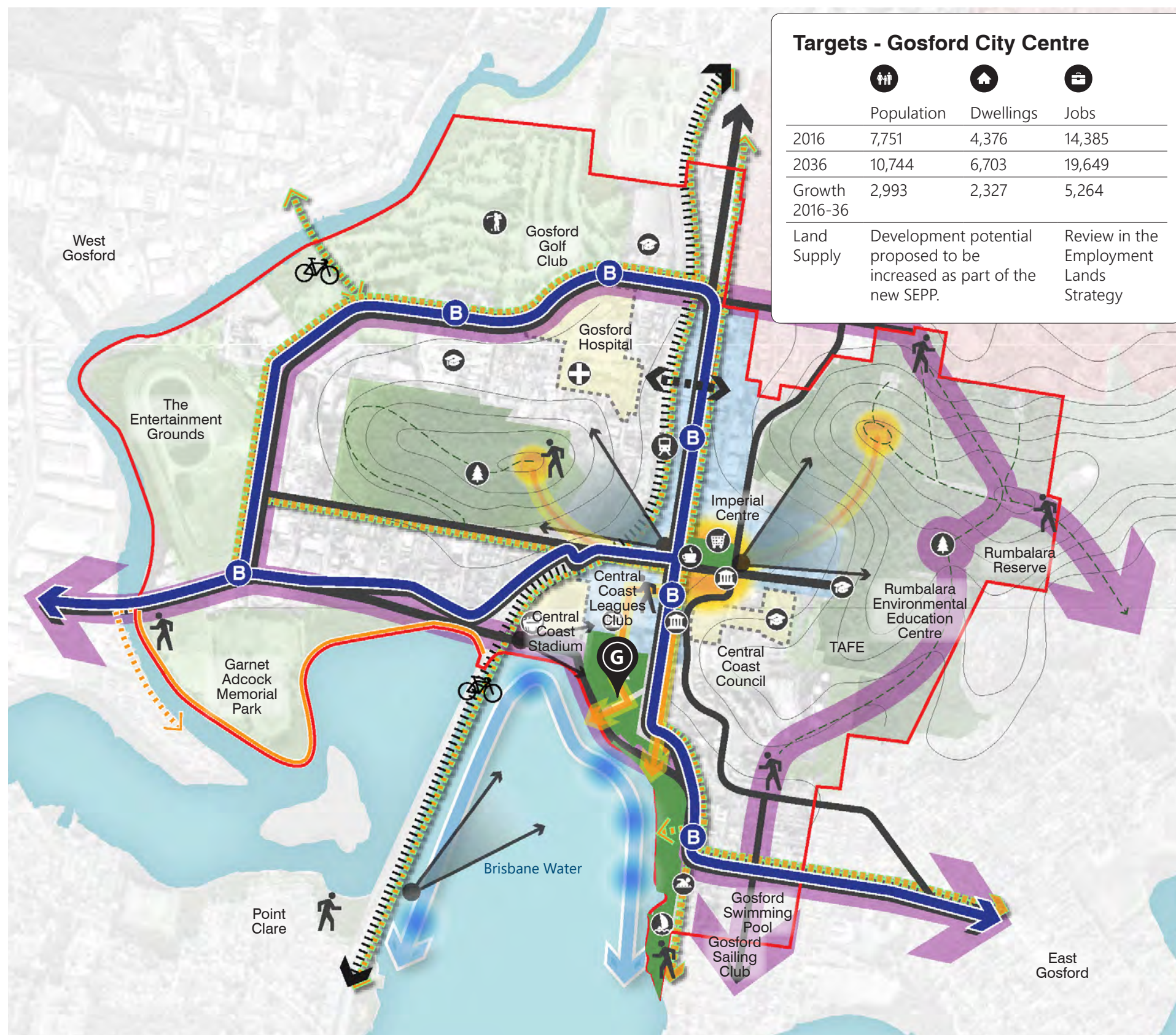
Image: Hunter & Central Coast Development Corporation
Source: <https://www.hccdc.nsw.gov.au/leagues-club-field>

Leagues Club Field in the Gosford CBD, is set to undergo a dramatic transformation with the release of the final designs to create a nature-inspired regional play space for all ages. The development will address opportunities identified in the Government Architect NSW's Gosford Urban Design Framework, which guides the development and renewal of the city. It promotes continued revitalisation of Gosford, creating a vibrant, family-friendly space that will attract locals and tourists into the city.

The Leagues Club Field Regional Playground at Gosford is a project being led by the Hunter & Central Coast Development Corporation (HCCDC) to assist in accelerating growth, private investment and development in the Central Coast Region.

By working closely with the Gosford community, Central Coast Council and the Darkinjung Local Aboriginal Land Council, the aim is to create a unique recreation destination that can be enjoyed by all, regardless of water to rise and fall with the tide. Imbued with local indigenous design, this unique space brings the harbour into the park, promoting unstructured play while sharing the stories of the region's original inhabitants.

The design of the park promotes nature play and allows users of all ages and abilities to absorb the site's rich history. The innovative design of the tidal terrace will tell stories of nature and provide a unique experience with each visit. The Aboriginal art will celebrate the indigenous historical significance of this place.



Land use

- City Centre** - Development controls as per the DCP prepared by DP&E focussed on protecting employment uses, encouraging new development and revitalising the CBD.
- Natural Setting** - The CBD is cradled by the stunning landscape of Presidents Hill and the Rumbalara Reserve. These natural features define the character of the city and provide a unique sense of place. Views to these vegetated hills from key locations within the CBD are to be protected from future development to maintain this amenity for the future.
- Priority Open Space** - Kibble Park, Gosford Leagues Club Park and the waterfront are the main public green spaces in the city. The parks are to be upgraded to provide improved facilities and attractions that will support the CBD as both a destination and a place to live and work.

Public domain, heritage and environment

- Connect the CBD to the Hill Sides and The Waterfront** - Mann Street and Baker Street will be upgraded to provide attractive and comfortable pedestrian and cycle links from the CBD to the waterfront. This will include improve connections across the Central Coast Highway.
- Key streets vistas terminating on natural vegetation or sight lines to Brisbane water are to be protected. Other views include to the Rumbalara and Presidents Hill are also to be retained whilst key arrival views from the highway and train should be considered by future development.
- Waterfront Strategy** - The waterfront is to be renewed with improved public domain and facilities to create a promenade with a number of destinational attractions including a new pool and water play area.
- Cycle Connections** - Improved cycle connections through the CBD connecting to all major recreational attractions, institutions, transport and surrounding residential areas.
- Railway Crossings** - The railway acts as a barrier to east-west pedestrian movement. New crossings will provide important links to key facilities such as the hospital.

Corridor Directions

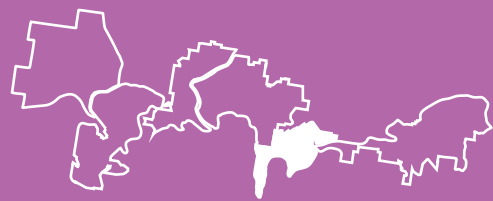
- The Great Weekender Trail** - The trail will include a loop around the CBD including the attractive open spaces, views and waterfront destinations.
- Proposed Rapid Transit Bus Network** - 6 bus stops in this precinct connect the major attractions within the CBD with residential, employment and recreational destinations along the corridor. A major component will be an improved interchange at Gosford train station.



RESERVED
Dr. Kerry
Private Property

PIZZA NIGHTS

VIETNAMESE
RESTAURANT
DINE IN OR TAKEAWAY
ENTER VIA ADELAIDE STREET
4324 9882 - 4324 9883



2036 Target:



576 additional people



718 additional jobs



415 additional dwellings

East Gosford and Point Frederick

A cosmopolitan village centre with great cafés, diverse, quality housing choices and world-class views

The vision for East Gosford and Point Frederick is for its continued success as an attractive residential area and vibrant shopping village.

There is an opportunity to leverage off the strong connection with the water, open space, views, existing cultural attractions and its close proximity to Gosford CBD to help deliver key public domain improvements in the established local centre.



Understanding East Gosford and Point Frederick



East Gosford local centre



A vibrant retail strip

The shopping strip at East Gosford has a range of smaller retail outlets that provide an important and vibrant focal point for the local community. There are attractive areas of streetscape, outdoor dining and public domain particularly around Victoria Street with on-street parking, good pedestrian amenity, street trees, awnings and planting. There is also an emerging vibrancy along Gumtree Lane with new cafés and businesses starting to activate this quieter street. However, other areas of the centre are blighted by the heavy traffic environment along The Entrance Road/Central Coast Highway, lack of crossings and shade for pedestrians.



The Entrance Road/Central Coast Highway



The Entrance Road/Central Coast Highway

Parts of the centre are blighted by the heavy traffic environment along The Entrance Road/Central Coast Highway, lack of crossings and minimal shade for pedestrians.



Gosford Regional Gallery



Cultural attractions

The Gosford Regional Gallery and Arts Centre (located in Point Frederick) is home to fantastic local and national exhibitions and provides a focal point for the Central Coast art community.



The Japanese Gardens



Views to Brisbane Water



Waterfront access and views

The waterfront on Point Frederick is predominantly privatised, with homes having direct water access and private jetties in some instances. There are small areas of public space and short stretches of waterfront that are accessible to the public at the end of the east-west streets on the Peninsula. Some public domain improvements and wayfinding could make these spaces more attractive and usable for the broader community and even visitors.



The Albany, Point Frederick (currently under construction)
Source: <http://richardcrookes.com.au/project/the-albany-apartments/>



Emerging medium density development

Economic research as part of this strategy has shown that residential development in East Gosford and Point Frederick is more feasible than other centres in the Corridor because of the high level of amenity, views and access to the water in some areas.



Cultural attractions

The Japanese Gardens at the Gosford Regional Gallery and Arts Centre support functions and events.



Open spaces with water views

Pioneer Park on Point Frederick is a great public asset and is a good location for a picnic. Improved paths and signage on Albany Street will help to make this park more attractive to visitors.

View south across Brisbane Water from the shore in front of Pioneer Park



Centres strategy: East Gosford and Point Frederick

→ Direction 16

A walkable, liveable East Gosford and Point Frederick neighbourhood

Action 16.1 Prepare a Strategic Plan for East Gosford Centre

Council will prepare a Strategic Plan for the local centre. A key component of this will be to review the role of Gumtree Lane and creating an activated laneway, additional public domain improvements and pedestrian connections that are sheltered from the adjacent highway environment.

The area zoned B2 - Local Centre, to the west of Henry Parry Drive is the less attractive and successful half of the retail centre. In this area the building stock is more run down, and the public domain is poor. The road, noise, narrow footpaths, lack of street trees and shade make the centre less attractive to walk to, and spend time in, compared to the eastern part of the East Gosford centre. Some additional development capacity may be achievable, particularly on the larger sites that can resolve parking arrangements.

The Strategic Plan will explore:

- Public domain improvements, pedestrian amenity, access and parking and connections to open space, schools and community facilities and attractions.
- Opportunities for additional density in the B2 Zone, where it does not compromise the quality and amenity of the centre and adjoining residential development and where access and parking issues can be resolved.
- Opportunities to improve the public domain through the renewal process. A concept for the public domain, including increased building setbacks / widened footpaths on streets. Awnings and the right public domain on Webb Street could support an improved environment for cafés and dining.

Any recommendations for built form controls and public domain can be incorporated in to a review of the LEP and DCP.



Action 16.2 Pioneer Park (Former Point Frederick Cemetary)

Pioneer Park formerly known as Point Frederick Cemetery, is an important heritage item of historic and social significance. The park is the location of the earlier of the two main burial grounds within the Gosford District, dating from 1840 to 1953, and has associations with many early families and settlers. Many hundreds of people are buried here although most of the headstones were removed in the 1970's, as they were in other cemeteries across the state, to facilitate the creation of more public open space. Today some headstones remain in the park, although they do not reflect the final resting place of the person buried there.

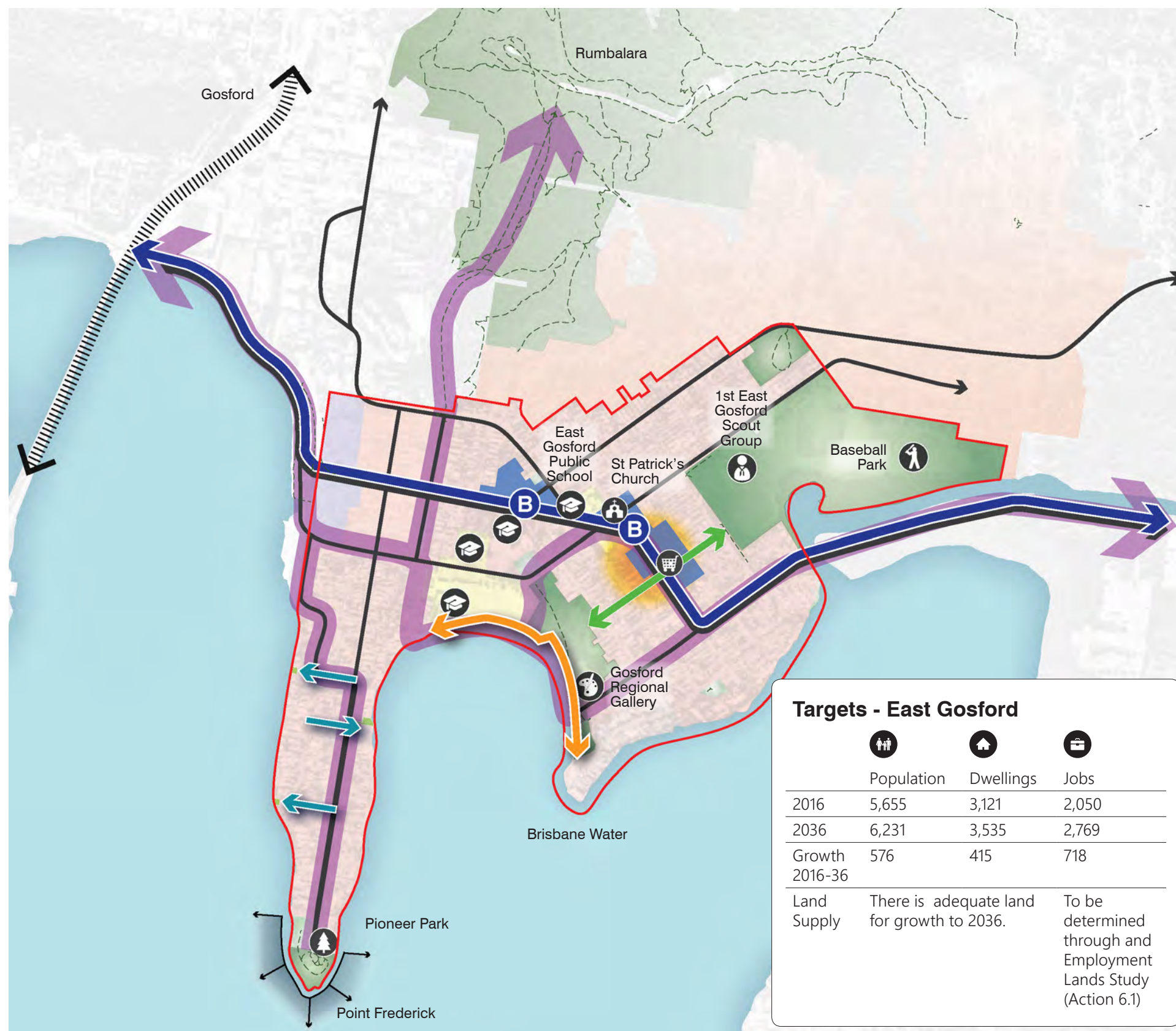
The importance of this place, in conjunction with the stories of the people that are buried there, needs to be told and shared. A revised Heritage Conservation Strategy, Master Plan and Interpretation Strategy are recommended to engage the community, share the stories and provide opportunities for public art, heritage interpretation and recreation.

Action 16.3 Missing link in the Great Weekender Trail - The Gosford Gallery Nature Walk

The intent of the Great Weekender Trail is to connect and market local businesses and cultural offerings in the Somersby to Erina Corridor. There is a missing link in the trail between Frederick and Webb Street, where pedestrians would currently be required to walk on the Highway to get from point Frederick to the Gallery. St Edwards College is currently a barrier for more fine grain east-west connections.

The Gosford Gallery Nature Walk is a chance to create this missing link of the trail. There is an informal pathway connecting Frederick Street to the Gallery and Japanese Garden, through St Edwards College. This route should be investigated for a high quality board walk with integrated seating and viewing platforms – similar to those provided in the mangroves in West Gosford. This walk could integrate opportunities for sculpture display by the nearby Gallery.

A key challenge for this project will be landownership, and consultation with the school to achieve this link



Land use

- Residential** - Retain the low scale, landscaped character of these neighbourhoods.
- Local Centre** - The East Gosford centre is a successful local centre with high quality retail, cafés, food and beverage. Further improvements to its public domain and pedestrian environment will help to increase its value to the community.
- Business Zone** - This B2 zone accommodates the town centre components. Separate strategies are presented for the eastern and western parts of the centre which have different characters - See Action 15.1 and 15.2.
- Open Space** - Protect and enhance the existing local open spaces in the area. There may be opportunities to promote the use of Hylton Moore Oval for more passive recreation uses and open up this park to water views. Point Frederick Park is a great spot for picnics for locals and visitors. Improve pocket parks with views on Point Frederick.
- Pioneer Park** - Recognise the heritage importance of this place.

Public domain, heritage and environment

- East-west Connections to the Water** - The termination of Spears Street and Dunn Street at the water's edge provides public access to the shore along the Point Frederick Peninsula. There is an opportunity to enhance / create small pocket parks at the end of these streets.
- Gosford Gallery Nature Walk** - There is an informal pathway connecting Frederick Street to the Gallery and Japanese Garden, through St Edwards College.

Corridor Directions

- The Great Weekender Trail** - In East Gosford and Point Frederick, the trail will connect and promote some of the great existing assets and attractions.
- Proposed Rapid Transit Bus Network** - In East Gosford and Point Frederick, the bus stops will service the many schools in the areas.





2036 Target:



1,345 additional people



3,054 additional jobs



833 additional dwellings

Erina

A vibrant, community focussed local centre connected to a regional retail destination

Erina Fair is a valuable shopping and entertainment magnet for the Central Coast. It is a regional scale amenity but by design it is inward looking and does not engage with its local context.

There is an opportunity to create a new civic and community focus for Erina around the existing retail, facilities and open space at the eastern end of Karalta Road. This 'local centre' will include new residential dwellings, retail, public domain and recreational facilities and will benefit from attractive pedestrian and cycle links through open space to the shopping facilities at Erina Fair.



Understanding Erina



Aerial view of Erina



Erina Town Centre



Erina town centre is surrounded by attractive bushland, has a mix of residential uses and is a regional retail destination. However, the centre's attractions are poorly linked and the public domain is dominated by surface parking and busy road conditions that make walking an unattractive option.



The existing centre located around Karalta Road, Karalta Lane and Ilya Avenue provides a mix of uses including open space and sports facilities, retail outlets, food and beverage including the leagues club as well as having close links to Erina High School. There is an opportunity to plan for new development and public domain improvements in this location that create a vibrant, well connected local centre with a truly civic focus.



Existing sporting facilities provide a focus for the local community.



Central open space and dining area at Erina Fair

Erina Fair is a huge draw to the area attracting people from all over the Central Coast. There are fantastic facilities located here but its internalised environment excludes the surrounding areas. There is an opportunity for the shopping centre to better engage with its surroundings.



Sunken Monkey, Erina Creek

The centre is adjacent to Erina Creek. The waterway is an attractive natural asset. Opportunities to further enhance access and opportunities to appreciate it such as outdoor dining should be investigated (Image: Sunken Monkey, Erina Creek)



Local produce for sale at the distillery

The surrounding rural residential neighbourhoods and smaller local centres of Erina play host to a number of emerging cottage industries. These include breweries, distillery and a chocolate factory, which are great attractions for locals and tourists.



The local brewery, which also accommodates bands and events



Centres strategy: Erina

→ Direction 17

Set up Erina for future renewal

Action 17.1 Structure plan for the future mixed-use renewal of certain precincts

Some areas of land to the east of the Central Coast Highway and south of Terrigal Drive could provide an ideal location for a renewal of Erina Town Centre in the medium to long term future. This is well positioned between Erina Fair, the Central Coast Highway, the sports fields and Leagues Club on Illya Avenue.

Renewal of the precinct could deliver improved urban design, open space and pedestrian amenity and linkages into and throughout the centre. It is important that there is a plan in place to inform future applications and rezoning projects.

There are a number of issues in this area that need to be considered at a precinct level including traffic, transport, circulation and carparking, pedestrian circulation and linkages to Erina Fair and throughout the precinct, resolution of flooding and servicing issues to inform the capacity of this area to accommodate any consideration of residential uses, density increases or changes in building height. It is important that these issues are considered at a precinct level and not incrementally on a site by site basis to ensure that any increase in capacity is distributed.

Council will prepare a Structure Plan for this area to ensure there is a public domain and structure in place for mixed uses in the future and to provide a framework for assessing planning proposals. The structure plan should consider:

- Traffic and transport, circulation and carparking issues.
- Any changes to the existing road networks required to accommodate increased density or change of use.
- Improved active transport linkages throughout the centre.

- Improved connection between Erina Fair and the main road Erina Centre.
- Flooding drainage and stormwater management,
- Any upgrades to local servicing required to accommodate and increase density,
- Opportunities for new local open spaces on large development sites.
- Visual impact, public domain, urban design and landscaping.
- Guidance of future built form and landuses.

The Structure Plan investigations will focus on land east of the Central Coast Highway. The land west of the Central Coast Highway will be maintained as IN1 General industry due to its flooding constraints and existing value to residents.

Action 17.2 Karalta Road Public Domain Master Plan

The entry and arrival into Erina from the Central Coast Highway could be greatly improved to provide a better sense of place and more attractive local centre. A Public Domain Plan will investigate opportunities to reduce the dominance of the vehicles and provide improved pedestrian space, landscape planting and shade, paving and other public domain elements such as lighting, signage, street furniture and public art. Council will commission a Public Domain Plan for this area which will include consideration of key traffic issues and future master planning for the wider precinct (see **Action 18.2**).

➔ Direction 18

Connect Erina Fair back into Erina Local Centre

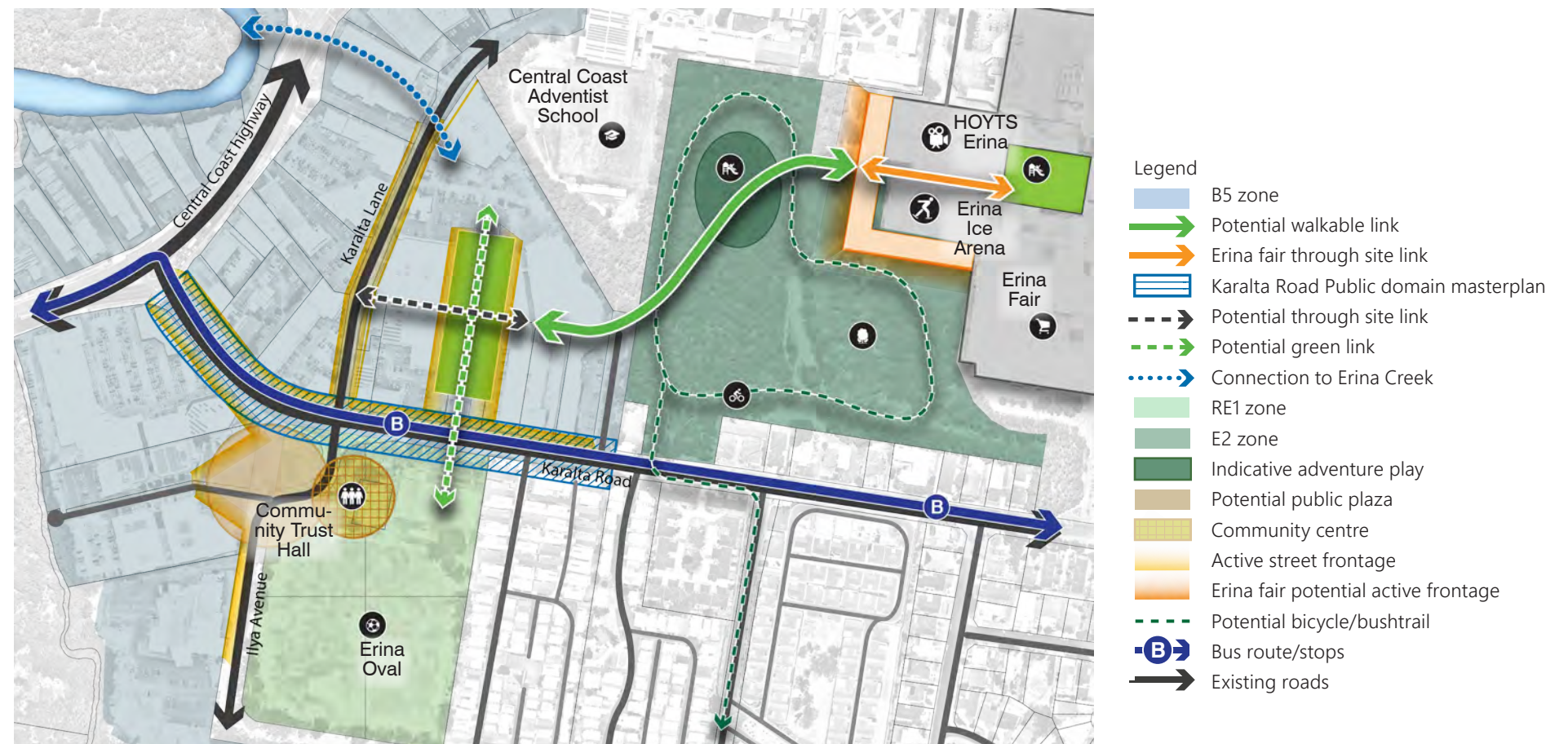
Action 18.1 Create an active and outward looking western edge to the Erina Fair and an attractive walkable link

The western edge of the shopping centre, currently occupied by an ice skating rink, cinema and Kmart effectively turns its back on the adjacent bush land. In order to create a more outward looking centre that interfaces with the surrounding landscape Council will commence discussions with the centre owners to explore opportunities to include new west facing dining and retail and activated public domain.

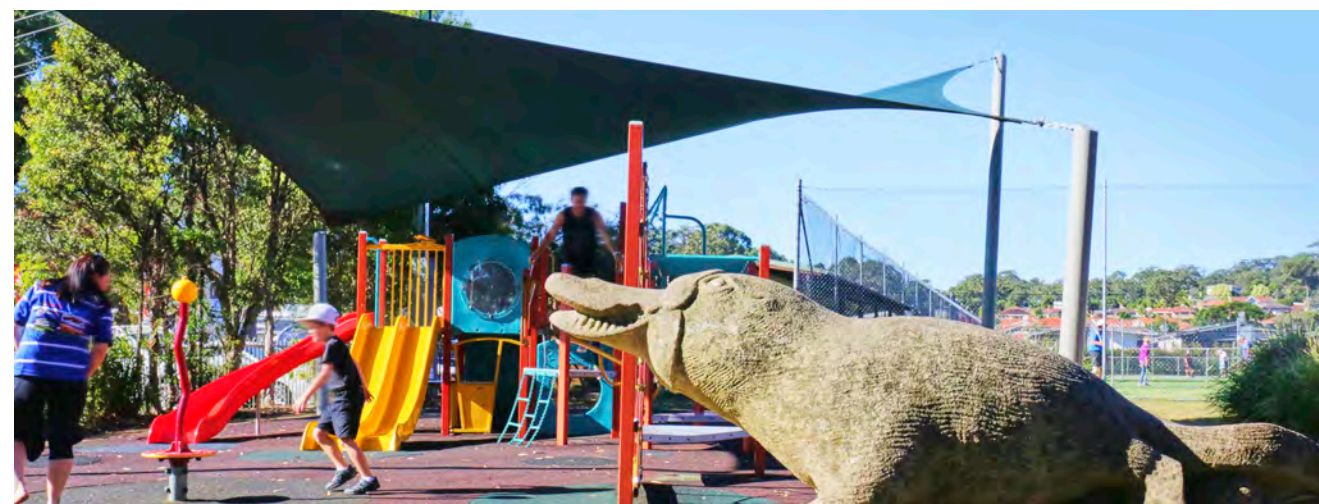
A high quality, green and shaded pedestrian and cycle link between the shopping centre on Karalta Road and Erina Fair will help to create a well connected local centre, reduce traffic congestion and increase pedestrian amenity. Council will commence discussions with the land owners to explore options to provide such facilities.

Action 18.2 Investigate public recreational uses within the existing bushland

The area of mature bushland between Erina Fair and the shopping precinct of Karalta Road could provide public recreational opportunities such as adventure play and kids cycle trails. These kinds of activities would help to provide a better public link between Erina Fair and the centre on Karalta Road. Council will commence discussions with the land owners to explore options to provide such facilities.






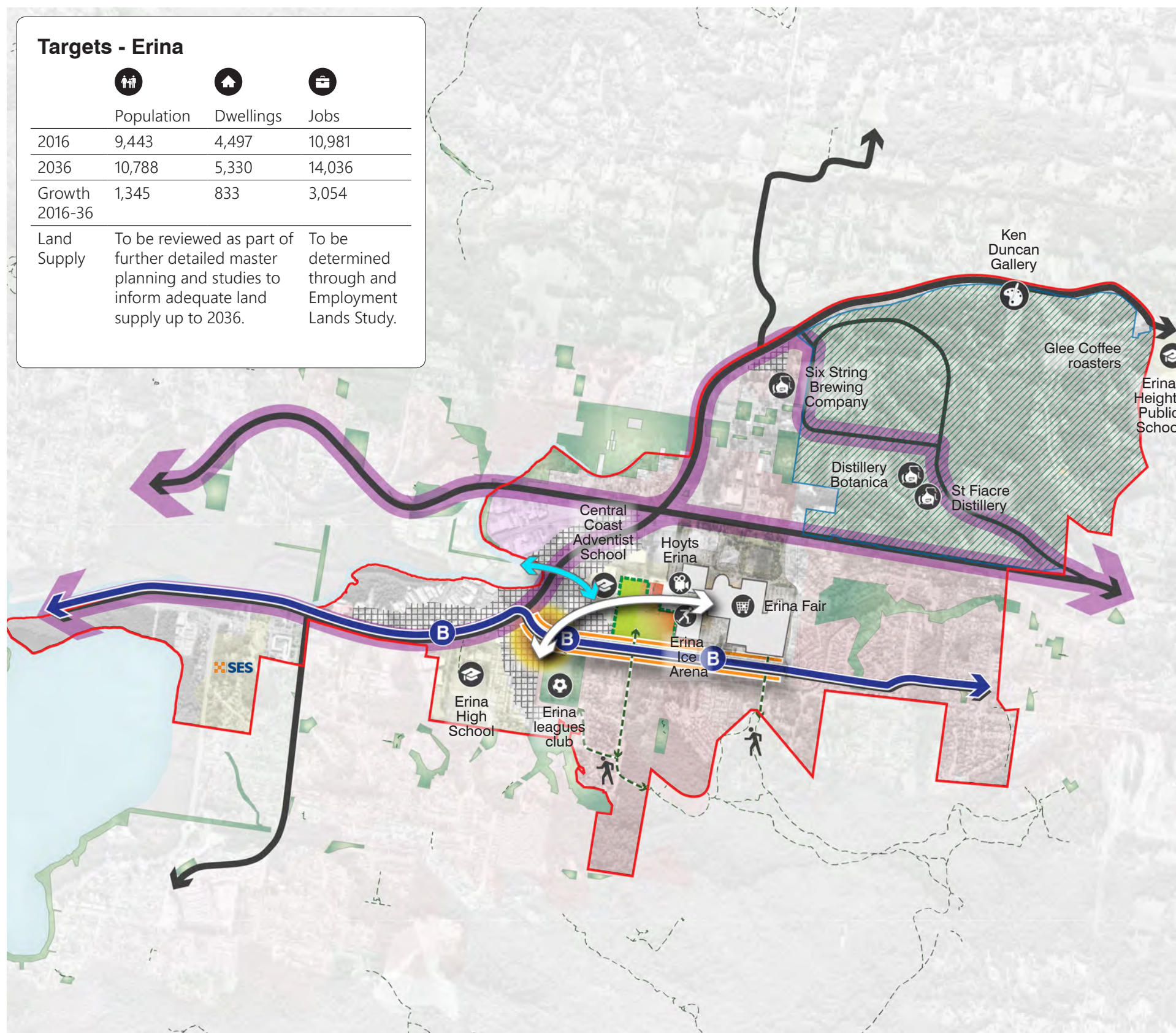
Opportunities - Erina Local Centre



Erina Oval Playground - Image source: Central Coast Council

Targets - Erina

			
	Population	Dwellings	Jobs
2016	9,443	4,497	10,981
2036	10,788	5,330	14,036
Growth 2016-36	1,345	833	3,054
Land Supply	To be reviewed as part of further detailed master planning and studies to inform adequate land supply up to 2036.		To be determined through and Employment Lands Study.





Land use

-  **Erina Fair** - Support the continued success of Erina Fair as a major retail centre, with improved connections to the adjoining neighbourhoods and local centre.
-  **National Park /Forest** - Maintain Environmental Conservation zoned land. Investigate opportunities for open spaces and connections to promote enjoyment and use.
-  **Business uses on the Highway** - Retain and protect the Business Development zoned land (B5 Zone) along the Central Coast Highway.
-  **Protect Rural Residential uses in Erina Valley** - Retain land use as attractive inter urban green breaks that also harbour the emerging cottage industries.

Public domain, heritage and environment

-  **Potential Bushland Recreation Area** - This area contains significant vegetation, but is not well used. Investigate potential for improved connections between Erina Fair and Karalta Road Centre and inclusion of passive recreation.
-  **Attractive Walkable Link to Erina Fair** - Create secondary walking and cycling connections across streets and mid-block, connecting Erina Fair back into the town centre.
-  **Walking Connections** - Investigate the opportunity to reconnect the town centre with existing walking trails throughout Kincumba Mountain Reserve, Nunns Creek, Erina Creek and Blue Hills West fire trails.
-  **Town Centre Upgrade** - Investigate opportunities to improve public domain along Karalta Road to Ilya Avenue.
-  **Activated Retail Edge** - Activate the edge of Erina Fair.

Corridor Directions

-  **The Great Weekender Trail** - In Erina the trail provides for a day out in Erina walking or cycling along Erina creek and exploring local produce such as the brewery and gin distillery.
-  **Proposed Rapid Transit Bus Network** - In Erina, the proposed bus service includes existing stops at the town centre and outside of Erina Fair.







Implementation

The final stage of this Strategy is to prioritise actions and projects recommended by this Strategy, assign responsibility and timeframes, and inform funding for the coming years.

The identification of actions and projects will be informed through the public engagement and consultation phase.

What	Who	When	How
Direction 1 - Six successful centres with unique roles and character			
Action 1.1 – Use the Corridor Strategy as the basis for Local Character Statements for each centre to be included in the new comprehensive Development Control Plan.	Central Coast Council - Strategic Planning	Short Term	Implementation of the Comprehensive LEP process.
Action 1.2 Prepare an Economic Development Strategy for the LGA that looks at the south and north corridors.	Central Coast Council - Economic Development & Project Delivery	Short Term	Under the 4 year delivery plan.
Direction 2 - Maximise active and public transport connections between activity nodes and between centres and elsewhere in the region			
Action 2.1 – Business Case for a Rapid Bus Corridor	Central Coast Council - in collaboration with RMS and TfNSW	Medium - Long term	Work with TfNSW and DPIE
Action 2.2 – Active Transport Strategy	Central Coast Council - in collaboration with RMS and TfNSW	Medium - Long term	Work with TfNSW and DPIE
Action 2.3 - Collaborate with relevant government agencies to ensure transport infrastructure along the corridor supports anticipated growth and investment.	Central Coast Council - in collaboration with RMS and TfNSW	Medium - Long term	Work with TfNSW and DPIE
Action 2.4 – Council should prepare a Parking Strategy	Central Coast Council - Economic Development & Project Delivery	Short Term - In Progress	Currently being prepared by Council
Action 2.5 – Gosford to Sydney and Newcastle in less than an hour by train	Central Coast Council - in collaboration with TfNSW	Medium - Long term	Work with TfNSW and DPIE
Direction 3 - Realise Gosford’s potential as a great weekend tourist destination			
Action 3.1 – Council will prepare, design and plan a ‘Cultural Trail’ Project - the “Great Weekender Trail”	Central Coast Council + businesses and tourist operators, government agencies.	Medium Term	In collaboration with relevant statutory authorities and stakeholders.
Action 3.2 – The Great Weekender Trail website, mobile application and coordinated events	Central Coast Council + businesses and tourist operators, government agencies.	Medium Term	In collaboration with relevant statutory authorities and stakeholders.
Action 3.3 – Gosford Heritage Interpretation Strategy as a layer of the trail	Central Coast Council, Strategic Planning and Connected Communities in collaboration with community, business and tourist operators.	Short Term	Explore funding grant options
Action 3.4 – Support Tourism Infrastructure	Central Coast Council, Strategic Planning and DPIE	Short - Medium Term	Work in collaboration with community, business and tourist operators and DPIE and other government agencies to facilitate ongoing infrastructure needs to sustain the tourism economy.

Timeframes for the actions:

• **Current (Underway)** • **Short Term (0-5years)** • **Medium Term (5-10 years)** • **Long Term (10+ years)** • **Ongoing**

What	Who	When	How
Direction 4 - Provide a green and beautiful arrival experience to Gosford			
Action 4.1 – Central Coast Highway Landscape Strategy	Council, TfNSW/ RMS, DPIE	Medium Term	In collaboration with TfNSW/ RMS, DPIE and key external stakeholders.
Action 4.2 – Amendments to the Development Control Plan	Council, Strategic Planning	Medium Term	In collaboration with relevant stakeholders
Action 4.3 – Business case to support Catalyst Projects	Council, Strategic Planning and Council’s Chief External Funding Coordinator	Medium Term	In collaboration with State Government agencies, internal and external
Direction 5 - A resilient Somersby to Erina Corridor			
Action 5.1 – Climate Resilience	Council’s relevant business units	Long Term	Through the delivery of Councils’ Operational Plan and Capital Works Program. For service delivery and evidence based planning.
Action 5.2 – Sustainability	Council’s relevant business units	Ongoing	Through implementation and monitoring through the Integrated Planning and Reporting Framework.
Action 5.3 – Liveability	Council’s relevant business units	Short - Medium Term	Through the implementation of relevant strategies such as the Greener Places Strategy and the Green Grid Project.
Direction 6 - Ensure the long-term success of Somersby Employment Area			
Action 6.1 – Employment Lands Strategy (LGA Wide)	Council Strategic Planning	Short Term - In Progress	Currently being undertaken by Council in conjunction with economic consultants.
Action 6.2 – Opportunities for the re-use of the Old Sydney Town site	Council, DPIE and Land Owner	Ongoing	Collaborate with DPIE, owner and community regarding future uses of the site.
Direction 7 - Protect Somersby Employment Area’s history and landscape			
Action 7.1 – Support the continued implementation of the Somersby Plan of Management	Council, Strategic Planning and Development Assessment	Ongoing	Implementation of the plan and ongoing monitoring of its application.
Action 7.2 – Somersby Public Domain Strategy	Council	Medium Term	Council will explore opportunities to seek funding in the Operational Plan or seek grant funding.
Direction 8 - Mount Penang as an entertainment, education, recreation and employment destination			
Action 8.1 – Collaborate with HCCDC on the review of the master plan for the Mt Penang Parklands Site	HCCDC, Council and DPIE	Short Term	Council will work collaboratively with HCCDC and DPIE on review of master plan and amendment of Development Controls if required.
Direction 9 - Retain and enhance the existing residential amenity of Kariong and its Local Centre			
Action 9.1 – Improve public domain and connections to Kariong Centre and Community Spaces	Council	Medium Term	Prepare a Precinct Plan for Mt Penang and Kariong Centre which improves connectivity.

Timeframes for the actions:

• **Current (Underway)** • **Short Term (0-5years)** • **Medium Term (5-10 years)** • **Long Term (10+ years)** • **Ongoing**

What	Who	When	How
Direction 10 - Set up West Gosford for future renewal			
Action 10.1 – Structure Plan for future renewal	Council	Short - Medium Term	Council to undertake subsequent to the Employment Lands strategy.
Action 10.2 – West Gosford Public Domain Strategy	Council TfNSW/ RMS	Medium Term	Council to undertake following the adoption of the Structure Plan.
Direction 11 - Ensure ongoing success of bulky goods and urban services			
Action 11.1 – Policy direction to protect current zones until further review	Council	Ongoing	This will remain councils current policy direction until the review of the recommendations from the Employment Lands Study.
Direction 12 - A busy and exciting Gosford City Centre			
Action 12.1 –Site for University of Newcastle	University of Newcastle, Council, DPIE	Short Term	Council will work with University of Newcastle and relevant Government Agencies to support this action.
Action 12.2 –Public Domain and Streetscape Master Plan	DPIE and Council	Short Term	Council will work with DPIE and HCCDC to review existing master plans.
Action 12.3 – Train station and bus interchange upgrade	TfNSW and DPIE	Medium - Long Term	Council will work with TfNSW, DPIE and Stakeholders to support this action.
Action 12.4 – A site for the markets	Council	Short Term	Council to work with local market operators to identify an appropriate location for market events.
Direction 13 - A city set in nature			
Action 13.1 – Point Clare to Gosford Rail Shared Path	Council and TfNSW	Medium - Long Term	Through the implementation and funding of the Central Coast Bike Plan and PAMP. Council will explore grant funding options to support this action.
Action 13.2 – Presidents Hill Aboriginal Trail	Council local self nominated Aboriginal Groups	Medium	Council will work with relevant local Aboriginal groups. *
Action 13.3 – Connection to the waterfront	DPIE, HCCDC, TfNSW/ RMS and Council	Short - Medium Term	Council will work with DPIE, HCCDC, TfNSW/ RMS and Stakeholders to support this action.
Direction 14 - Invest in Gosford’s Public Domain and Infrastructure			
Action 14.1 – Implement the NSW Government Architect’s UDF	DPIE, HCCDC and Council	Ongoing	Engage with DPIE and HCCDC regarding the implementation of the UDF.
Action 14.2 – Gosford Board-walk and waterfront strategy	DPIE, HCCDC, TfNSW/ RMS and Council	Medium Term	Engage with DPIE, HCCDC and TfNSW/ RMS regarding the implementation of the UDF. This will be investigated as part of the landscape strategy for the corridor.

Timeframes for the actions:

- **Current (Underway)** • **Short Term (0-5years)** • **Medium Term (5-10 years)** • **Long Term (10+ years)** • **Ongoing**

What	Who	When	How
Direction 15 - Grow Gosford's Health Precinct and Connect the Health Network			
Action 15.1 – Facilitate the development of allied health, education, training and aged care services and research facilities in the health precinct in Gosford City North	DPIE, HCCDC and Council	Ongoing	Council will work with key Government Agencies, public and private health and medical service providers.
Action 15.2 – Respond to public transport rail and road network improvements and manage parking	DPIE, HCCDC, TfNSW/ RMS and Council, NSW Health and The University of Newcastle	Ongoing	Collaborate with DPIE, HCCDC, TfNSW/ RMS, NSW Health and the University of Newcastle regarding connectivity and permeability.
Direction 16 - A walkable East Gosford and Point Frederick Neighbourhood			
Action 16.1 – Prepare a Precinct Plan for East Gosford Centre	Council - Strategic Planning	Short Term	Council to undertake an East Gosford Precinct Plan in collaboration with relevant stakeholders and community.
Action 16.2 – Pioneer Park (Point Fredrick Cemetery)	Council - Strategic Planning	Short Term	Council to review and update the Conservation Management Strategy for Pioneer Park. Seek funding through the Operational Plan or external grant funding.
Action 16.3 – Missing link in the Great Weekender Trail - The Gosford Gallery Nature Walk	Council - Strategic Planning	Short Term	Council to undertake an East Gosford Precinct Plan in collaboration with relevant stakeholders and community that identifies appropriate links as part of the Great Weekender Trail.
Direction 17 - Set up Erina for future renewal			
Action 17.1 – Structure plan for the future mixed-use renewal of certain precincts	Council	Short Term - In Progress	Council is currently preparing a Structure Plan. Stage one traffic study currently under way.
Action 17.2 – Karalta Road Public Domain Master Plan	Council	Short - Medium Term	To be completed following completion of the Erina Town Centre Structure Plan.
Direction 18 - Connect Erina Fair back into the Main Street of Erina			
Action 18.1 – Create an active and outward looking western edge to the Erina Fair and an attractive walkable link	Council, Key Stakeholders	Short - Medium Term	Council to undertake an Erina Precinct Plan in collaboration with community, land owners and businesses in achieving this outcome.
Action 18.2 – Investigate public recreational uses within the existing bushland	Council, Lend Lease	Short - Medium Term	Council to undertake an Erina Precinct Plan in collaboration with community, land owners and businesses in achieving this outcome.

Timeframes for the actions:

• **Current (Underway)** • **Short Term (0-5years)** • **Medium Term (5-10 years)** • **Long Term (10+ years)** • **Ongoing**

