

SUMMARY OF SUBMISSIONS FROM PUBLIC EXHIBITION OF THE DRAFT GOSFORD WATERFRONT STRATEGY

Summary

- 65 submissions received
- 51 from individuals and households
- 8 from community organisations
- 6 from Government Agencies

Open Day Questionnaires

- 17 received

Government Agencies

Department of Planning

1. Ensure wording of the final documentation reflects the regional strategy and City Centre Plans, emphasising the waterfront's role as complementing and contributing to Gosford's role as the Central Coasts "Regional City".
2. Council should ensure land uses permitted by the LEP suit the scope of land uses envisaged by the strategy. A separate report to Council on the City Centre Plans recommends amendments to the draft City Centre LEP, to ensure zones are consistent with the strategy.
3. Consider changes to the Civic Improvement Plan required by the strategy. None is considered necessary.
4. Ensure cycle and pedestrian networks are shown to link with existing sections of these networks. This has been addressed.
5. Update the population figures on page 9, using figures from the Central Coast Regional Strategy. This has been addressed.
6. Consider extension of pedestrian cycle link along the railway between Gosford and Point Clare. The strategy does this.
7. Undertake further consultation with the Department of Lands. This will be done during the next stages of planning and implementation.
8. Undertake a cost benefit analysis of relocating Dane Drive, comparing it with other options, such as greater boardwalk construction or land reclamation. This will be considered further in detailed planning.
9. Examine what elements of the strategy can be achieved without relocating Dane Drive. This has been investigated.
10. Council will need to submit a final report including financial statement
11. The department's role in funding and participating in the strategy needs to be acknowledged in final documentation.
12. An implementation plan is required as part of the final report, with more detail than currently included. The consultants have prepared an implementation plan.

RTA

1. The RTA views the relocation of Dane Drive as a 'low priority' project
2. An economic feasibility of relocating Dane Drive vs. reclaiming more land on the water-side of Dane Drive should be provided

3. The RTA will continue to work with the Department of Planning and Council on a mutually suitable layout for the Dane Drive, Masons Parade and Mann Street intersection
4. How tourist buses are to be managed is unclear, an issue that can be addressed in detailed planning.
5. A pedestrian only link should be considered for the Baker Street extension, as it severs the school from the Leagues Club field
6. Median and verge plantings increase the width of the Dane Drive footprint
7. Pedestrian refuges on Dane Drive will not be supported
8. More detailed traffic assessment of the strategy's components and their aggregate impacts will be needed, to determine the impacts on the state road network
9. Funding sources need to be secured and more detailed costing (of traffic works) provided

NSW Health - Northern Sydney & Central Coast

1. Commends the vision
2. Support pedestrian connections between the Gosford City Centre and the waterfront
3. Request a reference to the National Heart Foundation's "Healthy by Design" guidelines in the Good Housekeeping section of the report
4. Develop the public transport network to suit the needs of the community
5. Ensure recycled water is used for suitable purposes

SUMMARY OF ISSUES RAISED IN PUBLIC SUBMISSIONS

Issue	Summary of Issues	Comments
1.	Strategic/General Issues	Set out below is a brief summary of issues raised by the public and government agencies; and comments in relation to them
2.	The strategy will put Gosford on the "national cultural map" as a place to live and work	Noted
3.	Facilities on the waterfront are "ancient" and this "discussion is extremely overdue". The "waterfront really needs something better than what is there now."	Noted, a few submissions in support of the strategy wrote with a sense of urgency for implementation and for Governments and developers to work together to realise the vision for the City Centre and the Waterfront.
4.	The waterfront should be redeveloped, as I want to "feel proud to live here (instead of cringing with embarrassment as I drive visitors from Sydney past the (waterfront) area)"	Noted
5.	Private development (if pursued) should promote a family and environmentally friendly atmosphere	Noted, this statement is largely consistent with the strategy's vision
6.	Activity precincts and nodes are generally supported.	Although many submissions had specific criticisms of the strategy, the general concept within the layout received a largely positive response
7.	Early priority should be given to the northern part of the waterfront	Noted, as the southern area is used more due to the presence of amenities
8.	Create a plaza for concerts and other public events, with Brisbane Water as the backdrop	Noted, although the Leagues Club field could be used for staged and other events, the strategy notes.
9.	The waterfront's development will be too great a financial burden for ratepayers	Noted, the waterfront will require funding from various potential sources, including the Civic Infrastructure Strategy, section 94 and possibly government grants, so as to not effect regular services and income streams

10.	Council should be focussing on the water crisis, rather than considering this strategy	Noted, there could be opportunities for inclusion of state-of-the-art water conservations measures in the construction of the waterfront's buildings and landscape design
11.	The strategy is "over the top" and should adopt a "less is more" approach.	The strategy is conceptual, designed to show what is possible. Scaling back the facilities during long-term implementation may always be an option
12.	No development should negatively effect natural assets	Noted, environmental impacts of waterfront development must be considered
13.	Climate change and sea level rise do not appear to be accommodated	Noted, detailed design and planning will need to consider climate change impacts
14.	Filling/reclamation is overused and may have environmental consequences	Future detailed planning will examine possible environmental impacts
15.	A number of submissions requested waterfront development be limited to one or two storeys.	Design guidelines or standards will need to be developed for the development nodes.
16.	Low key private development should only occur in the area around Iguana Joe's, maximising the amount of land retained for public use	Future development will need to be subject to some form of lease arrangement, which can include guarantees of public use and access.
17.	Public/private partnerships should not be at the expense of the public good, and without causing additional cost to the community	Noted
18.	Waterfront development should be small scale, for community benefit and publicly owned	Noted
19.	Upgraded facilities (street furniture, paving, signage, kiosks, etc) would have to be matched with improved maintenance	Noted, a plan for co-ordinated provision and maintenance of street furniture, possibly designed specifically for the waterfront, will need consideration.
20.	Adequate numbers of public toilets will be required	Noted
21.	Footpaths to bus stops are more important, the waterfront scheme is a waste of money	Capital works projects have been priority ranked in line with the community's desired outcomes documented by Vision 2025. Implementing this strategy is one of the highest-ranked projects
22.	Landscaping, picnic and barbeque facilities should all be upgraded.	These improvements are incorporated into the strategy
23.	Cabbage-tree palms are not considered suitable, with submissions citing the need to use locally indigenous species	Noted, more detailed landscaping plans will include the most suitable species for planting.
24.	Council should begin implementation as soon as possible and not wait for the Dane Drive, school or pool issues to be resolved.	Noted, implementation in stages will be necessary and it should be possible to begin some works within a relatively short time, subject to funding availability.
25.	A handful of submissions found the exhibition around Christmas unsatisfactory.	This point was raised mainly by community groups and family-raising people, due to the busy-ness of the time of year, while others found it gave them time to look at the strategy while on holiday and attend the open day on 18 January. All who asked for an extension to make a submission were given one, until 15 February.
26.	Development could be levied to fund a tunnel for Dane Drive.	The draft Civic Improvement Plan provides for a levy for the waterfront with other projects, although it does not fully fund the waterfront redevelopment and does not cover the Dane Drive realignment specifically. As the RTA submits, further cost benefit analysis of several options should be undertaken.
27.	Retain the Memorial Olympic Pool in it's present location	A needs assessment and options study has been conducted of the community's future aquatic needs. A decision is yet to be taken regarding the pool's future, even though the strategy indicates a marina as another use of the pool's

		site. Some submissions objected strongly to closure of the pool, mainly from pool patrons, including a letter with 64 signatories and another from the Gosford Seagulls AUSSI Masters Swimming Club.
28.	The pool was built as a memorial to WW2 service men and women and should remain. Funds were raised by public subscription.	Of 66 submissions, nearly half (45.5%) favoured retaining the pool in its present location.
29.	The Olympic Pool is and would remain a drawcard for the waterfront and the City Centre; it is an important asset to the City. It seems to meet some of the strategy's objectives. Several submissions also cited anticipated population trends as a reason for keeping the pool on the waterfront	Noted, the strategy's objectives referred to in some submissions included: to provide "recreational facilities aimed at young children, families and elderly people..." The abovementioned study will point towards the to best outcome once it establishes community needs for an aquatic facility.
30.	Should a new pool be built, it should be open before Gosford pool is closed	Noted
31.	Adjacent to the McGowan Bridge is not suited as a pool site, being exposed to adverse weather, while others thought this a good location	Noted, architecture could address weather issues in any location
32.	An Australian City Centre should have a swimming centre	Noted
33.	A number of submissions noted its accessibility, by public transport, to the City Centre and 5 nearby schools.	Noted
34.	30% growth in pool patronage (Council Business Paper Item No CS.006, Jan 2004) in 2004, high usage by clubs and (up to) 26 schools	Noted, pupils are mostly transported to the pool by bus (some alighting at Gosford station due to unsafe conditions near the pool), clubs may relocate, although some expressed a desire to remain at Gosford, or at least to have access to a waterfront-located, open-air pool
35.	Council should consider the health benefits of the facilities available, with some submissions fearful of the loss of specialist facilities (hydrotherapy pool)	Noted, these aspects of pool usage will be considered in the needs assessment.
36.	Some submissions cited the pool's poor appearance and state of repair as insufficient reason for removing it	Noted, a number of pool-retention supporters requested consideration of the pool being overhauled and 'opened up' to Brisbane Water. Drummoyne and North Sydney pools were cited as examples of this.
37.	Other submissions asked Council to commit to repairing and upgrading the pool before other works on the waterfront, taking advantage of its quality location	Noted, it would be premature to decide upon the future of the pool before the findings of the needs assessment are considered
38.	Parking near the pool is rarely a problem.	Flexibility is afforded by parking being available in local streets, possibly at the cost of some local amenity
39.	Not all public facilities should be located in Erina and some retained in Gosford, as Gosford is to accommodate a large proportion of population growth in coming decades	Noted - some submissions suggested that Council planned to move the pool to Erina. The location of another aquatic facility is undetermined.
40.	Location of an aquatic centre away from Gosford may disadvantage residents north of the City Centre	Noted, the needs assessment should have addressed this issue, by developing criteria for a preferred location for a new centre, should the need for one be identified
41.	Suggested sites for a pool, in addition to the Gosford Olympic Pool site, are Adcock Park, North Gosford, Niagara Park or Lisarow	Noted
42.	Cost of the PLC noted by several submissions	Noted, some submissions seemed to infer building a new pool will be an expensive exercise

43.	Leave Gosford Public School where it is	The school site has been suggested as one of several possible sites for a performing arts precinct. The <i>Cultural Places and Spaces Strategy</i> (Stage 1) will determine locational criteria for various facilities. Stage 2 will examine several potential sites.
44.	Support for locating a cultural precinct on the waterfront or adjacent to it.	As above, implications are that any future Department of Lands/Council Plan of Management for the Crown Land on the waterfront and zonings will need to permit the activities to be conducted in the precinct. Amendments to the City Centre LEP are recommended, that ensure flexibility in ensuring the performing arts/cultural precinct will be permitted in the location selected by Stage 2 of the Cultural Spaces and Places Strategy
45.	Gosford Public School advise the Department of Education have no plans for the next 10 years for the school and that capital works have been requested. A joint plan between the school and Council has lapsed due to a change in Council's direction.	Noted, the schools various bodies and the Department of Education and Training must be involved in any future planning for the school site and other land in the waterfront environs.
46.	The Gosford Public School Council note the Strategy gave no specific direction for the school site; and the school council would welcome involvement in discussions on the schools future	Noted
47.	The Gosford Public School P&C are open to discussing with Council means of making the school "a more community friendly area"	Noted
48.	10 of 67 public submissions (14.9%) supported retaining the school in its present location or integrating it with the cultural precinct.	Noted. Submissions on the City Centre Plans indicated support (22.7% of 150 submissions) for ongoing education, principally the Conservatorium, being part of the performing arts/cultural precinct.
49.	A submission indicated part of the school to be of heritage significance	The former School of Arts Building, corner Mann St & Georgiana Tce is an item of environmental heritage of local significance. Future development, if it affects this building will need to take the heritage provisions of the LEP into account.
50.	The school has a long (1865) association with Gosford and has been located on the current site for 53 years.	Noted
51.	A cultural/performing arts precinct should have an iconic building, to work for Gosford as the Opera House has for Sydney.	Noted, several submissions promoted holding design competitions for the landmark sites in the strategy. This could be considered in implementation planning.
52.	Dane Drive relocation & traffic management on the waterfront	Concerns remain regarding ability to provide safer, more convenient pedestrian access across Dane Drive, despite the proposed relocation. This was a common theme in a number of submissions.
53.	Parking and Dane Drive could be located underground, in one operation. A tunnel eliminates the need for pedestrians to negotiate a heavily trafficked arterial road	Noted. These and other options will need detailed study and cost benefit analysis. Other submissions suggested under the Leagues Club Field as another potential car park site. A tunnel for Dane Drive may cost in the order of \$50m, whereas the strategy's relocation of Dane Drive is estimated to cost \$7.7m and associated intersection works around another \$7m
54.	Relocation of Dane Drive may not remove the barrier between the City Centre and the waterfront	This will depend on many factors, such as the configuration of footpaths and carriageways, and treatment of intersections and pedestrian

		crossings, for instance.
55.	One submission has suggested building Dane Drive on a bridge-like structure over the top of the Memorial Park to allow it to meet Mann St at its current level, or to allow Mann St to drop underneath it.	Noted, although such a scheme would not provide good vehicle access from the waterfront to the City Centre, without a link like the proposed Baker Street extension.
56.	Several submissions indicated lack of understanding of traffic planning associated with the waterfront strategy	Noted, possibly due to the relatively low level of information regarding traffic management provided in the strategy report
57.	NSW Government support is required for this vital aspect (moving Dane Drive) of the strategy	Noted. While the RTA is of the view road works should be fully funded by development, the State should contribute to any improvements to road efficiency, safety and amenity for people with disabilities and able-bodied people alike, as motorists or pedestrians. The RTA also view Dane Drive's relocation a low priority, a position that should be tackled with the Government, as it is critical to realising the Government's own and Council's vision for the waterfront and the City Centre.
58.	The waterfront should be made free of private vehicles with access for service and public transport vehicles only	Noted
59.	Traffic noise and pedestrian safety will need to be addressed.	Noted
60.	The pedestrian overpass from Mann Street to the waterfront should be an architectural feature	Noted
61.	Parking does not appear to be adequate	More refined parking plans will need to be developed in detailed planning
62.	Parking adjacent to Iguana Joe's should be kept to a minimum to reduce visual impact	Noted
63.	More land could be reclaimed to minimise or remove the need to relocate Dane Drive	Noted
64.	The section of Dane Dr adjacent the Leagues Club field should be relocated as far into the field as possible to maximise the land available between Dane Dr and the shoreline	Noted, although the alignment will have to meet traffic and pedestrian safety design criteria, when considering other sections of the road that are proposed to be realigned
65.	Traffic management along the foreshore should be simplified and pedestrian access across Dane Drive enhanced. Removing the roundabout east of the McGowan Bridge would assist.	Noted, other traffic management options could be considered in more detailed planning as roundabouts are not designed to accommodate pedestrians and vehicles.
66.	Creating Dane Drive as a tree-lined boulevard would restrict views of the water	Noted; and it would also better-define the waterfront and its precincts. That the water becomes more difficult to see the further one is away from the water, at ground level, should be noted.
67.	All pedestrian/cycle paths should be minimum 2m wide	Noted, although in some high-traffic areas, they will need to be wider, like the main boardwalks and promenades
68.	Baker Street Extension	
69.	Extending Baker Street is supported. Should it mean relocating the Memorial Park, the Rotary Club and Council should do so in partnership.	Noted
70.	Others object to Baker Street being opened as it will remove parkland	While this appears to be the case, Baker Street is a road reserve, currently used for recreation. It is not, legally, open space
71.	Extending Baker Street may need grade-separated pedestrian access of Dane Drive	Noted, pedestrian access and safety will need to be addressed, although grade separation may be unnecessary

72.	Extending Baker Street will separate the school from the Leagues Club field	Safe pedestrian access, especially for children, will need to be provided
73.	Traffic noise on Baker Street would effect the school	This matter can be addressed in detailed planning, to ascertain if noise abatement is necessary
74.	Extending Baker Street will increase traffic in the waterfront area	Another street connection will serve to dilute traffic flow and increase circulation, providing an important connection to the City Centre. Provided the street itself and its intersections are designed carefully, quality pedestrian amenity and vehicular traffic safety can be provided.
75.	Performing Arts/Cultural Precinct	No submissions objected to the performing arts precinct, albeit with concerns regarding its siting on the primary school site.
76.	The precinct would provide an opportunity to create a landmark building and space that will give Gosford what it does not have: a focal point	Noted
77.	Well-patronised entertainment facilities will help reduce anti-social behaviour	Noted
78.	The City of Parramatta has had success in creating a vibrant cultural city environment via catering for arts communities	Noted, preliminary discussions have been held with Parramatta City Council regarding its revitalisation strategies
79.	Consultation with the school community has been insufficient	Noted, the project is in early stages and the Cultural Places and Spaces Strategy will involve stakeholders such as the school
80.	The Spurbest site could have been bought for a cultural centre	Noted
81.	Educational opportunities provided by the precinct should be available to children of the region, not just those close to the City Centre	Educational aspects of the precinct can be further developed, as could the roles the school and the Conservatorium may perform in the City Centre's future as the region's cultural hub
82.	City Beach	
83.	Some submitted there could be problems with sand loss and pollution from other facilities, making the City Beach impractical	Future environmental assessment of the city beach will be necessary and will address these and other issues
84.	Swimmers at the City Beach may be in danger from vessels manoeuvring near by and subject to pollution from sea-craft.	Noted, design stages will need to address these issues.
85.	Maintenance costs must be considered	Noted
86.	This area should remain 'more-or-less' as is	Noted
87.	Currents caused by Narara Creek in heavy rains and floods may scour the beach, as could strong south and south-westerly winds, thus causing further siltation of Brisbane Water	Noted, weather and water (tides and currents) conditions will need to be considered in more detailed planning
88.	Greater land reclamation should be considered.	This could be considered in detailed planning and design of the various precincts, especially the City Beach
89.	Other submissions opposed reclamation, citing environmental impacts and the need for beach renourishment	Detailed feasibility and environmental impact assessment will need to address these issues
90.	Fill for the beach should not compromise sea grass beds	This matter requires further investigation in detailed planning stages
91.	Marina Precinct	
92.	No commercial activities should locate on the western shore of the Broad Water, they would preferably be located adjacent the railway and the McGowan Bridge	Noted, although even distribution of facilities and commerce ensures activity all along the waterfront, avoiding concentration of activity in a limited area.

93.	Any marina will be visually unappealing and obstruct views from the east across the water	Many in the community may find marinas pleasing to look at.
94.	A commercial marina could be located near the Coast Guard at Point Clare	This could be impractical, due to poor access and relative remoteness from the city and other amenities planned for the waterfront precinct
95.	For the Marina and Harbour precincts to be more accessible, deepening the channels to allow larger vessels into and through Brisbane Water must be considered. Low-tide depths of 2.5 metres have been suggested.	Noted, these requirements will be addressed during detailed planning, especially during environmental assessment of certain aspects of the strategy, having regard to the Brisbane Water Plan of Management
96.	Pollution associated with the marina and vessels may affect water quality, health and amenity of other users of the waterfront	Noted, such issues would warrant further examination in future planning and design stages of the project
97.	Dredging should be avoided as much as possible	Noted
98.	Combining the Sailing Club with a marina, or enlarging the club's facilities, providing a single facility was suggested.	This would depend on, inter alia, the operational requirements of the club and a commercial marina.
99.	City Wharf Precinct	
100.	Upgrading of the wharf and surrounds is overdue	Noted
101.	Extending Baker St has Iguana Joe's as it's focal point, a building of "dubious architectural merit"	Noted, detailed planning could identify the potential of the site to improve termination of this important vista, with high quality redevelopment.
102.	Extent of dredging for the harbour and marina precincts should be determined	Future detailed investigations will consider this
103.	Commuter ferries could operate more regular services, noting ferry travel is cheaper than car travel	Noted
104.	The breakwater will need extension to protect vessels from storms	This would be subject to further assessment
105.	Stormwater could be collected to water landscaped areas	Water sensitive urban design techniques to be used in the City Centre and waterfront, in conjunction with other planned water saving projects, will ensure effective water management
106.	A heliport should be considered as part of the waterfront redevelopment	Noted, although this will likely be incompatible with certain aspects of the strategy
107.	Other environmental impacts, including toxins on the Broad Water's bed and bad weather, pollution from vessels and facilities, sea grasses, increased turbidity, marine ecology and stormwater management require investigation	Noted, these matters would need to be addressed in part of assessing any future development proposals.
108.	Harbour Precinct (adjacent the railway and McGowan Bridge)	
109.	Development should be low-scale, not rising above the McGowan Bridge	No development standards or guidelines have been set for any of the precincts although the strategy suggests 3 or 4 level buildings, which could fit within the bridge's profile
110.	No hotel or residential development should proceed, development on Newcastle's foreshore was cited as a poor example	Noted, this will be subject to further feasibility analysis; and careful management of urban design so development optimises the waterfront's natural beauty
111.	RailCorp advise they may require additional land adjacent this area for track amplification and development will need to consider future rail operations, including train stabling. RailCorp also requested certain conditions be imposed on development regarding rail noise, vibration, stray currents and so	These matters will be discussed and determined with RailCorp, as the need arises. First priority will be to ascertain if their plans require any land for track enlarging that could be planned for other uses by the water front strategy.

	on.	
112.	Consider reviewing the range of permissible uses in this precinct under the draft LEP.	The exhibited LEP prohibits hotels, motels and apartments; and some cultural facilities. The strategy suggests consideration of these uses, to bolster what could otherwise be economically unviable, should only less profitable development be pursued. Inclusion of entertainment facilities, permanent and temporary accommodation as permissible uses in the Recreational Waterfront zone applying to the waterfront was recommended (separate report on Gosford City Centre Plans)
113.	Sailing Club/Boat Ramp	
114.	The area between the pool and the sailing club is heavily used, indicating the waterfront is popular where facilities are provided	Noted
115.	A boat ramp should not be located near the sailing club as it will disrupt nearby resident amenity (noise), local traffic and disrupt sailing club operations	Noted, the location of the public boat ramp could be reconsidered
116.	Moving the boat ramp south of the Sailing Club appears to involve removing trees	Landscaping and retention/replacement of trees may be possible in the detailed design of the precinct.
117.	Children's pool could be moved closer to the sailing club	This could make the area too cluttered
118.	The boat ramp in its present location interrupts foreshore access and prevents integration of the strategy's design and should be relocated	Noted
119.	Adjacent the McGowan Bridge suggested as a better location for the boat ramp	Noted, the strategy provides for a smaller boat ramp in this precinct. It may well be appropriate to consider a larger facility, say next to the railway line, and not build a new ramp near the sailing club, due to the high cost of construction (\$400K +), traffic congestion, conflict with sailing craft and impact on resident amenity.
120.	Redevelopment in this area does not appear to leave enough space for rigging of boats near the sailing club	This matter can be addressed in detailed planning and design
121.	Point Clare would be a more suitable site for a public boat ramp. The existing ramp unusable in adverse weather conditions.	Noted, alternatives for siting and design of the boat ramp may require consideration, although for reasons cited Point Clare is a poor option.
122.	The promenade should terminate at the northern side of the Sailing Club, to avoid conflict with sailors accessing equipment from the clubhouse at ground level.	This issue can be addressed in detailed design
123.	Small section of reserve opposite Florence Reserve could be developed as a lookout	This could be investigated
124.	Public Transport	
125.	More regular bus services need to link the waterfront with other parts of the City	Noted