

25 March 2026

File No: NTH24/00892/002
Your Ref: SSD-90960208

Director
Department of Planning, Housing & Infrastructure
NSW Major Projects Portal

Attention: Andrew Newman

Review of Environmental Impact Statement (EIS) for Central Coast Quarter – Stage 2 (394 apartments, 152 key hotel and 473 parking spaces) at 26-30 Mann Street, Gosford

I refer to the abovementioned State Significant Development Application referred to Transport for NSW (TfNSW) on 05 March 2026 for comment in accordance with section 56 (2)(b)(i) of Environmental Planning & Assessment Regulation 2021.

TfNSW key interests are the safety and efficiency of the transport network, the needs of our customers and the integration of land use and transport in accordance with the [Connecting NSW Strategy](#).

Central Coast Highway (HW30) and Henry Parry Drive (MR6730) are classified (State) roads. Council is the roads authority for both roads and all other public roads in the area, in accordance with Section 7 of the *Roads Act 1993*.

TfNSW has reviewed the information submitted with the Central Coast Quarter (Stage 2) proposal and notes that the Transport Impact Assessment prepared by Urbis (February 2026) identifies that the Central Coast Highway has insufficient infrastructure capacity to accommodate the proposed development. TfNSW encourages promotion and integration of alternative, sustainable active and public transport modes to reduce car dependency and minimise impacts on the surrounding road network. Please see further details in **Attachment A**.

TfNSW is available to discuss these matters further with the Department and the Applicant to assist with resolving these items.

Should you require further information please contact Lachy Jones, Development Services Case Officer, on 1300 207 783 or by emailing development.north@transport.nsw.gov.au.

Yours faithfully



Liz Smith
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ATTACHMENT A

TfNSW recommends that improved public and active transport facilities and connections be investigated and implemented, in conjunction with any achievable road network upgrades, to appropriately offset the development impacts.

TfNSW notes that the TIA identifies an aspirational mode shift target of 5-10% toward active and public transport based on current travel mode share data however this target has not been supported by sufficient evidence or through provision of enabling infrastructure beyond the development's immediate public domain that would make active and public transport a viable and attractive alternative.

1. Public Transport

- TfNSW recommends that further investigation be undertaken into upgrading bus stop infrastructure on Mann Street, with improvements to be delivered as part of this development to support the achievement of the mode share targets.
- It is suggested that existing bus stops located south of Georgiana Terrace be relocated further south, to the frontage of the subject site. This would improve spacing between stops and expand the effective catchment area.
- Upgraded facilities should include shelters, seating, and lighting to enhance passenger comfort, safety, and amenity, thereby encouraging increased patronage.

Any proposed shelters must be designed and positioned so as not to compromise pedestrian path widths, which is not achievable in the current location.

This may necessitate the dedication or use of a portion of the developer's land to accommodate compliant infrastructure outcomes and therefore should be considered at DA stage noting the proposed site and public domain plan would need to incorporate these works.

2. Active Transport

- TfNSW recommends consideration be given to cycle access to the site, ensuring similar levels of permeability comparable to that provided to pedestrians, and supporting efficient first and last mile access to the site.
- TfNSW recommends provision of enabling infrastructure beyond the development's immediate public domain that would make active and public transport a viable and attractive alternative.

A comprehensive assessment is required to demonstrate how the site will effectively connect to surrounding walking and cycling networks. This assessment should clearly identify the infrastructure necessary to provide safe, direct and legible connections to existing active transport networks, in particular the Central Coast Highway shared paths. The assessment should outline measures to encourage walking and cycling to nearby destinations such as Rotary Park, local church, and waterfront paths.

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- TfNSW is currently preparing a Transport Management and Accessibility Plan (TMAP) as part of a State-led Planning Proposal for the Gosford CBD, which identifies a range of initiatives aimed at promoting alternative transport modes and improving overall accessibility in the area. The subject development presents an opportunity to contribute to these initiatives and support positive community outcomes.
- In addition, other key projects in the vicinity include the Gosford to Wyoming priority Strategic Cycleway Corridor. The proposal has the potential to play a role in delivering a safe and continuous north-south cycling connection through Gosford, improving network connectivity and encouraging greater uptake of cycling as a viable transport option.

3. Traffic Impacts

- TfNSW has no current funding to upgrade the identified intersections along this segment of the Central Coast Highway.
- The Transport Impact Assessment (TIA) identifies key intersections along the Central Coast Highway (Dane Drive, Vaughan Avenue and Mann Street) operating beyond an acceptable level of service (LOS) under existing and background traffic conditions. The proposed development will introduce a substantial traffic load onto an already constrained network, resulting in further adverse impacts to road safety and network efficiency. The TIA has failed to recommend any appropriate mitigation measures to address the traffic impacts generated by the development.

TfNSW recommends that further detailed investigations are undertaken to identify and deliver achievable capacity upgrades to the road network to mitigate the impact of development traffic. Any required infrastructure improvements should be funded and delivered by the developer at no cost to TfNSW or Council.

- Any road infrastructure upgrade proposed must be supported by a Strategic Design. Strategic designs are necessary to define the scope of works, ensure that the proposed design can be constructed within the road reserve (or land available) and enable the consent authority to assess the environmental impacts of the upgrade under Part 4 of the Environmental Planning and Assessment Act, 1979.

TfNSW Strategic Design for DAs [factsheet](#) may assist in identifying the level of detail required for strategic design drawings related to proposed road works in the classified road reserve.