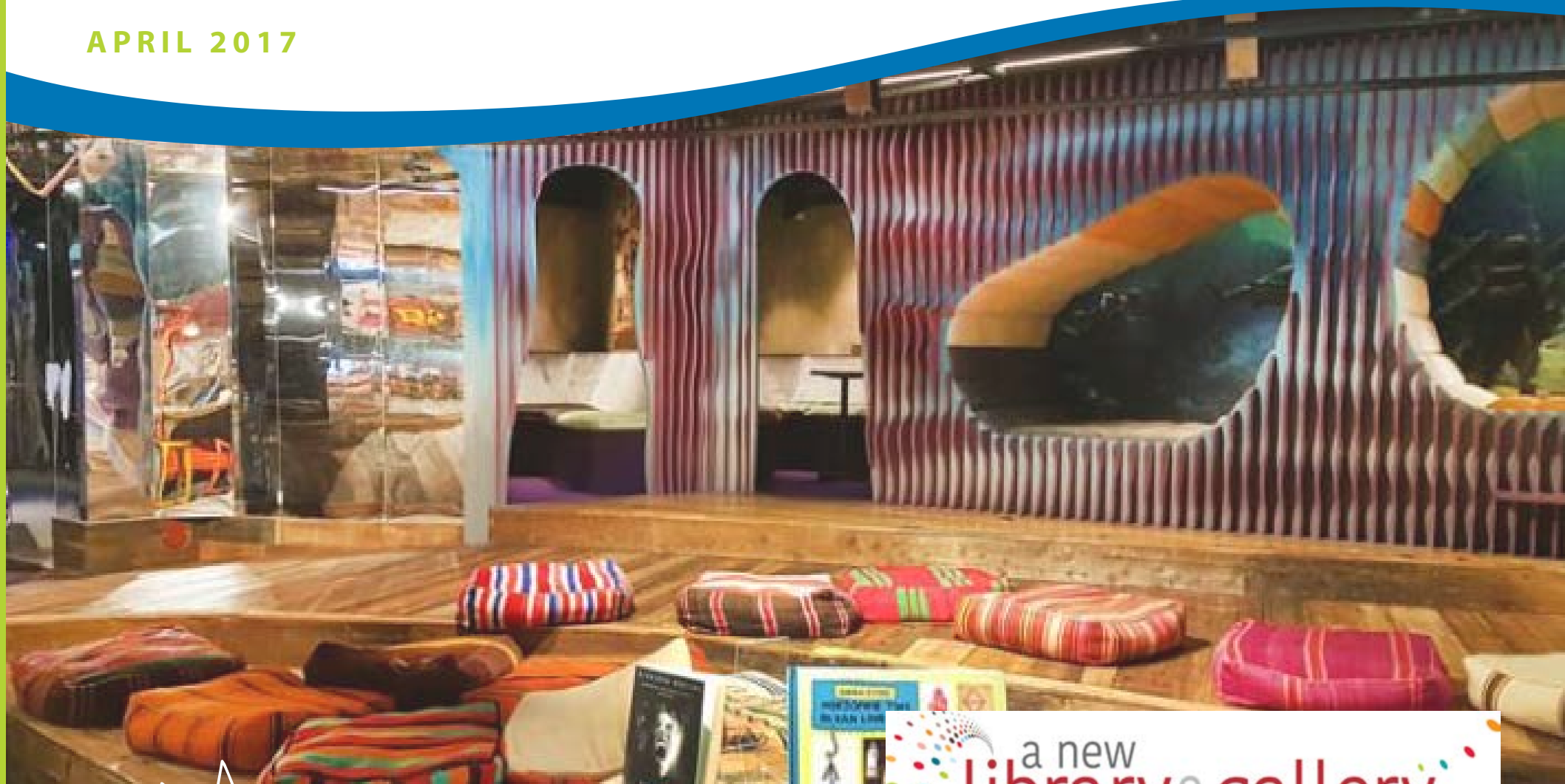


PRECINCT ANALYSIS GORDON STREET LIBRARY & GALLERY



APRIL 2017



a new
library & gallery
for Coffs Harbour

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VERSION 1 APRIL 2017



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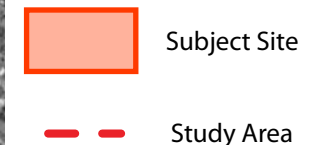
1.0 INTRODUCTION

This precinct analysis has been prepared by Coffs Harbour City Council as part of detailed research and concept planning requested by the Council in December 2015, for the colocation of a new library/gallery and other complementary facilities within the Coffs Harbour Central Business District (CBD).

The need for expanded facilities for both the Harry Bailey Memorial Library and Coffs Harbour Regional Gallery within the CBD has been identified in a number of Council's Strategic Plans and through various community engagement events.

In April 2016 Council established a Library and Gallery Planning Advisory Group and a Council project team with the aim of facilitating research and concept planning for the colocation of new library and gallery facilities within the Coffs Harbour CBD. In June 2016, the advisory group and project team recommended 23-31 Gordon Street Coffs Harbour as being the most suitable site for further concept planning and detailed research. The Council subsequently resolved to endorse the site for a new Library/Gallery and requested staff to undertake a precinct analysis that includes activation opportunities and pedestrian access to and surrounding the subject site; and to investigate feasibility of other uses of the site including Council office accommodation.

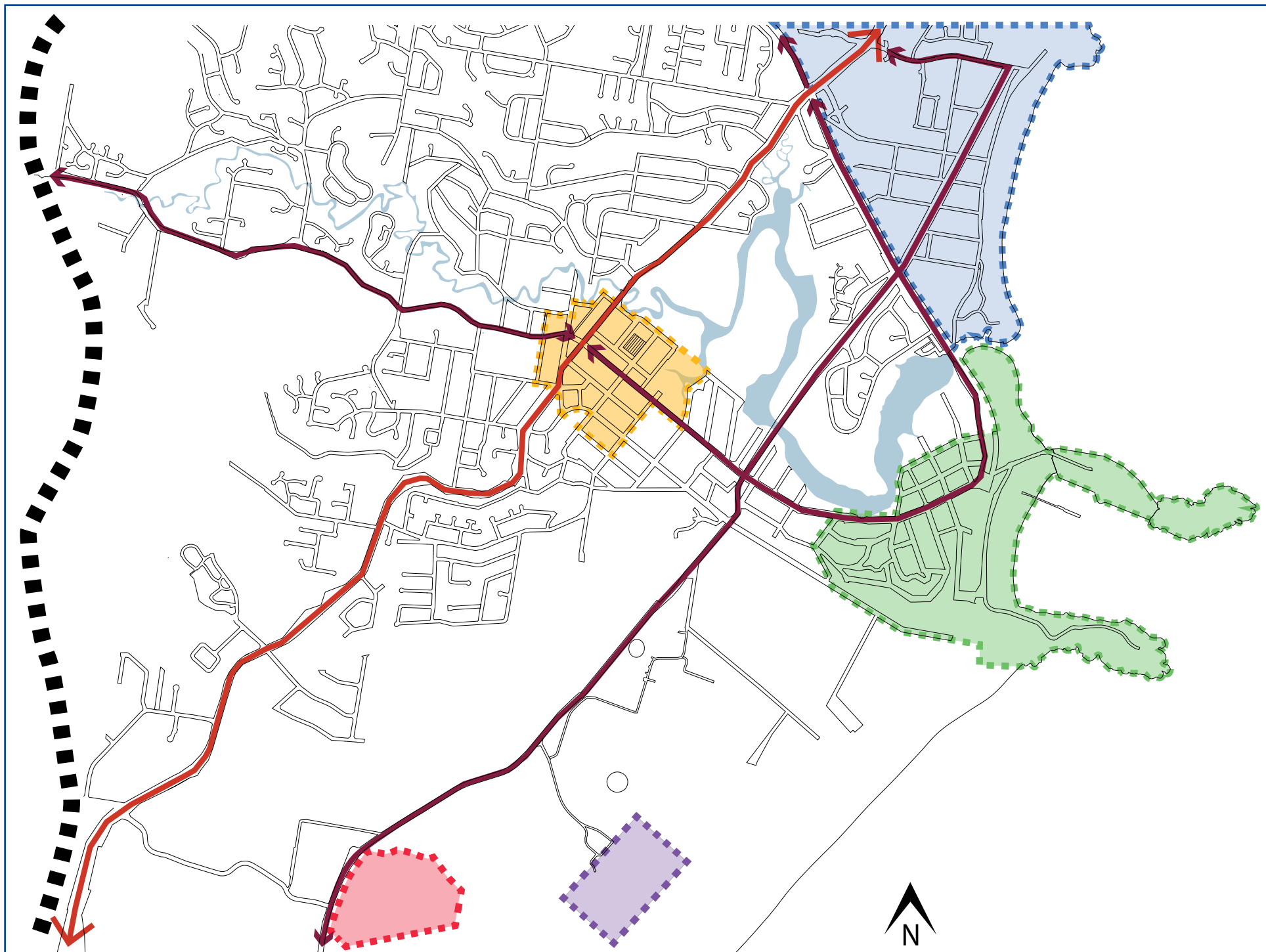
This precinct analysis has been prepared in response to the June 2016 Council resolution and provides a future vision for the site and surrounding areas to facilitate a central cultural hub precinct comprising civic cultural facilities for the region. The precinct analysis also comprises a recommendation for further feasibility analysis for potential complementary uses to the library/gallery development.



PART 1 INTRODUCTION



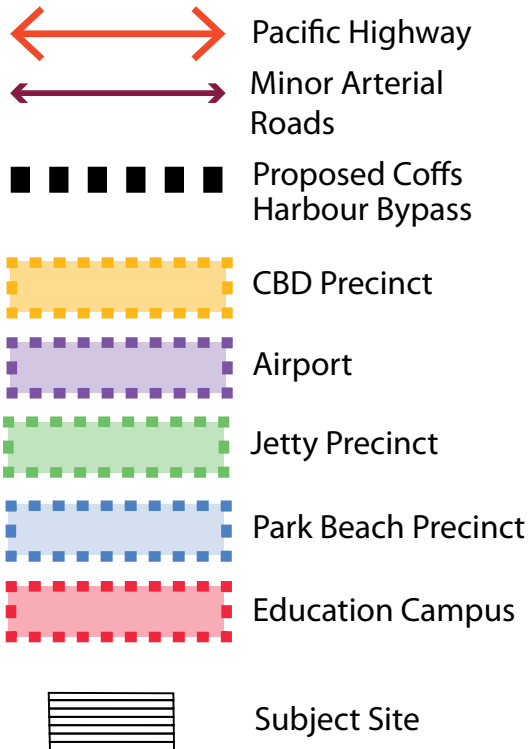
 Subject Site



PART 2 STRATEGIC ANALYSIS

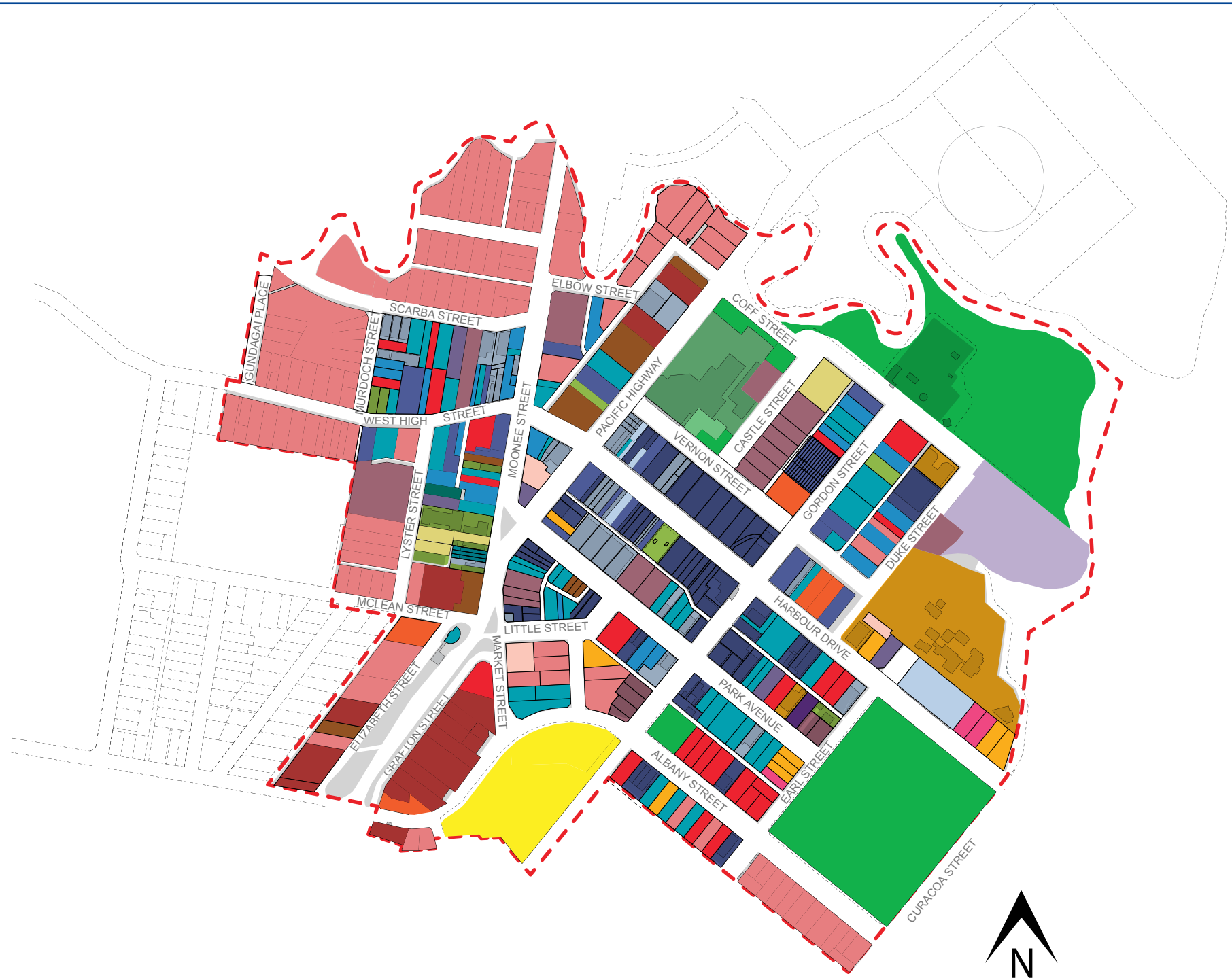
URBAN CONTEXT ANALYSIS - REGIONAL SCALE

LEGEND



2.0 SITE CONTEXT

The proposed Library/Gallery site in Gordon Street is central to key sites and localities in Coffs Harbour including the City Heart, the Jetty Precinct, Park Beach Precinct, the Educational Campus and the Airport with strong vehicular connections via the Pacific Highway, Harbour Drive and Hogbin Drive.



PART 2 STRATEGIC ANALYSIS

URBAN CONTEXT ANALYSIS - LOCAL SCALE

LEGEND

Uses present in September 2016

| | |
|---|--------------------------------|
|  | Residential |
|  | Motel |
|  | Food and Drink Premises |
|  | Shop |
|  | Office Premises |
|  | Business Premises |
|  | Commercial Premises |
|  | Place of Public Worship |
|  | Community Facility |
|  | Crown or Public Reserve |
|  | Car Park |
|  | Defence |
|  | Public Utility |
|  | Child Care Centre |
|  | Vehicle Sales or Repairs |
|  | Public Administration Building |
|  | Medical Centre |
|  | Registered Club |
|  | Vet Hospital |
|  | Recreation Facility |
|  | School |
|  | Vacant Land/ Public Open Space |
|  | Subject Site |

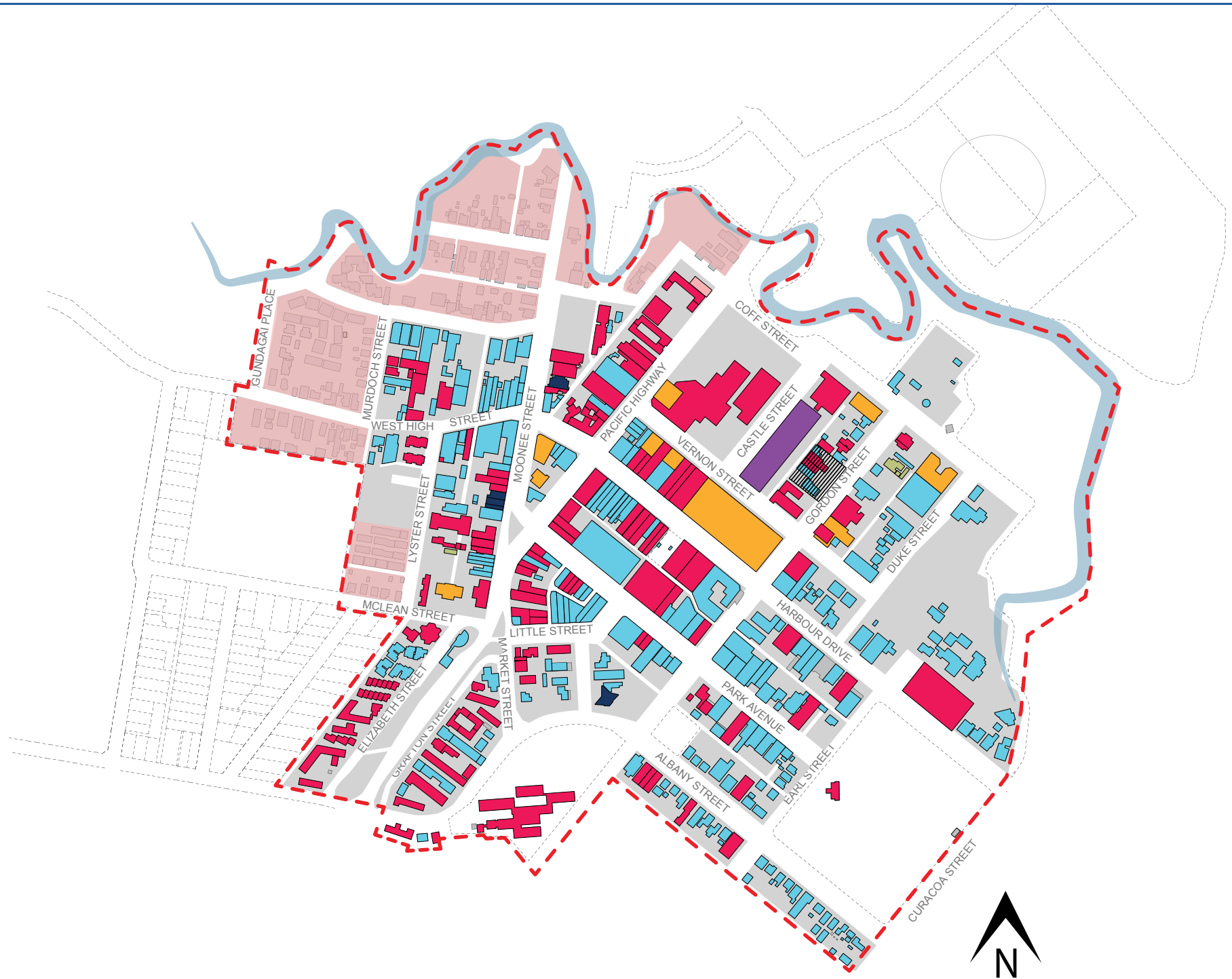
3.0 EXISTING LAND USES

A survey of current land uses within the CBD has been conducted. The results of this survey are shown on this page.

An analysis of the land use survey has been undertaken to inform the characterisation of desired 'precincts' within the CBD (see Section 5.0 Precinct Plan).

In summary, the existing land uses surrounding the proposed Library/Gallery site are dominated by commercial premises, many of which provide various civic services. The site also adjoins a large multi-level public car park and is within close proximity to vast expanses of passive public green space.

The presence of ample public parking and the sites proximity to existing civic uses provides an ideal setting for a cultural facility on the site. These same characteristics also provide a significant opportunity to enhance complementary civic and cultural land uses either on the same site or within the precinct, such as entertainment facilities, performing arts space and public administration buildings (see Section 5.0 Precinct Plan for further discussion on this matter).



PART 2 STRATEGIC ANALYSIS

URBAN CONTEXT ANALYSIS - LOCAL SCALE

LEGEND

in September 2010

-  1 storey
-  2 storey
-  3 storey
-  4 storey
-  5 storey
-  8 storey
-  Residential
-  Vacant Land
-  Subject Site

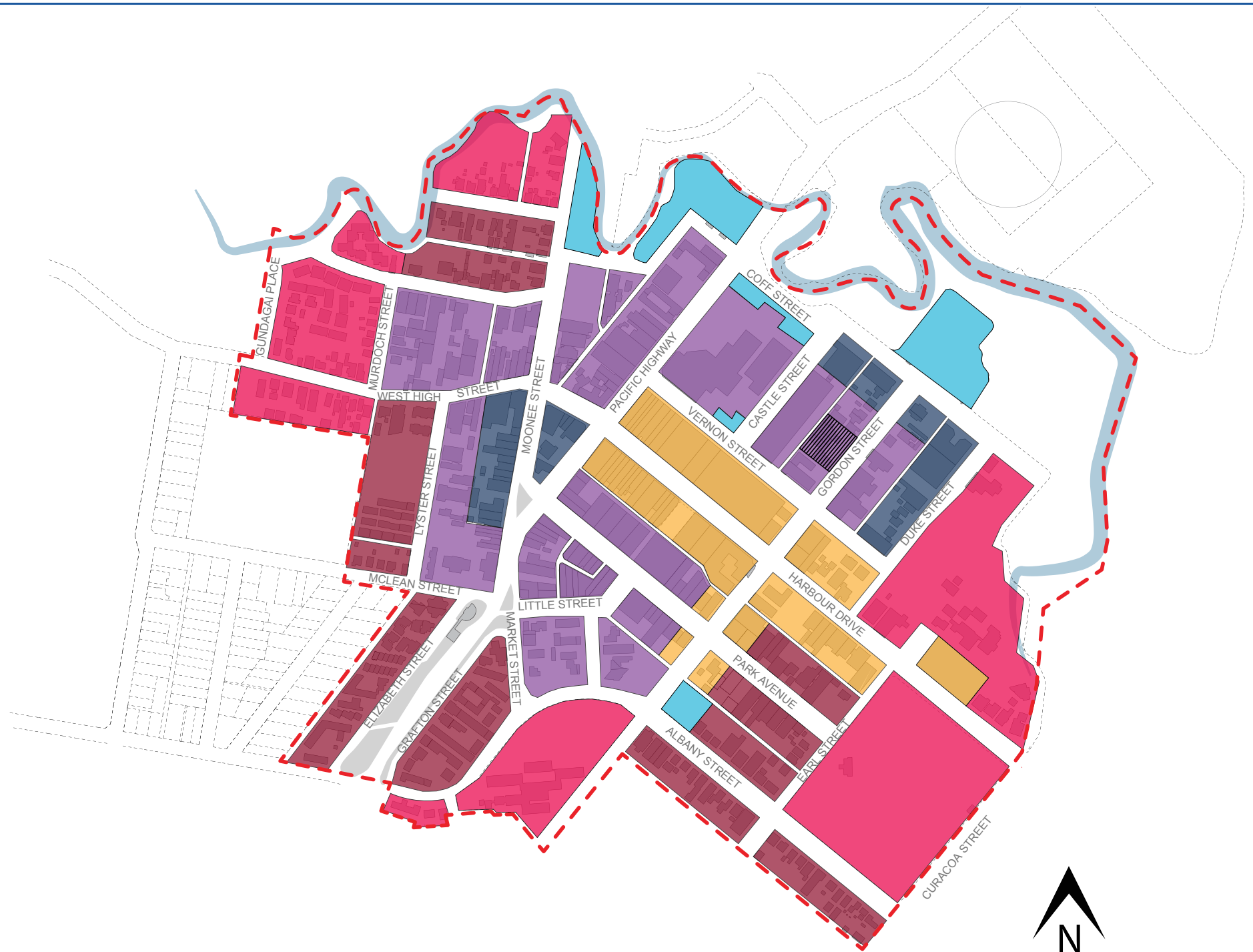
4.0 EXISTING BUILDING HEIGHTS

A survey of existing building heights within the CBD has been conducted. The results of this survey are shown on this page.

An analysis of this survey has been undertaken to inform the characterisation of various 'precincts' within the CBD (see Section 5.0 Precinct Plan).

In summary, the existing built form surrounding the subject site generally consists of buildings with either one or two stories. A few three storey buildings exist within the immediate vicinity of the site, in addition to a five storey public car park.

The presence of a five storey building immediately to the west of the site and some scattered three storey buildings in close proximity to the site (to the north and east) provides an opportunity for a taller development on the subject site without negatively impacting on the existing character of the locality. This is further discussed in Section 4.1 Desired Building Heights.



PART 2 STRATEGIC ANALYSIS

URBAN CONTEXT ANALYSIS - LOCAL SCALE

LEGEND

| | |
|---|--|
|  | 8.5 metres (approximately 2 storeys) |
|  | 15.5 metres (approximately 4 storeys) <i>(4 Residential Storeys or 1 Commercial + 3 Residential Storeys)</i> |
|  | 17 metres (approximately 4 storeys) <i>(4 Commercial Storeys or 2 Residential + 2 Commercial Storeys)</i> |
|  | 22 metres (approximately 6 storeys) |
|  | 28 metres (approximately 8 storeys) |
|  | 40 metres (approximately 12 storeys) |
|  | Subject Site |

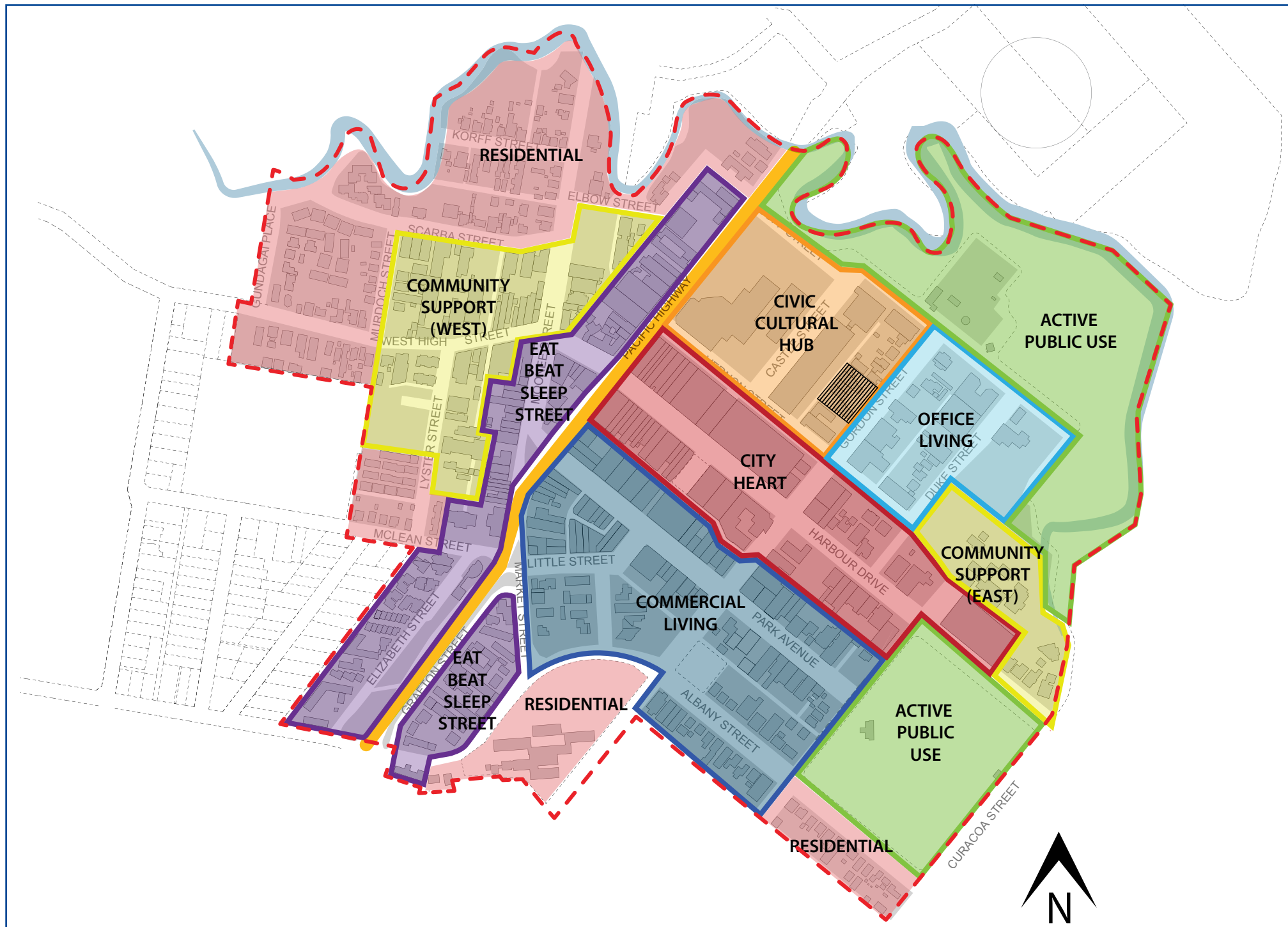
4.1 DESIRED BUILDING HEIGHTS

Desired building heights for the locality are provided for within Coffs Harbour Local Environmental Plan (LEP) 2013 on the Height of Building Map as replicated on this page. The desired building heights in LEP 2013 focus on taller buildings for key sites along the Pacific Highway and on land adjoining open space at the edge of the city centre.

The desired building height for the Library/Gallery site is 28 metres. Increased heights of up to 40m are proposed for land surrounding the site where it adjoins public green space.

In this regard, the desired building heights for the site and surrounding land provide an opportunity for taller developments and would facilitate the co-location of complementary uses on the site (i.e. entertainment facilities, performing art space, public administration buildings and commercial premises).

Increased building heights on land adjoining public green space also provides an opportunity for mixed use development (office/living) in walking distance to the proposed Library/Gallery site.



PART 2 STRATEGIC ANALYSIS

URBAN CONTEXT ANALYSIS - LOCAL SCALE

5.0 PRECINCT PLAN

The subject site has been identified in the Civic Cultural Hub due to its close proximity to the CBD, existing complementary civic services in the locality, proximity to large expanses of public open space, strong pedestrian and vehicular connectivity and proximity to desired city living growth, all of which would support future complementary civic and cultural facilities in this precinct.

Community Support Precinct (East)

- Community Service Focus
- Medium to Large Grain Subdivision Pattern
- Proximity to Passive Green Space
- Proximity to City Heart

Active Public Use Precinct

- Active Public Use Focus
- Passive Recreation Focus
- Community and Civic Events
- Proximity to Existing and Desired Residential Uses

Community Support Precinct (West)

- Community Support and Medical Focus
- Adjoins Medium and High Density Residential Uses
- Fine Grain Subdivision Pattern

Office Living Precinct

- Commercial Focus
- Adjoins Passive Green Space
- Proximity to Community Facilities
- Building Height Controls up to 40m
- Fine to Medium Grain Subdivision Pattern
- Existing and Future Residential Uses

Commercial Living Precinct

- Commercial and Medical Focus
- Existing and Future Residential Uses
- Proximity to Active Green Space
- Fine and Medium Grain Subdivision Pattern

Eat, Beat, Sleep Precinct

- Food, Drink & Motel Focus
- Proximity to Pacific Highway
- Medium to Fine Grain Subdivision Pattern

Civic Cultural Hub Precinct

- Civic and Community Service Focus
- Proximity to City Heart
- Strong Pedestrian Connectivity
- Proximity to Passive Green Space
- Proximity to Public Parking
- Building Height Controls between 28 to 40m
- Medium to Large Grain Subdivision Pattern

City Heart Precinct

- Commercial Focus
- Building Height Controls up to 17m
- Fine and Medium Grain Subdivision Pattern



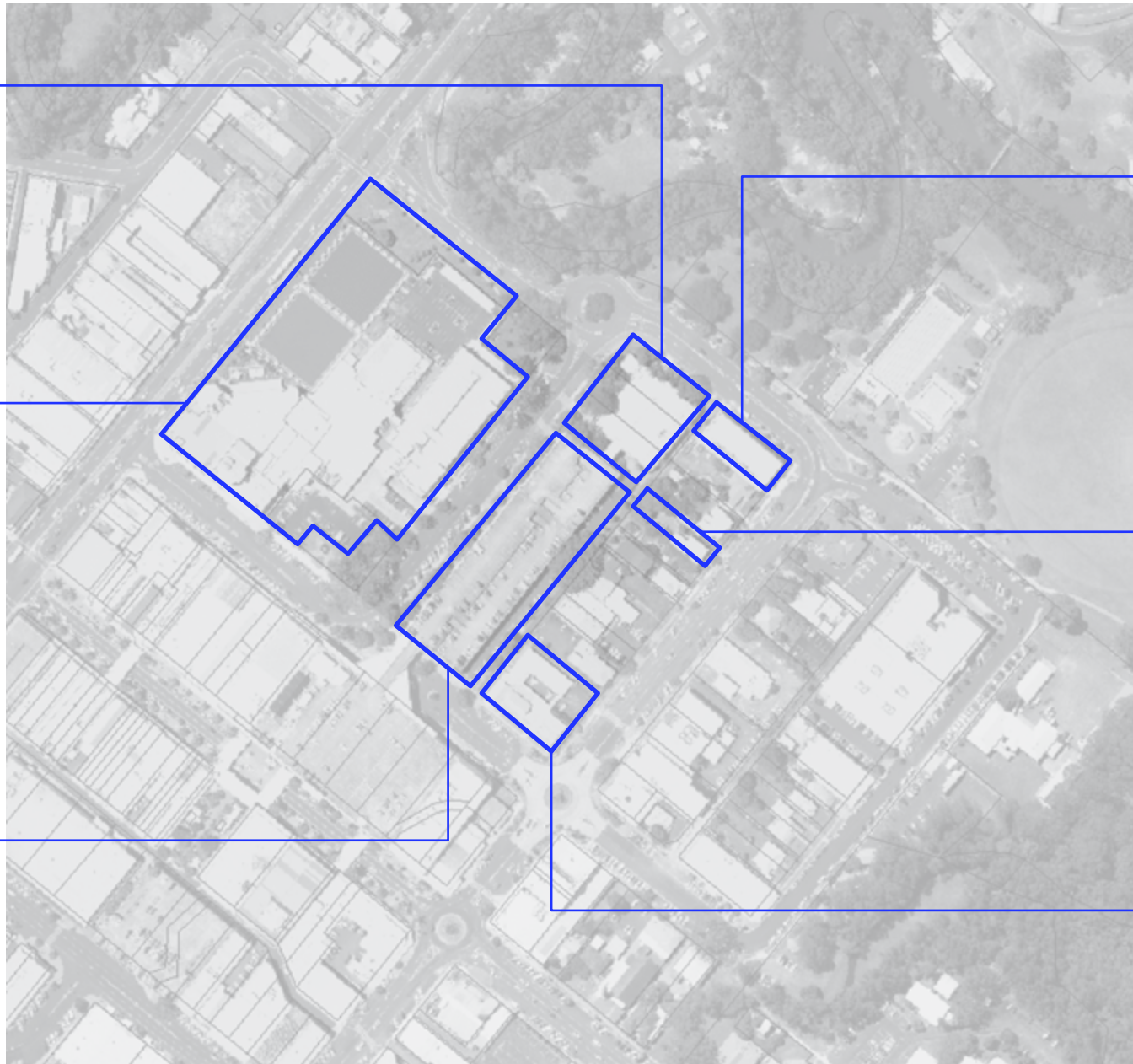
Coffs Harbour City Council Civic Building Circa 1980



Registered Club - Originally circa 1960 (recent upgrades)



Public Car park - originally circa 1990 (recent upgrades)



PART 2 STRATEGIC ANALYSIS

URBAN CONTEXT ANALYSIS - PRECINCT SCALE



Civic Office Building circa 1980



Business Premises circa 1959



Uniting Church, Original Methodist Church 1915 and the Wesley Hall 1929

6.0 SURROUNDING CHARACTER

An assessment of the surrounding character of the proposed Library/Gallery site has been undertaken. The results of this assessment are shown on the following pages.

The cultural hub and adjoining office living precinct have begun to change with modest urban renewal occurring, including a few modern office building developments. The remaining built form is however somewhat dated comprising one to three storey civic buildings constructed in the early 80's to early 90's and a few remaining single storey detached dwelling houses constructed in the 50's and 60's.

The Uniting Church on the corner of Vernon and Gordon Streets was the original Methodist Church (1915) and the Wesley Hall (1929) which are both of local heritage significance in demonstrating the history of Methodism in Coffs Harbour and timber buildings from an early phase in the history of Coffs Harbour. Now co-joined, these buildings have lost some of their original integrity but are still legible as ecclesiastical buildings and are in continued use for community and church purposes.

The subject site comprises a business premises within an adapted dwelling house which

is considered to be of high local heritage significance as an early surviving, substantially intact domestic residence from the interwar period.



Business Premises 2014



Adapted Dwelling House circa 1930 - Business Premises



Commercial Premises circa 1980



PART 2 STRATEGIC ANALYSIS

URBAN CONTEXT ANALYSIS - PRECINCT SCALE



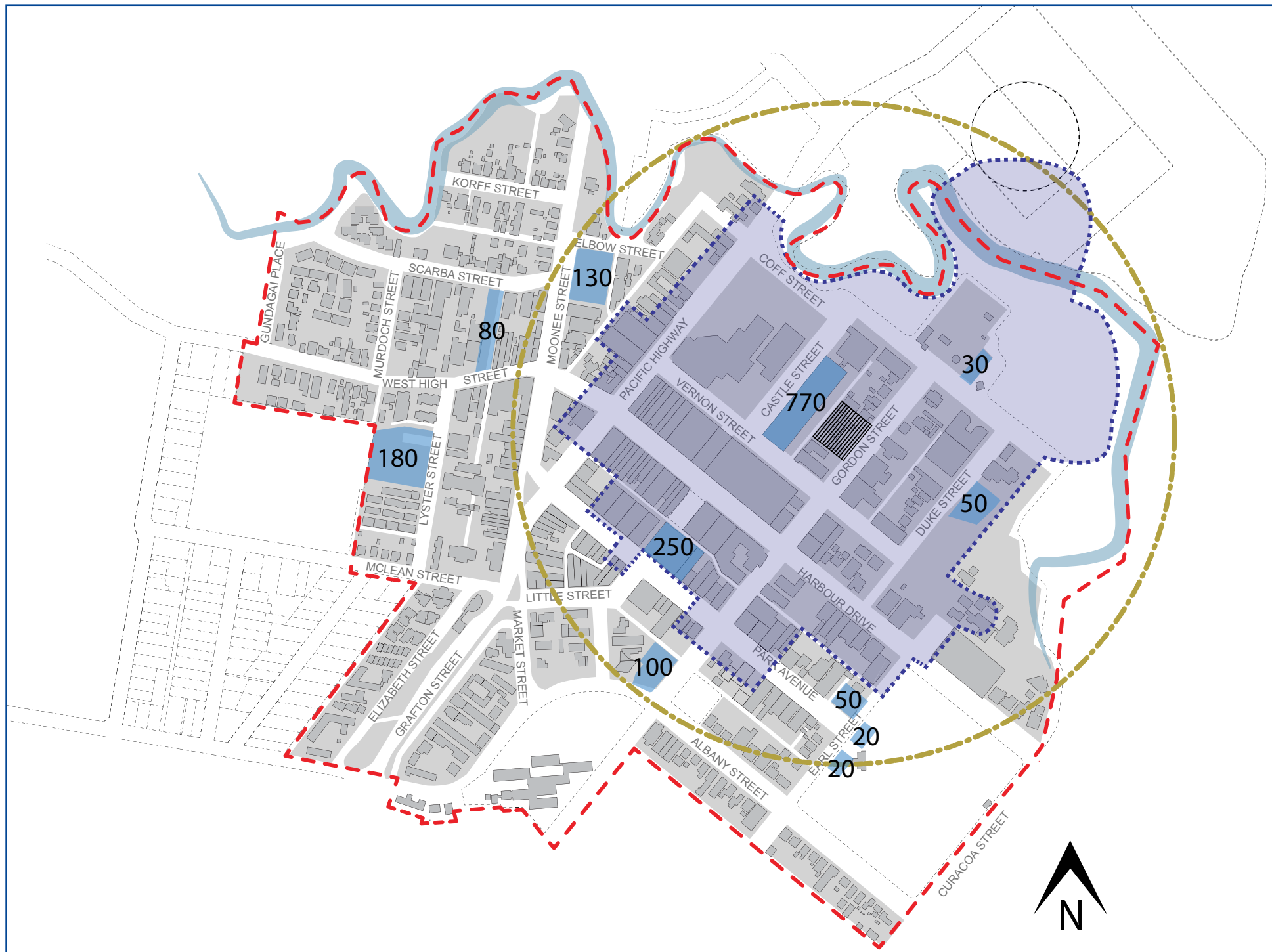
Upgraded Public Swimming Pool 2010



Medical Centre Upgrade 2012



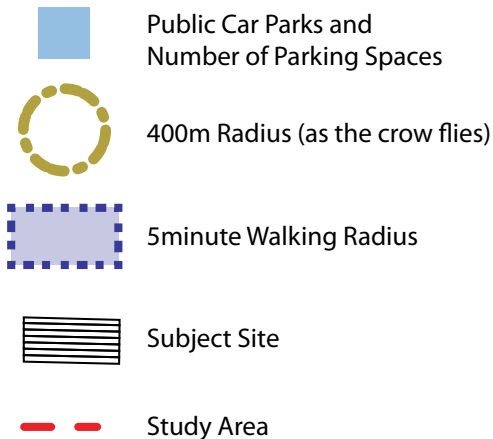
Commercial Premises 2007



PART 2 STRATEGIC ANALYSIS

URBAN CONTEXT ANALYSIS - LOCAL SCALE

LEGEND



7.0 WALKABILITY AND EXISTING PARKING

A survey of walkability and existing parking for the CBD has been undertaken as shown on this page.

The plan refers to a 5 minute walk (about 400m). This is widely considered a reasonable distance for walking to restaurants, entertainment functions and general retail areas.

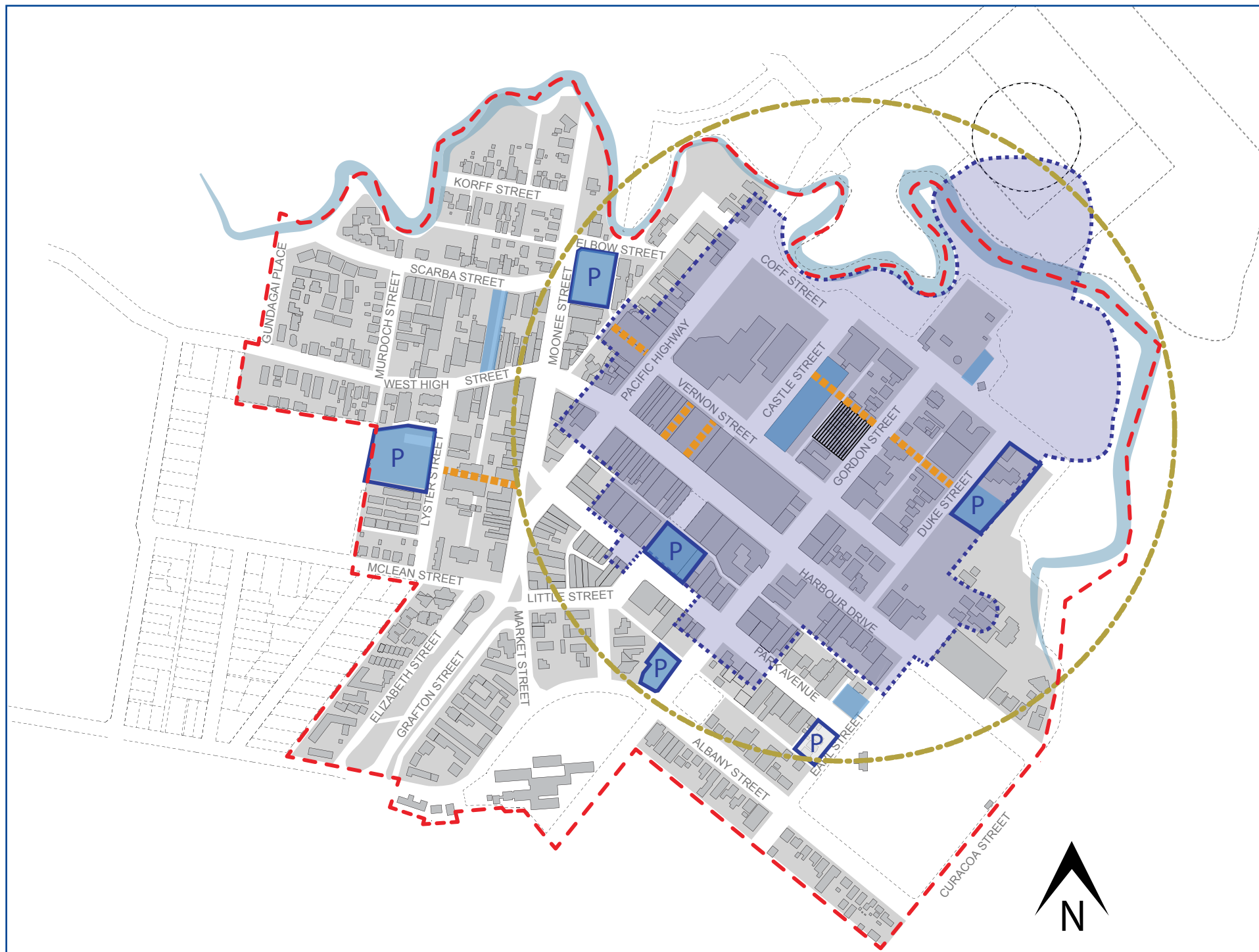
A 'reasonable distance' reduces for shorter trips (i.e. convenience stores and supermarkets) and increases to about 5 to 10 minutes (about 800m) for employees walking from the car to work.

Analysis of the survey has identified the following:

- The site is within a 5 minute walk of most of the CBD and key car parks;
- The laneway connection (Riding Lane) from the site to the City Heart is car dominated with limited pedestrian amenity;
- Park Avenue bus terminal is a 5 minute walk to the site, with a relatively direct and largely pedestrian friendly route;

- The CBD (study area) has about 1300 on street parking spaces and 1600 public off street parking spaces;
- Four off street car parks are within a 5 minute walk from the site. These car parks provide nearly all the off street short-term parking spaces in the CBD and about half of all the off street unrestricted (long-term) parking spaces;
- The Castle Street car park next to the site provides more than half the off street short-term parking spaces in the CBD;
- Occupancy of parking spaces peak between 10am and 12pm and range from:
 - 85-100 % for short-term on street parking in the City Heart precinct and in Park Avenue between the highway and Gordon Street;
 - 65-90% for short-term parking elsewhere on the east side of the highway;
 - 70-80% for long-term parking on the east side of the highway.








Reference: GTA, 2012. Coffs Harbour City Centre Prosperity Plan 2031 - Existing Conditions Transport Report.



PART 2 STRATEGIC ANALYSIS

URBAN CONTEXT ANALYSIS - LOCAL SCALE

LEGEND

-  Potential Multi Storey Car Park Site
-  Public Car Parks
-  400m Radius (as the crow flies)
-  5minute Walking Radius
-  Potential Mid-Block Connections
-  Subject Site
-  Study Area

7.1 WALKABILITY AND POTENTIAL ADDITIONAL PARKING

Potential sites for additional parking on the fringe of the CBD to support the proposed Library/Gallery development are shown on this plan. Selection of these sites has been informed by the analysis of the walkability and existing parking survey for the CBD (Section 7.0) in combination with the CBD Masterplan strategy for parking.

There are about 900 long-term spaces on the east side of the highway and 400 on the west side. Long-term parking spaces on the east side had occupancy figures of 70-80% compared to 90-100% on the west side in 2012 (GTA, 2012).

Some long-term parking was converted to short-term in recent years in the Castle Street car park with the idea of relocating unrestricted parking away from the city centre. The findings of this analysis support the CBD Masterplan strategy of utilising parking spaces on the City Centre fringe for long-term parking, in combination with promoting modal shifts to cycling and public transport to reduce parking demand.

Potential locations for additional unrestricted (long-term) parking are shown in the plan. A key strategy to improve connectivity throughout the CBD and maximise the use of these fringe parking areas is to establish, aesthetic, safe (designed using Crime Prevention Through Environmental Design Principles) mid-block connections for the CBD users and the community.

Reference: GTA, 2012. Coffs Harbour City Centre Prosperity Plan 2031 - Existing Conditions Transport Report.



PART 2 STRATEGIC ANALYSIS

URBAN CONTEXT ANALYSIS - LOCAL SCALE

LEGEND



Roundabouts/Pedestrian Barrier



Arcade Access - closed at night



Informal Pedestrian Path/Connectivity



Pacific Highway



400m Radius (as the crow flies)
approximately 5 min walk



Subject Site



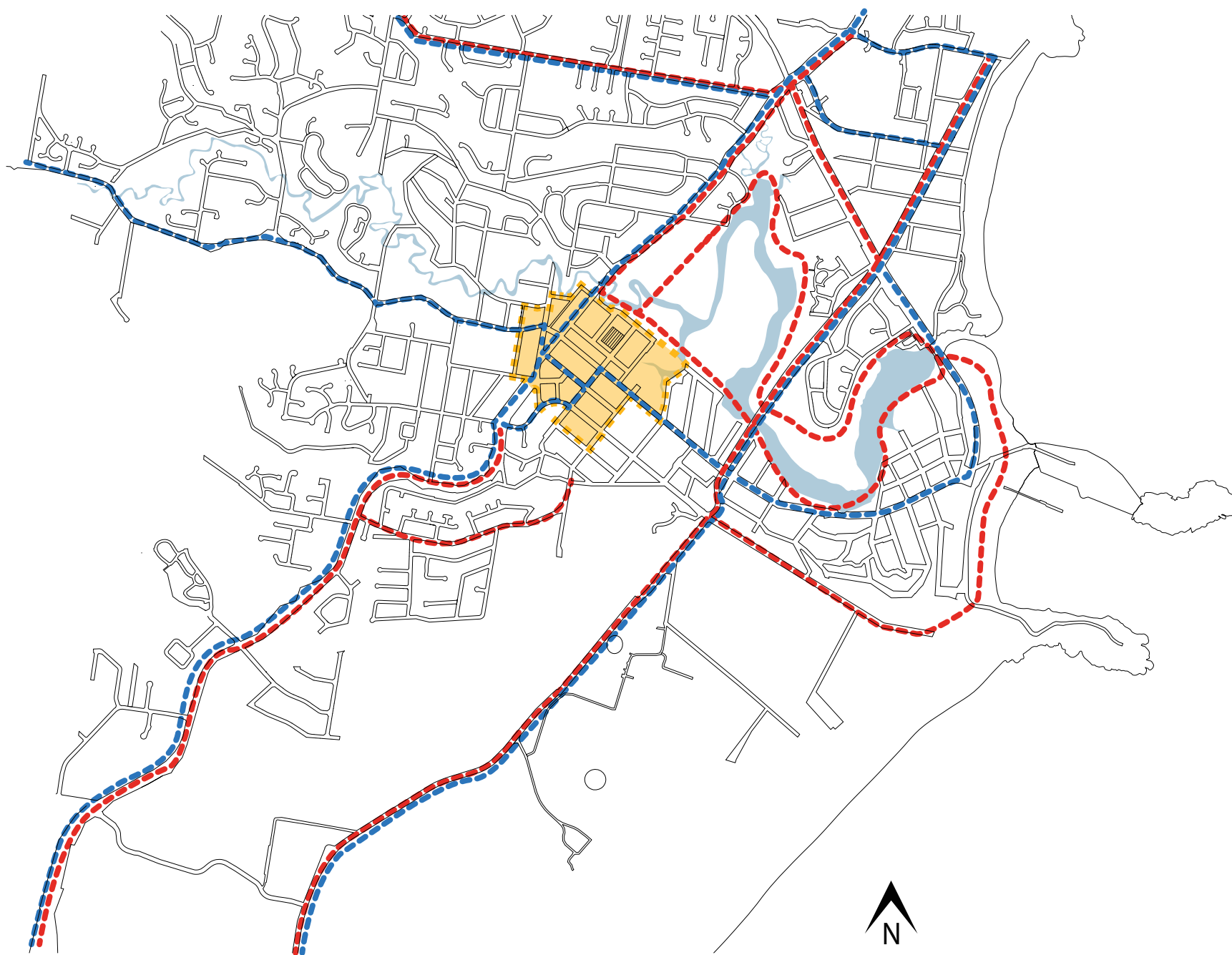
Built Form/Block Structure

8.0 PERMEABILITY

A survey of permeability within the CBD has been conducted as shown on this page.

Analysis of this survey has identified the following:




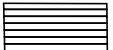
- The CBD generally has a permeable street grid structure;
- Mid-block pedestrian access through arcades in the City Heart is available in the day time only;
- Roundabouts in the CBD inhibit pedestrian and cycle movement at key intersections;
- The Pacific Highway forms a barrier to pedestrian / bike movements across the CBD precinct;
- Gordon Street is considered a barrier to pedestrian permeability due to roundabouts and the wide carriageway; and
- Awkward street crossings at the north end of Gordon and Castle Street inhibit connectivity between CBD and Coffs Creek walkways/ cycle path.



PART 2 STRATEGIC ANALYSIS

URBAN CONTEXT ANALYSIS - REGIONAL SCALE

LEGEND

-  Bus Route
-  Bike Path (Existing)
-  CBD Precinct
-  Subject Site

9.0 BUS AND BIKE ROUTES IN THE WIDER CONTEXT

A survey of bus and bike routes for the CBD has been undertaken to as shown on this page.

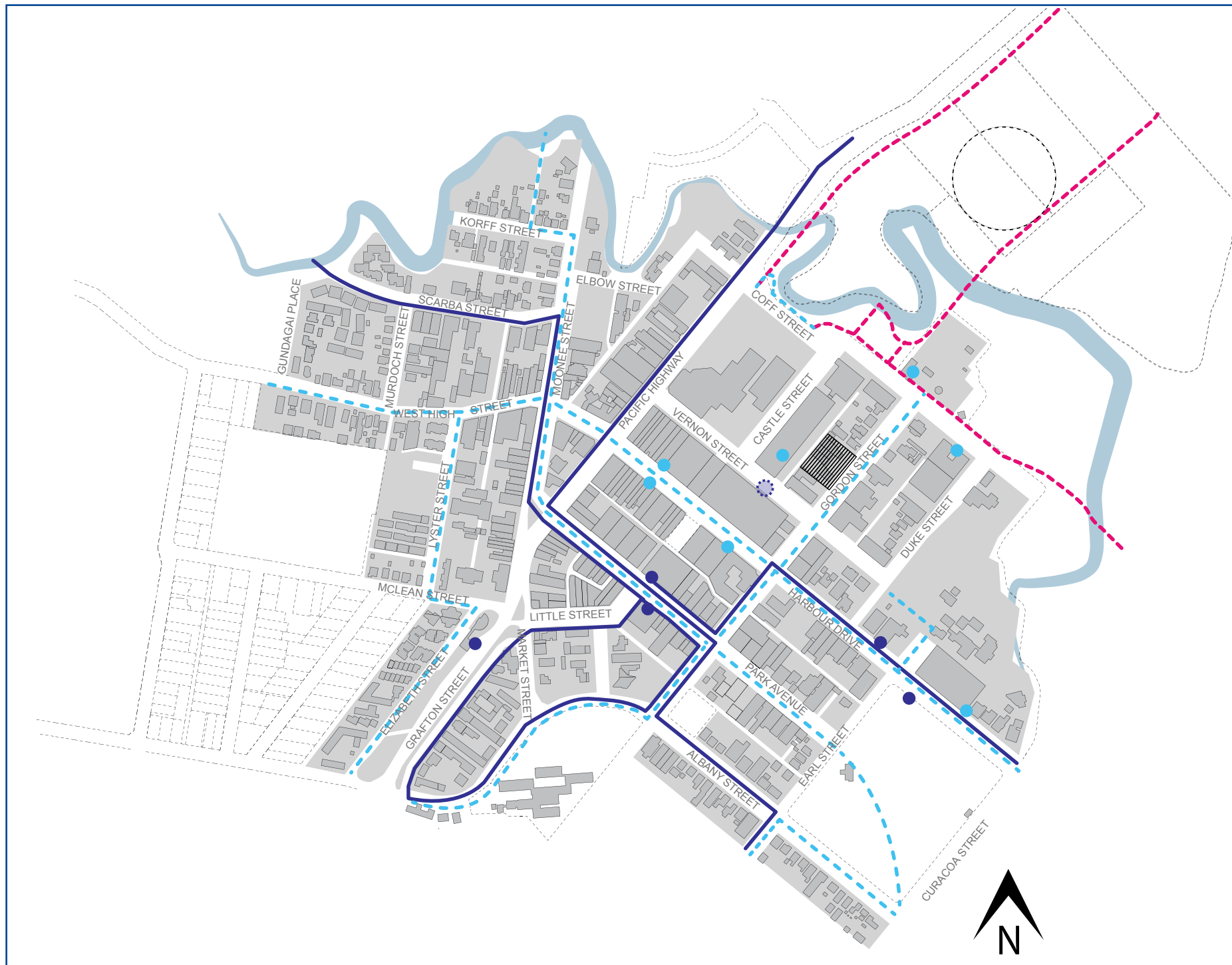
Three local bus operators service the CBD with connections to West Coffs, south to Sawtell/Toormina, and north to Woolgoolga. All buses currently stop in Park Avenue in the CBD.

The buses generally operate:

- Monday to Saturday with frequencies between 30-60minutes. The last services are about 9:30pm; and
- Sunday with reduced frequencies and operating times.

Existing bike paths connect the CBD to the Jetty, south to Sawtell/Toormina, and north to Park Beach.







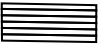
A key entry point for bikes into the CBD is on the northern CBD boundary next to the pool.



PART 2 STRATEGIC ANALYSIS

URBAN CONTEXT ANALYSIS - LOCAL SCALE

LEGEND

-  Proposed Cycle Paths
-  Existing Cycle Paths
-  Bus Routes
-  Bus Stop
-  Proposed Bus Stop and bike assets
-  Formal Bike Parking
-  Subject Site

9.1 BUS AND BIKE ROUTES

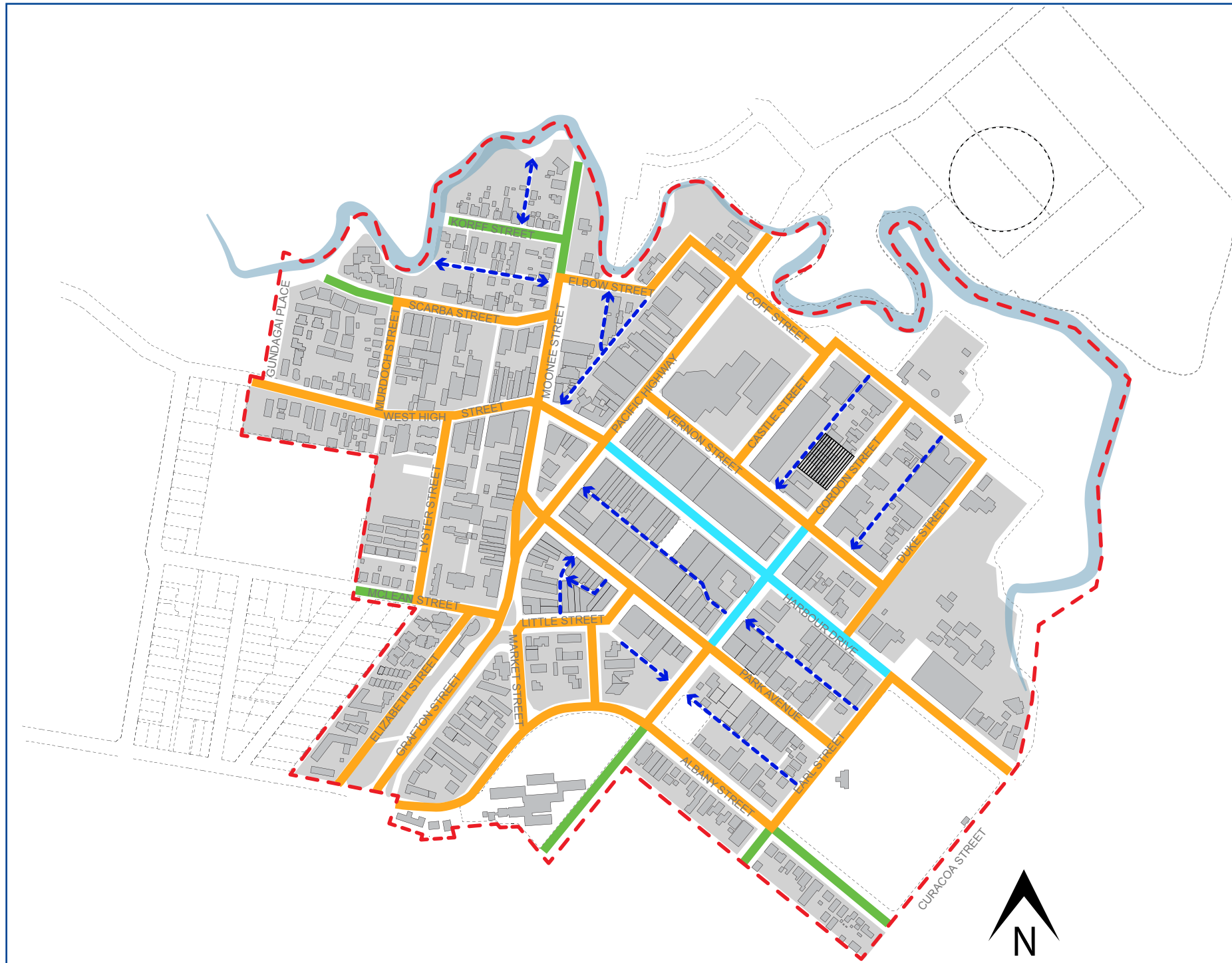
The main bus terminal in the CBD is located in Park Avenue, about a 5 minute walk from the subject site. A potential future bus terminal is proposed in Vernon Street, about a 1 minute walk from the site.

There are no existing bike paths within the CBD itself. However, formalised paths are planned throughout the CBD as shown.

A key entry / exit point between the CBD and the wider bike network is across Coff Street next to the pool. However, this is not supported with a safe road crossing for cyclists.

Formal bike parking is provided within the CBD as shown. These sites are occupied about 10-30% of the time (GTA, 2012).

Reference: GTA, 2012. Coffs Harbour City Centre Prosperity Plan 2031 - Existing Conditions Transport Report.



PART 2 STRATEGIC ANALYSIS

URBAN CONTEXT ANALYSIS - LOCAL SCALE


LEGEND

 Mixed Use Street

 Main Street

 Living Streets

 Laneways

 Subject Site

 Study Area

10.0 STREET HIERARCHY

A survey of the street hierarchy for the CBD has been undertaken to as shown on this page. Analysis of the street hierarchy survey has identified the following:

- Permeable grid structure within the CBD;
- Gordon Street and Coff Street are used as a local traffic bypass of the city heart;
- One way rear lane access is provided to the Library/Gallery site from Riding Lane;
- Roundabouts are provided on most four way intersections; and

The existing highway route will remain a main arterial road following construction of the Coffs Harbour bypass. Traffic volumes are predicted to decrease by only 20-30% following construction of the bypass.

The streets have been broken down into 4 key typologies:

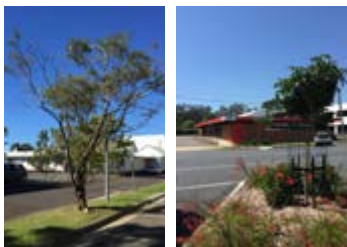
1. **Mixed Use Street:** applies to streets within an active centres that while supporting retail activity, also need to deliver a sense of

comfort, place and security to a significant number of residents.

2. **Main Street:** defines the activity centre and is focused on support retail prosperity and pedestrian activity.
3. **Living Street:** refers primarily to residential streets in the study area, and returns value to the community primarily as the most accessible and important public space to its residents.
4. **Laneways:** are narrow streets that add to the diversity of the overall public space network, supporting the fine grain character of the city.



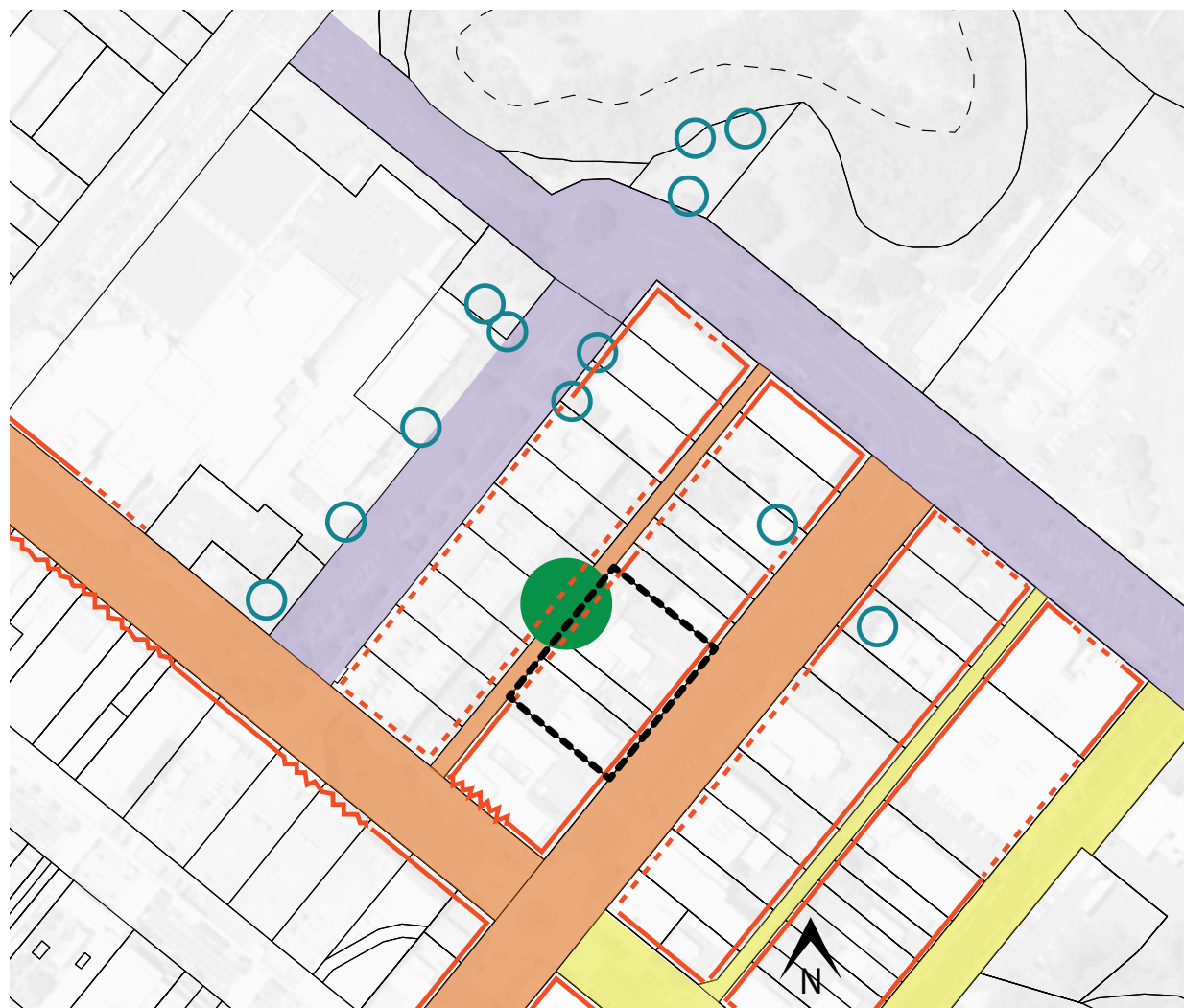
Significant Fig Riding Lane



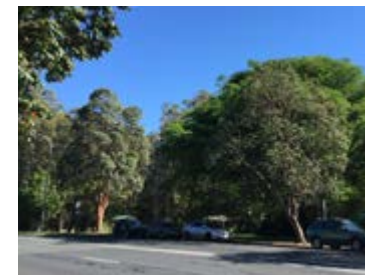
Poor Unestablished Street Trees



Poor Unestablished Street Trees



Eucalypt Species Established Throughout Locality



Eucalypt Species Established Throughout Locality








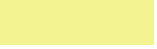



Established Street Trees treescap

PART 2 STRATEGIC ANALYSIS

SITE ANALYSIS

LEGEND

| | |
|--|---------------------------------|
|  | Dead Frontages |
|  | Passive Frontages |
|  | Active Frontages |
|  | Significant Fig Tree |
|  | Eucalyptus Species |
|  | Established Street Trees |
|  | Poor Unestablished Street Trees |
|  | No Street Trees |
|  | Site Boundary |

11.0 FRONTAGES AND STREET TREES

The site is bound primarily by dead frontages and restrictive passive frontages (along Gordon Street and Riding Lane) providing no precedential activation of the site. There is only one active frontage in the precinct along Vernon Street.

The lack of activation is resonated by the poor and unestablished street tree vegetation along Vernon, Gordon and Coff Street. Existing street trees are unbalanced and unevenly distributed along the streets which inhibit visual connection and stimulation of the streetscape, leaving a barren uninviting presence.

There is, however, a strong unifying element provided by the repetitive punctuated use of Eucalypts within close proximity to the site. This creates accented statements and potential unification of the precinct, which should be explored and utilised within the site.



1. Coff Street Roundabout



2. Riding Lane Entry



3. Riding Lane Entry



4. Coff Street Pedestrian Crossing



5. Gordon Street Pedestrian Crossing



6. Riding Lane Vehicle Exit and Pedestrian Crossing

PART 2 STRATEGIC ANALYSIS

SITE ANALYSIS

LEGEND



Vehicle Access



Pedestrian Movement



Conflict Points, Poor Legibility



Site Boundary

12.0 PEDESTRIAN MOVEMENT AND TRAFFIC FLOW

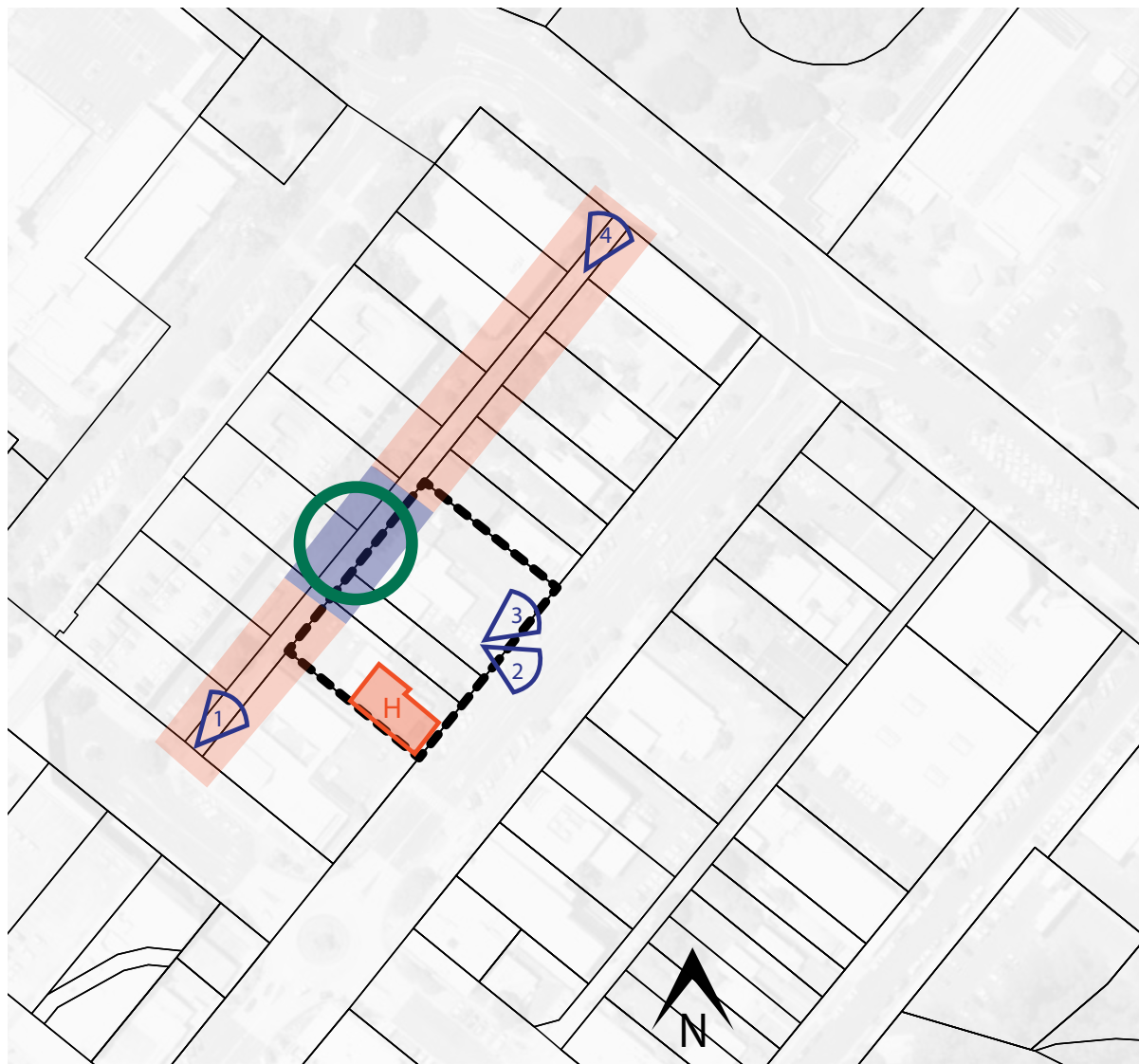
Direct pedestrian connectivity between the Library/Gallery site and the city heart largely occurs through Coffs Central arcade. Conflicts and restrictions along this route include:

- Traffic accessing the Castle Street car park from Vernon Street;
- Traffic along Riding Lane;
- Traffic exiting Castle Street Car Park, and
- Closure of the Coffs Central arcade after 6pm.

Other barriers to pedestrian and cycle connections near the site include:

- Roundabout on Vernon Street inhibiting connection to the city heart via Gordon Street
- Fast traffic flow around the corner of Gordon Street and Coff Street inhibiting connection between the site and the Coffs Creek walkways/cycle paths.

- The visual character of Riding Lane is uninviting to pedestrians / cyclists which limits its use as a key link between the city heart and the Coffs Creek walkways / cycle paths and the town pool;
- Lack of mid-block access between Gordon and Duke Street to simplify walking from Duke Street car parking to the Library/Gallery site and the city heart; and
- Lack of pedestrian friendly pathways through the ground floor of the Castle Street car park to connect Castle Street and Riding Lane



1. View Looking North Down Riding Lane



2. Views to Open Space Along Coffs Creek



3. Views to Open Space Fitzroy Oval



4. Views to Open Space From Riding Lane

PART 2 STRATEGIC ANALYSIS

SITE ANALYSIS

LEGEND



Item of Heritage Significance



Shade - cool environment
(summer refuge)



Solar Exposure - warmer environment
(winter refuge)



Views to Open Space



Significant Fig Tree



Site Boundary

13.0 VIEWS AND MICROCLIMATES

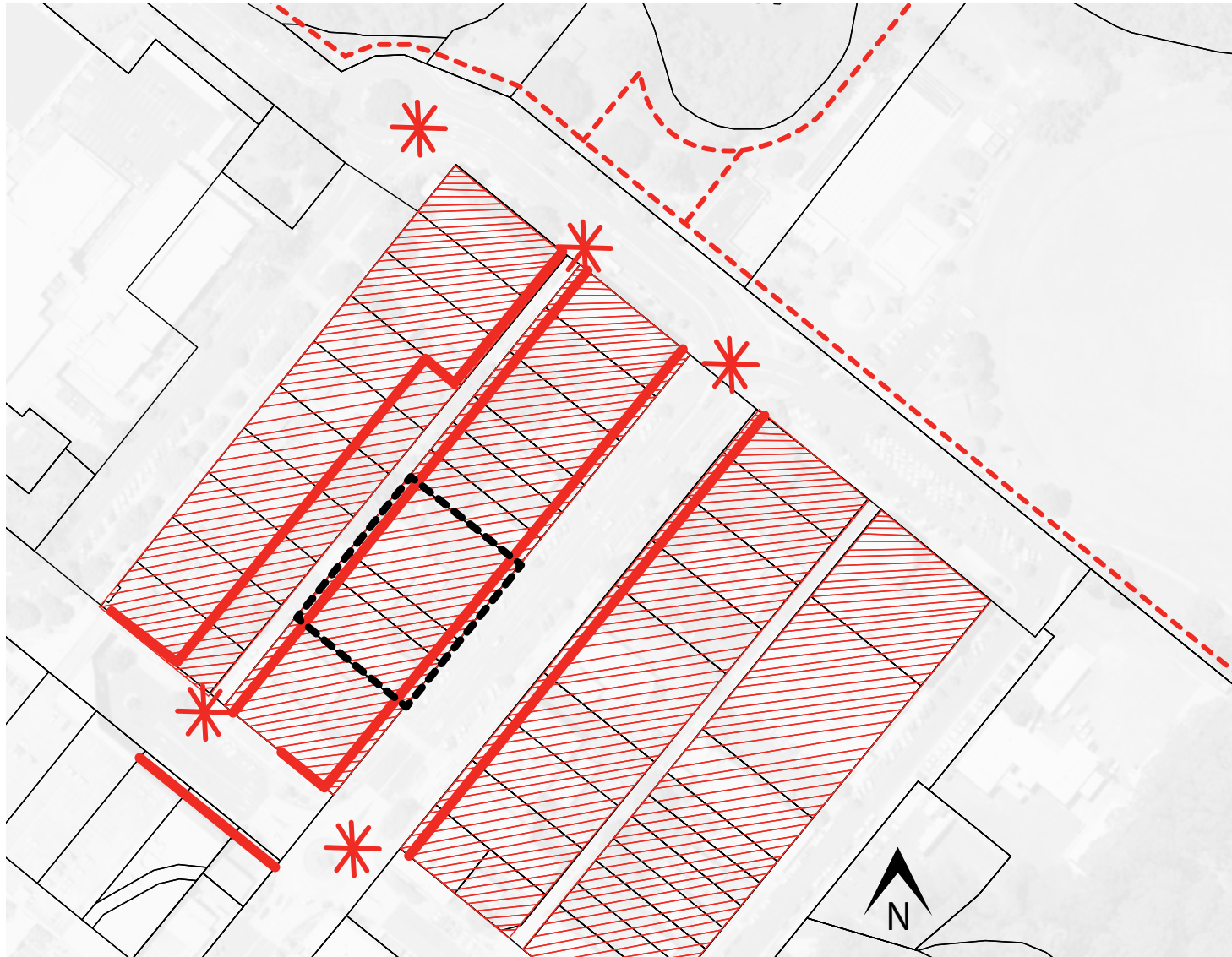
The significant fig tree located within the centre of Riding Lane provides visual amenity throughout the entire lane and creates a focal point of interest and intrigue when looking from both north and south down the lane.

The tree partially screens the façade of an adjoining five storey multi-level car park to the west and is a vital landmark and way finding indicator within the CBD. The fig tree provides orientation and a sense of location in proximity to the city. It is the most established, prevalent tree within the CBD and a best kept secret.

The fig tree also creates a varied microclimate within the laneway offering pedestrians space and opportunity of choice regarding weather. The tree provides refuge from harsh sun and heat during summer and allows for warmer exposure around the outer limits of the canopy throughout the winter months.

The Library/Gallery site also benefits from elevated views of forest vegetation along Coffs Creek to the north and east, which provides an attractive green backdrop to the built form of the city.






Development on the Library/Gallery site will be highly visible from Gordon Street, Riding Lane, and the Castle Street car park.



PART 2 STRATEGIC ANALYSIS

SITE ANALYSIS

LEGEND

-  Passive Dead Frontages
-  Pedestrian Barrier/Traffic conflict, Poor Legibility of Pedestrian Connections
-  No Mid Block Connections
-  Existing Cycleway
-  Site Boundary

14.0 CONSTRAINTS

Analysis of the site's constraints has been undertaken as shown on this page and summarised as follows:









- Dead frontages that provide little opportunity for activation and/or casual surveillance;
 - No mid-block connection between Castle Street, Gordon Street and Duke Street which limits pedestrian connectivity from major car parks to the site;
 - Pedestrian barriers from the site to the adjoining Office Living Precinct to the east;
 - Pedestrian barriers from the site to the City Heart and to the green space to the north of the pool;
 - Lack of pedestrian friendly intersections;
 - Insufficient bike linkages to and from the site;
 - Poor bike connectivity between the CBD and the Coffs Creek cycle paths;
- Visual character of Riding Lane is uninviting to pedestrians and cyclists;
 - Building of heritage significance on the subject site; and
 - Existing street tree pattern in the locality is unbalanced and poorly distributed.



PART 2 STRATEGIC ANALYSIS

SITE ANALYSIS

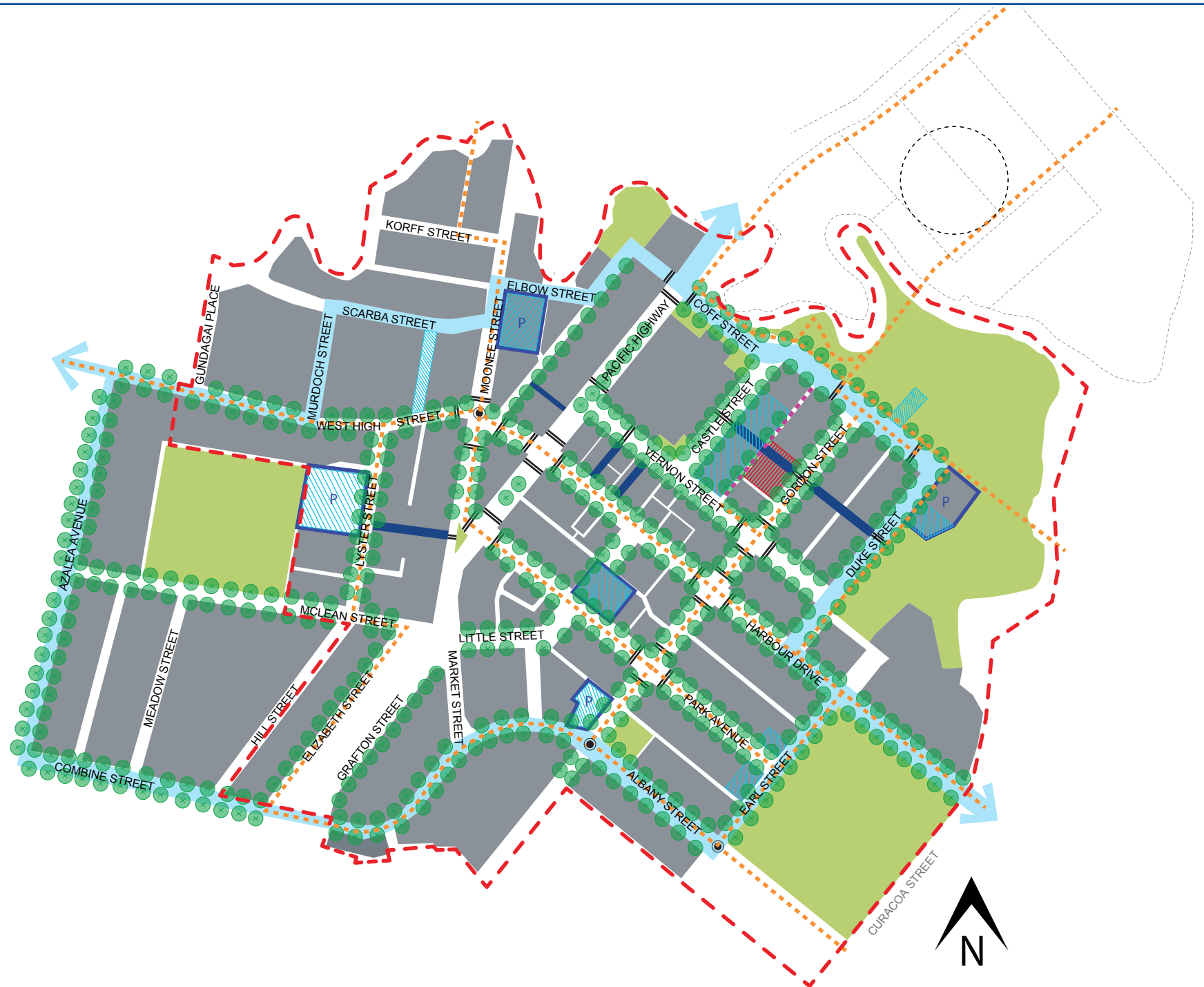
LEGEND

-  Mid Block Access
-  Design Streets and Lanes as Public Spaces and Movement Corridors for Pedestrians and Cyclists
-  Possible Future Car Park
-  Pedestrian/Cycle Friendly Intersections
-  Utilise Iconic Fig as Feature Statement
-  Bike/Cycle Connections
-  Introduce Two-Way Traffic Flow
-  Site Boundary

15.0 OPPORTUNITIES

Analysis of the site's attributes has been undertaken to identify the following opportunities:

- Provide complementary uses on the site and/ or within the desired civic cultural hub precinct;
- Use the rear lane (Riding Lane) for a key pedestrian and informal bike connection between the City Heart and the Coffs Creek walkway / cycle path and pool;
- Activate and improve pedestrian amenity of Riding Lane to complement development on the site and within surrounding precincts and to improve pedestrian connectivity to the City Heart;
- Retain and utilise the fig tree as part of the activation of Riding Lane and to retain a variable microclimate within its vicinity.
- Utilise the tall building heights adjoining Riding Lane to create a sense of public space and to provide visual cues. Improve the façade of the multi-story car park (i.e. green wall) and improve /uplight the tall blank wall of Coffs Central at the southern end of the view corridor along Riding Lane;
- Provide mid-block access through the site and adjoining blocks for improved pedestrian connections and to support the use of CBD edge parking;
- Provide additional parking on the fringe of the CBD in combination with mid-block pedestrian connections to promote a walkable CBD;
- Upgrade Gordon Street as a key pedestrian connection to the City Heart and the town swimming pool and Coffs Creek walkways/ cycle paths;
- Unify street tree vegetation on Gordon, Coff, Castle and Duke Streets in association with above streetscape improvements;
- Relocate the existing heritage item on the subject site to a sympathetic location; and
- Upgrade major intersections so they are more pedestrian/bike-friendly and provide a more permeable street grid structure for distributing traffic.
- Integrate Water Sensitive Urban Design rain gardens with street upgrades and street tree pits



PART 3 PRECINCT PLANNING

DESIRED PRECINCT PLAN - LOCAL CONTEXT

LEGEND



Pedestrian Friendly Roundabouts



Potential Mid-Block Access (to be acquired)



Pedestrian Crossing



Street Greening
(informed from CBD Masterplan)



CBD Ring Road (identified in the CBD Masterplan)



Public Car Parks



Potential Multi Storey Public Car Parks
potential to mix car park, commercial
and residential levels



Cycle/Bike Network



Informal Bike Path



Built Form/Block Structure



Subject Site

16.0 DESIRED PRECINCT PLAN - LOCAL CONTEXT

Street Reconfiguration

The streets will be reconfigured to create attractive, people oriented streets which promote renewal and redevelopment (City Centre Masterplan, 2031). Reconfiguration will include widened pedestrian footpaths, street greening, separated cycle paths, and parallel parking.

City Centre Street Greening

The desired plan reflects the street greening plan in the Coffs Harbour City Centre Masterplan (2031), save additional street tree greening on Castle and Vernon Streets to ensure that existing street trees are retained as part of any future public realm works and the inclusion of other significant streets not addressed in the CBD Masterplan.

CBD Ring Road

The desired precinct plan reflects the Inner Ring Road in the Coffs Harbour City Centre Masterplan (2031) to direct through traffic around the city centre. This will include reconfiguration of Duke Street. As part of the reconfiguration, the park alongside Carralls Gully will be enhanced as public green space

with a pedestrian and cycle path connecting into the existing Coffs Creek Cycleway.

Grid street structure

Two-way traffic flow is proposed in Vernon Street beneath the Coffs Central viaduct to improve the permeability for traffic distribution throughout the CBD. This section will remain a shareway to maintain pedestrian priority.

Mid-Block Access

Formalised mid-block pedestrian access is needed in the CBD to improve pedestrian connections between destinations and public car parks. Mid-block connections are proposed from Castle Street to Duke Street, from the Pacific Highway to Cox Lane, from Lyster to Moonee Street and from Vernon Street to Harbour Drive.

To assist night-time activation of the CBD, late-night mid-block pedestrian access is desired between Vernon Street and Harbour Drive to connect the City Heart with the site and Castle Street car park.

Cycle/Bike Network

Safe and connected cycle routes within the CBD are proposed using the concept of 'floating parking' and bike-buffer zones.

Cyclist refuges at crossings of Coff Street will improve connection of the CBD with the wider cycle path network.



PART 3 PRECINCT PLANNING

DESIRED PRECINCT PLAN - PRECINCT CONTEXT

PEDESTRIAN FRIENDLY ROUNDABOUTS



ALTERNATIVE PEDESTRIAN CROSSINGS



16.0 DESIRED PRECINCT PLAN – PRECINCT CONTEXT

Potential Multi Storey Public Car Parks

New multi storey car parks for long term parking are preferred on the fringe of the CBD to balance out the reduction of on-street parking from street reconfigurations. This could be undertaken with a combination of commercial, residential and car park. This reflects the key objective of the Coffs Harbour City Centre Masterplan (2031) which is to achieve a connected city centre where there is a balance between the pedestrian, cyclist, public transport and private vehicles.

Pedestrian Friendly Roundabouts and Intersections

The desired plan seeks to convert existing roundabouts to pedestrian friendly roundabouts or signalised intersections.

Conventional roundabouts historically discourage cycling and walking as they are designed to prioritise motor vehicle capacity which leads to high motor vehicle speeds. Modern roundabouts are emerging which give

pedestrians and cyclists priority over vehicular traffic.

The plan is to modify the existing two-lane roundabouts in the CBD to one-lane entry and exit on each leg. Zebra crossings will be installed on each leg and aligned with pedestrian desire lines. In the long-term a number of roundabouts may be converted to signalised intersections.

Pedestrian Crossings

Pedestrian crossings are needed to support pedestrian movement through the mid-block connections and to improve pedestrian linkages across the Pacific Highway and Coff Street.

Zebra crossings on Gordon Street and Duke Street in line with the proposed mid-block connections will improve pedestrian connectivity between off-street car parks and the site and City Heart.

Pedestrian and cyclist refuges on Coff Street will improve the connectivity of the CBD with the main cycle path network and the Coffs Creek walkways.

Improved pedestrian connectivity across the Pacific Highway near Vernon Street will help connect the two sides of the CBD and improve connection of the Penny Lane car park.



FLOATING PARKING AND SEPARATED CYCLE PATH



MID BLOCK CONNECTION



STREET GREENING



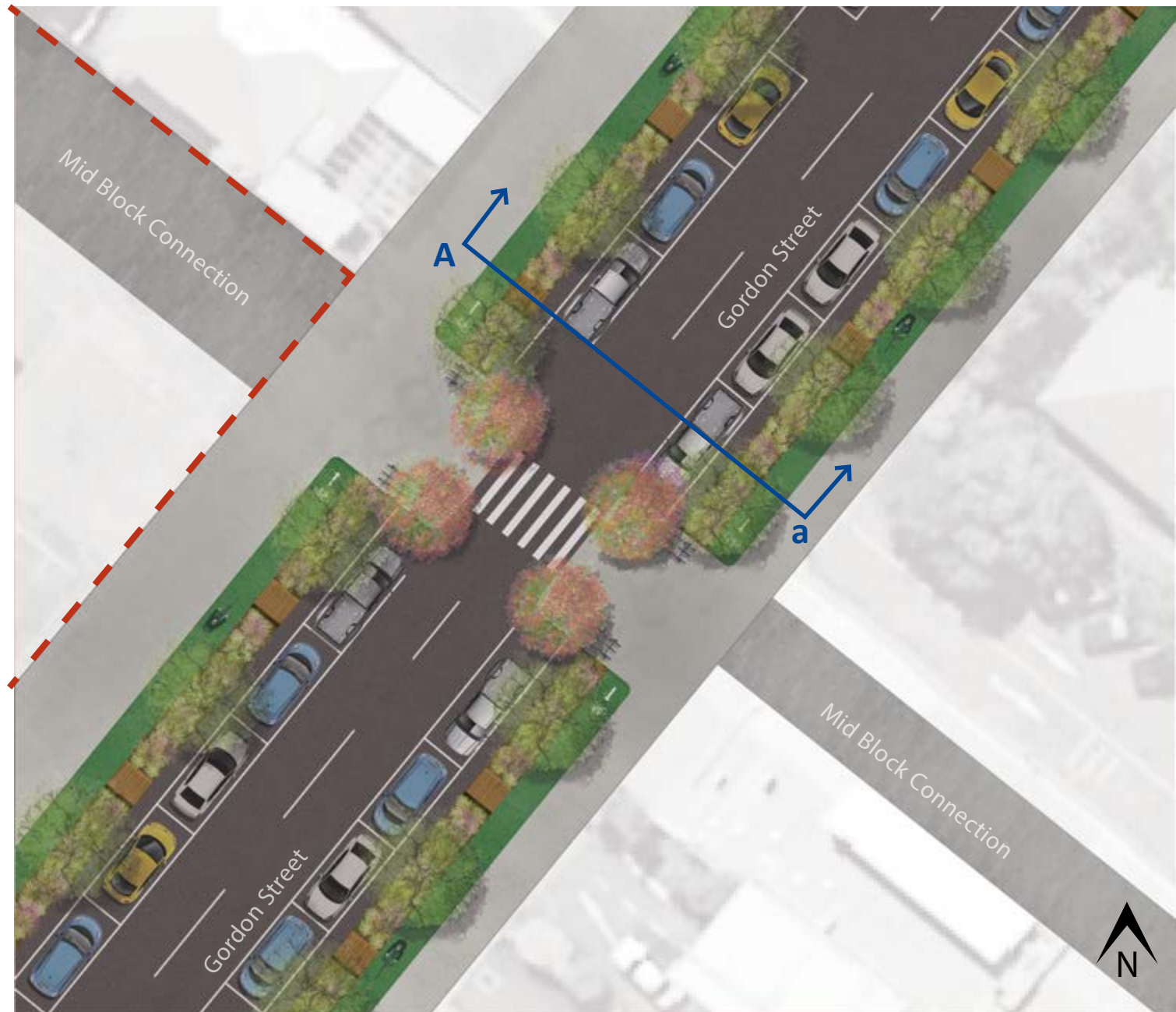
PART 3 PRECINCT PLANNING

DESIRED PRECINCT PLAN - PRECINCT CONTEXT

17.0 DESIRED PRECINCT PLAN – LOCAL CONTEXT

The desired plan for the cultural hub and office living precincts includes the following:

- Potential mid-block access from Castle Street (through the car park) to Riding Lane, through the subject site to Gordon Street and from Gordon Street to Duke Street;
- Pedestrian crossings at a new signalised intersection on Gordon and Vernon Street;
- New pedestrian crossings on Gordon Street, Castle Street and Duke Street aligned with the mid-block connections;
- Improved pedestrian and cycle crossings on Coff Street;
- New T-intersection on Gordon and Coff Street with priority to Coff Street/ CBD ring road;
- Potential new multi storey public car park on the defence land. This may be incorporated with levels of commercial and residential;
- New or improved street trees on Castle, Gordon, Duke, Coff and Vernon streets;
- Parallel parking on Coff street, Castle Street, Gordon Street, Vernon Street and Duke Street;
- Separated cycle paths along Gordon Street and part of Coff and Vernon Streets;
- Pedestrian path and informal cycle path through Riding Lane, Duke Street and the Coffs Creek Cycleway next to Coff Street;
- Improved pedestrian paths along Castle, Gordon, Duke, Coff and Vernon streets;
- Works on Vernon Street comprising a bus stop, taxi ranks, community transport and public pick-up / drop-of point;
- Two-way traffic flow in Vernon Street beneath the Coffs Central viaduct and a conventional T-intersection at Vernon / Castle Street. The shareway beneath the viaduct will be retained to safeguard pedestrian priority.
- Reconfiguring Riding Lane to be more pedestrian and cycle friendly and retaining and enhancing the existing fig tree.



PART 3 PRECINCT PLANNING

DESIRED PRECINCT PLAN - PRECINCT CONTEXT

KEY PLAN



PEDESTRIAN BRIDGES AND RAIN GARDENS



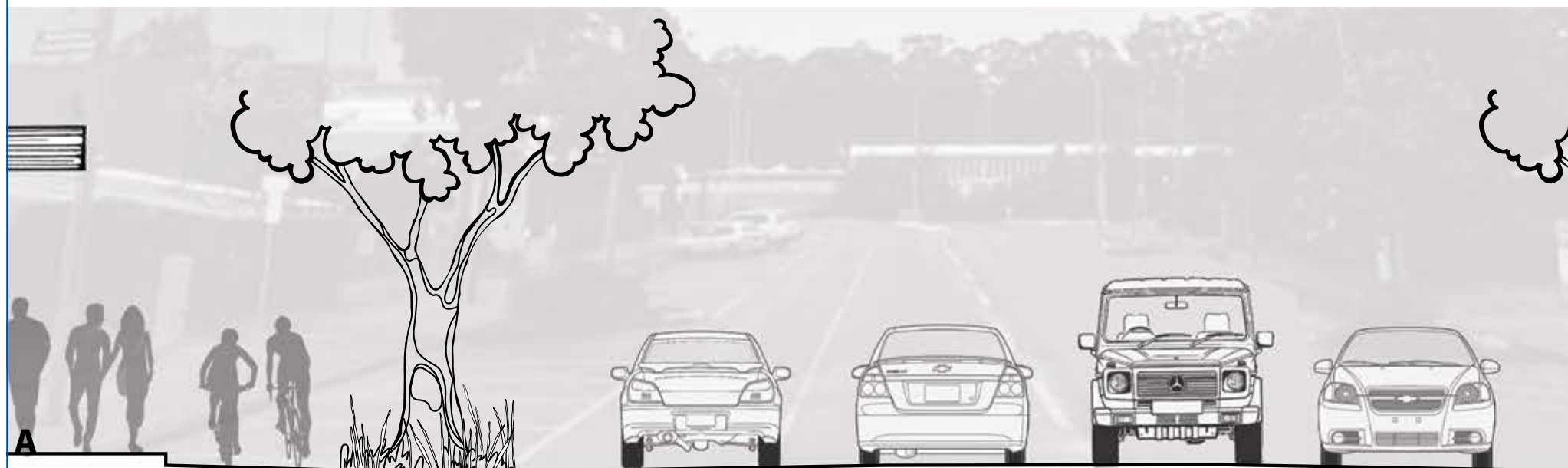
18.0 CONCEPT PLAN GORDON STREET

Reconfiguring Gordon Street will involve street greening and the concept of using parking as the buffer between traffic and the cyclist. The works will include:

- Wide footpaths adjoining cycle paths to promote a pedestrian/cycle friendly street environment;
- Separated one-way cycle paths to promote bicycle use for all ages and abilities;
- Shared pedestrian/cycle paths at intersection nodes with priority for the pedestrian;
- Uniform street trees and rain gardens for 'street greening' will be located in the buffer between cycle paths and on-street parking. The rain gardens will integrate water sensitive urban design (WSUD) principles of treating stormwater runoff with street greening;
- A buffer between the rain gardens and on-street parking allows easy access into / out of parked cars. Access over the rain gardens

is also provided at regular intervals to enable easy access between parking spaces and footpath;

- Parallel parking is used to minimise car dominance of the street environment and enable dedication of more of the road reserve to pedestrians/cyclist and 'street greening'; and
- Locating the pedestrian crossing to align with mid-block connections.



Footpath

Cycle Path

Rain Garden and
Pedestrian Bridge

Floating Parking

One Way Traffic

One Way Traffic

Floating Parking



Relationship between pedestrian footpath and cycleway.



Trees in rain gardens used as a buffer between cyclists and parking. Surface water drains from cycleway and road into rain gardens.



Parked cars act as an extra buffer between traffic cyclists. Buffer offset from rain gardens allow passengers to exit parked vehicles. Surface water drains from road into rain gardens.



PART 3 PRECINCT PLANNING

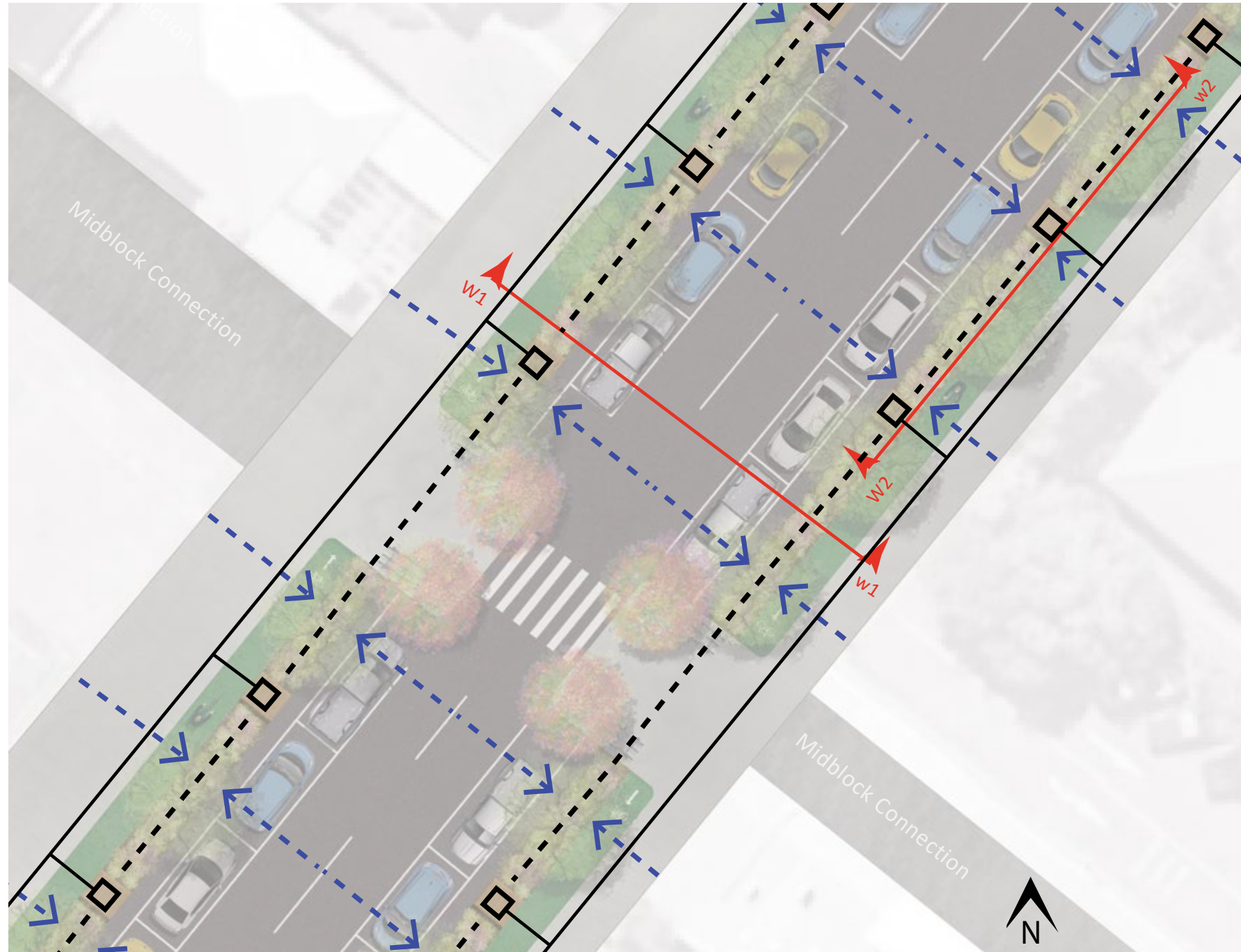
DESIRED PRECINCT PLAN - PRECINCT CONTEXT

19.0 CROSS SECTION GORDON STREET

The general cross-section of Gordon Street road reserve comprises:

- Footpath 3.5 to 4.5 metres in width (each side);
- Cycle path 2.0 metres in width (each side);
- Tree/rain garden 2.0 metres in width (each side);
- Buffer (between trees and parking spaces) 1.0 metre in width;
- Floating parking space 2.8 metres in width (each side); and
- One way traffic north and south 3.2 metres in width (each lane).









PART 3 PRECINCT PLANNING

DESIRED PRECINCT PLAN - PRECINCT CONTEXT

KEY PLAN



LEGEND

-  Surface Runoff
-  Ag Pipe to Collect Filtered Runoff
-  Stormwater Drainage System
-  Collection Pit

PEDESTRIAN BRIDGES AND RAIN GARDENS

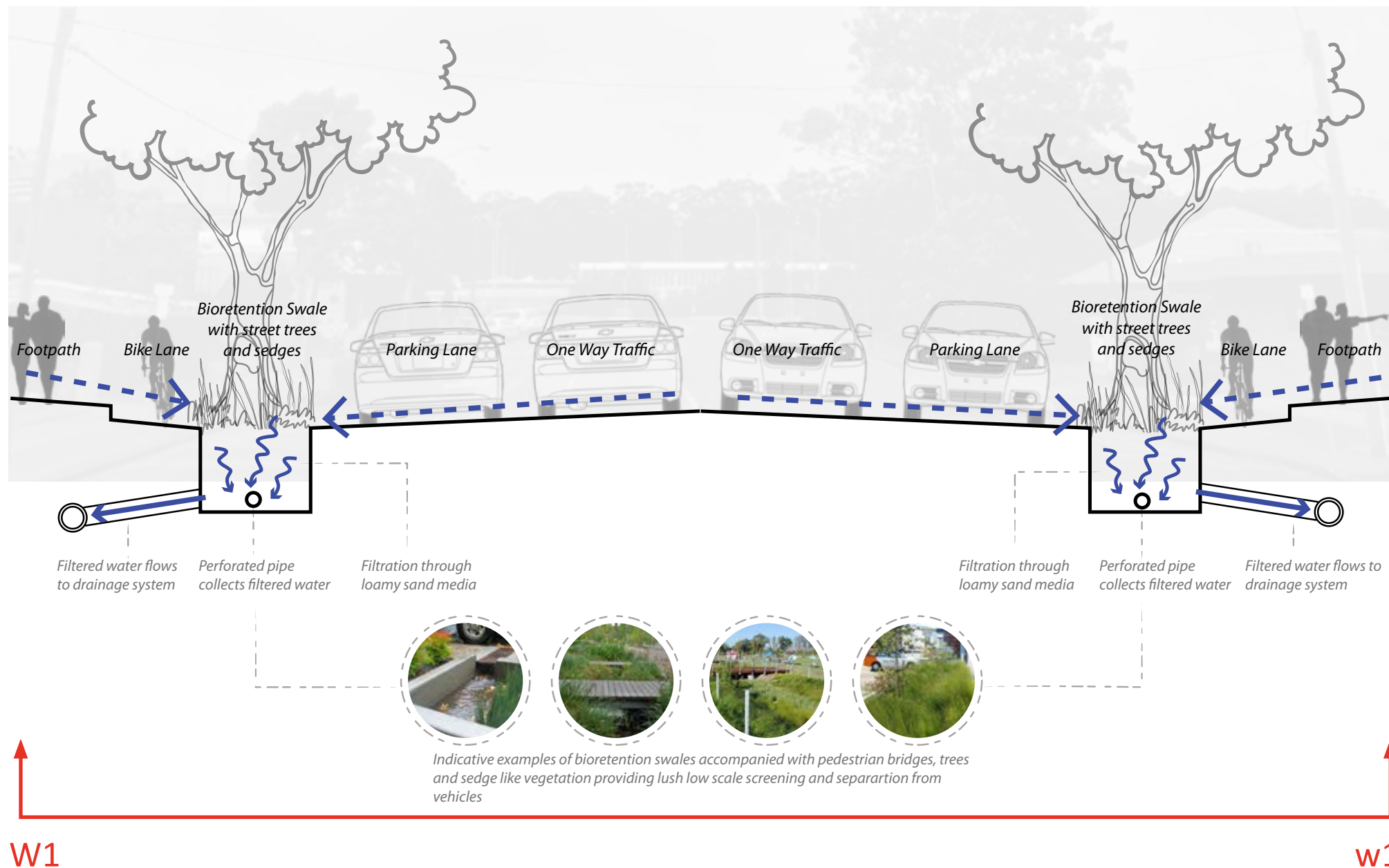


20.0 GORDON STREET WSUD PLAN

The street plan includes WSUD elements that provide both a 'green link' within the urban landscape and a system for treating road runoff.

WSUD (Water Sensitive Urban Design) incorporates elements in urban infrastructure to provide a range of 'water sensitive' functions including protecting downstream water environments and integrating with the urban landscape to enhance the amenity of streetscapes for businesses, residents, pedestrians, cyclists and motorists.

A bioretention swale or raingarden in Gordon Street will provide the dual function of treating road runoff and carrying the flows to the conventional drainage system.



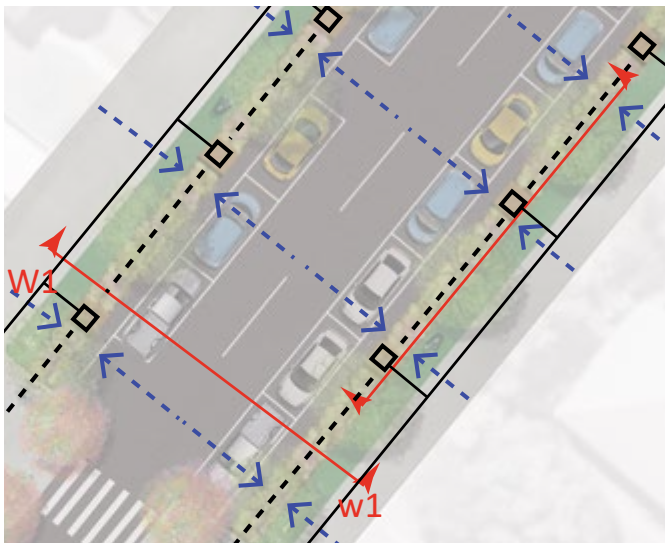
PART 3 PRECINCT PLANNING

DESIRED PRECINCT PLAN - PRECINCT CONTEXT






20.1 GORDON STREET CROSS SECTION WSUD

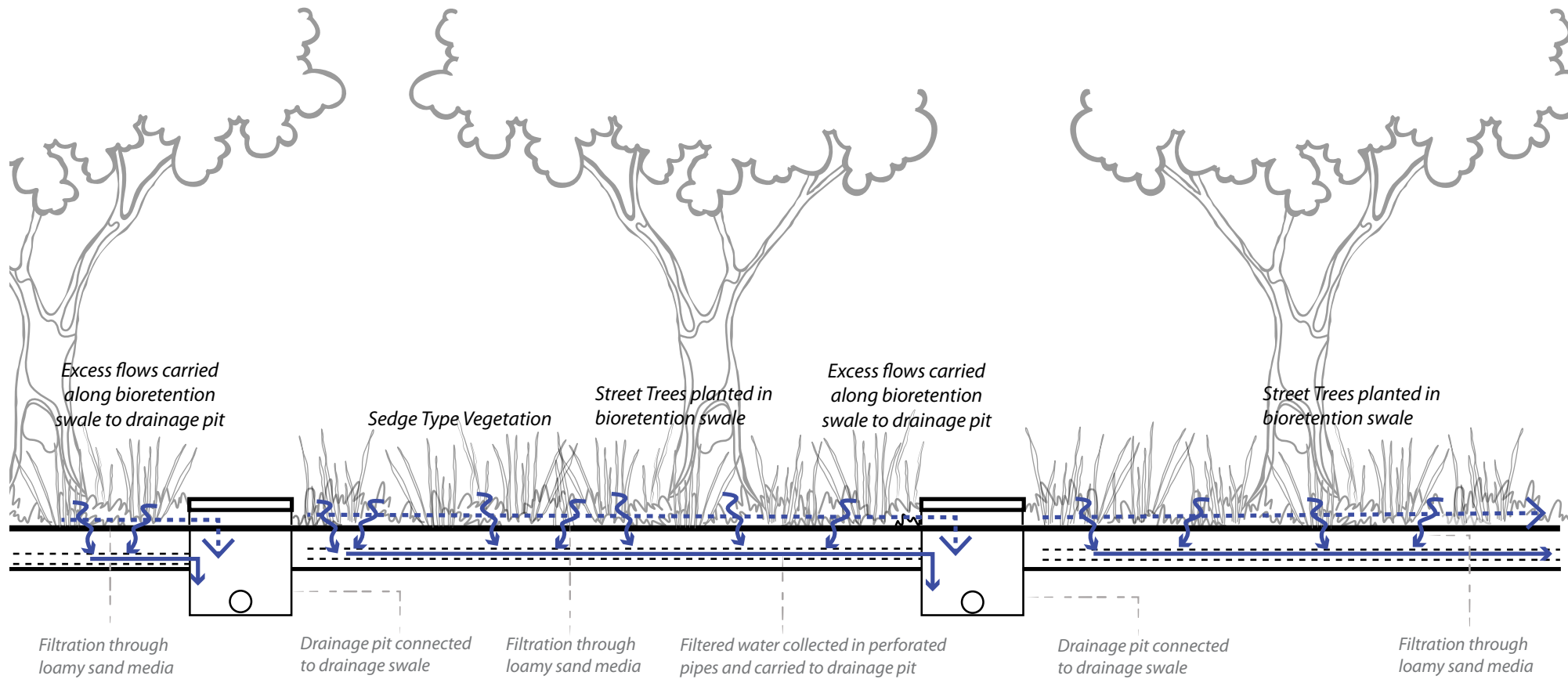
Runoff from the road, cycle way and footpaths will flow to the bioretention swale where it is filtered through a sandy loam filter media. The filtered water is collected beneath the media in perforated pipes and directed to the conventional drainage system.

The bioretention swales will be planted with street trees and sedge-type vegetation to provide a green link within the urban landscape to enhance the amenity for all street users. Pedestrian crossings of the bioretention swales will be provided at regular intervals to enable easy access between the car parking spaces and the footpath.



LEGEND

-  Surface Runoff
-  Filtered Excess Runoff
-  Flow through Filter Media
-  Ag Drain to Collect Filtered Runoff
-  Stormwater Drainage Pipe



Indicative examples of bioretention swales accompanied with pedestrian bridges, trees and sedge like vegetation providing lush slow scale screening and separation from vehicles

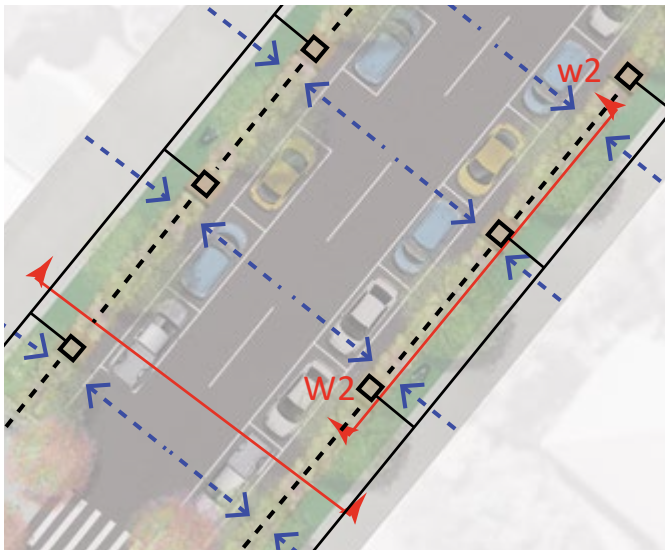
PART 3 PRECINCT PLANNING

DESIRED PRECINCT PLAN - PRECINCT CONTEXT






20.2 GORDON STREET CROSS SECTION WSUD

Runoff directed to the bioretention swale filters through a sandy loam filter media. The filtered water is collected beneath the media in perforated pipes and directed to pits in the drainage system.

During large rainfall events the media will not be able to filter all runoff. This excess runoff will flow along the surface of the bioretention swales to pits connected to the drainage system.



LEGEND

-  Ag Drain to Collect Filtered Water
-  Excess Runoff Flow to Drainage Systems
-  Filtered Runoff
-  Flow Through Filter Media
-  Stormwater Drainage Pipe



PART 3 PRECINCT PLANNING

DESIRED PRECINCT PLAN - PRECINCT CONTEXT

KEY PLAN



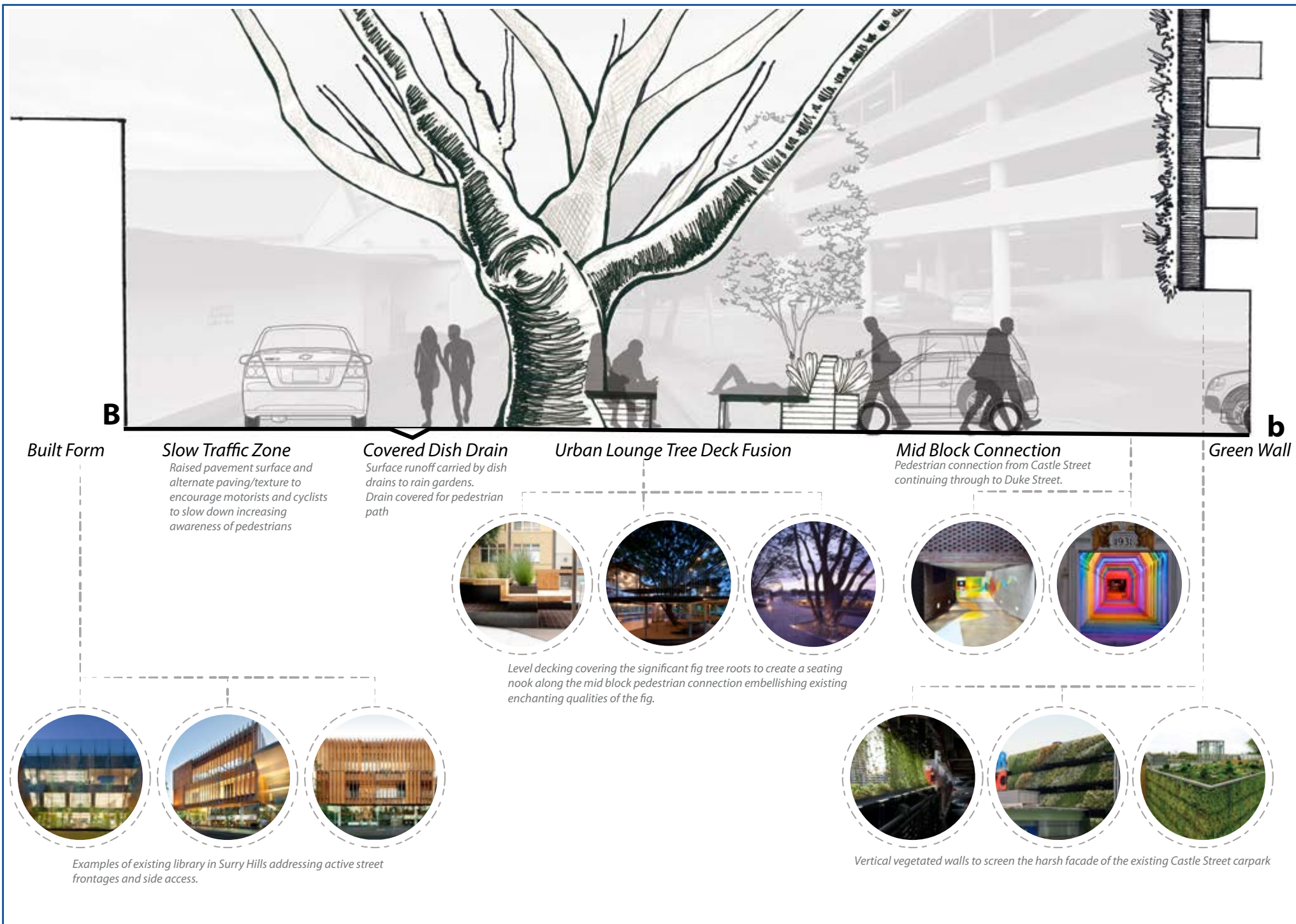
URBAN LOUNGE TREE DECK FUSION



21.0 CONCEPT PLAN RIDING LANE

A decking structure with seating will be used to protect and enhance the landmark fig tree in Riding Lane. The structure will:

- Highlight this important junction of the laneway, mid-block connection and exit ramp from the Castle Street car park
- Provide a key landmark for visual navigation which will be further enhanced with lighting;
- Help resolve pathway levels at the junction of the various pathways and ramps around the base of the tree;
- Provide a shaded refuge and public meeting space with lounge/seating infrastructure adjoining the library/gallery site; and
- Help define Riding Lane as a pedestrian-friendly shareway.



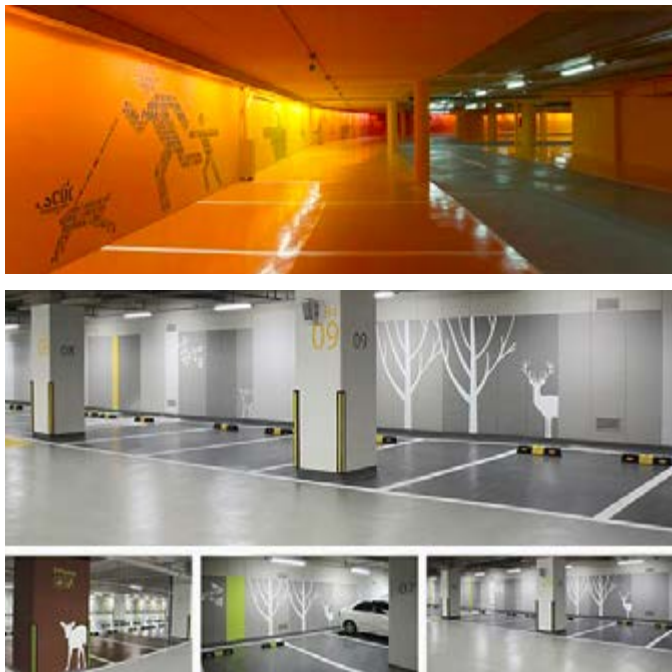
PART 3 PRECINCT PLANNING

DESIRED PRECINCT PLAN - PRECINCT CONTEXT

GREEN WALLS



CAR PARK ACCESS AND WALKTHROUGHS



22.0 CROSS SECTION RIDING LANE

the southern end of Riding Lane as a visual navigational cue.

- Shared Zone laneway for pedestrians, cyclist and vehicles. The surface level of the laneway will match the adjoining footpath level. This even level in combination with paving textures and narrow 2.75 metre wide pavement marking for vehicles will encourage motorists and cyclists to slow down and prioritise pedestrians.
- The blank façade of the multi-storey car park will be fitted with a green wall to soften the adjoining space and complement the library / gallery site and street greening initiatives.
- A formalised pedestrian connection through the Castle Street car park will align with the mid-block connection through the library / gallery site. This will provide direct linkage between Gordon Street and Castle Street and help connect the site with the CBD's main car park. An existing at-grade traffic lane through the car park can be converted to a dedicated pedestrian / cycle path using range of surface treatments and lighting.
- Use lighting / public art to provide a focal point on the blank Coffs Central façade at



C

Tree Pit

Urban Lounge Tree Decking
Pavement Fusion



Alternate paving/texture to encourage motorists and cyclists to slow down increasing awareness of pedestrians



Grate covering/protecting tree roots. Trees planted in ground flush surface finish



Level decking covering the significant fig tree roots to create a seating nook along the mid connection embellishing existing enchanting qualities of the fig.

PART 3 PRECINCT PLANNING

DESIRED PRECINCT PLAN - PRECINCT CONTEXT

23.0 ELEVATION RIDING LANE

- The surface of the at-grade car parking area between the laneway and the multi-storey car park will be paved similar to the laneway treatment to promote a pedestrian-friendly public space and alternative thoroughfare between the library/gallery site and Coffs Central.
 - Uniform street trees will be located along the western side of the laneway to complement the street greening initiative. Medium sized trees will be used, similar to *Elaeocarpus eumundii*, generally columnar in form with clear lower trunk so as not to limit pedestrian visibility.
 - Water sensitive urban design will be incorporated using dish drains and street tree pits to capture and treat surface runoff. A dish-drain will run along the west side of the laneway and feed runoff into the tree pits / rain gardens for filtering. The treated water is collected in underdrains in the tree pits and piped to the drainage system.
- The urban lounge and fig tree will provide:
 - a key landmark for visual navigation which will be further enhanced with lighting in the evening; and
 - a shaded refuge and public meeting space with lounge seating adjoining the library/gallery site.



Mid Block Connection



block pedestrian

Pedestrian connection from Castle Street continuing through to Duke Street.



PART 3 PRECINCT PLANNING

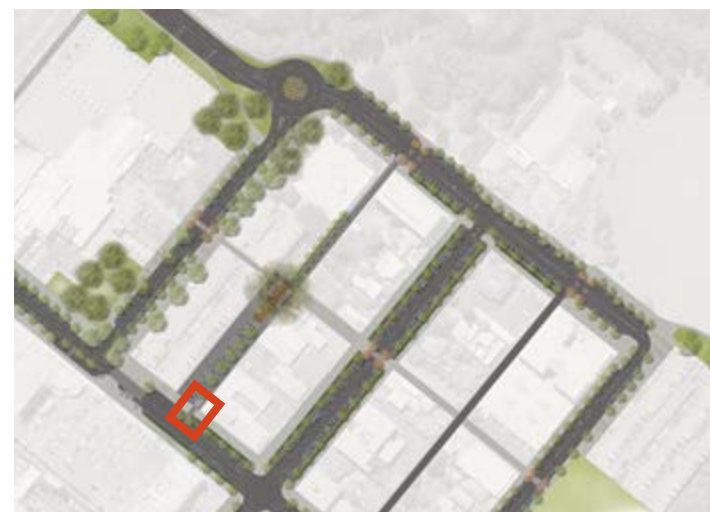
DESIRED PRECINCT PLAN - PRECINCT CONTEXT

24.0 CONCEPT PLAN RIDING LANE AND COFF STREET

- The exit point from Riding Lane intersects an important pedestrian / cycle path at Vernon Street. To improve sight distance at the corner of the exit point, the vehicle travel path has been 'pushed' away from the corner by realigning and straightening the exit onto Vernon Street and using pavement treatment in the laneway to mark the desired vehicle path. Rough pavement texture is also used at the approach to the exit as both an audible cue to pedestrians of approaching vehicle and as a cue to motorists to slow down;
- Narrow street tree pits and generous spacing of the trees ensure pedestrian movement is not restricted between the laneway and the adjoining car park which is used as an informal thoroughfare between Riding Lane and Coffs Central;
- The generous spacing of the street trees and their columnar form with clear lower trunk improves visibility between motorists and pedestrians/cyclists moving between the laneway and adjoining car park;

- Bollards are located along the edge of the car parking spaces to prevent vehicle access between the parking spaces and laneway.

KEY PLAN



SHARED PATH TRANSITIONS



TREE PITS





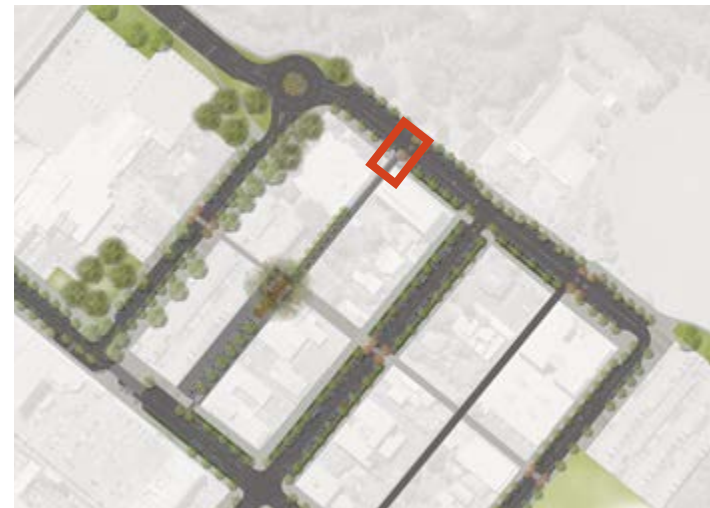
PART 3 PRECINCT PLANNING

DESIRED PRECINCT PLAN - PRECINCT CONTEXT

25.0 CONCEPT PLAN RIDING LANE ENTRY

- The vehicle entry to Riding Lane include rough pavement treatment to make motorists aware of pedestrian and informal cycle path to encourage slower speeds.
- Riding Lane will be an important pedestrian and informal cycle link between the City Heart and the Coffs Creek Walkway/ Cycleway.
- The northern laneway entry is a key link to the Coffs Creek Walkway/ Cycleway network and wider cycle path network.
- Surface treatment of the footpath, refuges and entry to Riding Lane in combination with the placement of street trees will assist in providing visual navigational cues to pedestrian/cyclists entering from the Coffs Creek Walkway/ Cycleway.
- The Coff Street traffic lanes are 'squeezed' to one lane each way at the pedestrian / cyclist crossing point to make motorists aware of the crossing, improve visibility of pedestrian / cyclists and discourage excessive vehicle speeds.
- The pedestrian / cyclist refuge in the middle of Coff Street has been expanded to 4.5 metres wide and 3.0 metres deep to safely accommodate both pedestrian and cyclists.

KEY PLAN

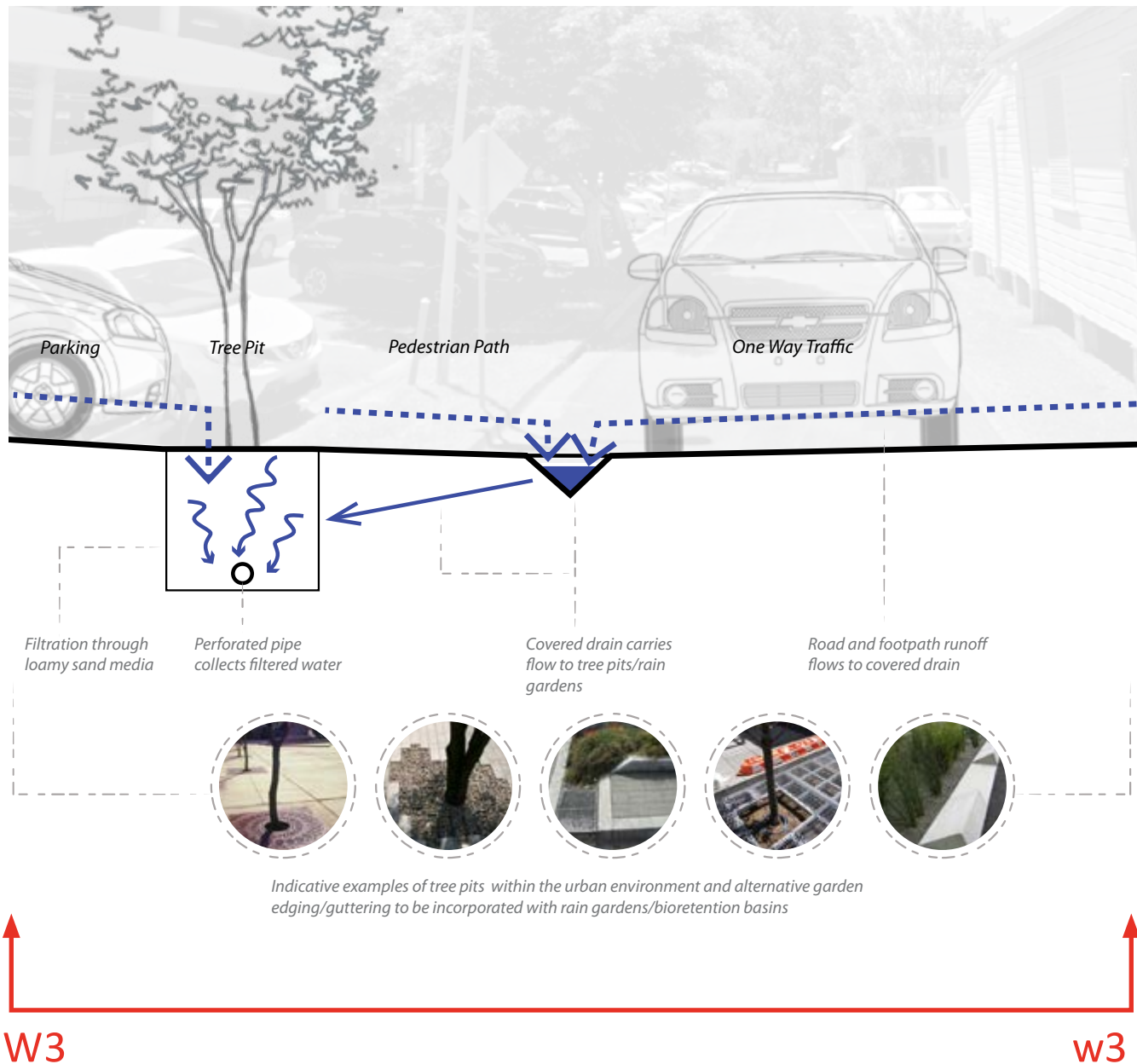
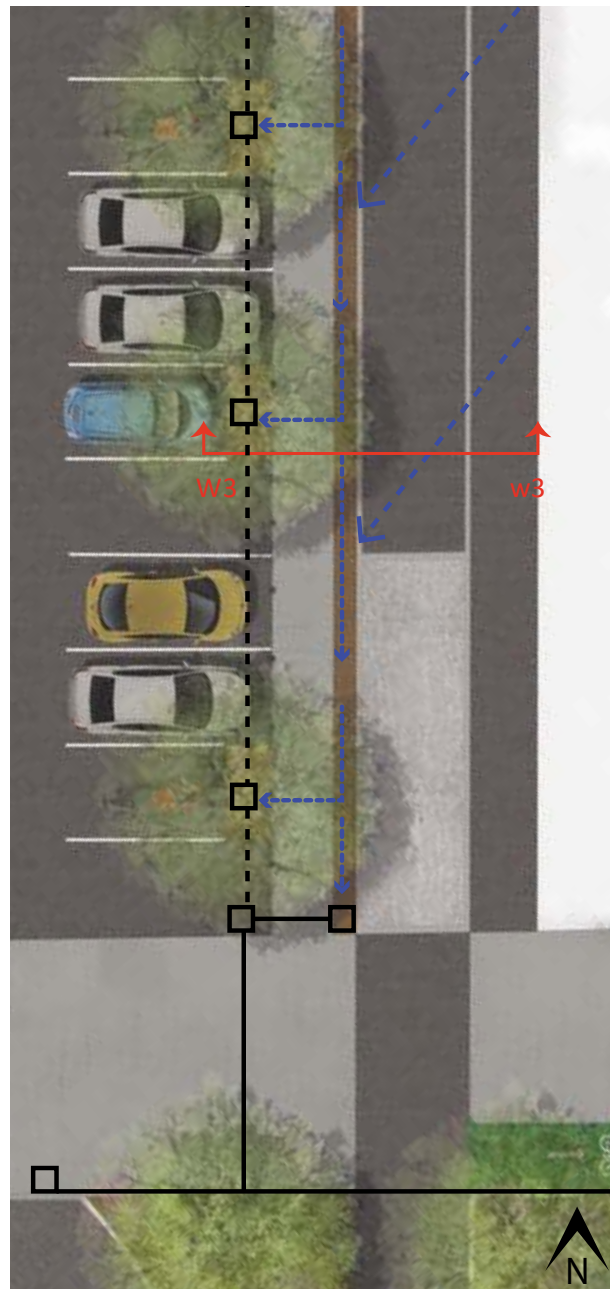


SHARED PATH TRANSITIONS



PEDESTRIAN BRIDGES AND RAIN GARDENS





PART 3 PRECINCT PLANNING

DESIRED PRECINCT PLAN - PRECINCT CONTEXT

26.0 CONCEPT PLAN RIDING LANE WSUD

The street design for Riding Lane incorporates WSUD elements with the street tree plan to treat road runoff and provide a 'green link' along the pedestrian pathway.

Water Sensitive Urban Design incorporates elements in urban infrastructure to provide a range of 'water sensitive' functions including protecting downstream water environments and integrating with the urban landscape to enhance the amenity of streetscapes for businesses, residents, pedestrians, cyclists and motorists.

Tree pits or raingardens will treat runoff from the road and car park.








Runoff will flow to a covered V-drain that will feed the flows to the tree pits. The water is filtered through a sandy loam filter media in the tree pit and then collected beneath the media in perforated pipes and directed to the conventional drainage system.

During large rainfall events the media will not be able to filter all runoff. This excess runoff will continue to flow along the V-drain to pits connected to the conventional drainage system.

KEY PLAN



LEGEND

-  Surface Runoff
-  Excess Runoff
-  Ag Pipe to Collect Filtered Runoff
-  Stormwater Drainage System
-  Flow through Filter Media
-  Ag Drain to Collect Filtered Runoff
-  Rain Garden Tree Pit



PART 3 PRECINCT PLANNING

DESIRED PRECINCT PLAN - PRECINCT CONTEXT

27.0 CONCEPT PLAN VERNON STREET TRANSPORT INTERCHANGE

- Reconfiguration of Vernon Street includes street greening and the concept of using parking as the buffer between traffic and the cyclist similar to Gordon Street;
- Two-way traffic flow will be introduced to the section of Vernon Street beneath the Coffs Central viaduct. This section will remain a shareway to safeguard pedestrian priority between Coffs Central and the car park;
- A conventional T-intersection at Vernon / Castle Street enables better traffic distribution and easier pedestrian crossing;
- A bus stop will be located beneath the viaduct and offset from the proposed two-way traffic lane shareway;
- Taxi ranks are located on the southern side of Vernon Street near the intersection with Gordon Street;
- A community transport and public pick-up/ drop-off point ('kiss-and-ride' / 'pash-n-dash' zone) is located in the side-lane on the west side of the viaduct; and
- The wide road pavement width on the east side of the viaduct enables truck manoeuvring associated with the Coffs Central loading bay.

KEY PLAN



EXISTING PARK AVENUE TRANSPORT INTERCHANGE



28.0 CONCLUSIONS AND KEY FINDINGS

As previously discussed, this precinct analysis has been prepared in response to a Council resolution which endorsed 23-31 Gordon Street Coffs Harbour as the site for a new Library/Gallery.

This precinct analysis has been prepared in accordance with this resolution, including the identification of activation opportunities and pedestrian access to and surrounding the subject site.

The following key conclusions can be drawn from the precinct analysis...

- The proposed Library/Gallery site is central to key sites and localities in the Coffs Harbour LGA;
- The site has strong vehicular connections to the wider city via the Pacific Highway, Harbour Drive and Hogbin Drive, however its connectivity with the CBD suffers from poor pedestrian and cycle amenity;
- There is significant opportunity to enhance complementary civic and cultural land uses on the site and within the precinct;

Note: The Coffs Harbour City Centre Masterplan 2031 ('City Centre Masterplan') points out that entertainment centres, located within, or on the edge, of walkable City Centres, attract significant numbers of people boosting patronage, and

hence the viability of, surrounding restaurants, bars and similar uses.

- Desired building heights of about eight storeys (28m) for the site and adjoining land provide an opportunity for taller development and would support the co-location of complementary uses such as entertainment facilities, performing art space, public administration buildings and mixed use development;
- Desired building heights of about twelve storeys (40m) adjoining public green space provides an opportunity for inner city mixed use development (office/living) in walking distance to the proposed Library/Gallery site;
- The site has been identified within a desired 'cultural hub' precinct due to its close proximity to the City Heart; existing complementary civic services in the locality; proximity to large expanses of public green space; strong pedestrian and vehicular connectivity; and proximity to desired city living growth, all of which provide an ideal setting for cultural and civic facilities;

Note: the findings of the City Centre Masterplan reaffirm the location of the desired cultural hub precinct by expressing a preference to locate

cultural community assets as close to the city heart as possible.

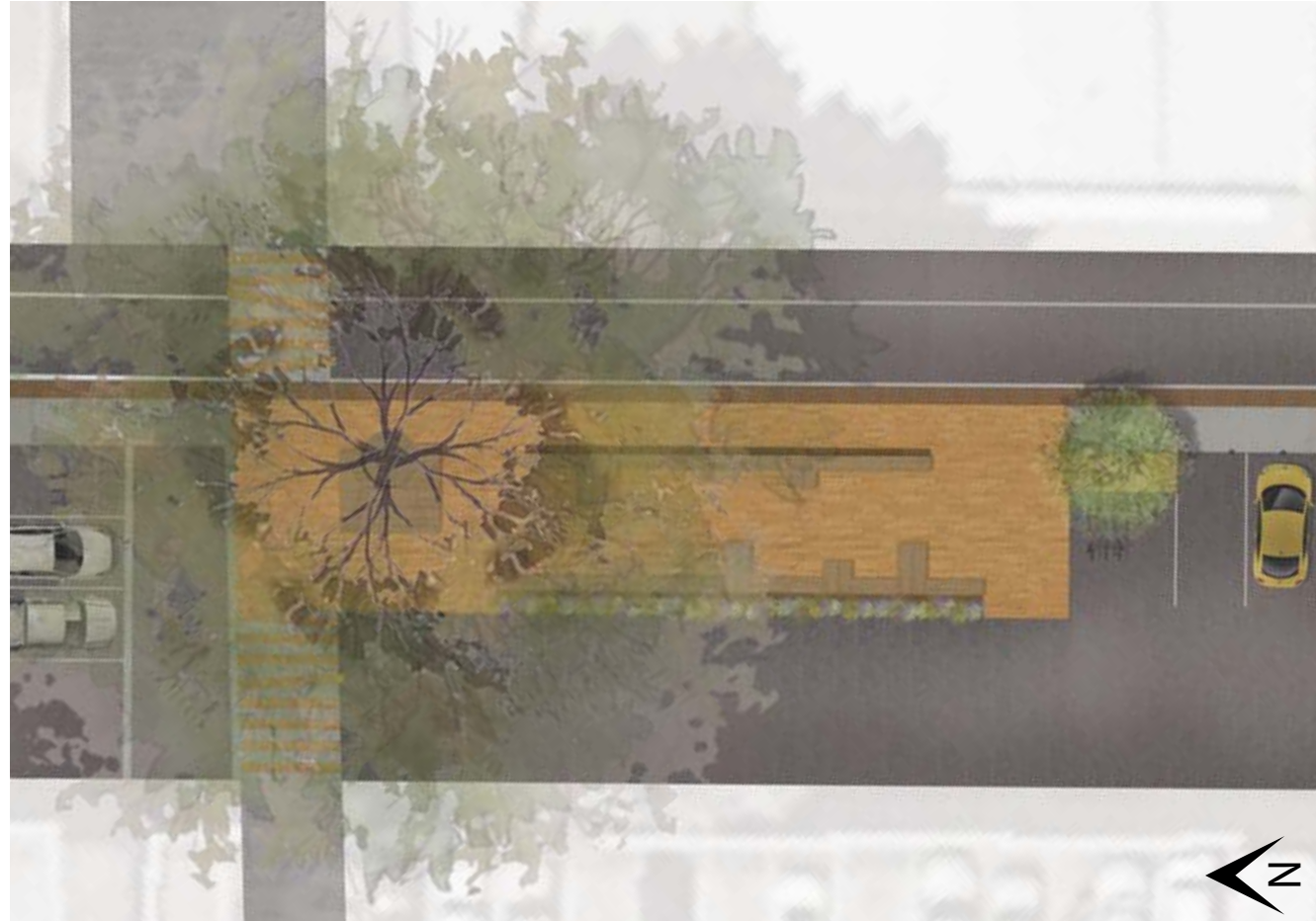
Most of the built form surrounding the Library/Gallery site is somewhat dated comprising one to three storey civic buildings constructed in the early 80's to early 90's;

- Some urban renewal has begun in the locality of the proposed Library/Gallery site;
- Two buildings within the immediate vicinity of the proposed Library/Gallery site are of heritage significance (one within the subject site);
- The site is within a 5 minute walk of most of the City Heart precinct and key car parks. The laneway connection (Riding Lane) from the site to the City Heart is car dominated with limited pedestrian amenity. At night, closed arcades in Coffs Central limit pedestrian connection between the site and the City Heart;
- Roundabouts inhibit pedestrian and bike movement through the street network. The highway and Gordon Street also act as barriers to pedestrian movement across the CBD due to their wide carriageways and awkward pedestrian crossings;
- The Castle Street car park next to the site provides more than half the off street short-

PART 3 PRECINCT PLANNING

term spaces in the CBD and a large portion of the long term parking. Providing mid-block access through the site and adjoining blocks will greatly improve pedestrian connection to future long-term parking sites;

- Gordon and Coff Streets are used as a local traffic bypass of the City Heart.
- Awkward street crossings at the northern end of Gordon and Castle Streets inhibit connectivity between the City Heart and the Coffs Creek walkways / cycle paths;
- The site is bound primarily by dead frontages and restrictive passive frontages;
- Existing street trees are unbalanced and unevenly distributed along the streets surrounding the proposed Library/Gallery site;
- A strong unifying element is provided by the repetitive punctuated use of Eucalypts within close proximity to the site;
- The significant fig tree located within the centre of Riding Lane provides visual amenity throughout the entire lane and creates a focal point of interest and intrigue when looking from both north and south down the lane; and
- The site benefits from elevated views of forest vegetation along Coffs Creek to the north and east.



RIDING LANE URBAN LOUNGE

29.0 RECOMMENDATIONS

On the basis of the conclusions listed above, the following recommendations are made:

- That further investigation is undertaken in relation to the economic feasibility of other complementary uses on the Library/Gallery site including Council office accommodation, performing art space, entertainment facility, commercial premises, restaurant, bar etc;
- That high level investigation and feasibility is undertaken in relation to the following:
 - A formalised mid-block pedestrian connection from Castle Street through the public car park and site to Gordon Street;
 - A formalised mid-block pedestrian connection from Gordon Street to Duke Street;
 - Incentives to developers to incorporate mid-block connections to key sites
 - Late night mid-block arcade access between Vernon Street and Harbour Drive;
 - Utilising the mid-block connection within the site for delivery vehicles for exhibitions
 - Additional multi-level public car park on the fringe of the CBD (e.g. Defence Land) in lieu of excess on-street parking with the aim of promoting walkable streetscapes. This could be provided within a commercial/residential development.
- The upgrading of Gordon Street as a key pedestrian connection to the City Heart and the town swimming pool/Coffs Creek comprising upgraded intersections and pedestrian crossings and a narrower road carriageway with cycle paths and street trees;
- Conversion of angle to parallel parking;
- Improved pedestrian and bike crossing on Coff Street at the north end of Riding Lane to connect the CBD and the Coffs Creek walkways/cycleways; and
- That the desired precinct plans provided in Part 3 of this precinct analysis are implemented as part of the Library/Gallery development if it is to proceed in this location.
- The CBD Masterplan is updated to reflect Part 3 of the Precinct Analysis where it is inconsistent;
- Part 3 of the Precinct Analysis informs Council's Laneway Strategy and any future Public Realm Activation Strategies;
- Part 3 of the Precinct Analysis informs the proposed bus/cycle facilities in Vernon Street; and
- Council's Local Planning Section is involved in further concept planning and urban design for public realm works within the CBD where it relates to the implementation of the desired precinct plan contained within the Library Gallery Precinct Analysis.

PART 3 PRECINCT PLANNING



PRECINCT PLAN - CULTURAL CIVIC PRECINCT



GORDON STREET



RIDING LANE EXIT

