

4. CONCEPT DESIGN





Moonee Street and Park Avenue Reconfiguration Project, Coffs Harbour

CONCEPT DESIGN REPORT

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CONTENTS

| | | |
|---|------------------------|----|
| 1 | Introduction | 1 |
| 2 | Background Information | 3 |
| 3 | Site Analysis | 4 |
| 4 | Concept Design | 10 |
| 5 | Consultation | 21 |

- Appendix A: Design Analysis
- Appendix B: Design Charrette Summary Report
- Appendix C: Existing Parking Numbers
- Appendix D: Engineering Plans



1. INTRODUCTION

This report describes and illustrates the development of a draft concept design for Park Avenue and Moonee Streets, Coffs Harbour which has been prepared by RedBelly in association with GHD on behalf of Coffs Harbour City Council.

Park Avenue and Moonee Street are highly undervalued assets to the city centre. The street environments are currently compromised by poor pedestrian connectivity, a dominance of vehicles, an absence of kerbside activity, and an overall lack of visual amenity and legibility. The streets also favour vehicles over all other forms of movement, particularly walking and cycling which are largely discouraged by constant traffic flow, on-street car parking, roundabouts and difficult and dangerous street crossings. Pedestrians are generally confined to narrow street verges while an absence of dedicated paths means that cyclists have to mix with cars and travel along traffic lanes.

This project has presented a unique opportunity to re-imagine the streetscapes in a holistic and coordinated manner. It has enabled the potential of the public domain to be fully explored to create attractive new community spaces and to revisit movement systems that embrace and integrate cycling and pedestrian access as safe, convenient and highly desirable components of the urban fabric. These key changes to the public domain will provide a catalyst for much-needed urban renewal of the Coffs Harbour city centre.

The project involves developing concepts to 15% design development. This level of detail provides Council with confidence that proposals have been developed with sufficient rigour and consideration to appropriate design standards for road layout, lane widths, pedestrian crossing, turning manoeuvres, sight distances and parking. Proposals are also sufficiently detailed to enable high order cost estimation for future budget planning and to provide a basis for future detailed design development as construction budgets become available.

1.1 PROJECT OBJECTIVES

The key objectives of the project are to:

- Build on previous studies particularly the City Centre Masterplan;
- Re-imagine the streetscapes in a holistic and coordinated way;
- Provide a catalyst for further urban renewal and greater street activation;
- Create safer, pedestrian-friendly attractive streetscapes with reduced vehicle dominance; and
- Increase the economic viability of the city centre.



1.2 STUDY AREA

The project site is defined by the 30 metre wide road reserves of Moonee Street and Park Avenue extending from the Scaba Street intersection in the north through the Pacific Highway intersection to the south onto the Gordon Street intersection to the east.

While the study area is the focus of the concept design, consideration of the broader CBD and other contextual issues has also been necessary in order to achieve a successful, properly conceived and integrated concept design. This includes the wider transport and pedestrian movement systems, parking destinations and other urban design strategies influencing decision-making within the city centre. The project also assumes that the future Coffs Harbour bypass of the Pacific Highway will proceed to enable new streetscape ideas to contemplate a reduced level of traffic management of the current transport corridor through the city centre.

While the study area is the focus of the concept design, consideration has also be given to extending the design approach further east along Park Avenue to create a continuous streetscape environment.



2. BACKGROUND INFORMATION

2.1 REPORTS AND STRATEGIES

A range of plans, strategies and reference documents have informed the preparation of the concept design for Park Avenue and Moonee Street, including:

- Coffs Harbour City Centre Prosperity Plan 2031
- 2017 Coffs Harbour City Centre Car Parking Study, Bitzios 2018;
- Coffs City Centre Supporting Transport Report, ECM, GTA, 2013;
- Existing Conditions Transport Report, ECM, GTA, 2012;
- Movement corridor maps: Key routes through city centre, 2020;
- Safe System Assessment, Park Ave, Gordon St, Hogbin Dr, Stadium Dr, 2019;
- Movement & Place Evaluators Guide, TfNSW, 2020

2.2 COFFS HARBOUR PROSPERITY PLAN

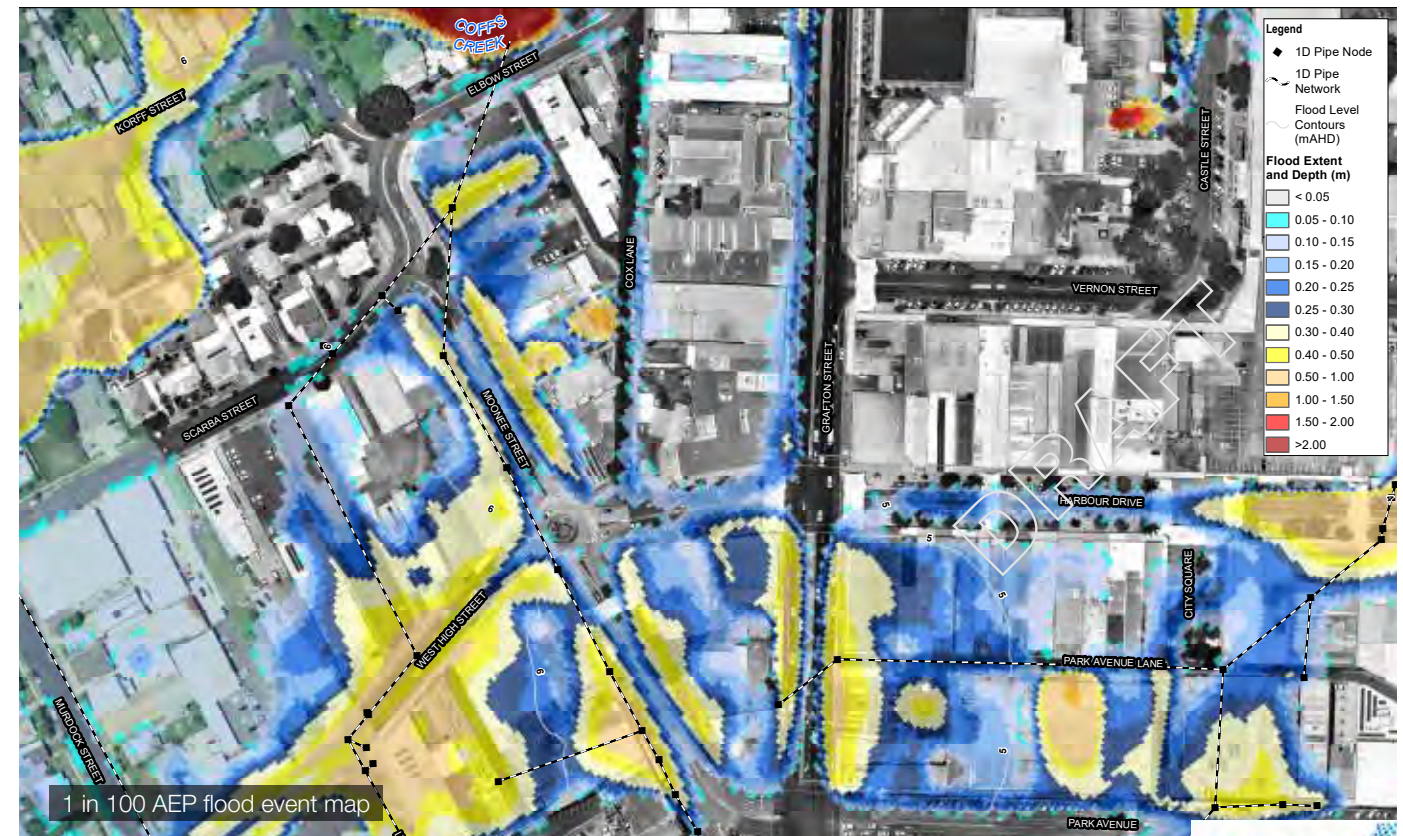
The Coffs Harbour City Centre Prosperity Plan 2031 has been the key document driving the Park Avenue and Moonee Street Reconfiguration Project. The plan includes a number of contextual and targeted strategies, design ideas and principles to inform and stimulate a new vision for the streetscapes, in particular:

- Identifying the location of consolidated parking stations around the CBD;
- the removal of roundabouts to enhance pedestrian connectivity and safety;
- provision of protected bike lanes;
- relocation of the Park Avenue bus interchange;
- installation of a new city square cultural building to replace the existing Park Avenue multi-storey car park;
- additional pedestrian crossing sails;
- gateway entrance planting and signage on the Pacific Highway; and
- design options to upgrade the streetscape of Park Avenue: Option 1 retaining the existing street geometry and parking arrangement, Option 2 incorporating a new central median with tree planting, and parallel parking replacing existing angled parking along the kerbside lane.

2.3 COUNCIL DATA

Base information from Coffs Harbour City Council has been vital in understanding and determining the critical constraints to the design opportunities for the project, including:

- Existing services infrastructure including fibre optic, water and sewer;
- Existing street assets including street furniture and street trees; and
- Existing flood modelling.



Fire, Water and Sewer Infrastructure

3. SITE ANALYSIS

3.1 DESIGN SCENARIO ANALYSIS

As part of the initial analysis phase of the project, a broad range of likely design opportunities and scenarios for the two streets were identified and assessed. While the analysis highlighted the anticipated benefits of new proposals to the streetscape environment, it also identified possible issues, impacts and mitigation measures that might also need to be considered in the concept design.

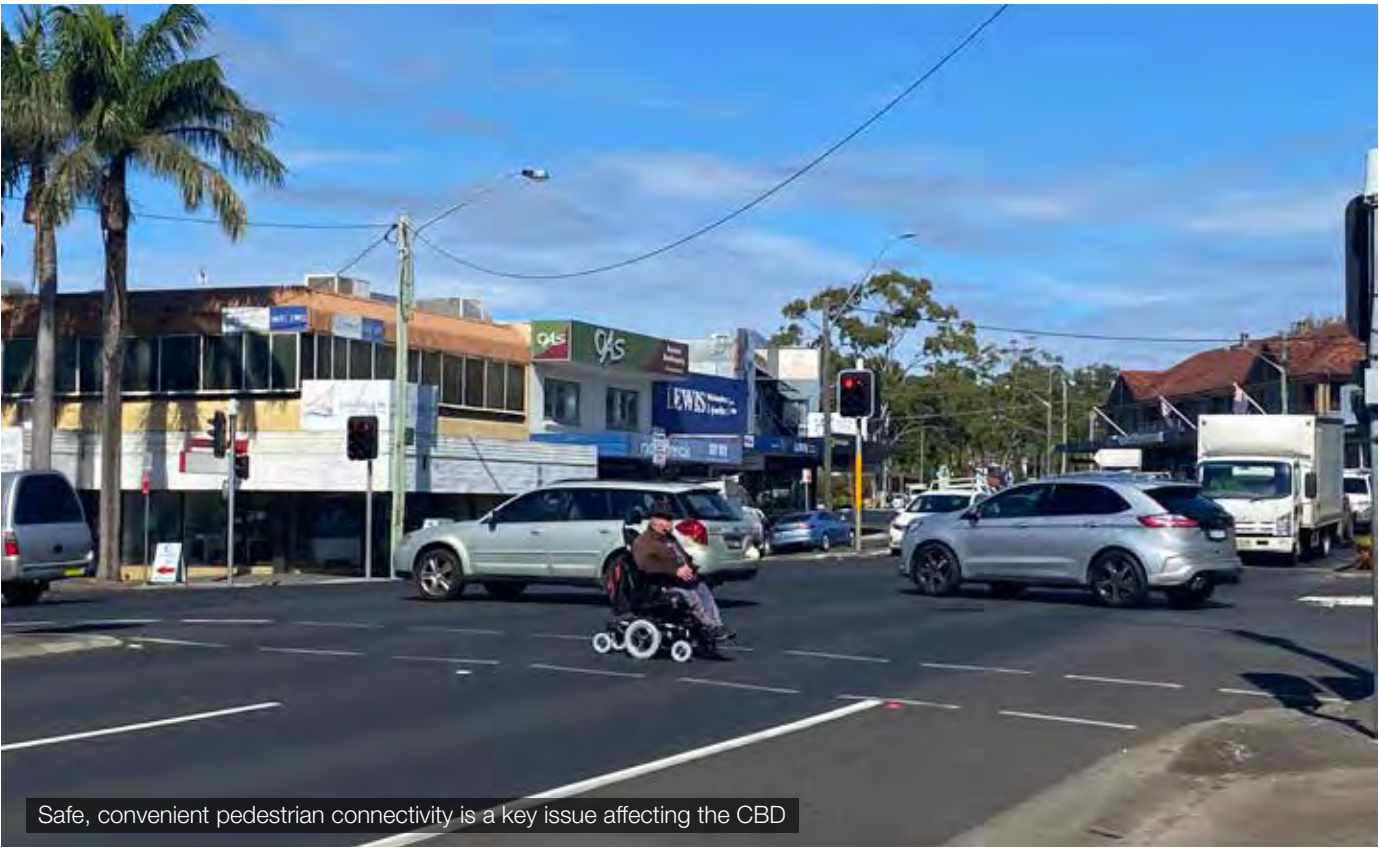
The analysis was formatted under the following key headings to capture the broad design themes underpinning the project:

- Traffic;
- Parking;
- Pedestrian Access;
- Bicycle Access;
- Redevelopment Opportunities;
- Relocation of Key Facilities;
- Public Domain Improvements; and
- Safety and Security

The complete analysis table is provided in Appendix A

3.2 SITE APPRECIATION

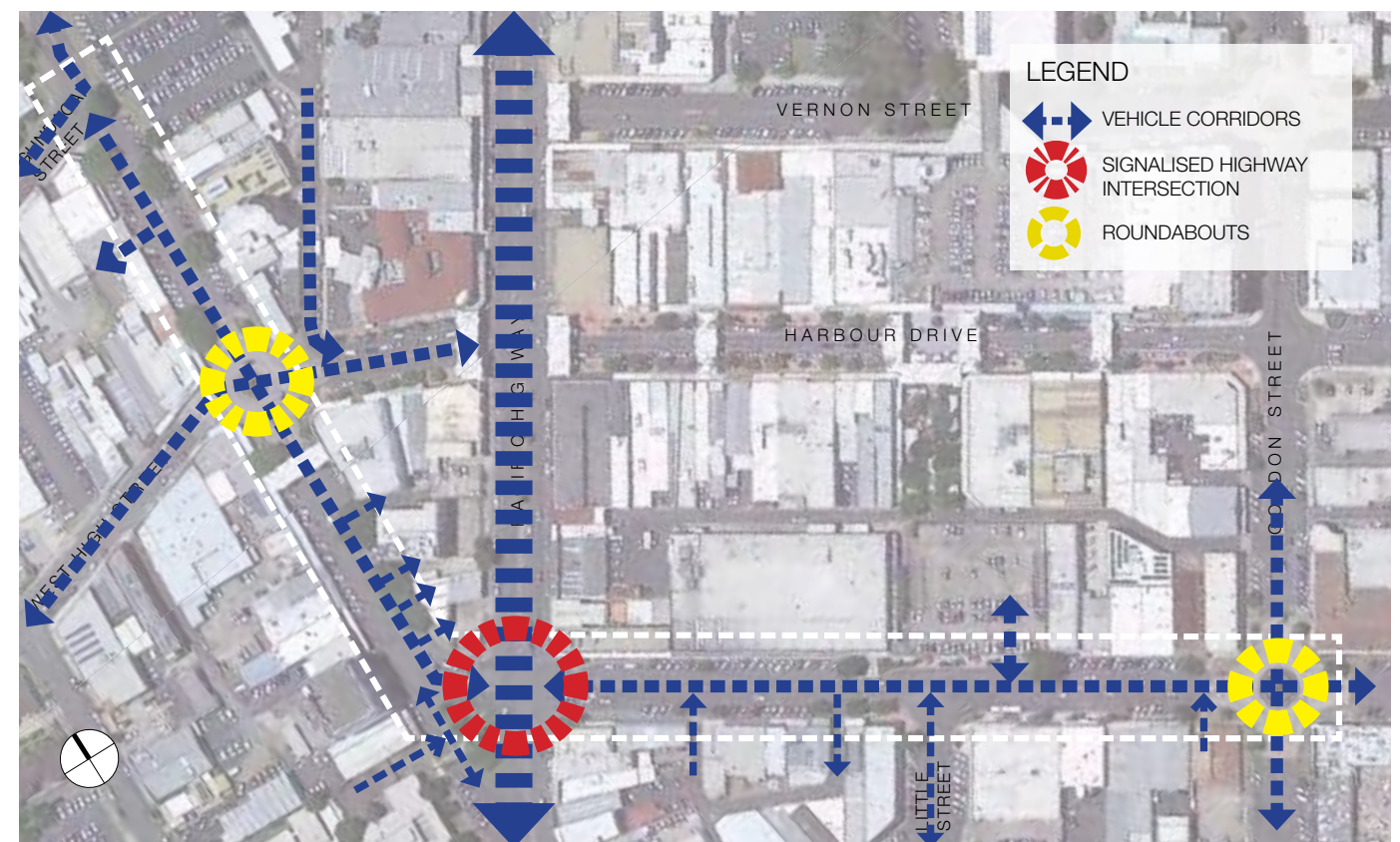
A site appreciation and assessment was undertaken to highlight the particular visual and functional characteristics of the existing streetscape environment. The key outcomes of this assessment have been described and illustrated under key design themes in the following section.



3.2.1 VEHICLE MOVEMENT

Vehicle access and movement is the most significant influencing factor on the existing urban fabric and streetscape character of the CBD. Key considerations include:

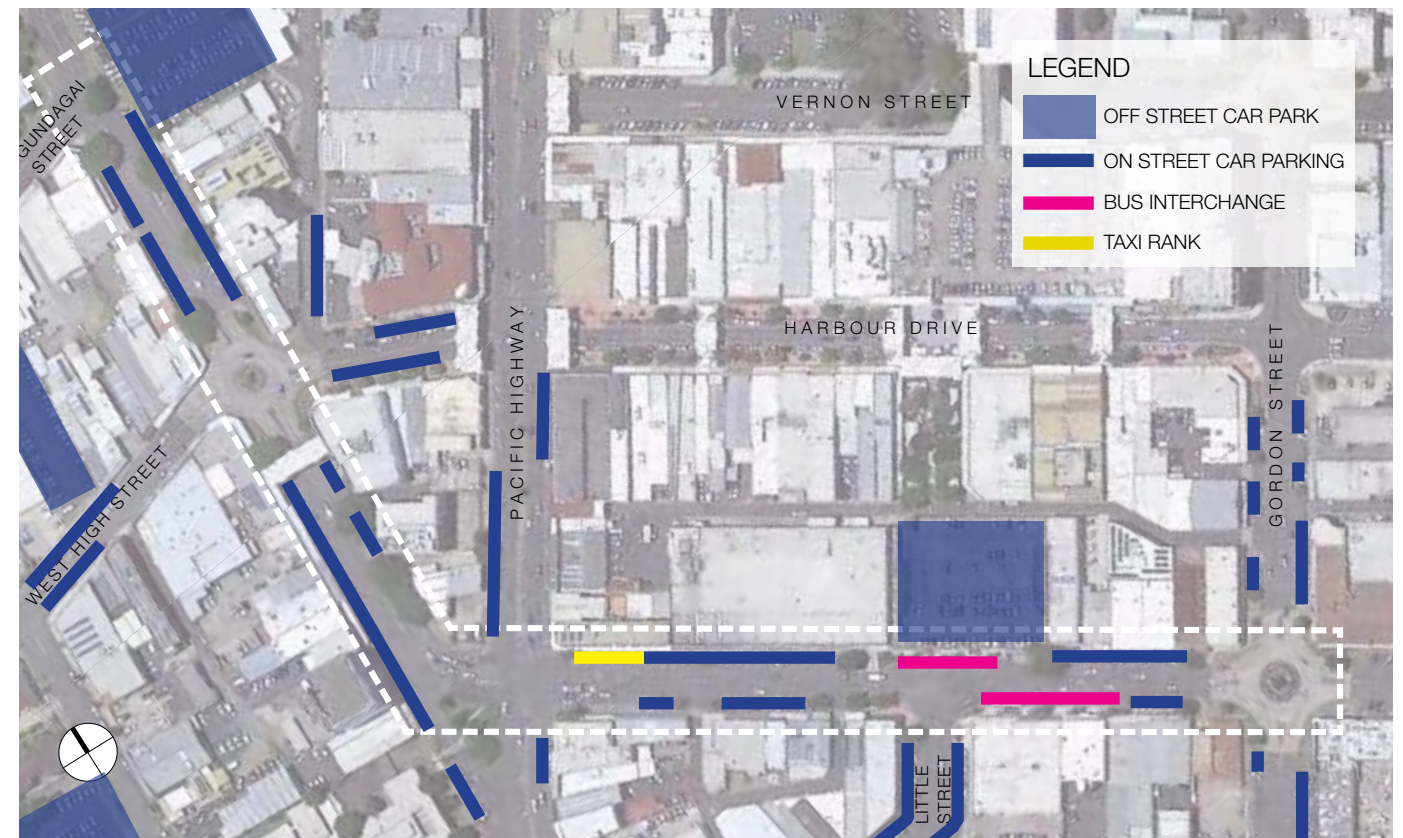
- The street pattern of the CBD has been designed to enable optimal, continuous vehicle movement;
- Moonee Street and Park Avenue have been designed with two-way traffic and manoeuvring lanes;
- The Pacific Highway is the dominant road corridor that splits Park Avenue and Moonee Street and the CBD generally. Traffic management of the highway takes priority over parking and pedestrian movement which significantly diminishes the amenity of the streetscape environment;
- The influence of the highway will reduce significantly once the new bypass is constructed;
- Vehicle movement includes traffic either passing through or arriving at the CBD as a destination. CBD traffic movement is also influenced by parking opportunity particularly the location of large off-street car parks;
- Roundabouts facilitate traffic management at two key intersections. These optimise traffic movement to the detriment of pedestrians;
- Several laneways and side streets provide limited vehicular access to surrounding precincts; and
- Driveway access to adjoining properties is particularly prevalent along the eastern side of Moonee Street. These fragment kerbside car parking and disrupt pedestrian movement along footpaths.



3.2.2 PARKING

The provision and accessibility of car parking is a paramount factor influencing the function and perceived attractiveness of the CBD for visitation. Existing car park numbers and other kerbside parking restrictions are provided in Appendix C). Key considerations include:

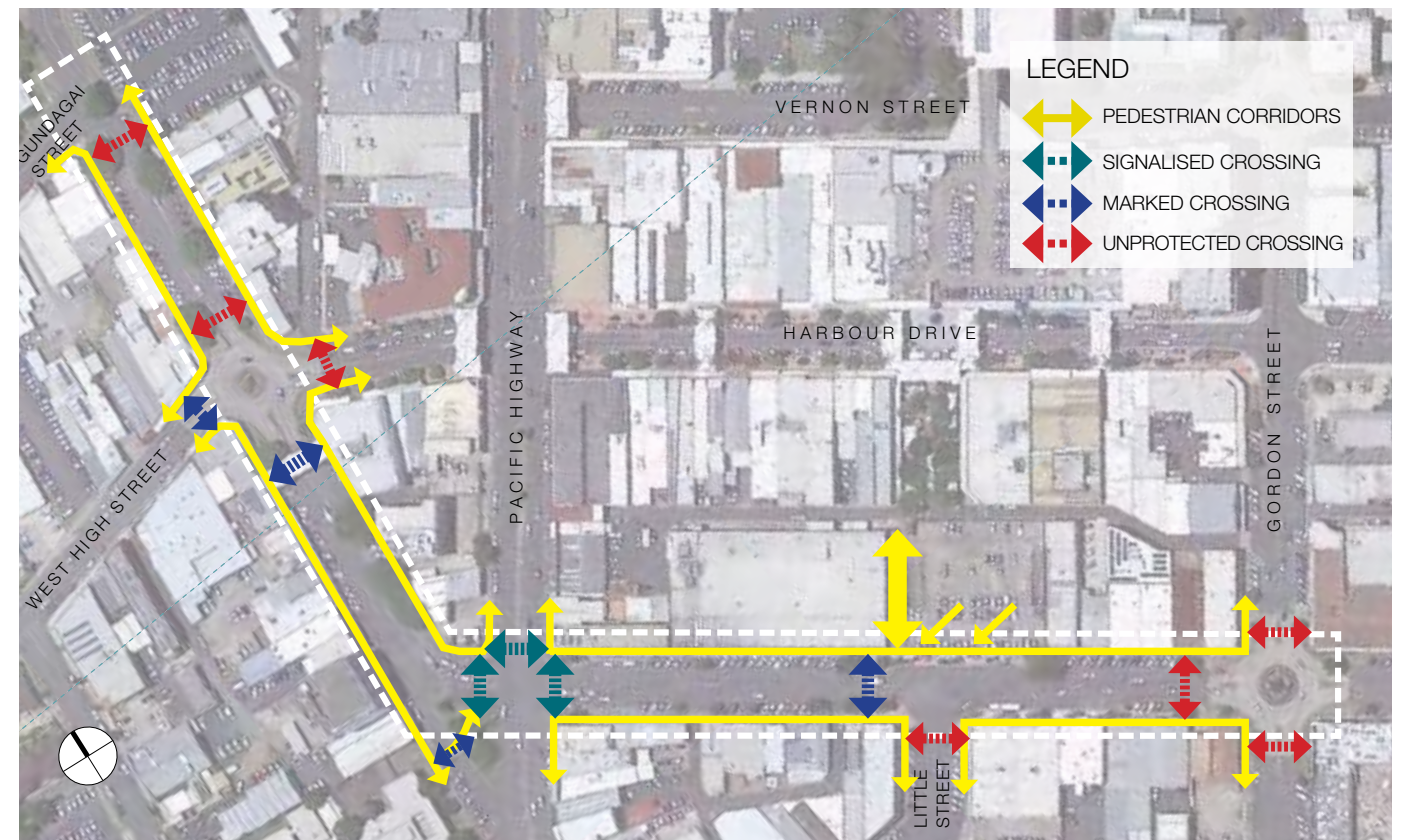
- Moonee Street and Park Avenue are largely serviced by time restricted 60° angled parking bays and some parallel parking along the kerbside lane;
- Off-street car parks provide significant supplementary long-term parking opportunity on adjoining sites;
- An off-street car park in Lyster Street is highly underutilised due to poor pedestrian connections;
- Bus interchanges are located on either side of Park Avenue providing valuable central access for bus users;
- The northern interchange has a poor reputation for anti-social behaviour;
- A taxi rank occupies a section of the northern kerbside lane of Park Avenue near the Pacific Highway;
- Parking studies have determined that there is an adequate supply of car parking within the CBD;
- A perception that there is insufficient car parking may be attributed to the inconvenience and difficulty of crossing streets and the undesirability to access available parking further afield;



3.2.3 PEDESTRIAN MOVEMENT

The provision and accessibility of car parking is a paramount factor influencing the function and perceived attractiveness of the CBD for visitation. Key considerations include:

- Moonee Street and Park Avenue are characterised by 3.6 metre wide footpaths along either side of the road reserves;
- Pedestrian connectivity between Moonee Street and Park Avenue is severely impacted by the Pacific Highway and is entirely reliant on the northern side of the signalised crossing at the intersection;
- The passageway between Woolworths and the adjoining car park linking City Square with Park Avenue is the most significant pedestrian corridor catering to the highest volumes of pedestrian movement;
- Safe pedestrian movement across Moonee Street and Park Avenue is limited to the signalised crossings at the Pacific Highway intersection and the marked mid-block pedestrian crossings;
- Opportunity for pedestrians to safely and casually cross streets elsewhere is impacted by a lack of appropriate infrastructure and the street design that favours traffic movement and parking;
- Roundabouts significantly limit direct and safe connection for pedestrians at key street intersections;
- Disability access across streets is highly fraught, particularly where infrastructure is inadequate
- Continuous westerly movement of pedestrians along the southern side of Park Avenue is curtailed by a lack of a signalised crossing on the southern side of the highway intersection; and
- The lack of convenient, direct and safe pedestrian access to the Lyster Street car park significantly limits its value to the CBD.



3.2.4 SHOPFRONT INTERFACE AND ACTIVATION

The streetscape environment and activation level of Moonee Street and Park Avenue is strongly influenced by the design, function and relationship of adjoining buildings. Key considerations include:

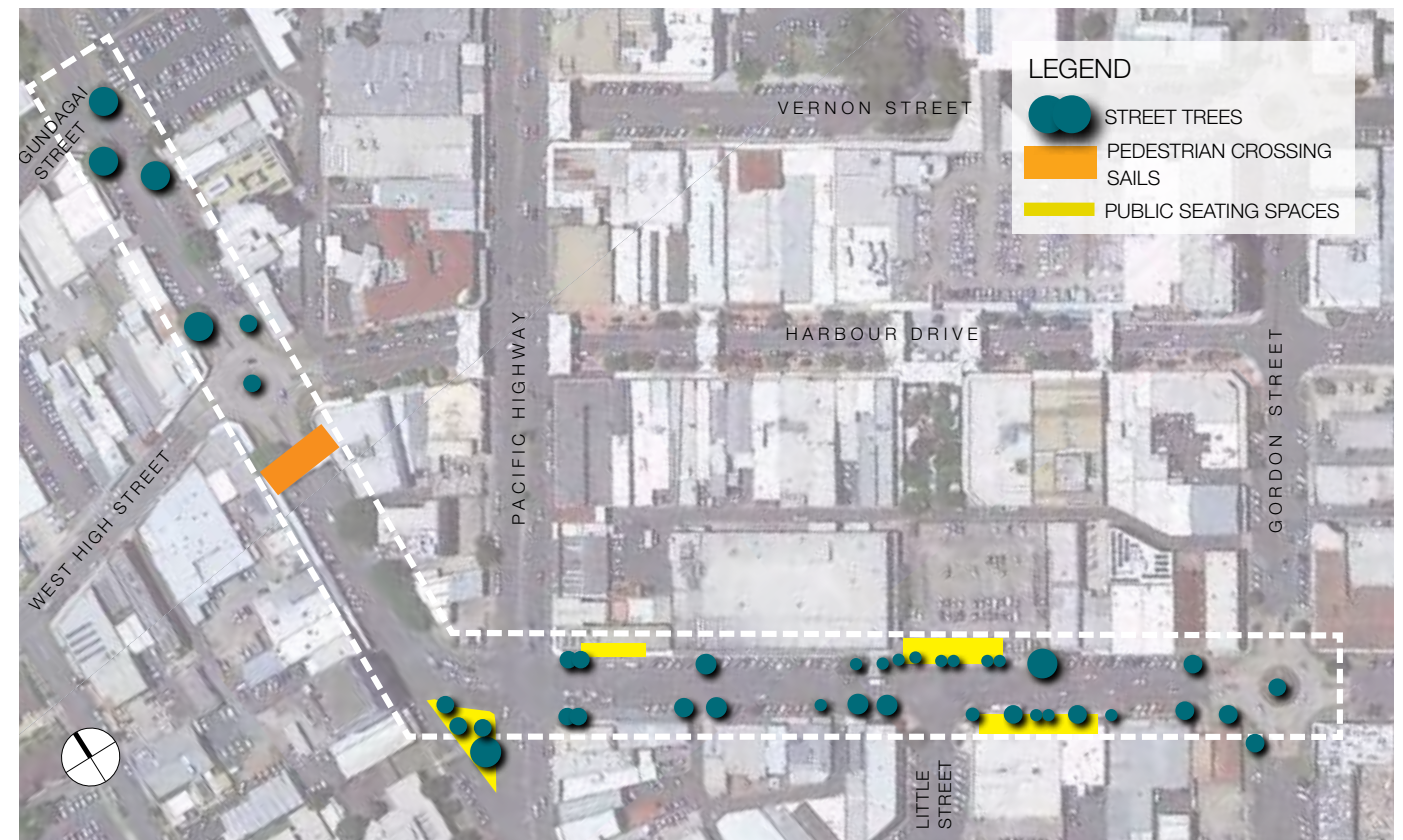
- There is an overwhelming lack of street activation due to low pedestrian movement and high shop vacancy;
- Few outdoor dining venues have been established with varying levels of daytime activation;
- Much of the eastern side of Moonee Street and the northern side of Park Avenue comprise businesses or activities that do not complement street activation or have blank walls that provide little visual interest or display no visual connection to the public domain;
- There is potential to stimulate streetscape activity along the western side of Moonee Street and southern side of Park Avenue due to continuous traditional shopfrontages with awnings, and favourable solar access; and
- Footpaths are relatively narrow and currently offer limited streetscape appeal to attract further activation.



3.2.5 STREET AMENITY

The visual character of the existing public domain in Moonee Street and Park Avenue displays limited visual appeal and is central to creating a more vital streetscape environment. Key considerations include:

- There are only few street trees to provide necessary relief to the visual dominance of urban infrastructure and built form. Existing trees are mostly inappropriate in terms of scale and proportion and offer little visual character and sun protection;
- The most significant public spaces incorporating the seating area at the northern bus interchange on Park Avenue and passageway adjacent to Woolworths are impacted by a lack of direct visibility and suffer high levels of anti-social behaviour;
- Existing surface materials and street furniture within the public domain generally offer limited street appeal;
- Existing ornamental planting within the roundabouts provide inaccessible but highly visible and popular landscape features;
- The traffic island comprising ornamental planting at the southern end of Moonee Street currently offers limited streetscape value but has considerable potential to be an attractive focal point; and
- A sail structure across the existing Moonee Street pedestrian crossing has limited value due to a lack of pedestrian movement in the street.



4. CONCEPT DESIGN

The concept design has been prepared to illustrate the overall approach to upgrade the streetscape environment for Moonee Street and Park Avenue. The concepts have been applied consistently between the streets to achieve a high level of visual and functional continuity. This will help bring together the two precincts currently separated by the highway and forge a stronger, better connected and recognisable CBD as a whole.

The various features of the plan are presented under key design themes in the following section of the report. These are further described and illustrated in the detailed concept plans and indicative imagery.

Engineering plans of the concept design are provided in Appendix D. These plans have been undertaken to comply with the Australian Standard AS2890.5:2020 On Street Parking.

As both Park Avenue and Moonee Street carry relatively high volumes of traffic through the Coffs Harbour CBD, the 'high' classification has been given to on-street car parking in accordance with Table 3.2 of AS2890.5:2020 On Street Parking. According to Table A.1, 'high' classification car parking with a kerb less than 150mm is to have a 9.4m cross section allowing for 5.1m, 60degree carpark, 3.5m travel lane and 0.8m safety buffer. As precaution, we have nominated 9.6m cross section with 1m safety buffer.

The design speed adopted followed existing speed of 40km/hr and Design vehicle considered was Bus of 12.5m length. Moreover, as businesses in Park Avenue might require truck access, the 19m semitrailer have been considered as check vehicle entering and exiting Park Avenue through Pacific Highway and Gordon Street.

The design has focused on enhancing pedestrian movement by allowing for 3.5m median with mid-block pedestrian crossings of 3m wide. The crossing sight lines requirement has been considered at 42m as per section 3.3 of Austroads Guide to Road Design Part 4A.

The design complies with Austroads Guide to Road Design Part 3 for geometric design to comply with 40km/h speed.

The design also complies with Austroads Guide to Road Design Part 4 for Intersection design and swept paths.



4.1 TRAFFIC

The concept plan includes a number of measures that aim to reduce the existing dominance of vehicles along the streets. These measures also aim to revert existing excessive carriageway space to other more valuable uses within the public domain and to help foster a safer, more attractive and better connected pedestrian environment.

The plan proposes little change to the existing traffic movement in the streets which will retain their two-way, single traffic lane function. The key modification will involve the inclusion of a new 3.5metre wide central median to separate the travel lanes. This will be achieved by freeing up excessive space within the manoeuvring lane between the travel lane and parking bays. The overall reduction in carriageway space will help calm traffic speed while enabling the provision of an important new feature within the street.

The existing roundabouts at the Gordon Street and West High Street intersections are proposed to be replaced with traffic signals. This will ensure that vehicles will be required to stop to allow for a dedicated pedestrian crossing phase. Replacement of the roundabouts will also reduce the spatial requirement of the adjoining carriageways and enable tighter intersection corners. This will enable more space for footpaths and a more direct and convenient pedestrian travel path across the intersections.

An existing left turn slip lane at the south western corner of the Pacific Highway intersection is proposed to be removed, requiring traffic to instead turn left at the signalised intersection. This measure will help calm traffic through the area and importantly, free up public domain space for other purposes. An existing driveway that is accessed from the slip lane will be realigned and integrated through the newly designed space to ensure a connection to Moonee Street is maintained.

It is recognised that proposed changes to existing traffic arrangement will be subject to further traffic modelling particularly once the Pacific Highway bypass of Coffs Harbour is completed.

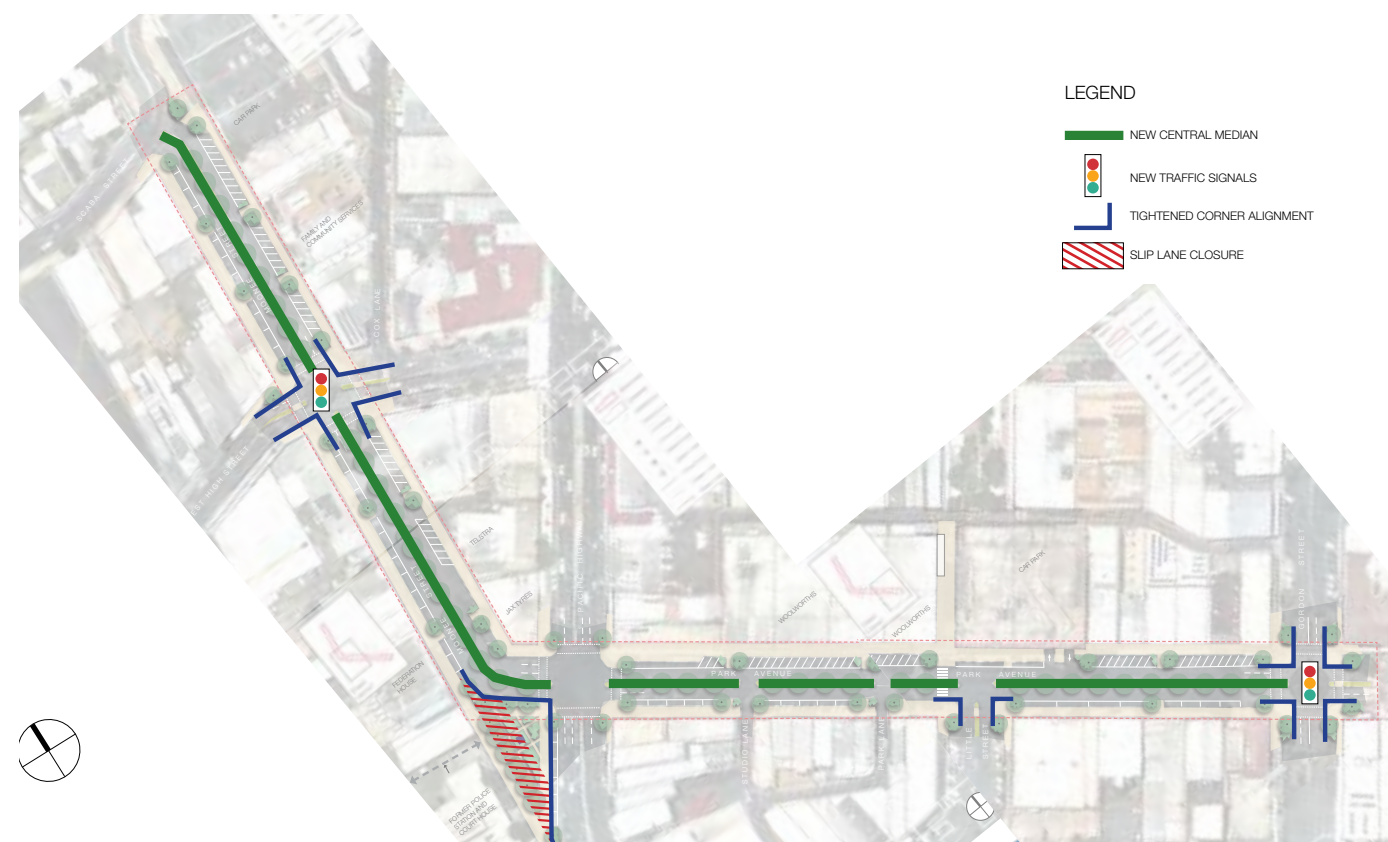
4.2 PARKING

Existing on-street parking in Moonee Street and Park Avenue will be modified to facilitate enhancements to the public domain and provide greater opportunity for pedestrian connectivity. This will be achieved by recovering some of the roadway currently used for car parking to create more footpath space to attract shopfront activation and increase scope for streetscape enhancement.

In recognising that only one side of either street in the study area currently offers potential for shopfront activation, the concept plan proposes to focus on changing parking arrangements to where it will provide greatest benefit to adjoining shops. Accordingly, the concept plan proposes to retain existing angled parking on the northern side of Park Avenue and the eastern side of Moonee Street where the majority of building frontages have little or no active presentation to the street. Existing angled parking on the opposite sides, however, where there is a greater opportunity for activation will be replaced with parallel parking to facilitate wider footpaths and significant public domain improvements.

It is anticipated that the loss of on-street car parks in these locations will be compensated by easier pedestrian access to available parking on the opposite sides of streets, in the adjoining street network and in new or upgraded off-street parking facilities proposed in Council's long term parking strategy. A proposal to open up pedestrian access to the Lyster Street car park through the former police station site will be vital in this regard.

Existing space for short term parking and stopping of other transport modes in the streets will also be retained. The Park Avenue bus stops in particular will remain in their present locations although the northern side interchange will be modified with new infrastructure to improve the safety, comfort and visibility of the passenger waiting area and to strengthen surrounding pedestrian connections. The existing taxi rank at the western end of the street will also remain in its present location and will be upgraded as an integral part of the new public domain.



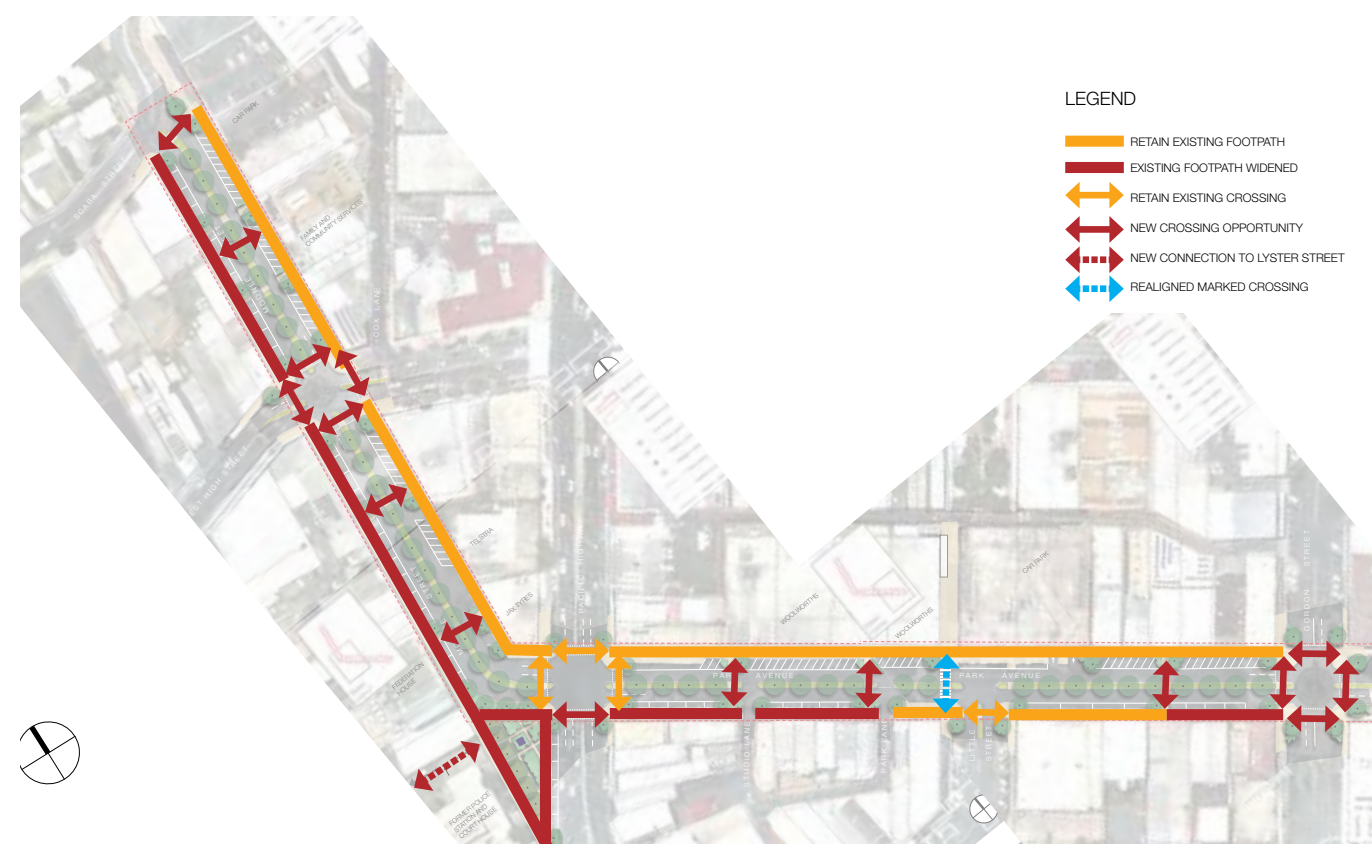
4.3 PEDESTRIAN MOVEMENT

Changes proposed to the existing streetscape will significantly enhance the experience for pedestrians in the CBD. These follow the fundamental aim of the project to create a more walkable and attractive public domain which will enhance visitation and increase economic viability of the town centre.

A key project initiative will be the provision of the new central median in the streets. The median will reduce the space available to traffic movement and provide a new refuge for pedestrians to cross the street. This will facilitate more and safer crossings opportunities and enable pedestrians to easily access shops and car parking on the opposite side of the street and further afield.

Safe pedestrian access and connectivity will be further enhanced by the replacement of roundabouts with signals at the Gordon Street and West High Street intersections. These will provide safe, dedicated crossing points and remove the existing hazards for pedestrians negotiating the uninterrupted traffic flow of the roundabouts. Changes proposed to the existing traffic signals at the Pacific Highway will also enable a new pedestrian crossing phase across the southern arm of the intersection. This will establish a new, direct and continuous pedestrian connection between the southern side of Park Avenue and western side of Moonee Street, increasing foot traffic and the commercial potential of shopfronts along the route. It will also greatly improve access to a future new pedestrian connection to the Lyster Street car park as proposed by Council and recommended in the City Centre Master Plan.

An existing marked mid-block pedestrian crossing in Park Avenue is proposed to be realigned to create a more direct connection between the passageway adjacent to Woolworths and the Little Street footpath to the south. The new alignment will also open up sight lines and allow a safer and more direct route along this busy north/south pedestrian corridor. An existing marked pedestrian crossing in Moonee Street will also be integrated with the new traffic signals to be installed at the nearby West High Street intersection.



4.4 PUBLIC DOMAIN

A range of public domain embellishments are proposed to optimise the new opportunities afforded by changed traffic and parking arrangements.

The most significant feature will be a new avenue of trees along the proposed central medians of the streets. The trees will provide welcome shade and a continuous green canopy along the streets that will help mitigate the existing dominance of bitumen and built form.

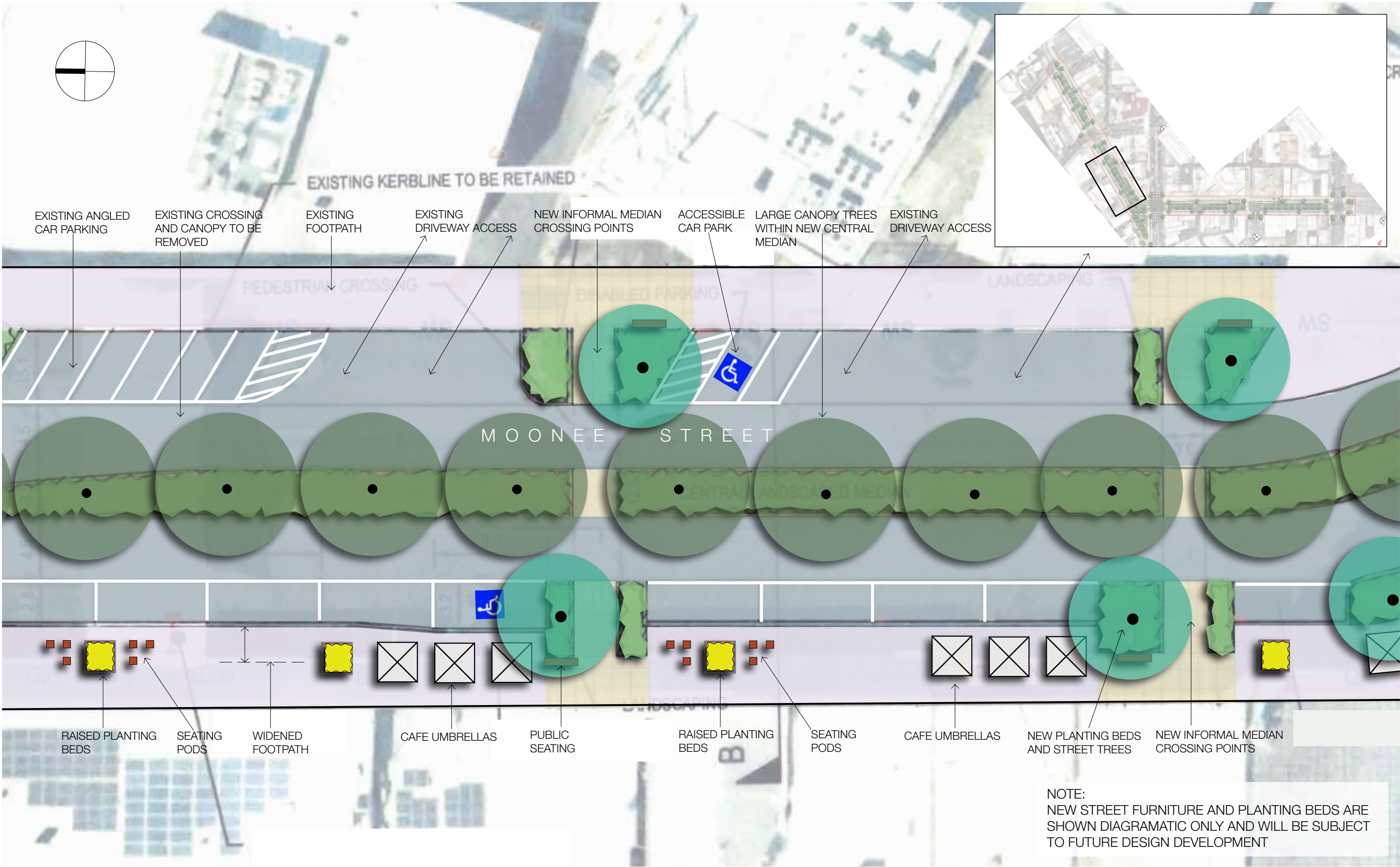
New wider footpaths will provide significant opportunity to incorporate a broad range of new public domain initiatives. This will include new street furniture and public seating options, bike storage facilities and space for outdoor dining. New raised garden beds are proposed to replace the colourful displays of the garden beds within the existing roundabouts. Additional trees and mass planting beds are also proposed at footpath junctions, creating attractive nodes for public seating.

A small new urban park is proposed to optimise the enlarged public space at the southern end of Moonee Street. The park will become an attractive focal point along the new southern footpath connection with opportunity to incorporate large garden beds, shade trees, seating and a central feature or public art. Driveway access to the former police station will be provided as a shared and integral pedestrian space.

The concept design anticipates the new streetscape environment will have a strong and unique urban quality in response to a higher level of pedestrian activity and public expectation. Rather than identifying a new palette of materials and furnishings, however, it is recommended that consideration be given to adopting the existing range of streetscape materials and infrastructure used elsewhere in the CBD. This will ensure that the new Park Avenue and Moonee Street public domain will better integrate with the surrounding urban environment and help establish a distinctive and recognisable urban character for the city centre as a whole.



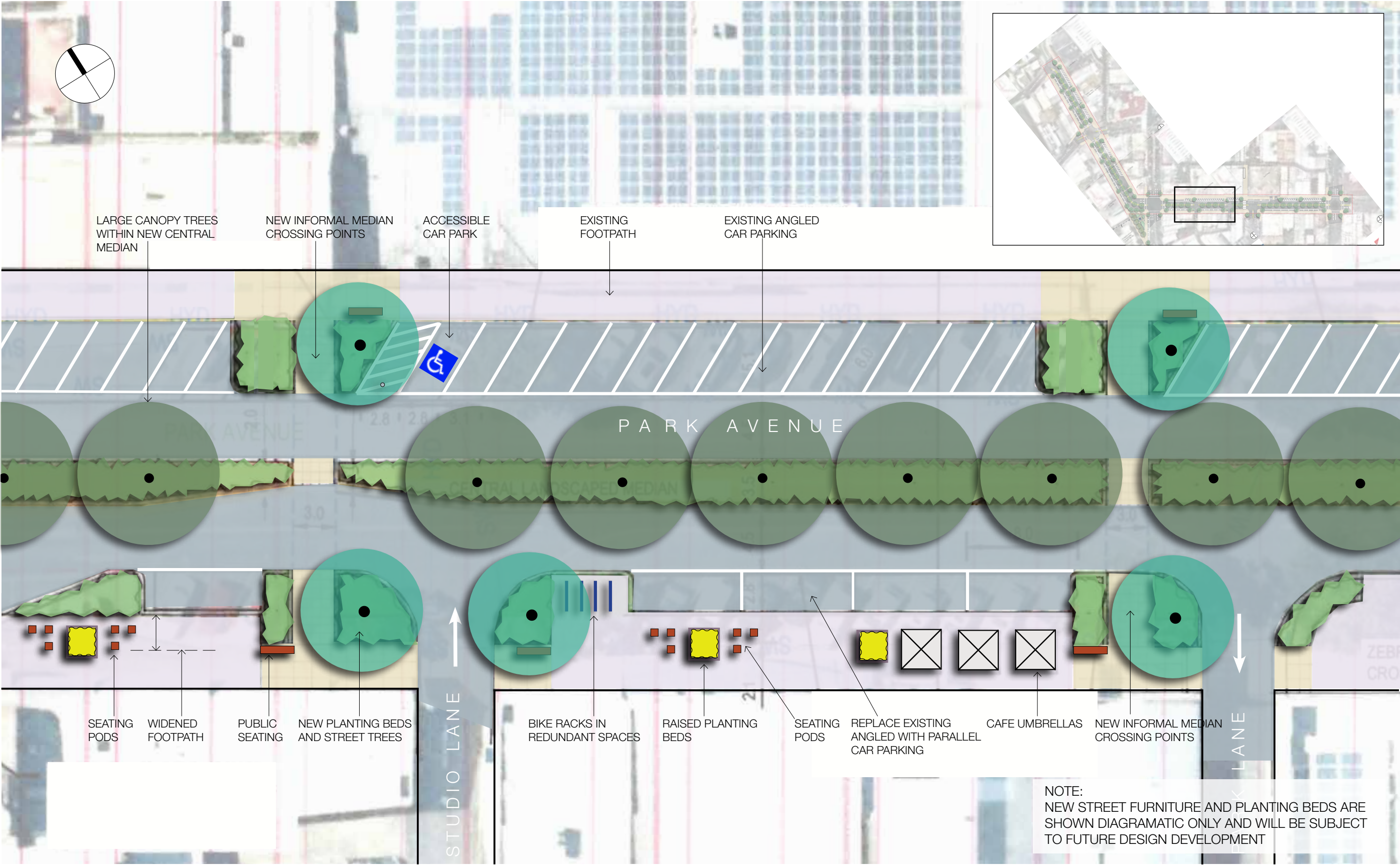
4.5 DETAIL PLAN A



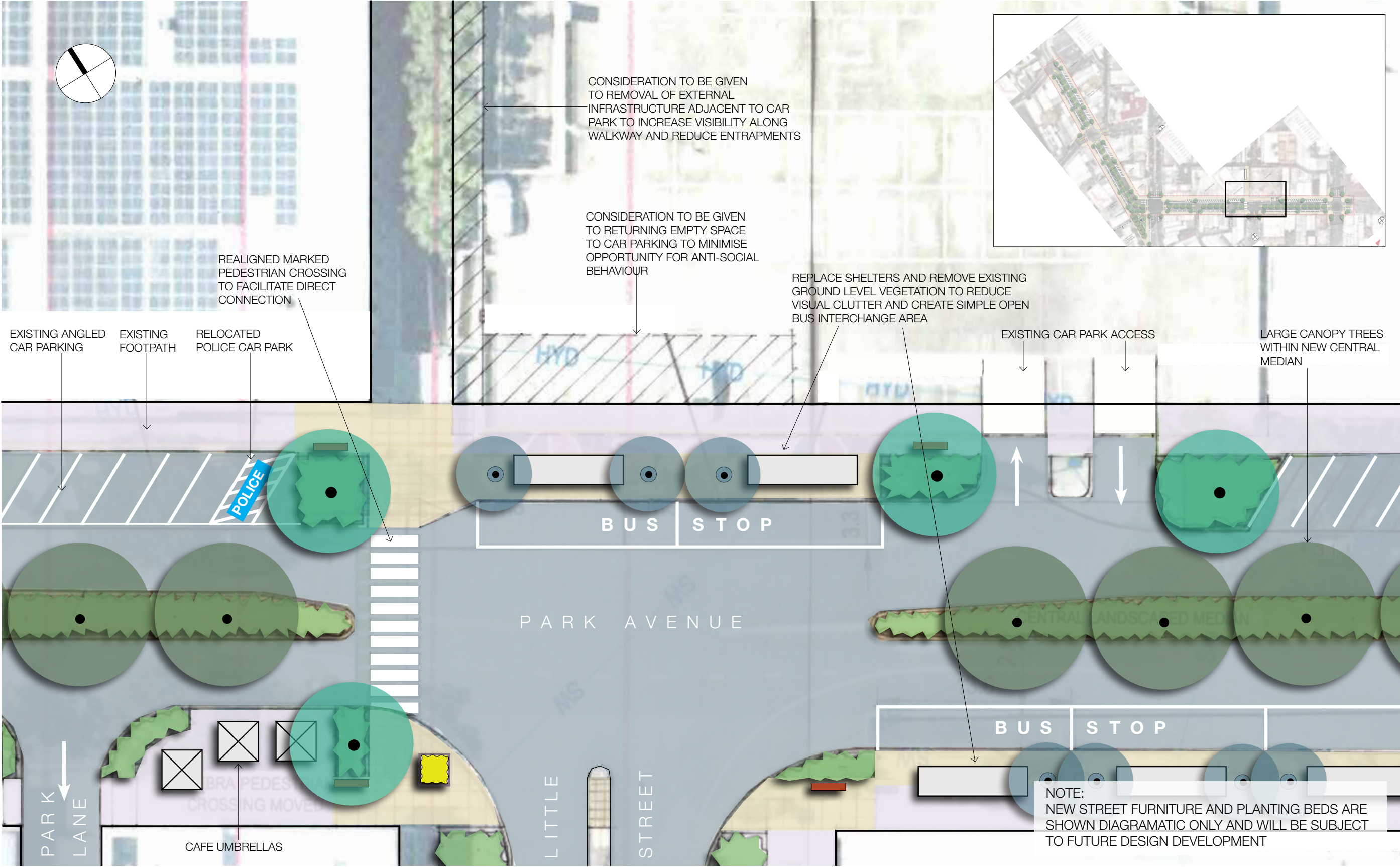
4.6 DETAIL PLAN B



4.7 DETAIL PLAN C



4.8 DETAIL PLAN D



4.9 INDICATIVE IMAGERY: STREET FURNITURE AND STREET CHARACTER









5. CONSULTATION

A broad-ranging consultation program has been adopted for the project to ensure meaningful stakeholder input at key milestones. Consultation that has been undertaken to inform the draft concept preparation has involved:

- Meetings, presentations and ongoing discussions with Council's Working Group;
- Design charrette with Council staff, Working Group, councillors, and representatives of the City Centre Masterplan Committee, Chamber of Commerce and Transport for NSW; and
- Presentation of draft proposals and ongoing discussions with the City Centre Masterplan Committee.

Further consultation is proposed during the public exhibition phase of the project and will include:

- Utilising a vacant shop to display draft proposals during the exhibition period;
- Attendance by the consultant team for a day at the vacant shop display to provide direct engagement with the local community;
- Assisting Council with an interactive project information page to provide an easily accessible source of updated, downloadable information and a link for posting comments when requested at key milestones of the project. The page would be administered by Council;
- Undertaking a half day presentation to selected business and stakeholder groups to discuss draft proposals during the exhibition period; and
- Undertaking face-to-face meetings with businesses/groups and key stakeholders to further discuss the draft proposal.

5.1 DESIGN CHARRETTE SUMMARY

The design charrette was held on Thursday 10 June 2021 in the Cavanbah Centre, Coffs Harbour. The charrette was attended by approximately 25 invitees including land and business owners from the study area, representatives from the Coffs Harbour Chamber of Commerce and City Centre Masterplan Committee, and staff from Coffs Harbour City Council.

The purpose of the charrette was to introduce the project to this key group and importantly to seek feedback on a preliminary concept design prepared by the consultant team.

To facilitate the process, participants were organised into 5 groups to discuss the main concept themes: traffic, parking, pedestrian/ cyclist movement, public domain and safety/security. The groups were allocated 15 minutes to discuss each theme on a rotating basis until all 5 themes were covered.

A complete record of the issues, suggestions and comments discussed in these sessions is provided in Appendix A. A response to each point has also been provided by the consultant team to indicate where and how further consideration will be given in the development of the concept design.

A summary of the key points raised in the charrette is provided below.

5.2 KEY DESIGN CHARRETTE OUTCOMES

BROAD SUPPORT FOR:

- a central median with new street tree planting;
- replacement of roundabouts with traffic signals or four way stop as interim;
- removal of the highway slip lane to Moonee Street enabling the creation of a large green space;
- new public domain opportunities at street crossings;
- laneway access (Park Avenue Lane) to rear of multi-storey car park;
- turn left any time after stopping at intersections;
- increased pedestrian focus;
- support for upgraded car parks at Elbow Street/ Lyster Street;
- increase lighting/ CCTV along both streets and adjacent to Woolworths;
- entrance statement in park on Moonee Street; and
- activation of frontage of multi-storey car park.

SOME CONCERN FOR:

- loss of convenient car parking;
- loss of driveway and suggested future pedestrian route through the former police station site;
- potential business impacts;
- Lyster Street car park not well connected;
- could be congestion from parallel parking; and
- Albany Street car park to be upgraded before Elbow Street/ Lyster Street.

APPENDIX A: DESIGN ANALYSIS



Moonee Street and Park Avenue Reconfiguration Project, Coffs Harbour
CONCEPT DESIGN REPORT

| | DESIGN OPPORTUNITY | BENEFIT / PURPOSE | POSSIBLE ISSUE | MITIGATION |
|----------|---|---|--|---|
| 1 | TRAFFIC | | | |
| 1.1 | Reduced traffic and turning lanes | <ul style="list-style-type: none"> Increases space on verges for public domain improvements Reduces width of traffic corridor and helps calm traffic speed Provides scope for wider footpaths and increased pedestrian amenity | <ul style="list-style-type: none"> Full implications unknown. Needs validation with comprehensive traffic modelling (not included of this study) May impact existing traffic flow and maneuvering | <ul style="list-style-type: none"> Undertake traffic model in next stage of design development Implement 'ring road' strategy to divert through-traffic around CBD |
| 1.2 | New central medians | <ul style="list-style-type: none"> Reduces width of traffic corridor and helps calm traffic speed Significantly enhances informal street crossing potential and reduces distance for pedestrians to cross street Provides best opportunity for installation of large new street trees clear of services and buildings Avoids potentially expensive and difficult changes to kerbside infrastructure | <ul style="list-style-type: none"> Will likely require changes to kerbside parking from angled to parallel which will reduce parking convenience requiring drivers to seek other parking further afield Reduced intersection capacity and level of service May impact existing traffic flow and maneuvering Potential drainage and flooding implications | <ul style="list-style-type: none"> Improve pedestrian access and legibility to nearby available car parking. Investigate possible parking within parts of central median Ensure other positive / compensatory measures are highlighted to community and included as an integral part of installation Encourage through CBD traffic along alternative peripheral streets. Investigate as part of broader traffic management plan (beyond project scope) |
| 1.3 | Pacific Highway bypass | <ul style="list-style-type: none"> Reduces traffic volumes particularly truck numbers through CBD increasing pedestrian amenity and safety Opportunity to modify highway intersection to increase space for footpaths and tree planting Opportunity to stitch the two CBD halves together | <ul style="list-style-type: none"> Reduced exposure from through traffic to CBD businesses | <ul style="list-style-type: none"> Encourage visitation of highway traffic to city centre with appropriate signage and visual imagery |
| 1.4 | Replace roundabouts with signals | <ul style="list-style-type: none"> Reduces dominance of traffic Encourage traffic to divert around CBD utilising 'ring road' | <ul style="list-style-type: none"> Reduced convenient traffic flow and access through CBD Horizontal and vertical geometry constraints Cost and maintenance of signals | <ul style="list-style-type: none"> Encourage through CBD traffic along alternative peripheral streets. Investigate as part of broader traffic management plan (beyond project scope) |
| 1.5 | Remove Pacific Hwy - Moonee St slip lane | <ul style="list-style-type: none"> Reduces dominance of traffic Create large accessible green space that is not constrained by surrounding traffic movement Improves pedestrian connectivity through precinct | <ul style="list-style-type: none"> Loss of convenient vehicle access from northbound highway traffic to Harbour Drive eastbound May impact existing traffic flow and maneuvering, particularly for heavy vehicles along Moonee Street Reduced convenient car parking close to adjacent businesses | <ul style="list-style-type: none"> Encourage through CBD traffic along alternative peripheral streets. Investigate as part of broader traffic management plan (beyond project scope) Possible new kerbside car parking along southern end of Moonee Street |
| 2 | PARKING | | | |
| 2.1 | Replace angled with parallel kerbside parking along Moonee Street and Park Avenue | <ul style="list-style-type: none"> Provides scope for wider footpaths and increased pedestrian amenity Provides opportunity for medians Improves driver visibility Complements street enhancement measures | <ul style="list-style-type: none"> Reduced number of parking spaces in street Negative community, landowner and tenant response due to loss of convenient car parking Expensive adjustment to services Reduced intersection capacity and level of service | <ul style="list-style-type: none"> Ensure compensatory car parking and/or improved pedestrian access measures are undertaken as an implementation priority and highlighted to community |
| 2.2 | Introduce central median parking | <ul style="list-style-type: none"> Compensates for lost kerbside parking Avoids potentially expensive and difficult changes to kerbside infrastructure Complements street enhancement measures including central street tree planting | <ul style="list-style-type: none"> Mandatory street crossing increases pedestrian safety issues May impact existing traffic flow and maneuvering Possible net loss of parking availability in street Negative community, landowner and tenant response due to loss of convenient car parking Potential drainage and flooding implications | <ul style="list-style-type: none"> Improve pedestrian access and legibility to nearby available car parking. Investigate possible parking within parts of central median Ensure other positive / compensatory measures are highlighted to community and included as an integral part of installation Encourage through CBD traffic along alternative peripheral streets. Investigate as part of broader traffic management plan (beyond project scope) |
| 2.3 | New multi-storey facilities at Elbow Street and Lyster Street car parks | <ul style="list-style-type: none"> Addresses long-term car parking demand in CBD Reduces pressure for on-street parking along Moonee Street and to a lesser extent Park Avenue Compensates for loss of car parking following street upgrade measures | <ul style="list-style-type: none"> Highly expensive infrastructure Optimal utilisation reliant on new bypass and improved pedestrian connectivity | <ul style="list-style-type: none"> Factor the proposal into the long term vision for the CBD |

| | DESIGN OPPORTUNITY | BENEFIT / PURPOSE | POSSIBLE ISSUE | MITIGATION |
|----------------------------|---|--|--|--|
| 2.4 | New parking time limits and enforcement methods including meters | <ul style="list-style-type: none"> • Increase parking turnover • Encourage long term parking on CBD periphery • Raise revenues for other public domain initiatives | <ul style="list-style-type: none"> • Meters are expensive to install and require ongoing maintenance and management • May be a disincentive to attracting CBD visitation | <ul style="list-style-type: none"> • Consider as part of the long term parking strategy for the CBD |
| 2.5 | Increase number of accessible and seniors parking spaces | <ul style="list-style-type: none"> • Addresses need for a more equitable and accessible range of parking opportunities for mobility impaired • Opportunity to coordinate work as part of broader streetscape upgrade work | <ul style="list-style-type: none"> • Compliant use of parking spaces requires ongoing inspection | <ul style="list-style-type: none"> • Consider as part of the long term parking strategy for the CBD |
| 3 PEDESTRIAN ACCESS | | | | |
| 3.1 | Wider street verges / footpaths by extending existing kerb alignment into street | <ul style="list-style-type: none"> • Increased scope for public domain enhancement including public seating, tree planting, public art, WSUD and outdoor dining space to benefit adjoining businesses • Reduced distance for pedestrians to cross street • Catalyst for attracting new businesses which in turn will increase street activation and passive surveillance • Potential to rectify existing difficult street profile, particularly deep kerb inverts • Narrower road will calm traffic and create a safer pedestrian environment | <ul style="list-style-type: none"> • Angled to parallel kerbside parking will reduce site car parking capacity requiring drivers to seek other parking further afield • Impact of installation work to adjoining businesses | <ul style="list-style-type: none"> • Ensure compensatory car parking and/or improved pedestrian access measures are undertaken as an implementation priority and highlighted to community • Minimise construction period and avoid construction during peak business periods • Avoid reduction to existing footpath and street levels and need to impact existing infrastructure • Encourage through CBD traffic along alternative peripheral streets. Investigate as part of broader traffic management plan (beyond project scope) |
| 3.2 | New central medians | <ul style="list-style-type: none"> • Significantly enhances informal street crossing potential and reduces distance for pedestrians to cross street • Reduced traffic corridor width helps calm traffic speed | <ul style="list-style-type: none"> • Will likely require changes to kerbside parking from angled to parallel which will reduce parking convenience requiring drivers to seek other parking further afield • Reduced intersection capacity and level of service • May impact existing traffic flow and manoeuvring • Potential drainage and flooding implications | <ul style="list-style-type: none"> • Improve pedestrian access and legibility to nearby available car parking. Investigate possible parking within parts of central median • Ensure other positive / compensatory measures are highlighted to community and included as an integral part of installation • Encourage through CBD traffic along alternative peripheral streets. Investigate as part of broader traffic management plan (beyond project scope) |
| 3.3 | Improved pedestrian link to Lyster Street car park through former police station site | <ul style="list-style-type: none"> • Greatly enhances opportunity to access existing underutilised car park • Reduces pressure on car parking in Moonee Street and the CBD centre generally • Provides a direct east-west link thereby increasing CBD permeability and overall level of walkability and connectivity • Creates opportunity for ground level activated shop frontages • Increases viability of Moonee Street businesses | <ul style="list-style-type: none"> • Reliance on long-term redevelopment of site and support of private landowners for a public pedestrian corridor • Uncontrolled implementation timeframe | <ul style="list-style-type: none"> • Factor the proposal into the long term vision for the CBD • Offer incentives to property owners or encourage through DCP |
| 3.4 | Additional marked pedestrian crossings | <ul style="list-style-type: none"> • Increases pedestrian safety and accessibility through CBD • Reduces car dominance and helps calm traffic speed | <ul style="list-style-type: none"> • May impact existing traffic flow and manoeuvring • Reduces car parking availability • Additional crossings subject to warrant thresholds | |
| 3.5 | Replace roundabouts with signals | <ul style="list-style-type: none"> • Reduced traffic priority and greatly improves connectivity, safety and desirability of walking as a preferred transport option through CBD • Greatly enhances access and safety for old aged, people with disabilities and parents with strollers • Enables direct and legible paths of travel • Potential for increased verge / footpath and enhanced public domain | <ul style="list-style-type: none"> • Loss of ornamental plantings | <ul style="list-style-type: none"> • Ensure new ornamental planting within new public domain |

| | DESIGN OPPORTUNITY | BENEFIT / PURPOSE | POSSIBLE ISSUE | MITIGATION |
|----------|--|--|---|---|
| 4 | BICYCLE ACCESS | | | |
| 4.1 | New cycle lanes along Moonee Street and Park Avenue | <ul style="list-style-type: none"> Increases active transport opportunities within CBD Potential to integrate with wider bike path network to complete network connectivity | <ul style="list-style-type: none"> Separate additional cycle path with safety buffer will compete with and potentially compromise available space for other public domain demands in streets Current bike path strategy identifies path routes elsewhere in CBD Significant costs associated with bike path infrastructure | <ul style="list-style-type: none"> Cycling could successfully integrate into a low speed CBD environment without the need for separate lanes Provide bike storage facilities at logical end of trip destinations on the fringe of the CBD |
| 5 | REDEVELOPMENT OPPORTUNITIES OF KEY SITES | | | |
| 5.1 | Redevelop Woolworths car park with City Square project | <ul style="list-style-type: none"> Establishes full connectivity and visibility between City Square and Park Avenue Opportunity for a mixed use development with shops on ground level, offices above and multi-storey car parking on top Significantly increased passive surveillance Potentially provides a net increase in car parking capacity with additional floor height of redevelopment Creates a new attractive city focal point that will greatly enhance activation and street rejuvenation | <ul style="list-style-type: none"> Needs to be part of a bigger plan and involve a large developer (Gowings) which is unlikely to occur over the short term Loss of parking initially during construction | <ul style="list-style-type: none"> Factor the proposal into the long term vision for the CBD |
| 5.2 | Install shops / kiosk along street and potentially side facades of Woolworths car park | <ul style="list-style-type: none"> Enhanced street activation Significantly increased passive surveillance | <ul style="list-style-type: none"> Expensive, difficult and possibly impractical modification to existing car park Reduction in parking capacity Likely draw criticism from other competing businesses and owners of vacant shops | <ul style="list-style-type: none"> Explore compensatory parking opportunities |
| 5.3 | Redevelop former police station/court house site | <ul style="list-style-type: none"> Opportunity to incorporate a new public pedestrian arcade between Lyster Street car park and Moonee Street greatly enhancing overall CBD connectivity and access to existing underutilised car park | <ul style="list-style-type: none"> Reliance on long-term redevelopment of site and support of private landowners for a public pedestrian corridor Uncontrolled implementation timeframe | <ul style="list-style-type: none"> Factor the proposal into the long term vision for the CBD Offer incentives to property owners or encourage through DCP |
| 5.4 | Redevelop Jax Tyres site | <ul style="list-style-type: none"> High profile site warrants equally significant building and purpose High standard building would greatly enhance the visual image of the CBD | <ul style="list-style-type: none"> Privately owned site unlikely to be redeveloped over short - medium term without significant commercial incentive | <ul style="list-style-type: none"> Factor the proposal into the long term vision for the CBD May become more attractive for redevelopment following highway bypass and once urban renewal becomes prevalent throughout the CBD |
| 5.5 | Identify opportunities to enable temporary activation of empty shops - particularly with creative industries (see Renew Newcastle) | <ul style="list-style-type: none"> Immediate shop utilisation without financial risk / burden on short-term tenants Provides catalyst for creative industries to flourish in a high visibility setting Provide stimulus for other new long-term businesses | <ul style="list-style-type: none"> Requires landowner support Requires responsible management | <ul style="list-style-type: none"> Initial Council planning, financial and management support |
| 6 | RELOCATION OF KEY FACILITIES | | | |
| 6.1 | Relocation of bus interchange to Vernon Street | <ul style="list-style-type: none"> Opportunity to address existing anti-social flash point from Park Avenue Increases scope for more kerbside car parking along Park Avenue | <ul style="list-style-type: none"> Shifts anti-social problem to another part of the CBD without addressing the core issue Proposal would likely meet strong resistance from bus companies Benefit of relocation is unlikely to justify cost of new infrastructure work | <ul style="list-style-type: none"> Undertake upgrade work of existing site with measures that target anti-social issues |

| | DESIGN OPPORTUNITY | BENEFIT / PURPOSE | POSSIBLE ISSUE | MITIGATION |
|----------|---|--|--|--|
| 6.2 | Relocation of taxi rank | <ul style="list-style-type: none"> Increases scope for more kerbside car parking | <ul style="list-style-type: none"> Proposal may be resisted by taxi companies | <ul style="list-style-type: none"> Alternative taxi rank location needs to be explored and discussed with stakeholders |
| 7 | KEY PUBLIC DOMAIN IMPROVEMENTS | | | |
| 7.1 | New large street trees | <ul style="list-style-type: none"> Will make streets more attractive, shaded, comfortable and desirable public spaces particularly for pedestrians Increases desirability of CBD as a destination | <ul style="list-style-type: none"> Installation and ongoing maintenance costs Optimal soil volume may conflict with location of existing underground service infrastructure Damage to existing service infrastructure and buildings, particularly from invasive roots as trees mature Occupies space that may otherwise be used for car parking Limited benefits until trees mature | <ul style="list-style-type: none"> Undertake tree root mitigation work at time of installation Ensure adequate recurring maintenance budget |
| 7.2 | Outdoor dining spaces | <ul style="list-style-type: none"> Encourages greater street activation Lease area increases scope and viability of business owners Increases passive surveillance of public domain | <ul style="list-style-type: none"> Requires business owners leasing the space to undertake routine maintenance Occupies space that may otherwise be used for car parking | <ul style="list-style-type: none"> Ensure appropriate lease agreements |
| 7.3 | New street furniture | <ul style="list-style-type: none"> Increases comfort and desirability of CBD to pedestrians Attractive and consistent palette of furniture will greatly enhance the CBD visual image | <ul style="list-style-type: none"> Installation and ongoing maintenance / replacement costs Targeted by vandals Potential public liability Need to ensure palette complements materials and furniture adopted throughout CBD | <ul style="list-style-type: none"> Ensure robust furniture selection Ensure adequate recurring maintenance budget |
| 7.4 | New pedestrian crossing sails | <ul style="list-style-type: none"> Provides all weather protection for pedestrians crossing street Reinforces the visual image created by existing facilities in the CBD | <ul style="list-style-type: none"> Significant installation and ongoing maintenance / replacement costs Visual dominance competes with surrounding built form Design of structure will age over time and become a visual liability | <ul style="list-style-type: none"> Review desirability of new installations Ensure adequate recurring maintenance budget |
| 7.5 | New footpath paving | <ul style="list-style-type: none"> Greatly enhances the visual quality of pedestrian spaces Enables issues with existing pavement including trip hazards and poor level change to be fully addressed Forms an integral part of a new materials palette for public domain upgrade work | <ul style="list-style-type: none"> Highly expensive product and installation cost Installation work is highly disruptive to adjoining businesses Expensive and difficult to successfully replace following work to access underground services Need to ensure palette complements materials adopted throughout CBD | <ul style="list-style-type: none"> Ensure works are undertaken in close liaison with businesses Avoid peak business periods to undertake installation work |
| 7.6 | Underground existing electricity lines and install new street lighting | <ul style="list-style-type: none"> Removes visually dominant and highly unattractive street infrastructure Provides opportunity to install new consistent contemporary facilities that enhance safety and security of the public domain Offers unique opportunity to coordinate work as part of possible street reconstruction and realignment work | <ul style="list-style-type: none"> Highly expensive product and installation cost Installation work is highly disruptive to adjoining businesses | <ul style="list-style-type: none"> Ensure works are undertaken in close liaison with businesses Ensure careful management of works to minimise disruption period particularly during peak business periods |
| 8 | SAFETY AND SECURITY | | | |
| 8.1 | Modify bus interchange seating area and pedestrian corridor adjacent to Woolworths car park | <ul style="list-style-type: none"> New streetscape and public domain work provides opportunity to incorporate and coordinate improved sight lines, install improved lighting and CCTV | <ul style="list-style-type: none"> May not address core issue and will push the problem elsewhere in the CBD | <ul style="list-style-type: none"> Design in close consultation with relevant Council staff |
| 8.2 | New compliant accessible infrastructure | <ul style="list-style-type: none"> New streetscape and public domain work provides opportunity to incorporate and coordinate corrective measures and to install new paving, lighting and other disability access initiatives | <ul style="list-style-type: none"> Need to ensure measures are adopted consistently throughout CBD for legibility and optimal compliance | <ul style="list-style-type: none"> Design in close consultation with relevant Council staff |

APPENDIX B: DESIGN CHARRETTE SUMMARY REPORT



Moonee Street and Park Avenue Reconfiguration Project, Coffs Harbour
CONCEPT DESIGN REPORT

DESIGN CHARRETTE SUMMARY REPORT

STAKEHOLDER CONSULTATION PROGRAM

14 OCTOBER 2021

A design charrette was held on Thursday 10 June 2021 in the Cavanbah Centre, Coffs Harbour, as part of the stakeholder consultation program for the Park Avenue and Moonee Street Reconfiguration Project being undertaken by RedBelly and GHD.

The charrette was attended by approximately 25 invitees including land and business owners from the study area, representative from the Coffs Harbour Chamber of Commerce and City Centre Masterplan Committee, and staff from Coffs Harbour City Council.

The purpose of the charrette was to introduce the project to this key group and importantly to seek feedback on a preliminary concept design prepared by the consultant team. To facilitate the process, participants were organised into 5 groups to discuss the main concept themes: traffic, parking, pedestrian/ cyclist movement, public domain and safety/security. The groups were allocated 15 minutes to discuss each theme on a rotating basis until all 5 themes were covered.

The following pages list all of the discussion points and comments recorded under each concept theme. The points listed are reproduced directly from the recorded notes to ensure an accurate and faithful representation of opinions expressed. Accordingly, notes do not always follow the appropriate theme and there is frequent repetition of comments.

A response to each point raised has been provided by the consultant team. These aim to address any concerns raised at this early stage of the project and to indicate where further consideration will be given to suggestions in the next stage of concept development.

KEY DISCUSSION OUTCOMES

BROAD SUPPORT FOR:

- a central median with new street tree planting;
- replacement of roundabouts with traffic signals or four way stop as interim;
- removal of the highway slip lane to Moonee Street enabling the creation of a large green space;
- new public domain opportunities at street crossings;
- laneway access (Park Avenue Lane) to rear of multi-storey car park;
- turn left any time after stopping at intersections;
- increased pedestrian focus;
- support for upgraded car parks at Elbow Street/ Lyster Street;
- increase lighting/ CCTV along both streets and adjacent to Woolworths;
- entrance statement in park on Moonee Street; and
- activation of frontage of multi-storey car park.

SOME CONCERN FOR:

- loss of convenient car parking;
- loss of driveway and suggested future pedestrian route through the former police station site;
- potential business impacts;
- Lyster Street car park not well connected;
- could be congestion from parallel parking; and
- Albany Street car park to be upgraded before Elbow Street/ Lyster Street.



MOONEE STREET AND PARK AVENUE
RECONFIGURATION PROJECT
COFFS HARBOUR



| | COMMENT / ISSUE RAISED | CONSULTANT TEAM RESPONSE | IMPLICATION ON CONCEPT | ACTION |
|----------|--|---|---|--|
| 1 | PARKING | | | |
| 1.1 | Woolies car park – open up / change / 10min stop in Park Ave lane | Not within scope | No change | Nil |
| 1.2 | Parallel – some concerns re effect on businesses/ losses. See benefits on balance? | Parallel parking will enable wider footpaths and facilitate public domain improvements that will enhance not diminish business viability. This is a fundamental objective of the project. | No change. Periphery / alternate parking options to be highlighted as per City Centre MP and traffic study | 1. Comms plan to include City Centre MP parking plan 2. Local planning to provide active transport routes and background to support plan |
| 1.3 | Need a strategy of when/where parking will compensate | Need for improved access to and awareness of existing underutilised car parking on CBD periphery is understood and will be highlighted for further consideration by Council. Resolution is beyond scope of study. | No change Periphery / alternate parking options to be highlighted as per City Centre MP | As per 1.2 |
| 1.4 | Shift Woolies to fringe. | This is a decision for Woolworths and is beyond the scope of study. Not supported by Council - community services will result in loss of pedestrian traffic in Park Avenue/CBD. Example: Armidale CBD. Gowings centre losing Coles. | No change Woolworths unhappy with outcome, reduced parking | Project team to liaise with City Centre MP: JT, to minimise risk that Woolworths will move. Refer to Di Weekes Note: Woolworths historic DA requires council to provide a minimum of 80 car parks for Woolies |
| 1.5 | Albany Street multi storey carpark to be considered. | Idea has merit but requires further consideration as part of CBD parking strategy which is beyond scope of study | No change Periphery / alternate parking options to be highlighted as per City Centre MP | Local planning to provide comment on feasibility of periphery parking options |
| 1.6 | Elbow St over Lyster St for car parking | Supported if direct pedestrian connection through to Lyster Street is unachievable. Design development of proposition is beyond scope of study | No change | 1. Lyster street connection to be included on concept. To be addressed through future DA of property. 2. AV Consultation with landowner required to mitigate negative feedback. |
| 1.7 | Consider leasing car spaces in multi-level for commercial use. | Idea may have merit but requires further consideration as part of CBD parking strategy which is beyond scope of study. Idea will be highlighted for further future consideration by Council | No change | Local planning to provide comment on feasibility of paid parking |
| 1.8 | Paid parking mentioned and strongly supported | Idea may have merit but requires further consideration as part of CBD parking strategy which is beyond scope of study. Idea will be highlighted for further future consideration by Council. | No change | As per 1.7 |
| 1.9 | Safety issues at Woolies need addressing | Agreed. Design concepts will aim to address these issues | No change. Safety and security issues to be addressed as a key study outcome | Consultant to ensure concept plan to directly address safety issues |
| 1.10 | Central median parking | Median will not be sufficiently wide to accommodate 90° angle parking. Central parking is also not desirable regardless as the concept aims to reduce the dominance of vehicles in the street in favour of increased public domain and street tree planting | No change | No central parking Planted median |
| 1.11 | Personal safety getting to fringe. | Security issues for pedestrians accessing existing underutilised car parking on CBD periphery is understood and will be highlighted for further consideration by Council. Resolution is beyond scope of study. | No change | Inclusion of direct connection to Lyster Street. Local planning to provide comment on feasibility of periphery parking options including future pedestrian connection improvements |
| 1.12 | Cyclist access | No bike lane identified within active transport strategy. Park Avenue is the Gateway to Brelford | No change Cannot happen without parallel | |
| 2 | TRAFFIC | | | |
| 2.1 | How address loss of parking? | Further underutilised parking is available beyond Park Avenue and Moonee Street. Need for improved access to and awareness of these locations which will be highlighted for further consideration by Council. Resolution is beyond scope of study. | No change | Local planning to provide information on feasibility of periphery parking options including future pedestrian connection improvements and active transport routes |

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| 2.2 | Preference no median to allow for angled parking | Retention of angled parking will significantly diminish the potential to enhance the public domain of the streets. This is a fundamental objective of the project. | No change | Angled parking on northern side of Park Avenue, where increase in path width provides little benefit. Parallel parking on southern side. 2.5m wide path southern side. 3m wide median, traffic lanes designed to incorporate minimum turning circles required. |
| 2.3 | Woolworths – reduction of parking negative in part on shoppers. 28 -35,000/wk. | Further underutilised parking is available beyond Park Avenue. Surveys have also demonstrated that there is no overall lack of parking availability in the CBD. The removal of some parking in Park Avenue will enable wider footpaths and facilitate public domain improvements that will enhance not diminish business viability. This is a fundamental objective of the project. | No change | Local planning to provide information on feasibility of periphery parking options including future pedestrian connection improvements and active transport routes |
| 2.4 | Median potential location for unwanted behaviour | The development of the concept design will adopt CPTED principles to mitigate all safety and security issues | No change | Review plans with regard to CPTED Refer to safety study |
| 2.5 | Investigate central parking – would it work? | Median will not be sufficiently wide to accommodate 90° angle parking. Central parking is also not desirable regardless as the concept aims to reduce the dominance of vehicles in the street in favour of increased public domain and street tree planting | No change | Refer 1.10 |
| 2.6 | Shop façade important – line of sight signage. | The majority of street tree planting is proposed within the central median which will have negligible impact on shop frontages and signage visibility | No change | Concept Action: 1. Clear view lines through median: Tree canopy min. 2m clearance, ground covers maximum 0.5m. 2. Include image of proposed streetscape demonstrating view lines (refer Sawtell main street) |
| 2.7 | Lighting upgrades | Supported. The project offers opportunity to upgrade all public lighting including feature, functional and safety/security lighting. This will be identified as a study outcome for further investigation and design development by Council in the future. | No change. Lighting to be considered as a key study outcome. | Note on concept |
| 2.8 | Improved security | The development of the concept design will adopt CPTED principles to mitigate all safety and security issues | No change. Safety and security issues to be addressed as a key study outcome | Refer 2.4 JT – reference to security guard / other measures being taken concurrent to the plan |
| 2.9 | Slip lane removal – potential conflict with line of sight and signage exposure. | Concept is considered achievable in principle. Further detailed assessment will be undertaken by traffic engineers to ensure compliance with AusRoad standards | No change subject to further traffic engineering consideration | Engineering assessment and approval. Concept Action: Traffic study |
| 2.10 | Concern will become next location for drug dealing. | The development of the concept design will adopt CPTED principles to mitigate all safety and security issues | No change. Safety and security issues to be addressed as a key study outcome | Refer 2.4 |
| 2.11 | Elbow St preferred for parking. | Supported if direct pedestrian connection through to Lyster Street is unachievable. Design development of proposition is beyond scope of study | No change | Local planning to provide information on feasibility of periphery parking options including future pedestrian connection improvements and active transport routes |
| 2.12 | Lyster Street not safe to walk to. | Agreed if direct pedestrian connection through to Lyster Street is unachievable. | No change | Inclusion of direct connection to Lyster street Ref 1.11 |
| 2.13 | Automatic bus/tram circulating CBD and down to Jetty | Ideas may have merit but requires further consideration as part of a wider CBD public transport initiative which is beyond scope of study | No change | Local planning to provide comment on feasibility of periphery parking options including future pedestrian connection improvements |
| 2.14 | Swings that play notes | Idea has merit but constant additional sound may not be favoured by all shop owners and the public. Potential consideration in design of proposed public space at southern end of Moonee Street. | No change. Further consideration in development of concept | Concept Action: Street activation initiatives |

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| 2.15 | Places for people to sit who are not in a café | Additional public seating in new, attractive public spaces is a fundamental objective of the study. These additional amenities are proposed in new public spaces along the footpaths, particularly on the street edges that have widened footpaths. | No change. Further development of proposals to be undertaken in next stage of project | Concept Action: Additional seating to be include in detail design |
| 2.16 | Wide median – include seating and picnic spots – usable space. | It is unlikely that the median will be sufficiently wide to adequately cater to public seating and picnicking - in a similar way to First Avenue, Sawtell. These additional amenities are proposed in new public spaces along the footpaths, particularly on the street edges that have widened footpaths. | No change. Further development of proposals to be undertaken in next stage of project | Concept comment: 3m wide median providing green buffer etc |
| 2.17 | Little Street / periphery street parking. | Need for improved access to and awareness of these locations which will be highlighted for further consideration by Council. Resolution is beyond scope of study. | No change | Local planning to provide comment on feasibility of periphery parking options including future pedestrian connection improvements |
| 2.18 | Blocking up the space reduces car parking | The removal of some parking in Park Avenue will enable wider footpaths and facilitate public domain improvements that will enhance not diminish business viability. This is a fundamental objective of the project. | No change | Concept comment: Provide wider paths for pedestrian safety and connectivity, improved opportunity for activation: include example image: Harbour drive activation. |
| 2.19 | Moonee St one-way – more parking. | The idea has merit but is not supported as it will reduce accessibility to businesses and is unlikely to achieve any significant increase in parking availability without further impacting the visual dominance of cars and space for parking in the street. | No change | Moonee Street to remain two way |
| 2.20 | Slipway – how do we ensure don't encourage loitering. | The development of the concept design for this site will adopt CPTED principles to ensure all safety and security issues are mitigated | No change. Safety and security issues to be addressed as a key study outcome | Concept plan to ensure clear sightlines, pedestrian thoroughfare, location of seats easily viewed by passing traffic |
| 2.21 | Streetscapes that play music | Idea has merit but constant additional sound may not be favoured by all shop owners and the public. Potential consideration in design of proposed public space at southern end of Moonee Street. | No change. Further consideration in development of concept | Concept Action: Street activation initiatives |
| 2.22 | Activity nodes – music – exercise | Idea has merit but constant additional sound and use of exercise station may not be favoured by all shop owners and the public. Potential consideration in design of proposed public space at southern end of Moonee Street. | No change. Further consideration in development of concept | Concept Action: Street activation initiatives |
| 2.23 | One way into car park/Park Ave | Idea has merit but will require a separate traffic management assessment to fully understand implications and benefit which is beyond the scope of this study. Idea will be highlighted for further future consideration by Council | No change | SAM Engineering to provide comment on feasibility of proposal. |
| 2.24 | Parking in front – medical specialists | The need for regulated parking in front of medical specialists will be considered as part of the design development of the concept | No change. Further consideration in development of concept | Parking in Little Street unchanged. Bus parking bays retained. Retaining angled parking east of Park Avenue. No advantage to install parallel as no existing cafes. |
| 2.25 | Lighting – evenly lit | Supported. The project offers opportunity to upgrade all public lighting including feature, functional and safety/security lighting. This will be identified as a study outcome for further investigation and design development by Council in the future. | No change. Lighting to be considered as a key study outcome. | Concept Action: Lighting concept / images To be confirmed at detail design |
| 3 | PUBLIC DOMAIN | | | |
| 3.1 | Encourage use of public transport and make exchange attractive | Improvements to the visual amenity, comfort and the safety and security of the bus interchanges is a fundamental object of the project. | No change. Further consideration in development of concept | Concept Plan to include proposed improvements |

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| 3.2 | Lighting strategy | The project offers opportunity to upgrade all public lighting including feature, functional and safety/security lighting. This will be identified as a study outcome for further investigation and design development by Council in the future. | No change. Lighting to be considered as a key study outcome. | |
| 3.3 | CCTV | Idea has merit and will be identified as part of a possible solution for further detailed investigation by Council in the future. | No change. | |
| 3.4 | Street trees spaced – must allow clear sightlines to signage across both sides of the street – draw people to cross/engage/activate. | All tree planting will be located to maintain sight lines in accordance with appropriate traffic standards | No change. Further consideration in development of concept | |
| 3.5 | Increase height of car parking - integrate with Woolworths (bridge over) - car park allocation for tenants | Idea has merit but will require a separate review of the car park and a traffic management assessment to fully understand implications and benefit which is beyond the scope of this study. Idea will be highlighted for further future consideration by Council | No change | |
| 3.6 | Activate frontage of car park | The idea has merit and will be explored as part of the design development of the concept. | No change. Further consideration in development of concept | |
| 3.7 | Increase permeability @ old police station and connectivity | Strongly supported. The idea will, however, require agreement of the landowner who is currently not in favour. Further negotiation and consideration of planning incentives will be necessary by Council. This initiative is beyond the scope of this study | No change | |
| 3.8 | Lighting increase: seems dull - uplighting trees – more ambience | The project offers opportunity to upgrade all public lighting including feature, functional and safety/security lighting. This will be identified as a study outcome for further investigation and design development by Council in the future. | No change. Lighting to be considered as a key study outcome. | |
| 3.9 | Narrower streets safer | Strongly agree. Reduced traffic movement and lane width will enhance traffic calming for the benefit of pedestrian safety. | No change | |
| 3.10 | Moonee St - unsafe speed in summer | Reduced traffic movement and lane width as proposed in the concept will enhance traffic calming for the benefit of pedestrian safety. | No change | |
| 3.11 | Activation - shade + trees | Key themes are strongly supported and are reflected in the concept | No change | |
| 3.12 | Connectivity - easier to move through CBD | Key theme is strongly supported and is reflected in the concept | No change | |
| 3.13 | Bus stop - security? No smoking? | Safety and security at the bus stop and the amenity of waiting passengers are fundamental requirements of the project and will be further investigated in the development of the concept | No change | |
| 3.14 | Activate edge of car park interface with bus stop - active surveillance of individuals loitering | The idea has merit and will be explored as part of the design development of the concept. | No change | |
| 3.15 | Woolworths music - reduced loitering - opportunity to open their edge to laneway | The idea has merit and will be explored as part of the design development of the concept. | No change. Safety and security issues to be addressed as a key study outcome | |
| 3.16 | Corner park will increase loitering - contingency - lighting security in design - Lighting plan so not congregating on “edges” | The development of the concept design for this site will adopt CPTED principles to ensure all safety and security issues are mitigated | No change. Safety and security issues to be addressed as a key study outcome | |
| 3.17 | Reduce “hiding in shadows” | The development of the concept design across the study area will adopt CPTED principles to ensure all safety and security issues are mitigated | No change. Safety and security issues to be addressed as a key study outcome | |

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| 3.18 | Remove slip lane can cause issues - traffic uses slip lane to go up Moonee St then up mall – need right turn on Pac Highway | Concept is considered achievable in principle. Further detailed assessment will be undertaken by traffic engineers to ensure compliance with AusRoad standards and access alternatives have been considered | No change subject to further traffic engineering consideration | |
| 3.19 | Arrival point to CBD - not necessarily a seating area but a welcoming amenity area - fountain - display planting - entrance statement - low open surveillance - attracts people to area - activation | All ideas have merit and are reflected in principle in the design concept. Ideas will be explored as part of the design development of the concept. | No change. Further consideration in development of concept | |
| 4 | SAFETY AND SECURITY | | | |
| 4.1 | Lighting needs more: needs to be brighter | The project offers opportunity to upgrade all public lighting including feature, functional and safety/security lighting. This will be identified as a study outcome for further investigation and design development by Council in the future. | No change. Lighting to be considered as a key study outcome. | |
| 4.2 | Lighting strategy to ensure holistic coverage – transitions ensure even. | The project offers opportunity to upgrade all public lighting including feature, functional and safety/security lighting. This will be identified as a study outcome for further investigation and design development by Council in the future. | No change. Lighting to be considered as a key study outcome. | |
| 4.3 | Bus interchange car park – increase laneway width | Idea has merit but will require a separate review of the car park which is beyond the scope of this study. Idea will be highlighted for further future consideration by Council. | No change | |
| 4.4 | Amenities removed and reviewed in CBD area | The idea has merit but will require further investigation of alternative sites which is beyond the scope of the study. Further discussion will be held with Council to determine potential of idea to free up existing site | No change. Further discussion with Council to determine merit of idea | |
| 4.5 | Activating car park interface | The idea has merit and will be explored as part of the design development of the concept. | No change | |
| 4.6 | Increase permeability – change exit in car park Entry off Park Ave lane Exit Park Ave – activities and movement – LIGHTS | Idea has merit but will require a separate review of the car park which is beyond the scope of this study. Idea will be highlighted with Council for consideration as a variation to current brief. | No change at this stage. Further consideration by Council as a variation to current scope and fee. | |
| 4.7 | Social issues - staging the upgrade - activation - nice spaces brings in activation, reduces anti-social behaviour | All themes are understood and strongly supported as reflected in the concept | No change. Further consideration in development of concept | |
| 4.8 | Amenities need to be moved – unsafe location – antisocial behaviour | The idea has merit but will require further investigation of alternative sites which is beyond the scope of the study. Further discussion will be held with Council to determine potential of idea to free up existing site | No change. Further discussion with Council to determine merit of idea | |
| 4.9 | Woolies is first supermarket off highway | Agreed | No change | |

APPENDIX C: EXISTING PARKING NUMBERS

1. PARK AVENUE

- Park Avenue has 64 on-street car parking spaces.
- Park Avenue multi-story car park provides 252 parking spaces over three (3) levels with 74 2P time restricted spaces located on the ground floor and 178 3P time restricted spaces located on level 1 and roof top
- On-street parking consists of 1 hour parking and 2 hour parking. Also some parking with 15 minute time limit
- Bus zone on both sides of the street
- Taxi zone on north western end of street

2. MOONEE STREET

- Moonee Street has 70 on-street car parking spaces.
- Elbow Street Car Park (which also fronts Moonee Street) accommodates 143 parking spaces (Bitzios Consulting, 2018)



APPENDIX D: ENGINEERING PLANS



Moonee Street and Park Avenue Reconfiguration Project, Coffs Harbour
CONCEPT DESIGN REPORT



DRAWING LIST

| DRG No. | DRAWING TITLE |
|---------------|--|
| 12544404-C001 | COVER SHEET, LOCALITY AND DRAWING INDEX |
| 12544404-C005 | GENERAL NOTES |
| 12544404-C010 | CONCEPT PLAN - SHEET 1 OF 4 |
| 12544404-C011 | CONCEPT PLAN - SHEET 2 OF 4 |
| 12544404-C012 | CONCEPT PLAN - SHEET 3 OF 4 |
| 12544404-C013 | CONCEPT PLAN - SHEET 4 OF 4 |
| 12544404-C015 | TYPICAL SECTIONS |
| 12544404-C020 | DESIGN VEHICLE TURNING MOVEMENT - SHEET 1 OF 6 |
| 12544404-C021 | DESIGN VEHICLE TURNING MOVEMENT - SHEET 2 OF 6 |
| 12544404-C022 | DESIGN VEHICLE TURNING MOVEMENT - SHEET 3 OF 6 |
| 12544404-C023 | DESIGN VEHICLE TURNING MOVEMENT - SHEET 4 OF 6 |
| 12544404-C024 | DESIGN VEHICLE TURNING MOVEMENT - SHEET 5 OF 6 |
| 12544404-C025 | DESIGN VEHICLE TURNING MOVEMENT - SHEET 6 OF 6 |
| 12544404-C026 | CHECK VEHICLE TURNING MOVEMENT - SHEET 1 OF 3 |
| 12544404-C027 | CHECK VEHICLE TURNING MOVEMENT - SHEET 2 OF 3 |
| 12544404-C028 | CHECK VEHICLE TURNING MOVEMENT - SHEET 3 OF 3 |

CONCEPT

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NOTES

1. ALL DIMENSIONS ARE SHOWN IN METERS UNLESS SPECIFIED OTHERWISE
2. CO-ORDINATES ARE TO MAP GID OF AUSTRALIA (M.G.A)
3. THE DESIGN IN THESE DRAWINGS ARE BASED ON AERIAL AND GROUND TOPOGRAPHICAL SURVEY AND CADASTRAL INFORMATION RECEIVED BY OTHERS AND SHOULD BE CONSIDERED LIMITED IN COMPLETENESS, IT SHOULD BE TREATED AS INDICATIVE ONLY. ALL SURVEY AND CADASTRAL INFORMATION REQUIRES VERIFICATION BY THE CONTRACTOR PRIOR TO COMMENCING ANY WORK
4. NO SURVEY CADASTRAL OR BOUNDARY LIMITS SHOULD BE SCALED FROM THESE DRAWINGS
5. DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE SPECIFICATIONS AND WITH SUCH OTHER WRITTEN INSTRUCTIONS AS MAY BE ISSUED BY THE PRINCIPAL WHERE THERE IS A DISCREPANCY. THIS SHALL BE RESOLVED BY THE PRINCIPAL. NOTES ON SPECIFIC DOCUMENTS SHALL TAKE PRECEDENCE OVER GENERAL NOTES
6. DIMENSIONS SHALL NOT BE OBTAINED BY SCALING DRAWINGS
7. ALL WORKS TO BE IN ACCORDANCE WITH COFFS HARBOUR CIT COUNCIL DESIGN GUIDELINES FOR ENGINEERING WORKS FOR SUBMISSIONS AND DEVELOPMENTS. CONSTRUCTION SPECIFICATION FOR CIVIL WORKS UNLESS NOTED OTHERWISE

PAVEMENT MARKINGS AND SIGNPOSTING

1. LINE MARKING AND SIGNPOSTING SHALL BE IN ACCORDANCE WITH THE DESIGN DRAWINGS THE RELEVANT RMS GUIDES AND STANDARDS
2. ALL SIGNS SHALL BE CLEAR OF VEGETATION AND OBSTRUCTIONS
3. EXISTING PAVEMENT MARKS CONFLICTING WITH PROPOSED LINE MARKING ARE TO BE REMOVED
4. ALL EXISTING LINEMARKING (RRPM's) AFFECTED BY THE NEW WORKS AND NOT OTHERWISE CONFLICTING WITH PROPOSED LINE MARKING ARE NOT TO BE REINSTATED
5. DELINEATION PAVEMENT MARKINGS SHALL BE PROVIDED IN ACCORDANCE WITH AUSTRALIAN STANDARDS AS 1742 -MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES PART 1-15' AND RELEVANT ROADS AND MARITIME SPECIFICATIONS GUIDELINES AND TECHNICAL DIRECTIONS

DRAINAGE GENERAL

1. ANY PERMITS FOR DIVERSION WORKS REQUIRED DURING CONSTRUCTION SHALL BE OBTAINED BY THE CONTRACTOR PRIOR TO CONSTRUCTION WORKS COMMENCING
2. UNSUITABLE FOUNDING MATERIAL FOR PIPES AND STRUCTURES SHALL BE TREATED IN ACCORDANCE WITH COFFS HARBOUR CITY COUNCIL'S ENGINEERING CONSTRUCTION SPECIFICATION

SEDIMENT AND EROSION CONTROL GENERAL

1. THE CONTRACTORS IS TO PROVIDE MEASURES AS REQUIRED TO SUIT STAGING WORK METHODS AND REQUIREMENTS OF COFFS HARBOUR CIT COUNCIL AND THE BLUEBOOK (NSW DEPT HOUSING-MANAGING URBAN STORMWATER SOILS AND CONSTRUCTION). THE CONTRACTOR IS ALSO TO PROVIDE AND MAINTAIN EFFECTIVE DUST CONTROL MEASURES TO THE ABOVE AUTHORITIES SATISFACTION.
2. THE WORKS ARE TO BE UNDERTAKEN WITH SEDIMENT AND EROSION CONTROL MEASURES IN ACCORDANCE WITH COFFS HARBOUR CITY COUNCIL REQUIREMENTS
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTING ALL REQUIRED SEDIMENT AND EROSION CONTROL MEASURES AND FOR THE MAINTENANCE AND ONGOING OPERATION OF ALL CONTROL MEASURES. ALL CONTROL FEATURES ARE TO BE REGULARLY INSPECTED TO ENSURE CORRECT OPERATION
4. SEDIMENT AND EROSION CONTROL MEASURES SHALL BE CARRIED OUT FOR THE FULL DURATION OF THE WORKS BY THE CONTRACTOR
5. NO WORKS TO BE UNDERTAKEN OUTSIDE OF ACQUISITION BOUNDARY

CONCEPT

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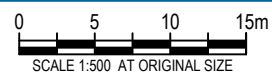


NOTE:
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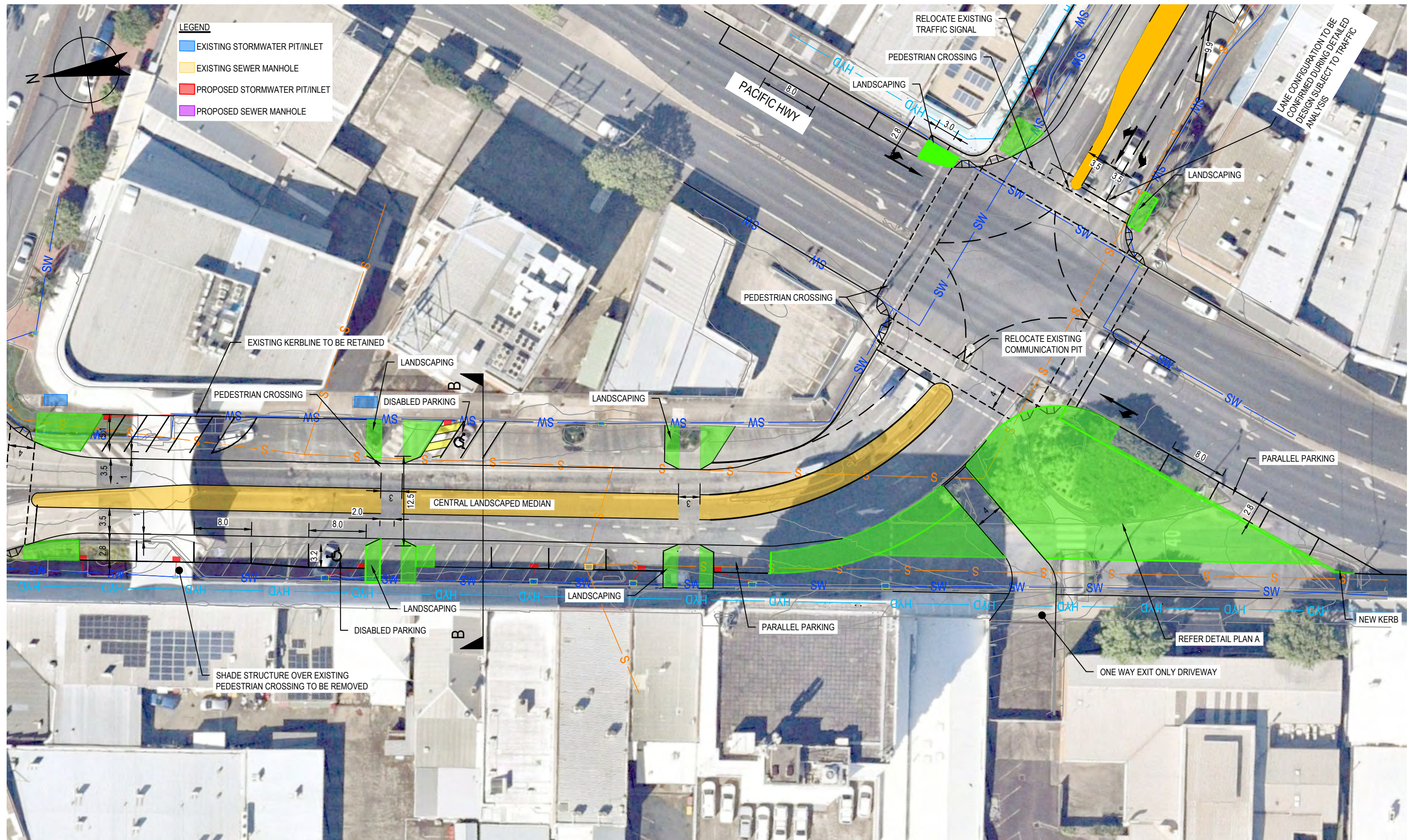
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Original Size

A3

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GORDON ST, PARK AVE & MOONEE ST STREETScape PROJECT
CONCEPT PLAN
SHEET 1 OF 4

Drawing No: **12544404-C010** Rev: **A**

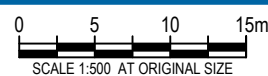


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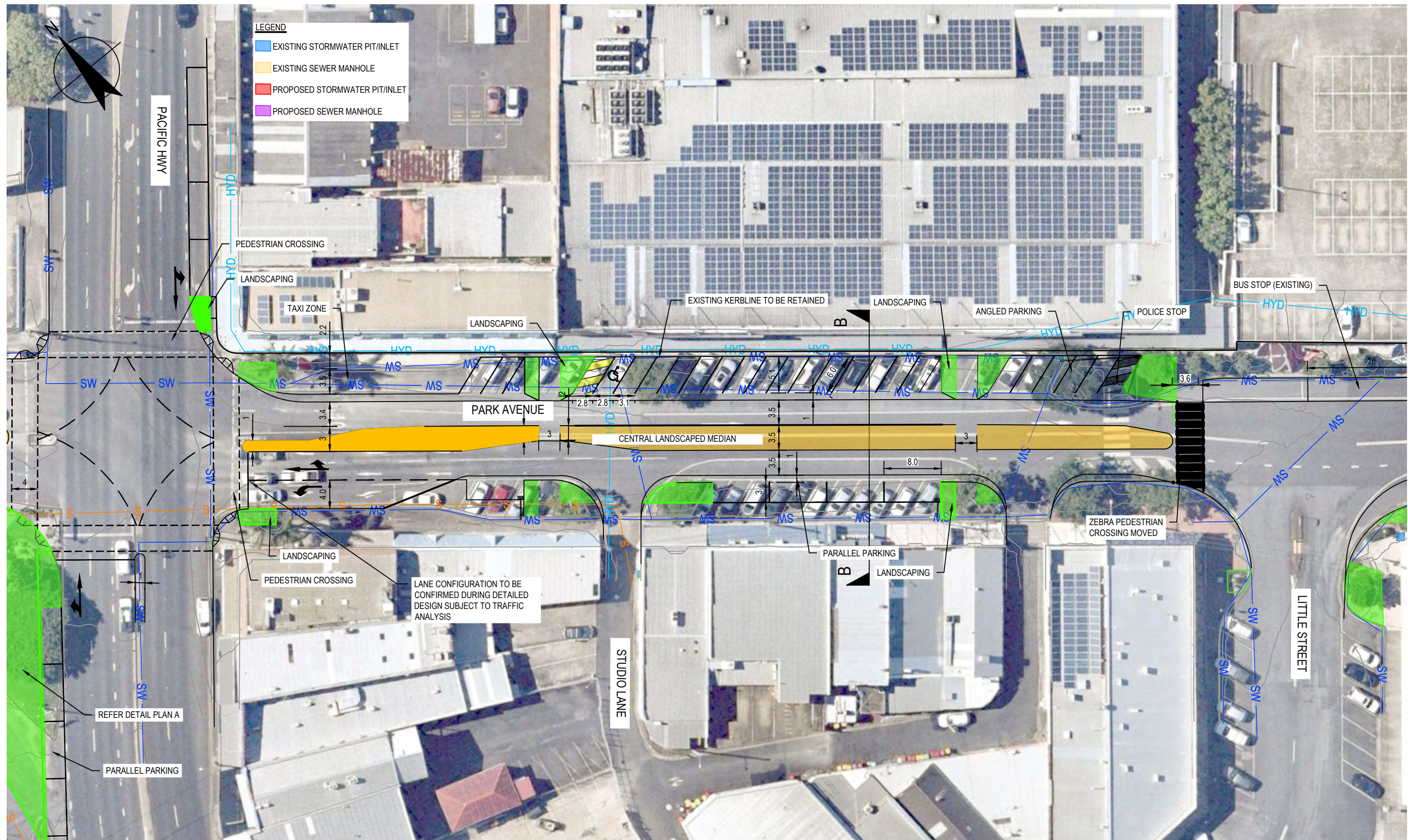
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| Title | CONCEPT PLAN |
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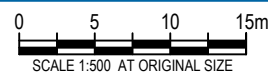


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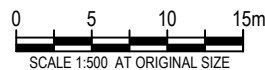


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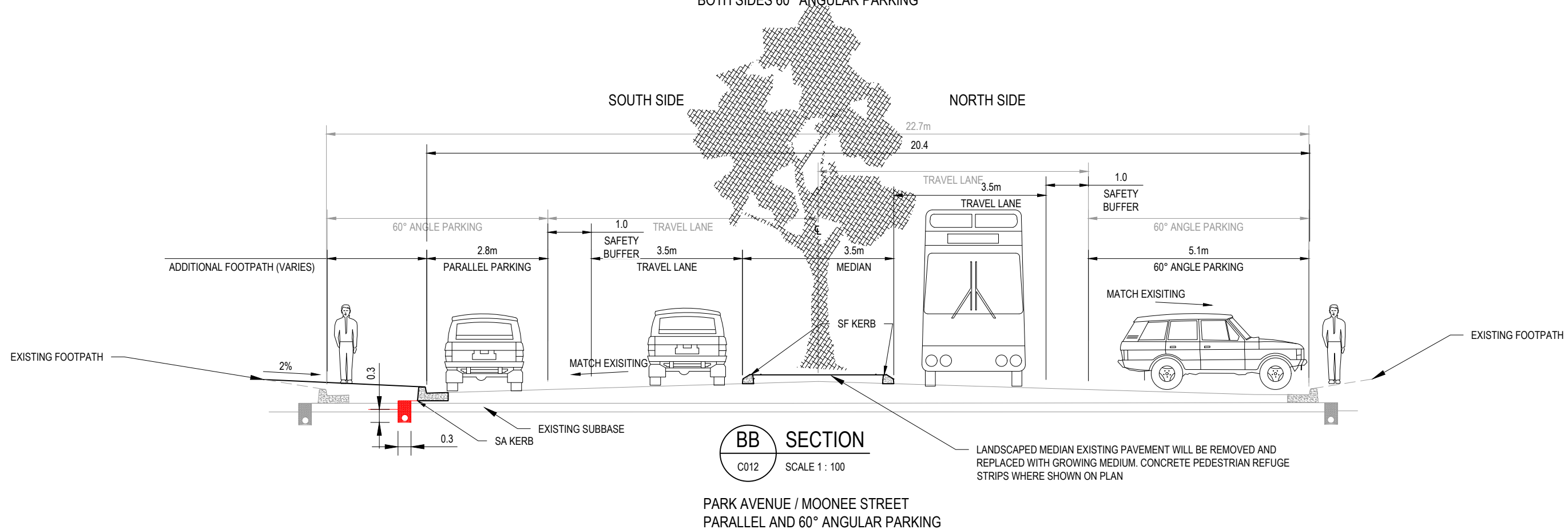
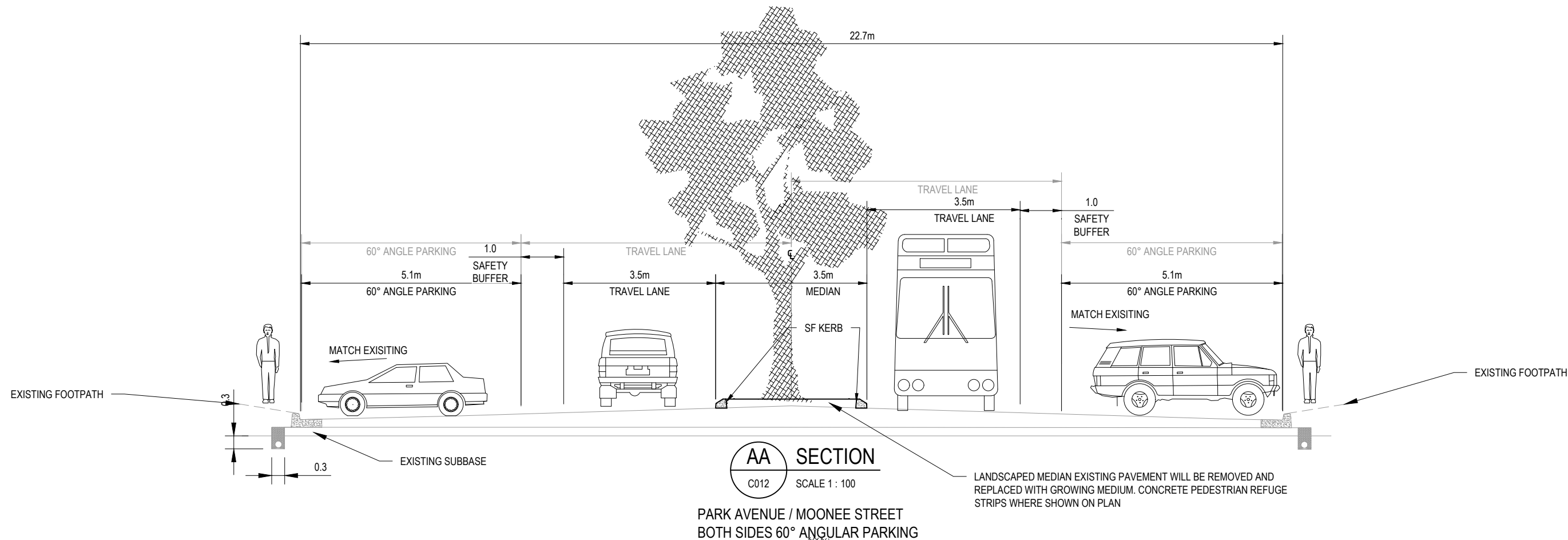
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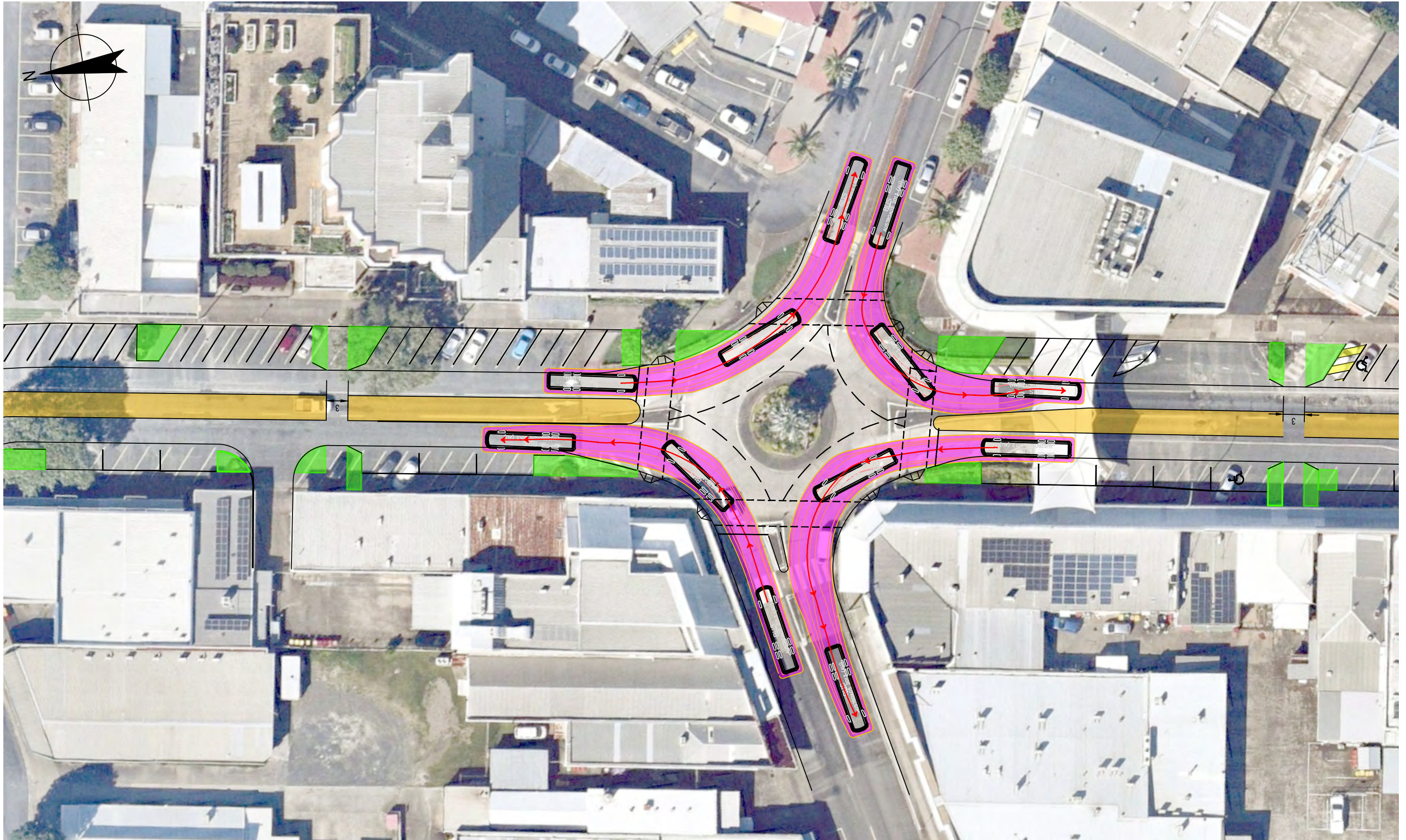
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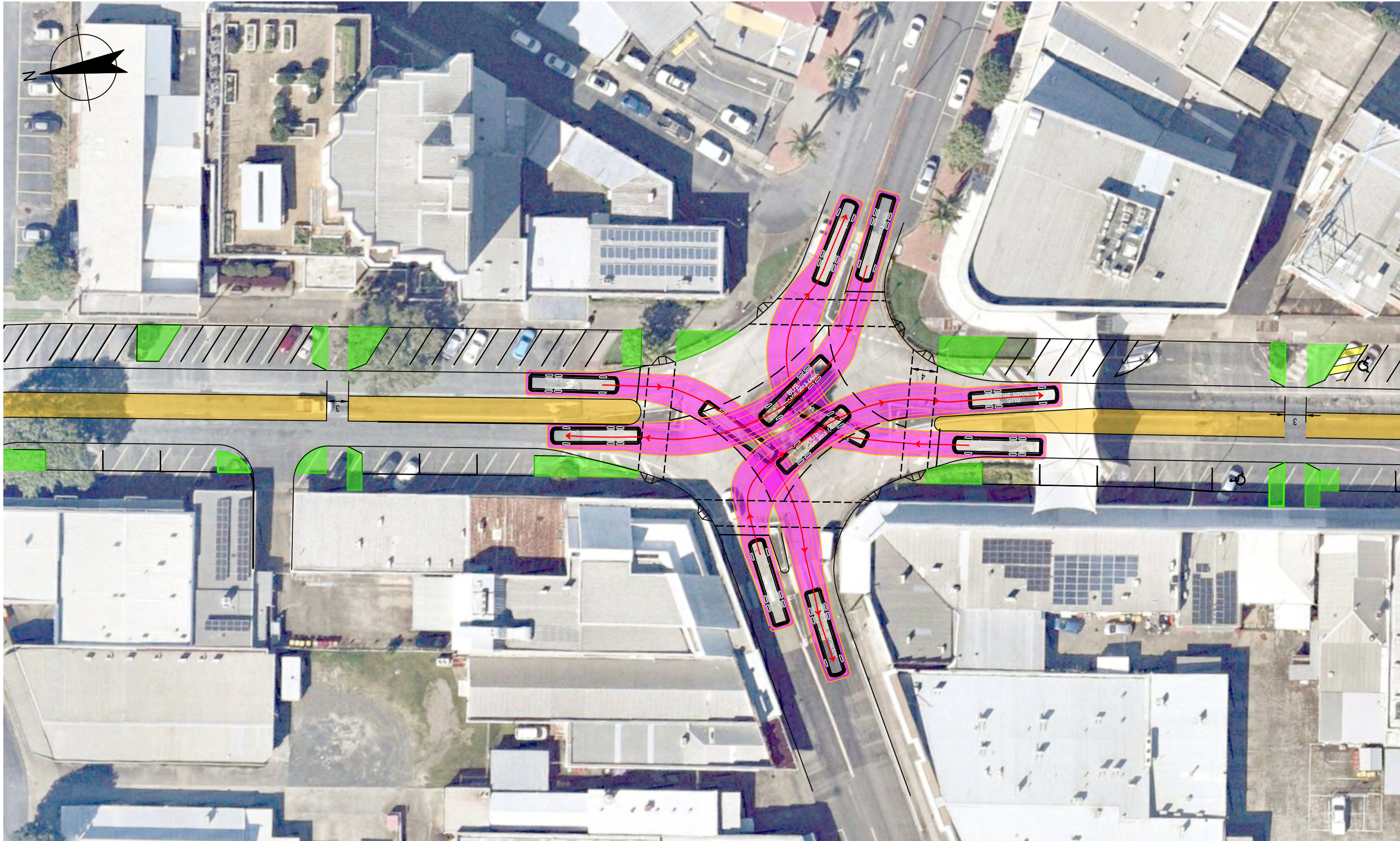


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| Title | DESIGN VEHICLE TURNING MOVEMENT SHEET 1 OF 6 | | |
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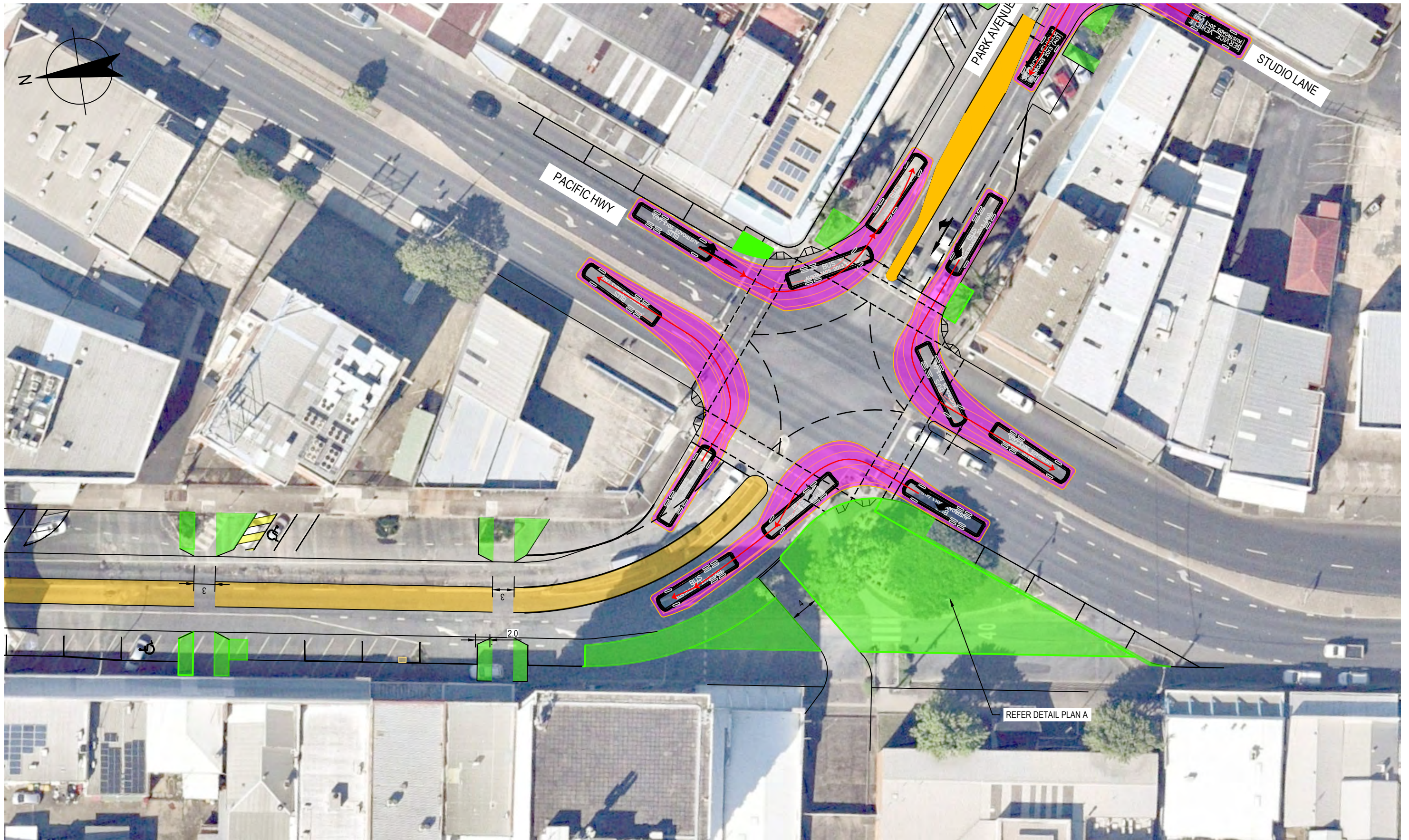


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| Project | GORDON ST, PARK AVE & MOONEE ST STREETScape PROJECT | | |
| Title | DESIGN VEHICLE TURNING MOVEMENT | | |
| | SHEET 2 OF 6 | | |
| Original Size | A3 | Drawing No: | 12544404-C021 |
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Project

Title

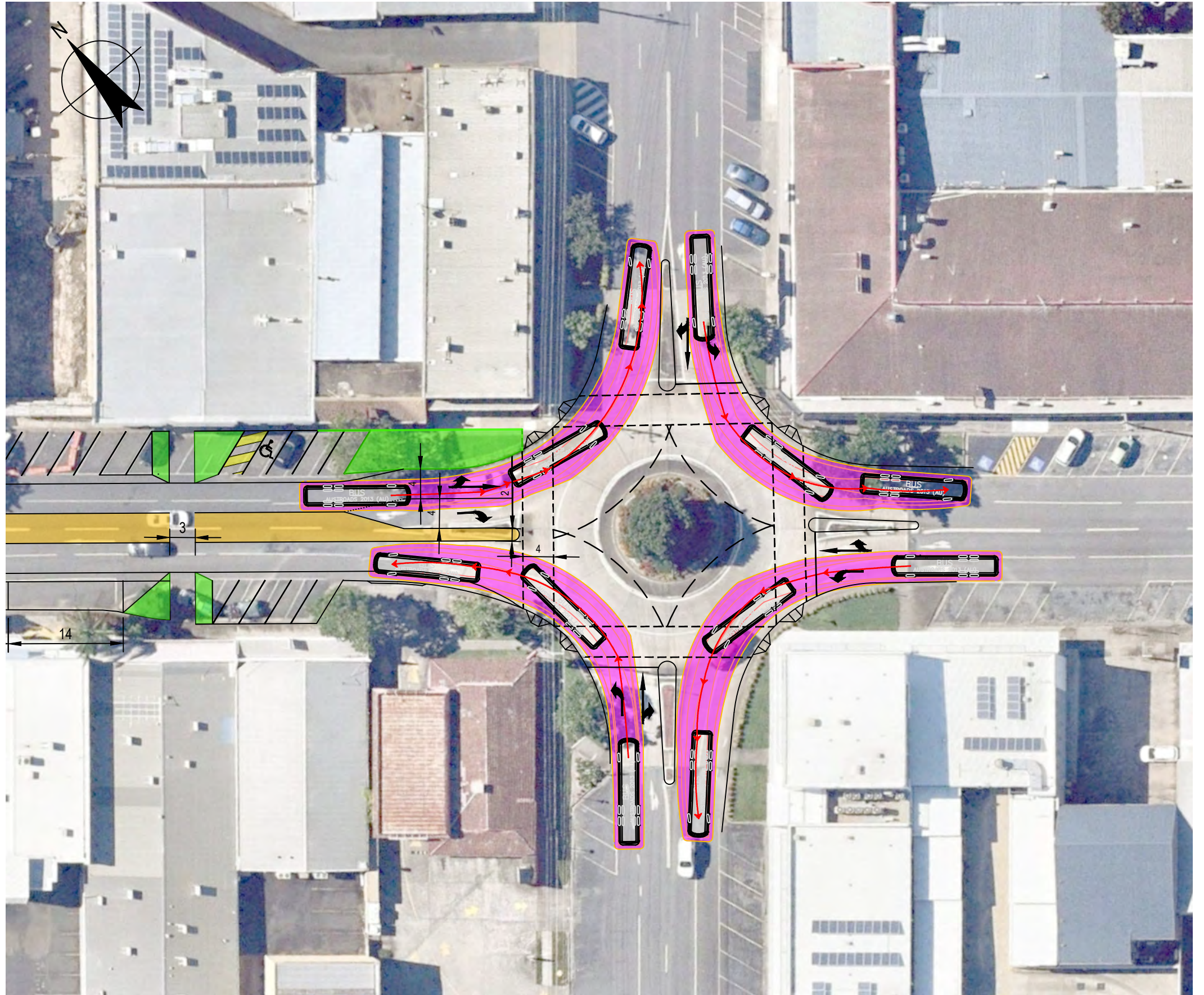
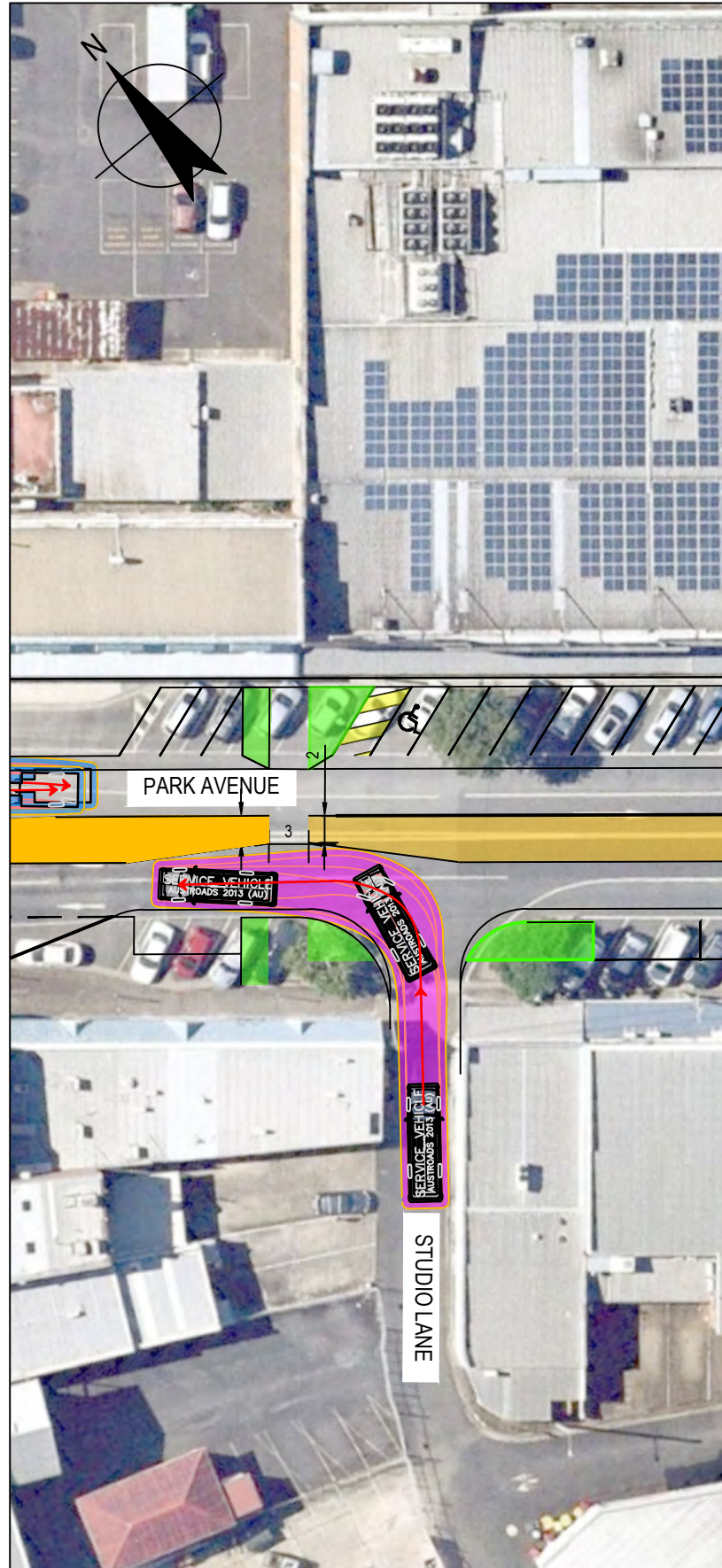
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GORDON ST, PARK AVE & MOONEE ST STREETScape PROJECT
DESIGN VEHICLE TURNING MOVEMENT
SHEET 3 OF 6

Drawing No: 12544404-C022

Rev: A



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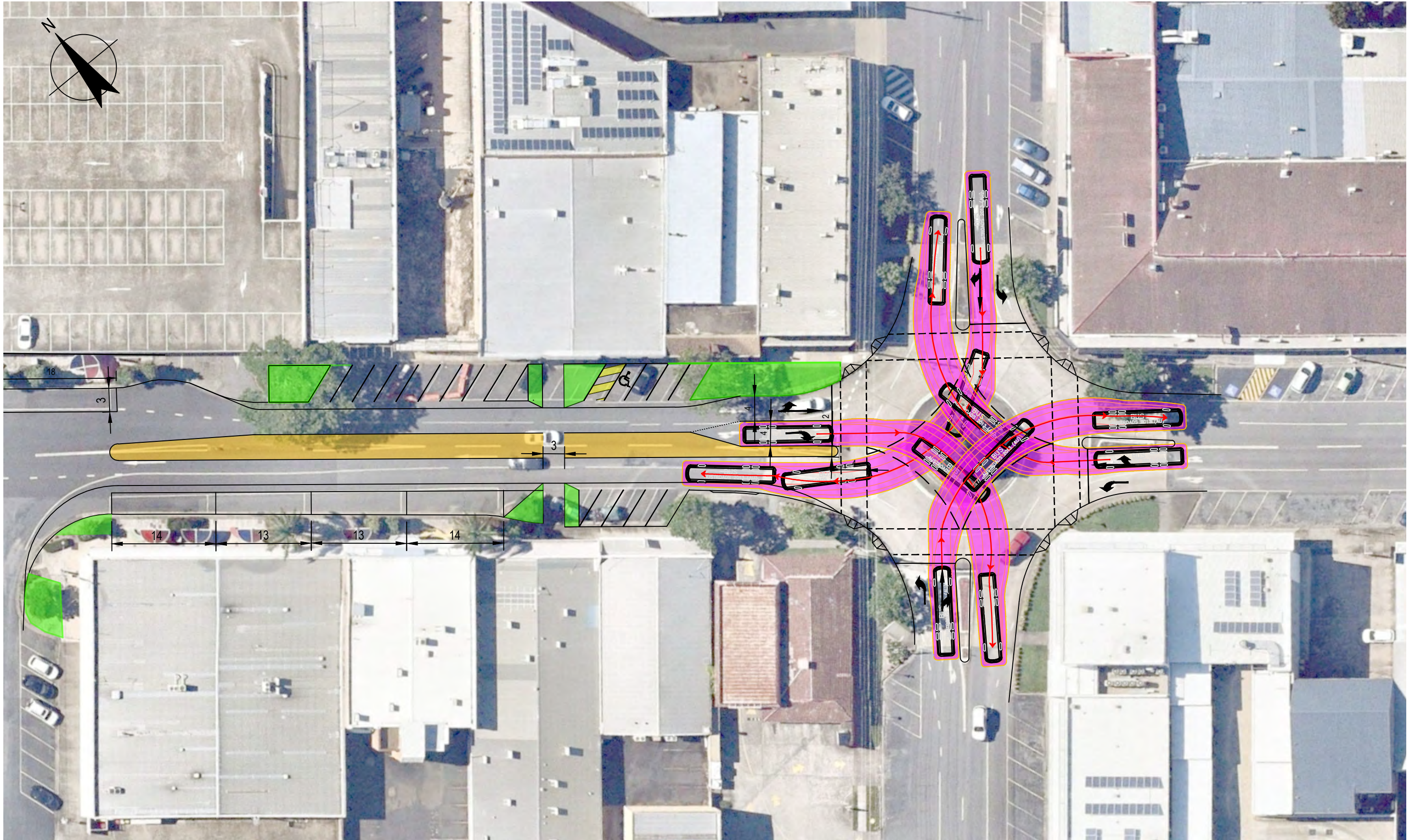
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GORDON ST, PARK AVE & MOONEE ST STREETScape PROJECT
DESIGN VEHICLE TURNING MOVEMENT
SHEET 5 OF 6

Drawing No: 12544404-C024

Rev: A



PLAN

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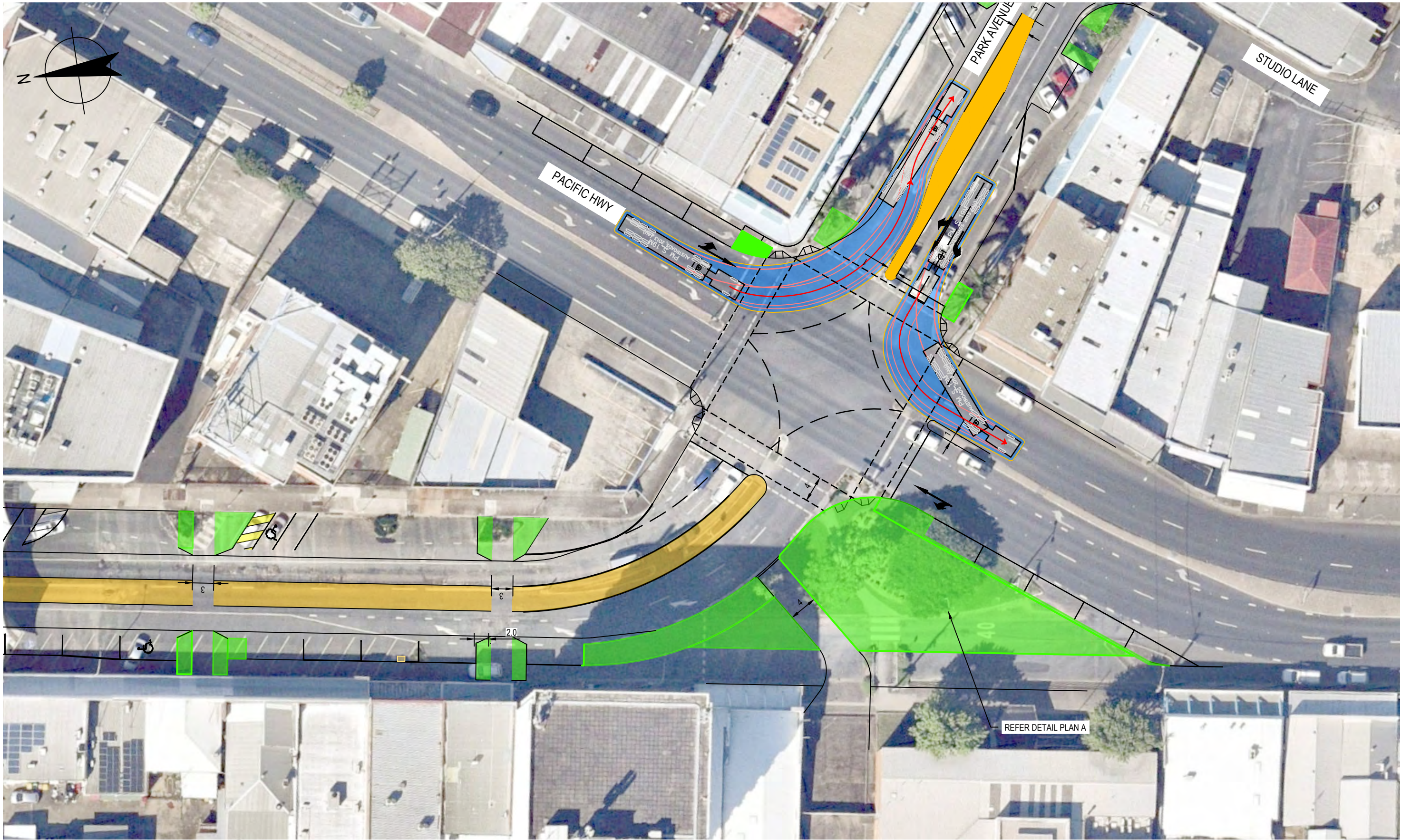


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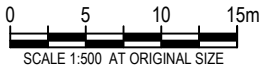
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| Project | GORDON ST, PARK AVE & MOONEE ST STREETScape PROJECT | | |
| Title | DESIGN VEHICLE TURNING MOVEMENT | | |
| | SHEET 6 OF 6 | | |
| Original Size | A3 | Drawing No: | 12544404-C025 |
| | | Rev: | A |



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Drafting

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Approved

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Designer

Design

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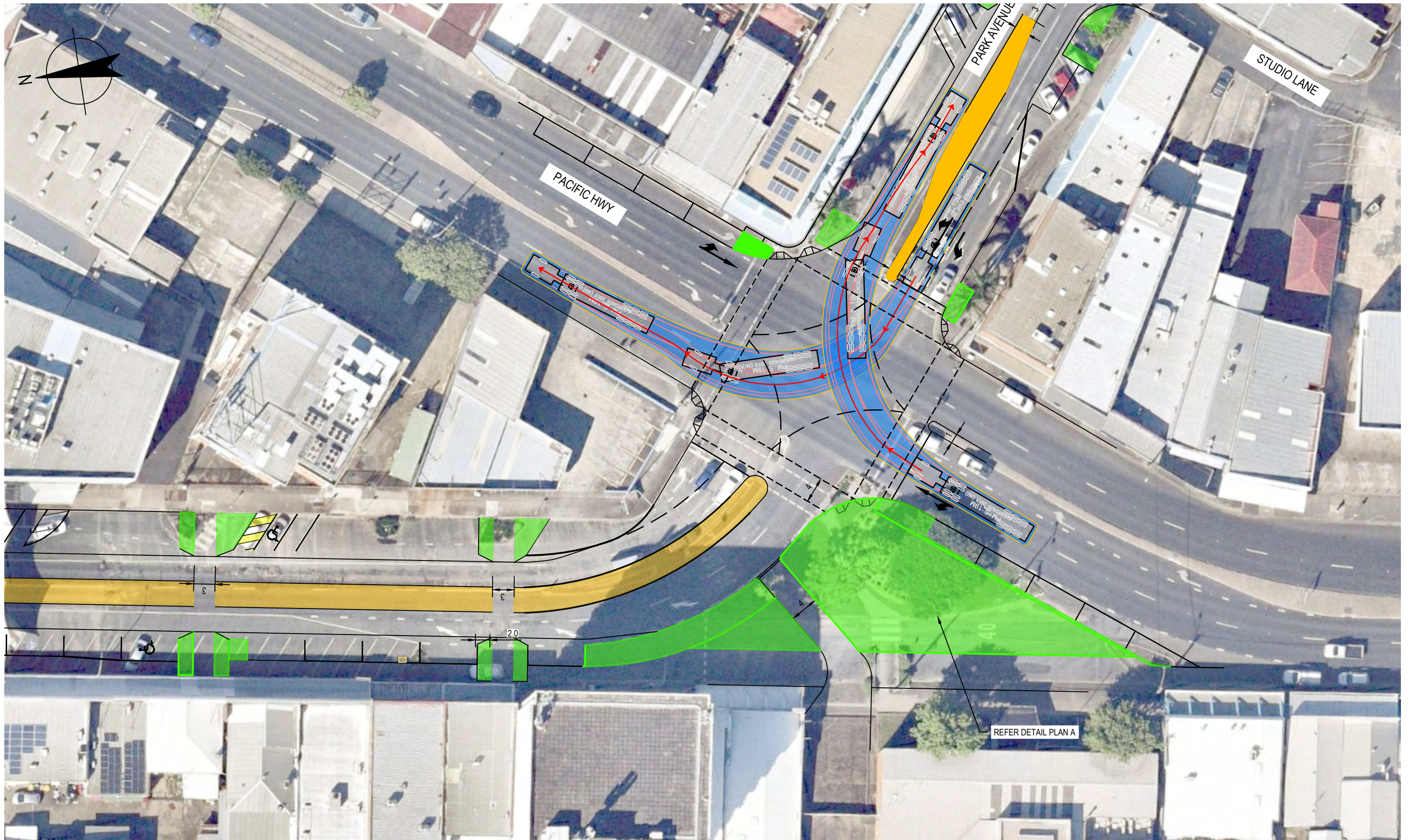
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COFFS HARBOUR CITY COUNCIL
GORDON ST, PARK AVE & MOONEE ST STREETSCAPE PROJECT
CHECK VEHICLE TURNING MOVEMENT
SHEET 1 OF 3

Drawing No: 12544404-C026

Rev: A



PLAN
SCALE 1 : 500

CONCEPT

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Drafting

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Date

Scale

Designer

Design

Check

Project

Title

Original Size

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A3

COFFS HARBOUR CITY COUNCIL
GORDON ST, PARK AVE & MOONEE ST STREETSCAPE PROJECT
CHECK VEHICLE TURNING MOVEMENT
SHEET 2 OF 3

Drawing No: 12544404-C027

Rev: A



PLAN
SCALE 1 : 500

CONCEPT

| No | Revision | Note: * indicates signatures on original issue of drawing or last revision of drawing | Drawn | Job Manager | Project Director | Date |
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COFFS HARBOUR CITY COUNCIL
GORDON ST, PARK AVE & MOONEE ST STREETScape PROJECT
CHECK VEHICLE TURNING MOVEMENT
SHEET 3 OF 3

A3 Drawing No: 12544404-C028

Rev: A