

Cobar CBD Master Plan and Grand Precinct Report

Draft Final

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Architecture
Interior Design
Planning
Urban Design
Landscape Architecture

Acknowledgement of Country



GHD acknowledges Aboriginal and Torres Strait Islander peoples as the Traditional Custodians of the land, water and sky throughout Australia on which we do business. We recognise their strength, diversity, resilience and deep connections to Country. We pay our respects to Elders of the past, present and future, as they hold the memories, knowledges and spirit of Australia. GHD is committed to learning from Aboriginal and Torres Strait Islander peoples in the work we do.

Cobar NSW

Located in the middle of country belonging to the Ngiyampaa Wangaapuwan people, home to both the Karulkiyali (Stone Country People) and the Pilaarrikyalu (Belar Tree People).

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Overview

The vision for Cobar will be framed around creating a vibrant and amenity focused CBD that enhances the social opportunities for both local residents and visitors. Informed by community voices and engagement, the CBD Master Plan and the Grand Precinct will enhance the place specific assets that are unique to Cobar, particularly the heritage building facades and outback identity, and develop pedestrian oriented precincts that prioritize these elements. It will be achieved through a streetscape improvement accompanied with more opportunities for local businesses and destination spots that attract pedestrian engagement and social conviviality. The design will also be led by the consideration of improving the human scale experience with the implementation of more trees, seating and relaxation spots, shaded areas and many other urban design interventions.

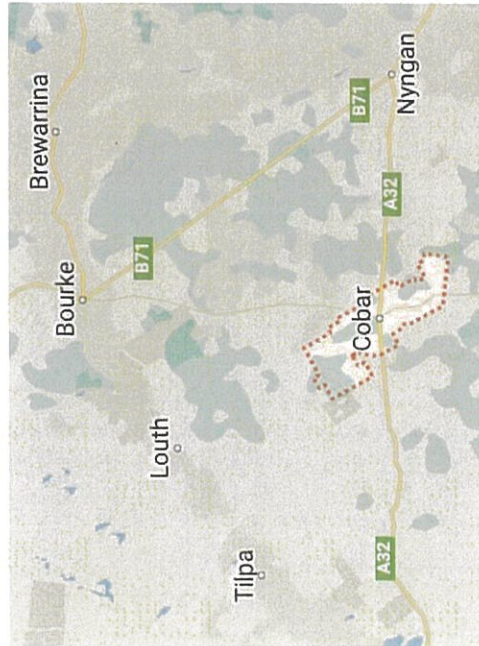


Figure 1: Cobar Location Map

Case for Change

Cobar Shire Council (Council) has engaged GHD to prepare a Cobar CBD Masterplan and Grand Precinct Concept Plan (the project area) and supporting Business Case, to encourage more business, increase pedestrian activity, and improve the public open space within the town centre of Cobar.

The aims of the CBD Masterplan are:

- To make Cobar more livable and provide economic opportunities in a vibrant CBD
- To have a plan that is vibrant and consistent for the CBD

To meet the aims of the CBD Masterplan, the key objectives have been established as:

- Encourage more business
- Increase pedestrian activity
- Improve open space
- Increase indoor and outdoor dining opportunities
- Establish and reinforce connectivity between existing and proposed key attractors
- Opportunities in the Grand Precinct to reinforce connectivity
- Review cohesivity of building facades to increase streetscape harmony

Study Area

The project is considered in two parts - the overall Cobar CBD Master Plan and the Grand Precinct, focused around Grand Hotel. These are illustrated in Figure 2.

Community and Stakeholder Engagement

Targeted stakeholder and community engagement was undertaken in October 2022. A series of workshops, drop-in sessions and meetings were held over the course of three days with key groups to understand the main opportunities for the Cobar CBD to improve activation and open space, and understand the key challenges to achieving this.

The Cobar CBD Engagement Outcomes Report outlines the full details of the engagement and the conclusions. Conclusions drawn from the engagement outcomes are identified on the adjacent page.

Aim of the Report

To provide recommendations and guidelines for Mainstreet improvements in respect of building improvements, plantings, street furniture designs, footpath improvements etc, for the town of Cobar. In order to achieve this the project scope will be divided into two separate interventions:

- The CBD Master Plan and;
- The Grand Precinct

Report Structure

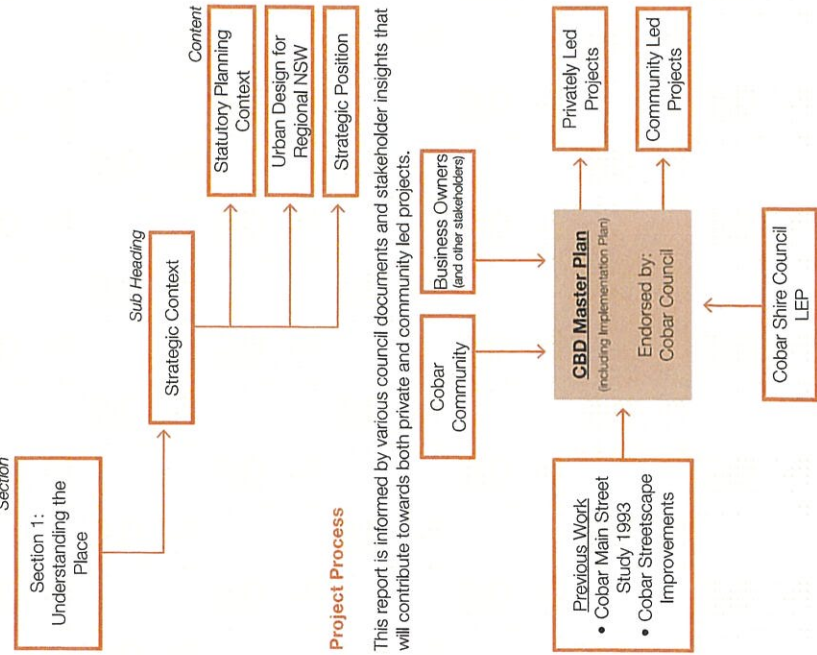
Section 1: Understanding the Place - Approach and spatial analysis observations.

Section 2: The CBD Master Plan - An overview of the different types of proposed streetscapes and opportunity sites

Section 3: The Grand Precinct - A detailed precinct plan exploring urban design interventions to reactivate the site

Section 4: Implementation - Provides a matrix outlining actions and time frames to deliver all proposed recommendations

Each section of the report is to be read in relation to the sub headings and the respective content. Use the following diagram for assistance.



Project Process

This report is informed by various council documents and stakeholder insights that will contribute towards both private and community led projects.

Engagement Summary

Outback identity at a crossroads

- Connect with Cobarr's Aboriginal culture, of the past and the present, through genuine cultural presence in the CBD. Consult and co-design with local Aboriginal groups and representatives to seek appropriate opportunities to represent Aboriginal culture in the CBD.
- Elevate Cobarr's outback town identity by honouring both the agricultural and mining histories of the town through appropriate representation in the CBD.
- Being strategically located at a crossroads of the Barrier and Kidman highways, the CBD should seek opportunities to embrace the visitor economy into its identity by attracting travellers along these highways, both freight and visitors, to stop, stay, and shop.

"Grand" designs

- Activate the Grand Precinct as an exciting town attraction, with high quality, well designed new buildings.
- Grand Hotel and PK's Café sites should be repurposed to provide connection from Marshall Street to the existing off-street parking.
- Opportunities within the Grand hotel and PK's Café sites to provide retail, pedestrian links, and a courtyard/public gathering space.
- Fresh and complimentary colours for buildings, street furniture and other structures.
- Repurpose or re-appropriate the "Big Beer Can" as a tourist attraction.
- Places to rendezvous
- Shade and greenery
- Empowered tenants and landlords
- A place for everyone



Figure 2: Existing Facade Character along Marshall Street

The CBD Master Plan

Council seeks to make Cobarr more livable and provide economic opportunities in a vibrant CBD

Objectives:

- Encourage and attract more business opportunities along the main streets
- Increase pedestrian activity and social engagement
- Integrate destination spots for both local residents and visitors
- Improve the public open space in our CBD area



Figure 3: The CBD Master Plan Site Boundary

Precedents Study



Bendigo Kangan Tafe Redevelopment, Bendigo

The Grand Precinct

This design outcome is focused around the Grand Hotel and PK's Café, and the council is calling this space the 'Grand Precinct'.

Objectives:

- Council seeks to make these buildings as being the heart of the main street and wants to look at future development of this area, ensuring key attractors are linked with the CBD from here
- Council might consider purchasing these buildings which would provide opportunities for future developments



Figure 4: The Grand Precinct Site Boundary



The Levee Project, Maitland

Understanding The Place



01

1.1 Statutory Planning Context

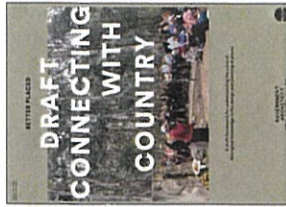
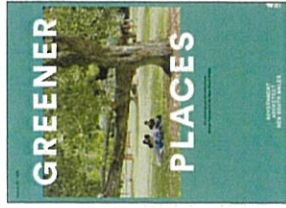
Overarching Planning Framework

A review and incorporation of key NSW State Government, Cobar Council and private entity documents has informed the design and processes undertaken.



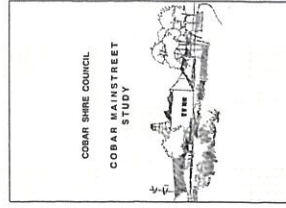
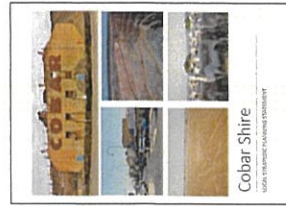
Underpins economic and infrastructure growth opportunities in regional towns

STATE STRATEGIC PLANNING



Series of place management strategies that help create quality led designs and proposals by addressing broader economic, social and environmental benefits

STATE PLACE APPROACH PLANNING



LOCAL DESIGN QUALITY

Local resources that ensure that the design adheres to suburb identity

Figure 5: Statutory Planning Context Diagram

1.1 Urban Design for Regional NSW

Regional Planning Framework

The urban design guide provides overarching base urban design principles which are tailored to regional conditions. Therefore reflecting a clear response to the regional plan.



Figure 6: Cobar Aerial Image

1.3 Better Placed design policy

Better Placed: An integrated design policy for the built environment of NSW presents seven design objectives that can be applied to address the unique conditions in regional NSW.

This section outlines key considerations for urban design in regional NSW, aligned to the Better Placed objectives.

Achieving these will ensure that our cities and public spaces in regional NSW are healthy, responsive, equitable, integrated, and resilient. The objectives can be used to guide and ensure the design of the built environment through local planning, design, and development across a range of scales and places.

OBJECTIVE 2. Better performance sustainable, adaptable and durable

Good urban design creates sustainable and resilient places that conserve resources, reduce waste and pollution, and respond to climate change, supporting regional communities, now and in the future.

- 1. Respond to regional conditions.** Good urban design integrates development with local landscape and climate context, and plans green infrastructure to mitigate current and future environmental challenges.
- 2. Enhance performance.** New development and upgrades should be resilient, energy, and water efficient, and designed to be multi-functional to where possible.
- 3. Use land efficiently and carefully.** Land use for primary production and native species habitat should be balanced alongside new urban development to support the long-term sustainability of regional areas.
- 4. Adopt new technology.** The improved environmental performance of the built environment is contingent on the use of new technology to conserve resources and adapt to climate change.

OBJECTIVE 1. Better fit contextual, local and of its place

Across regional NSW there is a rich variety in the character and identity of urban areas, underpinned by diverse landscapes, stories, and cultures to be acknowledged and preserved through urban design.

- 1. Celebrate culture and nature.** Good urban design will identify and incorporate cultural, non-Aboriginal heritage, and create proposals which respect and respond to their attributes, meaning, and context.
- 2. Respond to local character.** The expression and interpretation of local character through urban design elements such as the layout of streets, public realm, and built form supports local identity.
- 3. Use the landscape to inform siting and configuration.** The arrangement and siting of development should create positive relationships between adjoining buildings and open spaces, including view corridors and natural landscape features.

OBJECTIVE 3. Better for community inclusive, diverse and diverse

Good urban design brings people together enabling cohesive, regional communities. Public space is the setting for civic life in these areas. It needs to be accessible, welcoming, and sustaining for all people.

- 1. Welcome people on equal terms.** Well-planned public spaces have a key role in attracting local residents and visitors, enabling them to feel welcome, included, and connected to the life of the town.
- 2. Create places for social exchanges.** Having a variety of well-designed public spaces, including informal – is vital to sustain communities and reduce social isolation in regional areas where the physical distance between places is greater.
- 3. Work with communities.** Communities understand and know their places intimately and therefore enabled to provide feedback, and stewardship of the built environment.

OBJECTIVE 4. Better for people safe, comfortable and liveable

At all project scales, good urban design can improve the day-to-day safety, comfort, and liveability of regional places, and positively influence people's health and wellbeing.

- 1. Enable people to feel at ease.** Passive shelter, public space, weather protection, and streets that prioritise pedestrian needs of all ages, are ways that urban design can support environmental comfort.
- 2. Optimise connections with the natural environment.** Regional cities, towns, and villages have a defining connection with their surrounding landscape. Urban design can support people with nature in ways that encourage physical activity, positive recreation, learning, and productivity.
- 3. Create healthy and liveable neighbourhoods.** Incorporating the right balance of trees and types of vegetation can improve liveability and wellbeing. Good urban design creates places that encourage physical, social, and economic activity.

OBJECTIVE 5. Better value creating and adding

Value includes social and environmental benefits, not just monetary return on investment. Community value of an urban project is a good indicator of its success, also allowing benefits to flow to other aspects of regional areas.

- 1. Generate community benefits that can be shared.** Good design can bring many benefits to regional communities – social, environmental, and economic – for those directly involved in a project, and for others beyond the site boundaries.
- 2. Take an integrated approach.** Designing for the holistic integration of all stakeholder needs and elements of the built environment anticipates long-term needs and adds value.
- 3. Create a ripple effect.** Good urban design creates positive interlinking between public spaces, businesses, and social connectedness.

Figure 7: Urban Design Principles from Urban Design for Regional NSW (2020)

OBJECTIVE 6. Better look and feel engaging, inviting and attractive

Urban design has an important role in creating built environments that inspire and lift the spirit, engage the senses, stimulate the imagination, and speak of the place

- 1. Understand spatial quality.** Good spatial quality can be achieved through the careful design of built form and open space that considers people's physical and sensory experience of environmental elements such as sun, wind, sky exposure, and street enclosure. Details and finishes should be durable, true to their materials, locally sourced and sustainable, provide richness and facility, and invite different uses and interactions.
- 2. Make places enjoyable.** Good urban design makes provision for places with an attractive look and feel that invite people to stop by and enjoy them, through quality materials, landscaping, and amenities.

OBJECTIVE 7. Better working functional, efficient and fit for purpose

Effective design process creates places that are functional and fit for purpose. This means organising spaces, designating uses, and supporting services tailored to local needs.

- 1. Design for functionality.** The use of a site, whether it be part of the public domain or on private developable land, should generate design responses that are appropriate within the context, function well, and are fit for purpose.
- 2. Find economies of scale and space.** As a collaborative foundation for urban design proposals, master planning generates a high quality and efficient use of land, space, and resources.
- 3. Build in robustness and longevity.** A good urban design process will embed appropriate design quality and life-cycle costing into projects from the outset.
- 4. Innovate service design.** Urban design can integrate opportunities to provide more efficient and sustainable solutions for waste management, power, and transport that preserve public space quality.

1.1 Strategic Position

Strategic Opportunities

Cobar is identified as an outback town located within central western NSW. It maintains a strong relationship with the historical land use being associated with gold mining and base metals. It is also positioned at the centre of a major crossroad (Kidman Way and Barrier Highway) that provide route access to neighbouring towns including Dubbo, Bourke and Wilcannia. The streets in the centre are characterized by a grid pattern with the main street providing amenities and services for the local residents and visitors who are passing through the town. The heritage streetscape is a combination of heritage listed and contributory buildings that reflect the town identity, along with angled parking, limited trees and wide streets that portray an outback town.

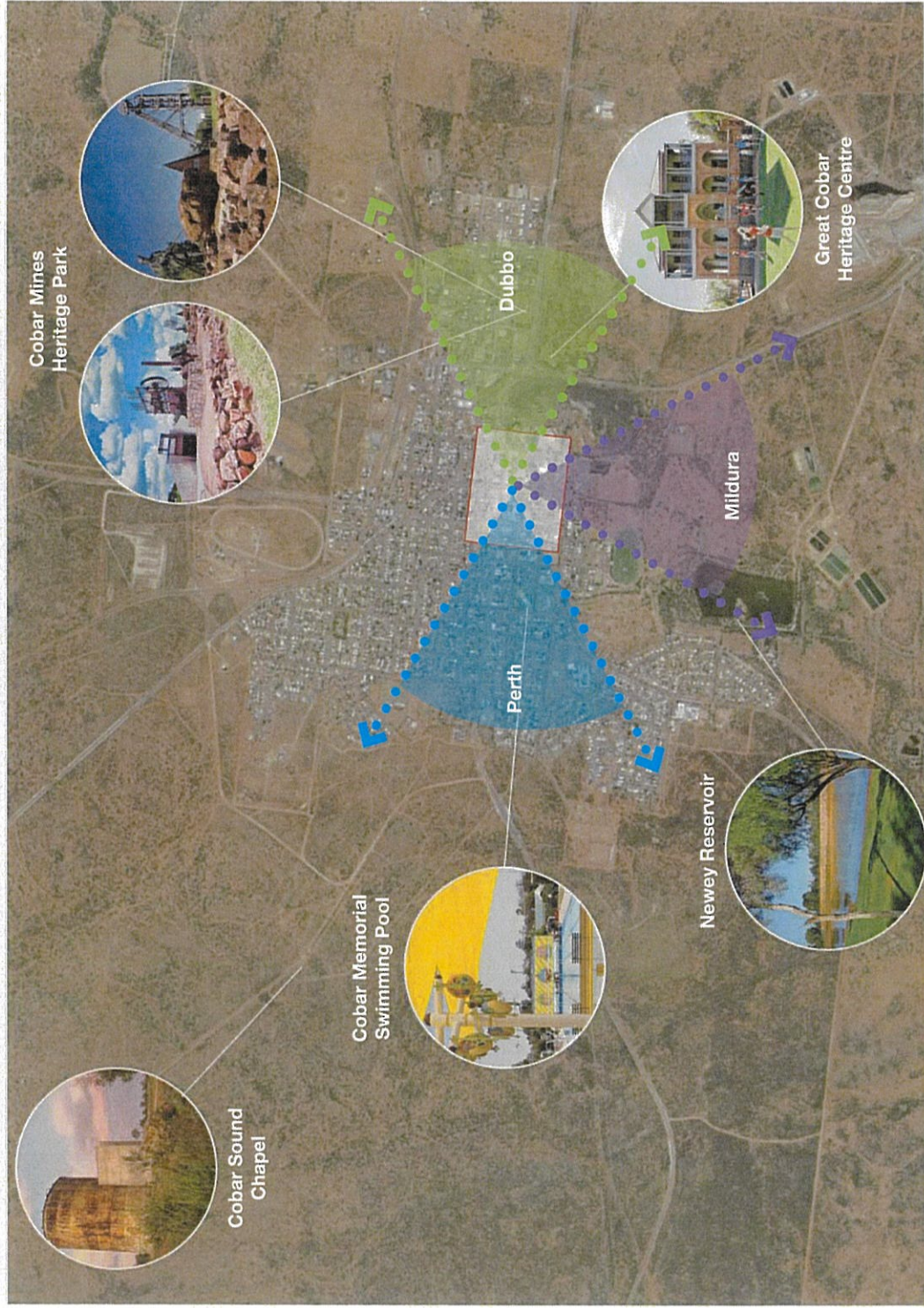


Figure 8: Existing Cobar Attractions Map

1.1 Master Plan Previous Studies

1993 Identified Opportunities

- Concept ideas – uncomplicated ‘frank’ character, place of refuge
- Key findings and analysis of the 1993 report are still generally relevant and should be considered

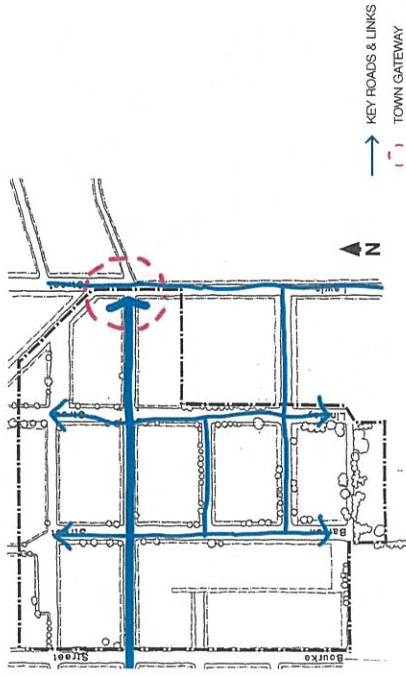


Figure 9: Town Centre Map

- Key Points**
- Grid of streets
 - Key gateway to the east of the town centre
- Recommendations**
- Continue to reinforce the simple grid of streets
 - Possibility to bookend the eastern end with a gateway feature

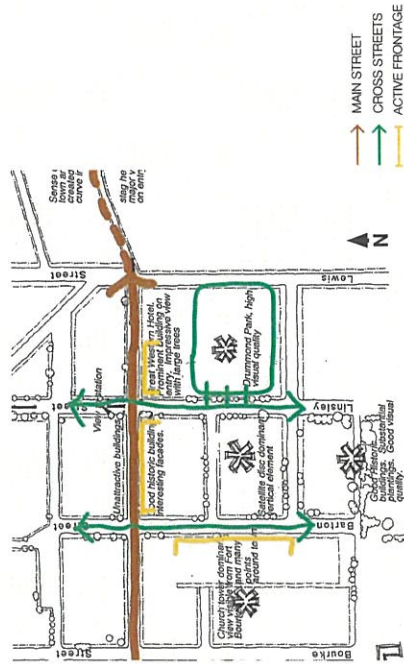


Figure 11: Visual Qualities Map

- Key Points**
- Visual qualities are still relevant.
 - Numerous historic buildings with features to be preserved.
 - Numerous buildings with no contributory factors.
 - Main heritage buildings located on cross streets (civic)
- Recommendations**
- Continue to draw upon the visual qualities
 - Develop strategy to enhance and protect the historic building
 - Enhance and improve the unattractive buildings.

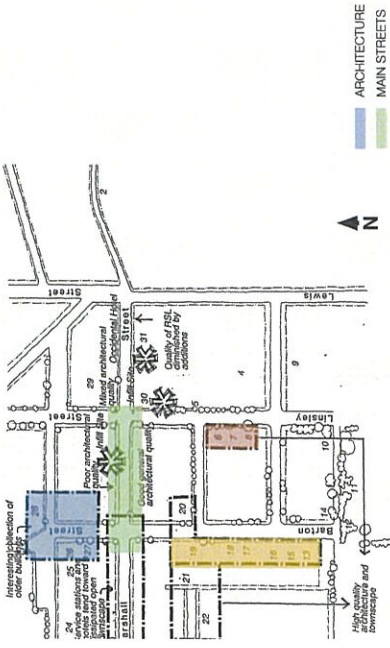


Figure 10: Architectural Qualities Map

- Key Points**
- There are 4 distinct character areas identified in the town centre.
 - Marshall St West loses streetscape quality

- Recommendations**
- Continue to respect and celebrate the identified architectural qualities and precincts



Figure 12: Vegetation Map

- Key Points**
- There are prominent trees located in key locations within the centre.
 - There is limited general street tree planting within the town centre.

- Recommendations**
- The prominent fig trees still exist and should be celebrated and enhanced.
 - Other opportunities for strategic street tree planting should be explored.

1.3 Existing Footpaths

Key Points

- Paths along the main street have been updated more recently and are fairly wide.
- Concrete paths are older and are in worst condition. They are generally down the cross streets.
- Narrow concrete paths exist towards the residential areas.

Recommendation

- Priority actions to be outlined in implementation table



Figure 13: Existing Footpaths Map

- Site Boundary
- Narrow Footpaths
- Older Concrete Footpaths
- Newly Paved Footpaths



View 1: Narrow Footpath



View 2: Older Concrete Footpath



View 3: Newly Paved Footpath

1.3 Existing Parking

- Key Points**
- Parking along Marshall St is mostly angled parking, reflecting the outback identity
 - Parallel on street parking begins on the residential streets that no longer form part of the local town centre
 - Multiple parking lots are positioned in underutilised space within land blocks
 - Some on street island parking is found on major town centre road intersections such as Barton St and Linsley St

- Recommendation**
- Priority actions to be outlined in implementation table



Figure 14: Existing Parking Map



- Site Boundary
- Parking Lot
- Parallel Parking
- Angled Parking

1.3 Existing Crossings

- Key Points**
- Very limited number of safe crossings available for pedestrians with only two providing access in a north south direction across Marshall St
 - Other four crossings are positioned in an east to west direction across Burton St and Linsley St, ensuring permeability across the entire town centre
- Recommendation**
- Priority actions to be outlined in implementation table



Figure 15: Existing Crossings Map

- Site Boundary
- Pedestrian Crossing



View 1: Crossing Across Marshall Street Heading West



View 2: Crossing Across Barton Street



View 3: Crossing Across Marshall Street Heading East



View 4: Crossing Across Linsley Street

1.3 Existing Building Awnings

Key Points

- Shade structures across all shop fronts along Marshall St are incomplete with multiple gaps and do not extend past Barton St heading west either
- Very few awnings are evident on the residential roads such as Barton St and Linsley St
- Only shaded intersection for pedestrians is Marshall St and Linsley St

Recommendation

- Priority actions to be outlined in implementation table



Figure 16: Existing Building Awnings Map



View 1: Cafe Building Awning



View 2: Retail Building Awning



View 3: Pharmacy Building Awning



View 4: Metal Building Awning

- Site Boundary
- Shop Front Awnings

1.3 Existing Public Seating

- Key Points**
- Total of only four picnic tables that are isolated across the footpaths along Marshall
 - Picnic table design can only fit four to six people at one time
 - Total of eight benches located approximately equidistance apart on both front edges of Marshall St, ensuring that pedestrians have access to spots of rest whilst walking

- Recommendation**
- Priority actions to be outlined in implementation table



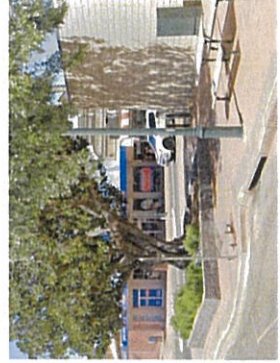
Figure 17: Existing Public Seating Map



View 1: Bench Under Shaded Tree



View 2: Picnic Bench Along Marshall Street



View 3: Picnic Table Near Planter



View 4: Bench Opposite Retail Store

1.3 Existing Landscape

Key Points

- A couple of street trees line Marshall St with the larger ones facing residential homes
- Most trees are planted along Linsley St with a larger densification within Drummond Park
- There are a few trees planted in the angle parking spaces as breaks between cars, offering shade to vehicles
- Limited verges are a part of the main street with most verges being the front of resident's homes

Recommendation

- Priority actions to be outlined in implementation table

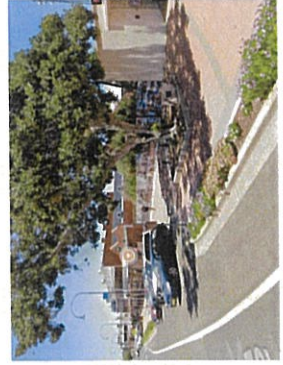


Figure 18: Existing Landscaping Map

- Site Boundary
- Verges
- Parking Planters
- Street Trees



View 1: Parking Planters



View 2: Corner Verge and Large Shading Tree



View 3: Corner Planter Boxes



View 4: Drummond Park

1.3 Existing Awnings

Key Points

- Only four awnings are located around Cobar CBD mainly populated around Drummond Park to provide shade to public amenities.
- There is currently no consistency in size, design or materiality of the awnings.

Recommendation

- Priority actions to be outlined in implementation table



Figure 19: Existing Awnings Map



View 1: Cobar Bus Stop



View 2: Drummond Park Public Toilets



View 3: Drummond Park Gazebo



View 4: Drummond Park Playground
Cobar Master Plan Report GHD 2022

1.3 Character Study

Key Points

- The core commercial area consists of wide open streets with continuous buildings stretched over the horizontal plane. When under the awnings and next to the buildings, there is a sense of enclosure and protection. The variance in facade types become the focal point with the heritage facades establishing the local character of Cobar.
- Majority of the civic buildings are heritage listed and add significant character to Cobar. They are often offset from the road and partially screened by vegetation which breaks up the continuous horizontal plane of buildings.
- Parks and recreation are located within a central block and are vastly open.

Recommendation

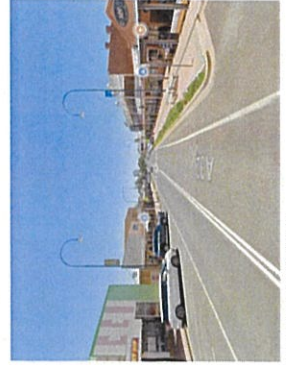
- Priority actions to be outlined in implementation table



Figure 20: Character Study Map



View 1: North South Cross Streets



View 2: The Main Street



View 3: Core Commercial Area



View 4: Park and Recreation

1.3 Existing Streetscape Building Quality (Marshall St)

Key Points

- Streetscape along Marshall St displays a mix of contributory buildings that strongly reflect the outback identity
- Many non contributory buildings are a part of the streetscape as well, where some are abandoned shop fronts and some are newly developed stores entirely
- There are some opportunity sites to fill in the gaps and improve the overall streetscape legibility
- Opportunity to include a consistent awning across all shop fronts and implement the same signage scale

Recommendation

- Priority actions to be outlined in implementation table

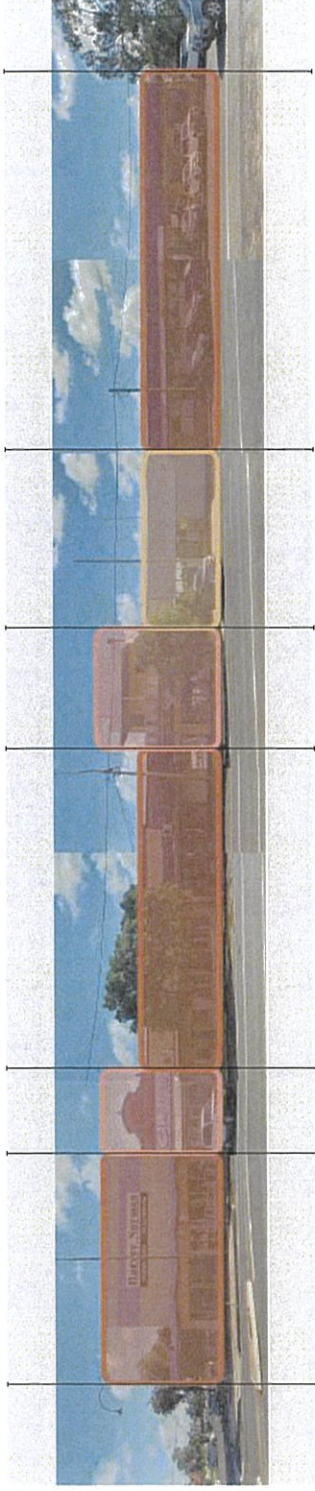


Figure 22: Existing Streetscape 1

Positives

- Parapets to older buildings
- Variation
- Heritage colours
- Awning height line is uniform

Negatives

- Inconsistent signage zone and scale
- Discontinuous awning
- Significant trees with no seating at base
- Corner building activation
- AC condensers sitting on awnings
- Newer buildings don't reflect finer grain

Streetscape Legend

- Site Boundary
- Contributory
- Non Contributory
- Opportunity



Figure 21: Key Map

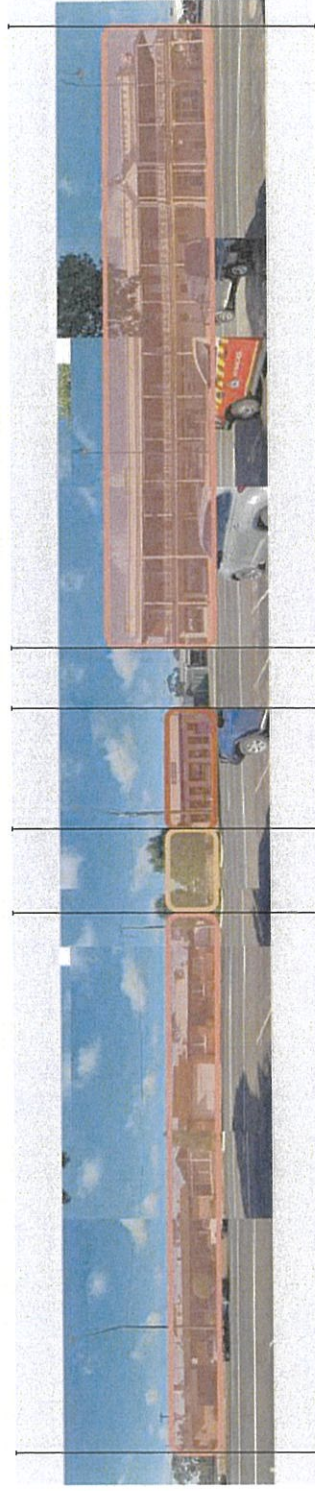


Figure 23: Existing Streetscape 2

Positives

- Continuous intact façade of the hotel
- Heritage colours
- Repetition of colonnade/veranda
- Corner well addressed

Negatives

- Inconsistent signage zone and scale
- Discontinuous awning
- Corner building activation
- AC condensers sitting on awnings
- Newer buildings don't reflect finer grain
- Negative space – lack of street wall

1.3 Existing Streetscape Building Quality (Marshall St)

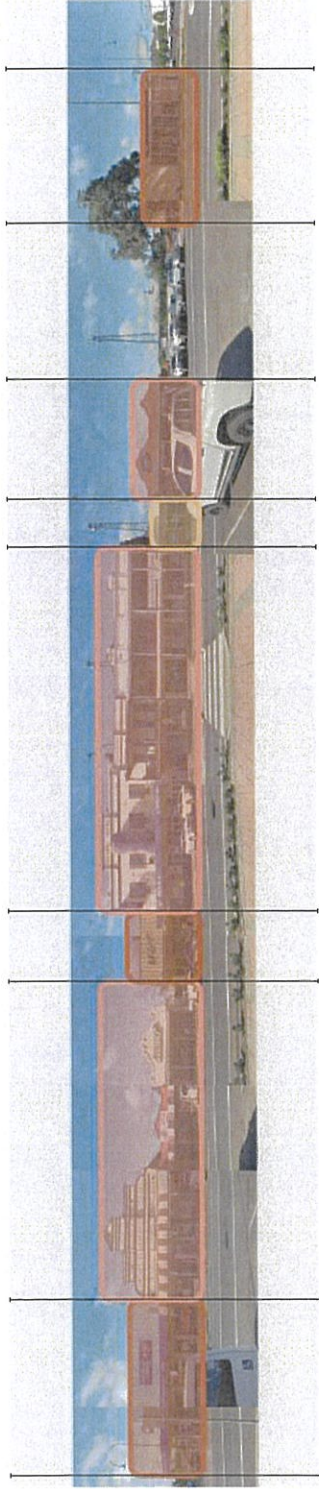


Figure 25: Existing Streetscape 3

Positives

- Parapets to older buildings
- Variation
- Heritage colours
- Awning height line is uniform

Negatives

- Inconsistent signage zone and scale
- Corner building activation
- AC condensers sitting on awnings
- Newer buildings don't reflect finer grain

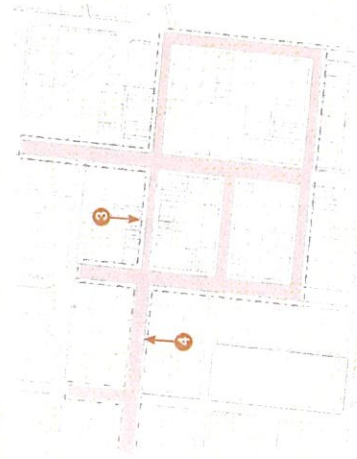


Figure 24: Key Map

Figure 26: Existing Streetscape 4

Positives

- Parapets to older buildings
- Variation
- Heritage colours
- Awning height line is uniform

Negatives

- Inconsistent signage zone and scale
- Corner building activation
- AC condensers sitting on awnings
- Newer buildings don't reflect finer grain

1.3 Existing Streetscape View Quality (Marshall St)

- View 1**
 - Characteristic of outback country towns, wide streets, awnings, angled parking, limited trees, medium traffic flow, limited ability to cross the street
- View 2**
 - Characteristic of outback country towns, wide streets, awnings, angled parking, limited trees, medium traffic flow
- View 3**
 - Characterised by central street parking and trees, quieter traffic flow connecting the main street to residential areas, community and recreational spaces located off these cross streets.
- View 4**
 - Characterised by quieter traffic flow and angled parking, with a mix of residential and commercial buildings fronting the street.



Figure 28: View 1 Marshall Street Looking East



Figure 29: View 2 Marshall Street Looking West



Figure 30: View 3 Linsley Street Looking North Towards Marshall Street



Figure 31: View 4 Broomfield Street Looking East

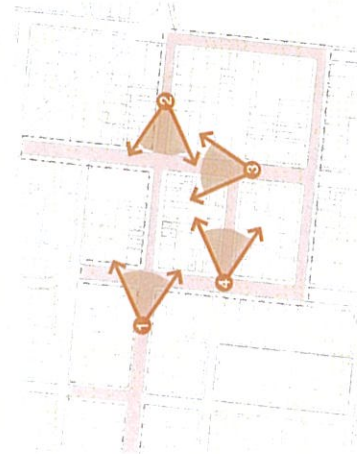


Figure 27: Key Map

1.3 Existing Streetscape View Quality (Marshall St)

View 5

- Characteristic of outback country towns with bushland fronting the road edge to the East, and connecting the main street to residential areas, community and recreational spaces located off these cross streets.



Figure 33: View 5 Lewis Street Looking North

View 6

- Characterised by quieter traffic flow with a mix of residential and commercial buildings fronting the street. A combination of angled and parallel parking is located on either side of the road.



Figure 34: View 6 Harcourt Street Looking East

View 7

- Characteristic of outback country towns, wide streets and medium traffic flow connecting the main street to the civic center of Cobarr.



Figure 35: View 7 Barton Street Looking North

View 8

- Characterised by wide streets and quieter traffic flow towards the northern end which connects the residential area to the main street.



Figure 36: View 8 Unsley Street Looking South

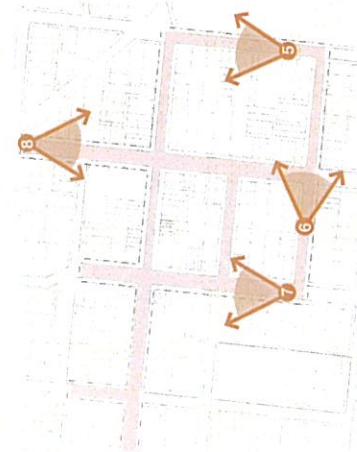


Figure 32: Key Map

1.4 Site Challenges

Site Challenges

- Road train (HGV) route through the town
- Full sun to southern side of street
- Broken streetscape (building streetscape)
- Limited formal crossing points
- Limited trees
- Connections to attractions to the east is limited
- Gateway to town not marked
- Limited areas to sit in shade
- Limited outdoor dining opportunities
- Areas of widened footpath with no clear activity or planting



Figure 37: Site Challenges Map

- Site Boundary
- Inconsistent Streetscape
- Extreme Solar Access
- Limited Street Trees
- Busy Main Street



View 1: Extreme Solar Access



View 2: Inconsistent Streetscape



View 3: No Activity On Widened Footpath



View 4: Poor Gateway Into Town

1.4 Site Opportunities

Site Opportunities

- Opportunities To Promote Walking
 - Walkable centre
 - Walkable blocks - mid-block connection
- Enhance Character Of Different Streets
 - Different treatment for north/south and east/west streets
- Improve Access To Places
 - Increase pedestrian connection points
- Optimise Areas Of Footpaths
 - Areas of widened footpaths for uses such as shaded seating, outdoor dining, planters and other ideas
- Strategic Approach To Shade
 - Limit trees to quieter north/south streets
 - Alternative shade structures for main street (Marshall Street)
- Reinforce Corners And Gateways
 - Corners with public space adjacent
 - Key gateway into town
- Opportunity Sites
 - Grand Precinct
 - New anchor retail development
 - Former anchor retail site
 - Vacant land

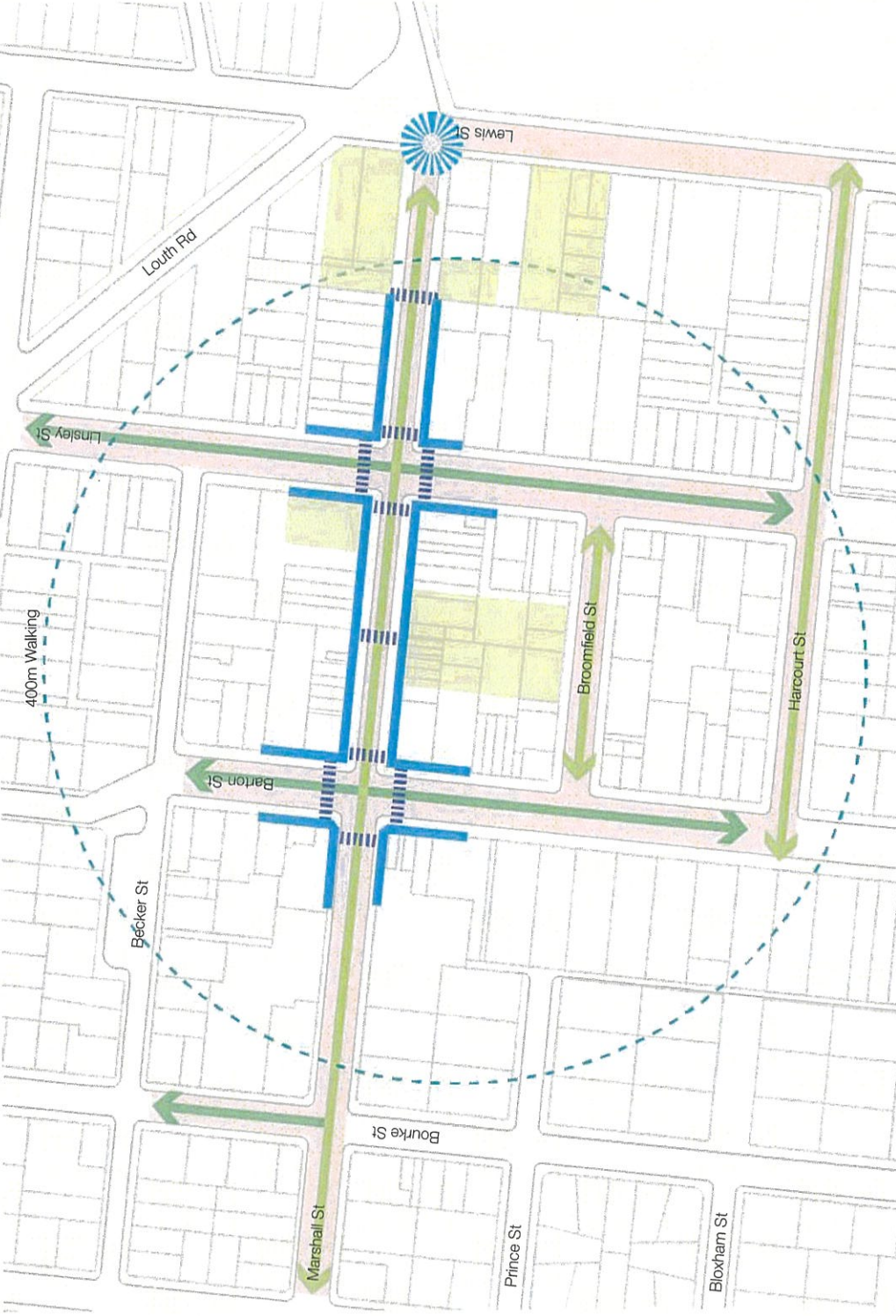
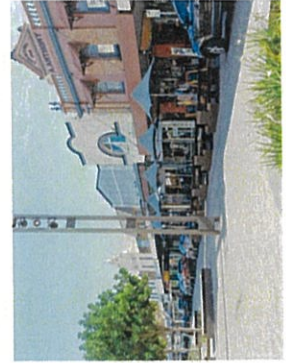


Figure 38: Site Opportunities Map



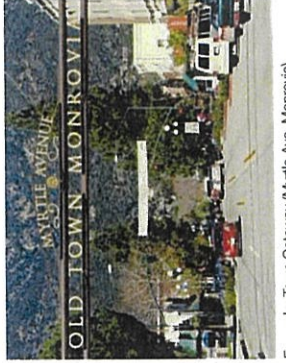
Example: Seating Opportunities (Acland St, St Kilda)



Example: Shading Techniques (The Levee, Maitland)



Example: Activated Parklet Corner (Bank Street, Adelaide)



Example: Town Gateway (Myrtle Ave, Monrovia)





02

2.1 Design Intent

The Master Plan Design Response

- The Main Street**
Builds on the 'outback character' – space, heritage, awnings, wide streets with:
- A multi-functional kit of parts which a series of shaded structures, awnings, benches, planters, totem markers designed as a multi-functional
 - Footpath upgrades
 - New crossing points
 - Tailored building upgrade guidelines for both new and older buildings
- The Cross Streets**
A distinctly quieter and 'cooler' character, shade from trees, space for markets, setting for the park and the sets of heritage buildings:
- New street trees in central reservation
 - Planters
- The Grand Precinct**
Grand intimate square with inter-facing retail and commercial spaces provides a place of retreat from the activity of the main street
- Option 1 – Retains the Grand Hotel
 - Option 2 – Removes the Grand Hotel

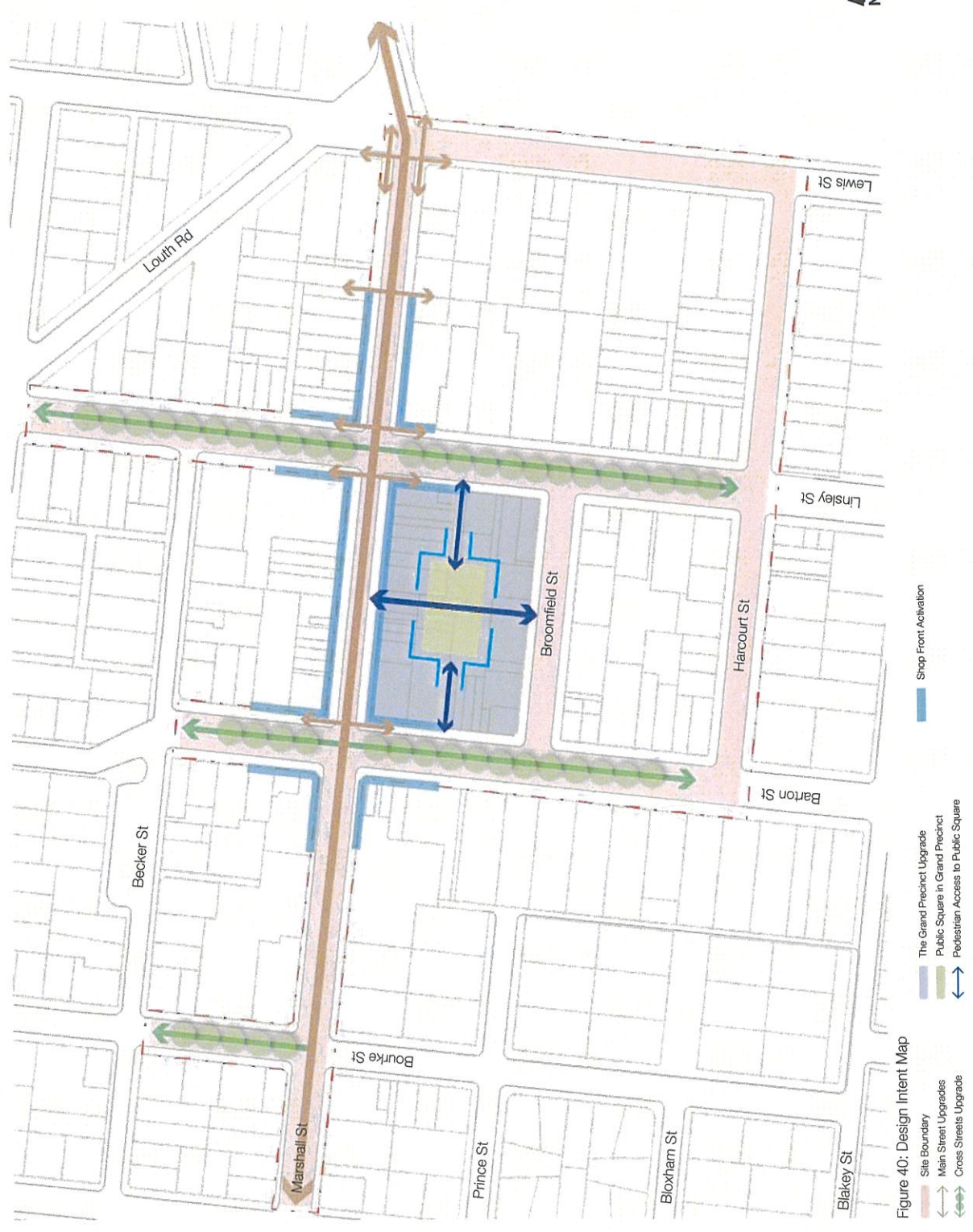
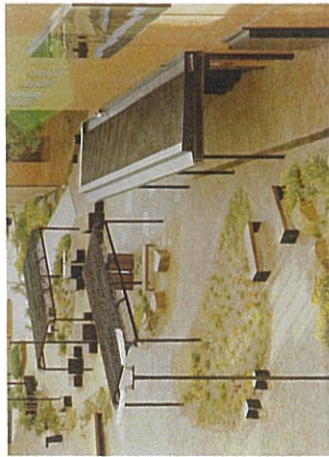


Figure 40: Design Intent Map

2.2 The Main Street

The Master Plan Design Response

- Key Points**
1. Standalone Awnings
 2. Integrated Awnings
 3. Planters



Example: Attached and detached awnings



Example: Planters within public space



Figure 41: The Main Street Map

Site Boundary
Main Street Upgrades

2.3 The Cross Streets

The Master Plan Design Response

Key Points

1. Mature street trees to central reservation
2. Other opportunities for soft landscape planters
3. Landscape connections to Drummond Park



Example: Parking under large shade trees



Example: Soft landscape planters along road



Figure 42: The Cross Streets Map

- Site Boundary
- Cross Streets Upgrade

2.4 The Grand Precinct

The Master Plan Design Response

Key Points

1. Grand Square
2. Active Edges
3. Pedestrian Connections



Example: Active edge in public space



Example: Pedestrian laneway to public square

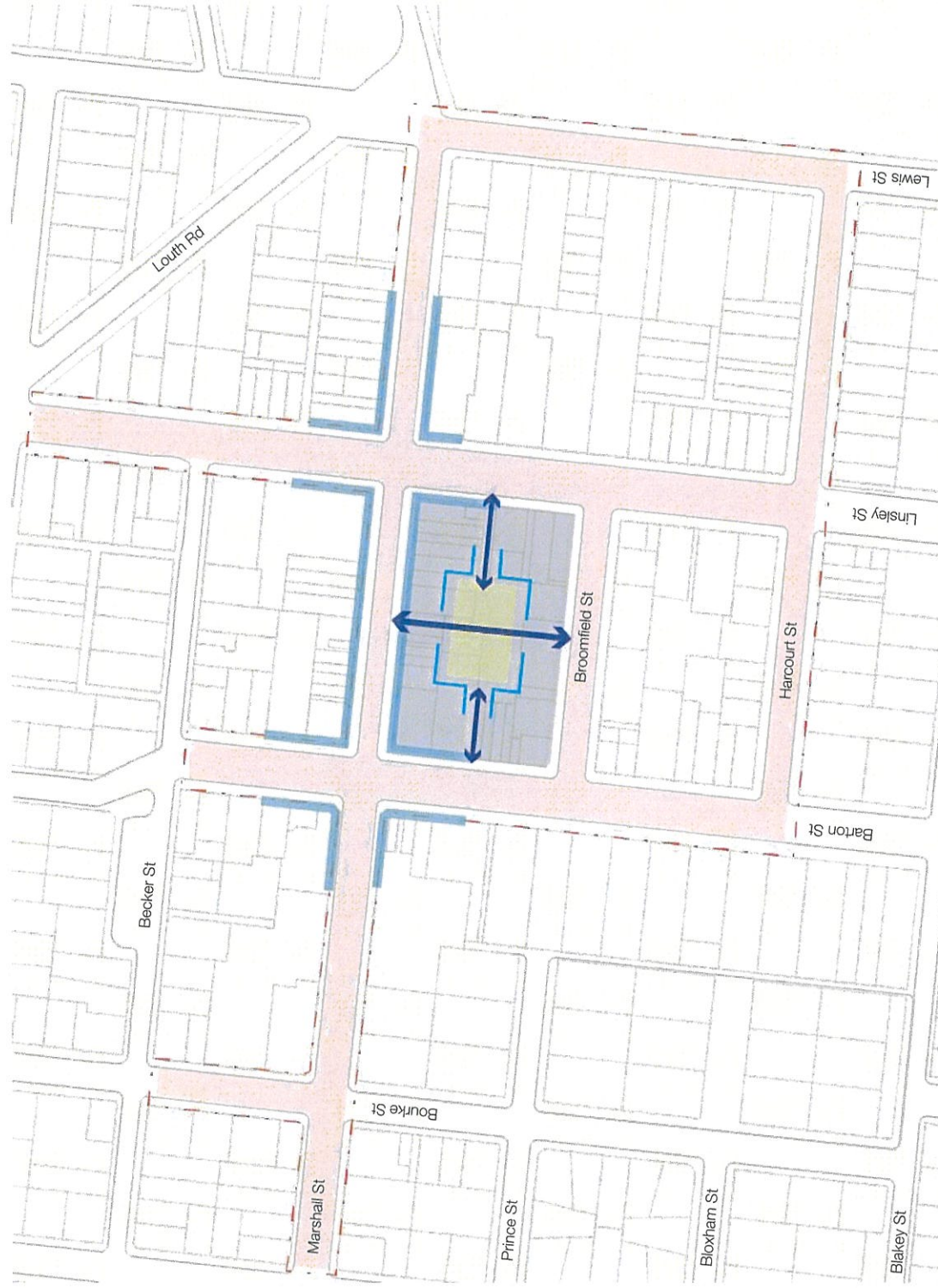


Figure 43: The Grand Precinct Map

- Site Boundary
- The Grand Precinct Upgrade
- Public Square in Grand Precinct
- Shop Front Activation
- Pedestrian Access to Public Square

2.5 The Master Plan

Understanding The Elements Of The Master Plan

Key Points

1. Introduce a consistent streetscape that adds to the existing character of Cobar.
2. Increase pedestrian activity and safety while protecting vegetation.
3. Improve business activity and indoor/outdoor dining opportunities.

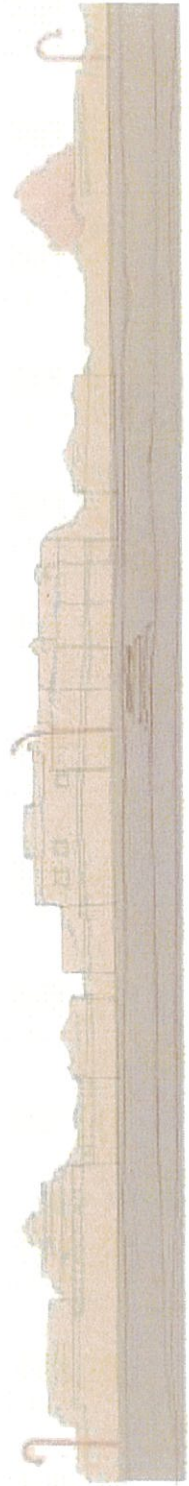
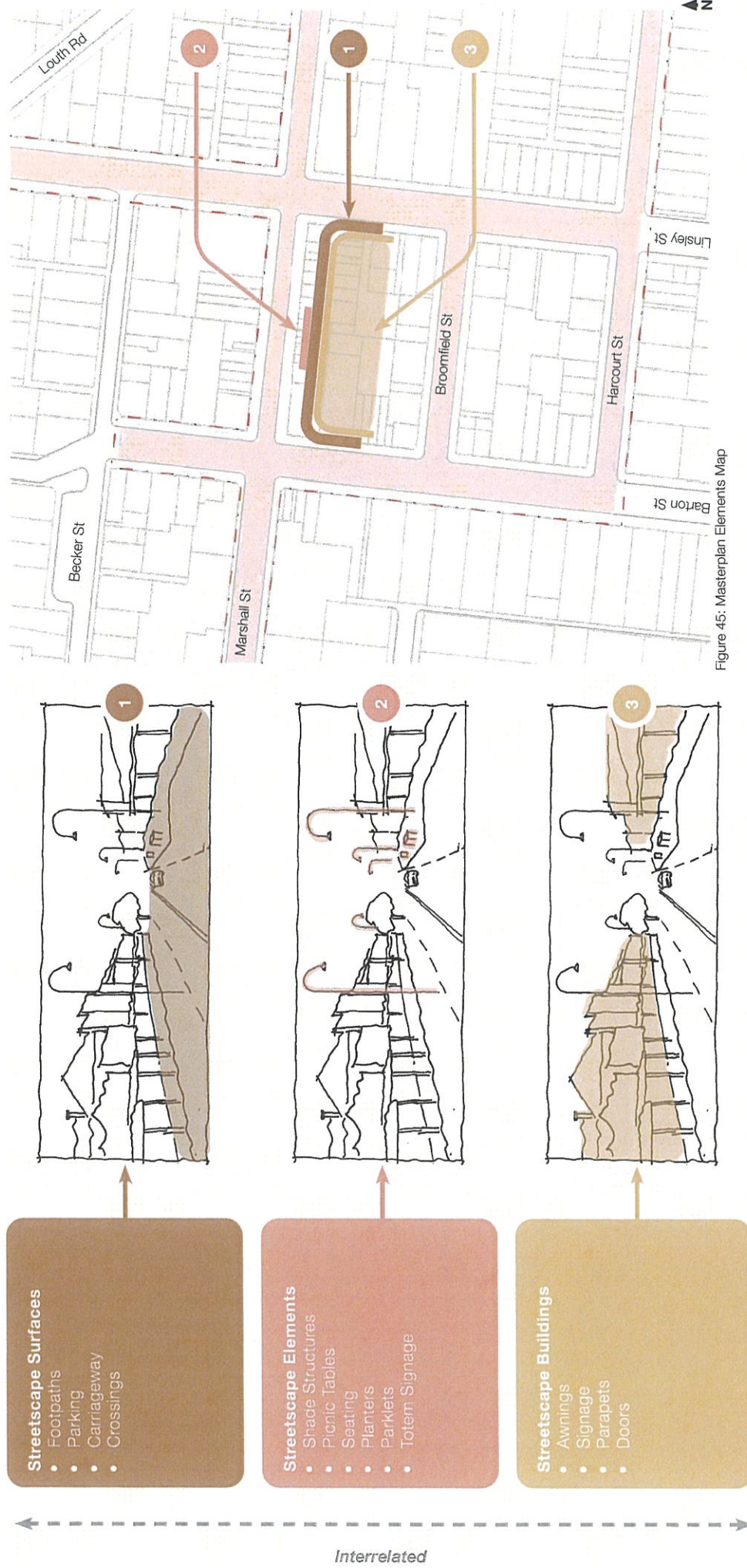


Figure 44: The Grand Precinct Map

Local Boundary

2.6 Master Plan Elements

Understanding The Elements Of The Master Plan



2.7 Streetscape Locational Condition

Understanding The Parts Of The Master Plan

Breakdown of different locational streetscape conditions along key streets is implemented with the consideration of the Master Plan Elements.

The following locational condition plans depict what an ideal layout would be. The proposed kit of elements have been applied on the different locational conditions where feasible to enhance the aesthetic value and usability of the streetscape.

Once at the implementation stage, the locational condition plans should be adapted to incorporate existing elements, such as trees, where possible. It is important to note that the following locational condition plans are only a suggestion and should be used as a guide for future design decisions.

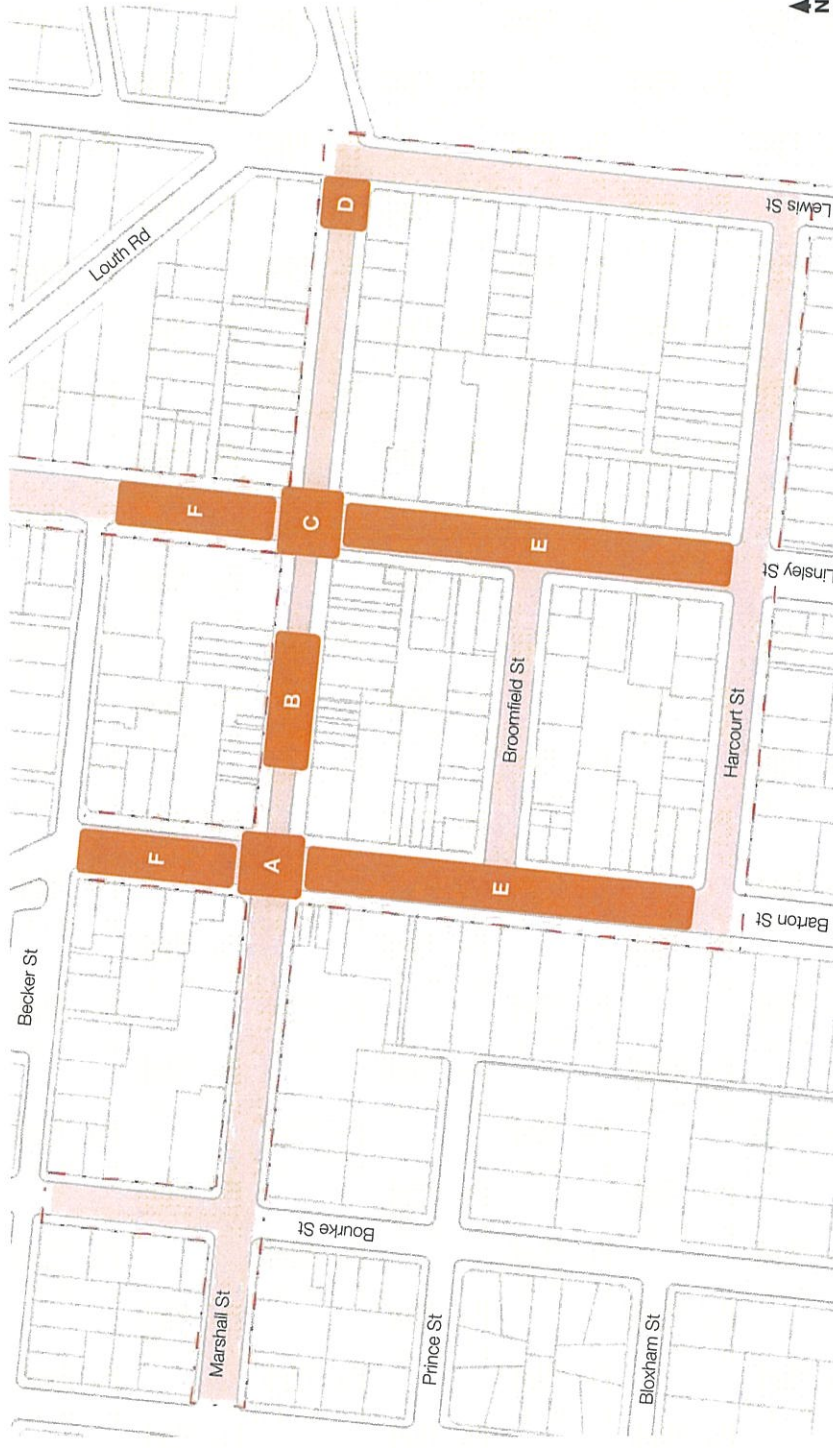
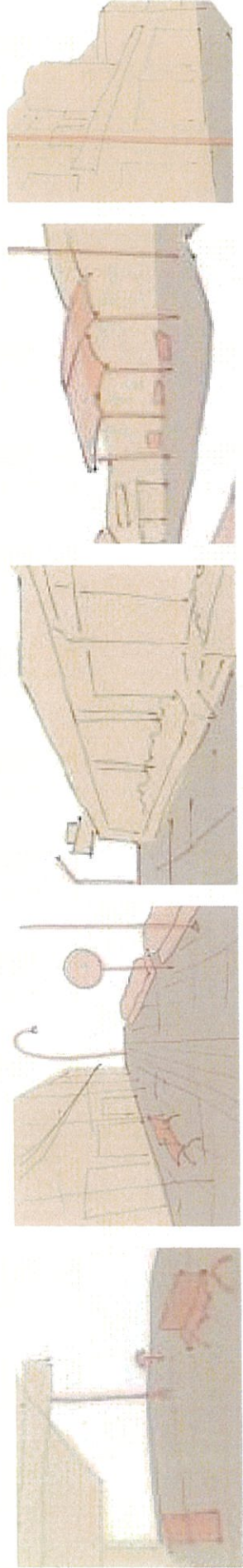


Figure 46: Typical Locational Conditions Key Map



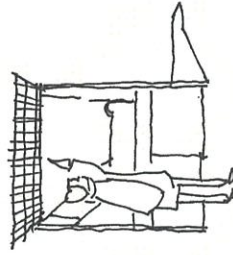
2.8 Proposed Kit of Elements

Understanding The Parts Of The Master Plan

A proposed kit of elements is established with each element recommended to be implemented in specific locational conditions.



Shade Structures (or awnings) – attached and detached



- Locational Condition A
- Locational Condition B
- Locational Condition C
- Locational Condition D



Picnic Tables



- Locational Condition A
- Locational Condition B
- Locational Condition C
- Locational Condition D



Seating



- Locational Condition A
- Locational Condition B
- Locational Condition C
- Locational Condition D
- Locational Condition E



Planters



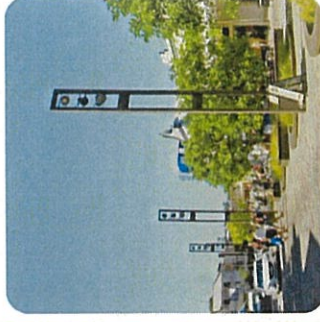
- Locational Condition A
- Locational Condition B
- Locational Condition C
- Locational Condition D
- Locational Condition E



Parklets



- Locational Condition D



Totem Signage

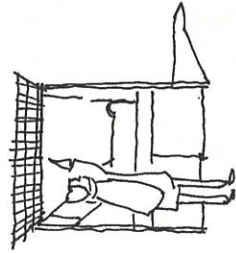


- Locational Condition A
- Locational Condition B
- Locational Condition C
- Locational Condition D
- Locational Condition E

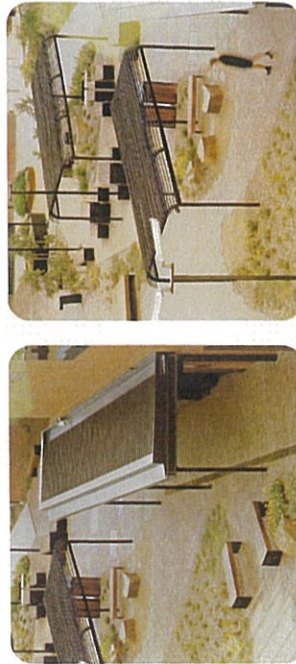
2.9 Precedent of Elements

Details of the Elements

A precedent study of each element is provided to gain a better understanding of the proposed kit to be integrated in different typical locational conditions



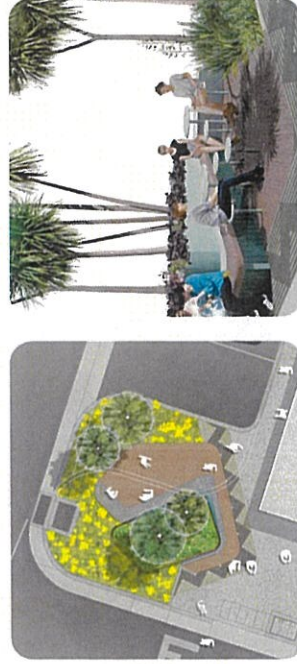
Shade Structures (or awnings) – attached and detached



Precedent: Bendigo Kangan Tafe Redevelopment, Bendigo
Isolated shade structures with seating underneath and attached awnings on buildings



Picnic Table



Precedent: Emu Parade Streetscape, Victoria
Unique picnic table designs embedded within streetscape and parklet edge



2.9 Precedent of Elements

Details of the Elements

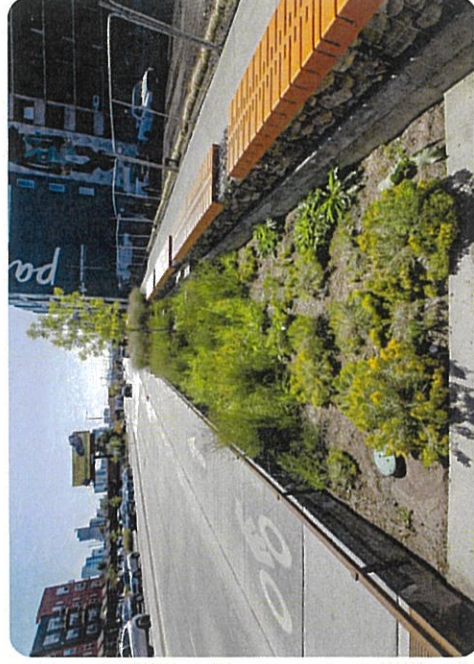
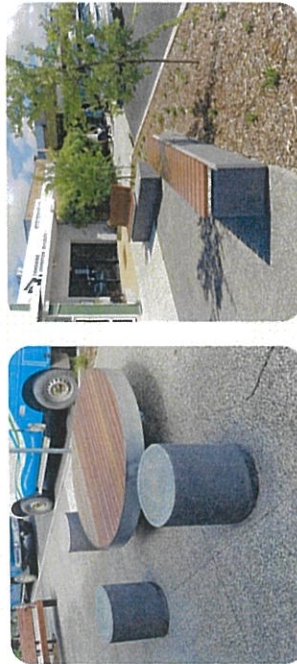
A precedent study of each element is provided to gain a better understanding of the proposed kit to be integrated in different typical locational conditions



Seating

Precedent: Bair Street Upgrade, Victoria

Different types of seating options suitable for typical locational conditions



Planters

Precedent: Brighton Boulevard, North Bondi

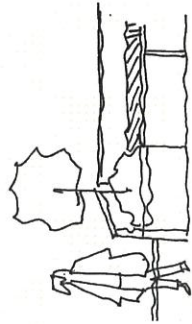
Streetscape planters along road edge offering division between pedestrian and car



2.9 Precedent of Elements

Details of the Elements

A precedent study of each element is provided to gain a better understanding of the proposed kit to be integrated in different typical locational conditions

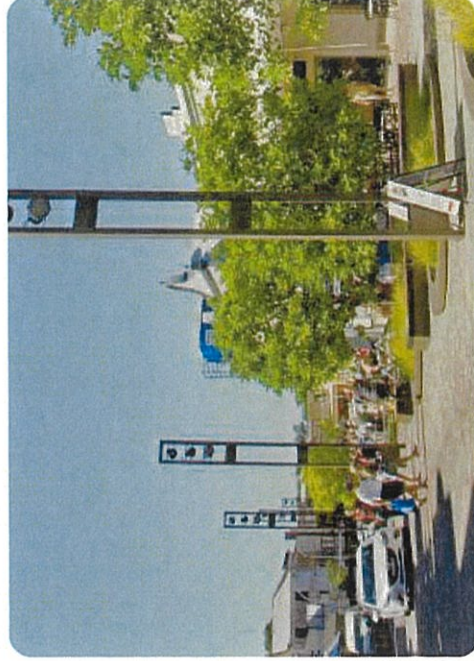
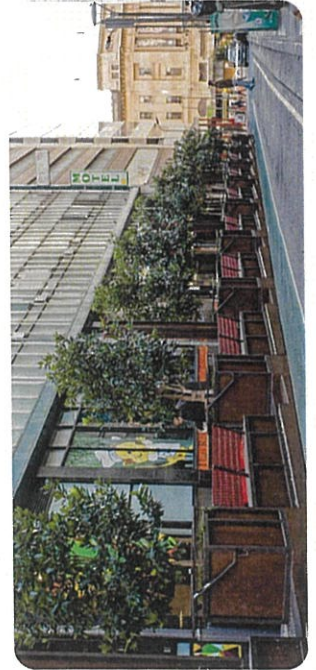


Parklets

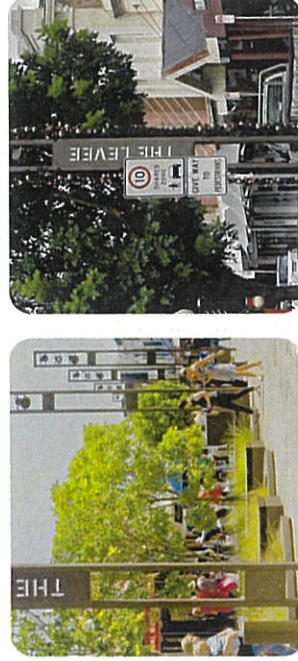


Precedent: Bank Street Parklet, Adelaide

Integrated parklet and seating opportunities along pedestrian streetscape and road edge

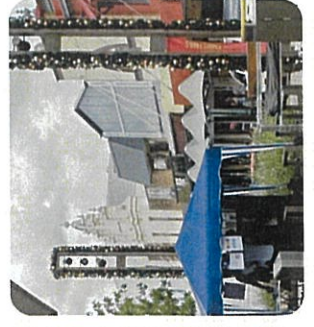


Totem Signage



Precedent: The Main Street, Maitland

Consistent totem signage with place text positioned along a main shared street



2.10 Locational Condition A: Intersection

Understanding The Parts Of The Master Plan

Proposed Locational Conditions

- Raised green edge on each corner to guide pedestrian movement.
- Business activation that continues around the corner of building frontage.
- Wayfinding totem located near main and secondary pedestrian route intersection.
- Seating and shading opportunities across main street on southern side.
- Formalised pedestrian crossings to encourage meaningful and safe travel paths.
- Continuation of pavers for consistency.
- Replace existing metal benches and tables with timber ones for comfort and increased usability.



Figure 47: Key Map

Site Boundary

TOTAL COST: \$506,000 (See Appendix B for cost breakdown)

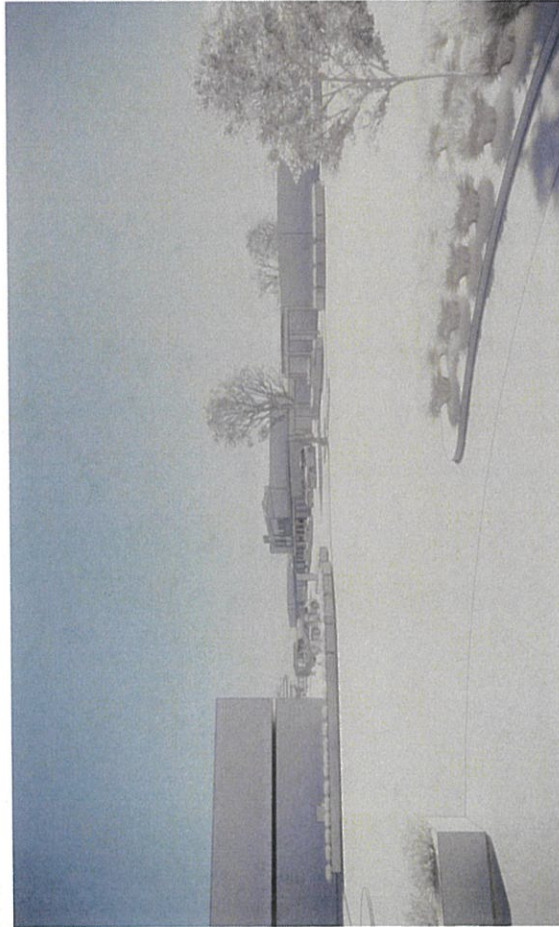


Figure 48: Perspective View
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Figure 49: Plan View

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2.11 Locational Condition B: Marshall Street

Understanding The Parts Of The Master Plan

Proposed Locational Conditions

- Raised green edge where the footpath is wider to guide pedestrian movement.
- Business activation that continues around the corner of building frontage
- Wayfinding totems located near existing and new heritage information signs.
- Seating and shading opportunities across main street on both sides where footpath is wider.
- Continued building awning on main street that becomes narrower in width along north south street.
- Replace existing metal benches and tables with timber ones for comfort and increased usability.



Figure 50: Key Map

Site Boundary

TOTAL COST: \$500,000 (See Appendix B for cost breakdown)

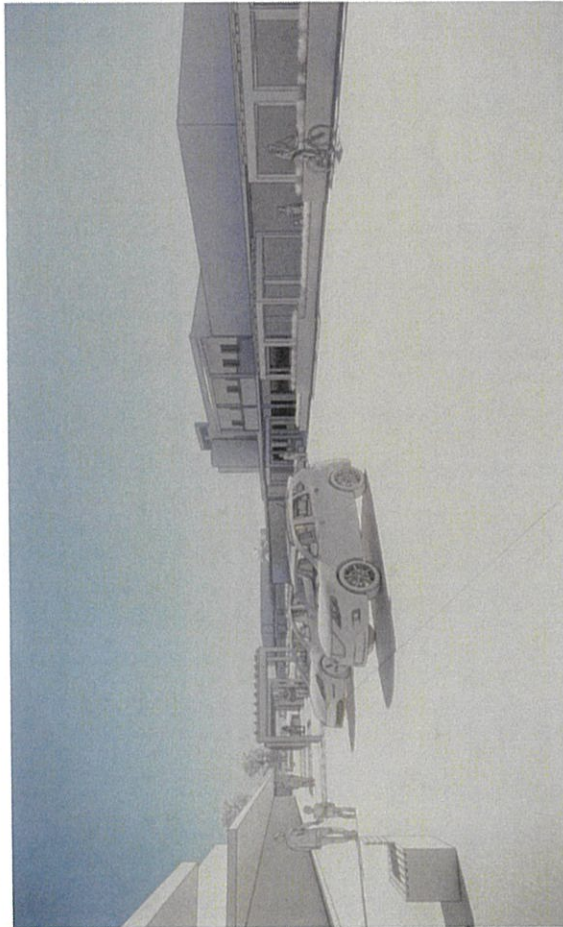


Figure 51: Perspective View
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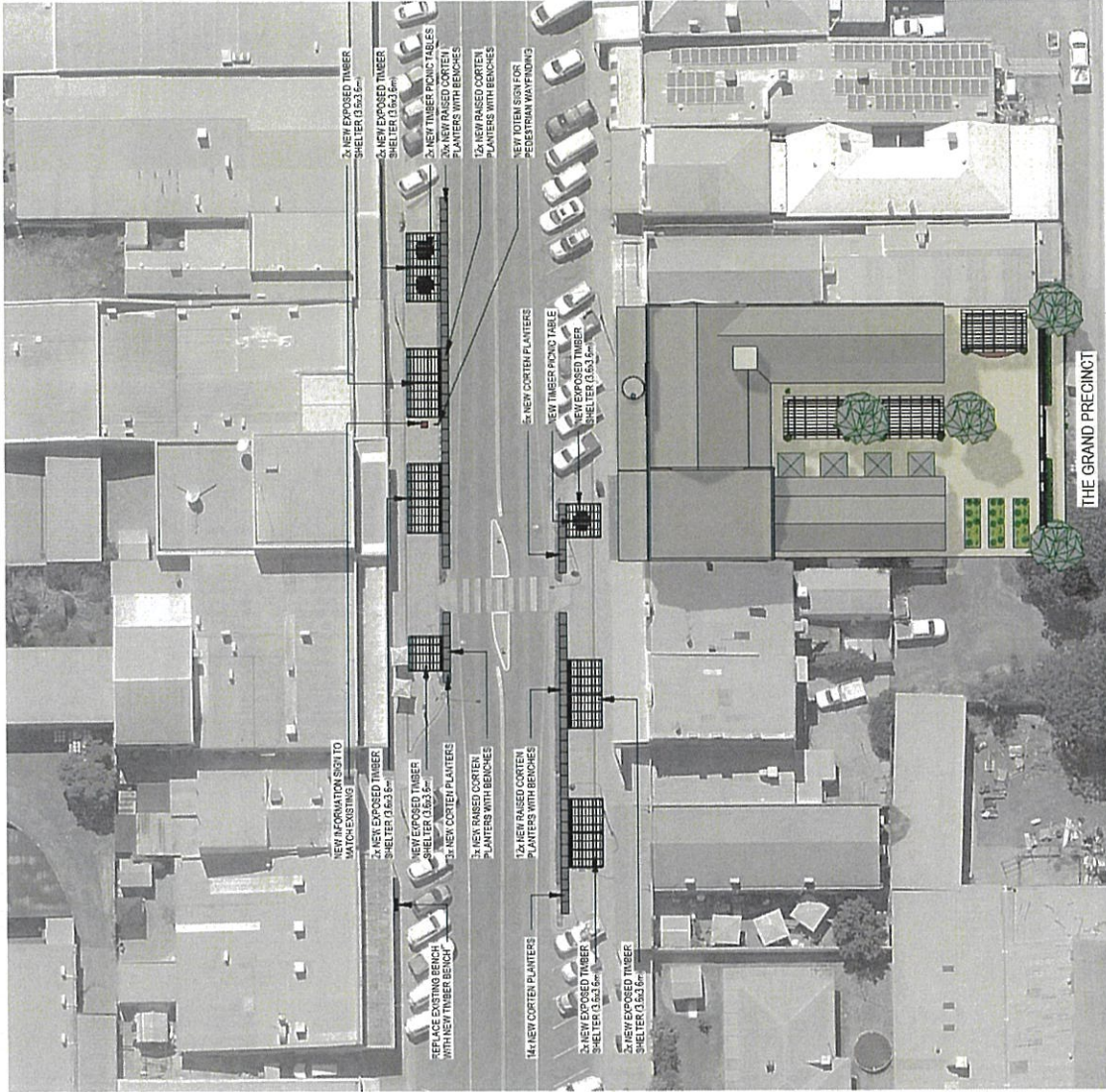


Figure 52: Plan View

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2.13 Locational Condition D: Gateway

Understanding The Parts Of The Master Plan

Proposed Locational Conditions

- Upgraded green corners near gateway.
- Parklets to formalise gateway into Cobar and give space back to the environment/community where traffic and business is quieter.
- Business activation that continues around the corner of building frontage
- Wayfinding totems located near existing and new heritage information signs.
- Formalised pedestrian crossings to encourage meaningful and safe travel paths.
- Continuation of pavers for consistency.
- Replace existing metal benches and tables with timber ones for comfort and increased usability.



Figure 56: Key Map

Site Boundary



Figure 56: Plan View

TOTAL COST: \$775,000 (See Appendix B for cost breakdown)

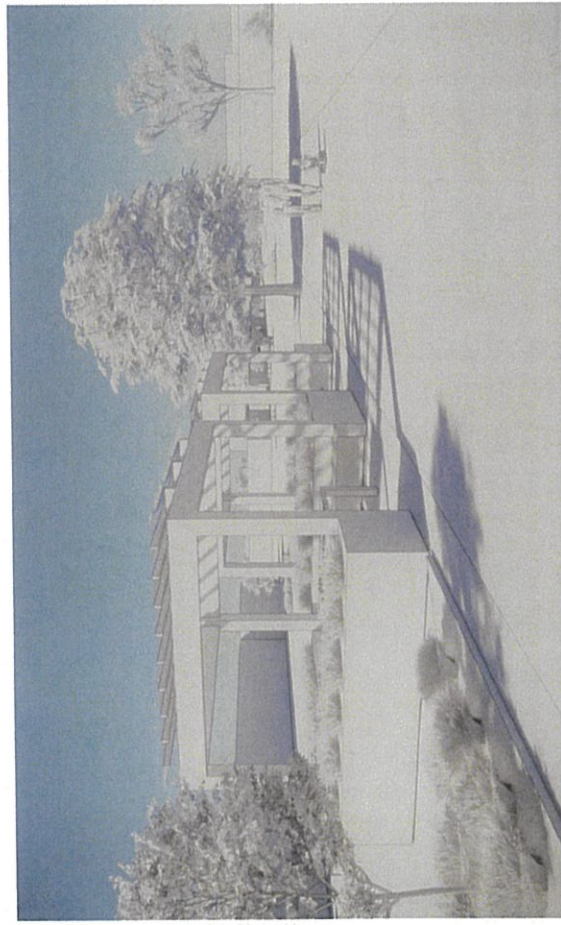


Figure 57: Perspective View

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2.14 Locational Condition E: Cross Streets South

Understanding The Parts Of The Master Plan

Proposed Locational Conditions

- Continuation and consistent placement of trees along central medium of road.
- Business activation that continues around the corner of building frontage.
- Wayfinding totems located near existing and new heritage information signs.
- Formalised pedestrian crossings to encourage meaningful and safe travel paths.
- Continued building awning on main street that becomes narrower in width along north south street.
- New central islands to 'bookend' and encourage consistency along cross streets.



Figure 59: Key Map

Site Boundary

TOTAL COST: \$468,000 (See Appendix B for cost breakdown)

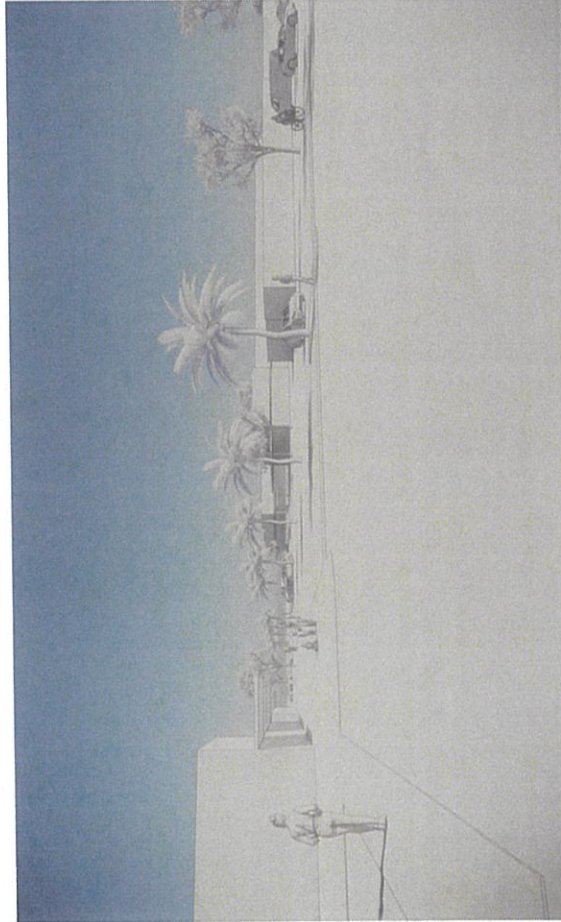


Figure 60: Perspective View

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Figure 61: Plan View

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2.15 Locational Condition F: Cross Streets North

Understanding The Parts Of The Master Plan

Proposed Locational Conditions

- Continuation and consistent placement of trees along central medium of road.
- Business activation that continues around the corner of building frontage.
- Wayfinding totems located near existing and new heritage information signs.
- Formalised pedestrian crossings to encourage meaningful and safe travel paths.
- Continued building awning on main street that becomes narrower in width along north south street.
- New central islands to 'bookend' and encourage consistency along cross streets.



Figure 62: Key Map

Site Boundary

TOTAL COST: \$29,000 (See Appendix B for cost breakdown)

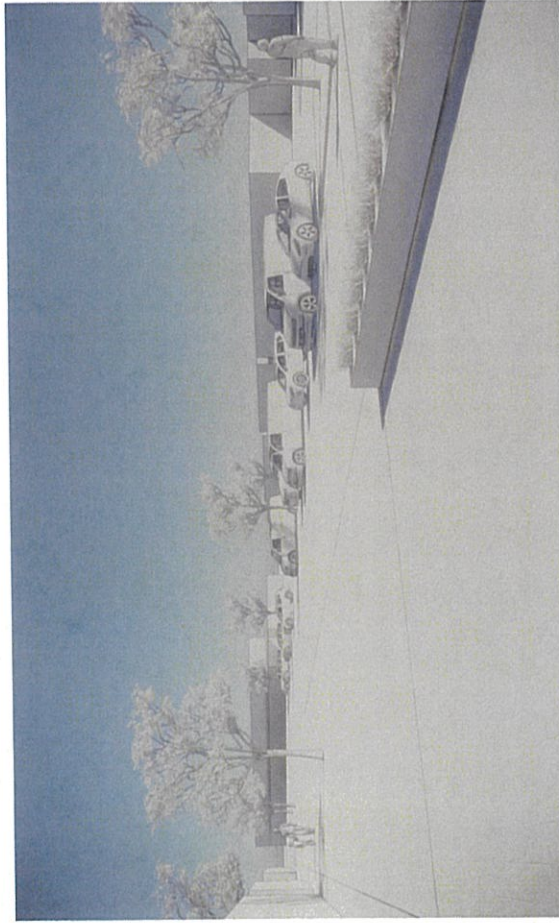


Figure 63: Perspective View

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Figure 64: Plan View



The Grand Precinct



03

3.1 Precinct Objectives

The Grand Hotel site and carpark to the rear can be developed together or separately. The ideal is to optimise the potential for a public space combined with development. These are the following objectives based on this:








1. Create a 'grand project' – which is a legacy for the town, a hub for the community and a visitor destination incorporates the right balance of public space and private development
2. Optimises economic potential
3. Retain the number of existing car spaces (including EV charging spaces)
4. Maximising economic viability
5. Not reliant on buy-in from all neighbours
6. Ability to be easily staged



Figure 65: The Grand Precinct Map

--- Grand Precinct Block
--- Grand Hotel Site

3.2 Design Principles

- Key Points**
-  Retain clear streetscape edge to Marshall St
 -  Ensure through site connections
 -  Incorporate generous public space
 -  Encourage and set up the possibility to increase public space activation
 -  Integrate landscape and trees
 -  Limit vehicular movements through the block
 -  Retain carparking spaces (relocation strategy may be necessary), and integrate opportunities for active transport

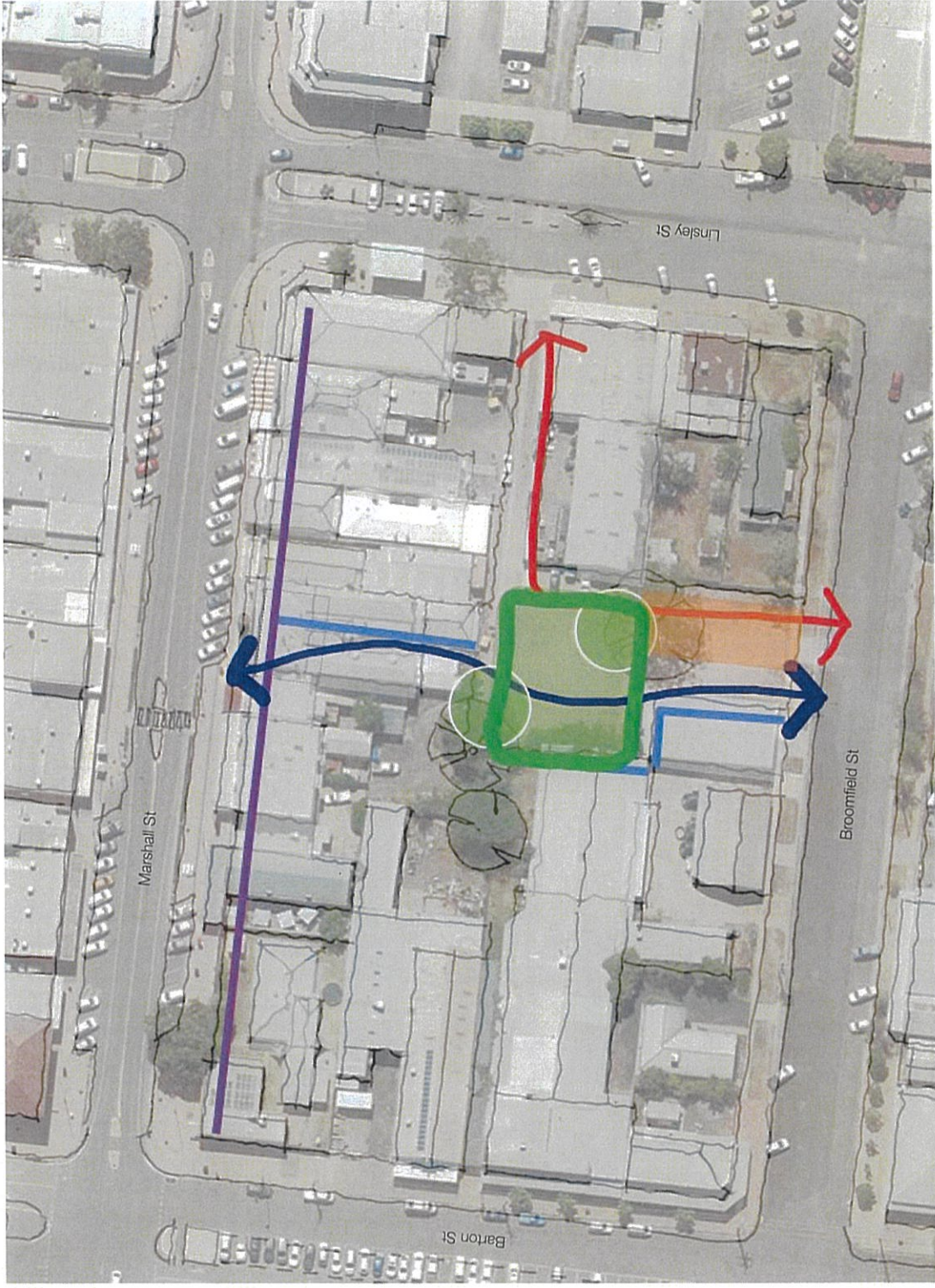


Figure 66: The Grand Precinct Map

3.3 Preferred Scenario

Concept Layout

Creating Place

1. Pedestrian connection from Marshall Street
2. Shaded piazza space
3. Additional courtyard space for coffee kiosks/ kitchen gardens etc
4. Gateway structure to the rear of the site to create a sense of enclosure
5. Rear carpark

- Food and Beverage
- Maker Space, Outlet and Gallery
- Accommodation/Gallery
- Vertical Transportation

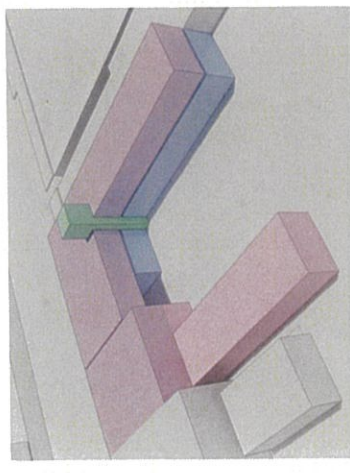


Figure 67: Axonometric View



Figure 68: Ground Floor Plan



Figure 69: First Floor Plan

3.3 Preferred Scenario

Concept Character

Creating Place

1. Retain original facade with beer can on existing awning
2. Courtyard/piazza spaces to the rear
3. Updated commercial uses of the Grand Hotel and neighbouring building



Food and beverage outdoor seating area with different shading techniques

Location: The Grounds of Alexandria, Sydney



Trees shading pedestrian route and seating area

Location: Bowral High Street, Mid-Block Square



Elevated shade structure dedicated for casual outdoor eating and drinking or performance uses

Location: Camperdown Commons, Sydney

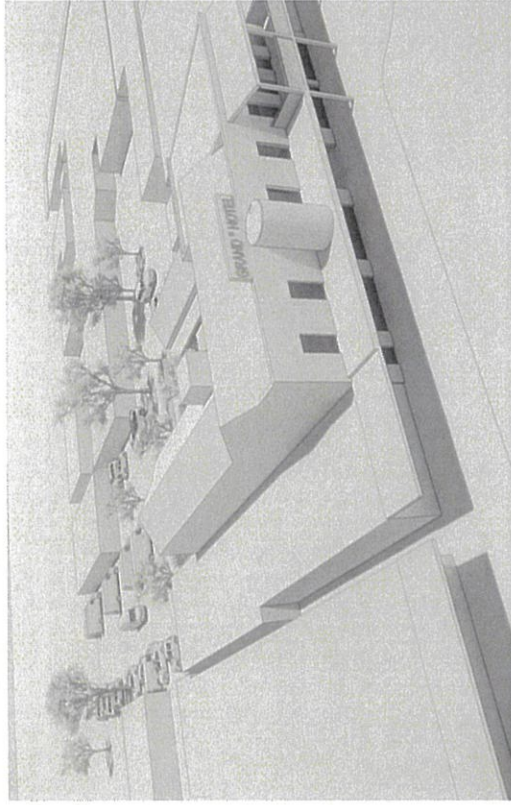


Figure 70: Front View



Figure 71: Back View



Maintaining the current façade of the building

Location: Marshall St, Cobar



Coworking spaces on level one

Location: WeWork Pyrmont, Sydney



Enclosure and gateway concept to the rear of the site

Location: Camperdown Commons, Sydney



Elevated shade structure dedicated for casual outdoor eating and drinking

Location: Scottish Arms, East Bowral

3.3 Preferred Scenario

Concept Character

Creating Place

- 1. Retain original facade with beer can on existing awning
- 2. Courtyard/piazza spaces to the rear
- 3. Updated commercial uses of the Grand Hotel and neighbouring building

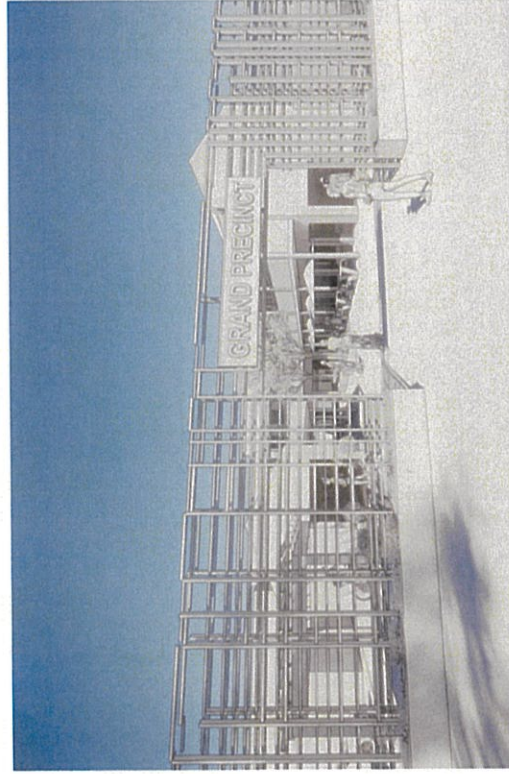


Figure 72: View From Carpark

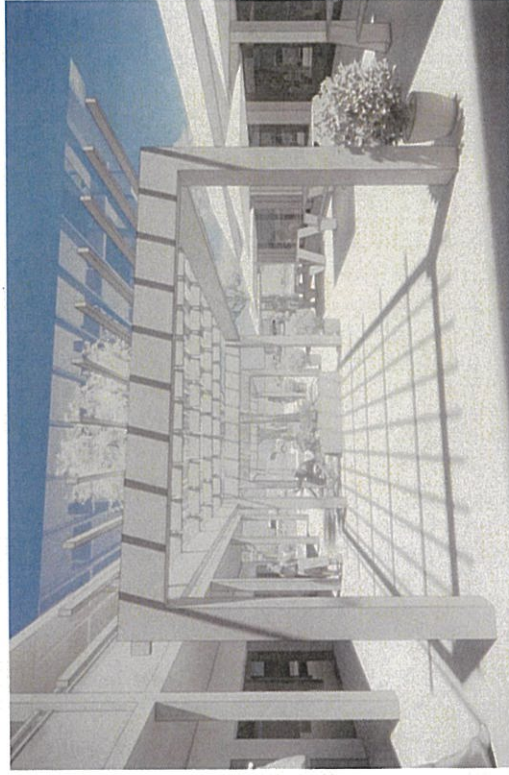


Figure 73: View From Arcade



Figure 74: View From Arcade

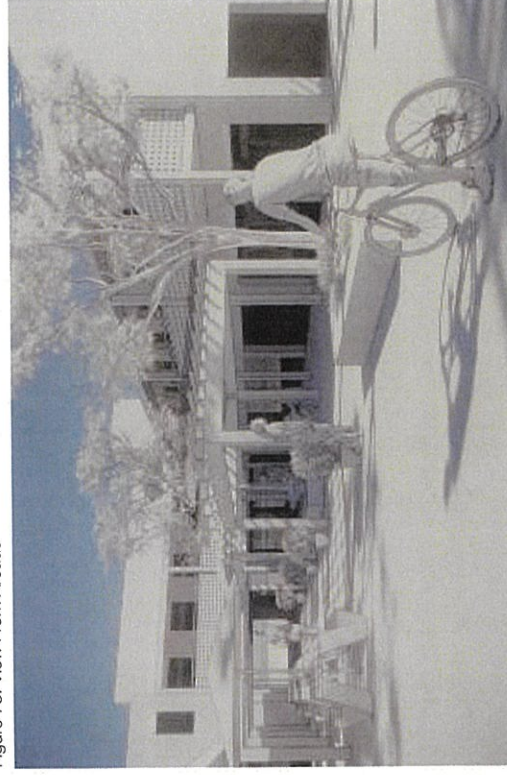


Figure 75: View From Courtyard

3.4 Precedents



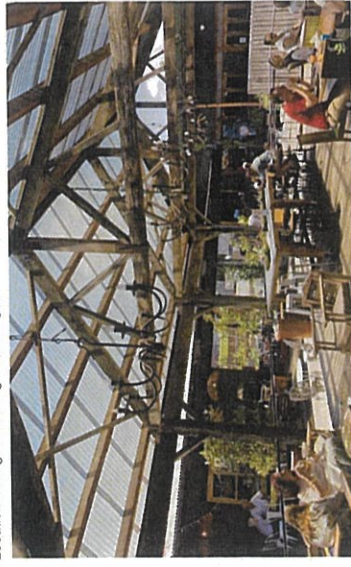
Different shading and seating areas for people to relax and enjoy
 Location: *Camperdown Commons, Sydney*



Balcony rear extension leading to external courtyard for eating and drinking
 Location: *Sutton Forest Inn, Sutton Forest*



Contemporary vernacular materiality informed by existing building conditions and frontages
 Location: *Mudgee Brewing Co, Mudgee*



Café and community hub with outdoor courtyard area and co-working space
 Location: *The Mill, Bowral*



Open coworking space with natural lighting and ventilation
 Location: *Wework York St, Sydney*



Communal coworking with areas for close office collaboration as well as private individual working
 Location: *Wework Martin Pl, Sydney*



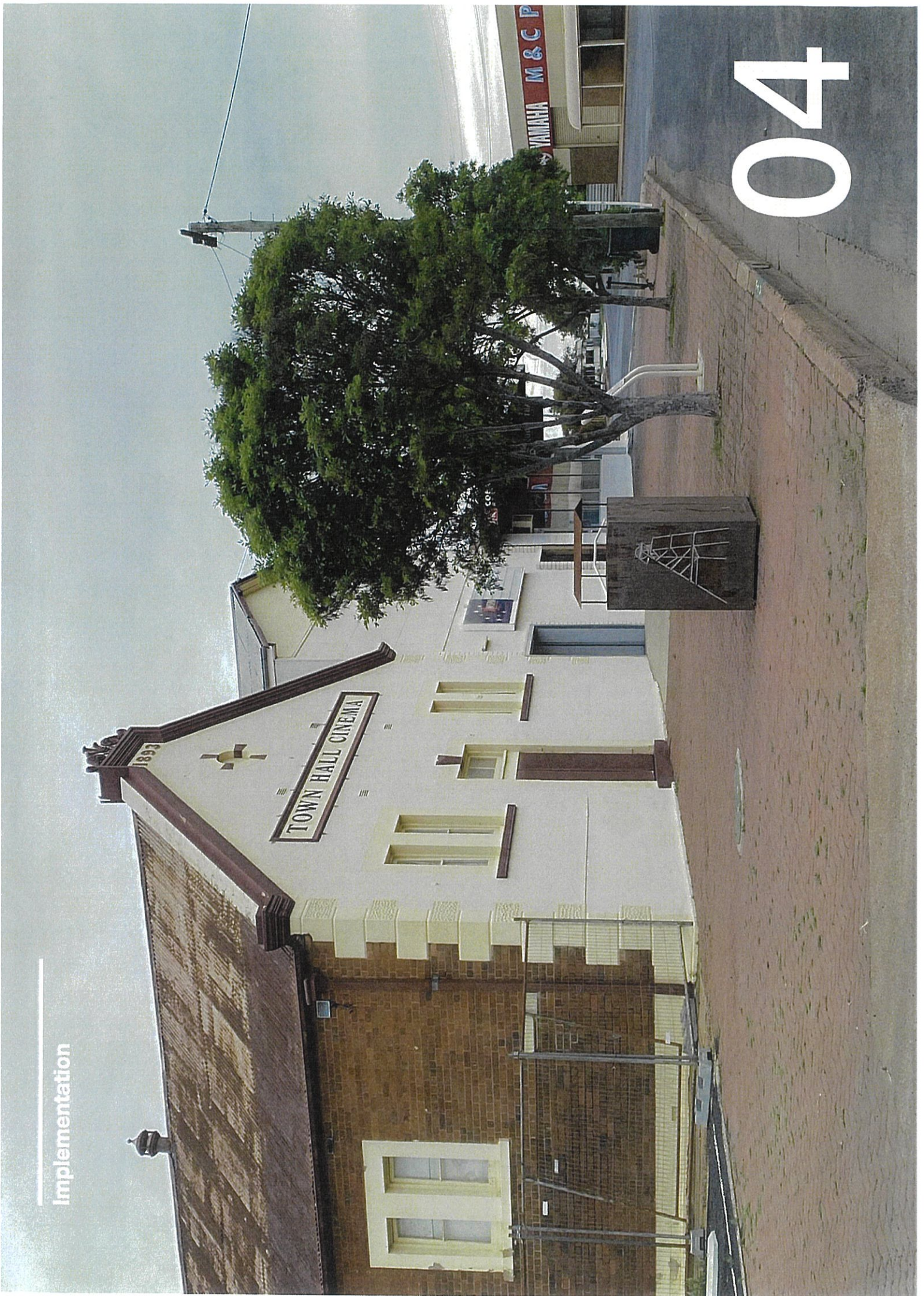
Converted warehouse which acts as collaborative working spaces
 Location: *Commune, Newtown*



Shaded picnic tables and outdoor seating area within local brewery and distillery grounds
 Location: *Eden Brewery, Mittagong*



Refurbished garage kept with its rustic interior contrasting the sleek coworking interior
 Location: *Example House, Potts Point*



4.2 Cobar CBD Facade Improvement Program

Overview

- The proposed Cobar Façade Improvement program would have the following objectives:
- Provide guidance to all buildings which have contributory heritage value to the improve the quality, appearance and function of Cobar centre
- Assist local business and enterprises to enhance the visual appearance, quality and function of their building facade
- To support local business and enterprises in increasing economic activity
- Create more vibrant, active and attractive places across the city
- Support local businesses in improving the city's day and night-time economy – an identified priority for attracting and retaining skilled labour



Figure 76: Existing Facade Elevation



Figure 77: Existing Facade Elevation

4.2 Cobar CBD Facade Improvement

Existing Heritage & Character

Key Points

- Cobar has a variety of heritage listed items and other contributory buildings which add to the streetscape character and town identity.

Recommendation

- Priority actions to be outlined in implementation table

Contributory Buildings (not heritage listed)

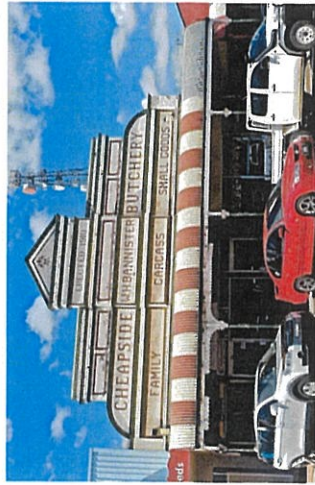


Figure 79: Cheapside Butchery



Figure 80: The Grand Hotel

Heritage Listed Buildings



Figure 81: Cobar Court House



Figure 82: The Great Cobar Museum



Figure 84: Cobar Police Station



Figure 78: insert text here



Figure 83: Cobar Post Office

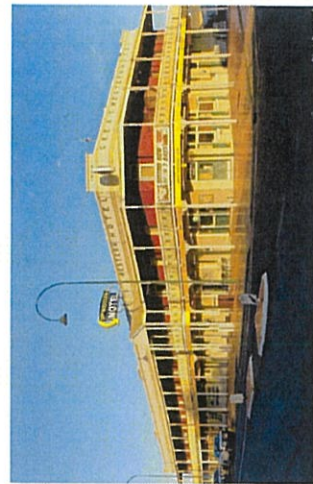


Figure 86: The Great Western Hotel



Figure 85: Cobar School of Arts

4.2 Cobar CBD Facade Improvement Program

Existing Building Facade Conditions

Key Points

- Establishing a more consistent facade layout regardless of a modern or heritage style building.

Recommendation

- Guidance to be outlined on the following pages.



Figure 87: Modern Building

- Parapet
- Awning
- Stall Riser / Door



Figure 88: Older Building

- Pediment
- Parapet
- Signage Zone
- Awning
- Stall Riser / Door

4.2 Cobar CBD Facade Improvement Program

Building Facade Guidance - Contributory Heritage

The following guidance applies to all buildings which have contributory heritage value to the streetscape. It provides high level advice on the broad approach to either repairing or replacing any particular element.



Figure 89: Older Building

Pediment

Parapet

Signage Zone

Awning

Stall Riser / Door

Elements	Repair Guidance	Replacement Guide
Parapet	Repairs carried out by a builder who has experience of working with heritage buildings	Replacement parapets should follow the existing form of the existing building parapet
Awnings	Repairs carried out by a builder who has experience of working with heritage buildings	Replacement awnings should follow the existing form of the existing building awning
Colour	Overall colour scheme should be complementary to the original colour scheme of the building	Overall colour scheme should be complementary to the original colour scheme of the building
Windows	Repairs carried out by a builder who has experience of working with heritage buildings	Replacement windows should be of the same style as the original building
Door	Repairs carried out by a builder who has experience of working with heritage buildings	Replacement doors should be of the same style as the original building
Signage	Repairs carried out by a builder who has experience of working with heritage buildings	Replacement signage should be of the same style as the original building
Stall Riser	Repairs carried out by a builder who has experience of working with heritage buildings	Stall risers to be re-instated to original form

4.2 Cobar CBD Facade Improvement Program

Building Facade Guidance - Modern

The following guidance applies to all buildings which have modern facades. It provides high level advice on the broad approach to either repairing or replacing any particular element.

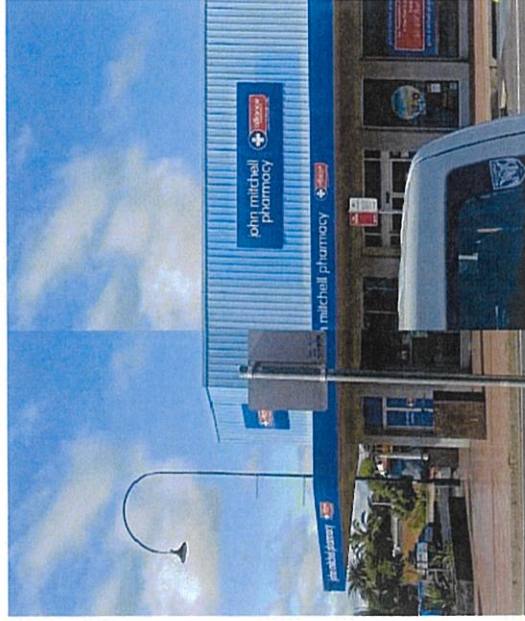
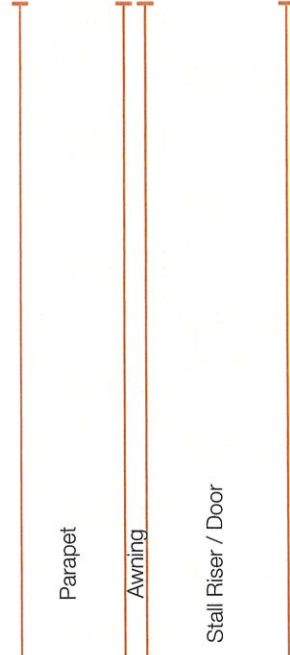


Figure 90: Modern Building



Elements	Repair Guidance	Replacement Guide
Parapet	Make good of parapet where old signage has been removed. Repairs to be carried out by an experienced builder.	Replacement parapets should introduce pediment elements to provide a consistent style with older facades
Awnings	Make good of awning where old signage has been removed. Repairs to be carried out by an experienced builder.	Replacement awnings should follow the existing form of the existing building awning and should line up horizontally with neighbouring awnings
Colour	Repairs to be carried out by an experienced builder.	Overall colour scheme should be complementary to the original colour scheme of the building and neighbouring buildings
Windows	Repairs to be carried out by an experienced builder.	Replacement windows should reinstate bay windows where a recessed door/entryway is introduced
Door	Repairs to be carried out by an experienced builder.	Replacement doors should reinstate a recessed door/entryway to match older buildings where feasible
Signage	Remove all signage no longer applicable to tenant. Repairs to be carried out by an experienced builder.	Replacement signage should be taken off the parapet and be located on the existing awning and/or reinstate the canvas signage between posts
Stall Riser	Repairs to be carried out by an experienced builder.	Replacement stall risers should introduce older style elements, such as posts, where feasible

4.2 Cobar CBD Facade Improvement Program

04 Implementation

Building Facade Guidance - Examples



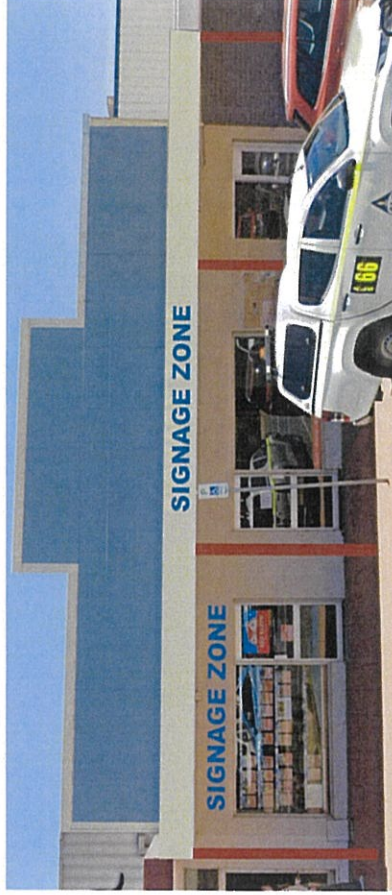
Example: Facade 01 Before



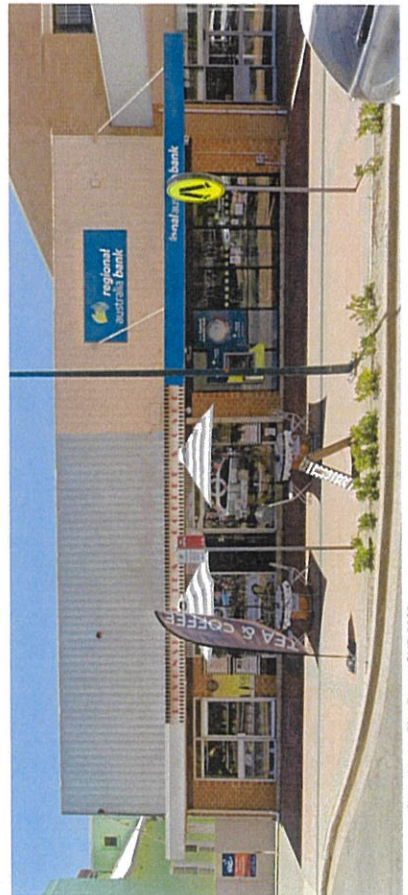
Example: Facade 01 After



Example: Facade 02 Before



Example: Facade 02 After



Example: Facade 03 Before

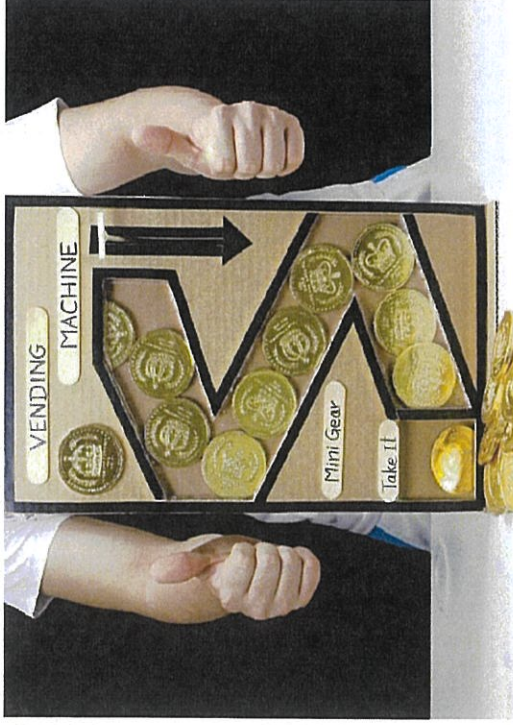


Example: Facade 03 After

4.3 Other Opportunities

Key Points

1. Cobar Quids – Vending Machine
2. Microbrewery in Existing Pubs
3. Pop Up Shops In Empty Tenancies
4. QR codes linked to virtual walking tours for hand-held devices
5. Free wifi located along Marshall Street



Example: Vending Machine

Cobar Quids – re-introduce the Cobar Quids system back into the town, to increase spending amongst locals and visitors alike to increase spending. It is a benefit from a tourist perspective, as feedback from the engagement suggested how appealing the quids were viewed. Users can buy Cobar Quids from vending machines which can then be used to redeem items at local businesses.



Example: Mudjee Brewing Co, Mudjee



Example: Foghorn Brewery, Newcastle

Microbrewery – encourage opportunities to introduce a craft beer brewery or spirit distillery into opportunity sites such as the Grand Hotel and the precinct. This has the benefit of reinvigorating the former Grant Hotel or other existing pubs.

4.4 Opportunity Sites

Key Points

- Key ideas and guidelines for the key sites and their surrounding public domain

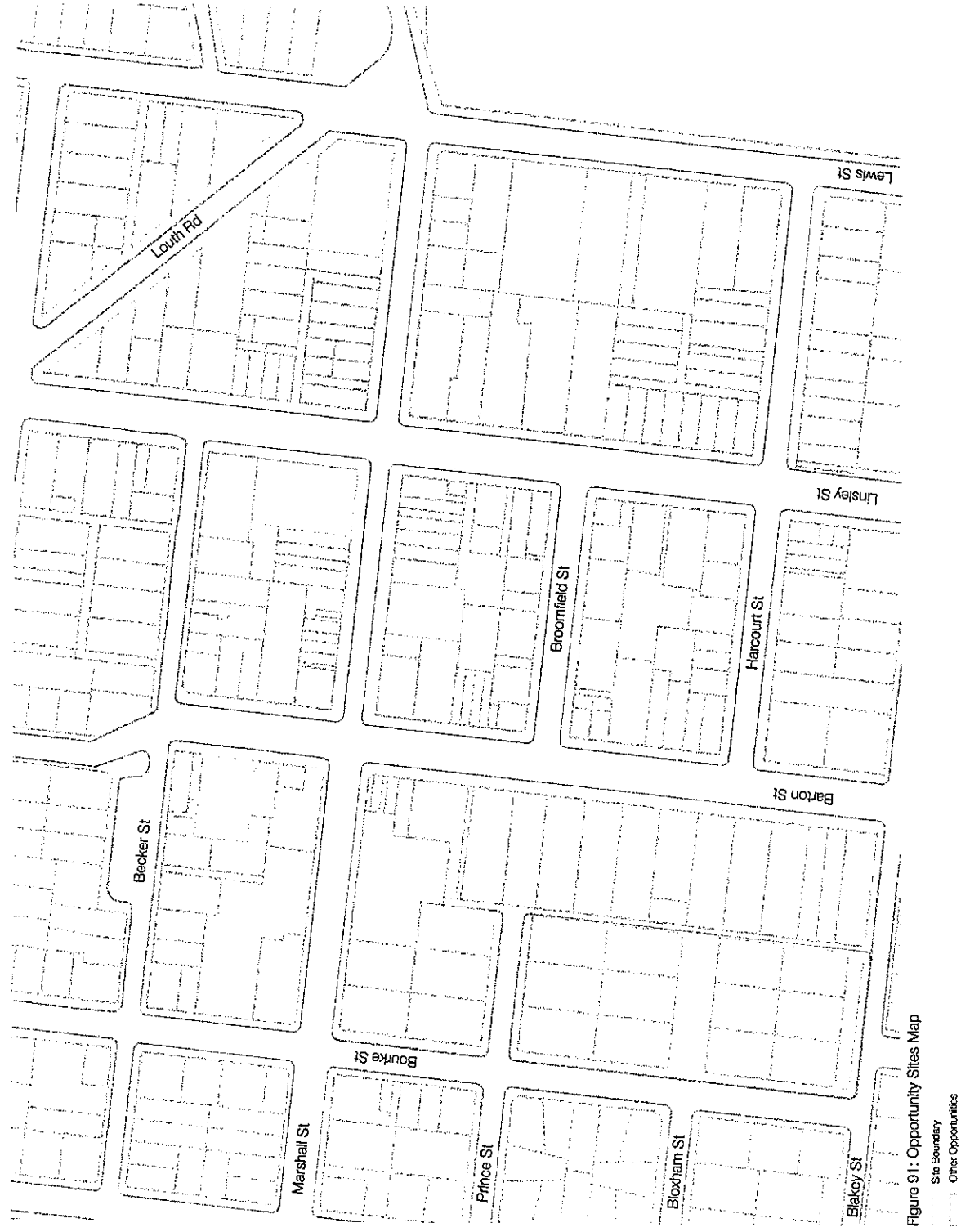


Figure 91: Opportunity Sites Map

Site Boundary
Other Opportunities

Appendix A



Design Scenarios

Scenario 1: The Minimal Option

Grand Hotel refurbished to current standards requirements. Possible reintroduction of front balcony. Thoroughfare to rear. Enhanced rear amenity and increased EV parking / charging



Scenario 1

Precinct Objectives	Successfully Met? (Y/N)
1. Create a 'grand project' – which is a legacy for the town, a hub for the community and a visitor destination incorporates the right balance of public space and private development	N
2. Optimises economic potential	Y
3. Retain the number of existing car spaces (including EV charging spaces)	Y
4. Maximising economic viability	N
5. Not reliant on buy-in from all neighbours	Y
6. Ability to be easily staged	Y

Scenario 2: The Pedestrian Thoroughway

New 1 to 2 storey building on Grand Hotel site. Active plaza and thoroughfare to rear. Enhanced rear amenity and increased EV parking / charging.



Scenario 2

Precinct Objectives	Successfully Met? (Y/N)
1. Create a 'grand project' – which is a legacy for the town, a hub for the community and a visitor destination incorporates the right balance of public space and private development	N
2. Optimises economic potential	Y
3. Retain the number of existing car spaces (including EV charging spaces)	Y
4. Maximising economic viability	Y
5. Not reliant on buy-in from all neighbours	Y
6. Ability to be easily staged	Y

Design Scenarios

Scenario 3: Double Built Edge to Linear Pedestrian Connection

Built form lining new pedestrian link through to rear carpark



Scenario 3

- Built Form
- Open Space / Pedestrian
- Vehicular Access
- Shared (Pedestrian Priority)
- Car Parking / Ev
- Potential Active Edge

Scenario 4: Small Kiosks in Public Space

Small architecturally designed kiosk buildings within open space leading to rear parking



Scenario 4

- Built Form
- Open Space / Pedestrian
- Vehicular Access
- Shared (Pedestrian Priority)
- Car Parking / Ev
- Potential Active Edge

Precinct Objectives	Successfully Met? (Y/N)
1. Create a 'grand project' – which is a legacy for the town, a hub for the community and a visitor destination incorporates the right balance of public space and private development	N
2. Optimises economic potential	N
3. Retain the number of existing car spaces (including EV charging spaces)	Y
4. Maximising economic viability	Y
5. Not reliant on buy-in from all neighbours	Y
6. Ability to be easily staged	Y

Precinct Objectives	Successfully Met? (Y/N)
1. Create a 'grand project' – which is a legacy for the town, a hub for the community and a visitor destination incorporates the right balance of public space and private development	N
2. Optimises economic potential	Y
3. Retain the number of existing car spaces (including EV charging spaces)	Y
4. Maximising economic viability	Y
5. Not reliant on buy-in from all neighbours	Y
6. Ability to be easily staged	Y

Design Scenarios

Scenario 5: The Pedestrian Gateway with Big Public Space

Small 2 storey portal building with big square located within the private lot boundary linking main street to carpark located behind

- Built Form
- Open Space / Pedestrian
- Vehicular Access
- Shared (Pedestrian Priority)
- Car Parking / Ev
- Potential Active Edge



Scenario 5

Scenario 6: Extra Small Square Integrated with Vehicles

New 1 to 2 storey building on Grand Hotel site. Active plaza / open multi function space extended to rear. Enhanced rear amenity and increased EV parking / charging.

- Built Form
- Open Space / Pedestrian
- Vehicular Access
- Shared (Pedestrian Priority)
- Car Parking / Ev
- Potential Active Edge



Scenario 6

Precinct Objectives	Successfully Met? (Y/N)
1. Create a 'grand project' – which is a legacy for the town, a hub for the community and a visitor destination incorporates the right balance of public space and private development	Y
2. Optimises economic potential	N
3. Retain the number of existing car spaces (including EV charging spaces)	Y
4. Maximising economic viability	N
5. Not reliant on buy-in from all neighbours	Y
6. Ability to be easily staged	Y

Precinct Objectives	Successfully Met? (Y/N)
1. Create a 'grand project' – which is a legacy for the town, a hub for the community and a visitor destination incorporates the right balance of public space and private development	N
2. Optimises economic potential	Y
3. Retain the number of existing car spaces (including EV charging spaces)	Y
4. Maximising economic viability	Y
5. Not reliant on buy-in from all neighbours	Y
6. Ability to be easily staged	Y

Design Scenarios

Scenario 7: Linear Pedestrian Space

New 1 to 2 storey building on Grand Hotel site. Active plaza / open multi function space extended to rear. Enhanced rear amenity and increased EV parking / charging.



Scenario 7

- Built Form
- Open Space / Pedestrian
- Vehicular Access
- Shared (Pedestrian Priority)
- Car Parking / Ev
- Potential Active Edge

Scenario 8: Small Square with Optimised Pedestrianisation

New 1 to 2 storey building on Grand Hotel site. Active plaza / open multi function space extended to rear. Increased internal public space and amenity. Increased EV parking / charging.



Scenario 8

- Built Form
- Open Space / Pedestrian
- Vehicular Access
- Shared (Pedestrian Priority)
- Car Parking / Ev
- Potential Active Edge

Precinct Objectives	Successfully Met? (Y/N)
1. Create a 'grand project' – which is a legacy for the town, a hub for the community and a visitor destination incorporates the right balance of public space and private development	N
2. Optimises economic potential	Y
3. Retain the number of existing car spaces (including EV charging spaces)	Y
4. Maximising economic viability	Y
5. Not reliant on buy-in from all neighbours	Y
6. Ability to be easily staged	Y

Precinct Objectives	Successfully Met? (Y/N)
1. Create a 'grand project' – which is a legacy for the town, a hub for the community and a visitor destination incorporates the right balance of public space and private development	N
2. Optimises economic potential	Y
3. Retain the number of existing car spaces (including EV charging spaces)	Y
4. Maximising economic viability	Y
5. Not reliant on buy-in from all neighbours	Y
6. Ability to be easily staged	Y

Design Scenarios

Scenario 9: Big Square with Optimised Pedestrianisation

New 1 to 2 storey building on Grand Hotel site. Active plaza / open multi function space extended to rear. Increased internal public space and pedestrian connectivity. Increased EV parking / charging.



Scenario 9

- Built Form
- Open Space / Pedestrian
- Vehicular Access
- Shared (Pedestrian Priority)
- Car Parking / Ev
- Potential Active Edge

Scenario 10: Grand Square with Optimised Pedestrianisation

New 1 to 2 storey building on Grand Hotel site. Active plaza / open multi function space extended to rear. Maximised internal public space and pedestrian connectivity. Increased EV parking / charging.



Scenario 10

- Built Form
- Open Space / Pedestrian
- Vehicular Access
- Shared (Pedestrian Priority)
- Car Parking / Ev
- Potential Active Edge

Precinct Objectives	Successfully Met? (Y/N)
1. Create a 'grand project' – which is a legacy for the town, a hub for the community and a visitor destination incorporates the right balance of public space and private development	Y
2. Optimises economic potential	Y
3. Retain the number of existing car spaces (including EV charging spaces)	N
4. Maximising economic viability	Y
5. Not reliant on buy-in from all neighbours	N
6. Ability to be easily staged	Y

Precinct Objectives	Successfully Met? (Y/N)
1. Create a 'grand project' – which is a legacy for the town, a hub for the community and a visitor destination incorporates the right balance of public space and private development	Y
2. Optimises economic potential	Y
3. Retain the number of existing car spaces (including EV charging spaces)	N
4. Maximising economic viability	Y
5. Not reliant on buy-in from all neighbours	Y
6. Ability to be easily staged	Y