

SUMMARY TABLE

‘Futureproofing our CBD’

Council’s response to the

Bathurst Town Centre Master Plan



BATHURST
REGIONAL
COUNCIL

HAVE YOUR SAY



FUTURE PROOFING THE CBD
For Community Feedback

Introduction

The Bathurst Town Centre Master Plan (the Master Plan) provides a vision for improving seven city blocks within the Bathurst CBD, an area known as the Bathurst Town Centre.

Allen Jack + Cottier Architects (AJ+C) were invited to prepare the Master Plan for Bathurst Regional Council (BRC). The project was co-sponsored by Charles Sturt University (CSU), who were investigating the opportunities for a Bathurst CBD Campus.

The Council report, '**Futureproofing our CBD**' summarises the key concepts proposed in the A J + C Master Plan and Council's response for which feedback from the community is now sought through a public exhibition process. The "**Futureproofing our CBD**" Response does **not** recommend wholesale adoption of the Master Plan but outlines those elements of the Master Plan considered appropriate for consideration of their implementation into the future.

The community's feedback on Council's '**Futureproofing Our CBD**' report is sought. Reference can be made to the "**Futureproofing Our CBD**" report and to the Master Plan document at: <https://yoursay.bathurst.nsw.gov.au/bathursttowncentre>

**FEEDBACK SHOULD BE PROVIDED TO COUNCIL THROUGH THE YOURSAY BATHURST
WEBSITE BY**

24 May 2021

Futureproofing Our CBD - Summary Response Table

The table below provides a broad summary only of the "**Futureproofing our CBD**" report.

The table outlines the key concepts proposed by the AJ+C Master Plan and Council's proposed response to each concept, with reference to the AJ+C 'Master Plan on a Map' diagram. The black notation on the diagram outlines the Master Plan Concept. The white notation is Council's Proposed Response.



13 MID-BLOCK THROUGH LANEWAYS TO OPEN UP CENTRE OF LARGE BLOCKS
Support

14 EXPANSION OF RESIDENTIAL OPTIONS WITHIN THE TOWN CENTRE
Support

12 ADD 90 DEGREE MEDIAN PARKING ON SLOW SPEED STREETS
Examine opportunities to increase parking in Russell St (between William & Benitnick) & defer opportunities in George St. Seek further community comment.

11 REDEVELOP THE GEORGE STREET COUNCIL CARPARK (INCLUDING INCREASED PUBLIC PARKING)
Support

10 NEW PEDESTRIAN CROSSINGS AT EACH INTERSECTION AND MID-BLOCK THROUGHOUT THE TOWN CENTRE
Retain pedestrian refuges at mid-block crossings. Do not install new pedestrian crossings near roundabouts. Support 40km/hr speed zone

9 CREATE THE RUSSELL STREET EVENTS PLAZA THROUGH A PARTIAL STREET CLOSURE
Partial closure not supported. Install bollards to facilitate easier temporary closures

8 BUILD OUT THE PLANNED BATHURST BIKE NETWORK
Not supported. Undertake review of 2011 Bike Plan

7 REGULAR STREET TREES THROUGHOUT ALL STREETS
Support. Trial temporary movable street trees without loss of on-street parking

6 TRANSITION CHURCH AND RUSSELL TO SHARED ZONES
Review SaSS project for Church Street & consider longer term conversion to shared zone. Examine parking arrangements in Russell Street (between George & Benitnick) to identify if a redesign will increase on-street spaces and seek further community input

4 CREATION OF A PUBLIC PLAZA. ADAPTIVE RE-USE OF TAPE BUILDING AND NEW COMMERCIAL BUILDING WITHIN THE TOWN SQUARE BLOCK
Support

3 FACILITATE IMPROVEMENTS TO BUS NETWORK
Provide for bi-directional bus route services though joint use of the existing community bus stop with local bus services.

2 ADDRESS ANY BLANK FRONTAGES WITH PUBLIC ART
Support

15 INCENTIVISE REPLACEMENT OF ANY STREET FACING PARKING LOTS
Support

17 NEW PUBLIC PLAZA AT GATEWAY TO BATHURST
Support

16 THREE-DIMENSIONAL BATHURST ENTRY LETTERS
Support

18 REDEVELOPMENT TO REPLACE BLANK FRONTAGE
Support

19 NEW MID-BLOCK LANE
Support

20 EXTEND REPLICATION STREET LAMPS DOWN HOWICK STREET
Support

1 NEW PUBLIC PARKING LOT IN CARRINGTON PARK
Support

FUTURE PROOFING THE CBD
For Community Feedback

DIAGRAM REFERENCE	MASTER PLAN CONCEPT	'FUTUREPROOFING OUR CBD' COUNCIL'S RESPONSE TO THE MASTER PLAN
1	New car park be provided at Carrington Park	<p>Support concept.</p> <p>A new car park at Carrington Park in conjunction with expanded car parking at the George Street car park will balance new parking supply across the CBD.</p>
2	Public art on blank wall frontages	<p>Support concept.</p> <p>This concept would support Council's Public Art Policy.</p>
3	Facilitate improvements to the bus network with a new bus stop in Howick Street (opposite the existing 'Acropole' Stop).	<p>Council supports Transport for NSW's 16 Cities Program that seeks to improve the local bus route network and enhance services in and out of the CBD.</p> <p>A new bus stop on the opposite side of Howick Street to the 'Acropole' stop remains critical to enabling bidirectional routes and will directly decrease bus travel times.</p> <p>Council will enable the shared utilisation of the existing community bus stop in lower Howick Street (in front of the Armada shopping centre) for both community and local bus route services.</p> <p>Council will not, at this time, create a new bus stop directly opposite the existing 'Acropole' bus stop.</p>
4	Adaptive reuse of the former TAFE site inclusive of new commercial buildings and creation of a new public plaza (30m x 60m).	<p>Support concept. The proposal is consistent with the 2015 Conservation Management Plan for the site.</p> <p>Reuse of the historic buildings of the former TAFE site are likely to warrant the introduction of new floor space within the site (either as extension to AFMM or as new commercial floorspace) to offset the restoration costs of the site's heritage assets.</p> <p>Council will seek to incorporate a new public plaza of a least an area of approximately 30m x 60m).</p> <p>Council will separately consider options for the reuse/redevelopment of the former TAFE site considering the recommendations of both the Conservation Management Plan and the Master Plan.</p>
5	Extend AFMM and move entrance to Howick Street	<p>Support concept.</p> <p>A new building behind the AFMM (either for the museum or other commercial purpose) is consistent with the Conservation Management Plan and may be necessary to support adaptive reuse of the heritage assets on the site.</p>

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6	Civic Heart Project – Transition Church and Russell Streets into Shared Zones. (A share zone is a road or network of roads or a road related area where space is shared safely by vehicles and pedestrians and where pedestrian priority and quality of life take precedence over ease of vehicle movement)	Council will await the results of the Streets as Shared Spaces (SaSS) pilot project to inform the suitability or otherwise of the conversion of Church Street into a more permanent shared zone. Council will <u>not</u> pursue a shared zone in Russell St (b/t William and George) but consider if a redesign of on street parking could create additional parking spaces and seek further community input.
7	Street tree installation <ul style="list-style-type: none"> • 1 tree per 4 car parking spaces in streets with kerb side parking. • 1 tree per 2 car parking spaces in streets with parallel spaces. • 1 tree per 6 spaces for streets proposed to have centre median parking. 	SaSS project is trialing new moveable trees in Church and William Streets. The Master Plan concept is supported on the basis that temporary moveable plantings proceed in locations that minimize impacts to on-street car parking spaces and to enable relocation if initial positioning is not supported. As new off-street parking becomes available, Council will aim for more trees to be permanently inserted into the CBD streets as close as possible to the rates outlined in the Master Plan.
8	Build out the new on-road cycling routes along William and Keppel Streets as recommended by Council's 2011 Community Access and Cycling Plan.	<u>Not</u> supported. Council will undertake a major review of the 2011 Bike Plan and develop a new Active Transport Strategy that determines the appropriate way to link the CBD to the city's cycle network.
9	Civic Heart Project – create a new permanent events space through the partial closure of Russell Street (in front of the Courthouse).	<u>Not</u> supported. Council will install removeable bollards to enable easier and more efficient temporary closures for a wider range of community events. Community feedback and lessons learnt from more frequent temporary closures will inform any future decision to create a permanent events space.
9	Civic Heart Project – relocate all coach bays and taxi ranks from	<u>No</u> relocations to occur in the short term. Council will continue to monitor.

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	Russell St to Church Street.	Council will review the existing taxi rank and bus bay locations as part of a consideration of a redesign of on-street car parking in Russell St (b/t William and Church) to determine if it is possible to achieve greater on-street parking in this block and seek further community input.
10	<p>Change mid-block crossings to raised formal pedestrian crossings and install new crossings at all intersections.</p> <p>Slow traffic speed.</p> <p>Limit non-essential truck movements.</p>	<p>Council will not convert all the existing 6 mid-block refuges to formalised pedestrian crossings. Council will consider the need for a change to formalised pedestrian crossings if, and when, population change warrants a further investigation of pedestrian priority at mid-block locations.</p> <p>Council will not install new pedestrian crossings at roundabout locations and will seek the gradual conversion of roundabouts with high pedestrian activity in the CBD to signals.</p> <p>Reduction in the speed limit to 40km/hour in the CBD is supported and will be pursued with the Roads and Maritime Services (RMS).</p> <p>Council will trial a limitation on non-essential trucks in Church Street only.</p>
11	<p>Building Height and Density:</p> <ul style="list-style-type: none"> • Consider on one-on-one basis where the 2 and 3 storey character when viewed from the main heritage streets is retained. • As height increases position it largely out of sight at street level from the heritage streets, through significant upper-level setbacks. • Limit height to at least one storey below the high point of the City (Carillon). • Consider height increases on the 	<p>Support concept on a one-on-one basis.</p> <p>Council will consider adoption of a formal policy position for Council to accept and then consider individual planning proposals or development applications, based on the planning principles outlined in the Master Plan, allowing for further community consultation for each case.</p>

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	street frontage where there is already poor urban form.	
11	Redevelop the George Street Car park (including increased public parking).	Support concept.
12	<p>Reconfiguration of parking in Russell Street (b/t George & Rankin), Russell Street (b/t William & Bentinck) and Howick Street (b/t Rankin & George) to increase on street parking and slow traffic speed –</p> <ul style="list-style-type: none"> • Kerb-side street parking adjusted from 45-degree to parallel alignment. • New row of central 90-degree all-day parking spaces. • Street trees interspersed between every two parallel spaces and approximately every sixth parallel parking space in the median. 	<p>Council will defer any changes in the two blocks adjacent to the George Street carpark until development plans for the carpark are clearer.</p> <p>Council will develop detailed design plans for Russell St (b/t William & Bentinck) to test feasibility and seek further community feedback to determine if a change is appropriate and should be made.</p>
13	Mid-Block through laneways to open up centre of large blocks.	Concept supported.
14	Increase residential densities in the CBD.	Concept supported. Will require a review of Council's planning controls.
15	Incentivise replacement of street facing parking lots.	Concept supported subject to parking being retained (e.g., underneath new floor space). Will require a review of Council's planning controls.
16	New Gateway plaza – New Public Plaza/extension of Haymarket reserve across William Street. Adaptive Reuse of Ambulance Station.	<p>The Gateway project is a long-term vision. The concept is supported. Will require a review of Council's planning controls.</p> <p>Council is currently preparing a Conservation Management Plan for the former Ambulance Station.</p>

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17	'Bathurst' – new entry public art feature.	Concept supported in principle.
18	Redevelopment to replace blank frontages of Armada shopping centre with public art and new landscaping.	Concept supported in principle.
19	New mid-block laneway between William and Bentinck Streets (adjacent to Haymarket Reserve).	Concept supported in principle. Long term vision that will require floor plan and loading dock reconfiguration by Armada Shopping centre when there is a business case for change.
20	Extend replica lamp standards into Howick St (b/t William & George).	Concept supported.