

New Norfolk

Concept Urban Design Plans for the
Town Centre and Town Precincts
Connections



NEW NORFOLK CONCEPT URBAN DESIGN PLANS TOWN CENTRE AND PRECINCTS

PREPARED FOR DERWENT VALLEY COUNCIL

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SECTION 1

CONTEXT

1.1 BACKGROUND

Situated in the Derwent Valley, the town of New Norfolk acts as an important service hub for the local community within the municipality and visitors passing through the town to reach Mount Field National Park, the Western Tasmania Wilderness World Heritage Area, the West Coast and other destinations.

The town also has a range of attractions, facilities and services that cater for both residents and visitors including shops, cafes and restaurants, accommodation, historic buildings, picnic and play areas, open space, town gardens and various festivals and events.

Close proximity to Hobart, coupled with a recent growth in the housing market, has resulted in a significant number of new residents to the area and a boost to the local economy. The recent establishment of new commercial enterprises has also contributed to the vibrancy of the town.

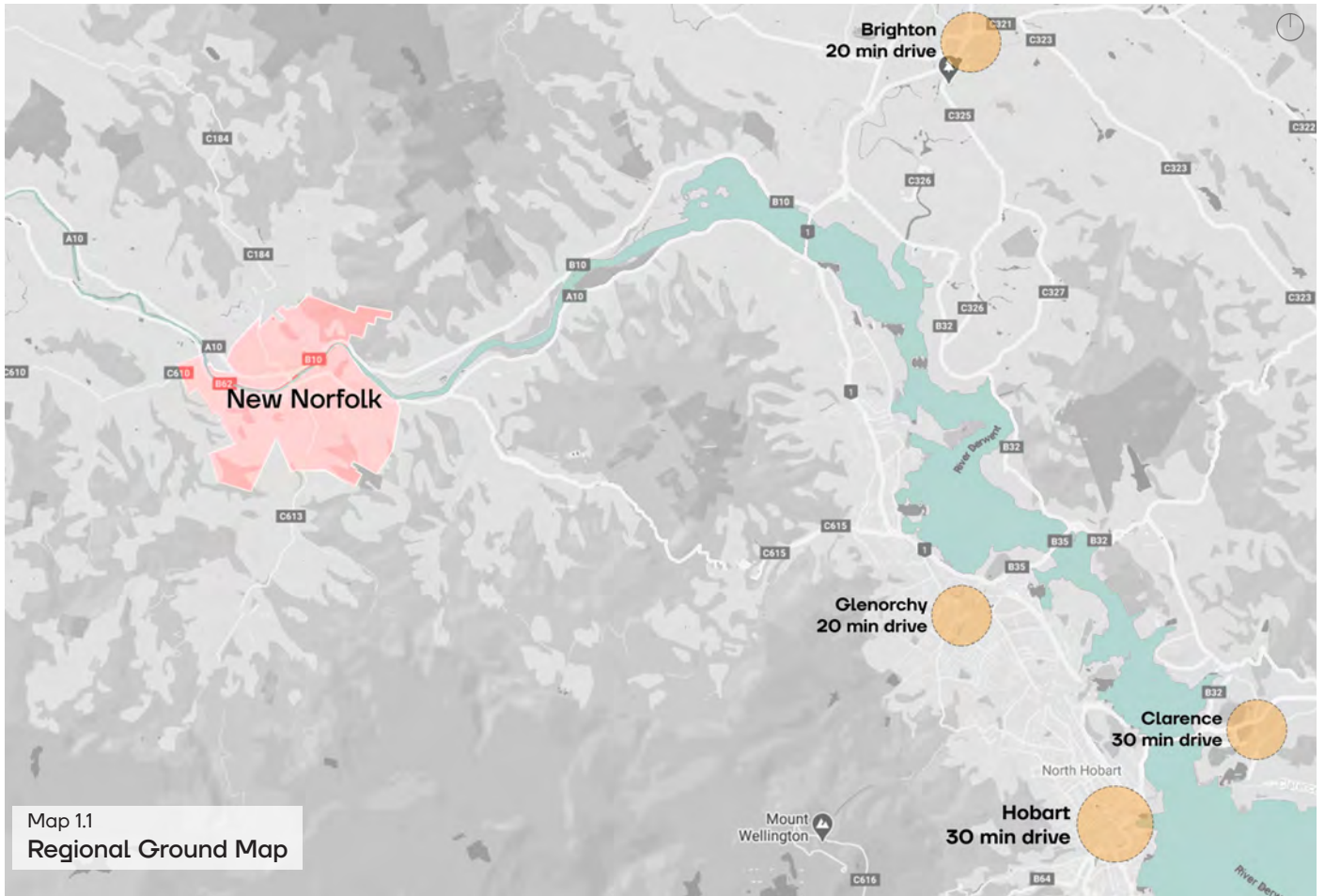
The majority of retail, civic and community activities are located along High Street and the side streets. Map 1.1 shows the regional location of the town and Map 1.2 the strategic location of the town centre in relation to the town's other key precincts - Tynwald Park, the Esplanade, Willow Court and the sport and community precinct on the northern side of the side of the Derwent River.

Over the past 30 years, Council has commissioned various reports and studies of High Street but the majority of recommendations were never implemented. As a relatively small Council, there has always been limitations in securing and allocating funds towards major urban design projects within the municipality.

Council have recognised the need for a more cohesive approach to the design and development of High Street and the connections with the town's key precincts.

New Norfolk Concept Urban Design Plans

Context Mapping



1.3 PURPOSE OF THIS PROJECT

Council is seeking the preparation of concept urban design plans to inform future improvement works to High Street, The Avenue and connections to other town precincts including Willow Court, Tynwald Park, Esplanade and the sport/community precinct on the northern side of the river.

Council is planning to undertake projects in these important areas and require a cohesive approach to any future development. This includes future planning and design directions for a range of urban design elements such as roads, parking, street furniture, lighting, accessibility, path linkages, street trees, open space, safety, heritage values and activation of spaces for the benefit of the local community, businesses and visitors.

It was envisaged that the concept urban design plans would help create a much-loved and economically viable town centre that is safe, lively, comfortable and conducive to the needs of the community and visitors.

1.4 APPROACH

The project has been undertaken in four stages:

Stage 1 – review past plans, inception briefing with Council staff and undertake site analysis to prepare a review of the existing conditions and future directions for achieving a positive urban design outcome;

Stage 2 – assess the options and prepare initial concept urban design plans for review by Council staff;

Stage 3 – community review of the concept urban design plans; and

Stage 4 – revision of the concept urban design plans based on community feedback, preparation of an Action Plan and preliminary cost estimates for the proposed works.

The COVID-19 virus limited the options for stakeholder and community engagement during the early stages of the project. The project was progressed with the intention of community review during Stage 3 coinciding with the possible relaxation of social contact for the COVID-19 virus.

SECTION 2

SITUATION ANALYSIS

2.1 REVIEW OF RELEVANT REPORTS

2.1.1 Policy Reports

DERWENT VALLEY COMMUNITY STRATEGIC PLAN - OUR VALLEY STRATEGIC PLAN 2030

Our Valley 2030 was prepared with guidance from the local community and sets out the vision for the short, medium and long term improvements to Council's effectiveness and delivery of services in an efficient way. It is integrated with Council's Annual Plan, Long Term Financial Management Plan (LTFMP), Asset Management Plan and a range of strategies and plans.

The strategic outcomes developed for the Derwent Valley were:

A regionally diverse, competitive and innovative valley that is attractive to all.

A well-planned and supported infrastructure to meet the growing demands of the region.

We preserve, protect and promote our lived, built and natural environment for the next generation.

Services are integrated to maximise opportunities and participation.

The valley has a range of activities to improve physical or mental wellbeing.

The valley has highly liveable and engaged communities, supported by access to its needs.

The Derwent Valley brand shapes our story and reputation.

The plan is implemented through effective and transparent governance and partnerships.

More specifically, the community feedback for New Norfolk indicated the desire to:

- ensure all shops are occupied;
- clean up High Street and its streetscape;
- grow a diverse population;
- attract businesses;
- provide more things to do;
- improve mental health support;
- more frequent public transport;
- engage with youth; and
- more affordable housing.

One of the strategic actions (Action 1.9) was to develop and implement a master plan for High Street's future (including improved lighting).

The 'game-changers' or great ideas that required community, economy, environment and leadership partnerships included:

- activate Willow Court;
- improve the appearance of our towns; and
- improve access to the river for enhanced tourism and recreation opportunities.

DRAFT RECREATION, PLAY AND OPEN SPACE STRATEGY¹

This report sets out a range of goals and actions for recreation, play and open space to meet the identified needs of the community. The following recommendations relate to the town centre and precincts within New Norfolk:

upgrade the trail loop from the Esplanade – Tynwald Park – Lachlan River – town centre – Esplanade;

develop an accessible and high quality play space at the Esplanade;

enhance the streetscape from the town centre to Willow Court;

research the history and original design of Arthur Square and prepare a master plan and management plan for the site to include redesign the square as an ornamental garden with historic character to provide high quality seating, garden beds, paths for strolling, lawn and some space for activities, such as gentle exercise;

preparing a Master Plan at Tynwald Park to address a range of issues and opportunities for enhancing play, safety, relocation of facilities, trails etc;

improving landscape amenity, play space and trail connections in and around the sports and community precinct on the northern side of the Derwent River;

The report presents a range of policy principles that included:

ensure there is a continuous river foreshore held in public ownership or with a right of way – through securing parcels through subdivision, land swap and selective acquisitions over time;

each sector of the town should as a minimum be served by a social/family recreation space – for all ages and abilities with play space, an off-road trail circuit, and open space providing access to nature;

¹ @leisure 2020. Draft Recreation, Play and Open Space Strategy

ensure residential development provides much better landscape quality and street layout that encourages people to walk and cycle; and

consider undertaking a street tree master plan.

2.1.2 Past Town Centre Reports

The key reports that provide guidance for High Street include:

High Street Upgrade 1984;

Revitalisation of High Street 1997; and

New Norfolk Spatial Plan 2006.

HIGH STREET UPGRADE 1984²

These plans provided for upgrading of the pedestrian space and facilities on High Street and indicated avenue treatments to enhance the streetscape.

THE REVITALISATION OF HIGH STREET 1997³

The study focused on developing a streetscape identity for High Street between Circle Street and Arthur Square which provided contemporary urban design based around celebrating the historic, utilitarian and aesthetic values.

The Plan identified a range of physical, social and economic recommendations for High Street including:

establishing a regional visitor centre in the town centre;

developing new visitor facilities e.g. picnic, toilets, interpretation;

developing new attractions e.g. topiary, artworks;

² This work was undertaken by Scott and Furphy Engineers

³ This work was undertaken by a team consisting of Jenny Williams, Jacob Allom and Wade Pty Ltd, Sharyn Woods and Lesley Gulson.

adopting High Street design guidelines in the planning scheme;

mounting a campaign to encourage shopkeepers to make improvements to the shop fronts;

undertake street improvements and pedestrian links;

ensuring well-maintained public areas and facilities;

encouraging innovative and flexible use of public spaces;

better utilisation of the buildings on the Circle;

encouraging policies for more active use of the street.

The report also made recommendations for other areas in the town, adopting urban design elements, promoting art, making streets safer and promoting the historic assets within the town.

NEW NORFOLK SPATIAL PLAN 2006⁴

The *New Norfolk Spatial Plan 2006* develops a spatial plan and implementation strategy that integrated prior planning for the Esplanade, High Street and Willow Court into a unified whole. The spatial plan was to be used as a visual tool to assist the community and Council in securing special grant funding from Federal and State governments for the revitalisation of New Norfolk. The project involved extensive community engagement. The future directions for High Street are shown in Table 1⁵.

⁴ This work was undertaken by Inspiring Place Pty Ltd for the Spatial Planning Committee of the Derwent Valley Economic Renewal Group

⁵ Future Directions were also provided for the Esplanade and Burnett Street in the report.

Sub-Precinct	Future Directions
Civic	Upgrade the western end of High Street as the principal site for future civic and community facilities, including redevelopment of Council offices to overcome existing issues of community access, OH & S, security etc
	Upgrade entry and amenity to civic space including tree planting, reduced road width and revised car parking
	Upgrade the look and feel of High Street in accordance with the High Street Master Plan, with the addition of a new roundabout at the eastern end of High street
Commercial	Maintain High Street giveway to Burnett Street, and improve the safety of this intersection
	Improve pedestrian links between main carparks and High Street
	Upgrade stormwater and underground services in High Street to Pioneer Avenue.
Commercial/Civic Parkland	Upgrade Pioneer Avenue as the main entry to the town centre/High Street
	Create visual and physical link between the Arthur Square and adjacent cafes/hotels

Table 1 : Future Directions for High Street from the *New Norfolk Spatial Plan 2006*

The key recommendations for High Street were:

investigate options for increasing the safety of the Burnett Street/High Street intersection, including the installation of raised pavement to further slow traffic;

provide public toilet facilities in Laskey’s Car Park, and covered walkways between Laskey’s Car Park and High Street, and the Woolworth/library Car Park and High Street;

upgrade the look and feel of High Street in accordance with the High Street Master Plan, including improved access for disabled people;

upgrade the entry and amenity to the civic space (Council Chambers) including tree planting, reduced road width and revised car parking;

investigate the option of a second round-a-bout at the High Street/Stephen Street intersection to create a sense of definition to the Commercial/Service centre; and

investigate the possibility of extending the existing Council building and improving civic and community facilities.

2.1.3 Other Reports

The following reports were reviewed:

New Norfolk Structure Plan 2016;

Derwent Valley and Southern Midlands Council Heritage Management Plan 2009;

various reports undertaken for Willow Court;

The Esplanade Master Plan 1989; and

The Esplanade Precinct Concept Plan 2016.

NEW NORFOLK STRUCTURE PLAN 2016⁶

The report was prepared to provide direction for future land use and development of the township over the next 15-20 years. Specific outcomes of the structure plan included:

an overall vision for the town based on key directions;

the development of objectives for the zoning of the town, including the identification of residential, commercial and industrial areas;

the identification of key economic development opportunities within the town, including key underutilised sites such as Willow Court;

the identification of a settlement boundary, having regard to the main land connections and values; and

⁶ Emma Riley & Associates Pty Ltd et al 2016.

details of improvements to pedestrian and visual connections through the town.

HERITAGE MANAGEMENT PLAN⁷

This report recommended that Council adopt heritage precincts for Willow Court, Arthur Square and the Esplanade/Montague Street in New Norfolk. It also recommended a number of key principles have been outlined for developing a framework for heritage management including:

the need for adoption of, and consistency with, existing national conventions, standards and assessment guidelines, as well as proposed legislative reforms in Tasmania;

Councils must adopt a common and clearly articulated approach to the assessment, listing and management of heritage places and heritage precincts across the project area;

planning controls must provide greater flexibility in terms of approving minor works and encourage adaptive reuse which will not adversely affect the heritage values of listed places;

proper consultation processes need to be established that ensure local communities and landowners can be informed of local heritage management policies and the listing of heritage places and heritage precincts;

there must be acknowledgement by the State Government that there is a need for greater resources applied to centrally based heritage policy and guidelines, state-funded support mechanisms, and specialist advisory services; and

Councils should establish local incentive mechanisms that support landowners and users of heritage properties.

⁷ Wadsley J 2009. Brighton, Central Highlands, Derwent Valley and Southern Midlands Councils Heritage Management Plan – Joint Land Use Planning Initiative Stage 2

WILLOW COURT REPORTS

A number of reports have been prepared for the town precincts such as Willow Court and the Esplanade.

A Business Plan⁸, Interpretation Plan⁹, Landscape Audit¹⁰ and Marketing Plan¹¹ have been prepared at Willow Court and the key findings from these reports were reviewed during the assessment of the urban design elements for the Willow Court Precinct.

ESPLANADE MASTER PLAN 1989

The master plan¹² identified a range of issues and opportunities to enhance the amenity and better manage the open space. The Plan sought to reflect the historic nature of the Esplanade by recommending appropriate expansion of facilities, new developments, landscape treatments to enhance the use of the site and to address river edge access for pedestrians, boating and swimming. Council did not implement the recommendations other than closing off a road along the river edge to improve the safety and amenity of pedestrians and other users.

THE ESPLANADE PRECINCT CONCEPT PLAN 2016¹³

The report was prepared is to assist Council in securing funding support for the upgrading of the infrastructure and facilities that were envisaged in the Derwent Valley Waterfront Revitalisation proposal. The Plan provides the rationale for a range of recommendations to:

- improve access, parking and safety;
- upgrade infrastructure and facilities; and
- enhance public amenity.

⁸ Malcolm McDonald and Associates 2011 . Willow Court and Barracks Precinct Business and Development Plan.

⁹ Anna Housego 2006. Willow Court Visitor Services Barracks and Bronte Precinct Interpretation Plan – Art and life behind the wall

¹⁰ RTBG 2004 Historical Landscape Audit

¹¹ Enterprise Marketing and Research Services Pty Ltd 2006. Marketing Plan

¹² Jerry de Gryse Pty Ltd 1989. Master Plan - The Esplanade at New Norfolk

¹³ Inspiring Place 2016. Esplanade Precinct Concept Plan

2.2 SITUATION ANALYSIS

Site visits and consultation with Council staff provided an overview of the urban design features within the existing town centre. The following diagrams show an analysis of:

- land ownership;
- land use;
- vehicle access, parking and active transport;
- walking distance;
- pedestrian access and safety hazards;
- building scale and street frontages;
- street furniture and public facilities;
- heritage areas;
- street trees and green spaces; and
- signs, interpretation and public art.

The strengths of the town centre include:

- being relatively flat and thus an easy walk to most places;
- significant heritage values (e.g. Willow Court, churches) and the Circle and Arthurs Square being two defining features as end-points to High Street;
- the provision of car parking areas off-street to service the existing and future needs of users;
- Council's past investment into some infrastructure and facilities that help contribute to pedestrian amenity e.g. raised road pavement for crossing High Street, street benches, interpretation, wayfinding signs; and
- the potential for improving connectivity to other town precincts and facilities.

Situation Analysis

Street Trees and Green Space



A key element of a beautiful city or town is a healthy, well-grown network of street trees. Strategic thinking with the art of selecting the right tree for its best place and the science of arboriculture will ensure the health of each tree in a coherent pattern of trees across the town centre. Of course, beauty is not the only benefit of tree-lined streets. Trees deliver ecosystem services, the opportunity to connect with nature and better health all flow from a well-managed and expansive tree population.

There is very little shade on High Street other than that created by awnings along the footpaths. There are very few street trees aside from the Circle, Arthur Square and the Avenue.

Trees have been planted within the open space area at the junction of High Street and Burnett Street which will provide shade in future years.



Lees Corner where Council have installed park furniture and street trees into the open space



View from the east End of High Street showing the lack of street trees

Signs, Interpretation and Public Art



Signs and Interpretation

Visitors and at times locals, require navigational tools to help find their way around the town centre. The presence of signage in the form of street names, informational plaques, and interpretive maps, form a guide by which visitors can feel comfortable and fully immersed in the town. Whilst the street signs provide good direction, there is limited theming (part of current brand project) for the presentation of the historic and interpretation signs. Some of these signs are becoming old and will need replacing in the future. A more coherent approach to the location of signs would also be beneficial to reduce the clutter.



Mixed signage adds to the clutter of the main entry into Arthur Square

Place Making

What we sense has pervasive effects on our physical experiences and our sense of connection to spaces. The addition of furniture, wayfinding, art, and other engaging elements help stimulate our senses and ensure memories are attached to a place. Some of the place making elements in the town centre include the war memorial, Arthur Square, Circle Street, the Avenue and Willow Court, Lees Corner, outdoor cafe seating along High St. and paving pattern and material changes along High Street. There is also some public art including wall murals scattered through town.

Situation Analysis

Street Furniture and Public Facilities



Urban furniture and public amenities create a welcoming atmosphere, inviting people to relax and enjoy the sights. Well-located seating, lighting, and public facilities encourage people to linger. Use of well-designed street furniture also promotes a sense of identity that could make the experience of the New Norfolk special.

There are two public toilets located at the Circle and Arthur Square. High Street, Burnett Street and Arthur Square are well-lit by street lights but do not provide warm white light at ground level for pedestrians. There are multiple seating benches and rubbish bins along High Street and within Arthur Square. There is very little street furniture in the side streets especially along the Avenue. There are no public recycling receptacles.



Pedestrian barriers and street furniture on High Street



Arthur Square public toilets

Pedestrian Access and Safety Hazards



Pedestrian Access

Pedestrian infrastructure is essential for the exploration of the town. Most journeys are made on foot, for that is the only way to experience all the facilities and services within the town centre. To do so, there needs to be an accessible path system, clear forms of connection, wayfinding information and safe crossing points.

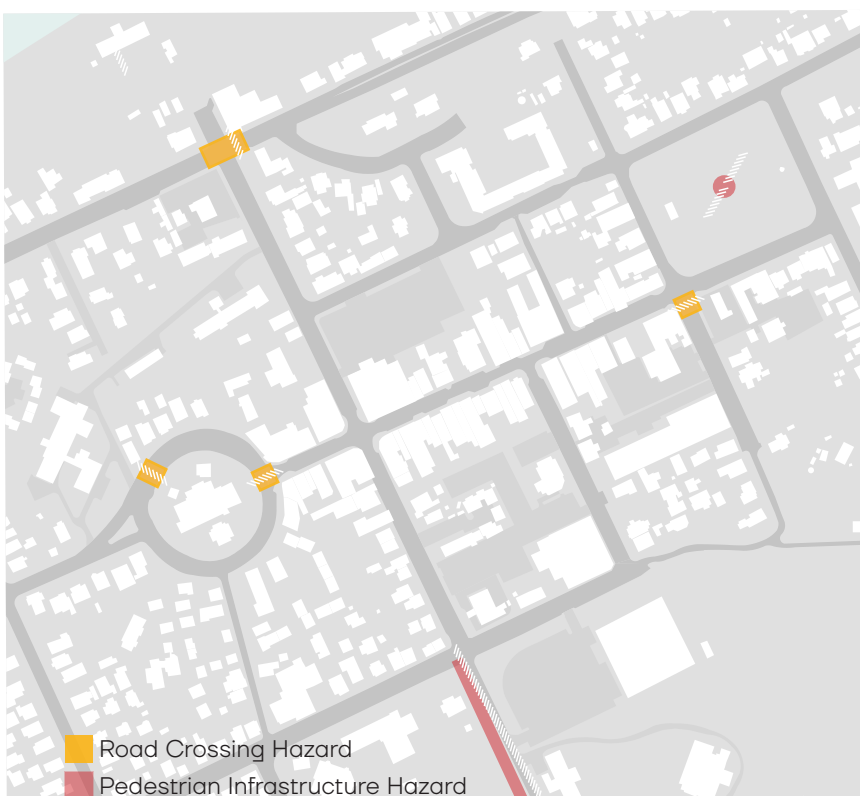
In New Norfolk, the street footpaths provide connections but there are limited direct links to the off-street car parking areas. Pedestrian islands exist along High Street and a raised street level provides a good crossing point for pedestrians. There are some wayfinding signs within the town centre.



Pedestrian Crossing on High St

Potential Safety Hazards

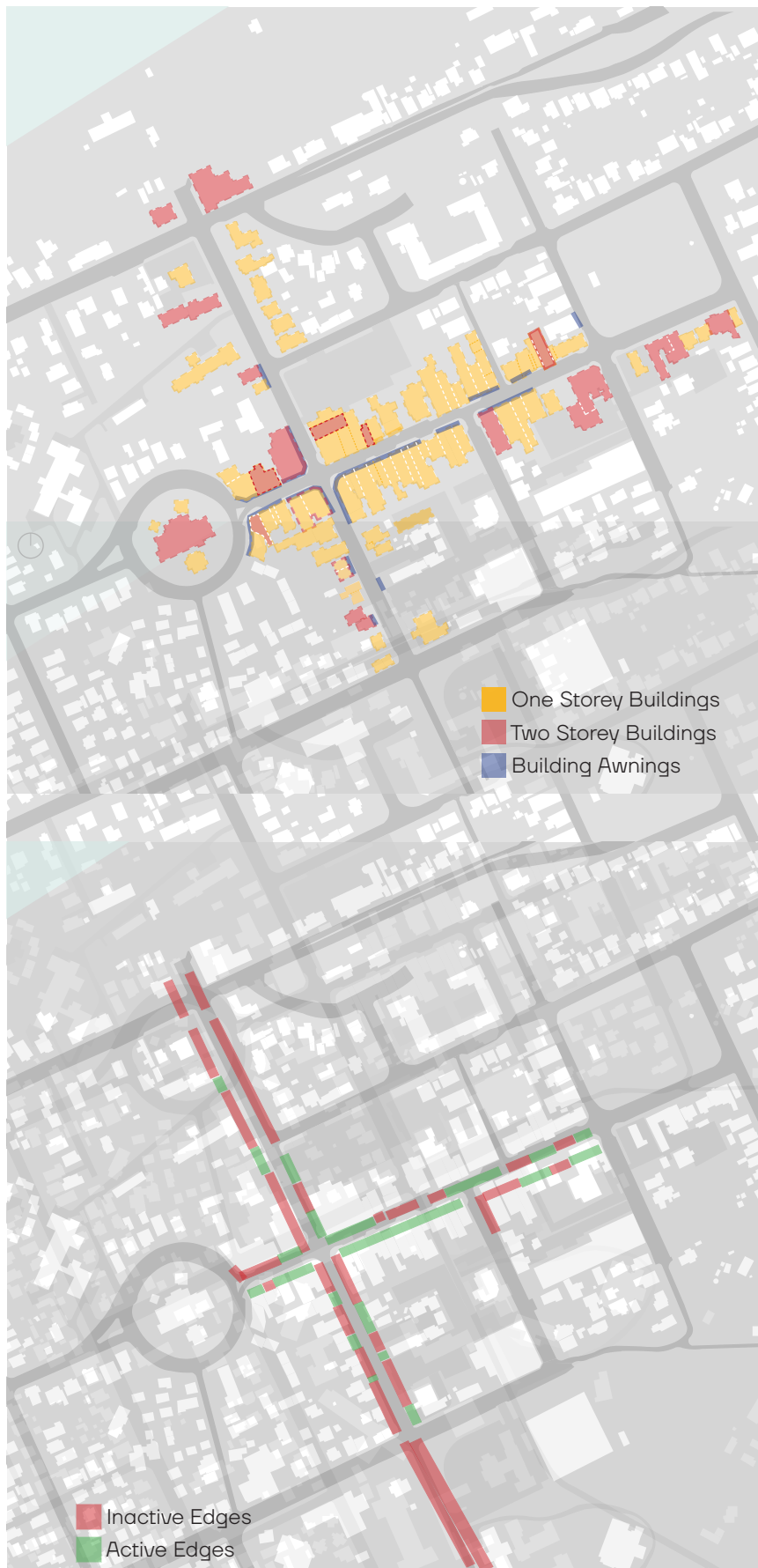
Pedestrian links to parking lots have limited activity and visibility which decreases the perceived safety for users. There are fence barriers to direct people to road crossing points in High Street. There are a few crossing points that appear unsafe for pedestrians due to vehicle speed and limited sight distance. The deep gutters along the Avenue pose hazards for pedestrians on the footpath. The hedges in Arthur Square form a possible safety concern due to obstructed views.



Hazard beside pedestrian path along the Avenue

Situation Analysis

Building Scale and Street Frontages



Building Scale

The built environment, much like the natural landscape, affects our mental and physical wellbeing. The height of buildings and the presence of covered walkways can feel intimidating or comfortable based on their scale. When the built landscape is designed for a human scale it becomes an enjoyable place to spend long periods of time.

There is a mix of building storey height along High Street but predominately single. The awnings also help to reduce the scale of the buildings at street level.



Mix of building heights on High Street

Street Frontage

Public engagement between visitors and shop fronts is important for the vitality of New Norfolk businesses. Frontages that incorporate window displays, street furniture, and interesting façade details draw people's attention into shops and down the street.

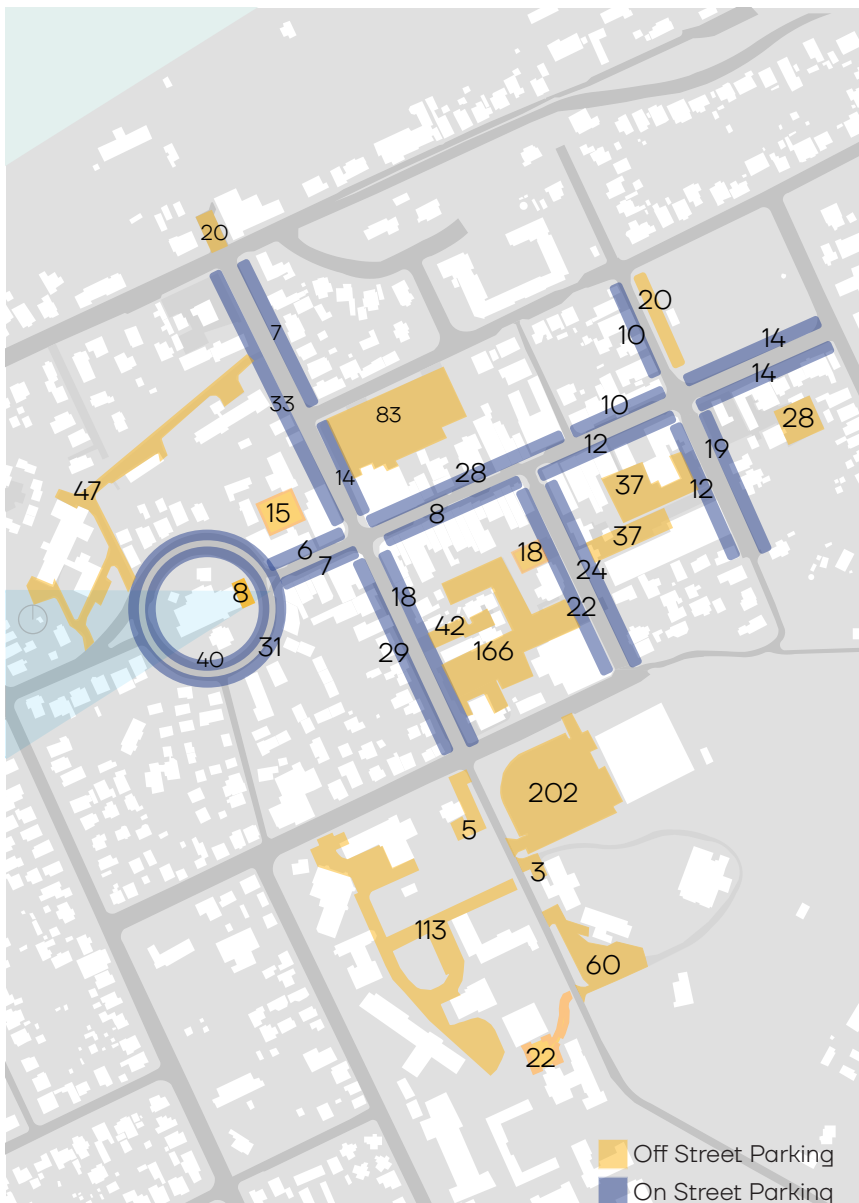
There are generally more active street frontages along High Street but many inactive street frontages on Burnett Street.



Building awnings on High Street

Situation Analysis

Vehicle Access, Parking and Active Transport



The ability to drive and find parking has historically been emphasized for the accessibility of visiting town centres. Most towns have adequate or surplus amounts of parking. By concentrating the parking close to the town centre, it encourages people to park and walk to their destination. The longer people spend on the street, the more they engage with store fronts, increasing time and spending activity within the town centre.

In new Norfolk there are currently about 1284 car parking spaces servicing the town centre. About 71% (918 spaces) are in off-street locations and the 29% (366 spaces) are on-street.

Observations indicate there is limited signage to direct people to the off-street locations and limited monitoring to enforce time limits for on-street parking.

There are no dedicated marked bike lanes or provision for bike racks within the town centre. There are 'no scooting and cycling signs' within the town centre which may be discouraging active transport.



On-street parking along High Street



Off-street parking at Arthur Square

Situation Analysis

Land Ownership



Council has ownership of three larger land parcels in the town centre - the Circle with Council offices and community facilities, Arthur Square and the Laskeys car parking area off Pioneer Avenue. Council also owns the land parcels that include the Esplanade and major facilities such as the caravan park, aquatic centre and sections of Willow Court.

The Commonwealth own one property - the Post Office site in High Street which has access through to Laskeys car park. The State Government have ownership of various land parcels including sites used for by the District Hospital and Community Health Centre, Derwent Valley Medical Centre, Ambulance Station, New Norfolk Primary School, Police Station and State Library.

The majority of the land is private freehold to which the development control provisions of the planning scheme help to guide land use development.



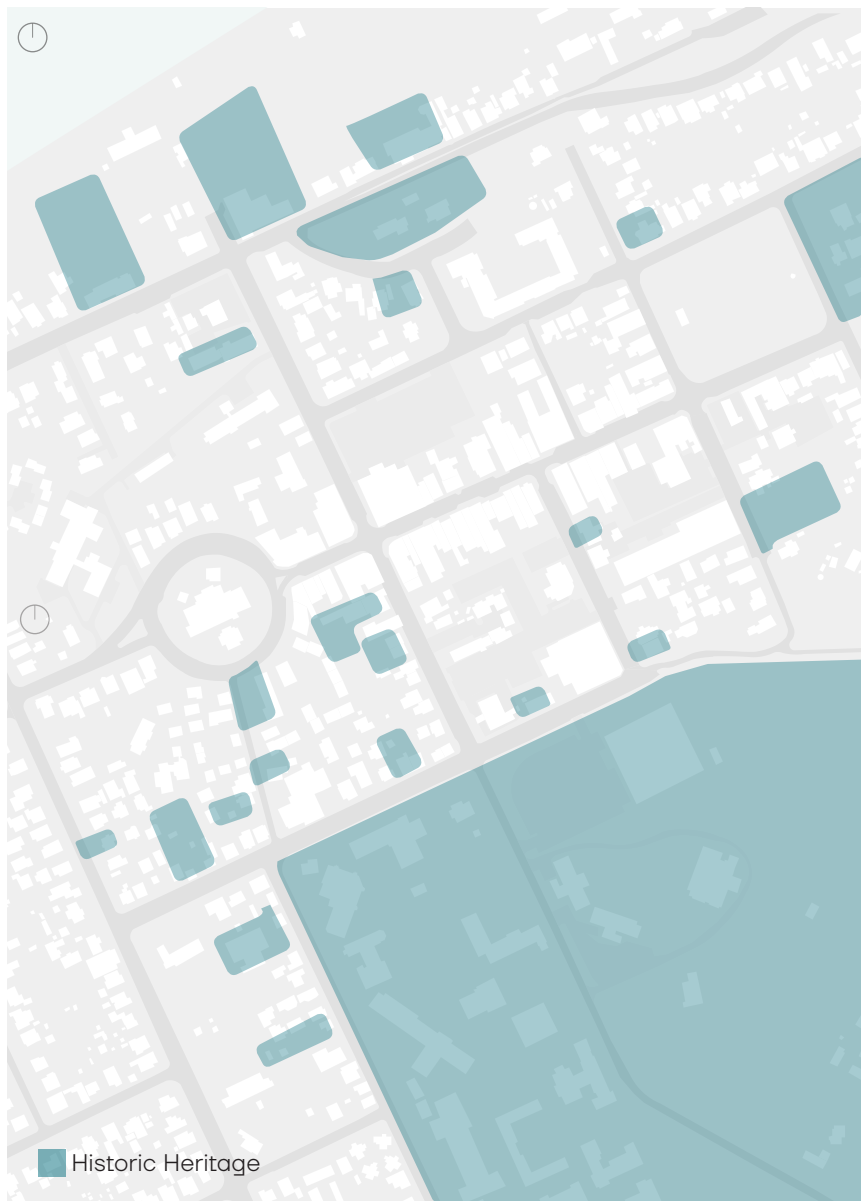
Council owned land at the Circle including Council offices and community/social facilities



Majority of land along High Street is private freehold except for the Post Office

Situation Analysis

Heritage Areas/Precincts



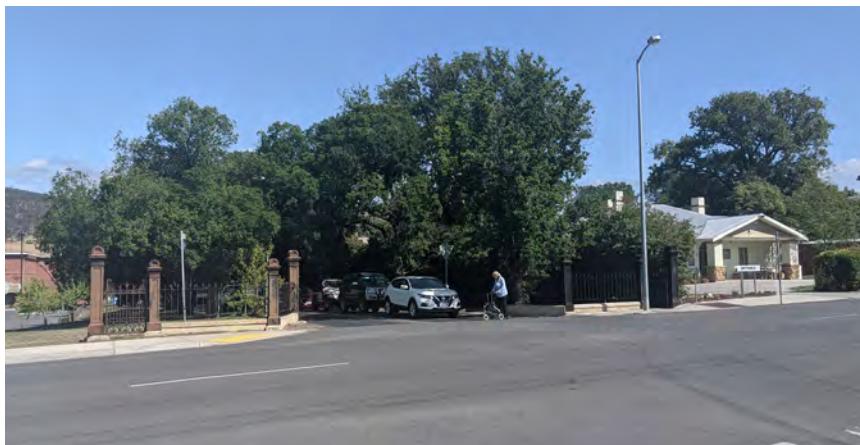
New Norfolk is a recognised historic town within Tasmania that attracts growing numbers of visitors that support the local tourism industry. Its range of quality antique shops has become a major attraction for local visitors in recent years.

The map shows the location of historic areas/precincts within close proximity to the town centre. These precincts include Willow Court, Arthur Square and the Esplanade/Montagu Street.

The Willow Court former hospital complex, incorporating the Barracks and Bronte precinct, is a site with a potent mix of architecture, stories, myth, memory, history, social attitudes, and multiple layers of meaning.

Arthur Square adds considerably to the character and identity of New Norfolk, with the St Matthews Church, Sunday School and Rectory and other heritage listed buildings being a major element on Bathurst Street. The Square is used for a range of community activities.

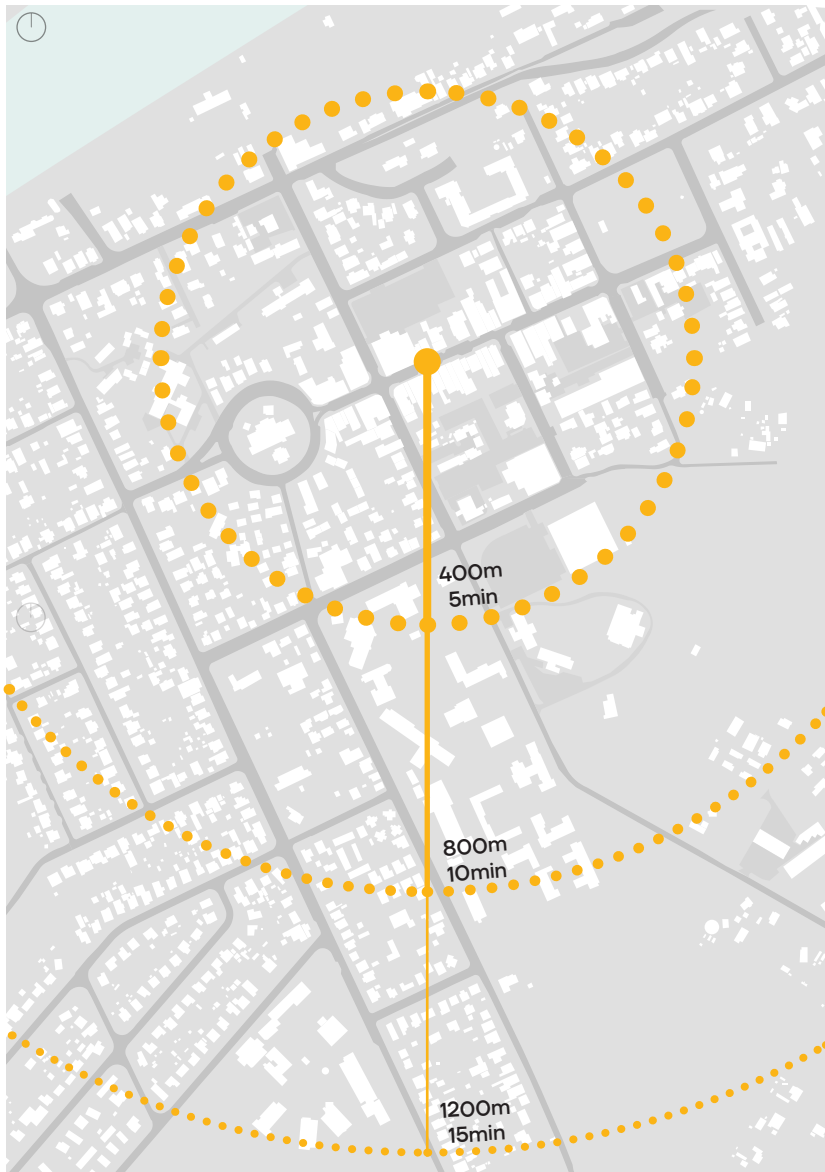
The Esplanade/Montague Street precinct is located on the western shore of the River Derwent. It provides open space and access to the river that has been actively used for a range of community recreation and event activities since the development of the town. Situated along Montagu Street are a number of historic houses, inns and a mix of impressive Georgian/Victorian and early 20th Century buildings which reflect the early development of the town.



Entrance to the Avenue and the historic precinct of Willow Court

Situation Analysis

Walking Distances



It is important to look at the physical setting, the historic means of access to the place and the linkages to the surrounding residential areas and nearby civic features to best understand the scope for walking to and from the town centre.

The town centre largely sits on a plateau with the land falling away to the Derwent River in the north and to Lachlan River to the south. Historically most local people within the town would have walked or ridden bikes to the town centre. Private vehicles made access possible to most people where-ever they lived or as visitors passing by. The growth of popularity in using e-bikes effectively means that the distance for active transport can be extended considerably despite the undulating landscape away from the town centre.

The map shows the potential for achieving connectivity of the town centre when looking at walking distances (400m or roughly 5 min through to 1200m or roughly 15 min). It shows that the majority of the other town precincts and key community facilities can be easily reached by a short walking distance and time from the town centre.



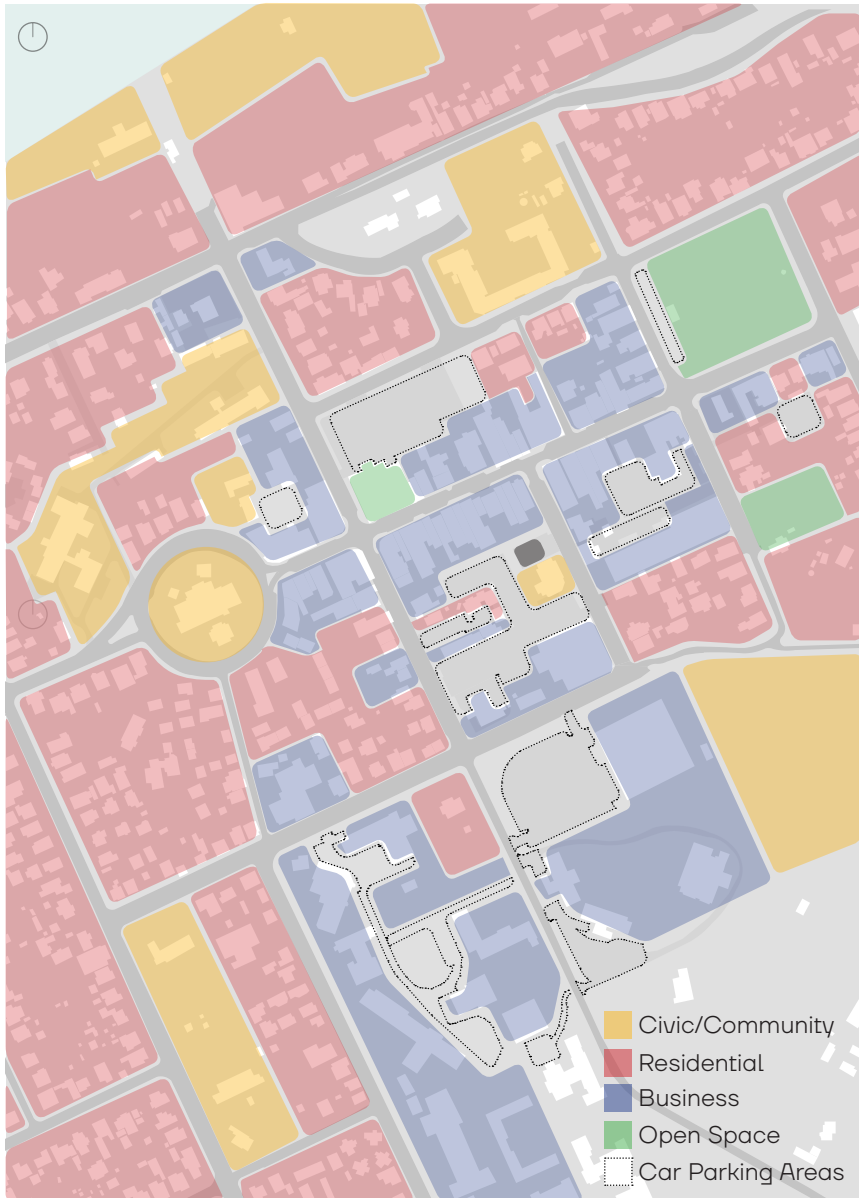
The town centre is very walkable with well-defined footpaths and safe pedestrian crossing points



In a few locations there are constructed paths for pedestrians to reach off-road car parking areas

Situation Analysis

Land Use



The land use map shows the mix of land use in and around the town centre. Business uses dominate High Street and the Avenue along with the side streets such as Burnett Street and Charles Street.

Pockets of residential use remains within the town centre along Burnett Street, Pioneer Avenue, Stephen Street and the Circle.

Civic /community uses include Council Offices, public hall, community hospital, primary school, medical centre, police station and the library.

The key open space areas are Arthurs Square, Lees Corner and the small park (old cemetery) located on Stephens Street. The landscape setting around the buildings within the Circle also contributes to the sense of open space and amenity in the town centre.

Considerable land is currently available and being used for off-street car parking.



2.3 KEY ISSUES FOR THE TOWN CENTRE

The key issues were that the town centre:

suffers from a long history of dis-integration and dis-function as a result of not having an agreed strategic planning framework and having very limited resources to implement the recommended actions from past urban design reports;

lacks the soul of a great centre that has the capacity to invite people in by providing a network of vibrant public spaces that are well-designed, comfortable, protected and enjoyable through enhancement of the public spaces;

is dominated by vehicles and parking with only limited infrastructure to make the streets pedestrian friendly and to enhance walking and active transport links;

suffers from a limited range of retail options (as compared with the diversity of regional shopping centres) and has numerous vacant buildings and unactivated windows and openings that discourage engagement of internal spaces with the street;

is primarily daytime focused and based around commercial activities that do not enliven the town centre in the nighttime;

lacks a mix of public space and shade trees that contribute towards the overall amenity; and

is not well connected to other town precincts.

2.4 FUTURE DIRECTIONS

What will make the critical differences for the town centre?

There are inherent values and an existing infrastructure that can be built upon to create a more active town centre. A more active centre is good for business and the community.

Investment in the property market in the town centre is struggling. However, there is a role for government (State and local) to utilise land assets and to leverage private investment towards higher density, mixed-use development and upgrading the public realm. A mix of uses including increased residential density helps enliven the centre and make it active day and night. Mixed-use development helps to create jobs and increase the population where it is needed – near the town centre.

There is a role for Council and State Government to ensure the planning system enables the changes that are needed to allow appropriate development and to concentrate it within walking distance of the town centre.

There is a significant role for Council to play in making improvements to the public realm in support of greater retail activity and vibrant places. Aesthetics matters – people’s positive image of a place as safe, beautiful and active correlates with their willingness to come, stay and spend.

There is a need to limit the impact of cars within the town centre and to encourage attractive links to High Street. Every journey begins and ends with walking. A safe, attractive walk invites people to return and stay longer. Rents, property values and visitor spend rise with increased pedestrian numbers. Often land devoted to car parking can become more highly valued for other development.

Table 2 lists a range of key aspects/issues for review when preparing the concept urban design plans for the town centre and precincts. These aspects/issues were also identified by Council staff. They are indicative only and other aspects/issues will be explored through the preparation of the urban design concept plans.

Location	Key Aspects/Issues
Town Centre including High Street, the Circle and Burnett Street	<p>Review of a range of urban design elements to help enhance and activate the town centre and in particular High Street over time e.g. traffic movements, pedestrian crossing points, parking arrangements, lighting, pavement surfaces and widths, street trees, street furniture, wayfinding information, laneway connections etc.</p> <p>Master planning for the enhancing the future use and amenity of Arthur Square whilst ensuring future use is consistent with community expectations</p> <p>Improving connectivity to other town Precincts</p>
Willow Court Precinct	<p>Staged development and use of the precinct buildings and spaces to enhance and respect the heritage/cultural values</p> <p>Review of vehicle parking, safe and convenient pedestrian movement</p> <p>Review the need for street furniture</p> <p>Access and connections to the town centre</p>
Esplanade Precinct	<p>Staging of works that give priority to improving the accessibility and connectivity for the town and other precincts e.g. walkway to Burnett Street</p> <p>Continued implementation of the Esplanade Master Plan</p> <p>Upgrading signs and information to foster access and connection</p>
Tynwald Park Precinct	<p>Staging of works that give priority to improving the accessibility and connectivity for the town and other precincts e.g. Lachlan Creek footpath to Willow Court Precinct and the town centre, foreshore track to the Esplanade (PWS land)</p> <p>Continued management and maintenance of the multi-use Regional Park and facilities</p> <p>Upgrading signs and information to foster access and connection</p>
Sport and Community Precinct	<p>Improve the overall amenity of the landscape setting and facilities</p> <p>Improve linkage to and within the precinct</p> <p>Improve signage</p> <p>Future development opportunities for sporting, recreation, open space and community use</p>

Table 2.2 Key Aspects/Issues for Town Centre and Precincts

SECTION 3

VISION AND GUIDING PRINCIPLES

3.1 VISION

The *New Norfolk Spatial Plan 2006* established a vision to:

integrate the Esplanade, High Street and Willow Court into a unified whole through improved linkages between the precincts;

improve public access to the Esplanade precinct, by providing obvious and safe pedestrian and vehicular entry points;

consolidate facilities within the Esplanade to activate under-utilised areas and encourage higher regional use of the precinct as a recreational area;

improve public access to and use of the river front as a recreational and social hub for community events;

provide options for the revitalisation of High Street, to create a sense of vibrancy, and to reinforce its role as the focus for daily use in the town, and;

improve traffic conditions and infrastructure within High Street to enhance its viability as a commercial centre.

Our Valley Strategic Plan 2030 provides an overall vision for the Derwent Valley municipality:

Working together, the Derwent Valley will become known for the beauty of its preserved natural environment and the produce and lifestyle it provides for a prosperous and proud community. The Valley will be inviting for visitors, investors and families alike, while remaining very much local as growth is balanced against preserving what is special about what we have already. We celebrate our history and our successes as we unite to deliver a sustainable future for the next generation.

This vision was under-pinned by three themes – Natural, Inviting and Local.

The following vision statement has been prepared for this project, building upon the essence of the above two vision statements:

The New Norfolk town centre will become an attractive, vibrant, safe and engaging place where people visit, are immersed in the lifestyle of the community, do business, shop and work. High Street will be an activated place strongly connected to other precincts within the town.

To achieve this vision, Council will foster collaboration with local businesses and the community to achieve improved infrastructure, facilities and public spaces.

3.2 GUIDING PRINCIPLES

Four guiding principles have been adopted to support the vision for the town centre. Table 3.1 shows the guiding principles and a range of key urban planning and design elements that support them.

Guiding Principle	Key Elements
Make it a people place	<ul style="list-style-type: none"> • Give priority to people not cars • Design attractive, all year-round open spaces • Make playful and energetic spaces • Create leafy shade • Make streets safe, comfortable and inviting • Stimulate the senses • Respect the local culture • Interpret the story of the place • Install wayfinding • Inject arts and arts activities • Make it safe and secure • Walking, walking, walking
Make it active – day and night	<ul style="list-style-type: none"> • Light the night • Encourage and outdoor culture • Create spaces to host events and activities • Support spontaneous activity • Provide a program of activation opportunities
Make strong connections	<ul style="list-style-type: none"> • Enliven the links to other places • Remove barriers to access and activity • Foster alternative transport • Identify the gateways to other town precincts
Make it work for local businesses	<ul style="list-style-type: none"> • Excite the imagination • Diversify street edges, activate the street • Encourage people to live in the town • Stimulate mixed-use development

Table 3.1 Guiding Principles and Key Elements

The following pages provide an outline description of these guiding principles and how the elements are important to activating the town centre.

PRINCIPLE 1

Make it a people place

Give priority to people, not cars



In modern times, transport has come to mean motorised vehicles with road infrastructure favoured over all other transport. More streets are being returned to people and path networks are being made generous and inviting. Vehicle speeds are being reduced in and around town centres. As they say, "every journey begins and ends on foot" - a journey that should be safe, pleasant, convenient and rewarding.

Design attractive, all year-round open spaces



Australians love an outdoor lifestyle. Increasingly they have travelled the world where they have experienced active, attractively designed town centres and want the same in their daily life here at home. Quality design of the public space and the interface with the street adds to the user's experience of the place as well as value to adjacent property.

Create leafy shade



The values of green space and trees are well recognised. Trees deliver ecosystem services, are good for our mental and physical health, have social and economic benefits, address 21st C concerns about climate change, are beautiful and they provide shade! All good reasons to add more of them to the town centre and street landscape.

See the town centre as a stage



It is important that the town centre provide the opportunity for an event to happen - whether it is in the open spaces or closure of streets at times. How and where it will occur is unpredictable, but we do know that well located infrastructure is a spur to activation in any of its forms. After all, we've been told that "all the world's a stage".

Make playful and energetic



Parents and carers want to be in a lively place but need facilities that are safe and inviting. Traders recognise that activity and playful spaces bring locals and visitors to the town and increasingly attracts expenditure. Provision of formal play opportunities and encouragement of informal use of urban space for play will add needed life to the town centre.

Make streets safe, comfortable and inviting



Places to sit are welcoming, inviting people to stop and take in the sights. Well-located seats and informal sitting opportunities such as steps and ledges, create choice and encourage visitors to linger. Use of well designed street furniture also promotes a sense identity that will make the experience of the town centre special.

PRINCIPLE 1

Make it a people place

Stimulate the senses



What we sense has pervasive effects on our physical well-being. Colour, scent, texture, sounds and the sense of movement all add depth to our aesthetic appreciation and experience of a place. We need to bring the sensory as well as the physical world within reach along High Street and side streets.

Interpret the story of the place



Remnants and stories of the past are important parts of the layered history that is the town – they are memories that underpin the identity of the place. The public realm should nurture, expose and interpret this layered history as part of the contemporary life of New Norfolk and the Derwent Valley.

Install wayfinding



Wayfinding systems make places legible and enhance the visitor's experience increasing their confidence, and encouraging exploration. It maximises the experience of what is ahead and invites them to stay longer and support businesses along the way. Consistent and recognizable graphics and placement ensure a system is comprehensive and appears neither fragmented nor piecemeal.

Inject Art and Arts Activities



Public art speaks to the culture of a place, adds to its beauty, tells its story and enlivens it through colour and motion. Carefully chosen and well-placed, contemporary artworks, by regarded artists can turn the town centre into a gallery, add an element of surprise and engage people in the experience of it as participants, not just as passers-by.

Make it safe and secure



Public space is a critical ingredient of a liveable town. Great public spaces feel safe. They are secure, inviting, universally accessible, inclusive and intergenerational. When safe spaces are created activity increases and vice versa. When spaces are activated with happy, well-intentioned people they become safe by design.

Walking, walking, walking



Walkable cities and towns are in demand, favoured and sought out by the young, old and educated. Paths should be wide and free of obstacles, street corners generous and signalisation at intersections should favour pedestrians. In the end, all people who journey to the town centre will need to walk somewhere. Walking should be a joy.

PRINCIPLE 2

Make it active – day and night

Light the night



Good night lighting promotes a sense of security and street light fixtures should shield and direct light where it is needed, providing warm white light and energy efficiency as well as improved safety for pedestrians. Consideration needs to be given to reducing light pollution and the growing desire to have dark sky friendly spaces.

Encourage an outdoor culture



People are increasingly feeling trapped indoors or in their car by their work and lifestyle and they want out! Fresh air and exercise are good reasons to be using open spaces and paths. The town centre would benefit from having links to spaces that are inviting, safe and easily accessible.

Create spaces to host events and activities



Comfortable places to sit and stop, good path networks, food and active promotion and programming of the town centre will all draw people to be there. Greatest use will occur where there are a variety of spatial sizes and types. While some spaces might be fixed, others should be open and unencumbered to allow for spontaneous activation.

Support spontaneous activity



A wise landscape architect once said, that his profession “creates the opportunities for events to happen”. While designers can imagine how some spaces will be used, others will creatively respond to a situation in unimaginable, yet positive ways. We need to be open to these events and treasure them as they add to the experience of daily life.

Provide a program of activation opportunities



The open spaces needs to be well programmed by Council, businesses and the local community to host a full calendar of events, festivals and uses of varying scales and durations. Uses like outdoor fitness training enhance daily life, while special events can draw people from near and far. Importantly, a steady program of activity needs to occur if residents and visitors are to regularly visit the town centre.

PRINCIPLE 3

Make strong connections

Foster alternative transport



More and more people are using bikes for active transport and recreational use. The growth of ebikes provides the capacity to ride from further out and deal with undulating topography. The town centre is a destination for many so better and safer conditions for bike riding will encourage access to the town centre. More bicycles, means fewer cars and fewer car parks. People will be healthier, the streets quieter, the pace slower and the air cleaner.

Remove barriers to access and activity



Car parking, roads, fences and planter beds can all be barriers to safe pedestrian movement. Access to the town centre is enhanced when spaces are permeable and there are direct, safe, easy and frequent access points. Redesigning vehicle access and providing greater permeability open up public spaces. It also encourages people out of their cars by making local trips and daily tasks on foot easier and more pleasant.

Identify the gateways to other town precincts



Gateways mark the difference between travel and arrival and define the inside and outside of a precinct. Well-defined and recognisable gateways that suggest the story of the place are the starting point for exploration of a precinct. They can be simple (a change of lighting or paving) or complex (artworks or arches) but importantly they must be distinctive and relevant to the place.

Enliven the links to the town centre



Permeable edges enable multiple patterns of movement. Flexibility and variety of opportunity expand the experience of the town centre with better connectivity to facilities, parking and public spaces. Massive building frontages and dead end paths should be avoided. Instead, a punctuated building pattern and inter-connected network of footpaths should be encouraged.

PRINCIPLE 4

Make it work for local businesses

Excite the imagination



Sometimes simple things spark the imagination. One tiny do-it-yourself parklet in San Francisco in 2005 stoked the imagination of people world wide and is now celebrated annually in over 900 cities. The community needs to be open to, support and facilitate out-of-the-box activation ideas when they arise.

Encourage people live close to the town centre



Success in activating town centres lies in getting more people living within walking distance (800m) and in those people using it as an extension of their home. This is realised by intensifying residential living opportunities close to town centres where people can walk to shops, arrange services, enjoy its open spaces and eat in its multiple food outlets.

Diversify street edges, activate the street



Homogeneous building façades dampen opportunities for use and enjoyment. Meandering building edges create space for people to step off the path, sit or stand and observe life. Nooks and crannies in building edges are also open to imaginative uses. Some will be sunny and quiet, some open and exposed. Importantly, they will be occupied and active.

Stimulate mixed-use development



Mixed-use development blends cultural and residential life to create a lived in and worked in town. Mixed-use development will bring housing variety to the market, benefits to residents and more passing trade for business as people walk to work and go about their daily lives. Mixed use-development also supports an ageing population looking to retire and move to New Norfolk.

SECTION 4

CONCEPT DESIGN PLANS

4.1 INTRODUCTION

Map 4.1 shows the extent of the concept design plans prepared for the town centre of New Norfolk. The concept design plans cover:

Arthur Square (Map 4.2);

High Street - The Circle (Map 4.3 - 4.4); and

Burnett Street – The Avenue (Map 4.5 – 4.7).

The context, key issues and presentation of the concept design plans follow.

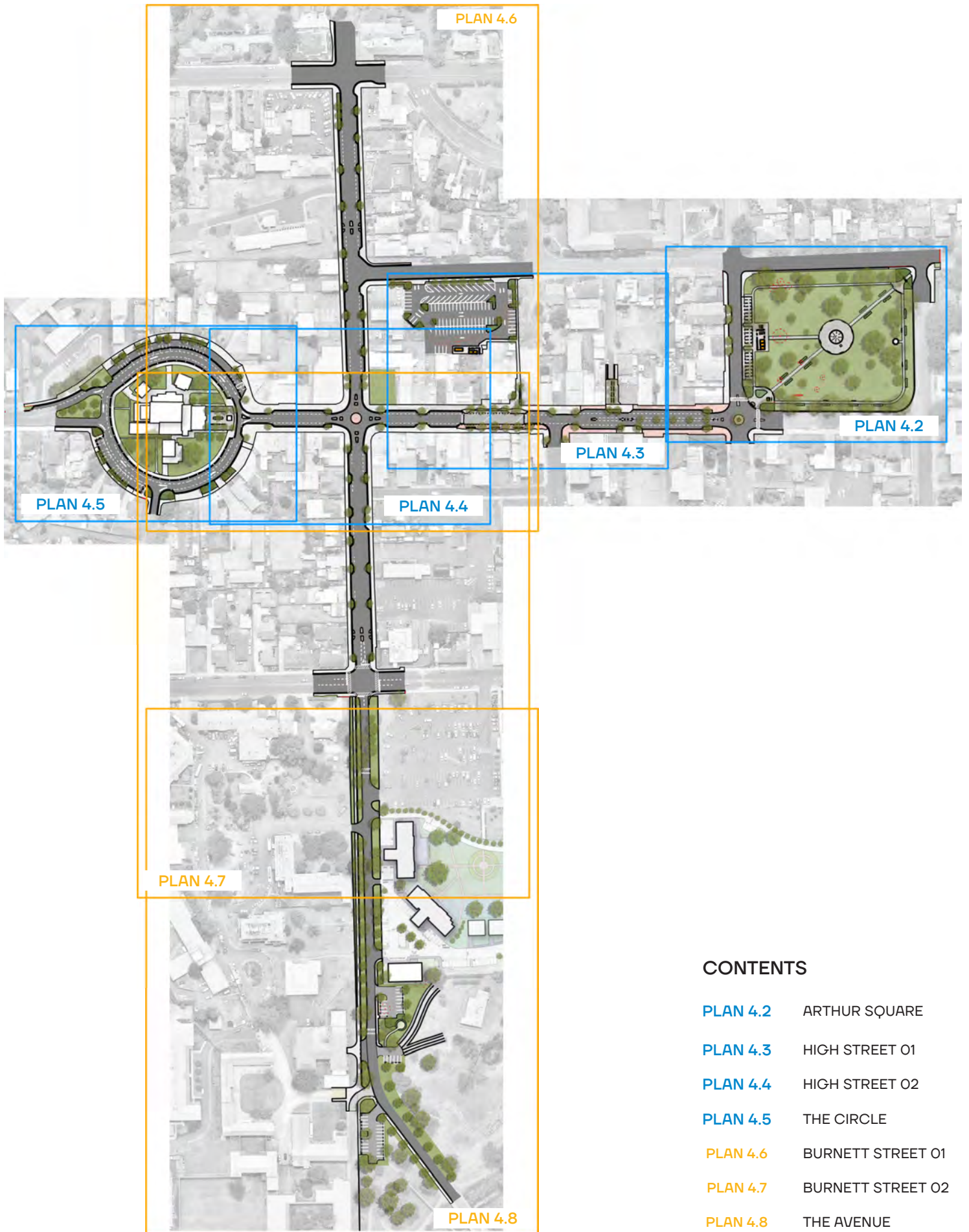
4.2 ARTHUR SQUARE CONCEPT DESIGN PLAN

4.2.1 Context

Arthur Square became known to locals as the ‘village green’ in the early 1800’s and was used for sporting activities including football training, cricket, school sports days and other activities. The annual Anzac and Empire Day celebrations were also conducted at the Square. Prior to World War II the green was fenced, contained a cricket pitch, grandstand, Boer war memorial and was a regular playground space for the New Norfolk State Primary School. The building of the Drill Hall in Stephen Street was used for army training with Arthur Square as its parade ground.

During the late 1930’s the Council decided to beautify the Square into a ‘garden park’ with the relocation of cricket and other activities to other locations within the town. The intention was to encourage a greater sense of civic pride in the town.

Major beautification works were undertaken as part of the celebration of the 150th anniversary of the founding of Tasmania in 1953. An early sketch plan indicates this work may have included the construction of the fountain, pedestrian paths, parking spaces, ornamental flower beds, and the widespread planting of both native and ornamental trees (similar to a small scale Botanical Garden). The plan shows six



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PLAN 4.2	ARTHUR SQUARE
PLAN 4.3	HIGH STREET O1
PLAN 4.4	HIGH STREET O2
PLAN 4.5	THE CIRCLE
PLAN 4.6	BURNETT STREET O1
PLAN 4.7	BURNETT STREET O2
PLAN 4.8	THE AVENUE

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Plan 4.1 Overview | Draft For Review

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inspiring
place



Date 4 / 08 / 2020
Scale NTS

larger Tasmanian Blue gums around the perimeter of the Square (other than Pioneer Avenue) were likely planted earlier.

The archway on the north east corner of Arthur Square was designed and built by teachers and students of New Norfolk High School to commemorate the Centenary of Federation in Australia in 1988.

Previous plans for High Street¹⁴ have not focussed on Arthur Square but have made comments reflecting the need to improve pedestrian access at the High Street – Stephen Street intersection, improve parking arrangements, provide edge treatments within the park, and general upgrading of the landscape and furniture.

The *Draft Recreation, Play and Open Space Strategy* recommended that Council prepare a master plan and management plan for Arthur Square with consideration as a passive open space with ornamental gardens, seating, paths and space for activities.

Arthur Square remains a much-loved space within the town with some people referring to it as an attractive open space with historic values associated with a wider precinct including heritage properties on Stephen Street and Bathurst Street. It has been a large public space used for a range of informal and formal community events. The small pagoda near Bathurst Street is a popular location for wedding photographs, especially with St Mathews Church located across the street. For some visitors arriving on Pioneer Avenue, it provides an attractive gateway or entry to the town centre.

There are a number of positive features about Arthur Square including its proximity to the town centre, size and the many larger tree plantings which provide an attractive park setting.

The development of new quality retail services on Stephens Street – antiques, designer homeware, bookshop/café have created a good attraction for visitors and locals at the edge of Arthur Square. There is funding to build and locate a bronze statue within Arthur Square to celebrate Peter Hudson, the town's Australian Rules Hall of Fame Legend and Tasmanian Football Hall of Fame Icon.

¹⁴ The plans included the *High Street Upgrade 1984*, *Revitalisation of High Street 1997* and *New Norfolk Spatial Plan 2006*.

4.2.2 Key Issues

Arthur Square has evolved without having a clear vision and its potential as an attractive open space with historic connections has yet to be fully realised. As a consequence, there has generally been ad hoc development of the park without the benefit of an overall master plan to guide decisions about design, placement and ongoing management of the infrastructure and facilities.

Key issues with the existing layout, condition of facilities and use of Arthur Square include:

lack consistency in the design style for infrastructure and furniture within Arthur Square;

lack of a strong or celebrated entrance inviting people to Arthur Square from High Street;

narrow paths which limit safe and comfortable use by pedestrians and other users;

absence of internal paths (other than the diagonal access from High Street to Bathurst Street) to foster access and use all parts of the Square;

the public toilets reaching their asset life within 2-3 years and requiring major upgrading to better meet the expectations of users and visitors;

the car parking layout is no longer efficient and functional since the relocation of bus parking to Laskey's Car Park;

the central fountain is poorly designed and no longer in use given damage and high costs to repair and operate;

some trees are in poor condition requiring removal and there is no strategy for succession;

the park furniture (e.g. tables, seats, bins) is not well located to suit the needs of users and visitors;

there are no recycle bins;

there are poorly designed features that no longer serve a useful purpose and create ongoing maintenance costs e.g. memorial wall;

there is limited interpretation of the Arthur Square story; and

the need to remove accessibility barriers (especially around the car park) and improve the safety for pedestrians crossing Stephen Street to reach Arthur Square.

4.2.3 Concept Design

Map 4.2 provides a concept plan for Arthur Square. The key features that relate to the Guiding Principles (as set out in Section 3.2) are:

MAKE STRONG CONNECTIONS

Widen the main concrete path to 2.4m to improve shared use with new lighting along the main path and central water feature.

Construct new concrete paths to 1.8m width to formalize pedestrian access within and around the perimeter of the Square.

Remove the redundant bus layby area and redesign the car parking layout to improve capacity, efficiency and safety. This includes removing existing road barriers and construction of pedestrian paths.

New concrete path linking the public space from the toilets to the central water feature and through to the proposed new rotunda.

Upgrade the northern entry but retain the gateway art structure built by teachers and students of New Norfolk High School to commemorate the Centenary of Federation in Australia.

Widen the curb to improve safety for pedestrians (including school children from nearby school) to cross Stephen Street to Arthur Square (two locations as shown on Map 4.2).

MAKE IT A PEOPLE PLACE

Major upgrade to the entry space into Arthur Square with exposed aggregate concrete, seating benches and garden beds.

Remove existing hedges and create a large plaza space with seating and lighting.

Remove the existing fountain and replace with a water play feature that will become a major attraction for visiting the Square.

Remove the existing toilet block and construct a new building with two uni-sex ambulant toilets and one unisex toilet (wheelchair access toilet) with outside washbasins.

Integrate the toilets with a shelter structure with picnic tables.

Install a larger rotunda to help service community use for events, weddings (especially photographs) and funerals. Either retain the small rotunda or relocate it back to the original site at Willow Court.

Consolidate ornamental flower beds along the main path and progressively remove from the perimeter to rationalise maintenance requirements.

MAKE IT ACTIVE – DAY AND NIGHT

Install the Peter Hudson statue and interpretation panels. This will be another major attraction for drawing visitors to Arthur Square from High Street.


Upgrade lighting along the main pedestrian path

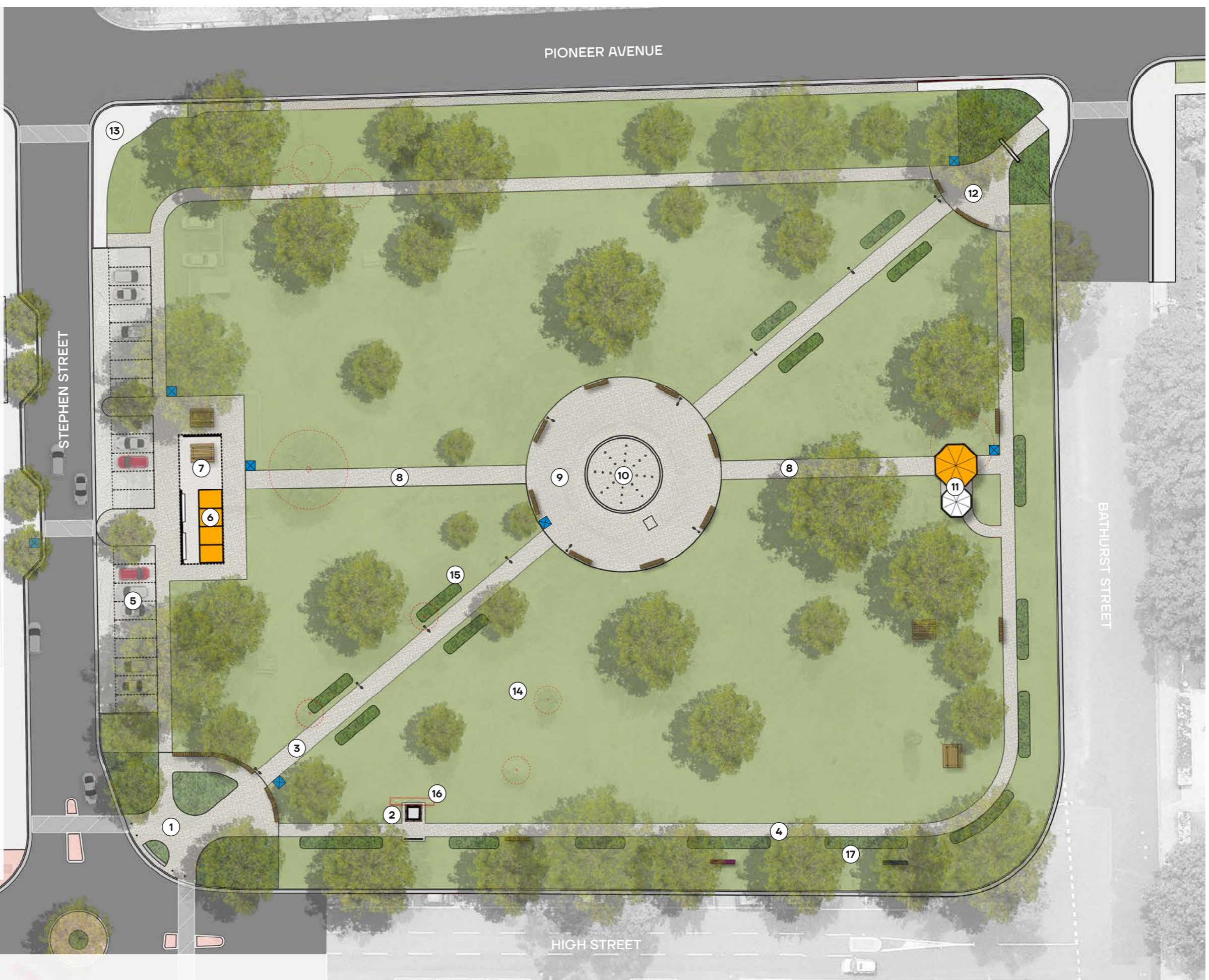
Commission an arborist report into the condition of existing trees with a view to removing some trees in poor condition to create more open space for recreational use and community activities.

MAKE IT WORK FOR LOCAL BUSINESSES

The upgrading of Arthur Square will help activate the park as a place to visit, use and enjoy. This will encourage visitors to stay longer and consequently spend more on the High Street businesses during their visit time. It is expected that the Peter Hudson statue will attract considerable local and visitor interest.

Key:

- 1 Major upgrade to the entry space into Arthur Square with exposed aggregate concrete, seating benches and garden beds.
 - 2 Proposed location for the Peter Hudson statue and interpretation panels as part of a future walk of Achievers along the path.
 - 3 Widen the main concrete path to 2.4m to improve shared use with new lighting along the path.
 - 4 Construct new concrete paths to 1.8m width to formalize pedestrian access within and around the perimeter of the Square
 - 5 Remove the redundant bus layby area and redesign the car parking layout to improve capacity, efficiency and safety. This includes removing existing road barriers and construction of pedestrian paths.
 - 6 Remove the existing toilet block and construct a new building with male and female toilets, one uni-sex toilet (wheelchair access) and parent room with outside washbasins. Record the art work on walls before demolition of old toilet block.
 - 7 Integrate the toilets with a shelter structure and picnic tables.
 - 8 New concrete path to the central water feature and public space.
 - 9 Remove existing hedges and create a large plaza space with seating and lighting.
 - 10 Remove the existing fountain and replace with a water play feature.
 - 11 Upgrade existing pagola and construct new rotunda to support community use e.g. photographs during weddings.
 - 12 Upgrade entry but retain the gateway art structure built by teachers and students of New Norfolk High School to commemorate the Centenary of Federation in Australia.
 - 13 Widen the curb to improve safety for pedestrians (including school children from nearby school) to cross Stephen Street to Arthur Square.
 - 14 Commission an arborist report into the condition of existing trees with a view to removing some trees in poor condition to create more open space for recreational use and community activities.
 - 15 Consolidate ornamental flower beds along the main path with progressive removal of perimeter plantings to rationalise maintenance.
 - 16 Remove brick block wall with memory plaques to be relocated to the Esplanade.
 - 17 Retain garden beds in memorial to cancer and suicide loss.
-  Potential location for rubbish and recycling bins



High Street Concept Design Plan

Plan 4.2 Arthur Square | Draft For Review

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 Scale 1:250 @ A1
 1:500 @ A3

4.3 HIGH STREET – THE CIRCLE CONCEPT DESIGN PLAN

4.3.1 Context

As indicated in Section 2.1 there have several master plan reports that have been prepared for High Street which have led to some of the existing infrastructure, traffic management and amenity improvements at different times over the last 30 years. There are a number of common views expressed about High Street that have been presented in the past plans, those being:

- upgrading the look and feel of High Street with widening and paving of footpaths, installing street trees, providing more seating, improving street and pedestrian level lighting, installing heritage interpretation and rubbish bins;

- investigating options for reducing traffic speed and increasing the safety of the Burnett Street/High Street intersection;

- installing a raised pavement near the Post Office to slow traffic and improve pedestrian safety;

- developing pedestrian connection between car parking areas including Laskey's Car Park to High Street;

- providing public toilets at Laskey's Car Park;

- ensuring well-maintained public areas and facilities;

- improving access for people with mobility disabilities;

- addressing the vehicle speed and parking arrangements around the Circle;

- upgrading the entry, safety and amenity of the entry to Council Offices including reduced road width, extension of footpaths and identifying safe pedestrian crossing points; and

- developing a unified character and achieving a reduced road space to slow traffic movement on The Circle.

Similarly community feedback to past reports has generally indicated the desire for:

- reduced traffic speed on High Street and The Circle;

- ideas for a mall between Charles Street and Burnett Street;

making High Street more accessible for people with mobility difficulties;

revitalizing High Street with new seating., appropriate street trees and completion of the footpath pavement upgrades;

adopting a street theme to unify the character of High Street;

locating public toilets at Laskey's Car Park; and

having designated taxi spaces on High Street.

Previous High Street urban design improvements have created a good framework for further upgrading the street environment. These improvements include:

the positioning of the larger car parking areas off High Street with reasonably good pedestrian walkways to High Street;

relocating the bus terminal from Arthur Square to Laskey's Car Park;

utilizing the former Banjos shop site as a public open space;

installing of round-a-bouts at the main intersections of High Street with Burnett Street and Stephen Street to assist with local traffic calming;

bulging of the pavement at street corners to facilitate safer pedestrian crossings;

having well-designated pedestrian crossing points along most of High Street;

raising of the road pavement opposite the Post Office to help slow traffic speeds and improving the safety for pedestrians crossing High Street;

extending the footpath pavement to allow for outside seating and dining in some locations; and

installing removable bollards in High Street that allow prevent vehicle access and to activate the street space for events.

4.3.2 Key Issues

The key issues for developing the concept design plans along High Street are:

the lack of street trees¹⁵ that will provide shade, shelter and amenity to the street environs;

the unsafe pedestrian crossing locations at the intersection of High Street and the Circle and known 'u' turns made by some vehicles at this location;

the unattractive entrance to the Council Offices with unsafe vehicle access points, poor parking layout and safety issues for pedestrians moving around the war memorial;

the road and parking layout around The Circle does not support low traffic speed and safety, including the intersection of Richmond Street with The Circle;

the limited street lighting at pedestrian level to improve security and safety for pedestrians whilst enhancing the overall street environment;

poor amenity of the walkways leading off High Street to the car parks;

limited opportunities for spaces that would allow public art;

the need to review the location and suitability of parking spaces to meet the needs disabled persons and taxi use;

role and location of fences as barriers to access;

limited small attractive spaces for people to gather and relax;

in-consistent use of awnings outside shopfronts to provide shade and shelter; and

the intensity of the colour of concrete footpaths dominates the street view and detracts from street amenity (however it is recognised that changing the pavement surface is costly and unlikely in the short to medium term).

¹⁵ Some street trees were planted in the 1990's but were removed due to inappropriate location, species type and to allow works to upgrade the footpath and street.

4.3.3 Concept Design

Map 4.3 – 4.5 provides a concept plan for High Street from Arthur Square to the Circle. The key features that relate to the Guiding Principles (as set out in Section 3.2) are presented below.

MAKE STRONG CONNECTIONS

Upgrade the walkway connection to Laskey's Car Park with seats, artwork and lighting to provide a safe and attractive connection.

Reconfigure the layout of Laskey's Car Park to create a better defined bus drop-off and pick-up area with safe and convenient footpaths that connect to the walkway to High Street and avoids the need for pedestrians to cross through parked or turning cars. Introduce some tree plantings into car park layout to improve overall amenity and shade.

Relocate the bus shelter to the southern side of the car park along with future toilets.

Extend the footpaths bulge and pedestrian island at the intersection of High Street with The Circle to improve safety for pedestrian crossing.

Maintain parallel parking around the inner Circle and from High Street to Tank Street.

Designate the road lane markings around The Circle to assist with reducing traffic speed.

Convert angle parking to right angle parking allowing 2m turning/backing space to the designated road lane consistent with Australian Standard for Off-street car Parking AS 2890.1.2004

Consider the re-design of the intersection of Richmond Street with The Circle including a large landscape island to assist with slowing traffic speed and pedestrian crossings.

MAKE IT A PEOPLE PLACE

Remove some car parking spaces at the southern end of Hackett Street to make it more attractive for pedestrian use including provision for seats, street trees and public art. This would still retain the access and flow of vehicles along Hackett Street.

Consider the installation of three street trees in the mid space of High Street to improve the visual amenity and help reduce traffic speed.

Rationalise car park spaces to allow for installing street trees near the pedestrian crossing points to provide shade and improve street amenity.

Add street trees into selected locations along the northern and southern sides of High Street, including on either side of the raised road pavement.

Remove the car park outside the Council Offices and convert into a public space with additional tree plantings. Consider raising the ground levels to provide ease of access to the front doors without the need for ramps.

Maintain public toilet within The Circle.

MAKE IT ACTIVE – DAY AND NIGHT

Improve lighting at the pedestrian level to increase safety along High Street.

MAKE IT WORK FOR LOCAL BUSINESSES

Research abounds to show that the introduction of street trees provides benefits for the ecosystem, community health, social and economic values. The proposals to upgrade the functionality and amenity of High Street will make it a better place for people to visit and linger longer. Retail precincts that can achieve higher levels of visits and stays will also benefit from increased spend in the local shops and services. The street trees will not only provide shade but also dramatically alter the look and feel of High Street over time.

Key:

- ① Consider the installation of three street trees in the mid space of High Street to improve the visual amenity and help reduce traffic speed.
 - ② Rationalise car park spaces to allow for installing street trees near the pedestrian crossing points to provide shade and improve street amenity.
 - ③ Review the opportunity to remove parking spaces on Hackett Street from High Street to allow it to become a small public space with wider footpath, street trees, seating and outdoor public art.
 - ④ Add street trees into selected locations along the northern and southern sides of High Street, including on either side of the raised road pavement. Improve lighting at the pedestrian level to increase safety.
 - ⑤ Upgrade the walkway connection to Laskey's Car Park with seats, artwork and pedestrian lighting to provide a safe and attractive connection. Potential to install community information sign board/screen.
 - ⑥ Reconfigure the layout of Laskey's Car Park to create a better defined bus drop-off and pick-up area with safe and convenient footpaths that connect to the walkway to High Street and avoid the need for people to cross between cars parking. Introduce some tree plantings into car park layout to improve overall amenity and shade.
 - ⑦ Relocate the bus shelter to the southern side of the car park along with new male and female toilets.
 - ⓑ Bus parking area.
- * Note: Upgrade lighting to improve pedestrian safety along High Street.
- ⊠ Potential location for rubbish and recycling bins



High Street Concept Design Plan

Plan 4.3 High Street 01 | Draft For Review

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Scale 1:250 @ A1
1:500 @ A3

Key:

- ① Rationalise car park spaces to allow for installing street trees near the pedestrian crossing points to provide shade and improve street amenity.
 - ② Extend the footpaths bulge and pedestrian island at the intersection of High Street with The Circle to improve safety for pedestrian crossing.
 - ③ View and interpret convict built storm water well.
- * Note: Upgrade lighting to improve pedestrian safety along High Street.
- ☒ Potential location for rubbish and recycling bins



High Street Concept Design Plan

Plan 4.4 High Street 02 | Draft For Review

PREPARED FOR DERWENT VALLEY COUNCIL



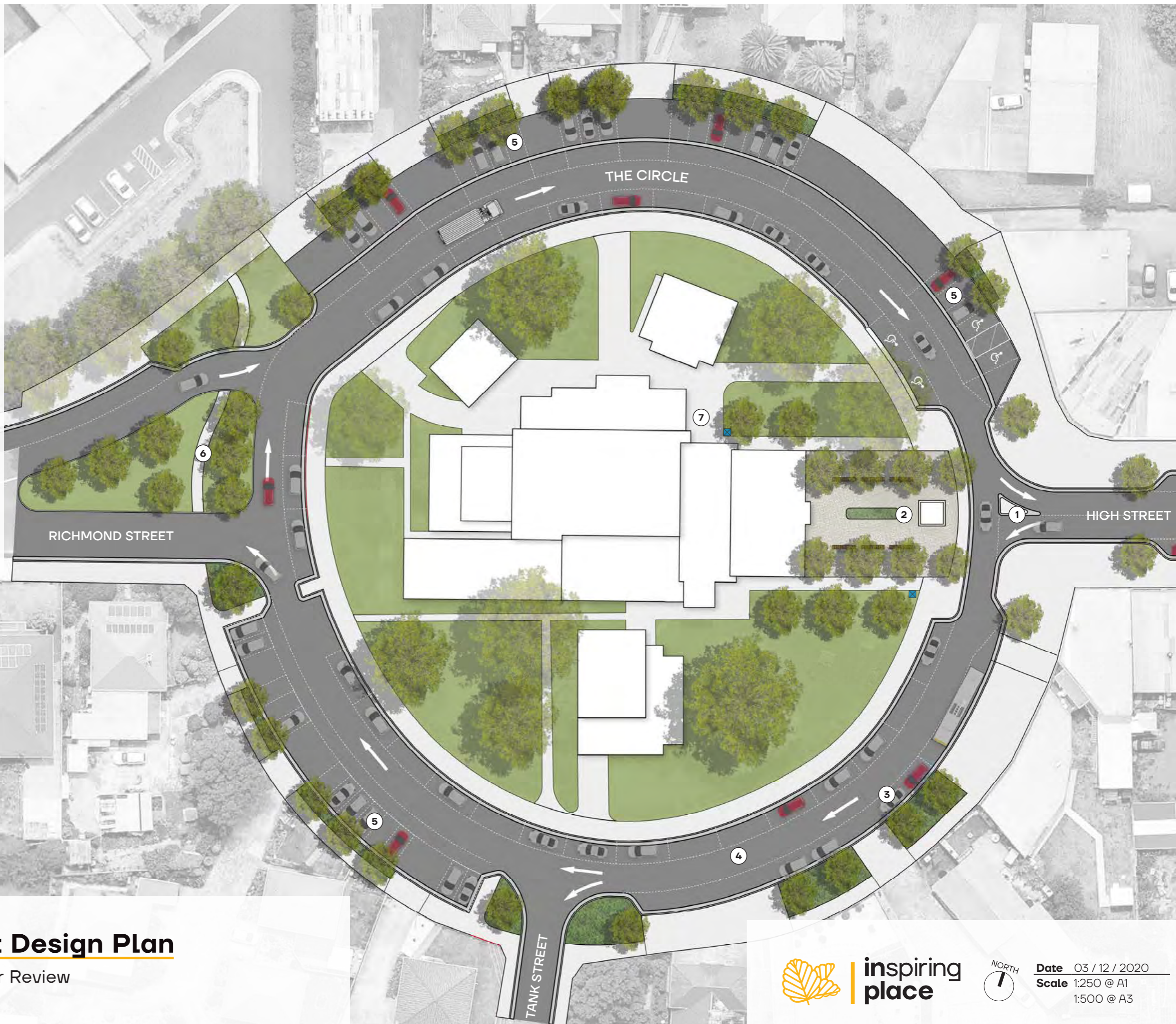
**inspiring
place**



Date 03 / 12 / 2020
Scale 1:250 @ A1
1:500 @ A3

Key:

- ① Extend the footpaths bulge and pedestrian island at the intersection of High Street with The Circle to improve safety for pedestrian crossing.
 - ② Remove the car park outside the Council Offices and convert into a public space with additional tree plantings. Consider raising the ground levels to provide ease of access to the front doors without the need for ramps.
 - ③ Maintain parallel parking around the inner Circle and from High Street to Tank Street.
 - ④ Designate the road lane markings around The Circle to assist with reducing traffic speed.
 - ⑤ Convert angle parking to right angle parking allowing 2m turning/backing space to the designated road lane which is consistent with Australian Standard for Off-street car Parking AS 2890.1.2004
 - ⑥ Consider the re-design of the intersection of Richmond Street with The Circle including a large landscape island to assist with slowing traffic speed and pedestrian crossings.
 - ⑦ Maintain public toilet within The Circle.
- * Note: Upgrade lighting to improve pedestrian safety along High Street.
- ☒ Potential location for rubbish and recycling bins



High Street Concept Design Plan

Plan 4.5 The Circle | Draft For Review

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inspiring place



Date 03 / 12 / 2020
Scale 1:250 @ A1
1:500 @ A3

4.4 BURNETT STREET – THE AVENUE CONCEPT DESIGN PLAN

4.4.1 Context

Burnett Street provides a major road link to and through the town centre and is used by larger transport vehicles as a connection to the Lyell Highway. The generous width of the street and lack of above-ground power lines contribute to the suitability of Burnett street in this role.

Past master plans for the town centre have been largely focussed on issues and improvements for High Street but do indicate an understanding of the potential for Burnett Street as an important road and pedestrian corridor between the Esplanade, High Street and Willow Court. Previous master plans referred to undertaking works that would improve the safety of the High Street and Burnett Street intersection. The construction of the round-a-bout and bulbing of the footpaths to enhance safer pedestrian crossings has been undertaken.

The *New Norfolk Spatial Plan 2006* recommended Council to:

- upgrade and widen pavement on the western side of the street to provide the main pedestrian link between the Esplanade and High Street;
- maintain High Street vehicles give away to Burnett Street vehicles;
- upgrade of the footpath pavement as the main pedestrian link between High Street and Willow Court;
- improve amenity at the existing bus stops to include shelters and seating; and
- upgrade the existing link from the northern end of Burnett Street to the Esplanade with seating and enhanced amenity.

The local community response to these ideas were:

- support for the widening and upgrading one side of the footpath pavement;
- provide a cycle path along Burnett Street;
- remodel the Burnett Street steps to the Esplanade, as they are too steep; and

concern regarding the safety of the Burnett Street/Lyell Highway crossing with the need to be a priority for action.

The Avenue is a minor collector road but provides an important link road between Glebe Road, Lachlan Road and town centre. The review of past reports (refer to Section 2.1) has focused on managing the heritage precinct values of Willow Court including the significance of the avenue tree plantings. There has been limited attention given to the role and function of The Avenue for traffic and pedestrian movement.

Council recently initiated a review into the traffic management options at the intersection of George Street, Burnett Street and entry into The Avenue¹⁶. The report indicated George Street is a Collector Road with around 3200 vehicles per day and a speed limit of 50 km/hour. Burnett Street is a Collector Road with around 2700 vehicles per day with a 50 km/hour speed limit. The Avenue is a minor collector road with most traffic movements being to cross George Street to Burnett Street. The report identified four potential concept options – keep as is, channelized (creating turning spaces into The Avenue from west and into Burnett Street from east), installing a round-a-bout and installing traffic signals.

It is expected that the traffic volumes will continue to increase in future years with a growing population base, further development of Willow Court properties to attract increased visitors and continued attraction of the supermarket including its access off The Avenue. The option of installing traffic signals is considered to be the only option that will provide improved safety and convenience for pedestrians crossing on all three streets. This option would contribute to improving the connectivity and safety between the town centre and the Willow Court precinct. This option does not limit the use of large vehicles on these streets and would improve traffic efficiency by removing the need for the existing pedestrian islands on George Street. However it is recognised that this option may be the long-term outcome and Council may consider or proceed with other options in the short-medium term.

4.4.2 Key Issues

The key issues for developing the concept design plans along Burnett Street – The Avenue are:

steep terrain and condition of the steps linking the Esplanade to Burnett Street;

¹⁶ TCS 2020 George and Burnett Street Intersection – Options Report and Intersection Analysis Report

narrow footpath on the western side of Burnett Street up to Pioneer Avenue;

lack of street trees that would help to reduce traffic speed, provide shade and improve the amenity on a principal entry road to the town centre;

safety issues for pedestrians crossing at the side street intersections with Burnett Street;

traffic management concerns at the intersection of George Street, Burnett Street and entry into The Avenue;

currently poor pedestrian crossing arrangement¹⁷ at the entry into The Avenue along George Street;

very narrow footpath on the western side of The Avenue adjacent to a deep stormwater drain that raises risk concerns for pedestrians and other footpath users; and

limited designation of car parking areas off the Avenue.

4.4.3 Concept Design

Map 4.6 – 4.8 provide a concept plan for Burnett Street to The Avenue. The key features that relate to the Guiding Principles (as set out in Section 3.2) are presented below.

MAKE STRONG CONNECTIONS

Rationalise car park spaces along Burnett Street to allow for installing street trees that will create an avenue planting, provide shade and improve street amenity.

Widen the footpath along the eastern side of Burnett Street.

Bulge the footpaths at the intersection of Pioneer Avenue and Burnett Street to improve pedestrian crossing and slow traffic speed for turning vehicles.

¹⁷ This problem is exacerbated by the limited footpath space, existence of infrastructure lids within the footpath, the desire for cars to push out onto George Street to extend sight distance and the perceived uncertainty over rights of crossing by pedestrians and various turning vehicle movements.

Install traffic signals at the intersection (Option D of the Traffic Assessment Report) to improve the safety and convenience of pedestrians and vehicle movements in the long term.

Remove pedestrian traffic island with the installation of traffic signals.

Bulge out the footpath to improve pedestrian crossing space on the western side of the entry into The Avenue.

Remove overgrown vegetation to expose the existing wider footpath along The Avenue. Install agricultural drainage pipe in gutter and fill with 14mm no fines gravel to reduce risk issues for pedestrians.

MAKE IT A PEOPLE PLACE

Widen footpath and add in street trees to allow outside furniture at the small café in Burnett Street.

Enhance the Willow Court memorial gardens.

MAKE IT ACTIVE – DAY AND NIGHT

The general improvements to the footpath, pavement surfaces and lighting along Burnett Street would assist pedestrians to gain safe access outside of daylight hours.

MAKE IT WORK FOR LOCAL BUSINESSES

Proposed car parking layout for off-street car parking areas along The Avenue extends the car parking provision in the future. The smaller car parks are easily seen from The Avenue to encourage visitors to park in these locations. This would help to reduce some of the traffic movements and congestion occurring on the internal roads within Willow Court. Council should seek to avoid the risk of The Avenue transforming into a large carpark with new businesses and consider preparing an overall Specific Area Plan to address car parking requirements.

The proposals to upgrade the functionality and amenity of Burnett Street and the Avenue will make it a better place for people to visit and linger longer. The town centre and Willow Court businesses will benefit from increased spend in the local shops and services.

Key:

- ① Rationalise car park spaces along Burnett Street to allow for installing street trees that will create an avenue planting, provide shade and improve street amenity.
 - ② Widen the footpath along the eastern side of Burnett Street.
 - ③ Bulge the footpaths at the intersection of Pioneer Avenue and Burnett Street to improve pedestrian crossing and slow traffic speed for turning vehicles.
 - ④ Refer to Concept Plan 4.3 for improvements to Laskey's Car Park.
 - ⑤ Widen footpath and add in street trees to allow outside furniture at small café in Burnett Street.
 - ⑥ View and interpret convict built storm water well.
- ☒ Potential location for rubbish and recycling bins



High Street Concept Design Plan

Plan 4.6 Burnett Street 01 | Draft For Review

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Date 03 / 12 / 2020
Scale 1:500 @ A1
1:1000 @ A3

Key:

- ① Rationalise car park spaces along Burnett Street to allow for installing street trees that will create an avenue planting, provide shade and improve street amenity.
- ② Widen footpath and add in street trees to allow outside furniture at small café in Burnett Street.
- ③ Install traffic signals at the intersection (Option D of the Traffic Assessment Report) to improve the safety and convenience of pedestrians and vehicle movements in the long term.
- ④ Remove pedestrian traffic island with the installation of traffic signals.
- ⑤ Bulge out the footpath to improve pedestrian crossing space on the western side of the entry into The Avenue.
- ⑥ Remove overgrown vegetation to expose the existing wider footpath along The Avenue. Install agricultural drainage pipe in gutter and fill to reduce risk issues for pedestrians.

* Note: Upgrade lighting to improve pedestrian safety along The Avenue.

☒ Potential location for rubbish and recycling bins



High Street Concept Design Plan

Plan 4.7 Burnett Street O2 | Draft For Review

PREPARED FOR DERWENT VALLEY COUNCIL



Date 03/12/2020
Scale 1:500 @ A1
1:1000 @ A3

Key:

- ① Proposed car parking layout for future re-development of the Health Hub complex.
 - ② Proposed car parking layout for off-street car parking areas along The Avenue. Consultation with Friends of Frascati to resolve site/heritage concerns.
 - ③ Enhance the Site of Reflection memorial gardens.
 - ④ Install agricultural drainage pipe in gutter and fill to reduce risk issues for pedestrians.
 - ⑤ Proposed pathway link between carpark and bridge
- * Note: Upgrade lighting to improve pedestrian safety along The Avenue.
- ▣ Potential location for rubbish and recycling bins



High Street Concept Design Plan

Plan 4.8 The Avenue | Draft For Review

PREPARED FOR DERWENT VALLEY COUNCIL



Date 03 / 12 / 2020
Scale 1:500 @ A1
1:1000 @ A3

4.5 TOWN PRECINCT CONNECTIONS

Plan 4.9 shows the existing connections and potential for upgrading links between the town centre and town precincts.

Table 4.1 provides a summary of the existing and proposed improvements.

Path/Trail	Existing Condition	Potential Improvements
The Esplanade Walk	Well-developed shared gravel trail with lighting attracting high use by locals and visitors	Some improvements to the steep steps to Burnett Street. Difficult to improve mobility but some opportunities to widen and improve could occur.
Derwent Cliffs Walk	Managed by PWS on the State Reserve and the main trail is suitable for current use levels.	Link to The Esplanade and connection to the Bicentennial Track could be upgraded in longer term.
Bicentennial Track	Shared gravel trail developed to a good standard.	A link (bridge) to connect with Lower Road would be an improvement in connectivity in the long term.
Willow Court Precinct	Existing footpath down the Avenue is narrow with risk issues.	The Avenue Concept Design Plans indicates the opportunity to expose original footpath and address risk issues for pedestrian safety.
Town Centre pedestrian paths	Most of the footpaths have been upgraded and widened over time.	Concept Design Plans for High Street and Burnett Street indicate the potential to improve the paths in some locations, including at crossing points.
Proposed Northern Walk Connection	Footpaths exist but there is no overall design response to making this a more purposeful and safer walk.	Start at the Sport and Community Precinct and using the footpath down the western side of Third Avenue to reach Rocks Road. Create a designated crossing point to cross Rocks Road to reach the foreshore. A designated pathway would help resolve undesignated parking and access to the foreshore whilst providing a safe and convenient link to the bridge. The pathway could then follow Montagu Street with a crossing point into Burnett Street. There is the opportunity to promote this walk as a recreational link between the Boyer Oval car park (start of the local Peter Hudson story) to his statue (to be located in Arthur Square).

Table 4.1 Town Precinct Connections

Key:

- ① Main town centre pedestrian paths
- ② Bicentennial Track
- ③ Derwent Cliff Walk
- ④ The Esplanade Walk
- ⑤ Proposed Northern walk connection



High Street Concept Design Plan

Plan 4.9 Town Precinct Connections | Draft For Review

PREPARED FOR DERWENT VALLEY COUNCIL



inspiring
place



North
Date 10 / 08 / 2020
Scale N/A

4.6 URBAN DESIGN GUIDELINES

4.6.1 Purpose

The purpose of the guidelines are to create a clearly legible urban scale and to give direction to future redevelopment and investment within the town centre. They are guidelines to help achieve successful urban design outcomes and should not be seen as statutory requirements.

4.6.2 Objectives

The objectives for the guidelines are:

- To achieve an attractive, safe and functional town centre.
- To ensure development respects and responds to the natural and cultural values of the place.
- To promote a consistent and high quality approach to the streetscape, built form, landscaping and movement systems that ensure compatibility and synergy between uses of the town centre.
- To encourage highest and best use of the land.
- To promote activation of the town centre to attract people and investment.
- To ensure universal access within the town centre.

4.6.3 Guidelines

In addition to Council's statutory planning and development controls, any land use or development proposals should address the relationship of the proposed development to meeting the vision and guiding principles of the Concept Urban Design Plans for the Town Centre.

BUILDINGS

Building heights should be consistent with the existing urban fabric, typically 2 to 3 storeys in height. However consideration should be given to selected areas and landmark locations where it would be appropriate to encourage greater heights. Corner sites should be accentuated with higher building heights or greater massing.

Building form mass should provide different visual experiences when viewed from public spaces rather than simplistic or bulky forms which lack human scale and diversity. This may include building stepping, recesses and changes to the materiality of the facades.

The scale, massing and proportions of new buildings should be designed to avoid adverse over-shadowing or wind tunnel effects.

Any protrusions from the street front should be sympathetic in character, materials, and colour to its immediate location. Weather protection to the public footpath should include the potential for a veranda, canopy or awning for the length of all buildings with a zero front setback.

The detailing and finish to buildings should provide an appropriate scale to the street and visual interest to enable differentiation between buildings when viewed from public streets and public open spaces.

Large areas or lengths of blank walls should not be allowed on the street façade or footpaths where visible from public streets and public open spaces. Encouraging narrow frontages at ground floor will allow for active edges and a higher level of pedestrian permeability to maximise activation.

Entrances to buildings should be clearly recognised to provide an engaging interface to the street and should be accessible directly from the street.

Buildings should be designed in response to the localised climatic conditions including wind, precipitation, solar orientation and bushfire risk.

LANDSCAPING AND AMENITY

Landscaping should seek to enhance the existing sense of place, interpreting cultural values and defining the public realm whilst contributing to the safety and comfort of visitors and users of the town centre. Consideration should be given to the appropriate selection of the height and species in relation to the scale, building mass, nature of the location and crime prevention principles.

Landscaping should be cognisant of retaining the integrity of the view corridors to prominent features.

The design of paving, street lighting, seating, bins, signage and other street furniture should be consistent across the town centre and reinforce the function of a street.

The potential for façade planting or ‘green walls and green roofs’ should be considered to enhance the appearance and thermal/water conservation performances of new buildings.

Wifi and power points (may include restrictions on use time) should be incorporated into the design of outdoor facilities.

Where possible, parking areas should be well designed and unobtrusive from the street or public open spaces.

Loading docks, plant, equipment and outside storage areas should be screened from public spaces so as to maintain a high standard of visual amenity.

ACTIVATE USE

Building setbacks should encourage development to be conducive to a lively street. Setbacks may be required to protect existing trees or to allow for trees to be added into the street.

Priority should be given to maximising pedestrian access and circulation throughout the town centre.

Unrestricted public access to all public open space should prevail. Strong connections between the town centre and public spaces (e.g. Arthur Square) should be required.

Laneways and alleyways should be well lit, straight and direct, free of objects that facilitate concealment and sufficiently open for casual surveillance.

Important public view corridors should be protected and not be obstructed. Visual access and interaction between the public realm and internal spaces of new buildings should be maximised.

Ground floor spaces should be flexible and adaptable to maximise amenity of users of the street. New development should incorporate horizontal and vertical mixing of uses including retail, food and beverage, civic/community uses at ground floor with the potential for commercial and residential activities above ground floor.

Development should be encouraged to accommodate a broad mix of uses to support daytime and evening activation, community access and enjoyment.

New development should directly contribute to an enhanced public realm adjoining and nearby to the site.

SECTION 5

IMPLEMENTATION

5.1 REVIEW OF COMMUNITY FEEDBACK

The draft urban design concept plans were listed on Council's website and advertised to invite public review and comment. The consultants:

conducted a meeting with the town centre's Business Alliance members held on Monday 2nd November;

facilitated a market stall on Saturday 7th November (8am – 2pm) and invited questions, comments and discussions including the completion of a survey asking whether people loved, liked, loathed or were unsure about 26 ideas listed in the plans; and

organised a community walk and talk on Wednesday 11th November (5.30-7 pm).

The community were invited to contribute their comments via Council's website and written submissions or comments to Council.

The following community feedback was received:

65 respondents completed the market day surveys;

4 petitions with 79 signatures supporting the proposed location of the Peter Hudson statue in Arthur Square, of which 23 signatures indicated they were representing town centre businesses; and

26 written comments or submissions.

The response to the survey questions indicated that the clear majority of respondents (greater than 85%) supported all the listed ideas for Arthur Square, High Street and Burnett Street – The Avenue. The only exception was the installing of the Peter Hudson statue in Arthur Square where 43% loathed the idea, 21% loved the idea and 21% indicated they could live with the idea, and 15% were unsure.

The feedback was reviewed and presented to Councillors at a workshop. There were six key points raised through the community engagement process and feedback comments:

- placement of the Peter Hudson statue in Arthur Square;
- location of parking spaces for people with disabilities on High Street;
- protecting ornamental garden plantings in Arthur Square;
- avoiding use of uni-sex toilets;
- improving street lighting; and
- suitability of street trees.

An outline of the feedback comments and recommended action is presented below.

5.1.1 Placement of the Peter Hudson Statue in Arthur Square

The development of the idea, find funding, commissioning the building of the statue and finding a location for placement within Arthur Square has been underway for over a year. In June 2018 the Council indicated “support for the concept proposal generally and specifically the proposed location at Arthur Square as being acceptable”.

During the course of preparing the draft urban concept plans, Inspiring Place were asked by Council to identify a location within Arthur Square where the statue could be placed. The draft concept plan for Arthur Square indicates that the statue could be placed off-centre from the proposed major entry off High Street and off-centre from the main central path.

This aspect of the draft urban concept plans generated mixed opinions within the community. Indeed, it was the only idea listed in the survey that did not attract majority support. Four petitions (79 signatures) all supported the placement of the statue in Arthur Square including a petition signed by 23 local businesses in the town centre.

The supporters for the statue at Arthurs Square indicated:

- Arthur Square was previously used for sport and recreation, including cricket and football games;
- the legendary status of Peter Hudson;
- the statue needs to be in a prominent place where it is easy for people to visit and where it will benefit local businesses by people staying longer in the town centre;

the quality of the artist commissioned to build the statue;

recognition of local heroes (not just sporting ones) instills pride, belonging and respect within a community; and

the availability of car parking and toilets at Arthur Square.

The opponents of the statue indicated:

the community should be celebrating a range of local heroes, not just sporting legends (the Maryborough Walk of Achievers was used as an example) ;

the statue should be located at Boyer Oval rather than Arthur Square;

the heritage and botanical values of Arthur Square would be impacted upon; and

there should have been more consultation and agreed criteria in place.

One respondent claimed there was potential bias as the principal consultant was the son of a former President of the New Norfolk Football Club (some 45 years ago) and somehow colluded with the proponents and Mayor for the statue to be located in Arthur Square. This claim was disingenuous and unsubstantiated. Council's decision to place the statue in Arthur Square was made prior to the consultant team being commissioned.

Having listened to the various respondents and reviewed the written submissions, Inspiring Place considers it is appropriate for the statue to be located within Arthur Square for the following reasons:

Arthur Square is a space that has historically been used for a range of activities including sport, recreation, military training drills, memorials, school and cultural events, community gatherings and as an urban garden park;

the draft concept plans seek to upgrade and activate Arthur Square consistent with the outlined vision and guiding principles (especially making it a people place);

having people (locals and visitors) staying longer in the town centre or by adding to the reasons why people may choose to visit a destination will have some flow-on benefits to town centre businesses whereas Boyer Oval is likely to attract far fewer people to visit and would not benefit local businesses;

the notion of a Walk of Achievers has merit and Arthur Square would be an ideal location from which to start or base such a walk and interpretation experience – the proposed internal pathway from the main entry off High Street along High Street and Bathurst Street (which includes the dedicated ornamental rose gardens) would be highly suited to installing other art memorials to celebrate local achievers¹⁸;

the statue will not have adverse impact upon the heritage values or botanical values; and

Arthur Square is conveniently located to the town centre and visitor facilities to encourage access and connectivity with active transport e.g. walking and cycling.

The recommended action to Council was that the Peter Hudson statue be located within Arthur Square as part of a future Local Heroes/Achievers/Champions interpretative walk and the concept plans be revised to show this outcome. This recommendation was endorsed by Council and has been incorporated in the urban design concept plans.

5.1.2 Location of parking spaces for people with disabilities on High Street

Several respondents indicate the need to have adequate parking spaces (especially close to medical practices and chemists) to cater for the needs of people with mobility disabilities. The draft plans show 2 designated disabled parking spots on High Street, 2 spots on The Circle and 3 spots within Laskeys car park. Provision is also made for a taxi zone on High Street.

The recommended action to Council was that the number and location of the designated disabled parking spots be reviewed before the plans were finalised. This

¹⁸ The process of selecting the local achievers should be guided by a Public Arts Policy, use of selection criteria and community consultation. It could consider various media techniques to present the individuals and tell the stories. It will be dependent upon securing available funding support to allow for the design, implementation and ongoing maintenance.

recommendation was endorsed by Council and has been incorporated in the urban design concept plans.

5.1.3 Protecting ornamental garden plantings in Arthur Square

A few respondents referred to the value of the ornamental gardens (rose beds) in Arthur Square and that these should be retained and that two were known as memorial gardens related to cancer and suicide loss. The draft plans show having ornamental beds along the main central path (8), along the side path along High Street and Bathurst Street (8) and at the main entry points into the Square.

The recommended action to Council was to review the location of the path and ornamental beds to ensure the two memorial garden beds were not impacted. This recommendation was endorsed by Council and has been incorporated in the urban design concept plans. It involved a slight realignment of a proposed path to ensure the ornamental beds were not affected.

5.1.4 Avoiding use of uni-sex toilets

The plans show use of uni-sex and wheelchair uni-sex toilets at Arthur Square and the potential for uni-sex toilets at Laskeys car park. Several female respondents indicated they did not like or feel safe using uni-sex toilets. Several respondents mentioned they did not like the change to the toilets near Council's offices which had been converted from a male and female toilets to a uni-sex toilet.

The recommended action to Council was to revise the concept plans to show a preference for the toilets to be designed to cater for separate male and female toilets with provision for a uni-sex wheelchair access toilet and inclusion for a baby change room. This recommendation was endorsed by Council and has been incorporated in the urban design concept plans.

5.1.5 Need for better street lighting

A few respondents indicated the desire to improve lighting at Arthur Square and The Avenue. The draft concept plan for Arthur Square shows provision for lighting along the main path and central fountain area. The plans for High Street refer to improve lighting at the raised pavement and pedestrian crossing point and the proposed upgrade of the laneway to Laskeys car park. However, the plans should make clearer the intent to improve pedestrian lighting along the whole of High Street.

The draft concept plan for The Avenue do not indicate opportunities to improve lighting for vehicles and pedestrians but should do so. This will add to the safety and amenity of the street and paths, especially given the increased residential population in the Glebe Road area in the future.

The recommended action to Council was to revise the draft concept plans to indicate the intention to upgrade pedestrian lighting on High Street and indicate the desire for lighting along The Avenue (for both vehicle and pedestrian use in the future). This recommendation was endorsed by Council and has been incorporated in the urban design concept plans.

5.1.6 Suitability of street trees

There was strong support for the enhancement of the town centre with street trees. A few respondents referred to the failure of past trees (using raised boxes), getting the right selection of tree species and the potential loss of car parking spaces. Current practice about installing street trees in pavement space is well developed and has proven successful. The selection of suitable trees species will be undertaken during detailed design based on a number of factors (e.g. being deciduous, height, root zone, appearance, maintenance etc).

The draft concept plans were prepared to minimise the loss of car parking spaces within the street and have generally used under-utilised space or footpath space. Some spaces have been designated for disabled parking spots and a taxi zone. Additional parking capacity has been allocated around The Circle.

The concern about loss of parking is probably about the parking space on the raised pavement outside the PO where we have shown bollards that would prevent parking. We will review the scope to keep some parking whilst also reviewing the overall disabled parking needs for High Street.

The recommended action to Council was to review car parking spaces along High Street and particularly on the raised pavement near the PO. This recommendation was endorsed by Council and has been incorporated in the urban design concept plans. The parking spaces outside the PO have been retained and some disabled parking spots relocated to better meet user needs.

5.2 ACTION PLAN

This Section sets out an implementation strategy for the Concept Urban Design Plans over the next 15 years.

Section 5.2.1 identifies the recommended actions, the initiating steps, who will take the lead role and the timing for implementation of works within the short term 2021-2025. It is understood that Action Plans often become less relevant after 5 years, generally requiring review and updating in relation to what has been achieved and the impact of emerging issues or new opportunities.

Section 5.2.2 lists the recommended actions for the mid – long term period spanning the 10 years between 2026-2035.

5.2.1 Action Plan : Short Term 2021 – 2025

Table 4.1 lists the recommended actions for the short term period.

No	Recommended Action	Initiating Steps	Lead Role
1	Adopt the Concept Urban Design Plans Report	<ul style="list-style-type: none"> Review by Council 	Council
2	Seek preliminary cost estimates for proposed works	<ul style="list-style-type: none"> Engage QS to prepare preliminary cost estimates Review cost estimates 	Council
3	Determine priority work projects with consideration to available funds	<p>Initial projects may include</p> <ul style="list-style-type: none"> Installing street trees Provision for accessible parking and line markings Installing recycle bins Fixing safety issues with exposed drain on The Avenue Undertaking detailed design for the upgrade of the walkway to Laskeys car park Undertaking detailed design of the conversion of Council Offices forecourt space into an activated public space 	Council
4	Start works based on funds, design and development approvals are permitted	<ul style="list-style-type: none"> Undertake work or seek tenders for works to be completed 	Council
5	Seek potential funding support and grants to allow for future works in Arthur Square and improved pedestrian lighting for the town centre streets	<ul style="list-style-type: none"> Identify potential funding sources Apply for grants and funding support 	Council
6	Commission detailed design for work projects in Arthur Square	<ul style="list-style-type: none"> New toilets and car parking at Arthur Square and Laskeys car park New entry space off High Street New paths, seating and lighting Water play or fountain feature New rotunda 	Council
7	Review implementation plan	<ul style="list-style-type: none"> Internal review each year Major review after 5 years to set priorities for next 10 years 	Council

Table 4.1 Short Term Action Plan 2021-2025

4.2.2 Action Plan for the Mid - Long Term 2026-2035

Table 4.2 lists the recommended actions for the mid to long-term period.

No	Recommended Action	Initiating Steps	Lead Role
1	Commence works in Arthur Square, Laskeys car park and walkway, and Council Offices forecourt dependent on sourcing funding, design and development approvals	<ul style="list-style-type: none"> Undertake work or seek tenders for works to be completed 	Council
2	Seek funding sources to allow installation of street trees, widened footpaths and safe pedestrian crossings on The Circle, Burnett Street and The Avenue	<ul style="list-style-type: none"> Identify potential funding sources Apply for grants and funding support 	Council
3	Determine priority work projects with consideration to available funds	<ul style="list-style-type: none"> Review priorities 	
4	Start works based on funds, design and development approvals are permitted	<ul style="list-style-type: none"> Undertake work or seek tenders for works to be completed 	Council
5	Re-designate parking layout and road lanes around The Circle	<ul style="list-style-type: none"> Seek Traffic Engineer advice Implement works 	Council
6	Install traffic signals at the intersection of Burnett Street- The Avenue – George Street.	<ul style="list-style-type: none"> Review Traffic Engineer report and traffic history 	Council
7	Upgrade small public space at Hackett Street	<ul style="list-style-type: none"> Consult with landowners Prepare concept layout 	Council
8	Review implementation plan	<ul style="list-style-type: none"> Internal review each year Major review after 5 years to set priorities for next 5 years 	Council

Table 4.2 Mid - Long Term Action Plan

5.3 PRELIMINARY COST ESTIMATES

Indicative cost estimates were provided to Council to assist with forward planning and grant applications for the town centre. However the project budget allowed fees for Council to engage a professional Quantity Surveyor for preliminary cost estimates after the urban design concept plans are finalised.

